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**MINUTES OF THE SPRINGDALE HISTORIC PRESERVATION COMMISSION SPECIAL MEETING ON
THURSDAY, April 21, 2016 AT TOWN HALL, 118 LION BLVD., SPRINGDALE, UTAH.
MEETING BEGAN AT 1:43 PM**

MEMBERS PRESENT: Commissioners Pat Cluff, Stephen Roth, and Lila Moss

EXCUSED: Commissioners Joe Harper and Jack Burns

ALSO PRESENT: DCD Tom Dansie, Associate Planner Toni Benevento, and Deputy Town Clerk Jennifer Thompson recording. See attached list for citizens signed into the meeting.

Approval of agenda:

Motion made by Stephen Roth to approve the agenda; seconded by Lila Moss.

Cluff: Aye

Roth: Aye

Moss: Aye

Motion passed unanimously.

Action Items

Discussion and possible action regarding Lochner Engineering's recommendation concerning preservation of the historic ditches in conjunction with the SR-9 rehabilitation project: Jerry Amundsen the Consultant Project Manager and Nick Betts the Design Engineer from Lochner Engineering asked to meet with the Historic Preservation Commissioners for an open discussion regarding their recommendation for the SR-9 reconstruction project. Mr. Amundsen started the discussion by stating that they mainly wanted to discuss the large historic ditch between the Sol Foods Grocery Store and the Bumble-berry. He wanted to discuss the criteria, what they have to maintain and what modifications would be palatable for the ditches. Mr. Amundsen asked Mr. Betts to discuss the down town design that had been completed so far.

Mr. Betts walked the Commission through the topography map (Attachment A) of the downtown area starting at the Hampton Inn, then ending at the post office and he specified areas that may be impacted with changes. He specified a few areas where the "V" shaped or shallow ditches would be preserved or removed on one side of the street or another. He said in place of the ditches would be new curb and gutter or bike lanes up and down the street. The bike lane would be adjacent to the shallow ditches that would remain, but be further away from the deeper ditches to minimize hazard. Mr. Betts said that in certain areas there would be on-street parking stalls but the bike lane would impact how many they would have and they were still in the process of calculating how much parking would be impacted by that decision. In regards to the shuttle stops, the location would control what side of the street the parking would be. He mentioned that the shuttle stops that have bumped out into the bike lanes would still need to be discussed at a later date due to the an issue of the pedestrian ramps grade not being verified or the topography completed. He stated that the bike lanes adjacent to parking would be five feet wide, and the ones adjacent to the curb and gutter would be four feet wide to accommodate the little space that was available.

- Ms. Cluff wondered whether there was adequate room for the bike lanes in the island bump outs near the shuttle stops and pedestrian crossings and also asked if more shuttle stops would be placed through Town.
- Mr. Betts said that bike lanes had been a discussion item with UDOT. He mentioned that the original layout showed them bumped out, however, Mr. Dansie shared that layout with the biking community who mainly felt that having the bump outs in the bike lanes were not ideal or safe. Regarding the shuttle stops, Mr. Betts said that they were trying to keep the shuttle stop locations the same and there was not a discussion with UDOT about placing new ones in Town. He mentioned one shuttle stop that may need to be adjusted by the Desert Pearl by about 130 feet.

Mr. Betts specified where the ditch line would be maintained and where they would try and delineate some of the property lines. He specified where, the ditch line would be removed and would be replaced with new curb/gutter and sidewalk.

- Mr. Roth asked whether the curb and gutter was in the correct location or whether they needed to move or add space for the width that they desired. Mr. Betts said that they would need to adjust the location in some places by about two (2) feet.
- Ms. Cluff questioned if they would preserve the width of the sidewalks. Mr. Betts said yes, the sidewalk was only approximately three (3) feet in width in some sections. He discussed having a conversation during the Tuesday meeting with UDOT to discuss with the Town on whether they would want to replace all of the sidewalks. He mentioned that the sidewalk would only be replaced by them in areas that would be impacted by construction.

He also said that they would try and save the ditch in front of the post office on both sides of the road, which was in better condition. He suggested that parking could be placed along the hillside across the street from the post office; however, the hillside was steep so that would need to be taken into consideration. Another suggestion would be to push back the road on the other side to allow more parking.

