

## **URBAN DESIGN COMMITTEE STAFF REPORT**

	RECOMMENDATION: CONDITIONAL APPROVAL
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov
APPLICANT	Kerin Peterson, <u>kpeterson@lancaster.ne.gov</u>
ADDITIONAL MEETINGS	-
HEARING DATE	May 06, 2025
	(425 S 10 <sup>th</sup> St)
ADDRESS/LOCATION	Public Building Commission Parking Garage Expansion
APPLICATION TYPE	Advisory review
APPLICATION NUMBER	Urban Design Record #UDR25041

#### **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

#### **Design description**

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 Street accordingly. New access control https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2025/05 May/PBC staff report\_item 2.docx` 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 with the other airy faces of the building. The use of form liners 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 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 90degree 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.

#### 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 Design

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 sidewalks adjacent to the existing garage will be removed and replaced as they will likely be damaged during construction.







# **Preliminary - For Discussion Only**



#### 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 Schematic Design 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 Downtown Corridors designs.



#### 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**

• Building design

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.

While the project incorporates precast concrete fins on the south, west, and north facades to reflect the architectural language of the existing PBC Campus, staff have identified opportunities for enhancement, particularly along the K Street and 9th Street elevations. These elevations are highly visible and serve as key gateways into Downtown. In the current proposal, their similarity to the adjacent structures does not create a distinctive or inviting entry experience.



To strengthen the identity and visual appeal of these façades, staff recommends the incorporation of additional design elements, such as perforated or colored metal panels, murals, colored fins, or other creative treatments that contribute to a more dynamic and engaging street presence.

Additionally, the current design proposal includes a mural at the corner of the east façade, and staff notes that this location is less visible in the broader urban context. We recommend relocating or replicating the mural concept on the more prominent K Street or 9th Street elevations, where it would have a greater visual impact and contribute more meaningfully to the character of Downtown. Future development on the north sides of the block will also hide this mural.

Attached below is a street cross-section and a perspective of the proposed design, followed by two examples of treatments that could elevate the façade of the building.







Option 1 shows colored perforated metal panels.



Option 2 shows painted murals.

Please note that the placement and scale shown are conceptual and not to scale. Design consultants are encouraged to explore variations and adapt these ideas creatively to suit the context.

#### • Streetscape Coordination

It is also noted that the proposed treatment of 10th Street does not show the proposed plan for 10<sup>th</sup> St outlined in the Downtown Corridors Master Plan. Staff recommends revising the site plan and accompanying drawings to maintain consistency and reflect the proposed streetscape improvements for this corridor.





## Proposed plan

Downtown Corridors Master plan.



# **BVH**ARCHITECTURE

# SCHEMATIC DESIGN PBC PARKING GARAGE EXPANSION

APRIL 4, 2025





#### 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 9<sup>th</sup> Street. Levels 2 - 5 (Public and Employee) will be accessible from a controlled vehicular entry and exit to 10<sup>th</sup> 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. 10<sup>th</sup> Street. Two exit lanes are proposed onto S. 10<sup>th</sup> Street as well to allow for the more efficient flow out of the garage. The existing access points on 'L' and S. 9<sup>th</sup> 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. 9<sup>th</sup> 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. 9<sup>th</sup> and S. 10<sup>th</sup> 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	1/2" 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	-2.4°F	96.3°F
Wet Bulb Temperature	N/A	78.6°F

Indoor design conditions:

Space Type	Cooling	Heating
	(Occupied/Unoccupi ed)	(Occupied/Unoccu pied)
Stair/Vestibule	80 (°F)	50 (°F)
Mechanical Room	78 (°F)	60 (°F)

#### 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. 10<sup>th</sup> 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 <sup>3</sup>/<sub>4</sub>" 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		ncommitted
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.







