

# Boards & Commissions

## Urban Design Committee Agenda

### NOTICE

#### Urban Design Committee

Notice is hereby given that the **Urban Design Committee** will hold a special meeting on Thursday, February 28, 2013 at 3:00 p.m. in the **County-City Building, 555 S. 10th Street, Lincoln, Nebraska, in Room 214 on the 2<sup>nd</sup> Floor.** For more information, please contact the Lincoln City/Lancaster County Planning Department at 402-441-7491.

### AGENDA

**Thursday, February 28, 2013**

\* [Memo from Ed Zimmer](#)

1. Scott Woodbury Wiegert (S2W) on "[Project Oscar,](#)" mixed use building at P Street and Canopy Street, a redevelopment project. (Josh Berger for S2W).
2. [Enersen Urban Design Award.](#)
3. Staff report/misc.





Project Oscar  
Canopy & P St





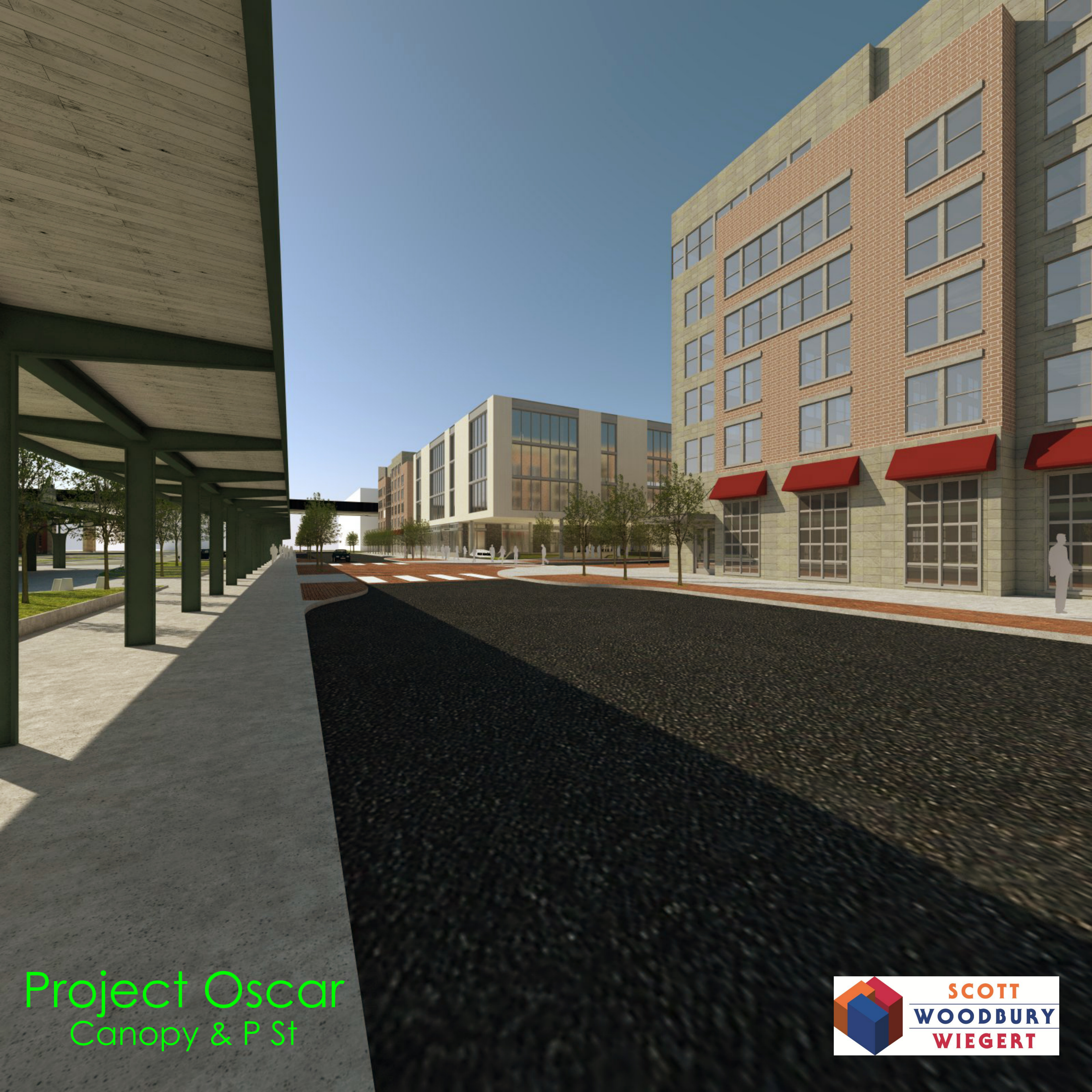
Project Oscar  
Canopy & P St





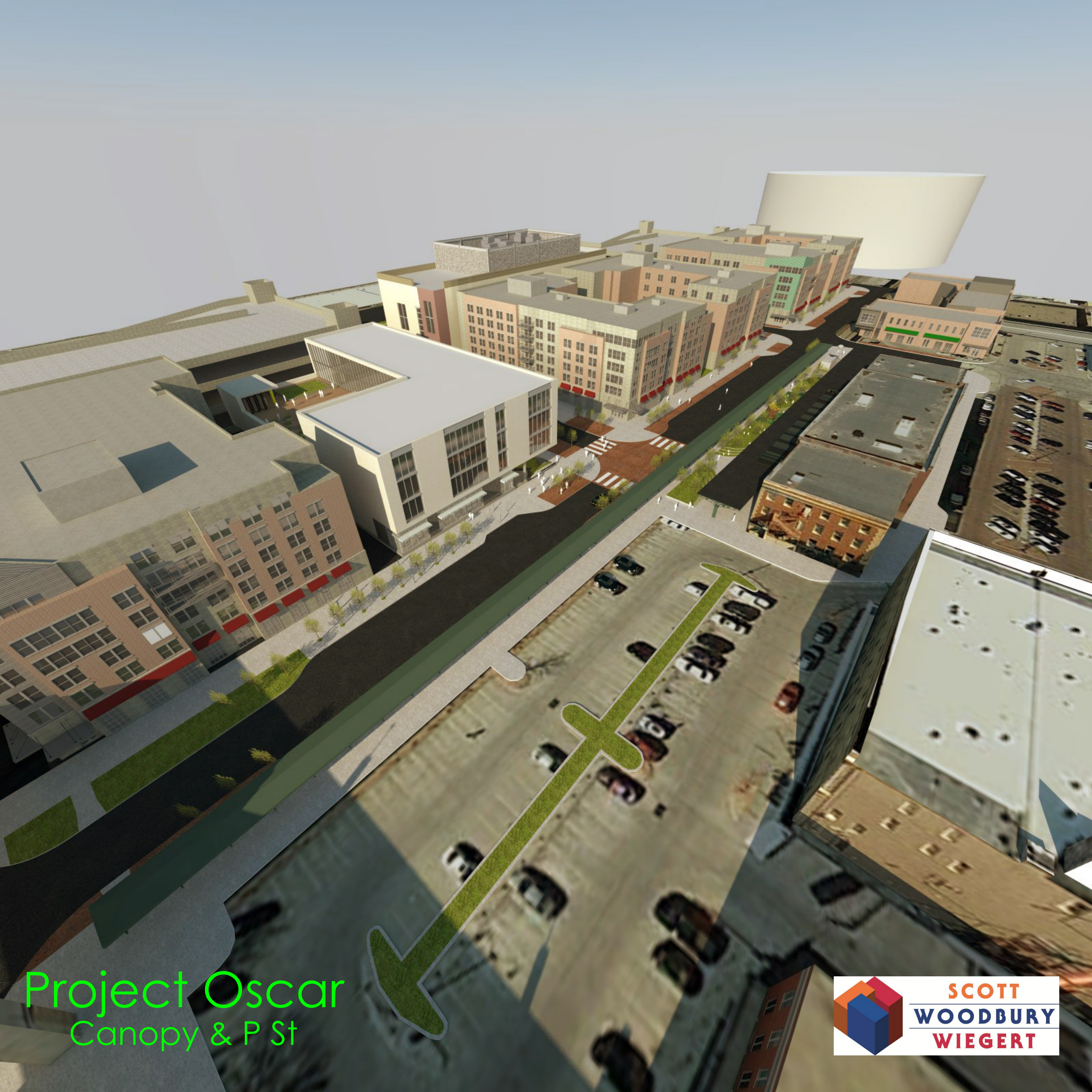
Project Oscar  
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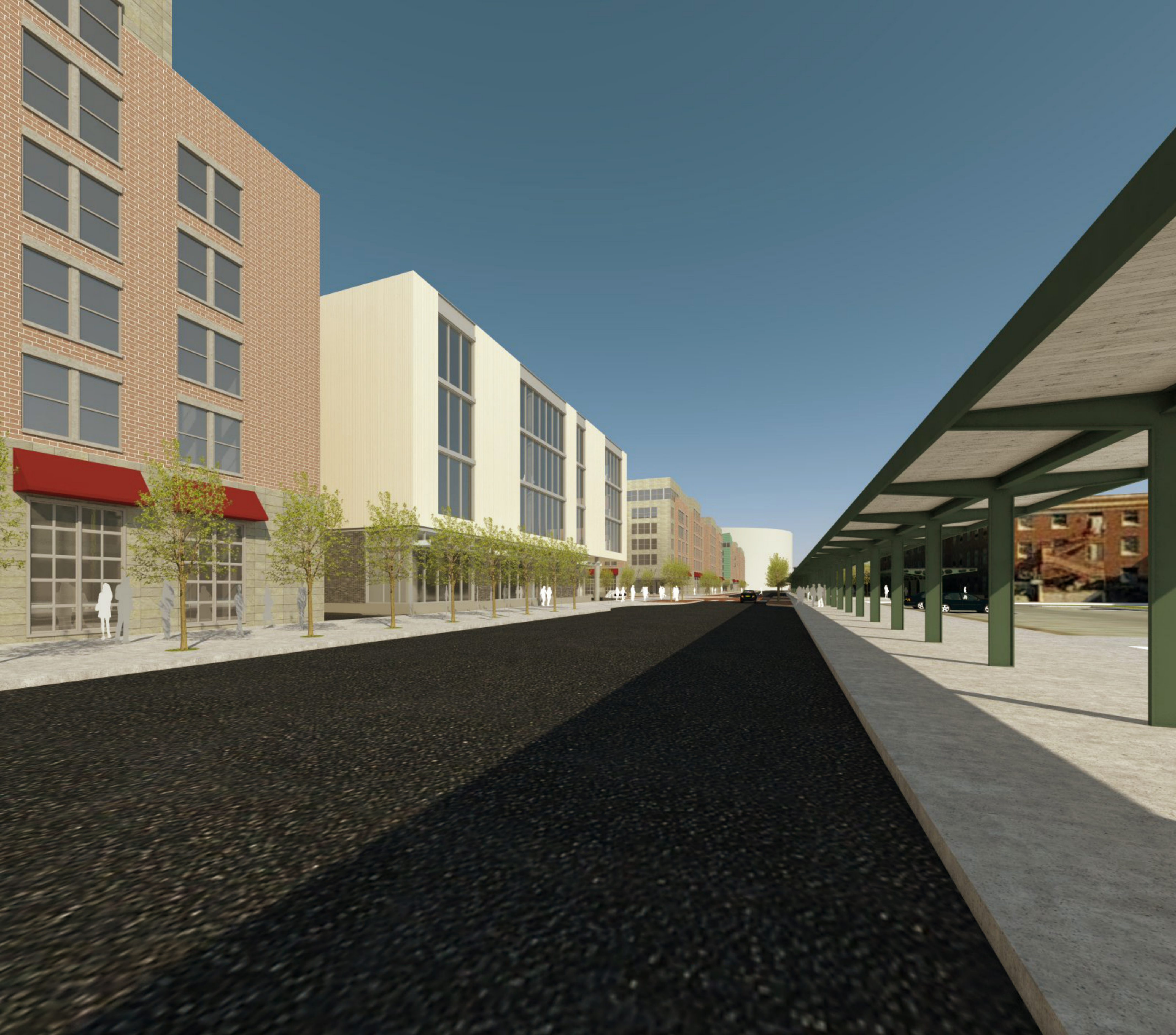
Project Oscar  
Canopy & P St





Project Oscar  
Canopy & P St





Project Oscar  
Canopy & P St





Project Oscar  
Canopy & P St





Project Oscar  
Canopy & P St





Project Oscar  
Canopy & P St





Project Oscar  
Canopy & P St



Re: Enersen Urban Design Award

To: UDC

From Ed Zimmer

Date: 2/22/13

Private projects

For your consideration:

**Fallbrook Development**

Fallbrook's strengths are the comprehensiveness of its overall vision—

- a mix of residential types (although the multi-family and row houses have not yet been built),
- office,
- commercial (although only a fraction of the “town center” has been built,
- School Middle School and attached YMCA
- Trails
- Wetland features, built into development

The challenge is that the area is far from finished and the linkages can be interpreted from the plan and the street system, but so far has not realized its intention to create an urban neighborhood. Stone Brook Parkway within Fallbrook is complete for one long block, but the next block north (towards the School/YMCA area) has barely begun to be built.

