



NEBRASKA CAPITOL ENVIRONS COMMISSION

The Nebraska Capitol Environs Commission will hold a meeting on **Friday, December 23, 2022 at 8:30 a.m.** in the County-City Building, 555 S. 10th Street, Lincoln, Nebraska, in **City Council Chambers** on the 1st Floor. For more information, please contact the Lincoln City/Lancaster County Planning Department at 402-441-7491.

AGENDA

December 23, 2022

1. Approval of meeting record of [November 15, 2022](#)

Public Hearing & Action

2. [Residential street rehab work](#) by the City of Lincoln in the public right-of-way of G Street between S 13th and S 17th Streets, and J Street between S 16th and S 21st Streets in the Nebraska Capitol Environs District. (*Lincoln Transportation & Utilities; UDR22119*)
3. Design updates to approved site improvements at [1821/1843 K Street](#) (*Community Action; UDR22073 and UDR22133*)

Discuss & Advise

4. State of Nebraska shelter designs
5. Staff updates & miscellaneous, etc.

ACCOMMODATION NOTICE: *The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Lincoln Commission on Human Rights at 402-441-7624, or the City Ombudsman at 402-441-7511, as soon as possible before the scheduled meeting date in order to make your request.*

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/NCEC/Agendas/2022/122322.docx>

MEETING RECORD

Advanced public notice of the Nebraska Capitol Environs Commission meeting was posted on the County-City bulletin board and the Planning Department's website. In addition, a public notice was emailed to the Lincoln Journal Star for publication on Monday, November 7, 2022.

NAME OF GROUP: NEBRASKA CAPITOL ENVIRONS COMMISSION

DATE, TIME AND PLACE OF MEETING: Tuesday, November 15, 2022, 11:00 a.m., Room 1525, Nebraska State Capitol, 1445 'K' Street, Lincoln, Nebraska.

MEMBERS IN ATTENDANCE: Heidi Cuca, Andrea Gebhart, Delonte Johnson, Kile Johnson, Karen Nalow and David Quade; (Ann Post absent).

OTHERS IN ATTENDANCE: Collin Christopher, Paul Barnes and Teresa McKinstry of the Planning Department; Matt Hansen with the Nebraska Capitol Commission; Craig Aldridge and Ryan Leeper with Lincoln Transportation and Utilities; Greg Newport; Jennifer Seacrest with Olsson Studio; and other interested citizens.

STATED PURPOSE OF MEETING: Nebraska Capitol Environs Commission Meeting

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

K. Johnson then called for a motion approving the minutes of the regular meeting held August 26, 2022. Motion for approval made by Nalow, seconded by Quade and carried 5-0: Gebhart, D. Johnson, K. Johnson, Nalow and Quade voting 'yes'; Cuca abstaining; Post absent.

RESIDENTIAL STREET REHAB WORK BY THE CITY OF LINCOLN IN THE PUBLIC RIGHT-OF-WAY OF G STREET BETWEEN S. 13TH AND S. 17TH STREETS, J STREET BETWEEN S. 16TH AND S. 21ST STREETS, AND S. 11TH STREET BETWEEN H AND K STREETS IN THE NEBRASKA CAPITOL ENVIRONS DISTRICT
PUBLIC HEARING: **November 15, 2022**

Members present: Cuca, Gebhart, D. Johnson, K. Johnson, Nalow and Quade; Post absent.

Collin Christopher stated that due to an error with the legal advertisement, the Commission will not be able to take action on this item today.

Craig Aldridge is working with Ryan Leeper on the design for the street rehab project. He provided printed copies of the work being done. It is primarily roadway resurfacing work, where the top layer of asphalt is milled down and spot repairs are done where needed. Once subsurface defects are corrected, one to two inches of fresh asphalt are placed on top. Curb and gutter areas are repaired at the same time, as needed.

Sunken areas are typically replaced. In addition, he noted that they always take a closer look at all the ADA (Americans with Disabilities Act) pedestrian facilities. Concrete surface corridors require more of a spot repair approach. He noted areas of sandstone curb on 'J' Street between 17th Street and 18th Street, and on 'G' Street between 16th Street and 17th Street. Their typical procedure is to have the contractors carefully remove those segments of red sandstone curb and set them aside. For any that survive, they will notify Bob Ripley that they have some of the curbing. In the past, the State has utilized these for projects they have. On this particular project, they have identified around 800 lineal feet that will be removed. Not all will survive. It is important to note they have recently been informed of another project that will be happening in 2024.

Nalow inquired how much of the curbing in the area is still sandstone versus what has been replaced. Aldridge doesn't know the exact number. He wishes there were a database, but there is not. Their process is to get ahold of Bob Ripley or Matt Hansen and turn it over. Nalow understood that 'G' Street and 'J' Street are the only two areas that have the curbing. Aldridge stated that on this particular project, yes.

Gebhardt wanted to clarify this is a complete removal of the sandstone curb. Aldridge replied yes. We hand the sandstone over and they utilize it. We replace it with standard 'S' shaped curb and gutter.

K. Johnson believes this is almost an invitation to extend the median to the east on 'J' Street. He wondered if that is a possible opportunity. Aldridge replied that is not something they would do unless there is a specific request that came to Traffic Operations. They don't typically make any geometric modifications. This is the first he has heard of it. That doesn't mean it isn't being routed up the channels for possible evaluation. He will check into it. He assumed Johnson was speaking to 'J' Street, east of the Capitol. Johnson replied he was correct.

Matt Hansen noted there are right-of-way issues. Christopher added there are also cost issues. This isn't the greatest timing because Lincoln Transportation and Utilities (LTU) is well into the project, but he thinks it is worth exploring.

Gebhardt would like Mr. Aldridge to speak to maintaining a standard curb versus sandstone. Aldridge stated that a vertical face curb can cause significant damage to a vehicle that strikes it, while an 'S' shaped curb doesn't cause the same damage. From a street maintenance perspective, he doesn't know. He would think the difference is minimal.

