

MEETING RECORD

NAME OF GROUP:	URBAN DESIGN COMMITTEE
DATE, TIME AND PLACE OF MEETING:	October 3, 2017, 3:00 p.m., Conference Room 214, County-City Building, 555 S. 10 th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Tom Huston, Gill Peace and Michelle Penn; (Emily Casper, Tammy Eagle Bull and JoAnne Kissel absent).
OTHERS IN ATTENDANCE:	Ed Zimmer, Stacey Hageman, Andrew Thierolf and Teresa McKinstry of the Planning Department; David Young with Public Works & Utilities; Pat Borer with Lincoln Fire Department; Tom Casady, Public Safety Director; Christy Eichorn with Mobilitie; Erin Dobesh, Matt Metcalf and Scott Stovall with Davis Design; and Nancy Hicks with the Lincoln Journal Star.

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

Penn then requested a motion approving the minutes of the joint meeting with Historic Preservation Commission of September 5, 2017. Motion for approval made by Huston, seconded by Peace and carried 3-0: Huston, Peace and Penn voting 'yes'; Casper, Eagle Bull and Kissel absent.

Penn then requested a motion approving the minutes of the regular meeting of September 5, 2017. Motion for approval made by Huston, seconded by Peace and carried 3-0: Huston, Peace and Penn voting 'yes'; Casper, Eagle Bull and Kissel absent.

Penn stated that she read an article from the Lincoln Journal Star dated October 2, 2017 that stated the developer has added more windows to their design of the front of the building that will be seen from 48th Street, at the suggestion of members of the Urban Design Committee. She questioned if this committee will be able to review the new drawing with the additional windows. Stacey Hageman replied yes, she could bring it to share with them next month.

FIRE STATIONS #10, #12, #15 AND #16, LINCOLN FIRE AND RESCUE

Pat Borer wanted to show the committee the concepts for the new fire stations. They haven't broken ground yet.

Matt Metcalf showed the locations of the proposed stations. Station #11 has been previously reviewed and approved by this committee. The basic layout of Station #11 was to be used as a prototype for future stations. Station #11 is in an industrial area, not a residential area. Stations

#10, #12 and #15 and potentially #16, are in or near residential. The design concepts have changed a bit. Station #15 will be a joint Lincoln Fire and Rescue and Lincoln Police Department facility. Station 10 is the same as Station #11. Station #12 is a larger crew station. When the crew expands, the other areas need to expand proportionally. There will be individual changes based on context and location. The functionality of the station is being maintained. That is the most important aspect. The intention is to incorporate a lot softer materials.

Scott Stovall stated that Station #10 is near 27th and Superior Streets. Campbell's Elementary School is to the west. Light brick and a brown masonry base are being used. The Independence House is to the north. Lincoln Federal is in the area. These are all surrounding buildings that were looked at for the design of the station. They wanted to incorporate the brick and lap siding of the surrounding houses. One of the signature looks for all the new stations will be red trim on the garage doors.

Within the stations, they worked with Stewart • Cooper • Newell Architects. Training scenarios were looked at to make sure the stations would work for those purposes as well.

The next site is Station #12. It is near 84th and Pioneers Blvd. There is a travel group and dentistry to the north. A big neighbor is St. Mark's United Methodist Church. They looked at all the materials being used in the area. Pioneer Greens is across the street. Residential in the area has mixed masonry and brick bases with lap siding. This station will use dark brick and a lighter cement board for the upper portion. A fence and some landscaping will provide screening on one side.

Station #16 is very similar to Station #12. #16 will use a light hardiboard on top and a masonry base. It will have a darker roof.

Erin Dobesh stated that Station #15 will be different since it is a joint station. It will be near 66th and Pine Lake Rd. The site is across from residential. The residential to the north has a high percentage of cast stone and masonry. To the west are more mixed cladding buildings. To the west is Campbell's Nursery. There is also Village Gardens Shopping Center which has a lot of stone. Because this is a larger scale building, a third material was introduced. There is hope to do a wood tone material. Other bands would be brick and stone. It will have the red banded garage doors. This butts up to Beal Slough. We are working with the City of Lincoln regarding the Pine Lake Rd. expansion. One request was that the drive align with 66th Street existing to the north.