Village Gardens, the Campbells' development at the SE quadrant of S. 56<sup>th</sup> and Pine Lake Road, is similarly bold in concept and unfinished in construction. Village Garden has a greater mix of housing types completed that shows promise of becoming a nicely layered neighborhood, but it does not yet encompass an urban “place.”

**Langer's “cottage court” S. 61<sup>st</sup> & Pine Lake Road**

One element that is finished and has a certain wholeness is the Kelly Langer's “cottage court” at South 61<sup>st</sup> and Pine Lake Road (images attached). It consists of five smallish houses (approx. 1300 sq. ft.) clustered around a shared central yard, with rear, attached garages. It has nice orientation to the street in front, conserves land, and creates a “place” in a way that appears replicable in other areas, either for infill or new construction.

Public Projects:

**Antelope Valley Project**

See Dennis Scheer's email

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**From:** [Dennis Scheer](#)  
**To:** [JoAnne Kissel](#)  
**Cc:** [Ed Zimmer](#)  
**Subject:** Enersen Award Nomination/Urban Design Committee  
**Date:** Thursday, February 21, 2013 9:48:09 AM

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Madame Chair:

I'd like to nominate the Antelope Valley project for the 2013 Enersen Urban Design Award (Public). As part of the nomination, I'd like to recognize the following "owners" - City of Lincoln Administration (multiple Mayors and administration staffs), City of Lincoln Public Works Department, City of Lincoln Planning Department, City of Lincoln Urban Development Department, City of Lincoln Parks Department, the Lower Platte South Natural Resources District and UNL.

The intent of this nomination is to recognize the efforts by the City, LPSNRD and UNL associated with land use planning, land parcel assembly, development of design standards, development of infrastructure (traffic/transportation, storm water and other utilities), modification of flood plain, etc. All of these public entities expended much creativity, time and resources to make this transformation of Lincoln's core a reality.

Without the realization of this effort, current and future projects that enhance Lincoln's urban fabric would not be possible. The new traffic improvements, storm water management improvements, flood plain modification etc. have allowed UNL to develop housing, parking, recreation, academic facilities and research facilities. The current master planning work underway at UNL would be much more restricted in focus had Antelope Valley not been completed. The City has been able to redevelop areas for projects like Assurity, the Jane Snyder Trails Center, the recently announced 21<sup>st</sup> and N Street infill project and others because of the Antelope Valley work. The Antelope Valley work provided an opportunity to create a central recreational trails hub in Lincoln; it gave incentive to complete a needed upgrade to a joint LPS/community play area upgrade at Elliot School; and it helped frame the context of site improvements and adjacent environs at Lincoln High School. The Antelope Valley project has created an opportunity for the Children's Zoo to envision their future without flood plain restrictions.

I believe that the Antelope Valley project is one of the most important urban design projects that has been completed in Lincoln during our lifetimes.

There will be plenty of opportunities in the future to nominate and award individual projects in Lincoln that were made possible by the Antelope Valley project. But I believe now is the time to consider the Antelope Valley planning, land use, traffic and infrastructure improvements for the Enersen Urban Design Award.

Thanks for your consideration.

**Dennis Scheer, ASLA, PLA**  
Landscape Architecture/Planning  
Senior Principal

**The Clark Enersen Partners**  
1010 Lincoln Mall, Suite 200  
Lincoln, NE 68508-2883  
402.477.9291 Office  
402.477.6542 Fax

[dennis.scheer@clarkenersen.com](mailto:dennis.scheer@clarkenersen.com)  
[www.clarkenersen.com](http://www.clarkenersen.com)

# Antelope Valley Revitalization

< Back to [Our Projects](#)





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The Antelope Valley Revitalization project is a \$300 million infrastructure project that is the catalyst for long-term redevelopment in the city of Lincoln's core. The project includes preliminary and final design for over 6.5 miles of roadways and 12 bridges within the project area. It aims to reduce traffic congestion in downtown Lincoln; mitigate potential, serious urban flooding along Antelope Creek; and improve transportation services to attract urban developers and stimulate recreation in the study area. Traffic engineering and transportation planning are major study components.

