April 2005

Canteen Cultural Event Center, North Platte, Nebraska

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Project Abstract

10 minutes to forget

5,000 served a day

10 minutes remembered for a lifetime

Project:

The project would consist of designing a cultural event center to be located in the original Historic District of downtown North Platte, Nebraska. The project will be a redevelopment of a previous redevelopment project completed in the 70’s. The event center will be designed around the existing Canteen Monument. It is this location that over six million service men and women were greeted and served free coffee, milk, cigarettes, candy bars and several other items as well. The cultural events center will house offices to fulfill economic development and tourism for the city of North Platte. The cultural events center must be flexible in the amount of people it will serve at different times. The events will range from 10 to 500 people. The cultural events center could host activities ranging from musical events to lectures and presentations regarding area agricultural business, tourism, commerce, history, etc.

These facilities will also provide a link to the past canteen spirit and the building that once stood proud in North Platte. The site is adjacent to the busiest train yard in the world. The railroad is an important economic and historical part of North Platte.

The Cultural Events Center site is adjacent to the tracks and would incorporate a viewing deck and possibly provide a siding track for the Challenger during frequent visits to North Platte. The current facility puts up a barrier between the edge of downtown and the rail activity. The rail activity should be celebrated and brought to the foreground as a part of the development of North Platte, Nebraska.

The event center will serve as a focal point of activity for the main street. This focal point must be a high profile activity to bring visitors as well as commerce to the downtown area. This attraction through the main street buildings will be incorporated with some storefront improvements to link the events center with the downtown district.
Project Goals:

Redevelopment to reflect the past history of what the Canteen Spirit offered

Redevelopment to create a historic streetscape corridor and provide a destination instead of a termination

Redevelopment of a downtown focal point for cultural and commerce activity

Redevelopment to provide a purpose to remain in the downtown district

Redevelopment to provide for new business opportunity

Redevelopment to bring night activity to the downtown district

Redevelopment to spread to other areas for historic renovation

Redevelopment to provide a pedestrian environment with additional green spaces
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Canteen History

The Story:

Approximately 10 days after Japan bombed Pearl Harbor, the massive relocation of men and women soldiers were underway. The troop trains were a common site on the Nebraska prairie. On December 17th, 1941, it was thought that company D from Nebraska was coming through on a troop train and stopping at the Union Pacific Train Depot located at Bailey and Front Street in North Platte, Nebraska.

Mothers along with other family members baked cookies, wrapped presents and provided other miscellaneous items to give to their children as early Christmas presents. You can imagine their disappointment when the troop train stopped and the young faces were not familiar ones. It was company D, but from Kansas, not Nebraska.

As Rae Wilson was standing there holding her gifts to her son, she knew the appropriate thing to do was to give those items to those young kids. The rest they say is history. After Rae realized the joy she was able to provide these kids, she sent the following letter to the Bulletin on December 18th, 1941:

As the whistle blew, the soldier flew out of the canteen to continue on their journey

Not all the soldiers stopped at the canteen however, some stopped at some of North Platte’s older establishments.
Soldiers Canteen Here Is Suggested

Following the visit of the troop train here yesterday afternoon Miss Rae Wilson, sister of North Platte’s Captain Denver Wilson, suggested that a canteen be opened here to make the trips of soldiers thru the city more entertaining. She offered her services without charge. Her public-spirited and generous offer is contained in the following communications to the Bulletin:

Editor, The Daily Bulletin:
I don’t know just how many people went to meet the trains when the troops went thru our city Wednesday, but those who didn’t should have. To see the spirits and the high morale among those soldiers should certainly put some of us on our feet and make us realize we are really at war. We should help keep this soldier morale at its highest peak. We can do our part.

During World War I the Army and Navy mothers, or should I say the war mothers, had canteens at our own depot. Why can’t we, the people of North Platte and the other towns surrounding our community, start a fund and open a canteen now? I would be more than willing to give my time without charge and run this canteen.

We who met this train which arrived about 5 o’clock were expecting Nebraska boys. Naturally we had candy, cigarettes, etc., but we very willingly gave these things to the Kansas boys. Smiles, tears and laughter followed. Appreciation showed on over 800 faces. An officer told me it was the first time anyone had met their train and that North Platte had helped the boys keep up their spirits.

I say get back our sons and other mother’s sons 100 percent. Let’s do something and do it in a hurry! We can help this way when we can’t help any other way. - RAE WILSON

At a meeting on December 22, 1941, a canteen
committee was organized with Rae Wilson as the chairman. The canteen officially opened on December 25, 1941. Young women met the soldiers traveling through North Platte with snacks and small Christmas presents.

On January 1st, 1942, William Jeffers gave permission to the canteen volunteers to use the vacant lunchroom at the Union Pacific Depot. Rae was in charge until March of 1942, until stress and fatigue brought on an illness and she had to relocate to California for her health. Mrs. Helen Christ was her replacement and she remained in charge until the canteen was closed on April 1st, 1948.

The lunchroom had a capacity of approximately 600 people. This space served over 6 million service men and women, with no charge to the service personal. This is approximately 3,000 to 5,000 service men and women in a single day. The small lunchroom provided an oasis for these service men and women, 10 minutes to forget what they were heading too. It was also an important gesture from civilian offering gratitude of thanks and appreciation for what the soldiers were doing. All funds were donated a dollar at a time. Through it’s duration, $137,000 were raised to support the effort of the North Platte Canteen. In today’s dollars, $1,300,000 would be required to provide the same volunteer efforts. It took 55,000 volunteers from 125 communities from Nebraska and Colorado to serve these 6 million service men and women.

Some soldiers also ran right by the Canteen and went to other locations to receive different pleasures. Within a three-block area, several downtown businesses offered their upper floors for rent and were known as the Como Rooms, the Glendale Rooms, the Stars rooms and others. Parts of North Platte were known as a little Chicago. Prostitution and gambling was prevalent. It was not uncommon for those types of activities to take place in most communities. The efforts of the Canteen surpass any negative aspect of the other activities.

As previously stated, the canteen closed its door on April 1st, 1948, after the last troop train, returning soldiers home, stopped at the Canteen. The depot eventually lost passenger rail service when America fell in love with air travel as well as the automobile. It was said the in 1973; the city was offered the train depot for a single dollar. The city wasn’t interested. Others say that the offer was simply a gesture and that the railroad didn’t want to have any people around the depot due to the high rail traffic in the area.
An interview with Wayne Dotson:
First news of the depot to be demolished was published on Friday, October 12, 1973.

“Depot to Go, UP Says”

“all the proposed uses for the building would have resulted in large numbers of persons occupying the building much of the time, and company officials had decided the safety of those persons could not be assured because of the closeness of the building to the railroad’s main line and high volume of traffic moving over the line”

Wayne was one of the electrical contractors who was working at the depot and had first hand account of what transpired on October 31st, 1973. It was Wayne along with his co-worker Bert Brayton who overheard what was happening between Scotty Durrant, who was the current General Manager of the Union Pacific Depot and the city of North Platte.

The story goes that Scotty Durrant had offered to the city of North Platte, the Depot for a dollar. Passenger rail service had stopped participation in North Platte and had no use for the large structure. Bob Phares was the current mayor and was reported to have talked with then UP Railroad President John Kenefik a week prior to the demolition and left with an understanding that an agreement in principal was in place so the Depot would be turned over to the city. When Scotty Durrant went to the city to review the offer, the mayor was apparently out of town and no actual minutes from any council meeting was available to confirm any offer was ever officially made to the city.

During my interview with Wayne Dotson, you could feel the pain and anguish of what he felt happened to create the demise of the depot. Some of his statements may be difficult to prove, but they were what he felt had happened. The demise was political in his mind. The city was looking at some urban renewal money and the demolition of the depot may have played in the final design process. During the interview, I even got the idea that Jim Simon, the contractor who demolished the building at 2:30 a.m. on November 1st, 1973, went on to do more work for the city and built the mayor a very nice house.
Wayne also talked about a last 1-week
memorial for the building prior to the demolition. No one attended, it was said it would be more like a funeral than a celebration. The depot built in 1918 for $160,000 that was visited by five presidents and served more than six million men and women of the armed forces couldn't defend itself from the business side of the UP Railroad.

UP had its mind made up before the announcement in the North Platte Telegraph on October 12, 1973. In that same article, plans were already underway to create a small park near the location of the depot. Prior to the announcement of the demolition, Andy Larsen of the Lincoln County Historical Society requested that Jim Simon (local contractor) as well as Cliff McKillip (local architect) review the condition of the building. Both felt that the depot was beyond repair. The high volume of rail traffic had vibrated the building for such a long period of time; all the ceramic tile flooring and concrete flooring were no longer in tact. There were bricks ready to fall out as well as some of the limestone.

To avoid any further delays and hardships, the depot demolition was started on November 1st, 1973, at 2:30 in the morning. Others say it didn't start until 8:00 a.m. after a demolition permit was issued. The remainder of the building was gone in two days. What served six million men and women of the armed forces, by all volunteer labor will only be a memory. A memory for some that started out as a 10 minute stop that will last a lifetime.

Bits and pieces of the building were salvaged by workers, UP employees, and anybody able to salvage any material possible. The building was demolished from the west to the east. The canteen was part of the first building to go. The local historical society said that the west
end of the depot had a basement level. The reason to start the demolition on the west was to fill the basement with construction debris. It has been reported that many items were left in the basement during the demolition and may some day be a unique archeological dig site.

Pieces of the depot showed up now and then, but most is gone forever. The main entry doors are now the entry doors to the Lincoln County Historical Museum, the UP emblems are located at the canteen monument, lights are said to have been removed and sold. Several searches for the original Canteen Spirit sign have been unsuccessful.
Air Force Veterans Remember Canteen
The North Platte Telegraph
July 18, 2004
Kristina Jergensen

The Nebraska Eighth Air Force Historical Society met in North Platte Saturday to remember serving in the army Air Corps in England during World War II. “Several of the men had the privilege of being entertained by the Canteen and remembered that,” said Patrick Almgren of Omaha, coordinator of the group’s Nebraska chapter. “It took us back to those happy moments. It was very important to us. We were 18,19,21, and scared to death. We didn’t know what we were going to. Then we stopped in North Platte, and there was all this food. It was like a letter from home, or even more than that,” he said, mentioning that the older Canteen women volunteers often reminded soldiers of their mothers at home.
The spirit of North Platte's World War II Canteen was indelibly etched in the memories of thousands of the 6 million servicemen and women who made a 10-minute stop at the canteen, the caring shown to them forever changing their perspective. Nearly 60 years after the fact, the spirit that prevailed at North Platte's World War II Canteen has also changed the perspective of Annie Mumgaard, who was born well after the end of World War II. It was in March, 2003 that Mumgaard proposed the subject of the North Platte Canteen for an ETV documentary. She had, she says, an "outsiders understanding" that the Canteen was part of Nebraska's history, that the story could be told visually. "It was not another documentary. It became of labor of love. It brought me to understand war, and the sacrifices of both the soldiers and those on the home front, in a deeper and different perspective," she says.

"I've never worked on a project where just about everyone cried. There were a lot of tears during those interviews. Sixty years later there is still so much emotion, it was such an emotional time," Mumgaard says. "What happened there is not a miracle. It's testimony to the kind and quality of people who made the Canteen happen. It's about what those people were made of, their level of connection to what was happening. It's not about miracles. It's about the strength and quality of people who, both then and now, choose to give as much or more greatness than they receive," she says.
Annie Mumgaard, who produced “The Canteen Spirit”, will be in North Platte for the premiere. She said after the show airs on NETV it is hoped it will air regionally and finally on the National Public Broadcast Service. “It’s a great story and it’s done in high definition. We’re losing our World War II veterans and this is one more story that the door is closing on,” said Mumgaard.
Premiere Fills Neville Center
The North Platte Telegraph
July 24, 2004
Diane Finch

The red carpet was out, literally, Friday evening for the premiere of "The Canteen Spirit", the long awaited documentary of the World War II North Platte Canteen. Veterans, former canteen workers, cast members and dignitaries arrived in classic automobiles and were personally escorted into the Neville Center for a reception and the sneak preview of the documentary.

Doris Dotson, who danced with the GI's at the canteen in 1942, arrived in a 1972 red Cadillac convertible. It was standing room only as some 850 attendees viewed the film chronicling the story of the famous canteen, which made history when residents of 125 communities in Nebraska, Kansas and Colorado welcomed more than 6 million servicemen and women who passed through North Platte during World War II. Prior to the film, there was a reception honoring Annie Mumgaard, producer and director of "The Canteen Spirit". Veterans swapped war stories, North Platte Veteran Lloyd Synovec played piano. Synovec served in the Navy in World War II and during a stopover, he played the piano at the North Platte Canteen. Jerome Kudron of Columbus said while serving in the Navy he stopped at the canteen three different times. "I remember they gave us pop corn balls and free cigarettes. It was wonderful."

Mumgaard said that the film project had been a work of love for her. "This started out as just one more assignment for ETV and then it became a tribute to these wonderful volunteers."

As the lights dimmed for the showing, there was an air of excitement and anticipation: and less than an hour later, when the lights came back on, there were proud smiles and tears. Veterans left the theater walking tall, some saluting each other one more time. It was quite evident that the spirit of the canteen lives on.
After months of anticipation, the documentary “The Canteen Spirit” will be shown at 6:00 p.m. Sunday and 7 p.m. Monday on NETV. A premiere showing of the documentary July 23 at the Neville Center gave 850 attendees a sneak preview at the film. The documentary about North Platte’s World War II Canteen is recounted through the stories of the volunteers who staffed the Canteen and the military personnel who benefited from the spirit of the Canteen’s generosity.

Sigrid Wimberly of North Platte recalled that her parents both worked at the canteen. “They were from Hershey and it was a real hardship finding gas money, but working at the canteen was a must for them.”

Pauline Ritner Musgrove remembered washing dishes at the canteen in 1942. “It seems like such a long time. Those were good days, but also sad. You didn’t know if the men would be coming back.”

The Canteen was open for 51 months during World War II. Volunteers from the communities in Nebraska, Colorado and Wyoming met every troop train that passed through North Platte, serving 6 million servicemen and women. The Canteen never ran out of the abundance of food that was served, never charged for anything provided.
Canteen Days Remembered
The North Platte Telegraph
September 26, 2004
Kristina Jergensen

Author Diane Bartels received a special treat this week. On Thursday, she got to meet three North Platte women who volunteered at the North Platte Canteen, a welcoming service for soldiers on troop trains at the North Platte Depot during World War II. Waneita Schomer, 81 originally of Maxwell, Lorena Huebner, 79, who grew up in Hershey, and Doris Kugler, 86, of North Platte shared stories of cooking fried chicken, baking cakes and meeting soldiers during the war days. “We brought hot chicken in a 3-pound coffee can, and didn’t refrigerate it all day. You would never think of doing that these days,” Schomer said, laughing. “We had no electric mixers to mix 13 egg whites for an angel food cake,” Huebner said. “We didn’t even wear gloves, but we all survived.” Kugler said.

