



# NEBRASKA CAPITOL ENVIRONS COMMISSION

The Nebraska Capitol Environs Commission will hold a meeting on **Friday, March 22, 2024 at 8:30 a.m.** in the County-City Building, 555 S. 10th Street, Lincoln, Nebraska, in **City Council Chambers** on the 1<sup>st</sup> Floor. For more information, please contact the Lincoln City/Lancaster County Planning Department at 402-441-7491.

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## AGENDA

March 22, 2024

1. Approval of meeting record from [February 23, 2024](#)

### Public Hearing & Action

2. New building construction and adjacent site and streetscape work at [401 South 14<sup>th</sup> Street and 1335 L Street](#) (*League of Nebraska Municipalities; UDR24032*)

### Discuss & Advise

3. Staff report & miscellaneous, including Certificate of Allowance for [826 H Street](#)

**ACCOMMODATION NOTICE:** *The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Lincoln Commission on Human Rights at 402-441-7624, or the City Ombudsman at 402-441-7511, as soon as possible before the scheduled meeting date in order to make your request.*

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/NCEC/Agendas/2024/032224.docx>

## MEETING RECORD

*Advanced public notice of the Nebraska Capitol Environs Commission meeting was posted on the County-City bulletin board and the Planning Department's website. In addition, a public notice was emailed to the Lincoln Journal Star for publication on Wednesday, February 14, 2024.*

**NAME OF GROUP:** NEBRASKA CAPITOL ENVIRONS COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Friday, February 23, 2024, 8:30 a.m., City Council Chambers, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska.

**MEMBERS IN ATTENDANCE:** Eileen Bergt, Heidi Cuca, Andrea Gebhart, Kile Johnson, Ann Post and David Quade; (Delonte Johnson absent).

**OTHERS IN ATTENDANCE:** Paul Barnes and Teresa McKinstry of the Planning Department; Matt Hansen with the Nebraska Capitol Commission; Brett Daugherty, Acting Capitol Administrator; Dan Carpenter with Lincoln Transportation and Utilities; Bob Ripley; and other interested citizens.

**STATED PURPOSE OF MEETING:** Nebraska Capitol Environs Commission Meeting

Chair K. Johnson called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

K. Johnson then called for the approval of the minutes of the regular meeting held January 26, 2024. Motion for approval made by Post, seconded by Cuca and carried 5-0: Cuca, Gebhart, K. Johnson, Post and Quade voting 'yes'; Bergt abstaining; D. Johnson absent.

**INTRODUCTION OF NEW COMMISSIONER EILEEN BERGT:** **February 23, 2024**

Paul Barnes stated that Eileen Bergt is the new commissioner and a landscape architect from University of Nebraska-Lincoln (UNL). She was a member of Historic Preservation Commission in the 1990's.

Bergt stated that she is on the staff side at the University and does design work for campuses. She is within the landscape services department.

The other commissioners introduced themselves.

**RIGHT-OF-WAY WORK AT THE INTERSECTION OF S. 14<sup>TH</sup> STREET AND LINCOLN MALL:****February 23, 2024**

Barnes noted this is an item for discussion. There is a study going to address pedestrian safety at the intersection of S. 14<sup>th</sup> Street and Lincoln Mall. There is a proposal to possibly install some temporary bollards. More information would come back for further review. There is not a clear design standard to apply to this proposal since it is temporary in nature. Staff is looking for feedback.

Dan Carpenter stated that they received a request for a two-way stop control in 2023. 14<sup>th</sup> Street has changed in the past five years or so when N. 14<sup>th</sup> Street was converted from one-way to two-way traffic. They started taking a closer look at this intersection to help enhance pedestrian safety. They looked at the standards for stop sign installation. This intersection didn't really meet any of the justification standards from a quantitative standpoint. Part of the desire for a stop is to improve site distance from a pedestrian perspective. When vehicles are parked in this area, pedestrians on both the east and west side can't see oncoming vehicles. Nebraska State Statute states that any pedestrian in a crosswalk has the right-of-way. They considered temporary bump-outs. This would give some enhanced pedestrian protection. The complicating factor is the stop control at this intersection. Stop signs would be placed at the intersection in this temporary situation. The delineators can be placed at the intersection. He pointed out the location on a map.

Post asked if this would remove any parking. Carpenter stated the only shift would be for law enforcement parking on the east side. They talked with the State Capitol about potentially shifting one stall to the south.

Post understands this request would be temporary. Carpenter stated that due to the temporary nature, it can be built fairly quickly. They have implemented this at a couple of schools around town. It is a pretty quick installation and can provide a safety measure. Post wondered about the timeline. Carpenter stated that is a funding question. Permanent concrete bumpouts would affect drainage in the area and have a much higher cost. It also depends on funding availability. Post asked what that would look like. Carpenter stated that it depends on the Transportation Improvement Plan (TIP) priorities. There hasn't been a crash at this location since 2003.

Quade stated that if a temporary measure is installed and is successful, he would have some concerns with the temporary becoming permanent. He wondered why we would want to invest more expensive means. He also inquired what other options there are, if this is not done for safety and protection. Could a greater distance be provided from the crosswalk, or perhaps a combination of temporary speed-bumps to slow down cars? Carpenter stated that with regard to removal of parking for sight distance, for northbound movement at intersection, there is probably the removal of one or two stalls. We would not want to impact parking in the area. We would likely have to eliminate the six stalls of angle parking for sight distance.

K. Johnson stated the angle parking could be made into parallel parking. Carpenter stated that when measuring the area, they would have to potentially take all the stalls for sight distance. The second to last stall inhibited the sight line. K. Johnson asked if stop signs were previously installed here.

Carpenter answered yes. K. Johnson wondered if this would work if the parking spot for the Capitol Security vehicle parking was moved. Carpenter replied yes. K. Johnson wondered about Lincoln Mall traffic movement. Carpenter stated that Lincoln Mall has right-of-way. There was a discussion of traffic accidents at this area. K. Johnson understands there have been no accidents at this intersection. Carpenter agreed that was correct. K. Johnson wondered how this proposition came to be. Carpenter stated that a member of the legislature requested it. There was a discussion of traffic in the area.

Post thinks overall, this is a good improvement. From her familiarity with the intersection, there are issues. You have to step into the street to see around the cars. She thinks the aesthetics in no way meet the requirements of the Capitol Environs district. It also makes sense that this is temporary so you want bright colors. What gives her the most trepidation about this is there is no funding source. Her communication from the City has said every dollar for road projects has been committed. It concerns her that this temporary situation could be there much longer than it should be to justify the bright bollards.

Bergt understands the Capitol building's original design is to be square all the way around. She knows they are working to get back to having all sandstone curbs surrounding the building. This side already has sandstone. She believes we need to think of other ideas. The proposed solution has multiple issues, in her view. One person complaining is not enough of a reason to justify a solution like this. She thinks there are also ways to look at striping of the concrete, on the Capitol side as well. She would vote against this. She wouldn't even want to see this as a temporary measure. When Goodhue designed the building, he didn't want any trees on the Capitol grounds outside the streets, so it made you feel like the base of the building was even bigger. She thinks on campus, we have done the bumpouts. She suggested they look at other places this has been done. This should not be done on the Capitol side. She believes it could be crosswalked. Cutting the cars back would help as well. She doesn't think this proposed solution, temporary or permanent, is a good idea.

Gebhart agrees with Bergt. She thinks the lack of maintaining some uniformity around here is not good. She thinks if you do this in one place, you should look at doing it in others. She can see the need for some pedestrian enhancements, but the bumpout doesn't feel like the right solution now.

Cuca echoed the other commissioner comments and concerns. The yellow candle sticks don't align with the environment. Carpenter noted that this would be black curbing and white candlesticks.

K. Johnson stated that the Downtown Master Plan has a lot of bumpouts proposed for safety. Is this part of that process? Carpenter doesn't believe this intersection was considered as part of the Downtown Master Plan, but noted that they look to that as a guide. K. Johnson believes the issue can be resolved with moving some parking stalls around. There haven't been any accidents here. He doesn't see this as a major improvement.

Quade stated that no one wants accidents, but questioned what the incentive is. There are other priorities. We see these pylons in a lot of different settings and they are unattractive. When we look

at the amount of pedestrians in the area, the problem is the vehicles in the area. Even when we have some of the bumpouts such as on 14<sup>th</sup> St. and 'R' St., there is a higher visibility.

Post wanted to say how much she appreciates Lincoln Transportation and Utilities commitment to responding to a complaint. She appreciates their response to citizen concerns.

Bob Ripley has some information to offer with regard to requests that come from the Capitol. They are a government building and have a lot of procedures. Freshman Senators are prone to call for something they would like to see done. When he worked there and they called the Office of the Capitol Commission, he would call the Legislative Board and that was usually the last he heard of it. Responding to a single Capitol request is a precarious request. Rather than comment about who made the request, he believes someone at the Capitol would take a dim view of someone going off site and making a request to a City agency. He knows there is a real desire to be cooperative and that is admirable. When you get a call from the Capitol individually, it should probably be run through the Capitol Commission.

Brett Daugherty is the Capitol Administrator. He met with Dan Carpenter and wanted to echo a lot of the commissioners' comments. They don't agree with this. It was their suggestion to move the Capitol security vehicle to the north. Another thing to think of is the intersection on the south side. He believes as far out as this would need to be to get around the angle parking would be difficult. There are school kid drop-offs with buses on this side of the building. If this would become permanent, they would be very concerned with snow removal. A corner would be created that would hold snow and water. His biggest concern is safety. 400 to 600 kids a week come into the Capitol. The Legislature does events on this side of the building as well. He believes a better solution would be to change some parking and go back to the original stop sign location.

Post inquired if these concerns were discussed with the City. Daugherty replied yes. They are doing their due diligence.

K. Johnson asked if this issue is going to the Capitol Commission. Daugherty replied yes. They are waiting to see what the decision of this body is.

