

**Annual Joint Meeting of  
The Nebraska Capitol Commission  
And  
The Nebraska Capitol Environs Commission**

**Meeting Minutes  
November 15, 2022**

**1. Call to Order**

Chief Justice Heavican, in the absence of Governor Ricketts, called to order the annual joint meeting of the Nebraska Capitol Commission and the Nebraska Capitol Environs Commission at 10:00 a.m. in Legislative Hearing Room 1507, Nebraska State Capitol, Lincoln, Nebraska. Chief Justice Heavican announced that this public meeting was operating under the Open Meetings Act and a copy of the Act is posted at each entrance to the hearing room.

**2. Roll Call**

**Nebraska Capitol Commission Members**

Present:

Chief Justice Heavican  
Sharon Kuska  
Doug Carey  
Thomas Sanderson  
Trent Loos – arrived at 10:05 a.m.  
Bob Ripley – Non-voting

Absent:

Governor Ricketts  
Speaker Hilgers  
Jill Dolberg

**Nebraska Capitol Environs Commission Members**

Present:

Kile Johnson  
Karen Nalow  
Heidi Cuca  
Andrea Gebhart  
Delonte Johnson  
David Quade  
Collin Christopher – Non-voting

Absent:

Ann Post

**3. Review/Approval of the November 18, 2021, Annual Joint Meeting Minutes**

Chief Justice Heavican asked if there was any additions or corrections to the minutes. There being none Chief Justice Heavican asked for a motion to approve the minutes. Mr. Johnson MOVED to approve them minutes. Mr. Sanderson SECONDED the motion.

The motion PASSED (8 Aye, 2 Abstain and 5 Absent).

#### **4. Public Comment for Items Not Listed on the Agenda**

There was no public comment.

#### **5. New Business**

##### **A. Capitol Enviros Commission Annual Report**

Collin Christopher, Lincoln-Lancaster County Planning Department, handed out copies of the 2022 Nebraska Capitol Enviros Commission draft annual report to commission members.

Mr. Christopher stated the Commission was created in August of 1988 and is responsible for design review of any new façade or site improvements and any redevelopment or new construction projects within the Capitol Enviros District. Mr. Christopher also provided background information on the structure of the membership.

Mr. Christopher gave an overview of the projects the Commission reviewed this year that are highlighted in the annual report.

Chief Justice Heavican asked if there has been any movement on expanding the Mall to the east of the Capitol (J Street). Mr. Christopher replied there aren't any immediate plans at this time on the expansion on J Street, however, this could be reviewed in future planning efforts. Mr. Christopher added the Enviros Commission does guide the Planning Department when making decisions on how to move forward on projects.

(A copy of the report can be obtained from the City Planning Department. The draft copy provided at this meeting is also on file at the Office of the Capitol Commission.)

##### **B. Capitol Commission Annual Report – Robert Ripley & Roxanne Smith**

Roxanne Smith handed out the 2022 Capitol Commission annual report to the commissioners and informed them she also had copies of the program for the Cornerstone Centennial for those that missed the event.

Mr. Ripley informed the commission that Ms. Smith was instrumental in organizing the Cornerstone event and is the reporter, editor and publisher of the annual report and the quarterly newsletter. Mr. Ripley thanked Ms. Smith for her dedicated work again this year.

Before giving the Capitol Commission annual report Mr. Ripley commented that the Enviros Commission guidelines and design standards have guided an enormous amount of work that has been done in the Capitol Enviros the past 34 years. Mr. Ripley thanked his colleagues for their exemplary service in creating the proper setting for the Capitol within the Capital city.

Mr. Ripley said the Capitol Commission has had an active year and the work highlighted in the report is in addition to the work that staff are doing for the HVAC project. Mr. Ripley gave an overview of the programs and highlighted some of the work from the annual report.

Mr. Johnson asked how Mr. Ripley has been able to retain such long-time skilled employees. Mr. Ripley replied since becoming the Office of the Capitol Commission (2004) there has been amazing success in retaining employees because they are dedicated and hardworking people. Mr. Ripley added the staff are a great cohesive group of talented people and he believes they stay because they are committed to and inspired by the building.

Mr. Loos asked what the factors were for more schools not touring the Capitol and is there more that could be done to enhance their visit. Mr. Ripley said although there is a great attendance, Lincoln Schools historically don't send students to tour the Capitol during the school year.

Mr. Ripley asked Ms. Smith to provide input since she deals with the situation daily. Ms. Smith provided the following limiting factors:

- Long distances some students are riding on a bus. Also, buses are often shared with athletic departments that need to transport athletes to/from evening sporting events.
- The Capitol itself is a limiting factor. There are seven (7) tours that can be given a day which limits the number of schools tours per day. Also, there is limited physical space within the Capitol's public spaces that are part of the tour.
- The most recent competition is tours of the football stadium and schools are now planning their day around the stadium tour.

