

URBAN DESIGN COMMITTEE

The City of Lincoln Urban Design Committee will have a regularly scheduled public meeting on Tuesday, **January 7, 2020**, at **3:00 p.m.** in Room 210 on the 2nd floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska, to consider the following agenda. For more information, contact the Planning Department at (402) 441-7491.

AGENDA

1. Approval of UDC meeting record of December 3, 2019.

DISCUSS AND ADVISE

2. Skate Zone Redevelopment Revisions (Urban Dev/Trent Reed)
– *UDR19089*
3. Campion Redevelopment Revisions (Urban Dev/Campion)
– *UDR19048*

DISCUSSION

4. Staff Report & misc.:
 - Canopy Park Redevelopment Update
 - Enersen Urban Design Award

Urban Design Committee's agendas may be accessed on the Internet at
<http://lincoln.ne.gov/city/plan/boards>

ACCOMMODATION NOTICE

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MEETING RECORD

NAME OF GROUP: URBAN DESIGN COMMITTEE

PLACE OF MEETING: City Building, 555 S. 10th Street, Lincoln, NE.

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

OTHERS IN ATTENDANCE: David Cary, Ed Zimmer, Stacey Hageman and Teresa McKinstry of the Planning Dept.; Hallie Salem of Urban Development; Bennie Shobe, Lincoln City Council; and Karen Nalow of Clark Enersen Partners.

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

HAYMARKET SOUTH STREETSCAPES:

Members present: Deeker, Huston and Penn; Brannigan, Eagle Bull and Peace absent.

Hallie Salem stated that staff saw this design project had potential for improvements to the South Haymarket area as a whole. They have been talking about a South Haymarket plan for some time. This area goes to 6th Street which is not part of the TIF (Tax Increment Financing) district. They requested qualifications from design firms and Clark Enersen was hired to delve deeper into the streetscape. This is the first step.

Karen Nalow of Clark Enersen stated they examined the South Haymarket area and developed a concept of layering. They are looking at the area's historic development and how it has changed over the years. This area has continued to change. As part of the project, they identified six main goals based off of placemaking, branding and resiliency. They want to have safe crossings and safe pathways through the district itself. They investigated where they can add additional pedestrian crossings. They also looked at parking including an analysis of the existing parking. They looked at where cars are parked legally and illegally as well.

They looked at bicycle circulation. There is the existing cycle track on N Street, on-street biking and the future bike track. They would like to continue the shared lanes on 8th Street and are looking at other shared lanes as well.

Nalow continued that they looked at contextual placemaking with the goal of creating a cohesive district through placemaking design, branding and amenities. There are some prominent nodes. They looked at how Rosa Parks Way plays an important part in this area when it comes to placemaking. The old rail lines and docks along 7th Street are important as well. They looked at how they can develop those into important features.

For collaboration, they are coordinating design efforts with design processes for other projects. They want to make sure they make connections to the new park south of N Street and west of 7th Street.

Resiliency is the last goal. They want to create a comprehensive infrastructure plan which considers above and underground electrical, stormwater, strategies to mitigate the 100-year floodplain, fiber, reuse of existing curbs and sustainable landscaping. They looked at how they can bring in more drought tolerant plants to the area.

As they move forward they also acknowledge that this project is just one part. There is also the part of the park. The master plan concept looks at creating nodes in the area, creating the green district and pulling the park into the district. Cooper Park is to the south. They are thinking about pulling it to the north using streetscapes, and are looking at J Street for another opportunity for green in the area.

For the area under Rosa Parks Way at 6th Street, there are some opportunities for off-street private parking. The area from 6th Street to 7th Street will be more public parking. 6th Street is unique. The centerline of the street slightly curves around Rosa Parks Way. As part of the layout, they want to make sure they include the streetscape. They are incorporating angle parking along 6th Street and using bumpouts at the intersections. As part of this, they are taking out a few stalls on the west side along the way to get streetscape and street trees on that side.