Metcalf stated that it was by design that all the buildings are the same structural steel. They all utilize the same basic materials. There is a reason for this. There are significant cost savings by doing so. Hausmann Construction, the construction manager for these projects, presented their preliminary construction cost and the numbers were a little over budget. Plans are being analyzed for ways to reduce the costs. When we finish and bid, we will know where we stand. He pointed out how accurate Hausmann Construction has been in the past and how they know the numbers they present are accurate. Some alternatives are being looked at for cost savings.

Borer thanked everyone. He noted that on Station #11, the interior floor plan is intentional. It is by design that there is good flow. Time is of the essence for us. We are timed from when the call comes in to when we get to the vehicle. The first design question from the architect was how long these buildings are expected to last. 50 to 75 years is expected.

Peace inquired about the stage of design continuum. Metcalf replied that the lines are blurred today. The schematic design is essentially a contract document. Stations #10, #12 and #16 are much further along. Station #15 is lagging behind because it is a much different design project. The goal is to provide Hausmann Construction with contract documents by December 1, 2017. The intent is to finish all contract documents by the end of January 2018. There is plenty of time to make changes and adjustments, which are being analyzed now to save money.

Penn inquired regarding Station #15 and if the fire trucks will exit one way. Dobesh showed the traffic flow of the site. The trucks move one way, around and through the site for efficiency. Borer added that they worked closely with Public Works & Utilities regarding Pine Lake Rd.

Huston wondered if there is any concern regarding the street system south of Pine Lake Rd. and any dedicated right-of-way. Borer responded that Beal Slough is behind their site. He is not aware of any plans to develop a road network south of the station. There is a huge floodplain and two creeks that converge. He doesn't see this developing for quite some time.

Penn noted that there is something about Station #15 that she particularly likes. The front entry is nice. It is unique. She really likes the doors so you can see in. She keeps thinking that the training deck should be a Juliet balcony. It feels like it is missing something. She realizes the Fire Dept. doesn't want a window. It would get broken with hoses flying around. Borer replied that it is a platform for rope rescue practice. There are exterior training features and interior training features. Penn thought a fake door or barn door that could possibly be added and used in training. Metcalf agrees with Borer. They heard from the labor group that a solid exterior was wanted. There are a series of windows, but the reality is the Police Dept. doesn't want windows at a traditional window height. Some windows could be placed higher. The windows shown would be spandrel glass and the inside would be drywalled over. This is for security reasons. From the outside it will appear to be regular windows. Tom Cassidy stated that it is the same at the station on 27th St. and Holdrege St.

Borer noted that they are looking at some alternatives for cost savings. They are aware that the cost will be a little over due to the estimate from Hausmann Construction.

Huston remembers Station #11. He thinks these stations take into account their surroundings. He believes they are attractive and blend in well.

Metcalf stated that the early site preparation package will go out for bid this month. The focus is on Station #15. Coupled with that, a pre-engineered metal building package will be bid at the same time. There are some things happening now, but they are more site related.

Peace commented there are a lot of similarities with the buildings. Everyone has done a nice job of showing the context in all these situations. As design moves forward, he would offer that designs may have gone too far in terms of contextual camouflage, in particular with the entry. Not so much on Station #15 but perhaps with the others. You could have a little more fun with the entry to these.

Penn agreed there might be a way to incorporate some kind of branding. Borer stated there will be a long rectangular wood sign in front. That has been their branding for fire stations. It could possibly be incorporated into the front.

ACTION:

Peace moved approval of the designs and materials as presented, seconded by Penn.

Peace stated that he would like to see these down the road as they develop.

Penn noted that perhaps the other stations could be given a signature entrance. The entrance for Station #15 seems okay. Metcalf stated that it was done intentionally to not draw attention, and be comfortable and fit with the surroundings.

Casady doesn't want to go over budget. Borer agrees there is a balance between the community knowing where we are and not standing out too much. These stations are a safe house and a shelter. Casady added that we don't want these to look like institutional buildings.

