

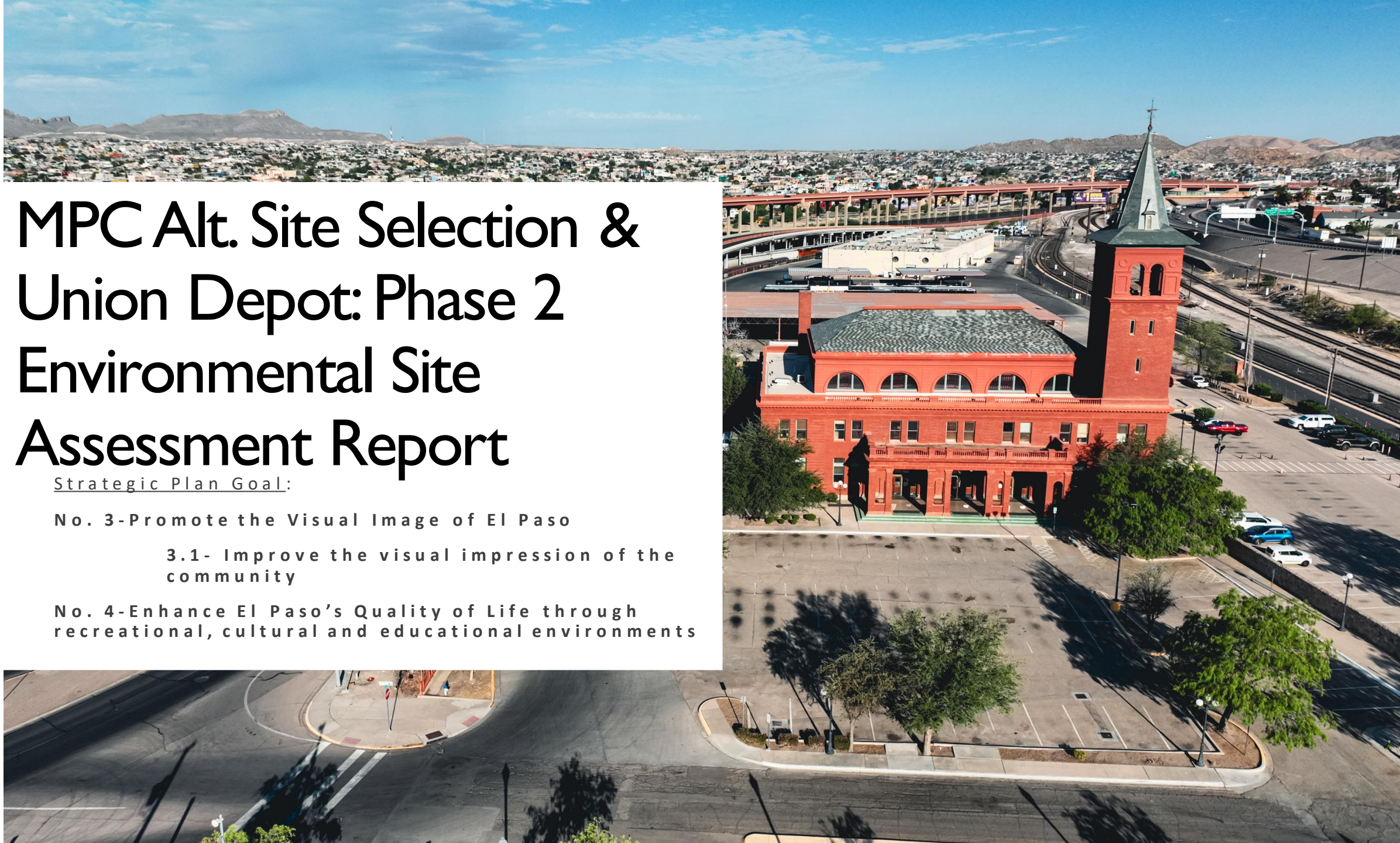
MPC Alt. Site Selection & Union Depot: Phase 2 Environmental Site Assessment Report

Strategic Plan Goal:

No. 3-Promote the Visual Image of El Paso

3.1- Improve the visual impression of the community

No. 4-Enhance El Paso's Quality of Life through recreational, cultural and educational environments



Agenda

- 1 Review of Previous Work & Site SWOT Analysis
- 2 Phase 2 ESA Report Findings & Recommendations
- 3 Grants & Other Work
- 4 Next Steps & Staff Recommendations



Council Directive

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5TH AND FINAL MOTION - Jan 3, 2023

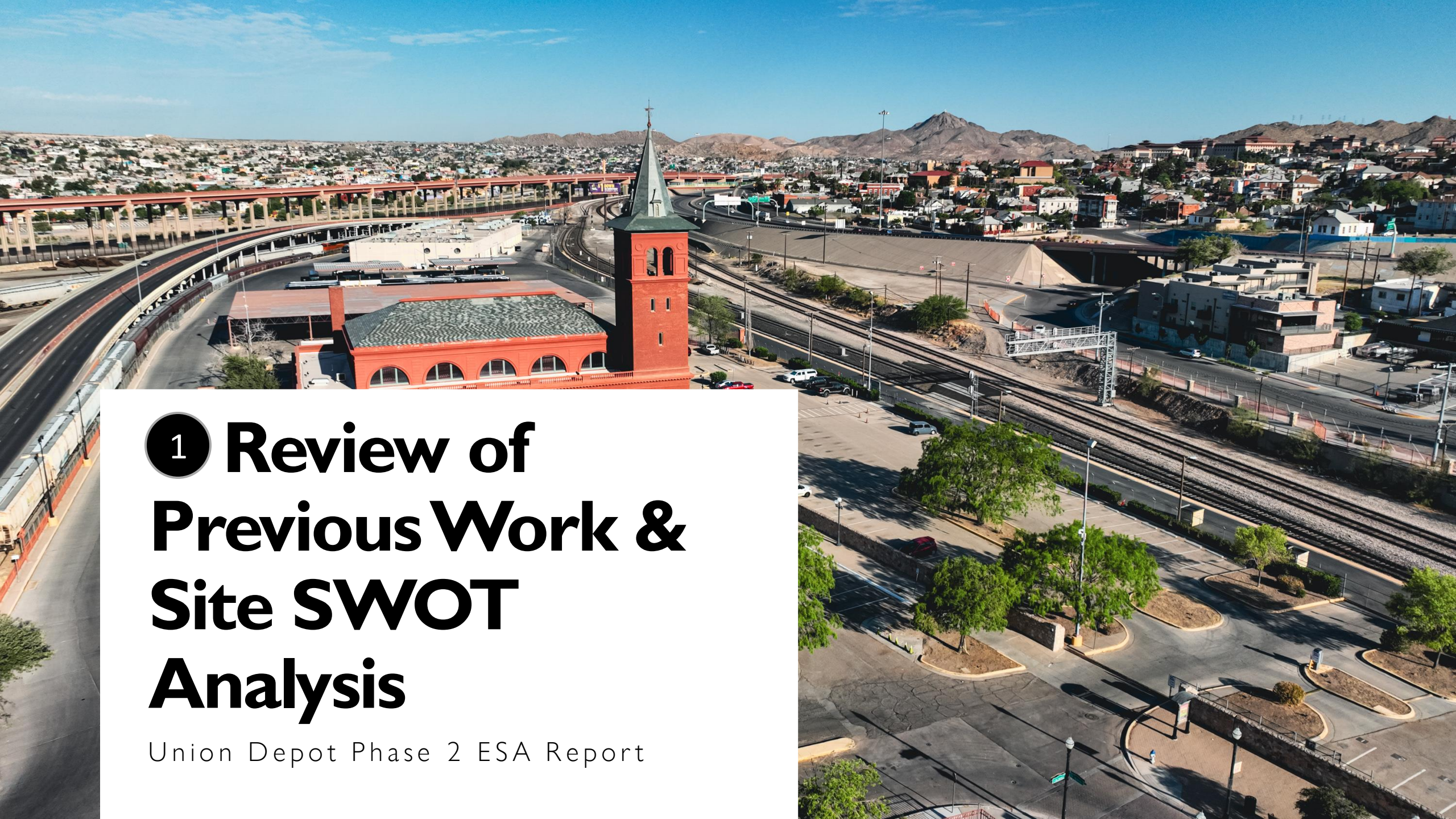
Motion made by Representative Annelo, seconded by Representative Molinar, and carried that the City of El Paso **RE-EVALUATE AND REPURPOSE** as appropriate the now-insufficient funds for constructing a new Multipurpose Performing Arts and Entertainment Center, any sports facility or other building within the area bounded by West Overland Avenue to the north, South Santa Fe Street to the east, West Paisano Drive to the south, and Leon Street to the west and that no buildings within this area be condemned or demolished; and to begin examining the use of these funds specific to what the voters approved within existing City facilities that may be renovated or upgraded to honor the will of the voters.