7th Street has a lot of similar street components such as angle parking and bumping out the nodes. This area has existing docks. They looked at how they can allow for docks with future use. They also had an interesting section at 7th Street and N Street. There are a lot of traffic and pedestrian conflicts. They have been going through with LTU (Lincoln Transportation & Utilities) and working on a solution. They are also working with LTU on how to restrict certain turning movements and lessen pedestrian/vehicle conflicts. They are looking at how they can create a signature corner. Plants would be incorporated.

8th Street creates a more active area down to the neighborhoods. This would have parallel parking. They want more tree canopy and greenspace in this area. An additional bike lane would be added. There is a little tightening in the area around Rosa Parks Way.

Huston wanted to know about the cycle track. Nalow stated it would be two bike lanes, each one way. There would be one lane on each side of the street.

Nalow continued that on 9th Street, they wanted to create a nice entryway into the city. They would refine the parking and start to capitalize on the right-of-way they have with planting more beds and trees. They want to capitalize on the intersection at M Street, perhaps with a sculpture. They have intersections where they won't have pedestrian routes at all crossings. They want to see about adding some more back in.

On N Street, there has been some redevelopment. They would like to see more green. On M Street, they are starting to look at docks and create more greenspace. They want to create opportunities for

steps or seating to incorporate the dock and street level. They want to see how they can create some signature art or light pieces at the intersection and create a visual connection to the park. At L Street, they want to look at the docks and create more seating areas. On J Street, this is an area that was more recently incorporated into this area. There is a lot of space. They could get creative with parking and sidewalk space.

They wanted to create some activity zones in the area. They want to look at areas for urban recreation, such as basketball or a skate park, as well as other ways to get people out and active. They are also looking at the addition of parking, an amenity zone could be created such as a food truck zone so the space under Rosa Parks Way can be used during the day as well. They have also started to look at how they can create opportunities for art. There is a pedestrian connection. They are looking at how this district can be used in general, in the evening. Lights could be incorporated into the district and call attention to the park and park entrance.

Huston point out that this isn't a blighted area. He wanted to know if there is a separate plan for this area. Hallie Salem responded this is part of the Lincoln Center Redevelopment Area. Huston sees merit in having a separate plan for the Haymarket South area. He is opposed to using the term TIF district. Salem stated this is a separate project area under the Lincoln Center Redevelopment Plan. There are multiple phases shown in the plan. Huston would like to see the agreement before designating a certain portion of the TIF funds to be used in the district. He would be supportive of a specific amendment pertaining to the South Haymarket in coordination with the Lincoln Center Redevelopment Plan. He wants to create the expectation with the developers from the outset that they will be helping to pay for this area. He thinks there should be an expectation that there is a project for each of these areas so they can use a portion of the TIF for all of these areas.

Penn thinks the City has been great about showing their conceptual ideas and the developers try to follow the plan.

Deeker wondered about J Street. It feels a little separated. She would encourage thinking on how this translates to the south, as well. She thinks that is an important conversation to have. Nalow noted there are still views to the Capitol building, but there are connections to the south. Deeker would like to see the houses pulled into the park. Salem noted that one of the challenges is funding. She is hoping there will be a project on the south and then they can expand on that. She likes that J Street is a boulevard. They are trying to do something similar with M Street. Deeker is thinking about the businesses. Salem believes there is opportunity for redevelopment on the south side of J Street.

Huston wondered about parking for the park. Nalow responded that is not addressed in this. Salem stated that as part of the park plan, parking for in the area could be utilized by businesses on workdays and by park users at nights and weekends. Huston noted there are also parking garages in the area.

Penn questioned why 100-year floodplain why wasn't removed using the park. Salem noted there was some floodplain work already done and there is some ongoing discussion if something could be done if additional land is acquired for the park. That discussion isn't done yet. Huston believes land had been capped due to the railroad.

