

## MEETING RECORD

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

<b>NAME OF GROUP:</b>	URBAN DESIGN COMMITTEE
<b>DATE, TIME AND</b>	Tuesday, September 2, 2025, 3:00 p.m., County-City Building,
<b>PLACE OF MEETING:</b>	City Council Chambers, 555 S. 10 <sup>th</sup> Street, Lincoln, NE.
<b>MEMBERS IN ATTENDANCE:</b>	Jill Grasso, Michael Harpster, Tom Huston, and Michelle Penn and Gill Peace Mark Canney and Emily Deeker absent.
<b>OTHERS IN ATTENDANCE:</b>	Arvind Gopalakrishnan, Paul Barnes, and Kristi Merfeld of the Planning Department; Adam Sitzman BVH Architecture; Nate Burnett Rega Engineering and other Interested parties.

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

Penn said the Urban Design Committee item on the agenda is a final action.

Penn then called for the approval of the minutes for the regular meetings held on June 3, 2025.

Motion for approval of the minutes made by Huston, seconded by Grasso and approved 5-0: Grasso, Harpster, Huston, Peace and Penn voting "yes". Canney and Deeker absent.

### **ADVISE:**

**UDR25041 Expansion of the Public Building Commission Parking Garage at 425 S 10<sup>th</sup> Street**

**Public Hearing****September 2, 2025**

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

**Arvind Gopalakrishnan, Planning Department, 555 S 10<sup>th</sup> Street Ste 213 Lincoln, NE** came forward and said the Planning Commission had reviewed the plan for the parking garage expansion that had been presented the last two meetings. This included the elevations, perspectives, and particularly the façade treatment on 10<sup>th</sup> Street and the Southwest style corner. At that time the traffic study was not submitted to the city, so there was still room for improvement. In regards, to the entry and exits from the traffic study, the design team worked with the city to revise the entry and exits to and from the garage. The city's decision was to remove the exit on 10<sup>th</sup> Street from the previous plan, that had a dual entry and exit on 10<sup>th</sup> Street and another entry on L Street and exit 9<sup>th</sup> Street. The dual exit and entry was removed. After the traffic study it was decided on one entry and one exit to the garage. The elevation remain unchanged and revisions have been unchanged.

**Nate Burnett Rega Engineering 601 Old Cheney Ste A Lincoln NE** stepped forward and introduced himself as one of the individuals working on this project.

**Adam Sitzman 901 Jones Street Omaha Ne** proceeded to discuss the new layout on circulation highlighting the different entry and exit points. This changes the plan by reducing the conflicts between vehicles and pedestrians. The elevations that were submitted last time remain unchanged and any provisions are very minor because the orientation hasn't changed. What has been accomplished is a single entry lane on 10<sup>th</sup> Street. There is a single turn in and exit heading up North on South 10<sup>th</sup> Street. The entry on L Street is the same as today and the exit will be modified slightly to accommodate this exit.

Burnett replied that other than K Street, the entries and exits are almost identical to what they are today. L Street will remain unchanged and 9<sup>th</sup> Street has a slight adjustment making it more angular instead of going out perpendicular to help with the flow. Also removing the dual entries and exits on 10<sup>th</sup> Street is something that will help.

Huston asked what this change is and as with other parking garages it is very helpful to have dual exit lanes. What is driving this change, to go back to a single instead of a dual exit?

Burnett replied that with the dual access, one exit would be gated, which would cause conflict with exiting cars especially with special events like game day. It would be hard to know if one person was going in the near lane and the other person through the other lane farther away. So, cutting down on that conflict was something the city staff supported.

Sitzman stated that part of the corridors on the Southeast also reduced that lane, by extending it outward and asking cars to turn out further on a reduced 10<sup>th</sup> Street post corridor project was a cause for concern.

Huston commented that the conflict is not necessarily with the traffic contained on 10<sup>th</sup> Street but with the exiting of cars.

Burnett stated that it is possible, but there have been discussions with different departments recently and the city was able to agree on this site plan for entry and exiting of the garage.