AYES: Representatives Annelo, Molinar, Fierro, and Canales

NAYS: Representatives Hernandez, Salcido, and Rivera

3 ABSTAIN: Representative Kennedy



① Review of Previous Work & Site SWOT Analysis

Union Depot Phase 2 ESA Report

City-Owned Properties in the Downtown Plan Area

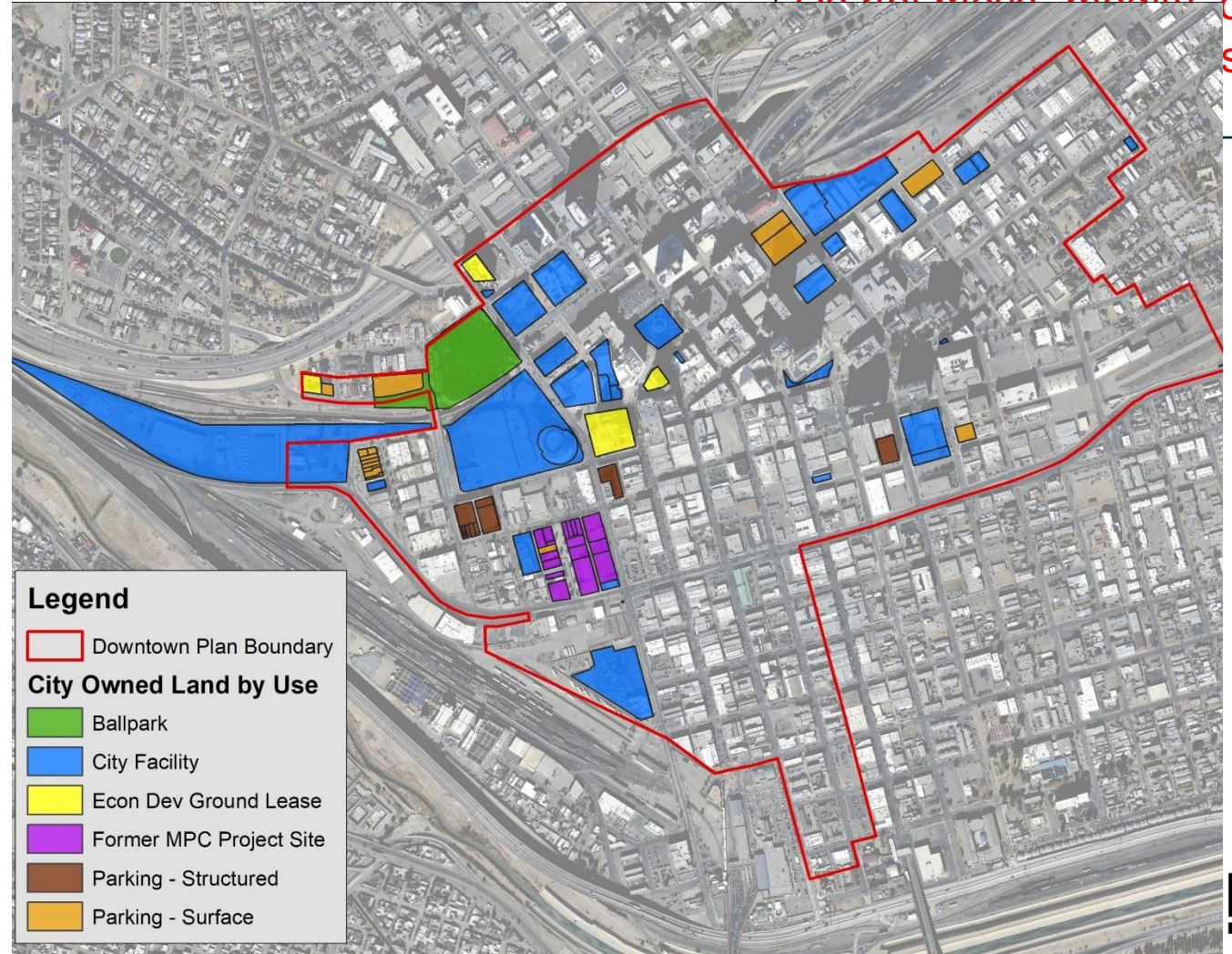
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Property Description	Lots	Acreage
Future Use	2	1.9
City Facility	2	1.9
In Use	26	6.5
Parking - Structured*	10	2.2
Parking - Surface	16	4.3
Occupied	33	53.4
City Facility	27	43.6
ED Ground Lease	4	2.9
Ballpark	2	6.9
Vacant	19	3.8
City Facility**	1	0.1
Former MPC Project Site	19	3.7
Grand Total	80	65.6