Mr. Betts then moved the discussion's focus to the large ditches and spoke to the Commission about different ideas for the modification of the ditch line between Sol Foods and the Bumble berry that may be palatable. The ideas are as follows:

1. They could place a drainage pipe in the canal to remove the water that sits stagnant. Then shallow the ditch up by filling it in with dirt or concrete to remove the deep hazard, and then maintain the ditch line and ditch so people could still see the historic purpose.
2. They could leave the capstone in place to maintain the ditch lines but cover and place sidewalk or walkway over the canal line to allow more pedestrian walkways.
3. They could maintain the ditch lines, put pipe in for drainage, cover with dirt, then plant vegetation.
4. They could take out the wood planking that is in front of the Bumble-berry and in its place put pipe in for drainage, cover and place sidewalk, curb and gutter, or fill that in with dirt and plant vegetation.
5. They could create a beautiful water feature with moving water through it .

Ms. Cluff stated that she was in favor of beautifying the down town area like other Cities and Towns have done. She felt that having the ditch filled with dirt and planted with flowers, plants or foliage would add to the beautification.

Mr. Roth was concerned about the drainage pipe that they discussed as a possibility and wondered where that water would be drained and whether it would even be effective as a drainage pipe.

- Mr. Betts discussed the location of the drainage connection under the driveway that ran under the road and around the Terrace Brook Lodge. However, Mr. Dansie stated that access was plugged and was not a working drain.
- Mr. Amundsen mentioned one of the criteria for the modification would need to be curb and gutter to provide drainage capability so close to the road.

Mr. Amundsen wanted to discuss the location in front of the Bubble-berry, where the wood planking was placed. He mentioned an issue where the pedestrian crossings were with the ADA pedestrian ramps by not being able to have enough room for the grade required so they would possibly need to be pushed back. He also mentioned the possibility of removing the wood planking, filling the ditch in and placing sidewalk.

- Mrs. Carlson stated that she believed that the Mayor would be in favor of that being covered up.
- Mr. Roth stated that he would rather leave the ditch untouched than cover it up as a planter. He said that he was in favor of preserving the ditch line and wondered whether the public cared about the canal. He referred to the people at the HPC meeting and wondered if any of the audience had an opinion on the subject.
- Mr. Betts stated there would need to be some type of improvement made on the canal to make it safer. He felt that a water feature would be better used with running water which would be expensive due to vaults and pumps needing to be installed to move the water. He also said that it comes down to what he Town would want it to be.

Vice Chairman Cluff gave the opportunity for the people in the audience to state their opinion or ideas regarding the reconstruction project.

Under the Eaves Inn business owner, Joe Pitti felt that it was important to keep the integrity of the historic perspective of the ditches and not alter them if possible. He was in favor of the beautification of the down town area so it was more appealing to people. He felt that one way of keeping the historic integrity was by putting planters in the ditches which would give respect to the historic value but give a new life to it as well. He did not feel that filling them with concrete for more walking space would be ideal but he liked the idea of integrating pathways for better access to restaurants and shops and liked the idea of having bike lanes.

Mark Chambers, a Springdale resident felt that it was also important to maintain the integrity of the historic ditches. He would like to see the ditch design kept the same as much as possible to show the significance of what the canals were used for as water was brought in and moved through Town. He felt that a water feature would highlight that significance. He did not want to see them covered up and make them into sidewalks.

Matt Rayner, a Springdale business owner expressed that he liked the ditches and felt that they were a unique historic feature that highlights part of the heritage of the Town. He was in favor of having a plaque that designated the historic explanation of what the ditches were originally used for. However, he also expressed the safety concern that the ditches pose, and spoke of seeing a number of people jumping across and falling into them, especially in front of his business. He suggested that bridge access or walkways be placed over the ditches to allow people to safely cross, like the one in front of the Canyon Offerings business. He felt that it was important to encourage people to walk in Town, but more access for walking needs to be there.

Mr. Amundsen continued the discussion by mentioning that the drainage would need to maintain along the deep ditch. He said that if curb and gutter were placed there, it would not provide enough room for the road and bike lanes. In order to provide enough room, he suggested keeping the scubbers or holes in the capstone to allow the drainage to get in the canal and preserve the drainage capability. He said that a drainage pipe would need to be placed in the bottom as well as an inlet box, and then it could be filled with dirt, and then planted with flowers. This would still provide the integrity of the alignment.

