



**MANITOU SPRINGS
HISTORIC PRESERVATION COMMISSION
REGULAR MEETING MINUTES
Wednesday, September 6, 2017**

I. CALL TO ORDER

The Regular Meeting of the Manitou Springs Historic Preservation Commission was held on Wednesday, September 6, 2017, in Council Chambers at 606 Manitou Avenue. Chairwoman Nichols declared a quorum present and called the meeting to order at 6:06 pm. The following Commissioners attended:

PRESENT: Chair ANN NICHOLS
Vice Chair LISETTE CASEY
Commissioner ROBERT JACKSON
Commissioner TAMMILA WRIGHT
Commissioner NEALE MINCH
Commissioner SAMANTHA BELDING

ABSENT: Commissioner DEBORAH MOORE (excused)

STAFF: Michelle Anthony, Senior Planner
Dylan Becker, Planner I

GUESTS: Shelley Cobau, Public Services Director
Randy Hodges, City Council Liaison
Robert Todd, City Council Member

II. APPROVAL OF MINUTES

ITEM 1. July 5, 2017

MOTION:

Commissioner Minch moved to approve the July Regular Meeting Minutes of the Historic Preservation Commission as presented.

SECOND:

Commissioner Wright seconded the motion.

DISCUSSION:

There was no discussion regarding the motion.

VOTE:

Motion passed, 6-0.

III. NOTICE OF COUNCIL ACTION

There was no Notice of Council Action to report.

At this time, Chairwoman Nichols explained the public hearing procedures to the audience and asked if any Commissioners had ex parte communications or conflicts of interest to declare. Hearing none, the meeting continued.

IV. UNFINISHED BUSINESS

There was no Unfinished Business to discuss.

V. NEW BUSINESS

ITEM 2. MCAC 1709 – Exterior Alteration or Remodel (Exterior Remodel and Addition) – 11 Delaware Road – Ken and Mary Cowdery, Applicants

Michelle Anthony, Senior Planner, explained the property was not posted per the City's Regulations and therefore needed to be tabled until the October Regular Meeting of the Historic Preservation Commission.

MOTION:

Vice Chair Casey moved to table MCAC 1709 until the Commission's October Regular Meeting.

SECOND:

Commissioner Jackson seconded the motion.

DISCUSSION:

There was no discussion regarding the motion.

VOTE:

Motion passed, 6-0.

ITEM 3. MCAC 1710 – Exterior Alteration or Remodel (Window Alterations) – 337 Pilot Knob Avenue, Unit 1 – Blair Babcock, Applicant

Michelle Anthony, Senior Planner, explained the property was not posted per the City's Regulations and therefore needed to be tabled until the October Regular Meeting of the Historic Preservation Commission.

MOTION:

Vice Chair Casey moved to table MCAC 1710 until the Commission's October Regular Meeting.

SECOND:

Commissioner Belding seconded the motion.

DISCUSSION:

There was no discussion regarding the motion.

VOTE:

Motion passed, 6-0.

VI. OTHER BUSINESS

ITEM 4. Review and Recommendation of Rehabilitation Plans for the Brook Street Bridge

Michelle Anthony, Senior Planner, presented the Staff Memo dated September 5, 2017, along with the Memo written by Michael Orsillo Consulting, Inc.

Chairwoman Nichols invited the Applicant to the podium.

Michael Orsillo, 815 N. Foote Avenue, Colorado Springs, of Michael Orsillo Consulting Inc., stated he was the structural engineer for the project and had come up with the concept for the bridge about eight months ago. Mr. Orsillo commented Murphy Constructors was the contractor hired to do the repairs and presented a three dimensional view of the bridge, which he handed out copies of. Three views of the plans were provided to commission members visually illustrating the implementation of the project. He stated the longitudinal plan distributed was new and not in the Commission's packet of information. Mr. Orsillo outlined the phases of the project as: Phase 1 perform the masonry repairs on the bridge arch, Phase 2 use the repaired arch as the form to for the new concrete to be poured over the bridge, which would key into the masonry and essentially make the historic structure a veneer for the new concrete. This would fully restore the bridge and make it capable of carrying a significant load. Mr. Orsillo continued there was sandstone bedrock beneath the bridge and he planned to anchor the concrete to the bedrock to guard against the creek scouring underneath the bridge and causing it to fail. He noted the concrete encapsulation over the stone arch would be supported either with a concrete grade beam to using steel angle iron. The idea was to have a completely new structure supported by the sandstone bedrock, which was about twelve feet (12ft.) deep and this would not affect the stream flow. Mr. Orsillo described drilling the piers for the support on bedrock. He noted a slightly wetter mix of concrete than normal would be used to ensure it flowed into the cracks and crevices between the stones in order to be keyed into the masonry so it never falls out again and essentially becomes like a veneer.