*Union Plaza Transit Terminal is made up of 8 lots

**Fire Station 1 in the Former MPC Project Site Footprint

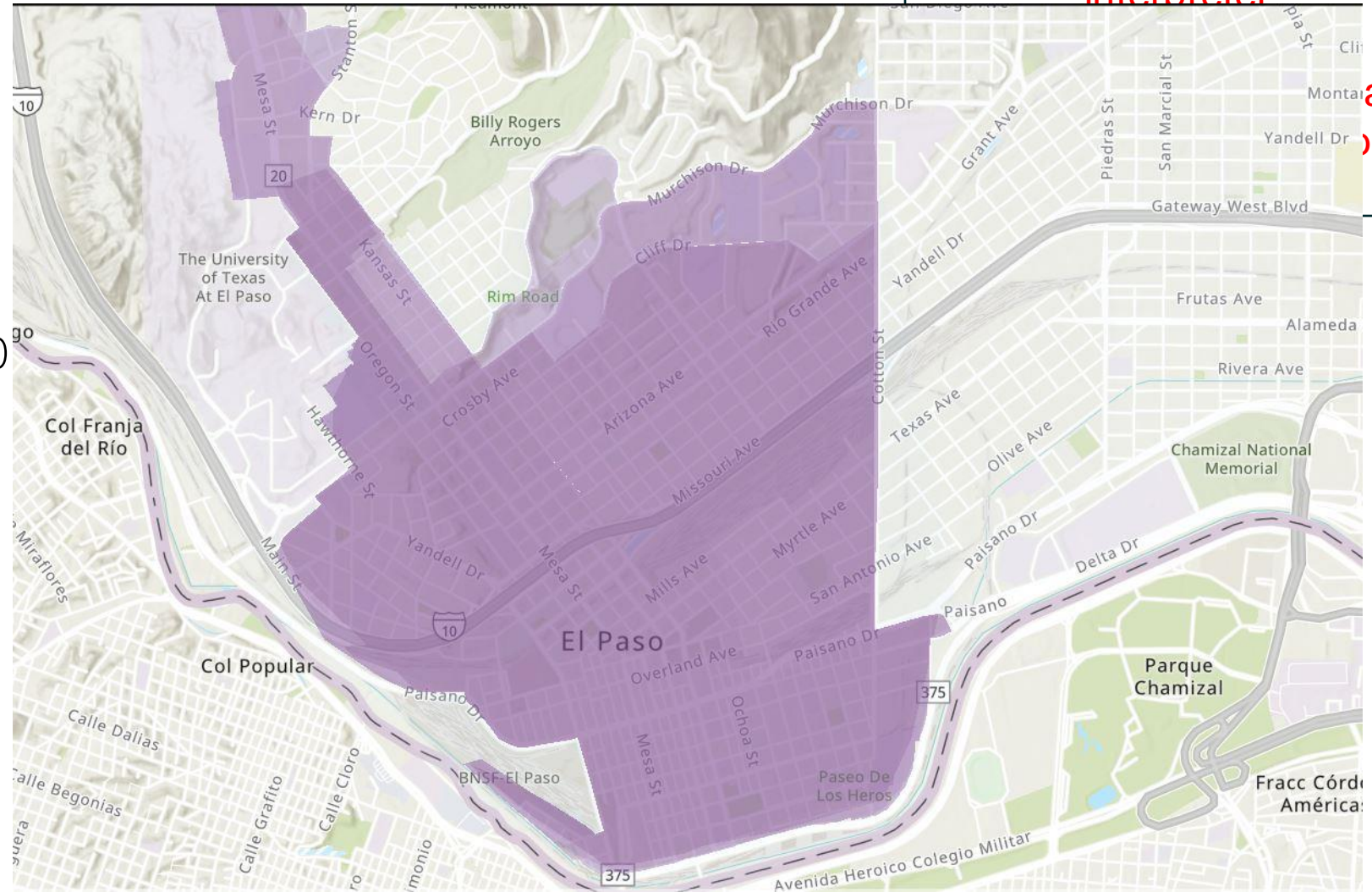


New Expanded Downtown Plan Area:

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New Plan Area Adopted with the Uptown, Downtown and Surrounding Areas Plan

- Northern Boundary includes Mesa Corridor North of I-10 to Mission Hills
- Eastern Boundary extended to Cotton and Loop 375



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GENSLER FEASIBILITY STUDY – KEY TAKEAWAYS AND CRITERIA

- There is a market need for a **MODERN** facility in the 8,000-12,000 seats size
- Cost for hybrid facility (4000 indoor/4000 outdoor) is within voter-approved budget
- Operating models estimate a yearly profit for the operation
- Contributes to the revitalization of Downtown & Union Plaza
- Incorporates this area into the Convention Center Campus for additional meeting space
- **Speed to Market crucial**; Cost estimates assume FY24 construction
- Site and Facility must be developed to meet Guiding Design Principles established through community engagement process

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Community Engagement Summary Points

- Approx. 1 500 survey participants
- **Great support and preference (66% to 73%) seen for integrating outdoor events, and existing urban context into the project**
- Over 50% support a facility that can host concerts, family shows, sporting events or open style events.
- Focus Group results informed the guiding design principles for a venue to be: Authentic, Integrated, Generative, Flexible, Inviting, and Vibrant.

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This image depicts a flexible outdoor space for smaller events and gatherings, open air lawn style seating and small commercial spaces nearby.

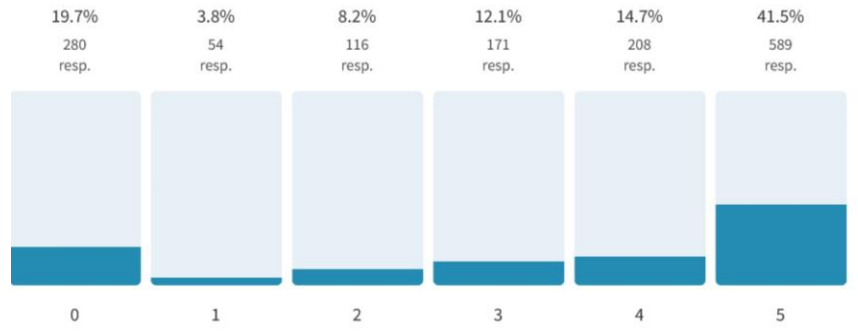
1418 out of 1466 answered



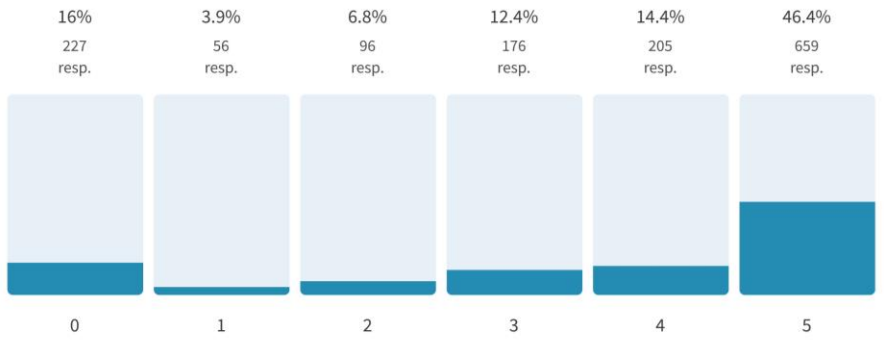
The focus of this image is a space that can accommodate a variety of commercial uses in a boardwalk style, urban outdoor setting.

