

URBAN DESIGN COMMITTEE

The Urban Design Committee will hold a meeting on **Tuesday, September 10, 2024**, at **3:00 p.m.** in the County-City Building, 555 S. 10th Street, Lincoln, Nebraska in **City Council Chambers** on the 1st floor. For more information, contact the Planning Department at 402-441-7491.

AGENDA

1. Approval of UDC meeting record of [August 06, 2024](#).

ADVISE

2. [7th and N St, and 7th and M St Streetscape Design](#) – *Advisory review and Final Action*

Urban Design Committee's agendas may be accessed on the Internet at
<https://www.lincoln.ne.gov/City/Departments/Planning-Department/Boards-and-Commissions/Urban-Design-Committee>

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 Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

MEETING RECORD

Advanced public notice of the Urban Design Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP:	URBAN DESIGN COMMITTEE
DATE, TIME AND	Tuesday, August 6, 2024, 3:00 p.m., County-City Building, City
PLACE OF MEETING:	Council Chambers, 555 S. 10 th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Mark Canney, Emily Deeker, Jill Grasso, Tom Huston, and Michelle Penn; Frank Ordia and Gill Peace absent.
OTHERS IN ATTENDANCE:	Arvind Gopalakrishnan, Paul Barnes, Collin Christopher and Juan Carrasco of the Planning Department; media and other interested citizens were present.

Chair 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 regular meeting held July 9, 2024.

Motion for approval was made by Grasso, seconded by Deeker.

Motion carried 5-0: Canney, Deeker, Grasso, Huston, and Penn voting 'yes'; Peace and Ordia absent.

DOWNTOWN CORRIDORS PHASES 1 DESIGN: **Final Action**

August 6, 2024

Arvind Gopalakrishnan, Planning Department, 555 S 10th Street, Lincoln, NE came forward and stated that Collin Christopher presented this item at the meeting held July 9th 2024. Gopalakrishnan stated that all there is needed for this item is a vote based on last month's presentation. The committee received information on the presentation from July 9th, 2024, prior to this meeting.

Canney stated that there is a lack of storytelling in the presentation that was provided prior to today. Canney is wondering if they can incorporate elements that can make it outstanding and pleasing. The presentation doesn't have to be a literal story just elements that unify that give a sense of space which is important. Canney wants the elements to unify the sense of cultural space within Downtown Lincoln.

ACTION:

A motion was made by Penn to approve this item; seconded by Canney with a recommendation to reference stake holder engagement related to cultural aspects of the City of Lincoln in the Master Plan that was done for Downtown Corridors.

Motion carried 4-0: Canney, Grasso, Huston, and Penn voting 'yes'; Peace and Ordia absent.

Deeker recused herself from voting on this agenda item due to a conflict of interest.

CENTRAL AT SOUTH HAYMARKET
205 S 10th St – Final Action

August 6, 2024

Arvind Gopalakrishnan, Planning Department, 555 S 10th Street, Lincoln, NE came forward and stated that the Annex Group is proposing a 6-story residential building that is 75 feet tall on 205 S. 10th Street with N Street to the north and 9th and 10th Streets to the east and west. The project would consist of 173 affordable housing units targeted towards families with off-site parking currently in negotiation with the City, to be provided in the city garage located on 11th and N Street. The project will have a mix of one, two, three-bedroom units. Gopalakrishnan stated that the project is requesting Tax Increment Financing (TIF) from the City, and as such the Urban Design Committee is to provide an advisory review of the project. The site is in the B-4 zoning district subject to the Downtown Design Standards, based on which, the building design was reviewed on November 7, 2023. City staff and the Urban Design Committee had recommended approval. However, the design team has recently made some changes to the façade due to some changes in the plan. Gopalakrishnan stated that the primary reason the project is being presented today is to review the landscaping and streetscape design. Gopalakrishnan continued by stating that the plan encompasses crucial outdoor elements including sidewalks, landscape beds, tree and plant selection, and their strategic positioning. The integration of these elements into the Downtown Corridors Masterplan is a pivotal aspect of this review. Gopalakrishnan added that the hardscape of the streetscape is a continuation of the Downtown

Corridors plan set, coordinating design intentions with the Planning Department. Gopalakrishnan mentioned that plain gray sidewalk is interconnected by embellished concrete areas with 2'x2' control jointing to mimic tiles. The embellished concrete areas can be found adjacent to some entrances. Gopalakrishnan stated that landscaped corner bump-outs are proposed. The bump-outs are to be used to reduce crosswalk lengths and add protection to the parallel parking row on the east side of 9th Street. Gopalakrishnan mentioned that the 10' wide at-grade planting beds relating to the hardscape contain low-water use trees, shrubs, and perennials. In between the at-grade planting beds tree grate protected openings in the concrete sidewalk contain understory flowering trees. Gopalakrishnan stated that a 3' wide planting bed is proposed between the building and sidewalk. Similar hardscape treatments can be found along N Street and 10th Street apart from widths; 8.5' sidewalk plus a 5' planting bed along N Street. Tenth Street has a 3' wide planting bed between the building and sidewalk with grass proposed between the curb and sidewalk. Gopalakrishnan mentioned that the city staff has been engaged in some discussions with consultants regarding minor modifications to the streetscape design. Gopalakrishnan stated that after a review by the Mayor and the Director of Urban Development there was a concern about the landscape on the northeast corner of 10th Street and part of the building fronting N Street. The design team was asked to incorporate taller plants responding to the façade and scale of the building. Other minor concerns include sodding along 10th Street, which will need to be coordinated with the Downtown Corridors plan. Gopalakrishnan stated that there are new versions of the plantings which have been submitted. Gopalakrishnan asks the committee for their opinion on the 5' wide planting bed along N Street and if it is sufficient or should tree grates be added.

Penn asked if Arvind is asking on behalf of owner

Corey Haselhorst with REGA Engineering, representing Annex Group and BVH Architecture came forward. Haselhorst stated that the Downtown Corridors project was inherited by them. Haselhorst also mentioned that right now there are left unfinished because of the current development phase. Haselhorst continued by stating that they have three streets to work with; 9th, 10th, and N Street which have different special considerations. It has been decided where they'll have planting bed zones, pedestrian zones, additional landscaping, around the building. Ninth street will be the primary entrance to the building. Haselhorst mentioned that there is a 10 feet wide landscape bed and 12 feet of pedestrian sidewalk then three feet landscape bed before the building. Haselhorst mentioned that there is a rhythm of linework assuming pavement differences, which is what is being proposed at this moment.

There is a two-foot grid that would be scored into plain gray pavement which will essentially be the “embellished” concrete which is easier to replace and match in case of repairs. Along N Street they are carrying over what is shown east of the project with the bike path. A break in the landscape is also being proposed with a similar atmosphere just east of Latitude Apartments. There will be parking on the N Street side of the bike lane allowing pedestrians to utilize the curb area to walk towards the secondary entrance of the building. There will be sloped pavement leading to the finished floor elevations located on the 9th Street side of the building. There is a three-foot landscape bed west of the entrance which is deeper east of the entrance to 10th Street. The 10th Street section has an 8.5 feet wide sidewalk and a 3-foot-wide planting bed. Haselhorst stated that they are proposing columnar plant material which will be carried around the N Street side of the building. The plant material will be of low water use except for the grass. The hardscape of the project will have enhanced pavement at all their entrance doors which will all be plain gray in between. Haselhorst stated that they are also proposing benches, bicycle racks, trash receptacles, and tree grades. There isn't a model or manufactured selected for any of the amenities mentioned yet.

Evan Gunn with BVH Architecture stated that there have been some improvements on the building in comparison to what was shown back in November of 2023. There was no change in the character or articulation of the building, rather some improvements. Gunn added that the improvements were not made to cut costs. Gunn mentioned that the changes are essentially exchanging the placement of the windows and balconies with each other, opposite of what was shown back in November of 2023. Gunn added that the courtyard of the building will have seating area in the middle, planting gardens, a dog run, and a playground. There will also be planters to provide a buffer area for some residents' windows which will be facing the courtyard. Gunn stated that they will use the angle of the entry piece coming off of N Street to articulate a pattern in the concrete there.

Canney suggested to have some kind of shade structure like a canopy or a cluster of trees. It would be consistent with what is showcased outside if tree grates are used.

Haselhorst stated that there was a shade study. Agreed on the shade structure to add some sense of scale.

Penn suggested introducing pergolas that should help with the sense of scale.

Grasso stated that they like the way the concrete looks at the entrance instead of bringing in a different material. Grasso added that they like the buffer between the

bike trail and the sidewalk as well as between the building and the sidewalk. As a pedestrian its much nicer than not having a buffer at all.

Deeker stated that while working with the Downtown Corridors Plan there was feedback that the 2x2 is not desired. Suggested to make sure that the City is on board with the 2x2.

Haselhorst stated that since they are using embellished concrete, they are just trying to celebrate the entrances. If it is something different, they can pivot. From a cost and future maintenance perspective, it is reasonable to use embellished concrete.

Canney stated that they want to know what the argument is regarding the 2x2's.

Deeker stated that the 2x2 argument is regarding the styling perspective. Deeker also mentioned maintenance, cost, and longevity regarding the 2x2's. Deeker wants to make sure that what is being proposed matches what the city wants to see.

Haselhorst agrees with Deeker and will get in contact with Collin Christopher to coordinate the embellished pavement and all the amenities.