Peace asked if the traffic study that was referenced earlier was about internal traffic to the parking garage and just how it affects the streets around it or both.

Burnett stated it was mostly about the increase in traffic and relocating additional parkers to this block and how it impacts the area around it.

Huston mentioned that one of the current conflicts is the pedestrian access to the parking garage. Is the access differentiated now between pedestrians and vehicles.

Burnett replied that having K Street closed will help bring traffic to the Southeast corner of the garage and minimize the entry being further to the North. The architecture wants to take it to the Southeast corner and not having vehicular conflicts will help that concern.

Penn asked, if there was any concern on 9<sup>th</sup> Street with an exit and the visibility as people are driving on 9<sup>th</sup> Street.

Burnett commented that they will be bumping out the node and with the corridors project, taking a lane on the North half of the block. So as vehicles exit they will be like a buffer to help with vehicles exiting on 9<sup>th</sup> street.

Penn commented that right now there are 2 turn lanes that go to the street.

Burnett there is 1 exit lane and agreed that there are 2 Southbound left turn lanes. One of those lanes from L Street to the exit is where there will be increased landscape to bump out the node on the NW corner of the block.

Penn asked if it will take up one of those turn lanes.

Burnett said yes it will take up about half the block, to where the exit is located and will help those exiting the garage on 9<sup>th</sup> Street.

Sitzman said this was aimed to balance the ability for cars to move southward on South 9<sup>th</sup> and present enough time for cars turning eastbound on K street to be able to merge over without vehicle conflict.

Huston said it is a challenge to get out from L Street, as the visibility is not great.

Penn replied the visibility is not great when turning on that corner and asked what type of landscaping is to be done in that space.

Burnett stated that they have been working with Collin Christopher on a site triangle at that corner with some low grasses for visibility and making sure all the triangles have the same visibility so a vehicle can safely turn from 9<sup>th</sup> to K Street and K to 10<sup>th</sup> Street or L to 9<sup>th</sup> Street.

Penn said staff used to exit 9<sup>th</sup> Street on the North side, so will that be open for all people to exit.

Burnett commented that it will be both private and public to exit onto 9<sup>th</sup> Street.

Penn asked if it will still be separated into public and private and have access to one side

Burnett replied that from the discussion last week it was determined that the L Street entrance on the North is currently a private entry only and it was agreed to have a S

10<sup>th</sup> Street entry. There was some concern coming from the L Street entrance, so they are making it both private and public. Most vehicles are going to enter from 10<sup>th</sup> Street. The 9<sup>th</sup> Street exit will have an option for private and public to turn and go southbound. All entry and exits will be both private and public. From a street network standpoint you have will have ability to diversify the entry and exit points.

Sitzman stated that the reason this was not possible before is that there was no circulation between level 1 and level 2. There is now an internal bay being converted to a ramp down from second to the first level. This gives the ability to exit out at lower levels. This provides relief on 9<sup>th</sup> street instead of having everyone exiting on 2,3 and 5<sup>th</sup> floors onto 10<sup>th</sup> Street.

Grasso asked if the garage will have dedicated parking for city employees or will it be all open.

Sitzman- there will be dedicated separate public and private parking. Levels 2 and 3 will be public parking and level 1, part of 3, 4 and 5 will be parking for city staff.

Burnett stated 75 percent of the stalls will be dictated by the public building commission through signage as to what locations are open for city staff to park.

Huston said tickets will be needed to exit the garage.

Sitzman was not sure how the operations would take place, but there would be no gates or ticket system for this garage. The goal is to exit and enter quickly and not have traffic back up. It will be managed with a different method.

Huston asked what the time schedule is on this project.

Sitzman commented that construction is to be completed by December 2026 or January 2027.

Huston said it seems like there are only minor changes and there are not any issues with this plan.

Huston motioned for approval and Penn seconded , so motion was carried 5-0 Grasso, Harpster, Huston, Peace and Penn voting "yes. Canney and Deeker absent

**UPDATES:**

There were no updates for the committee.

**ACTION:**

There was no further discussion on this item and no further business to discuss, so the meeting was adjourned at 3:17 pm.