

MEETING RECORD

NAME OF GROUP: HISTORIC PRESERVATION COMMISSION and URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: Wednesday, September 5, 2012, 3:00 p.m., Room 214, County/City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: *Historic Preservation Commission:* Cathy Beecham, Jim Johnson, Liz Kuhlman, Jim McKee and Greg Munn. Tim Francis and Berwyn Jones absent.

Urban Design Committee: Peter Hind, Gill Peace, Michelle Penn, Michele Tilley and Mary Anne Wells. JoAnne Kissel and Scott Sullivan absent.

OTHERS IN ATTENDANCE: Adam Hoebelheinrich & Caleb Swanson (PC Sports); Brett West, WRK; Beth Vinton, Andy Widman, Stephanie Peterson (Encompass Architects); Roger Bullington (TDP); Dennis Scheer, Karen Nalow, Eric Casper (Clark Enersen); Deena Winter (Nebraska Watchdog); Hallie Salem (Urban Development); Marvin Krout, Ed Zimmer, Stacey Hageman & Michele Abendroth (Planning Department)

STATED PURPOSE OF MEETING: Special Meeting of the Urban Design Committee & Historic Preservation Commission

The meeting was called to order at 3:01 p.m. The Nebraska Open Meetings Act was acknowledged.

Discussion of sign package for Courtyard Marriott Hotel, NE corner of N. 8th and R Streets, adjacent to Haymarket Landmark District

Zimmer stated that this property is not in the Haymarket but is immediately adjacent. It has a redevelopment agreement with the city. A sign package has been proposed, and the city seeks advice on whether the package carries out the redevelopment purpose of enhancing Haymarket and the downtown area.

Bullington explained that sign "D" is non-illuminated. The sign will be light letters on a dark green background and is at least 8' above the ground. He suggested shortening the peg supports. It will be centered on the canopy.

Peace stated that it is important to know the location of the sign and exactly how high it is. He noted that it is a blade sign on city right-of-way. Salem stated that the city would have to review this sign because of its location on city ROW, and she indicated it might not be legally permissible in that location.

Peace stated that he understood Marriott has two sign packages for their projects, an A package and a B package. The A package is the Marriott logo with a dark green background and light letters. The B package is individual white letters, and since all the materials they would be placed on a dark, it would

provide a good contrast. He recommends package B, and it is important to have a consistent sign package. This proposal mixes the two sign types.

Salem stated that the boards' recommendations are requested and have weight because this is a TIF-assisted redevelopment project.

Munn stated that he believes this is a lot of signs. He has a concern with the large blade sign.

Campbell also expressed a concern with the size of the blade sign.

Tilley stated that it is hard to provide input because the sign is not in context with the building. She also has concerns with the blade sign. Wells agreed it would be beneficial to see the sign in scale as well.

Hind stated that in looking at the photographs, a 2' x 8' sign may not be that big. He believes it is important to get this sign right.

Zimmer stated that there is more key discussion by the city on whether a sign is allowed on city right-of-way.

The committee recommended the pin-mounted channel letter signs on the north and south facades and recommended the same for the sign high on the east side. Members were concerned about the signs on the canopy in the ROW, including how the pin-mounted letters could be installed above a tempered glass-roof.

Members discussed the monument sign at the east side of the entrance plaza and questioned if this location was prudent, noting the drawings said the wall on which it is to be installed was noted as "temporary" on the site plan. Members also questioned its actual appearance as the illustration did not seem to match the specification.

Redevelopment design concepts of Lincoln Traction Partners, especially the "Railyard" open space and associated buildings between Canopy and N. 7th Streets, Q and R Streets

Brett West began with a presentation of the Canopy Street logo. He presented several photos and simulations of the Loft, the Courtyard, the parking structure and hotel in relation to the arena. They used more masonry as they face Historic Haymarket and less traditional design along Canopy Street, although those buildings will also have ample brickwork.

The building on the northwest corner of Canopy and Q Streets will be three floors of hotel, three floors of condos and apartments. The courtyard between that building and "The Loft" on R St. will have a lot of lawn space. They want to encourage the pedestrian pathway through that courtyard from the parking garage to the west.

The Loft will be done August 1, 2013 for students to move in, and the Railyard a month or two later.

Beecham asked about public art. West stated that they envision the cube to be the major piece of art. Salem stated that they will work with LPPAD on public art. Beecham stated that she would love to see historical references in the art or otherwise incorporated into the project.

Hind stated that this district has a rich history of use of brick. Each individual building in the Haymarket has a character. It's important to look at the whole street. The way some of the buildings terminate at the top is not as rich as is typical of the buildings in the Haymarket.

Peace stated that he really likes the design. His one suggestion is that it would be nice to get the first-floor sills down so they are more open and transparent.

West Haymarket Streetscape concepts (The Clark Enersen Partners, etc.)

Scheer stated that they want to update the group on the streetscape component. They have a couple goals, and they have made some great strides. The key component for Canopy Street is obviously the canopy. The two blocks between R and P are very significant. They have worked hard to make the streetscape and developed blocks seamless. The public space flows into the private space and vice versa. When they talk about the public streetscape, the edges kind of go away in terms of the detail. Streets by nature are linear, and these spaces are not supposed to work as linear spaces. They want to develop nodes within the spaces. They have been asked to design the space between the two canopies on the west side of Lincoln Station in a way that is a bio-retention area. They are able to provide additional green-space by doing this.

Eric Casper stated that the arena plaza is made up of colored concrete and permeable pavers. Those colors extend down to Canopy Street. On Canopy Street from Q to R Street, there are two outdoor seating areas. The trees are in pavement; there are no planting beds. On the east side, there is no special pavement treatment under the canopy. They are looking at ways to break up the feeling of expansive pavement. Between P and Q Street, they are looking at creating a space where people can stop and enjoy the space and also where they can collect and treat storm water. They are also incorporating more green space. The planting beds are bio-retention cells, and the pavement around them is permeable pavers. From O to P Street, they are unsure of what will happen on this block, so at this point, it is mainly functional concrete sidewalks and street trees. On Arena Drive, there will be street trees, turf and sidewalk.

Scheer stated that construction documents will be completed in the next six weeks. They plan to bid it this winter so that contractors can be on board next spring.

Penn stated that the canopy seems to be more subdued and asked about the design decisions on that. Scheer stated that the canopy is the major element, and it will be lit. It is a continuous ribbon, and its sheer length will make it more than a mundane space. It will be a place that people will gravitate to. Penn asked if there is colored concrete under the canopy. Tilley stated that by making it just one color will make it stand out, but not in a good way. There are many design elements every where else, but not here.

Penn asked if there will be access to the train. Scheer answered that he expects it will be more accessible than in the past.

Penn asked if the leaning rails are still in the design. Scheer stated that the leaning rails are not in the design anymore.

Draft for Special Sign District addressing Railyard and “The Cube” adjacent to Haymarket Special Sign District

Zimmer stated that this is a first draft at addressing how The Cube as it is perceived can fit in our sign code to keep it from being an off-premise sign. One approach is a special sign district that can adjust their sign for whatever is approved. They are still working on this issue, and they will continue to work

on achieving the purpose of allowing The Cube to function as digital art, programming, and sponsor recognition to include limited commercial messages or names and logos.

Misc.

There being no further business, the meeting was adjourned at 5:08 p.m.

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