Deeker confirmed that this project is within the Downtown Corridors Plan and it is wanted that the project is cohesive with the plan.

Penn stated that the building looks more cheerful and brighter than what she last remembered. Penn stated that she thinks the project looks great

Canney asked if there has been coordination with LTU and LAS as to where the light poles will go and how it will affect the tree pattern.

Haselhorst stated that as of right now the information is surveyed and they have coordinated with LTU and LAS about the light poles though the spacing of them has not yet been determined. The tree pattern has been laid out so that they are not right next to a light pole though some adjustments will arise depending on underground utilities found.

Deeker asked to go back to the N Street and look at the split that the City Planning suggested removing. Deeker continued by asking Haselhorst if they have considered the one along N Street with tree grates. Canney asked Haselhorst if it has been

suggested to make the planting bed bigger since 3 feet is small, and it'll be difficult to keep the greenery alive.

Haselhorst stated that they have not gotten any suggestions yet but that he likes the landscape beds because they keep the pedestrians away from the bike lane. Tree grates are preferred though they can be quite expensive.

Canney stated that the question here is pedestrian experience and to have the best information presented so that the best choice is made. Continued that sometimes small planting beds are less successful. Having some separation from the bike lane to pedestrian is valuable. Canney continued by mentioning that if there is concern about trees and growth, they can look in to adding columnar trees which are typically small and can survive in a small planting bed. The trees wouldn't provide any shade or canopy structure, but they will provide rhythm and seasonal interest.

Cory stated that they are removing four Honey Locust trees, so the trees are doing well in the 6x6 cutouts.

ACTION:

Motion for approval was made by Huston, seconded by Canney.

Motion carried 4-0: Canney, Grasso, Huston, and Penn voting 'yes'; Deeker declared a conflict of interest; Peace and Ordia absent.

MISCELLANEOUS:

It was suggested that the September 3rd moves to September 10th to avoid conflict with the Labor Day Holiday.

There being no further business, the meeting was adjourned at 3:50 p.m.

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER Urban Design Record #24116

APPLICATION TYPE Advisory Review & Final Action

ADDRESS/LOCATION 7th and N St, and 7th and M St Streetscape

HEARING DATE September 10, 2024

ADDITIONAL MEETINGS -

APPLICANT Hallie Salem, Hsalem@lincoln.ne.gov

STAFF CONTACT Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

RECOMMENDATION: APPROVAL

Summary of Request

As part of the Cotswold Building Redevelopment Project and South Haymarket Street and Streetscapes Master Plan, the City will be constructing pedestrian improvements to the South Haymarket District. It involves designing streetscapes for 7th and N Streets and 7th and M Streets. The initiative is especially crucial due to the upcoming construction of South Haymarket Park at the southwest corner of 7th & N, scheduled to start in spring 2025. Although two separate consultants are handling the designs, City staff are working collaboratively with them to address the challenges associated with these streetscapes.

The project area is within the South Haymarket Streetscape Design Standards areas, and the proposed improvements achieve the same intent of the streetscape standards by improving pedestrian and bicyclist circulation.

The attached presentations outline the project's objectives, challenges, and design details.

The 7th & N Streetscape

Challenges:

Historically N Street has been a difficult street to cross due to its wide cross section and lack of designated crosswalks west of the 8th Street intersection. There is also a complex combination of intersections between 7th and N Street and N and Canopy Street intersections as well as the transition of the N Street cycle track to a side path all happening in less than a half block distance of each other.

Additional challenges include developing a solution that works within the existing context of the surrounding streets, including established elevations and stormwater drainage patterns. There is also an LES transmission line that runs along the south edge of N Street which impacts the location of streetlights and one of its large poles affecting clearances for bike travel.

Materials:

The materials for this project will be minimal so that the focus can be on the existing Canopy streetscape and the future park. The majority of the pavement will be standard concrete allowing for a transition of materiality from Canopy Street to South Haymarket Park. There will be areas of brick banding included on the southern portion of the N Street streetscape. These will act as visual cues for the cyclist and pedestrians sharing the space.

Pedestrian lighting will be included along 7th Street and an example image has been included in the presentation.

Design Overview:

To achieve our goals, we will be doing the following improvements:

On the west side of 7th Street, the parking stalls will be defined with bump outs at the intersections. The sidewalk will be widened and straightened to provide easier circulation for pedestrians in the area. Both pedestrian and street lighting will be added.

At the intersection of 7th and N Streets, the cycle track transition will be relocated to an area just east of 7th Street, where it will become a shared use path. This will reduce some of the existing conflicts with the street intersections. The 7th Street crosswalk will also be defined with striping and bump outs will be added to reduce the length of crossing for pedestrians.

At the intersection of Canopy and N Streets, crosswalks will be added on both sides of Canopy Street. These crosswalks will be striped, and the intersection will be tables to call attention to the crossings and slow traffic. The existing turn lanes will become landscape medians, which will create an area of refuge for pedestrians crossing N Street.

Along the south side of N Street, brick pavers will be used where the sidewalks intersect the shared use path to visually identify the path. A drop-off will also be added to serve the future Park's needs.

A midblock crossing will be added to allow easy access from the Gold 4 Parking garage to the future Park. This crossing will include a rectangular rapid flashing beacon (RRFB) and crosswalk markings to indicate the pedestrian movement. Similar to the intersection, the median will provide an area of refuge for pedestrians crossing.

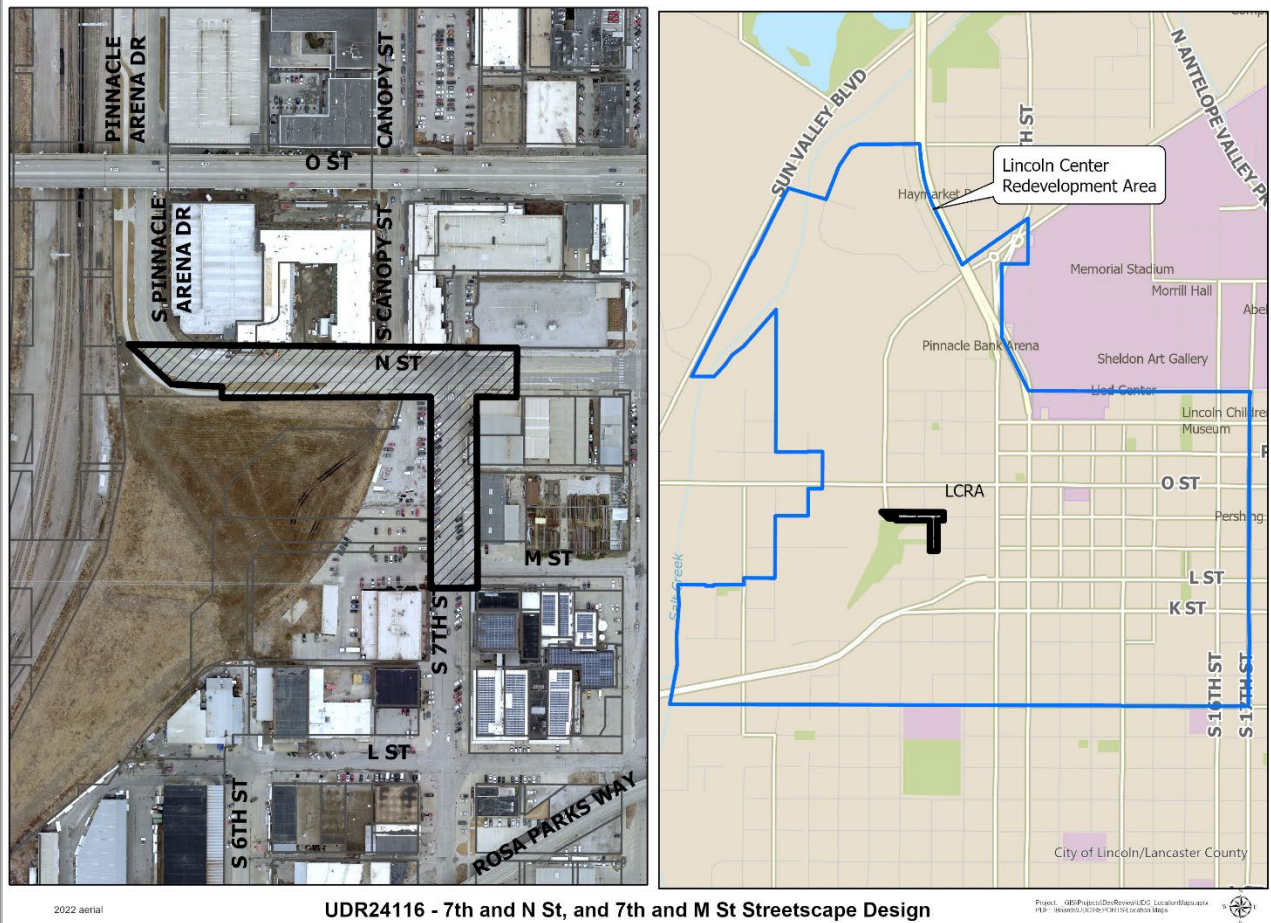
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The 7th & M Streetscape

The City will be constructing new sidewalk, parking trays, stormwater quality improvements, landscaping, and ADA/pedestrian connections to improve the pedestrian environment in the South Haymarket District. The sidewalk will be widened and straightened to provide easier circulation for pedestrians in the area. Much of the pavement will be standard concrete allowing for a transition of materiality from Canopy Street south to other areas of South Haymarket. Both pedestrian and street lighting will be added on the west side of 7th Street and is intended to be consistent throughout the district as future areas are redeveloped. Crossings will be narrowed using bump outs, which will also define parking areas on the west side of 7th Street. Crosswalks will be striped from ramp to ramp. Bump outs will have a combination of water quality improvements and landscaped beds.

