URBAN DESIGN COMMITTEE

The Urban Design Committee will hold a public meeting on **Tuesday, June 3, 2025,** at **3:00 p.m.,** in the County-City Building, 555 S. 10th Street, Lincoln, Nebraska, in **City Council Chambers** on the 1st floor. For more information contact the Planning Department at 402-441-7491.

AGENDA

1. Approval of UDC meeting record of March 4, 2025 and May 6, 2025

ADVISE

2. Updated Sidewalk Café Enclosure Design for Bison Witches Café. - UDR25011

3. Expansion of the Public Building Commission Parking Garage at 425 S 10th St - UDR25041

4. Amendment to the South Folsom Redevelopment Plan as part of the Foxtail Meadows Redevelopment Project. - UDR25048

Urban Design Committee's agendas may be accessed on the Internet at
https://www.lincoln.ne.gov/City/Departments/Planning-Department/Boards-and-Commissions/Urban-Design-Committee

ACCOMMODATION NOTICE:
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MEETING RECORD

Advanced public notice of the Urban Design Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP:	URBAN DESIGN COMMITTEE
DATE, TIME AND PLACE OF MEETING:	Tuesday, March 4, 2025, 3:00 p.m., County-City Building, City Council Chambers, 555 S. 10th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Mark Canney, Jill Grasso, Emily Deeker, Michael Harpster, and Gill Peace. Tom Huston and Michelle Penn absent.
OTHERS IN ATTENDANCE:	Arvind Gopalakrishnan, Collin Christopher, Andrew Thierolf, Kristi Merfeld and Clara McCully of the Planning Department.

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

Deeker moved approval of the minutes of the regular meeting held on February 4, 2025, seconded by Canney, and approved 0-0; Canney, Deeker, Harpster and Peace voting yes. Grasso, Huston, and Penn absent.

Grasso entered at 3:04 pm.

UDR25011 Bison Witches Sidewalk Cafe **March 4, 2025**

Members present: Canney, Grasso, Huston, Deeker, Harpster, and Peace. Huston and Penn absent.

Collin Christopher, Planning Department, 555 S 10th Street Ste 213 Lincoln, NE, came forward and stated this item has been in front of the board multiple times over the last couple of years. The sidewalk café at Bison Witches, located at Tower Square, originally received approval in 2013. In 2022, a red enclosure was attached to the structure, and an internal review determined that it had not been approved for a sidewalk café.

The first concern is aesthetics. The enclosure does not align with the surrounding design and contrasts with the public space's intended openness.

Second is lack of transparency. The current enclosure obstructs sightlines, diminishing pedestrian engagement and disrupting the synergy between public and private spaces.

Third is approval from the artist. Modifications to the blue tile wall or pavers require approval from the artist under a 30-year agreement. Staff have reached out multiple times but have yet to receive a response. If the proposed design does not require removing pavers, it may proceed. However, any modifications requiring footings must be approved by the artist.

Rob Otte, U.S. Property, 129 N 10th Street, Suite 313, Lincoln, NE 68508, came forward and stated he does not represent Bison Witches, but they are the tenant for their property. They are exploring alternative solutions that reduce expenses while maintaining compliance.

Commissioner Peace stated his proposal includes installing clear motorized curtains manufactured by a Canadian company that specializes in these systems. The goal is to create a design that allows staff to open and close the enclosure as needed, rather than dealing with a permanent fixture.

Along the existing handrails, he proposes a segmented wall that follows the curvature of the tower. This system functions better if the enclosure height is limited to about six or seven feet. The floating yellow wall will provide a sealing surface for the curtains. The color is currently proposed as yellow to align with the surrounding aesthetics, but it could be a neutral gray if necessary. The plan also proposes installing an aluminum and glass storefront system on the north and south sides, ensuring greater transparency. This approach minimizes invasiveness and avoids deep foundations or structural changes.

Canney asked about water runoff.

Gill stated there are not any proposed changes to the roof. The steel structure is currently there. This change would not alter the existing roof or drainage system.

Grasso asked if Gill thought about wall that encapsulates the existing wall, and what is the construction?

Peace stated the existing handrail is a stout steel structure with vertical bars. We plan to attach a floating steel-clad or stucco wall to this handrail without tearing out the pavers or installing deep footings. If the artist has input, he will certainly take it into account.

Christopher stated, short of the artist's feedback, staff would take the Commission's recommendations on texture, color, or other elements.

Grasso asked if the design matches the storefront of the current building.
Peace confirmed.

Grasso if they considered painting the roof and columns to match so it doesn't look monolithic.
Peace stated they haven't discussed it but would take recommendations.

Grasso stated she likes the idea of opening and shutting.

Peace stated the storefront is almost the same north and south. One side is a bit longer as the circle radius for the sculpture is offset.

Harpster stated he appreciates the transparency and ability for cross breezes in the design.

Eric Schmeling, citizen, came forward and asked if the wall replace the enclosure, or will there be both a wall and a curtain?
Peace stated there will be both. The curtain will retract, but the low wall remains for structural support.

Canney stated he has mixed feelings about the color and design of the low wall. It would be good to have further clarification, especially if the artist provides input.

Grasso stated, thinking of it as cladding for the existing handrail, it broadens the range of materials that could be used. She does not want to step on the original artistic intent.

Otte stated they like the proposed designs, but want to come back with final pricing. They are looking to soften the costs, considering how it will affect the monthly rent for Bison Witches.

Grasso stated the Commission has talked about this a lot and have determined the specifics of what is important. Ultimately the design intent is for similar attributes to outdoor seating otherwise it is just an extension. Motorizing is costly, but they could do manual.

UDR25012 University Place Sub-Area Plan **March 4, 2025**

Andrew Thierolf, Planning Department, 555 S 10th Street, Suite 213, Lincoln, NE, came forward and stated staff has been working on this subarea plan for about a year, focusing on the University Place neighborhood and its surrounding areas. Subarea plan allows focus on specific areas, create a strategic vision for a neighborhood
This strategic vision aligns with Lincoln's comprehensive plan.

University Place is home to approximately 9,243 residents, with an average age of 27.9. The neighborhood is a designated creative district with strong artistic and historic character. Infrastructure projects, including improvements at 33rd and Cornhusker and water main replacements, have contributed to recent revitalization efforts.
Key concerns include heavy traffic on North 48th Street, outdated buildings, and high rates of building code violations. Public input gathered from surveys and meetings highlighted a need for traffic calming, more diverse commercial uses, and quality affordable housing.

Plan recommendations include reconfiguring 48th Street to a main street-style corridor, supporting TIF-funded revitalization efforts, and integrating modern and historic preservation strategies.

Eric Schmeling, citizen, came forward and asked if there would be any grocery space in this neighborhood.
Thierolf stated there are no current plans for a grocery store, but we are ensuring that zoning and financial incentives are in place to encourage one.

UDC 2024 Annual Report **March 4, 2025**

Members present: Canney, Grasso, Huston and Deeker, Harpster, and Peace. Penn absent.

Christopher stated the annual report summarizes key projects and committee actions over the past year. Highlights include progress on downtown corridors, the

multimodal center, and South Haymarket improvements; updates on major urban development projects, including public-private partnerships; key policy changes that impact urban design approvals and infrastructure planning; and continued efforts to enhance pedestrian-friendly urban spaces through revised zoning and design incentives.

Grasso stated there are some exciting projects.

Canney thanked staff for their work.

ACTION:
Canney moved approval, seconded by Deeker, and approved 5-0. Canney, Grasso, Deeker, Harpster, and Peace voting ”yes.” Huston and Penn absent.

There being no further business, the meeting was adjourned at 4:11 p.m.

MEETING RECORD

Advanced public notice of the Urban Design Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP:	URBAN DESIGN COMMITTEE
DATE, TIME AND PLACE OF MEETING:	Tuesday, May 6, 2025, 3:00 p.m., County-City Building, City Council Chambers, 555 S. 10th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Jill Grasso, Emily Deeker and Michelle Penn. Gill Peace. Tom Huston, Mark Canney and Michael Harpster absent.
OTHERS IN ATTENDANCE:	Arvind Gopalakrishnan, Paul Barnes and Kristi Merfeld of the Planning Department; Nate Burnett Rega Engineering; Mark Bacon and Adam Sitzman BVH Architecture; Kerin Peterson Public Building Commission; and other Interested parties.

Acting Chair Penn called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.
Minutes from the meeting held on March 4, 2025 were not approved due to a lack of quorum.

Penn said the item on the agenda today is an advisory review and there is no final action today.

ADVISE:

UDR25041 Lincoln Lancaster County Public Building Commission Parking Garage Expansion **May 6, 2025**

Members present: Grasso, Deeker and Penn. Harpster, Peace, Canney and Huston absent.

Arvind Gopalakrishnan Planning Department, 555 S 10th Street Ste 213 Lincoln, NE,

Came forward and stated the project site is at 425 S 10th Street and is currently a 2-level parking deck North of the City County Building. The site is in the B4 zoning district. This is subject to downtown design standards and is compliant with the standards. The existing parking desk is owned by the City of Lincoln and Lancaster County. The Urban Design Committee is to provide an advisory review of the project for building design that is compatible with its surroundings and streetscape design. The goal of the project is to provide a minimum of 915 stalls, including public and private parking. This also includes accommodation for handicap stalls, EV stalls, and fleet vehicles. This will be accomplished by adding three levels of precast concrete parking decks, installed on top of the second level of the existing parking structure. Currently, there are 478 stalls and with this proposal, it will increase to 960.

Gopalakrishnan said he would go over some of the design moves, but representatives from BVH Architecture and Rega Engineering are here to go over additional details of the entrance. First, the K Street entrance will be closed, and a new entrance and exit are proposed on 10th Street. The existing entrance and exit locations serving level 1 will remain on L Street and 9th Street. New access control gates are planned for all new and existing entrance locations. Also, new building signage and wayfinding are proposed for the entire facility. Architectural precast concrete will be used on all four sides of the structure. The Southwest and North facades will use precast fins that emulate the architecture of the existing campus. The East façade will use precast panels with vertical openings to contrast with the other faces of the building. The use of form liners and colored concrete will be implemented to refine the precast, creating a lasting design element.

Differentiating the East façade from the others will help provide a visual cue and help pedestrians and vehicles identify the main stair tower and parking entry. At the bottom of the level there will be a five bay parking area. Levels 2-5 will be three bay structured parking. There will be two basic user groups, public and employees. There will be designated parking for each group. Employees will occupy the entire lower level. That is considered level 1. A portion of level 3 and all levels of 4 and 5 will be employee parking. The public will occupy level 2 and a portion of level 3. Levels 2-5 will have a central internal vehicular ramp. Level 1 will not have an internal ramp connecting it to the upper levels 2-5.

The existing access point into the garage off K Street will be removed. There will be an expanded entry in the form of two lanes into the garage off 10th Street. Two exit lanes will also be onto S 10th Street to allow for more efficient flow of traffic out of the

garage. The existing access points on L and S 9th Street will remain in their current locations, but with a new access control.

Gopalakrishnan commented that based on the design staff, it is proposed to be conditionally approved, with some improvements being suggested. There is support for the fins lighting and the overall architectural treatment of the 10th Street façade, which is recognized as the primary face. The elevation shows a strong civic presence, while it incorporates precast concrete fins on the Southwest and North façade. It is suggested that to strengthen the identity and visual appeal of these facades, that some additional design elements such as perforated or colored metal panels could be added. This location is less visible in the broader urban context. The recommendation is to relocate or replicate the mural concept on the more prominent side of K and 9th Street. Gopalakrishnan, encouraged the design team to explore variations in that concept. The plan in the packet does not have the updated master plan, but new trees would also be planted around the building.

Penn asked if the site plan has been updated now with the downtown corridor and that it seems to show more trees on the corridor master plan.

Gopalakrishnan said Yes, the plan shows the downtown corridors.

Grasso, verified that the construction documents at the end of the packet are the updated plan.

Deeker said there is a double lane on 10th street, which the downtown corridors did not anticipate and does that account for not having four trees planted at this spot.

Grasso commented, yes, there are two trees here, but it can't happen in this plan.

Deeker asked if traffic engineering has reviewed the double lanes.

Mark Bacon BVH Architecture ,440 N 8th Street #140, Lincoln, NE came forward and stated that the traffic study and field work has been performed, but the final report has not been issued yet for the determination of the multiple lanes.

Nate Burnett Rega Engineering, 601 Old Cheney Street Ste A, Lincoln, NE came forward and said that LTU conceptually approved this plan last week. They do want to incorporate keeping those entrances and exits as close together as possible but will wait for the results from the traffic study. Looking at typical everyday traffic, only one

exit would be open and then for special events, the dual lanes could be opened up to help with the traffic control.

Burnett mentioned the topic of trees. There are a lot of utilities on this block to try and avoid. Electrical lines, fiber, storm sewer and water. These things that are located on the Southeast part of the block make it crowded, and then there is a turn lane into the garage on the North half. The trees have about 40-foot spacing, so it could potentially be shifted down to get another tree planted. We will work with Collin Christopher to see if the requirements are being met for the 10th Street streetscape.

Penn asked if there is a sidewalk all along L Street.

Burnett stated Yes, there is a sidewalk and some grass. At the entrance of the employee parking on level one, then it is either concrete, sidewalk or a turn lane.

Bacon asked Burnett if that existing condition is to remain as it is.

Burnett replied yes.

Penn questioned the 9th Street intersection and asked if this was 9th Street or 10th Street that they were looking at. Penn said this is an important intersection in our city and wondered why they chose that option.

Bacon said the intent while looking at the facades of the building is really about wayfinding at vehicular speeds. When a person is trying to navigate the entrance and exit into a parking garage, the most appropriate way is to use the building to signify where those access points are located. It was mentioned to have Adam Sitzman discuss this approach. People will be driving or walking from this parking garage on the East specifically the Southeast corner. This architecture is being used to reinforce that, instead of leaving the parking garage exposed with beams and floor structure showing. So, it was decided to wrap all three sides with similar expression of what is seen in the renderings. The facades were elevated, rather than leaving it exposed.

Deeker asked if this view is what is being talked about right now and not relocating the mural.

Bacon said the mural is not part of the project and is not required to be part of the project. However, with this big blank wall, it could lead to an opportunity for a mural or something.

Penn asked if there was anything else in the renderings that were not really a part of the project.

Bacon said no.

Grasso wanted to confirm that the Southwest corner shows the elevation and fins turning the corner.

Bacon replied yes, that is the Southwest corner on 9th Street.

Grasso asked if the fins are going to be wrapped around since it is not an entrance or exit.

Bacon said yes, that is correct.

Grasso asked where the doors are located and are they just pedestrian doors.

Bacon stated that there is a stair tower for people to use within the parking garage itself. Most people that come to this complex of buildings use the Southeast corner about 98% of the time.

Grasso asked if this would really be an exit, if it exists onto the street.

Bacon said there are really no doors on the 9th Street side of the City County building, which is how it exists now.

Penn confirmed that this exists now.

Bacon stated, that's true.

Penn asked what material the fins are made from.

Bacon commented that it was precast concrete.

Penn said, it's the same gray color and that is why it looks all gray.

Grasso asked if there is any colored precast available. On the renderings it is hard to see the color differentiation.

Bacon commented that the East side has the suggested mural, and it would be a different color than the rest of the parking garage. Since we are working with an existing parking garage, that has precast, it is hard to try and negotiate what is new and what is existing. It will be extremely difficult to match the existing precast concrete color, just because of wear and tear and the age of the materials.

Adam Sitzman BVH Architecture 440 N 8th Street # 140, Lincoln, NE came forward and clarified that the colored concrete is still being determined and the goal is to differentiate it from the rest of the massing to express the wayfinding ability to get people to that location. Part of this is being on four one-way roads and drawing people around the block to get back around again.

Sitzman said having any sort of differentiation allows for wayfinding to happen. That would include the height extending up above the rest of the mass and then a break away from the color and form of the reveals compared to the fins. This makes it very clear where you are supposed to enter as a vehicle or as a pedestrian.

Penn said the core that faces East is higher and the variance in color doesn't wrap around.

Sitzman said that is correct. Here is a view of the Southeast corner showing how far that extent goes. It currently matches the existing footprint of the structure below. There are two elevators and a stair tower at this location. The same footprint is being utilized to build vertically at this location.

Sitzman commented that the only portion of the South façade that has treatment is just at the stairs, which is the primary means of wayfinding and for vertical circulation for pedestrians.

Deeker said the stair tower is popping up higher, just at the corner, but the rest of the façade was treated to wrap around.

Bacon said that is correct. It also occupies the existing footprint of the stair tower. It is just being extended to add three floors of parking.

Sitzman stated that the height extends up to the minimum amount also. For the upper level to be covered, the other end will extend slightly higher, as it has the

elevators for space. There is a height difference between the Southeast end and the Southwest end.

Grasso said the staff comments led to treating this corner as a little more of a focal point.

Barnes agreed with that comment.

Penn asked for an explanation about the solar panels and on the taller side where is it colored.

Bacon said there is precast concrete on the East side. There is a proposal for a structure that would support a PV array of 25kw solar panels for power on site and lighting the entire garage. There has been ongoing discussion with LES and the Public Building Commission to work this out.

Penn asked who owns the building. Is it city owned.

Bacon stated that the Public Building Commission and Lancaster County owns the building.

Penn said the budget was being looked at for this garage.

Kerin Peterson, **Administrator Public Building Commission; Director of Facilities and Properties for Lincoln and Lancaster County 555 So 10th Street, Lincoln, NE** came forward and said that block 101 is anything that the Public Building Commission, via interlocal agreement, has the authority and capacity to provide infrastructure for local government to do business in, and part of this is parking but not only staff parking. It is important to make it easy for our constituents to come and do business here and make it free for a period of time. It is our responsibility to this. The Public Building Commission built the original public parking structure, but the land underneath is what is owned by the city and county. So, we don't own the land or the buildings. It is a split ownership between the city and county.

Peterson also stated that the Public Building Commission was charged with building the structure to keep people in business and have a central location to make things more accessible. The revenue on this project would be funded by revenue bonds and the Public Building Commission would issue those bonds. It is our responsibility to use our levy to pay those bonds back.

Penn asked if the budget of 20 million that would be raised by bonds.

Peterson, responded that the budget is for 20 million by using bonds.

Penn said the Rosa Parkway is a struggle for the 9th street intersection. She doesn't feel like it has a presence like it might have, as it is a gateway into the city. This should be looked at more closely.

Penn stated that she was not sure if there was an issue with the budget for the building or if it could take on more of a visual statement. There are some nice parking garages in the city, to attract people coming into downtown. Just curious if the budget is why the corner is being ignored as an important area.

Bacon commented that the budget is a concern, but not the only concern. They have looked at maintenance and durability and they are trying to think of all aspects of the diminished appearance of the corner. It is being elevated with architectural fins that provide safety for people, diminish the stair tower and does not signify the area as an entry point for cars to get confused. This is not used heavily by pedestrians.

Sitzman mentioned that there was a study to create a clear design language, not only verticality but also a solid and void balance of buildings. This is to try and create an entire sense of campus, so it is not just a flat lot and looks appealing with the rest of the buildings.

Grasso said, when driving down Rosa Parks, it is flat, and it is clear with the wayfinding on 10th Street where the entrance and exits are located. There needs to be something more than just wrapping the fins and something brought down at the streetscape level. The visual should not be high, but more at the street level. This would make it more of a campus and not just someplace to park. Grasso wanted an explanation on the night view.

Bacon, said architectural lighting is being used for safety and security, but also wayfinding. The interest for the building is to enhance the civic condition primarily for 10th Street, but lighting will also be used for the other three facades as well.

Sitzman said some of the existing lighting that is being proposed is just within the main body and the fins open up the lighting into that space. We are doing our best to find a balance for security and reduce the light load, so it is not so overwhelming.

There will be motion sensors to bring up the lighting when people are occupying it and bring it down to accommodate it when it is not occupied.

Penn asked if the fins light up.

Bacon said yes, on the East façade, the fins will help light the building and the sidewalk below.

Sitzman stated that there is lighting proposed on the metal fins that protrude outward on the east facade, whereas the precast concrete fins on the other three sides are just lit with the interior general parking lighting. There are no actual fixtures mounted to the precast concrete fins.

Penn suggested that lighting on the SW corner could help that look as well.

Bacon said, they just had a meeting with the electrical engineer and are continuing to develop the design process for lighting.

Deeker asked if the Southwest corner of the garage was an open stair.

Bacon said no, this is an enclosed stair.

Sitman commented that there are darker windows in between the fins of the stair tower.

Deeker stated that the design looks a little brutal with the rhythm of the fins as an entry to the city. This needs to be thought about differently. If that means introducing a mural or something. There is not much space because of the busy intersection.

Penn likes the other side of the building and wish it could be flipped. She would like the precast fins taken off the stair tower. The mural looks nice but most people won't see it. She stated she would like to know the mayor's opinion on such an entry point to the city and downtown area.

Grasso agreed that the color is dark and something is needed to look more significant.

Bacon said, it was not expressed to anyone that this was seen as the gateway to the city. This was new information that is being conveyed.

Grasso stated that the design process is at this corner, and it needs the next layer of design because everyone wants it to look good.

Bacon asked if murals and color design comments are from the Urban Design Committee.

Penn agreed that the corner needs to look significant coming down 9th Street or off Rosa Parks. The comments are reflective in what else can be done to emphasize this corner.

Bacon thinks it is about the significance of the corner and not about the mural or color.

Grasso agreed that it is more than just the mural, it is about the corner.

Grasso wanted to end on a positive note by commenting that the design of this building is tied in well with the other buildings, but now the issue is how can the corner be enhanced.

Penn said it is the city county parking garage, and a transportation center is coming at the other end of the block, so putting our best foot forward is important.

Gopalakrishnan said the designs are reflected well to the other buildings. This will need to be back on the agenda in June for final action and to discuss in further detail.

Barnes said he would convey to the design team that there needs to be a couple of meetings to discuss this. Staff would recommend that the suggestions are reviewed and discussed at the June meeting for further review.

Deeker mentioned planting trees at the corner to bring it to the pedestrian level.

Burnett said this is the only corner that does not have a bump out.

Penn recommended that this item needs to be discussed again at next month's meeting with more ideas on the project.

UPDATES:

Gopalakrishnan said there is a mural with a smiley face in the intersection of 35th and Washington Street. The applicant wants to update it with a new design, and that is to be a football player and helmet. This doesn't require a vote, it just gets approved administratively. It was stated that they want to paint it before June 1.

Penn asked if it is run through an image scanner and if there is any underlying meaning of this image.

Gopalakrishnan stated he tried to reach out to the applicant to verify that there is not any hidden meaning with this mural.

ACTION:
There was no further discussion on this item and no further business to discuss, so the meeting was adjourned at 3:59pm.

CITY OF LINCOLN NEBRASKA

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #UDR25011
APPLICATION TYPE	Advisory Review
ADDRESS/LOCATION	Bison Witches Sidewalk Cafe
HEARING DATE	June 03, 2025
ADDITIONAL MEETINGS	-
APPLICANT	Brandon Kosek, bisonwitcheslincoln@gmail.com
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

RECOMMENDATION: CONDITIONAL APPROVAL

Summary of Request

Nearly ten years ago, Bison Witches was approved for a sidewalk café that borders the east side of Tower Square at N 13th and P Streets. The patio space includes an overhead canopy that provides shade and overhead protection from the elements. A couple of years ago, Bison Witches had installed an enclosure around the patio (see attached images) that was not approved by the City. Upon an internal staff review of the added enclosure, it was determined that the Bison Witches sidewalk café was no longer in conformance with the approved application. In discussions with the applicant, they conveyed that the enclosure was an attempt to expand seating in the cool-weather months when an outdoor patio would not otherwise be appropriate. The enclosure was made of a thick canvas material with a red color finish and transparent vinyl window openings.

When the original application was approved, there was an understanding that the activation of Tower Square was important and that sidewalk cafes could play a major role in that activation. Though consistently activating the space has proven to be a challenge, Bison Witches and their sidewalk café have been an overwhelming positive to Tower Square, and there is a desire to find a solution that works for them, while still preserving the City's investment in this critical corner of downtown.

After several discussions with the City staff and a formal notice issued to Bison Witches regarding the violation of the agreement, the red enclosure has been removed, and the design team has returned with a revised design for the sidewalk café.

The Urban Design Committee is thus being asked to weigh in on the modifications to help the City identify a path toward conformance.

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/06 June/UDR25011 - Bison Witches Sidewalk Cafe/Bison Witches SIdewalk Cafe Staff Report.docx

Compatibility with the Lincoln Municipal Code

As previously mentioned, Bison Witches was originally approved for a sidewalk café in 2013. The basic structure and layout of the space have remained unchanged and continue to be in conformance with Chapter 14.50 of the Lincoln Municipal Code (LMC). The new enclosure, however, is not in complete conformance, as highlighted by the following sections of the Lincoln Municipal Code:

14.50.020 Purpose.

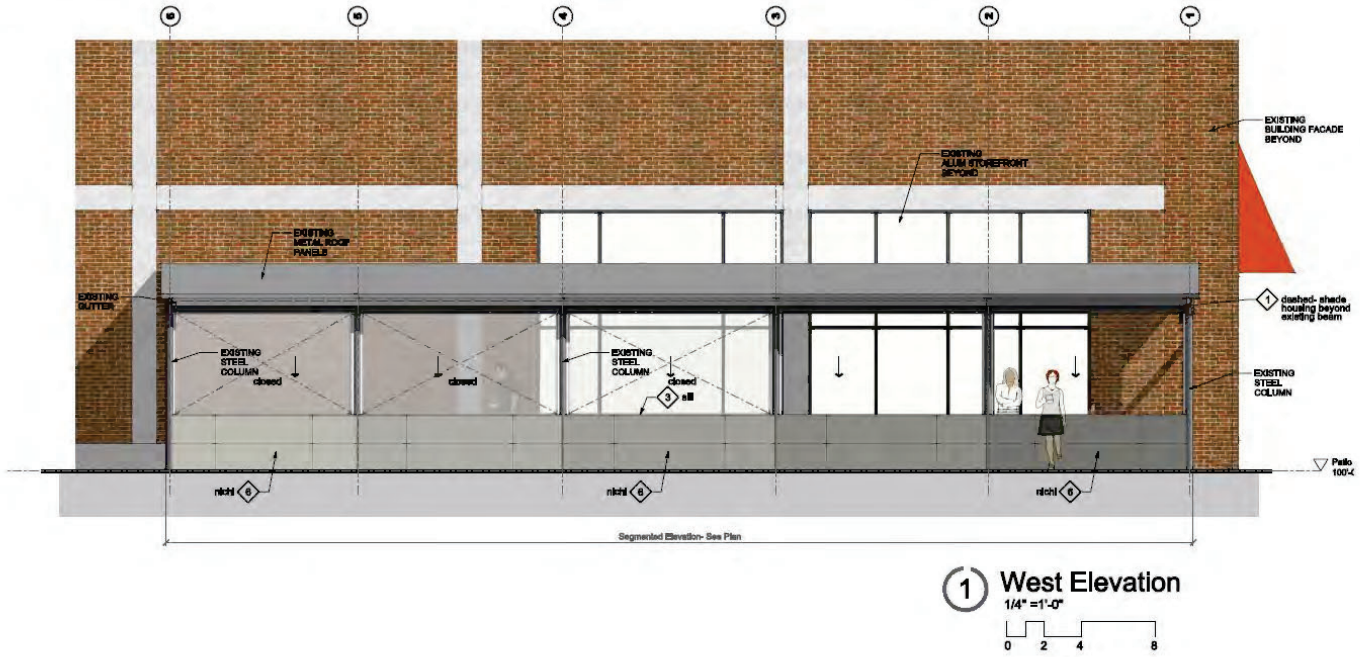
It is found and declared that sidewalk cafés promote the public interest by:

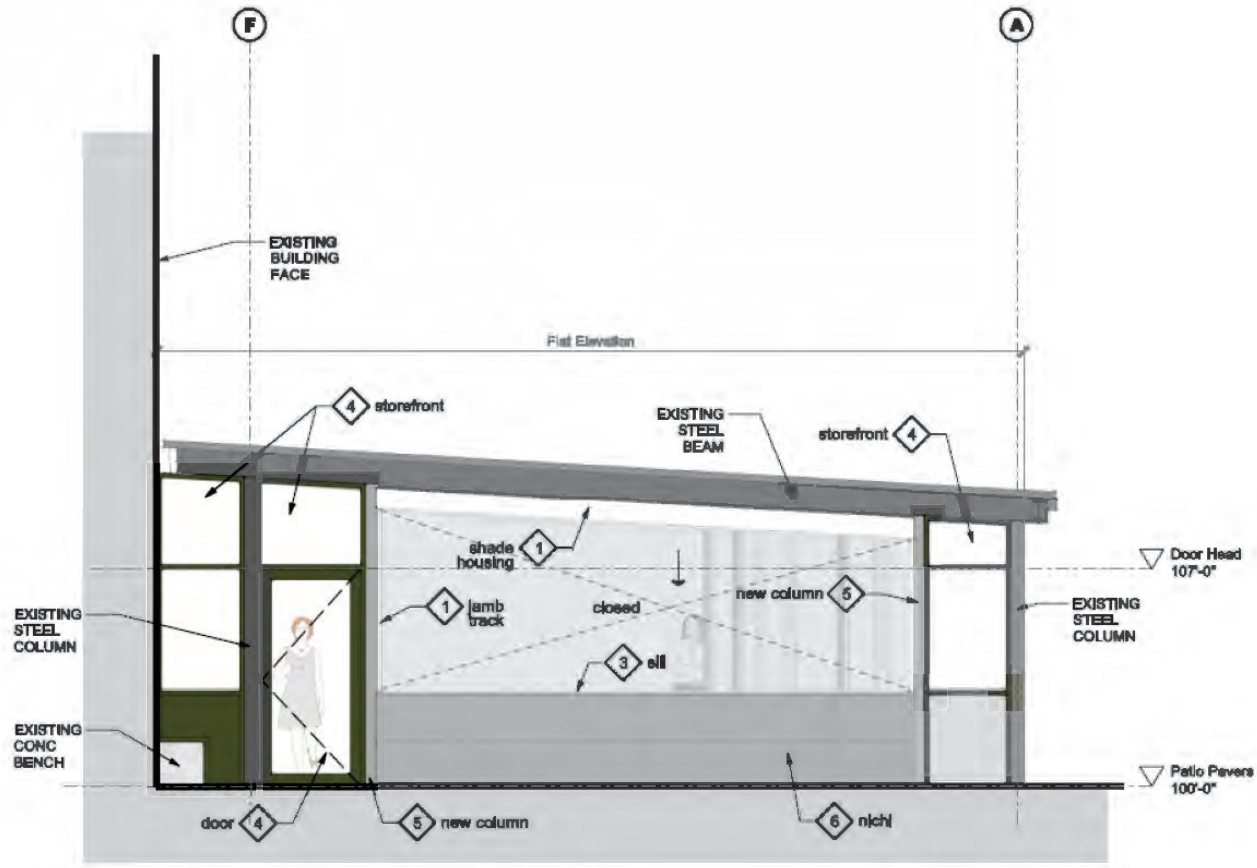
a. Making B-zoned districts an active and attractive pedestrian environment;
b. Providing the opportunity for creative, colorful, pedestrian-focused commercial activities on a day/night and seasonal basis;
c. Encouraging commercial activities which add excitement, charm, vitality, diversity, and good design to B-zoned districts;
d. Encouraging the up-grading of storefronts and the development of compatible and well-designed elements within such districts; and
e. Promoting land conservation, redevelopment, energy savings, and indirect tax revenue.

Compatibility per Staff Analysis: *The revised proposal introduces key design improvements, including opaque segmented walls with a masonry panel system (color TBD), transparent storefront doors and windows, and a motorized shade*

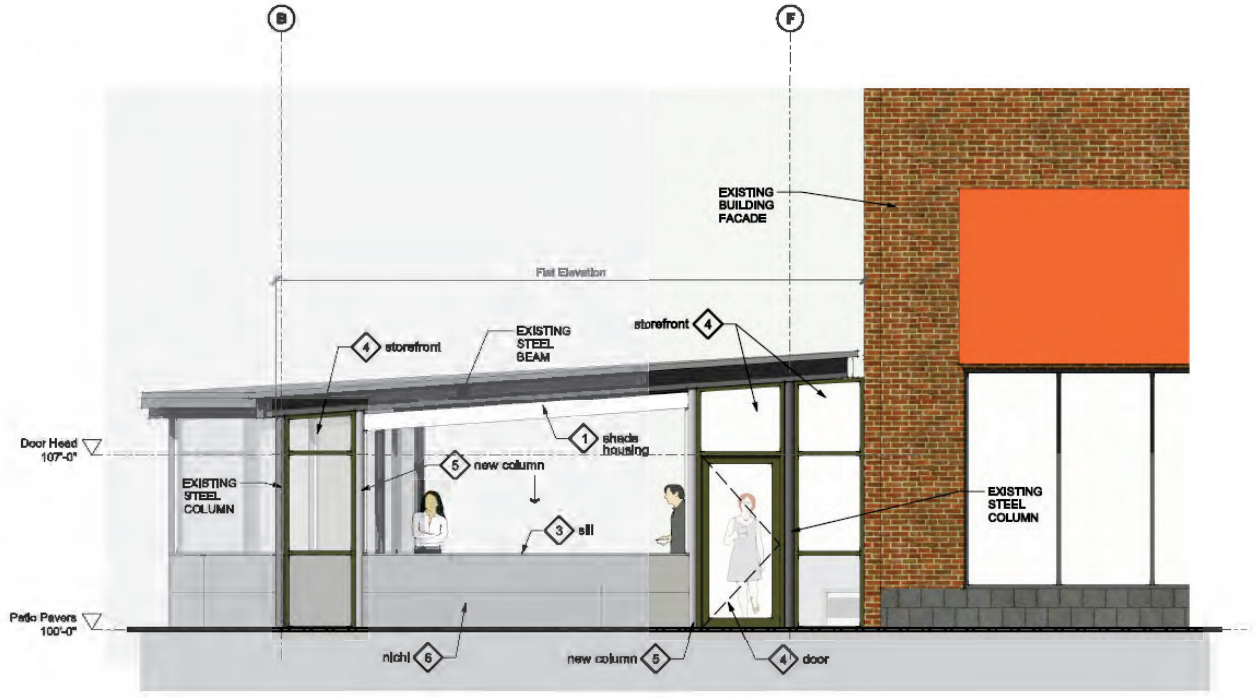
system with clear curtains. These changes enhance transparency, improve the aesthetic appeal, and strengthen the connection to Tower Square.

Staff acknowledges that the revised design is a notable improvement over the previous design. The changes improve transparency, which will enhance this important space in Downtown Lincoln. However, there is some uncertainty regarding the impact of the colored low-height wall, particularly with the space between it and the existing blue wall. To ensure the best outcome, staff would like the applicants to explore neutral colors that complement the colors in the existing plaza. The applicant has also noted that this design does not require removal of any pavers.





North Elevation



South Elevation

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Application History

2014: Original agreement for the sidewalk café approved.

2023: Agreement renewed.

April 18, 2023: Red, vinyl enclosure denied by Sidewalk Café Committee.

June 6, 2023: Red, vinyl enclosure denied by the Urban Design Committee.

2025: Courtesy outreach to Jun Kaneko Studio - no response. Current proposal requires no impact to pavers.

March 2025: Updated drawings submitted to the City. The design was presented at the UDC meeting on March 04. The Committee members provided design feedback, while the applicants conveyed that they were exploring alternative solutions that reduce expenses while maintaining compliance.

May 2025: Updated drawings submitted to the city with revised storefront design.

Recommendation/comments

The new design is much improved and will enhance the transparency into the sidewalk café and will overall improve the environment between Tower Square and Bison Witches.

City staff supports this new design and notes that it complements the existing design of Tower Square as well as the restaurant.

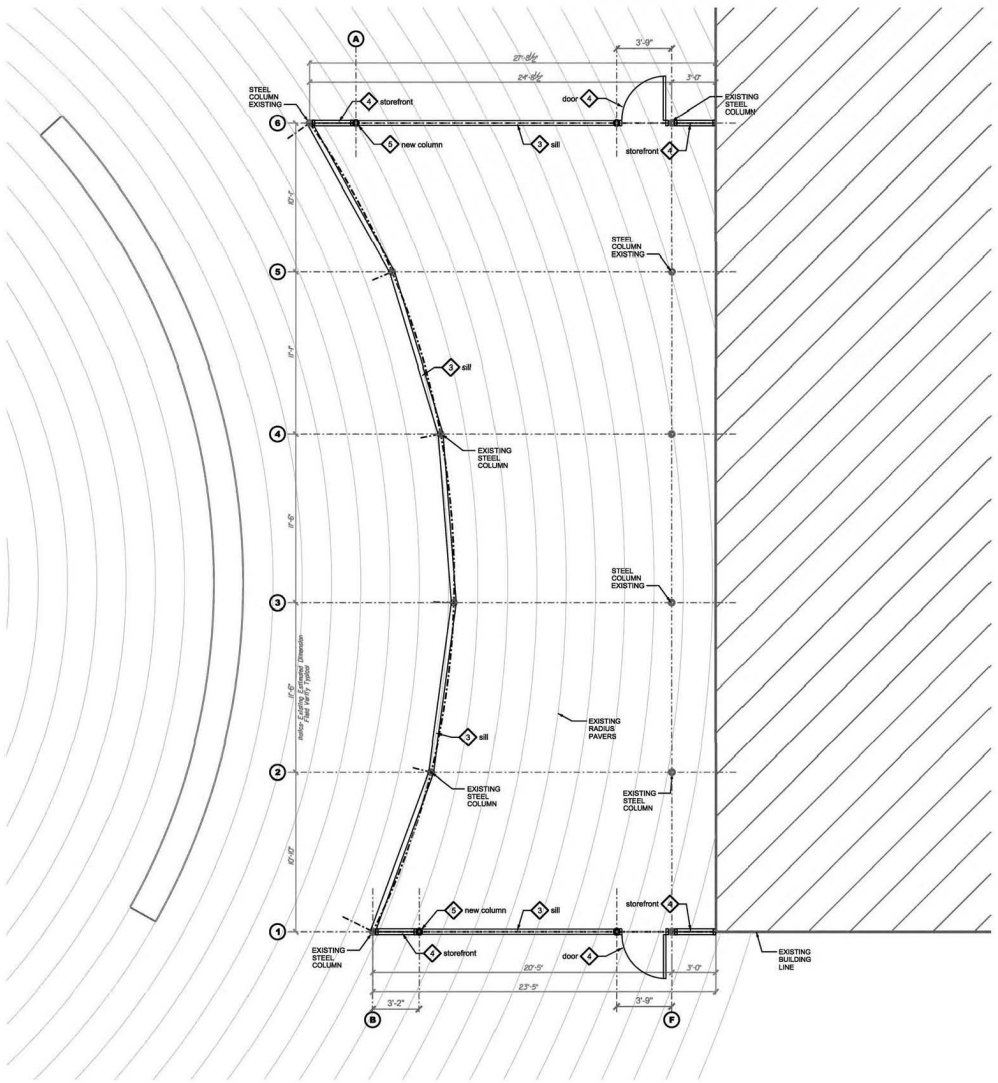
The Urban Design Committee's advice is being sought on the color of the low-height wall, the type of shades proposed, and the installation of the new columns and the low-height wall on the pavers.