Ms. Smith added there are educational opportunities via Internet on the Capitol Commission website to assist schools by providing information to include in their curriculum for students who can't visit, which provides the opportunity to learn about and appreciate the building.

- Previously Mrs. Ganem funded a virtual tour of the Capitol. Many schools take an advantage of the virtual tour so they don't have to travel long distances or when they are unable to travel to Lincoln.
- First lady Susanne Shore secured grant money several years ago to provide to schools to pay for buses and the gas to travel to Lincoln for tours.

Mr. Ripley added that providing technology is an ally for learning about the Capitol, although, he didn't believe it is an alternative to being at the Capitol but it is better than not having the experience at all.

Mr. Loos said Loop City schedules a tour every year and the bus ride is a 5 hour round trip. Every year he hears that the students are too rushed going through the Capitol. Mr. Loos agreed that he didn't think a virtual tour alone is nearly as effective, however, if students were able to visit the Capitol and use that personal experience and incorporate the virtual tour there will be a much larger impact.

Chief Justice Heavican added that Court too has had little success of getting Lincoln Schools to come to the Capitol for oral arguments.

Mr. Ripley agreed that the issue may be time and expense, however, if tours could be spread out over 12 months in a year instead of the 3 or 4 months during the busy Legislature session more schools may schedule tours.

Mr. Ripley added that there is no substitute for experiencing the Capitol in person to feel the volume inside the building, hear the sounds and sites that can only be experienced first-hand. A distant second choice is technology which at least gives students some exposure to the building.

Mr. Johnson thanked Mr. Ripley and staff for their attention to detail and the work that they do. Mr. Ripley replied that having the support of the broader community is essential. There is tremendous public support for the work our office is doing to keep the Capitol a universally accepted and enjoyed public asset that is attractive for all people to visit.

Mr. Ripley thanked Mr. Johnson and each of the Enviros Commission members for their service on the Enviros Commission.

### **C. Other Business from Either Commission**

There was no other business.

### **6. Adjourn**

There being no further business, Chief Justice Heavican asked for a motion to adjourn the meeting. Mr. Sanderson MOVED to adjourn the meeting. Mr. Carey SECONDED the motion.

Chief Justice Heavican called for a voice vote to adjourn the meeting. The motion PASSED with a unanimous vote of the members present (11 Ayes, 4 Absent).

The meeting was adjourned at 10:50 a.m.

**Minutes prepared 11/22/2022 by:**

Tammy Honnor, Interim Clerk for the Capitol Commission  
Office of the Capitol Commission

Minutes APPROVED \_\_\_\_\_

## 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.*

<b>NAME OF GROUP:</b>	NEBRASKA CAPITOL ENVIRONS COMMISSION
<b>DATE, TIME AND PLACE OF MEETING:</b>	Tuesday, November 15, 2022, 11:00 a.m., Room 1525, Nebraska State Capitol, 1445 'K' Street, Lincoln, Nebraska.
<b>MEMBERS IN ATTENDANCE:</b>	Heidi Cuca, Andrea Gebhart, Delonte Johnson, Kile Johnson, Karen Nalow and David Quade; (Ann Post absent).
<b>OTHERS IN ATTENDANCE:</b>	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.
<b>STATED PURPOSE OF MEETING:</b>	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. 13<sup>TH</sup> AND S. 17<sup>TH</sup> STREETS, J STREET BETWEEN S. 16<sup>TH</sup> AND S. 21<sup>ST</sup> STREETS, AND S. 11<sup>TH</sup> 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 17<sup>th</sup> Street and 18<sup>th</sup> Street, and on 'G' Street between 16<sup>th</sup> Street and 17<sup>th</sup> 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 Enviros 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 11<sup>th</sup> 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 11<sup>th</sup> Street, a music district on 14<sup>th</sup> Street, major improvements on 'O' Street from 9<sup>th</sup> Street to 28<sup>th</sup> Street, and added pedestrian connectivity along 9<sup>th</sup> and 10<sup>th</sup> 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 – 14<sup>th</sup> Street to 16<sup>th</sup> 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 14<sup>th</sup> 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%20Documents/Boards/NCEC/Minutes/2022/111522.docx>*

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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 11<sup>th</sup> Street, a music district on 14<sup>th</sup> Street, major improvements on 'O' Street from 9<sup>th</sup> Street to 28<sup>th</sup> Street, and added pedestrian connectivity along 9<sup>th</sup> and 10<sup>th</sup> 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 – 14<sup>th</sup> Street to 16<sup>th</sup> 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 14<sup>th</sup> 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%20Documents/Boards/NCEC/Minutes/2022/111522.docx>*