



118 Lion Blvd PO Box 187 Springdale UT 84767 * 435-772-3434 fax 435-772-3952

**MINUTES OF THE SPRINGDALE HISTORIC PRESERVATION COMMISSION MEETING ON
WEDNESDAY, AUGUST 26, 2015 AT SPRINGDALE TOWN HALL, 118 LION BLVD., SPRINGDALE, UT
MEETING CONVENED AT 4:20 PM**

MEMBERS PRESENT: Commissioners Pat Cluff, Lisa Zumpft and Jack Burns

ABSENT: Chairman Joe Harper and Stephen Roth

ALSO PRESENT: DCD Tom Dansie and Town Clerk Darci Carlson recording. See attached list for citizens signed in.

Discussion/Information/Non-Action Items

Approval of Agenda: Motion made by Pat Cluff to approve the agenda; seconded by Lisa Zumpft.

Cluff: Aye

Zumpft: Aye

Burns: Aye

Motion passed unanimously.

Discussion/Information/Non-action items

General discussion and announcements: Commissioner Burns mentioned Jane Whalen said there is a book in the Hurricane library with great pictures of Springdale. She felt we should check it out and make copies. Mr. Burns will follow-up and get the title.

Mr. Dansie had the opportunity to be in Escalante this summer and brought back their guide of historic houses and barns. He said it was a good example of something Springdale may want to model for a walking tour brochure.

Reconnaissance Level Survey update: Mr. Dansie said the contract with Ms. Broshinsky has been signed and executed. As an aid to her research, Ms. Broshinsky has requested any additional unpublished histories, manuscripts, memoirs or journals.

- Town Clerk Darci Carlson said she would look in the Town's archives to see if anything exists.
- Mr. Burns said other potential sources of historic information would be the Park archives or SUU archives.
- Sources can be funneled through Mr. Dansie who will pass them onto Ms. Broshinsky.

Ms. Cluff asked about the schedule for the survey. Mr. Dansie answered it would be the same as her original proposal and should be complete by end-of-year. Ms. Broshinsky would likely make a presentation to the Historic Preservation Commission and/ or the Town Council in January or February.

Pioneer Cemetery ownership transfer update: Ms. Carlson said she spoke to Mr. Roth when he was recently in Town Hall. He suggested we research Gifford Family genealogy through online resources

- Ms. Cluff recommended Ms. Carlson contact Stephen Roth and follow up on his efforts to communicate with Del Mar Gifford. As of now we do not have a list of O.D. Gifford's living heirs.

Mr. Burns asked if a public notice was required.

- Ms. Carlson said the public notice is done after we have exhausted our resources in trying to find O.D. Gifford's heirs. We need to document all our efforts.

Action items

Discussion of upcoming UDOT SR-9 rehabilitation project and potential impact on the irrigation ditches: Dana Meier and Eric Hansen from UDOT were in attendance.

Mr. Meier is a Program Engineer for the Utah Division of Transportation. He is also a liaison for local government. He said UDOT's mission is to keep people moving. UDOT's strategic goals are to optimize mobility, preserve infrastructure and to have zero accidents or fatalities. What they do not do is dictate to communities what their town should look like, how it should function, or the types of facilities they should have.

UDOT has approved \$10MM for a full reconstruction of SR-9 project through Springdale and Rockville.

Mr. Meier and Mr. Hansen presented a presentation to the Commission that can be found on their website at www.udot.utah.gov. In the 'Data Portal' under 'UPlan' are lots of GIS maps which illustrate various regions. Region 4 shows the project area which includes SR-9 to Zion National Park.

- Springdale's last major road project was done in 1978. Then in 2010 UDOT did a seal coat. Currently the road is rough and has poor ride conditions. Some areas have only 2" of asphalt or a minimum of road base. There is a lot of rutting and fatigue cracking. The website contains pictures of the road distress and core samples.
- The first segment of the project will go through Rockville. They will do a lane level and repair the driving surface. Rockville has not experienced the load cycling that Springdale has therefore they UDOT plans only a surface treatment in this area. The work through Rockville will not be as comprehensive as in Springdale.
- The next segment is between Rockville and Springdale. Here they will do the same surface treatment as in Rockville but will widen the shoulders for bikes and pedestrians.
- The final segment is the full depth reconstruction through Springdale which will consist of 6" of road base followed by 6" of asphalt.
- Once complete, UDOT will not allow any cuts to the road for at least two years.

The original scope of the project was to reconstruct from the edge of the rock ditch to the other edge of the rock ditch. It is challenging to excavate 24" down and not have an adverse impact on the ditches.

- Mr. Meier wanted to see if there are parts of the ditches that could be removed during the reconstruction project. He also wanted to discuss mitigation strategies that could be employed to maintain the historic character the ditches bring to Springdale.

Mr. Meier listed a number of reasons why UDOT is interested in eliminating the ditches:

- First, there will likely be a negative impact during the reconstruction.
- Second, the ditches really don't function for the purpose under which they were designed. Although they serve as a storm drain, they tend to pond. As the water collects, it saturates the subgrade and creates pot holes.
- The ditches pose safety hazards to bikes and pedestrians leading to possible liability issues.
- There are issues in maintaining the ditches. How do you keep them from degrading and becoming an eye sore?

Their proposal is to remove the ditches as part of the SR-9 rehabilitation project. UDOT sees this as an opportunity because it will likely be another 30-40 years before UDOT comes back with another reconstruction project that could address the ditches.

- UDOT acknowledged the best outcome from a transportation perspective would be to eliminate the ditches. This was not the case from a historic perspective.

Mr. Burns asked what UDOT was trying to accomplish regarding parking and bike lanes. Ms. Cluff also asked how it would benefit the Town. Would there be more places for vehicles and people?

