

## MEETING RECORD

NAME OF GROUP: URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: Wednesday, August 1, 2012, 3:00 p.m., Room 214, County/City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: JoAnne Kissel, Gill Peace, Michelle Penn, Michele Tilley and Mary Anne Wells. Peter Hind and Scott Sullivan absent.

OTHERS IN ATTENDANCE: Dennis Scheer, Karen Nalow, Elizabeth Thomas, Blaik Brown (Clark Enersen); Lynn Johnson (Parks & Recreation); Jordan Pascale (Journal Star); Hallie Salem (Urban Development); Marvin Krout, Nicole Fleck-Tooze, Ed Zimmer, Stacey Hageman & Michele Abendroth (Planning Department)

STATED PURPOSE OF MEETING: Regular Meeting of the Urban Design Committee

The meeting was called to order at 3:00 p.m. The Nebraska Open Meetings Act was acknowledged.

### **Adoption of meeting record from the UDC meetings of June 6 and July 11, 2012**

Tilley moved approval of the June 6 and July 11, 2012, seconded by Wells. Motion carried 5-0; Kissel, Peace, Penn, Tilley and Wells voting 'yes'; Hind and Sullivan absent.

### **Entryway Master Plan, I-180 and Cornhusker (Airport to I-180): Update (Nicole Fleck-Tooze, Planning Dept; The Clark Enersen Partners)**

Fleck-Tooze stated that they have prepared some schematics on the Entryway Master Plan with the intention of completing the Plan by the end of August. This presentation is in the draft stages.

Scheer stated that they have not changed the big idea from last month, and this is a work-in-progress.

Nalow began by stating that they have prepared schematics in sections along the interstate. They have looked at each corridor, and they have started to focus on character images and some of the key areas in each sector. They focused mainly on Cornhusker and the top two areas along I-180.

Thomas stated that they want to strengthen the streetscape until you get to Lincoln when the view opens up to the skyline and the capitol. They have some character images so they want to focus on the streetscape and layer the streetscape where there is room to create a buffer. They are also showing the concept of a trail. The second section is farther south. They want to get some understory trees. Nalow stated that they are trying to create the internal focus by focusing on the landscape and not the industrial uses behind it. They want to create a welcoming entrance for the visitor. The next section is by Pfizer. They want to strengthen the central buffer with landscape. As we move east, we have the entrance corridor interface. As we move farther east, it becomes more industrial. There is a large section of pavement, but there is a central median.

Scheer stated that they made contact with the Department of Roads, and they are in the process of getting a meeting set with the entire road team. They need a partner on some of the items in I-180.

Fleck-Tooze noted that the concept is that the trail would have an opportunity to extend to the on-street bikeway that is planned to 14<sup>th</sup> Street.

Nalow explained that the existing landscape along I-180 changes is very open. This area takes on more of that native prairie feel. On the north side, they are looking at a new approach to the landscape in this area. They want to soften the landscape. There is not a dramatic change. They want to enhance what is already there. They want to use trees on the edge to blend the roadside with the adjacent uses. As we start to move down, there are some elevation changes. As we move farther south by the apartments on I-180, they want to soften the edges with trees. In the areas where there are depressions, they want to create a wetland area. In the next area by Roper Park, the residential area is a little higher up so there is a slope between the street and I-180. They want to create a screen for the residential area and use the slope to have a change in species.

Nalow stated that they will meet with LPPAD next week to see how art can be implemented along the corridor.

Scheer stated that the approach to downtown from Oak Lake has changed significantly. There are a lot of opportunities there. There are many viewsheds and elevations that exist or will exist. It is a dynamic situation. When we get to Oak Lake, it becomes more of an urban application. They are considering the twin bodies of water to be more of a wet prairie so Oak Lake becomes much more dominant. This is consistent with the Oak Creek and Salt Creek floodplain. There is also an opportunity for public art.

Nalow stated that on Cornhusker, once you get to Pfizer, the landscape really opens up so there are structures setting the stage for the entrance to this corridor. This can become a statement as you enter the city. There are a lot of existing trees that should be taken into consideration as to what should remain and what should be removed. As we start to enter I-180, there is the great asset of Oak Creek, Oak Lake and Salt Creek. You notice Oak Lake, but you do not notice Oak Creek and Salt Creek as much. They are important features so they want to draw attention to those features as well. As you enter the city, this is the door into Lincoln. There is a lot going on, and they will need to break this down into smaller components because the views change so much. There are great views to Haymarket Park, Memorial Stadium and the skyline with the capitol as the centerpiece. The main focus is to enhance and develop those experiences.

Peace stated that the concept is great. The Cornhusker corridor focuses a lot on plantings and grasses, but it would be nice to have some furniture. Also, along the I-180 corridor, there are some interesting pieces of art that you catch glimpses of, and it would be nice to expand the art component.

Scheer stated that the intention is to identify strategies. Fleck-Tooze stated that they will look at priorities and see where there are opportunities, and then develop a phasing plan. There is not a timeline established, but because of everything going on in the area, they want to start to develop in the near future. One of the discussion items last month was to have a unified plan with the art component.

Wells stated that she likes the way the Plan has been developed. She thinks that it is good to partner with the Department of Roads. She also suggested adding some color to the bridges. A lot of

landscaping is shown on Cornhusker Highway. In the past, that has been difficult to maintain, so it is important to consider who will maintain that.

Tilley asked if they are considering taking this to 14<sup>th</sup> Street. Scheer stated that the intention is to look at the 14<sup>th</sup> St. intersection with Cornhusker as well.

Penn stated that she likes the idea of having focal points on the lake. It is that last moment of calm before going over the bridge. It would be interesting to see if there would be a way to bring in some greenery on the bridge. She likes the concepts presented.

#### **Staff report/misc**

Zimmer stated that this body is the appeal board on Neighborhood Design Standards. This is a courtesy review as a building permit has not been submitted. The site is 6935 Lexington, and the design submitted meets the standards except for the garage. The prevalent design in the neighborhood is the detached garage in the backyard. The owners would like to have an attached front-facing garage. The setting is mixed, and there are houses with attached front-facing garages, but it is not the majority. They are proposing a small house with a porch, and by bringing the porch forward, it appears that the garage is set back. The question is if this design fits the intention of the Neighborhood Design Standards to enhance the aesthetics of the neighborhood.

Peace moved to authorize Zimmer to accept the variance on the garage conditioned on a more compatible design to match the neighborhood appearance, seconded by Tilley. Motion carried 5-0; Kissel, Peace, Penn, Tilley and Wells voting 'yes'; Hind and Sullivan absent.

The meeting was adjourned at 4:18 p.m.

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

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