1419 out of 1466 answered

3.2 Average rating



3.4 Average rating



Guiding Design Principles



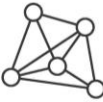
Authentic

Retain connections to history and enable organic growth.



Flexible

Draw people from morning till night with spaces that can serve different needs at different times.



Integrated

Take cues from the existing neighborhood scale and context to be connecting and enhancing.



Inviting

Welcome people from different walks of life with many ways to access and engage.



Generative

Provide new community assets and resources and grow new businesses and connections.



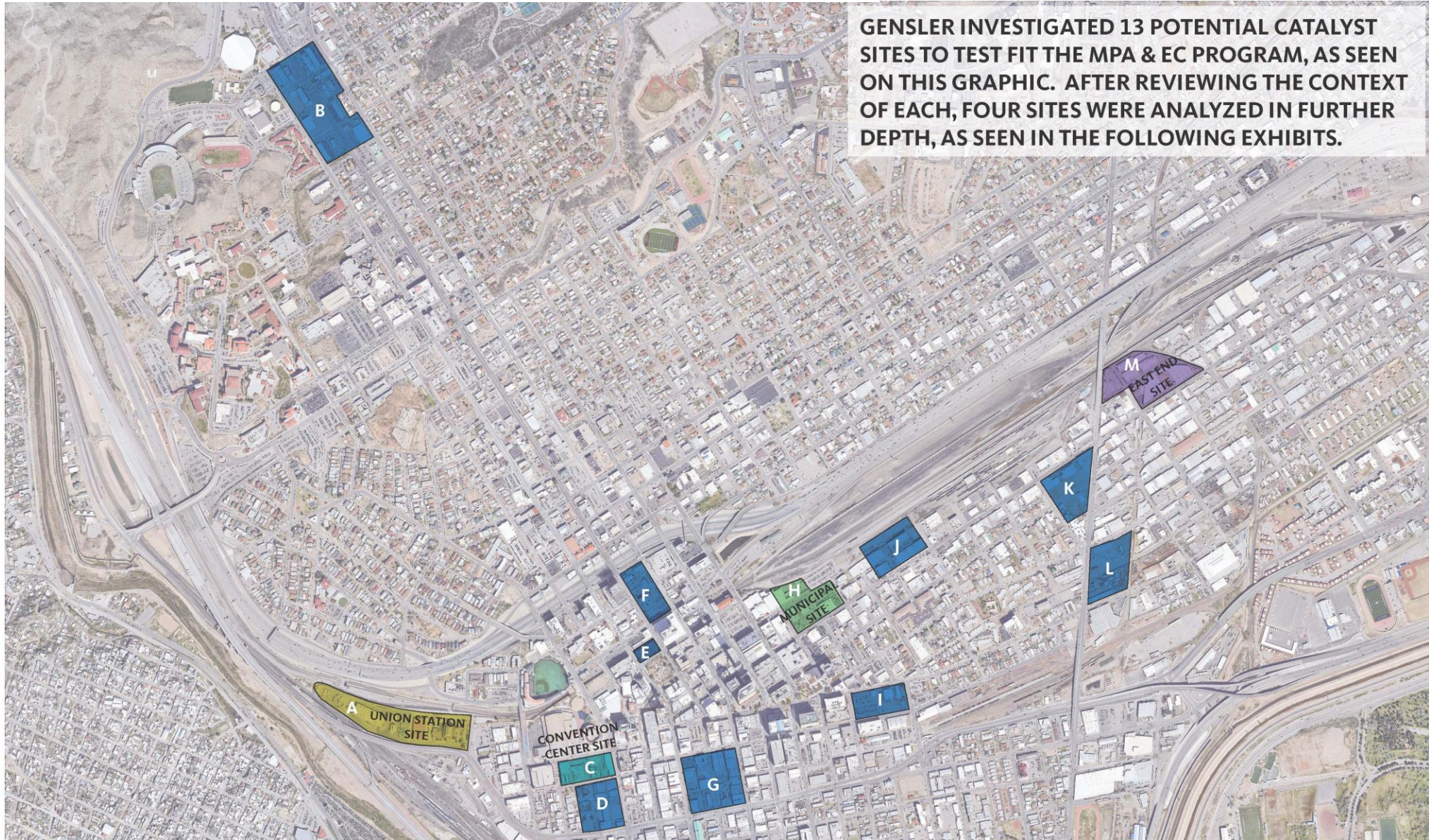
Vibrant

Celebrate El Paso's rich culture and natural beauty.

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Site Reconnaissance



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Site Comparison: Heat Map

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Site A

Site C

Site H

Site M

	EL PASO MPA & EC CHARACTER DISTRICT ISSUES	UNION STATION SITE	CONVENTION CTR. SITE	MUNICIPAL SITE	EAST END SITE
Lifestyle	Walkability	9	9	9	4
	Amenities (F&B)	9	8	7	4
	Views	7	8	5	9
	Parking Infrastructure	10	10	9	2
	Ride Share	7	7	5	9
	Perceived Safety/Security	8	8	9	6
Real Estate	Ease/Speed of Acquisition	9	5	3	7
	Risk Management (significant buildings, noise, street closures)	5	5	7	9
	Quality of Land Use/Economic Development Catalyst	9	8	6	7
	Adaptive Reuse	9	6	4	2
	Traffic Flow	6	8	8	8
	Sense of Place	9	8	6	2
	OVERALL SCORE	8.08	7.50	6.50	5.75