ATTACHMENT A - Location Map

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/06 June/UDR25011 - Bison Witches Sidewalk Cafe/Bison Witches SIdewalk Cafe Staff Report.docx

36"

24"



1 Site Plan
1/4" =1'-0"
North
0 2 4 8

Keynotes:

roller shade 1 ROLLER SHADE- EXTERIOR GRADE WEATHER PROTECTION, MOTORIZED SHADE SYSTEM. CLEAR CURTAIN TYPICAL. PROVIDE SHOP DRAWINGS AND CURTAIN SAMPLE FOR CITY/ OWNER/ ARCHITECT APPROVAL

stucco 2 EXTERIO STUCCO FINISH, SMOOTH FINISH W/ INTEGRAL COLOR TOP COAT. PROVIDE SHOP DRAWINGS FOR CITY/ OWNER/ ARCHITECT APPROVAL

quartz 3 EXTERIOR QUARTZ FABRICATION. PROVIDE SHOP DRAWINGS FOR CITY/ OWNER/ ARCHITECT APPROVAL

storefront 4 084113
ALUMINUM EXTERIOR STOREFRONT
THERMALLY BROKEN ALUMINUM STOREFRONT SYSTEM
COLOR/ FINISH: CLEAR ANODIZED, CLASS 1
SYSTEM COMPONENTS TO COMPLY WITH: ASHRAE 90.1, AND IECC 2012
GLAZING: 1" CLEAR INSULATED GLASS UNITS, TEMPERED WHERE REQUIRED BY CODE, MAX SOLAR HEAT GAIN COEFFICIENT- 0.40
PROVIDE BUTYL TAPE BETWEEN ALUMINUM STICKS AND ADJACENT SHEATHING TYPICAL AT ALL LOCATIONS.
ALLOW FOR CONTINUOUS DRAINAGE OF RAINSCREEN APPLICATIONS
PROVIDE MATCHING BREAK METAL TRIMS WHERE CONDITIONS REQUIRE
MIN THICKNESS OF BREAK METAL 0.063"
COLOR: FINISH: CLEAR ANODIZED, CLASS 1
BASIS OF DESIGN: KAWNEER 541 T
ALTERNATE MFGRS: EFCO, OLDCASTLE OR APPROVED EQUAL.

steel 5 STRUCTURAL STEEL SHAPE
G-90 GALVANIZED AT EXTERIOR EXPOSED LOCATIONS. FINISH: 2 COATS MIN. ALKYD ENAMEL COLOR: GRIZZLE GRAY SW 7078, SEMI GLOSS

nichiha 6 MASONRY PANEL SYSTEM- NICHIHA ILLUMINATION SERIES- PAINTED TO BE SELECTED

PEACE STUDIO ARCHITECTS

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Peace Studio Architects, Inc.
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Lincoln, NE 68502
402. 217. 1830
www.peacestudioarch.com

BISON WITCHES BAR DELI
Patio Renovation

1320 'P' Street
Lincoln, NE 68508

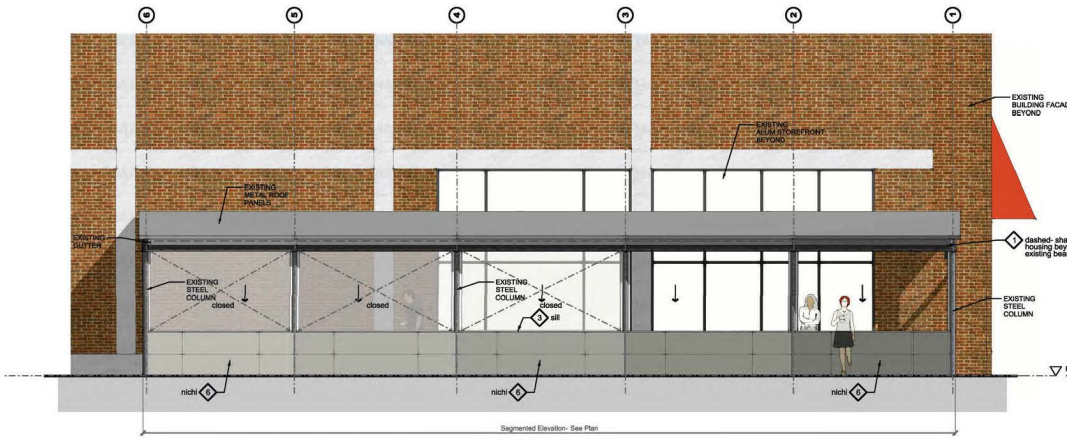
Progress Drawings

Job Number: 24023.bwp
Date: 23 May 2025

A1.1

36"

24"



1 West Elevation
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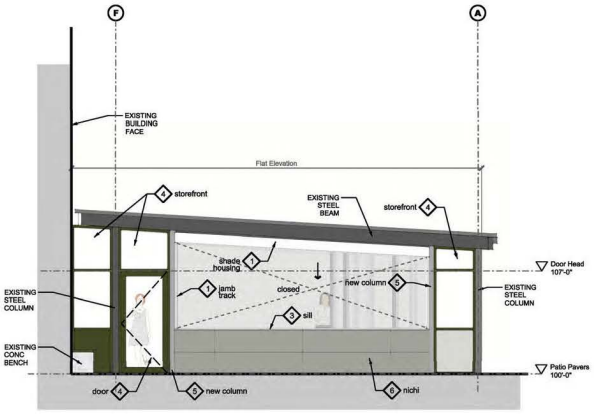
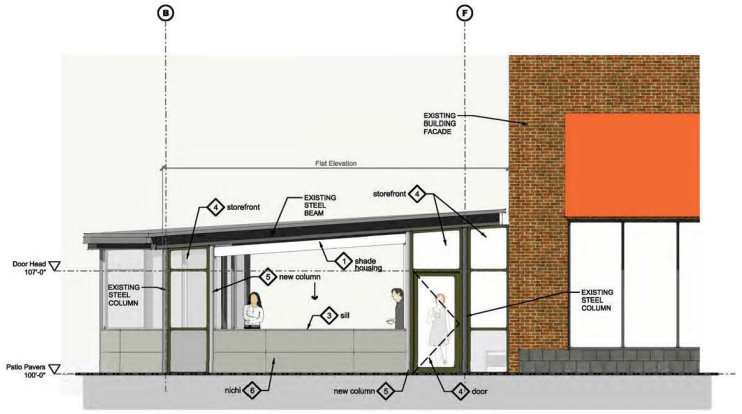
0 2 4 8



4 North Elevation
1/4" =1'-0"
0 2 4 8



2 South Elevation
1/4" =1'-0"
0 2 4 8

Keynotes:

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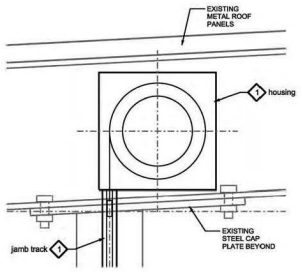

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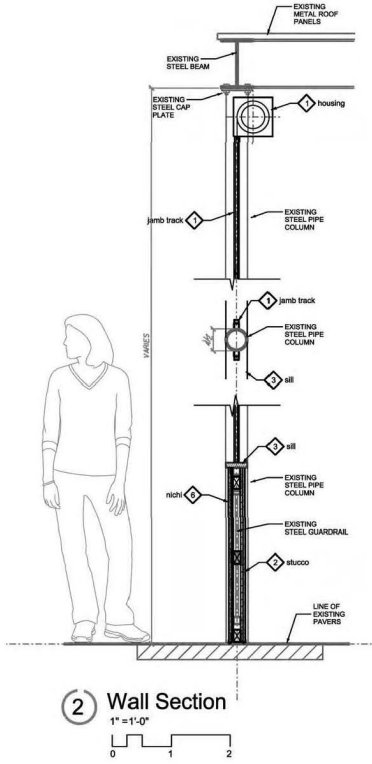
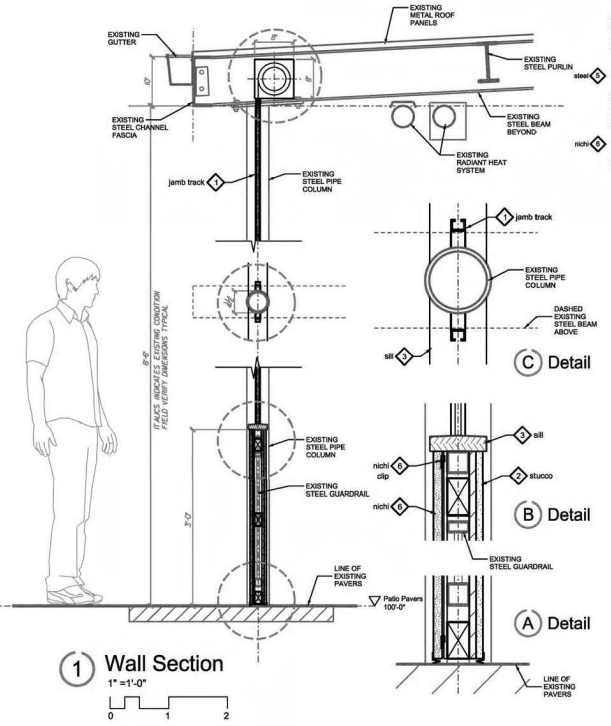


2 Wall Section
1" =1'-0"
0 1 2



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CITY OF LINCOLN NEBRASKA

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #UDR25041
APPLICATION TYPE	Advisory review
ADDRESS/LOCATION	Public Building Commission Parking Garage Expansion (425 S 10th St)
HEARING DATE	May 6, 2025 & June 03, 2025
ADDITIONAL MEETINGS	-
APPLICANT	Kerin Peterson, kpeterson@lancaster.ne.gov
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

RECOMMENDATION: CONDITIONAL APPROVAL

The design team (BVH and Rega Engineering) presented the proposal at the May 06 UDC meeting, explaining the design process and rationale for the design elements used in the façade. Overall, the committee members were in support of the design; however, both the City staff and the UDC members see greater design potential in the building, particularly by adding transparency and more design elements at the southwest corner stair tower. Rosa Parks Way (aka K Street) is identified as a Primary Entryway Corridor in the Comprehensive Plan recognizing that visual aesthetics along this corridor define visitors' impression of our community. Given the garage's prominent location in Downtown, its proximity to the City-County Building, its relation to the other buildings in the PBC Campus, and its visibility as a primary entry point for those arriving via Rosa Parks Way, it is important that the design reflects its civic presence and entryway into Downtown Lincoln. Additional pedestrian traffic is expected at this corner with the consolidation of employee parking on this block and an additional 200 parking stalls.

In response to these comments, the design team has submitted an updated design for the southwest corner of the garage.

Previous design of the Southwest corner (presented at the May 06 meeting)

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/06 June/UDR25041 - PBC Garage/PBC staff report.docx`

Revised design of the Southwest corner (submitted for the June 03 meeting)

The enhancements to the southwest tower better identify this corner with distinct architectural elements. Additional considerations for the Urban Design Committee and the design team to consider include:

- Treat the southwest stair tower as a distinct architectural element, in a manner similar but secondary to the southeast corner. The southeast tower provides a strong, clean contrast that can be carried to the southwest corner.
- Consider an alternative treatment of the stair tower, keeping the elevations transparent for safety reasons and to incorporate passive solar strategies to reduce heat gain. The west-facing elevation would benefit from vertical shading devices that are wider and more transparent, while the south would benefit from horizontal shading.
- Consider lighting and wayfinding for safety during nighttime and early morning conditions. Lighting could also be used as a welcoming element into Downtown. Design the north elevation and site improvements such that future redevelopment on the north end of the block will not be impeded.

To enhance the identity and visual appeal of these façades, staff recommends omitting fins on the stair tower and incorporating windows on the south side. We recommend that the façade remain relatively simple, with a darker finish to create a strong, clean contrast, like the stair tower on the Southeast Corner. While the current project does not include public art or mural work, this understated design would provide an ideal canvas for a striking and impactful artwork in the future.

Additionally, the traffic study results identified some concerns about the proposed entrance ingress and egress on 10th Street, as well as the removal of the K Street entry points. These findings may result in changes to future design iterations, affecting building elevations, sidewalk design, and tree placement. Future changes as a result of the traffic study will need to be reviewed by the Urban Design Committee.

The rest of this report is carried over from the May 6th UDC meeting.

Summary of Request

The project site is located at 425 S 10th Street, and is currently a 2-level parking deck situated just north of the City-County Building.

The goal of this project is to provide a minimum of 915 parking stalls, including public and private parking, as well as accommodation for handicapped stalls, EV stalls, and fleet vehicles. This will be accomplished by adding 3 levels of precast concrete parking deck installed on top of the second level of the existing parking structure. Currently, there are 478 existing stalls. With this proposal, the number of parking stalls will increase to approximately 966 stalls.

This site is in the B-4 zoning district subject to the Downtown Design Standards, based on which, the building design is being reviewed. The existing parking deck is owned by the City of Lincoln & Lancaster County, and as such, the Urban Design Committee is to provide an advisory review of the project for the

- **Building Design:** Architectural design, materials, and aesthetics,
- **Compatibility of the design** with its surroundings, and how it adds functional and aesthetic value to the existing **Downtown** fabric, and
- **Streetscape Design:** Integration with the Downtown Corridors Masterplan

Staff comments

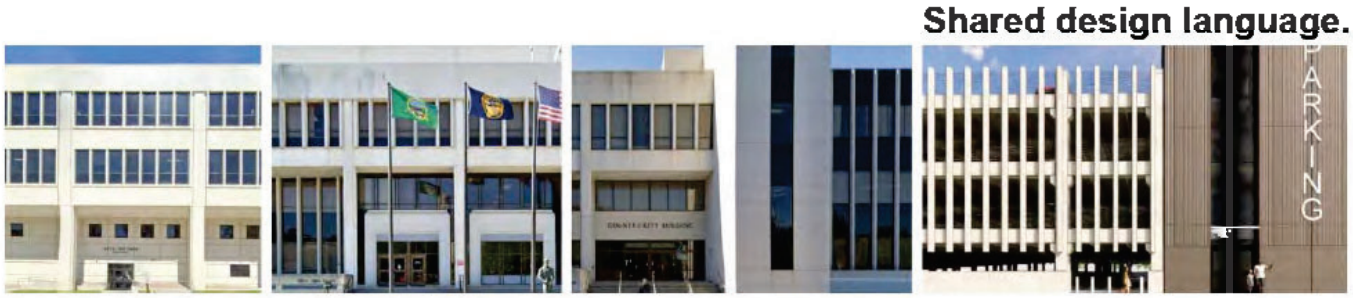
Given the project's location within the Downtown area, the Downtown Design Standards are applicable. The proposed design has been reviewed against these standards and is compliant with the following sections that are particularly relevant:

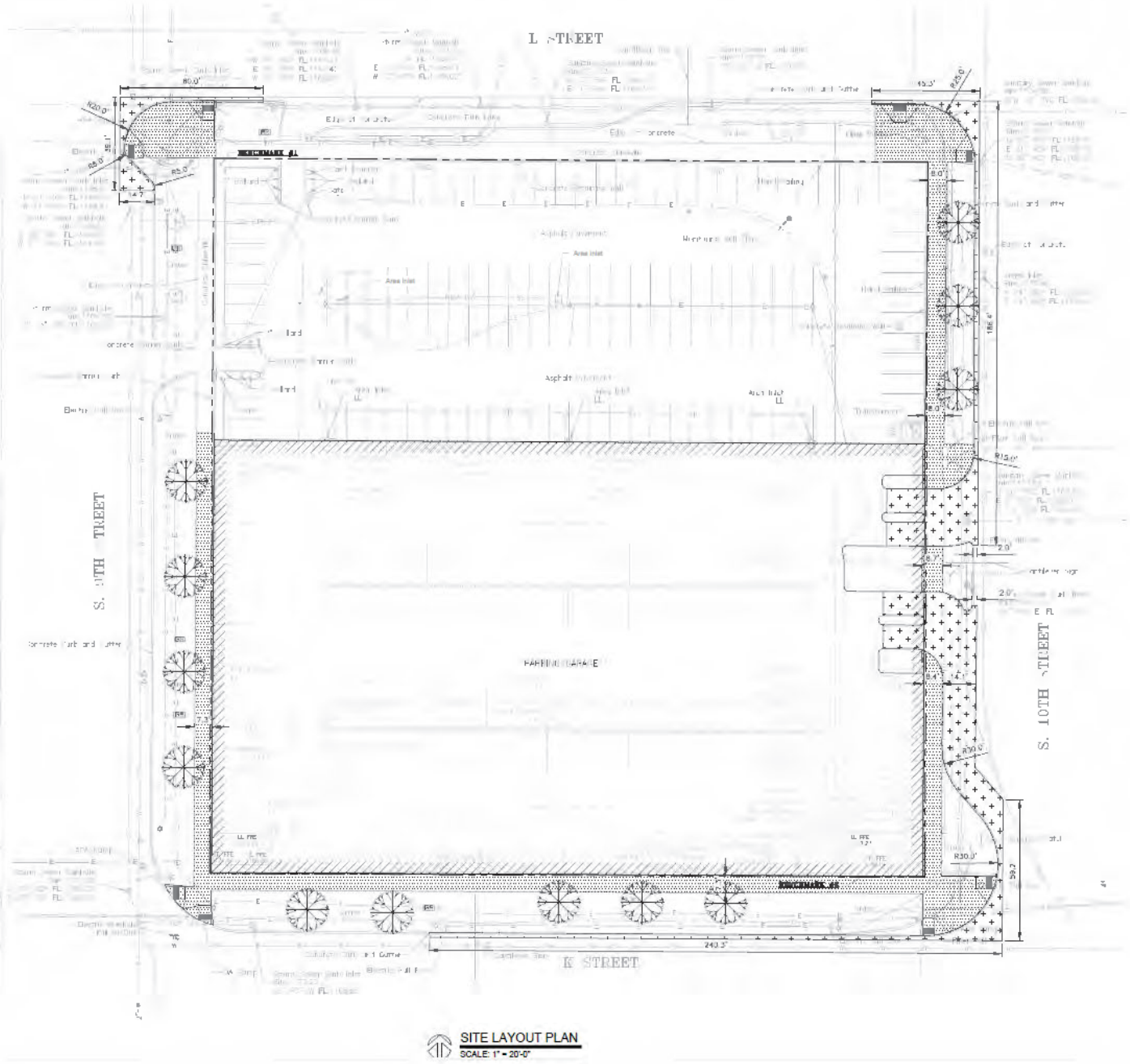
- ***Chapter 3.76, Lincoln Downtown Design Standards***
  4.2 Building features
  b. Parking structures and lots:

2. Any ground-floor parking in structures must be screened from public sidewalks.
3. Entrances and exits shall be located and grouped to minimize curb cuts and other interruptions of pedestrian movement on sidewalks.
4. Parking structures shall be designed with the appearance of horizontal floors, concealing sloped floors or ramps visible on street facades. (Entrance and exit ramps may be visible through openings on the ground floor.)

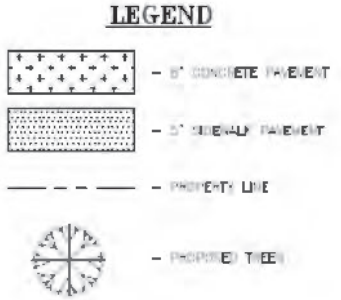
Design Feedback and Recommendations

Staff is particularly supportive of the fins, lighting, and overall architectural treatment on the 10th Street façade, which is recognized as the primary face of the structure. This elevation effectively conveys a stronger civic presence and contributes positively to the streetscape.





Site Plan (presented at the May 06 meeting)



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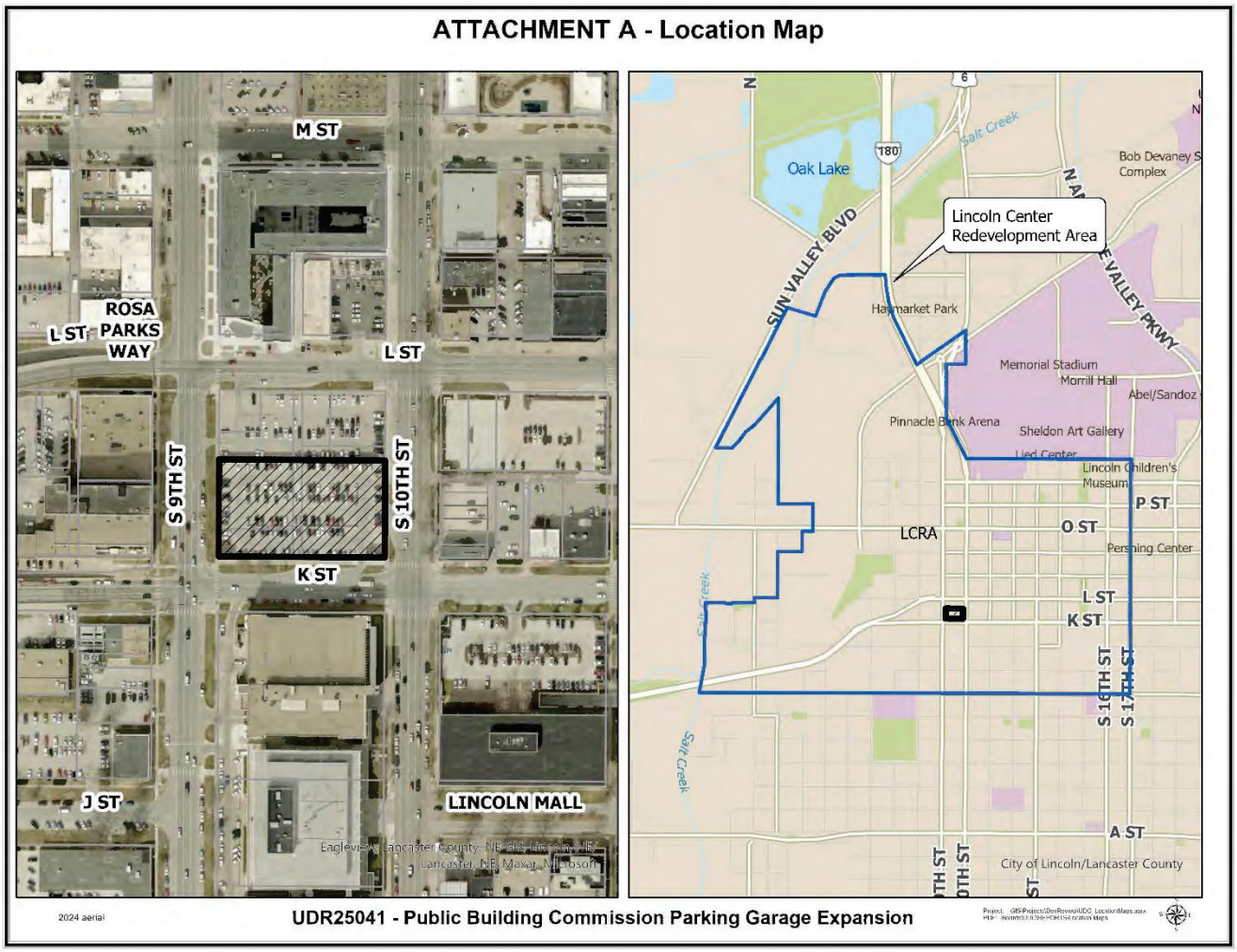
10th St entrance (presented at the May 06 meeting)

SE corner stair tower (presented at the May 06 meeting)

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/06 June/UDR25041 - PBC Garage/PBC staff report.docx`


ATTACHMENT A - Location Map
M ST
ROSA PARKS WAY
L ST
L ST
S 9TH ST
S 10TH ST
K ST
J ST
LINCOLN MALL
2024 aerial
Oak Lake
Salt Creek
Lincoln Center Redevelopment Area
SUN VALLEY BLVD
Haymarket Park
Memorial Stadium
Morrill Hall
Pinnacle Bank Arena
Sheldon Art Gallery
Lied Center
Lincoln Children's Museum
P ST
O ST
LCRA
Pershing Center
L ST
K ST
S 16TH ST
A ST
City of Lincoln/Lancaster County
UDR25041 - Public Building Commission Parking Garage Expansion

APRIL 4, 2025

SCHEMATIC DESIGN

PBC PARKING GARAGE EXPANSION

BVH ARCHITECTURE

BVH
ARCHITECTURE

SCHEMATIC DESIGN SUBMITTAL

DATE: 04/4/2025

PROJECT: Lincoln-Lancaster County Public Building Commission Parking Garage Expansion
BVH PROJECT #: 24108

Owner

Lincoln-Lancaster County Public Building Commission
Kerin Peterson, Facilities and Property Director
920 O Street
Lincoln, NE 68508
402-441-7355

Project Location

425 S. 10th Street
Lincoln, NE 68508

Project Description and Architectural Narrative

The project consists of the addition of 3 new levels of precast concrete parking deck installed on top of the second level of the existing parking structure. The parking stall count will increase from the existing 478 stalls to approximately 966 stalls total. The existing southeast and southwest stair towers and elevator shaft at the southeast corner will be modified and extended to serve the new parking levels. A new second elevator will be installed within the existing elevator shaft, and the existing elevator will be replaced.

The existing entrance to the second level from K Street will be closed, and a new entrance and exit are proposed on 10th Street. The existing entrance and exit locations serving level one of the garage will remain on L Street and 9th Streets accordingly. New access control gates are planned for all new and existing entrance/exit locations. New building signage and wayfinding are proposed for the entire facility. This may include physical signs, backlit standoff letters, architectural metal panels, or large, colorful elements to draw users toward the vertical circulation at the southeast corner.

Architectural precast concrete will be used around all four sides of the structure. The south, west, and north facades will utilize precast “fins,” slender elements that emulate the architecture of the existing PBC Campus. The east facade will use precast panels with punched vertical openings to contrast the other airy faces of the building. The use of formliners and colored concrete will also be implemented to help refine the precast, creating a lasting design element that is integral and durable. Differentiating the east facade from the others helps provide a visual cue to help pedestrians and vehicles identify the main stair tower and parking entry,

respectively. In addition to the signage previously identified, this architectural massing reinforces the wayfinding for the project.

The stair towers will utilize curtainwall glass to offer natural light, views, and a sense of security. This is blanched with precast panels to prioritize maintenance and durability goals.

The following narratives from the design team contain additional detailed information regarding their particular design scopes of work.

Functional Design

General

The Owner's goal is to provide a minimum of 915 total parking stalls. The expanded parking structure currently accommodates approximately 966 parking stalls on five levels. The bottom level (Level 1) will be a 5-bay parking area on grade and Levels 2-5 will be structured 3-bay parking areas. The facility will have two basic user groups: public and employee parkers with discrete parking areas for each user group identified by signage or by physical separation. Employee parkers will occupy the entire lower level (Level 1), a portion of Level 3, and all of Levels 4 and 5. Public parking will occupy all of Level 2 and a portion of Level 3. Levels 2-5 will be connected by a central, internal vehicular ramp. There will *not* be an internal vehicular ramp connecting Level 1 to the upper Levels 2-5.

The functional parking system for the garage features two-way traffic circulation, with 90-degree parking stalls. The layout complies with the City of Lincoln zoning requirements for the dimensions of the parking stalls, width of the drive aisles, and complies with ADA accessibility requirements for the layout, quantity, and signage of accessible parking stalls (including "Electrical Vehicle" stall accessibility if applicable). In addition, turning movements for traffic circulation within the structure are intended to meet reasonable level of service standards.

The garage will provide public and employee parking. Signage is likely to be used to identify employee parking stalls from stalls available for public use. It is anticipated that very few (quantity to be determined) of the employee parking stalls on the ground level will be identified as "Electrical Vehicle" (EV) parking stalls. It is yet to be determined if EV charging equipment will be provided at such stalls as part of this project. Painted striping for parking floors including stalls, ADA symbols, "EV" stalls markings, and diagonal striping at no parking areas. Striping paint will be traffic grade reflective paint with colors to be selected later.

Vehicular Access

The employee-only bottom level of the garage (Level 1) will be accessed from a controlled entry off of L Street and a controlled exit onto 9th Street. Levels 2 – 5 (Public and Employee) will be accessible from a controlled vehicular entry and exit to 10th Street. The entry/exits will all have access control systems and the equipment at the Level 2-5 entry/exits will additionally require revenue control features. The Level 1 vehicular entrance and exits will likely have a relatively simple access control system limited to proximity card readers at the entry and gates at the entry and exit. The entry to Levels 2-5 will have a more robust access control system likely

consisting of proximity card readers for the employees, and ticket spitters for the public users to vend the articulating gate arms. There will also likely be communication lines and security links to a central control center. The exits from Levels 2-5 will likely only need proximity card readers to vend the exit gates for the employee users but will need ticket readers, and credit card machines to operate the articulating gate arms. The design of the access control system has yet to be developed in consultation with the Owner's needs. It is not clear if manned booths will be required.

Signage

The parking garage shall feature signage for various purposes including but not limited to vehicular traffic flow, pedestrian wayfinding, garage entry-exit signs, employee stall identification, EV stall identification, and regulatory signage including ADA parking. Vehicular traffic flow signage will be aluminum plate signs painted with reflective paint of colors and messages to be determined. "Entry", "Exit", "Do Not Enter" and "Headroom Clearance" signage will be provided at each entry-exit. Regulatory ADA stalls will be aluminum plate signs.

Site-Civil Narrative

Site Design

Driver expectations for entry and exiting are key to a successful parking garage. As part of the project, the existing access point into the garage off of 'K' Street is shown to be removed. Expanded entry in the form of (2) lanes into the garage is proposed off of S. 10th Street. Two exit lanes are proposed onto S. 10th Street as well to allow for the more efficient flow out of the garage. The existing access points on 'L' and S. 9th Street will remain in their current locations; however, new access control is planned to be a part of upgrades to these access locations. The existing sidewalk adjacent to the existing garage will be removed and replaced as they will likely be damaged during construction.

Landscaping

Existing trees along 'K' and S. 9th Street will be removed for continuity with new landscaping and constructability of the garage addition. Proposed street trees are shown on the SD Plans. Additionally, the design team will be working with the City of Lincoln on developing the intent for this block from the S. 9th and S. 10th Street corridors.

Structural Narrative

This project consists of a three-level vertical expansion of the existing parking structure. The expansion will be designed in accordance with the 2018 version of the International Building Code. The existing foundations and existing vertical precast concrete members (including the stair and stair/elevator towers) are designed to support the gravity loads from three additional garage levels, provided the new precast is the same material, size, and weight as the current supported level. Laterally, the existing precast shear walls and lite walls are designed to resist lateral forces from the additional three levels. Voss & Associates contacted Alfred Benesch & Company (formerly HWS Consulting Group – the geotechnical consultant on the original project) in regards to the Seismic Site Classification

question that was brought up in the report from Kinley-Horn and Associates' report dated January 31, 2023. Benesch confirmed the Seismic Site Classification used for the design of the existing structure is still applicable for this project.

The east end of the existing second level will require the removal of several existing precast members to allow for the revised vehicular entrance and exit from the parking structure. New precast members will slope to connect the grade along 10th street with the existing precast structure. The existing stair & elevator tower on the southeast corner of the project, and the stair tower on the south west corner of the project, will be modified and expanded vertically to provide vertical circulation for the new parking levels.

The design team will perform visual observations of the existing cast-in-place concrete retaining walls, existing exterior slab on grade, and the existing slab on grade below the parking deck. These visual observations will help to determine if any additional analysis or inspections are required to determine the integrity of these elements. Additionally, at the second level, the design team will visually observe the composite concrete topping to determine if cracks in the topping need to be routed and filled to prevent additional deterioration of the topping.

Mechanical and Electrical Narrative

This Narrative is based on pre-design meetings and plans. All information is included for preliminary use only and is subject to change.

Applicable Codes/Publications

The MEP systems shall be designed according to the locally adopted edition of the following codes/publications and local amendments.

International Building Code (IBC)
International Mechanical Code (IMC) – 2018 edition
International Energy Conservation Code (IECC) – 2018 edition
International Fuel Gas Code (IFGC) – 2018 edition
International Fire Code (IFC) – 2018 edition
Uniform Plumbing Code – 2018 edition
ASHRAE Standard 90.1 – 2016 as allowed by IECC
American Gas Association (AGA)
National Electric Code (NEC) – 2023 edition
Life Safety Code – 2012 edition
National Electrical Manufacturer's Association (NEMA)
American Society of Mechanical Engineers (ASME)

National Fire Protection Association (NFPA) Standards

Underwriter's Laboratories Inc. (UL)

Americans with Disabilities Act (ADA) Guidelines – 2010 edition

Division 21 – Fire Suppression Systems

Fire Service

A new fire service will be provided in the existing main mechanical/electrical room to serve the building meeting all applicable requirements of NFPA 13/NFPA 14 and 2018 IBC for an open garage.

Fire Sprinkler System

The fire sprinkler system will consist of a dry standpipe system that will be extended to each stairwell. The standpipes will extend up the stair towers on the intermediate landings with a hose connection provided on the landings to allow for serving the floor above or below.

Division 22 – Plumbing Systems

Domestic Water

The existing 1-1/2" domestic water service shall remain. The service was recently updated and in good shape and meets current Lincoln Water requirements. The domestic water will be extended for site irrigation and for garage hose bibbs. Drain down points for winterization will be provided.

Domestic Hot Water

No domestic hot water will be provided for the building.

Sanitary Sewer

The existing 4" sanitary sewer shall remain. The existing mechanical room drainage shall be increased to handle the new required flow of the elevator sump pump.

Storm and Overflow Systems

The existing 21" storm sewer service shall remain. The existing area and deck drains shall be removed and replaced with new cast iron body drains with ductile iron grates. New piping shall be extended up from the existing storm risers to serve the new drains on the added floors above.

Natural Gas

No natural gas will be provided for the building.

Piping Materials and Insulation

Domestic water piping shall be extended from the water service to the points of use. The piping shall be type “L” copper tubing with soldered wrought copper fittings. All valves and accessories for potable water shall be lead-free per NSF 61 and NSF 372.

Sanitary and storm systems shall be cast iron for all above grade piping located within the garage to provide additional durability. PVC piping shall be utilized for all below grade and concealed piping.

All plumbing piping within the conditioned mechanical room or stair towers shall be insulated per the locally adopted energy code. Insulation shall be fiberglass with one- or two-piece molded sections with a K-value of 0.22 at a 75°F mean temperature. Insulation shall be a minimum density of 3 lbs. per cubic foot. Insulation thicknesses shall be a function of the piping service as follows:

Domestic Cold Water	½” thick
Rainwater Piping	1” thick

Division 23 – Mechanical Systems

Design Criteria

HVAC systems shall be provided to ventilate and condition the building per the mechanical and energy codes. Building loads shall be calculated using ASHRAE 183 compliant software using the following outdoor and indoor criteria:

ASHRAE Fundamentals Handbook – 2021: Climate Zone 5A:

	Winter	Summer
Ambient Dry-Bulb Temperature	-2.4ºF	96.3ºF
Wet Bulb Temperature	N/A	78.6ºF

Indoor design conditions:

Space Type	Cooling (Occupied/Unoccupied)	Heating (Occupied/Unoccupied)
Stair/Vestibule	80 (ºF)	50 (ºF)
Mechanical Room	78 (ºF)	60 (ºF)

HVAC System

Heating and cooling shall be provided for the main mechanical room, elevator equipment room and stair towers. The main mechanical room and elevator equipment room shall utilize the existing electric blower coil unit and associated air-source heat pump for heating and cooling. The stair towers will utilize a mini-split air-source heat pump to provide cooling and heating. Electric heat will be provided at the base to provide uniform heating throughout the stair well. The air-source heat pumps shall be located in the corners of the parking deck and provided with bollards to protect the equipment from vehicle damage.

Electric infrared heaters shall be provided at the entry and main ramp to prevent ice build-up and slippery conditions in the winter.

Ventilation

Mechanical ventilation shall be provided for the stair towers. The ventilation will be ducted into the stair towers low with exhaust fans located on the roof. Outdoor air quantities shall be provided as required by the International Mechanical Code.

Controls

The HVAC controls will be connected back to the 505/555/605 building's central BMS system to allow for monitoring and control of the HVAC system. Alarms will be provided to notify the property management team if the temperatures are out of range to help protect the facility from freezing issues.

HVAC Piping and Ductwork Insulation

Ductwork shall be of low-pressure design and constructed per SMACNA ductwork standards. All HVAC ductwork and piping shall be insulated per the locally adopted energy code with material and thickness as follows:

Exhaust Air / Fresh Air	From outside isolation damper 4” mineral- fiber blanket
Refrigerant Piping	1/2” closed cell elastomeric thermal insulation

Division 26 – Electrical Systems

Electrical Service

An existing utility 150kVA pad mounted transformer is present in the northeast corner of the garage along S. 10th Street. From this location secondary electrical is extended underground to a distribution panel with a single main breaker in a room at the southeast corner of the garage on the lowest level. Existing utilization voltage is 120/208V, 3-phase, 4-wire. It is expected that this will need to increase and be replaced with a larger size to accommodate electric vehicle charging stations. However, the exact quantity and size of charging stations still needs to be confirmed by the owner.

The project will plan on providing a new concrete pad at the current location as the existing pad has settled. The larger pad will accommodate a larger utility provided transformer with metering cabinets and a meter installed nearby. Existing primary conduits are expected to remain and be reused. New secondary electrical shall be extended to a new electrical room.

Electrical Service and Distribution Equipment

The existing 600A, 120/208V, 3-phase electrical service and distribution shall be removed in its entirety. Due to the anticipated need for electric vehicle charging stations, quantity yet to be determined by owner, a new 600A, 277/480V, 3-phase, 4-wire electrical distribution service shall be provided in a new electrical room. A single distribution panel with a 600A main breaker and feeder breaker distribution shall be provided. All breakers 225A or larger shall be electronic trip type.

External surge protection shall be provided for the service equipment and for panelboards serving exterior and rooftop loads.

New branch circuit panelboards, rated 277/480 volts, three-phase, will be provided for lighting, large HVAC, elevator, and electric heating loads. Dry-Type transformers, with

aluminum bussing, 80°C rise will be provided to step down transformers to feed 120/208V, 3-phase branch circuit panelboards to serve receptacle and small equipment loads. Panelboards shall be complete with breakers and a grounding bus. All panel boards shall be provided with aluminum lugs and copper or aluminum bussing. The following distribution equipment is anticipated to be provided:

- (3) 125A, 277/480V, 3-phase, 4-wire, 42-circuit, main lug only panelboards.
- (3) 225A, 120/208V, 3-phase, 4-wire, 42-circuit, main breaker panelboards.
- (1) 600A, 120/208V, 3-phase, 4-wire, distribution panel.
- (1) 75kVA 480:277/480V, 3-phase, 4-wire step-down transformers.
- (1) 150kVA 480:277/480V, 3-phase, 4-wire step-down transformer.

Engraved labels shall be provided for identification of all distribution panel breakers, panelboards, disconnect switches, and motor controllers.

All new feeder and branch circuit wiring will be installed in conduit, 3/4" minimum size, unless noted otherwise. Steel compression or steel set screw type fittings will be used for EMT type conduit. PVC Schedule 40 conduit is acceptable for below grade applications. Where conduits are installed exposed below 10FT, RSC or IMC conduit with compression fittings shall be used. Fire stopping shall be provided for penetrations through rated walls and floors, as required by code. Conduits shall be embedded in the concrete structure, where possible.

A green insulated grounding conductor will be installed with each feeder and branch circuit. Type THHN/THWN copper conductors shall be used throughout the facility. All wiring will be installed in accordance with the latest addition of the National Electrical Code (NEC).

New duplex convenience receptacles will be specification grade, 20-amp, 120-volt grounding type devices. Stainless steel faceplates shall be provided for locations within interior rooms. Receptacles shall be weather proof, GFCI, and provided with die-cast aluminum covers.

Branch circuits for heating, ventilating, and air conditioning (HVAC) equipment will be provided with a heavy-duty disconnect switch or horsepower rated toggle switch. Motor starters for equipment shall be combination type, with fused disconnect, hand-off-auto (HOA) switch and run indicating light. Exterior disconnects shall be NEMA 3R rated.

Photovoltaic Systems

A 25kW photovoltaic array shall be provided on the east rooftop of the structure. The system shall be complete with fixed solar panel arrays, mounts, disconnects, inverters, and necessary electrical components to ensure a safe and efficient operation.

Equipment shall be properly rated for exterior conditions. The system shall be connected for net metering via the building's main distribution panel.

Lightning Protection Systems

A UL Master Labeled lightning protection system in compliance with UL 96A and NFPA 780 standards shall be provided. The system will include air terminals, down conductors, grounding electrodes, bonding connections, surge protection devices, and all necessary components to ensure effective dissipation of lightning strikes. All materials and installation methods will meet UL requirements to achieve Master Label certification.

Electric Vehicle Charging Stations

Level 2 electric vehicle (EV) charging stations shall be provided for charging of fleet vehicles. The exact quantity is still being determined by the owner. The system will include charging units, mounting pedestals or wall mounts, electrical conduit, wiring, disconnects, and any required network communication components. The installation will integrate with the new electrical infrastructure, ensuring proper load management and safety. All work will be performed per local codes, utility requirements, and manufacturer specifications,

Lighting Systems

Existing lighting systems shall be removed in its entirety.

In general, energy-efficient LED type lighting shall be used throughout the interior and exterior of the building. Interior parking garage light fixtures shall be suitable for parking garage use with low glare and spread lens type optics for uniform coverage and distribution of light. Lights will be wet location rated, impact resistant, and vandal resistant. Rooftop light fixtures shall be area type lights mounted to poles.

Stairwell, elevator, and circulation lighting will be surface mounted vandal and impact resistant type lighting with architectural aesthetics and soft modern features.

Exterior building mounted lighting will be wet location rated for perimeter security lighting and wayfinding. Selective locations on the east façade will incorporate linear RGBW color changing light fixtures into the architectural elements.

The lighting system design shall be consistent with State energy codes for ambient lighting in all spaces. IES recommend light levels shall be provided throughout all spaces. The IES Recommended Practice, RP-8-22: Lighting Roadways and Parking Facilities, will be utilized as one of the references and guides for best lighting practices.

Lighting controls, which shall consist of dimming, daylighting, motion sensors, time-based controls, photocells, etc., shall be provided to meet State energy codes as required for an energy efficient facility and ease of control. Parking garage light fixtures will be provided with integral sensors with motion and ambient light detection to automatically lower and raise fixture light levels dependent upon area traffic and ambient light available. Entry and exit area lighting will have additional light fixtures interior to the garage to assist with bright/dark lighting transitions for drivers as they enter/leave the facility. Exterior lighting shall be controlled by a photocell and/or time clock.

Emergency light fixtures and exit lights shall be powered from a 10kW UL924 listed emergency lighting inverter. Emergency lighting circuits shall be installed in dedicated conduits independent of other branch circuit wiring. Select light fixtures normally used throughout the garage will be connected to standby inverter power. The entire facility shall meet NFPA requirements for illuminating the means of egress, including exterior egress, and for marking exits. Exit lights shall be LED-type, with stencil faces, vandal and impact resistant covers, and rated for wet locations.

Building-mounted fixtures or recessed canopy light fixtures shall be used to illuminate sidewalks and entrances. All exterior light fixtures shall be LED type and shall be specified as full cut-off to reduce light pollution.

Division 27 - Communications

Communication Systems

The existing telecommunications infrastructure shall be removed in its entirety.

New telecommunication services shall be provided from the City/County Building, directly south across K Street. Contractor shall provide outdoor rated single mode fiber through an existing conduit from the City/County Building telecom rack to the garage telecom room.

The telecommunications equipment shall be located in a single and dedicated IT closet. A new room shall be provided that is watertight. A ¾” x 48” high painted plywood board shall be installed along walls for mounting of telecom equipment and punchdown blocks. A new floor mounted data rack shall be provided to house patch panels, fiber equipment, and switches. Equipment cabinets shall be provided as required for owner provided servers, UPS, etc. All racks and cabinets shall be grounded to the electrical service grounding bus.

Cat 6/6A cabling shall be provided for elevator emergency communications, two-way communication equipment, wireless access points, electric vehicle charging stations, security systems, and gate systems.

Category 6 cabling shall be Commscope CS37P series or equal. All new cabling shall be installed by BISCI certified installer and provided with manufacturers 20-year warranty.

Cabling shall be installed in conduit throughout. Fire stopping shall be provided for penetrations through rated walls and floors, as required by code.

Telecommunication systems shall be complete with patch panels, termination boards, equipment racks, voice/data jacks, stainless steel cover plates, punch down blocks, and cables. All cables and jacks shall be labeled and tested.

All work associated with the telecommunications design shall be coordinated with the City/County IT personnel.

Emergency Responder Radio Coverage System (IFC 510):

The existing building and new addition will be tested for unamplified radio signal strength. For all areas determined to be deficient, an approved system will be present that will amplify the native emergency radio responder signals throughout the building.

Two-way communication systems

A two-way communication system will be provided at elevator landings as required by current codes.

Division 28 – Electronic Safety and Security

Access Control and Video Surveillance System

A new access control system shall be provided with electronically controlled gates at main entry and exit locations. The underground tunnel doors leading the City/County building will also be controlled. Card Readers will be provided as needed for operation with all controlled entry doors in addition to a programmable time schedule. The system will be by Avigilon, or equal.

A video management system shall be provided with 30 days of on-site video storage. Network based surveillance cameras will be provided to monitor all exterior entries, interior circulation spaces, stairwells, and gate transaction areas. The video management system shall be integrated with the access control system. New ONVIF certified cameras shall be provided as manufactured by Axis or Avigilon.

Fire Alarm System

A new addressable fire alarm system shall be provided, in accordance with the NFPA, complete with fire alarm control panel, initiation and annunciation devices, and elevator

control and monitoring relays as required for the elevators. The system shall be provided with a digital communicator, for remote monitoring.

Ceiling mounted notification devices shall be provided wherever possible. In areas where devices are wall mounted, they shall be flush, any surface mounted devices shall be provided with back box skirt to match device finish.

Smoke or heat detection shall be provided in all elevator landings and the elevator machine room.