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





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





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





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





**NE Corner** 



**NW Corner** 





SW Corner



**SE Corner Street View** 





Interior 5th Level



**NE Corner Street View** 





**SE Corner Street Night View** 



East Elevation





## Schematic Section Through City/County



# **PBC PARKING GARAGE EXPANSION**

**425 S 10TH STREET LINCOLN, NE 68508** 

**BVH PROJECT NO. 24108** 

# **SCHEMATIC DESIGN**



GENERAL

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

CIVIL SITE LAYOUT PLAN

#### ARCHITECTURAL

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

#### STRUCTURAL

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



COVER SHEET

G1.0

°⊓⊥	LIFE SAFETY AND CODE ANALYSIS	IBC TABLE 601 - FIRE RESISTANCE RATING REQUIREMENTS: "BRIEF DESCRIPTION OF PRIMARY CONSTRUCTION"
INC	PROJECT DESCRIPTION: THE EXISTING PARKING STRUCTURE IS BEING ADDED ONTO VERTICALLY WITH A THREE FLOOR	FIRE-RESISTANCE RATING WILL COMPLY WITH REQUIREMENTS OUTLINED BELOW (IBC TABLE 601):
9	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.	CONSTRUCTION TYPE II-A - 1ST TO 5TH FLOOR
	APPLICABLE CODES: 2018 INTERNATIONAL BUILDING CODE 2018 INTERNATIONAL EXISTING BUILDING CODE	PRIMARY STRUCTURAL FRAME 1 HR  BEARING WALLS EXTERIOR 1 HR
r = 1-0	2018 INTERNATIONAL ENERGY CODE 2012 NFPA LIFE SAFETY CODE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN	NTERIOR 1 HR NONBEARING WALLS & EXTERIOR 0 HR DADITIONS DADITIONS
•	BC CHAPTER 3 / LSC CHAPTER 6 - OCCUPANCY CLASSIFICATION AND USE:	Partitions         INTERIOR         0 HR           E         FLOOR CONSTRUCTION         1 HR
SCALE	S-2 PARKING GARAGE(ORDINARY STORAGE) - NO SPRINKLER, OPEN AIR GARAGE IBC CHAPTER 4: SPECIAL REQUIREMENTS	ROOF CONSTRUCTION 1 HR ROOF COVERING CLASS REQUIRED: B
е <b>ш</b>	406.27 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	TABLE 1505.1 PROVIDED: B
ĕ∎ <sup>3</sup>	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.	IBC TABLE 602 - FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE
≤	406.2.9.1 ELEVATION OF IGNITION SOURCES - EQUIPMENT AND APPLIANCES HAVING AN IGNITION SOURCE AND LOCATED IN HAZARDOUS LOCATIONS AND PUBLIC GARAGES, PRIVATE	FRE SEPARATION DISTANCE =         CYPE OF         OCCUIPANCY         OCUIPANCY         OCUIPANCY         <
	GARAGES, REPAIR GARAGES, AUTOMOTIVE MOTOR PUEL-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	5 ± X < 10         jk         2         1           OTHERS         1         1           10 ± X < 30
° .	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. SYNERTING I E LIVITONI DIE THE I CONTINUES SOLIDE IE NOT DECLUBE COR ADDILINGES THAT.	07HERS 1 1 X z 30 ALL 0 0
1/2" = 1	ARE LISTED AS FLAMMABLE REVISION SOURCE IS NOT ACCORDANCE WITH SECTION 1015 CHAPTERINGS THAT ARE LISTED AS FLAMMABLE VAPOR KINTION RESISTANT.	
÷.	SERVING AS VEHICLE BARRIERS SHALL COMPLY WITH SECTIONS 406.4.2 AND 1015.	BULIONG ELEMENT CODE TYPE OF ASSEMBLES FR RATING OPENNIGS FR RATING
12 SCA	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.	OCCUPANCY SEPARATION     SECTION 506.4 FPE BARRER     SEE 004.NOTES     112.VR     112.VR