Christopher believes that though stone curb removal falls within a gray area of the design standards and the purview of the Commission, it is worthy of being reviewed for a Certificate of Appropriateness. This is a public improvement project in the Nebraska Capitol Environs District and the stone curbing is a part of Lincoln's historical past. It would be good to give advice to the applicant. This will have a formal public hearing next month.

K. Johnson will support this. The other Commissioners agreed.

Christopher offered a note to LTU staff, not so much on this project but on other projects. Some curb removal in this part of town could intersect with historic districts. He urged them to keep in coordination

with Planning staff. The 11th Street project is one example, as it intersects the Everett Historic District. He doesn't know that that project has any stone curbing in the Capitol Environs, but it will certainly have stone curbing within the historic district.

Hansen wanted to speak to sandstone curbing. He has been working with LTU to acquire the curbing. The plan long term is to return the four-block site around the Capitol to red sandstone curb. The west side of the Capitol still has almost all the sandstone in place. The south has some as well. The goal is complete replacement and to return the Capitol site to red sandstone curbing. The total lineal feet needed to complete is about 1,526 lineal feet of material. They have been acquiring it for a number of years. They have been storing it with Nebraska Dept. of Transportation (NDOT). He doesn't know how much they have already. Some of these larger projects are increasing their stockpile. They will work on funding the replacement project eventually. He assumes his office will be funding that. They will eventually get to a point where they can complete their project. He doesn't know what would happen to any excess.

K. Johnson believes this project will get them to almost halfway. Hansen stated that is the hope. You never know what will break. The sandstone was originally quarried in Lyons, Colorado. The goal is to see the Capitol returned to this type of curbing.

DESIGN UPDATES TO APPROVED SITE IMPROVEMENTS AT 1821/1843 K STREET:

Christopher stated that this item will be back in December for formal approval. The project originally received approval from the Commission in July, but they are now considering some revisions to the design.

Greg Newport appeared and stated that they have done some additional analysis. The cost came in pretty high for their original proposal. They have been working with the University of Nebraska Lincoln (UNL) on alternative solutions for traffic barriers. They found a cable system that has been proven to handle collisions, and they are hoping to proceed with that. A cable system would also utilize landscaping in front and behind the cabling. They hope to start construction next month. They would like to have it installed before ice starts to impact the intersection. They may be under construction at the next meeting. He would like feedback today.

Nalow asked if there are any photos to share of the cabling system. Newport did not have any with him, but noted he can email some. They are concrete pillars about three feet high and the cable is stretched between the pillars. It would be about 85 feet of three rows of cable. He believes there are some examples in town. The cables are about 1.25 inches in diameter. Nalow believes it would be helpful to have an example next month, along with a plant materials listing. Newport noted that any planting wouldn't happen until next spring, so there is more than enough time.

K. Johnson wondered how effective this will be in stopping cars. Newport stated that the system they are looking at will catch 65-mph cars. Collisions they have seen at that intersection are not that fast.

Gebhardt wondered about the ramp to the building. Newport stated that the ramp will be taken away and removed. They don't need it. There are three other entrances that are accessible. This entrance is not encouraged to be used by the public.

K. Johnson believes there is a parking lane on the west side of 'K' Street. Newport agreed. It is located about where the traffic light is. He has seen some cars parked there. K. Johnson likes what the applicant is doing as opposed to a bollard, particularly with the landscaping. It will be a nice softening touch.

Cuca echoed the comment that she really likes the landscaping approach. It will be aesthetically more appealing. Gebhardt agreed. She likes this approach better. Nalow agreed as well. She believes it is a better approach. D. Johnson agreed as well. He noted it is better than bollards.

Quade asked about the walkway. Newport stated that is an entry with a vestibule. He doesn't believe a car would make it all the way to the building. Most collisions happen from the north.

DOWNTOWN CORRIDORS STREETScape PROJECT:

Christopher stated that this project is an implementation step of the Downtown Master Plan. That includes the idea of creating a greenway street along 11th Street, a music district on 14th Street, major improvements on 'O' Street from 9th Street to 28th Street, and added pedestrian connectivity along 9th and 10th Streets. This is a pretty large project, but they hope to wrap up the master plan by the end of next year. They are going to spend the next year going into further design development for the first phase, with the hope to start construction in spring 2024. He wanted to focus today on the part of the project that is in the Capitol Environs District – 14th Street to 16th Street and N Street to P Street. The design team has been thinking about the interaction of Centennial Mall and O Street, and how to enhance views toward the Mall. This project will be back for official action in the future sometime next year.

Jennifer Seacrest stated that one of the things they noticed as they started thinking about O Street is that Centennial Mall isn't especially visible along the corridor. They see this as an opportunity to showcase what has been done. They feel that Centennial Mall should take precedence at this particular intersection. They took that opinion to the public and got really great feedback. They indicated they would like to see a nod to the Mall. She showed some images of the area. As a designer looking at the whole corridor, she likes the simplicity and design of the turf. They started by thinking about how to bring Centennial Mall design elements to this intersection. She is suggesting they could start to use a little more of that design vernacular at this intersection. She would like to accentuate the promenades. They become their strongest when they are offset with either turf or paving. They are interested in removing some parking directly south of O Street, including a couple of stalls on either side. Looking to the north, they are interested in reducing the drop-off lane that is there. They are also interested in increasing the landscape presence. They would like to take advantage of shrinking the roadway by making the intersection nodes a little larger. They would also like the landscape areas to encroach a little more on O Street and start to wrap the corners a little. She would like to utilize a lot of the green infrastructure that is there. She pointed out the addition of bollards, as well as a desire to increase the amount of decorative paving at the intersection. She would love to talk to LTU about doing some specialty paving. She would like to take back some space and utilize the landscape approach at the terminus of the Mall. The landscaping behind the security barrier in front of the Federal building is pretty low. It gets lost a lot of the year. She would love to see if there is an opportunity to elevate that a little to have more of a presence.

K. Johnson wondered what the Federal government would think of that. Seacrest noted that is the big question. They do have some raised beds at the intersection. She doesn't know how willing they would be to go along with these changes.