Bartel said the North Platte Canteen drew her interest. “I’m always interested in Nebraska history and it’s connection to World War II, and about women who actually participated,” she said. “What the Canteen volunteers did in response to soldiers coming through here is an incredible story.” “It’s a gift to be able to speak with the generation of World War II. I have a great deal of respect for those people,” she said. Huebner said the volunteers still feel humbled by all the publicity about the Canteen. “They (the soldiers) did more for us than we did for them. We didn’t know we were doing anything different,” she said.
On Monday, the U.S. Senate passed by unanimous consent a House concurrent resolution honoring the activities of individual and communities who volunteered or donated items to the North Platte Canteen during World War II. Congressman Tom Osborne originally introduced the resolution in the House of Representatives and it was co-sponsored by Congressmen Terry and Bereuter. U.S. Senators Chuck Hagel and Ben Nelson sponsored the Senate companion resolution. “The North Platte Canteen is an important part of Nebraska’s history. The Canteen’s efforts went far beyond serving food and coffee to the millions of troops that passed through North Platte, but also served to boost morale and show America’s deep appreciation for the sacrifices they were making in the defense of freedom,” Hagel said. “The residents of North Platte created a ‘home away from home’ for our service men and women,” Nelson said. “Their efforts in providing homemade food certainly brightened the trips, while their friendship and support created bonds that last to this day. I’m pleased the Senate has honored these residents for their sacrifices on the home front and their legacy of good will.” The resolution requests that the President issue a proclamation recognizing the North Platte Canteen’s efforts.
A proclamation honoring the volunteers of the North Platte Canteen will soon be proudly displayed at the Lincoln County Museum.

“I can’t think of a better place to put it than in the museum,” Mayor Jim Whitaker said Monday during the presentation ceremony.

Representative Tom Osborne made the presentation to the mayor: Osborne introduced legislation in Congress to recognize the efforts of the people who originated the Canteen effort by volunteering and donating food during World War II, which was served to troops as they passed through North Platte on trains. The legislation recognizes those who helped with the Canteen from Dec. 25, 1941, to April 1, 1946, serving more than 6 million servicemen and women. Reports from the time show that during a one-month period, the Canteen served approximately 40,000 homemade cookies, 30,000 hard-boiled eggs, 6,500 donuts, 4,000 loaves of bread, 3,000 pounds of meat, 450 pounds of cheese, 60 quarts of peanut butter, 1,350 pounds of coffee, 1,000 quarts of cream, 750 dozen rolls and 600 birthday cakes.

“I thought it was important to recognize the contributions of the people who worked on the Canteen,” Osborne said. “The genesis of the idea came from talking with Dorothy Van Buskirk who was a young girl worked at the Canteen. It’s a remarkable story.”

In addition to the proclamation, Whitaker is also donating all the letters his office has receive from former servicemen and volunteers following the publication of Greene’s book, and the Public Broadcast Service documentary about the Canteen.

“I was a young man during the war,” Osborne said. “I remember the rationing and heard what they did for 6 million troops from their own rations. It was a representation of the spirit of the time and the people of Nebraska and the people of North Platte.”
**North Platte Physical Characteristics**

**Soils Condition:** Downtown North Platte consists of Caruao-Silver Creek-Humbarger Association (CSC) soils. This soil is located between the north and south branches of the Platte River. This soil is generally described as deep, nearly level, well drained to somewhat poorly drained, loamy and silty soils on high bottomlands.

The water table is generally five to 7 feet below the existing grade of the CSC soils restricting the location of full basement conditions for any of the general/original development of North Platte.

The current flood plain map places most of North Platte into either the 100-year flood plain or 500-year flood plain. The original downtown area is mostly in the 500-year flood plain area. This area runs approximately from "B" street north to the Union Pacific tracks, or Front street, again covering most of the original downtown districts. The current FEMA maps are being adjusted and are expected to make some progress in accepting these alterations within a couple of years. Its preliminary report states that the alterations will remove a large portion of North Platte out of the flood plain.

**General Downtown Description:** The downtown area is bound by the Union Pacific Railroad on the north. The downtown area has its unique historic character as well as an established governmental, commercial and social center of the city. The current target development for North Platte has been directed south of the city with two major businesses on the south side of North Platte. The Wal-Mart Distribution Center located south of the interstate on Newberry Access road and Walker Avenue and Menards to be located at Jeffers Street and State Farm Road. The development of these areas has promoted growth away from the downtown area, creating an interstate highway commercial district providing easier access for those people outside of North Platte. This also takes traffic away from the original downtown district. The current comprehensive plan discusses solutions to help re-establish growth to the downtown district.

Upper levels of downtown commercial buildings are generally under utilized or vacant. Adaptive reuse of these upper
Floors could provide additional commercial/office space or options for residential use in downtown.

Historic Preservation Tax Credits could be combined with Tax Increment Financing to further provide incentives for facade improvements and adaptive reuse.

Utilize the provisions of Tax Increment Financing and the Downtown Redevelopment Plan as both a guide for redevelopment efforts and as a local source of funding.

Extend infrastructure improvements beyond streets, sidewalks and underground infrastructure to include: lighting, benches, planters, landscaping and signage.

Review of parking issues to identify parking needs for the downtown area.

Emphasize the unique characteristics of Downtown North Platte and its historic commercial buildings. Adapt regulations such as zoning ordinances to allow provisions for sidewalk cafes' street vendors and amend signage restrictions to allow historic wall signs, neon commercial signage and directional signage with the downtown. A historical relevant way finding system.

Improvements to the underground storm water drainage system to prevent periodic flooding due to undersized sanitary sewer mains.

Public and Private reinvestment along the Dewey/Jeffers street corridor is necessary to reduce land use conflicts between commercial and residential uses. Improvements should address landscaping, lighting, street tree planting and partial screening of parking lots.

Formations of a Business Improvement District (BID) to assist in the prioritization of public improvement needs in the downtown area. Funding generated from the BID could be pooled with the City budgeting, tax increment financing, Historic Preservation Tax Credits, grant applications and/or municipal bonds.

Creation of a master plan to coordinate development, redevelopment, preservation and adaptive reuse to historic and non-historic properties. Implementation of the Plan would begin with the City of North Platte becoming a full member, or “Main
Street Community” in the Nebraska Lied Main Street Program.

Front Street along the northern boundary should be utilized as a buffer between the railroad corridor and development land uses to the south. The concept of a buffer zone along the Union Pacific tracks is not a required element. The rail system is an original part of North Platte. The race to the west with a rail system is part of our heritage. It doesn't make sense to buffer it. The rail traffic should be embraced and displayed.
“While this information may be dull and unglorified research. It is an extremely important aspect of design for any project. The parameters established by Zoning Commission will affect the outcome of any design in some fashion or another. It is best to gather this information prior to design appropriately, than to wait and redesign at a later date.”

The proposed site is located in a B-3 Zone which is Downtown Commercial District. It is bordered on the north by an I-1 Zone which is a Light Industrial District. Dewey and Jeffers Street, south of 4th street creates a B-2 Corridor, a Highway Commercial District.

This district is designed to provide a range of retail, office, amusement and service uses normally found in a downtown or central business district. Commercial use of the highest density and intensity of use are permitted in this district.

**Permitted Uses:**

Any retail business or service establishment supplying commodities or performing services such as the following:

- Appliance and Television Shop
- Auto Sale and Service
- Bakery
- Barbershop
- Banks
- Beauty Shop
- Bowling Alley
- **Café (enclosed)**
- Clothing Store
Department Store
Drugstore
Furniture Store
Gift shop
Hardware Store
Hotel and Motel
Jewelry Store
Laundry Services
Parking Garage
Parking Lots and other off-street parking facilities
Plumbing Shop

Restaurant (enclosed)

Tavern
Telephone exchange

Variety Store
Apartments above the first floor commercial buildings
Automotive Wash Facilities

Child Care Centers

Personal and Professional Services
Private schools
Public and Private Charitable institutions
Public Parks, buildings and grounds

Public Uses: administrative, public service, cultural type including city, county state or federal administrative centers and courts, libraries, police and fire stations and other public buildings, structures and facilities.

Sales and Showrooms
Stores or Shops for the sale of goods at retail and/or wholesale

Any use permitted in the B-2 Highway Commercial district as well as the B-1 Neighborhood Commercial Service District which include the above plus the
following additional items:

Dancing and Music Academies
Hospital and Clinics for animals, not including pens
Shopping Centers with a minimum of 1-1/2 acres.
Detention Facilities and Jails
Educational Services
College and University Facilities
Religious Assembly
Social Clubs
Recreational Clubs

**Cultural Services**
Postal Services
Public Assemblies

**Theaters**
Playhouses

**Convention Centers**
Grocery Stores
Mini-malls
C-stores
Medical Clinics
Farm and Industrial Equipment Sales
Garden Centers
Mobile Home Sales

**Conditional Uses**

Any conditional uses allowed in B-1 and B-2 Districts:

**Beer Parlors, Taverns, Bars and Nightclubs**
Telecommunication Towers
Thrift Shops
Clubs, Fraternities, lodges and meeting places of a non-commercial nature
Lumberyards
Truck Terminals
Mini-Warehouses
Campgrounds and RV parks
Recycling centers (enclose storage areas)

*Conditional Uses B-3 District:*

Enclosed Manufacturing which is not an obnoxious or offensive by reason of emission of odor, dust, smoke, gas or noise.

*Setback and Height Regulations*

**Height:** No building in the B-3 district shall exceed ten stories or 100 feet in height.

**Yards:** No Front, side or rear yard is required in the B-3 business district.

**Parking Regulations:** No off-street parking spaces shall be required in the B-3 district

The I-1 district to the north is the railway transportation district.

*Supplementary Regulations*

Erection of more than one principal structure on a lot: In commercial and industrial districts, more than one structure housing a permitted use or permissible use may be erected on a single lot; provide that the yard and other requirements of these regulations shall be met for each structure as though it were on an individual lot.

Permitted Projections from Buildings: Cornices, belt courses, sills, ornamental features and...
other similar architectural features may project no more than two feet into any required yard or into any required open space.

Planned Commercial and Industrial Districts: The height and bulk of buildings, the amount of open space, and the parking and loading requirements shall be equal to those in the equivalent districts, except that off-street parking and setback requirements in the PB-3 district shall be the same as in the B-2 District. The uses permitted and the performance standards shall be the same as in the equivalent district, except that there may be, in part of the area of such development, specified uses not permitted by the use regulations in which the development is located; provide that the planning commission shall find that:

The uses are necessary and desirable and are appropriate with respect to the primary purpose of the development.

The uses permitted do not create a detrimental influence on the surrounding neighborhood

Not more than 20% of the ground area, or gross floor area of the development shall be devoted to the uses permitted by the exception

This district may be used to provide for and encourage the grouping of businesses into centers in keeping with modern concepts of office centers, service centers, shopping centers or industrial park design.

**Procedures for Rezoning property to Planned development District:** a tract of land of at least eight acres for residential, ten acres for industrial and five acres for commercial may be zoned to a planned district upon the completion of an application by the owner or agent. The plan must be developed by a registered architect, engineer or landscape architect. The agent must submit the following:

Boundaries of the land tract to be developed along with the adjacent 300 feet of adjoining properties.
Existing topography

Location and arrangement of buildings, structures, parking areas, existing and proposed streets, drives and other public ways, land to be preserved as permanent common space, drainage, screening, landscaping and other features of the proposed development.

Sufficient dimensions to indicate the relationships between buildings, streets, drives and property lines.

Preliminary elevations and plan drawings of proposed buildings prepared by a registered architect or engineer.

A draft of the proposed protective covenants to regulate land use and otherwise protect the proposed development.

A draft of any proposed incorporation agreement and a draft of any bylaws or easement declarations concerning maintenance of recreational and other common facilities.

A current market analysis will be required for any structure more than 60,000 square feet of building area.

**Off Street Parking and Loading Regulations**: the intent of this article that all buildings, structures and uses of land shall provide off-street parking and loading space in an amount sufficient to meet the needs caused by the building or use of land, and that such parking and loading spaces be so oriented that they are readily usable for such purposes.

Multiple Use occupancy in a single structure or parcel of land shall provide the total
requirements for off-street parking for the separate uses computed for the facility.

Group “A” parking requirements for buildings and land parcels shall provide off street parking as required by the following parameters, with the exception of B-3 District

Restaurant, beer Parlors, taverns, bars and nightclubs, one parking stall for each 2.5 seats and one loading space

Retail Stores and Shops: one space for each 200 square foot of floor area and one loading space for the first 5,000 square foot plus an additional for each 30,000 square foot.

Professional Offices and General Offices: one parking space for each 300 square foot of floor area.

Auditoriums, stadiums, theaters, community centers and similar places of public assembly. One parking space for each five seats in the main assembly area, or, where no fixed seats are provided, one space for each 50 square foot of main assembly area.

Parking Lot Design: the size, location and orientation of the parking spaces and aisles shall conform to the details shown in Figure PL-1. Barriers and islands should generally conform to the details shown on Figure PL-2.

Drainage: lots containing 6,000 square foot or more shall provide water run off to area inlets on the existing property. The use of parking lot surfaces and surrounding landscaping areas to provide storm water detention is encouraged.

Surface: parking surfaces to consist of Portland cement, asphaltic concrete, modular pavers, open landscape paving blocks, pervious asphalt surfaces with subdrains or other permanent surfacing approved by the engineering department and public utilities.
**Landscaping:** all parking lots exceeding 10,000 square feet in paved area shall be planted within that paved area one shade tree for each 10,000 square foot of parking lot area. The unpaved planting area around each tree shall be a minimum of 36 square feet.

**Lighting:** parking lot lighting shall be required to provide adequate visibility within the parking lot and to enhance security and safety of the lot users.

Sidewalks: a pedestrian walkway may be required across or through parking lots by the city engineering department to provide for pedestrian circulation along a direct route to an adjacent sidewalk system. These will be a barrier free access.
Chapter 3-Use and Occupancy Classification

Section 302-Classification

Mixed Use Occupancy consisting of;
Group A-Assembly
Group B-Business
Group M-Mercantile

Section 302-Mixed Use of Occupancy

General. When a building is used for more than one occupancy purpose, each part of the building comprising a distinct “occupancy” as described in Section 301, shall be separated from any other occupancy as specified in Section 302.4.

When a building houses more than one occupancy, each portion of the building shall conform to the requirements for the occupancy housed therein.

Section 303-Assembly Group A

Group A Occupancies include the use of a building or structure, or a portion thereof, for the gathering together of 50 or more persons for purposes such as civic, social, or religious functions, recreation, education or instructional, food or drink consumption, or awaiting transportation. A room or space used for assembly purposes by less than 50 persons and accessory to another occupancy shall be included as part of the major occupancy. Assembly occupancies shall include the following for the purpose of this project;

A-2 Assembly uses intended for food and/or drink consumption including, but not limited to:
Banquet Halls

    Night Clubs
    Restaurants
    Taverns and Bars

A-3 Assembly uses intended for worship, recreation or amusement and other assembly uses not classified elsewhere in Group A including, but not limited to:

    Amusement Arcades...
    Exhibition Halls
    Lecture Halls

**Non-accessory Assembly Use.** A building or tenant space used for assembly purposes by less than 50 persons shall be considered a Group B Occupancy.

