

MEETING RECORD

NAME OF GROUP: HISTORIC PRESERVATION COMMISSION and URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: October 20, 2016, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th Street, Lincoln, NE.

MEMBERS IN ATTENDANCE: Historic Preservation Commission (HPC): Melissa Dirr-Gengler, Tim Francis, Jim Johnson, Jim McKee and Greg Munn; (Liz Bavitz and Jim Hewitt absent).
Urban Design Committee (UDC): JoAnne Kissel, Gill Peace, Michelle Penn and Michele Tilley; (Emily Casper, Tammy Eagle Bull and Tom Huston absent).

OTHERS IN ATTENDANCE: Ed Zimmer, Paul Barnes, George Wesselhoft and Teresa McKinstry of the Planning Department; Hallie Salem of Urban Development; Nate Buss of Olsson Associates; Craig Smith, Ken Fougeron and Adam Criswell of Speedway Properties; Mark Hunzeker with Baylor Evnen Law Firm; Matt Olberding of the Lincoln Journal Star; and other interested parties.

Munn and Penn called the joint meeting to order and acknowledged the posting of the Open Meetings Act in the room.

HUDL BUILDING COURTYARD DESIGN

PUBLIC HEARING:

October 20, 2016

Members present: HPC – Dirr-Gengler, Francis, Johnson, McKee and Munn; Bavitz and Hewitt absent.
UDC - Kissel, Peace, Penn and Tilley; Casper, Eagle Bull and Huston absent.

Nate Buss with Olsson Associates appeared. Sinclair Hille designed the building. This was presented at the last joint meeting for review of the streetscape around the HUDL building. This is in the West Haymarket area. Today is a presentation of what will be happening in the courtyard. The intent is for the second building to be an exact mirror of the existing building. This is a baseline to determine the size of the courtyard. If the building takes a different shape, they will bring that back for review. This building could be residential or commercial.

Ed Zimmer stated that the City has asked for a design for implementation when the second building is built. They would like a plan in place of what the design should be if it is a mirror image building. This is JPA land. There will be a lot of public control over how the next building develops. Buss added that once HUDL is open, this courtyard design won't be there yet. It will be a basic design until the other building is built. There will be egress from the building doors into the courtyard. Once the second building is built, there would be a joint agreement on how this court yard develops.

Buss continued that the idea is to pull elements from the courtyard into the streetscape. They have broken away from the differing concrete and taken pavers into the courtyard. They want to make this feel like there is something pulling you into the courtyard. A photo was provided of a linear at-grade landscape bed as an example of what they would like to do.

Kissel understands that these are ideas, not a proposed design. Buss replied she was correct. The final design won't come until the second building is built.

Buss continued that a lot of the bench designs started off more rectangular with a planter bed in the middle and ended up as more of an abstract. The intent was to create smaller gathering areas. They are showing some outdoor seating. If the tenant would be a restaurant, they would reserve this for their outdoor seating. They are looking at alternating two different kinds of concrete pavers and landscape beds. The larger gathering space could possibly fit a basketball court. They don't see this as permanent. He believes it would be more of a temporary space. HUDL employees enjoy playing basketball.

Kissel would like clarified if this is JPA (West Haymarket Joint Public Agency) space or land. Zimmer responded that the north half is JPA land. Buss added that the property line is about mid-point of the two buildings. JPA owns the north half. Kissel asked if this would be a private courtyard. Hallie Salem responded that this would be a private courtyard with a public easement. Kissel asked if there would be public activities. Buss believes yes, there is the possibility for public activities. Salem added that they could indicate public and private times of the courtyard. Kissel wondered how the public will know that they can use this space at all. Salem believes the idea would be that the space invites people in, but there would not necessarily be signage that specifies times. They tried to limit signage at other locations in this area. People want to feel this is open and by activating the space, she believes people will feel like they can walk in here. Kissel questioned if there will be programmed activities and how that would happen with two different owners. Zimmer replied that the exact operation will depend on how the north building develops. If HUDL needs another building and is the sole owner, it could be programmed one way. If the other building is residences or a hotel, then it will be a joint operating agreement. Kissel wondered what would happen if there were two different owners, plus a City easement and someone wanted to have a public event. Salem replied that they are generally seeing the Railyard space as the entertainment district. If in the future, the tenants want to become part of an entertainment district and all tenants on site are in support, they could potentially apply for an entertainment district. Alcohol would require a license. Kissel inquired if all three parties would have to agree. Salem believes you would want agreement from everyone on what happens in the space.

Kissel would like clarified why Historic Preservation Commission and Urban Design Committee are reviewing this today when half the users aren't identified. Zimmer believes it is the Mayor's intention to put in a baseline good design, in looking toward the future. It seems timely that they know the intention of the space. This groups needs to answer if they believe this is a good baseline for a good design and a unified space. If it is a different mix of owners and buildings, there is probably another design that happens, but it would have to be of this design quality or better.

Salem inquired if the intention is to incorporate this into the redevelopment agreement. Kissel understands that these are suggestions, not a schematic design. This is approving a direction, that is the challenge.