Budget Summary

PUBLIC BUILDING COMMISSION PARKING GARAGE
BUDGET SUMMARY

	Budget	Committed	Uncommitted
Professional Services	$ 1,330,665	$ 1,238,790	$ 91,875
Construction	$ 17,835,047	$ -	$ 17,835,047
Third Party Vendors	$ 280,000	$ -	$ 280,000
Contingency	$ 901,753	$ -	$ 901,753
Project Total	**$ 20,347,464**	**$ 1,238,790**	**$ 19,108,674**

Context

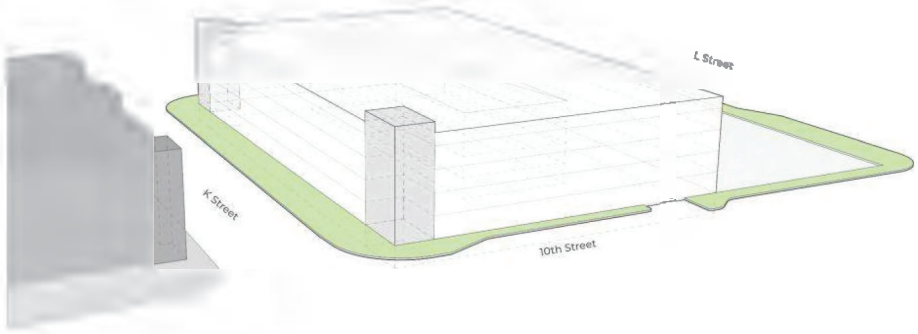
Designed on all sides.

Part of the campus.

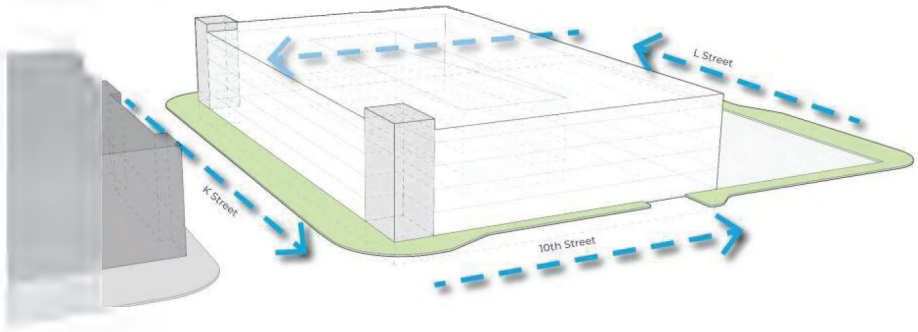
Shared design language.

Design Concept Diagrams

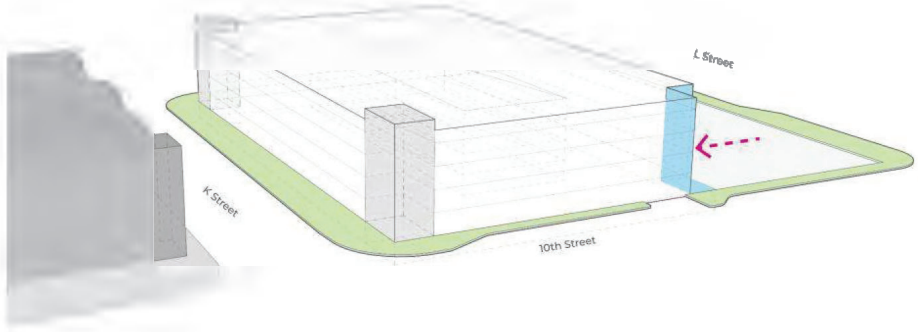
1. Vertical Design:
Similar Footprint to Existing - Match Neighboring Building Height



2. 360 Degree Design:
No “back of building.” One Way Traffic on All Sides

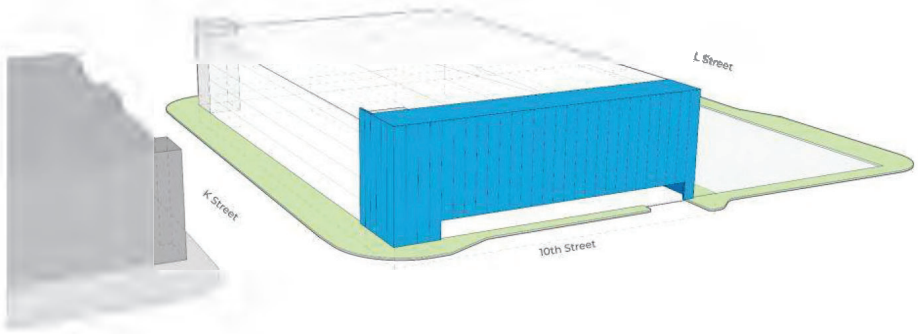


3. Soften Corner:
Remove NE corner to emphasize entry and create usable public space

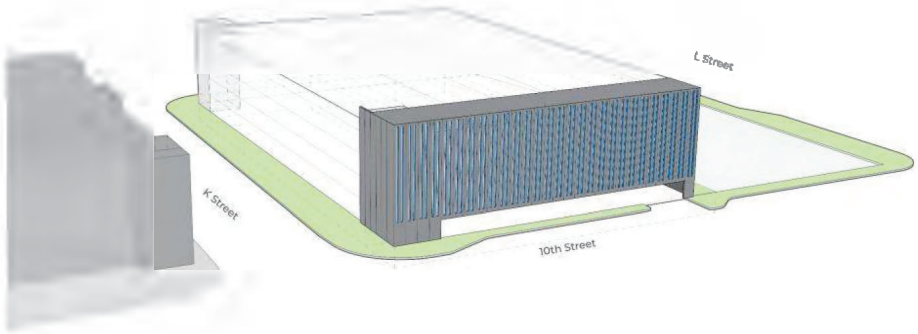


Design Concept Diagrams

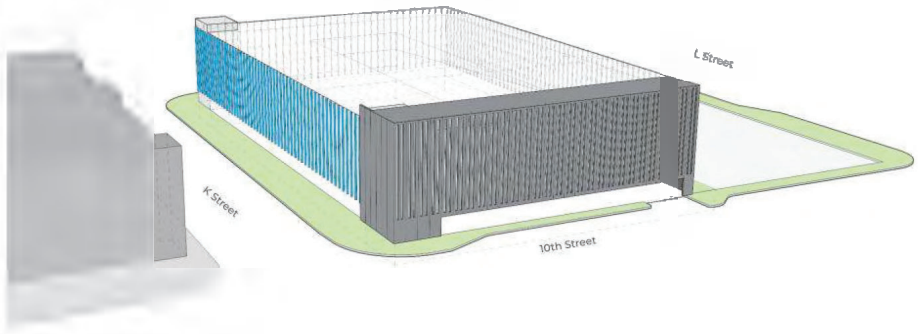
4. Main Entry:
Create prominent entry facade to clearly identify where to enter and exit



5. Main Entry:
Create openings to match language of campus buildings

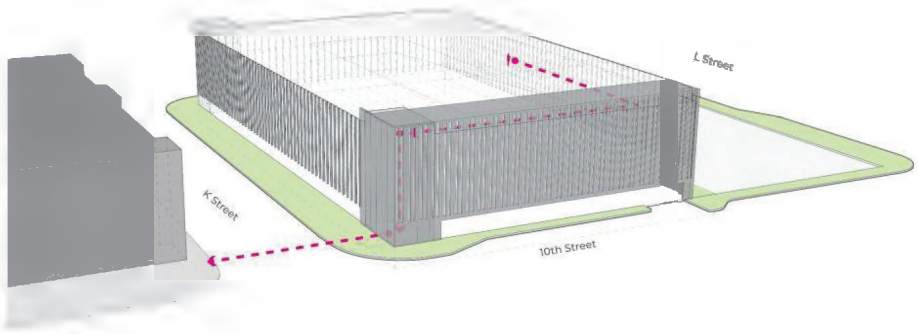


6. Screening 360 design:
Wrap other sides in simple vertical elements that match other campus buildings

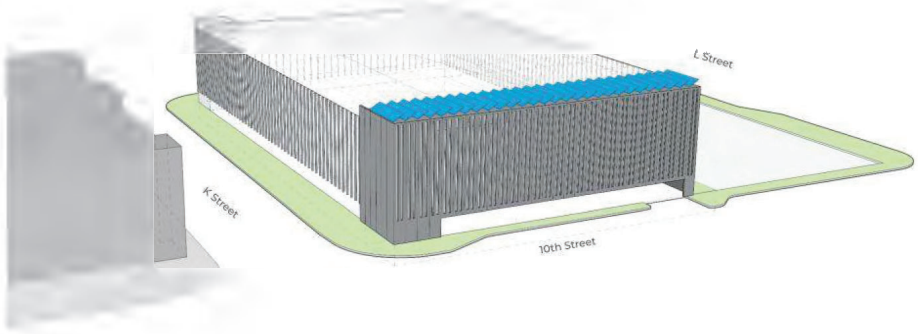


Design Concept Diagrams

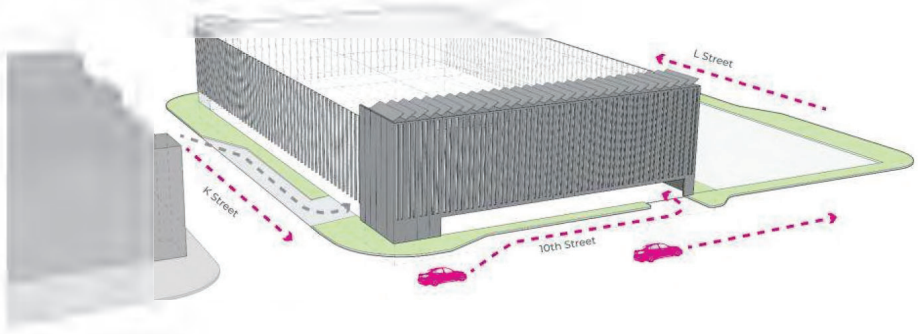
7. Pedestrian Wayfinding:
Main Entry facade Identifies Vertical Circulation, Portal Directs to Destination



8. Solar Panels:
Potential Solar Panel Location and Area

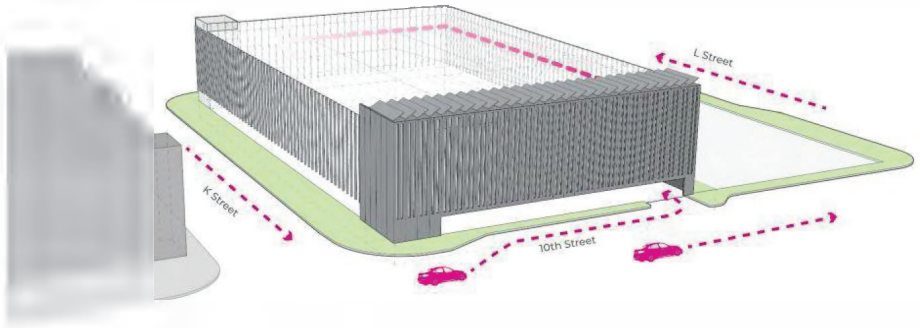


9. Vehicle Access:
Removing K Street entry to simplify entry and exit process

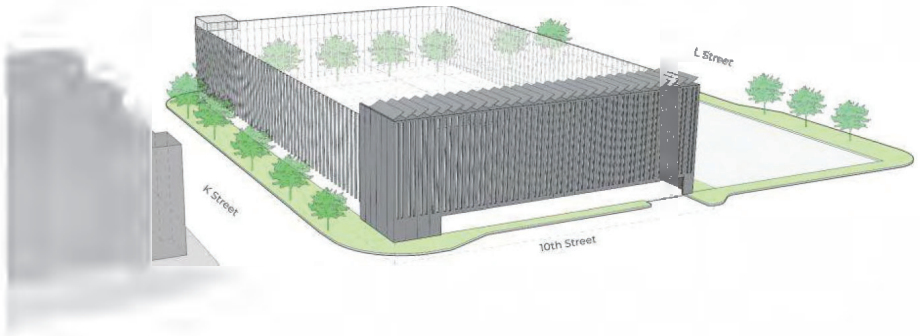


Design Concept Diagrams

10. Vehicle Wayfinding:
Main Entry Mass stands out to simple vertical facade to direct people around to enter and exit



11. Vegetation:
Provide Plantings to Break up Large Mass



Renders

NE Corner

NW Corner

Renders

SW Corner

SE Corner Street View

Renders

Interior 5th Level

NE Corner Street View

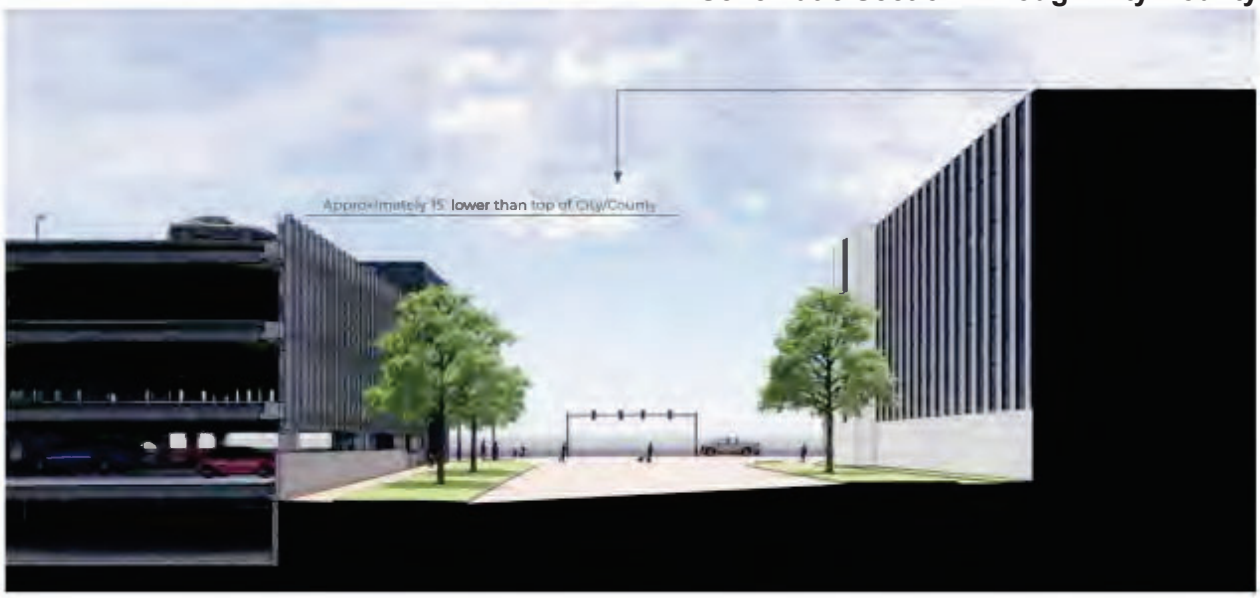
Renders

SE Corner Street Night View

East Elevation

Renders

Schematic Section Through City/County

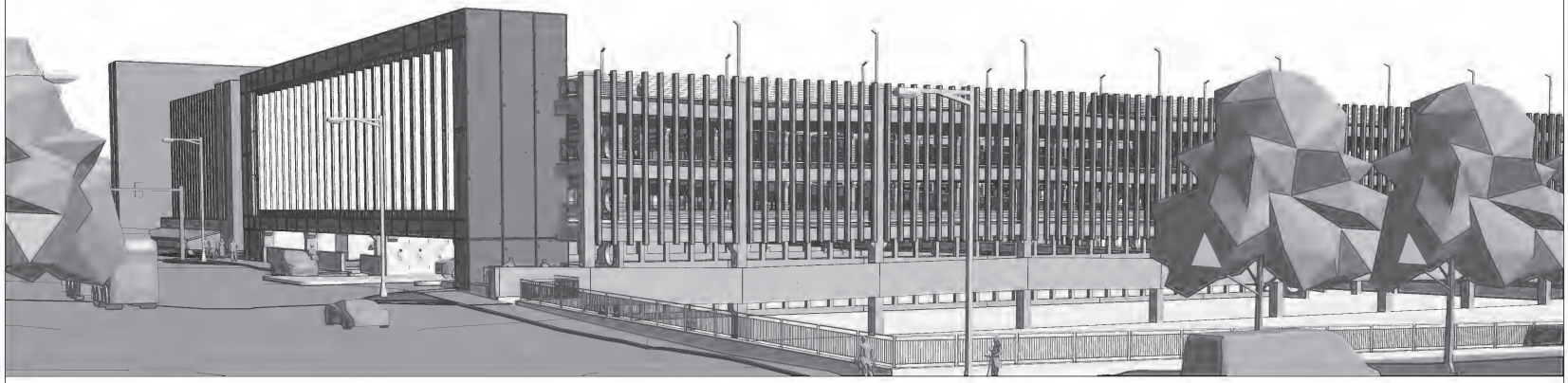


PBC PARKING GARAGE EXPANSION

425 S 10TH STREET
LINCOLN, NE 68508

BVH PROJECT NO. 24108

SCHEMATIC DESIGN



GENERAL

G1.0	COVER SHEET
G1.1	LIFE SAFETY AND CODE ANALYSIS
G1.2	LIFE SAFETY AND CODE ANALYSIS

CIVIL

C1.2	SITE LAYOUT PLAN

ARCHITECTURAL

A1.1	LEVEL 01 FLOOR PLAN
A1.2	LEVEL 02 FLOOR PLAN
A1.3	LEVEL 03 FLOOR PLAN
A1.4	LEVEL 04 FLOOR PLAN
A1.5	LEVEL 05 FLOOR PLAN
A3.1	BUILDING ELEVATIONS
A3.2	BUILDING ELEVATIONS

STRUCTURAL

S1.1	STRUCTURAL DESIGN DATA, GENERAL NOTES, SCHEDULES AND STANDARD DETAILS
S2.1	STRUCTURAL FIRST LEVEL FOUNDATION PLAN (EXISTING)
S2.2	STRUCTURAL SECOND LEVEL FRAMING PLAN
S2.3	STRUCTURAL THIRD LEVEL FRAMING PLAN
S2.4	STRUCTURAL FOURTH LEVEL FRAMING PLAN
S2.5	STRUCTURAL FIFTH LEVEL FRAMING PLAN

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REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 **DATE:** 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

DRAFT

CA-0098

COVER SHEET

G1.0

LIFE SAFETY AND CODE ANALYSIS

PROJECT DESCRIPTION:
THE EXISTING PARKING STRUCTURE IS BEING ADDED ONTO VERTICALLY WITH A THREE FLOOR ADDITION. THE EXISTING STRUCTURE IS MADE UP OF PRECAST STRUCTURAL ELEMENTS. THE NEW ADDITION WILL BE MADE UP OF PRECAST STRUCTURE AND ARCHITECTURAL ELEMENTS. THIS PARKING STRUCTURE IS AN OPEN AIR PARKING STRUCTURE.

APPLICABLE CODES:
2018 INTERNATIONAL BUILDING CODE
2018 INTERNATIONAL EXISTING BUILDING CODE
2018 INTERNATIONAL ENERGY CODE
2012 NFPA LIFE SAFETY CODE
2010 ADA STANDARDS FOR ACCESSIBLE DESIGN

IBC CHAPTER 3 / LSC CHAPTER 6 - OCCUPANCY CLASSIFICATION AND USE:
S-2 PARKING GARAGE(ORDINARY STORAGE) - NO SPRINKLER, OPEN AIR GARAGE

IBC CHAPTER 4: SPECIAL REQUIREMENTS
406.2.7 ELECTRIC VEHICLE CHARGING STATIONS - WHERE PROVIDED, ELECTRIC VEHICLE CHARGING STATIONS SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 70. ELECTRIC VEHICLE CHARGING SYSTEM EQUIPMENT SHALL BE LISTED AND LABELED IN ACCORDANCE WITH UL 2202. ELECTRIC VEHICLE SUPPLY EQUIPMENT SHALL BE LISTED AND LABELED IN ACCORDANCE WITH UL 2594. ACCESSIBILITY TO ELECTRIC VEHICLE CHARGING STATIONS SHALL BE PROVIDED IN ACCORDANCE WITH CHAPTER 11.

406.2.9.1 ELEVATION OF IGNITION SOURCES - EQUIPMENT AND APPLIANCES HAVING AN IGNITION SOURCE AND LOCATED IN HAZARDOUS LOCATIONS AND PUBLIC GARAGES, PRIVATE GARAGES, REPAIR GARAGES, AUTOMOTIVE MOTOR FUEL-DISPENSING FACILITIES AND PARKING GARAGES SHALL BE ELEVATED SUCH THAT THE SOURCE OF IGNITION IS NOT LESS THAN 18 INCHES ABOVE THE FLOOR SURFACE ON WHICH THE EQUIPMENT OR APPLIANCE RESTS. FOR THE PURPOSE OF THIS SECTION, ROOMS OR SPACES THAT ARE NOT PART OF THE LIVING SPACE OF A DWELLING UNIT AND THAT COMMUNICATE DIRECTLY WITH A PRIVATE GARAGE THROUGH OPENINGS SHALL BE CONSIDERED TO BE PART OF THE PRIVATE GARAGE. EXCEPTION: ELEVATION OF THE IGNITION SOURCE IS NOT REQUIRED FOR APPLIANCES THAT ARE LISTED AS FLAMMABLE VAPOR IGNITION RESISTANT.

406.4.1 GUARDS - GUARDS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 1015. GUARDS SERVING AS VEHICLE BARRIERS SHALL COMPLY WITH SECTIONS 406.4.2 AND 1015.

406.4.2 VEHICLE BARRIERS - VEHICLE BARRIERS NOT LESS THAN 2 FEET 9 INCHES IN HEIGHT SHALL BE PLACED WHERE THE VERTICAL DISTANCE FROM THE FLOOR OF A DRIVE LANE OR PARKING SPACE TO THE GROUND OR SURFACE DIRECTLY BELOW IS GREATER THAN 1 FOOT. VEHICLE BARRIERS SHALL COMPLY WITH THE LOADING REQUIREMENTS OF SECTION 1607.9. EXCEPTION: VEHICLE BARRIERS ARE NOT REQUIRED IN VEHICLE STORAGE COMPARTMENTS IN A MECHANICAL ACCESS PARKING GARAGE.

406.4.3 RAMPS - VEHICLE RAMPS SHALL NOT BE CONSIDERED AS REQUIRED EXITS UNLESS PEDESTRIAN FACILITIES ARE PROVIDED. VEHICLE RAMPS THAT ARE UTILIZED FOR VERTICAL CIRCULATION AS WELL AS FOR PARKING SHALL NOT EXCEED A SLOPE OF 1:15.

406.5 OPEN PARKING GARAGES - OPEN PARKING GARAGES SHALL COMPLY WITH SECTION 406.2, 406.4, 406.5.

406.5.2 OPENINGS - FOR NATURAL VENTILATION PURPOSES, THE EXTERIOR SIDE OF THE STRUCTURE SHALL HAVE UNIFORMLY DISTRIBUTED OPENINGS ON TWO OR MORE SIDES. THE AREA OF SUCH OPENINGS IN EXTERIOR WALLS ON A TIER SHALL BE NOT LESS THAN 20 PERCENT OF THE TOTAL PERIMETER WALL AREA OF EACH TIER. THE AGGREGATE LENGTH OF THE OPENINGS CONSIDERED TO BE PROVIDING NATURAL VENTILATION SHALL BE NOT LESS THAN 40 PERCENT OF THE PERIMETER OF THE TIER. INTERIOR WALLS SHALL NOT BE LESS THAN 20 PERCENT OPEN WITH UNIFORMLY DISTRIBUTED OPENINGS.
EXCEPTION: OPENINGS ARE NOT REQUIRED TO BE DISTRIBUTED OVER 40 PERCENT OF THE BUILDING PERIMETER WHERE THE REQUIRED OPENINGS ARE UNIFORMLY DISTRIBUTED OVER TWO OPPOSING SIDES OF THE BUILDING.

406.5.2.1 OPENINGS BELOW GRADE - WHERE OPENINGS BELOW GRADE PROVIDE REQUIRED NATURAL VENTILATION, THE OUTSIDE HORIZONTAL CLEAR SPACE SHALL BE ONE AND ONE-HALF TIMES THE DEPTH OF THE OPENING. THE WIDTH OF THE HORIZONTAL CLEAR SPACE SHALL BE MAINTAINED FROM GRADE DOWN TO THE BOTTOM OF THE LOWEST REQUIRED OPENING.

406.5.4 AREA AND HEIGHT . AREA AND HEIGHT OF OPEN PARKING GARAGES SHALL BE LIMITED AS SET FORTH IN CHAPTER 5 FOR GROUP S-2 OCCUPANCIES AS FURTHER PROVIDED IN SECTION 508.1

406.5.4.1 SINGLE USE - WHERE THE OPEN PARKING GARAGE IS USED EXCLUSIVELY FOR THE PARKING OR STORAGE OF PRIVATE MOTOR VEHICLES, AND THE BUILDING IS WITHOUT OTHER USES, THE AREA AND HEIGHT SHALL BE PERMITTED TO COMPLY WITH TABLE 406.5.4; ALONG WITH INCREASES ALLOWED BY SECTION 406.5.5.

406.5.4.1 SINGLE USE - TABLE 406.5.4

406.5.5 AREA AND HEIGHT INCREASES - GARAGES WITH SIDES OPEN ON THREE-FOURTHS OF THE BUILDINNG'S PERIMETER ARE PERMITTED TO BE INCREASED BY 25 PERCENT IN AREA AND ONE TIER IN HEIGHT.

406.5.6 FIRE SEPARATION DISTANCE - EXTERIOR WALLS AND OPENINGS IN EXTERIOR WALLS SHALL COMPLY WITH TABLES 601 AND 602. THIS DISTANCE TO AN ADJACENT LOT LINE SHALL BE DETERMINED IN ACCORDANCE WITH TABLE 602 AND SECTION 705.

406.5.7 MEANS OF EGRESS - WHERE PERSONS OTHER THAN PARKING ATTENDANTS ARE PERMITTED, OPEN PARKING GARAGES SHALL MEET THE MEANS OF EGRESS REQUIREMENTS OF CHAPTER 10. WHERE PERSONS OTHER THAN PARKING ATTENDANTS ARE NOT PERMITTED, THERE SHALL BE NOT FEWER THAN TWO EXIT STAIRWAYS. EACH EXIT STAIRWAY SHALL BE NOT LESS THAN 36 INCHES IN WIDTH. LIFTS SHALL BE PERMITTED TO BE INSTALLED FOR USE OF EMPLOYEES ONLY, PROVIDED THAT THEY ARE COMPLETELY ENCLOSED BY NONCOMBUSTIBLE MATERIALS.

406.5.8 STANDPIPE SYSTEM - AN OPEN PARKING GARAGE SHALL BE EQUIPPED WITH A STANDPIPE SYSTEM AS REQUIRED BY SECTION 905.3.

406.5.9 ENCLOSURE OF VERTICAL OPENINGS - ENCLOSURE SHALL NOT BE REQUIRED FOR VERTICAL OPENINGS EXCEPT AS SPECIFIED IN SECTION 406.5.7.

IBC CHAPTER 5: GENERAL BUILDING HEIGHT AND AREAS

SECTION 504 - BUILDING HEIGHT AND NUMBER OF STORIES

LEVEL	OCCUPANCY CLASSIFICATION	TYPE OF CONSTRUCTION	SPRINKLERS COVERAGE	STORY LIMITATION: ALLOWABLE (TABLE 504.4)	STORY LIMITATION: ACTUAL	HEIGHT LIMITATION (FT): ALLOWABLE (TABLE 504.3)	HEIGHT LIMITATION (FT): ACTUAL
2 TO 5	S-2	II-A	(NO)	5	4	65'	48'
LOWER	S-2	II-A	(NO)	#	#	#	#

SECTION 506 - BUILDING AREA (TABLE 506.2) - SEE SECTION 406.5.5

LEVEL	OCC. CLASS	TYPE OF CONSTRUCTION	SPRINKLERS COVERAGE	ALLOWABLE AREA At (SF)	ALLOWABLE AREA NS (SF)	BUILDING PERIMETER F (FT)	BUILDING PERIMETER P (FT)	PUBLIC WAY WIDTH W (FT)	FRONTAGE INCREASE If	ALLOWABLE PER 406.5.5	ACTUAL BUILDING AREA (SF)
5	S-2	II-A	(NO)	NA	39,000	960'-8"	960'-8"	NA	NA	62,500	53,510
4										62,500	53,510
3										62,500	53,510
2										62,500	53,510
LOWER (1)	S-2	II-A	(NO)	NA	39,000	960'-8"	960'-8"	NA	NA	62,500	54,160

TOTAL ACTUAL BUILDING GROSS SF = 268,200

SECTION 508 - MIXED OCCUPANCIES

508.2 ACCESSORY OCCUPANCIES
ACCESSORY OCCUPANCY: NONE

508.2.3&4 - NO SEPARATION BETWEEN PRIMARY AND ACCESSORY OCCUPANCIES IF < 10% PER STORY AND NOT TO EXCEED NS TABULAR VALUE.

TABLE 508.4 - SEPARATED OCCUPANCIES
BETWEEN S-2 AND S-2 = NONE

SECTION 509 - INCIDENTAL USE
TABLE 509 - 1 HR FIRE BARRIER PROVIDED AT THESE INCIDENTAL USES:

ELECTRICAL INSTALLTIONS
STATIONARY BATTERY STORAGE (IF PV AND EV SYSTEMS PART OF PROJECT)

SECTION 510 - SPECIAL PROVISIONS
1. *NONE*

IBC TABLE 601 - FIRE RESISTANCE RATING REQUIREMENTS:
BRIEF DESCRIPTION OF PRIMARY CONSTRUCTION

FIRE-RESISTANCE RATING WILL COMPLY WITH REQUIREMENTS OUTLINED BELOW (IBC TABLE 601):

CONSTRUCTION TYPE **II-A** - 1ST TO 5TH FLOOR			
BUILDING ELEMENT	PRIMARY STRUCTURAL FRAME		1 HR
	BEARING WALLS	EXTERIOR	1 HR
		INTERIOR	1 HR
	NONBEARING WALLS & PARTITIONS	EXTERIOR	0 HR OR BASED ON TABLE 602)
		INTERIOR	0 HR
	FLOOR CONSTRUCTION		1 HR
	ROOF CONSTRUCTION		1 HR
	ROOF COVERING CLASS TABLE 1505.1		REQUIRED: B PROVIDED: B

IBC TABLE 602 - FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE

FIRE SEPARATION DISTANCE = X (FEET)	TYPE OF CONSTRUCTION	OCCUPANCY GROUP F-1, M, S-1	OCCUPANCY GROUP A, B, E, F-2, I, R, S-2, U
X < 5	ALL	2	1
5 ≤ X < 10	IA OTHERS	2 1	1 1
10 ≤ X < 30	IA, IB, IIB IIIB, VB OTHERS	1 0 1	1 0 1
X ≥ 30	ALL	0	0

IBC CHAPTER 7: FIRE AND SMOKE PROTECTION FEATUERS

BUILDING ELEMENT	CODE	TYPE OF ASSEMBLIES	ASSEMBLIES FR RATING: REQUIRED	ASSEMBLIES FR RATING: PROVIDED	OPENINGS FR RATING (SECTION 716): REQUIRED	OPENINGS FR RATING (SECTION 716): PROVIDED
OCCUPANCY SEPARATION	SECTION 508.4	FIRE BARRIER	SEE 508.4 NOTES		1 1/2 HR	1 1/2 HR
INCIDENTAL USE SEPARATION	SECTION 509	FIRE BARRIERS	2 HR	2 HR	1 1/2 HR	1 1/2 HR
FIRE WALL [OCC; TYPE OF CONSTRUCTION]	SECTION 706.2	FIRE WALL	2 HR	2 HR	1 1/2 HR	1 1/2 HR
SHAFTS ENCLOSURES	SECTION 713	FIRE BARRIERS AND/OR HORIZONTAL ASSEMBLIES	2 HR	2 HR	1 1/2 HR	1 1/2 HR
DWELLING UNITS SEPARATION (PER SECTION 420.2)	SECTION 708.3	FIRE PARTITIONS	1 HR	1 HR	3/4 HR	3/4 HR
CORRIDORS	TABLE 1020.1	XX	1 HR	1 HR	1/3 HR	1/3 HR
EXITS STAIRWAYS ENCLOSURES [# OF STORIES]	SECTION 1023	FIRE BARRIERS AND/OR HORIZONTAL ASSEMBLIES	2 HR	2 HR	1 1/2 HR	1 1/2 HR

IBC 705.1 - EXTERIOR WALLS

705.2 MINIMUM DISTANCE OF PROJECTION
FSD = 0-2' MIN DISTANCE = NOT PERMITTED
FSD = 2-3' MIN DISTANCE = 24"
FSD = 3-5' MIN DISTANCE = 24" + 8" FOR EVERY FOOT OF FSD BEYOND 3'
FSD = 5+' MIN DISTANCE = 40"

705.2.1 TYPES I AND II CONTRUCTION. PROJECTIONS FROM WALLS OF TYPE I OR II CONSTRUCTION SHALL BE OF NONCOMBUSTIBLE MATERIALS OR COMBUSTIBLE MATERIALS ALLOWED BY SECTIONS 705.2.3.1 AND 705.2.4.

IBC TABLE 705.8 - MAX AREA OF EXTERIOR OPENINGS
NOTE (g)

705.8.4 - EXCEPTION 3

IBC CHAPTER 8: INTERIOR FINISHES
INTERIOR WALL AND CEILING FINISHES WILL COMPLY WITH REQUIREMENTS FOR GROUP XX [SPRINKLERED/UNSPRINKLERED] BUILDING (IBC TABLE 803.13):

- INTERIOR EXIT STAIRWAYS, RAMPS, AND PASSAGEWAYS CLASS [B]
- CORRIDORS AND ENCLOSURES FOR EXIT ACCESS STAIRWAYS AND RAMPS CLASS [B]
- ROOMS AND ENCLOSED SPACES CLASS [C]

NOTE ANY PROJECT SPECIFIC REQUIREMENTS FOUND IN CHAPTER 8

IBC CHAPTER 9: FIRE PROTECTION SYSTEMS

901.7 NOTE USE OF FIRE AREAS AND REQUIREMENTS IF BUILDING IS NS
903 NOTE ANY SPECIFIC RELEVANT CODE REQUIREMENTS (GROUP R, ETC.)
905 NOTE IF STANDPIPE IS REQUIRED/PROVIDED
907 NOTE ANY SPECIFIC FIRE ALARM REQUIREMENTS BASED ON GROUP

IBC TABLE 906.3(1) & NFPA 10 6.21.1 PORTABLE FIRE EXTINGUISHERS WILL BE DISTRIBUTED SUCH THAT OCCUPANTS SHALL TRAVEL A MAXIMUM DISTANCE OF 75 FT TO REACH AN EXTINGUISHER.

IBC CHAPTER 10 / NFPA CHAPTER 7: MEANS OF EGRESS & CHAPTER [11-43] LSC
TABLE 1004.5 OCCUPANT LOADS DERIVED FROM MAXIMUM FLOOR AREA ALLOWED PER OCCUPANT. SEE OCCUPANT LOAD SCHEDULE.
SEE SCHEDULES PROVIDED FOR TOTALS AND EXITING PATHS.

IBC TABLE 1004.1.1 / NFPA TABLE 7.3.1.2 - OCCUPANT LOAD FACTOR:

SEE OCCUPANT LOAD SCHEDULE

IBC 1005 / NFPA 7.3.3.1 - EGRESS WIDTHS:
EGRESS COMPONENTS (DOORS + CORRIDORS): **0.2"**/OCCUPANT
STAIRWAYS : **0.3"**/OCCUPANT
MINIMUM STAIR WIDTH PROVIDED= **##"** (IBC 1011.2 & NFPA 7.2.2.2.1.2(B))
MIN EGRESS DOOR WIDTH = 32" (NFPA 7.2.1.2.3.2), *PROVIDED ##"*

IBC SECTION 1009 - ACCESSIBLE MEANS OF EGRESS:
NOTE ANY SPECIAL ACCESSLE MEANS OF EGRESS REQUIREMENTS, INCLUDING FOR ELEVATORS AND GROUP R OCCUPANCY TYPES.

IBC TABLE 1006.2.1 & LSC [11-43] MAXIMUM COMMON PATH OF EGRESS TRAVEL DISTANCE:
S-2 75 FEET (100 MAX OCC 29)

IBC TABLE 1017.2 & LSC [11-43] MAXIMUM EXIT ACCESS TRAVEL DISTANCE:
S-2 300 FEET
REFER TO TRAVEL DISTANCE ROUTE SCHEDULE.
1017.3 - EXCEPTION: IN OPEN PARKING GARAGES, EXIT ACCESS TRAVEL DISTANCE IS PERMITTED TO BE MEASURED FROM THE CLOSEST RISER OF AN EXIT ACCESS STAIRWAY OR THE CLOSEST SLOPE OF AN EXIT ACCESS RAMP.

NPFA CHAPTER [11-43]
NOTE SPECIAL MEANS OF EGRESS REQUIREMENTS

IBC TABLE 1020 - CORRIDORS:
1020.1 OCC CLASS S-2 = **1** HR FIRE PARTITIONS REQUIRED FOR BUILDINGS EQUIPPED THROUGHOUT *WITHOUT]*AN AUTOMATIC SPRINKLER SYSTEM. **1** PROVIDED.

