

MEETING RECORD

NAME OF GROUP: HISTORIC PRESERVATION COMMISSION and URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: Wednesday, May 4, 2011, 3:20 p.m., Conference Room 113, 1st Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: *Historic Preservation Commission:* Cathy Beecham, Jim Johnson, Berwyn Jones, Jim McKee, Greg Munn and Bob Ripley; (Tim Francis absent).
Urban Design Committee: JoAnne Kissel, Gil Peace, Michelle Penn, Gordon Scholz, Scott Sullivan, Michele Tilley and Mary Ann Wells.
Ed Zimmer and Teresa McKinstry of the Planning Department; and other interested citizens.

STATED PURPOSE OF MEETING: Joint Meeting of Historic Preservation Commission and Urban Design Committee

Acting Chair Scott Sullivan called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Ed Zimmer stated that he assembled some bullet points from past discussions. They are key points that members might want to address. He will turn those into general comments that become useful to the designers and in conversation with the Mayor.

Comments that Zimmer received were regarding overall materials; whether the panels would be pre-patina, dark zinc or light, and would they be allowed to weather naturally. Downtown design standards talk about not using shingles. He doesn't think of these as shingles. The arena would be in P Public zoning. There was a little discussion of the red accent wall. One comment was received about the detailing where the design meets the sky. Quite a few comments were about the glass and the transparency. There were LEED equivalency questions. At least a couple of reports are being generated. It will be discussed. This is a matter of considerable interest. The group could encourage LEED principles to be used as a matter of public interest. It was indicated that lighting and signs need certain controls, location and what type of signs. There was discussion of interaction between the plaza and the ramp and how it all interacts with pedestrians. Historical interpretation and outside areas have been

questioned. Zimmer noted that some comments received were about the Haymarket as a whole.

Kissel remembers thinking how pinched the ramp area looked. The plaza area is very small.

Munn noted they were told the street in front would be closed during events. He questioned what that means. Will bollards be used, how will they be blocked off?

Ripley saw masonry fixed benches depicted in lieu of bollards. He agrees with the concept of having the vehicular barrier. He wondered if bollards would be better. The more you can become a festival space, the better. He would suggest a concrete post 18 inches or better.

Zimmer believes it is appropriate to create a large festival space.

Beecham thought there was a secondary space. She wondered if that could be developed as well with interactive historical displays. She would like to see the history of the area addressed both inside and outside the arena.

McKee assumed the curb on the north side of R St. would disappear. Zimmer believes this would be gone for the plaza. It is not designed yet but seems a great likelihood.

Ripley finds it essential to assess the relationship between the arena and the Haymarket. Any event that will draw one third to one quarter capacity of the arena, will change the character of the Haymarket with those cars going through the area. He would like to see R Street closed. He wants to discourage anything other than parking in the Haymarket garage. He doesn't want to see people drive into the Haymarket only to discover they can't get to the arena. Perhaps there could be a sign on 9th St. that indicates there is no thru access to the arena.

Kissel agrees in theory, but you can't expect someone with a car full of small children to walk a long distance to the arena.

Zimmer noted there has been discussion of the Haymarket as a drop off area. There may be discussions of how close handicap accessibility has to be.

Ripley is concerned with the traffic that would be driving through the Haymarket.

Beecham noted that 7th St. doesn't seem designed for drop off. The arena has many sides. Maybe another side could be the drop off site.

Jones is concerned he is not hearing guarantees about how this will not impact the Haymarket District.

Kissel assumes there will be an infrastructure study.

Beecham really likes the squareness of the columns. She wondered if there is a way to beef up a kind of pseudo cornice in a few places. There will be equipment at the top. It seems there would be a good opportunity for some type of design element.

Ripley remembers those as vertical circulation with louvers.

