

## MEETING RECORD

**NAME OF GROUP:** HISTORIC PRESERVATION COMMISSION and URBAN DESIGN COMMITTEE

**DATE, TIME AND PLACE OF MEETING:** Thursday, October 13, 2011, 1:00 p.m., Conference Room 214, County/City Building, 555 S. 10 St., Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** *Historic Preservation Commission:* Jim Johnson, Berwyn Jones, Liz Kuhlman, and Jim McKee; (Cathy Beecham, Tim Francis and Greg Munn absent).  
*Urban Design Committee:* Michelle Penn, Mary Ann Wells, Scott Sullivan, Gil Peace, Michele Tilley, JoAnne Kissel; (Gordon Scholz absent).

**ALSO ATTENDING:** Dan Marvin with the Mayor's Office; Ed Zimmer and Teresa McKinstry of the Planning Dept.; Dennis Scheer, Eric Casper and Elizabeth Thomas with The Clark Enersen Partners; Dan Spiry with Bahr, Vermeer and Haecker; John Kay with Sinclair Hille Architects; Randy Swanson with JP Sports/Project Control and Peter MacDonagh of Kestel Design Group, Inc.

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

JoAnne Kissel called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Kissel then requested a motion approving the minutes for the joint meeting of Historic Preservation Commission and Urban Design Committee held September 8, 2011. Motion for approval made by Jones, seconded by Johnson; Johnson, Jones, Kuhlman, Kissel, Peace, Penn and Wells voting 'yes'; McKee, Sullivan and Tilley absent at time of vote; Beecham, Francis, Munn and Scholz absent.

### ARENA BUILDING SIGNS

Dan Marvin stated that structural items are being designed for the arena. Today's discuss relates to signing locations. There is the possibility of selling naming rights to the building.

Dan Spiry stated that a naming rights partner is an important part of the financial equation. As this project moves forward, the location of the signs are equally important. The visibility is an important factor. Over the months as the design has developed, they have identified the key locations for the partner's signs to be located on the arena. The design of signs is not being presented today. Today's discussion is regarding sign locations. The north

side of the building has a lot of visibility. The south side would be seen mainly from the viaduct. An identification would be over the main entrance along with the northeast corner. These are the four locations that have been identified as key for naming rights. He imagines the sign with channel letters, illuminated from the back probably with LED lighting. The face would be luminescent.

Kuhlman questioned the color. She questioned if that component will be dictated by someone. Spiry replied that it most likely will be the corporate colors of the company logo.

Kissel inquired if the Nebraska “**N**” will be located on the building somewhere. Marvin replied that it will be on the building. He believes it will be on the north side of the building. It is too early to tell at this point. As soon as they know, they will bring it back before this group.

Penn questioned the brackets and support for the sign. Spiry replied it is a detail that needs to be fully worked out. Currently, the thinking is to project a tube type structure through the frame. Probably a horizontal beam behind the letters. They would paint the frame with a material or color that would blend into the metal on the drum. He believes the lower case letters are about twelve feet tall. They are looking at minimizing the penetration through the building skin with the sign attachment. They will know more when they know what the name is.

Wells questioned if a long name is being planned for. Spiry replied that the longer the name, the height of the letter would have to be scaled down.

Johnson wondered if a logo could potentially be part of the sign. Spiry believes that is a definite possibility.

Marvin would like to know if the members concur with what has been presented so far. He clarified that there will be no flashing, scrolling, message boards.

Kissel doesn't see that any members have any concerns with what has been presented.

Penn wondered about signage on the east and west sides of the building. Marvin noted there was a consideration on the west side if the city finished a connector between Cornhusker Highway and West “O” Street, but trip counts right now do not justify a sign on the side. It is not economical. Not enough traffic would see the signs on the sides.

Penn would like to see the Nebraska “**N**” signage when it is decided on. The other members agreed.