1020.2 MINIMUM CORRIDOR WIDTH = 44 INCHES

1020.4 & LSC [11-43] DEAD ENDS:
OCC CLASS S-2 = 20' MAX DEAD END

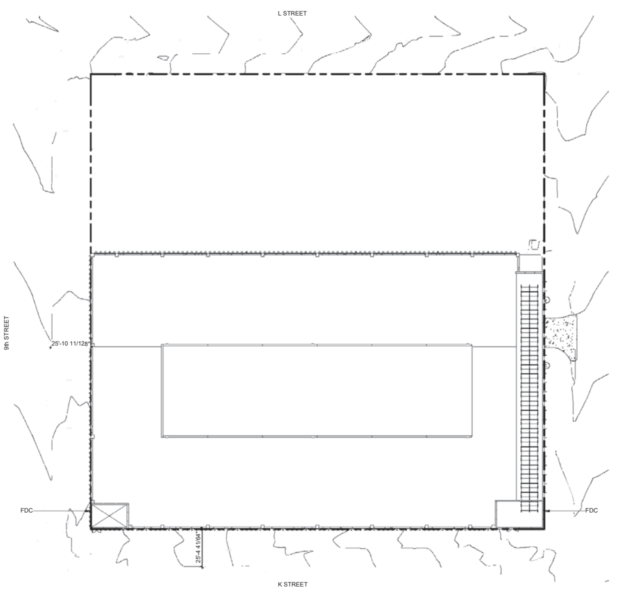
*****DETERMINE IBC CHAPTER 11 ACCESSIBILITY REQUIREMENTS*****
IBC SECTION 1XX - DESCRIPTION:
NOTES:

*****DETERMINE IBC CHAPTER 14 EXTERIOR WALL CONSTRUCTION REQUIREMENTS*****
IBC SECTION 14XX - DESCRIPTION:
NOTES:

*****DETERMINE IBC CHAPTER 26 REQUIREMENTS*****
IBC SECTION 26XX - DESCRIPTION:
NOTES:

******DETERMINE IBC CHAPTER 24 GLASS AND GLAZING SPECIAL REQUIREMENTS******
IBC SECTION 24XX - DESCRIPTION:
NOTES:

******DETERMINE IBC CHAPTER 30 ELEVATOR SPECIAL REQUIREMENTS******
IBC SECTION 30XX - DESCRIPTION:
NOTES:



3 SITE PLAN - LIFE SAFETY
1" = 30'-0"

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PROJECT: 24108 **DATE:** 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

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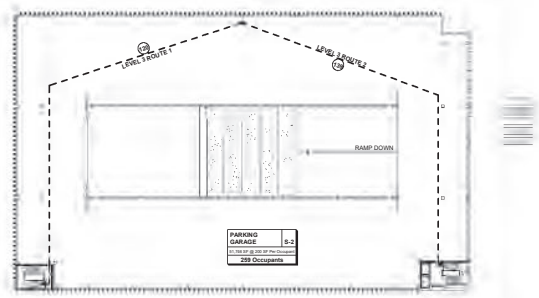
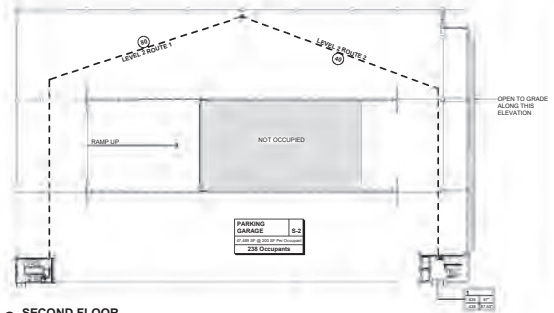
LIFE SAFETY AND CODE ANALYSIS

NORTH

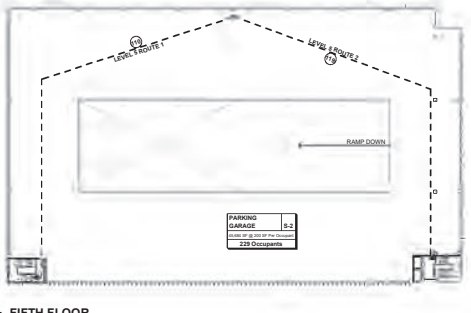
G1.1



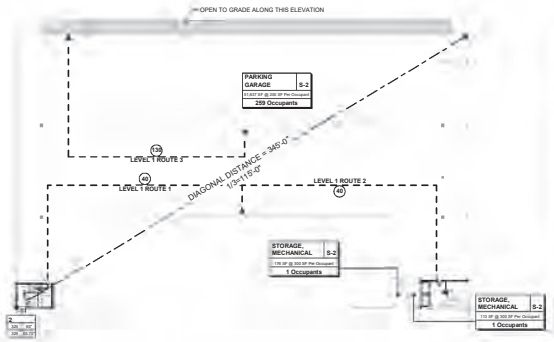
3 THIRD FLOOR
1" = 30'-0"



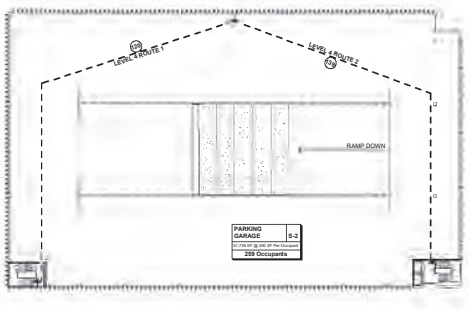
2 SECOND FLOOR
1" = 30'-0"



5 FIFTH FLOOR
1" = 30'-0"



1 FIRST FLOOR
1" = 30'-0"



4 FOURTH FLOOR
1" = 30'-0"

LIFE SAFTEY PLAN LEGEND

WALL ASSEMBLY LISTINGS

- WALL - 1HR RATED
- WALL - 2HR RATED
- WALL - 3HR RATED
- WALL - FIRE BARRIER
- WALL - FIRE PARTITION
- WALL - FIRE
- WALL - SMOKE BARRIER
- WALL - SMOKE PARTITION

EGRESS SYMBOL

- XXX — OCCUPANT LOAD
- DIRECTION OF EGRESS

CODE IBC TAGS

- STAIR — OCCUPANT LOAD; STAIR WIDTH REQUIRED; STAIR WIDTH PROVIDED
- OCC FUNCTION XXX — IBC FUNCTION OF SPACE; OCCUPANCE USE CLASSIFICATION; SPACE SQUARE FOOTAGE AND OCCUPANCY LOAD FACTOR; OCCUPANT LOAD
- DOOR NUMBER; DOOR FIRE RATING (MINUTES); OCCUPANT LOAD; DOOR WIDTH REQUIRED; DOOR WIDTH PROVIDED; OCCUPANT CAPACITY

INCIDENTAL OR ACCESSORY USE

TRAVEL DISTANCES

ROUTE NAME	DISTANCE	EXIT LOAD	NOTES
LEVEL 1 ROUTE 1	222'-0"	<varies>	
LEVEL 1 ROUTE 2	221'-0"	<varies>	
LEVEL 1 ROUTE 3	212'-0"	<varies>	
LEVEL 2 ROUTE 1	269'-6"	<varies>	
LEVEL 2 ROUTE 2	252'-0"	<varies>	
LEVEL 3 ROUTE 1	269'-6"	<varies>	
LEVEL 3 ROUTE 2	252'-0"	<varies>	
LEVEL 4 ROUTE 1	269'-6"	<varies>	
LEVEL 4 ROUTE 2	252'-0"	<varies>	
LEVEL 5 ROUTE 1	269'-6"	<varies>	
LEVEL 5 ROUTE 2	252'-0"	<varies>	

OCCUPANT LOAD SCHEDULE

FUNCTION OF SPACE	AREA	OCC LOAD FACTOR	OCC LOAD	GROSS/NET
LEVEL 01				
PARKING GARAGE	51,637 SF	200	259	Gross
STORAGE, MECHANICAL	288 SF	300	2	Gross
	51,926 SF		261	
LEVEL 02				
PARKING GARAGE	47,469 SF	200	238	Gross
	47,469 SF		238	
LEVEL 03				
PARKING GARAGE	51,746 SF	200	259	Gross
	51,746 SF		259	
LEVEL 04				
PARKING GARAGE	51,738 SF	200	259	Gross
	51,738 SF		259	
LEVEL 05				
PARKING GARAGE	45,694 SF	200	229	Gross
	45,694 SF		229	
TOTAL:	246,563 SF		1246	

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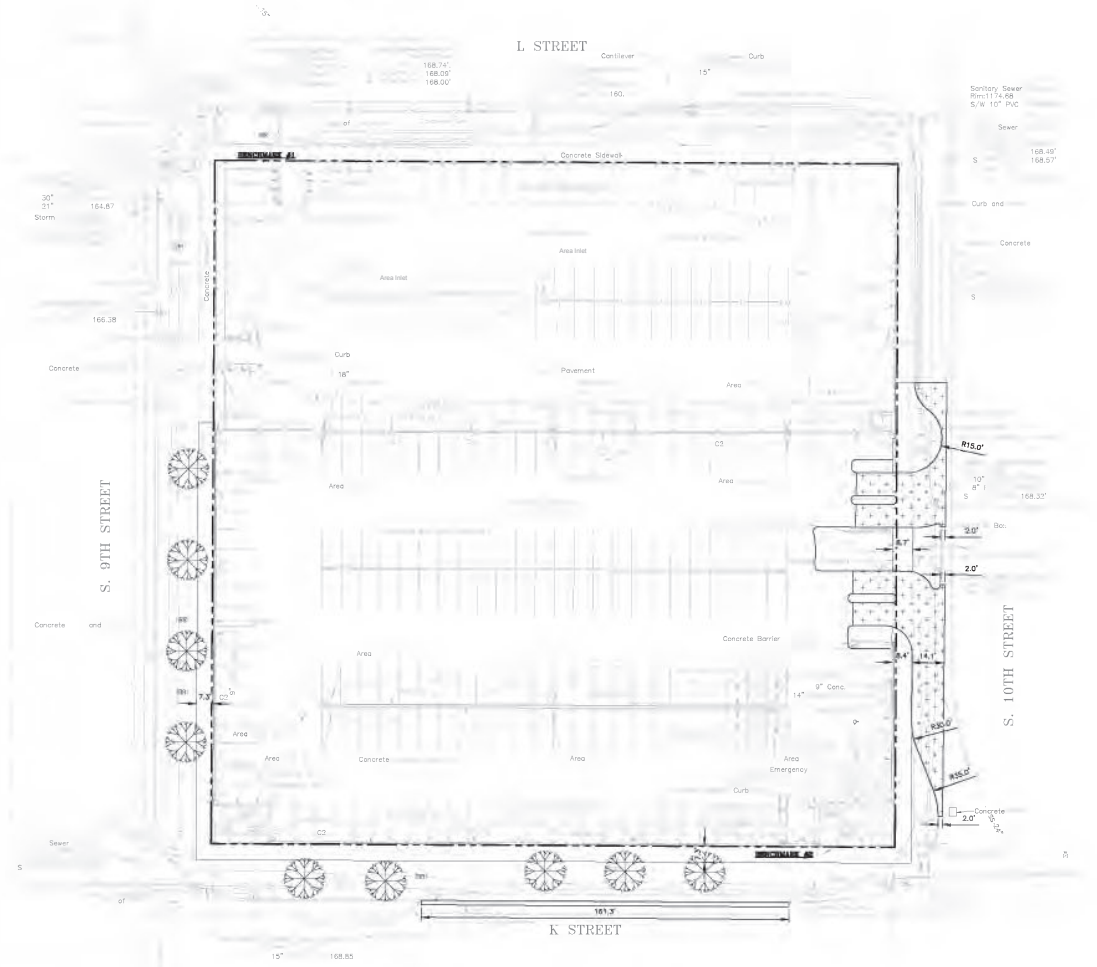
LIFE SAFETY AND CODE ANALYSIS

NORTH

G1.2



SITE LAYOUT PLAN
SCALE: 1" = 20'-0"

BENCHMARK

BENCHMARK CUT 'X' NW CORNER OF PROJECT, 2.25' EAST OF EAST EDGE OF EXISTING SIDEWALK, 2.4' SOUTH OF SOUTH EDGE OF EXISTING SIDEWALK. ELEVATION OF 1168.78

BENCHMARK CUT 'X' SE CORNER OF PROJECT, 1' SOUTH OF SOUTH FACE OF CURB AND 3' WEST OF SOUTH EAST IN SIDEWALK. ELEVATION 1160.05

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REGA #251003

ISSUED FOR:	DATE:
4	03/XX/2025
3	
2	
1	

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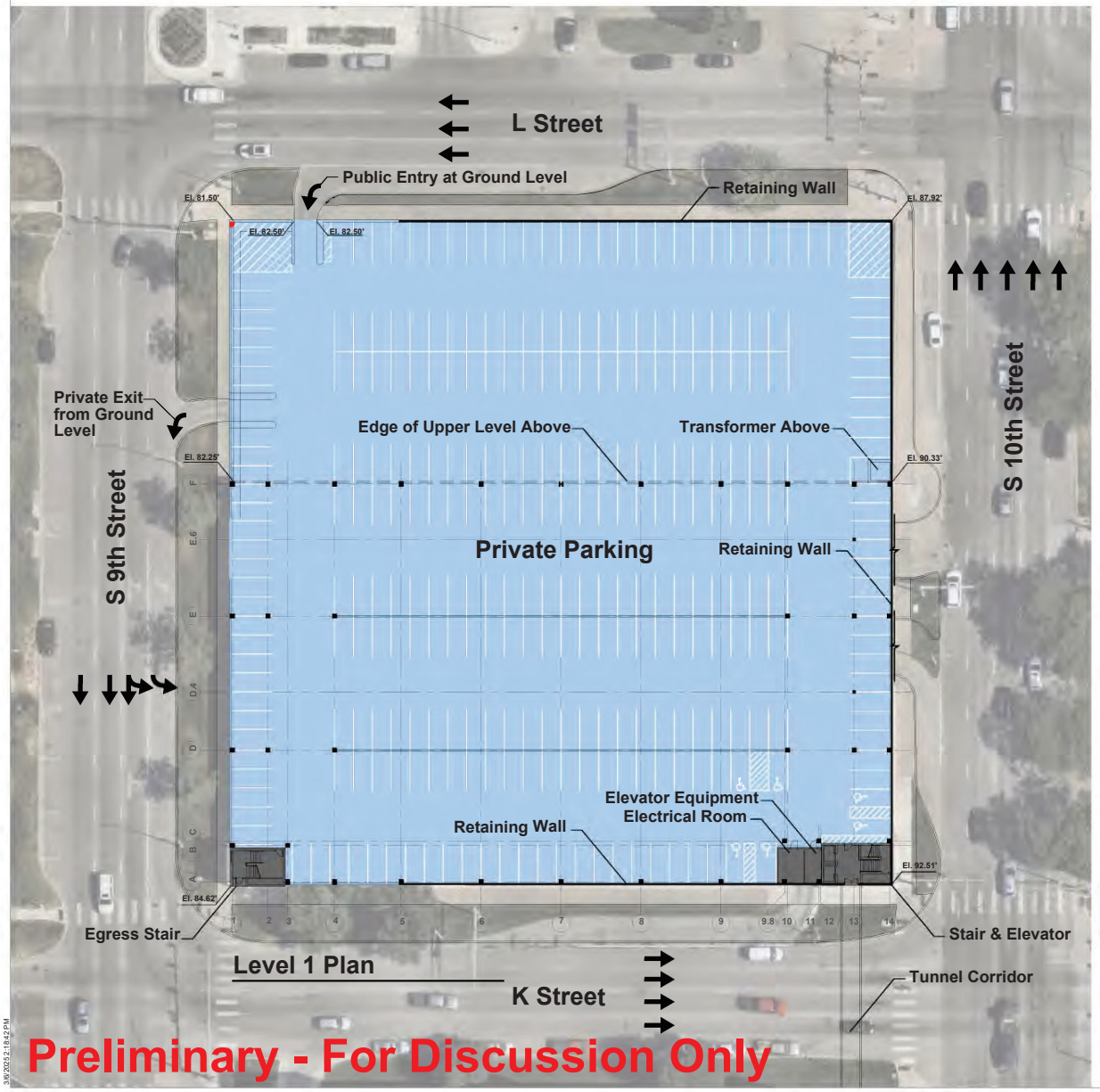
SITE LAYOUT PLAN

NORTH

C1.2



GRAPHIC SCALE IN FEET
0 12.5 25 50

NORTH

Public Parking
Private Parking
(All Stalls 8'-6" Wide)

Desired Parking Stalls:

Public Parking =	227
Private Parking =	688
Total =	915

Parking Stall Tabulation

Level	Public	Private	ADA	EV	Total
5	0	157	3	0	160
4	0	174	4	0	178
3	82	92	4	0	178
2	149	0	3	0	152
1	0	292	6	0	298
Total	231	715	20	0	966

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PROJECT: 24100 DATE: DATE
PROJECT STATUS: PROJECT STATUS

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LEVEL 01 FLOOR PLAN

NORTH

A1.1

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AREA B
AREA A

PBC PARKING GARAGE EXPANSION

PROJECT: 24100 DATE: DATE
PROJECT STATUS: PROJECT STATUS

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LEVEL 02 FLOOR PLAN

NORTH

A1.2

Level 3 Plan (Expansion)

GRAPHIC SCALE IN FEET
0 12.5 25 50

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PROJECT: 24100 DATE: DATE
PROJECT STATUS: PROJECT STATUS

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LEVEL 03 FLOOR PLAN

NORTH

A1.3

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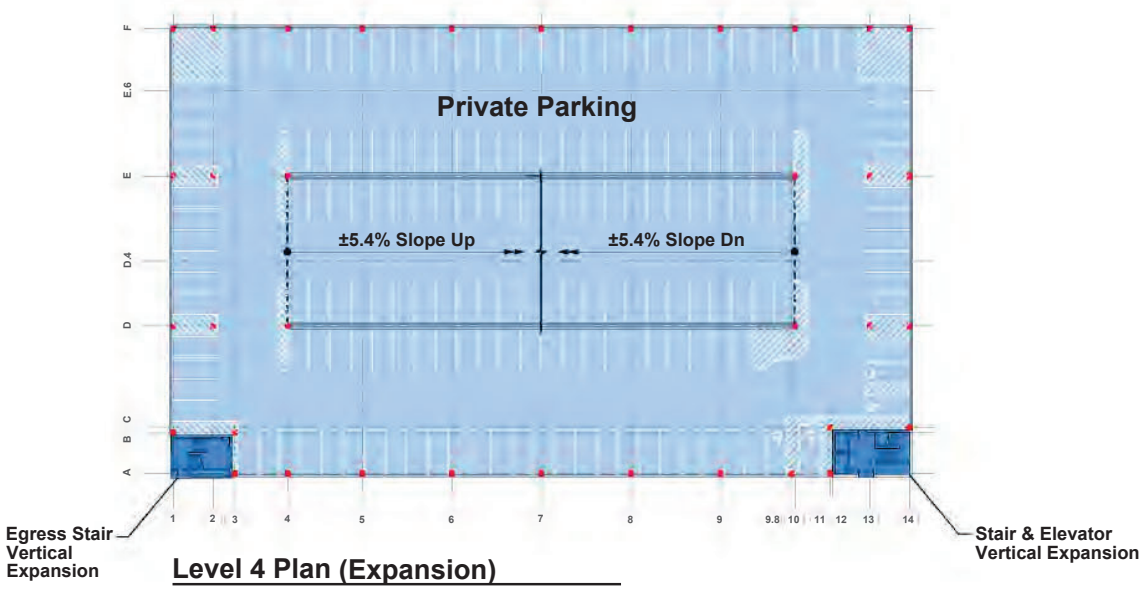

Level 4 Plan (Expansion)

GRAPHIC SCALE IN FEET
0 12.5 25 50

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PBC PARKING GARAGE EXPANSION

PROJECT: 24100 DATE: DATE
PROJECT STATUS: PROJECT STATUS

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LEVEL 04 FLOOR PLAN

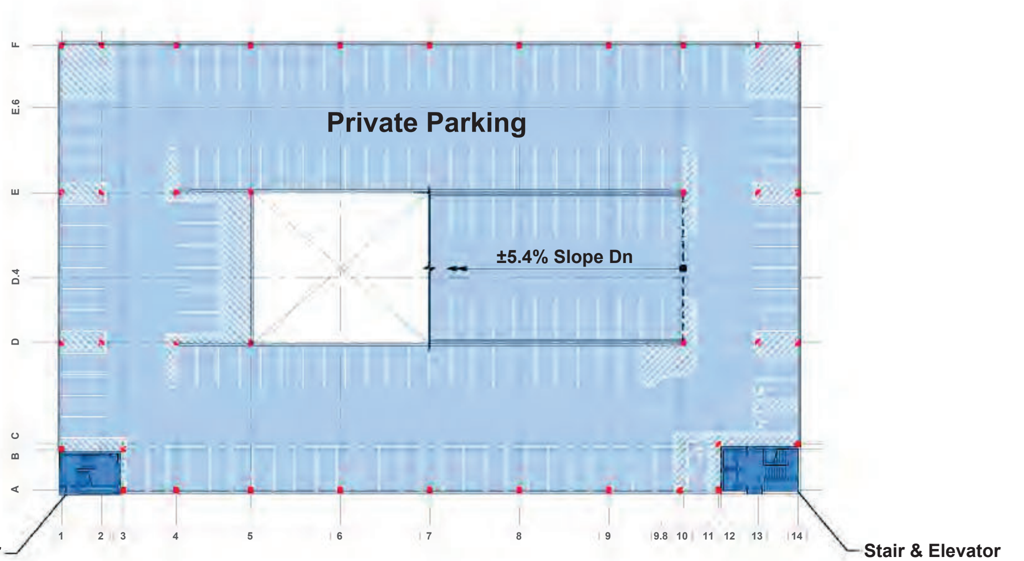
NORTH

A1.4

Preliminary - For Discussion Only

GRAPHIC SCALE IN FEET
0 12.5 25 50

NORTH



Level 5 Plan (Expansion)

Preliminary - For Discussion Only

BVH

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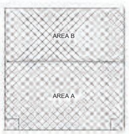
REVISIONS SCHEDULE

MARK	DATE	DESCRIPTION



PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: DATE
PROJECT STATUS: PROJECT STATUS

DRAFT

LEVEL 05 FLOOR PLAN

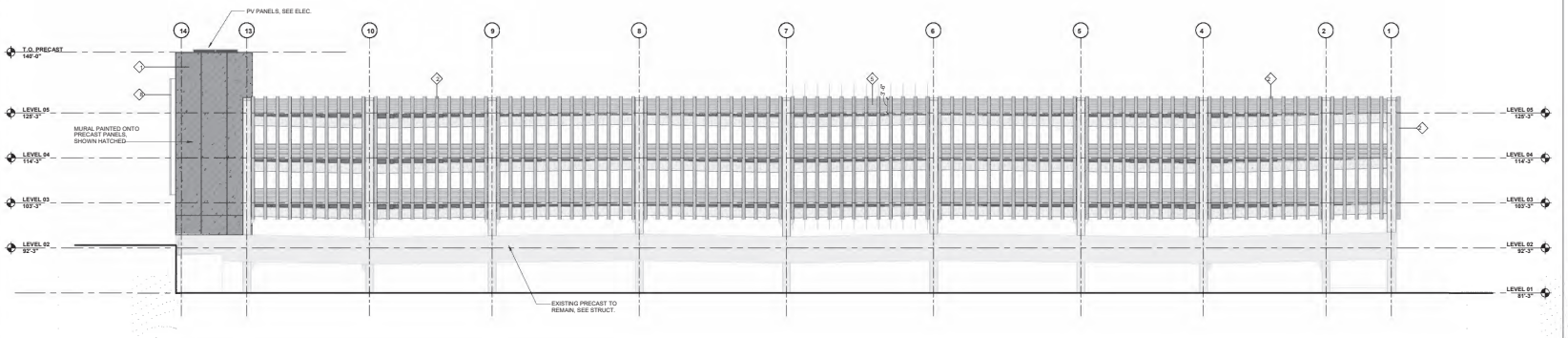
NORTH

A1.5

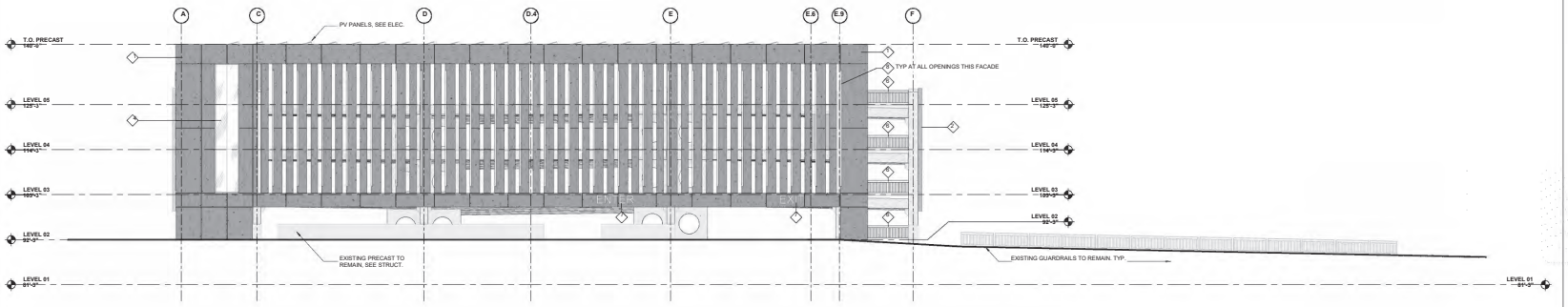
3/6/2025 2:18:42 PM

ELEVATION NOTES

1	PRECAST CONCRETE PANEL	CONCRETE INDUSTRIES	ACID ETCH	CHARCOAL GRAY	FORM LINER PANEL
2	PRECAST CONCRETE FIN	CONCRETE INDUSTRIES	ACID ETCH	MEDIUM GRAY	-
3	PRECAST CONCRETE PANEL	CONCRETE INDUSTRIES	ACID ETCH	MEDIUM GRAY	-
4	ALUMINUM FRAMING AND GLASS	KAWNEER	CURTAINWALL	ANNODIZED BLACK	-
5	CABLE GUARD RAIL	TBD	-	-	TYP AT LEVELS 3-5
6	STEEL GUARD RAIL	TBD	GALVANIZED	-	-
7	BACKLIT SIGNAGE	TBD	ALUMINUM	ANNODIZED BLACK	SIGNAGE SIZE/LOCATIONS TBD
8	STEEL FINS	TBD	SEALED	-	LIGHTING AT FACE, SEE ELEC.



1 BUILDING ELEVATION - NORTH
3/32" = 1'-0"



2 BUILDING ELEVATION - EAST
3/32" = 1'-0"

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REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 **DATE:** 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

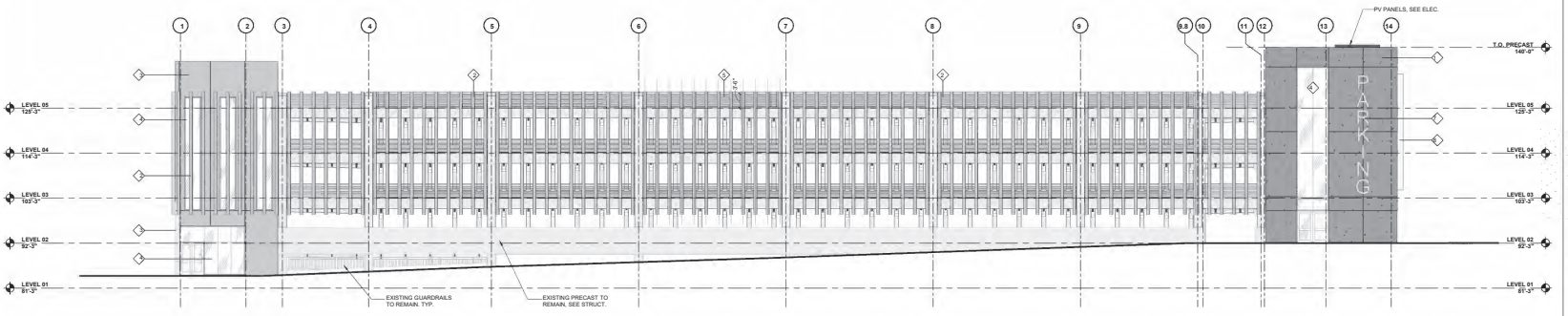
DRAFT
CA-0068

BUILDING ELEVATIONS

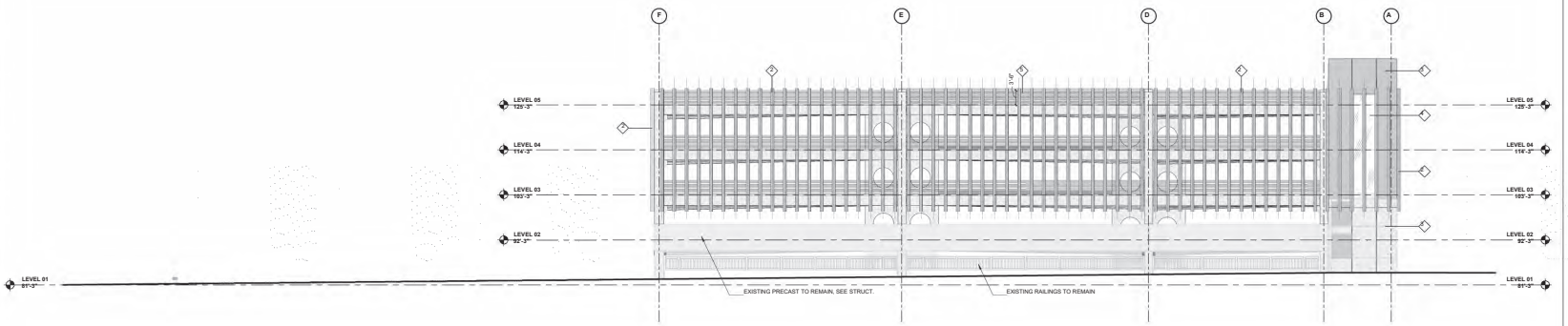
A3.1

ELEVATION NOTES

1	PRECAST CONCRETE PANEL	CONCRETE INDUSTRIES	ACID ETCH	CHARCOAL GRAY	FORM LINER PANEL
2	PRECAST CONCRETE FIN	CONCRETE INDUSTRIES	ACID ETCH	MEDIUM GRAY	-
3	PRECAST CONCRETE PANEL	CONCRETE INDUSTRIES	ACID ETCH	MEDIUM GRAY	-
4	ALUMINUM FRAMING AND GLASS	KAWNEER	CURTAINWALL	ANNODIZED BLACK	-
5	CABLE GUARD RAIL	TBD	-	-	TYP AT LEVELS 3-5
6	STEEL GUARD RAIL	TBD	GALVANIZED	-	-
7	BACKLIT SIGNAGE	TBD	ALUMINUM	ANNODIZED BLACK	SIGNAGE SIZE/LOCATIONS TBD
8	STEEL FINS	TBD	SEALED	-	LIGHTING AT FACE, SEE ELEC.



1 BUILDING ELEVATION - SOUTH
3/32" = 1'-0"



2 BUILDING ELEVATION - WEST
3/32" = 1'-0"

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REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 **DATE:** 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

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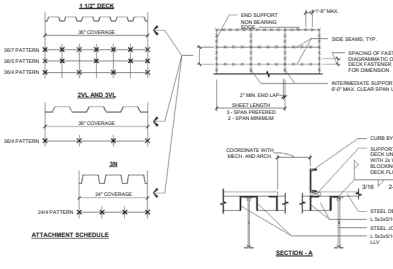
CA-0098

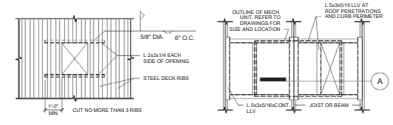
BUILDING ELEVATIONS

A3.2

	FASTENER	SPACING (FLOOR)	SPACING (ROOF)
INTERMEDIATE AND END SUPPORTS	5/8" DIA. PUDDLE WELD	-	36/4 PATTERN
DECK EDGE	5/8" DIA. PUDDLE WELD	-	1'-6" O.C. MAX.
SIDE LAPS	#10 TEK SCREWS	-	2/SPAN

NOTES:
1. MULTI-ENP2 (OR EQUIV.) POWDER ACTUATED FASTENERS MAY BE USED IN LIEU OF PUDDLE WELDS.

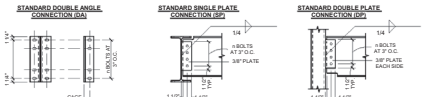


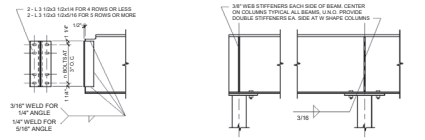


STEEL DECK ATTACHMENT SCHEDULE AND DETAILS

NUMBER OF 3/4" DIA. ASSTN	BOLT ROWS REQ'D. (n)						
BEAM SIZE	w8	w10	w12	w14	w16	w18	w21	w24
2" MAX. COPE	2	2	3	3	4	5	5	6
4 1/2" MAX. COPE	-	-	2	2	3	4	5	5

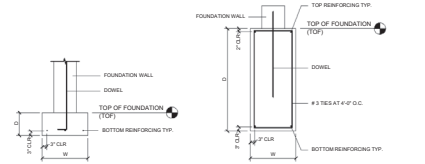
NOTES:
1. ALL PRIMARY BEAM TO PRIMARY BEAM CONNECTIONS SHALL BE DOUBLE ANGLE OR DOUBLE PLATE CONNECTIONS.
2. ALL PRIMARY BEAM TO HSS COLUMN CONNECTIONS SHALL BE SINGLE PLATE CONNECTIONS.
3. ALL PRIMARY BEAM TO WIDE FLANGE COLUMN CONNECTIONS SHALL BE DOUBLE ANGLE CONNECTIONS.





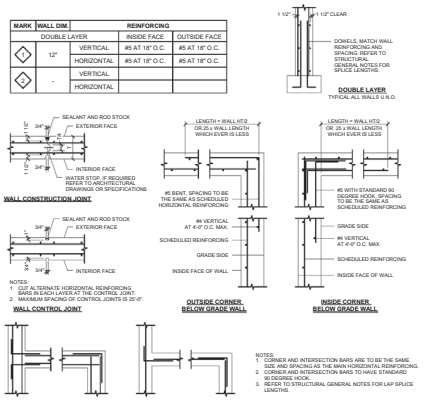
STANDARD STEEL CONNECTION SCHEDULE

MARK	WIDTH	DEPTH	REINFORCING



CONTINUOUS FOOTING SCHEDULE

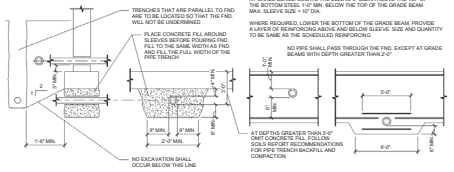
MARK	WALL DIM.	REINFORCING		
	DOUBLE LAYER		INSIDE FACE	OUTSIDE FACE
1	12"	VERTICAL	#5 AT 18" O.C.	#5 AT 18" O.C.
		HORIZONTAL	#5 AT 18" O.C.	#5 AT 18" O.C.
2	-	VERTICAL		
		HORIZONTAL		



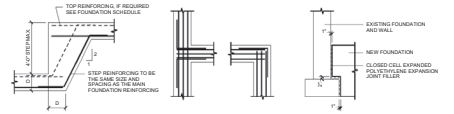
CIP CONCRETE WALL REINFORCING SCHEDULE AND DETAILS

MARK	WIDTH	LENGTH	DEPTH	REINFORCING

SPREAD FOOTING SCHEDULE



NOTES:
1. SEE GENERAL STRUCTURAL NOTES FOR SPLICE LENGTHS AND CLEAR COVER REQUIREMENTS.
2. CORNER AND INTERSECTION BARS ARE TO BE THE SAME SIZE AND SPACING AS THE MAIN HORIZONTAL REINFORCING.
3. CORNER AND INTERSECTION BARS TO HAVE STANDARD 90 DEGREE HOOK.



TYPICAL FOUNDATION DETAILS

GENERAL STRUCTURAL NOTES

1. GENERAL CONTRACTOR'S RESPONSIBILITIES SHALL INCLUDE BUT ARE NOT LIMITED TO:
   a. DETERMINING CONSTRUCTION PROCEDURE AND SEQUENCE.
   b. PROVIDING SHORING, SHEETING, TEMPORARY BRACING, GUYS OR TIEDOWNS WHICH MIGHT BE NECESSARY TO INSURE THE SAFETY OF THE BUILDING AND ITS COMPONENT PARTS DURING CONSTRUCTION.
   c. COORDINATE THE LOCATION OF LOADS, OPENINGS, AND STRUCTURE RELATED TO MECHANICAL EQUIPMENT.
      * MECHANICAL LOADS, OPENINGS AND STRUCTURE RELATED TO MECHANICAL REQUIREMENTS SHOWN ARE FOR BIDDING PURPOSES ONLY.
      * LOADS OR OPENINGS GREATER THAN THOSE SHOWN ON STRUCTURAL OR MECHANICAL DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD BEFORE PROCEEDING WITH WORK.
   d. VERIFYING AND COORDINATING DIMENSIONS AND ELEVATIONS SHOWN ON THE CONTRACT DOCUMENTS. IF DISCREPANCIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
   e. TAKE PROPER PRECAUTIONS TO PROTECT SHALLOW FOOTINGS FROM FROST DURING COLD WEATHER CONSTRUCTION. REFER TO GEOTECHNICAL REPORT FOR MINIMUM FOOTING DEPTHS REQUIRED FOR FROST PROTECTION.
2. IF CONFLICTING INFORMATION IS PRESENT IN THE CONSTRUCTION DOCUMENTS, THE STRICTEST PROVISIONS SHALL GOVERN.
3. UNLESS NOTED OTHERWISE, REQUIREMENTS GIVEN FOR ONE OR MORE LOCATIONS SHALL APPLY AT OTHER LOCATIONS AT WHICH CONDITIONS ARE SIMILAR.

REINFORCED CONCRETE

1. REFER TO DESIGN DATA FOR FURTHER INFORMATION.
2. CONFORM TO ACI (AMERICAN CONCRETE INSTITUTE) STANDARDS AND RECOMMENDATIONS AS OUTLINED IN FIELD REFERENCE MANUAL, SP-15 PROVIDE AT LEAST ONE COPY OF THE ACI FIELD REFERENCE MANUAL, SP-15, IN THE FIELD OFFICE AT ALL TIMES.
3. PROVIDE CONTROL JOINTS IN SLAB ON GRADE AS FOLLOWS:

8" THICK SLABS	24'-0" MAX. SPACING ON ANY SIDE
6" THICK SLABS	19'-0" MAX. SPACING ON ANY SIDE
5" THICK SLABS	15'-0" MAX. SPACING ON ANY SIDE
4" THICK SLABS	12'-0" MAX. SPACING ON ANY SIDE

THE SECTIONS BOUNDED BY CONTROL OR CONSTRUCTION JOINTS SHALL BE APPROXIMATELY SQUARE, WITH THE LENGTH TO WIDTH RATIO LESS THAN 1 1/2 TO 1.

4. PROVIDE DOWELS IN FOOTINGS TO MATCH SIZE AND SPACING OF VERTICAL WALL AND PIER REINFORCING.
5. PROVIDE REINFORCING AT LOCATIONS AS SHOWN IN CIP CONCRETE STANDARD REINFORCING DETAILS.
6. UNLESS NOTED OTHERWISE, ALL REINFORCING BAR SPLICES SHALL BE IN ACCORDANCE WITH THE TABLE SHOWN BELOW:

BAR SIZE	SPLICE LENGTH (IN INCHES) NON - TOP BAR	TOP BAR
#3	15	19
#4	19	24
#5	23	32
#6	30	40
#7	41	55
#8	55	71
#9	69	90
#10	88	114
#11	108	140

TOP BARS ARE HORIZONTAL REINFORCEMENT PLACED SO THAT MORE THAN 12" OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE REINFORCEMENT.

7. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCEMENT:

	MIN. COVER IN INCHES
CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH	3
CONCRETE EXPOSED TO EARTH OR WEATHER:	
#5 THROUGH #18 BARS	2
#5 BAR AND SMALLER	1 1/2
CONCRETE NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND:	
SLABS AND JOIST:	
#11 BAR AND SMALLER	3/4
WALLS	1 1/2
BEAMS, COLUMN PRIMARY REINFORCEMENT, TIES, STIRRUPS AND SPIRALS	1 1/2

8. IF CAST-IN-PLACE WALLS ARE SHOWN ON THE DRAWINGS BUT THE REINFORCING IS NOT INDICATED, PROVIDE THE FOLLOWING STEEL IN CONCRETE WALLS:

THICKNESS	VERTICAL BARS	HORIZONTAL BARS
6"	#4 AT 18" O.C.	#4 AT 18" O.C.
8"	#4 AT 18" O.C.	#4 AT 12" O.C.
10"	#4 AT 18" O.C.	#4 AT 12" O.C.
12"	#4 AT 18" O.C.	#4 AT 18" O.C.

CENTER REINFORCING IN WALLS 10" AND SMALLER UNLESS NOTED OTHERWISE.
PROVIDE REINFORCING IN EACH FACE FOR WALLS GREATER THAN 10".

9. PROVIDE 2 - #5 BARS AROUND ALL RECTANGULAR OPENINGS IN CAST-IN-PLACE WALLS. BARS SHALL EXTEND NO LESS THAN 24" BEYOND THE OPENING.

STRUCTURAL STEEL

1. REFER TO DESIGN DATA FOR FURTHER INFORMATION.
2. FIELD CUTTING OR OTHER FIELD MODIFICATIONS TO STRUCTURAL STEEL SHALL NOT BE MADE WITHOUT PRIOR APPROVAL FROM THE ENGINEER OF RECORD.
3. SIZES OF FILLET WELDS NOT SHOWN SHALL CONFORM TO MINIMUM SIZES AS SPECIFIED BY AISC "SPECIFICATIONS FOR STRUCTURAL STEEL BUILDINGS".
4. PROVIDE TWO COATS OF ASPHALTIC PAINT ON ALL STRUCTURAL STEEL SHAPES EXPOSED TO THE SOIL OR BELOW TOP OF SLAB ON GRADE.

STEEL DECK

1. REFER TO DESIGN DATA FOR FURTHER INFORMATION.
2. PROVIDE GALVANIZED DECK UNLESS DIRECTED BY THE ARCHITECT TO SUPPLY MANUFACTURER'S STANDARD BASCO-OR-RUST INHIBITIVE PAINT. PAINT ALL OTHER SURFACES AND ALL OTHER ACCESSORIES REQUIRED FOR A COMPLETE AND PROPER INSTALLATION OF STEEL DECK.
3. ALL OPENINGS IN DECK SHALL BE SUPPORTED AS FOLLOWS UNLESS NOTED OTHERWISE ON DRAWINGS:
   FOR OPENINGS LESS THAN 8" IN EACH DIRECTION PROVIDE SUPPORT WITH A FLAT SHEET OF 20 GAUGE SHEET METAL PLACED OVER THE OPENING AND WELDED TO THE TOP SURFACE OF THE DECK. SHEET METAL SHALL BE AT LEAST 12" LONGER AND WIDER THAN THE OPENING.
   FOR OPENINGS 8" OR LARGER, REFER TO DETAILS.

PRESTRESSED / PRECAST CONCRETE

1. REFER TO DESIGN DATA FOR FURTHER INFORMATION.
2. SUBMIT SHOP DRAWINGS AND STAMPED DESIGN CALCULATIONS PREPARED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE WHERE PROJECT IS LOCATED, FOR CONNECTIONS AND PRECAST PRODUCT.
3. OPENING HEADERS SHALL BE FURNISHED BY THE HOLLOWCORE SUPPLIER.
4. ALL HOLLOWCORE SLABS SHALL BE GROUTED AND GROUT CURED, PRIOR TO INSTALLATION OF COMPOSITE STRUCTURAL TOPPING OR ROOFING MATERIALS.

DESIGN DATA

GOVERNING CODE: _____ 2018 INTERNATIONAL BUILDING CODE

SOILS REPORT:

A SOILS INVESTIGATION WAS PERFORMED BY:
COMPANY REPORT #
THE CONTRACTOR SHALL COMPLY WITH THE RECOMMENDATIONS OF THE REPORT.

THE CONTRACTOR SHALL NOTIFY THE GEOTECHNICAL ENGINEER AFTER EXCAVATION TO DETERMINE IF THE CONDITIONS COMPLY WITH THE SOILS REPORT.

EXCAVATIONS SHALL BE TESTED BY AN APPROVED TESTING LABORATORY PRIOR TO PLACING CONCRETE.

ALLOWABLE NET SOIL BEARING PRESSURE _____ 2000 PSF

DESIGN LOADS:

BUILDING CATEGORY _____ II

LIVE LOADS

FLOOR
RESIDENTIAL FLOOR _____ 40 PSF
STAIRS _____ 100 PSF

ROOF
GROUND SNOW (Pg) _____ 30 PSF
FLAT ROOF SNOW (Pf) _____ 35 PSF
SNOW EXPOSURE (Ce) _____ 1.0
SNOW IMPORTANCE (Is) _____ 1.0
RAIN ON SNOW _____ ASCE 7 SECTION 7.10
UNBALANCED SNOW LOADS _____ ASCE 7 SECTION 7.6
MECHANICAL UNITS _____ SEE FRAMING PLAN

WIND LOADS
SPEED _____ 115 M.P.H.
EXPOSURE _____ C
NET UPLIFT FOR STEEL JOIST SYSTEMS _____ 10 PSF

SEISMIC LOADS
SITE CLASSIFICATION - D
SEISMIC DESIGN CATEGORY - B
Ss = .18
S1 = .05

MATERIALS:

CONCRETE
28 DAY CONCRETE STRENGTHS (MINIMUM):
FOOTINGS _____ 4000 PSI
SLAB ON GRADE _____ 4000 PSI
C.I.P. _____ 4000 PSI
SUPPORTED FLOORS AND STOOPS _____ 4000 PSI
REINFORCING BARS _____ ASTM A615 GRADE 60
WELDED BARS AND ANCHORS _____ ASTM A706 GRADE 60
WELDED WIRE FABRIC (WWF) _____
SLABS ON GRADE = 6" THICK _____ 6x6-W1.4xW1.4 WWF

STRUCTURAL STEEL

W SHAPES _____ ASTM A992
ROLLED SHAPES AND PLATES _____ ASTM A36
TUBES _____ ASTM A500 GRADE B
PIPES _____ ASTM A53 TYPE E OR S
BOLTS (UNLESS NOTED OTHERWISE) _____ ASTM A325

FASTENERS

ANCHOR RODS _____ ASTM F1554, GRADE 36
EXPANSION BOLTS _____ HILTI KWIK BOLT 3 OR APPROVED EQUIVALENT
ADHESIVE ANCHORS _____ HILTI HIT HY 200 MAX. OR APPROVED EQUIVALENT
SCREW ANCHORS _____ HILTI HUS-H OR SIMPSON TITEN HD
POWDER ACTUATED FASTENERS _____ HILTI X-ENP-19 L15
FASTENERS IN CONTACT WITH TREATED WOOD _____ 304 OR 316 STAINLESS STEEL OR HOT DIP GALVANIZED OR APPROVED EQUIVALENT

STEEL ROOF DECK _____ 1 1/2", TYPE "B", 20 GAUGE, GALV.

CONCRETE FLOOR AND FORM DECK _____ 1 1/2", TYPE "N/L", 20 GAUGE, GALV.