The project is expected to be bid in September for construction starting in the fall and completion in Summer of 2025.

ATTACHMENT A - Location Map





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7th & N Streets Streetscape

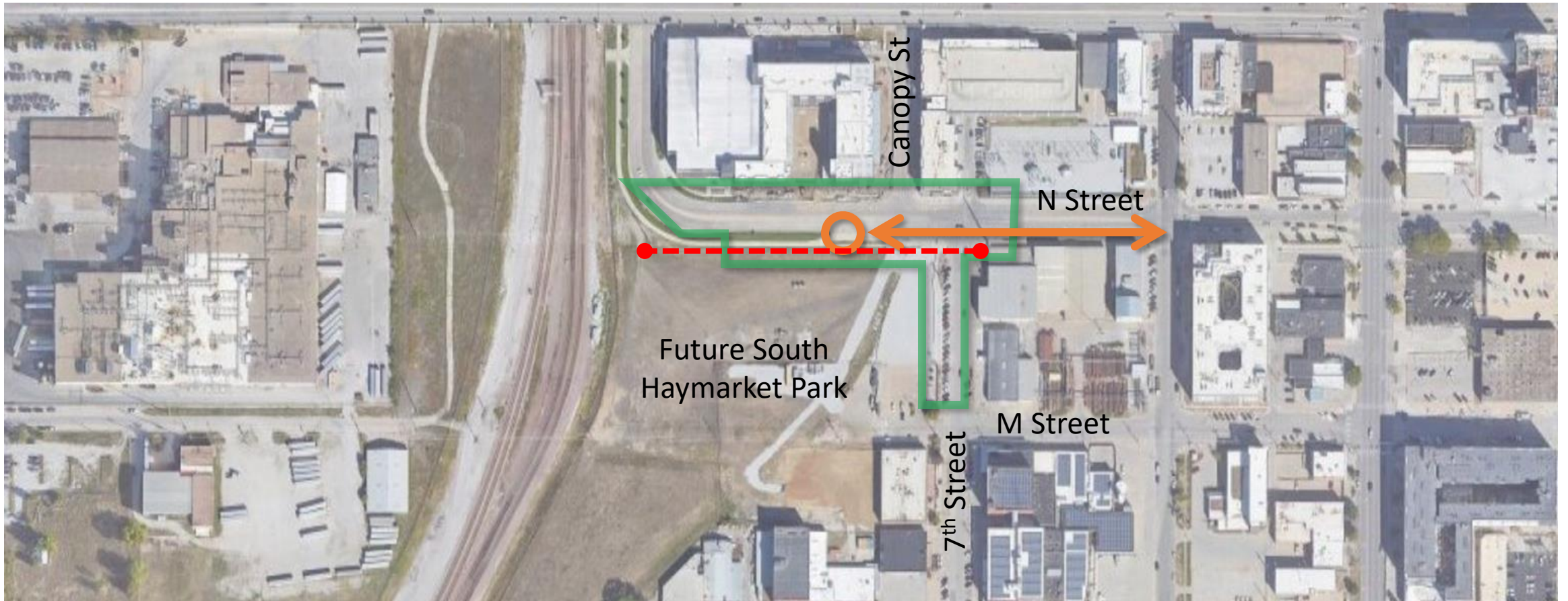


Objective:

Create a safe pedestrian environment that connects the Historic and West Haymarket Districts to the South Haymarket and Future South Haymarket Park.



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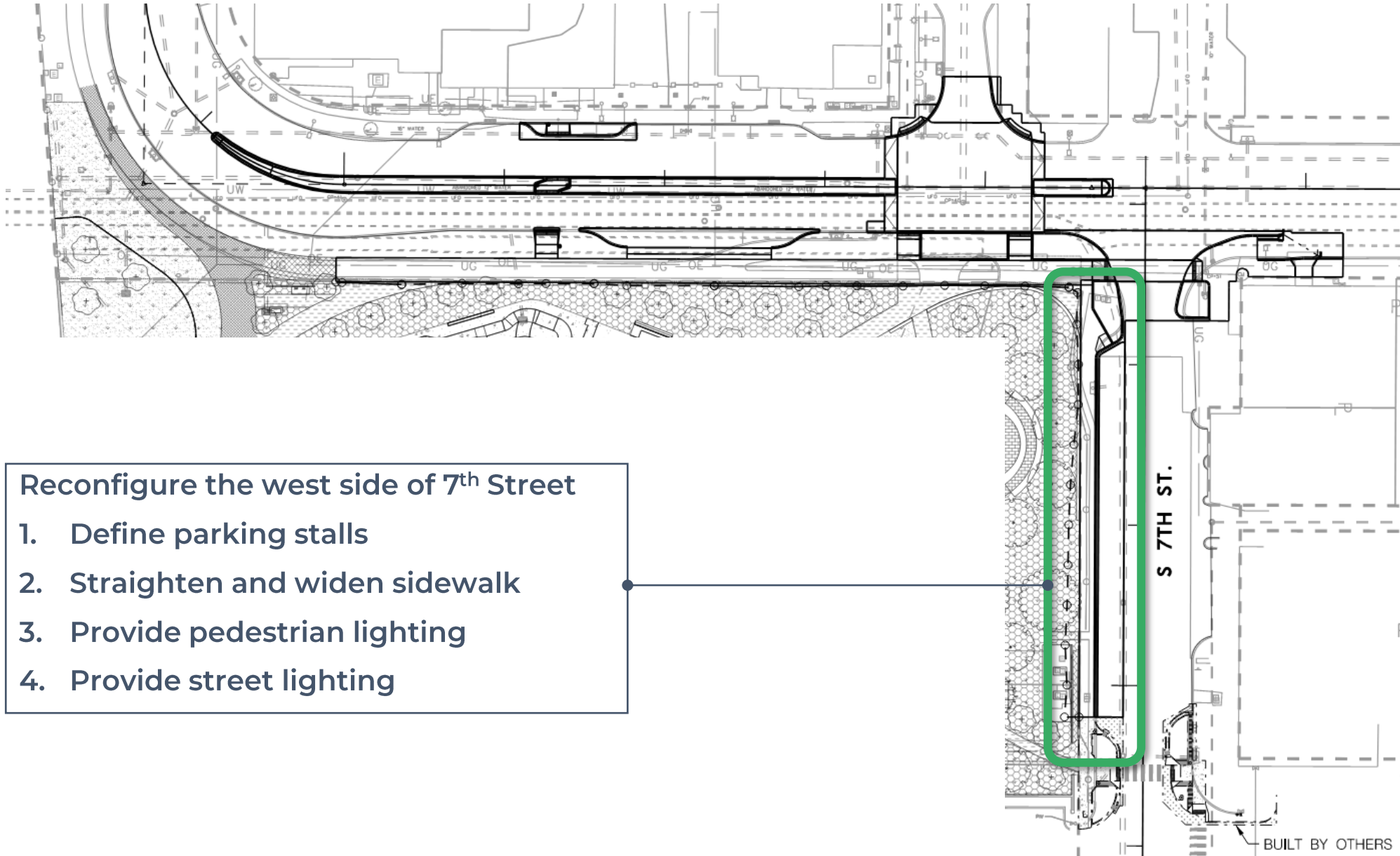


Challenges:

- N Street cycle track currently terminates west of Canopy Street
- LES – Transmission line runs along south side of N Street
- N Street's wide cross section