° •	EXCEPTION: VEHICLE BARRIERS ARE NOT REQUIRED IN VEHICLE STORAGE COMPARTMENTS IN A MECHANICAL ACCESS PARKING GARAGE.	Inductivity Loss Service Transmission         Price Bewriteries         2 Prix         2 Prix         1 1/2 Prix         1 1/2 Prix           FREE Walt         SECTION 7930         FREE Walt         2 Prix         2 Prix         1 1/2 Prix         1 1/2 Prix           [OCC: TYPE OF CONSTRUCTION]         SECTION 7930         FREE Walt         2 Prix         2 Prix         1 1/2 Prix         1 1/2 Prix           SHATE SEVICOLOGNERES         SECTION 7930         FREE RANSPERSIMINING         2 Prix         2 Prix         1 1/2 Prix         1 1/2 Prix
FEET	406.43 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.	HORIZONTIX. ASSEMBLIES           DWELLING UNITS SEPARATION (FER SECTION 40.2)         SECTION 706.3           FRE PARTITIONS         1 HR         1 HR         34 HR
2	406.5 OPEN PARKING GARAGES - OPEN PARKING GARAGES SHALL COMPLY WITH SECTION 406.2, 406.4, 406.5.	CORROORS         TABLE 100.1         XX         1 HR
	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	IBC 705.1 - EXTERIOR WALLS
= 1:-0"	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	705.2 MINIMUM DISTANCE OF PROJECTION FSD = 0.2' MIN DISTANCE = NOT PERMITTED
0 3/4" :	HARW 40 VERCENT OF THE PERMIETER OF THE TIER, INTERIOR WALLS SHALL NOT BE LESS THAN 20 PERCENT OFEN WITH UNIFORMITY DISTRIBUTED OPENINGS. EXCEPTION: OPENINGS ARE NOT REQUIRED TO BE DISTRIBUTED OVER 40 PERCENT OF THE	FSD = 2-3' MIN DISTANCE = 24" FSD = 3-5' MIN DISTANCE = 24" + 8" FOR EVERY FOOT OF FSD BEYOND 3' FSD = 5-5' MIN DISTANCE = 40"
CALE	BUILDING PERIMETER WHERE THE REQUIRED OPENINGS ARE UNIFORMLY DISTRIBUTED OVER TWO OPPOSING SIDES OF THE BUILDING.	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 OR
.– ∎ ∞	406.3.2.1 OPENNIKS BELOW GRADE - WHERE OPENNIKS BELOW GRADE PROVIDE REQUIRED NATURAL VENTILATION, THE OUTSIDE HORIZONTAL CLEAR SPACE SHALL BE ONE AND ONE- HALE TIMES THE DEPTH OF THE OPENNIK. THE WIDTH OF THE HORIZONTAL CLEAR SPACE SHALL BE MANTAINED REDUCTION OF THE OPENNIKATION OF THE HORIZONTAL CONFIG	ALLOWED BY SECTIONS 705.2.3.1 AND 705.2.4.
E C		IBC TABLE 705.8 - MAX AREA OF EXTERIOR OPENINGS NOTE (g)
4 FE	AS SET FORTH IN CHAPTER 5 FOR GROUP S-2 OCCUPANCIES AS FURTHER PROVIDED IN SECTION 508.1	705.8.4 - EXCEPTION 3 IBC CHAPTER 8: INTERIOR FINISHES
	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	INTERIOR WILL AND DELLING FINISHES WILL COMPET WITH REQUIREMENTS FOR GROUP AT [SPRINKLERED/UNSPRINKLERED] BUILDING (IBC TABLE 803.13): INTERIOD EVIT EXTIRMATE BANDS AND BASEAGEMATE
0. 5	WITH INCREASES ALLOWED BY SECTION 406.5.5. 406.5.4.1 SINGLE USE - TABLE 406.5.4	CORDIDORS AND ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND RAMPS     CLASS [B]     ROOMS AND ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND RAMPS     CLASS [C]
1 1/2" = 1'	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	**NOTE ANY PROJECT SPECIFIC REQUIREMENTS FOUND IN CHAPTER 8**
V P	406.56 FIRE SEPARATION DISTANCE - EXTERIOR WALLS AND OPENINGS IN EXTERIOR WALLS SHALL COMPLY WITH TABLES AND AND ADD THIS INSTANCE TO AN ADJACENT LOT LINE SHALL	IBC CHAPTER 9: FIRE PROTECTION SYSTEMS 901.7 NOTE USE OF FIRE AREAS AND REQUIREMENTS IF BUILDING IS NS
Ļ∎ <sup>°</sup> š	BE DETERMINED IN ACCORDANCE WITH TABLE 602 AND SECTION 705. 406.5.7 MEANS OF EGRESS - WHERE PERSONS OTHER THAN PARKING ATTENDANTS ARE	903 NOTE ANY SPECIFIC RELEVANT CODE REQUIREMENTS (GROUP R, ETC.) 905 NOTE IF STANDPIE IS REQUIRED/PROVIDED 907 NOTE ANY SPECIFIC FIRE ALARM REQUIREMENTS BASED ON GROUP
°° ∎ ⊑	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 STARWAYS, EACH EXIT STARWAY SHALL BE INTELESE THAN THE INTEL OF THE CILLUL OF CONTACT OF DO ELINITAL OF CODE LICE	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.
