

MEETING RECORD

NAME OF GROUP: URBAN DESIGN COMMITTEE

DATE, TIME AND PLACE OF MEETING: December 4, 2018, 3:00 p.m., Conference Room 210, County-City Building, 555 S. 10th Street, Lincoln, NE.

MEMBERS IN ATTENDANCE: Emily Casper, Tammy Eagle Bull, Tom Huston, Gill Peace and Michelle Penn; (Amber Brannigan and Trent Reed absent).

OTHERS IN ATTENDANCE: Stacey Hageman, Ed Zimmer, Teresa McKinstry, Paul Barnes and Collin Christopher of the Planning Dept.; John Hathaway and David Stirtz with Architectural Design Associates; Pat Wenzl of the Lincoln Police Dept. (LPD) – Fleet Services; Todd Hesson and Beth Vinton of Encompass Architects; Craig Smith and Adam Criswell of Speedway Properties; Kris Humphrey of Public Works & Utilities representing the Railroad Transportation Safety District (RTSD); and Matt Olberding 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 called for a motion approving the minutes of the meetings held July 10, 2018, September 4, 2018 and November 6, 2018. Motion for approval made by Huston, seconded by Peace and carried 5-0: Casper, Eagle Bull, Huston, Peace and Penn voting 'yes'; Brannigan and Reed absent.

LINCOLN SPORTS FACILITY (SAM MANZITTO/URBAN DEVELOPMENT DEPT.):

Huston declared he has a conflict of interest on this item. He stated that the site plan was revised to relocate the handicap parking to the west side of the building and the parking lot design was modified to include six or eight trees.

Stacey Hageman stated that the applicant is working with Collin Christopher who enforces the screening and landscape standards. The intention is for them to meet the new design standards as they are proposed.

Huston believes the revised design has been worked out with Nebraska Nurseries.

The committee is okay with the applicant meeting the proposed landscape standards.

LINCOLN POLICE DEPT. (LPD) FLEET FACILITY (ARCHITECTURAL DESIGN ASSOCIATES/LPD):

John Hathaway stated this is a City funded project. Some years ago, the City purchased the Grainger Building on Industrial Lake Drive. The area around it is spotted with industrial style buildings. In this project, we are limited on a budget.

Pat Wenzl with LPD appeared. He added that this facility would be for all City light duty vehicles.

Hathaway presented renderings of the proposed building. The addition will be a pre-engineered metal building. The existing site has some flood constraints. There will be maintained gates. The building is proposed with a single slope metal roof. It will be used for routine maintenance, oil changes and minor body shop work. Plantings will be implemented. Some gravel paving equipment will be stored on site.

Huston wanted to know more precisely where this is located. Hathaway replied that this is on Industrial Lake Drive, north of Sun Valley Blvd. and O Street.

Peace wanted to know if this is replacing a current building. Hathaway responded this will be a new building. Wenzl stated that this will replace the current building on J Street to the west of the County/City Building. That property will go to private hands.

Peace questioned how the budget gets set with tight funding and a heavy program. Wenzl replied that they are funding this themselves without any debt to the City. They have been trying to do this for ten years and have been saving for a long time. It helps that the South Haymarket plan was approved and savings from lower fuel costs. This is better than what they currently have.

Zimmer stated that this frees up a site in compliance with the South Haymarket Plan for residential use in the area. He believes that is an urban design impact.

ACTION:

Huston moved approval, seconded by Penn and carried 5-0: Casper, Eagle Bull, Huston, Peace and Penn voting 'yes'; Brannigan and Reed absent.

TELEGRAPH DISTRICT, TELEGRAPH LOFTS (SPEEDWAY/URBAN DEVELOPMENT DEPT.):

Eagle Bull declared a conflict of interest.

Todd Hesson stated that this project is what was originally shown as Building 10 on the Telegraph District Master Plan that was approved. Now it is called Telegraph Lofts East, on the southwest corner of 21st and N Streets. Telegraph Flats was presented a few months ago. Dirt is being moved now for that foundation work. This whole building is 140,000 square feet of mixed use with commercial on the main level. The target is restaurants. Complete parking is underneath. The main entry faces northwest. This building and a future one on the other side of 21st Street are meant to be the entryway to the Telegraph District. The north wing, second level is intended to be office

space. There are four levels of office space on the north. The west wing is all multi-family residential. There are five floors of residential with a total of 60 units. There is a mixture of one and two bedroom units. There will be a dock system with an overhang. There will be lighter precast on the corner. The middle band will be red brick. The upper material is a darker gray ribbed metal panel. Some metal detailing will be done to top the wall off. The residential side will have balconies. The office side will have recessed fiber cement panels. There is a landscaping plan with some prairie grasses and trees. There will be surface parking to the east of the building. Materials are very similar on the back side of the building. The base of the back is split faced concrete block. Some different texturing is being done here. Details such as scrollwork and overhangs will be similar to what is in the area. The dock edge will be softened with plantings.