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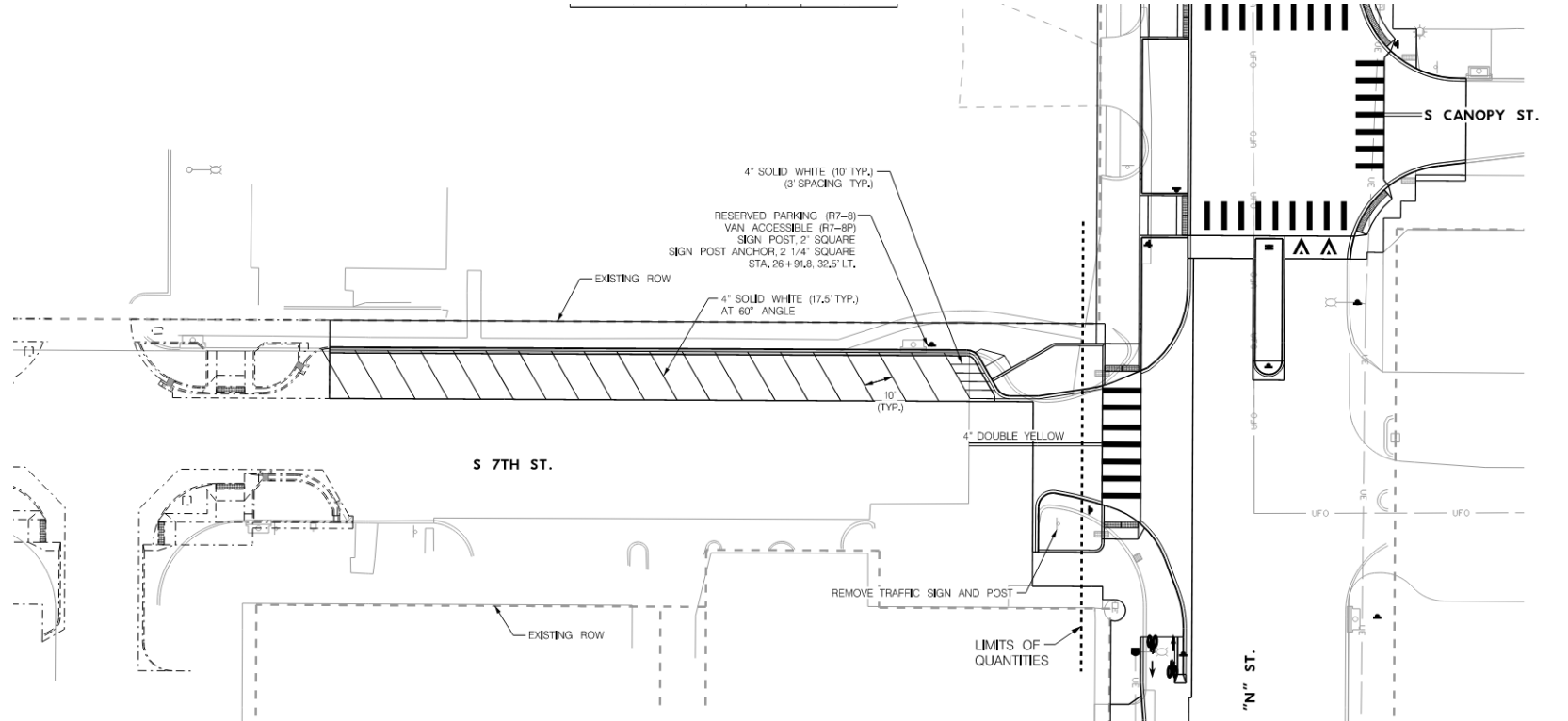


Reconfigure the west side of 7th Street

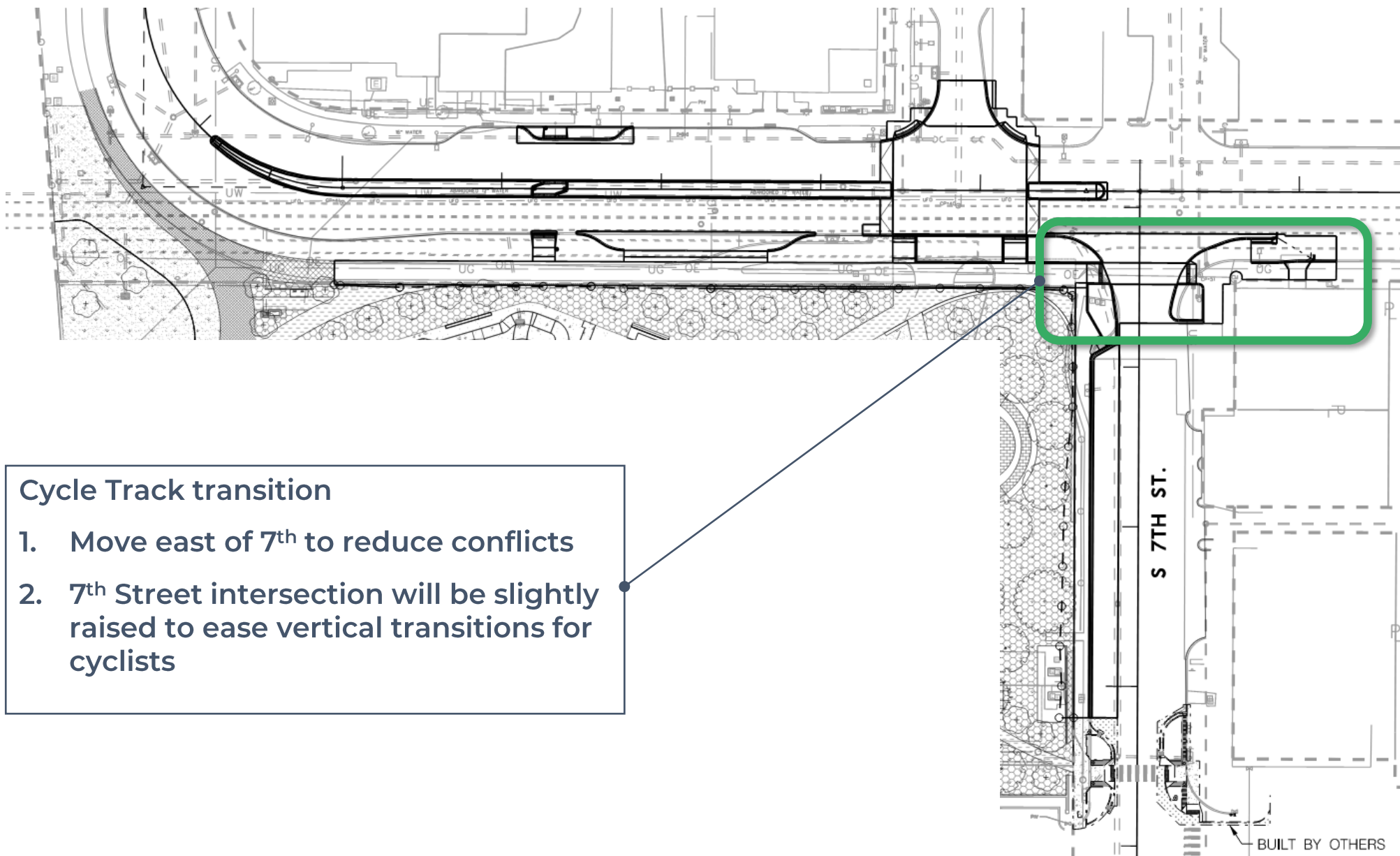
1. Define parking stalls
2. Straighten and widen sidewalk
3. Provide pedestrian lighting
4. Provide street lighting



