

MEETING RECORD

NAME OF GROUP: Urban Design Committee

DATE, TIME AND PLACE OF MEETING: Wednesday, November 1, 2006, 3:00 p.m., Room 206, County-City Building, 2nd Floor, 555 South 10th Street, Lincoln, Nebraska

MEMBERS AND OTHERS

IN ATTENDANCE:

Members:	JoAnne Kissel, Thomas Saddler, Gordon Scholz, Scott Sullivan, Kim Todd and Mary Anne Wells. Mike Eckert absent
Others:	Mark Jobman, John Kay, Dan Grasso (Sinclair Hille); Steve Kathol (Schemmer Associates); Don Day (Olsson Associates); Dale Nielsen, Stan Merideth, Nick Schultz (DLR Group); Jim Tenopir (Nebraska School Activities Assn.); Ed Zimmer and Michele Abendroth (Planning Department.)

STATED PURPOSE Regular Urban Design Committee Meeting

The meeting was called to order at 3:03 p.m.

Approval of meeting notes of October 4, 2006

Kissel moved approval of the October 4, 2006 meeting notes, seconded by Wells. Motion carried 5-0. Kissel, Saddler, Scholz, Sullivan and Wells voting 'yes'; Eckert and Todd absent.

Update on Harris Overpass Design (Public Works)

Steve Kathol began with a PowerPoint presentation. In January they presented the preliminary designs to the Committee. The design has progressed extensively since then and they would like to present what the bridge will look like. The project began over 2 years ago. In the first 12-14 months, the preliminary design was done and helped pinpoint several issues of the bridge. They formed a citizen advisory group comprised of several disciplines. There have been two open house meetings as well. They have presented to the Historic Building Commission as well as many other groups, from which they have received a lot of valuable input.

Dan Grasso presented the model of the bridge. Harris Overpass is the newest addition to an established Lincoln Civic architecture. There is a pallet of projects from which to draw civic architecture language, including the Capitol, the State Historical Society, Old City Hall, Old Federal Building, and Pershing Auditorium. From that body of work, they created a language or style.

One of the design issues was to take care of the pigeon problem, so they have eliminated any elements that would create a place for pigeons to perch. One of the goals was to make the bridge more pedestrian friendly. There will be a 54 inch guard rail transitioning to 10 feet over the railroad tracks. There will also be intermediate piers for the roadway lighting. In the Haymarket, they are dropping the above deck piers. The parking in the Haymarket will have a two-way drive in the center with the parking on the

outside toward the building.

A 3D model of the bridge was presented. At the ends of the bridge, there will be mosaic tile artwork, as well as low maintenance plant materials including three trees, native grasses, and shrub roses.

Sullivan expressed his preference of having the rail remain as low as possible for as much of the length of the bridge.

Kissel commented that she likes the lights on both sides of the bridge. She feels that the light poles will be just as attractive without the banners.

Scholz commented on the light fixtures on the intermediate piers in that it looks as if it loses some visual strength. Grasso noted that they are working through those issues.

Zimmer stated that he likes the under-bridge arrangements with the parking to the curb and the drive in the center as it makes it feel more like a street.

Todd recommended not using the shrub roses because of the disease problems.

Kissel moved approval of the design, seconded by Todd. Motion carried 6-0. Kissel, Saddler, Scholz, Sullivan, Todd and Wells voting 'yes'; Eckert absent.

Nebraska School Activities Association Building on Charleston Street (DLR Group)

Stan Merideth began by stating that this project is a public/private partnership project. It has been through several public review bodies. The Nebraska School Activities Association administers all high school activities. A small piece of the property will be sublet to the Nebraska Coaches Association and another piece will be the High School Hall of Fame.

Schultz stated that they were restricted as to where they could place the site. They built up the site to get it above the 100 year floodplain. In terms of site circulation, the inlay off Charleston will have staff parking for the NSAA as well as visitor parking. There is also a bus drop-off in the back. They situated the building to play off the views. The mechanical units will not be visible from I-180. There will be a curved wall with illumination from below as well as lighting on the building for security and safety reasons.

Sullivan commented that he likes the design. Kissel agreed and added that it is inviting and has a special element to it.

In terms of landscaping, Nielsen stated that there are two areas, one being a natural area and the other a refined area. In the natural area, there is a lot of native grass with prairie grass and a blend of native flowers. The parking lot will have a retaining wall with red leaf barberry, junipers, and gold leaf spireas. Against the building, they have used evergreen ground covers to provide erosion control and to dress it up. Trees have been located in the islands.

Todd suggested using color to concentrate on the focal points so the eye doesn't bounce among the landscaping.

Wells commented that she likes the native, natural areas but the parking lot is so formal. She suggested a less formal planting in the parking lot with a more natural edge.

The Committee agreed that it is a nice addition to that corner.

Kissel moved approval of the design with considerations of changes in landscape species, seconded by Todd. Motion carried 6-0. Kissel, Saddler, Scholz, Sullivan, Todd and Wells voting 'yes'; Eckert absent.

Staff Updates

Zimmer noted that Downtown Lincoln Association originally appointed a working group to look at the Downtown Design Standards, but further communication with them has indicated that they will not review the standards this year.

There being no further business, the meeting was adjourned at 4:51 p.m

***Please note that these minutes will not be formally approved until the next meeting of the Urban Design Committee. ***