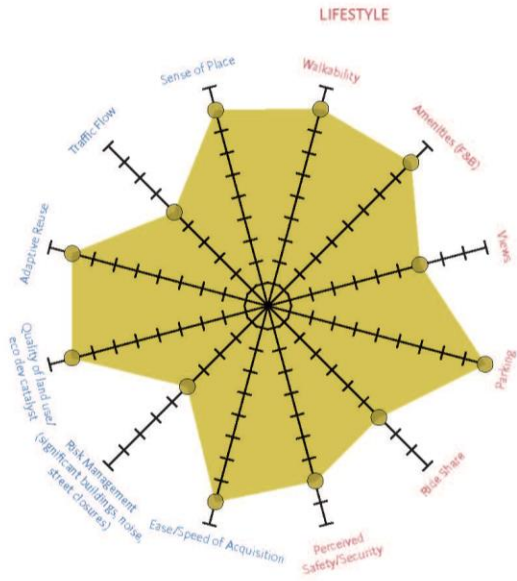
Site Comparison: Spider Graph

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Site A

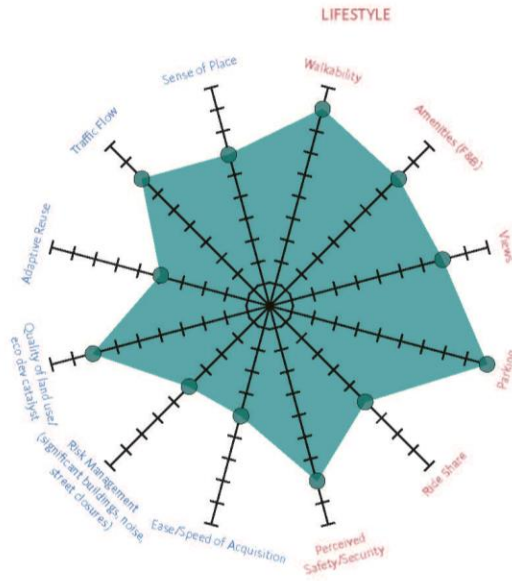
UNION STATION SITE



REAL ESTATE

Site C

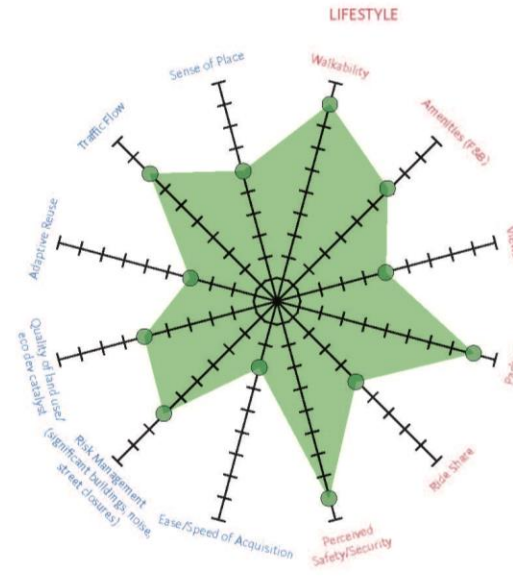
CONVENTION CENTER SITE



REAL ESTATE

Site H

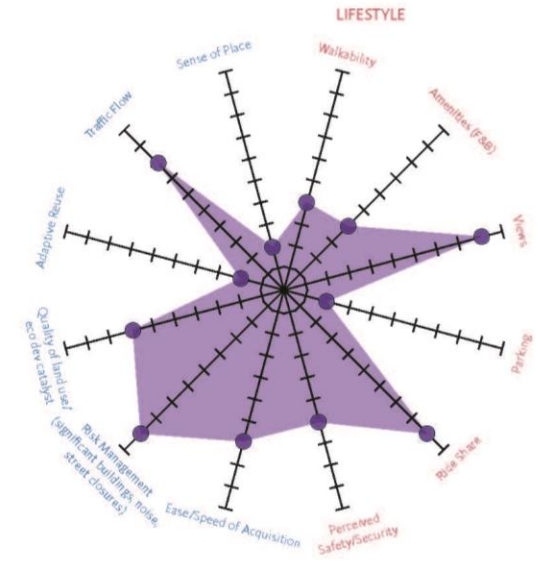
MUNICIPAL SITE



REAL ESTATE

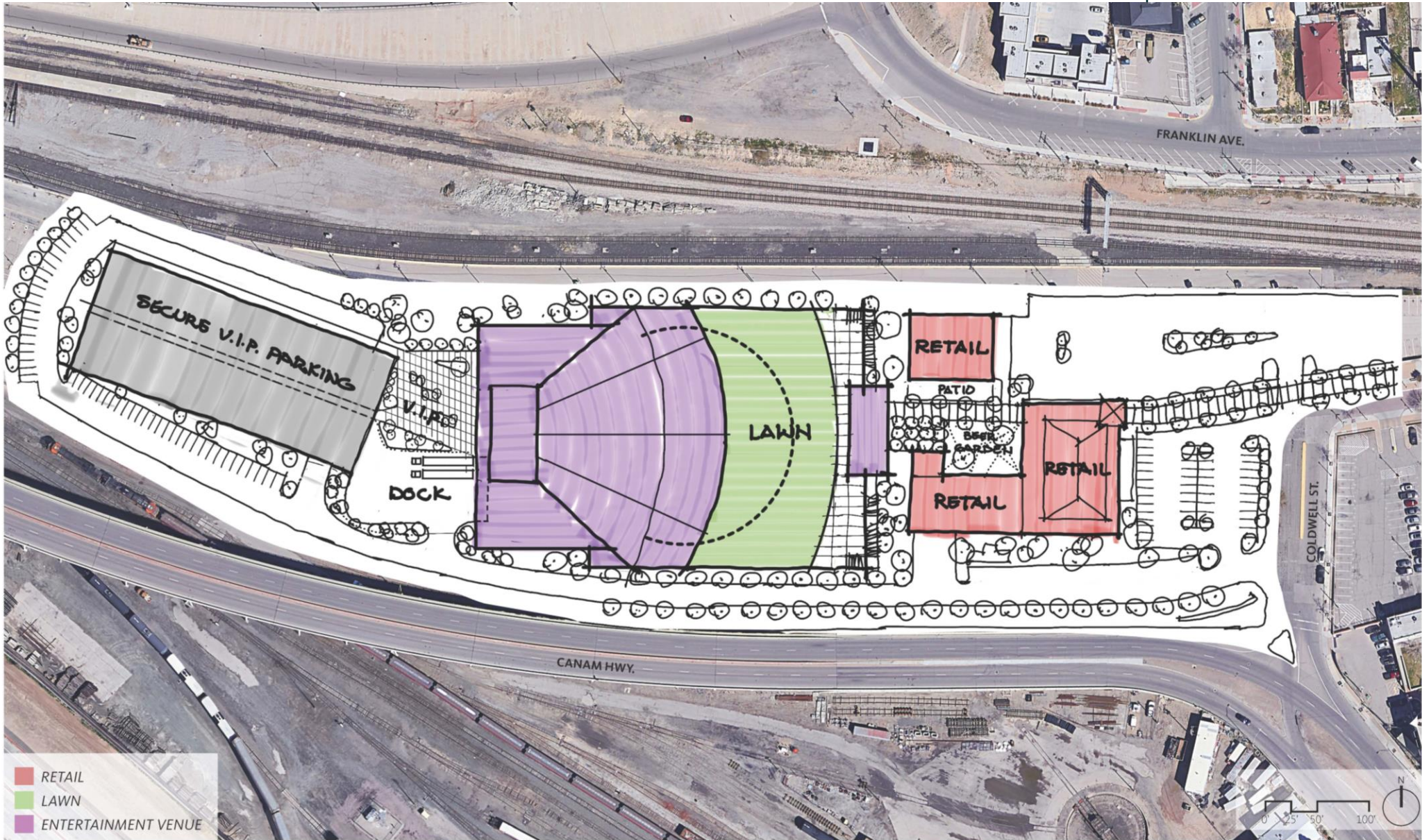
Site M

EAST END SITE



REAL ESTATE

Previous Site Analysis: Site A



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SWOT Analysis Site A



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Strengths

- City currently owns the land - allows for a **speed to market approach.**
- Within walking distance to existing entertainment.
- Ample parking within walking distance.
- Ability to use the train station as a food and beverage destination and as part of the entry sequence.
- Ample land to create a VIP amenities on the west side of the site.
- Views of the mountains.
- The site is **culturally distinguished with historic character that sets it apart from any other venue in the country.**
- Allows for a multi-modal access experience. Amtrak stop remains.
- Adaptive reuse of the historic building and other existing buildings features this site as a sustainability champion.