Olsson Associates, a subconsultant to Parsons Brinckerhoff, provided transportation, traffic, and stormwater engineering, along with surveying and environmental services for this major project in the downtown area.

Olsson's efforts, in conjunction with Parsons Brinckerhoff, included:

- Assembling and reviewing existing and projected traffic data
- One-on-one meetings with major stakeholders
- Operational analysis
- Safety analysis
- Travel demand forecasting
- Identifying and evaluating alternative roadway concepts

Many complex transportation and environmental issues were identified and have been resolved. They included discontinuing existing roadways and enhancing pedestrian safety and safety of at-grade rail crossings. Environmental undertakings included preparing an Environmental Impact Statement (EIS) to meet the requirements of the National Environmental Policy Act (NEPA). The EIS included evaluating impacts to neighborhoods, parks, wetlands, historic buildings, environmental risk sites, and impacts from noise and vibrations. In addition, the study entailed conducting Multi-Increment Sampling (MIS), which included a mobile source air quality analysis. The team also performed an Environmental Assessment for hazardous materials and subsequently provided oversight for removing contaminated materials.

Neighborhood concerns also were identified and were vetted through an extensive public involvement process. In addition, the study looked at and resolved the conflict between vehicular traffic and the freight rail services provided by the Burlington Northern Santa Fe Railway Company, Union Pacific Railroad, and Omaha, Lincoln, and Beatrice railroads.

The Antelope Valley Revitalization project is notable for using creative design and sustainable practices to combine community redevelopment, flood control, recreation, and transportation improvements into a single initiative.

#### **Contact**

Tom Leikam, PE  
Lincoln Transportation Team Leader  
402.474.6311  
[tleikam@olssonassociates.com](mailto:tleikam@olssonassociates.com)

**Goals**

Reduce traffic congestion, eliminate urban flooding, and improve traffic to stimulate area economic and recreation development.

**Location**

Lincoln, Nebraska

**Project Owner**

City of Lincoln, Nebraska/Parsons Brinckerhoff, Inc.

**Services**

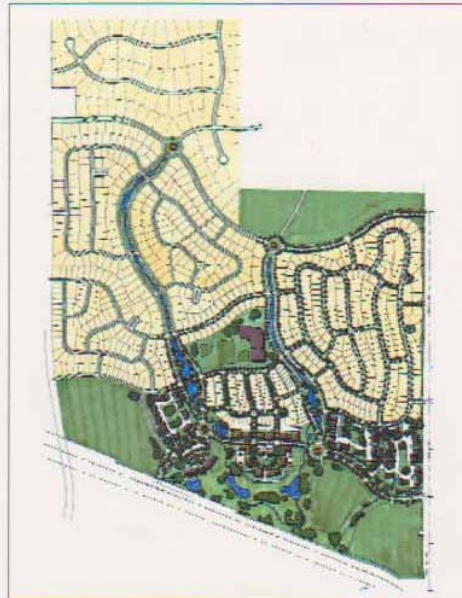
[Transportation](#), [Traffic](#), [Stormwater](#) Engineering, [Environmental](#), [Public Involvement](#), and [Surveying](#) Services

## FALLBROOK Lincoln, Nebraska

Olsson Associates was selected to design NEBCO's newest mixed-use development. Fallbrook is the first new urbanism development in Lincoln, Nebraska. New urbanism is the return to pre-World War II-type neighborhoods, before cars were America's main method of transport. Neighborhoods had offices, schools, grocery stores, and other services within walking distance of homes. The idea of new urbanism has recently found favor as a way to combat urban sprawl, creating tightly knit neighborhoods rather than consuming large areas of land and creating traffic problems.

Fallbrook's first 318-acre phase calls for 511 homes, 500,000 square feet of office space, and 120,000 square feet of retail space. Landscaping will be an important aspect of the development, with features such as landscaped drainage ways, wetlands areas and an extension trail network. Fallbrook will be the second-largest development in Lincoln. Once completed, Fallbrook will span 678 acres and contain 1,200 homes.