Beecham would like to see the element be a little beefier and be an element to the building. She would like to see the two fascia elements be beefier also. It feels very modern to her. She wondered if it was a little chunkier if it might relate a little better to the buildings in the Haymarket. She also wondered if there is a way to mimic the steel brackets from Canopy St. on the columns inside the plaza or somewhere else inside the building.

Sullivan respects that the architects thought about the scale and use of this building. As he looks at this, it strikes him curious what appears as stone and brick. He has had several people comment on the brick. He is curious about the brick on the stair towers. Is cost a factor? One piece he can debate is the scale of the metal panels. A larger scale on a larger building makes sense to him.

Beecham believes the stair towers are the equivalent height of six stories.

Ripley believes the metal panels will emulate a sense of brick. You are going to lose the sense of real brick at a distance. He thinks the metal panels are a good choice. It will suggest a brick appearance.

Scholz is curious if the design team discussed their material choice. Dan Spiry replied it is a combination of things. They are cognizant of cost. It wouldn't be very load bearing at ground level. They have to deal with cost and water infiltration. The metal panels are a contemporary nod to the warehouse district.

McKee thought the bottom 10 feet or so was brick. Stan Meradith replied that the bottom 28 feet is pre-cast concrete, a limestone color. There is certainly an opportunity for real brick at the base of the garage.

Ripley wondered if there is any way for the slope of the pedestrian ramp to be more engaged with the street and not just the plaza. It would be a great benefit if it was shortened just a bit.

Rob Olson believes the goal is to pull it back to the face of the Post Office.

Zimmer understands many people using the ramp will enter at the concourse level.

Ripley has assumed all along that this is potentially for a people mover vehicle. He believes this is just the beginning of trying to get people in from the west side of the tracks.

Meradith stated that motorized vehicles will be used to move equipment, food, etc. across the ramp.

Scholz wondered if the design team has considered a way to make the ramp more pedestrian friendly. He would like to diminish the feel of that as a vehicle on-ramp.

Scholz stated the transition from the canopy to the arena is a little troubling to him. He wondered how it could be a little more graceful or knitted together. The historic quality of the canopy is abruptly shutoff and you come upon a modern building.

Zimmer stated that the north end of the canopy is cantilevered out. There is a little bit of a finished end.

Meradith believes that you definitely interpret it in a more modern way.

Kissel sees that as the critical word, interpret.

Tilley believes it would be nice to get some shading on the walkway also.

Beecham would be curious to get the opinion of others on having the columns be more uniform.

Sullivan likes the randomness of it. It breaks up the scale.

Zimmer thinks one thing to consider is the ground level experience will be a lot different.

Beecham would encourage everyone to try and set this next to the Haymarket. She likes a lot of what has been done. She believes we can explore more options of how to acknowledge the Haymarket district.

Sullivan doesn't have an issue with the zinc.

Wells would prefer the darker color zinc. Tilley agreed. Zimmer believes it will be variegated.

McKee believes the lack of pollution in Lincoln will slow down the aging of the zinc.

Ripley thinks the idea of having a variety of shades is good. He has a question about the installation of these. Oils from hands will make the panels color different.

Sullivan thinks the material on the first pedestrian level has to tie into the area. He doesn't know what the combination of materials is. He is comfortable leaving the decision to the designers.

Sullivan believes more brick pavers in the plaza makes sense.

Jones believes this building should tie in somehow with the historic district. Every one of the buildings in the Haymarket has a brick element.

Munns thinks the panels at the top are somewhat decorative.

Ripley believes you are always walking a fine line butting up against a historic district. You must make a building representative of its area. He would be less prone to put ornamental features on this building. He thinks treatment of materials that suggest a connection to the Haymarket, is appropriate.

Scholz inquired about the flat roof intrusions. He is assuming all this would be drained by internal draining systems. The designers agreed, it would all be internal.

Zimmer stated there was some discussion at the evening meeting about glass and the tint. The design team is looking maximum transparency.

Sullivan is not opposed to lightly tinted glass.

