

<p style="text-align: center;">AGENDA</p> <p style="text-align: center;">HISTORIC LANDMARK COMMISSION CITY OF MANSFIELD, TEXAS CITY COUNCIL CHAMBERS TUESDAY, OCTOBER 25, 6:00 PM</p>
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- 1. CALL TO ORDER**
- 2. APPROVAL OF LAST MEETING MINUTES**
- 3. PUBLIC HEARINGS:**
 - A. HLC#16-003: Public hearing to consider a request for a Historic Landmark Overlay District designation for the Mansfield Chamber of Commerce Building, historically known as the Big Daylight Store Building, located at 114 N. Main St.
- 4. DISCUSSION ITEM:**
 - A. Lowering the speed limit in Historic Downtown Mansfield
- 5. COMMISSION ANNOUNCEMENTS**
- 6. STAFF ANNOUNCEMENTS**
- 7. ADJOURNMENT OF MEETING**

I certify that the above agenda was posted on the bulletin board next to the main entrance of City Hall on October 20, 2016, in accordance with Chapter 551 of the Texas Government Code.

Delia Jones, Secretary

- This building is wheelchair accessible. Disabled parking spaces are available. Request for sign interpreter services must be made 48 hours ahead of meeting to make arrangements. Call 817 473-0211 or TDD 1-800-RELAY TX, 1-800-735-2989.

**HISTORIC LANDMARK COMMISSION
CITY OF MANSFIELD**

September 20, 2016

Chairman Smith called the meeting to order at 6:00 p.m. in the Council Conference Room of City Hall, 1200 East Broad Street, with the meeting being open to the public and notice of said meeting, giving date, place, and subject thereof, having been posted as prescribed by Chapter 551, Texas Government Code.

Present:

Robert Smith	Chairman
David Littlefield	Vice-Chairman
Mark Walker	Commissioner
Julie Short	Commissioner
Lynda Pressley	Commissioner
Cynthia Gardner	Commissioner
Brent Parker	Commissioner

Absent:

Justin Gilmore	Commissioner
Arnaldo Rivera	Commissioner

Staff:

Felix Wong	Director of Planning
Art Wright	Planner
Delia Jones	Secretary

Approval of Last Meeting Minutes

Chairman Smith called for approval of the minutes of the April 13, 2016, meeting. Commissioner Short made a motion to approve the minutes as presented. Commissioner Walker seconded the motion which carried unanimously.

Introduction and orientation of new Commissioners – Cynthia Gardner and Lynda Pressley

Chairman Smith introduced new and current Commissioners as well as Staff. Mr. Wong gave an overview of the Historic Landmark Commission which was created in 1980 and distributed information which helped explain the role of the Commission.

Update on projects

Mr. Wong updated Commissioners on the following projects:

- Main Street Lofts – 4 phases with the first phase opening Spring 2017 (proposed date)
- Pond Branch trails – concept developed by Gateway Planning – approximately ½ mile trail from the railroad track to Kimball and Rose Park
- The Backyard- located south of Mellow Mushroom with three new restaurants (Twisted Root, Quincey's Chicken and a third not disclosed at this time)
- E. Kimball Street (east of MEDC)
- NE corner of Smith Street and Elm Street – conceptual drawings of proposed Pond Branch Market with retail and parking garages, back-in parking and more
- Heritage Baptist Church parking lot lease – 91 parking spaces will be available every day except Wednesday evening and Sunday morning
- Brewpub, location to be determined – no additional information at this time
- North Main Street trails – anticipated start date is January 2017—starting point is North from Oak, trail will be walkable over the bridge and decorative lights will be added
- South Main Street design – priority item for future growth

- Main Street non-truck route designation – a portion of Main Street from FM 917 to Hwy 1187 (through downtown) with recommended speed of 35 mph. The holdup on the project is the re-routing of trucks to Hwy 287 by way of Debbie Lane. Construction on Debbie Lane will take some time to complete.