**Section 304-Business Group B**

**Business Group B.** Business Group B occupancy includes, among others, the use of a building or structure, or a portion thereof, for office, professional or service-type transaction, including storage of records and accounts. Business occupancies shall include, but not be limited to the following:

    Airport Traffic Control Towers....
    Banks
    Barber and Beauty Shops
    Civic Administration
    Professional Services...

**Section 309-Mercantile Group M**
Mercantile Group M. Mercantile Group M occupancy includes, among others, buildings and structures or a portion thereof, for the display and sale of merchandise, and involves stocks of goods, ware or merchandise incidental to such purposes and accessible to the public. Mercantile occupancies shall include, but not limited to, the following:

- Department Stores
- Drug Stores
- Markets
- Motor Fuel-dispensing Facilities
- Retail or Wholesale Stores
- Sales Rooms

Section 311 Storage Group S

Low-hazard Storage, Group S-2. Includes, among others, buildings used for the storage of noncombustible materials such as products on wood pallets or in paper cartons with or without single thickness divisions; or in paper wrappings. Such products are permitted to have a negligible amount of plastic trim, such as knobs, handles or film wrapping. Storage uses shall include, but not be limited to, storage of the following:

- Aircraft Hanger...
- Parking Garages, open or closed
- Porcelain and Pottery...

Chapter 4 - Special Detailed Requirements Based on Use and Occupancy

Section 404-Atriums

General. Vertical openings meeting the requirements of this section are not required to be enclosed in other than Group H Occupancies.

ATRIUM. An opening connecting two or more stories other than enclosed stairways,
elevators, hoist ways, escalators, plumbing, electrical, air conditioning or other equipment, which is closed at the top and not defined as a mall. Stories, as used in this definition, do not include balconies within assembly groups or mezzanines that comply with Section 505.

Use. The floor of the atrium shall not be used for other than low fire hazard uses and only approved materials and decorations in accordance with the International Fire Code shall be used in the atrium space.

Exception: The atrium floor area is permitted to be used for any approved use where the individual space is provided with an automatic sprinkler system in accordance with Section 903.3.1.1.

Automatic Sprinkler Protection. An approved automatic sprinkler system shall be installed throughout the entire building.

Smoke Control. A smoke control system shall be installed in accordance with Section 909.

Enclosure of Atriums. Atrium spaces shall be separated from adjacent spaces by a 1-hour fire barrier wall.

Exception: A glass wall forming a smoke partition where automatic sprinklers are spaced 6 feet or less along both sides of the separation wall, or on the room side only if there is not a walkway on the atrium side, and between 4 inches and 12 inches away from the glass and so designed that the entire surface of the glass is wet upon activation of the sprinkler system. The glass shall be installed in a gasketed frame so that the framing system deflects without breaking the glass before the sprinkler system operates.

Standby Power. Equipment required to provide smoke control shall be connected to a standby power system in accordance with Section 909.11.

Interior Finish. The interior finish of walls and ceilings of the atrium shall not be less than Class B with
no reduction in class for sprinkler protection.

**Travel Distance.** In other than the lowest level of the atrium, where the required means of egress is through the atrium space shall not exceed 200 feet.

**Section 406 - Motor-Vehicle-Related Occupancies**

**Parking Garages**

**Classification.** Parking garages shall classified as either open, as defined in Section 406.3, or enclosed and shall meet the appropriate criteria is Section 406.4. Also see Section 508 for special provisions for parking garages

**Clear Height.** The clear height of each floor level in a vehicle and pedestrian traffic areas shall not be less than 7 feet. Vehicle and pedestrian areas accommodating van-accessible parking required by Section 1106.5 shall conform to ICC A117.1

**Guards.** Guards shall be provided in accordance with Section 1012 at exterior and interior vertical openings on floor and roof areas where vehicles are parked or moved and where the vertical distance to the ground or surface directly below exceeds 30 inches.

**Vehicle Barriers.** Parking areas shall be provided with exterior or interior walls or vehicle barriers, except at pedestrian or vehicular accesses, designed in accordance with Section 1607.7. Vehicle barriers not less than 2 feet high shall be placed at the ends of drive lanes, and at the end of parking spaces where the difference in adjacent floor elevations is greater than 1 foot.

**Ramps.** Vehicle ramps shall not serve as an exit element.

**Floor Surface.** Parking surfaces shall be of concrete or similar noncombustible and non absorbent materials.
Exception: Asphalt parking surfaces are permitted at ground level.

The area of floor used for parking of automobiles or other vehicles shall be sloped to facilitate the movement of liquids to a drain or toward the main vehicle entry doorway.

Mixed Separation. Parking garages shall be separated from other occupancies in accordance with Section 302.3.2.

Special Hazard. Connections of a parking garage with any room in which there is a fuel-fired appliance shall be by means of a vestibule providing a two-doorway separation.

Exception: A single door shall be allowed provided the sources of ignition in the appliance are at least 18 inches above the floor.

Attached to Rooms. Openings from a parking garage directly into a room used for sleeping purposes shall not be permitted.

Open Parking Garages

Scope. Except where specific provisions are made in the following subsections, other requirements of this code shall apply.

Definitions:

Open Parking Garage. A structure or portion of a structure with the openings as described in Section 406.3.3.1 on two or more sides that is used for the parking or storage of private motor vehicles as described in Section 406.3.4.
Ramp Access Open Parking Garage. Open parking garages employing a series of continuously rising floors or a series of interconnecting ramps between floors permitting the movement of vehicles under their own power from and to the street level.

Construction. Open parking garages shall be of Type I, Type II or Type IV construction. Open parking garages shall meet the design requirements of Chapter 16. For vehicle barriers, see Section 406.2.4.

Openings. For natural ventilation purposes, the exterior side of the structure shall have uniformly distributed openings on two or more sides. The area of such openings in exterior walls on a tier must be at least 20 percent of the total perimeter wall area of each tier. The aggregate length of the openings considered to be providing natural ventilation shall constitute a minimum of 40 percent of the perimeter tier. Interior walls shall be at least 20 percent open with uniformly distributed openings.

Exception: Openings are not required to be distributed over 40 percent of the building perimeter where the required openings are uniformly distributed over two opposing sides of the building.

Uses. Mixed uses shall be allowed in the same building as an open parking garage subject to the provisions of Construction types base on the classification of the occupancy.

Area and Height. Area and height of open parking garages shall be limited as set forth in Chapter 5 for Group S-2 occupancies and as further provided for in Section 302.3.

Single Use. When the open parking garage is used exclusively for the parking or storage of private motor vehicles, with no other uses in the building, the area and height shall be permitted to comply with Table 406.3.5, along with increases allowed by Section 406.3.6.

Exception: The grade level tier is permitted to contain an office, waiting and toilet rooms having a total combined area of not more than 1,000 square foot. Such area need not be separated from the open parking garage.
In open parking garages having a spiral or sloping floor, the horizontal projection of the structure at any cross section shall not exceed the allowable area per parking tier. In the case of an open parking garage having a continuous spiral floor, each 9 feet 6 inches of height, or portion thereof, shall be considered a tier.

The clear height of a parking tier shall not be less than 7 feet, except that a lower clear height is permitted in mechanical-access open parking garages where approved by the building official.

**Area and Height Increases.** The allowable area and height of open parking garages shall be increased in accordance with the provisions of the section. Garages with sides open on three-fourths of the building perimeter are permitted to be increased by 25 percent in area and one tier in height. Garages with sides open around the entire building perimeter are permitted to be increased 50 percent in area and one tier in height. For a side to be considered open under the above provisions, the total area of openings along the side shall not be less than 50 percent of the interior area of the side at each tier, and such openings shall be equally distributed along the length of the tier. Open parking garages of Type IB and II construction, with all sides open, shall be unlimited in allowable area where the height does not exceed 75 feet. For a side to be considered open, the total area of openings along the side shall not be less than 50 percent of the interior area of the side at each tier, and such openings shall be equally distributed along the length of the tier. All portions of tiers shall be within 200 feet horizontally from such openings.

**Location on the Property.** Exterior walls and opening in exterior walls shall comply with Table 601 and 602. The distance from an adjacent lot line shall be determined in accordance with Table 602 and Section 704.

**Means of Egress.** Where persons other than parking attendants are permitted, open parking garages shall meet the means of egress requirements of Chapter 10. Where no persons other than parking attendants are permitted, there shall not be less than two 36-inch wide exit stairways. Lifts shall be limited to be installed for use of employees only, provided they are completely enclosed by
noncombustible materials.

**Stand pipes.** Standpipes shall be installed where required by the provisions of Chapter 9.

**Sprinkler Systems.** Where required by other provisions or this code, automatic sprinkler systems and standpipes shall be installed in accordance with the provisions of Chapter 9.

Prohibitions. The following uses and alterations are not permitted:

1. Vehicle repair work
2. Parking of buses, trucks and similar vehicles
3. Partial or complete closing of required openings in exterior walls by tarpaulins or any other means.
4. Dispensing fuel.

**Chapter 5**

**General Building Height and Areas**

**General.** The provisions of this chapter control the height and area of structures hereafter erected and additions to existing structures.

The height and area for buildings of different construction types shall be governed by the intended use of the building and shall not exceed the limits in Table 503 except as modified hereafter. Each part of a building included within the exterior walls or the exterior walls and fire walls where provided shall be permitted to be a separate building.

**Basements.** Basements need not be included in the total allowable area provided they do not exceed the area permitted for a one-story building.
Buildings on Same Lot. Two or more buildings on the same lot shall be regulated as separate buildings or shall be considered as portions of one building if the height of each building and the aggregate area of buildings are within the limitation of Table 503 as modified by Sections 504 and 506. The provisions of this code applicable to the aggregate building shall be applicable to each building.

Allowable Height and Building Areas

<table>
<thead>
<tr>
<th>Group</th>
<th>Type I</th>
<th>Type II</th>
<th>Type III</th>
<th>Type IV</th>
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Automatic Sprinkler System Increase. Where a building is equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 20 feet increase the value specified in table 503 for maximum height and the maximum number of stories is increased by one story. These
increases are permitted in addition to the area increase in accordance with Section 506.2 and 506.3.

**Area Modifications.** The areas limited by table 503 shall be permitted to be increased due to frontage and automatic sprinkler system protection in accordance to equation 5-1.

Chapter 6

**Types of Construction**

Types I and II. Type I and II construction are those types of construction in which the building elements listed in Table 601 are of noncombustible materials.

Type III. Type III construction is that type of construction in which the exterior walls are of noncombustible materials and the interior building elements are of any material permitted by this code. Fire-retardant-treated wood framing complying with Section 2303.2 shall be permitted within exterior wall assemblies of a 2-hour rating or less.

Type IV. Type IV construction (Heavy Timber, HT) is that type of construction in which the exterior walls are of noncombustible materials and the interior building elements are of solid or laminated wood without concealed spaces. The details of Type IV construction shall comply with the provisions of this section. Fire-retardant-treated wood framing complying with Section 2303.2 shall be permitted within exterior wall assemblies with a 2-hour rating or less.

Type V. Type V construction is that type of construction in which the structural elements, exterior walls and interior walls are of any materials permitted by this code.

Chapter 7

**Fire-Resistance-Rated Construction**
General. The provisions of this chapter shall govern the materials and assemblies used for structural fire resistance and fire resistance rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.

Exterior Walls. Exterior walls shall be fire resistance rated and have opening protection as required by this section.

Projections. Cornices, eave overhangs, exterior balconies and similar architectural appendages extending beyond the floor area shall conform to the requirements of this section and Section 1406. Exterior egress balconies and exterior exit stairways shall also comply with Sections 1013.5 and 1022.1. Projections shall not extend beyond the distance determined by the following two methods, whichever results in the lesser projection:

1. A point one-third the distance to the lot line from an assumed vertical plane located where protected openings are required in accordance with Section 704.8.
2. More than 12 inches into areas where openings are prohibited.

First Story. In occupancies other than Group H, unlimited unprotected openings are permitted in the first story of exterior walls facing a street that have a fire separation distance of greater than 15 feet, or facing an unoccupied space.

Parapets. Parapets shall be provided on exterior walls of buildings. Parapets shall have the same fire resistance rating as that required for the supporting wall, and on any side adjacent to a roof surface, shall have noncombustible faces for the uppermost 18 inches, including counter flashing and coping materials. The height of the parapet shall not be less than 30 inches above the point where the roof surface and the wall intersect.

Shaft Enclosures. Openings through a floor/ceiling assembly shall be protected by a shaft enclosure complying with this section. Shaft enclosures shall have a fire resistance rating of not less than 2 hours where connecting four stories or more and not less than 1 hour where connecting less than four stories.
Smoke Barriers. Smoke barriers shall be of materials permitted by the building type of construction. A 1 hour fire resistance rating is required for smoke barriers.

Chapter 9

Fire Protection Systems

Where Required. Approved automatic sprinkler systems in new building and structures shall be provided in the locations described in this section.

Group A-3 Occupancies

An automatic sprinkler system shall be provided for Group A-3 occupancies where one of the following condition exists:

1. The fire area exceeds 12,000 square feet
2. The fire area has an occupant load of 300 or more
3. The fire area is located on a floor other than the level of exit discharge

Group M Occupancies

An automatic sprinkler system shall be provided for Group M occupancies where one of the following condition exists:

1. The fire area exceeds 12,000 square feet
2. Where the fire area is located more than three stories above grade; or
3. Where the combined area of all Group M fire areas on all floors, including any mezzanine, exceeds 24,000 square feet.

Chapter 10

Means of Egress
**General.** Buildings or portions thereof shall be provided with a means of egress system as required by this chapter. The provisions of this chapter shall control the design, construction and arrangement of means of egress components required to provide an approved means of egress from structures and portions thereof.

**Ceiling Height.** The means of egress shall have a ceiling height of not less than 7 feet.

**Floor Surface.** Walking surfaces of the means of egress shall have a slip-resistant surface and be securely attached.

**Design Occupant Load**

In determining means of egress requirements, the number of occupants for whom means of egress facilities shall be provided shall be established by the largest number computed in accordance with Sections 1004.1.1 through 1004.1.3.

<table>
<thead>
<tr>
<th>Occupancy</th>
<th>Floor Area in Sq.Ft. Per Occupant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assembly without Fixed Seats</td>
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</tr>
<tr>
<td>Concentrated (chairs only)</td>
<td>7 net</td>
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<tr>
<td>Standing Space</td>
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<tr>
<td>Unconcentrated (tables and chairs)</td>
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<td>Business Areas</td>
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<tr>
<td>Mercantile</td>
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<tr>
<td>Areas on other floors</td>
<td>60 gross</td>
</tr>
<tr>
<td>Basement and grade floor areas</td>
<td>30 gross</td>
</tr>
<tr>
<td>Storage, stock, shipping areas</td>
<td>300 gross</td>
</tr>
</tbody>
</table>
Outdoor Areas. Yards, patios, courts and similar outdoor areas accessible to and usable by the building occupants shall be provided with means of egress as required by this chapter. The occupant load of such outdoor areas shall be assigned by the building official in accordance with the anticipated use.