## AMTRAK STATION

John Kay stated that his presentation is to update everyone on the value analysis and engineering to get the project at the two million dollar budget mark. In large part thanks to this group, the main aesthetic features have been retained. The building will be 3,000

square feet and 21 feet tall. The building will eventually be at the visual terminus between two large garage buildings. They talked about the possibility of eliminating the skylight. That has been retained. This is a JPA-owned building. They are interested in finding additional uses for this building. The front colonnade has also been retained along with the light tower. The heating of the platform has been eliminated. They reduced the canopy lighting. The electrical service was reduced. The rear parapet and roof drain was eliminated. They also eliminated the brick on the west facade. It will be more of a metal panel system. The canopy itself, Amtrak dictates the materials. A pre-engineered canopy was proposed. They are doing a cost comparison between the two.

Jones stated there had been some talk regarding if the fourteen-foot ceiling height was necessary. Kay replied that it is necessary due to structure and engineering. Amtrak also has a very specific set of guidelines to be followed.

Kay presented a board of materials to be used on the building. They are at about 1.9 million dollars in a two million-dollar budget.

Peace wondered if there is any interest in common materials as an option. Kay replied that local design firms have been pushing to look at this as a coordinated development district. PC Sports is facilitating meetings of all the design firms. We want the materials in the district to be compatible, not necessarily all matching.

Jones questioned if the material can be sourced within the State. Kay replied yes.

Kay stated there are some timing complexities. They are being directed to separate the bid packages. This building needs to be open June 30, 2012. The trains have to be switched over.

## STREETSCAPE DESIGN

Dennis Scheer wants to have a master plan of the streetscape design package put together by next month which will include all the areas that are part of the Lincoln Haymarket Infrastructure Team (LHIT) responsibilities for the arena project. There are other aspects of the streetscape that go up to the roundabouts. Some items aren't funded by the master plan, but will address possible future areas.

An early schematic drawing shows the arena site, the core area, the festival space and the bridge. It's a very comprehensive project. This group talked previously on a conceptual basis about what items would be important within the streetscape, including materials, textures and colors. We see a real desire to incorporate everything into the master plan and beyond. They want to be harmonious. They don't want to do everything the same, but want to be compatible. This is designing a whole district. There are a number of themes and ideas that the Mayor and everyone has said are important about this area of Lincoln. They are trying to incorporate these into their design. This is more than color and texture, this is spirit, values and community spirit.

The West Haymarket area has been divided into zones.

- The vehicular zone is really on the west side lined up along Arena Drive. For the landscaping, they want to do large trees. The parking garages will be tall.
- The pedestrian zone is in the center. The linchpin is the renovated canopy and the bridge itself. They envision this to be a very lively, pedestrian oriented street. They anticipate a lot of pedestrian oriented retail and dining uses. There is parking along this street. That will slow the speed down. It is anticipated there will be a desire to sometimes close part of this street off for activities. The eastern strip is the existing Haymarket area. It is a good location to create a seam between the two areas. Sidewalks along Arena Drive are typical sidewalks. Sidewalks in the center pedestrian area will be different. Lighting will most likely be hanging on the garage face. It will be the same style of fixture, it just won't be on a pole. The bike trail is on the west side of Arena Dr. For the pedestrian scale streetscape, the trees become more ornamental. They want trees that flower and smell good. There should be great fall color on the leaves. The intersections might be a place for perennials and bulbs, planting areas. Pedestrian lighting will be on poles with possibly banners. The canopy becomes very important. It is likely there will no be street light poles on the east side. There is the possibility to have lighting within the canopy. Road pavements at the intersections become important. We need to start thinking about the crosswalks possibly being another color and texture. We can take cues from the existing Haymarket streetscape.
- The core area is the arena site. The streetscape has to be addressed in phases. Olsson Associates is in the process of working on the submittal for the core area roadways. The budget for the core area Phase One Streetscape will include six foot wide sidewalks, grass planting areas, concrete pavement beneath the canopy, pedestrian lighting from Q Street north and overstory trees along the north garage. Amtrak plays a big part in the design. The arena and immediately south is the first priority.

Kay stated that money has been budgeted to rehabilitate the historic canopy. It has to be pulled out first. It will be removed, cleaned, primed and stored until it can be reinstalled.

Peace believes there should be an unbuildable sight triangle on the southwest corner of Canopy Drive and R Street. It is not until you get to the end of Canopy Drive that you will be able to see the arena. That corner should remain unbuilt on.

Kissel understands the concern about development of the blocks adjacent to the arena. We don't know what is going to be built yet. It is a sensitive corner. Jones agreed.