PRESTRESSED / PRECAST CONCRETE

CONCRETE (HARDROCK, f.50 PCF)
28 DAY STRENGTH _____ 5000 PSI
RELEASE STRENGTH _____ 3000 PSI
STRAND _____ 7 WIRE LOW RELAXATION STRAND ASTM A416 GRADE 270K
HOLLOWCORE KEYWAY GROUT _____ 7000 PSI
3 PART SAND / 1 PART CEMENT, BY VOLUME. WATER AS REQUIRED FOR FLOWABLE GROUT

SPECIAL INSPECTION

SPECIAL INSPECTION SHALL BE PERFORMED AS REQUIRED BY THE BUILDING OFFICIAL, ACCORDING TO CHAPTER 17 OF IBC, AND AS DIRECTED BELOW:

STEEL CONSTRUCTION
TABLE 1705.2.2

CONCRETE CONSTRUCTION
TABLE 1705.3

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REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

DRAFT

CA-0032

STRUCTURAL DESIGN DATA, GENERAL NOTES, SCHEDULES AND STANDARD DETAILS

NORTH

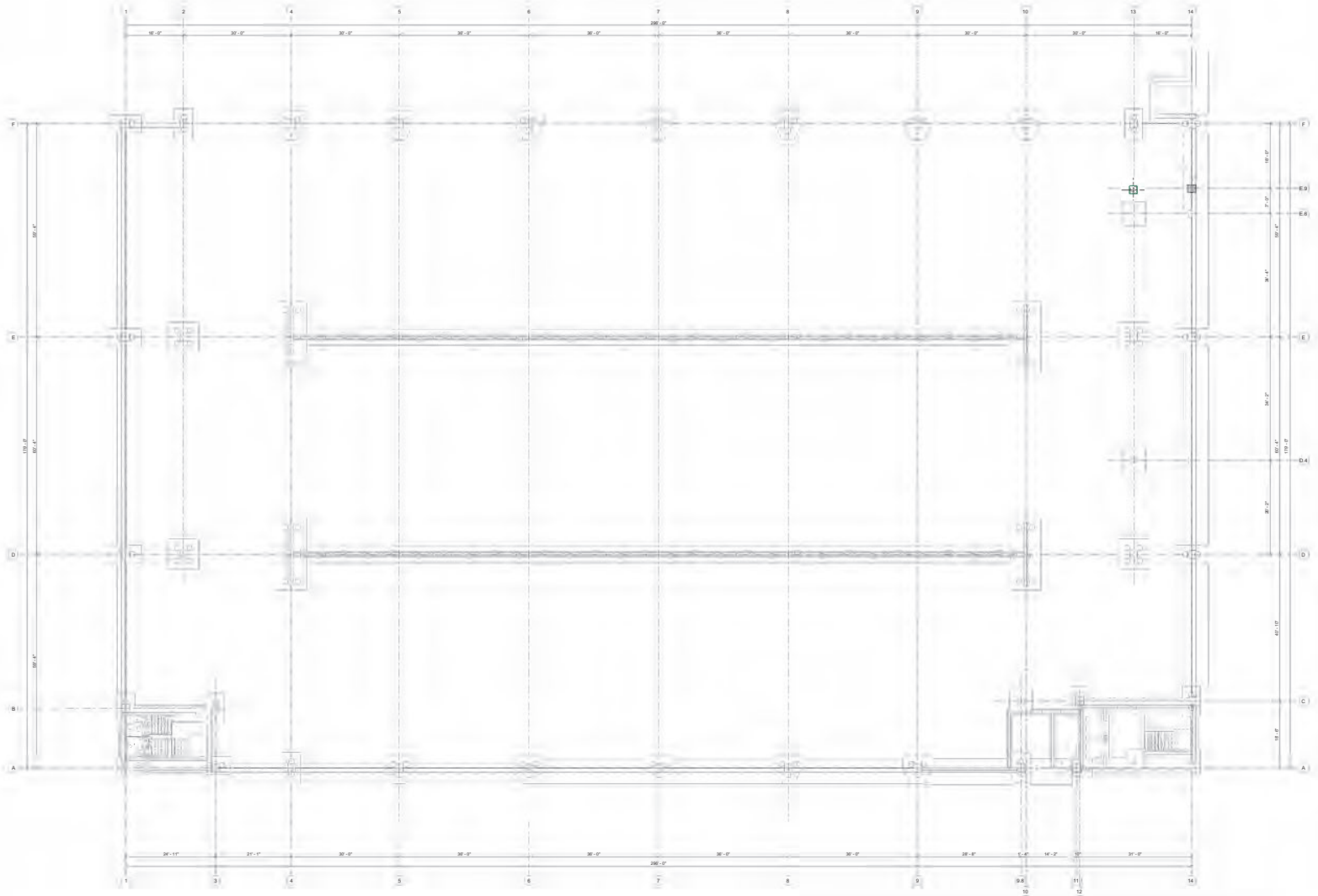
S1.1

SHEET NOTES:

X GENERAL SHEET NOTE

X REFER TO PLAN FOR NOTE LOCATION

1. ALL FOOTING ELEVATIONS GIVEN ARE TO TOP OF FOOTING.
2. TOP OF FOOTING ELEVATION = VARIES - SEE PLAN
3. FINISH FLOOR EL = 91'-2" TYP., U.N.O. SEE ARCHITECTURAL DRAWINGS FOR LOCATIONS AND EXTENTS OF RECESSED AND SLOPED SLABS.
4. 5" CONC SLAB ON COMPACTED FILL, REINFORCE WITH 6x6-W2.9xW2.9 WIRE MESH, CENTER IN SLAB TYP. PROVIDE VAPOR BARRIER, SEE SPECIFICATIONS FOR LOCATION BELOW SLAB. REFER TO SOILS REPORT FOR SLAB SUBGRADE REQUIREMENTS, TYP., U.N.O.
5. PROVIDE 1/2" JOINT FILLER WITH SEALANT BETWEEN ALL COLUMNS AND SLAB ON GRADE.



1 STRUCTURAL FIRST LEVEL FOUNDATION PLAN (EXISTING)
3/32" = 1'-0"

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eti-engineers.com

PARKING CONSULTANT
KIMLEY-HORN
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
V 651-645-4197
kimley-horn.com

REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 **DATE:** 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

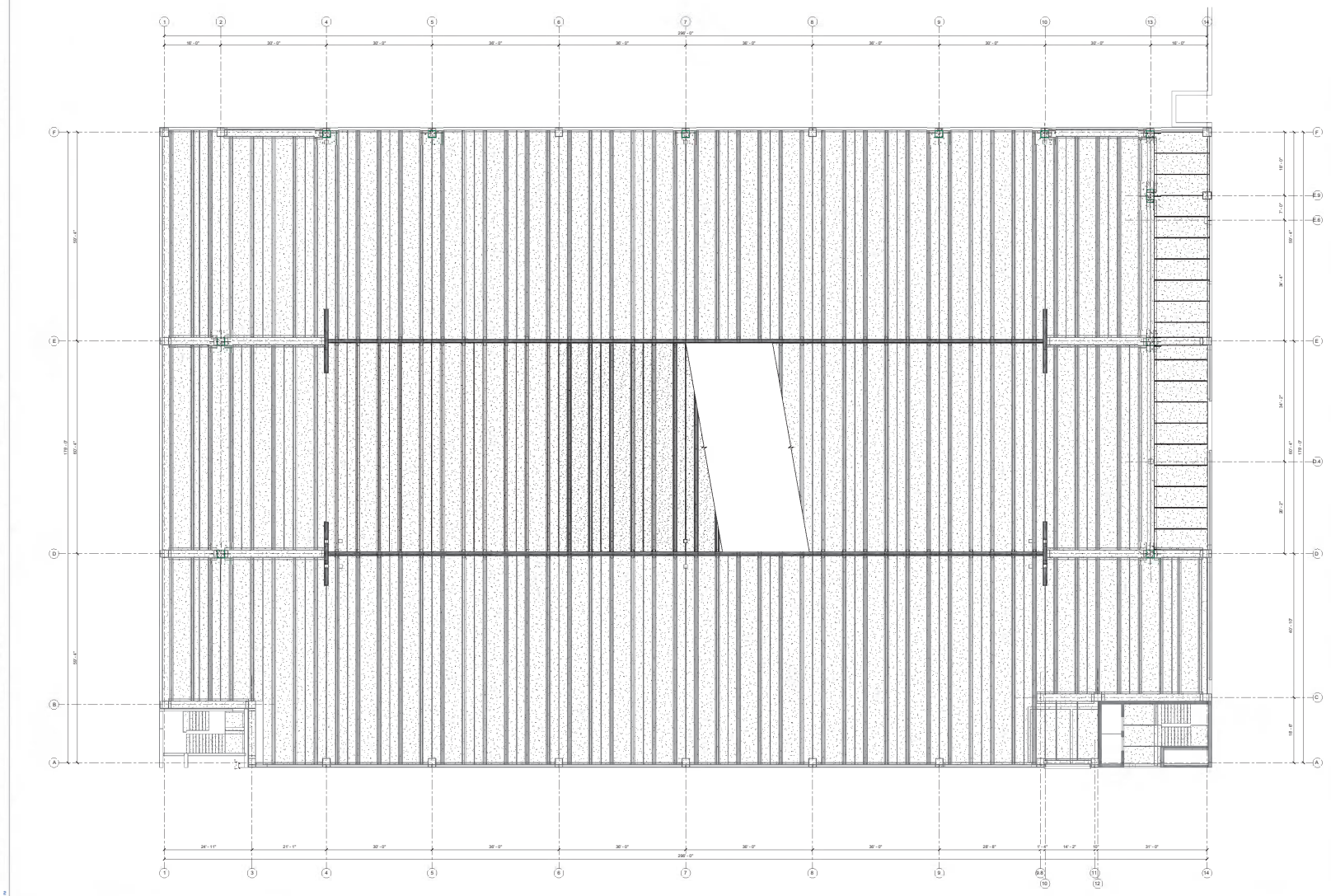
DRAFT

CA-0632

STRUCTURAL FIRST LEVEL FOUNDATION PLAN (EXISTING)

NORTH

S2.1



1 STRUCTURAL SECOND LEVEL FRAMING PLAN
3/32" = 1'-0"

BVH

ARCHITECT
BVH ARCHITECTURE
901 JONES STREET
OMAHA NE 68102
V 402 345 3060
F 402 345 7871
bvh.com

CIVIL ENGINEER
REGA ENGINEERING
601 OLD CHENEY RD A
LINCOLN, NE 68512
V 402 421 2500
regaengineering.com

STRUCTURAL ENGINEER
VOSS & ASSOCIATES
201 N 7TH ST
LINCOLN, NE 68508
V 402 476 6365
voss-assoc.com

MEP ENGINEER
ENGINEERING TECHNOLOGIES, INC.
825 M ST #200
LINCOLN, NE 68508
V 402 476 1273
eti-engineers.com

PARKING CONSULTANT
KIMLEY-HORN
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
V 651-645-4197
kimley-horn.com

REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

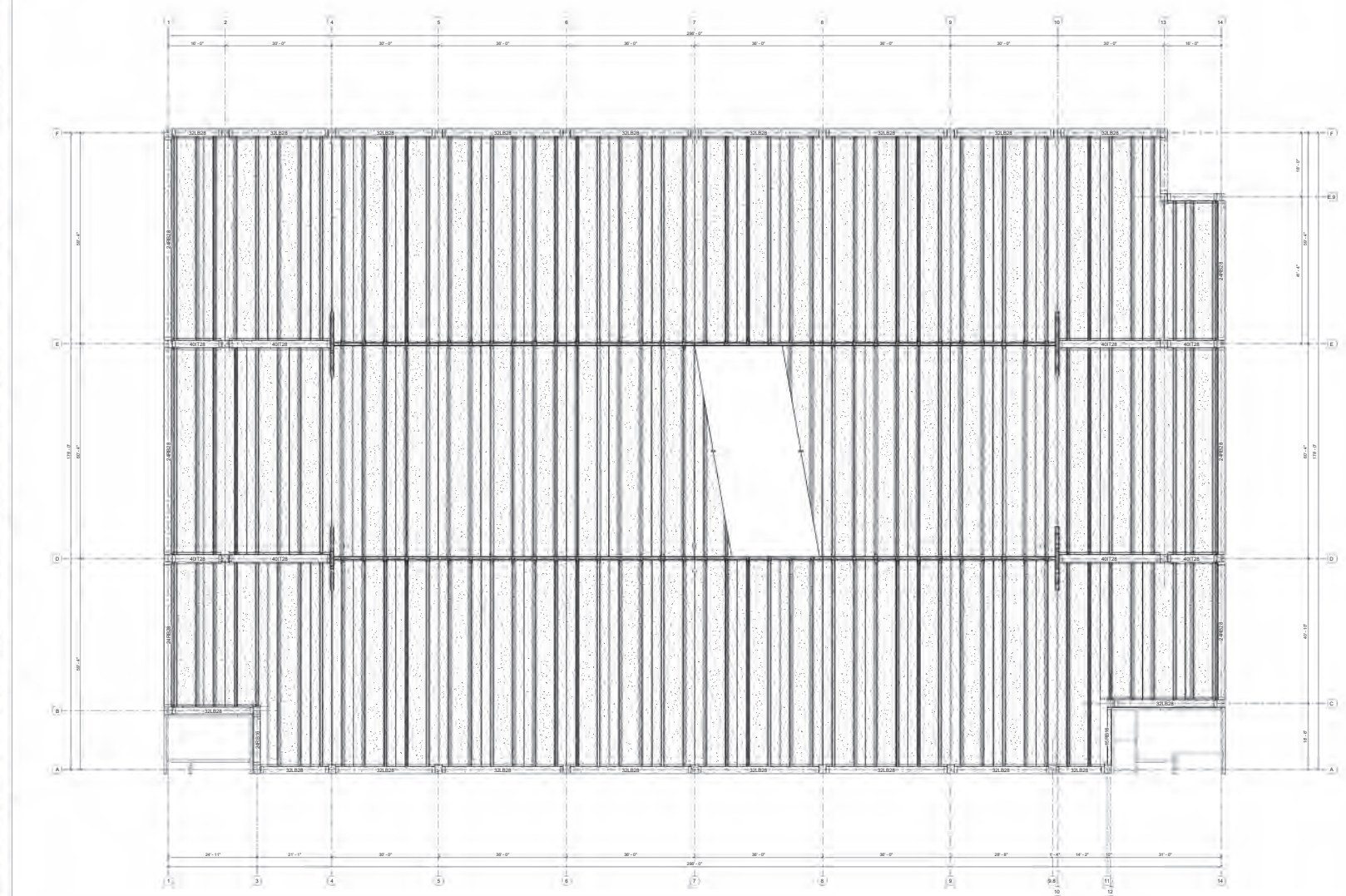
DRAFT

CA-0632

STRUCTURAL SECOND LEVEL FRAMING PLAN

NORTH

S2.2



1 STRUCTURAL THIRD LEVEL FRAMING PLAN
3/32" = 1'-0"

BVH

ARCHITECT
BVH ARCHITECTURE
901 JONES STREET
OMAHA NE 68102
V 402 345 3060
F 402 345 7971
bvh.com

CIVIL ENGINEER
REGA ENGINEERING
601 OLD CHENEY RD A
LINCOLN, NE 68512
V 402 421 2500
regaengineering.com

STRUCTURAL ENGINEER
VOSS & ASSOCIATES
201 N 7TH ST
LINCOLN, NE 68508
V 402 476 6365
voss-assoc.com

MEP ENGINEER
ENGINEERING TECHNOLOGIES, INC.
825 M ST #200
LINCOLN, NE 68508
V 402 476 1273
eti-engineers.com

PARKING CONSULTANT
KIMLEY-HORN
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
V 651-645-4197
kimley-horn.com

REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

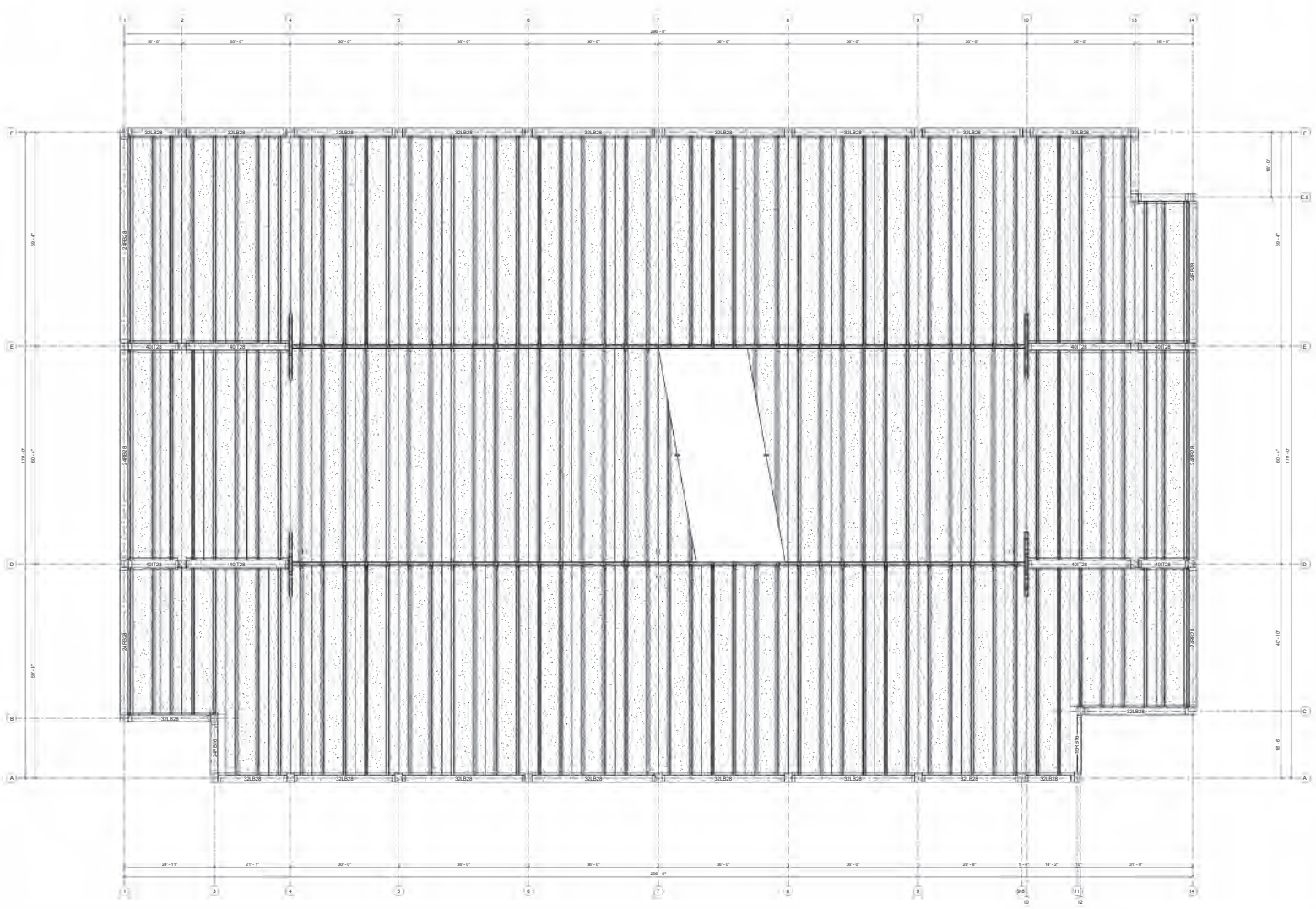
DRAFT

CA-0632

STRUCTURAL THIRD LEVEL FRAMING PLAN

NORTH

S2.3



1 STRUCTURAL FOURTH LEVEL FRAMING PLAN
3/32" = 1'-0"

BVH

ARCHITECT
BVH ARCHITECTURE
901 JONES STREET
OMAHA NE 68102
V 402 345 3060
F 402 345 7971
bvh.com

CIVIL ENGINEER
REGA ENGINEERING
601 OLD CHENEY RD A
LINCOLN, NE 68512
V 402 421 2500
regaengineering.com

STRUCTURAL ENGINEER
VOSS & ASSOCIATES
201 N 7TH ST
LINCOLN, NE 68508
V 402 476 6365
voss-assoc.com

MEP ENGINEER
ENGINEERING TECHNOLOGIES, INC.
825 M ST #200
LINCOLN, NE 68508
V 402 476 1273
eti-engineers.com

PARKING CONSULTANT
KIMLEY-HORN
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
V 651-645-4197
kimley-horn.com

REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 **DATE:** 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

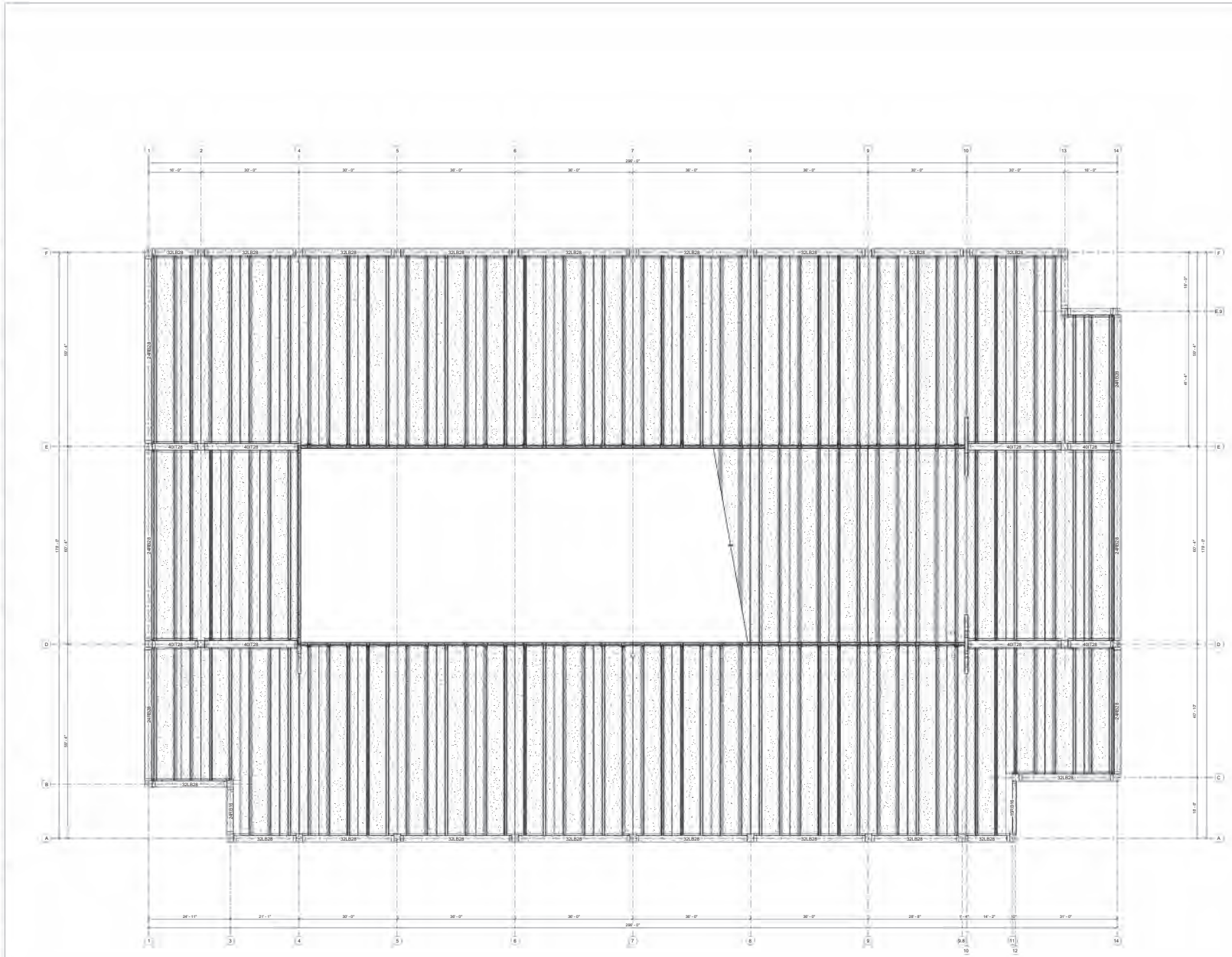
DRAFT

CA-0632

STRUCTURAL FOURTH LEVEL FRAMING PLAN

NORTH

S2.4



1 STRUCTURAL FIFTH LEVEL FRAMING PLAN
3/32" = 1'-0"

BVH

ARCHITECT
BVH ARCHITECTURE
901 JONES STREET
OMAHA NE 68102
V 402 345 3060
F 402 345 7971
bvh.com

CIVIL ENGINEER
REGA ENGINEERING
601 OLD CHENEY RD A
LINCOLN, NE 68512
V 402 421 2500
regaengineering.com

STRUCTURAL ENGINEER
VOSS & ASSOCIATES
201 N 7TH ST
LINCOLN, NE 68508
V 402 476 6365
voss-assoc.com

MEP ENGINEER
ENGINEERING TECHNOLOGIES, INC.
825 M ST #200
LINCOLN, NE 68508
V 402 476 1273
eti-engineers.com

PARKING CONSULTANT
KIMLEY-HORN
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
V 651-645-4197
kimley-horn.com

REVISIONS SCHEDULE		
MARK	DATE	DESCRIPTION

PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: 04/04/2025
PROJECT STATUS: SCHEMATIC DESIGN

DRAFT

CA-0632

STRUCTURAL FIFTH LEVEL FRAMING PLAN

NORTH

S2.5

BVH
ARCHITECTURE

CITY OF LINCOLN NEBRASKA

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #UDR25048
APPLICATION TYPE	Advisory review
ADDRESS/LOCATION	S Folsom St and W Corsac Rd.
HEARING DATE	June 03, 2025
ADDITIONAL MEETINGS	-
APPLICANT	Ben Kunz, ben@hoppedevelopment.com
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

RECOMMENDATION: APPROVAL

Summary of Request

The Foxtail Meadows Redevelopment was previously reviewed and recommended for approval by the Urban Design Committee on October 4, 2022. This application is an update to that approval regarding the completion of phase 1, specifically updates to phase 1c and phase 1d.

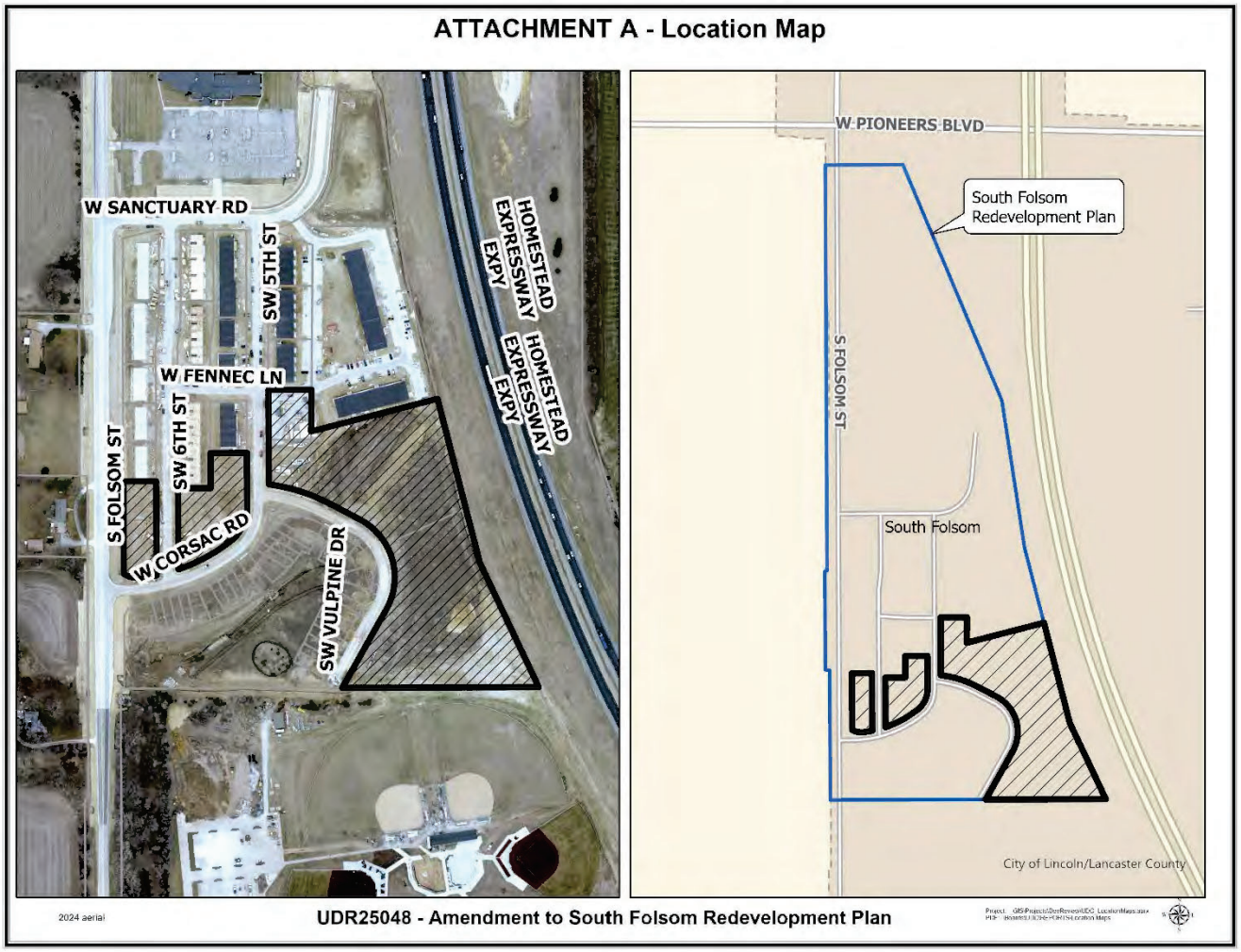
Phase 1c has been updated to include additional affordable for-sale homes. Due to financial constraints, the design for single-family detached homes was changed to single-family attached homes, providing for more affordable construction and additional units. This change removes the original detached design concepts and incorporates townhome designs which are substantially similar to those approved in phases 1a, 1b, and 1d.

Phase 1d is only being updated slightly to include the provision of an accessible unit by adding a small single-story addition onto the end of a townhome cluster.

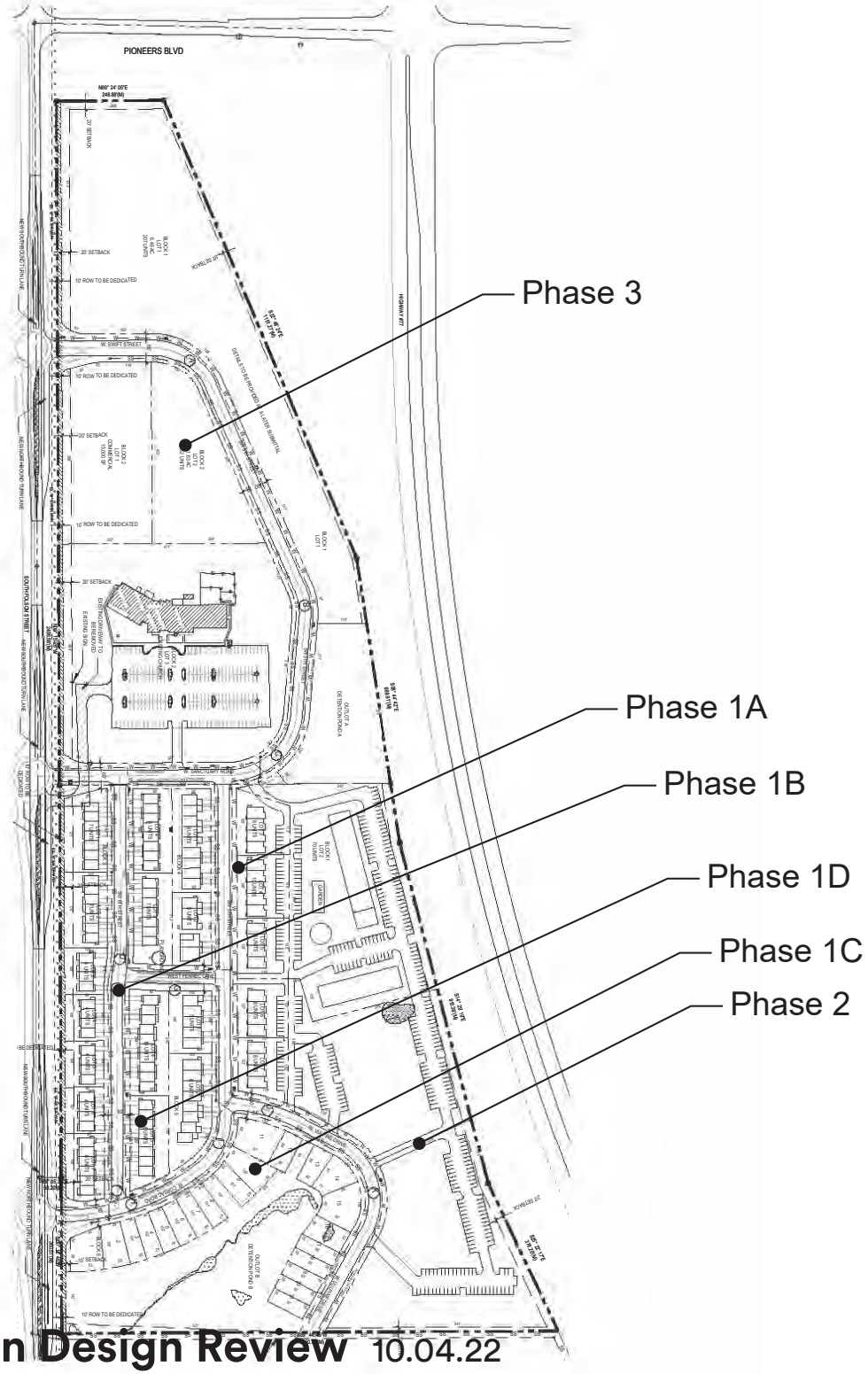
Additionally, design will start on phases 2 and 3. While no design is currently prepared, these phases will be a continuation of the phase 1 design intent, however, applied in different building typologies.

Phase 2 is anticipated to consist of up to 4 stories of residential apartments, garages and the neighborhood's amenity core. Phase 3 is anticipated to consist of 2-4 stories of residential apartments as well as the neighborhood's commercial components, including a convenience store and a neighborhood main street concept, potentially incorporating micro retail, amenity space, and live/work units.

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/06 June/UDR25047 - Foxtail Meadows Redevelopment updates/UDR25048_Foxtail Meadows Update.docx`



https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/06 June/UDR25047 - Foxtail Meadows Redevelopment updates/UDR25048_Foxtail Meadows Update.docx`


PIONEERS BLVD
Phase 3
Phase 1A
Phase 1B
Phase 1D
Phase 1C
Phase 2

HOPPE
DEVELOPMENT

The Clark Enersen Partners

daa

Urb

Urban Design Review

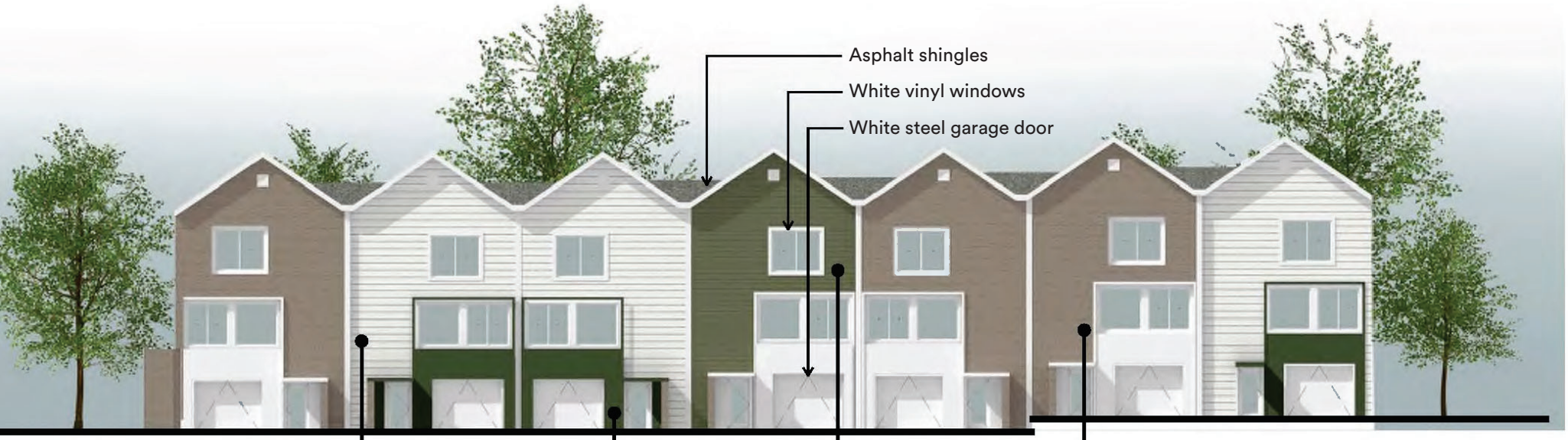
10.04.22

HOPPE

The Clark Enersen Partners

Cluster 1 Front Elevation

Urban Design Review 10.04.22

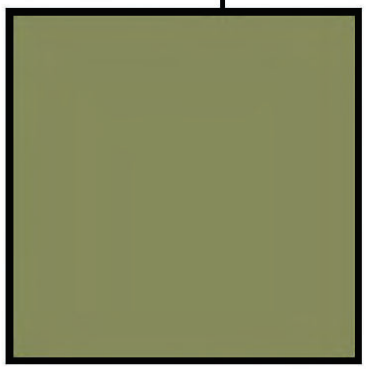


Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish



Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Leapfrog, SW6431

Fiber Cement Panel

Hardie Lap Siding

Mountain Sage, 7” exposure

Smooth Finish

Brick

Yankee Hill

Frosty Sahara

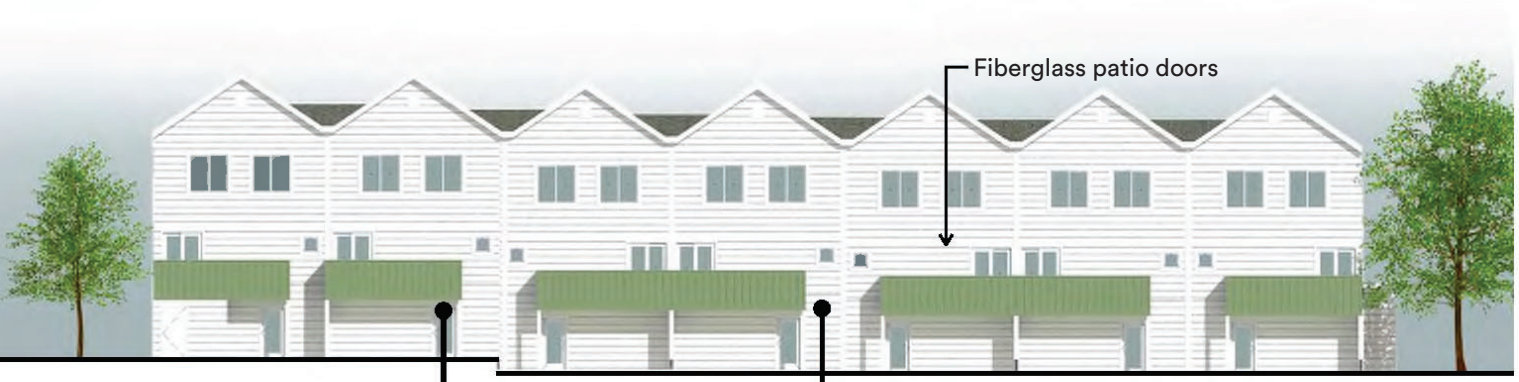
Modular Running Bond

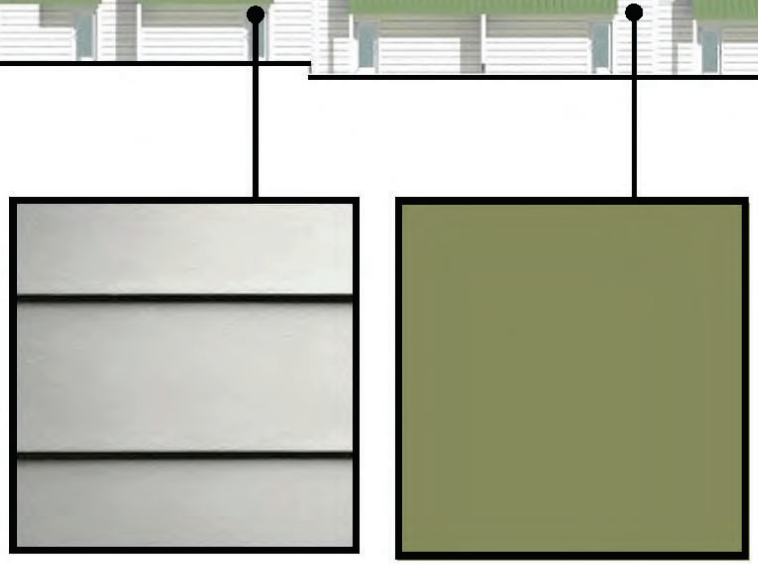
HOPPE DEVELOPMENT

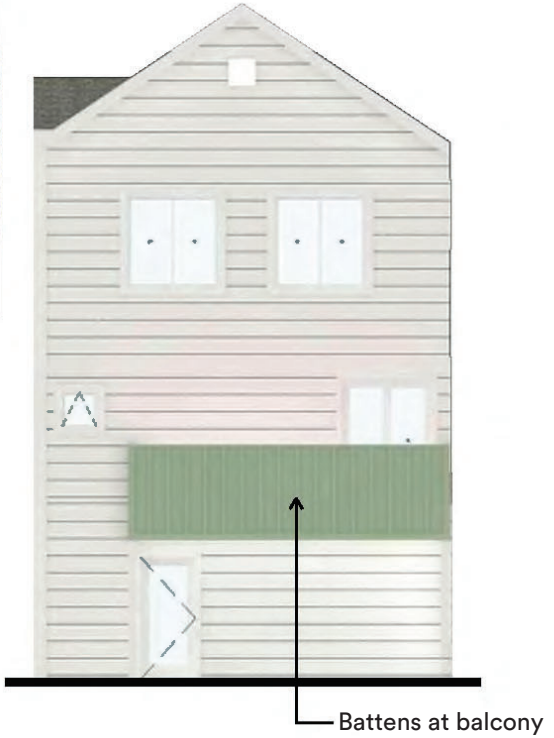
The Clark Enersen Partners

Cluster 1 Front Elevation
Proposed cladding materials

Urban Design Review 10.04.22







Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Leapfrog, SW6431

Enlarged Unit Elevation

HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 1 Rear Elevation
Proposed cladding materials