Quade likes this proposal, but it involves eliminating a lot of parking stalls. He is not sure anyone wants to do that. Seacrest believes that is a double edged sword. There are some business owners who have valid concerns about preserving parking, but stalls to the west of the Federal building are not a huge concern. They are talking about eliminating some parking on O Street. They are moving toward an approach of having consolidated parking bays that would have quicker turnover rates. The intent is for those stalls to be used more for pickup and drop-off. She believes there is a lot of support in the City for that. So there would be fewer stalls, but those stalls would have greater utilization.

Nalow appreciates the focus on Centennial Mall, and thinks the improvements will be beneficial. She has two comments. The first is related to the addition of bollards – she believes the idea of simplicity is important, and questioned the need to add another design element at the intersection. She wonders whether it will ultimately be a distraction. Secondly, she noted that it looks like there are different tree groupings shown to the south. The plans appear to show different groupings by the garage, compared to what exists today. She questioned if any thought was given to switching out any of the trees. Seacrest suggested that moving the trees back opens up the turf corridor a little. The idea was to try and accentuate some of the mall and the landscaping there. They would need to be more vertical trees. Nalow believes that tree selection and placement is important. The current design was very purposeful. She would recommend looking at the compositions and how it plays into the entire movement. Having said that, she thinks it would be interesting to investigate along the garage.

Cuca is curious about the planters. She asked if they are part of this plan or if they belong to someone else. Seacrest believes those were a DLA (Downtown Lincoln Association) installation. Those only happen at this intersection. Nalow believes that as well. Seacrest is proposing they would go away.

K. Johnson thinks it is great taking advantage of the opportunity to redesign this intersection. Seacrest noted this is the first pass. They will look at the Commission's suggestions and will be back with more detail. She wanted to get some input now.

K. Johnson wondered if the distance between the curb south and north will be reduced at all. Seacrest stated in that direction, it is already narrower than it is supposed to be for a State highway.

Gebhardt was looking at the 14th Street intersection design and wondering if it was being incorporated into this intersection. Seacrest believes it could be considered at Centennial Mall. She would have to bring it to the group. There is currently not a consensus on where this intersection treatment should land.

STAFF UPDATES AND MISCELLANEOUS:

Christopher wanted to touch base on the December meeting. He noted it is normally scheduled for December 23, 2022. There was a group consensus to leave the date as is.

There being no further business, the meeting was adjourned at 12:00 p.m.

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/NCEC/Minutes/2022/111522.docx>

NEBRASKA CAPITOL ENVIRONS COMMISSION STAFF REPORT

APPLICATION NUMBER	Urban Design Record #22119
APPLICATION TYPE	Certificate of Appropriateness
ADDRESS/LOCATION	G Street (S 13th and S 17th Streets), and J Street (S 16th and S 21st Streets) in the Nebraska Capitol Environs District
HEARING DATE	December 23, 2022
APPLICANT	Craig Aldridge, 402-416-5349, caldridge@lincoln.ne.gov
STAFF CONTACT	Collin Christopher, 402-441-6370, cchristopher@lincoln.ne.gov

RECOMMENDATION: APPROVAL WITH CONDITIONS

Summary of Request

Lincoln Transportation and Utilities (LTU) has a residential street rehab project scheduled for construction in 2023 that includes the removal of original sandstone curbing. The curbs would be replaced with concrete curbs that more align with modern roadway construction materials and methods. The removal of these sandstone curbs in older Lincoln neighborhoods has become relatively common in recent years as streets receive improvements, and LTU has established a good relationship with the staff at the Capitol to ensure that as much of the curbing as possible be preserved and reused. It is city staff's understanding that Capitol staff is currently stockpiling the historic curb material with the goal of eventually using it to return the Capitol site to this type of curbing.

Attachments A and B at the end of this report detail the areas within the Capitol Environs District – G Street from S 16th to S 17th and J Street from S 17th to S 18th Streets – that will be impacted by the stone curb removal. At the November NCEC meeting, LTU staff provided an overview of the project and the plan for removing the stone curb in question.

Compatibility with the Design Standards

In truth, there is very little in the Capitol Environs Design Standards that would help guide a decision to allow the removal of the sandstone curbing. What guidance that does exist is provided below. While the ultimate preservation and restoration of sandstone curbs within the Capitol Environs District would be the ideal solution, staff is doubtful that this is realistic or feasible in the long-term without a greater emphasis on preservation from both the Design Standards and the funding of such efforts.

Design Standard 18: General Landscape of All Malls

The landscape of the Capitol Malls should enhance the Capitol setting and vistas:

- by providing canopy and definition at the mall edge, but leaving the centers of the malls more open, allowing on-axis views of the Capitol,
- by creating a sense of organization and unity through form, color, texture, and spacing that may be lacking in the adjacent architecture,

- by establishing a rhythm of visual and physical movement leading ultimately to the Capitol,
- by providing seasonal change and interest.

There is a delicate balance between a landscape that enhances and one that overwhelms—color and form changes should be in large sweeps and masses to avoid creating small, distracting focal points. The landscape should be bolder and more colorful closest to the Capitol.

Facing Capitol Square and the Malls, front yards shall not contain mechanical equipment, above-ground utilities, docks, or unscreened ramps. Architectural or planted screenings may be offered, with maintenance requirements.

Active use of the Malls should be encouraged by the selection and placement of landscape elements such as seating.

Guideline 18.5:

Use high quality pavement that is durable, neutral or natural color, able to be matched or replaced locally or regionally; nonslip but not too rough for high heels; textured or patterned subtly. Asphalt or asphalt pavers are not acceptable. Design paved areas to allow replacement or repair to occur in sections that maintain the established pavement pattern.