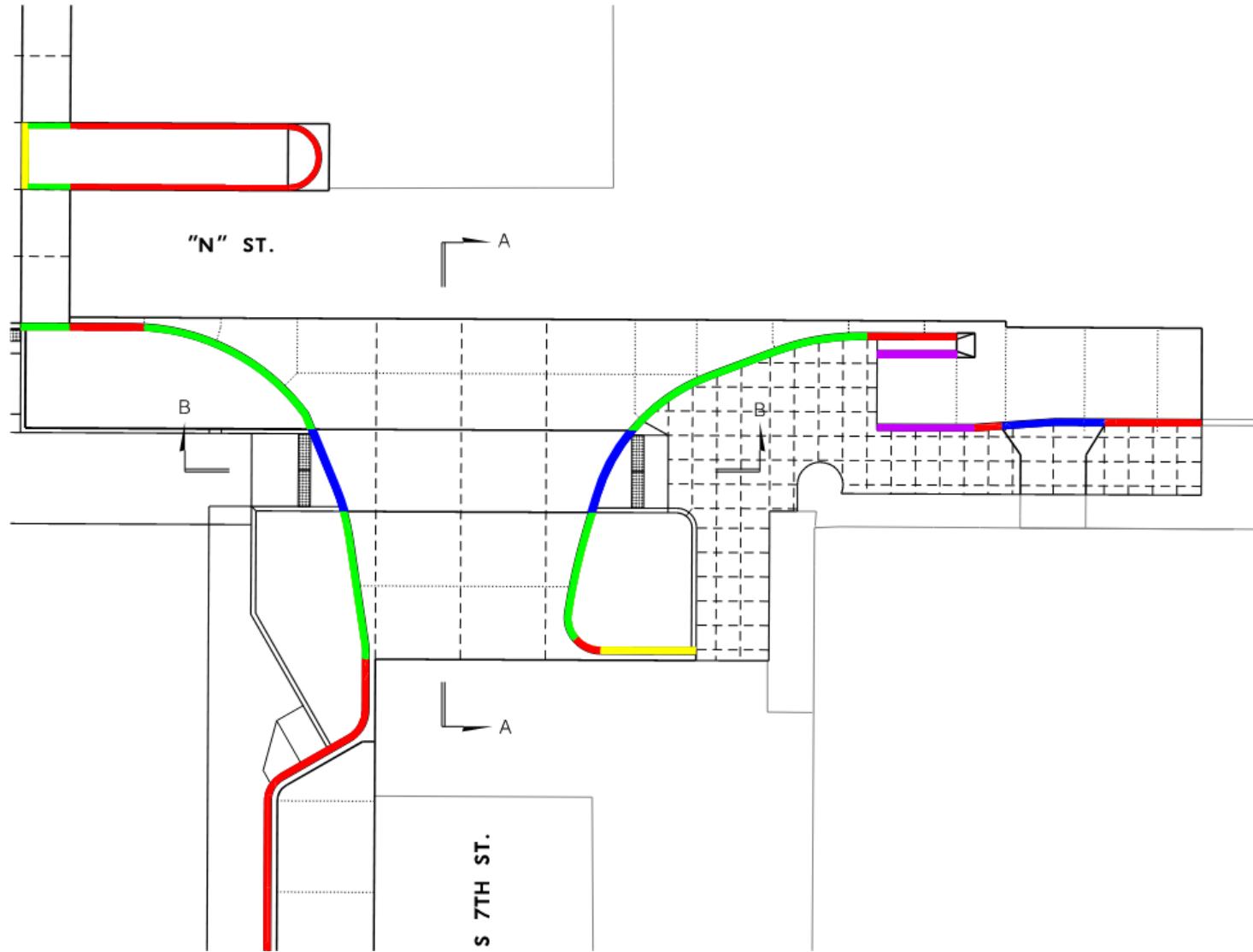
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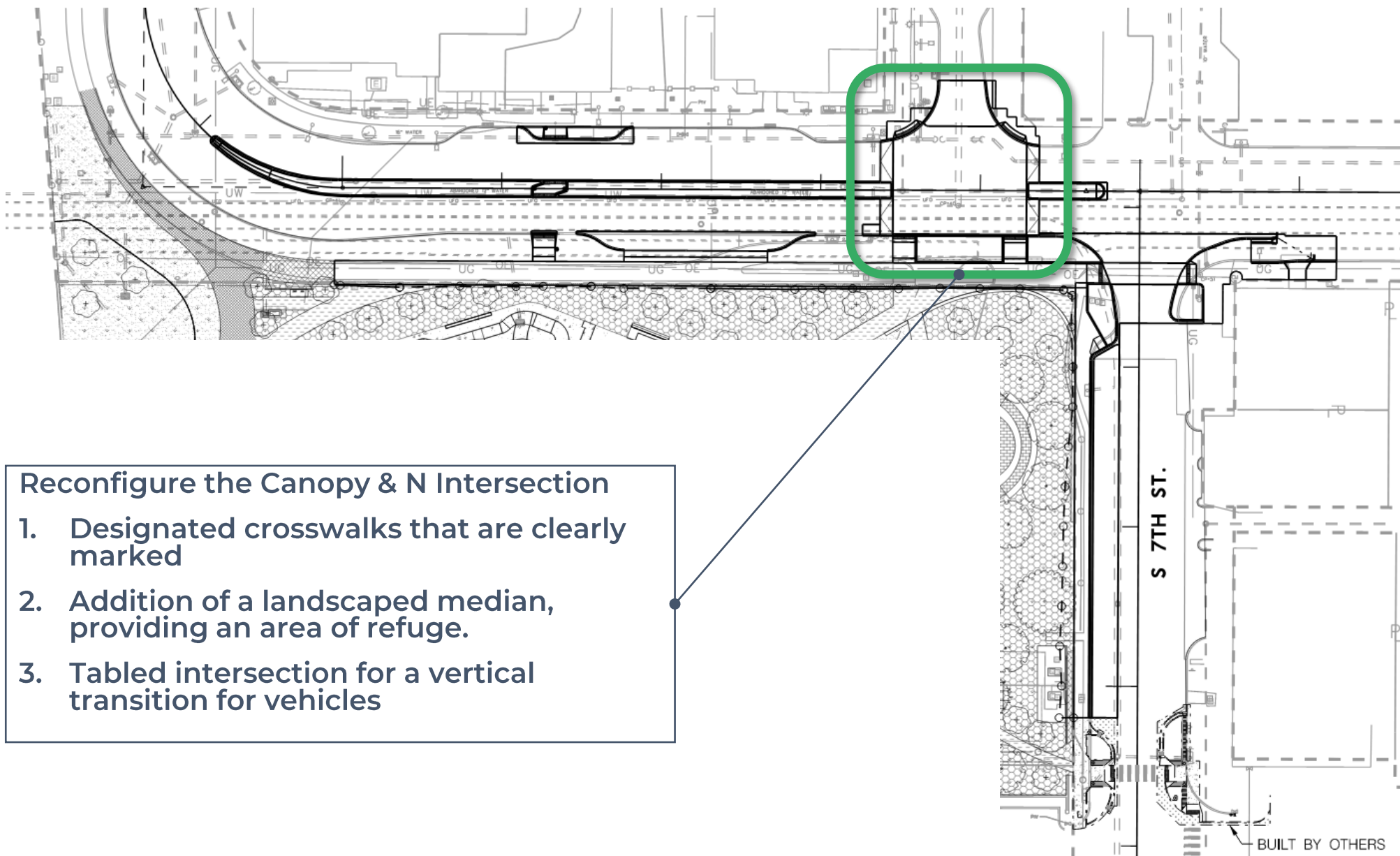


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LEGEND - PROPOSED (MISC.)

-  FULL HEIGHT 6" CURB
-  2" HIGH CURB
-  CURB HEIGHT TRANSITIONS FROM 6" TO 2"
-  ZERO HEIGHT CURB
-  CURB HEIGHT TRANSITIONS FROM 0" TO 6"

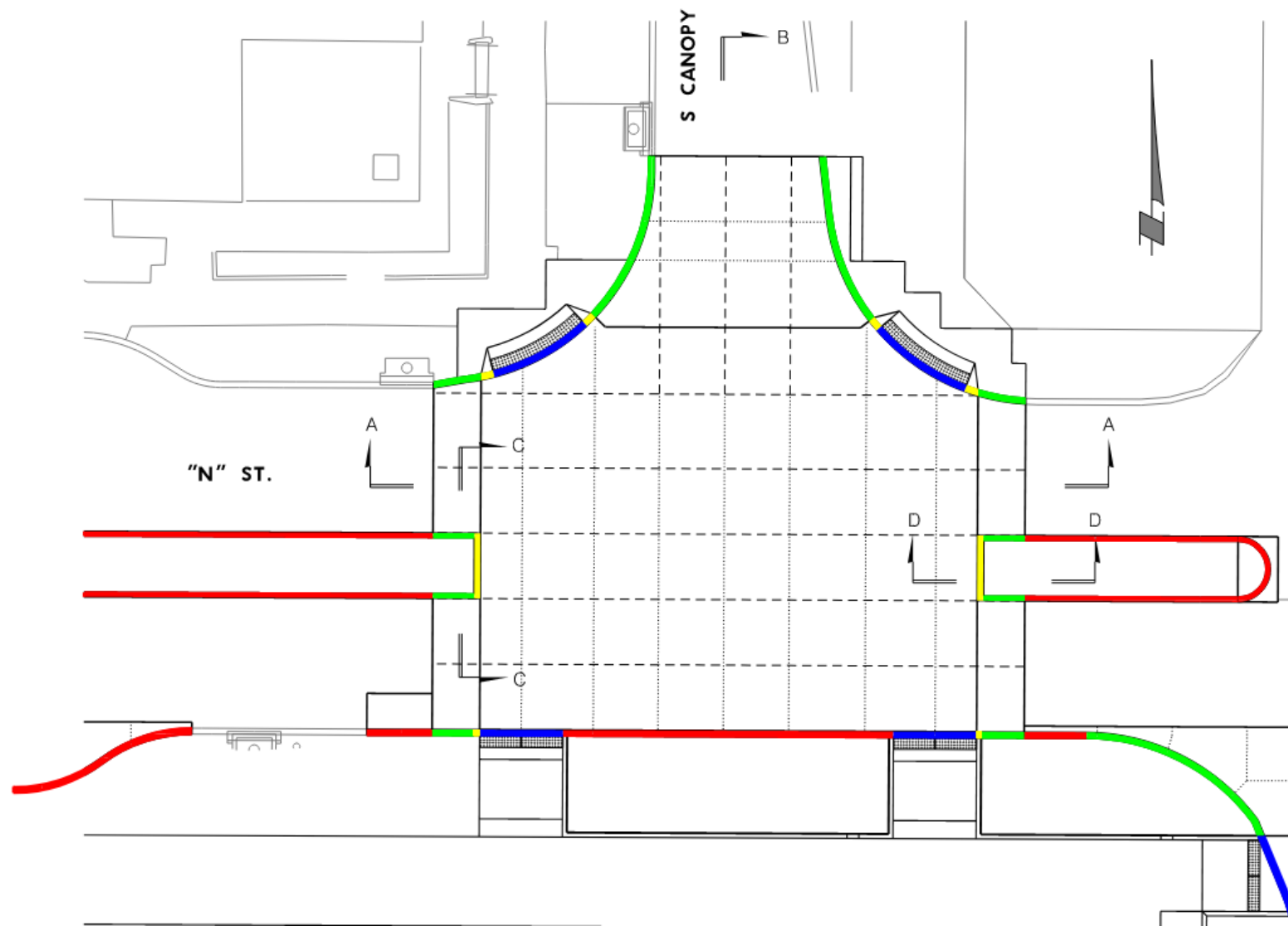


Reconfigure the Canopy & N Intersection

1. Designated crosswalks that are clearly marked
2. Addition of a landscaped median, providing an area of refuge.
3. Tabled intersection for a vertical transition for vehicles