8 FEI	NOT LESS THAN 30 INC/LES IN WIDTH, LIFTS SHALL BE PERMITTED TO BE INSTALLED FOR USE OF EMPLOYEES ONLY PROVIDED THAT THEY ARE COMPLETELY ENCLOSED BY NONCOMBUSTIBLE MATERIALS.	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
9	406.5.8 STANDPIPE SYSTEM - AN OPEN PARKING GARAGE SHALL BE EQUIPPED WITH A STANDPIPE SYSTEM AS REQUIRED BY SECTION 905.3.	SEE SCHEDULES PROVIDED FOR TOTALS AND EXITING PATHS.
4	406.5.9 ENCLOSURE OF VERTICAL OPENINGS - ENCLOSURE SHALL NOT BE REQUIRED FOR VERTICAL OPENINGS EXCEPT AS SPECIFIED IN SECTION 406.5.7.	IBC TABLE 1004.1.1 / NFPA TABLE 7.3.1.2 - OCCUPANT LOAD FACTOR: SEE OCCUPANT LOAD SCHEDULE
2 1/4" = 1		IBC 1005 / NFPA 7.3.3.1 - EGRESS WIDTHS: EGRESS COMPONENTS (DOORS + CORRIDORS): 0.2"/OCCUPANT
0 ALE	IBC CHAPTER S: GENERAL BUILDING HEIGHT AND AREAS SECTION 504 - BUILDING HEIGHT AND NUMBER OF STORIES	MINIMUM STAR WIDTH PROVIDED=##" (IBC 1011.2 & NFPA 7.2.2.2.1.2(B)) MINIMUM STAR: 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 ##"
sc sc	LEVEL         OCCUPANCY         TYPE OF         SPRINLERS         ALLOWARE         ACTUAL         ALLOWARE         ACTUAL         ALLOWARE         ACTUAL         ALLOWARE         ACTUAL         ALLOWARE         ACTUAL         ALLOWARE         ACTUAL	IBC SECTION 1009 - ACCESSIBLE MEANS OF EGRESS: NOTE ANY SPECIAL ACCESSIE MEANS OF EGRESS REQUIREMENTS, INCLUDING FOR ELEVATORS
ET 20	2105 5-2 8-A (NO) 5 4 69 48 LOWER 5-2 8-A (NO) 8 8 8 8	AND GROUP R OCCUPANCY TYPES. IBC TABLE 1006.2.1 & LSC [11-43] MAXIMUM COMMON PATH OF EGRESS TRAVEL DISTANCE: D 0.0 THE FEFT (MAN COCOD)
15 FE	SECTION 506 - BUILDING AREA (TABLE 506.2) - SEE SECTION 406.5.5	IBC TABLE 1017.2 & LSC [11-43] MAXIMUM EXIT ACCESS TRAVEL DISTANCE: S-2 300 FEET
	LEVEL (LASS CONSTRUCTION)COVERAGE AREA # (97) 4767.415 PERMETER PERMETER PERMETER PORTER PERMETER	REFER TO TRAVEL DISTANCE ROUTE SCHEDULE. 1017.3 - EXCEPTION: IN OPEN PARKING GRANGES, EXIT ACCESS TRAVEL DISTANCE IS PERMITTED TO BE MEASURED FROM THE CLOSEST RISER OF AN EXIT ACCESS STARWAY OR THE CLOSEST
5	5-2         II-A         (NO)         NA         39,000         960'-5"         960'-5"         NA         NA         ex.com         23,3310           2	SLOPE OF AN EXIT ACCESS RAMP.
5 18" = 1'-	TOTAL ACTUAL BUILDING GROSS SF = 288,000 SECTION 508 - MIXED OCCUPANCIES	1001 - UTEURL MICHAG UT EURESS REQUIREMENTS IBC TABLE 1020 - CORRIDORS: 1020 1 (02) (C) LASS 8.2 = 1 HR FIRE PARTITIONS REALINED FOR DUIL DIMOS EAUNDED
۰ ۳	508.2 ACCESSORY OCCUPANCIES ACCESSORY OCCUPANCY: NONE	THROUGHOUT WITHOUTJAN AUTOMATIC SPRINKLER SYSTEM. 1 PROVIDED. 1920.2 MINIMUM CORRIDOR WIDTH = 44 INCHES
5 SCAL	508.2.384 - NO SEPARATION BETWEEN PRIMARY AND ACCESSORY OCCUPANCIES IF < 10% PER STORY AND NOT TO EXCEED NS TABULAR VALUE.	1020.4 & LSC [11-43] DEAD ENDS: OCC CLASS S-2 = 20' MAX DEAD END
45	TABLE 508.4 - SEPARATED OCCUPANCIES BETWEEN S-2 AND S-2 = NONE	
35 40 -EET	SECTION 509 - INCIDENTAL USE TABLE 509 - 1 HR FIRE BARRIER PROVIDED AT THESE INCIDENTAL USES:	***DETERMINE IBC CHAPTER 11 ACCESSIBILITY REQUIREMENTS***
8	ELECTRICAL INSTALLTIONS STATIONARY BATTERY STORAGE (IF PV AND EV SYSTEMS PART OF PROJECT)	IBC SECTION 1XX - DESCRIPTION: NOTES:
20 25	SECTION 510 - SPECIAL PROVISIONS 1. NONE	***DETERMINE IBC CHAPTER 14 EXTERIOR WALL CONSTRUCTION REQUIREMENTS*** IBC SECTION 14XX - DESCRIPTION: NOTES:
0 15 6" = 1'-0		***DETERMINE IBC CHAPTER 26 REQUIREMENTS*** IBC SECTION 26XX - DESCRIPTION: NOTES:
5 1		**************************************
5 0 SCALL		NOTES: ***DETERMINE IBC CHAPTER 30 ELEVATOR SPECIAL REQUIREMENTS***
8 🔳 🖽		IBC SECTION 30XX - DESCRIPTION: NOTES:
25 FEE		
8		
15		
1-0-1		
3/32" =		
0 CALE 513850 PM		
S N		