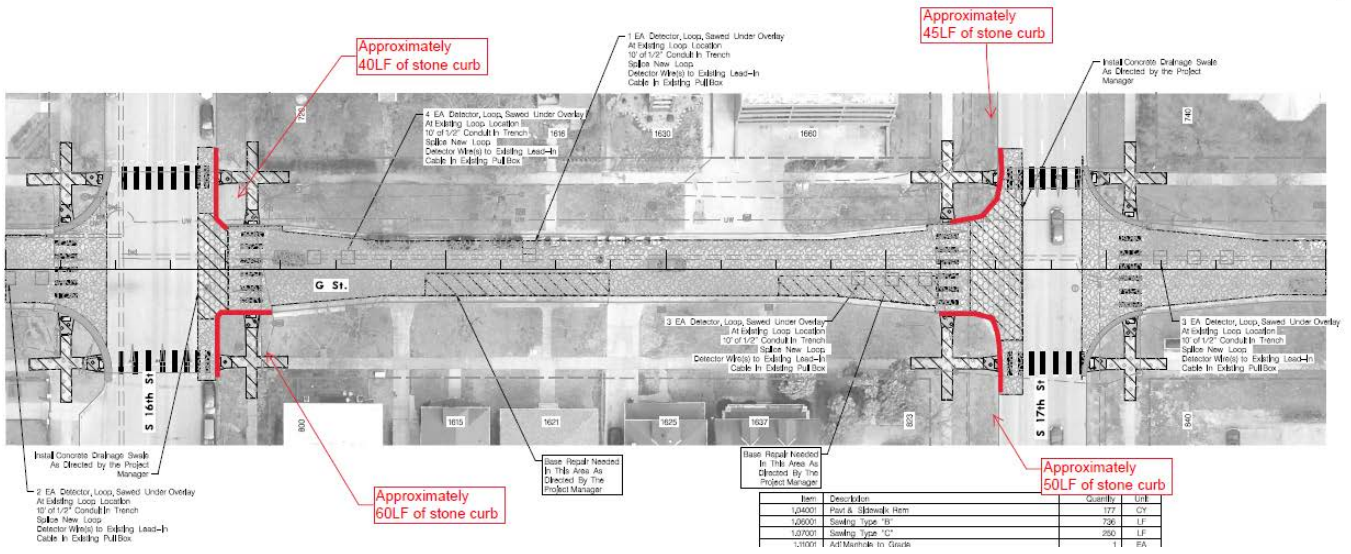
Recommended finding: The proposed improvements comply with the Capitol Environs Design Standards.

Recommended action: Approval of a Certificate of Appropriateness for the the removal of the sandstone curbs, and the construction of concrete curbs to replace them, with the following condition:

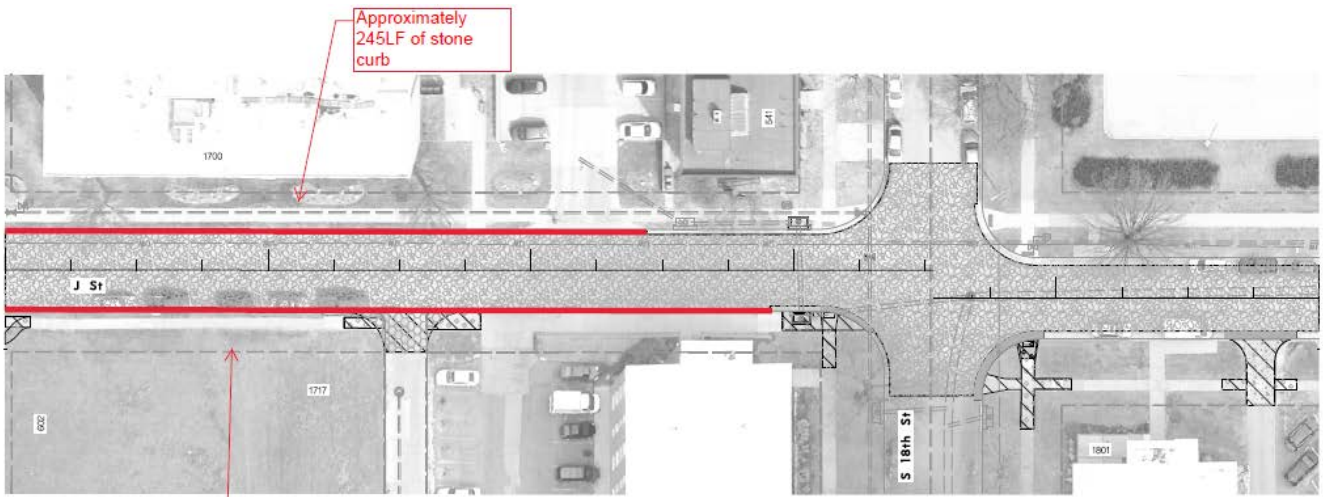
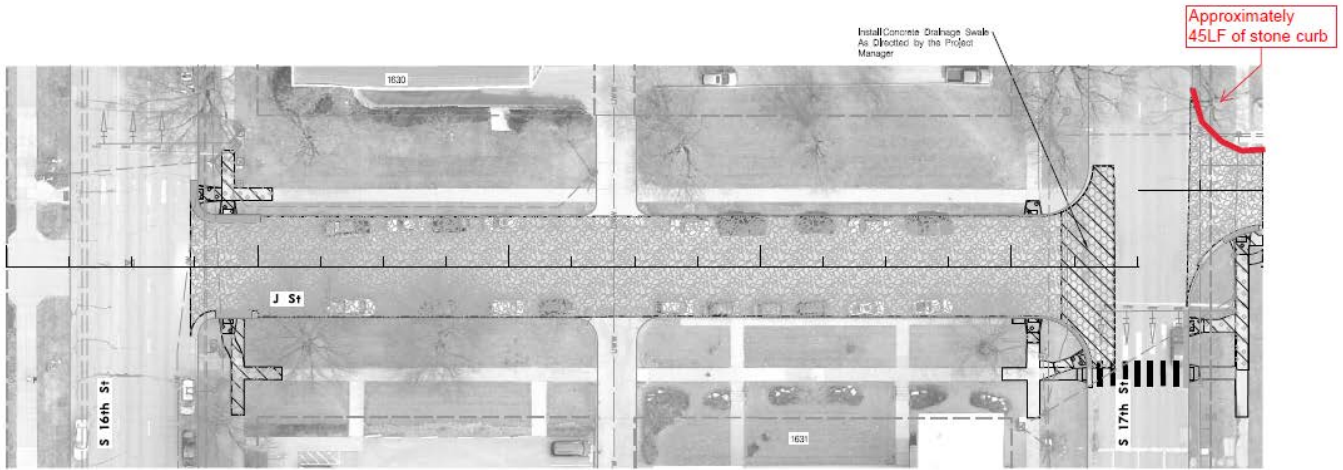
1. LTU staff shall work with staff from the Capitol to ensure the reuse of as much of the stone curb as possible. If Capitol staff declines to take the removed stone curb, LTU shall coordinate with the City's Planning Department to attempt to find a use for the material in a future streetscape or park project.