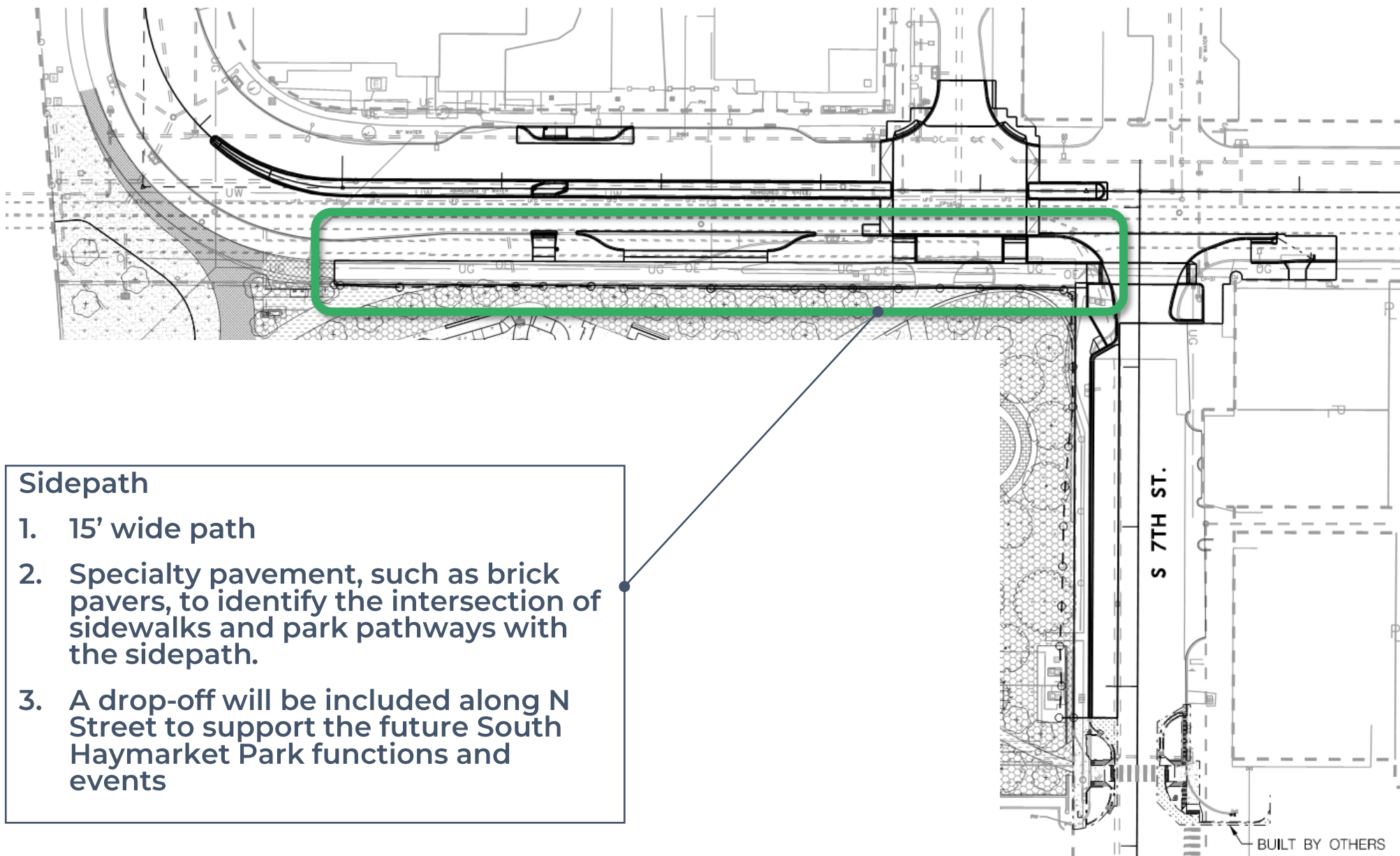


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LEGEND - PROPOSED (MISC.)

- FULL HEIGHT 6" CURB
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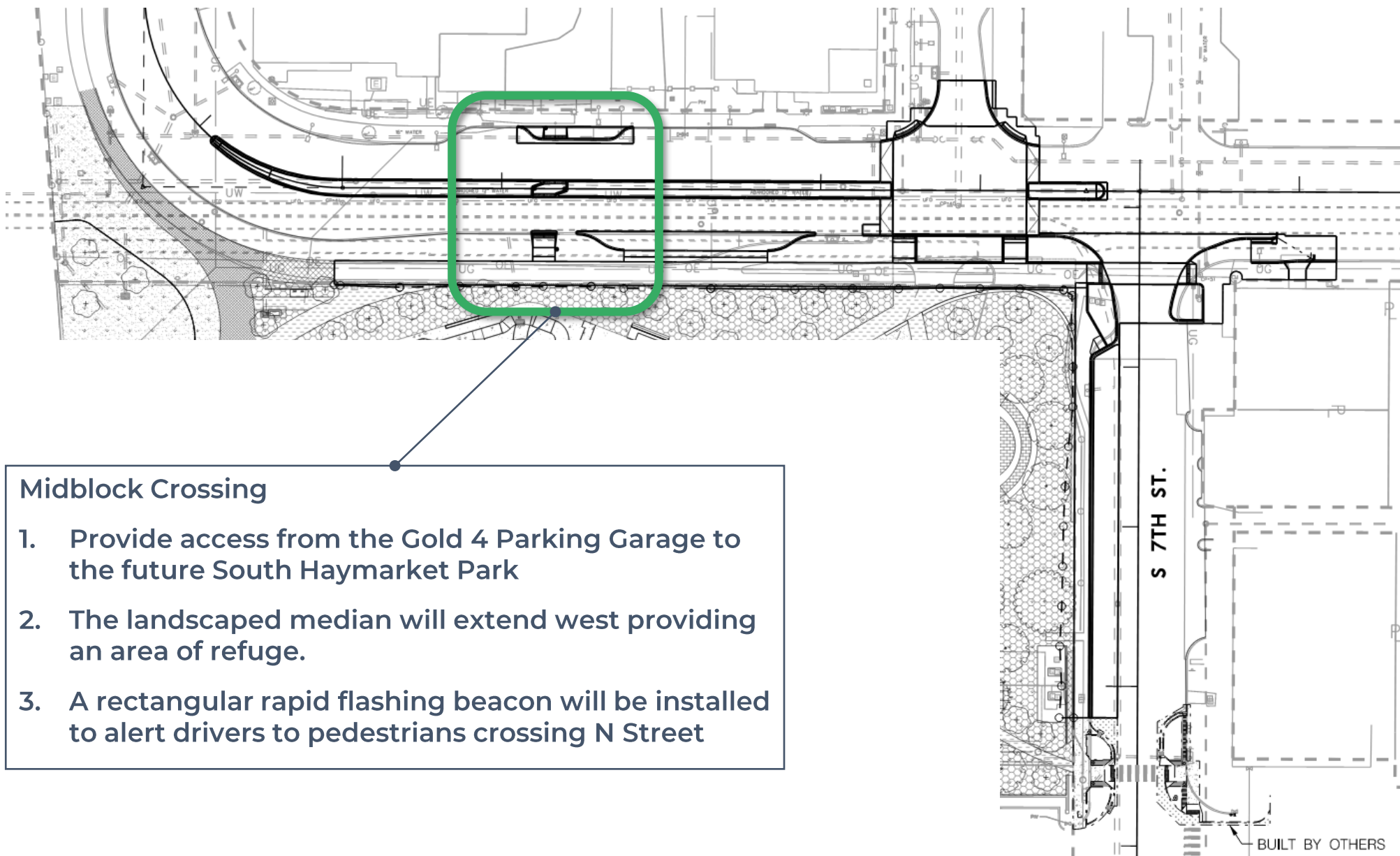


Sidepath

1. 15' wide path
2. Specialty pavement, such as brick pavers, to identify the intersection of sidewalks and park pathways with the sidepath.
3. A drop-off will be included along N Street to support the future South Haymarket Park functions and events



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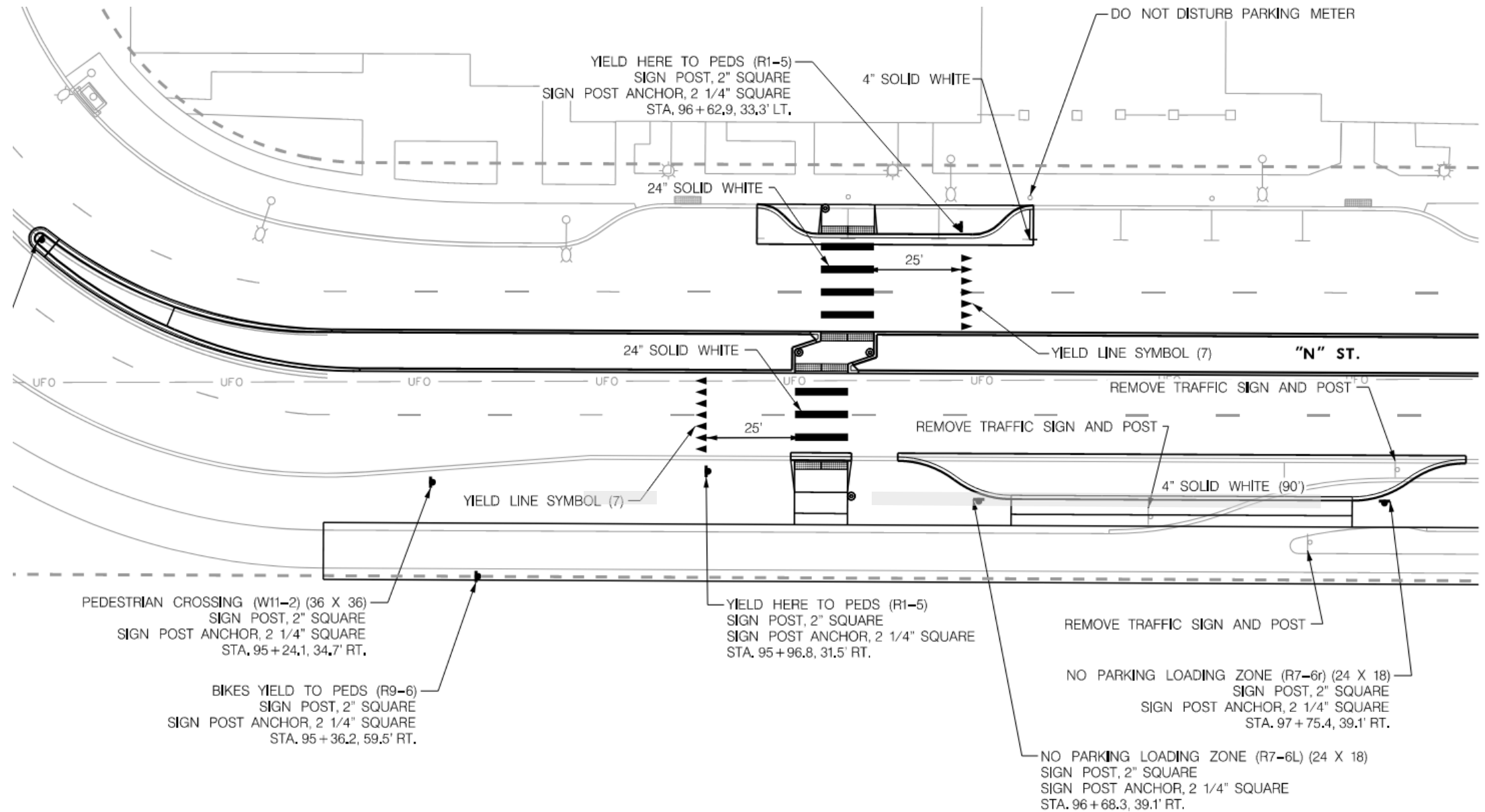