Urban Design Review 10.04.22

Cluster 4 Front Elevation

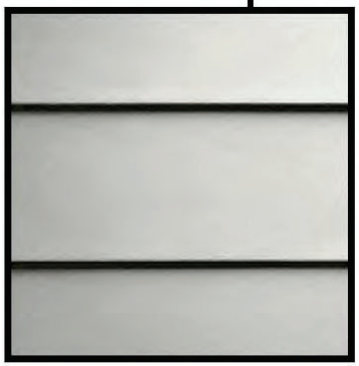
Urban Design Review 10.04.22

Fiber Cement Panel

Hardie Lap Siding

Mountain Sage, 7” exposure

Smooth Finish

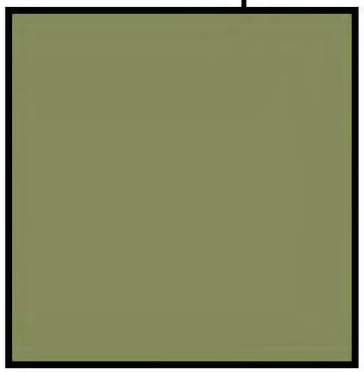


Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish



Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Leapfrog, SW6431

Brick

Yankee Hill

Frosty Sahara

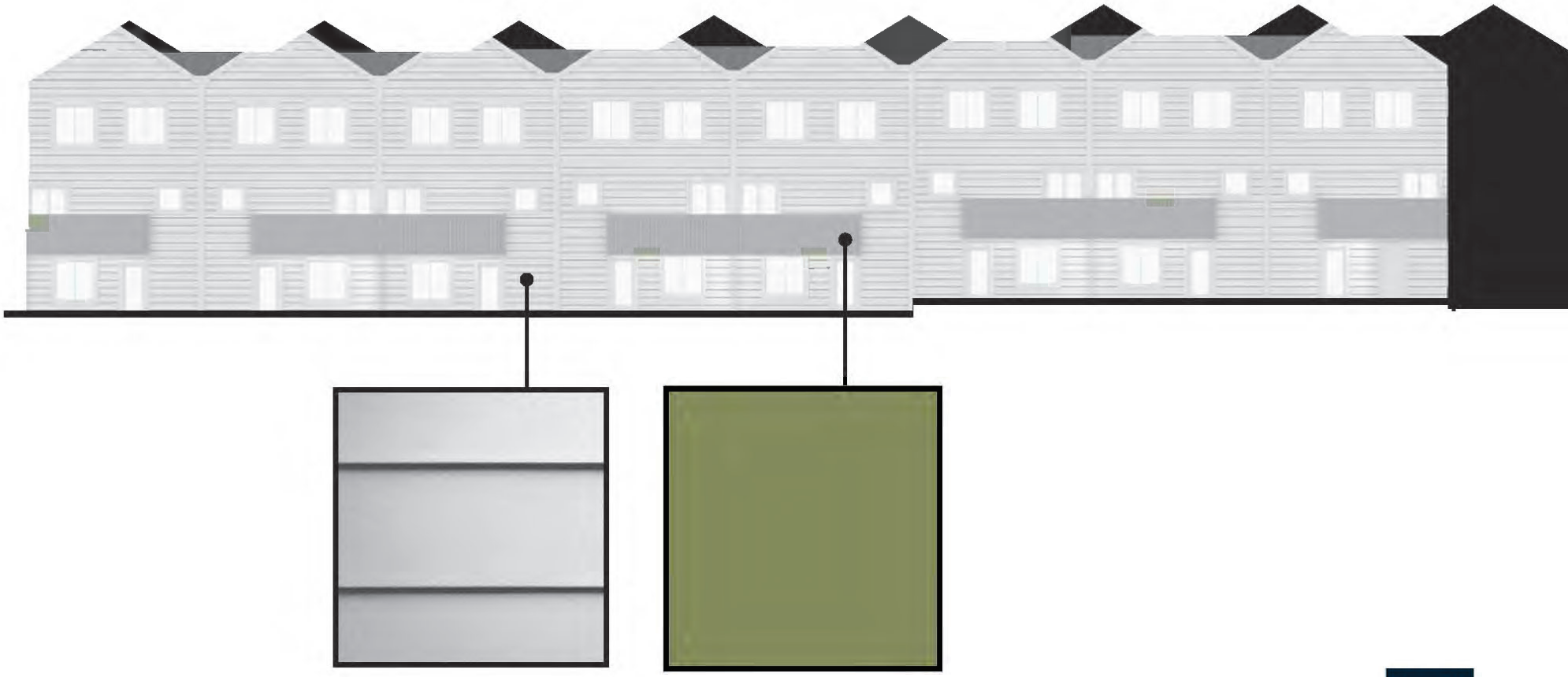
Modular Running Bond

HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 4 Front Elevation
Proposed cladding materials

Urban Design Review 10.04.22



Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Leapfrog, SW6431

HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 4 Front Elevation
Proposed cladding materials

Cluster 5 Front Elevation

Urban Design Review 10.04.22

ack to Top

HOPPE

The Clark Enersen Partners

Brick

Yankee Hill

Frosty Sahara

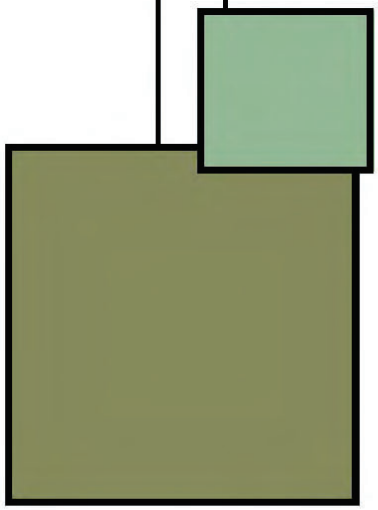
Modular Running Bond

Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish



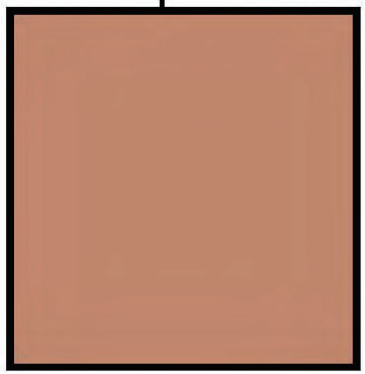
Window trim:
Sherwin
Williams Vegan,
SW6738

Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Leapfrog, SW6431



Fiber Cement Panel

Smooth Hardie Panel

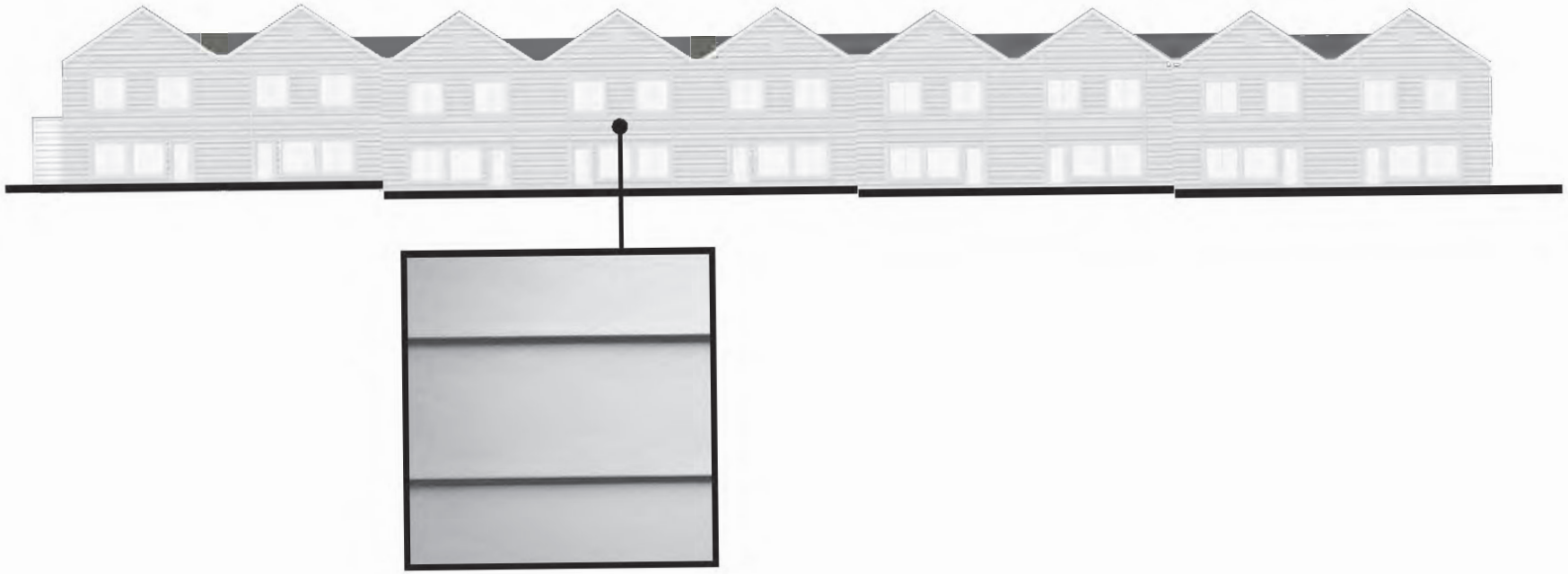
Paint: Sherwin Williams

Subdued Sienna, SW9009

HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 5 Front Elevation
Proposed cladding materials



Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 5 Rear Elevation
Proposed cladding materials

Cluster 6 Front Elevation

Urban Design Review 10.04.22

Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Leapfrog, SW6431

Brick

Yankee Hill

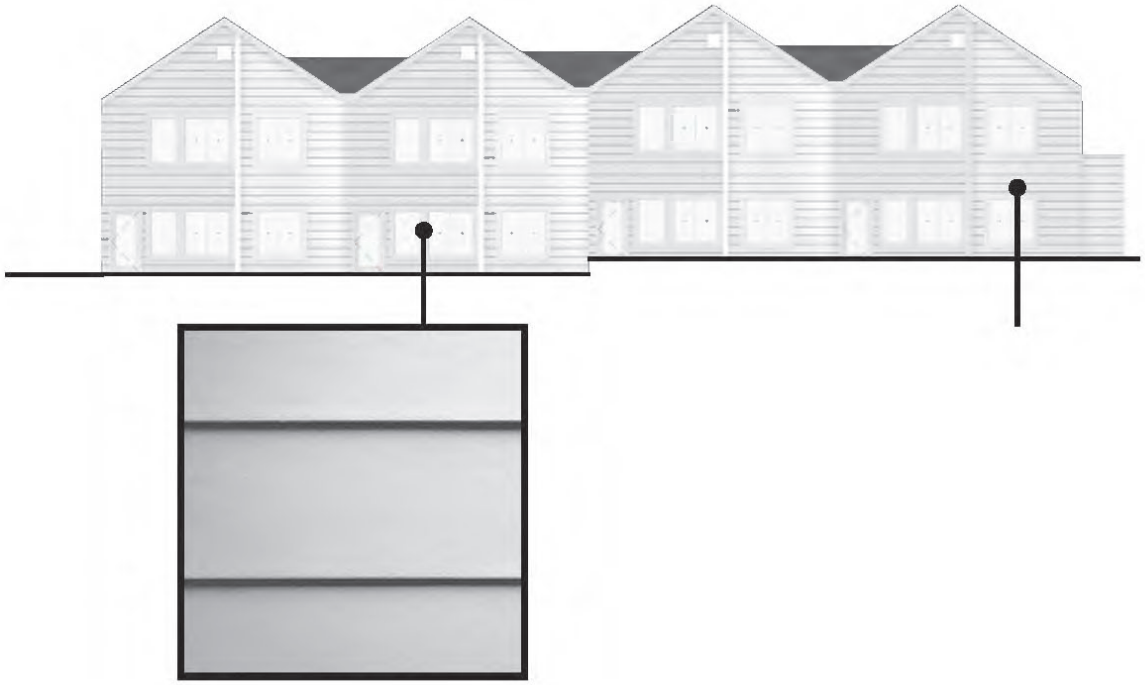
Frosty Sahara

Modular Running Bond

HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 6 Front Elevation
Proposed cladding materials



Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

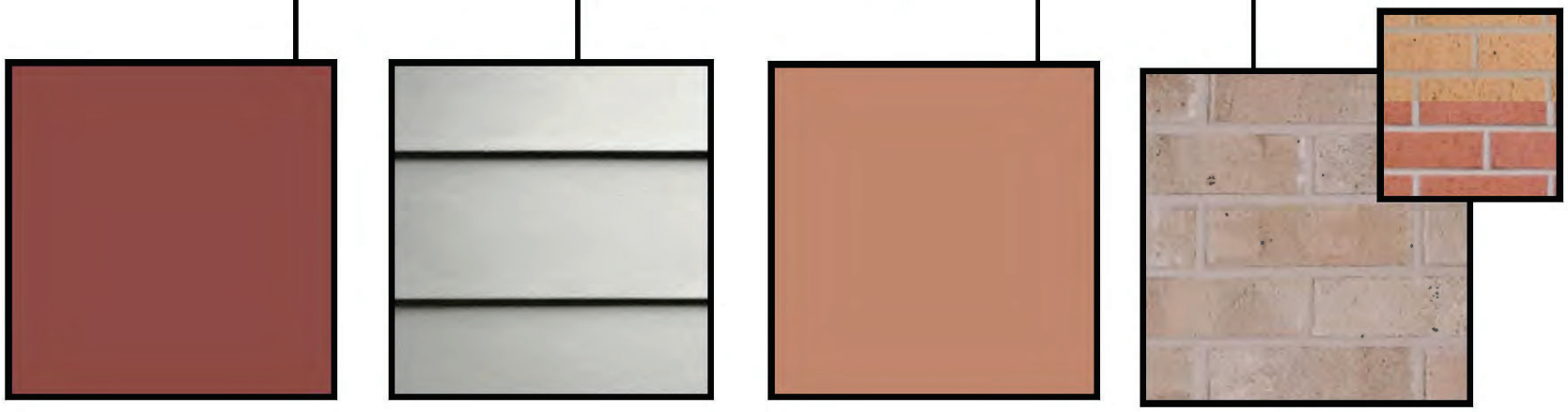
HOPPE DEVELOPMENT

The Clark Enersen Partners

Cluster 6 Front Elevation
Proposed cladding materials

Multifamily Building 2 Front Elevation

Urban Design Review 10.04.22



Painted Trim

Paint: Sherwin Williams

Bravado Red, SW6320

Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Subdued Sienna, SW9009

Yankee Hill Brick

Red-toned brick w/ Frosty Sahara Finish

Face Brick, Modular, Coated

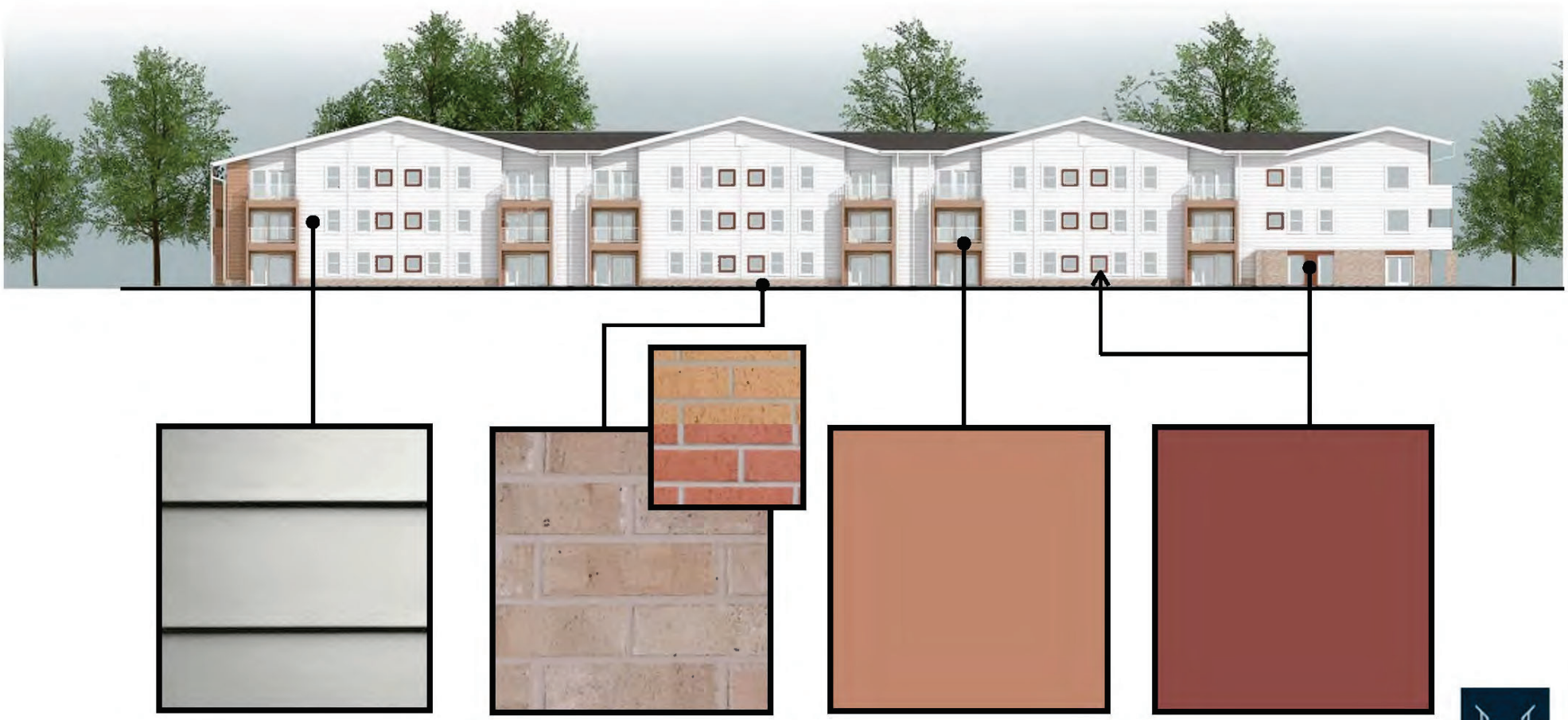
HOPPE DEVELOPMENT

The Clark Enersen Partners

Multifamily Building 2
Proposed cladding materials

Multifamily Building 2 Rear Elevation

Urban Design Review 10.04.22



Fiber Cement Siding

Hardie Lap Siding

Arctic White, 7” exposure

Smooth Finish

Yankee Hill Brick

Red-toned brick w/ Frosty Sahara Finish

Face Brick, Modular, Coated

Fiber Cement Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Subdued Sienna, SW9009

Painted trim and Panel

Smooth Hardie Panel

Paint: Sherwin Williams

Bravado Red, SW6320

HOPPE DEVELOPMENT

The Clark Enersen Partners

Multifamily Building 2
Proposed cladding materials

HOPPE
DEVELOPMENT

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HOPPE
DEVELOPMENT

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DEVELOPMENT

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HOPPE
DEVELOPMENT

The Clark Enersen Partners

daa

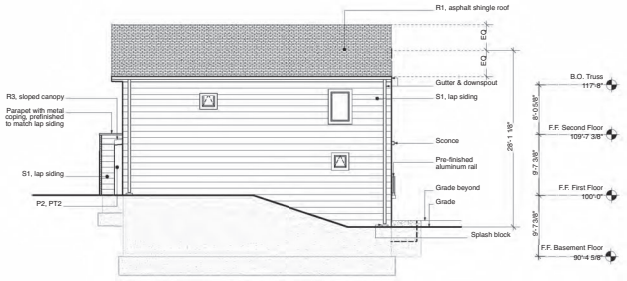
Urb

Phase 1C Single Family Residences

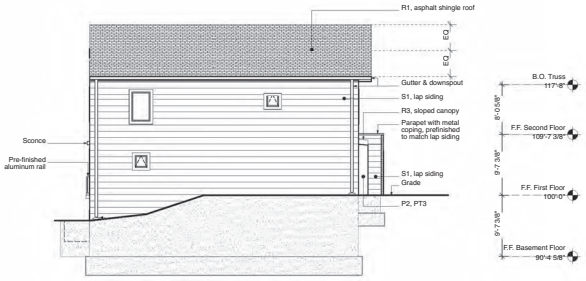
Urban Design Review 05.16.25

21 North Building Elevation: Clusters 1 & 3 Unit Types 1 & 2
Scale: 1/8" = 1'-0"

41 South Building Elevation: Clusters 1 & 3 Unit Types 1 & 2
Scale: 1/8" = 1'-0"



51 East Building Elevation: Clusters 1 & 3 Unit Type 1
Scale: 1/8" = 1'-0"



53 West Building Elevation: Clusters 1 & 3 Unit Type 1
Scale: 1/8" = 1'-0"

General Notes
1. See A-500 for information on window heights & trim details.
2. All exposed vents to be painted to match adjacent siding. Gable vents at brick to be PT1.
3. All gutters and fascia to be TR1, UON.
4. All vertical trim behind downspouts to be TR2.
5. All eaves and fascia to be TR5.
6. All roof soffits to be P1.
7. Use TR6 at Hardie panel seams and for other decorative trim.

daa
deold andersen architecture, llc
1717 VINTON STREET OMAHA, NE 68108
T: (402) 345 7624 WWW.D-AARCH.COM
Certificate of Authorization: CA-2819

Foxtail Townhomes
Lincoln, Nebraska

Hoppe Development
5631 S. 48th Suite 220
Lincoln, NE 68516

Civil Engineer
Clark & Enersen
1010 Lincoln Mall Suite 200
Lincoln, NE 68508

0 5 10 20
SCALE: 1/8" = 1'-0"

100% Construction Documents

NOT FOR CONSTRUCTION
08.08.23

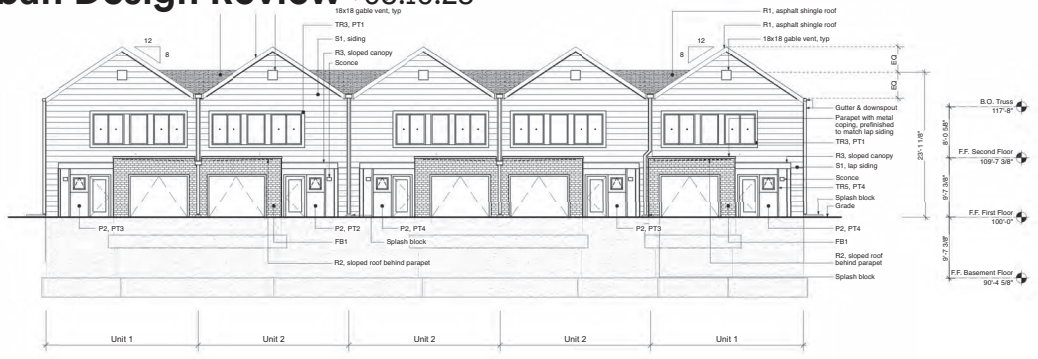
REV.	DATE	DESCRIPTION

Reviewed By: GJD
Drawn By: JM
Date: 08.08.23
Project ID: 23020.00

Sheet Title
Building Elevations: Clusters 1 & 3
Sheet No.
A-200

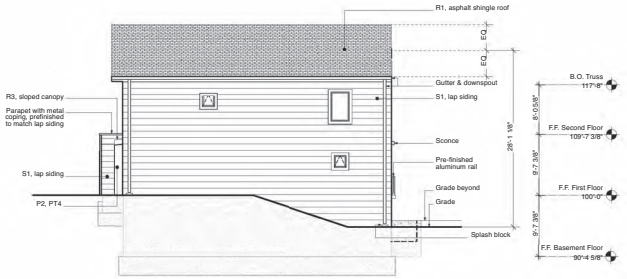
Phase 1C Single Family Residences

Urban Design Review 05.16.25

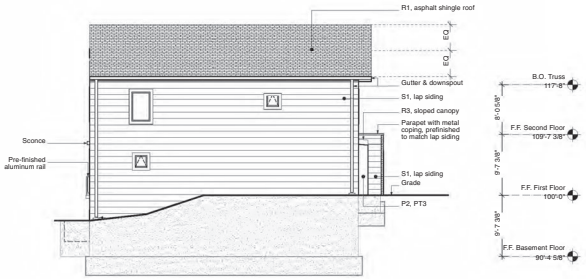


21 North Building Elevation: Clusters 1 & 3 Unit Types 1 & 2
Scale: 1/8" = 1'-0"

41 South Building Elevation: Clusters 1 & 3 Unit Types 1 & 2
Scale: 1/8" = 1'-0"



51 East Building Elevation: Clusters 1 & 3 Unit Type 1
Scale: 1/8" = 1'-0"



53 West Building Elevation: Clusters 1 & 3 Unit Type 1
Scale: 1/8" = 1'-0"

General Notes
1. See A-500 for information on window heights & trim details.
2. All gable vent vents to be painted to match adjacent siding. Gable vents at brick to be PT1.
3. All gable vents to be TR1 | UON.
4. All vertical trim behind downspouts to be TR2.
5. All eaves and fascia to be TR5.
6. All roof soffits to be P1.
7. Use TR6 at Hardie panel seams and for other decorative trim.

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1717 VINTON STREET OMAHA, NE 68108
T: (402) 345 7624 WWW.D-AARCH.COM
Certificate of Authorization: CA-2819

Foxtail Townhomes
Lincoln, Nebraska

Hoppe Development
5631 S. 48th Suite 220
Lincoln, NE 68516

Civil Engineer
Clark & Enersen
1010 Lincoln Mall Suite 200
Lincoln, NE 68508

0 5 10 20
SCALE: 1/8" = 1'-0"

100% Construction Documents

NOT FOR CONSTRUCTION
08.08.23

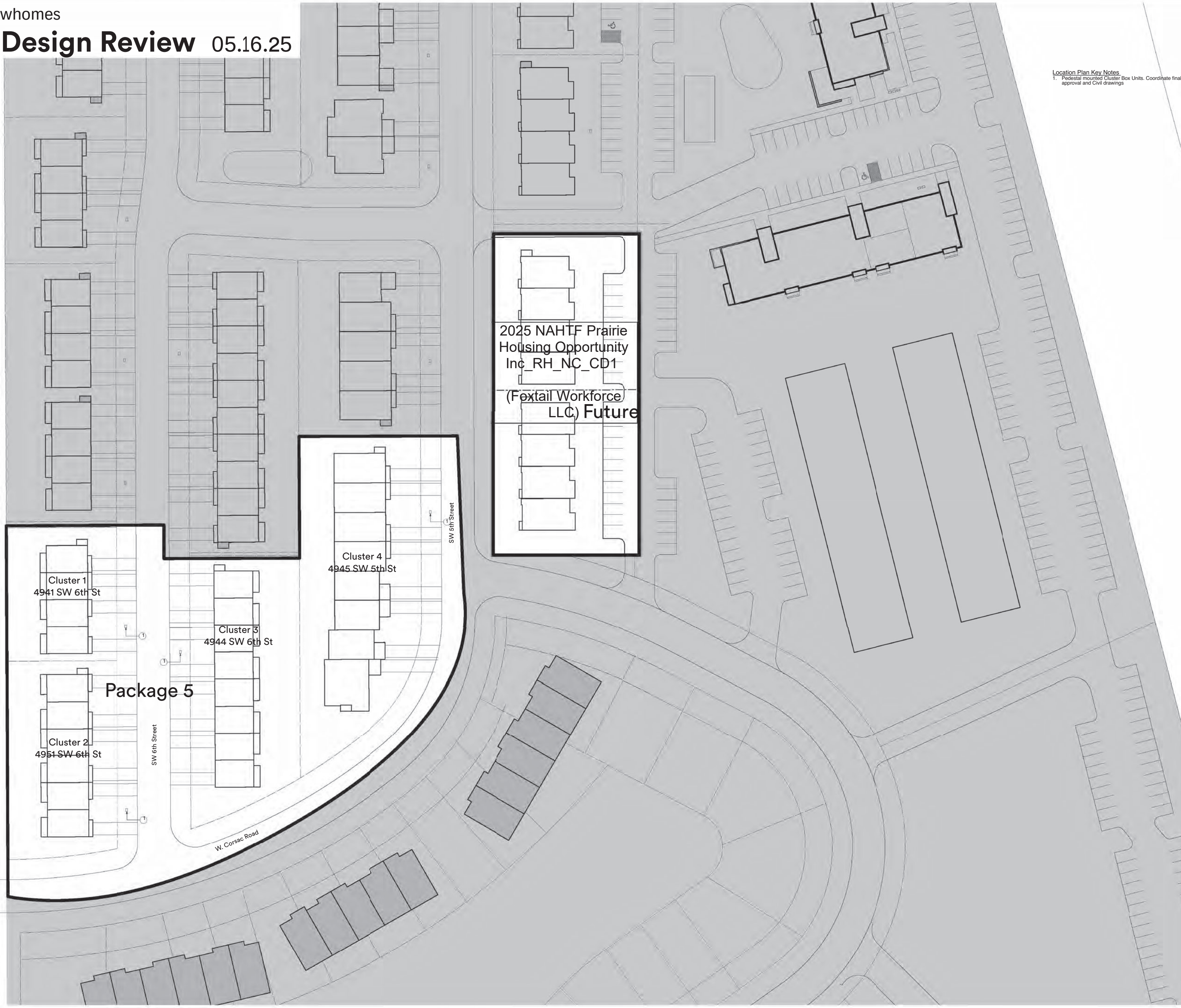
REV.	DATE	DESCRIPTION

Reviewed By: GJD
Drawn By: JM
Date: 08.08.23
Project ID: 23020.00

Sheet Title
Building Elevations: Cluster 2
Sheet No.
A-201

Phase 1D Rowhomes

Urban Design Review 05.16.25



Location Plan Key Notes

1. Pedestal mounted Cluster Box Units. Coordinate final location with USPS approval and Civil drawings

0 25 50 75
SCALE: 1" = 30.00'

51 Location Plan
Scale: 1" = 30'-0"

N

deold andersen architecture, llc
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Foxtail Meadows Package 5

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100% Construction Documents
Issue for Bid & Permit

ARCHITECT
GEOFFREY J. DEOLD
A-4634
09.26.24
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

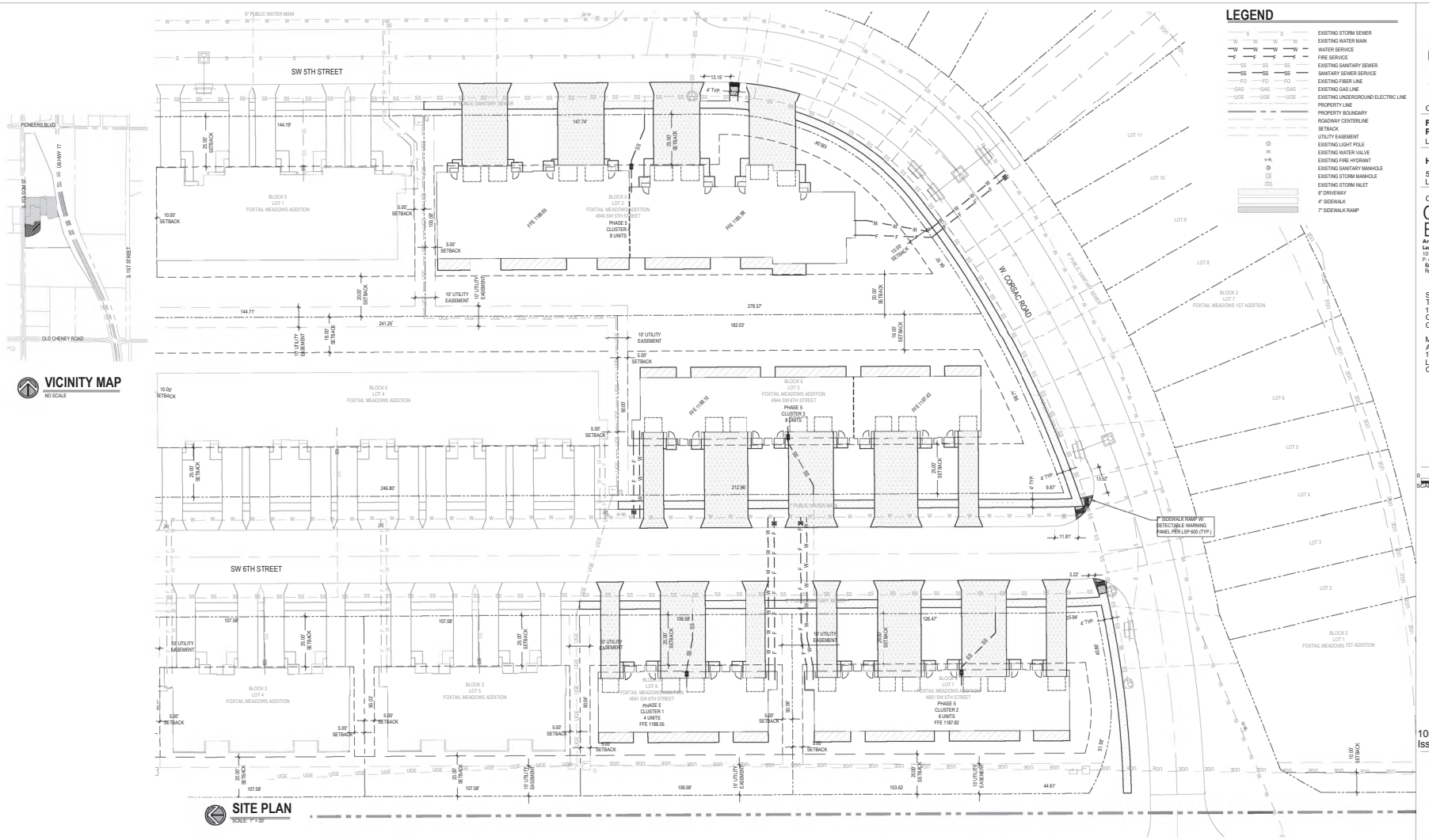
Reviewed By	Drawn By
GJD	AE

Date
09.26.24

Project ID
24022.00

Sheet Title
Location Plan

Sheet No.
G-002



VICINITY MAP
NO SCALE

SITE PLAN
SCALE: 1" = 20'

SITE INFORMATION

FOXTAIL MEADOWS ADDITION: BLOCK 3, LOTS 6 & 7 FOXTAIL MEADOWS ADDITION: BLOCK 5, LOTS 2 & 3	
ADDRESS:	4945 SW 6TH STREET 4541 SW 6TH STREET 4944 SW 6TH STREET 4551 SW 6TH STREET
ZONING: R-4 PUD	
TOTAL PARKING REQUIRED:	39 STALLS
TOTAL GARAGE PARKING PROVIDED:	39 STALLS
TOTAL TANDEM PARKING PROVIDED:	26 STALLS

GENERAL NOTES

1. THE GENERAL CONTRACTOR SHALL VERIFY ALL EXISTING SITE CONDITIONS SHOWN ON PLAN, ANY DISCREPANCIES NOTICED IN FIELD SHALL BE RELAYED TO ENGINEER/ OWNER PRIOR TO COMMENCEMENT OF WORK.

2. UNDERGROUND IMPROVEMENTS ARE UNKNOWN. UTILITY LOCATIONS ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING UTILITIES AND SHALL REPAIR ANY SUCH DAMAGE AT HIS OWN EXPENSE. THE CONTRACTOR SHALL HAVE ALL UTILITIES LOCATED THROUGH THE "ONE CALL" SYSTEM BEFORE DIGGING. CALL THE UNDERGROUND HOTLINE FOR UTILITY LOCATIONS AT 1-800-331-5666

3. PRIOR TO MOVING OFF THE JOB THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND REQUEST A FINAL WALK-THROUGH OF THE CONSTRUCTION SITE.

4. ALL SPOIL MATERIAL SHALL BE REMOVED FROM THE SITE. NO SEPARATE PAYMENT SHALL BE MADE FOR DISPOSAL OF SPOIL MATERIAL. IT SHALL BE CONSIDERED SUBSIDIARY TO THE PRICE BID.

5. A PORTABLE RESTROOM FACILITY WILL BE REQUIRED ON-SITE DURING CONSTRUCTION ACTIVITIES.

6. ANY ON-SITE FUELING WILL COMPLY WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.

7. A CONCRETE TRUCK WASHOUT WILL BE LOCATED ON SITE.

8. THE CONTRACTOR SHALL REPAIR OR REPLACE ALL EROSION CONTROL MEASURES DAMAGED BY CONSTRUCTION ACTIVITIES OR BY RAIN EVENTS.

9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION.

10. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT, FACE OF BUILDING, OR BACK OF CURB. FOLLOW WRITTEN DIMENSIONS. DO NOT SCALE. DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

11. CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL & SAFETY MEASURES.

12. ALL DISABLED PARKING STALLS SHALL BE IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (FEDERAL REGISTER/ VOL. 58 NO. 144/RULES AND REGULATIONS).

13. CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY COMPANIES TO COORDINATE CONNECTIONS.

14. CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND DUST CONTROL. ANY DAMAGE FROM BLOWING DUST OR EROSION AND RUNOFF FROM THE SITE SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

15. CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL PROPERTY CORNERS.

16. COORDINATE PAVEMENT WORK WITH ADJACENT UTILITY CONSTRUCTION.

17. CURB RAMPS SHALL BE 7" THICK, SIDEWALKS SHALL BE 4" THICK, AND DRIVEWAYS SHALL BE 6" THICK. INSTALL DETECTABLE WARNINGS ON RAMPS ADJACENT TO ROADWAYS WHERE DEPICTED ON PLANS. CURB RAMPS TO BE CONSTRUCTED PER LINCOLN STANDARD PLAN 600.

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0 10 20 40
SCALE: 1" = 20.00'

100% Construction Documents
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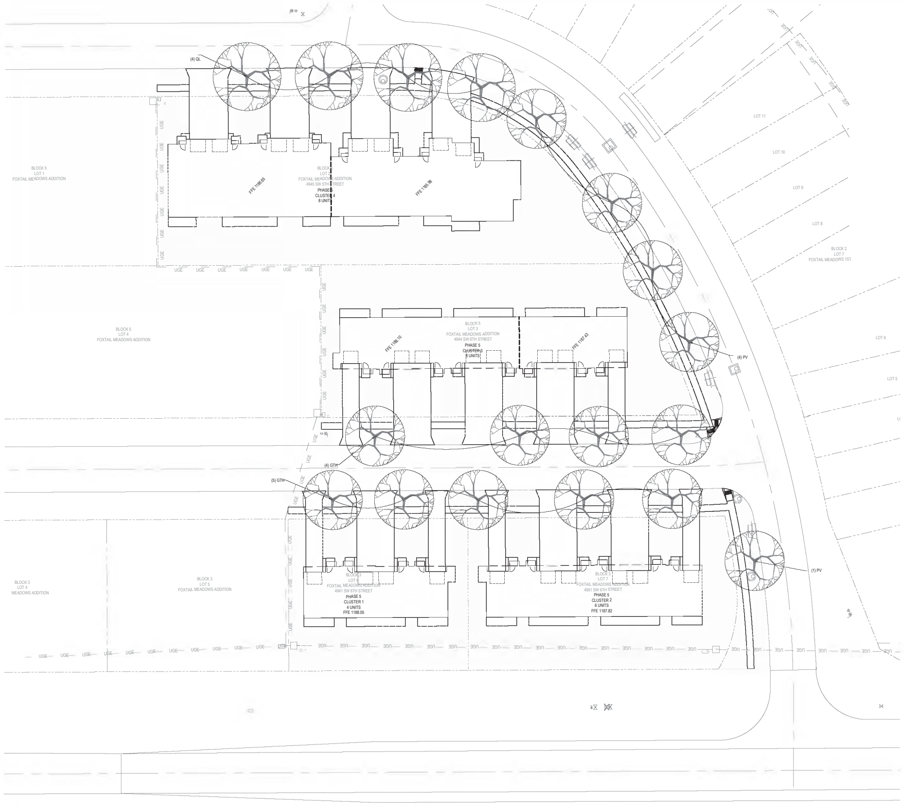
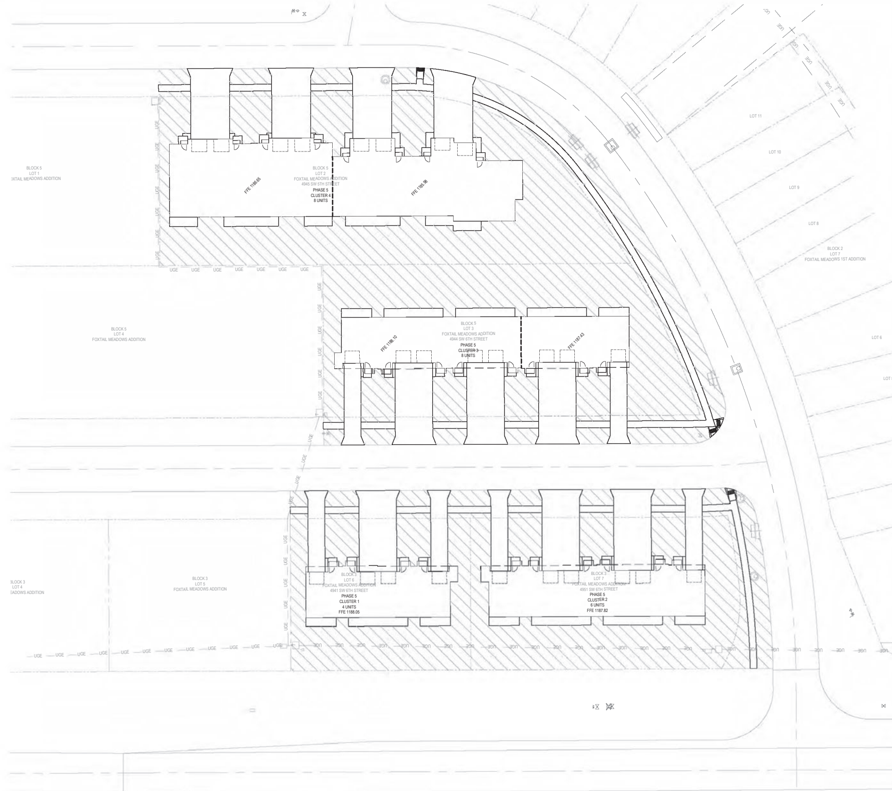
REV.	DATE	DESCRIPTION

Reviewed By: TG
Drawn By: LS
Date: September 26, 2024
Project No.: 450-001-22
Sheet Title: **Site Plan**
Sheet No.: **C-200**



LANDSCAPE PLAN
SCALE: 1" = 30'



IRRIGATION PLAN
SCALE: 1" = 30'

IRRIGATION LEGEND

TYPE 'A'

TYPE 'A' ZONE: MAINTAINED TURF
- ~~IRRIGATE TURF~~ AREAS W/ SPRAY OR ROTOR TYPE SYSTEMS
- SPRAY WATER AWAY FROM SIDEWALKS, PARKING AREAS AND BUILDINGS, TYPICAL
- DO NOT LOCATE HEADS ADJACENT TO TREES, TYPICAL
- DESIGN SHALL PROVIDE 100% HEAD TO HEAD COVERAGE, TYPICAL

IRRIGATION NOTES:

1. DESIGN AND INSTALL A COMPLETE IRRIGATION SYSTEM FOR THE ENTIRE SITE. REFER TO THE IRRIGATION LEGEND AND PLAN FOR TYPE OF IRRIGATION IN EACH AREA.
2. PROVIDE LOOPED IRRIGATION MAINLINE AND A MASTER VALVE FOR THE IRRIGATION SYSTEM.
3. PROVIDE QUICK COUPLERS AT A MAXIMUM INTERVAL OF 100' ALONG PERIMETER OF PARKING LOT AND ENTRY SIDEWALKS.
4. REFER TO PLAN FOR WATER CONNECTION LOCATION, FIELD VERIFY.

