

## MEETING RECORD

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

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

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

**ALSO ATTENDING:** Ken Smith from Urban Development; Greg Smith, Jon Dalton and Mike Wachal from Davis Design; Dennis Scheer and Elizabeth Thomas with Clark Enersen and John Kay from Sinclair Hille.

**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.

### PARKING GARAGE DESIGN

Mike Wachal stated that the Lincoln Haymarket Infrastructure Team is made up of numerous firms. They are designing everything except the arena building. The team is working on the roads, parking structures and infrastructure.

The team started with deck number one. It is a six story, 940 stall parking structure at Salt Creek Roadway between Q and R Streets. There were a lot of changes to the design. Deck number two and the district energy center are located together on Salt Creek Roadway between Q and P Streets.

Greg Smith stated that the access points for deck number one are on R Street and Q Street. This is a typical downtown garage with angle parking. The plan is for traffic to exit onto the parkway and Q Street on the south. Deck number two has an egress onto Salt Creek Roadway and Q Street. Traffic will be separated out after an event. Deck number two will not be built initially. Only deck number one is being built now. Deck number two is on hold but meant to be very similar in design to number one.

Penn questioned how many cars will be in deck number two. Michael Wachal replied 700.

Greg Smith stated that there was discussion on how to bring some harmony to the garage and the arena. The lower level parking is designated as ADA accessible. The towers for the stairs and elevators are in both the northeast and southeast corners.

Gordon Scholz wondered about a skywalk or bridge. Greg Smith replied that there has been a discussion about the access points. There are things to be worked out.

Wachal noted that the possibility has been left open, but nothing will be built at this time.

Ken Smith stated that the pedestrian connector will be in the alley on east side. It is meant to be the pedestrian walk way.

Greg Smith stated that the DEC thermal energy facility will be a 200 foot by approximately 60 foot building. They would like to do some banding to make the structures cohesive. They want to make the interior bay circulation work best with the most width. Possibly a light wall system or a vertical concrete panel system as the support for the deck. This helps with circulation and the economics. They want to create a nice street connection. There would be a brick band along the base of the building, and a pre-cast system for the rest of the floors. The design would provide maximum openings for light and air. The six story garage is about 60 feet above grade in the main decks, and about 75 feet at the towers. They incorporated a panel design. They were requested to make sure that light spill is controlled. They look to use a buff tone concrete to highlight the elements and towers. The canopy is protection for R St. and Q St. They are trying to continue the theme for the arena, the stainless and metal look.

Jon Dalton noted they will be incorporating lighting along the west wall. This will be consistent with the landscape design.

Scott Sullivan questioned if the garage to the north of R Street is part of the arena design. Dennis Scheer replied that the garage now has a brick band at the first level and it will be very similar with pre-cast concrete.

Sullivan believes the first impression is very federal looking and rather austere. Design standards don't apply yet but they are design with the intention of complying with B-4 zoning.

Ken Smith stated there was talk of developing retail, but investors felt it wouldn't be feasible. Elevators are oriented towards the alley to try and keep pedestrian traffic on that side. The main factor is minimizing pedestrian versus vehicle conflicts.

Michele Penn is wondering why the other side of the building is shown with awnings that won't serve much purpose, if pedestrians are encouraged to use the other side. Ken Smith stated that another option was to have them at just the entrances, but staff will use them when parking is being directed during large events.

Zimmer wondered if a canopy at 20 feet tall on the alley wouldn't be worth doing or canopies at just the entrances.

Gill Peace isn't sure he understands the value of making the alley pedestrian friendly.

Penn believes it would be the fastest route to the arena.

John Kay stated that overall, the goal is to get pedestrians onto Canopy Street. The reality is that if you are coming out of the garage, some people will go through the alley. If there was a canopy in the alley, it probably wouldn't work for LES. An LES boom truck needs a 20 foot vertical clearance and the alley is 20 foot wide.

Scholz asked if there are overhead power lines. Wachal doesn't believe so.

Berwyn Jones wondered about Canopy St. Scheer stated that Canopy St. is the key north-south street for pedestrians. Development on the west side of the road and potential development on the east side opens onto this road. The historic canopy is significant. There is the pedestrian ramp and bridge. It is an important spine to the area. The idea is for deck one and two, the access, everything flows east. They aren't planning for a lot of intense pedestrian use on Arena Drive/Salt Creek Roadway. The City wants to have a sidewalk adjacent to that main road, but they are not putting a whole lot of emphasis on it as a pedestrian route.