Commissioner Wright inquired about the freeze/thaw impact on the concrete mix. Ms. Anthony responded she thought when looking at something this thick, it was not as susceptible to freeze/thaw impacts and the plan was to sit the piers on bedrock.

Commissioner Wright inquired how deep the piers would go. Mr. Orsillo responded the piers would be twelve feet (12 ft.) below the bridge, or roughly twenty feet (20 ft.) deep.

Commissioner Belding inquired if the drillers had encountered any cobbles or boulders. Mr. Orsillo responded the drillers had encountered one cobble, but did not foresee any issues, as sandstone was fairly easy to drill into. He noted the piers would be poured underwater using a special type of concrete and process in which the concrete is poured from the bottom, displacing the water as it moves up the drilled opening.

Chairwoman Nichols inquired if the piers were located directly along the stream banks. Mr. Orsillo responded the piers ran alongside the arch under the roadway. Ms. Anthony commented the piers would be located back from the stream bank and parallel to it.

Chairwoman Nichols inquired if the construction equipment and personnel would be into Ruxton Avenue. Mr. Orsillo responded they would not be in the street and he had talked to the excavator and had been told they would have no problems drilling on the Ruxton Avenue side of the bridge. He felt the team could drill the piers with little to no impact on Ruxton Avenue traffic.

Commissioner Belding inquired what the traffic control plan was for the project. Kevin Murphy, 2406 Wood Avenue, Colorado Springs, of Murphy Constructors Inc., responded he would get together with his traffic engineers to develop and submit a traffic control plan and had discussed the matter with Shelley Cobau, Public Services Director.

Chairwoman Nichols commented this project was occurring while the Incline was closed so traffic should be less of an issue. Ms. Cobau commented the City and Staff continued to assist in this project and had helped accomplish some technical work and evaluation. She indicated the waterline which crossed the bridge had been located. The water service was being rerouted and the line over the bridge would be removed by the time the project started and she was excited for it to get going.

Commissioner Minch inquired about the duration of the project and how long it would take to complete. Ms. Cobau stated it would last about twenty (20) weeks and asked for confirmation from Mr. Murphy. Mr. Murphy stated Phase I would take sixteen (16) weeks; he noted there had been a lot of time spent on the front-end of the project, but he would make some adjustments and update the schedule.

Commissioner Minch inquired if the cold winter months would have an impact on the project. Mr. Orsillo responded this was the best time to work on the bridge because the stream was at its lowest point and there were not problems pouring concrete during this time. Ms. Anthony commented if the project duration was only twenty (20) weeks, they would likely be done by the new year. Ms. Cobau commented the project required permits from outside agencies and the City had no control of that timing, which could potentially slow things down.

Commissioner Minch inquired if the City was essentially sandwiching the new concrete bridge and arch between the old bridge. Mr. Orsillo responded the change regarding retaining the spandrel walls, leaving them undisturbed would mean the new concrete would be between those walls. He had realized the vehicle load was not taken by the spandrel walls at all, as it was located more toward the center of the bridge. After some recalculation, he determined the load would be carried through the foundation piers without having to bring the concrete to the outside edge of the bridge. He commented the beauty of change was nobody would see the new concrete. The idea was to cut a groove into the bottom of the spandrel walls six to eight inches (6–8 in.) deep and the walls would stay in place while the concrete was poured. Mr. Orsillo commented this new plan came out of comments from Staff.

Ms. Anthony commented she had been concerned removal of the walls could lead to other problems and having to rebuild them and make them appear as close as possible to the original walls was a lot more work.

Commissioner Minch stated this project had been ongoing for quite some time and asked what the greatest risks were for the project and whether or not there was a good understanding of those risks. Ms. Anthony responded she felt there was a fairly good understanding between the mason, the principal engineer, and the construction team and also felt leaving the spandrel walls in place should alleviate some concerns.