# FDC

3 SITE PLAN - LIFE SAFETY

K STREET



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REVISIONS SCHEDULE

MARK DATE DESCRIPTION

PBC PARKING GARAGE EXPANSION

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

DRAFT

LIFE SAFETY AND CODE ANALYSIS

G1.1

HARCHITECTURE





#### TRAVEL DISTANCES ROUTE NAME DISTANCE EXIT LOAD 222'-0" <varies> ROUTE NAME LEVEL 1 ROUTE 1 LEVEL 1 ROUTE 2 LEVEL 1 ROUTE 2 LEVEL 2 ROUTE 2 LEVEL 3 ROUTE 2 LEVEL 3 ROUTE 2 LEVEL 3 ROUTE 2 LEVEL 4 ROUTE 1 LEVEL 4 ROUTE 2 LEVEL 4 ROUTE 1 LEVEL 5 ROUTE 2 21 ⊂n<sub>6</sub> 229-21 ⊂nni65 229-21 ⊂nni65 229-22 ⊂nni65 229-22 ⊂ni65 229-22 ⊂ni65 229-22 ⊂ni65 229-22 ⊂ni65 229-21 ⊂ni65 22

#### OCCUPANT LOAD SCHEDULE

	4054	OCC LOAD	0001.040	CROSSANET
FUNCTION OF SPACE	AREA	TACTOR	OCC LOAD	GRU33/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	45,684 SF	200	229	Gross
	45,684 SF		229	
TOTAL:	248,563 SF		1246	



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REVISIONS SCHEDULE MARK DATE DESCRIPTION

## PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: 04/04/2025 PROJECT STATUS: SCHEMATIC DESIGN COPYRIGHT BUH ARCHITECTURE



LIFE SAFETY AND CODE ANALYSIS









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REVISIONS SCHEDULE MARK DATE DESCRIPTION



## PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: 03-31-2025 PROJECT STATUS: PROJECT STATUS COPYRIGHT BWH ARCHITECTURE



SITE LAYOUT PLAN

C1.2



- REGA CA+1678



- 5" SIDEWALK PAVEMENT

- 8" CONCRETE PAVEMENT



LEGEND



- PROPOSED TREES



ISSUED FOR:

REGA #251003



- ENGINEERING PLANNING LANDSCAPE ARCHITECTURE
- LAND SURVEYING
- IRRIGATION





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

**Desired Parking Stalls:** Public Parking = Private Parking = Total =

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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REVISIONS SCHEDULE MARK DATE DESCRIPTI



## PBC PARKING GARAGE EXPANSION

PROJECT: 24108 PROJECT STATUS:



LEVEL 01 FLOOR PLAN

A1.1







 ARCHTECT

 BYM ARCHTECTURE

 440 N 81157 STE 100

 LUNCOLN NE 68008

 V 20 275 0226

 BYM

 CIVIL ENGINEER

 REGA ENGINEERING

 REGA ENGINEERING

 ROLOLIN NE 6812

 V 20 275 0226

 BYNON

 OLOLINERY PRO

 LUNCOLN, NE 6812

 V 20 271 6200

 Regençineering com

 STONCTURAL DUANEER

 VOS 6 ASSOCATES

 201 11 771 57

 LINCOLN, NE 68008

 V 402 747 6355

 V 402 476 1273

 ENGINEERING TECHNOLOGIEE

 EXAMPLE CONSULTANT

 KILEY-VIORN

 707 FLUSTIS STREET, SUTE T10

 717 FULUNE STHEET, STREET, SUTE T10

 717 FLUSTIS STREET, ANG 5114

 V 65 454-4197

 Kimley-hom, com





### PBC PARKING GARAGE EXPANSION

PROJECT: 24108 DATE: DATE PROJECT STATUS: PROJECT STATU



LEVEL 02 FLOOR PLAN

A1.2









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## PBC PARKING GARAGE EXPANSION

PROJECT: 24108 PROJECT STATUS: DATE: DATE



LEVEL 03 FLOOR PLAN

A1.3









ARCHTECT BYA ARCHTECTURE 440 N 811 51 51 100 LINGOLN HE 6808 V 30 27 35 4501 F 402 475 5025 britom CIVIL EXOINEER REGA ENGINEER REGA ENGINEER NOOLN, HE 68512 V 30 24 120 regaengineering.com STRUCTURAL ENGINEER VOSS A ASSOCIATES 201 NT 7116 LINGOLN, HE 68508 V 302 476 1273 REGISTERENT CLIMOL V 302 476 1273 RE-INGINEER ENGINEER TCLIMOL HOUST NA FERSION V 302 476 1273 RE-INGINEER ENGINEER TCLIMOL HOUST NA FERSION V 302 476 1273 RE-INGINEER ENGINEER TCLIMOL HOUST NA FERSION V 302 476 1273 RE-INGINEER ENGINEER TCLIMOL HOUST NA FERSION V 302 476 1273 RE-INGINEER TCLIMOL HOUST NA FERSION V 302 476 1273 RE-INGINEER TCLIMOL HOUST NA FERSION V 302 476 1273 RE-INGINEER ENGINEER NA FERSION V 302 476 1273 RE-INGINEER RE-INGINEER NA FERSION V 302 476 1273 RE-INGINEER NA FERSION V 303 476 475 RE-INGINEER NA FERSION V 303 476 475 RE-INGINEER NA FERSION V 303 476 475 RE-INGINEER NA FERSION V 304 476 475 RE-INGINEER NA FERSION V 305 476 RE-INGINEER NA FERSION V