Egress Width

Minimum required egress width. The means of egress width shall not be less than required by this section. The total width of means egress in inches shall not be less than the total occupant load served by the means of egress multiplied by the factors in Table 1005.1 and not less than specified elsewhere in this code. Multiple means of egress shall be sized such that the loss of any one means of egress shall not reduce the available capacity to less than 50 percent of the required capacity.

<table>
<thead>
<tr>
<th>Occupancy</th>
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<th>With Sprinkler System</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Stairways (in/occupant)</td>
<td>Other Egress (in/occupant)</td>
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<tr>
<td>All except H &amp; I</td>
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<td>0.2</td>
</tr>
</tbody>
</table>

Means of Egress Illumination

Illumination Required. The means of egress, including the exit discharge, shall be illuminated at all times the building space served by the means of egress is occupied.

Illumination Level. The means of egress illumination level shall not be less than 1 foot-candle at the floor level.

The emergency power system shall provide power for a duration of not less than 90 minutes and shall
consist of storage batteries, unit equipment or an on site generator. The installation of the emergency power system shall be in accordance with section 2702.

**Accessible Means of Egress**

**Accessible Means of Egress Required.** Accessible means of egress shall comply with this section. Accessible spaces shall be provided with not less than one accessible means of egress. Where more than one means of egress is required by Section 1014.1 or 1018.1 from any accessible space, each accessible portion of the space shall be served by not less than two accessible means of egress.

**Continuity and Components.** Each required accessible means of egress shall be continuous to a public way and shall consist of one or more of the following components:

1. Accessible routes complying with Section 1104.
2. Stairways within exit enclosures complying with Sections 1007.3 and 1007.4.
3. Elevators complying with Section 1007.4
4. Platform lifts complying with Section 1007.5
5. Horizontal exits.

**Enclosed Exit Stairways.** An enclosed exit stairway, to be considered part of an accessible means of egress, shall have a clear width of 48 inches minimum between handrails and shall either incorporate an area of refuge within an enlarged floor-level landing or shall be accessed from either an area of refuge complying with Section 1007.6 or a horizontal exit.

**Exceptions:**

1. Open exit stairways as permitted by Section 1019.1 are permitted to be considered part of an accessible means of egress.
2. The area of refuge is not required at open stairways that are permitted by Section 1019.1 in buildings or facilities that are equipped throughout with an automatic sprinkler system installed.
in accordance with Section 903.3.1.1.

3. The clear width of 48 inches between handrails and the area of refuge is not required at exit stairways in buildings or facilities equipped throughout with an automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2.

4. The clear width of 48 inches between handrails is not required for enclosed exit stairways accessed from a horizontal exit.

5. Areas of refuge are not required at exit stairways serving open parking garages.

**Elevators.** An elevator to be considered part of an accessible means of egress shall comply with the emergency operation and signaling device requirements of Section 2.27 of ASME A17.1. Standby power shall be provided in accordance with Sections 2702 and 3003. The elevator shall be accessed from either an area of refuge complying with Section 1007.6 or a horizontal exit.

**Areas of Refuge.** Every required area of refuge shall be accessible from the space it serves by an accessible means of egress. The maximum travel distance from any accessible space to an area of refuge shall not exceed the travel distance permitted for the occupancy in accordance with section 1015.1. Every required area of refuge shall have direct access to an enclosed stairway complying with Sections 1007.4. Where an elevator lobby is used as an area of refuge, the shaft and lobby shall comply with Section 1019.1.8 for smoke proof enclosures except where the elevators are in an area of refuge formed by a horizontal exit or smoke barrier.

**Size.** Each area of refuge shall be sized to accommodate one wheelchair space for 30 inches by 48 inches for each 200 occupants or portion thereof, base on the occupant load of the area of refuge and areas served by the area of refuge. Such wheelchair spaces shall not reduce the required means of egress width.

**Signage.** At exits and elevators serving a required accessible space but not providing an approved accessible means of egress, signage shall be installed indicating the location of accessible means of egress.

**Doors, Gates and Turnstiles**
Doors. Means of egress doors shall meet the requirements of this section. Doors serving a means of egress system shall meet the requirements of this section and Section 1017.2. Doors provided for egress purposes in numbers greater than required by this code shall meet the requirements of this section.

Means of egress doors shall be readily distinguishable from the adjacent construction and finishes such that the doors are easily recognizable as doors. Mirrors or similar reflecting materials shall not be used on means of egress doors. Means of egress doors shall not be concealed by curtains, drapes, decorations or similar materials.

Size of Doors. The minimum width of each door opening shall be sufficient for the occupant load thereof and shall provide a clear width of not less than 32 inches. Clear openings of doorways with swinging doors shall be measured between face of door open 90 degrees.

Door Swing. Egress doors shall be side-hinged swinging. Doors shall swing in the direction of egress travel where serving an occupant load of 50 or more persons or a Group H occupancy.

Stairways and Handrails

Stairway width. The width of stairways shall be determined as specified in Section 1005.1, but such width shall not be less than 44 inches. See Section 1007.3 for accessible means of egress stairways.

Exceptions:

Stairways serving an occupant load of 50 or less shall have a width of not less than 36 inches.

Stair Treads and Risers. Stair riser heights shall be 7 inches maximum and 4 inches minimum. Stair tread depths shall be 11 inches minimum. The riser height shall be measured vertically between the leading edges of adjacent treads. The greater riser height within any flight of stairs shall not exceed the
Stairway Landings. There shall be a floor or landing at the top and bottom of each stairway. The width of landings shall not be less than the width of stairways they serve. Every landing shall have a minimum dimension measured in the direction of travel equal to the width of the stairway. Such dimensions need not exceed 48 inches where the stairway has a straight run.

Handrails. Stairways shall have handrails on each side. Handrails shall be adequate in strength and attachment in accordance with Section 1607.7. Handrails for ramps, where required by Section 1010.8, shall comply with this section.

Height. Handrail height, measured above stair tread nosing, or finish surface of ramp slope, shall be uniform, not less than 34 inches and not more than 38 inches.

Intermediate Handrails. Intermediate handrails are required so that all portions of the stairway width required for egress capacity are within 30 inches of a handrail. On monumental stair, handrails shall be located along the most direct path of egress travel.

Guards

Where required. Guards shall be located long open-sided walking surfaces, mezzanines, industrial equipment platforms, stairways, ramps and landings which are located more than 30 inches above the floor or grade below.

Height. Guards shall form a protective barrier not less than 42 inches high, measured vertically above the leading edge of the tread, adjacent walking surface or adjacent seatboard.

Exit Access Travel Distance

Travel distance limitations. Exits shall be so located on each story such that the maximum length of exit access travel, measured from the most remote point within a story to the entrance to an exit along
the natural and unobstructed path of egress travel, shall not exceed the distances given in Table 1015.1.

**TABLE 1015.1**

**EXIT ACCESS TRAVEL DISTANCE**

<table>
<thead>
<tr>
<th>Occupancy</th>
<th>Without Sprinkler System (feet)</th>
<th>With Sprinkler System (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A, E, F-1, I-1, M, R, S-1</td>
<td>200</td>
<td>250</td>
</tr>
<tr>
<td>B</td>
<td>200</td>
<td>300</td>
</tr>
</tbody>
</table>

**Corridors**

**Construction.** Corridors shall be fire-resistance rated in accordance with Table 1016.1. The corridor walls required to be fire-resistance rated shall comply with Section 708 for fire partitions.

**TABLE 1016.1**

**CORRIDOR FIRE-RESISTANCE RATING**

<table>
<thead>
<tr>
<th>Occupancy</th>
<th>Occupant Load Served by Corridor</th>
<th>Without Sprinkler System</th>
<th>With Sprinkler System</th>
</tr>
</thead>
<tbody>
<tr>
<td>A, B, E, F, M, S, U</td>
<td>Greater than 30</td>
<td>1 hour</td>
<td>0 hour</td>
</tr>
</tbody>
</table>

**Corridor Width.** The minimum corridor width shall be as determined in Section 1005.1, but not less than 44 inches.

**Dead Ends.** Where more than one exit or exit access doorway is required, the exit access shall be arranged such that there are no dead ends in corridors more than 20 feet in length.
**Corridor Ceiling.** Use of the space between the corridor ceiling and the floor or roof structure above as a return air plenum is permitted for one or more of the following conditions:

1. The corridor is not required to be of fire-resistance-rated construction;
2. The corridor is separated from the plenum by fire-resistance-rated construction.
3. The air-handling system serving the corridor is shut down upon activation of the air-handling unit smoke detectors required by the International Mechanical Code.
4. The air-handling system serving the corridor is shut down upon detection of sprinkler water flow where the building is equipped throughout with an automatic sprinkler system; or
5. The space between the corridor ceiling and the floor or roof structure above the corridor is used as a component of an approved engineered smoke control system.

**Exits**

**Exterior Exit Doors.** Buildings or structures used for human occupancy shall have at least one exterior door that meets the requirements of Section 1008.1.1.

**Minimum Number of Exits.** All rooms and spaces within each story shall be provided with and have access to the minimum number of approved independent exits as required by Table 1018.1 based on the occupant load, except as modified in Section 1014.1 or 1018.2. For the purposes of this chapter, occupied roofs shall be provided with exits as required for stories. The required number of exits from any story, basement or individual space shall be maintained until arrival at grade or the public way.

**TABLE 1018.1**

<table>
<thead>
<tr>
<th>Occupant Load</th>
<th>Minimum Number of Exits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-500</td>
<td>2 exits</td>
</tr>
</tbody>
</table>
501-1000 | 3 exits
---|---
More than 1,000 | 4 exits

**Vertical Exit Enclosures**

**Enclosures Required.** Interior exit stairways and interior exit ramps shall be enclosed with fire barriers. Exit enclosures shall have a fire-resistance rating of not less than 2 hours where connecting four stories or more and not less than 1 hour where connecting less than four stories. The number of stories connected by the shaft enclosure shall include any basements, but not any mezzanines. An exit enclosure shall not be used for any purpose other than means of egress. Enclosures shall be constructed as fire barriers in accordance with Section 706.

**Assembly**

**General.** Occupancies in Group A which contain seats, tables, displays, equipment or other material shall comply with this section.

**Assembly Main Exit.** Group A occupancies that have an occupant load of greater than 300 shall be provided with a main exit. The main exit shall be of sufficient width to accommodate not less than one-half of the occupant load, but such width shall not be less than the total required width of all means of egress leading to the exit. Where the building is classified as a Group A occupancy, the main exit shall front on at least one street or an unoccupied space of not less than 10 feet in width that adjoins a street or public way.

**Foyers and Lobbies.** In Group A-1 occupancies, where persons are admitted to the building at times when seats are not available and are allowed to wait in a lobby or similar space, such use of lobby or similar space shall not encroach upon the required clear width of the means of egress. Such waiting areas shall be separated from the required means of egress by substantial permanent partitions or by
fixed rigid railings not less than 42 inches high. Such foyer, if not directly connected to a public street by all the main entrances or exits, shall have a straight and unobstructed corridor or path of travel to every such main entrance or exit.

**Interior Balcony and Gallery Means of Egress.** For balconies or galleries having a seating capacity of over 50 located in Group A occupancies, at least two means of egress shall be provided, one from each side of every balcony or gallery, with at least one leading directly to an exit.

**Widths of Means of Egress for Assembly.** The clear width of aisles and other means of egress shall comply with Section 1024.6.1 where smoke-protected seating is not provided and with Section 1024.6.2 or 1024.6.3 where smoke-protected seating is provide. The clear width shall be measured to walls, edges of seating and tread edges except for permitted projections.

<table>
<thead>
<tr>
<th>Total Number of Seats in the Smoke Protected Assembly Occupancy</th>
<th>Stairs and Aisle Steps with Handrails within 30 inches.</th>
<th>Stairs and Aisle Steps without Handrails within 30 inches.</th>
<th>Passageways, doorways and ramps not steeper than 1 in 10 in slope</th>
<th>Ramps steeper than 1 in 10 in slope.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equal to or less than 5,0000</td>
<td>.200 inches per seat served</td>
<td>0.250 inches per seat served</td>
<td>0.150 inches per seat served</td>
<td>0.165 inches per seat served</td>
</tr>
<tr>
<td>Equal to or less than 10,000, above 5,000</td>
<td>.130 inches per seat served</td>
<td>0.163 inches per seat served</td>
<td>0.100 inches per seat served</td>
<td>0.110 inches per seat served</td>
</tr>
</tbody>
</table>
Funding Sources

Federal Government programs:

- Community Development Block Grants
- FmHA
- Income Tax Credits
- Housing Programs

State and Local programs:

- Revenue Bonds
- Industrial Development Bonds
- General Obligation Bonds
- Tax Increment Financing

Funding Descriptions:

**Revenue Bonds:** a community backed investment fund sold to the public to raise money for a particular revenue-producing project. Collateral is in the form of anticipated revenue from that particular source, usually utilities.

**Industrial Development Bonds:** similar to revenue bonds in that they are issued under municipal sponsorship to the public to generate funds. These funds assist in the development of a particular industrial project. The particular receiving the bond revenues makes repayment of the bonds. This is done by payment to the city and the city turns the money over to the bondholders. A key to this funding source is the ability of the company to generate the additional revenue, from the endeavor, to make the necessary payments. This process allows the company to take advantage of lower interest rates and possibly some tax-free funds in the development process.
**General Obligation Bonds:** issued to the public to generate the necessary cash flow for a particular project. These projects usually include paving and other capital improvements. General Obligation Bonds are paid out of the general budget of the city; no particular revenue source is specified, promised or committed toward the payoff of the bonds. This process is the least likely to be used for a development project. A dedicated revenue source is the desirable method for the repayment of the bonds for a development project. The public through a bond issue election should vote for this type of bond.

**Tax Increment Financing:** the most powerful financing tool in a development project. TIF allows a community to develop a Community Redevelopment Authority (CRA) and a Redevelopment Plan. A CRA has the ability, under the city's guidance, to direct funds to specific redevelopment projects. This process is done through the revenue bonds. The bonds are then paid back using the increased taxes based on the improved assessment of the property. TIF allows a community to capture the difference in the initial property taxes and the new taxes generated due to the improvements on the property. In Nebraska, a community can capture this increment for up to and not exceeding 15 years. Most communities capture this increment for a shorter time frame, depending on the cost of improvements and the revenues generated by the increased increment. This process is extremely powerful and can be used to create a good public/private relationship within the community.

**TEA-21 Transportation Enhancement Funds:** Federal program authorized within the Transportation Act to administer funds through the Nebraska Department of Roads. The funding cycle in the past years has typically run from May/June through November. The program requires an “Intent to Apply” to be turned in initially, then a draft application is required, followed by a more formal application and a final committee meeting a public hearing. However, if a community misses the “Intent to Apply”, the community is shut out of the program during that funding cycle.

**Nebraska Lied Main Street:** This program has an annual allocation of $100,000.00 for its certified member community. The $100,000.00 is a special set aside for the program which comes from the TEA-21 Transportation Enhancement budget.
**Benefit Districts:** A bonding method similar to the revenue bonds, with a stipulation that a designated district or boundary receives the funding. These boundaries are established by the local government, or the property owners. As with revenue bonds, collateral is in the form of anticipated revenue from the district in the form of a special assessment against the property.