McKee questioned why not make the alley more pedestrian friendly. It seems to him it would be wiser to take advantage of what people are going to do anyway.

Penn thinks it seems wiser to do pavers or something. The alley needs to be lit well.

Zimmer noted that as much as developers want to get people to their store fronts, people have ideas about using the alley for interesting doorways and not just a location for dumpsters.

Sullivan is still questioning the stair tower locations. If the stair tower for deck one was on the southwest corner, then they wouldn't have to use the alley. With deck two circulation on the east side, everyone goes to the alley or put the two towers together and everyone goes to the other side.

Wachal stated that deck number one is on budget today. There is not a lot of room for additions.

Sullivan sees if everyone goes through the alley, they would cross mid block.

Ken Smith stated that the developer is trying to open up to the alley. There has been discussion on possibly opening up the middle of the block. It could be open space. There is also the idea that if there is a hotel or something to the east, there could be a connection to the building. Canopy Drive will be closed for events. Q Street could possibly be closed also.

Wachal stated that there will only be traffic from the west.

Sullivan wondered what is the potential to pull the east wall westward to allow a sidewalk in the service alley. Wachal replied there is no potential. If we pull it over, the bays need to be shrunk. There would be less ease of access inside the building.

## STREETSCAPE CONCEPTS

Dennis Scheer stated they are working towards the goal of developing a master plan for PC Sports to be able to look at cost. They would like that completed around Thanksgiving. He would like to continue to meet. They are starting to look at furniture, light fixtures, smaller details. They are starting to make decisions about pavement types and the landscape. They are trying to develop a new district adjacent to the Haymarket. They are working with various textures. There is the Haymarket zone. They look at Canopy Drive as a pedestrian zone and next to Arena Drive/Salt Creek Roadway is a vehicular zone. Because of the way the area is zoned, there is a different type of streetscape for each of the zones. When we get to pavement selection, FHWA guidelines must be taken into account.

Public Works has indicated that FHWA describes three primary zones in the public right-of-way between buildings and the vehicular area. The frontage zone, the zone next to a building, is a minimum of 30 inches. This zone, if wide enough, would be where outdoor dining would occur. Zone two is the pedestrian pathway of 72 inches. This allows two people using wheelchairs to pass side by side. Public Works wants it to be smooth concrete. The other zone next to the curb is the planter/furniture zone. It needs to be 24 inches minimum, 48 inches if planting trees.

Scheer continued that the focus today is on the core area—the streetscape from M St. (and N St.), the rest of Arena Drive/Salt Creek Roadway, up to the roundabouts. The areas around the festival space will be developed later. R Street will be closed during events. They are starting to suggest some special pavement on R Street. The intersection becomes very important. Olsson Associates is working with them. They are developing the road pieces. There are budget issues. They are moving forward with the hope that a lot of the details can be accomplished. Canopy St. and R St. to the east would become a special pavement that would integrate with the plaza. They are working through the six foot wide pedestrian area. They are working with the developer. They aren't sure exactly where the line is between the various pedestrian zones. It could move. There is some

wiggle room for where the alignment occurs. There is no planting area. It is an urban sidewalk pedestrian zone. There are pedestrian ornamental lights. There needs to be other furniture located in that zone. They feel that street trees are appropriate in some areas. This group talked about silva cells last month. Those have been coordinated that with the public utilities. From the arena facade, across the street is very urban. There are a lot of things underneath the pavement; sanitary, storm, and LES lines that must be accommodated.

Zimmer noted that there are certain distances and separations between underground utilities and building footings that must be taken into consideration.

Scheer stated they are thinking it might be nice to do a landscape planting bed by deck one. We need to coordinate with the other firms. Canopy Street involves a lot of private development blocks. With the renovated historic canopy, the platform/sidewalk underneath will become the pedestrian zone. Concrete is a good choice. There are planting areas at the intersections. They are trying to make it as narrow as possible for the pedestrian connection, at the same time creating a larger area for pooling of people. They have been talking with City staff about a rain garden type of landscape. There could be a fairly significant area of absorptive surface to help with rainwater control. Possibly, some planters could be added under the canopy. They don't want to repeat the Haymarket light. It needs to be different in this area.

Zimmer wonders about planters under the canopy not getting enough water. Jones agreed.