## PBC PARKING GARAGE EXPANSION

PROJECT: 24108 PROJECT STATUS: DATE: DATE



LEVEL 04 FLOOR PLAN

A1.4













### PBC PARKING GARAGE EXPANSION

PROJECT: 24108 PROJECT STATUS: DATE: DATE



LEVEL 05 FLOOR PLAN









RESPONSIBILITIES SHALL INCLUDE BUT ARE	GOVERNIN
TRUCTION PROCEDURE AND SEQUENCE.	SOILS REF
S, SHEETING, TEMPORARY BRACING, GUYS H MIGHT BE NECESSARY TO INSURE THE DING AND ITS COMPONENT PARTS DURING	A SOIL COMP/ THE CO
CATION OF LOADS, OPENINGS, AND	THE CO AFTER
D TO MECHANICAL EQUIPMENT. ADS, OPENINGS AND STRUCTURE RELATED	EXCAV
VINGS GREATER THAN THOSE SHOWN ON	ALLOW
R MECHANICAL DRAWINGS SHALL BE IE ATTENTION OF THE ENGINEER OF E PROCEEDING WITH WORK.	DESIGN LO BUILDI
RDINATING DIMENSIONS AND ELEVATIONS ITRACT DOCUMENTS. IF DISCREPANCIES ACTOR SHALL NOTIFY THE ARCHITECT	LIVE LO
IG WITH THE WORK. AUTIONS TO PROTECT SHALLOW FOOTINGS	80
SEPORT FOR MINIMUM FOOTING DEPTHS ST PROTECTION.	10
ON IS PRESENT IN THE CONSTRUCTION ST PROVISIONS SHALL GOVERN.	
T OTHER LOCATIONS AT WHICH CONDITIONS	WP
R FURTHER INFORMATION.	SEI
IN CONCRETE INSTITUTE) STANDARDS AND ITLINED IN FIELD REFERENCE MANUAL, SP-15 IPY OF THE ACI FIELD REFERENCE MANUAL,	
AT ALL TIMES. IN SLAB ON GRADE AS FOLLOWS:	MATERIAL
24-0" MAX. SPACING ON ANY SIDE 18-0" MAX. SPACING	CONCF 28 I
ON ANY SIDE 15'0" MAX. SPACING ON ANY SIDE 12'0" MAX. SPACING	
ON ANY SIDE Y CONTROL OR CONSTRUCTION JOINTS	REI WE WE
SQUARE, WITH THE LENGTH TO WIDTH I.	STRUC
REINFORCING.	W S ROI TUE
ETAILS. E, ALL REINFORCING BAR SPLICES SHALL THE TABLE SHOWN BELOW:	PIP BOI FASTE
SPLICE LENGTH (IN INCHES) NON TOP BAR TOP BAR	AN
14 18 19 24 23 30 30 40	ADI
41 54 55 71 69 90	SLE
108 140 L REINFORCEMENT PLACED SO THAT MORE	STEEL
THE IS CAST IN THE MEMBER BELOW THE	PREST
MIN. COVER IN INCHES	co
O EARTH 3 ARTH OR WEATHER:	
2 1 1/2	SPECIAL I
3/4	SPECI/ LOCAL
3/4 1 1/2	SPECI/ LOCAL AS DIR STE
3/4 11/2 INT. IRALS 11/2 RE SHOWN ON THE DRAWINGS BUT THE	SPECI LOCAL AS DIR STE
34 112 NTL 112 NTL 112 NTL 112 NTL 112 NTED PROVIDE THE FOLLOWING STEEL IN VIETTOL BARE UNDER THE FOLLOWING STEEL IN	SPECIU LOCAL AS DIR STE CO
34 11/2 NTL 11/2 RESIDENT THE CRAWNINGS UT THE TRED, PROVIDE THE FOLLOWING STEEL IN VERTICAL BARS HORIZONTAL BARS HAT 11/9 CL 44 AT 11/9 CL 44 AT 11/9 CL	SPECI LOCAL AS DIR STE
34 11/2 INT	SPECU LOCAL AS DIR STE
34 112 NT 112 NT 112 TRALS 2112 NT 212 NT 212 112 112 112 112 112 112 112	SPECU LOCAL AS DIR STE CO
34           11/2           NT, RIAS         11/2           NT, RIAS         11/2           NT, Construction         11/2           RE SHOWN ON THE DRAWINGS BUT THE LAT IF 00.0         11/2           VERTICAL BARS         HORIZONTAL BARS           MAT IF 00.0         44 AT 1F 00.0           MAT IF 00.1         44 AT 1F 00.0           MAT IF 00.2         44 AT 1F 00.0           MAT IF 00.3         140.0           MAT IF 00.0	SPECI LICCAL AS DIR STE CO
34     11/2	SPECIA LICCAL AS DR STI CO
34     11/2     11/2     11/2     11/2     11/2     11/2     11/2     11/2     11/2     11/2     11/2     11/2     12     12/2     12	SPECIA LOODE STIT
	incom Location STE CO
	SPEAL AS DEAL 3TE CO
	area As a market STE CO
	SPECIAL LAS PORT STE CO
	accu As bu Co
	actual As provident STE CO
	34544 14544 2311 201
44 112 112 112 112 112 112 112 1	3454 1454 331 000 000 000 000 000 000 000 000 000
	STEAL STATES
	Sector Sector Safety Sa
	SPECIAL SPECIAL STILL CO
	34500 34500 311 201 201 201 201 201 201 201 201 201 2
	3454 3454 311 201
	3454 3454 311 201
	SPECIAL SPECIAL STEP COM SPECIAL SPECI
	SPECIAL SPECIAL STEP CO
	34500 3500 200
	39604 39704 2010 2010 2010 2010 2010 2010 2010 20
	39604 39604 3111 2019