**Sales Tax Revenue for Economic Development (LB 840):** established in 1991 by the Nebraska State Legislature, LB 840, also known as “Local Option Municipal Economic Development Act”, gives incorporated cities and villages in Nebraska the ability to appropriate and spend local sales and property taxes on economic development activities. Specific guidelines are set up within the act and must be followed in order to take advantage of this economic development-funding tool. This type of funding requires passage by the general public at a scheduled election or a special election.

**Community Development Block Grants (CDBG):** a funding source used to assist in the cost of construction of facilities for Community Centers and Senior Centers. The funds may also be utilized for repair or replacement of city streets, sidewalks, water, sewer and storm drainage projects. These funds are dispersed through the Nebraska Department of Economic Development from the federal government. Some of these funds area available once a year and an application must be filed with the Department of Economic Development. Funding is limited and specific threshold criteria must be met.

**Revolving Loan Funds:** A revolving loan fund is similar to a bank loan; however, the fund is usually administered by the city. The revolving loan fund lends money to small business as seed money and/or relocating businesses, in order to offset relocation costs. The loans are set up so the interest rates are minimal and usually below the current market rates. The loan period is usually flexible depending upon the loan guidelines. The repaid principal and the interest replenish the revolving loan fund and allow it to grow in order to assist other business in the future.

**National/Regional Foundations:** Foundations are an important to economic development. These organizations can donate money to particular projects. The amount is dependent upon the available funds of the foundation, the importance of the proposed project to the community, as well as the bylaws of the many foundations.
**Local Foundations:** local foundations would be able to accept donations and distribute funds at a low interest rate to the local property owners in the business sector of the community. The foundation would be a non-profit organization, preferably, in the order to allow donors to take advantage of Internal Revenue Tax benefits.

**Individual Financing:** This method requires individual building owners to make improvements to their building or buildings. This method is recommended for portions of the Main Street improvements. By having the individual owners pay for certain improvements, a sense of ownership in the entire project will be created in the Central Business District.

**Business Improvement Districts (BID):** A BID can be created in order to assist cities in raising the necessary funds for the purpose of providing the improvements in a particular district. This is allowed under Nebraska State Statutes, in sections 19-4001 to 19-4038. These districts are usually concerned with the demolition of paving, placement of paving or both. Paving includes streets, curbs, gutters, sidewalks, lighting, landscaping and way finding. Through a BID, a special assessment can be levied against property owners in the district. This assessment is applied, usually, to revenue bonds, which are issued by the municipality. Under this program, the cost improvements can be paid either by the property owner or jointly between the property owner and municipality.

**Tax Credits for Historic Preservation:** Tax Credits can be applied to a qualifying partnership and/or individual’s Federal Income Tax through the United States Tax Code. The program allows for a 20% tax credit if a building is on the National Register of Historic Places as an individual building or as a contributing factor within a district. In the case of North Platte, the buildings located within the Downtown area may or may not qualify. In order to receive the tax credits, the work must meet the standards for rehabilitation, an application is required and the building must house an income producing activity. These tax credits can be taken over a 15-year period and may be taken back 3 years. The qualifications required to receive the 20% tax credit are:

 Individuals and partnerships must be a taxable entity
Individuals must earn less than $250,000 per year
Corporations
Syndications
Partnerships for profit partners and for profit and non-profit partners

Those not qualifying are:

Non-profit groups
Municipal governments
Non-taxable organizations
Individuals earning $250,000 or more per year

All projects are subject to a five-point test, including the following:

Certified Historic Structure
Certified Rehabilitation
Income Producing Property
Substantial Rehabilitation (must exceed the greater of either the adjusted basis of building or $5,000.00)
Time completion (2 years for non-phased projects and 5 years for a phased project)
An Architecture for Emotion

“Our lives as humans are filled, moment-to-moment with the complex interplay of emotional stimuli both from the external world and from our internal selves” (Damasio 1994)

Emotions are said to be a trial and error process that has given us default responses to common experiences. According to Lee McCauley and Stan Franklin, learning the complex emotions is dependent on the Pandemonium Theory. In order to grasp an emotion and tie it to a shape or configured environment, we need to understand what can trigger that emotion.

John Jackson has provided an analogy of an arena as follows:

The arena consists of stands, a playing field, and a sub-arena. It is also populated by a multitude of “codelets”, each a simple element. Some of the codelets will be on the playing field doing whatever it is they are designed to do; these codelets are considered “active”. The rest of the codelets are in the stands watching the playing field waiting for something to happen that excites them. Of course what is exciting may be different for each codelet. The more exciting the action on the field is to any particular codelet, the louder that codelet yells. If a codelet yells loudly enough, it gets to go down to the playing field and become active. At this point, it can perform its function. Its act may excite other codelets, who may become active and excite yet other codelets, etc.

Emotions: Anger, sadness, happiness, fear, disgust and surprise.

Emotions play the role of the evaluation network. It is through this network that we learn. The emotion provides a gain factor to quantify an emotion. Remembering emotions can re-effect the emotional state of the system. In the architecture environment, the codelets are learning that such an agent
should be choosing its actions in such a way as to manipulate its environment so that the agent receives the greatest pleasure or avoids displeasure.

In the case of the North Platte Canteen, the codelets are obviously the soldiers that have passed through during their 10-minute stop, their 10 minutes to forget what’s ahead of them as soldiers. In this instance, the architectural environment wasn’t the walls, the floors, the ceilings, the doors or the windows. It was what was standing on the floor waiting to greet them, it was the offering of gifts by the codelets, and it was a birthday cake when it wasn’t your birthday.

It is through the codelets that the end user can apply an image to the joy they experienced when the troop train stopped in this small community of North Platte, Nebraska. Ask any of those soldiers what they remember about the building and I imagine it would be easier to say what happened at the building instead of what the building looked like. To watch the soldiers talk about what happened in North Platte over 58 years ago was truly amazing. It was a tearful experience when the soldiers recalled what had happened. Soldiers were even allowed a leave to return to the North Platte canteen on news that the girls that once met them were soon to get married and could no longer send letters.
The Original Depot

After the original hotel/depot was burned in the summer of 1915, a new one was built and completed in 1916. The depot had remained virtually untouched prior to demolition in 1973. The U.P. Station is composed of three volumes of space. The main entrance, the lobby and ticket section along with baggage claim area as well as a loading platform. On the west is the old WWII lunchroom, which the Union Pacific donated for use as the North Platte Canteen.

The depot is two stories in height, with a flanking baggage room and cafeteria, which are one story with high ceilings. Adjacent to the lunchroom was another two-story section quarters for staff members. On either side of the grand lobby space were second level offices utilized by the Union Pacific employees. When you enter the station from the city side, you enter a large vestibule area, flanked by a smoking room and restrooms. Once in the grand lobby space, you see 4 large columns supporting a coffered ceiling.

In front of you is the ticket office with a business office and newspaper stand on each side. There is also access to the lunchroom on the west as well as the baggage area on the east. The baggage area on the east is a large open space with two large arched doorways for deliveries and pick-ups.
The structure is brick and stone laid in a Classical Motif. The facade is broken up into three-part composition by columns, which define three arches in a low relief. The entire main volume is derived vertically into a three-part composition of base, shaft and capitol. The building is symmetrical along an axis, which coincides with the entrance - exit to the passenger platform. The first floor is emphasized by bands of stone, which run horizontally around the ground level and interchange with bands of brick; this represents the base. The shaft is entirely of brick with a tier of windows, which are symmetrically placed between the columns and arches. The capitols and architrave are defined by stone and divided the cornice from the shaft.

The basic character of the building is Neo-classical revival in a very simplified form. The east and the west portions of the depot, including the canteen, are also classic in motif but of a much more modified form. The trackside of the depot is not the same design on the city side. The trackside is more of a true classical form, while the city side is more of a Neo-classical revival.

The depot was located on Front Street between Dewey and Bailey streets. The city side was located on the south while the trackside was located on the North. There was very little landscaping around the depot. The only green area was on the north side of the depot at the location of the canteen. This depot had no barriers between the tracks and the depot itself. The only raised platform was located on the east side of the baggage area, which allowed for easier loading and unloading of shipped goods.

Union Pacific Railroad built several depots across the United States. An interesting note is that the Union Pacific Railroad never built the same station again. Each depot had its own unique characteristic, as you look at the attached photos of the depot, you can imagine the grandeur that this station offered. The loss of this building should be a huge embarrassment to the city of North Platte. I only regret that I was only able to see photos and other documentation of what was.
Redevelopment Samples

Lofts Seed Downtown Redevelopment:
By Linda Fischer
Assistant Editor of Community Affairs

With growing numbers of people leaving the downtown area, how do you convince business to stay?

Ironically, as the migration of residents from cities to suburbs fans out ever farther into outlying areas, city officials are realizing that persuading people to live in downtown areas may be the key to revitalizing them. Many cities that are facing the issue of breathing new life to the downtown area, with success are St. Louis, Little Rock and Louisville.

Most of these projects are loft apartments, which may not seem to be an integral part of a downtown business development, but it is a step into bringing additional commerce to the existing buildings in the downtown area.

What incentives are there for a developer to take on a project in a desolate area that has been abandoned by others? One of the major motivations for renovating old buildings is the availability of federal and state historic preservation tax credits.

Missouri:

A Missouri coalition of urban and rural interests worked to get legislation passed that provides a 25 percent tax credit for the total cost of rehabilitating a historic property. The tax credit, which is transferable and has no cap, has been instrumental in spurring development in large cities and small towns.

“Missouri’s historic preservation tax credit is so flexible, other states have modeled theirs on it,” said Vihar Sheth of the Downtown St. Louis Partnership.

Sample Project: ArtLoft- rehabilitated warehouse into work/live apartments.

Units-63
Rent-$435-$595
Unit Sizes-1,200 to 2,100 square feet
Cost of the Project-$6,000,000

Arkansas:

The Vanadis Group took advantage of low-income and historic tax credits to build Block 2 Lofts. This project consisted of a mixed-use redevelopment of three historic buildings
that house 145 lofts and six businesses in an already developed Rivermarket Entertainment District. The developer, Paul Esterer has a firm willing to rehabilitate historic buildings, rather than build new ones, with the assistance of the historic tax credit.

Sample Project: Block 2 Lofts
Units- 145
Rent- $436-$1,100
Unit Sizes- 735-1,227 square feet
Cost of the Project-not stated

Louisville:

Architect Bill Weyland and art glass designer Ken von Roenn got together and redeveloped the old Snead Manufacturing Co. into Glassworks Lofts. They were able to receive more than $2 million in historic tax credits to convert the glass manufacturing shop into a mixed use facility consisting of offices, loft apartments, glass making studios and galleries, and a café where customers can dine and watch glass makers work. Some addition incentive received for the project included:
  Zero sales taxes on building materials because the building is located in an Enterprise Zone;
  Downtown Housing Fund money, a combination of city and private loans with zero interest on the city portion and a below-market rate on the private loan, with an average rate of about 4%;
  A five year tax abatement and infrastructure improvements from the city; and
  $3.8 million in tax credits from the Kentucky Tourism Development Cabinet, of which 25 percent of the cost ($970,000) will be returned to developers through tax refunds over a 10-year period.

Lenders Involvement:

Projects similar to the projects in St. Louis, Little Rock and Louisville were modeled after other projects with proven track records. Lenders are not alone in the risk of the development; they are part of a group of investors, all taking a portion of the risk. The ArtLoft project was modeled after a project in St. Paul, Minnesota. The team consisted of more than developers; there were financial organizations as well as real estate personnel to conform the ideas into a project with positive results.
Kathy Bader, US Bank—“We view the success of the loft area as critical to the further development of the downtown community at large. Our reasons for investing are that there seems to be strong demand for the units generated from the development, the rehabilitation of the buildings has made a huge difference in the neighborhood by providing quality housing and the residential development is attacking other investments to the area.” Zack Boyers, vice president of U.S. Bank Community Development Corp. acknowledged the expertise, strength and vision by Bill Weyland, AIA sparked the interest of the U.S. Bank Group. U.S. Bank understood that the downtown areas need a mixture of retail and other businesses and a critical mass to housing to support those businesses, all of which the Glassworks contains.

Kelly Downard was the chairman of the Downtown Housing Fund for Louisville’s mixed-use redevelopment project, the Glassworks Lofts. This was the first mixed-use project utilizing this fund for redevelopment. “Across the country, downtown housing has been a critical ingredient in revitalizing cities,” he said. “Lofts and condos in downtown areas are well-accepted and have a proven track record. In the future, as the success of downtown housing grows, the need for the Downtown Housing Fund…will become less and less.

Another design tool that facilitated the success of the project was the pre-leasing of apartments, the commitment of an established design and engineering firm as a commercial tenant, and the location of the building.

The redevelopment projects did have challenges and the mixed-use application added to some of the design challenges as well as the renovation of contaminated buildings. For Weyland, the Glassworks project presented several challenges dealing with parking for the tenants, inadequate utilities, mechanical issues as well as electrical, all dealing with a transformation that didn’t detract from the original, historical nature of the original design.

In dealing with “hot” products, Little Rock’s Vanadis Group looks at this as part of the process, not a setback. Their approach to these types of projects is that the low-income and historic tax credits absorb any additional cost that contaminated material presents
during any abatement procedures.

The St. Louis project developer felt that the success of the project was a personal commitment by the developer to improve a neighborhood. If all you were to worry about were the bottom line, the project would not succeed. “This building (the Artloft) was about economic development and doing something new and different and breaking the barrier for downtown. Fortunately, the majority of the people that were key and got involved understood that, and so they persevered.”

The market for these types of living and working spaces are young professionals, empty nesters, young married couples, and urban professionals want to live near their place of employment. Developers set up the properties as mixed use and mixed income lofts. Half the lofts were set up for a market rate, while the other half was set up for affordable rates.

All three of these projects were success stories. The Artloft, Block 2 and Glassworks are all 100 percent leased and all have made substantial impacts for economic development with their respective downtowns.

Block 2 project was able to save 3 historic buildings, housing almost 200 people who relocated to the downtown area. With the commercial property, the Block 2 project created 200 jobs produces $6 million in sales revenue and has increased property tax revenue by $70,000 annually.

The Vanadis Group in Little Rock has started Phase II of the Agenta Lofts, which will consist of 56 units. The building will be all new construction, but will reflect the historical design of the existing buildings. Vanadis Group has also completed the renovation of an old school into 41 loft apartments in the same area. Again with the same success rate as the original project.

Since Boyle broke the ice and opened the Artloft in 1996, there has been a flurry of activity in downtown St. Louis by other developers. Currently, 150 market rate loft apartments have been developed. Rent ranging from $900 to $3,000 a month, not including the affordable and low-income loft units. All units have a full status, with a waiting list.

“This project (the Art Loft) was very much a seed project. My mission was to create an interest in downtown living—and it worked.”
Granville Island: One of the World's Great Places

Project for Public Spaces (PPS) has rated Granville Island as one of the world's great places. In the heart of Vancouver exists a development with a lively mix of arts, parks, and markets. This project leads off PPS's new hall of fame for great neighborhoods and districts.