Barnes noted that this site is within the boundaries of the Downtown Master Plan. In terms of bumpouts, a lot of that was proposed for 9<sup>th</sup> St. You will see bumpouts in that area.

Post questioned how we handle snow removal around bumpouts. There are a lot of them. Carpenter doesn't know the particulars. He knows it can be difficult and cause problems.

Bergt stated there are issues with drainage as well when bumpouts are designed. The curb is where water runs and you have to go around these.

Post supports and appreciates the prioritization of pedestrian safety. Carpenter understands that a lot of pedestrian safety measures come into direct conflict with drainage. These things need to be accomplished during the design process.

Post questioned what the next steps are. Carpenter thinks under the advice of this commission, bumpouts would not be feasible. They will have to look if there are any options to shift parking in this area. He doesn't believe moving forward with temporary bumpouts are an option after what he has heard today. They will have to look at this in more detail.

K. Johnson would suggest moving the security vehicle to the north. He believes that would be a definite improvement. Carpenter knows there have been discussions in the past.

Barnes stated that in terms of process, this would need to come forward for a formal certificate. There would be coordination with the State.

**ADOPTION OF 2023 ANNUAL REPORT:**

**February 23, 2024**

Barnes stated that the annual report has been put together highlighting the activities of 2023. This is a snapshot of activities that includes eight unique projects consisting of three City/County, two State, one Tax Increment Financing (TIF) and two private development projects. The Department of Administrative Services (DAS) building on 'K' Street has some improvements to access. The smoking shelters for the State were reviewed. The Nebraska Council of School Administrators (NCSA) building is under construction. The Pershing block has had quite a bit of review and the residential building was approved. The Community Action building had a couple of reviews for a protective barrier. Bike racks at Lincoln Literacy were reviewed. The Civil Protective Custody Center on 'J' Street was reviewed and approved. There was some Lincoln Electric System (LES) switch gear equipment approved off of Centennial Mall. The report also highlights the progress of projects from past years, including an 'F' Street infill housing project, St ,Mary's Catholic Church renovations and 2 Landmark Centre on Lincoln Mall. He would ask for a vote on this report.

Bergt had a question regarding the Pershing block on façade modifications. The report says the original plan showed light brick on the bottom. That was changed to dark brick below and light brick above, but the language still says light brick on the bottom. Barnes will check on the language and have that corrected.

Bergt stated that plants haven't been installed yet for the Community Action barrier. She questioned how we follow up on that. Barnes stated that Collin Christopher follows up on that. A lot depends on the time of year and weather. He will do a follow up with him.

**ACTION:**

Motion for approval as corrected made by Cuca, seconded by Post and carried 6-0: Bergt, Cuca, Gebhart, K. Johnson, Post and Quade voting 'yes'; D. Johnson absent.

**STAFF REPORT & MISCELLANEOUS:**

- Barnes stated that LB1417 at the State Legislature is proposing to eliminate some boards and commissions. He stated that the City works closely with the City lobbyist. Staff has been in close communication with him. The lobbyist believes the bill won't go any further this year. It does have a hearing coming up. City staff has asked to be at the table to discuss this if it proceeds any further.

Post stated that it would consolidate or eliminates several boards. K. Johnson added that it would take out both the Capitol Environs Commission and the Capitol Commission. Barnes stated that if that would happen, we still have local zoning jurisdiction. We would address that at the local level.

K. Johnson asked for help understanding why this is proposed. Barnes stated his understanding is perhaps the drafter of the bill doesn't understand all the details. He thinks it is under the umbrella of being more efficient.

Gebhart asked if there is anything we can do. Barnes noted it is a public hearing. Anyone can attend. The City takes a position to write a letter and testify. Given the direction the lobbyist has given, we are having him relay the concerns. Eric Gerard is the lobbyist.

- Barnes stated that the next meeting is March 22, 2024.

There being no further business, the meeting was adjourned at 9:30 a.m.

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/NCEC/Minutes/2024/022324.docx>

## NEBRASKA CAPITOL ENVIRONS COMMISSION STAFF REPORT

APPLICATION NUMBER	Urban Design Record #24032
APPLICATION TYPE	Certificate of Appropriateness
ADDRESS/LOCATION	401 S 14 <sup>th</sup> Street and 1335 L Street
HEARING DATE	January 26, 2024
ADDITIONAL MEETINGS	December 22, 2023 and January 26, 2024
APPLICANT	Lynn Rex, League of Nebraska Municipalities, <a href="mailto:lynnr@lonm.org">lynnr@lonm.org</a>
STAFF CONTACT	Collin Christopher, 402-441-6370, <a href="mailto:cchristopher@lincoln.ne.gov">cchristopher@lincoln.ne.gov</a>

### RECOMMENDATION: APPROVAL

*Note from Staff:* Since receiving a Certificate of Appropriateness in January for the new League of Nebraska Municipalities building, the applicant has continued to further develop plans for the project. In that development process, they have proposed a number of modifications to the previously approved plans, including the following:

- **Façade signage added** – Façade signage has been added above both the north and south entry doors.
- **Window modifications at the northwest and southwest corners of the building** – The previous plans showed large windows at the northwest and southwest corners of the building that have been removed as part of this submittal. All other façade and window configurations remain as approved.
- **Simplified landscape bed configuration** – The previous plans showed a series of small beds (6 in total) along the L Street streetscape, while the updated plans now show two longer beds. Staff generally views this consolidation of beds as a positive one that will allow for better overstory and understory plant growth.
- **Development of a planting plan for the landscape** – A fully developed landscape plan has now been provided by the applicant. This plan has been reviewed by Downtown Lincoln Association (DLA), who will be responsible for maintaining all landscaping in the public right-of-way. DLA was supportive of the planting plan and offered only minor suggestions on species selection.
- **Refinement of the design of the bumpout at the corner of S 14<sup>th</sup> and L Streets** – Staff has continued to negotiate the best solution for the bumpout at this intersection. The cost of bumping out into both L and 14<sup>th</sup> Streets is substantial, and given the limited amount of TIF that this project will produce, staff is supportive of the new plan to only provide a bumpout on the L Street side. This new design still meets the recommendations of the Downtown Master Plan, which focused on reduced crossings along 9<sup>th</sup>, 10<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, K, L and Q Streets.

From the perspective of staff, the proposed changes do not substantially impact the quality of this project in either direction. Instead, they are reflective of modifications that are a typical part of the design process. As such, staff remains supportive of this project and recommends approval of an updated certificate. What follows is the original staff report for reference. Updated images have been provided with notes highlighting the changes to the project.



## Summary of Request

The League of Nebraska Municipalities (LoNM) is proposing to demolish the buildings at 401 S 14<sup>th</sup> Street and 1335 L Street in order to make way for a new, two-story office building at the northeast corner of the block bounded by S 13<sup>th</sup>, S 14<sup>th</sup>, K and L Streets. The project would also include a 25-stall parking lot south of the building, as well as streetscape improvements on L and S 14<sup>th</sup> Streets. The building at 401 S 14<sup>th</sup> Street, known as the Woman's Club building, is a local landmark. As such, the Historic Preservation Commission (HPC) is responsible for approving its demolition. On January 18<sup>th</sup>, 2024, HPC approved demolition of the building, with the condition that the LoNM develop a mitigation plan for memorializing the Woman's Club. That plan will need to come back to HPC for final review at a future date. The building at 1335 L Street, which serves as the current office building for the LoNM is not a landmark and thus requires NCEC approval for demolition. Likewise, any new construction on either property requires approval by NCEC.

The proposed two-story building is to be clad with a light brick with a considerable amount of glass window transparency. A dark cast stone will line the base of the building. A six-foot tall parapet wall will serve to screen the rooftop mechanical equipment. The proposed parking lot is well screened from the street, and the proposed streetscape improvements will serve to enhance the pedestrian experience along the block. One element of the streetscape that has been discussed but not yet included in the plans is a potential bumpout of the curb at the northeast corner of the block. This bumpout would serve to improve pedestrian connectivity across L and 14<sup>th</sup> Streets, as proposed in the 2018 Downtown Master Plan. Along the L Street side, the bumpout would essentially eliminate a lane of traffic during peak hours in the morning and afternoon, but under current conditions, Lincoln Transportation and Utilities (LTU) has no concerns about traffic impacts. That said, there is still some additional discussion and analysis that will need to take place before a bumpout is agreed to.

Ultimately, the LoNM is requesting a Certificate of Appropriateness to demolish the building at 1335 L Street, as well as complete site work, streetscape work, and new building construction on the properties currently addressed as 401 S 14<sup>th</sup> Street and 1335 L Street.

## Compatibility with the Design Standards

Given the fact that the project faces neither Capitol Square nor one of the four "malls," the requirements for conformance to the design standards are fairly straightforward. In addition to the Capitol Environs Design Standards, the landscape standards for sites and parking lots will also apply. What follows is a summary of the relevant design standards and staff's analysis of the project's compatibility with said standards.

### **Chapter 3.85, Design Standard 9: Facades**

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New buildings in the District should be designed to enhance the setting of the Capitol and their immediate surroundings. When those surroundings have a high degree of cohesiveness, new designs should be compatible with their setting, strengthening the visual relationships found among existing buildings and landscape features. In areas that lack cohesion, designs should be proposed that offer themes and patterns that can be further expanded in future development.

Brick, stone, or other richly textured, highly durable masonry is desirable for building exteriors on Capitol Square, Centennial Mall, and Lincoln Mall. Permanence should be an overriding characteristic in the choice of exterior materials. Colors should be drawn from a muted palette of warm, earth tones or shades of white, with the context of surrounding buildings as a guide.

In the rehabilitation of existing buildings, retention of high-quality materials and use of new, durable, and high-quality materials is also desirable.