W



Weaknesses

- The site layout produces a longer view corridor to the stage, although it is still within industry standard.
- Ingress and egress are primarily isolated to the east side.
- **Currently four different lease agreements/tenant contracts active on the property.**
- Clearance from the FTA may or may not be needed.

O



Opportunities

- **The use of the existing historic train station as a branding opportunity.**
- A unique digital experience can be incorporated into the facade of the venue to create an engaging experience for vehicular and train traffic flanking the site.
- Venue becomes an **anchor to reinforce the area as an entertainment district.**
- Economic development opportunity from hotel taxes with the adjacent hotels.
- Ability to monetize the VIP parking area.
- **Potential partner opportunity with railroad provider for a unique guest experience.**
- Close proximity to the Convention Center to be considered an expansion and partner use for additional convention space.

T



Threats

- Noise from the highway and railroad may impair the entertainment venue.
- Adaptive reuse of a nationally registered historic place could be polarizing to the community.
- **A transit-oriented use reportedly must remain on the site.**
- Potential environmental impacts from a past spillage may require hazardous materials remediation.

STRENGTHS

- **City-owned - allows for Speed to Market**
- Walking distance to existing entertainment & ample parking
- Culturally distinguished site with historic character sets it apart from any other venue in the country
- **Allows for multi-modal access/pedestrian oriented development**
- **Adaptive re-use of Historic bldg. and brownfield remediation makes this site a sustainability champion**



OPPORTUNITIES

- Venue becomes an anchor to reinforce the area as an entertainment district; drives economic development & growth for the surrounding businesses
- **Potential partner opportunity with railroad provider for a unique guest experience & branding**
- Close proximity to the Convention Center to be considered an expansion and partner use for additional convention space
- Potential for creating an engaging visual experience for vehicular and train traffic flanking the site



Existing Lease Agreements: **Site A**

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Tenant	Awarded	Expiration Date	Lease Options	SF	Current Annual Rent	# Days to notify
Amtrak	12/18/2015	12/7/2025	Two (2) terms @ 5 years each	1,993	\$ 38,498.28	120
First Transit, Inc.	2/4/2020	12/31/2022	Two (2) terms @ 1 year each	6,098	\$ 59,186.16	60
Greyhound	9/14/16	10/31/2026	Three (3) terms # 5 years each	15,832	\$ 91,323.96	90
Texas Tech	6/1/2013	5/31/2038	Two (2) terms @ 25 years each	21,940	\$ 1.00	120

Council Directive

Council made the motion on June 5th, 2023, to undertake a **Phase 2 Environmental Site Assessment** for alternative sites of the Multipurpose Performing Arts & Entertainment Center, in an amount not to exceed \$168,135.00.

The professional services and deliverables include:

- Review of available documents from previous Phase 1 Reports, and Site reconnaissance.
- Placement of borings and temporary wells for surveying, gauging and sampling.
- Soil and Groundwater Analytical Testing; Supplemental Geotechnical testing, & status reporting.
- Preliminary and Final Environmental Reporting.
- Preliminary and Final Geotechnical Reporting.

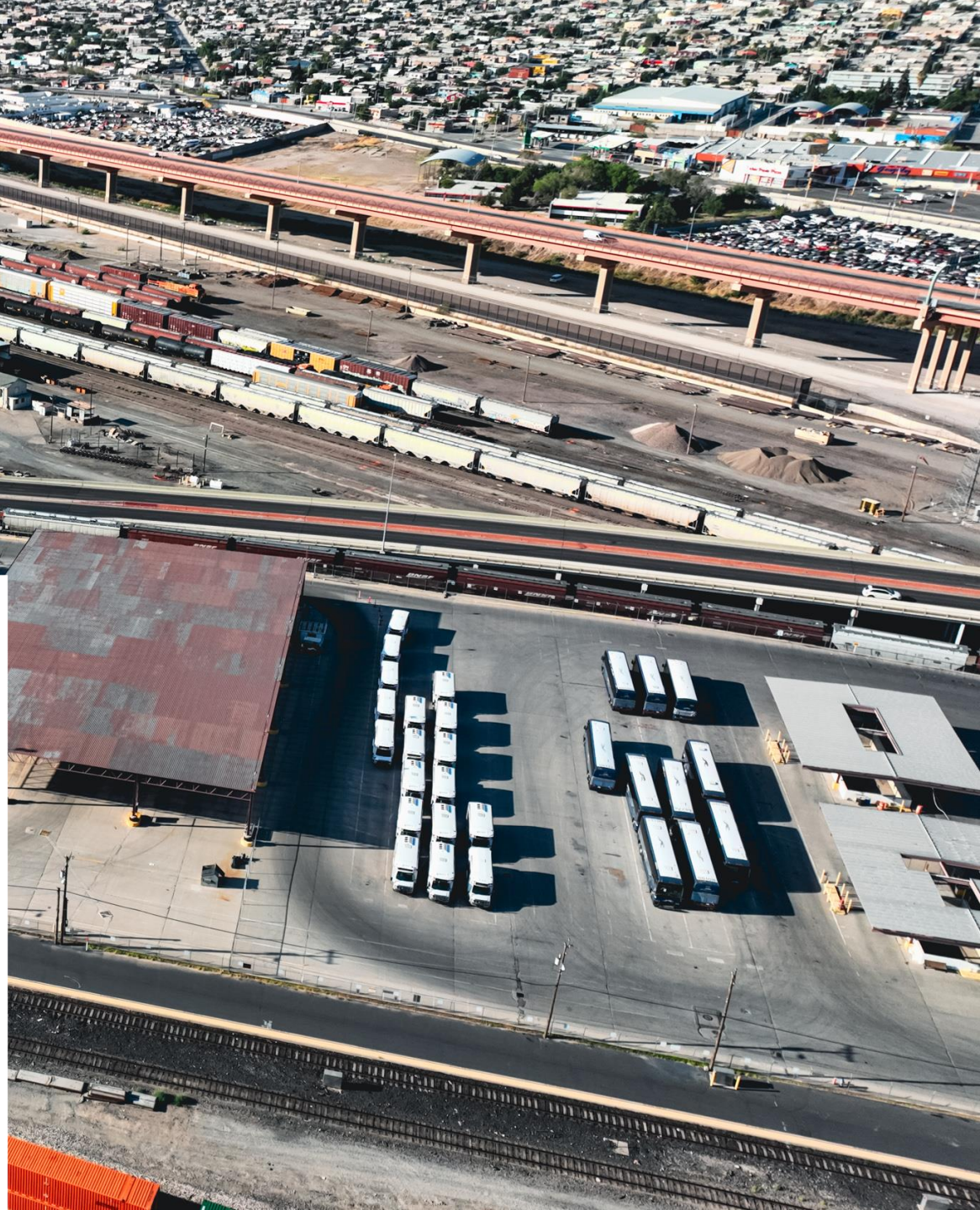
Total Cost: \$167,645.00





② Phase 2 ESA Report Findings & Recommendations

Union Depot Phase 2 ESA Report





The Team

Environmental Engineering | WSP – Jaime Barnes
Mark Weatherly
Brenda Barnes

City of El Paso | ESD – Jason Sarate
Nick Ybarra
CID – Roxana Infante
Daniel Garcia
Daniela Quesada

Phase 2 ESA Results: BORINGS

- 31 borings made on site in the approximate locations:

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- During this study, hydrocarbon odors or hydrocarbon staining were detected in 10 borings, at various depths from 4' to 35'.