What was once a polluted industrial wasteland is now one of the city's prime attractions for visitors and residents alike. This district is an interesting mix of shops, parks, galleries, art school and a world-class public market. All of these functions have been integrated into the design philosophy of utilizing the old factories into an innovative redevelopment.

“It’s a first-class example of how a great district can emerge because local people identified the area's unique potential and worked hard to create vital public spaces.”

With the steady, patient progress of local organizations and businesses, this 37-acre zone of fading factories has turned into a favorite spot for locals as well as tourists. The image of the factory facilities are still intact and play an important role in the function of the activities presented. There is one remaining cement factory still in operation on Granville Island. A quick reminder of the past still surviving at its origin. The maritime activity allows for several boat slips for personal watercraft as well as water taxi’s providing rides for the tourists.

The Public Market is the main stay of the island. It provides a local produce of several different variety of foods with pastries, meat, fruits and vegetables, fish, etc. It also provides a variety of activities with several eating and drinking establishments where magicians, buskers and other performers entertain the crowds. After feeding you body, it is time to feed your mind with a visit to one of the theaters, bookstores, crafts studio and businesses catering to boaters. The “Power of Ten” concept is applied to this development. The public market and adjoining area perfectly illustrate a concept
that is at the core of PPS's Placemaking principles. The Placemaking principle applies a variety of things to do within a defined area. This is typically done with a minimum of 10 different things to do within this area. Along with the previously mentioned areas to patronize is the "Kid Friendly Zone", a park that contains a duck pond, playground, waterfront park, walkways, water park and the Crystal Ark (an exhibit of rocks and stones). There also exists Emily Carr School of Art, where students take over the streets and interact with the patrons with art and conversation.

The island is laid out so the pathways with a series of walkways and pedestrian dominated streets cross each destination. This movement through the island creates a fun and easy set of pathways. The town square is the public market surrounded by docks. Adjacent is a row of restaurants and bars, which provide nightlife activities. Within this same area is a series of benches offering a quite zone looking over the harbor. By incorporating this new district around local institutions and public spaces instead of just shopping and nightlife has raised this area to a level of PPS's Great Public Spaces. This district provides a sense of authenticity, not a commercialized Disneyland.
Franklin Court

Designed by Robert Venturi, this 1976 project is a perfect example of adapting modern influence and design into historic settings with sensitivity and simplicity. Franklin Court located in the historic Old City, this museum and monument to Benjamin Franklin fits into the surrounding historic context yet stands on its own as a significant structure. Located on Market Street between 3rd and 4th streets, the “ghost structure” outlines the home of Benjamin Franklin. Below the ghost frame is a museum with displays, interactive exhibits and a documentary film. This is the only house that Franklin ever owned, built in 1763-1765. The home was 34 feet square, three stories tall with 3 rooms to a floor, a kitchen in the cellar, and chimneys on the side. It was stated by Benjamin Franklin, “a good House contrived to my Mind”.

After Franklin’s death in 1970, the house was passed on to descendants, which eventually leased out the home. In 1812 the home was removed for commercial redevelopment.
Home is Sweet for Mixed-Use Facilities

Facility executives and city officials realize financial and aesthetic benefits of resurrecting downtown properties into office, retail and residential buildings.

Jacoby Development of Atlanta is currently undertaking a transformation of a vacated steel mill into a mixed-use facility. A facility to consist of offices, corporate headquarters, retail establishments, apartments and town homes. In what will put residents literally on top of retail stores and next door to offices, the Atlantic Station is just one of many across the country that is bringing life back to cities by making residential living a key part of the development’s success.

"With what's been built in the last 50 years, we forgot how civilization and cities worked for 2,000 years"-Brian Leary, Vice President of Design and Development for Atlantic Station.

“There’s a reason the butcher, the baker and the candlestick maker lived around the corner from each other."

Mixed-use facilities are gaining ground across the country as building owners and developers diversify their investments and state and local governments try to boost property tax bases. By definition, a mixed-use facility is one in which a building owner or developer uses a single structure to house multiple types of operations. Typical mixed-use facilities integrate retail spaces, office tenants, and apartments and condominiums.

When Jacoby Development and its financial partner, American International Group, embarked on the $2 billion Atlantic Station Development in early 2002, the taxes owed on the property were $300,000. When the Atlantic Station Development project is completed, the estimated property taxes will be $30,000 million annually and will add an estimated 30,000 jobs to the city.

Chicago’s State Street which was once the local bar strips have been transformed when Marshall Field’s Co. decided in 1989 to renovate its flag ship store. When Marshall Field’s made this commitment, other business large and small in this area also renovated. The smaller buildings were then turned into luxury townhouse and condominiums.

Milwaukee observed this success and they too converted old breweries and vacated buildings to new convention center, updated
shopping mall, townhouses, offices, apartments and condominiums. One particular facility that helped establish this success story was the ability to adapt to a different market share, once Milwaukee’s Marshall Field’s store chose to close 415,000 square foot of a downtown building in 1997. The building owner didn’t look for a single tenant; he converted the building into a mixed-use facility containing professional offices, hotels, tourist trade offices, etc. The building was leased very quickly with only about one/fourth the space unleased. This success was facilitating by a nearby residential living units.

The Atlantic Station Project calls for a construction of 6 million square foot of office space in mid to high-rise office buildings. The first office tower was scheduled to be completed in May. An additional 150,000 square feet of office space will be constructed above retail stores, as will 200 two-story loft apartments. More than 200 townhouses will be built as well as six mixed-use buildings for entertainment, shops, and restaurants.

As part of a selling tool, the developer will build two extra floors in each building and sell them back to other developers to finish the development of the facility.

The Atlantic Station development gave the city the opportunity to clean up an area once occupied by the Atlantic Steel Mill and give the residents easier access to a part of the city that was separated by the construction of the nations interstate system decades ago. According to Leary, the key to making mixed use developments successful is to do exactly what the name implies-make them mixed use. The more reasons you give people to visit the development is proportional to the mixed uses being offered by the development and it’s surrounding business.
The town of Reston faced a growing demand for commercial development, but it was important to property owners to maintain the picturesque quality of the original Reston, a landmark planned community in Northern Virginia. After more than two decades as a primarily residential community, Reston, with the help of RTKL, has reinvented Main Street, creating a prototypical suburban town center that still stands as one of the first-and most successful-of its kind.

The 18-acre mixed-use urban center offers the vitality of urban life within a rapidly developing suburban context. Phase I of the new Reston Town Center incorporates pedestrian-scaled streets, defined open spaces, ample parking, and a rich mix of uses organized into a grid of streets. Created as a sequence of public parks and plazas, Market Street serves as the primary retail focus and integrates all other core-area uses, including two 250,000 SF office buildings, a 510 room Hyatt Regency hotel, 150,000 SF of retail, a movie theater, restaurants, and an open air pavilion. While the 11-story office buildings form a gateway to the development and the beginnings of a recognizable skyline, the individualized facades of the street level shops successfully echo the charm of Reston’s early days.
As previously discussed in the site design layout, the importance of opening the building site is one of the most important concept that helps build the final design of the project. By opening the site on both Dewey Street and Bailey Avenue brings the development beyond the existing site to the activity on the existing railroad lines.

The second layout divided the building into three separate components, still maintaining a direct link through the site to the canteen memorial. Both of the open spaces through the site were based on the right of way width of the streets running north through the site. The open spaces, which would be an atrium space, would extend beyond each of the north and south walls of the proposed building. Around the building would be a series of false walls replicating a storefront concept around the building. The idea is to have a building with no back, or a building with multiple fronts. By replicating the false walls, the repetition that is reflected on a main street building would be apparent.

The initial conceptual layout looked at opening up the streets through the site as previously discussed. The west street area as well the east street open area are directed towards the monument which is offset from the center point of the Parkade Plaza. On the Bailey Street there would be a series of archways similar to that of the original depot. Additional openings would be aligned with the existing monument. The shape however divided the site into a confusing layout.
Another generation for the site layout looked at adding a third open area through the building, which would divide the building into four equal building components. The open area off of Bailey Street would be the largest space, and then the open space off of Dewey Street would be the next largest opening directly to the train tracks and a final smaller opening at the center of the building adding a center point of the facility. There would be an east west-connecting link as well to tie the atrium spaces together. At each of atrium openings would be a set of arches on both the city side as well as the trackside.

Three-dimensional sketch looking from the south to the north. This sketch brings some mass to the concept of opening up the site to the canteen monument as well as the railroad activity.

Sketch of the original entry into the Union Pacific Depot Lunchroom. This is the entry door where over six million service men and women were welcomed.
The conceptual design that would be utilized looks at opening the site at both Dewey and Bailey streets. At Bailey Avenue, the openness will be the most prominent section of the plan. This area opening up to the existing monument makes it the most important and prominent of the open areas. Dewey street atrium space will need to be developed further will a focal point at the other side of the project location, offering a secondary point on the plaza area. Other important elements of the concept sketch is to incorporate the grain elevator into the project. The tall vertical element of the grain elevator provides a focal point from most of North Platte. The grain elevator can also be seen from the I-80 Corridor.

As previously stated, the use of the downtown layout plays an important role in the conceptual layout of the site.

At each of these street intersecting points beyond Front Street, a node of importance should be located. The monument already exists at Bailey Avenue, at the location of Dewey Street, a roundhouse structure is proposed as an interactive area for children.
and adults. The location of Dewey Street does intersect with the exact location of the original roundhouse, which eventually was replaced with updated maintenance yards.

At the center of the roundhouse would be the weigh bridge which was set on a series of geared support track which allowed the engineers to rotate the locomotive off the main line into it's storage facility for repair and maintenance. Around the weighbridge is a series of arches that replicate the doors into the round house. Part of the open plaza will also display some stationary railcars. The railcars would be the passenger cars used as part of the troop trains that brought over 6 million soldiers through the area. The troop passenger cars would be open for people to walk through and see what it was like for the troops traveling across the Central Plains.

With all of the rail traffic running east and west along the 8 rail lines, this offers an excellent display of rail traffic through North Platte. While most towns would tend to hide this rail service, as what the Parkade Plaza does, it is more important to open up the views to the rail system. The railroad cars provide it's own element of color, sound, movement, repetition and organization east and west through town. Again, the railroad system is an important part of what built North Platte and should be put on display.

The building should also open its north side of the structure to the rail activity as well as the plaza activity around the Canteen Monument, Roundhouse and Troop train display. The building should also open itself up to the grain elevator, which is an important element of the downtown North Platte skyline. By opening up to the north, the space will utilize natural lighting for the
office area as well as the theater and atrium spaces.

The building will be divided into three different areas based on the location of Dewey Street and Bailey Avenue. The center building will be the largest at approximately 32,000 square feet. The east and west building components would be quite smaller, responding to the design intent of Dewey Street and Bailey Avenue. The east section of the facility is approximately 8,000 square feet and the west section of the facility is approximately 15,000 square feet.

With opening up Dewey Street and Bailey Avenue with visual continuity through the building, allows two large areas of atrium space which will provide a huge area for diverse activities within the building as well as outside the facility in the plaza areas and parking areas. With the business offices located in the center location, it created an imbalanced facade that took away the importance of the atrium spaces. More importantly, it provided additional attention to the center of the building, which wasn’t in line with the design intent.

The building should reflect in it’s exterior a concern for the historical design elements on the south, east and west sides. The north will be the most contemporary with concept of openness to the activities along the rail system. The south elevation will need to be sensitive to the surrounding buildings, but yet be distinctive in it’s own design as a contemporary facility. The two large atrium spaces will play the most important role in the initial design.

The east atrium will put on display a series of arches that replicate the trackside facade of the Union Pacific Depot. These series of arches will also pull the visitor through the atrium to the destination of the Canteen Monument. The sequencing from the street through the building to the monument should be the visitor’s most important experience. The monument alone as it sits, isn’t enough to bring someone to the site to see what is there. An addition to the monument needs to reflect the importance of space within a volume. This volume of space is defined by
an outline profile of the exact size and location of the original Union Pacific Depot Building. This profile would define the location of entry and exit of the original building, the passenger lobby space, baggage area as well as the most important area, the lunchroom, the location of the North Platte Canteen.
Building Program

Chamber of Commerce office: an office to provide daily office functions dealing with area business as well as future business looking to expand to the north Platte area. An office with a reception area shared with the tourism and conventions office. This area should also have a display space for brochures, small waiting area and a meeting room/conference room.

Entry Lobby 400 sq ft
Conference Room 450 sq ft
Brochure Display (Shared Space) 100 lin ft

Office 200 sq ft
Office 200 sq ft
Office 200 sq ft
Office 200 sq ft.
Large Office 250 sq.ft.
Large Office 250 sq.ft.
Storage Space 500 sq ft
Work Room 200 sq ft
Break Room 300 sq ft

Tourism and Convention office: an office area with shared function of brochure displays, shared reception, and shared workroom. Tourism and Convention Center should also have an electronic kiosk for visitors to review current tourism events and area travel conditions.

Reception 300 sq.ft.
Small Conference Room 600 sq ft
Shared Offices 550 sq ft
Storage/Files/Work Room Space 330 sq ft
Adjacent to Small Retail Space for Souvenirs 1100 sq ft.

Nebraskaland Days Office/Headquarters: an office area with shared function of brochure displays, shared reception, and shared workroom.

Large Conference Room 400 sq ft
Office 350 sq ft
Office 350 sq ft
Office 400 sq ft
Office 400 sq ft
Office 400 sq ft
Storage/Work Room 800 sq ft
Shared Reception 400 sq ft
Break Room 250 sq ft
DEVCO: Office to provide the daily operational function of the North Platte Development Corporation. The space should be a display area for potential growth areas of North Platte. Support would be provided by the adjacent offices.

<table>
<thead>
<tr>
<th>Space Description</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reception</td>
<td>350 sq ft</td>
</tr>
<tr>
<td>Conference/War Room</td>
<td>500 sq ft</td>
</tr>
<tr>
<td>Office</td>
<td>300 sq ft</td>
</tr>
<tr>
<td>Office</td>
<td>300 sq ft</td>
</tr>
<tr>
<td>Storage</td>
<td>350 sq ft</td>
</tr>
</tbody>
</table>

Anchor Restaurant facilities: a series of three restaurants off of a common space with each restaurant providing a separate level of services to the Cultural Event Center. One facility will be a full service restaurant providing a full range of menu items. The other facilities will fall in line with a diner and a café. This will allow the restaurant to be open seven days a week providing a variety of menu items from the morning to the evening setting for the downtown North Platte area. The restaurants combined should be able to seat 500-600 people at one sitting. The restaurant will also be available to provide meals for the events located at on the site of the facility.