## Guideline 9.1:

Proposals for new buildings should strengthen interrelationships among buildings within a specific setting, while encouraging variations. Features that contribute to compatibility among buildings include similarities in:

- alignment and setback;
- spaces between buildings;
- silhouette, including height and roof pitch;
- building base–relationship of building to ground or site;
- materials and material scale;
- mass and scale;
- building shade and shadow pattern from massing;
- permanence and durability, with 100 year "life cycle" expected facing Capitol Square and 75 year "life cycle" expected on Centennial and Lincoln Malls;
- entrance position, scale, and features;
- color, finish, and texture;
- size, type, and proportion of openings;
- ornamentation and detail, particularly at street level and in the residential areas;
- landscape design and features;
- cornice heights.

**Compatibility per Staff Analysis:** The proposed building appears to meet the façade requirements for this part of the district. The brick cladding and building transparency fit very well with the surrounding context of the area, offering a timeless aesthetic that should age nicely. From a site development perspective, the building holds the corner of the S 14<sup>th</sup> and L Streets intersection, with just enough of a setback to allow for footings to be constructed on private property.

## Design Standard 21: Landscaping Street Frontages

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The landscape zones between curb and sidewalk (“curb zone”), and between sidewalk and private property, should be used to provide visual continuity, interest, and physical separation between pedestrians and vehicles.

**Compatibility per Staff Analysis:** The proposed street frontage improvements along both L and St 14<sup>th</sup> Streets do effectively meet the intent of this standards.

## Chapter 3.50, 7.13 Screening for Downtown Lincoln

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### A. Screen Location, Coverage, and Layout

1. Those properties located within the B-4 and O-1 Districts are subject to the following screening requirements:
  - a. Any on-site surface parking shall be paved and must be screened with plant materials, masonry walls, or masonry and metal (not chain-link) fences, or some combination thereof, to provide at least a 90% screen from grade to three feet above the grade.
  - b. Parking shall be set back six feet from the property line if only plant materials are used for screening or set back three feet if fence or wall are used.

## Chapter 3.50, 7.14 Street Trees

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### A. Screen Location, Coverage, and Layout

1. As a requirement of the commercial building permitting process for new construction, street trees shall be required per the standards set forth in CHAPTER 2.35 DESIGN STANDARDS FOR STREET TREES.
2. CHAPTER 2.35 DESIGN STANDARDS FOR STREET TREES | Section 1. GENERAL REQUIREMENTS provides direction on where street trees may be located within the City right-of-way. If the required street trees cannot be located in the right-of-way because of these requirements, or due to other unavoidable circumstances of the built environment, a portion or all of the required street trees may be exempted from being planted. This determination shall be made by the Parks and Recreation Department during the building permit review process.

**Compatibility per Staff Analysis:** The parking in the rear is almost entirely hidden from view from the L Street side, and while it is visible from the S 14<sup>th</sup> Street side, the proposed landscape screening appears to effectively limit its impacts from the street, as well as from the alley and the adjacent property. Additionally, new street trees have been shown per the requirements of the design standards. It should be noted that the material provided by the applicant does not include a final landscape plan with specific species selection. Planning Department staff will work with Parks staff to ensure that all proposed plant species are acceptable prior to the issuance of a building permit.

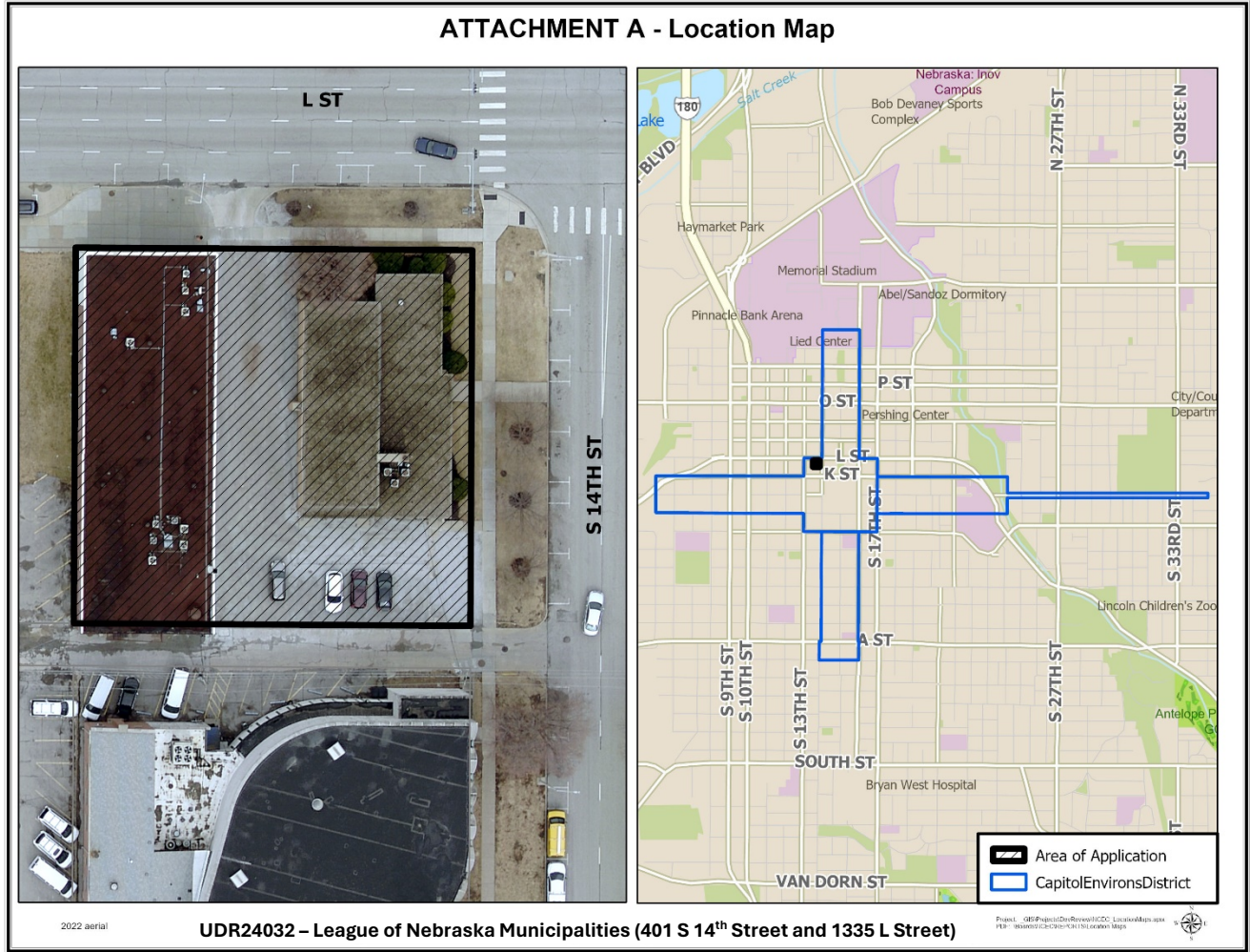
### Recommendations

In general, the plans are in conformance with the design standards, but the Commission should offer any final guidance to the applicant as it relates to items such as material selection. It should be noted that HPC's approval of the demolition of the Woman's Club building included a condition that they memorialize the Woman's Club in a meaningful way. Even if that memorialization takes the form of a plaque or some other kind of monumentation in the public right-of-way or on the façade of the new building, it is staff's opinion that HPC should be the body that reviews that particular element of the design at a future date.

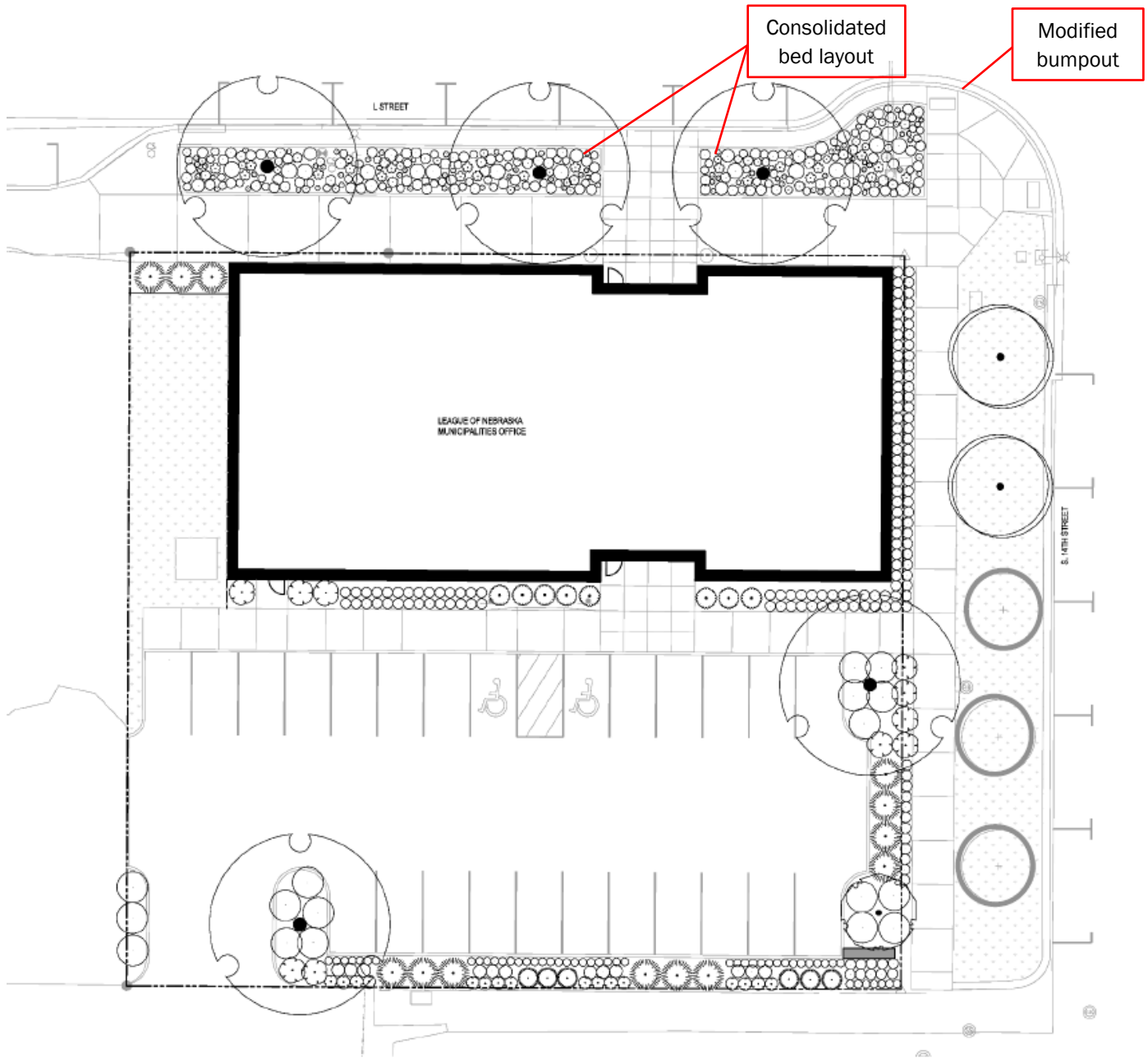
**Recommended finding:** The proposed demolition of the building at 1335 L Street, as well as the proposed site work, streetscape work, and new building construction on the properties currently addressed as 401 S 14<sup>th</sup> Street and 1335 L Street generally comply with the Capitol Environs Design Standards.