ATTACHMENT A

G STREET STONE CURB REMOVAL FROM S 16TH – S 17TH STREETS



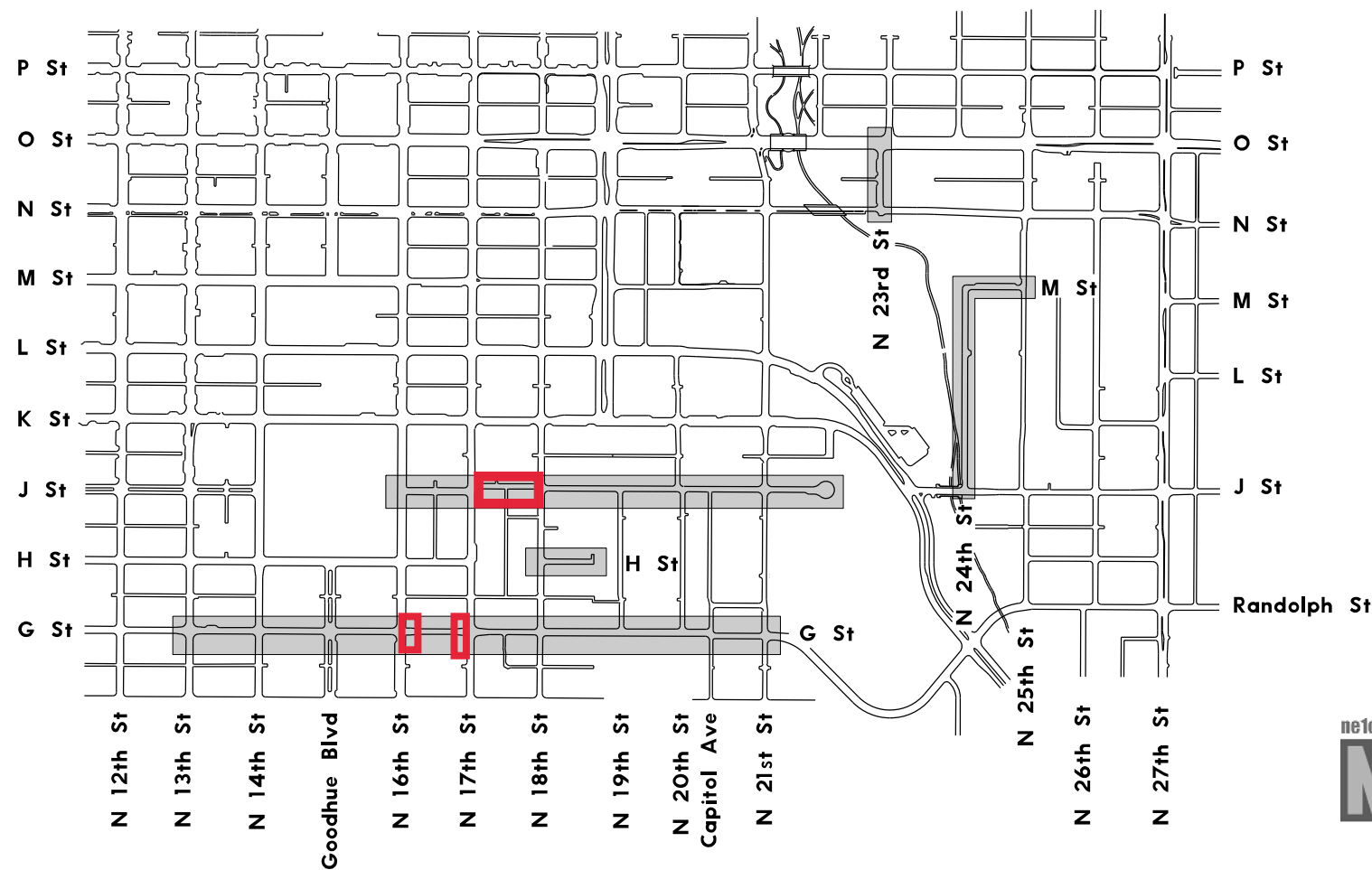
ATTACHMENT B J STREET STONE CURB REMOVAL FROM S 17TH – S 18TH STREETS



Item	Description	Quantity	Unit
1.04001	Plant & Stipwork Item	74	CY
1.06001	Sawing Type "B"	409	LF
1.07001	Sawing Type "C"	71	LF

CITY OF LINCOLN, NE (2023)
RESIDENTIAL PAVEMENT REHABILITATION
CAPITOL VIEW NEIGHBORHOOD
PAVING C.I.P. #705651

SHT NO.	SHEET INDEX
1	COVER
2-3	TYPICAL SECTIONS
4	GENERAL NOTES AND SUMMARY OF QUANTITIES
5	HORIZONTAL CONTROL
6-21	CONSTRUCTION AND REMOVAL



775LF of stone curb to be removed and replaced with 24" Combined Curb and Gutter



PROJECT CONTACTS

Lincoln Transportation & Utilities
 Project Delivery: Design
 949 West Bond, Suite 200.
 Lincoln, NE 68521
 Attn: CRAIG ALDRIDGE
 402-416-5349

Lincoln Transportation & Utilities
 Project Delivery: Design
 949 West Bond, Suite 200.
 Lincoln, NE 68521
 Attn: RYAN LEEPER
 402-890-3126

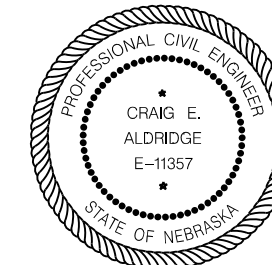
Lincoln Transportation & Utilities
 Traffic Engineering
 949 West Bond, Suite 200.
 Lincoln, NE 68521
 ATTN: DANIEL CARPENTER
 402-416-9925

Lincoln Transportation & Utilities
 Project Delivery: Construction
 949 West Bond, Suite 200.
 Lincoln, NE 68521
 ATTN: MARC ROSSO
 513-207-3244

PRIOR TO CONSTRUCTION:

CALL : 1-800-331-5666 OR 811 FOR LOCATION OF UNDERGROUND TELEPHONE, ELECTRIC, GAS MAINS, CABLEVISION AND CITY OF LINCOLN UTILITIES.