<table>
<thead>
<tr>
<th>Space Description</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entry Space</td>
<td>350 sq ft</td>
</tr>
<tr>
<td>Restaurant Seating</td>
<td>3500 sq ft</td>
</tr>
<tr>
<td>Bar Area</td>
<td>1800 sq ft</td>
</tr>
<tr>
<td>Diner Seating</td>
<td>1648 sq ft</td>
</tr>
<tr>
<td>Café Seating</td>
<td>2200 sq ft</td>
</tr>
<tr>
<td>Kitchen (combined)</td>
<td>3000 sq ft</td>
</tr>
<tr>
<td>Food Storage (combined)</td>
<td>3000 sq ft</td>
</tr>
<tr>
<td>Restrooms</td>
<td>540 sq ft</td>
</tr>
<tr>
<td>Atrium Eating Area</td>
<td>1500 sq ft</td>
</tr>
<tr>
<td>Office</td>
<td>100 sq ft</td>
</tr>
</tbody>
</table>

Auditorium/Large Meeting Room: the meeting room is a small intimate theater with a capacity of 300 people. The theater will also be utilized as a presentation room, lecture hall, and town hall meetings, etc.

<table>
<thead>
<tr>
<th>Space Description</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seating for 300</td>
<td>5600 sq ft</td>
</tr>
<tr>
<td>Side Stage Storage</td>
<td>640 sq ft</td>
</tr>
<tr>
<td>Small Stage Area with Multimedia capabilities</td>
<td>400 sq ft</td>
</tr>
<tr>
<td>Stage Storage</td>
<td>200 sq ft</td>
</tr>
<tr>
<td>Control Booth</td>
<td>600 sq ft</td>
</tr>
<tr>
<td>Gathering Space</td>
<td>1100 sq ft</td>
</tr>
</tbody>
</table>

Intermediate Auditorium/Meeting Room: the meeting room is a small intimate theater with a seating capacity of 100 people. The theater will also be utilized as a presentation room, lecture hall, and town hall meetings, etc.
Seating for 100       1400 sq ft
Back Stage Storage    466 sq ft
Small Stage Area with Multimedia capabilities    350 sq ft
Gathering Space       600 sq ft

Meeting Rooms/Breakout Rooms: a meeting room capable of being manipulated into different sizes to accommodate a single meeting, or multiple meetings or events during. This is not to be confused with a convention center activity. These meeting rooms will have flexibility to accommodate a variety of uses consistent with the local economy.

4 meeting rooms for 50-60 people in a row-seating layout.

Meeting Room 1 with Storage    1400 sq ft
Meeting Room 2 with Storage    1400 sq ft
Meeting Room 3 with Storage    1400 sq ft
Meeting Room 4 with Storage    1400 sq ft

2 meeting rooms for 160-200 people with a common storage space between the meeting rooms.
Meeting Room 5    2400 sq ft
Meeting Room 6    2400 sq ft
Storage Space    1000 sq ft

Meeting rooms to have a small serving counter, screens, sound system, marker boards and individualized storage space. Partitions between meeting rooms to be operable walls to allow flexibility in the layout for meetings, seminars, displays, etc.

Cultural Commons Space: corridors, mechanical rooms, restrooms, general storage etc.

Wide corridors designed as continuation of a streetscape. Corridors to double as display areas as well as gathering places for the general public.

Canteen Spirit Atrium Main Level    17000 sq ft
Canteen Spirit Atrium Upper Level    13500 sq ft
Market Street Atrium    6000 sq ft

Display space for historical events relevant to North Platte: Display space to be interactive with users of the event center. A display area linking common space from the interior of the building to the exterior, reaching beyond the site to incorporate the old depot monument with the new facility.

Additional Items:
Incorporate green space for concerts, farmers markets, Nebraskaland Days activities, etc. Again linking the past with the future. Green spaces that surrounds the site to bring people through the building as well as completely around the building. The green space should provide a building with 4 main fronts, to avoid a back alley condition of the facility. Displace the building barrier to the present North Platte Canteen Monument; create a physical and emotional link between the past to the present, for the future. Provide a display area for local artists and traveling exhibits.
Process Documentation

As the Conceptual Design is focused on the elements of a building component allowing large passages through the site to a historical monument, the development begins with expanding the design to the plaza area. The initial sketches illustrate breaking through the barriers of the existing structure, opening the building up to the past as well as the present. The past being the monument dedicated to the volunteers of the North Platte Canteen. The present is the commercial activity of the rail system which is the heart and soul of North Platte, Nebraska.

With the existing monument located at what was the train lobby area, it didn’t seem to fit into the context of the North Platte Canteen. The canteen was located west of the existing monument as shown on the floor plan of the original drawings. The initial intent was to recreate the actual entry into the canteen where the actual door was in reference to the original building. Without replicating the entire building, the door seemed appropriate since it was this location that the six million service men and women came through to get their spirits lifted. The door would be framed by a masonry structure, which would be displayed in an unfinished, deconstructionist design. After reviewing the gateway to the old lunchroom, it lacked scale and importance to the entire building instead of just the canteen area.

The new designed looked at a “ghost frame” structure similar to the work of Robert Venturi with Franklin Court. The idea is to provide a simple profile structure of the
original depot and building a volume of space which allows areas of gathering within and around what was once the Union Pacific Depot. The monument would remain at the location as shown on the plan, although it is not the most elaborate or high profile monument, it still plays a role in the history of the site. It can be a reminder of the past, a reminder of what North Platte had and what was left as a momentum. The central area of the ghost structure is the tallest which does help emphasize the importance of the existing monument. To the east, which was the baggage claim area, is a series of elevated platforms with a central pavilion, which can be used by performers, by visitors, etc. To the west was the lunchroom and kitchen facilities, which were utilized by the volunteers for the North Platte Canteen. This area would also consist of a raised platform to emphasize this area as an area of importance. An area where it was once used to entertain the troops can now be utilized as an additional area for performers, for presentations, for displays and all the available activities that are performed at the site.

The main parking lot of the Parkade Plaza is home to the North Platte’s Farmers Market. The proposal would incorporate this plaza space as an area for the farmer’s market, for the annual custom car shows, the newly established Literary Festival, as well as the largest festival of all, Nebraskaland Days. The ghost structure of the depot would also incorporate some shading devices which emphasis the entry into the main depot from the city side as well as the trackside. Similar shading devices to provide shade for the market space available to the general public surround the canteen area. While this area is considered one of the primary elements of the site, additional development is required to spread out the activity at the new plaza area.
From the original canteen monument to the west, I have figured on development of an at-grade water park replicating the roundhouse, which was located near this area as part of the original Union Pacific Railroad system. The weighbridge would be an interactive playground for children as well as the archways representing the roundhouse stalls for the maintenance and repair of the locomotives. To the west of the roundhouse would be an interactive display of the passenger trains that were utilized for the transportation of all the soldiers being shipped off to war.

To the east of the monument area, there is a siding track which can be utilized as the stopping point for the famous Challenger Steam Locomotive which makes several stops in North Platte over the summer time. The fence providing a safety barrier between the public space and the rail activity would extend toward the siding track, create a focal point to enter into the past and get a closer look at the challenger when it makes its scheduled visits.

Once the plaza area has been established, the goal of the Cultural Event Center is to draw activity to the downtown area as a place of several activities. The main drawing point of the Cultural Event Center is the history of the North Platte Canteen. The documentary of the activities surrounding the North Platte Canteen, called “The Spirit of the Canteen,” is an excellent film that captures what the soldiers felt and how the volunteers provided an opportunity for the soldiers to forget for 10 minutes.
The building site is divided into three sections of a defined structure. The concept is to bring Dewey Street as well as Bailey Avenue through the site to open up access to the monument as well as the opportunity to expose the rail activity along the eight sets of tracks running east and west through the downtown area. It’s remarkable to understand the effort put forth for the development of the rail system through North Platte. With the rail yard being the busiest in the world, it is remarkably quiet. The development of North Platte has incorporated several overpasses in town, eliminating the need for the locomotive horns in town.

The building will be set up with two atrium spaces aligned with Dewey and Bailey streets dividing the building into three sections. The building will house general business functions for DEVCO, Nebraskaland Days, Chamber Office and the Convention and Tourism office. The cultural side will consist of a large auditorium, a smaller auditorium, two large meeting rooms, and four breakout rooms. Along with the previous spaces will be restaurants providing support for the convention side of the center as well as a location for downtown patrons to have a place to eat.

The original layout at the end of the first semester is quite different than the final presentation. The first semester solution presented a design, which showed the main central building's main floor as the office areas for the Convention and Visitor's Center, Nebraskaland Day’s Offices, DEVCO and the Chamber Office. The main floor plan consisted of north south walls representing the structural components of the building with infill glass running east and west. This brings forth in plan the openness that allows visibility through the business side of the facility, making it an important aspect of looking through the building to the plaza beyond. Within the ground floor is a lot of open space for display areas. Display areas utilized by the historical society, local artists, and etc. display the cultural diversity that represents the growth of North Platte,
Nebraska.

The upper level was designed as meeting room spaces, again opening up to the railroad activity as well as the new plaza area. Off of this level is a second level balcony offering a huge viewing platform to see the results of all the rail traffic from the world's largest railroad yard.

At the end of the proposed buildings would be anchor restaurant activity to provide service for the meeting rooms as well as visitors and local patrons. The hope is to bring activity to the downtown area after hours, instead of closing up at 5:00.

Most of the criticism for the first semesters work was that the plan wasn't anything special. The importance of the canteen monument was lost and that the building seemed like any typical mall type facility. The start of the second semester revisited the floor plan with additional emphasis on the canteen monument, as well as the lesser emphasis on a central entry space.

The floor plan had made some major changes where the business side of the tourism trade was shifted away from the center and to the west end of the site. There is still the atrium space lined up on the 80-foot right of way on Dewey Street. Off the west side of the Market Street Atrium is the Nebraskanland Days office as well as the Convention and Visitors Bureau. On the east side of the Market Street Atrium are the offices for DEVCO and the Chamber of Commerce. This section of the building is designed as a single story structure and as we move further east, the building height increases as well. This increase in height helps build the importance of the larger atrium space, which visitors will need to pass thru to get to the site of the canteen monument.
In the center location of the Cultural Event Center is a large multipurpose auditorium with the stage located on the north side of the facility. Opposite the large auditorium space is a smaller auditorium on the south side of the central area of the Cultural Event Center. The larger auditorium will hold 324 participants. The main level will hold 204 people while the balcony area will hold an additional 124 people. The auditorium is oval shaped in plan to turn each of the seats toward the stage area for the optimum view. The stage is not any typical stage; it is a simple raised platform, 400 square feet in size. It has stage storage areas on the east and west ends and an appropriate gridiron for screen displays. Beyond the stage is a curved glass wall to open itself up to the lighting from the north. This light will need to be controlled by a series of borders. These borders must also be removed at different times of the day to allow a view beyond the stage. This view would be limited by an exterior wall, which would act as a secondary scenery screen. This screen will be an interactive part of the performances, while being disconnected from the building. The smaller auditorium seats 94 participants with the more traditional lecture type layout. Both auditoriums will accommodate multimedia presentations ranging from a simple lecture format to a digital movie presentation. A portable ticket booth is stationed directly between the auditoriums, which is also visible from each of the atrium spaces. Each auditorium has its own gathering space inside while the central corridor would also allow for intermission activity. This overflow area can also extend to each of the atrium spaces.
The east section of the Cultural Event Center has the larger of the two atriums with restaurants on each side of the atrium. The second level is a series of break out meeting rooms and two larger meeting rooms. The lower level, or street level of the Canteen Spirit Atrium is a large gathering and display space. Items for display would emphasize the activities of the North Platte Canteen. Those items currently on display at the Lincoln County Museum would be relocated to the Canteen Spirit Atrium. Within this atrium space is a replicated arched monument similar to the design of the neoclassical depot arches located on the trackside of the Union Pacific Depot. On the city side of the atrium are the same archways, which are surrounded by structural glazing panels. The entry doors into the atrium space are located at each of the three archways. At the center archway in the atrium is the location of the monumental stairs taking the visitors to an upper level-viewing platform overlooking the canteen monument as well as the rail activity and the grain elevator. This glass enclosed viewing deck is curved in plan to allow a larger viewing area to the east and west. This view displays the extension of the rail system. On all levels of the Spirit of the Canteen Atrium, is a series of display boards running north and south located in the direction of travel to the monument. Wall space will also be available for the WWII Canteen Activities memorial items for patrons to appreciate what North Platte did for those soldiers more than 58 years ago.

The atrium is only the first part of the journey into the past. Once the visitor is through the atrium space, they will cross Front Street and enter a steel framework of the Union Pacific Depot. Similar to Robert Venturi’s ghost structure of Benjamin Franklins home, the depot facility is framed with tubular steel to the exact size and exact location of the original Union Pacific Depot. The profile represents a volume of space where great things happened for a 10-minute period for six million soldiers. The original monument is still in tact and the ghost structure is providing a larger importance to the existing monument. This frame structure also invites additional activities to an area of visual abandonment. A series of performing platforms as well as smaller pocket areas of seating provide areas of activities at all times of the year. The existing plaza has been utilized with festivals, car shows, farmers markets etc. The extension of the space will offer additional areas that open up a more utilized, organized area for activities.
To bring the importance of the monument in the design, it is important to attract the users through the building. By widening the view from the monument through the building, to the monument, the use of exterior structural glazing is used to minimize massing from the center archway to the monument. It is the initial archway along with additional way finding elements that attracts the user to this space.

It was previously discussed that night life activity would be an important element to this design. While the atrium space provides an excellent source of natural lighting during the day, as well as lower lighting requirements, the night offers a different approach to attracting users to the space. With both atrium spaces, the light will be an invitation at night to see what is going on at the Cultural Event Center. By locating the atriums on the visual nodes of Bailey Avenue and Dewey Street, it would provide an excellent destination point as well as providing light to the surround facility. The Peabody Essex Museum is an excellent example of designing a building with night lighting in mind. The exterior lighting works with the building on the interior as well as the exterior.

The Peabody uses a central corridor along the entire length of the building as a connecting link within the building. I have used this similar design element, not as a connection link within the building, but as a link through the building. The Peabody used a Kalwall system on both the vertical and horizontal elements of the glass skin. The similar material would be utilized for the roof structure of all the atriums, provide appropriate diffuse light as well as a good insulating R-value. However, the vertical elements of the atriums should be clear structural glazing as shown on the following examples.
As the exterior wall is designed, there is a structural column pulled back from the exterior glazing, while a series of horizontal and vertical trusses are located at the joint conditions of the exterior glazing. It is this type of structure that limits the amount of structural massing on the exterior wall and provides the openness that is needed to bring the view through the building to the monument. This type of structure doesn’t use a metal frame for the glazing joint; it uses a series of bolted connections along with gaskets at the perimeter of the glazing. At larger spans, metal cabling is used as additional structural support.

These glazing structural components also have the ability to be operable to allow fresh air movement through the building when the optimum temperature days allow the use of natural ventilation.
This older photograph shows the charm and openness of Dewey Street in its prime. This photo was taken on 4th street looking north to Front Street. At the end of this street was the original Hotel & Depot that burned to the ground in 1915. Notice how wide the streets appeared and the openness that was apparent from 4th street to Front Street.