**Recommended action:** Approval of a Certificate of Appropriateness for demolition of the building at 1335 L Street, as well as the proposed site work, streetscape work, and new building construction on the properties currently addressed as 401 S 14<sup>th</sup> Street and 1335 L Street.

# ATTACHMENT A – Location Map



# ATTACHMENT B – Site Plan



# ATTACHMENT C – Renderings

**View of North Façade & Streetscape**



**View of North Entry & Signage**



**View of East Façade & Streetscape**



**View Looking North along S 14<sup>th</sup> St.**



**Corner Windows – January 2024**



**Corner Windows (Removed) – March 2024**



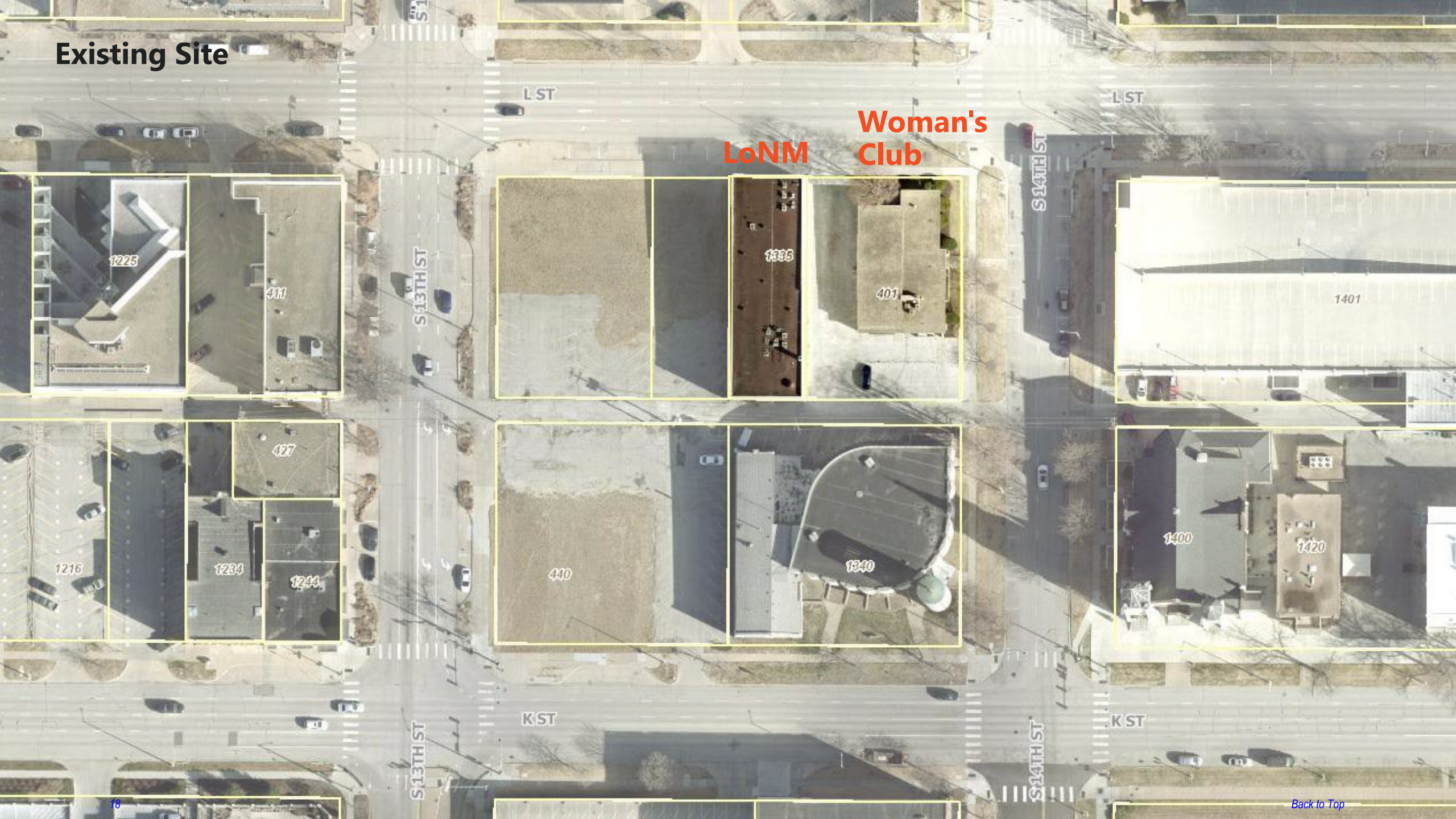


**League of Nebraska Municipalities Office**  
Capitol Environs – Design Review

January 26, 2024

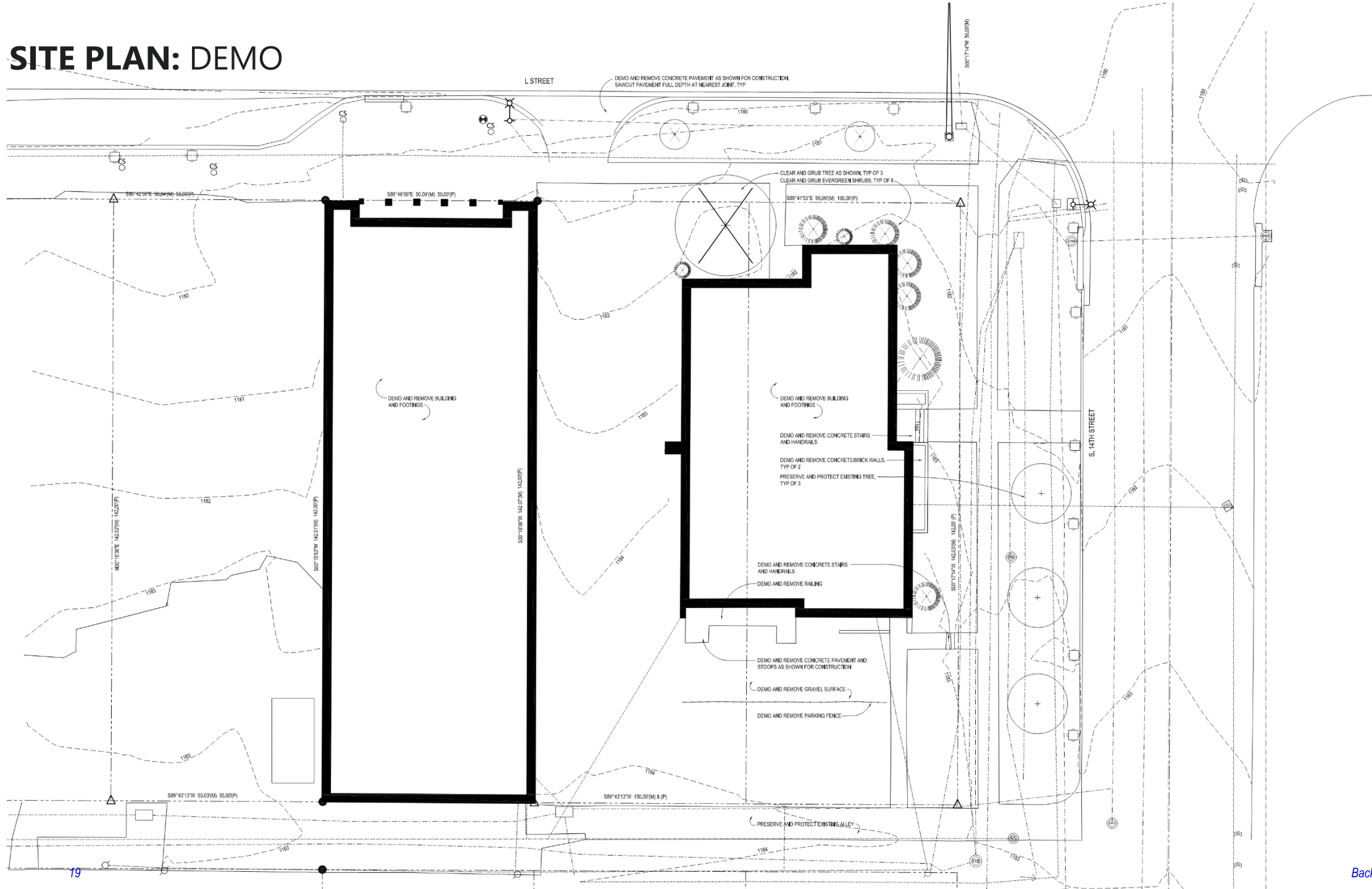


# Existing Site

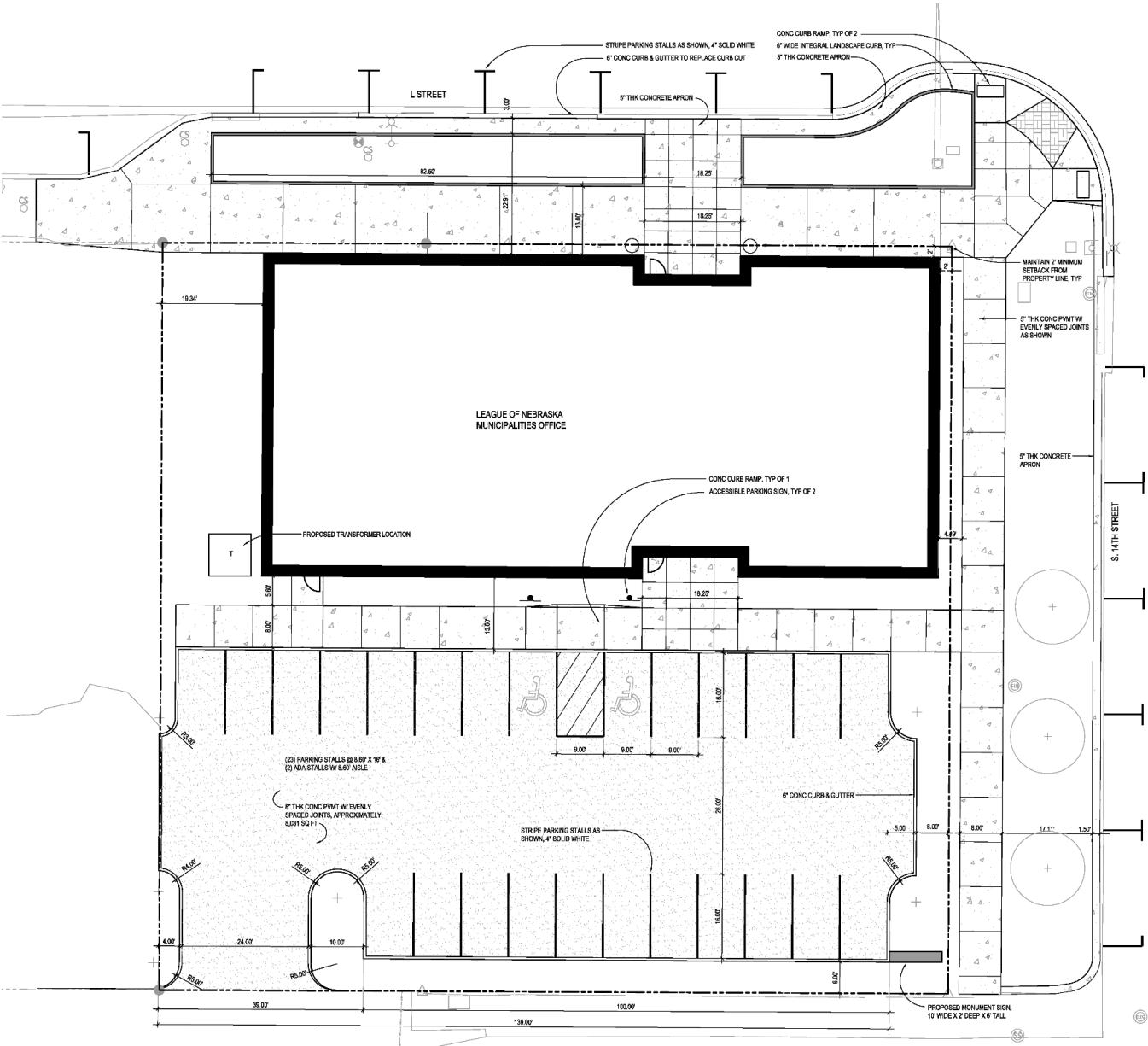


Woman's Club  
LoNM

# SITE PLAN: DEMO



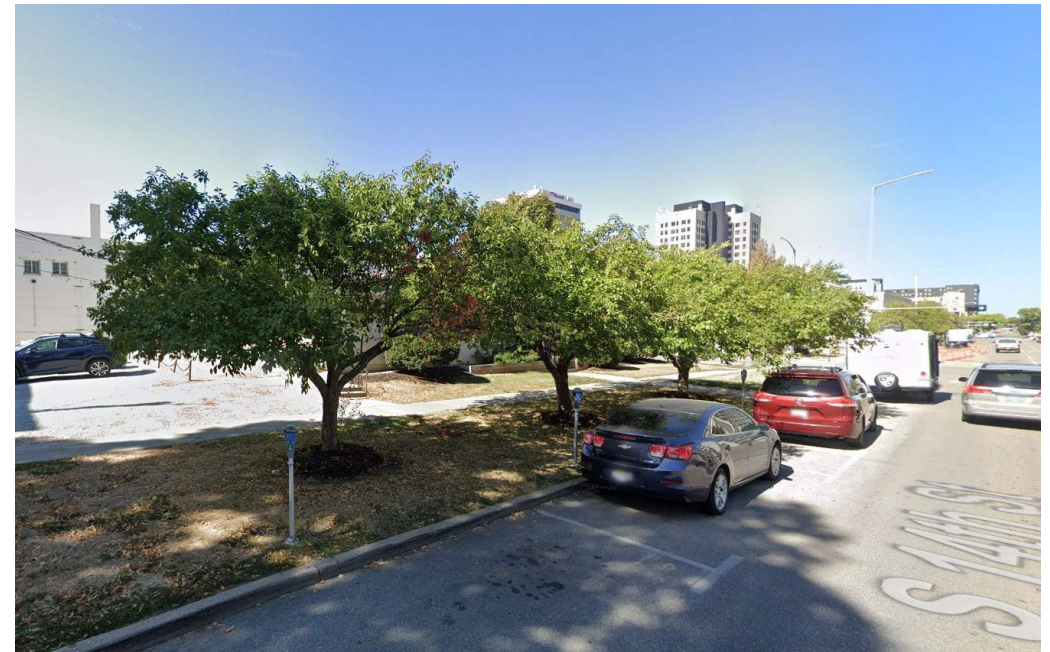
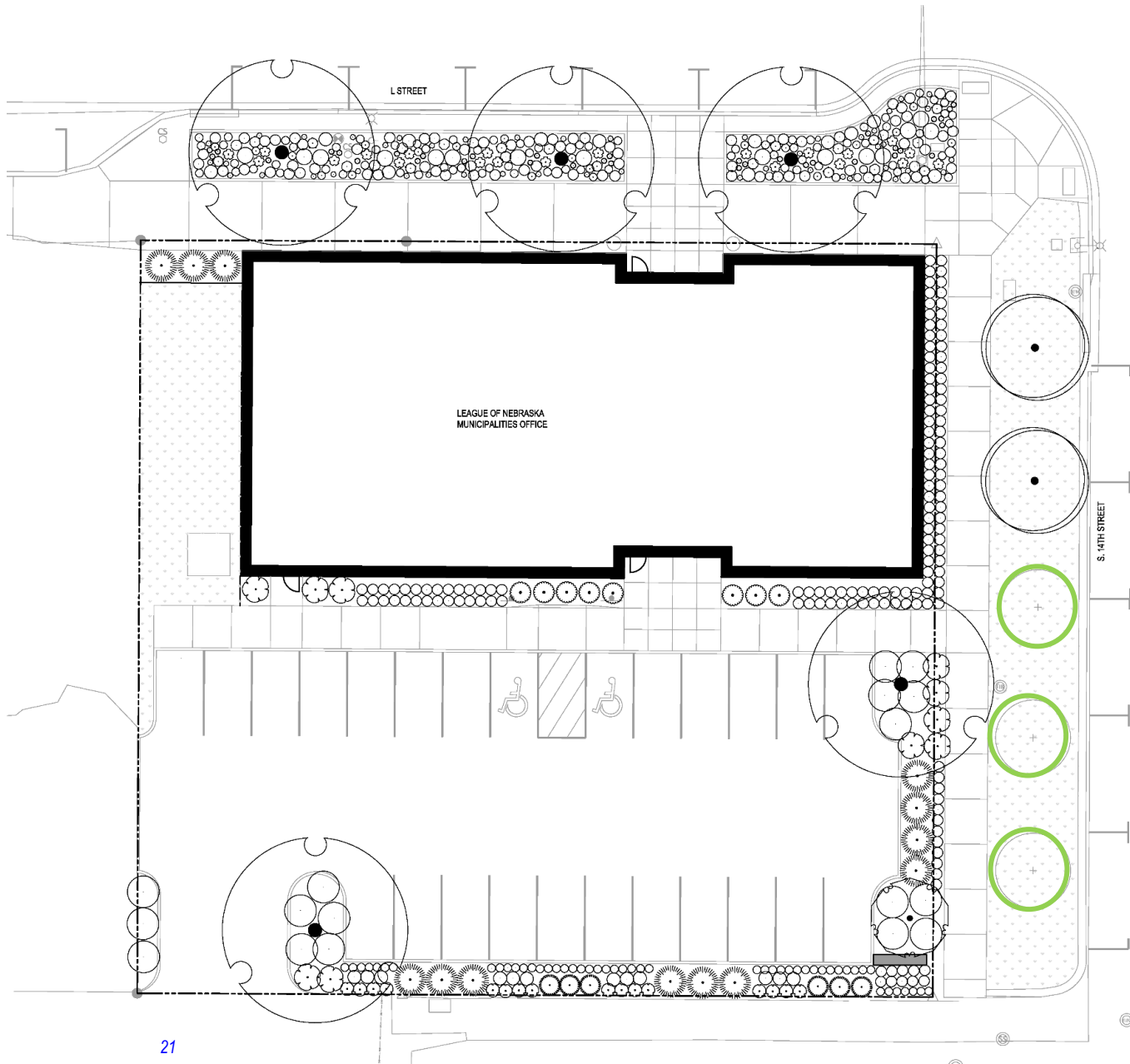
# SITE PLAN: HARDSCAPE