NOTE: EXISTING UNDERGROUND AND OVERHEAD UTILITIES AND DRAINAGE STRUCTURES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL CONTRACTORS TO EXACTLY LOCATE AND PROTECT EACH EXISTING UTILITY BEFORE AND DURING ACTUAL CONSTRUCTION.

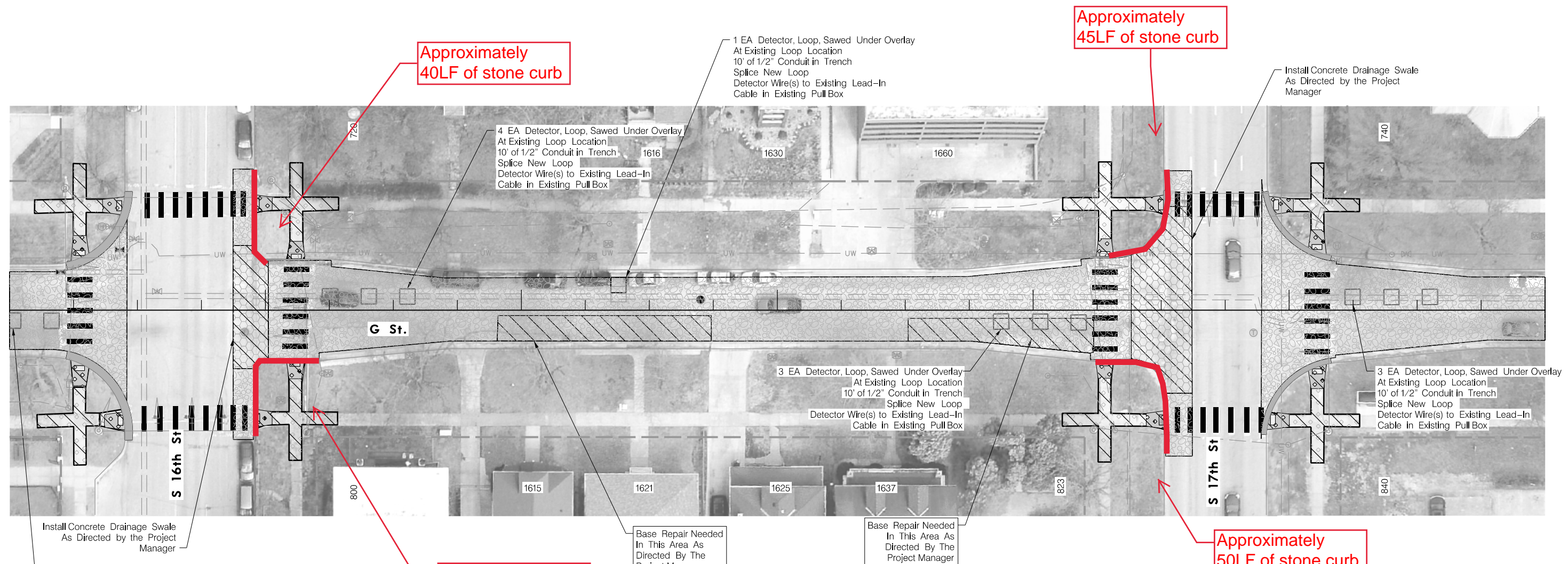


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117+00 118+00

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Quantities Reflect 50% of
Curb and Gutter Replacement
Quantities for Concrete Drive
Repair Based on Curb and
Gutter Replacement As Directed
by the Project Manager

** For Reference Only, Not a Bid Item
Work to be Done by City Forces

Item	Description	Quantity	Unit
1.04001	Pavt & Sidewalk Rem	177	CY
1.06001	Sawing Type "B"	736	LF
1.07001	Sawing Type "C"	250	LF
1.11001	Adj Manhole to Grade	1	EA
1.13001	Adj Water Valve Box to Grade	3	EA
4.09304	Conc Sidewalk 4"	2539	SF
4.09309	Conc Sidewalk 9"	735	SF
4.09405	Conc Driveway 5"	200	SF
4.09601	Combined Curb Gutter	160	LF
4.09602	Conc Barrier Curb (9"x20")	195	LF
4.11001	Detectable Warning Panel	128	SF
5.07006	Concrete Base, 6" LB-3500	376	SY
6.04000	Surface Milling	1984	SY
6.06002	Asph Conc, Type 2	264	TN
** Molten	Thermoplastic Pav Mkg, 24"	530	LF
24.03205	Conduit, 1/2" Trenched	50	LF
24.10016	Detector, Loop, Sawed Under Overlay*	13	EA
50.00005	Combined Curb & Gutter, 36"	425	LF



CONSTRUCTION AND REMOVAL

300+00

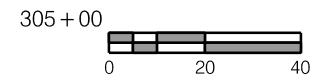
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	PROJECT NO.	SHEET NO.
	705651	13
	Date: 10/10/2022 Horz. Scale: 1:40	Drawn: JWH Checked: RML Approved: CEA



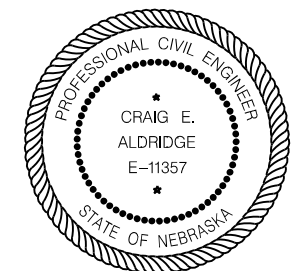
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Quantities Reflect 25% of Curb and Gutter Replacement As Directed by the Project Manager