Phase 2 ESA Results: BACKGROUND REVIEW

- Sun Metro site was significantly impacted by hydrocarbons (diesel and gasoline) from leaking petroleum storage tank releases, first documented in 1990.
- Hydrocarbon groundwater plume covered much of the site.
- Known impacts include **soil contamination** around the leak areas, with **deeper soil impacts near the water table across site**.
- Conditions documented through comprehensive studies, remedial activities, and risk assessments conducted between **1991 to 2008**
- **TCEQ granted closure for the cases in 2009, understanding impacts were left in-place, but plume was stable and not moving**
- Multiple reports of asbestos surveys, abatements, site management plan suggest most asbestos containing materials have been removed from the buildings on-site.
- Equipment, machinery and chemicals associated with current Sun Metro/Greyhound use are present on the site.

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Phase 2 ESA Results: FINDINGS

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- 5 large 40,000-gallon fuel tanks are on site (USTs). 1 is still in use, and 4 are out of service but still in-place under TCEQ criteria.
- A fuel dispenser is on the east wash bay of the bus facility. This connects to the USTs referenced above, via underground lines.
- Storage for equipment and supplies.
- Electrical ballast, lighting, mercury switches and similar relatively small quantities of materials which may have hazardous components or be regulated as universal wastes.
- Groundwater was only encountered in five borings at depths between 31 to 35 feet.
- No Volatile organic compounds have been detected above current TCEQ TRRP default criteria in the current study.

Phase 2 ESA Results: ROM COST OF REMOVAL

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- **Chemical Storage Removal:** \$100-\$250 per drum, + oversight - \$6,500
- **Asbestos:** recommended surveys prior to demolition - \$10,000
- **Soil impacted** by removed **Underground Storage Tanks:** \$40,000 to \$100,000
- **5 remaining USTs** lines, and dispenser: \$150,000 to \$200,000
 - Additional soil removal (approx. 100 to 250 cubic yards)- \$35,000 to \$75,000
 - **ALT-** impacts may be left in place under TCEQ guidelines, with additional studies with a cost of \$50,000 to \$75,000
- Existing **Machinery:** \$25,000 to \$100,000
- **Near Surface Soil “Hot Spots”:** \$50,000 to \$175,000
- **Deeper Soil & Groundwater Impacts:** *assumptions of 50 drilled piers of 36” diameter* \$120,000 to \$250,000

Phase 2 ESA Results: SUMMARY

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- **Majority of impacts** remain in locations associated with former LPST release locations, and include hydrocarbons on groundwater ranging from 25' to 55' in depth
- **Excavations in the worker safety zone** will address the shallow soil hydrocarbon impacts beneath and adjacent to the bus maintenance facility.
- **Removal of identified impacts is recommended**, however more impacted areas may be encountered during construction
- Any **earthwork, utility work or deep foundation systems** should incorporate proper **contractual language covering worker safety**, waste management and stop work / change order conditions
- **TOTAL ROM cost**(plus 50% contingency range): **\$600,000 to \$2,700,000.**

Brownfield Remediation: the act of removing or sealing off points of contamination within a property in order for the property to be used again without health concerns.

EPA supports Brownfield Remediation and Land Revitalization

Remediation Cost Range: \$600,000 to \$2,700,000

Factors contributing to large range:

- Unknown Design; exact site plan and foundation types
- 50% Contingency to buffer for unknowns
- Actual removed impacts decided by the City

Recommended Impacts to be removed:

- Underground Storage Tanks (5 total USTs)
- Machinery and Equipment
- Stored chemicals
- Remaining Asbestos from existing bus facility
- Any soil excavated by the construction as indicated by Phase 2 ESA





3 Grants & Other Work

Union Depot Phase 2 ESA Report

Union Depot Sun Metro Grant Application

Grant Name: 2024 Texas Historical Trust Fund (Texas Historical Commission)

- Scope of work: Restore/Repair 16 rotunda windows and 116 office windows
- Grant Request Amount: \$50,000.00
Match Amount: \$50,000.00
- Phase 1 application submitted Feb. 5th
- Pending THC's invitation to proceed to Phase 2