Munn understands wanting to invite the public to the space. With the versatility of the space, alcohol would need to be gated. Buss could see restaurant with an alcohol license and a designated space similar to Hopcat. He doesn't see a permanent gate at the front. Zimmer added that in contrast with the Haymarket courtyard, it is open but there is not a public easement across it. The City's intent in redevelopment project like this is for a city easement across the space. It is fairly unlikely this is the last time these two groups will see this space.

Kissel noted that trees are shown on the plan. She inquired if there has been a sun shade study. Buss replied yes. Kissel stated that she would need to know what kinds of trees and see the sun shade study. She believes that is critical to the success of the courtyard.

Munn noticed that the north building was shown as built to the exact same footprint. Would this have to be built to the same level of detail or would it come back for review? Zimmer stated that the City would be seeking advice. They aren't under the design review of Haymarket. This would be a redevelopment project. The past pattern has been that projects seek the advice of one or both of these boards. He would suggest a possible comment could be caution whether trees are achievable.

Penn inquired who designed this. Buss replied that Olsson did, along with Sinclair Hille. Penn really likes it. She loves the organic, the creativity and the benches. It has a design flair to it. She thinks this is quite creative. She likes the organic look to it. She likes it a lot.

Salem stated that \$400,000.00 has been set aside for the south half and at least that much for the north half. This is with the intent that whatever is shown in the agreement gets built.

Kissel understands that the streetscape follows Canopy Street. Did you bring those elements in to the courtyard? Are the organic shapes found elsewhere? Buss would say the organic shapes are unique to this courtyard, but the linear shapes can be found elsewhere in the district.

ACTION:

HPC:

Johnson moved that the design concept is acceptable in the vicinity of the Haymarket Historic District, with the condition that the final design will need to be reviewed. Motion seconded by McKee and carried 6-0: Dirr-Gengler, Francis, Hewitt, Johnson, McKee and Munn voting 'yes'; Bavitz absent.

UDC:

Tilley moved that the design concept is acceptable in terms of urban design enhancement, with the condition that the final design will need to be reviewed. Motion seconded by Peace and carried 4-0: Kissel, Peace, Penn and Tilley voting 'yes'; Casper, Eagle Bull and Huston absent.

LUMBERWORKS GARAGE LINER BUILDINGS DESIGN**PUBLIC HEARING:**

October 20, 2016

Members present: HPC – Dirr-Gengler, Francis, Hewitt, Johnson, McKee and Munn; Bavitz absent.
UDC – Kissel, Peace, Penn and Tilley; Casper, Eagle Bull and Huston absent.

Craig Smith stated that they are trying to bring some mass to the building and hide the LES (Lincoln Electric System) substation towers. They entered into a lease with a group for a grocery store on the south end of the first floor. The question is how delivery trucks are handled. They are working with the area. They were able to leave the footprint as it is today. There were some design concerns with an easement for the lease area. They are limited to a certain size in order for the parking lot to work. Tim Gergen of The Clark Enersen Partners came up with some solutions to get trucks in early in the morning. The site plan shows turn radiuses to explain how truck deliveries would work.

Tilley questioned if the parking lot behind the store will be for employees. Smith replied they are still working on that for the redevelopment agreement. They would like to make it for grocery store use. In some initial meetings, it was noted the parking garage entrance gate is at the street. There is talk of moving it back to the face of the garage. Tilley asked if the garage is connected to the store. Smith replied yes, you enter on the first floor and go up. If those stalls are all taken, you could use the grocery store parking for example, one hour free. Allo and Mark Whitehead are doing this as a joint venture. Tilley has a concern about the parking downtown. She is concerned there won't be enough parking stalls. Smith believes there is an agreement with the City that allocates a number of stalls in the garage for parking. These garages are normally oversold. They have done a development with Hilton Garden and condominiums above the Tool House. The City sold more stalls than they had in the Haymarket Garage. He doesn't believe there have been any issues. Salem added that space is being reserved for residential. It was initially thought to be part of the need. Space has been set aside in the Lumberworks garage for the liner building. There is a lot of month to month or transient parking.

Tilley noted there is student housing across the street. Will there be a bus to go to the parking area? On the corner of 8th and O Streets, there are new condos going in as well. She sees a lot of dense housing and not an expansion of parking. She talked to a business owner and they are concerned where the customers will park. Foot traffic is a concern as well. Salem thinks the Parking Advisory Council has been looking into the issue and looking at the expansion of parking in the district. There is a longer term vision that acknowledges additional parking is needed. She understands the thought. She knows this is an issue and she believes it needs to be solved with a multi-modal view. Everything needs to be taken into account. She thinks it is a larger concept that is being worked on to get people to use what spaces are available.

Tilley hopes a grocery store would be wildly popular along with the retail space. She hopes it creates more foot traffic and more retail.

Salem thinks it is getting to the tipping point where you get enough retail that encourages more retail. Smith believes the spaces lay out well for that purpose. They designed a somewhat similar liner as part of the Hilton Garden Inn. Some spaces are leased to retail. They have been able to create some

smaller spaces that are more affordable for smaller businesses. They find a lot of demand for people who are interested in doing that.