Penn noted that as more property is being annexed into the City, she hopes stations are thought about ahead of time. It has been such a struggle to get the property and move ahead. The city has been growing and we need to think of these ahead of time. She commends the Fire Dept. for keeping on task. Borer stated that they have met with the Planning Dept. and Urban Development to look at properties for future stations. City expansion is always on their mind.

SMALL CELL WIRELESS INSTALLATIONS, MOBILITIE

Christy Eichorn stated that she is with Mobilitie. They are working to employ small cell wireless around the City. These are on a much smaller scale than the larger poles that everyone has seen in the past. This is to get ready for 5G. Equipment is attached to light poles. The equipment is inside a shroud. It is smooth and clean. There is an agreement that specifies how can be attached to the pole, the color of the pole and where it is attached. Mobilitie has developed a box to surround the equipment. We are building these small cell wireless in the City of Omaha. There are some poles in Omaha that don't have the shroud. In Lincoln, our equipment will be in a box for all of the towers.

Huston questioned if these will be in lieu of monopoles. Eichorn wouldn't want to say in lieu of. This gets data closer to the user. Attaching existing infrastructure makes the signal more efficient and gets us ready for 5G. The City wants a shroud for the antenna at the top. These will have a

shroud. She noted that different carriers will have different equipment. The shroud will make them all look similar.

Huston wondered about the proliferation of most urban corridors. Eichorn stated that you will see more equipment attached to existing infrastructure. Some cities actually want new poles strictly for small cell equipment. Other jurisdictions have spacing requirements. In this case, we found a good medium of being able to enhance the network, get 5G ready and improve the look of the pole. Huston believes this will be less intrusive to the neighborhood. Eichorn noted that was the intention.

Penn asked when this technology is obsolete, can these just be removed from the poles. Eichorn would hope that the technology can just change inside the box. She would hope that it would get smaller, like all technology seems to do over time. She sees it staying this same size for some time though.

Hageman stated that it is part of the agreement with the City that carriers provide banners on any pole that the City wants a banner.

Penn understands that Mobilitie is interested in replacing 100 or more poles. David Young from Public Works replied that each pole would be replaced at existing pole locations. In some places, they may decide to add new poles. Most will be installed at existing. These were jointly designed with Mobilitie, the City and Verizon. They expect to deploy 80 to 100 in the next few months. This is the third wave of the broadband strategy; fiber to home, business and small cell.

Peace asked if these will be painted or powder coated. Eichorn replied that the pole will be the same color as what was there. Young added that by contract, all the poles are galvanized and they will be painted depending on what was there before. Peace sees a good reason to have them all match. He questioned who will own these poles. Young replied the City will own all the poles. They are designed to serve multiple functions. The concept is to replace what was there in the non-sensitive areas. The sensitive areas will be reviewed by the different committees such as Urban Design Committee, Nebraska Capitol Environs Commission and Historic Preservation Commission.

Huston understands that this will help decrease the need for large monopoles around the City. Penn agrees. This is a much better path to go down. Young noted that four of these in a small area increases the signal from the large tower by 75 percent.

Peace asked what it means when we go to 5G. Eichorn was just at a seminar last week. By 2020, there will be an onset of vehicles talking to each other. We are utilizing structure we already have for what is coming. Young noted there are iterations of spectrums that the carrier is broadcasting on. The higher the frequency, the shorter the distance it can go.

Huston, Peace and Penn agreed that they are all in favor of these. They will be much less intrusive.

Penn wondered about the banners. Young stated they would be enclosed on all four sides. They would be branded with DLA (Downtown Lincoln Association) logos. They wouldn't be in all locations, just key locations. Right now the DLA will do all the branding and contracting for the banners. Hageman believes in general, we will ask for banners to be provided in the downtown area. For sensitive areas, like where banners may be obtrusive to views along a corridor, we will ask this committee. Canopy Street is a location that has a view to the sculpture and arena. Do we want a banner that size, in view and drawing attention? Young stated that Public Works likes the boxes and not so much the banner. We think just the boxes will be a much sleeker look.

Penn wondered what the banners would say. Young and Hageman agreed they don't know. The core of downtown would be DLA. Young doesn't think there should be one on Canopy St.

Huston believes it seems odd to consider banners on a random basis. Eichorn noted that other companies deploying equipment on a pole may not be proposing a box. She believes the idea was to place it in a box to hide it better. She wonders if a banner is needed along with the box. It might just draw more attention to it.