** For Reference Only, Not a Bid Item Work to be Done by City Forces

Item	Description	Quantity	Unit
1.04001	Pavt & Sidewalk Rem	108	CY
1.06001	Sawing Type "B"	527	LF
1.07001	Sawing Type "C"	56	LF
4.09009	PCC Pav, 9"	151	SY
4.09304	Conc Sidewalk 4"	1076	SF
4.09309	Conc Sidewalk 9"	313	SF
4.09601	Combined Curb Gutter	36	LF
4.09602	Conc Barrier Curb (9"x20")	175	LF
4.11001	Detectable Warning Panel	64	SF
5.07006	Concrete Base, 6" LB-3500	181	SY
6.04000	Surface Milling	1813	SY
6.06002	Asph Conc, Type 2	249	TN
50.00005	36" Curb & Gutter	46	LF
**	Molten Thermoplastic Pav Mkg. 24"	70	LF



CONSTRUCTION AND REMOVAL

305+00

306+00

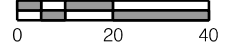
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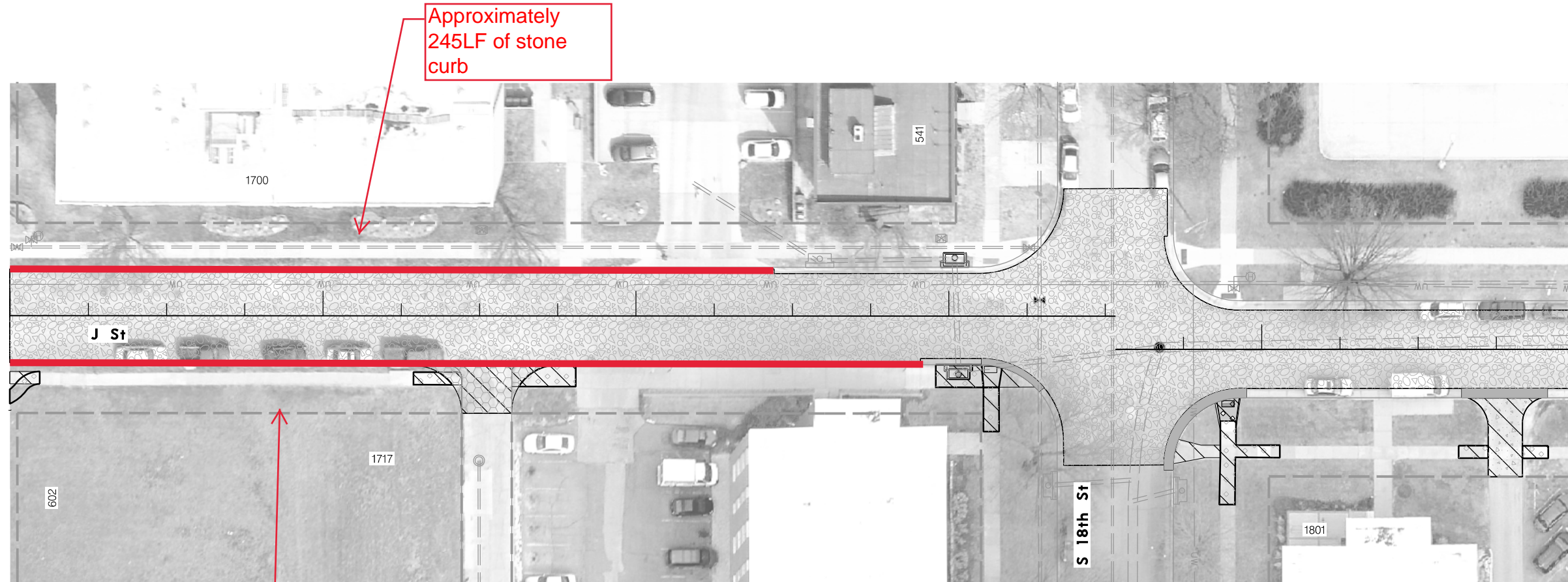
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LTU	PROJECT NO.	SHEET NO.
	705651	14
	Date: 10/10/2022	Drawn: JWH
	Horz. Scale: 1/40	Checked: RML
		Approved: CEA

310+00



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Approximately
245LF of stone
curb

Approximately
290LF of stone
curb

Item	Description	Quantity	Unit
1.04001	Pavt & Sidewalk Rem	74	CY
1.06001	Sawing Type "B"	409	LF
1.07001	Sawing Type "C"	71	LF
1.11001	Adj Manhole to Grade	1	EA
1.13001	Adj Water Valve Box to Grade	1	EA
4.09304	Conc Sidewalk 4"	946	SF
4.09309	Conc Sidewalk 9"	81	SF
4.09406	Conc Driveway, 6"	306	SF
4.09601	Combined Curb Gutter	31	LF
4.09602	Conc Barrier Curb, 9"x20"	280	LF
4.10006	PCC Alley Pavt, 6"	38	SY
4.11001	Detectable Warning Panel	24	SF
5.07006	Concrete Base, 6" LB-3500	185	SY
6.04000	Surface Milling	1854	SY
6.06002	Asph Conc, Type 2	278	TN
21.08006	Storm Drain Inlet Top Only, 72"	2	EA
21.13006	Remove Existing Inlet Top Only	2	EA
50.00005	36" Curb & Gutter	65	LF



CONSTRUCTION AND REMOVAL

NEBRASKA CAPITOL ENVIRONS COMMISSION STAFF REPORT

APPLICATION NUMBER	Urban Design Record #22073
APPLICATION TYPE	Certificate of Appropriateness (Received July 22, 2022)
ADDRESS/LOCATION	1821/1843 K Street
HEARING DATE	December 23, 2022
APPLICANT	Greg Newport, 402-430-5631, greg.newport@outlook.com
STAFF CONTACT	Collin Christopher, 402-441-6370, cchristopher@lincoln.ne.gov

RECOMMENDATION: APPROVAL

Summary of Request

In July, Community Action applied for and received a Certificate of Appropriateness to allow them to add vehicle barriers north of their building at 1821/1843 K Street. Per their original application letter, the barriers are intended to prevent vehicles failing to make the turn eastward off of Antelope Valley Parkway from hitting the building. According to the applicant, such accidents have happened twice in the last year. The original plans showed ten (10) spherical traffic barriers made of solid concrete. They were to have a diameter of 48” with a spacing of 48”. The spherical barriers were to be “painted to simulate large marbles.”