Commissioner Minch inquired if the masonry repair on the original bridge arch would stand the test of time. Luke Bosch, 2910 Parker Street, Colorado Springs, of LAB Masonry, responded the most important thing was to get the bridge as structurally sound as possible before starting any new construction, and in order to do so, the team was going to start on the under-side of the arch working on three-foot (3 ft.) sections from one side of the arch all the way up and over to the other side of the arch. He stated they were going to clean out and apply mortar to each section and from there they would move to the outer portions of the bridge as a means to make the bridge as structurally sound as could be. Mr. Bosch felt the plan was solid and there should be no gaps between the concrete and underside of the arch. After the bridge was repointed, the construction team would come in, drill the caissons, and pour twelve inches (12 in.) of concrete over the arch. Mr. Bosch commented once the project was complete, semi-trucks would be able to cross the bridge without problem.

Commissioner Minch commented he noticed there was a recommendation to have the bridge regularly inspected to limit the issues when and if damage occurred during construction. Mr. Bosch responded if there was any problem, they would stop working and deal with it. If too much integrity was taken out of the bridge, it could be in trouble. Mr. Bosch stated this was why it was so important to start with reconstructing the mortar joints and the bridge itself prior to performing other work on it.

Ms. Cobau stated, in response to Commissioner Minch's question, the City had thirteen (13) bridges inspected this year and there would be thirteen (13) bridges inspected next year. Ms. Cobau commented the City did, indeed, have that many bridges and would get into a yearly cycle of inspections to better track their status. Doing this would save the City time and money because problems could be caught early and masonry repaired to improve structural integrity without the bridges falling into such disrepair they require total overhaul, as is the case now. Mr. Bosch commented the sooner the City was able to get on the issues and repair them, the longer the bridges would last.

Commissioner Minch inquired what the current cost of the award for the bridge was. Ms. Cobau stated the current award was \$240,458.23, which did not cover the cost of project management for which the City had contracted. Ms. Cobau also stated the City had hired someone to perform pier checks and construction inspections which was being funded through Pikes Peak Regional Transportation Authority (PPRTA).

Chairwoman Nichols inquired about the issues brought up by Staff in regard to ensuring photo documentation was kept and commented she felt, since the spandrel walls would remain in place, it may be less important to do so. Ms. Anthony replied the photos the team already had were likely sufficient as the photo-documentation recommendation was mostly pertaining to the removal of the spandrel walls.

Chairwoman Nichols inquired if testing for the mortar mix was still recommended. Ms. Anthony responded it was; she had a company the City had used for the Canon and Park Avenue bridges and was glad to provide that contact.

Ms. Anthony inquired of the stone mason if the joint detail was grapevine or brushed. Mr. Bosch responded he was not one hundred percent positive, but he believed there was no grapevine detail on the bridge despite a majority of the bridges in town having them. Ms. Anthony inquired if it was just brushed or if it was tooled at all. Mr. Bosch responded normally when the mortar was put on, it was tooled and then brushed to help seal the mortar to the rock, which he recommended for this project and stated he could smooth the work back out once it was brushed if it was preferred. Mr. Bosch commented the brushed look gave a more historic appearance, whereas the smoothed joint was less appealing to the eye. Ms. Anthony stated she was

mainly concerned whether there was evidence of grape vining or some distinctive feature which the City would like to maintain.

Chairwoman Nichols inquired if the Commissioners had any further questions and commented it looked as though the project was in good hands.

Commissioner Belding inquired if there was any possibility of future utilities impacting the bridge. Ms. Cobau responded there was currently a gas line and a waterline going across Brook Street Bridge, but Colorado Springs Utilities was not sure whether or not the gas line was live. Mr. Murphy stated he was fairly certain it was a dead line but they were checking it out and it was believed to be an old oil lamp or line for old street lights. Ms. Cobau stated the City was going to remove the waterline from the bridge and commented her professional opinion was that utilities on a bridge were not good. She cited the example of the ongoing trouble the City was experiencing with the shallow waterline on the Church Street Bridge just before the Brook Street Bridge. Ms. Cobau stated the City needed looped water systems, but felt it would be best to find alternatives to placing utilities in bridges.

Ms. Cobau stated she was not sure if the Commission was aware of something called the WISRD project,, which looked at all of the infrastructure in the City of Manitou Springs. If there was a critical failure of any of the City's infrastructure, it essentially caused a domino effect, which could cause other failures. Ms. Cobau commented one of the worst events for this domino effect was a waterline break on a bridge, because it would take out the bridge, take out the road, and so on. Ms. Cobau stated the City was currently developing a master water plan to look at the existing lines and how to improve the City's distribution system, but the bottom line was the City needed to stop the practice of placing utilities in bridges. Ms. Cobau stated one of the things the engineer was promoting was called a "utilidor", which was essentially a corridor specifically for utilities that avoided placing them under bridges and roads and, thereby avoiding the domino effect should a failure occur.