- Robert George from the Springdale Town Streets Department was concerned about where the drainage water would go. He stated that was a discussion at one of the UDOT meetings earlier.
- Mr. Amundsen said that they would need to pipe it out somehow, down to the wash near the Hampton. The best scenario for the water flow would be to pipe it so it would flow both directions to Juniper Lane but in discussing this with Mr. George at the Town we learned that the property won't allow it.
- Mr. Betts stated they would be completing a drainage study. He mentioned that if the waterline was going to be small they could convey it to the curb and gutter for drainage. He said that the Town would need to make the decision of what they want it to be.
- Ms. Cluff stated that she is sure that the Commission would want it to convey water somehow and reiterated her opinion that she would prefer the planter option to beautify the Town.
- Ms. Moss and Mr. Roth both agreed that the beautification was the best option.
- Mr. Dansie mentioned that there would possibly be some resistance from the Town in regards to the idea of planters and vegetation from the ditch and who was responsible to maintaining the planters. He said that if the Commission's recommendation was for planters there could be an issue for the potential additional resources on the Town in terms of maintenance.
- Ms. Cluff stated that they could hire a beautification officer to maintaining the weeding, watering and clean up. She felt that the Town, being the Gateway to Zion, needed to do more with beautification and was lacking in that area and other Towns were surpassing the beautification expectations.

Mr. Betts said that they were in need of a direction for the environmental document and the impact to the ditches. He then asked the Commission what their feelings were if they were to remove a portion of the deep ditch where the wood planking is and mentioned that in his conversations with the Mayor that he would like to see it removed.

- Mr. Amundsen said that the wood planks were wearing and in disrepair.
- Ms. Moss asked if there was a way to follow the same idea of a planter with the same shape. Then asked if the crosswalk in front of the school remain or should be adjusted.
- Mr. Betts said that was a discussion item that if bike lanes were to be placed, there could be some impacts to the ditch due to the grade specifications. ADA specification for the grade is min of 2%.

Mr. Roth asked if the historic ditch from the school to the firehouse would be preserved.

- Mr. Betts said that it was their intention to preserve the ditch from Pizza Noodle down to the fire house.

A few Commissioners were curious whether all of the sidewalks would be repaired or replaced along the reconstruction.

- Mr. Betts stated that UDOT'S original scoping of the project was to replace them if the sidewalks were impacted by the construction, but for the big long sections, it was not the intention to replace all of them.

Ms. Moss mentioned that she gets asked why the Town did not have more crosswalks and wondered if the project would allow more crosswalks to be installed.

- Mr. Betts said that UDOT was the deciding party on that and Lochner did not get a say whether more could be placed. He said that they could suggest some to UDOT if needed.
- Mr. Amundsen said that the issue with placing more crosswalks could give a false sense of security for crossing. If there are not crosswalks, people are more cautious.
- The Commissioners and audience felt that around the area of Juniper Lane was busy and needed a cross walk.
- Mr. Pitti stated that an additional crosswalk was also needed in front of the post office where the sidewalk stops. He felt that there was a safety issue with forcing people to cross to get to a sidewalk.
- Mr. Amundsen stated that they could bring up the concern of not enough crosswalks at their Tuesday meeting with UDOT.

Ms. Cluff stated that things have changed in Town where we used to encourage people to walk. Now we don't need to encourage them because it has happened. She said now we need to give them safe access and more areas for them to walk safely. Ms. Cluff then asked the consultants if they had enough information.

- Mr. Amundsen stated that they would consider a planter with drainage pipe and would discuss these items with UDOT at the meeting on Tuesday and have Mr. Dansie present the decisions later.

Adjourn: Motion to adjourn at 2:40PM made by Stephen Roth; seconded by Lila Moss.

Cluff: Aye

Roth: Aye

Moss: Aye

Motion passed unanimously.



 Jennifer Thompson, Deputy Town Clerk

APPROVAL:  _____ DATE: July 7, 2016

- LEGEND**
- █ PROPOSED 8' WIDE PARKING STALL (32 STALLS)
 - █ PROPOSED 7' WIDE PARKING STALL (30 STALLS)
 - █ BUS STOP



NOTE:
THE NUMBER OF EXISTING ON-STREET PARKING STALLS THROUGHOUT THE TOWN OF SHERBORNE WOULD RESULT IN A LOSS OF APPROXIMATELY 48 STALLS THROUGH THIS PORTION OF THE TOWN.