IGN DATA
ERNING CODE: 2018 INTERNATIONAL BUILDING CODE
S REPORT:
SOILS INVESTIGATION WAS PERFORMED BY: COMPANY REPORT # HE CONTRACTOR SHALL COMPLY WITH THE RECOMMENDATIONS FO THE REPORT.
HE CONTRACTOR SHALL NOTIFY THE GEOTECHNICAL ENGINEER FTER EXCAVATION TO DETERMINE IF THE CONDITIONS COMPLY VITH THE SOLS REPORT.
XCAVATIONS SHALL BE TESTED BY AN APPROVED TESTING ABORATORY PRIOR TO PLACING CONCRETE.
LLOWABLE NET SOIL BEARING PRESSURE 2000 PSF
IGN LOADS:
UILDING CATEGORY II
IVE LOADS
FLOOR TYPICAL FLOOR 40 PSF STAIRS 100 PSF
ROOF
GROUND SNOW (Pg) 30 PSF FLAT ROOF SNOW (Pf) 25 PSF
SNOW EXPOSURE (Ce) 1.0 THERMAL FACTOR (CI) 1.0
RAIN ON SNOW ASCE 7 SECTION 7.10 UNBALANCED SNOW LOADS ASCE 7 SECTION 7.6
MECHANICAL UNITS SEE FRAMING PLAN
SPEED 115 M.P.H.
NET UPLIFT FOR STEEL JOIST SYSTEMS 15 PSF
SEISMIC LOADS SITE CLASSIFICATION - D SEISMIC DESIGN CATEGORY - B Ss = .18 S1 = .05
ERIALS:
ONCRETE
28 DAY CONCRETE STRENGTHS (MINIMUM): FOOTINGS 4000 PSI
SLAB ON GRADE
SUPPORTED FLOORS AND STOOPS 4000 PSI REINFORCING BARS AND ANCHORS ASTM A615 GRADE 60 WELDED BARS AND ANCHORS ASTM A706 GRADE 60
SLABS ON GRADE < 6* THICK 6x6-W1.4xW1.4 WWF
TRUCTURAL STEEL
W SHAPES AND PLATES ASTM A992
TUBES ASTM A500 GRADE B PIPES ASTM A53 TYPE F OR S
BOLTS (UNLESS NOTED OTHERWISE) ASTM A325
ASTENERS
ANCHOR KODS ASIM F1554, GRADE 36 EXPANSION BOLTS ARPHILIT KWIR BOLT 36 ADHESINE ANCHORS OR APPROVED EQUIVALENT ADHESINE ANCHORS OR APPROVED EQUIVALENT SCREW ANCHORS HILT HILSH OR SAMPSON TITEN HD SLEEVE ANCHORS HILT HILC CARAPPROVED EQUIVALENT FASTENERS IN CONTACT WITH TREATED WOOD 39 AV 00 316 STANLESS STEL OR HOT DO GALVANZED DO A 3940 OR 316 STANLESS STEL OR HOT DO GALVANZED DO APPROVED
EQUIVALENT
TEEL ROOF DECK1 1/2", TYPE "B", 20 GAUGE, GALV.
ONCRETE FLOOR AND FORM DECK
RESTRESSED / PRECAST CONCRETE
CONCRETE (HARDROCK, 150 PCF)
28 DAY STRENGTH 5000 PSI RELEASE STRENGTH 3000 PSI
STRAND 7 WIRE LOW RELAXATION STRAND ASTM A416 GRADE 270K HOLLOWCORE KEYWAY GROUT 1500 PSI 3 PART SAND / 1 PART CEMENT, BY VOLUME
WATER AS REQUIRED FOR FLOWABLE GROUT
PECIAL INSPECTION SHALL BE PERFORMED AS REQUIRED BY OCAL BUILDING OFFICIAL, ACCORDING TO CHAPTER 17 OF IBC, AND B DIRECTED BELOW.
STEL CONSTRUCTION
CONCRETE CONSTRUCTION
TABLE 1705.3