Zimmer questioned if the City could require a box for other carriers. Young replied that we could, but should we is the question. We are hoping to introduce the concept and talk about the location. Verizon proposals will be brought in for review, probably next month. For Mobilitie, the box might be the right thing. Verizon might need something different. AT&T could come in and need something completely different. He doesn't think we should limit ourselves.

Zimmer noted that the staff discussion has been that there are areas such as around the State Capitol where you look up. There are other areas where you don't.

Huston is comfortable with the shroud of Mobilitie. He likes that it is covered. Penn and Huston agreed.

Penn would like to review any different provider and what they are proposing. Young stated that there is a requirement that a banner or shroud must be applied wherever the City asks for it. Special zones will come for review.

ACCESSORY DWELLING UNIT ORDINANCE AND DESIGN STANDARDS

Andrew Thierolf stated there was a working group with recommendations regarding accessory dwelling units (ADUs). They are still working on the final details. They are close to finalizing the language for zoning text amendments which would increase opportunities for ADUs. It would allow an ADU on lots that today are big enough for a duplex. About 25 percent of lots in Lincoln have enough area for a duplex. This is a small first step. Some conditions would allow an ADU as a conditional use. As long as the conditions are met, applicants wouldn't have to appear before any other approval body on the zoning side. There are seven or eight conditions that would have to be met such as minimum lot area and some size maximums such as 40 percent of total square footage of the main building or 800 square feet. Garages are part of accessory building square footage.

The owner must live on the property, either in the ADU or the main dwelling. The accessory dwelling shall share utility connections with the main building. The accessory dwelling shall comply with the height regulation of the district the dwelling is located in, provided that such accessory dwelling shall be no taller than the main building. It has to meet the same setbacks as the main building and be at least 60 feet from the front. One parking stall is required for the ADU and the property would be subject to a deed restriction stating the ADU can't be sold separately. A rec room or exercise room detached from your house isn't allowed today, but would be allowed with these amendments.

Penn wondered about the distance requirement. Zimmer stated that anything less than six feet from the main building is considered part of the main building. Thierolf added it is a building code. Penn questioned if you could attach an ADU. Thierolf responded that it could be attached, but the same conditions would have to be met. More building codes would come into play. It would probably be treated more like a duplex.

Penn is trying to imagine where you could do this. Thierolf stated that you would have to have quite a large lot. There has been a lot of opposition from neighborhood groups. They were concerned about increased density.

Zimmer believes if the new regulation doesn't get used that much, then it would probably go away. If someone can see an example and it doesn't look that bad to them, they get used to it.

Hageman stated that the drafted design standards address compatibility. The ADU would be at least 60 feet from the lot line. They shouldn't really be visible except to adjacent properties. Features, materials and the general style should all be compatible to the main house. Zimmer added that staff wrestled with trying to come up with something more substantive than this, but these could be built anywhere. We ended up with something kind of generic. Huston agrees. Design standards can't be discretionary, but you can go overboard.

Huston asked about the time schedule. Thierolf replied the regulations are tentatively scheduled for public hearing before Planning Commission on October 25, 2017, but might be moved back to November 25, 2017.

Peace stated that there was a good spectrum of folks on the ADU committee that thought these were a good idea for many reasons. The other end of the spectrum, specifically the Near South Neighborhood Association, doesn't want any more density. He found it interesting that people representing home health care or people aging in place had a list of people who would like to do this. This is a very small opening of lots it would work on. He is a little concerned that no one will take advantage of this. There might also be a newer neighborhood with design covenants that say you can't do this. Ironically, since the working group, there is one drawn and ready for permit at Fallbrook, but those are already permitted by the PUD (Planned Unit Development).

Zimmer believes this seems like something that will come. This is a very small step. Hopefully this will become something more substantive.

ACTION:

Huston moved approval, seconded by Peace.

Peace was in favor of opening the door a little more. He would encourage it.

Motion for approval carried 3-0: Huston, Peace and Penn voting 'yes'; Casper, Eagle Bull and Kissel absent.

There being no further business, the joint meeting was adjourned at 4:55 p.m.