Adjournment

With no further business, Chairman Smith adjourned the meeting at 7:34 p.m.

Robert Smith, Chairman

ATTEST:

Delia Jones, Secretary

HISTORIC LANDMARK COMMISSION COMMUNICATION

Agenda Date: October 19, 2015

Case Number: HLC#16-003

Applicant: City Staff

Subject Land Use: Retail/Office/Commercial

Zoning: C-4, Downtown Business District

Subject: Public hearing to consider a request for a Historic Landmark Overlay District designation for the Mansfield Chamber of Commerce Building, historically known as the Big Daylight Store Building, located at 114 N. Main St.

COMMENTS AND CONSIDERATIONS

With the property owner's consent, Staff nominated the Mansfield Chamber of Commerce Building (1901) at 114 N. Main Street, for a Historic Landmark Overlay District classification, which will allow the Commission to review future alterations to the structure and protect the building's historic significance. The historic background for this property is described in the Tarrant County Historic Resources Survey and the records of the Mansfield Historic Society as follows:

“This commercial building was constructed for J.H. Wright in 1901 to house the general merchandise business he had established in 1884. Operating under the new name of ‘The Big Daylight Store,’ it was Mansfield's leading retail business in the years prior to World War II. J.H. Wright played a central role in Mansfield's development in the 19th and 20th centuries, until his death in 1942. This building is distinguished by its pressed metal front with stacked bands of simulated stone, floral frieze and garlanded cornice. In spite of a storefront remodeling, the building is one of the key contributors to the potential Main Street Historic District, and appears to be individually eligible for the National Register.”

The Historic Landmark Overlay District designation should be considered in light of the following:

1. Although the store front has been altered, the overall architecture still retains some historic value.
2. The building is located on the historic block of Main Street and is representative of buildings of its era.
3. The building is associated with a person that contributed to the development of Mansfield.

Staff recommends approval.

