

MEETING RECORD

NAME OF GROUP: HISTORIC PRESERVATION COMMISSION and
URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: Thursday, Sept. 8, 2011, 1:00 p.m., Room No. 210,
County/City Building, 555 S. 10 St., Lincoln, Nebraska

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

ALSO ATTENDING: Dan Marvin with the Mayor's Office; Marvin Krout, Ed Zimmer and Teresa McKinstry of the Planning Dept.; Ken Smith of Urban Development Department.
Dennis Scheer with The Clark Enersen Partners; John Kay and Michael Penn with Sinclair Hille Architects; Randy Swanson with JP Sports/Project Control.
Jordan Pascale with the *Lincoln Journal Star*.

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

Ed Zimmer stated that many people present today are directly or indirectly involved in West Haymarket. If you would declare or mention your involvement, but it is not necessary to withdraw from the discussion. The boards are operating in an advisory capacity. Members introduced themselves and indicated any involvements in the West Haymarket projects.

John Kay stated that he is going to discuss the design for the Amtrak Station. They needed to cut a little bit out of the project. The JPA is trying to find ways they can do value analysis of this project, which is budgeted at \$2 million for not only the building,

but also a 1200 foot platform for train passengers and the canopy for 800 lineal feet, about 2/3 of the platform. There is also another 50 foot business platform for BNSF employees. The challenge is lot of things that are putting pressure on the budget. Current estimates are \$1 million for the building and \$1.2 million for the platform and canopy, for a total of about \$2.23 million. They need to be at \$2 million. They need to cut about 10 percent. The value analysis that they have lists 19 items. 1/3 of them you won't see or notice that have any visual impact on the building. Amtrak wants certain things in their design guidelines. They are negotiating with Amtrak on some items. He presented a rendering of the proposed building. They have rooftop HVAC units so the parapet is tall enough to hide them. As you come down "Q" Street, they want to make sure that you do not see the rooftop units. Storm and sanitary pipe, foot candles of the lighting, a lot of other details that are being negotiated with Amtrak. The building has been proposed with a skylight. They are looking at other systems that would change that. They have talked about the type of brick and how the canopy is handled. They are looking at possibly changing the pitch and drainage of the canopy. They are weighing all the alternatives in an effort to save money. During the value analysis to eliminate 10 percent of the costs, Amtrak contacted them and expressed their excitement at the project,. They are interested in moving a crew base into this building. It is a place where the crew gets off and can take a break, have lockers, change clothes. This means they need to go back and modify the floor plan.

Dan Marvin stated that the goal is to go after the third of the items that they think has no aesthetic value at all. They think there are some alternatives to the air conditioning units that were proposed. PVC versus other types of piping were talked about. They want to be sensitive to the aesthetic impact. He thinks things have been moving along in a positive way.

Dan Kay stated that this is only a 22 foot tall building. It is next to some much taller buildings. That is framing the view, the garages on either side.

Zimmer stated that in the discussion, he hopes to keep these two groups well informed and receive input. There will be stages that the designers don't have drawings showing everything, but the discussion is needed.

Jim Johnson stated that it was previously stated that this building could be rented out for receptions. He would be careful with the roof design and materials. He would like it to still be attractive. The group agreed.

Scott Sullivan questioned placing the mechanical equipment on the ground. Kay can't remember why that's not an option. Michael Penn believes there was not room, the site was constricted with the railroad needs and regulations.

Sullivan wondered about placing them to the north or south. Kay stated that LES has the area to the north and the bicycle trail system will be to the south. It would have bike racks and water fountains. They have an easement with Burlington for a fairly constricted piece of ground to place the building on. There is no additional ground to

be gained through negotiation with Burlington at this point.

Marvin stated that Amtrak has provided some additional funding for the additional space they have requested and will provide a market base rent for the crew space.

Gordon Scholz inquired about the height of the parapet on the east side of the building. Kay replied it is about four feet. It will step down in segments and a railing along the back.

Beecham likes the roof and the brick.

Kay they are also investigating on the west side which is not as viewable on the west side, some metal panel in lieu of the brick. Zimmer mentioned as an example the Sinclair Hille office, where there is a band of that type of material. The Amtrak building has a very predominant side and a much less visible side.

Marvin requested Kay to point out the Amtrak marquee sign. Kay noted the sign on the east side of the building. It will be an interior lit vertical tower sign in the front colonnade.

Kay stated that eliminating the colonnade would save about \$40,000 dollars. Jones doesn't see that as very much money for a principal design element.

Jones wondered how a concrete box platform costs 1.2 million dollars. Kay replied there is a tactile edge (truncated domes), other requirements for ADA. Zimmer stated that is not an unusual figure.

Drainage of the canopy was discussed.

Michele Penn wondered about the roof membrane on the main building. Kay believes it is a membrane, no ballasts. He will have to verify.