- Mr. Meier said they had conducted a corridor study from La Verkin to the gates of Zion National Park. They were looking to improve passing lanes, accommodate interpretive sites, and

accommodate bike lanes. Within Springdale they are looking to create bike lanes on both sides of the street. Parking may alternate from one side of the street to the other.

- Mr. Hansen said they documented the ditches as part of the fiber optic project. The condition of the ditches was not noted however. Mr. Meier said UDOT has the ability to Lidar survey the ditches to give them a precise measurement of the ditches, their composition and texture.

Mr. Burns asked if UDOT needed to determine if the ditches were eligible for the National Historic Registry. Mr. Hansen said they have already been determined eligible. In this case, Mr. Burns asked if it created an adverse impact.

- Mr. Hansen answered 'yes' and said they have to mitigate. He recommended they talk to the State Historic Preservation Office to discuss options.

Mr. Burns said it will be a tough sell to the Town to eliminate the ditches. They are character defining and currently the Town is struggling to maintain what character remains. He said the more who people understand the road project and what it can accomplish; the better it will be supported. Parking and bike lanes are important to residents. There will have to be sacrifices to gain better parking and better traffic travel in general.

The Commissioners discussed identifying sections of the ditches that have the highest level of integrity, especially within the Town core area. With this information they can make decisions on which areas to preserve.

- Mr. Burns said they should document, either visually or through text, what is removed so it can be interpreted for the future. He also noted the ditches have a variety of different rock construction. Not all sections are the same.
- Mr. Burns said a National Registry nomination would require documentation on who constructed them and their alignment as it relates to the streetscape.

Ms. Zumpft asked about the start dates for the project. Mr. Meier said UDOT would like to start in September 2016 and finish before Easter 2017.

- There will be challenges for the contractor since this is such a unique area. They will likely tear out one side of the road at a time because traffic flow must remain. They will have flagging operations or pilot cars to assist. It will be a fine balance.
- At this time UDOT does not know the extent of impact to utilities. Temperature will also be a factor and will affect when they can pave. If it drops below fifty degrees, they must stop. It is possible to work at night but this will require discussions with the Town, businesses and residents.

Mr. Burns asked for detail regarding the proposed parking concepts and how they would alter the Town. Mr. Meier said this was still being worked on through the corridor study.

Mr. Burns recommended they invite people from the State Historic Preservation Office to come walk the ditches. Springdale is not the first to try and preserve features of a historic landscape. This is an opportunity to work together and engage in conversation. The Town will likely lose some of the ditches. The trick will be to create a win-win solution between protecting the Town's character and getting the full benefit of the reconstruction project.

Mr. Hansen said the project will require a public hearing to get input from the community. The feedback from this hearing assists in the development of the required environmental document.

Mr. Meier said UDOT appreciates the Town's win-win attitude and willingness to work together to find appropriate mitigation strategies. The question is whether the Town is willing to eliminate sections of the ditches. If they are not, then UDOT will do their best to preserve what is there.

The Commissioners agreed they are not comfortable making any decisions until they have more information and detail.

- Mr. Meier said UDOT will put out an RFQ to hire a design consultant. They will also hire a public information consultant. A project team will be put together to build consensus and determine the best outcome for the project. A member of the Historic Preservation Commission is welcome to join the project team.

Ms. Zumpft asked about scheduling meetings with UDOT and the State Historic Preservation Office.

- Mr. Hansen said when they are designing the best places for parking they are not necessarily considering the ditches; therefore he felt it important to first look at the ditches and consider which areas are best to preserve.
- Mr. Meier said they have the funding now and can put out the RFQ for the project designer. It will likely take four to six weeks to get this consultant on board. After this they can convene meetings to review the ditches and begin to make decisions.
- Mr. Burns said he hoped they could also discuss future ditch maintenance so those sections that remain don't fall into disrepair and cause damage to the road.

Mr. Meier said they will take feedback from this meeting and update the corridor study group.

Mr. Meier said the road will be engineered to withstand many years of use. The new surface is an excellent wearing surface. The asphalt color is only black however, so the Town will lose the red-colored surface.

Review and possible action regarding plans for historic structure preservation and landscape improvements: Mr. Harper was not in attendance so information regarding plans for the historic structure preservation was not available.

Ms. Zumpft wanted to be sure any landscape improvements did not create more work for the Parks Department. She spoke with Barb Farnworth about plant suggestions. Native plants and grasses are a good choice. The National Park Service also offered to donate some grasses and seed.

- The Commissioners said they need to finalize the physical structure first and then focus on the landscape. Any landscape that is planted should not require an irrigation system.

Consent agenda

Motion made by Lisa Zumpft to approve the corrected minutes from July 22nd; seconded by Pat Cluff.

Cluff: Aye

Zumpft: Aye

Burns: Aye

Motion passed unanimously.

The next Commission meeting was set for Thursday, September 17th at 4:00PM.

Adjourn

Motion to adjourn at 5:30PM made by Lisa Zumpft; seconded by Pat Cluff.

Cluff: Aye

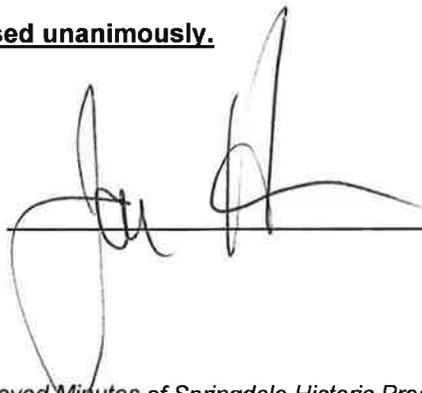
Zumpft: Aye

Burns: Aye

Motion passed unanimously.



 Darci Carlson, Town Clerk

APPROVAL: 

DATE: 9/17/15