The applicant has since changed the design of the traffic barrier system and is seeking an updated certificate. The new barrier system design eliminates the spherical barriers and replaces them with a cable restraint system that will be landscaped to offset any negative visual impacts.

Attachment A at the end of this report shows the original barrier design, Attachment B illustrates the revised design, Attachment C depicts a design detail for the cable system, and Attachment D offers a built example image of the proposed product.

Compatibility with the Design Standards

The barriers will front the K Street side and do not have a direct visual impact on the J Street landscape that is of most concern in the Capitol Environs District. As such, the Design Standards offered limited guidance for the original proposal beyond an expectation that the barriers consist of high-quality, durable materials.

The new design fits into much of the same scenario, where durability and quality are of primary concern. Because landscaping is now being introduced, the consideration of landscape maintenance and replacement is also of relevance, as highlighted in Design Standard 27.

Design Standard 27: Landscape Maintenance and Replacement

Landscape improvements, especially those on public property, should be designed and installed for economical maintenance and programmed replacement as needed.

Recommended finding: The proposed improvements comply with the Capitol Environs Design Standards.

Recommended action: Approval of a Certificate of Appropriateness for the proposed site work at 1821 K Street, under the condition that the applicant provide the Commission a landscape plan for review prior to planting.

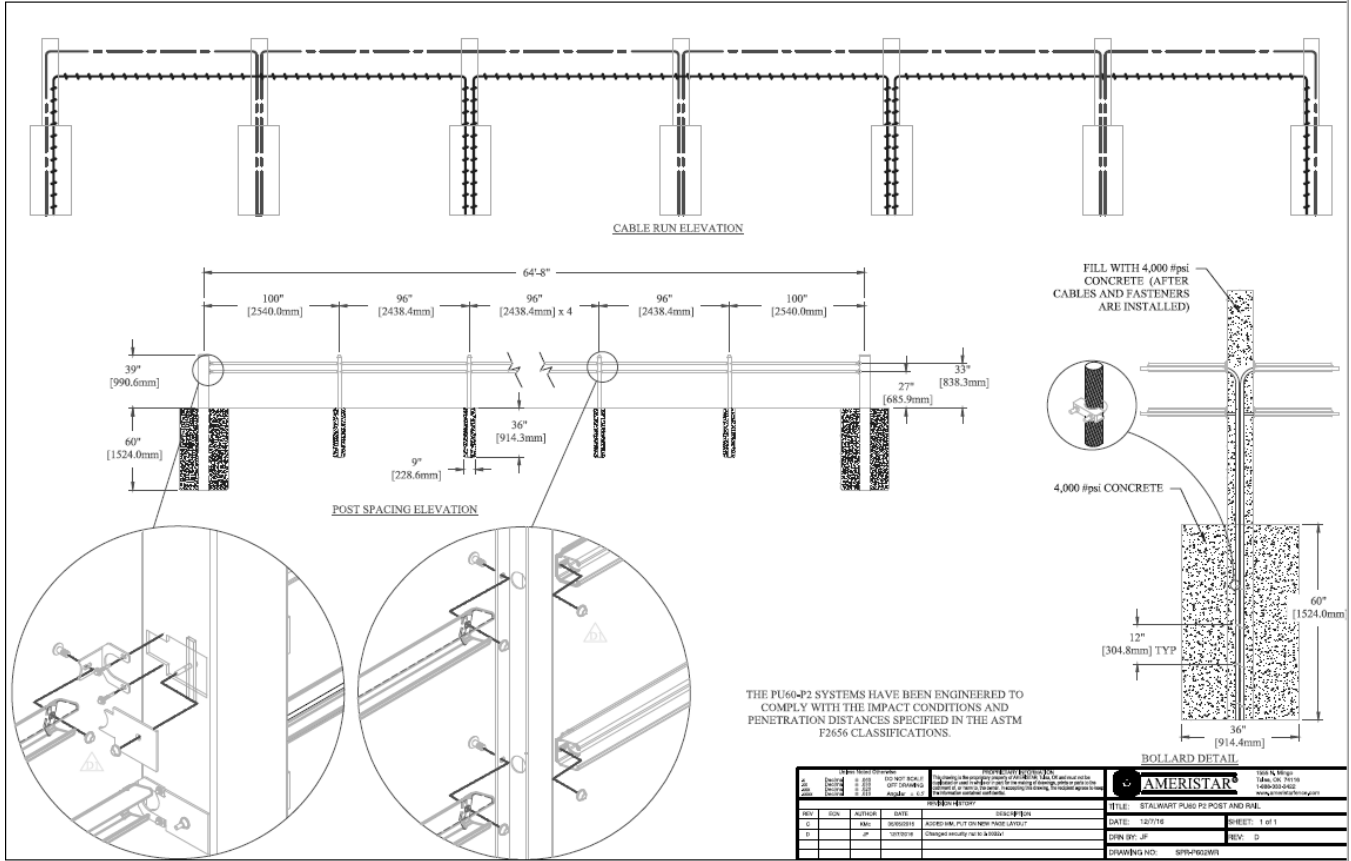
ATTACHMENT A
ORIGINAL TRAFFIC BARRIER ILLUSTRATION



ATTACHMENT B
REVISED TRAFFIC BARRIER ILLUSTRATION



ATTACHMENT C REVISED TRAFFIC BARRIER DESIGN DETAIL



**ATTACHMENT D
REVISED TRAFFIC BARRIER EXAMPLE IMAGE**