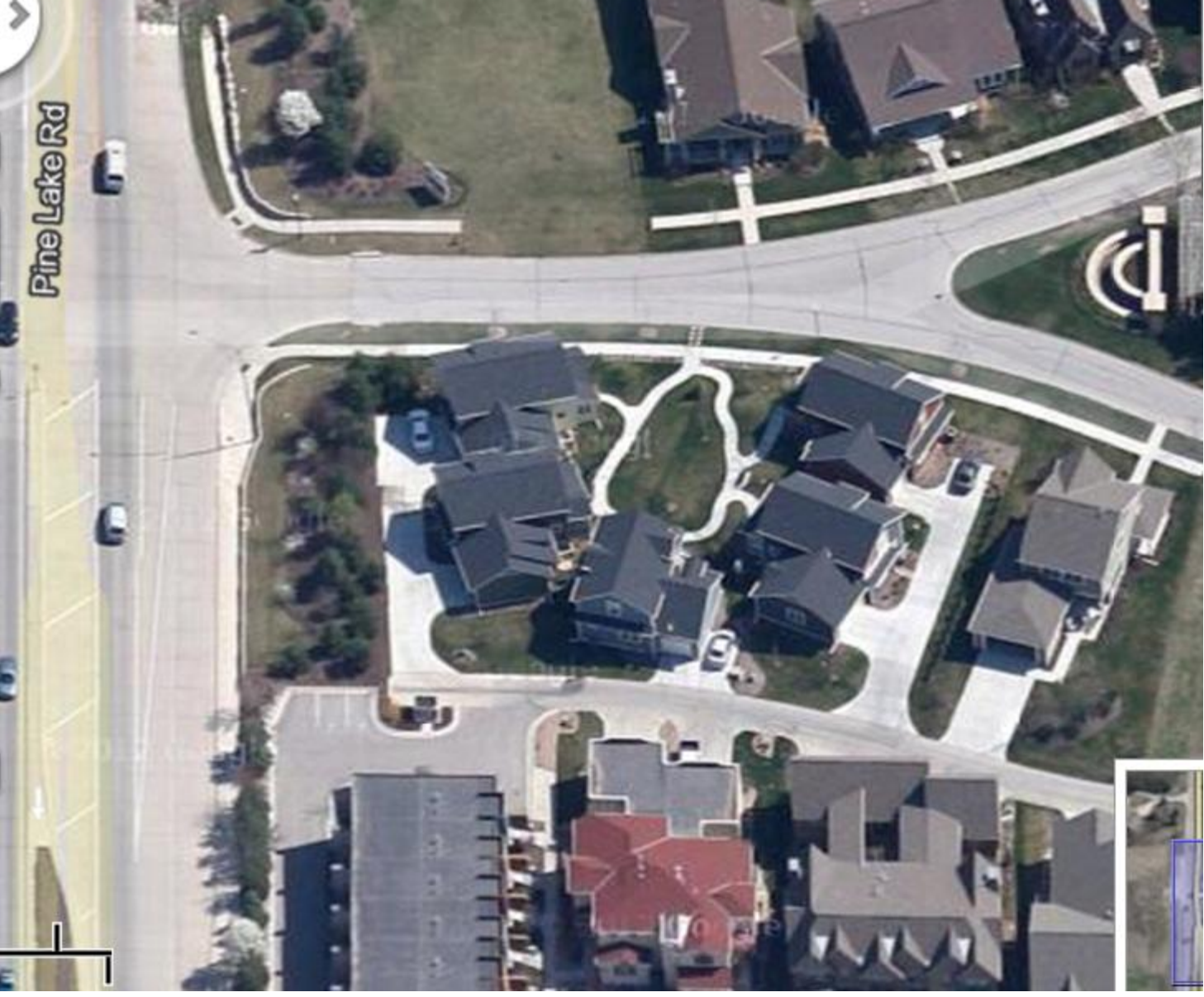
One of the most unique aspects of Fallbrook is the use of traffic roundabouts rather than traditional intersections. Commonly used in Europe, these roundabouts allow traffic to flow without a lot of stops. Fallbrook's parkways will be wider than those of the average neighborhood and feature grassy medians. Olsson Associates has provided total design services for Fallbrook from preliminary concepts through construction management.



**OLSSON ASSOCIATES**  
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS









Rear view