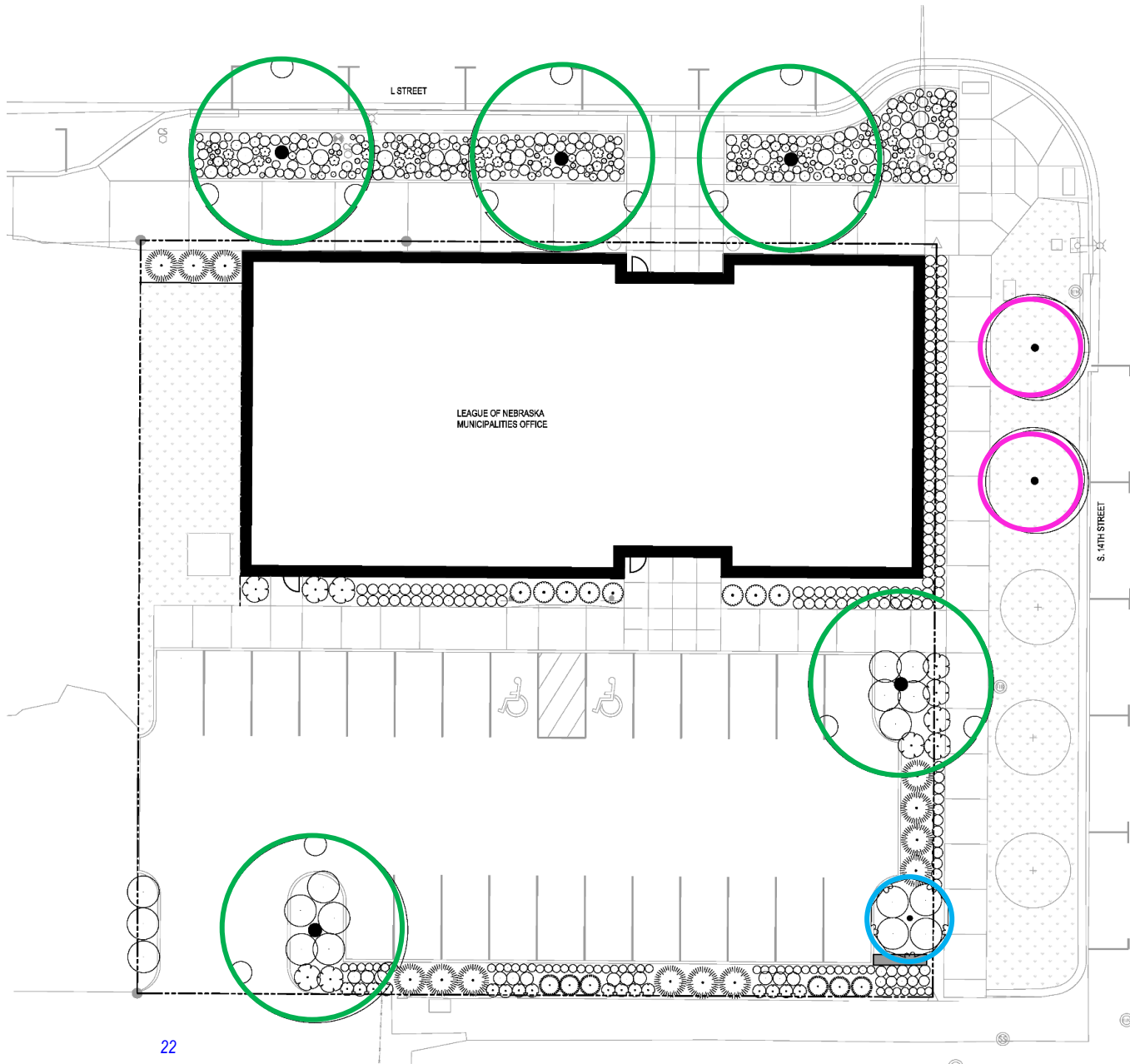
- ▶ Bump out along L Street to support safe pedestrian crossing, preserve 14<sup>th</sup> Street inlet
- ▶ Band of pavers at intersection
- ▶ Longer contiguous planter along L Street
  - 3' wide concrete apron to support parking



# SITE PLAN: PLANT DESIGN



# SITE PLAN: PLANT DESIGN – Trees



SHADEMASTER HONEYLOCUST

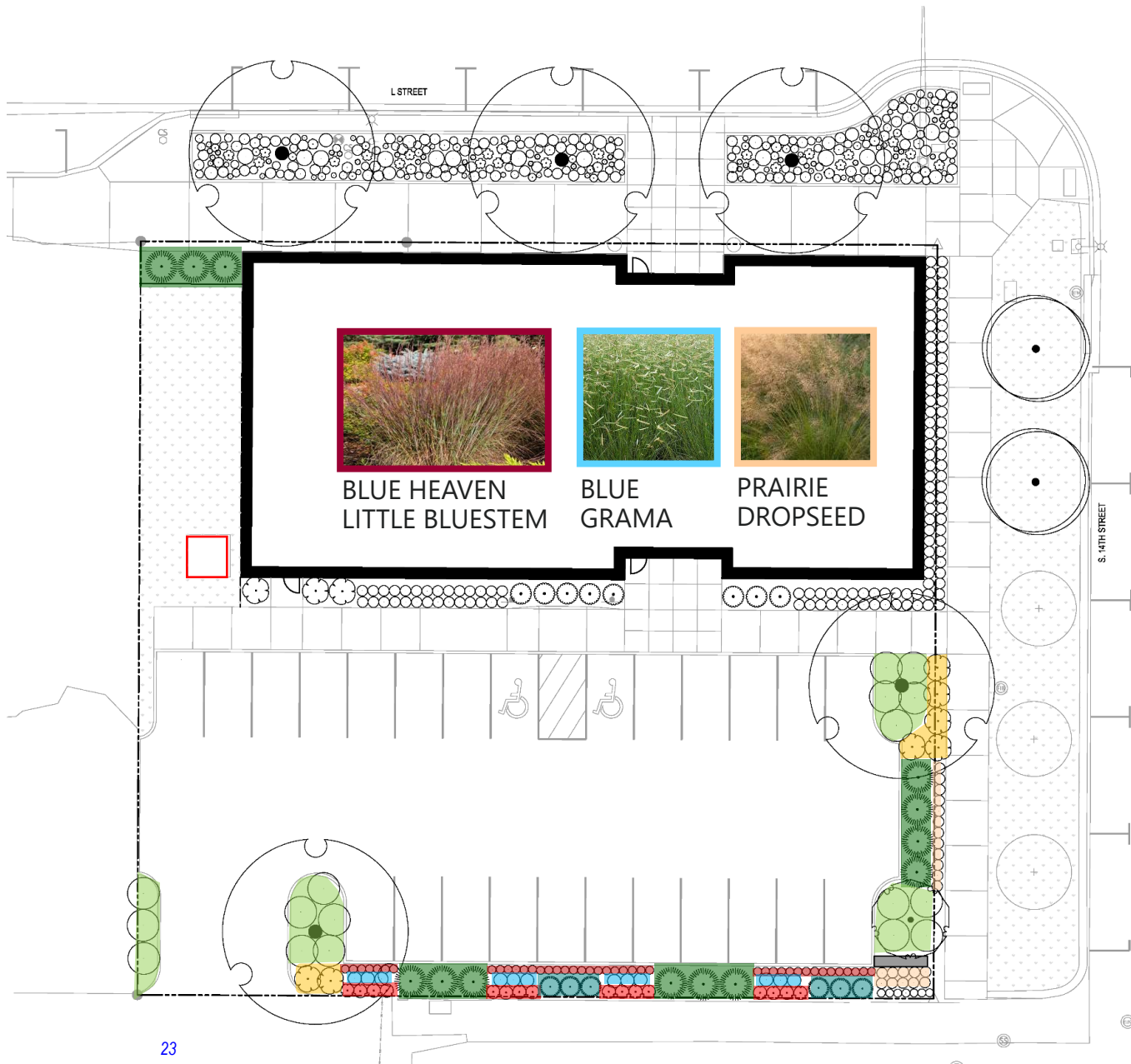


PRAIRIEFIRE CRABAPPLE



IVORY SILK JAPANESE TREE LILAC

# SITE PLAN: PLANT DESIGN – Screening



KELSEY REDOSIER DOGWOOD

- ▶ 0-3' screening surrounding parking
- ▶ 90% coverage or greater
- ▶ 1/2 – 3/4 evergreen
- ▶ (also have grass and seasonal interest)
- ▶ Screening transformer