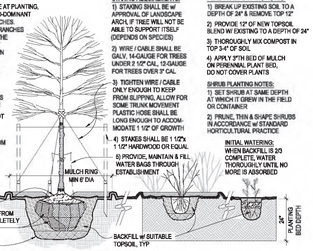
TREE PLANTING NOTES:
1) DO NOT HEAVILY PRUNE THE TREE AT PLANTING, PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, & BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS & LATERAL BRANCHES MAY BE PRUNED. DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN
2) MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE
3) SET TOP OF ROOT BALL 1-2 INCHES HIGHER THAN SURROUNDING GRADE
4) APPLY 3"TH WOOD MULCH, DO NOT PLACE MULCH IN DIRECT CONTACT w/ TREE TRUNK
5) APPLY TREE WRAP TO TRUNK FROM THE BTM UPWARD, SECURE w/ TAPE
6) EACH TREE MUST BE PLANTED SUCH THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL w/ SOIL
7) REMOVE ALL TWINE, ROPE, WIRE FROM THE UPPER 1/3 OF ROOT BALL. COMPLETELY REMOVE WIRE BASKETS & BURLAP
8) PLACE ALL ROOT BALLS ON UN-EXCAVATED OR TAMPED SOIL, TYP

STAKING REQUIREMENTS:
1) STAKING SHALL BE w/ APPROVAL OF LANDSCAPE ARCH, IF TREE WILL NOT BE ABLE TO SUPPORT ITSELF (DEPENDS ON SPECIES)
2) WIRE / CABLE SHALL BE GALV, 14-GAUGE FOR TREES UNDER 2 1/2" CAL, 12-GAUGE FOR TREES OVER 3" CAL
3) TIGHTEN WIRE / CABLE ONLY ENOUGH TO KEEP FROM SLIPPING, ALLOW FOR SOME TRUNK MOVEMENT PLASTIC HOSE SHALL BE LONG ENOUGH TO ACCOMMODATE 1 1/2" OF GROWTH
4) STAKES SHALL BE 1 1/2"x 1 1/2" HARDWOOD OR EQUAL
5) PROVIDE, MAINTAIN & FILL WATER BAGS THROUGH ESTABLISHMENT

PERENNIAL PLANTING NOTES:
1) BREAK UP EXISTING SOIL TO A DEPTH OF 24" & REMOVE TOP 12"
2) PROVIDE 12" OF NEW TOPSOIL BLEND W/ EXISTING TO A DEPTH OF 24"
3) THOROUGHLY MIX COMPOST IN TOP 3-4" OF SOIL
4) APPLY 3"TH BED OF MULCH ON PERENNIAL PLANT BED, DO NOT COVER PLANTS

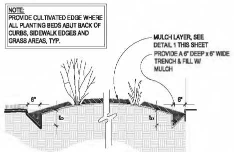
SHRUB PLANTING NOTES:
1) SET SHRUB AT SAME DEPTH AT WHICH IT GREW IN THE FIELD OR CONTAINER
2) PRUNE, THIN & SHAPE SHRUBS IN ACCORDANCE w/ STANDARD HORTICULTURAL PRACTICE

INITIAL WATERING:
WHEN BACKFILL IS 2/3 COMPLETE, WATER THOROUGHLY UNTIL NO MORE IS ABSORBED



1 PLANTING INSTALLATION DETAILS
SCALE: 1/2"=1'-0" (IN ALL SOIL TYPES)

NOTE:
PROVIDE CULTIVATED EDGE WHERE ALL PLANTING BEDS ABUT BACK OF CURBS, SIDEWALK EDGES AND GRASS AREAS, TYP.



2 CULTIVATED MULCH EDGE
SCALE: ¾"=1'-0"

SOD

SOD BLEND SHALL INCORPORATE A MINIMUM OF:
- 3 OF THE TOP 25% PERFORMING TALL GRASS FESCUES
- 3 OF THE TOP 25% PERFORMING KENTUCKY BLUE GRASS

PERFORMANCE SHALL BE BASED ON NTEP'S 2015 TURF GRASS RANKINGS.

PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE & METHOD OF HANDLING	DESIGN HEIGHT & SPREAD
TREES				
GTH	GLEDITSIA TRIANCANTHOS VAR. INERMIS 'IMPERIAL'	IMPERIAL HONEYLOCUST	2 1/2" CAL/ B&B/ 12'-14' HT MIN	35' HEIGHT, 35' SPREAD
QL	QUERCUS LYRATA	LYRATA OAK	2 1/2" CAL/ B&B/ 12'-14' HT MIN	40' HEIGHT, 40' SPREAD
PV	PRUNUS VIRGINIANA	CANADA RED CHOKECHERRY	2 1/2" CAL/ B&B/ 12'-14' HT MIN	30' HEIGHT, 20' SPREAD

GENERAL NOTES:

1. PROVIDE A CULTIVATED EDGE FOR ALL PLANTING BED EDGING AND WHERE BEDS ABUT BACK OF CURBS AND SIDEWALKS. REFERENCE DETAIL 2, THIS SHEET.

2. CONTRACTOR SHALL MULCH ALL PLANTING BEDS AND TREE PITS. REFERENCE DETAIL 1, THIS SHEET.

3. PROVIDE 6" OF TOPSOIL FOR TURF AREAS AND 12" FOR PLANTING BEDS. REFERENCE DETAIL 1 FOR PLANTING BED DEPTH AND PREPARATION REQUIREMENTS AND GRADING PLAN. DISTRIBUTE TOPSOIL STOCKPILE FROM THE PREVIOUS EARTHWORK PACKAGE. ADDITIONAL SOIL MAY BE NECESSARY TO MEET DEPTH REQUIREMENTS.

4. PROVIDE SUPPLEMENTAL WATERING BEYOND IRRIGATION TO ESTABLISH PLANT MATERIAL. IF GATOR BAGS OR SIMILAR PRODUCT ARE USED AS SUPPLEMENTAL WATER FOR TREE, ENSURE THAT THE BAGS ARE REGULARLY FILLED.

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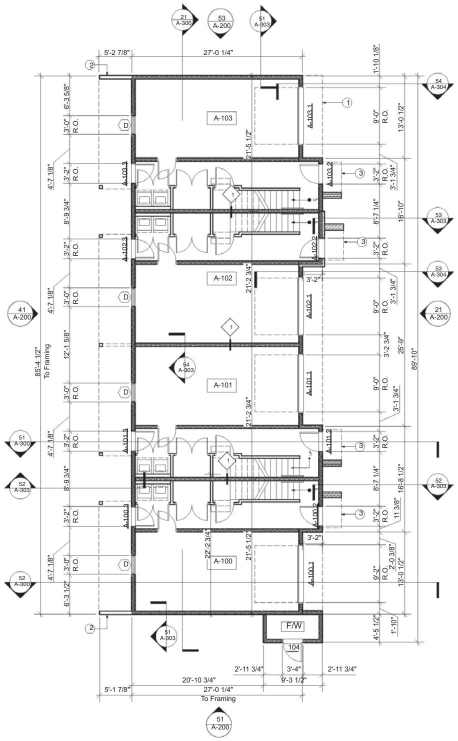
100% Construction Documents
Issue for Bid & Permit

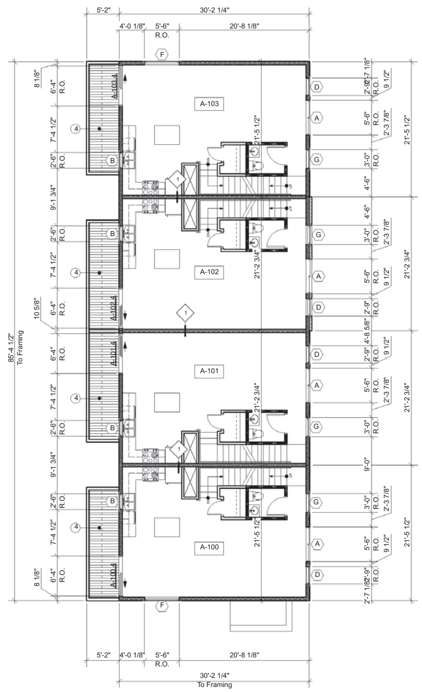
PROFESSIONAL CIVIL ENGINEER LUKE A. SUMMERS E-15206 STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

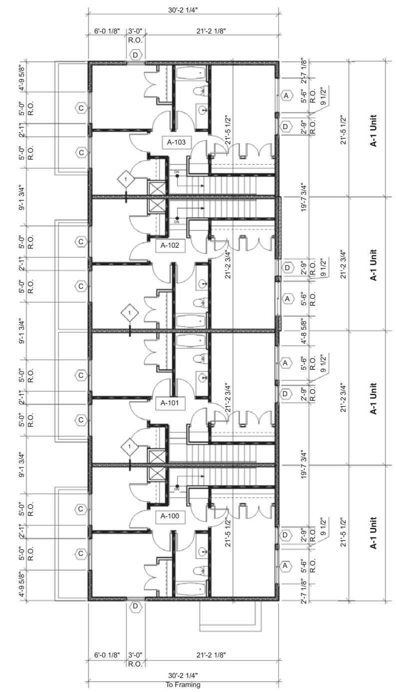
Reviewed By: TG
Drawn By: LS
Date: September 26, 2024
Project No.: 450-001-22
Sheet Title: **Landscape & Irrigation Plan**
Sheet No.: **L-600**



31 First Floor Plan: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"



32 Second Floor Plan: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"



33 Third Floor Plan: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"

Clusters 1 & 2 Floor Plan Key Notes
1. Dash indicates soffit abv.
2. W3
3. Dash indicates canopy abv.
4. CD1

Clusters 1 & 2 Floor Plan General Notes
1. Exterior walls dimensioned on these plans. Interior partitions dimensions on 800 series.
2. Exterior doors & windows identified and located on these plans. Interior doors identified and located on 800 series.
3. See G-001 for exterior assembly types.

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0 5 10 20
SCALE: 1/8" = 1'-0"

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ARCHITECT GEOFFREY J. DEOLD A-4034 09.26.24 STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

Reviewed By	Drawn By
GJD	AE

Date
09.26.24

Project ID
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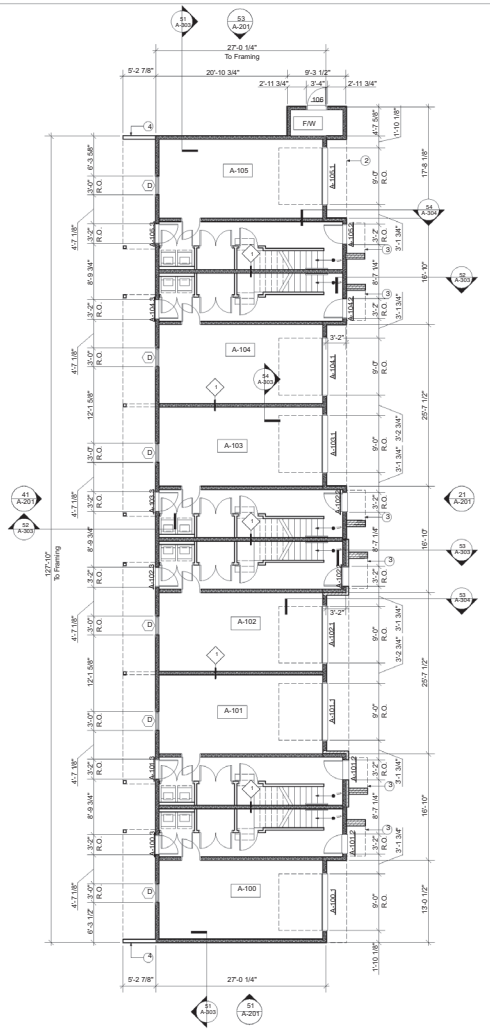
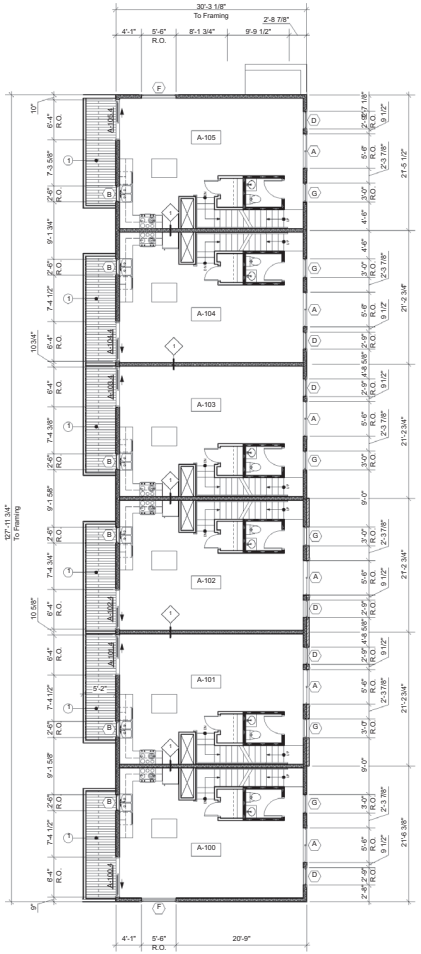
Sheet Title
Floor Plans: Cluster 1 A-1 Units

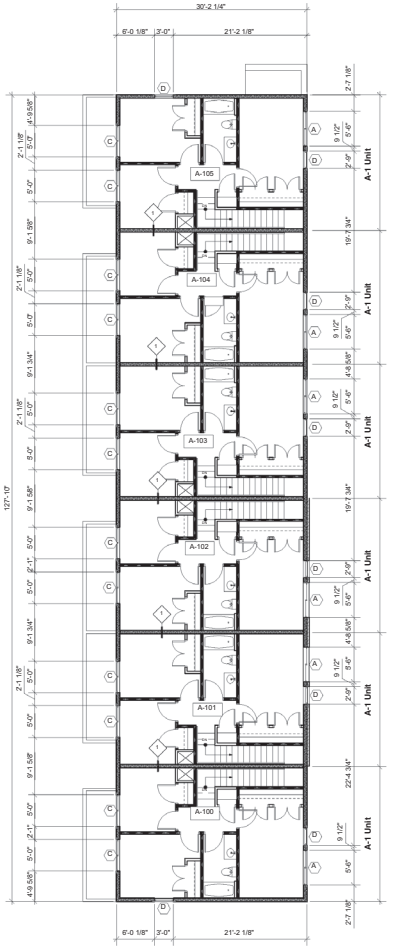
Sheet No.
A-100



41 First Floor Plan: Cluster 2 A Units
Scale: 1/8" = 1'-0"



42 Second Floor Plan: Cluster 2 A Units
Scale: 1/8" = 1'-0"



43 Third Floor Plan: Cluster 2 A Units
Scale: 1/8" = 1'-0"

Cluster 2 Floor Plan Key Notes
1. GD1
2. Dash indicates soffit abv.
3. Dash indicates canopy abv.
4. WD

Cluster 2 Floor Plan General Notes
1. Exterior walls dimensioned on these plans. Interior partitions dimensions on 800 series.
2. Exterior doors & windows identified and located on these plans. Interior doors identified and located on 800 series.
3. See G-001 for exterior assembly types.

0 5 10 20
SCALE: 1/8" = 1'-0"

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ARCHITECT
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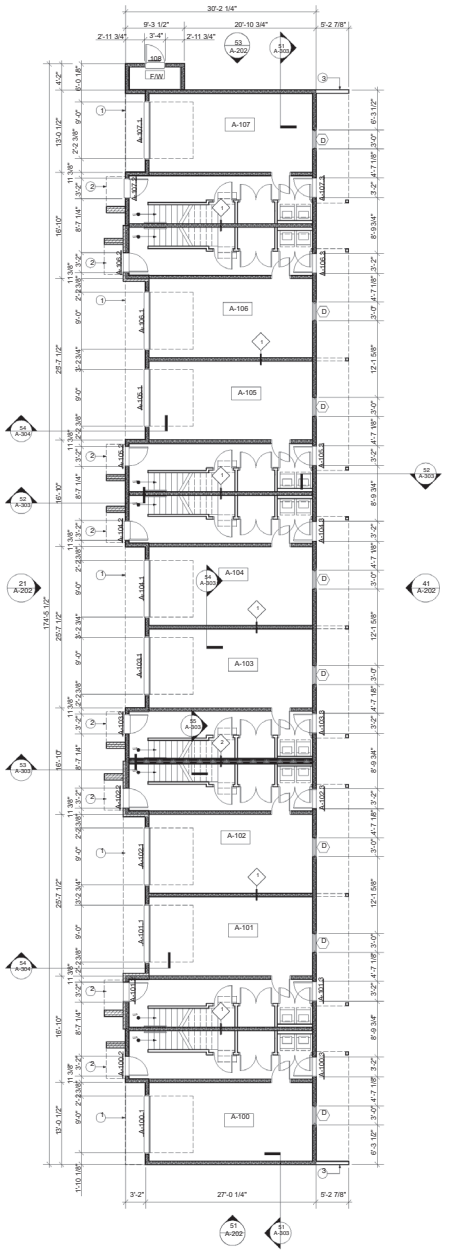
09.26.24
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

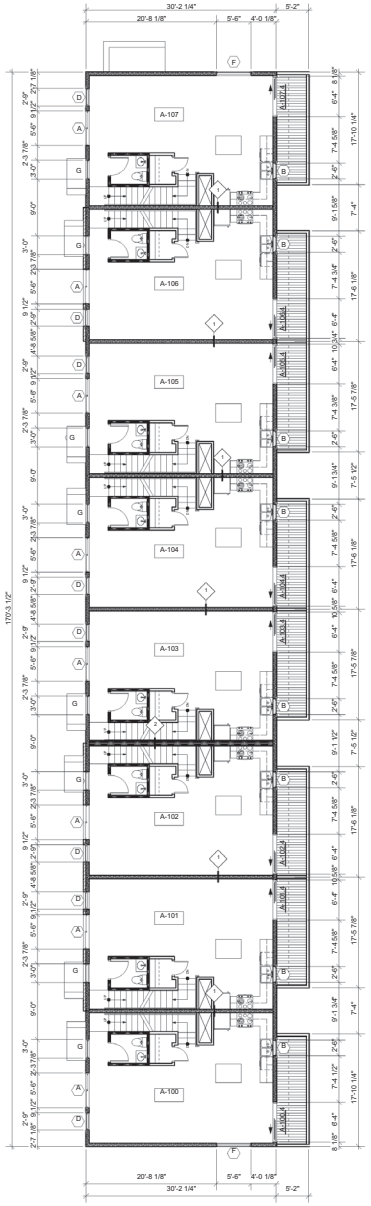
Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

Sheet Title
Floor Plans: Cluster 2 A-1 Units

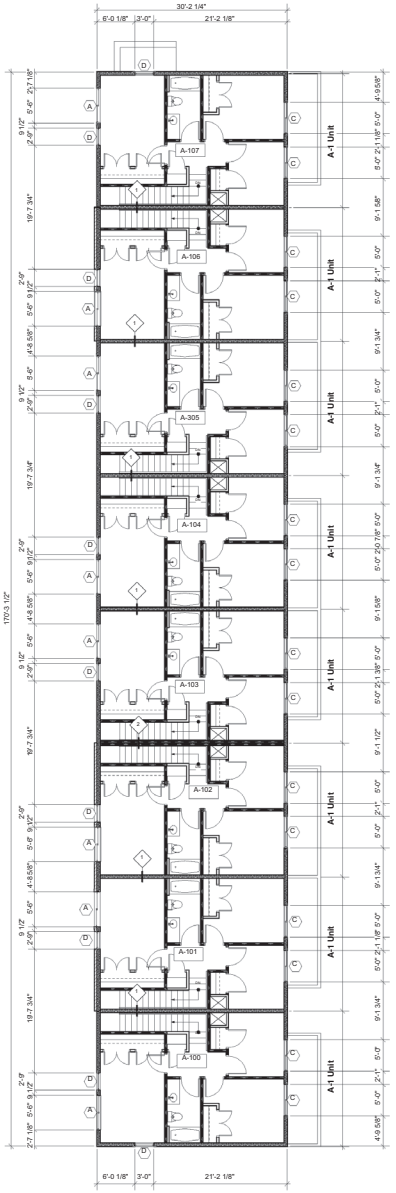
Sheet No.
A-101



51 First Floor Plan: Cluster 3 A-1 Units
Scale: 1/8" = 1'-0"



52 Second Floor Plan: Cluster 3 A-1 Units
Scale: 1/8" = 1'-0"



53 Third Floor Plan: Cluster 3 A-1 Units
Scale: 1/8" = 1'-0"

Cluster 3 Floor Plan Key Notes
1. Dash indicates soffit abv.
2. Dash indicates canopy abv.
3. W3

Cluster 3 Floor Plan General Notes
1. Exterior walls dimensioned on these plans. Interior partitions dimensions on 800 series.
2. Exterior doors & windows identified and located on these plans. Interior doors identified and located on 800 series.
3. See G-001 for exterior assembly types.

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0 5 10 20
SCALE: 1/8" = 1'-0"

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ARCHITECT
GEOFFREY J. DEOLD
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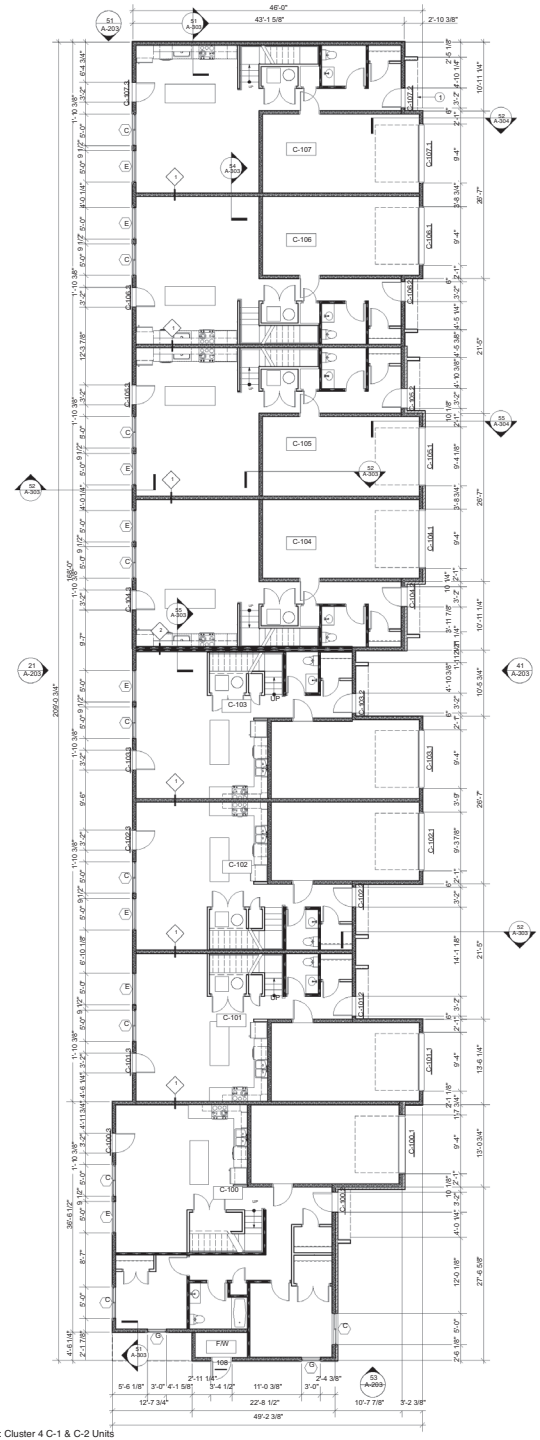
09.26.24
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

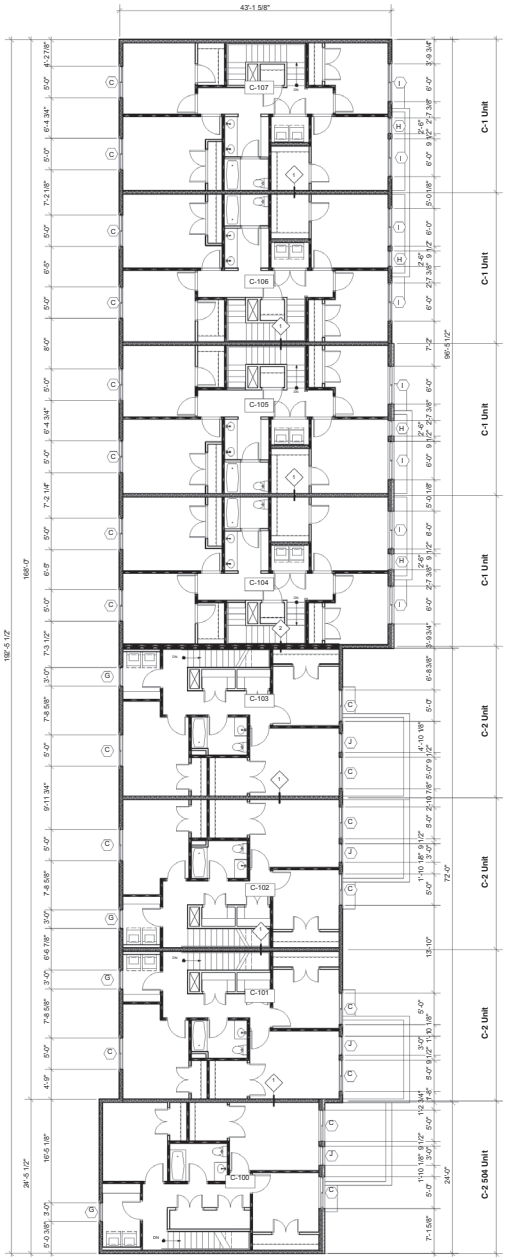
Sheet Title
Floor Plans: Cluster 3 A-1 Units

Sheet No.
A-102



51 First Floor Plan: Cluster 4 C-1 & C-2 Units
Scale: 1/8" = 1'-0"

N



52 Second Floor Plan: Cluster 4 C-1 & C-2 Units
Scale: 1/8" = 1'-0"

N

Cluster 4 Floor Plan Key Notes
1. Dash indicates canopy abv.

Clusters 4 Floor Plan General Notes
1. Exterior walls dimensioned on these plans. Interior partitions dimensions on 800 series.
2. Exterior doors & windows identified and located on these plans. Interior doors identified and located on 800 series.
3. See G-001 for exterior assembly types.

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SCALE: 1/8" = 1'-0"

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REV.	DATE	DESCRIPTION

Reviewed By	Drawn By
GJD	AE

Date
09.26.24

Project ID
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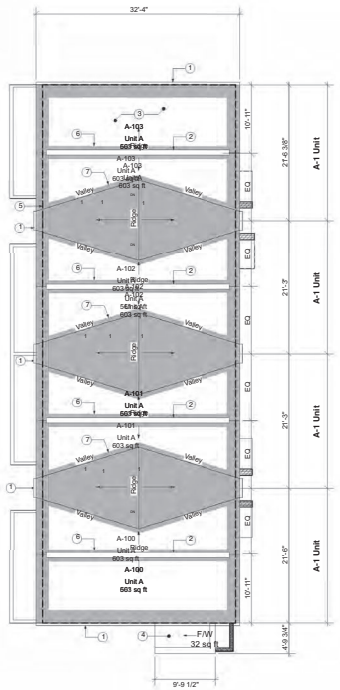
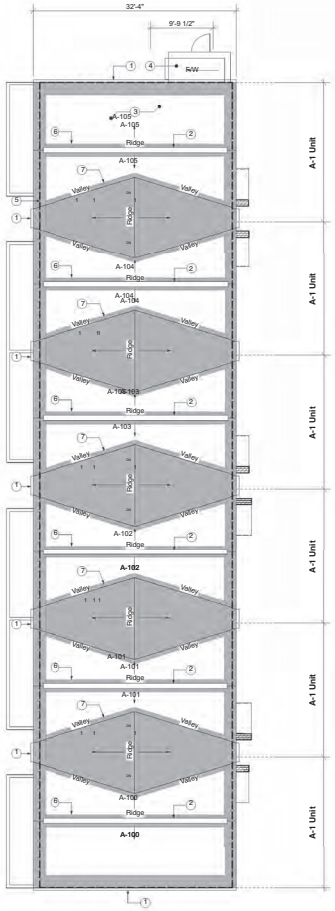
Sheet Title
Floor Plans: Cluster 4 C-1 & C-2 Units

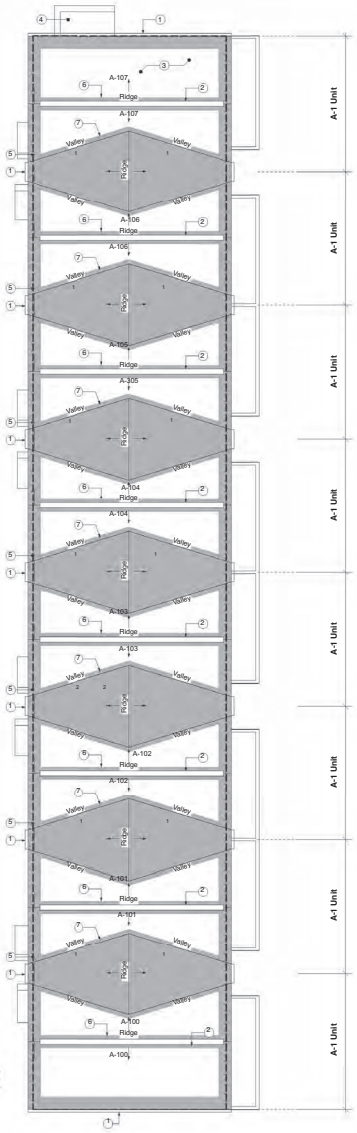
Sheet No.
A-103



31 Roof Plan: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"



42 Roof Plan: Cluster 2 A-1 Units
Scale: 1/8" = 1'-0"



43 Roof Plan: Cluster 3 A-1 Units
Scale: 1/8" = 1'-0"

Cluster 1-4 Roof Plan Key Notes
1. Pre-finished gutter & downspout
2. Ridge vent
3. Asphalt shingles
4. Membrane roof
5. Dash indicates building profile
6. Ice & water shield 24" wide at ridges & eaves
7. Ice & water shield full coverage at overbuilt roof & extending 9" beyond valley

General Notes
1. Install gutters & downspouts per manufacturer's best installation practices. If conflict between architectural details and manufacturer's details exist, notify Architect for final direction.
2. See Code Plans for attic draft stop information

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0 5 10 20
SCALE: 1/8" = 1'-0"

100% Construction Documents
Issue for Bid & Permit

ARCHITECT
GEOFFREY J. DEOLD
A-4034
09.26.24
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

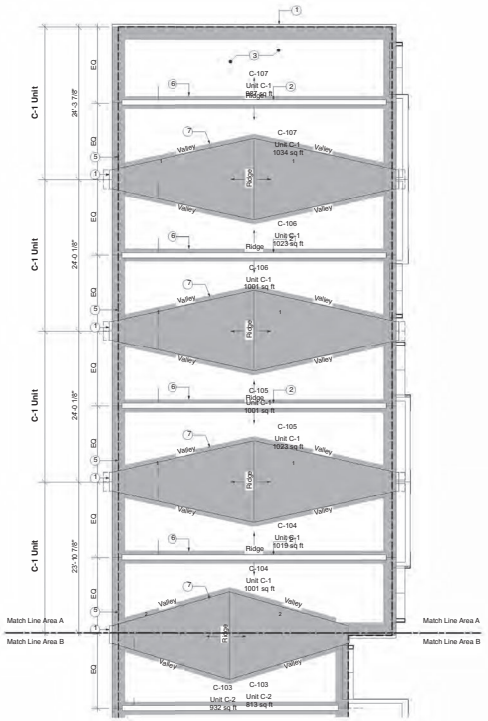
Reviewed By	Drawn By
GJD	AE

Date
09.26.24

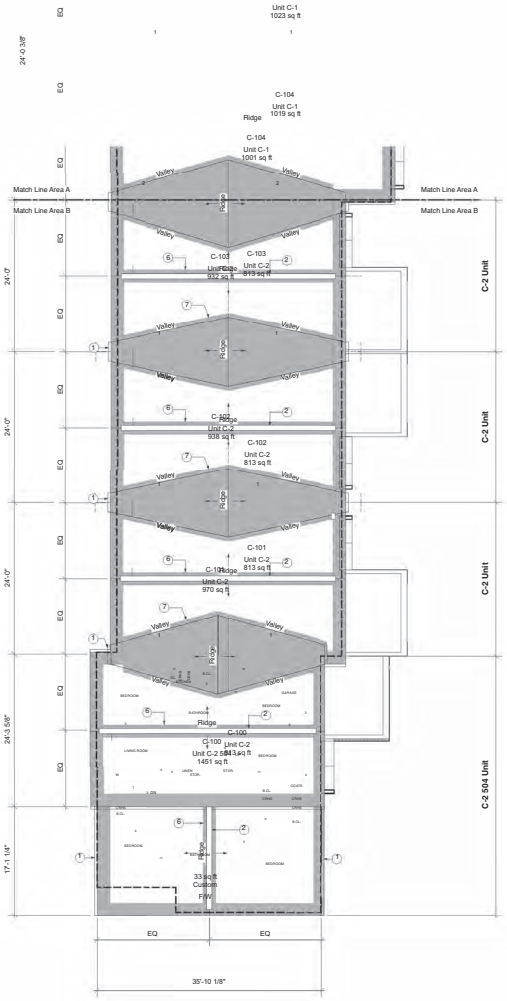
Project ID
24022.00

Sheet Title
Roof Plans: Clusters 1-3 A-1 Units

Sheet No.
A-107



41 Roof Plan: Cluster 4 C-1 & C-2 Units
Scale: 1/8" = 1'-0"



43 Roof Plan: Cluster 4 C-1 & C-2 Units
Scale: 1/8" = 1'-0"

Roof Plan Key Notes

General Notes
1. Install gutters & downspouts per manufacturer's best installation practices. If conflict between architectural details and manufacturer's details exist, notify Architect for final direction.
2. See Code Plans for attic draft stop information

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0 5 10 20
SCALE: 1/8" = 1'-0"

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Issue for Bid & Permit

REV.	DATE	DESCRIPTION

Reviewed By	Drawn By
GJD	AE

Date
09.26.24

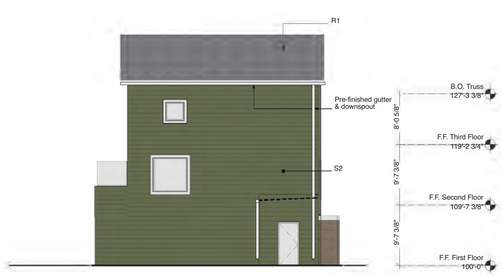
Project ID
24022.00

Sheet Title
Roof Plans: Cluster 4 C-1 & C-2 Units

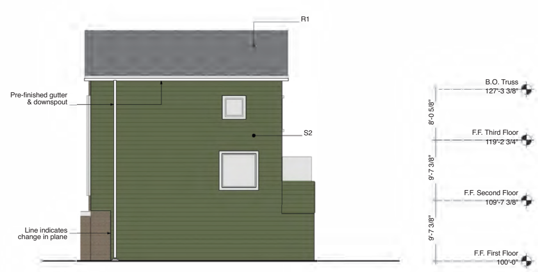
Sheet No.
A-108

21 East Building Elevation: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"

41 West Building Elevation: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"



51 South Building Elevation: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"



53 North Building Elevation: Cluster 1 A-1 Units
Scale: 1/8" = 1'-0"

Exterior Material Legend

Key	Product	Manufacturer	Specification	Color/Finish	Size	Notes
S1	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Artic White, Smooth Finish	7" Exposure	
S2	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Mountain Sage, Smooth Finish	7" Exposure	
S3	Fiber Cement Siding	James Hardie	Hardie Panel Lap Siding	Primed for Paint, Smooth Finish	7" Exposure	
P1	Fiber Cement Panel	James Hardie	Hardie Panel	Artic White, Smooth Finish	120"x48"	
P2	Fiber Cement Panel	James Hardie	Hardie Panel	Primed for Paint, Smooth Finish	120"x48"	
FB1	Face Brick	Yankee Hill	Face Brick	Frosty Sahara	Modular	Brick to be running bond pattern. Mortar TBD.
R1	Asphalt Shingle Roof	Certainteed	Landmark AR	Pewter		See Project Manual for specification
R2	Membrane Roof					See Project Manual for specification
R3	Standing Seam Mtl					See Project Manual for specification
PT1	Paint	Sherwin Williams		James Hardie Product		
PT2	Paint	Sherwin Williams	SW6423 Ryegrass			

General Elevation Notes

1. All window and door trim to be 6" fiber cement product, unless otherwise noted. Smooth finish.
2. All corner trim to be 4" fiber cement product, smooth finish.

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0 5 10 20
SCALE: 1/8" = 1'-0"

100% Construction Documents
Issue for Bid & Permit

ARCHITECT GEOFFREY J. DEOLD A-4634 09.26.24 STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

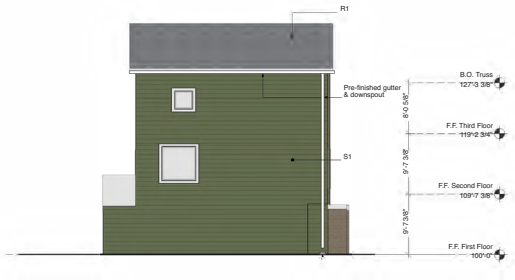
Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

Sheet Title
Elevations: Cluster 1 A-1 Units

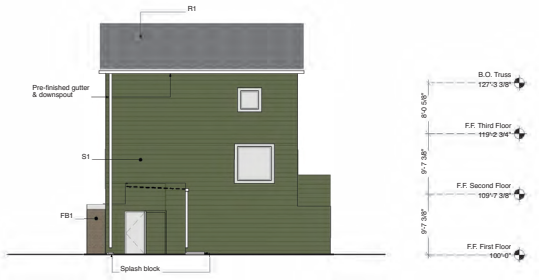
Sheet No.
A-200

21 East Building Elevation: Cluster 2 A-1 Units
Scale: 1/8" = 1'-0"

41 West Building Elevation: Cluster 2 A-1 Units
Scale: 1/8" = 1'-0"



51 South Building Elevation: Cluster 2
Scale: 1/8" = 1'-0"



53 North Building Elevation: Cluster 2
Scale: 1/8" = 1'-0"

Exterior Material Legend

Key	Product	Manufacturer	Specification	Color/Finish	Size	Notes
S1	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	~~Arctic White, Smooth~~ Finish	7" Exposure	
S2	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Mountain Sage, Smooth Finish	7" Exposure	
S3	Fiber Cement Siding	James Hardie	Hardie Panel Lap Siding	Primed for Paint, Smooth Finish	7" Exposure	
P1	Fiber Cement Panel	James Hardie	Hardie Panel	Artic White, Smooth Finish	120"x48"	
P2	Fiber Cement Panel	James Hardie	Hardie Panel	Primed for Paint, Smooth Finish	120"x48"	
FB1	Face Brick	Yankee Hill	Face Brick	Frosty Sahara	Modular	Brick to be running bond pattern. Mortar TBD.
R1	Asphalt Shingle Roof	Certainteed	Landmark AR	Pewter		See Project Manual for specification
R2	Membrane Roof					See Project Manual for specification
R3	Standing Seam Mtl					See Project Manual for specification
PT1	Paint	Sherwin Williams		James Hardie Product		
PT2	Paint	Sherwin Williams	SW6423 Ryegrass			

General Elevation Notes
1. All window and door trim to be 6" fiber cement product, unless otherwise noted. Smooth finish.
2. All corner trim to be 4" fiber cement product, smooth finish.

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0 5 10 20
SCALE: 1/8" = 1'-0"

100% Construction Documents
Issue for Bid & Permit

GEOFFREY J. DEOLD A-4024 09.26.24 STATE OF NEBRASKA ARCHITECT

REV.	DATE	DESCRIPTION

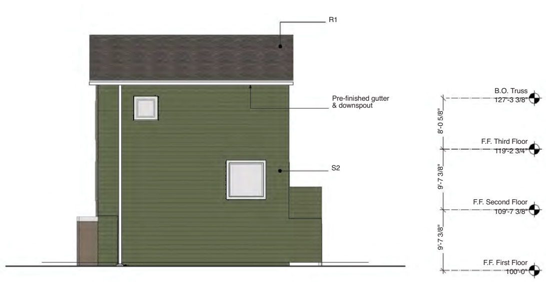
Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

Sheet Title
Elevations: Cluster 2 A-1 Units

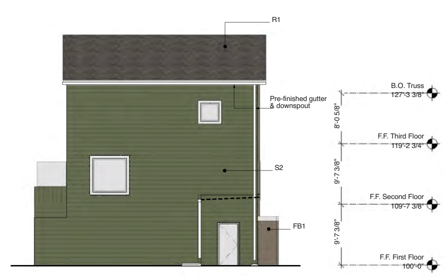
Sheet No.
A-201

21 West Building Elevation: Cluster 3 A-1 Units
Scale: 1/8" = 1'-0"

41 East Building Elevation: Cluster 3 A-1 Units
Scale: 1/8" = 1'-0"



51 South Elevation: Cluster 3
Scale: 1/8" = 1'-0"



53 North Elevation: Cluster 3
Scale: 1/8" = 1'-0"

Exterior Material Legend

Key	Product	Manufacturer	Specification	Color/Finish	Size	Notes
S1	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Artic White, Smooth Finish	7" Exposure	
S2	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Mountain Sage, Smooth Finish	7" Exposure	
S3	Fiber Cement Siding	James Hardie	Hardie Panel Lap Siding	Primed for Paint, Smooth Finish	7" Exposure	
P1	Fiber Cement Panel	James Hardie	Hardie Panel	Artic White, Smooth Finish	120"x48"	
P2	Fiber Cement Panel	James Hardie	Hardie Panel	Primed for Paint, Smooth Finish	120"x48"	
FB1	Face Brick	Yankee Hill	Face Brick	Frosty Sahara	Modular	Brick to be running bond pattern. Mortar TBD.
R1	Asphalt Shingle Roof	Certainteed	Landmark AR	Pewter		See Project Manual for specification
R2	Membrane Roof					See Project Manual for specification
R3	Standing Seam Mtl					See Project Manual for specification
PT1	Paint	Sherwin Williams		James Hardie Product		
PT2	Paint	Sherwin Williams	SW6423 Ryegrass			

General Elevation Notes

1. All window and door trim to be 6" fiber cement product, unless otherwise noted. Smooth finish.
2. All corner trim to be 4" fiber cement product, smooth finish.

