

MEETING RECORD

NAME OF GROUP: URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: Wednesday, September 11, 2013, 3:00 p.m., Room 214, County/City Building, 555 S. 10th Street, Lincoln, Nebraska

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

OTHERS IN ATTENDANCE: Nancy Hicks (Journal Star); Nicole Fleck-Tooze, JJ Yost & Mark Canney (Parks & Recreation); Ed Zimmer, Stacey Hageman & Michele Abendroth (Planning Department)

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

JoAnne Kissel called the meeting to order at 3:12 p.m. The Nebraska Open Meetings Act was acknowledged.

Adoption of meeting record from the UDC meeting of August 14, 2013

Due to the lack of a quorum, the meeting record was not voted upon.

Appeal of Neighborhood Design Standards relative to single family house proposal, 3313 S. 40th Street

Zimmer stated that this appeal has been withdrawn.

Update and review of Cornhusker Highway and I-180 Entryway streetscape project (Parks & Rec.)

Fleck-Tooze began with a review on the I-180 and Cornhusker Highway corridor. The Comp Plan calls out strategies for addressing this corridor as key entryways into the City. It is a gateway to our community and is an opportunity for artwork as well as economic opportunity.

There are four segments of the Master Plan: Fletcher Ave to I-80, I-80 to Cornhusker Highway, Cornhusker Highway to Salt Creek and Salt Creek to downtown. For the I-80 corridor they want to look at the natural elements and using native prairie grasses to frame the view to the capitol. They were also mindful of the floodplain to highlight that sequence. There are opportunities for public art. They are looking at placement of art where it is most appropriate. The idea of the stylized prairie setting tells the story of our heritage. The Master Plan also recognized the benefit of Oak Lake Park. It talks about the potential of twin lakes to be converted into wetlands in the future. As you enter downtown

Cornhusker Highway is a streetscape concept. The idea is to draw the eye inward with street trees, landscaping, signage, lighting, trails and public art. There is an opportunity to frame the views to the capitol.

When they looked at the Master Plan, the Cornhusker Highway plan is highest priority where they can make the biggest impact in the short term.

Yost stated that they are developing a schematic design. They are working with various agencies that

need to provide input. There are local and state guidelines and requirement that they need to meet for sight lines. The plan is a work in progress and is being refined as they get input. They are starting at the airport entryway corridor.

Canney stated that the aesthetics of the landscape are very important. They identify what is unique about Nebraska and celebrates our heritage. Being the Cornhusker State, they wanted to create a connection between the cultural and the landscape. One of the ideas they have is to have a lantern that is a beacon of light that directs people into downtown from the airport. They created a lantern, or what they call a district marker, that is a led light fixture on the top. The fixture is inspired by a parking garage in downtown. The middle part is laser cut cortense steel with a cutout panel of corn illuminated from within. These would be located in the medians. There will also be banners taking off the branding that Lincoln has adopted. The district markers are 4' wide and 15' tall. There will also be ornamental trees in the median. For the next segment on Cornhusker from West Adams to I-180, they wanted to celebrate Lincoln the man. They felt this was a good opportunity for more banners. There will be a bosque of native trees as the backdrop. They have left views to the capitol open. There is also an opportunity for art. There will be smaller ornamental trees in the median with larger native oaks. At the I-180 interchange, there are masses of evergreens to create a location that screened out the unsightly views. This will likely be the last marker as the median may not provide enough room. As we get into downtown, there is the decorative rail. They will continue with banner poles and landscaping. They have identified two possible art locations as well.

Yost reiterated that they are in the schematic phase and they are here to get the Committee's input, particularly if this area is worthy of this type of treatment.

Kissel asked about the light fixtures. Yost stated that they need the width of the fixture to be 4'. They are also learning what can and cannot go in the median. The median plantings need to be 30" or less due to the sight triangles. The majority of the island will be grasses and shrubs. They have included ornamental trees whenever they can.

Sullivan stated that when you come in and out downtown, he wondered about the option of treating it so consistently with banners, district markers, etc. He wondered if it makes sense to focus on those intersections to show people that it is an important intersection. It may be important in wayfinding. He likes the idea of the artwork there as it is a sign that it is an important intersection. Is there a crescendo instead of a continuation of what is there? He likes the notion of repetitive lighting but wondered if there was a smaller version of the lighting fixture. He asked if the banners make more sense in the median instead of one side.

Zimmer suggested having the more plain screening on the way to the airport to have the view open up to the airport. Sullivan agreed that it does not need as many trees and banners.

Penn questioned if the letters on the light fixtures would be legible due to the speed and scale. Yost stated that they have considered not having any letters as they have the same concerns. Committee members liked having "Lincoln" on the fixture but didn't feel as strongly about having "Cornhusker Highway". Canney stated that they would like to have "Lincoln", but it will depend on if they are able to

cut in the letters. Zimmer suggested that the fixture reads more as masonry--looking rather like the Haymarket garage lights which are brick. If you are thinking of it as a metal item beginning to end, it might be more attenuated. Maybe it wouldn't have as much horizontal stepping and draw more on art deco decoration.

Yost asked if the Committee feels this area is worthy of enhanced landscaping. The Committee agreed that it is an important area worthy of such enhancements. Sullivan added that there are possibly some areas that do not need as much enhancement.

Sidewalk café for Miller Time Pub & Grill at Cornhusker Hotel, 13th & L Streets

Zimmer stated that the submittal for the sidewalk café at Cornhusker Hotel has been denied at the staff level. Staff has asked them to submit a redesigned drawing for review.

Fence replacement/upgrade, 11th & N St. bus stop (StarTran).

Zimmer noted that StarTran would like to defer this item to a later meeting as they are not ready with a design.

Staff report/miscellaneous.

There being no further business, the meeting was adjourned at 4:25 p.m.

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

Q:\UDC\MINUTES\2013\130911.docx