Attachments

Maps and supporting information

List of property owners notified

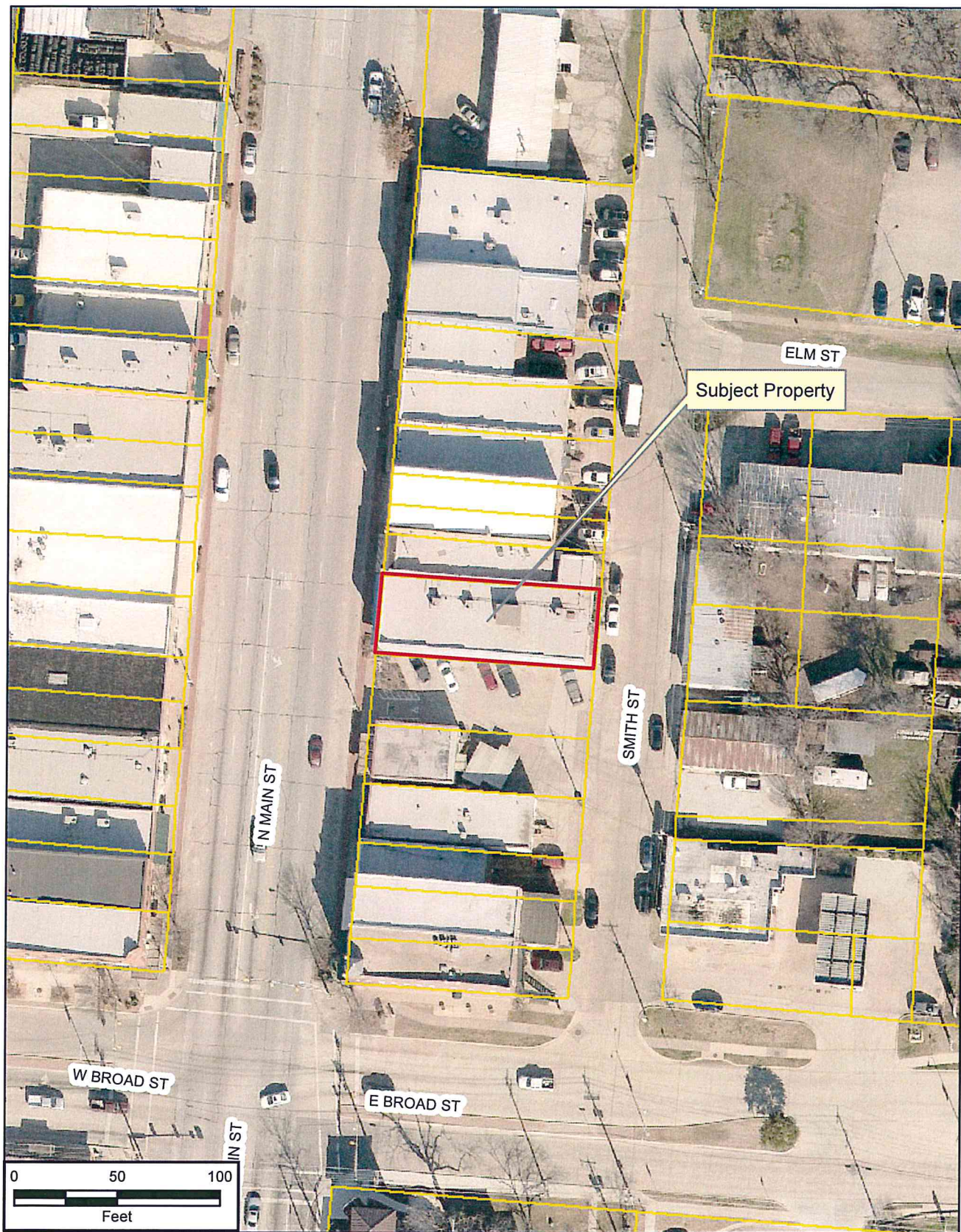
Section 5400.D of the Zoning Ordinance



HLC# 16-003

This information is for illustrative purposes only. Not for design or development purposes. Site-specific studies may be required to obtain accurate feature locations. Every effort is made to ensure the information displayed here is accurate; however, the City of Mansfield makes no claims to its accuracy or completeness.

10/11/2016



HLC# 16-003

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10/11/2016

Property Owner Notification for HLC# 16-003

LEGAL DESC 1	LEGAL DESC 2	OWNER NAME	OWNER ADDRESS	CITY	ZIP
MANSFIELD, CITY OF	BLK 1	116 N MAIN ST LLC	PO BOX 553	MANSFIELD, TX	76063
MANSFIELD, CITY OF	BLK 1	MANSFIELD CHAMBER OF COMMERCE	114 N MAIN ST	MANSFIELD, TX	76063-1724
MANSFIELD, CITY OF	BLK 1	PATTERSON, JOHN E	790 NEWT PATTERSON RD	MANSFIELD, TX	76063-6326
MANSFIELD, CITY OF	BLK 1	MANSFIELD CHAMBER OF COMMERCE	114 N MAIN ST	MANSFIELD, TX	76063-1724

Section 5400

D. Landmark Designation Criteria: In making such designations as set forth in paragraph C above, the City Council shall consider, but shall not be limited to, one or more of the following criteria:

- a. Character, interest or value as part of the development, heritage or cultural characteristics of the City of Mansfield, State of Texas, or the United States.
- b. Recognition as a Recorded Texas Historic Landmark, a National Historic Landmark, or entered into the National Register of Historic Places.
- c. Appear to be eligible for the National Register and also may be eligible for designation as a Recorded Texas Historic Landmark as indicated in the 1983 Tarrant County Historic Resource Survey; included as an authoritative reference for this purpose.
- d. Embodiment of distinguishing characteristics of an architectural type or specimen.
- e. Identification as the work of an architect or master builder whose individual work has influenced the development of the City.
- f. Embodiment of elements of architectural design, detail, materials or craftsmanship which represent a significant architectural innovation.
- g. Relationship to other distinctive buildings, sites or areas which are eligible for preservation as described in Section 8700, Paragraph E, "Powers and Duties", based on architectural, historic or cultural motif.
- h. Portrayal of the environment of a group of people in an area of history characterized by a distinctive architectural style.
- i. Archaeological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.
- j. Exemplification of the cultural, economic, social, ethnic, or historical heritage of the City, State, or United States.
- k. Location as a site of a significant historic event.
- l. Identification with a person or persons who significantly contributed to the culture or development of the City, County, State or Nation.
- m. A building, structure, or place that because of its location has become of historic or cultural value to a neighborhood or community.

Dr. Robert Smith
Chairman of HLC

First I wanted to tell you thanks for making me feel like I was a part of the group on my first day. During the meeting you had stressed to Mr. Wong that it would be in the cities best interest to lower the speed limit to 30 mph or lower. I totally agree with you and I have a few items that might help the city council back you on your suggestion. There are several states that require speed limits of 20mph to 30mph in the downtown areas and business districts. Here are just a few that I found:

- **Alaska:** Speed limits in [Alaska](#) are 15 mph in alleys, 20 mph in a business district, 25 mph in a residential district, and 55 mph on other roads.
- **Arizona:** The default speed limit outside of "business or residential" districts in [Arizona](#) is 65 mph, within those districts the default speed limit is 25 mph.
- **Georgia:** Inside the municipality, speed limits are generally posted at 35 mph while it is 25–30 mph in the downtown area.
- **Indiana:** within cities a speed limit of 20–30 mph (30–50 km/h) is not uncommon,
- **Maine:** 25 mph in business or residential districts, or other built-up areas
- **Wisconsin:** In the densest urban districts a statutory 25 mph limit is effective

The following data was found online at Wikipedia: Speed Limits in the USA by Jurisdiction

Safety Reasons to drop the speed limit: Table 1. Probability of pedestrian death resulting from various vehicle impact speeds.

Vehicle speed (mph)	Probability of pedestrian fatality (%) *	Probability of pedestrian fatality age = 14 (%)**	Probability of pedestrian fatality age 15 to 59 (%)**	Probability of pedestrian fatality age = 60 (%) **
20	5	1	1	3
30	45	5	7	62
40	85	16	22	92

*Source: Ref: http://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa10001/

Last, I personally visited several surrounding downtown areas and found the following speed limits in these cities in their downtown area: Midlothian (30mph), Cedar Hill (30mph), Burleson (30mph), Fredericksburg (30mph), etc. Also some of these towns as well as many others added 4 way stop signs throughout the downtown to help keep the speed limit down. I noticed most of these towns that have the lower speed limits were towns that were not developing the business part but also the residential areas as well. For instance, Fredericksburg has a lot of bed and breakfast homes in the downtown area and this is one of the reasons for lower speed limits due to all the foot traffic. If we are trying to increase the foot traffic in downtown Mansfield I believe it is necessary for Mansfield to lower the speed limit for safety reasons. The chart above shows the death percentage and how it jumps dramatically up when the speed limit is increased to 30mp. There was an article I found that stated more and more cities are reducing the speed limit in the downtown areas to help lower emissions, for safety reasons, and to increase the foot traffic. As far as the safety reason the chart above should answer any questions you might have about that. As far as the emissions reason the state of Texas dropped the speed limit by 5mph on the interstate in the city area to help drop emissions. Finally as far as the foot traffic if the vehicles are driving at a lower speed limit then this allows the passengers to check out the downtown shops and would be more likely to stop or come back and visit the downtown area. I would be willing to bet if we surveyed the shops in downtown they would be for lowering the speed limit. Last, I would be willing to bet that the homes in the downtown area would be for lowering the speed limit as well. If you have any questions please let me know.

Sincerely,

Brent Parker