Grant Request	\$50,000.00
City Match	\$50,000.00
Total	\$100,000.00



Union Depot Sun Metro and FTA Remaining Interest

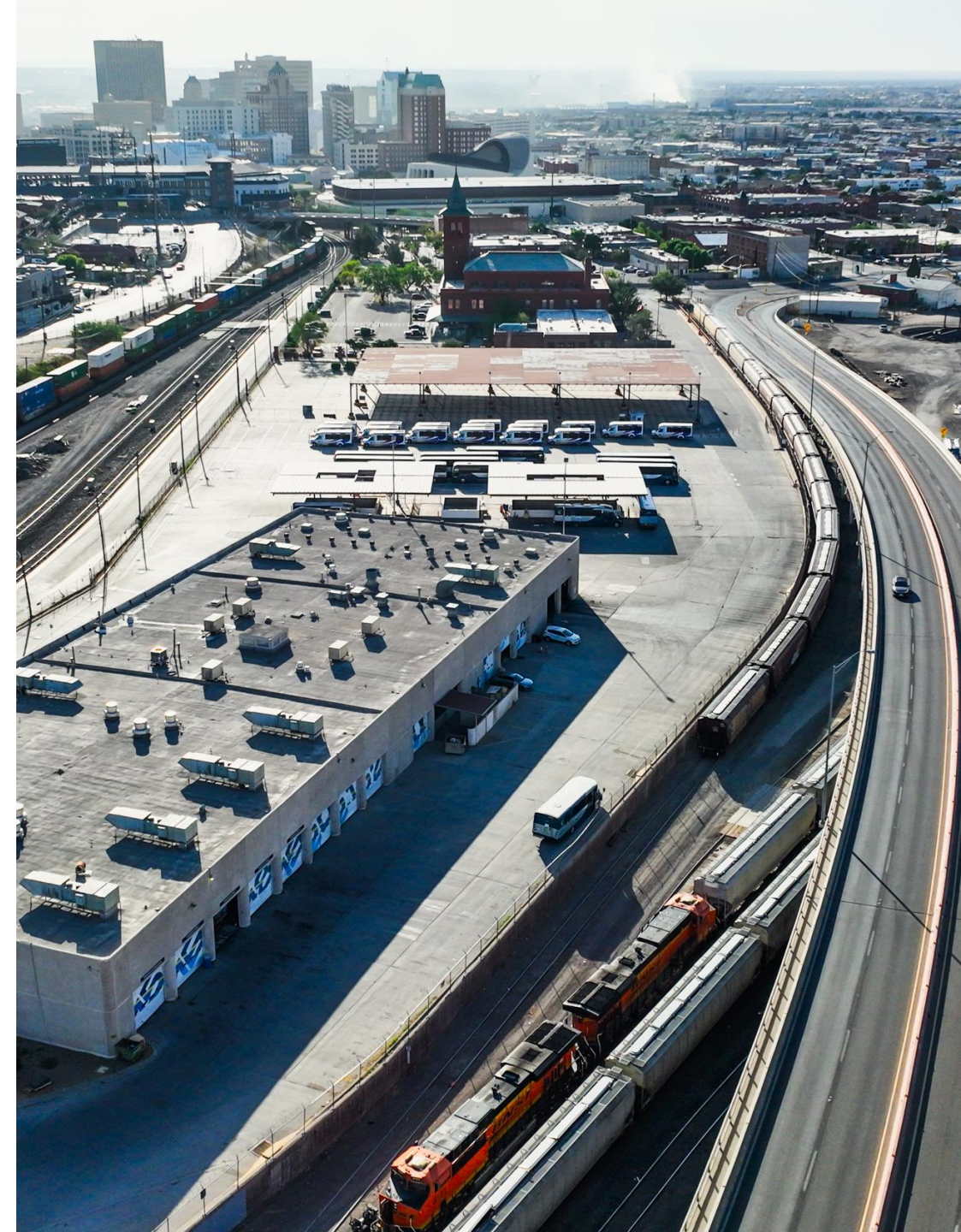
- Amtrak to remain operational on site
- Sun Metro & FTA agreements:
 - Remaining interest on Union Depot & Maintenance building: 80% of appraised Value ONLY if transit use is removed
 - FTA to make determination on private operator providing transit-related services

Project Cost to use this site = \$0



Site Appropriateness for Project Criteria

- City-owned Property
- Facilitates Speed to Market
- Great **Brownfield remediation opportunity**
- Revitalization for the Union Plaza District
- Accommodates Hybrid 8,000 seat capacity Facility
- Incorporation & **Adaptive Re-Use of Historic Union Depot**
- Promotes **Economic Development for local businesses**
- Within walking distance of other City Amenities:
 - Convention Center
 - Abraham Chavez Theater
 - Cultural Campus
 - Baseball Stadium
 - Streetcar Corridor (Santa Fe) & mass transit
- **Unique Character** that celebrates local history
- Opportunity to incorporate open-space programming
- Opportunity to incorporate train transit into the experience

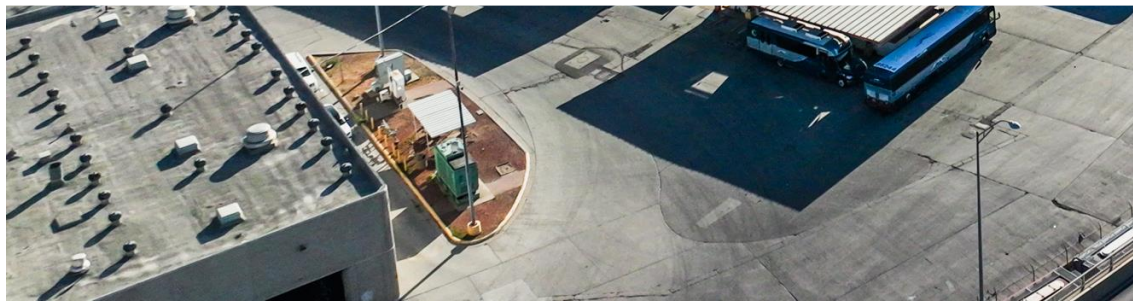


4 Next Steps

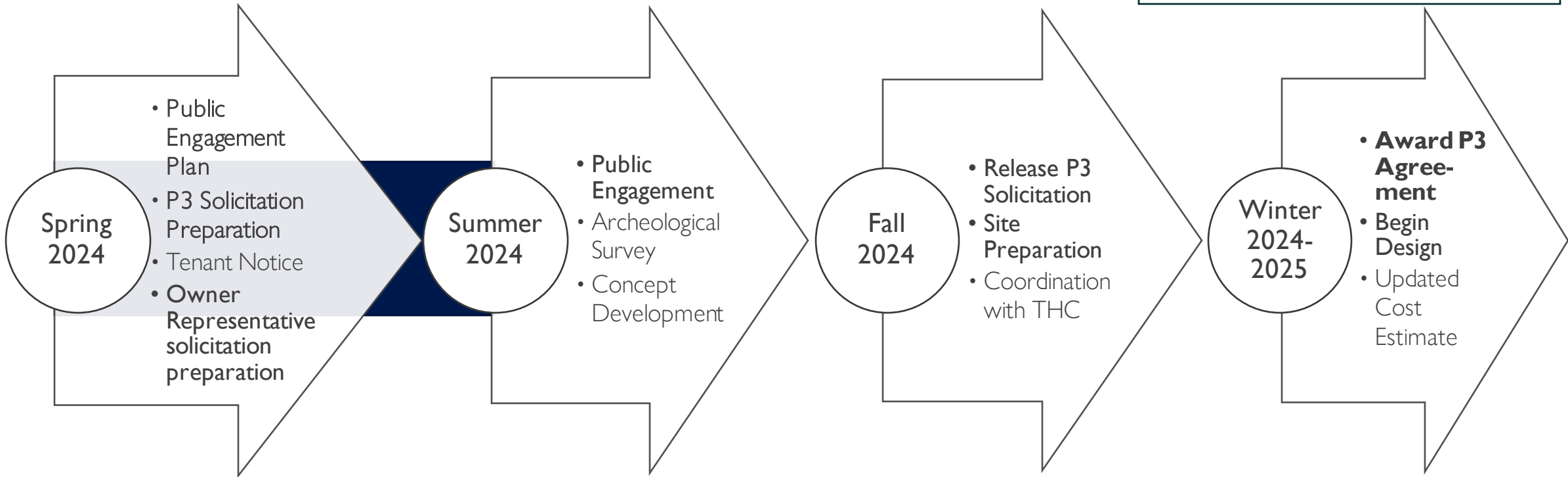
1. Conceptual Development & Public Outreach
2. Terminate Lease Agreements
 - Amtrak contract to remain
 - TTU contract may remain
3. Public Private Partnership (P3) Solicitation Preparation
 - Development and operation of Facility
 - Developer and operator agreement

Consultants needed

- Archeological
- Owner's representative
- Conceptual development & Public Outreach



Timeline



THANK YOU.
QUESTIONS?



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