Huston questioned the pavilion area south of the building. He wondered if it will be a seating area. Hesson replied yes. It will be an area where residents could go.

Hesson continued that they are building all the way out to the bike lane. Adam Criswell added that the bike lane will be relocated.

Penn questioned how permanent public access might be acquired. Adam Criswell stated that it will be dedicated to the City. In the back of house parking lot, public/private easements are already in place. Craig Smith added that there is a paved road. There is a road to get access to the ballfields and Muni building. This gives complete connectivity. It is all being paved. Criswell stated that a public/private easement has already been established. Smith noted there will be a building that mirrors this one, across the street on the corner. By pulling the buildings back and creating docks, it will be similar to what you see on 8th Street in the Haymarket.

Zimmer stated this is part of the redevelopment area. The PUD (Planned Unit Development) for this area slightly amends the Downtown Design Standards and says all new buildings and substantial rehabs are required to come to Urban Design Committee for review.

Huston inquired if the design complies with the PUD. Hageman responded there are a couple of circumstances that don't exactly follow, such as the bike lane extending onto private property. Huston believes we discussed this application previously and already approved it. Zimmer stated that strict language says the brick comes all the way to the ground. This proposed design doesn't. Penn is curious about the Mayor's review of this. Huston believes all review is dictated by the Redevelopment Agreement. Penn wondered why we haven't seen this before. Zimmer noted there have been new revisions in the last year or so. Mayor Beutler has seen it and signed off. Huston likes that it is in the process. This is very helpful. Peace believes they have been requesting samples of the materials before construction. There are checks and balances to make sure what is presented is what is built.

Penn wanted to know what is on top of the building. It looks like a grill system. Hesson replied it is a floating steel grid that caps the façade off. Behind that is the cut steel. Beth Vinton added that it will be made of aluminum cut steel. The intention is for it to be backlit. It will be an entry piece. Smith noted the design will be the same as on the Nelnet building. It will be used as a background on all the signs. The background is already in place on the Allo building and The Mill.

Penn inquired where the mechanicals are located. Vinton replied they will be on the roof. She also pointed out that a roof deck area will be located on top of the fitness room on the back of the building. This will be located around the third level.

Penn likes the wraparound brick, but the back side seems to be lacking. From her point of view, it just doesn't seem to go with the rest of the building. She wondered if some color could be incorporated. She likes the rest of it.

Huston likes it.

Casper wondered about the pavilion. It seems to be just sitting out there. Smith hopes to use it for a restaurant tenant. It could also be used for events. They have discussed the possibility of activating it in the fall for a Farmer's Market during a football game so there are not too many competing events with the Haymarket. The Mill has an outdoor space that has become hugely successful.

Peace thinks this is a nice looking building and in step with the area. As you plan future buildings, from the front perspective, you have no idea there is a different floor to floor height. You also have no idea there is residential on one side and office on the other. He would encourage that the office doesn't have to look just like the residential, or change the offset. He likes the idea of mixing it up a little bit. This district isn't symmetrical. Hesson noted they struggled with this perspective. He felt this struck a good balance. Peace agreed. It looks good.

ACTION:

Huston moved approval of the new structure as proposed, seconded by Peace and carried 4-0: Casper, Huston, Peace and Penn voting 'yes'; Eagle Bull declaring a conflict of interest; Brannigan and Reed absent.

33RD & CORNHUSKER PLANNING (OLSSON ASSOCIATES/PLANNING DEPT.):

Paul Barnes stated that this project is an effort with the RTSD and the City. There are design impacts with this. The intent today is to present the project and highlight some areas that the Urban Design Committee might want to look at. He will be back in January 2019 to get more comments.