LITTLE LIME HYDRANGEA



TAUNTON YEW



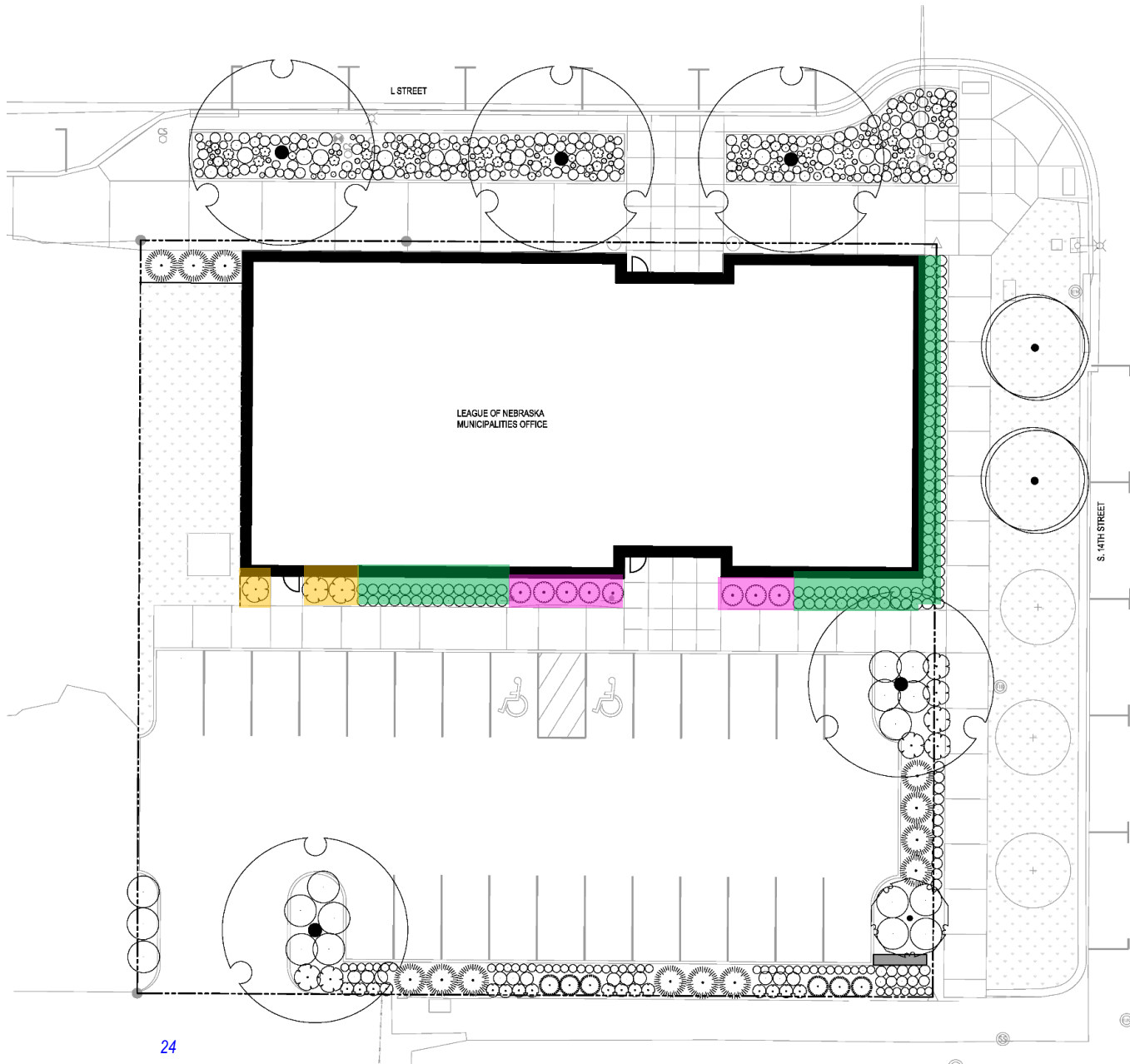
SEAGREEN JUNIPER



GRO-LOW SUMAC

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# \ SITE PLAN: PLANT DESIGN – South Entrance & East Facade



