



<b>Members Present</b>	<b>Members Absent</b>	<b>Others In Attendance</b>
Ron Carsten, Chair	Marice Doll	Gretchen Ricehill
Haley Carmer		Terri Partch, City Engineer
Edward Chusid		Stephen Bershenyi, City Council
Bobbi Hodge		
Brittany Strautman		
Kathy Thissen		
David Hauter, alternate		

**Call to Order**

Ron Carsten called the meeting to order at 5:16 p.m.

**Announcements**

Gretchen Ricehill announced that she would be away from the office and needed to cancel or reschedule the August meeting.

The Center for the Arts and the Museum suffered water damage a few weeks ago. The City owns the Center for the Arts building which was constructed in the late 1800s and which served as the city’s hydroelectric plant. The building is listed in the National Register of Historic Places. There was no structural damage due to the water but an assessment found some issues that needed attention. The City may consider pursuing a state grant to help defray cost of the work.

**Minutes**

The May, 2016 minutes were approved with the following corrections:  
 Page 3, 5<sup>th</sup> paragraph “trial” should be changed to “trail”; add that Edward Chusid seconded the motion made by Bobbi Hodge.

**New Business**

Colorado Public Television/PBS luncheon-debrief  
 Brittany Strautman provided the Commission with a summary of a meeting that she attended regarding KBDI/Channel 12 and its plans to showcase Roaring Fork Valley communities. The station plans to create a series of 4 hour-long shows highlighting Glenwood Springs. The meeting was an initial meet-and-greet. Stephen Bershenyi asked if the station would be asking the city for financial assistance. Brittany indicated that the

shows mostly would be financed through advertisement from places such as the Hot Springs, Vapor Caves and Glenwood Caverns/Adventure Park. The station may ask for creative feedback later as the show preparation progresses.

Ron Carsten recommended that Brittany stay involved in the process if interested.

## **Old Business**

### Grand Avenue Bridge-8<sup>th</sup> Street Connection

Terri Partch, City Engineer summarized the work involved in connecting Midland Avenue to 8<sup>th</sup> Street. There will be a 5 foot deep cut for a temporary detour route. After the bridge is completed, the city will construct a permanent 8<sup>th</sup> Street connection. The cut will be 24 feet deep. The permanent improvements call for 8 foot wide sidewalks, 25 foot wide bike lanes. The east wye will be eliminated; the west wye rails will be removed but they could be replaced in the future if necessary.

The permanent plans also call for demolishing the old freight depot although there was discussion about moving the freight depot. The Commission needs to provide options for what should be done to mitigate the loss of the depot.

Ron Carsten expressed concern about the loss of the east wye and discussed opportunities for using the train station and/or freight depot in a future light rail system. Terri responded that the 8<sup>th</sup> Street connection would not necessarily preclude development of light rail in the future. Stephen Bershenyi added that constructing light rail is exceedingly expensive: \$200 million to replace the rails and \$1/2 billion to extend light rail to Aspen. You need to think about the east leg of the wye being gone. Ron clarified that rail currently exists almost to the south end of town so it currently has the potential to provide a transportation alternative through Glenwood Springs and to the RFTA bus location at 27<sup>th</sup>. Stephen Bershenyi indicated that there is only a block or so of rail missing at the south end. Ron emphasized that with the projected costs of replacement, once the east wye is gone it will never be replaced and the connection to the train station and freight depot will be lost. This means that it is very unlikely that this connection will ever be an option in the future.

David Hauter asked if the train depot could be relocated to the confluence area. Terri responded that it could be moved. Initially staff thought about relocating it along the trail so it could be rehabilitated and used perhaps as an educational center teaching people about the history of the Aspen Branch.

Haley Carmer asked about the timeline for making the 8<sup>th</sup> Street connection.

Terri informed the Commission that CDOT will begin cutting the temporary connection after Labor Day. The city's permanent cut will begin in 2018 after the CDOT bridge project is completed.

Ron asked about the plan for the wye area. Terri and Stephen explained that plans for the wye will be part of a larger public review process that has yet to occur. Ron questioned why there is a push to remove the rails and freight depot when there is no concrete plan for this area and removal may not be necessary.

Ron felt that removal / abandonment of the east wye is short-sighted because you lose the historic connections to the downtown. He understood that the 8<sup>th</sup> Street cut is needed and valuable but without a concrete plan for area redevelopment, he does not like the option of losing the future light rail connection.

Stephen Bershenyi commented that the thinking now is cost- putting in another bridge for the east wye will probably add another \$2 M to the construction costs.