Gil Peace thinks it would be a mistake to step down the roof railing. He does not want to see the roof element. Can the roof be dropped down?

Michele Penn is reluctant to lower the parapet. You are discounting the train arriving. A lot of people this is all of Lincoln you will see. She is reluctant to downgrade the other side. Have geothermal units been looked at?

Marvin doesn't think geothermal is being done because the groundwater is high and other difficulties.

Beecham how high is the canopy compared to the parapet. Kay noted that is a good question. He will look at that.

Scholz wondered about the pylon sign. He thinks the clerestory would provide

interesting illumination. And then do some kind of signage in horizontal. Kay replied that it would exposed structural and ductwork if the roof was reworked.

Sullivan questioned if the end pieces of the building could be shorter.

There was a discussion about the building design and lowering the building.

STREETSCAPE CONCEPTS

Dennis Scheer stated that last month they showed the overall scope of the streetscape work districtwide. They hoped that by today they would have some updated dimensions, street widths, parking, pedestrian area, etc. and they are not quite there yet. They should have the information next week. Public Works has reviewed some information and then it went to Olssons who is putting it all together. In the interim, their scope calls for a master plan of the entire area. They have some budget issues. At some point, they have to prioritize items. He would like to see the groups tell him what kinds of features are important to them and they will take this into account with their designs. Trees, landscape materials, sidewalk materials, furniture, what are the most important items. Next month, he should have more visuals.

Johnson noted what it is most important to him, is that he doesn't want to see a lot of event traffic on Q or R. He would rather see people use Arena Dr. To the extent the streetscape can help buffer traffic from going east.

Jones added that the Historic Preservation Commission is pretty much unanimous regarding not wanting a lot more vehicular traffic going through the Historic Haymarket area. Foot traffic is okay. Parallel parking is always a bad idea.

Wells emphasized a pedestrian friendly space, with benches and places to gather.

Scheer stated it is very likely that most of these block won't be very developed when the arena opens so phasing the streetscape improvements will be necessary.

Marvin said the goal is to develop things from R St. south. It simplifies things from a staging perspective.

Scheer commented that the arena block itself and R St. is likely to be pretty well developed. The block south could initially be surface parking lots. He asked what do we need to do from a urban design perspective to the streets south of Q?

Wells advocated a sidewalk with a greenspace between the street to buffer pedestrians from vehicles. Furniture might be something you put in later.

Kissel wants to see lighting right away.

Kuhlman emphasized lighting that ties the district together, making it seem more walkable.

Marvin noted that Arena Dr. will likely have a 35 mph speed limit but surrounding streets are likely 25 mph. Silva cells that capture water and funnel them to the street trees are part of the street design. That would help to have tree locates decided on right away.

Scheer said that in an urban area, you want a tree to be planted and grow for 40 years.

A silva cell allows you to create the root system and creates groundwater to sustain the tree. A parkway strip is another idea.

The majority of the group would like to see trees. Jones stated that the Haymarket has no trees. He loves trees but doesn't see them as appropriate in this area.

Penn noted that the Haymarket buildings are close together. It is different in this area. It is not the same.

Scheer stated that the streets are different in this area than the Haymarket. Trees could be planted in a parkway. Silva cells could be done on the east/west streets.

Kay noted that the west side of Canopy st. is the only opportunity for street trees on that key street. The east side has the renovated canopy.

Beecham questioned the budget constrictions. Marvin noted that this can all be part of the master plan. Some items can be done in ten to twenty years as the area develops.

Scheer stated that R St. is likely to be pretty well developed and Canopy St from R St. south likely would be not as developed initially.

There was a discussion on development of the private blocks in the area.

Zimmer would recommend the development blocks include HPC review since it is within 300 feet of the Haymarket District.

Beecham inquired about the Engine 710 and Ironhorse Park. She thinks it would be nice to find some way opportunity for some family friendly space. She would like to integrate the history of the area, the immigrant house, tie in the idea of what the history is.

Peace pictures the streetscape as similar to the Power and Light District. They have invested minimal amounts in the horizontal improvements so they can have benches, plantings, etc. on the main drive.

Zimmer and Kay visited the company doing the rehab on the canopy and it looks very impressive.

Kissel believes she heard that Canopy St. is a priority, silva cells are the investment. Scheer thinks R St. is another street where that kind of approach is good. The south side of the arena will be hot if they don't get some shade there. That space could be used every day.

Beecham wants opportunities for public art. Zimmer mentioned the Mayor has said that \$1.5 million has been reserved for public art in West Haymarket. There is an

emerging public art committee that the mayor has been putting together of public and private members.

Wells thinks that a water feature in a childrens' space would be a good feature.

Kay sees four areas of thematic interest: immigration, rail history, community values and sports. .

Scholz thinks that since so much activity will take place at night the quality of light fixtures is extremely important.

The joint meeting adjourned at 2:40 p.m.

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