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0 5 10 20
SCALE: 1/8" = 1'-0"

100% Construction Documents
Issue for Bid & Permit

ARCHITECT
GEOFFREY J. DEOLD
A-4034
09.26.24
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

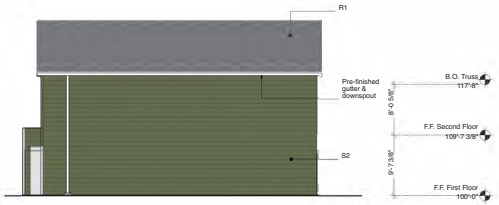
Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

Sheet Title
Elevations: Cluster 3 A-1 Units

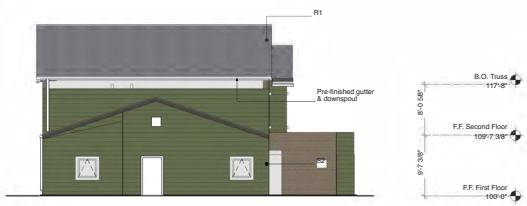
Sheet No.
A-202

21 West Building Elevation: Cluster 4 C-1 & C-2 Units
Scale: 1/8" = 1'-0"

41 East Building Elevation: Cluster 4 C-1 & C-2 Units
Scale: 1/8" = 1'-0"



51 North Building Elevation: Cluster 4 C-1 Units
Scale: 1/8" = 1'-0"



53 South Building Elevation: Cluster 4 C-2 Units
Scale: 1/8" = 1'-0"

Exterior Material Legend

Key	Product	Manufacturer	Specification	Color/Finish	Size	Notes
S1	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Arctic White, Smooth Finish	7" Exposure	
S2	Fiber Cement Siding	James Hardie	Hardie Plank Lap Siding	Mountain Sage, Smooth Finish	7" Exposure	
S3	Fiber Cement Siding	James Hardie	Hardie Panel Lap Siding	Primed for Paint, Smooth Finish	7" Exposure	
P1	Fiber Cement Panel	James Hardie	Hardie Panel	Artic White, Smooth Finish	120"x48"	
P2	Fiber Cement Panel	James Hardie	Hardie Panel	Primed for Paint, Smooth Finish	120"x48"	
FB1	Face Brick	Yankee Hill	Face Brick	Frosty Sahara	Modular	Brick to be running bond pattern. Mortar TBD.
R1	Asphalt Shingle Roof	Certainteed	Landmark AR	Pewter		See Project Manual for specification
R2	Membrane Roof					See Project Manual for specification
R3	Standing Seam Mtl					See Project Manual for specification
PT1	Paint	Sherwin Williams		James Hardie Product		
PT2	Paint	Sherwin Williams	SW6423 Ryegrass			

General Elevation Notes
1. All window and door trim to be 6" fiber cement product, unless otherwise noted. Smooth finish.
2. All corner trim to be 4" fiber cement product, smooth finish.

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Foxtail Meadows Package 5

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0 5 10 20
SCALE: 1/8" = 1'-0"

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Issue for Bid & Permit

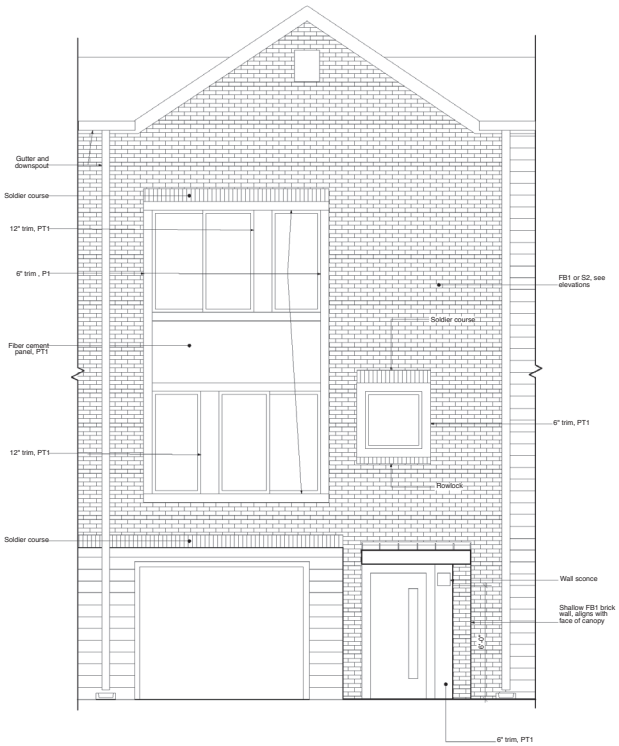
GEOFFREY J. DEOLD A-4024 09.26.24 STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

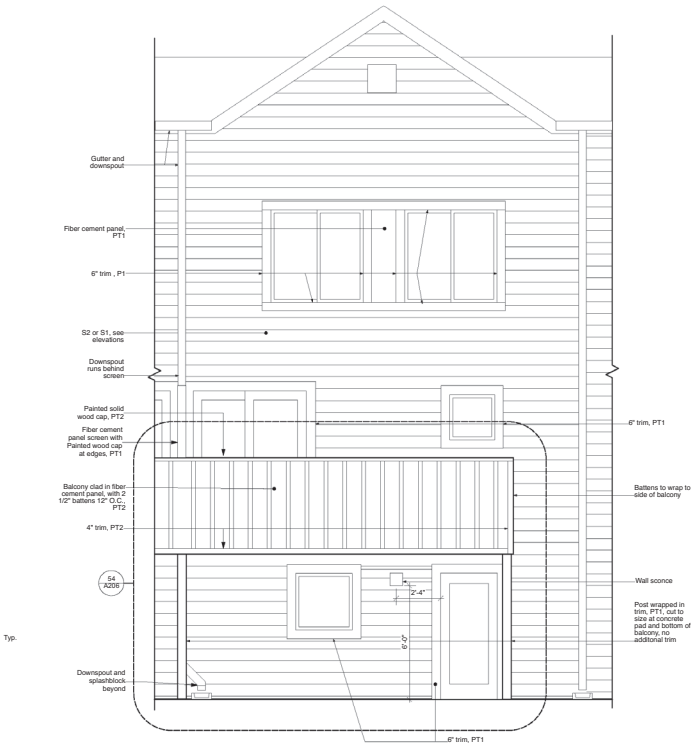
Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

Sheet Title
Elevations: Cluster 4 C-1 & C-2 Units

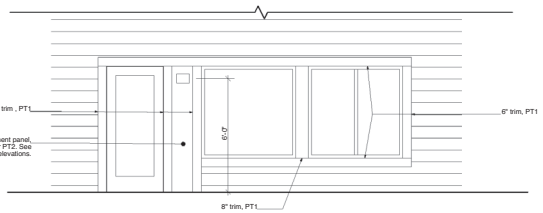
Sheet No.
A-203



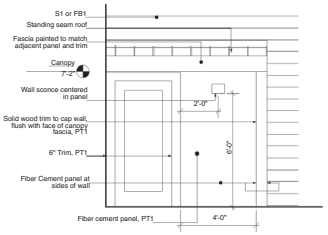
31 Enlarged Elevation
Scale: 3/8" = 1'-0"



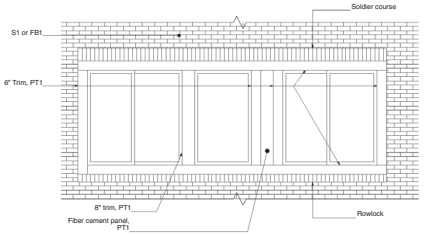
33 Enlarged Elevation
Scale: 3/8" = 1'-0"



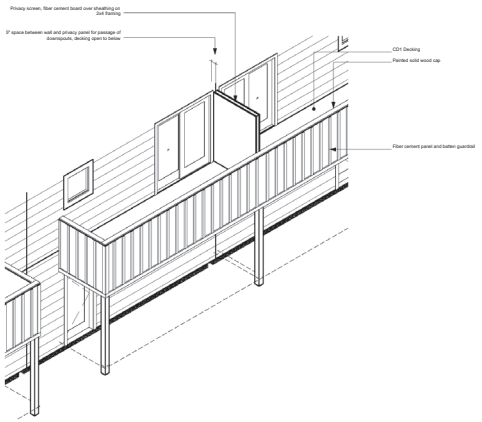
41 B-1 Typical Trim Details
Scale: 3/8" = 1'-0"



51 Typical Trim Details
Scale: 3/8" = 1'-0"



52 Typical Trim Details
Scale: 3/8" = 1'-0"



54 Typical Trim Details
Scale: 3/8" = 1'-0"

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0 1 2 4 6
SCALE: 3/8" = 1'-0"

100% Construction Documents
Issue for Bid & Permit

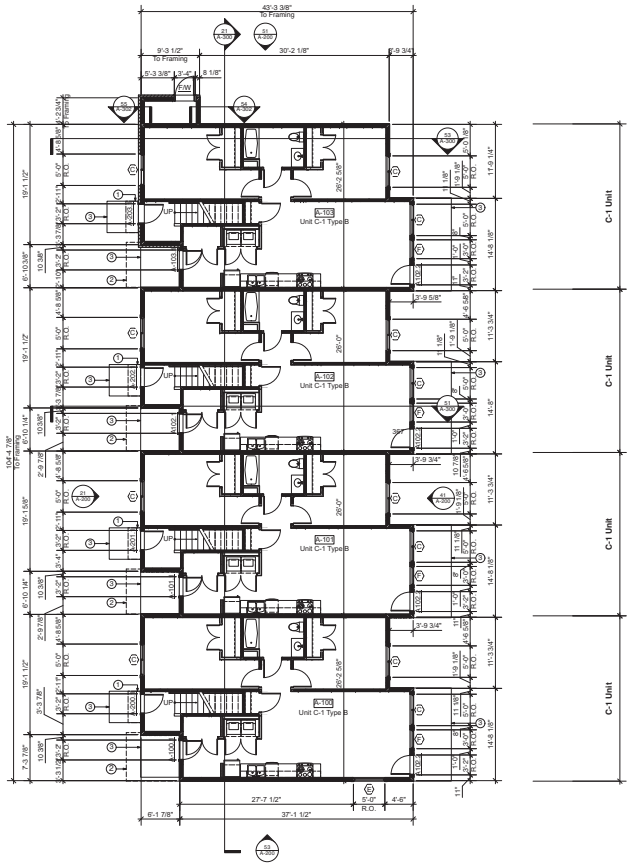
ARCHITECT
GEOFFREY J. DEOLD
A4004
09.26.24
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION

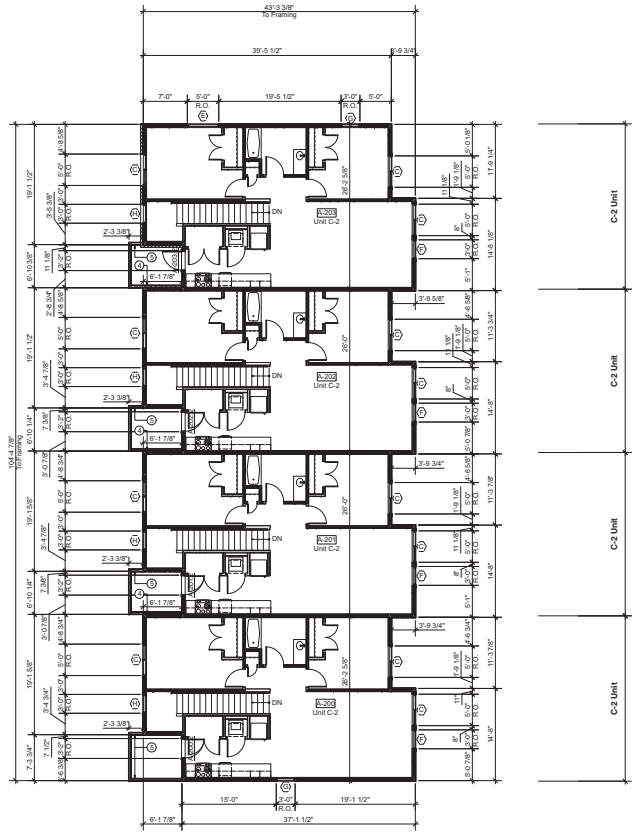
Reviewed By: GJD
Drawn By: AE
Date: 09.26.24
Project ID: 24022.00

Sheet Title
Elevation Details: Clusters 1-4

Sheet No.
A-206



41 First Floor Plan: Cluster 6 & 8 C-1 Units
Scale: 1/8" = 1'-0"



43 Second Floor Plan: Cluster 6 & 8 C-2 Units
Scale: 1/8" = 1'-0"

Clusters 6 & 8 Floor Plan Key Notes

1. Dash indicates canopy abv.
2. Dash indicates deck abv., typ.
3. Structural stoop, SSO
4. Balcony guardrail extends into balcony and overlaps adj. exterior wall. Set balcony framing tight to exterior wall sheathing
5. Align f.o. balcony framing with f.o. exterior wall framing

Clusters 6 & 8 Floor Plan General Notes

1. Exterior walls dimensioned on these plans. Interior partitions dimensions on 800 series.
2. Exterior doors & windows identified and located on these plans. Interior doors identified and located on 800 series.
3. See G-001 for exterior assembly types.

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Foxtail Meadows Phase 1a
Package 2: Stacked Rowhouses
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Lincoln, NE 68508

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LINCOLN BUILDING AND SAFETY DEPARTMENT
CITY OF LINCOLN, NEBR.
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THIS APPROVED DRAWING SHALL BE KEPT ON THE CONSTRUCTION PREMISES AT ALL TIMES DURING WHICH THE WORK AUTHORIZED IN PROGRESS AND SHALL BE OPEN TO INSPECTION BY PUBLIC OFFICIALS.
DATE
REVIEWER
PERMIT #

First
Permit Review Response

REV.	DATE	DESCRIPTION
1	12/15/22	First Permit Review Response

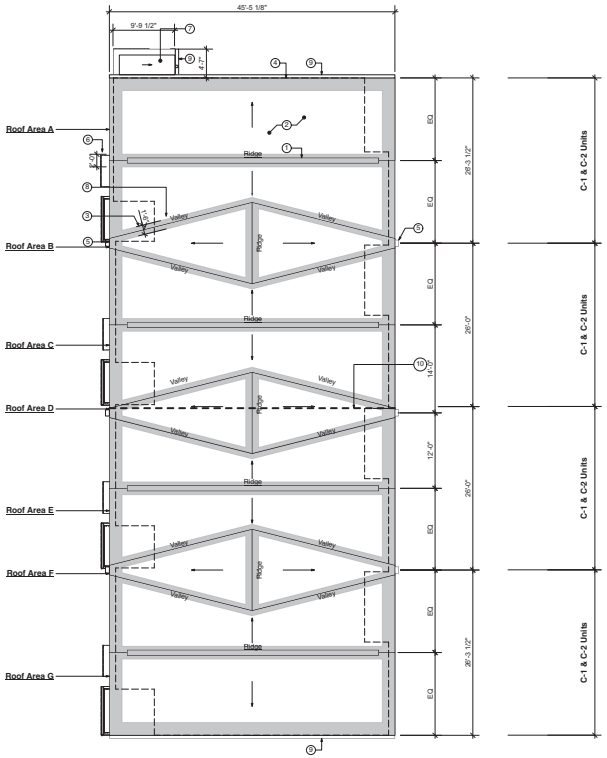
Reviewed By	Drawn By
GJD	JM

Date
09.30.22

Project ID
22023.00

Sheet Title
Floor Plans: Cluster 6 & 8 C-1 & C-2 Units

Sheet No.
A-100



41 Roof Plan: Cluster 6 & 8 C-1 Units
Scale: 1/8" = 1'-0"

Cluster 6-8 Roof Plan Key Notes

1. Ridge vent
2. Asphalt shingles
3. Ice & water shield 1'-6" @ valleys
4. Dash indicates building profile below
5. Pre-finished scupper & downspout
6. Ice & water shield 2'-0" @ eaves
7. EPDM rubber roofing membrane
8. NOT USED
9. Pre-finished gutter & downspout
10. At bldg. step, cricket is offset C.L. of demising wall. Step at Cluster 6 only.

General Notes

1. Install gutters & downspouts per manufacturer's best installation practices. If conflict between architectural details and manufacturer's details exist, notify Architect for final direction.
2. See code plans for attic draft stop information.

Cluster 6 & 8 Roof Plan Calculations

1. Roof Area A: 1,030 sf/150 = 989 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
2. Roof Area B: 329 sf/150 = 316 sq ft in Net Free Area Required
3. Roof Area C: 899 sf/150 = 864 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
4. Roof Area D: 329 sf/150 = 316 sq ft in Net Free Area Required
5. Roof Area E: 816 sf/150 = 775 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
6. Roof Area F: 329 sf/150 = 316 sq ft in Net Free Area Required
7. Roof Area G: 1,030 sf/150 = 989 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent

Cluster 7 Roof Plan Calculations

1. Roof Area A: 1,030 sf/150 = 989 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
2. Roof Area B: 329 sf/150 = 316 sq ft in Net Free Area Required
3. Roof Area C: 852 sf/150 = 818 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
4. Roof Area D: 329 sf/150 = 316 sq ft in Net Free Area Required
5. Roof Area E: 852 sf/150 = 818 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
6. Roof Area F: 329 sf/150 = 316 sq ft in Net Free Area Required
7. Roof Area G: 852 sf/150 = 818 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent
8. Roof Area H: 329 sf/150 = 316 sq ft in Net Free Area Required
9. Roof Area J: 1,030 sf/150 = 989 sq ft in Net Free Area Required
   Upper Venting: Gable Vent 1'-6" x 1'-6" = 324 sf x (2) = 648 sq
   Upper Venting: Ridge Vent

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Foxtail Meadows Phase 1a
Package 2: Stacked Rowhouses
Lincoln, Nebraska

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Lincoln, NE 68508

Structural Engineer
The Wells Resource
3919 Cuming Street
Omaha, NE 68131

Mechanical & Electrical
Alvine Engineering
1220 Lincoln Mall Suite 200
Lincoln, NE 68508

SCALE: 1/8" = 1'-0"

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DATE
REVIEWER
PERMIT #

First
Permit Review Response

GEORGE DEOLD
ARCHITECT
12.15.22
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION
1	10/25/22	Addendum A
2	12/15/22	First Permit Review Response

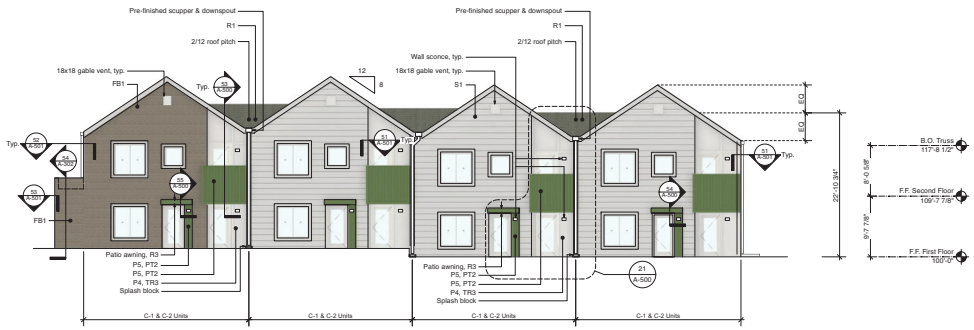
Reviewed By	Drawn By
GJD	JM

Date
09.30.22

Project ID
22023.00

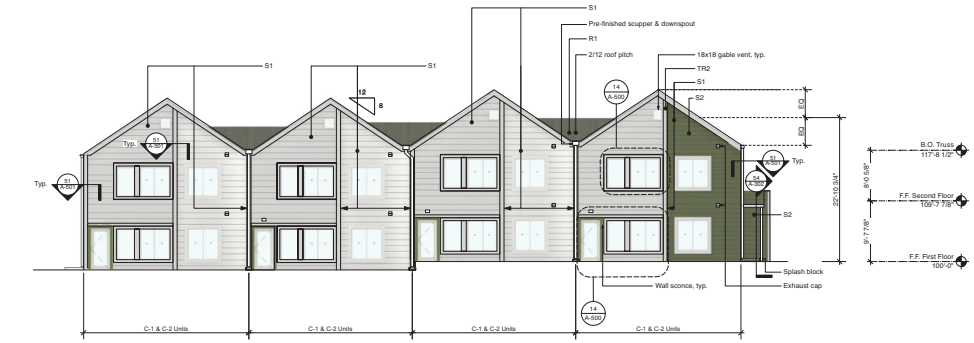
Sheet Title
Roof Plans: Clusters 6-8 C-1 & C-2 Units

Sheet No.
A-102



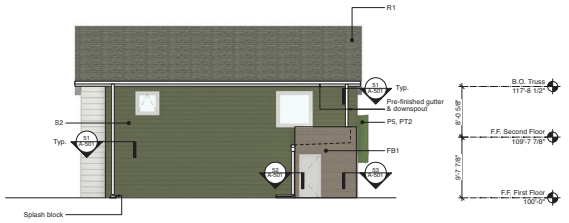
Note: Cluster 8 sim. to Cluster 6. Cluster 8 does not step in elevation.

21 East Building Elevation: Cluster 6 & 8 C-1 & C-2 Units
Scale: 1/8" = 1'-0"

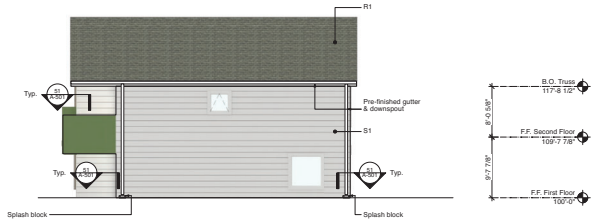


Note: Cluster 8 sim. to Cluster 6. Cluster 8 does not step in elevation.

41 West Building Elevation: Cluster 6 & 8 C-1 & C-2 Units
Scale: 1/8" = 1'-0"



51 South Building Elevation: Cluster 6 & 8 C-1 & C-2 Units
Scale: 1/8" = 1'-0"



53 North Building Elevation: Cluster 6 & 8 C-1 & C-2 Units
Scale: 1/8" = 1'-0"

General Notes
1. See A-500 for information on window heights & trim details.
2. All gable roof vents to be painted to match adjacent siding. Gable vents at brick to be PT1.
3. All window trim to be TR1, UON.
4. All vertical trim behind downspouts to be TR2.
5. All eaves and fascia to be TR5.
6. All roof soffits to be P4.
7. Use TR6 at Hardie Panel seams and for other decorative trim.

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First
Permit Review Response

REV.	DATE	DESCRIPTION
1	10/25/22	Addendum A
2	11/9/22	Addendum B
3	12/15/22	First Permit Review Response

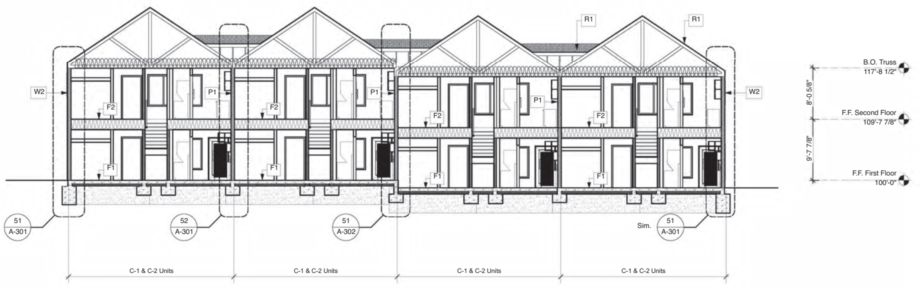
Reviewed By	Drawn By
GJD	JM

Date
09.30.22

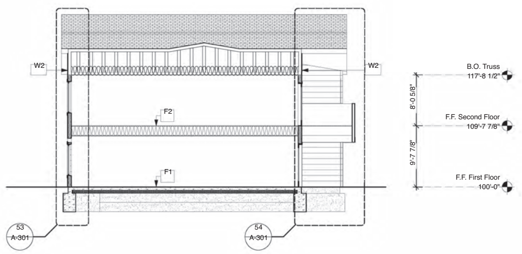
Project ID
22023.00

Sheet Title
Elevations: Cluster 6 & 8 C-1 & C-2 Units

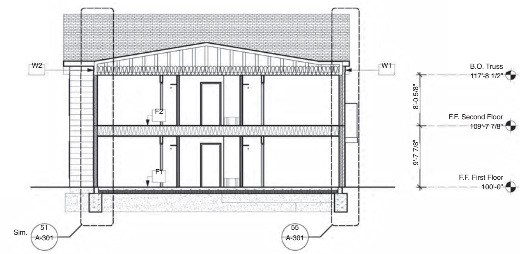
Sheet No.
A-200



21 Building Section: Cluster 6 & 8 C-1 & C-2 Units
Scale: 1/8" = 1'-0"



51 Building Section: C-1 & C-2 Units
Scale: 1/8" = 1'-0"



53 Building Section: C-1 & C-2 Units
Scale: 1/8" = 1'-0"

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0 5 10 20
SCALE: 1/8" = 1'-0"

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PERMIT # ______

First
Permit Review Response

ARCHITECT
GEOFFREY J. DEOLD
09.30.22
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION
1	12/15/22	First Permit Review Response

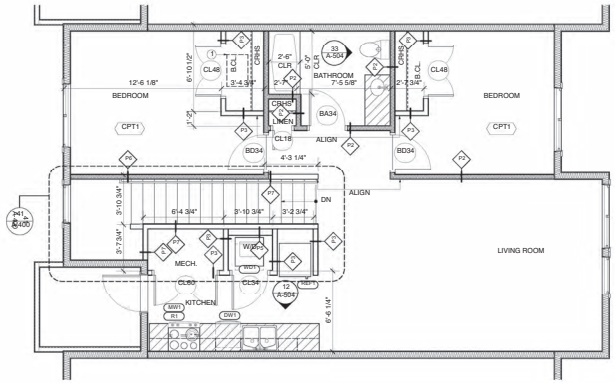
Reviewed By	Drawn By
GJD	JM

Date
09.30.22

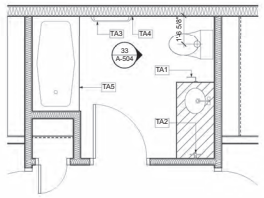
Project ID
22023.00

Sheet Title
Building Sections: Clusters 6-8

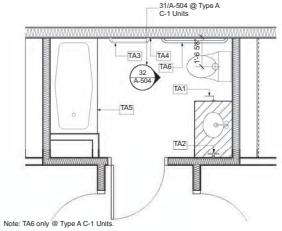
Sheet No.
A-300



21 Enlarged Second Floor Plan: Cluster 6-8 Typical C-2 Units
Scale: 1/4" = 1'-0"

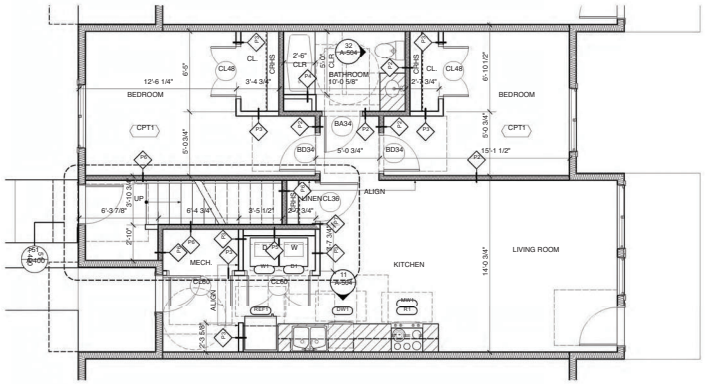


13 Enlarged Bathroom Plan: Cluster 6-8 Typical C-2 Units
Scale: 3/8" = 1'-0"



Note: TA6 only @ Type A C-1 Units.

23 Enlarged Bathroom Plan: Cluster 6-8 Type A & Typical C-1 Units
Scale: 3/8" = 1'-0"



41 Enlarged First Floor Plan: Cluster 6-8 Type A & Typical C-1 Units
Scale: 1/4" = 1'-0"

Enlarged Floor Plan Key Notes
1. Dash indicates attic access panel. Coordinate with roof truss. Ensure 30" of head clearance.

Unit Plan Floor Plan General Notes
1. Window and exterior door locations to be located per overall floor plans
2. Dimensions are from face of framing to face of framing, U.O.N.
3. See overall plans for exterior wall assemblies
4. Unit appliances provided by and installed by GC. See Appliance Schedule on A-600.

Unit Plan Finish General Notes
1. Floors throughout to be VF1, U.O.N.
2. Stair treads & risers to be VF2
3. Walls to be painted PT1, U.O.N.
4. Ceilings to be painted PT1, U.O.N.
5. Base throughout to be B1, U.O.N.
6. Provide WC1 @ ea. window
7. Provide WC2 @ ea. ground level entry door & ea. east deck door

General Notes:
1. See A-504 for kitchen and bathroom elevations.
2. Base throughout to be B1, painted to match walls. See finish schedule for more information.
3. Interior door trims to be 1x3 solid poplar or MDF, painted to match walls. All trim to be in semi-gloss finish.

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Lincoln, NE 68508

SCALE: 1/4" = 1'-0" 0 5 10
SCALE: 3/8" = 1'-0" 0 1 2 4 6

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Permit Review Response

GEORGE J. DEOLD
ARCHITECT
STATE OF NEBRASKA

REV.	DATE	DESCRIPTION
1	10/25/22	Addendum A
2	12/15/22	First Permit Review Response

Reviewed By: GJD
Drawn By: JM
Date: 09.30.22
Project ID: 22023.00

Sheet Title
Enlarged Floor Plans

Sheet No.
A-800

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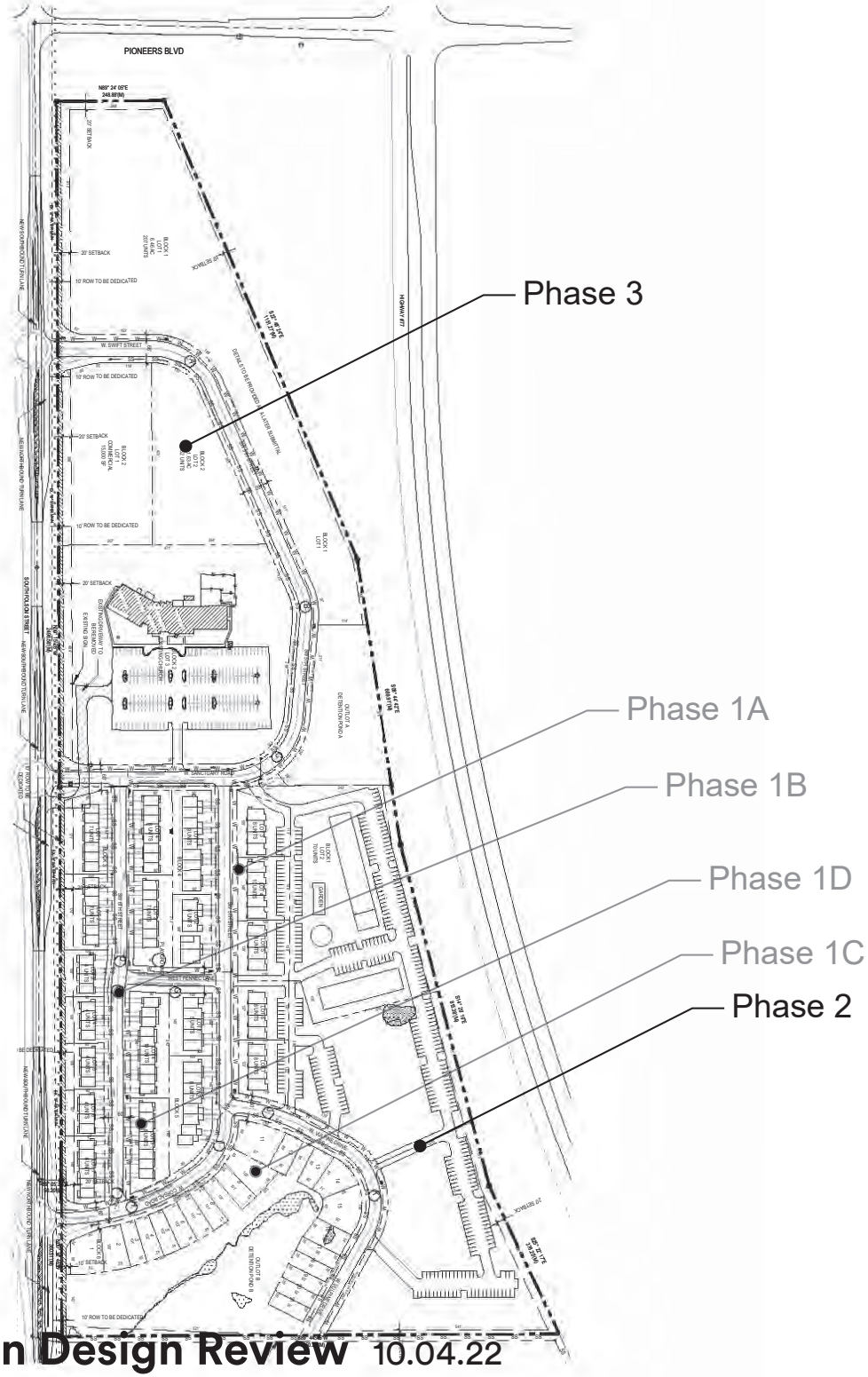
PIONEERS BLVD
Phase 3
Phase 1A
Phase 1B
Phase 1D
Phase 1C
Phase 2

HOPPE

DEVELOPMENT

Urban Design Committee

May 16, 2025

RE: Foxtail Meadows Redevelopment Update

The Foxtail Meadows Redevelopment was formerly approved on October 4, 2022. This application is meant as an update to that approval regarding the completion of phase 1, specifically updates to phase 1c and phase 1d.

Phase 1c has been updated to include additional affordable for-sale homes. Due to financial constraints, the design for single family detached homes was changed to single family attached homes, providing for more affordable construction and additional units. This change dropped the original detached design concepts and incorporated townhome designs substantially similar to those approved in phases 1a, 1b and 1d.

Phase 1d is only being updated slightly to include the provision of an accessible unit by adding a small single story addition onto the end of a townhome cluster.

Additional, design will be starting on phases 2 and 3. While no design is currently prepared, it will be a continuation of the phase 1 design intent, however applied in different building typologies.

Phase 2 is anticipated to consist of up to 4 stories of residential apartments, garages and the neighborhood's amenity core.

Phase 3 is anticipated to consist of 2-4 stories of residential apartments as well as the neighborhood's commercial components including a convenience store and a neighborhood main street concept potentially incorporating micro retail, amenity space and live/work units.

Sincerely,

Ben Kunz, AIA

Manager, Project Development, Hoppe Development

1620 South 84th Street | Lincoln, NE 68506 | (402) 489–1600 | info@hoppedevelopment.com

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #22096, Advisory Review of Foxtail Meadows
ADDRESS/LOCATION	Highway 77 & West Pioneers Boulevard
HEARING DATE	October 4, 2022
APPLICANT	Wynn Hjermstad, 402-441-8211, whjermstad@lincoln.ne.gov
STAFF CONTACT	Stacey Hageman, 402-441-6361, slhageman@lincoln.ne.gov

Summary of Request

The Foxtail Meadows Redevelopment project includes the redevelopment and rehabilitation of approximately 53.51 acres surrounding Hope Church located south of Pioneers Boulevard on the east side of South Folsom Street. This project is requesting Tax Incremenet Financing and is coming to you for your advice regarding this use of public funding.

The goal of the Projects is to revitalize and strengthen the residential community in the Project Area by providing affordable residential dwelling units through the redevelopment of existing underutilized real property located in a targeted growth area of Lincoln which currently lacks the full infrastructure required for development. Multiple sub-projects will be financed through a variety of mechanisms, some of which target housesholds between 40% and 120% of area median income. This project will provide a variety of neighborhood amenities such as playgrounds, community gardens, and green space.

The design of the neighborhood incorporates a variety of housing types with commercial space and amenities integrated throughout. The project will consist of income and rent restricted housing as well as market rate housing, with rental and ownership options for both. The project will utilize a variety of housing typologies, many of which are currently referred to as “Missing Middle” housing, including small lot single family homes, attached single family townhomes, and 3-story multifamily structures. Interspersed among the different housing projects will be collectively shared greenspace and amenities, as well as a central commercial area feature including both Hope Church and a commercial pad-site.

The Projects will include partnerships between both public and private entities, including affordable ownership opportunities in collaboration with Nebraska Housing Resources, a 501 (c)(3) agency focused on affordable and workforce housing, land acquisition gap financing provided by Lincoln Community Foundation, a design collaboration with Hope Community Church, and conventional financing sources from community banking institutions. The South Folsom Redevelopment Plan (which includes this project area) is a candidate for financing from Community Development Resources, a CDFI, which has expressed interest in so financing. Collectively, the financing programs and housing types enable the Projects to increase the variety of housing options for home purchasers and renters in the affordable housing market of Lincoln targeted to affordable and workforce housing. Workforce housing is as defined in Neb. Rev. Stat. §81-1228 (10)(c) NRS.

The Projects are notable in that they provide affordable housing outside of the historic Lincoln core and will develop an area with significant supportive infrastructure for future residents. The location is immediately proximate to recreational amenities such as Wright Park and the Optimist Youth Sports Complex. The site plan calls for a convenience store in the center of the development which, in addition to the Hope Community Church, will comprise the commercial core to the development. The location of this project is in a census tract recognized by diversitydatakids.org as scoring “Very High” on its Overall Child Opportunity Index and is near land owned by Lincoln Public Schools for a future elementary school. Finally, the Redevelopment Area is within 10 minutes of Downtown

Lincoln and significant employment opportunities within the community. The location presents an excellent opportunity to distribute affordable housing throughout the city of Lincoln, while ensuring significant supportive resources and amenities to the new neighborhood.

The Project Area is largely vacant, located adjacent to and surrounding the Hope Reformed Church.

In conjunction with annexation, the Plan Area underwent a zone change from Agriculture into a residential neighborhood, “R-4” Residential zoning classification coupled with a Planned Unit Development (PUD) Overlay to permit the development of the complementary commercial uses to provide neighborhood services in this mixed-use redevelopment project. In addition to the annexation and change of zone, the Redeveloper will request some waivers to facilitate the density necessitated by the plan.

The South Folsom Redevelopment Area is identified in PlanFoward, Lincoln-Lancaster County 2050 Comprehensive Plan as an area for future growth of the City of Lincoln. The Future Land Use Map identifies the Plan Area to be residential – urban density with the norther most portion identified as to commercial. The development of the Plan Area into a residential neighborhood of up to 650 units targeted to workforce housing and housing for persons 60% of Area Median Income and below but with some commercial uses to service the livability of the neighborhood is consistent with PlanForward.

The residential land uses will be affordable and mudium density to permit a higher dwelling unit count for affordability purposes. The R-4 zoning district permits 13.93 dwelling units per acre with the PUD which can be increased by up to 25% for the encouragement of affordable housing, allowing more than 17 dwelling units per acre. The conceptual design of the initial development contemplates up to 650 multifamily, rowhome, townhome, and single family detached housing units. The entire Foxtail Meadows Redevelopment Area is 47.25 acres so the site accommodates up to 650 unitd under an R-4 PUD, without considering the density bones related to affordability.

The area will have a pedestrian trail located in the neighborhood for the use of the projects’ residents.

The Projects envision a central community gathering area adjacent to the Church, and green spaces and “pocket parks” integrated throughout the development, including a detention facility which will capture the storm water drainage, and a community park.

The Projects will contain areas for community gardens for resident use and playground area and outdoor recreation for younger residents.

The infrastructure for the Plan Area requires improvements. The Plan Area borders Highway 77 on its eastern edge which is a controlled-access Nebraska highway and does not permit any access points or drive connections. The principal access points for the Projects will be on South Folsom Street on the West side of the Plan Area. The first phases of the Projects will require some transportation improvements including turn lanes to accommodate the increase of traffice to the access points onto South Folsom Street and perhaps a roundabout adjacent to the commercially designed areas of the Projects.

Further, the nature of the Projects and its residents suggest that when built out the neighborhood should be served by public transportation to shopping, public services and schools.

The Projects will consist of multiple separate and distinct but related housing clusters plus a small commercial area to provide services to this planned neighborhood. The project areas will be developed in two (2) phases, with eight (8) distinct sub-phases. The Site Plan depicts the conceptual layout of the varios phases of the Projects describing housing types, the small area inteded for a neighborhood convenience store and coffee shop. The site plan depicts the location of the park which may include a public pavilition and a dog park along with a playground for neighborhood families.

The sub-phases will liekly be developed over a period of time as each sub-phase is absorbed by the market and occupied by affordable housing tenants and owners. The precise timing of each sub-phase will be governed by a series of Redevelopment Agreements which will apply to a given sub-phase of a combination of sub-phases, such that each sub-phase or sub-phases will have an independent "Effective Date" under the Redevelopment Agreement or amendment. This will govern the division period for the capture of the incremental taxes for purposes of paying for eligible public improvements with tax increment financing. Currently, the Phasing Plan in intended to cover the first three (3) sub-phases as summarized below:

Phase 1:

- Sub-Phase 1a: Consists of 131 units of multifamily and townhome dwellings restriced to families with incomes below 60% Area Median Income.
- Sub-Phase 1b: Includes up to 35 townhome dwellings restricted to families with incomes below 60% Area Median Income.
- Sub-Phase 1c: Comprised of up to 29 small lot single family detached units.

The foregoing description reflects the Redevelopers' vision currently and may be amended as projects and phases develop. Each sub-phase will be a separate redevelopment agreement outlining the provisions of the phase and the uses of funds. For any sub-phase that does not directly include affordable housing financed through the Low Income Housing Tax Credit program or similar program that results in affordable housing restrictions, the uses of Tax Increment Financing will be directed in such a way as to support affordable housing, and not uses that do not incorporate affordable housing.

Plans and other images are attached for your review. This project is located along the Highway 77 entryway corridor so consideration of the views from that corridor will be important. The current view is shown below.

Although there aren't any design standards that apply to this development, we can look to the Neighborhood Design Standards for guidance. They call for neighborhood compatibility of elements like roof pitch, garage and porch placement, and orientation--*In areas subject to these Standards that do not have prevailing patterns (such as new streets developed as Community Unit Plans [CUPs]), the general intent is to produce dwellings which are oriented to principal access ways and have the "neighborly" design characteristics called for in these standards, while respecting the creative design elements fostered by CUPs.*