Smith continued that the city has been smart with the first hour free policy when it comes to their parking garages. That has been a wonderful program. It gets people off the street.

Tilley inquired if there would be designated hourly stalls. Smith replied they are negotiating now. In one option, they looked at buying the surface lot and having the grocery store controlling the stalls. Another option is metering and another is working with the City.

Paul Barnes would like the path of delivery trucks pointed out. Smith showed the delivery area on the plan. In talking with Affiliated Foods, a dock for tractor-trailer deliver is an item they feel they need to operate. Salem added that it is currently under review by Public Works staff.

Kissel asked if there is a lower level. Smith replied that because of the flood plain, this needs to be at grade.

Barnes questioned if a certain time of day will be designated for deliveries. Smith believes that can be handled with the redevelopment agreement.

Smith continued by showing where the garbage and trash recycling areas would be located. There is a possibility of retail. There is a tenant who might be interested. There is some other interest. The grocery store would like to retain first right of refusal. They aren't sure if they could fit all their services in one space or not. With the continued growth of companies in the area, they feel it is important to keep them in the area. There will be one and two bedroom units in the other space. He wanted to create the feel of rowhouses. They have been successful with the Arena Lofts and the lofts in the Telegraph District. They have been able to build these units where they are more competitive than anything in the market. They were able to lease out the entire Arena Lofts in two weeks without any advertising. They think this will be successful as well.

Tilley is not sure what to think. She isn't sure how the applicant plans to locate everything on this property. Smith replied there is an encroachment over the LES grounding rods. Salem added they are just beginning discussions with LES. They would like any screening to be more opaque for security concerns.

Smith continued that the O Street elevation shows a sort of rowhouse look. They don't have the depth to change the inset and outset of the building, so they are trying to create it with materials. He is proposing masonry on the lower portion such as cast limestone and dark brick with colored mortar on other sections. There is discussion on what size the balconies can be due to the federal highway in close proximity. There will be a lot of windows in the building.

Zimmer sees that the west building is residential and its façade has balconies and insets. The north side is office space and is a flat plane. Smith stated that it varies with the construction materials. Zimmer wondered if the applicant has considered not having the materials match and letting it be its own statement. Smith stated that they were trying to create a unified mass.

Smith continued that they have had some brainstorming sessions with the architect on a sculptural element they think might work to help screen the existing west stairhall. They can create an extra vestibule for a pick-up area. Zimmer questioned if this will be the sole entrance to all the residences. Smith replied he was correct.

Dirr-Gengler wondered if there would be any issues with the bridge or reflections from headlights from cars at night. Smith stated they are going to tint the windows. There should be a view to the Railyard, but you will be living on O Street. It is a two edged sword. They are talking young professionals. They think they have a pretty good solution. The windows will be tinted, probably not reflective.

Peace thinks Zimmer hit on something with two different building uses. The Canopy Lofts sign divides the different uses and different building types. He would agree to having the two buildings look different. He likes the Canopy St. side. It makes sense and looks like Canopy Row. He thinks everything on the O Street side would be a better product to go with something cleaner and simpler, with nice window openings. He thinks it would be better to have two different building types. He wants the applicant to make sure about the tinted windows. He likes the dark frames and window patterns. Once you start with clear glass, it is nice to stay with them. You can get roller shades with dual function and Low-E coated glass. It appears the applicant has jumped through a lot of hoops to get truck access. At 8,300 square feet, an urban grocery store makes things work. Smith stated that he didn't mind tucking the truck access underneath because he feels that it is located in a spot that can be reworked if the grocery store didn't need it.

ACTION:

UDC:

Peace moved approval of the overall redevelopment concept, seconded by Kissel.

Tilley wants to make sure that the parking concern is conveyed to the Mayor. Salem will pass along the information.

Motion for approval carried 4-0: Kissel, Peace, Penn and Tilley voting 'yes'; Casper, Eagle Bull and Huston absent.

HPC:

Munn agrees with Peace. He sees this as an opportunity to accentuate the thinness of the separate building. He understands the rowhouse idea. Other buildings around have tried it with varying success. He would like to see something more Haymarket being pulled into the north façade.

Zimmer is hearing a desire for an alternative approach to the north face. There is an alternate opportunity to make the narrow portion of the building look more traditional in materials and appearance and have the Canopy Street side more Canopy looking.

Smith will rework and come back for further review.

Munn pointed out that this is the gateway to downtown.

McKee inquired if O Street is a Federal Highway at ground level or the overpass level. Zimmer believes the Nebr. Dept. of Roads controls both.

Johnson moved approval of the overall redevelopment concept, with the understanding that the applicant will be back with modifications to the O Street side façade, seconded by Dirr-Gengler and carried 6-0: Dirr-Gengler, Johnson, Francis, Hewitt, McKee and Munn voting 'yes'; Bavitz absent.

MISCELLANEOUS

Zimmer announced that Urban Design Committee will likely cancel their November 1, 2016 meeting and meet jointly on November 17, 2016.

There being no further business, the joint meeting was adjourned at 2:55 p.m.