Scheer stated that the west side is likely to be a surface parking lot. There could be street trees. He would like to see an ornamental grass separating the parking from the pedestrian area.

Scholz is curious what the street lights would look like. Scheer isn't sure. He will consult with LES. Perhaps someone from Olsson or LES could attend the next meeting.

Scholz is concerned whether the vehicular lighting will overwhelm the pedestrian lighting. He is not sure that two levels of lighting are needed.

Scheer would like to have the underside of the canopy lit.

Sullivan asked about the height of the canopy. Zimmer believes it is about twelve feet and it flairs on the ends. He thinks it is around twelve to fourteen feet tall.

Scheer continued that Q Street goes through the Haymarket. Amtrak anchors the west side. There are trees and planting areas. They are trying to repeat the intersection treatment. Q Street will be jogged from old to new and parking on only one side of the street. They are trying to create some screening in front of a tall building.

Zimmer stated that perhaps this section drawing should look west and to present the view to Amtrak.

Scheer has received mixed messages on what is available to be built up-front or not. There are a lot of questions about day one, based on budget. Zimmer would like to see some budget projections that the streetscape spins off with development.

Scheer stated that at this point, everyone is relatively comfortable that the streetscape on Canopy St., Q St. and R St. can be done in the first construction. If a block is developed, it can change the specifics of the sidewalk and pedestrian area.

Scheer stated that on P Street, there will be a buffer landscape on what is likely to be a surface lot. Ultimately, Arena Drive/Salt Creek Roadway will have a bike trail on the west side. This will be an urban landscape. There is the ability to create a parkway. This would have more of a native herbaceous landscape. There would be drop off and parking for the Amtrak station. For Master Plan and cost purposes, they have showed street furniture and lighting. He doesn't believe the lighting should mimic the Haymarket. It needs to be something that goes with the new things that are happening in this area. We can talk about this in more detail at the next meeting.

Scholz would like to see what LES has in mind for the street lights.

Scheer would like to show some designs for the benches also. Once again, he doesn't want to repeat what is in historic Haymarket. Members should consider the design for the benches as well as the street lights. He wants the input. Everything that goes with it, trash receptacles, pots, etc. It should at least be complimentary. In a couple of weeks, there will be a discussion with City staff on what happens around the trees at street level. There are all kinds of options for Public Works on stamped, stenciled or permeable concrete. Permeable pavers, concrete pavers, many different designs are possible. This can make a space completely different for a pedestrian. A lot of progress is being made.

Sullivan noted that when you think about the maintenance of pavers, pavers on a concrete base is one system. He questioned if you can place pavers on permeable concrete. How can this be low maintenance? Scheer replied that he doesn't believe Public Works will be opposed to pavers, but the surface will have to be detailed on a four inch concrete sub base and the pavers become a veneer. Public Works is not interested in a permeable paver on a flexible aggregate base where pedestrians are going to walk. There are too many maintenance issues.

Jones would suggest these two bodies could make a recommendation that permeable pavers be looked at.

Scheer noted that there will be permeable pavers, but not in areas where pedestrians are going to spend a lot of time. In the public right-of-way, Public Works wants pedestrian walking zones to be smooth and engineered to meet ADA standards—hence plain concrete.

He can live with that. They are still taking with Public Works.

Zimmer stated that the greatest concern is the 6 foot pedestrian walkway. That is where Public Works wants concrete. It needs to be engineered to ADA standards. Many things need to happen with a high grade of precision. Scheer reiterated that it starts with ADA concerns.

Scholz wondered since so much attention is being given to Canopy St., has closing the alley and minimizing it been considered? This would force people to go to Canopy St. Make the alley service only. Penn is struggling with the alley. She is not sure about the design. In some ways, maybe it needs to be gated off.

Scheer has to believe that the buildings on the block will evolve with the idea.

Scholz believes this is an opportunity to direct where people go. Part of the opportunity here is to get people into the Haymarket.

Mike Wachal has a problem with gating off the alley.

Zimmer believes a large number of the people will go north to the surface parking. He also thinks people will walk out through the Haymarket. People will disburse in all directions.

Zimmer stated that the developers would like time in December, 2011 and January, 2011 to speak to this group. There are many teams and people to get together. He suggested that the next joint meeting be held on December 15, 2011. There were no objections.

There being no further business, the meeting was adjourned at 3:10 p.m.

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