Hearing no further questions for, or comments from, the Applicants, Chairwoman Nichols opened the Public Hearing.

Randy Hodges inquired if the drill rig would be drilling on the Brook Street Bridge adjacent to the rehabilitated arch and wondered if the rig was accurate enough to not cause damage to the arch. Mr. Orsillo responded the drillers were very accurate and the plans located the drilling several inches out from the location of the arch as a precaution. Mr. Orsillo commented the rigs were often used to drill in spots where they need to be directly underneath a wall and they never missed.

Mr. Hodges inquired if all of the caissons would be drilled prior to the concrete being poured or if they would be drilled and filled one-by-one. Mr. Orsillo responded the caissons were poured immediately after the drilling occurs - when the drill bit came out, the pre-built rebar cage went in, followed by the concrete in immediate succession.

Mr. Hodges inquired if they allowed time to cure before drilling the next caisson. Mr. Orsillo responded they did not wait because there was enough separation between the caissons and the sandstone bedrock would be used to stabilize them.

Hearing no further comment or questions from the public, Chairwoman Nichols closed the Public Hearing.

Commissioner Minch stated the Brook Street Bridge project had been quite the journey and an immense amount of resources and time had gone into it. He inquired if there was a deeper learning to be attained through the struggles of getting this project to where it was currently.

Commissioner Wright stated she felt it always came down to options and exploring as many as possible. She commented the Brook Street Bridge was a beautiful project.

Chairwoman Nichols stated she was happy the City was where they were and sometimes projects just take time, but felt there were probably some lessons learned through the process. Chairwoman Nichols stated the critical point for the City was they had arrived at a point with a project which was going to be economical, fairly efficient, restore a bridge which has always been there from an aesthetic and historic standpoint, and, from a public safety perspective, was going to be able to carry a semi across it. Chairwoman Nichols also commented from the Historic Preservation Commission's standpoint, the Commission should be pleased to arrive at this point and felt it was more appropriate to leave it to others to draw the lessons and for the Commission and the City to appreciate the fact the bridge was almost lost. Chairwoman Nichols stated she felt the Commission should celebrate the win and make a recommendation to City Council.

MOTION:

Commissioner Wright moved to forward a recommendation for approval of the proposed repair plan to City Council with the condition that the mortar mixture shall be tested to match the original in color, texture, and profile and with the finding the project will conform to the purpose and intent of the Historic Preservation regulations.

SECOND:

Commissioner Jackson seconded the motion.

DISCUSSION:

There was no discussion regarding the motion.

VOTE:

Motion Passed, 6-0.

NON-AGENDA ITEMS FOR DISCUSSION:

Walking Tours –

Commissioner Minch stated the Commission had discussed approaching the Mineral Springs Foundation about a joint walking tour featuring the springs and historic sites and inquired if anything had come of the discussion. Chairwoman Nichols responded she had met with the Mineral Springs Foundation, but had forgotten to bring anything with her.

Park Avenue Bridge –

Commissioner Minch mention he heard there was an issue with the Park Avenue Bridge and inquired if this was accurate. Ms. Anthony responded the issue was when the contractor excavated, he discovered the foundation for the arch went all the way to the ends of the spandrel walls and the new foundation would have cut through this same area, which was not allowable. The Project Engineer was reengineering the plans so the new saddle bridge foundation was placed outside of the arch foundation, which also required

re-engineering the saddle bridge itself, because it would be flatter and longer. The Engineer hoped to have the new plans completed in a couple of weeks to get the contractor moving again. In the meantime, the contractor was working on repointing to both the Park and Canon bridges to keep the project progressing.

Commissioner Minch inquired if the re-engineering would add to the cost of the project. Ms. Anthony responded it would, but since the project was markedly under budget from the available grant funds, that cushion should help alleviate much of the cost. The City was assuming the Canon Avenue Bridge would need the same re-engineering and so the team planned to do some potholing before the Park Avenue Bridge was finished to determine for sure if the same circumstances existed so the Engineer could work on those plans without losing time and causing delays.