Compare the old photograph to the one today and the openness and natural scale is lost. With the removal of the individual canopies along Dewey Street with the installation of a continuous canopy on both sides of the street, there is a drastic difference in proper scale of main street. This is important to this project as part of the connecting link to bring the user through the downtown area, not around it. The canopies that were added to the main street blocks offered protection from the elements, but put the pedestrian in a confined long tunnel. The lack of any vertical visualization of the main street buildings is lost. This 70’s canopy divides the charm that the historical contributing buildings in the historic district.

Both Dewey Street and Bailey Avenue play an integral part of the design of the new Cultural Event Center. Bailey Avenue hasn’t gone through a transformation like Dewey Street. I believe Bailey Avenue is an excellent example of a secondary main street. The only thing it lacks is the daily main
street building functions that Dewey Street has been able to keep.
The photos of the model illustrate the ability to open up both Dewey Street and Bailey Avenue. It also shows a hierarchy of building components from the west to the east. Still maintaining the importance of the monument through the largest component of the structure. As the layout of the parking is setup, it too provides a buffer zone away from the building protecting the building from visual clutter that a parking lot adds to any building site.
The site plan shows the importance of the continuation of Dewey Street and Bailey Avenue through the Cultural Event Center. Both Dewey and Bailey Streets are lined up directly with the travel patterns to the site. Those travel patterns being vehicular and pedestrian. The importance of Bailey is shown as a wider pattern through the building. Once at the front of the building at the Canteen Spirit Atrium, the exterior ground finish will continue through the building and on to the monument site.

Around the building are wide paved and landscaped areas to accommodate exterior activities at the Cultural Event Center. Along the south of the building is a series of shade structures providing a great space for the weekend farmers markets. It is also an excellent location for several of the car shows held in the downtown area.

The most important aspect of the cultural event center is the enhancement around the original Canteen Memorial. As previously discussed, a ghost frame surrounds the location of the monument by depicting the actually footprint and height of the original Union Pacific Train Depot. The ghost frame is broken down into 4 different sections as the original building was divided. At the main entry from the city side as well as the trackside we have a defined travel path with ground pavers as well as shading devices and way finding signs. At the central location of the entries is the actual monument. Above the monument is a metal roof structure to provide some shade in the area for people to gather on the existing benches to reflect on the volunteer effort by these 125 communities.

To the east of the monument is a series of raised platforms with another centrally located shading structure. The structure is more open than the previous structure to define a small platform for a performing area for street performers, for public gatherings, or simply a place to have a picnic.

To the west of the original monument is the actual location of the North Platte canteen. This area is also elevated one time only, to commemorate the one time WWII effort by the volunteers. The entire lunchroom area being raised reflects that the entire lunchroom was an area of performance to entertain the troops, to let them forget 10 minutes of their journey to remember for a
lifetime. There are additional shading areas around the west end of the original depot to offer shade for festivals and other activities.

As we continue west at the plaza area, which I call the Front Street Plaza, where Dewey intersects beyond Front Street I have located a ground level water park. The water park replicates the roundhouse that was located near this area when the Union Pacific repair shops were located in this area. The central weighbridge will have a series of fine spray nozzles that provide a fine mist that will spray on the children and adults to cool them on the Nebraska summer days. Around the perimeter is a series of arches that reflect the storage doors at the locomotive storage bays that surrounded the weighbridge. Aligned with the weighbridge is a set of recessed tracks to house a static display of the troop trains that were utilized when the six million soldiers traveled through North Platte. These cars plan to be open during daily hours to allow visitors to see what the soldiers saw when they traveled off to war.

Around the Front Street Plaza on the north side is a safety barrier to keep park users away from any danger the rail traffic presents. The safety barrier is an older designed wrought iron fence to reflect the Victorian age of rail traffic. This style of fence offers a solid barrier for safety, but enough openness to watch and hear the rail traffic through North Platte. At the east end of the Front Street Plaza is a gate area to allow visitors on the track area when the Union Pacific Challenger #3985 comes through town. The Challenger was built in 1936, which had a 4-6-6-4-wheel arrangement. This arrangement allowed this huge steam locomotive to manipulate the curves of the rail system with ease.

There are existing trees surrounding the monument area, which will remain. Additional trees are placed to provide shade around picnic tables and around the activity areas. Most of the area is a hard surface with the exception of some green space north of the business office section of the site.
The floor plan layout is established by the activities of the site. Both of the break through areas will be a glass enclosed structure allow natural light as well as direct sun into the atrium spaces. The roof areas would however be an insulated Caldwell system to diffuse direct overhead sunshine. Between both of the atrium spaces is a longer connecting corridor, which would also have a natural lighting element to its design. All of these atrium spaces provide areas of display for current and future events that will be in the area. It will also display some memorabilia from the Canteen effort performed during WWII.

As previously discussed, the west section of the Cultural Event Centers is the support side of the cultural activities in North Platte and surrounding areas. Those functions consisting of office space for the Convention and Visitor’s Center, DEVCO, Nebraskaland Day's Offices and The Chamber of Commerce Office.

The central area of the building is the start of spaces for performances, movies, lectures and other multi-media presentation. The larger theatre can hold over 300 people for any type of presentation. The idea of presenting movies, power point presentations, business lectures, guest speakers for the literary festival etc., was in mind for the larger theatre area. To the south is a smaller venue area for break out sessions of simply smaller presentations. This area would also be available for multimedia presentation.

The next section of the building is the heart and soul of the Spirit of the Canteen Cultural Event Center. This is the largest of the atrium spaces both in width and in height. This area will be defined by a series of two arches that replicate the arched designed of the Union Pacific Station on the trackside of the original building. The idea of bring the track side archway to the city side is to reflect the importance of the entry to the depot when the soldiers were coming through town. I can only image that a lot of those soldiers remembrance of the building would be a series of archways with the word North Platte above the doors.

As one comes through the arches, an identical arch is located in the center of the atrium to lift the users up to second level observation area to view the monument and
activities beyond. Within this atrium space is a series of display areas for Canteen Memorial items currently held at the Lincoln County Museum. These display cases are wall mounted as well as located in aisle space through the atrium. All of the displays are running north and south to limit the visual obstruction through the site.

On each side of the atrium space is area designed for restaurants. These restaurants would offer a variety of choices for dining. Choices ranging from a small café', to a bar and grill to a full service sit down restaurant. The hope is to provide activities after hours to bring people to the downtown area.

On the north end of the atrium is a curved glass wall to open the view to the rail activity as well as the monument. The wall is supported by a series of wall trusses, both vertical and horizontal. This structural system was selected to minimize vertical mass and horizontal mass to keep the openness to the Front Street Plaza area. The ceiling is a high ceiling to the observation deck to keep that openness toward the monument and plaza space. Throughout the atriums north atrium, several tables and chairs will be located for the users, as well as a variety of plants to utilize the natural lighting from the atrium space. The use of planting in this area offers another venue of cultural activity to the facility. With the cold winters in the area, vegetation that would be sustainable in the atrium space would be an inviting factor for additional activity to the event center.

The South Elevation is also noted as the “City Side”. The elevation is set up as a hierarchy of activity as was the plan. The building height increases as the importance of the activity in the facility. The west end is still the business function of tourist activity in North Platte and surrounding areas, as well as economic development. The center area is raised to bring attention to the auditorium space, while the tallest section of the Cultural Event Center is Canteen Spirit Atrium.

The exterior design needed to complement the historical facades along the mainstreet developments. The elevations reflect a series of panels creating a rhythm, similar to that of the mainstreet buildings. Horizontally there are a series of canopies above the window units in a contemporary design. This same canopy is raised to the upper level of the two-story building to bring the scale of the building down a little. That same screening pattern is shown on the Ghost
Structure to link the monument to the Cultural Event Center.

On this elevation, note that the only doors visible to the users are the doors to each of the atrium spaces. The exit doors to the theatre areas are hidden by a series of vertical panels.
The second floor area consists of the upper level viewing deck to the Canteen Spirit Atrium as well as break out rooms for business meetings and similar conventions. At each corner of the atrium space is an enclosed exit stair to the level below. There is one elevator designed into the facility for accessibility.

The second floor is open to the central section of the atrium space as well as an open area by the arched entry on the south. This level will have several places for tables and chairs as well as plant life to green up the space. From the observation deck, the user has the opportunity to look back on Bailey Street to the historic buildings that still remain. To the north are the largest view to the monument below, the Ghost Structure, and Front Street Plaza activity.

The auditorium has an upper level balcony to increase the seating to the auditorium space. This level also houses the control booth for the multi-media presentations.

The Track Side Elevation, also called the North Side Elevation is more contemporary design than the south side. This elevation is more of an open design to allow visibility to the rail activity. It also allows visibility from the plaza activity back to the building.

The office side is designed to have full height glazing for visibility and natural lighting. The back wall of the stage is also a series of glass panels in a curved designed. These panels are then protected by an exterior wall that could be utilized as an optional backdrop to the stage area.

The largest glazed area is the Canteen Spirit Atrium. This wall is also a curved glazing structure in both the vertical and horizontal direction. Protruding through the glass is a series of vertical walls that flank the entry and exit doors to the atrium. Above the wall is a series of rails that will display the sign “canteen cultural event center”. A similar sign is above the covered entry on the south side entrance.
The east elevation is the tallest end of the Cultural Event Center. At the top of the wall surrounding the meeting rooms is a section of structural glazing to allow natural lighting into the meeting rooms. These windows would have operable window treatments to alter the desired amount of lighting into the facility. This elevation also provides an excellent visual relationship of the building to the monument and ghost structure, to the rail activity as well as the tallest structure in town, the grain elevator. Mies was noted as calling the grain elevators in Nebraska, the “palaces of the prairies”.

The glass atrium space is designed as an arched structure until it gets to the back of the building. Once at the north side of the building, the atrium space transforms into a more contemporary design. While the south entry into the atrium space is more reflecting of a large train station, the observation area is brought down in scale to invite the users to the edge of the floor to look beyond the structure to see the activity at the Front Street Plaza.

Section a-a displays the surrounding structure that exhibits the replicated arched entry to the original train station. The arched structure is the largest mass within the atrium. The exposed structural elements are designed to minimize the mass to keep the openness of the atrium space.

The center arch is used to support the open communicating stair to the upper level. The remaining archway is a freestanding structure to emphasize the importance of the archway into the original depot.

Along the upper deck, a series of tables and chairs along with a Victorian designed shading device are present to provide additional seating areas. Around the upper deck is a glass railing system with a series of metal panels similar to the panels used on the exterior as shading devices.
The west elevation shows the secondary entry into the business function of the facility. It is this location that the east west atrium space is located from the west side of the building to the upper level meeting rooms at the Canteen Spirit Atrium. There is also the profile of the more simplified atrium, which is called the Market Street Atrium. This shape is designed to open up vertically to the site; horizontally it is limited to the width established by the main street setbacks. The curved glassing is shown on the Canteen Spirit Atrium, as well as the shell structure of the auditorium space.

Building Section b-b is the largest of the building sections displayed. The truss design glazing structure is exposed and provides the openness that I am trying to maintain. The floor support structure is a metal truss system with post and beams located as required. The only mass structure shown through these sections reflects the openness in all directions of the atrium space. This section also shows the display boards in the north south direction in the center of the space as well as mounted to the walls. The display boards are limited to the lower level only. The upper level is designed as an open space for observation outward, not reflecting on the interior.
Additional Computer Model Drawings and Model Photographs

Model view looking north down Dewey Street.
Through the atrium space the weighbridge as well as the arched doorways are visible. The intent was to provide openness through the building beyond Front Street.

Interior perspective looking south to the city side of the plaza. Along with the openness of the upper level, the glass and metal screen railing surrounding the balcony area provides openness to the lower level.
Cutaway perspective through the Canteen Spirit Atrium. The cutaway displays the meeting space and the upper level of the gathering space outside of the meeting rooms. The display boards are also shown, still maintaining a clear travel path through the space. In the center is the second set of arches supporting the monumental/communicating stair to the upper level observation deck.
View looking north down Bailey Avenue. The openness through the atrium is displayed well in this model photo. The wood structure beyond illustrates the ghost structure enhancing the importance of the Canteen Monument location. This view also displays the two historical buildings, which are major historical contributing buildings to the main street area.

Overall view of the Cultural Event Center. View is looking north, to show the entire site with relationship to the downtown area as well as the Union Pacific rail system.
Axonometric View of the Cultural Event Center

Model view looking north. The grain elevator beyond the building provides an excellent scaled mass and visual icon to attract attention to the downtown area.
Close up Axonometric view showing the relationship of the “Ghost Structure” around the existing monument with Canteen Spirit Atrium. The cutaway also shows the slim lines of the structural elements of the arched roof structure.

This view is looking west along Front Street. The shadow lines represent the shade provided on the site on April 19, 2005. The observation deck in the atrium shows the openness to view the rail traffic east and west along the tracks, as well as an excellent view of the Canteen Monument.
View looking south and west towards downtown. The shadows are a later afternoon shadow line in early spring. The grain elevators are posed as the backdrop to North Platte, while the Cultural Events Center is link between the past to the present. As the rail activity is running along an east west axis, the Front Street Plaza represents the same east-west axis of activity.

Higher elevation view looking down Bailey Avenue. The second set of arches is visible along with the platform space in the atrium.
View looking north, northeast. The taller building in the foreground to the left is the Hotel Pawnee. The building across from the Hotel Pawnee on Bailey Avenue is the Neville Center, formally known as the Fox Theatre. Both of these buildings are on the historical registry.
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Acknowledgments and Dedications

This is a journey that has lasted over 24 years. The amount of sleepless nights and Diet Cokes were endless. My wife Jill was tremendous in assisting in everyway possible. Her dedication through the entire time I started my postgraduate studies helped me through this process. My three children, Macy, Jacob and Ellie started their younger years wondering why I was coloring or gluing cardboard together. Many a night I read them bedtime stories and fell asleep before they did. There was never lost time with my children, it was just a study time. This experience will always be remembered as a difficult Journey with working a full time job, raising children and spending time with my special wife and loved ones. If any undergraduate student would like any advice about post graduate studies, I will be more than happy to discuss the difficult journey that is in front of them. If they need a reason to continue their education directly from their B.S Degree, I can offer that encouragement.

My path was well experience with knowledge of the profession having worked in the field over 10 years before returning to college to work on my master's degree.

I would like to thank Terrance O'Brien for starting this journey several years ago. Without his suggestions, this journey would have gone down a different path.

I want to thank my parents, my mother and father-in-law for all of their support and understanding when I couldn't attend family activities.

A special thanks for the university and faculty members who worked with me through this long distance education process. I have to agree with Keith Sawyers, I also wasn't sure how well the long distance education process would work. Of all the projects I have designed in my academic life, the Cultural Event Center kept my attention the entire 6th year studio it was fun, it was hard work, it is an experience that I will cherish for the remainder of my life. The effort of my mentor, Wayne Drummond, was greatly appreciated and our design relationship will be missed. The combination of working around 3 calendars was a challenge, thank you Doris for making that process seem like a walk in the park.

Thanks to Stephanie for putting up with my long distance calls and emails with my
endless questions.

I also want to thank the many people of North Platte who provided information for my thesis project as well as Davis Design for allowing me to continue with my post graduation education.

This project is dedicated to my wife Jill, my oldest daughter Macy, my son Jacob, and my youngest daughter Ellie.