Kris Humphrey is from Public Works & Utilities. She is the RTSD Project Manager for this. The transportation solution for this is centered at 33rd St. and Cornhusker Hwy. This is something the RTSD has looked at for ten years or so. There was a PEL (Planning and Environmental Linkages) Study. This took about a year. We studied the area and added different transportation solutions. The study area was from Holdrege to Superior, 27th St. to 48th St. It focused on the rail corridor. The

whole purpose is to increase the safety in the area and close the at-grade crossings. There are about 65 trains a day in this corridor and about 20,000-plus vehicles a day. This has a high exposure rating. At the end of the PEL study, there were two preferred alternatives. On both alternatives, 33rd St. swings to the west and connects to Cornhusker Hwy. This would require some construction on Cornhusker Hwy. Alternative C runs Adams St. parallel to the tracks and connects with 33rd St. Alternative C runs Adams north and connects to Cornhusker Hwy. She showed the area of the Subarea Plan boundary and the Corridor Enhancement boundary. There have been a couple of neighborhood meetings and some advisory group meetings. A list of priorities from the public was developed. The advisory group wanted to retain the character of the area. Without a specific design, we don't yet know the specific impacts to driveways, right-of-way and items such as that.

Barnes thinks it is important to note that this was a great opportunity for cooperation between the City and RTSD. We wanted to talk about the impacts this would have on the area. There are two pieces to the Planning effort. The Subarea Plan and Corridor Enhancement plan. There is overlap of the two. For the subarea plan, we looked at a variety of elements and topics. We looked at existing conditions. There is industrial and residential. There is also a review of the natural features. There is floodplain. Utilities were also looked at. For the subarea plan, a piece of that focused on market strategies. There are recommendations in the subarea plan for what is shown on the map. There are mixed use nodes. There are key areas for investment and redevelopment. One of the key sections in the plan is aesthetics and quality of life. There are different levels of streetscapes and intersection enhancements. There is a recommendation for a façade program as well. That is not part of this. The second item is the Corridor Enhancement Plan. We want to have a staff level review of the document first and then it is our intent to share it with this group. It looks at ways to update the look and feel of Cornhusker Hwy. from N. 11th St. to N. 56th St. Similarly to the subarea plan, this plan would look at areas for gateways, streetscape enhancements and provide a design vision for this corridor.

Huston believes a suggestion was made that the subarea plan identified a redevelopment area using TIF (Tax Increment Financing) and blighting. Barnes is aware of conversations, but nothing specific has been done yet. Huston believes blighting would be a great tool for this area. Barnes thinks funding is a big piece of this too. Huston believes one purpose of a subarea plan is to encourage investment. That is one way to do it. Barnes stated that we are expecting to receive the Corridor Enhancement Plan soon, then will send it to this group for review.

Humphrey stated the planning phase was about a year long. We are wrapping that up and presenting this to a lot of different committees. There will be an open house on January 17, 2019. It will go before Planning Commission on January 23, 2019 and anticipated to have City Council action in February 2019. She showed a couple of maps of different alternatives of what would be funded from the RTSD projects. There is a lot of neat stuff going on in northeast Lincoln such as a major drainage study to improve Deadman's Run channel. This will remove about 500 structures from the floodplain. The City also started a study to look at the underpass on 48th St. and Cornhusker Hwy. This whole area will change.

Peace stated that this looks exciting and interesting, but also very expensive. Humphrey stated that right now, RTSD funds are a combination of State of Nebraska and BNSF Railway. The RTSD project

is funded in concept. Everything would be included in the LRTP (Long Range Transportation Program). There would be some City projects, and funding for those would complete with other projects. Huston believes the City part will be the hard part. Peace reiterated that this looks very expensive. Humphrey noted that as we work with the FHWA (Federal Highway Administration), we will look at a number of things. More information can be found at: www.33rdcornhusker.com.

ENERSEN URBAN DESIGN AWARD:

Huston stated the awards jury committee met last week. Hageman stated that the jury committee makes a recommendation to UDC. Huston believes when you are talking about urban design, the recommended winner has done a lot. He thinks it is a great nominee. Hageman believes they are a catalyst for other things coming after. Casper thinks it's nice to recognize a smaller business. Penn agrees, this is great. Eagle agreed as well. This is a good choice. Peace agrees with all comments.

ACTION:

Penn made a motion to accept the jury committee's recommendation, seconded by Huston and carried 5-0: Casper, Eagle Bull, Huston, Peace and Penn voting 'yes'; Brannigan and Reed absent.

There being no further business, the meeting was adjourned at 4:45 p.m.