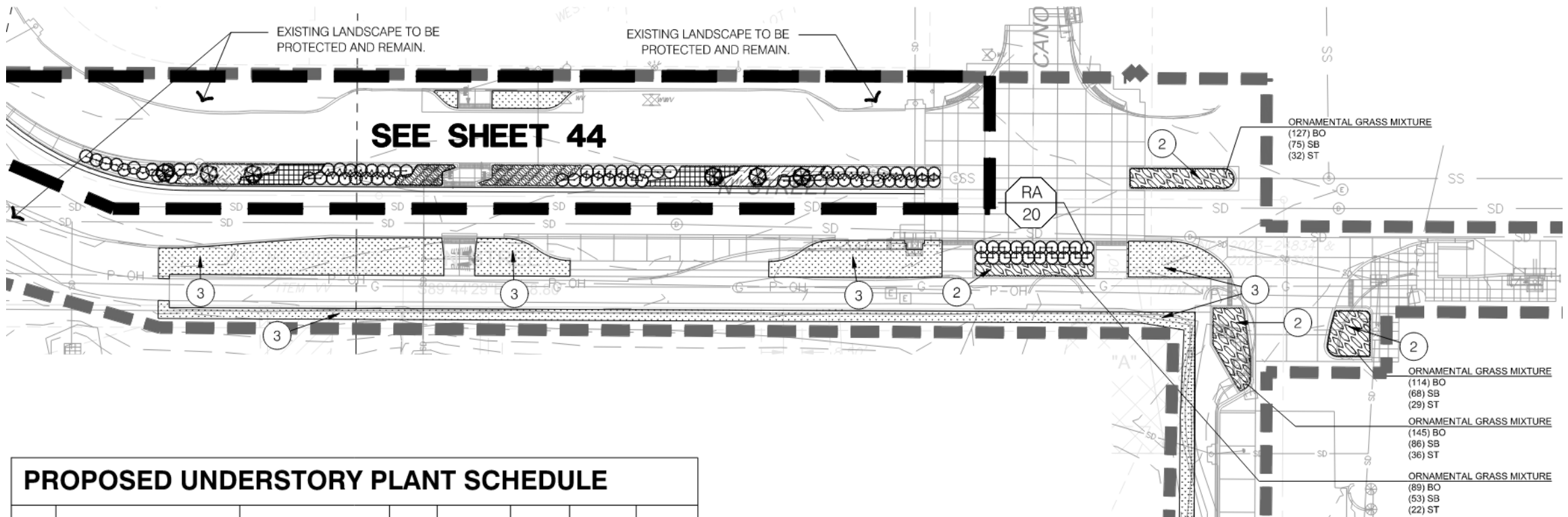
Midblock Crossing

1. Provide access from the Gold 4 Parking Garage to the future South Haymarket Park
2. The landscaped median will extend west providing an area of refuge.
3. A rectangular rapid flashing beacon will be installed to alert drivers to pedestrians crossing N Street



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PROPOSED UNDERSTORY PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	MAT. HT.	MAT. SPR.	SPACING
SHRUBS							
RA	RHUS TRILOBATA 'AUTUMN AMBER'	AUTUMN AMBER SUMAC	2 GAL	CONT.	14'	6'	72" o.c.
CODE	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	MAT. HT.	MAT. SPR.	SPACING
GROUND COVERS							
AP2	ACHILLEA MILLEFOLIUM 'PAPRIKA'	PAPRIKA COMMON YARROW	1 GAL	CONT.	24"	24"	24" o.c.
AB2	AMSONIA X 'BLUE ICE'	BLUE ICE BLUESTAR	1 GAL	CONT.	16"	24"	24" o.c.
SI	SALVIA YANGII 'LITTLE SPIRE'	LITTLE SPIRE RUSSIAN SAGE	1 GAL	CONT.	24"	24"	18" o.c.

PLANT MIXTURE SCHEDULE

ORNAMENTAL GRASS MIXTURE			
BOUTELOUA CURTIPENDULA 'TRAILWAY' / TRAILWAY SIDE OATS GRAMA	1 GAL, CONT., 12", 12"	30% @ 12" oc	
SCHIZACHYRIUM SCOPARIUM 'BLAZE' / BLAZE LITTLE BLUESTEM	1 GAL, CONT., 24", 18"	40% @ 18" oc	
SPOROBOLUS HETEROLEPIS 'TARA' / TARA PRAIRIE DROPSEED	1 GAL, CONT., 24", 24"	30% @ 24" oc	

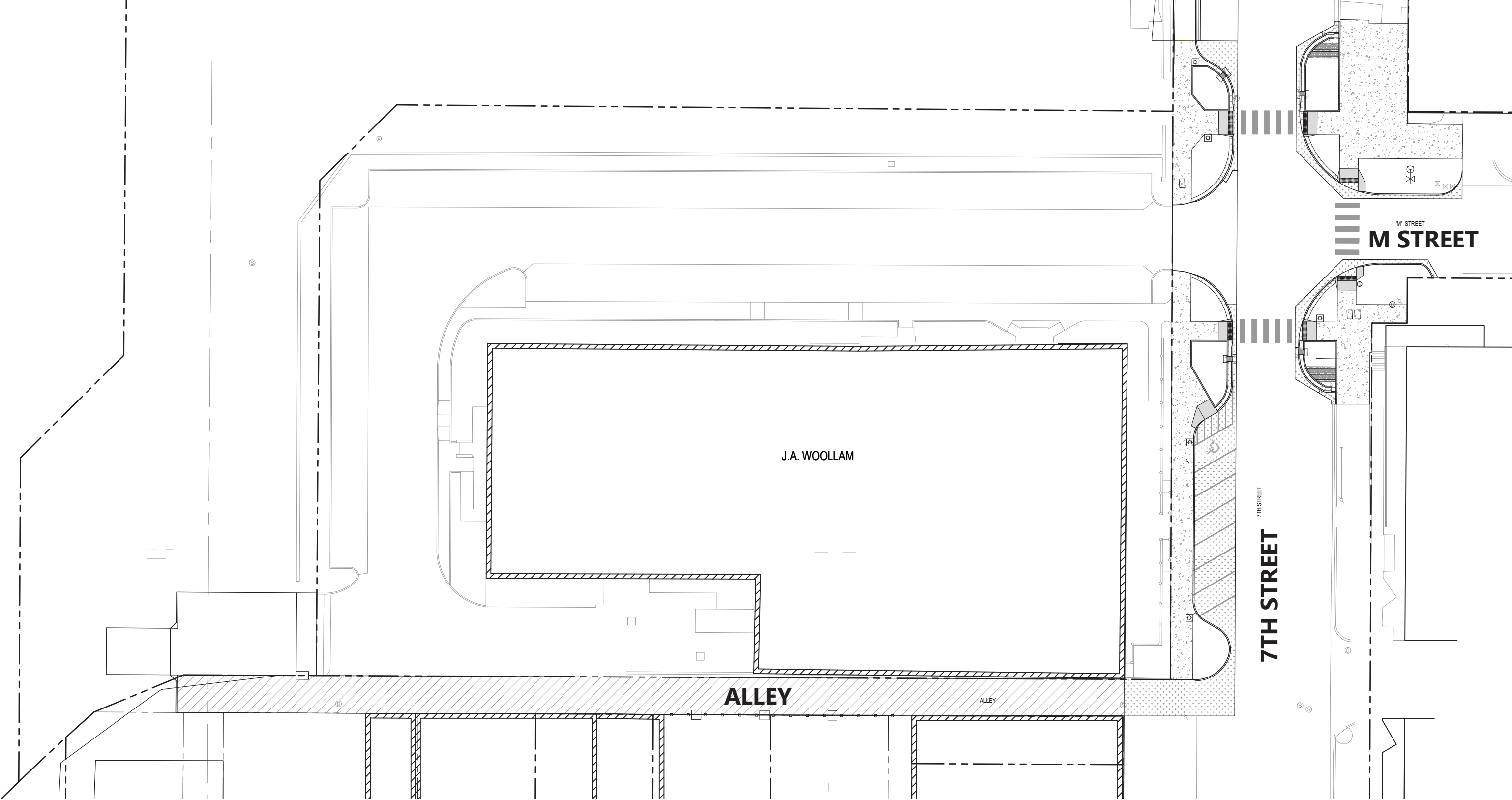
PROPOSED TREE SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	M. HT.	M. SPR.
TREES					
LS	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE'	SLENDER SILHOUETTE SWEET GUM	1.5" CAL. MIN.	60'	8'