KNOCKOUT DOUBLE PINK ROSE



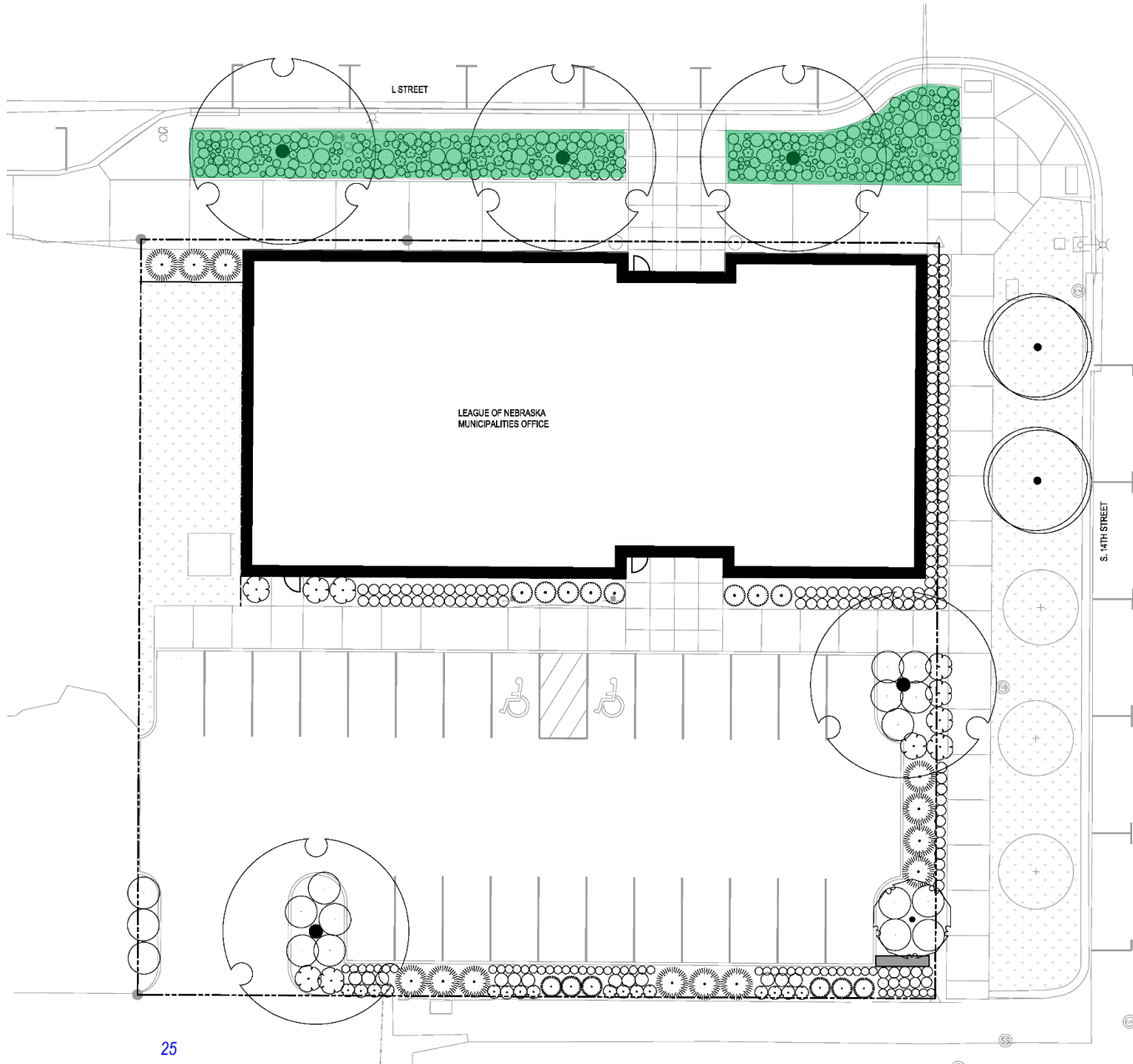
LITTLE LIME HYDRANGEA



PRAIRIE DROPSEED



# \\ SITE PLAN: PLANT DESIGN – L Street Planters



# SITE PLAN: PLANT DESIGN – L Street Planters



BLUE ZINGER  
SEDE



FOX SEDGE



BLONDE AMBITION  
BLUE GRAMA



BLUE HEAVEN  
LITTLE BLUESTEM



PRAIRIE DROPSEED



*Centennial Mall*



FANAL  
ASTILBE



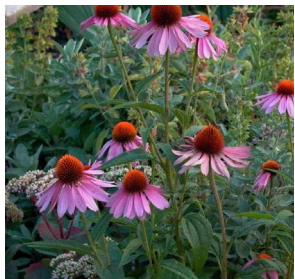
WALKERS LOW  
CATMINT



HALFWAY TO  
ARKANSAS BLUE STAR



MILLENIUM  
ORNAMENTAL ONION



MAGNUS  
CONEFLOWER



CAESAR'S  
BROTHER IRIS



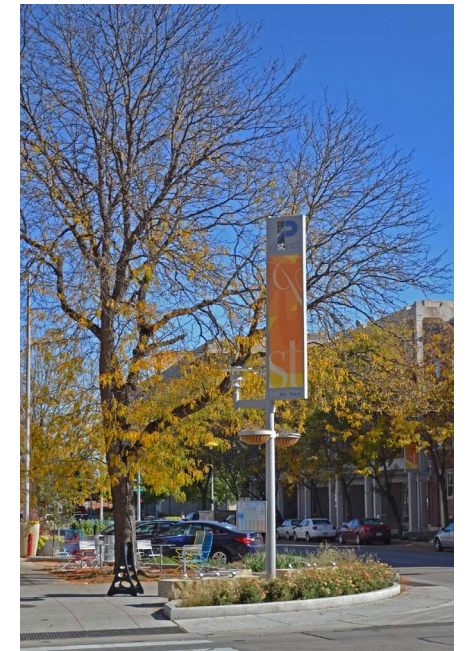
FIRE BALL  
BEE BALM



PRAIRIE PHLOX

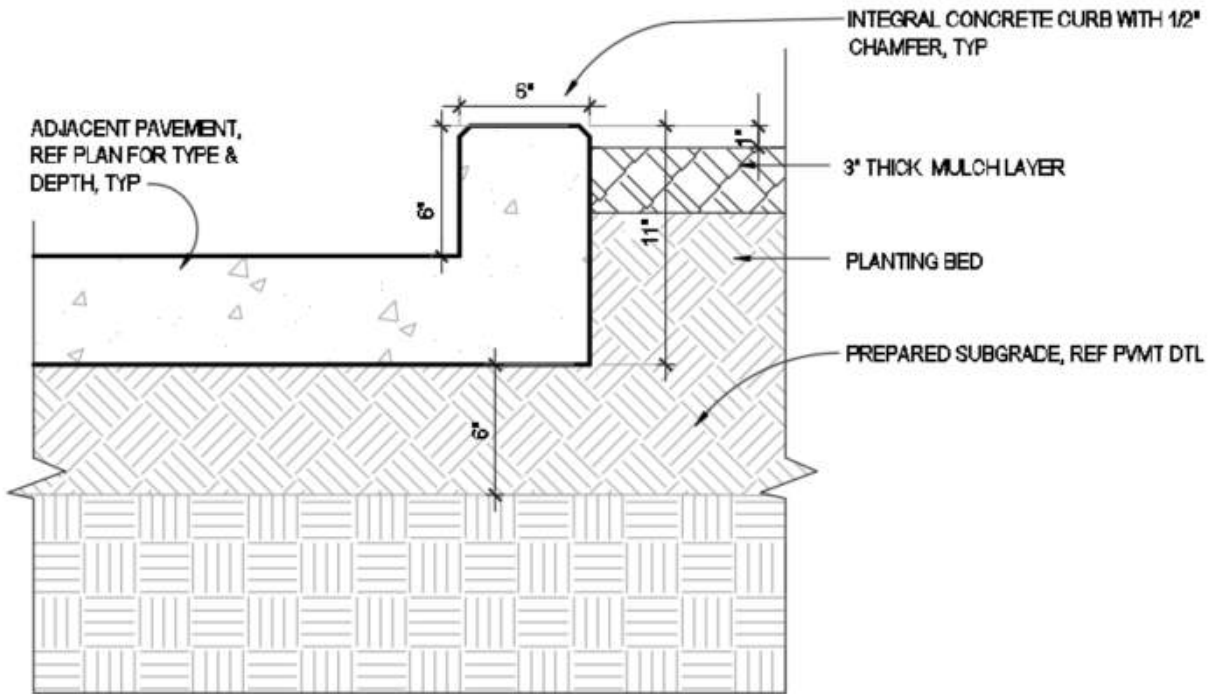


CRATER LAKE  
BLUE SPEEDWELL



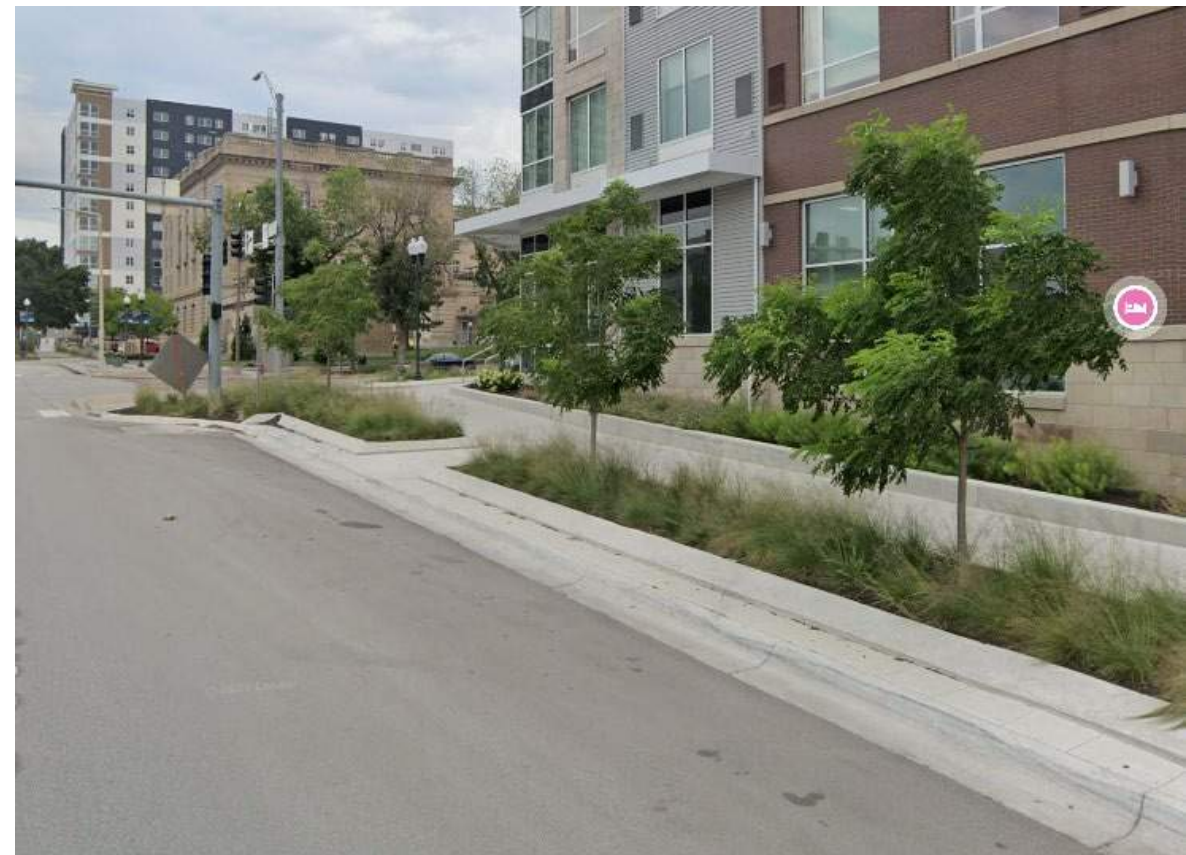
*P Street*

# \ SITE PLAN: SITE DETAILS

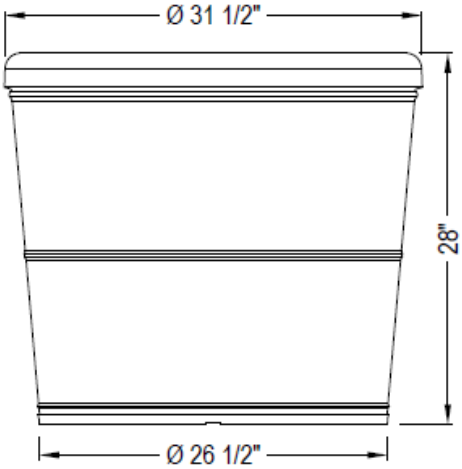


**7** **PLANTING BED CURB**  
SCALE: 1 1/2"=1'-0"

## INTEGRAL PLANTING BED CURB



# \ SITE PLAN: SITE DETAILS



FRONT VIEW



CLASSIC ROLLED RIM FAMILY  
Large Rolled Rim



# DESIGN: FIRST FLOOR PLAN



# DESIGN: SECOND FLOOR PLAN



**MATERIAL: MASONRY**



**BRICK: SUMMIT ALASKAN**



**SOLID BASE: RENAISSANCE STONE GFRC**



*INSTALL EXAMPLES*



**MATERIAL: GLASS & ALUMINUM**

ALUMINUM FRAMED SYSTEM:  
KAWNEER 451T PERMAFLUOR BLACK *(OR SIMILAR)*

GLAZING:  
VITRO SOLARBAN 70 OPTIGRAY *(OR SIMILAR)*  
VLT: 46%  
REFLECTANCE: 9%  
SHGC: 0.23

ALUMINUM INFILL BETWEEN GLAZING SYSTEMS  
MAPESHAPE INFILL PANEL MATTE BLACK *(OR SIMILAR)*



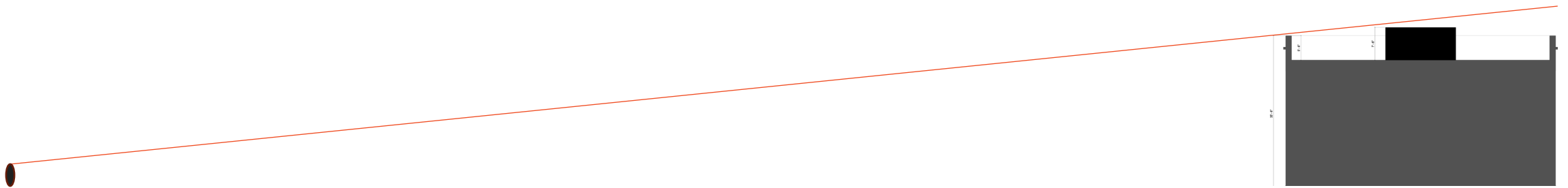
*INSTALL EXAMPLE*



**SITE LINE: HIGH PARAPETS**



**\ SITE LINE: 300 FEET AWAY**





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League of Nebraska Municipalities

League of Nebraska Municipalities









**NEBRASKA CAPITOL ENVIRONS COMMISSION  
CERTIFICATE OF ALLOWANCE ON GROUNDS OF HAZARDOUS CONDITIONS**

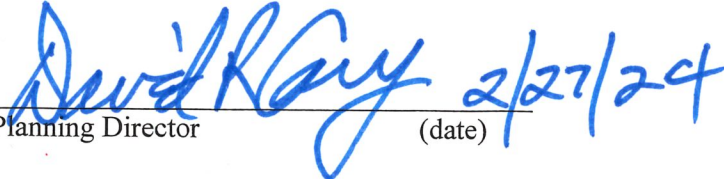
TO: City of Lincoln – Building and Safety Department      DATE: February 27, 2024  
CC: NCEC agenda packet      FROM: Collin Christopher, Planning Department  
RE: Certificate of Allowance on Grounds of Hazardous Conditions for UDR24023

It was recently brought to the Planning Department’s attention by Building and Safety that the structures at 826 H Street have become hazardous to the health and public safety of the community. As such, they are requesting a certificate to allow the property to be demolished. This O-1 zoned property actually includes three separate structures – a three-plex built in 1890, a single-family structure built in 1920, and a detached garage. The property has been on the city’s radar for some time and has been on the neglected building registry since July 27, 2023. The long-term owner of the property recently passed away and in the absence of an active property owner or tenant, vagrants have occupied the structures and hastened their deterioration. Based on the opinions and expertise of Building and Safety staff, the Planning Department has determined that this property should be granted a certificate of allowance on grounds of hazardous conditions as detailed in the Lincoln Municipal Code.

Per the Lincoln Municipal Code, Section 27.56.130:

*The Planning Director shall issue a certificate of “allowance on grounds of hazardous conditions” for razing a structure or other work if the Department of Building and Safety has determined that failure to carry out said work poses an immediate hazard to human health and safety. However, no owner shall by deliberate acts or deliberate neglect allow a property in the Capitol Environs District to become hazardous to human health and safety with the intent of then obtaining such certificate. When a certificate of “allowance on grounds of hazardous conditions” is issued, a copy of that certificate shall be transmitted to the Nebraska Capitol Environs Commission at its next public meeting.}*

If you have any questions about the issuance of this certificate, please coordinate with Collin Christopher by contacting the Planning Department at (402) 441-7491.

 2/27/24  
\_\_\_\_\_  
Planning Director      (date)