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

STRUCTURAL ENGINEE VOSS & ASSOCIATES 201 N 7TH ST LINCOLN, NE 68508 V 402 476 6365

MEP ENGINEER ENGINEERING TECHN 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, NN 55114 V 651-645-1197 kimley-horn.com

REVISIONS SCHEDULE MARK DATE DESCRIPTION

#### PBC PARKING GARAGE EXPANSION

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



STRUCTURAL DESIGN DATA, GENERAL NOTES, SCHEDULES AND STANDARD DETAILS



S1.1







 CIVIL ENGINEER

 REGA ENGINEERING

 601 CLD CHENEY RG

 HUNCOLN, NE (1952)

 V 422 42 13500

 Ingenergheening-com

 TRUCTURAL ENGINEER

 V053 ASSOCHTST

 LINCOLN, NE (1953)

 V42 427 6035

 V42 470 6035

 V55 - BEDENEER

 ENGINEERNO TECHNO

 SIM ST 400, NE (1953)

 V42 470 6035

 V42 470 6037

 V55 - BEDENEERE

 ENGINEERNO TECHNO

 SIM ST 400, NE (1953)

 eil-engineers.com

PARKING CONSULTANT KIMLEY-HORN 767 EUSTIS STREET, SUITE 100 ST. PAUL, NN 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



STRUCTURAL FIRST LEVEL FOUNDATION PLAN (EXISTING)



S2.1





CVIL ENGINEER REGA ENGINEERING GO1 CLD CHENY RD A LINCCUN, NE 68512 V422 421 2000 regaregimeering.com STRCURAL ENGINEER V0058 & ASSOCIATES V0058 &

REVISIONS SCHEDULE MARK DATE DESCRIPTION

## PBC PARKING GARAGE EXPANSION

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STRUCTURAL SECOND LEVEL FRAMING PLAN









 Civil Engineer

 REGA ENGINEERING

 601 OLD CHENEY RD A

 LINCOLN, NE 68512

 V 402 421 2500

 regaengineering.com

 STRUCTURAL ENGINEER

 LINCOL, N. KE 68028

 V 402 476 6385

 V 402 476 6385

 V 403 & ASSOCIATES

 LINCOLN, N. E68028

 V 402 476 6385

 V 403 & ST E200

 LINCOLN, N. E68028

 V 402 476 1273

 El-engineers.com

PARKING CONSULTANT KIMLEY-HORN 767 EUSTIS STREET, SUITE 100 ST. PAUL, INN 55114 V 651-645-4197 Kimley-hom.com

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STRUCTURAL THIRD LEVEL FRAMING PLAN









 Civil Engineer

 REGA ENGINEERING

 601 OLD CHENEY RD A

 LINCOLN, NE 68512

 V 402 421 2500

 regaengineering.com

 STRUCTURAL ENGINEER

 LINCOL, N. KE 68028

 V 402 476 6385

 V 402 476 6385

 V 403 & ASSOCIATES

 LINCOLN, N. E68028

 V 402 476 6385

 V 403 & ST E200

 LINCOLN, N. E68028

 V 402 476 1273

 El-engineers.com

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STRUCTURAL FOURTH LEVEL FRAMING PLAN



S2.4





 Civil Engineer

 REGA ENGINEERING

 601 OLD CHENEY RD A

 LINCOLN, NE 68512

 V 402 421 2500

 regaengineering.com

 STRUCTURAL ENGINEER

 LINCOL, N. KE 68028

 V 402 476 6385

 V 402 476 6385

 V 403 & ASSOCIATES

 LINCOLN, N. E68028

 V 402 476 6385

 V 403 & ST E200

 LINCOLN, N. E68028

 V 402 476 1273

 El-engineers.com

PARKING CONSULTANT KIMLEY-HORN 767 EUSTIS STREET, SUITE 100 ST. PAUL, INN 55114 V 651-645-4197 Kimley-hom.com

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STRUCTURAL FIFTH LEVEL FRAMING PLAN



S2.5