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7th & M STREET SITE PLAN



7th & M PEDESTRIAN CIRCULATION

PROPOSED PEDESTRIAN CIRCULATION 

FUTURE PEDESTRIAN CIRCULATION 



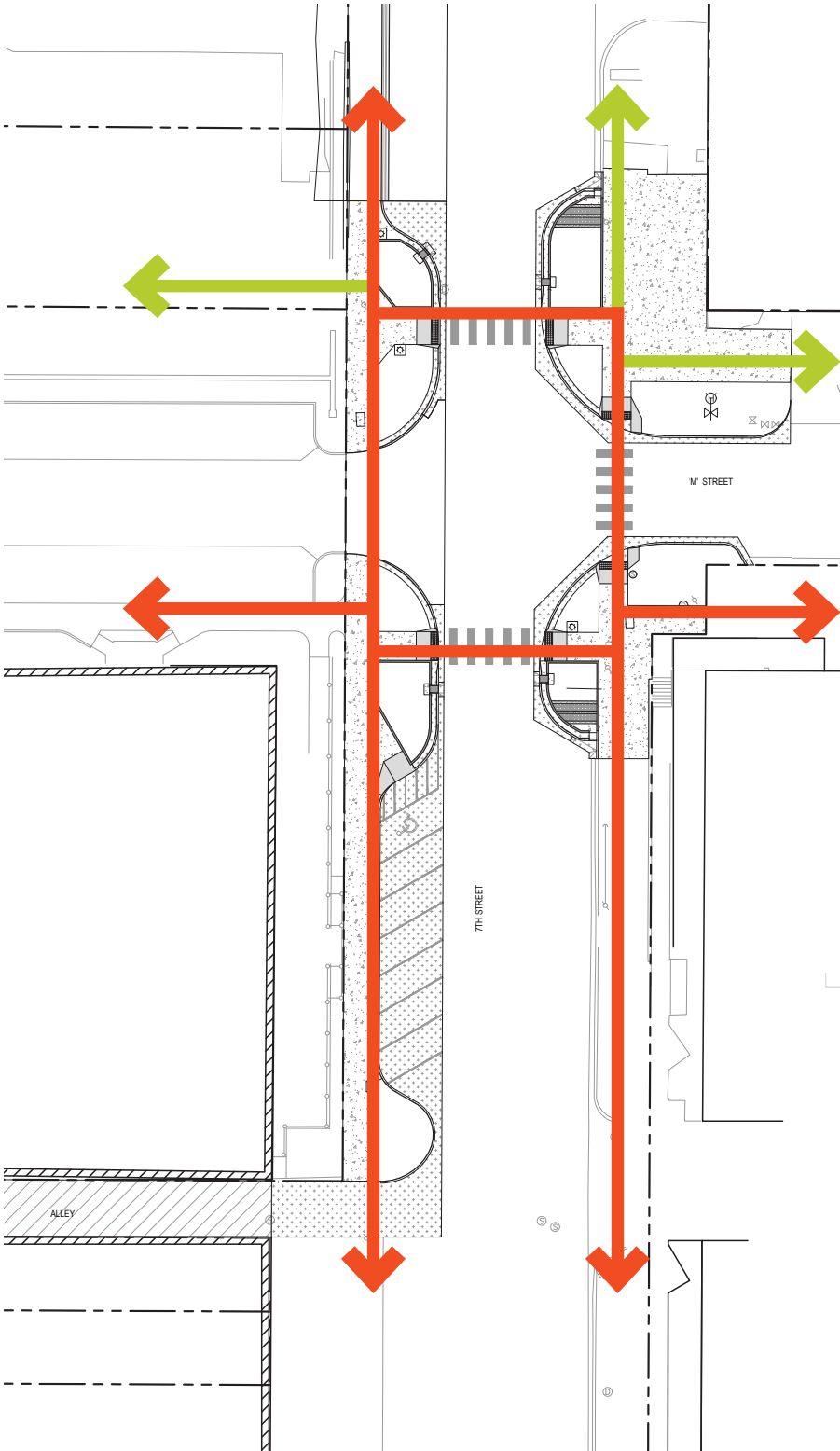
7th & M Telesis



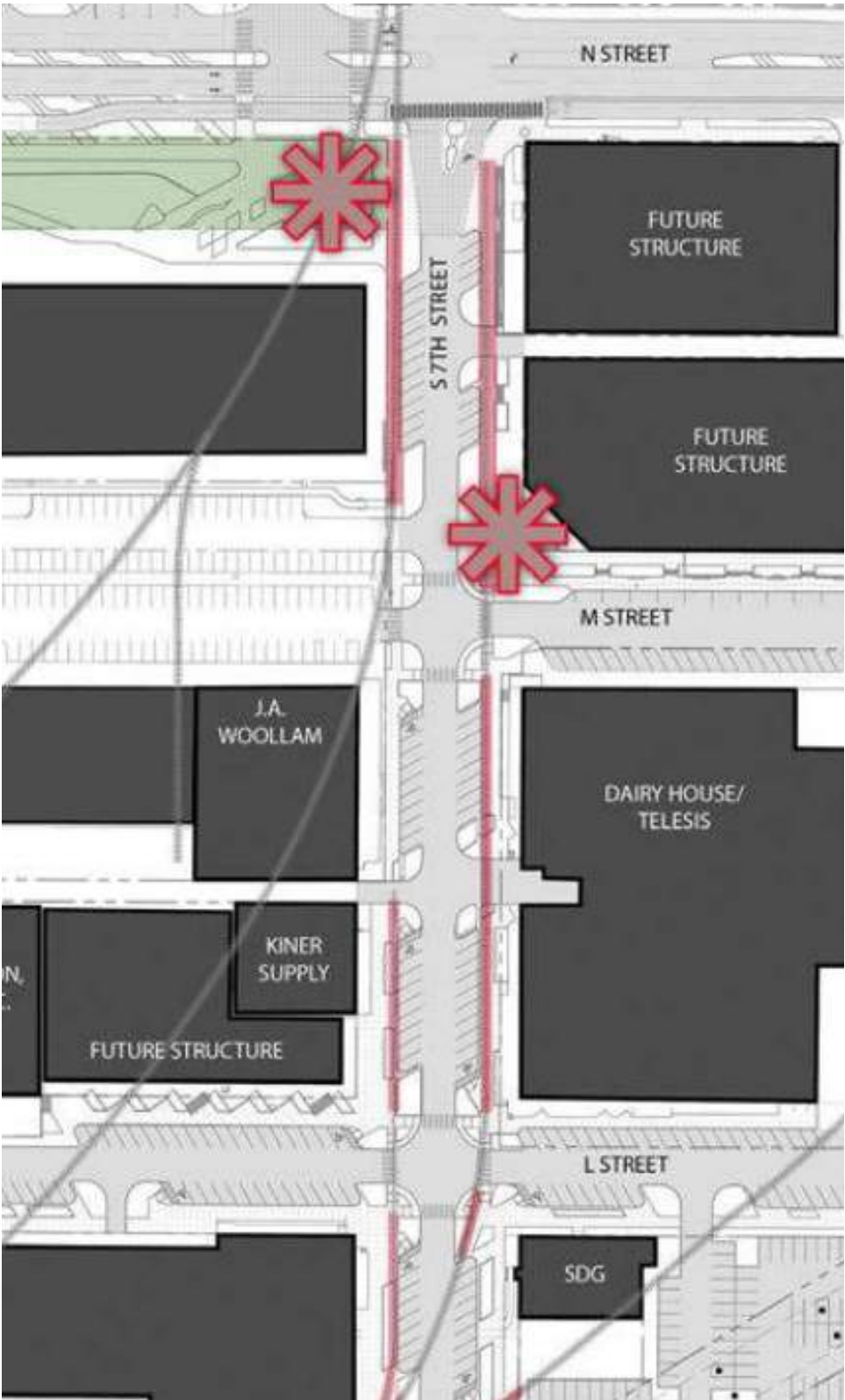
7th & M Woollam



7th & M Midwest Steel



7th & M STREET INSPIRATION



7th & M STREET



VIEW TO NORTH



REUSED STONE CURBING FOR
STORMWATER SEDIMENT FOREBAY

7th & M STREET



VIEW TO SOUTHWEST

7th & M STREET



VIEW TO WEST

7th & M STREET



VIEW TO SOUTHEAST