Edward Chusid summarized his thoughts about what should be required to mitigate the loss of the east wye rail connection and the freight depot:

- Full photo documentation of the depot and region, including possible aerial shots"
- While digging, make sure no artifacts are destroyed and connect with an appropriate specialist if a particularly valuable cache of artifacts is discovered"
- See if Union Pacific would sell/give to Glenwood Springs the train station in exchange for the wye - on the understanding Glenwood Springs would be responsible for maintaining the train station.
- Create a tax structure/independent tax district in the east wye would be directly tied to maintaining the train station and providing a reliable funding stream for the railroad museum

The Commission also considered the following mitigation techniques:

- Relocate the freight depot south along the trail, include interpretive signs about the history of the Aspen Branch. Include an area for rolling stock. The Railroad Museum has rail equipment/cars but no adequate place to store & display. One suggestion was to locate the depot east of the school's new, proposed soccer field. This was determined infeasible due to a 9 foot grade change. However, these grade issues were based on a School District proposed plan that does not look feasible. So it is unclear what the actual grade or issues would be.
- Incorporate removed materials into permanent cut/abutments/retaining walls.
- Employ local artists to turn rails into art pieces;
- Face the abutments with the same stone materials being used on the Grand Ave. bridge and include construction of planters.

The Commission agreed to consider mitigation techniques at its next meeting and to get a list of its recommendations to staff.

### 2016 Work Plan

Ron Carsten requested that the Commission move forward to adopt the work plan at tonight's meeting, if possible. He asked if there were questions or comments about any of the items.

Commissioners provided the following comments:

- Brittany announced that she wanted to postpone for a few months attendance at another community's commission meeting;
- Kathy Thissen requested that her name be added to item 2d on page 3;

- Haley Carmer added her name to item 2c –attendance at DDA meetings. Staff will send DDA meeting dates.
- Kathy Thissen asked about the stone monument sign item on page 5. She thought that the sign could be placed in the new park at the north landing of the new pedestrian bridge.
- Stephen Bershenyi added that the city contracted with Loren of Aspen Tree Service so it may be good to discuss with him the HPC's desire to preserve the historic tree canopy. He suggested a first step is to invite Loren to an upcoming meeting.

#### South Canyon Trail Plan-Coal Camp update

The Roaring Fork Mountain Bike Association's trail plans through South Canyon include a section of land owned by the BLM. Gretchen informed the Commission that she had a conversation with BLM representatives regarding its review and approval process for this trail. Because the trail was not addressed in the BLM's current area management plan, RFMBA and the BLM will have to go through a public process to amend the plan.

Regarding Coal Camp and the archaeological assessment, Gretchen informed the Commission that Eric Twitty remained interested in preparing a study of Coal Camp however he is currently busy working on a project in the Silverton mining district. If all goes well he would perform Coal Camp archival work during the winter and site work in the spring/summer 2017. Earlier this spring he indicated that his assessment should cost no more than \$10,000. Stephen Bershenyi suggested that Gretchen contact the city's Finance Director about using the Conservation Trust Fund for this assessment.

#### 6<sup>th</sup> Street Corridor Master Plan - Update

David Hauter informed the Commission that the 6<sup>th</sup> Street steering committee met last week. Economic Planning Systems (EPS), a project sub-consultant provided a powerpoint presentation of its North Glenwood market assessment. By EPS's account all metrics used to measure Glenwood Springs are in good shape. In summary, the future looks good for Glenwood Springs. EPS also looked at ways to fund the proposed public improvements, for example, through the formation of business improvement districts and through General Improvement Districts.

The steering committee also looked at proposed park designs including a new option to reduce the size of the park from 100 feet wide to about 60 feet wide to accommodate a structure between the park and an existing building owned by the Fattor family.

Stephen Bershenyi added that at a recent workshop, Council discussed the possibility of redeveloping the Centurylink property for a new fire station. The idea is to relocate the downtown station on 8<sup>th</sup> Street to North Glenwood.

#### Development Code Rewrite-Update

Gretchen informed the Commission that the Development Code rewrite is progressing. Clarion Associates had divided the rewrite into four modules. The first module, which addresses all of the development review procedures, was delivered to staff for technical review. Staff completed its review today. Clarion will revise and deliver a public draft of Module 1 on July 27<sup>th</sup>. The Historic Preservation article will be addressed in Module 2

or 3. If the Commission is to have a more involved role in the review procedures, then Module 1 will be revised accordingly.

Train Station – ADA Improvements – Update

Gretchen informed the Commission that Amtrak is moving ahead with the internal changes to the train station, including the elevator and exterior ramp from the doors to the street level. It will not be constructing the long ramp that wraps around the east side of the building from the street to the track level. The State Historical Society found that the proposed ramp had an adverse impact on the historic station so, that part of the construction was pulled out, for the time being.

**Commission Comments and Other Business**

Bobbi Hodge announced that she attended an Aspen Historic Preservation Commission meeting and would like to report to the Glenwood HPC at its next regular meeting.

Gretchen agreed to poll the Commission to see if the August meeting could be rescheduled.

**Adjournment**

Hearing no further business, Ron Carsten called for adjournment at 7:05 P.M.

Respectfully submitted, Gretchen Ricehill