131 Deer Path Avenue –

Vice Chair Casey inquired about the difference between a porch and a deck in the Local Historic District. Ms. Anthony responded the difference was a porch usually had a roof over it, where a deck usually did not.

Vice Chair Casey inquired if decks were permissible in the Local Historic Districts. Ms. Anthony responded it depended on where the deck was located and whether the deck was replacing a previous one or not.

Vice Chair Casey inquired if the house at 131 Deer Path Avenue was permitted to build a deck. Ms. Anthony responded she did not believe it was permitted, but she would look into the matter.

212 Illinois Avenue -

Vice Chair Casey inquired, in regard to the 212 Illinois Avenue property approved a few months prior, if there was a total rebuild on the property. Ms. Anthony responded it was a completely new rebuild.

Commissioner Minch commented he recalled there being a condition in the approval regarding the stone chimney on the cottage that was removed, but could not recall exactly what it stated. Ms. Anthony responded the owners had planned to preserve the chimney as a site feature, but it collapsed when the cottage was demolished.

Vice Chair Casey commented she was just surprised to see what she saw and was curious of the details.

27-29 Delaware Road –

Chairwoman Nichols commented, in regard to the combined houses on Delaware previously approved by the Commission, that they were coming along very nicely. Ms. Anthony commented she thought the project would be finished relatively soon and had turned out well.

Crystal Valley Cemetery –

Commissioner Belding inquired what was going on with the sprinkler line break at the cemetery. Ms. Anthony responded she was not aware of the issue, but had noticed some cones and washed away street area.

Commissioner Belding commented she noticed a new pathway to the cemetery gate on the east side and inquired if anyone knew anything about it. Commissioner Wright stated it was part of a Boy Scout project to clear out a lot of the old brush and dead foliage.

Ms. Anthony updated the Commissioner regarding reroofing of the cemetery chapel. The diamond-shaped shingles and gable-end siding both contained asbestos and needed mitigation and replacement. She indicated the original roof was wood shingles, but the asbestos-laden roof had been in place for about sixty years (60 yrs.) and the contractor had done a beautiful job replacing them with shingles of the same design. Ms. Anthony outlined the attention needed to deal with the exposed roof rafter tails and having to provide plywood underlayment instead of the “skip sheathing” used for wood shingle roofs. The original sheathing left a space between the boards so the shingles could breathe. The contractor had provided tongue and groove boards over the exposed rafter tails so you would not see plywood under the roof eaves. She further noted the contractor also replaced the gable siding with a similar material. Ms. Anthony stated the building had a tile ridge cap; however, it literally crumbled into pieces when handled. The contractor found a similar-sized, barrel-shaped tile to replace it. Overall, the job was beautifully done. The City was looking to repaint the building, potentially in green.

Commissioner Minch commented it would be good to have before/after photos of the work to put in the Pikes Peak Bulletin. Ms. Anthony stated there were photos taken during in the process. Commissioner Wright commented she took photos of the roof off from a trail above the cemetery grounds. Ms. Anthony commented she would try to get photos from the contractor.

Cultural Landscapes –

Ms. Anthony advised the updated Secretary of Interior Standards had guidelines about cultural landscapes and she was in the process of assembling that information for the Commission. She felt Commissioners would have good information to look at in regard to considering how landscape features and vegetation should be protected.

623 Manitou Avenue –

Steven Stewart, owner of 154 El Paso Boulevard, addressed the Commission. Mr. Stewart stated he recently purchased the property at 623 Manitou Avenue and wanted to introduce himself because there was a lot of work needing to be done and had not owned a property in an historic district.

Commissioner Wright informed Mr. Stewart of the Maintenance Mini-Grant offered by the City.

Mr. Stewart stated he had reviewed the Historic Design Guidelines and wanted to restore the property to its former glory and historic nature. He noted there was a bay window on the property in poor shape and looked forward to working with the Commission in regard to restoring it. Ms. Anthony commented if Mr. Stewart needed any technical advice, Staff was more than happy to come by.

October HPC Meeting –

Ms. Anthony advised the October meeting would need to be rescheduled, as Staff would be at a conference. She indicated the Cowderys’ had asked for a special meeting. It was agreed she would email the Commissions to set a date to move the meeting to and ensure a quorum.

Vice Chair Casey gave notice that October and November were busy for her in regard to travel.

VII. ADJOURNMENT

There being no further business before the Commission, Chairwoman Nichols adjourned the meeting at 7:11 p.m.

Minutes Prepared by: Dylan Becker, Planner I