Ripley agreed with Sullivan. The glass needs to be somewhat transparent. It will scale down the building. You want this place to look busy. The north side provides an opportunity as well. He trusts we are putting in all the structure we can on the north side for future seat expansion.

Penn wondered about having the southern exposure of glass. She wishes there were some sort of overhang for during the summer.

Peace thinks at the public open house someone objected to solar gain. There's a ten foot overhang on the top as well as passive solar. At the entry level, there is a projection that is eight feet. There is also a 3 foot umbrella zone at the lowest level.

Spiry added that they will be using the most technically efficient glass available today.

Penn thinks you are going to get the best ratings by using overhangs. She thinks they should try to use passive design that doesn't cost any more than thinking through the design.

Jones pointed out that the glass expands from south to east. This should minimize the majority of the hot summer sun from the west.

The group would like to see passive solar shading integrated as much as possible.

Zimmer noted light trespass was addressed at the public forum. Signs will come later for review. Reservations were expressed about signs on the southeast leading into the Haymarket.

Kissel inquired if there will need to be a new sign ordinance or sign district for this. Zimmer replied that the Downtown Design Standards don't address signs. It becomes an important part of the discussion. This will be a broader issue. It might be the device that is used in West Haymarket, perhaps a special sign district.

McKee wondered how a special sign district is designated. Zimmer replied that City Council could create a special sign district. He thinks the creation of West Haymarket design standards would be the best way to go. At this point, we want to address it sooner rather than later. The group voiced their approval of a recommendation to develop West Haymarket design standards including signs and a special sign district.

The group also indicated they would like to see historic interpretation both within and outside the arena.

Zimmer has heard comments since the last meeting. Both the construction side and the design team are gathering and will report on their LEED efforts on the Haymarket NOW website.

Sullivan is concerned that in the past, the City has stated they were equivalent to LEED. He would like to see specifics of what was done and the points that would have been gained relative to certification.

Munn knows it has been discussed that it is expensive to go for the LEED certification. Is it really off the table? Paula Yancy responded that it will be an ongoing discussion. It could be an issue of some things would have to be given up to pursue a LEED certification.

Sullivan would be happy to see a LEED equivalency and not detract from the budget.

Zimmer stated that Dan Marvin has not scheduled a definite date with the Mayor yet. He will keep everyone informed.



John Kay appeared to present preliminary designs of the train depot. He stated that this application is on a short time period. This gets turned in at the end of July. They just completed the schematic design. Amtrak is anchored at the end of Arena Drive. It is only a 22 foot tall building surrounding by six story garages. It is a 3,000 square foot building. This building will be alone for a year. The garages and private development will come later. The design is meant to recall a classic train station with open volume and exposed structure. They created a design that recalls train stations of the past. Materials haven't been selected yet. They will be back for the June meeting. Dan Marvin has talked to them about possible day time uses, maybe pre-event functions can be held there. It would have completely movable furniture inside. Fencing is wanted so

you can't wander through the train tracks. There are art opportunities. They have convened a discussion. The Mayor has an art committee. There will be opportunities for displaying art both outdoors as well as interior. Star Tran will have a bus drop off to the north. There will be a trail that runs in front of the building. Another project they are working on is the renovation of the existing canopy. There will be some canopy supports that will be looking for a home. Perhaps they could be used for a shelter over the bike rack. Perhaps they could be used on the new canopy design behind the building. Regulations say there needs to be a continuous 800 foot linear cover.

McKee is curious about the fence. Zimmer responded that either Urban Design Committee or Historic Preservation Commission would need to review the fence.

Kay stated that materials would be used that are complimentary, but not necessarily the red brick. They will bring back material samples. Amtrak had said they will be moving to the new line on June 15, 2011. It is critical that Amtrak gets moved over there.

Sullivan is not quite sure that a parapet will hide the mechanical equipment.

There being no further business, the meeting was adjourned at 5:35 p.m.

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