Peace believes an easement could be requested. Scheer replied that would be something for the redevelopment agreement. Dan Marvin stated he can talk to WRK about the concern. In all likelihood, there are tradeoffs.

Jones understands being able to actually see the arena as you are walking up the street.

Marvin understands that a relationship is being created between the festival space and the entry area of the arena.

Ed Zimmer understands that a commercial entity will develop the festival space. In the future, they hope to access the energy of the commercial side. Everyone needs to remember that space will be privately owned.

Scheer stated it is likely that some areas will not be fully developed when the arena opens. There could be a grassy open space or a parking lot. Additional streetscape items can be built when buildings are constructed. There are budgetary issues. The streetscape immediately in front of the arena will change. They hope starting at the north side, that there are lights, trees and an urban feel.

Marvin believes that the developer has an interest in having the north and south side of R street with a streetscape.

Eric Casper started to look at the arena and the land as a whole and talk about the emerging themes. This is Nebraska's arena. He looked at what ties that to Nebraska and how is that implied in design. One of Nebraska's great assets is the land. The land is the foundation on which our values are applied. How they are applied in design hasn't been detailed yet. There are features that can come out through the design. The land is the foundation which brought the people to Nebraska. One of those is the railroad. The values make Nebraska what it is today.

Scheer stated that you can start to see in the patterns, this area needs to embrace community. We are still developing the ideas. The ideas today are a complete streetscape around the arena and new retail buildings, specialty sidewalk pavement, trees in silva cells, ornamental trees and planters, temporary pavement between parking bays and sidewalk along Q street, and specialty pavement at intersections. There isn't a lot of detail yet. They are interested in input today.

Kissel wondered what is Phase One for Arena Drive. Scheer believes the goal is to get it landscaped. Silva cells are more important to be implemented in the more urban areas.

Peter MacDonagh stated that up to 1914, the chestnut tree was forty-percent of the eastern forest. They were the prime street trees until blight arrived. Then we tried elm trees and Dutch elm disease came. The American plane tree has had the same luck. Minneapolis has lost 90 percent of their street trees. Over the years, we try to find the greatest, strongest trees we can find and hope they adapt. The idea is to go back to the forest floor model. Getting the trees big is critical to success. In all of this, we like to include green infrastructure. A larger tree absorbs more rain in its canopy. The average lifespan of trees in the urban environment is 13 years. There are many benefits of trees. They add value and lower crime amongst other things. Surface temperatures are lower with trees. There are other places that have a minimum soil volume standard; Emeryville California, Charlotte North Carolina and Toronto Canada are a few examples. This is about a piece of infrastructure that performs long term. He believes a minimum soil volume is needed.

Zimmer understands the phased thinking, but wondered if six feet is wide enough for a pedestrian area in an area where there might be a lot of volume. Scheer believes six feet came from the civil engineering. It is a good comment to be made.

Marvin stated the public sidewalk might be ten feet.

Johnson wondered if stop signs versus lights had been considered for the area. Scheer will see about bringing Olsson Associates to the next meeting to present the plan for traffic.

Tilley questioned if the silva cells have to be removed when development happens. Scheer sees the silva cells being done and incorporated into the development. MacDonagh stated that a grass strip doesn't need to be installed. Scheer noted that silva cells do not need to be directly below the tree, just adjacent.

Kissel inquired if all the silva cells will be built in Phase One. Scheer believes a lot of them will be, but there could be some areas where they aren't in the first initial construction phase. They could come later and be reintroduced.

Wells believes any turf would have to be irrigated and possibly torn out for future phases. She questioned if the design team has looked at crushed limestone or decomposed granite. Scheer replied that is a good idea he will look into. It would serve the same purpose.

Sullivan wondered about the strategy for phase one. When construction does occur, if you were to come in and build the streets with a continuous eight-foot sidewalk, LES could build the lights and native plantings could grow. He believes there are irrigation issues.

Scheer stated that Olsson Associates is in the process of getting the first submittal to Public Works. The core area items don't get bid until next March or April of 2012.

Kissel questioned the garage designs will be done. Marvin replied the design isn't done yet, but it could be soon. Randy Swanson stated he could possibly have the design next month.

The joint meeting adjourned at 2:50 p.m.