Bennie Shobe asked about phases. Salem stated that to her, this is a twenty to thirty year plan. It depends on the interest in the area. There are also harder industrial uses in the area and if they would relocate, is a question. She believes there is a willingness to keep discussions going and relocate some of the heavier industrial businesses. It will greatly depend on reinvestment. They have to be careful how they spend the money and look at what makes the most sense. The park will be a great catalyst. She thinks there is a lot of interest in the area.

Huston believes a parking garage would be a huge catalyst. When you start to talk about the contribution of a lot of projects toward a parking structure, that may be the way to go.

Salem noted this was already created as a project area. This is layering off the approved neighborhood plan. This plan gets more specific. They can show this plan as they take more projects to appear before Planning Commission. They believe they have done quite a bit in terms of outreach.

Penn wondered if any feedback has been received about the area under Rosa Parks Way. The images are helpful. Salem stated that some of these ideas were taken to Streets Alive and they were very popular.

Shobe stated he grew up in Kentucky and moved to Nebraska. He believes that under Rosa Parks Way would be a great place for a barbeque event, perhaps with trolleys in the neighborhood. Nalow noted this area is owned by the City. It would make dialogue easier for discussing that type of event.

Penn sees this as another step forward for the City. She sees a lot of great ideas. Huston believes that this area will grow well.

OTHER:

Stacey Hageman wrote a rough draft of the jury recommendations for the Enersen Urban Design Award. Two projects were recommended. The first is Block 52 (Lumberworks Block). The second is the N Street Bikeway/BikeLNK.

Huston noted there was a brief, but contentious argument for the Lincoln Children's Zoo. Huston believes it will be better next year when it is completely done.

Hageman stated there will be a larger discussion regarding this at the next meeting when there is a quorum.

There being no further business, the meeting was adjourned at 4:10 p.m.

TO: **URBAN DESIGN COMMITTEE**

FROM: Stacey Hageman

RE: Meeting of January 7, 2020

DATE: December 31, 2019

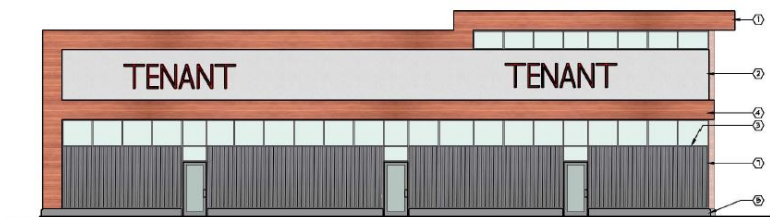
ITEM 2: Skate Zone Redevelopment Revisions

The Committee reviewed a proposal for the Skate Zone site on North 48th Street in September 2017. The original proposal included a hotel on the east portion of the site and a commercial building on the west portion adjacent 48th Street. See the original site plan below.



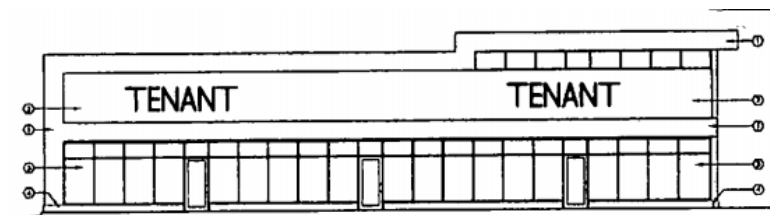
Proposed Site Plan, September 2017

Initially, the west elevation of the commercial building (the façade facing 48th Street) was proposed with windows at the transom level only. The Committee’s advice was to extend the storefront around that side of the building.



Proposed West Elevation, September 2017

Although the project didn’t return to UDC for additional advice, the elevations attached to the redevelopment agree (i.e. what the developer agreed to build) responded to UDC’s advice, adding a continuous storefront along 48th Street.



Approved West Elevation, October 2017

After a long delay, the project is now underway—actually, they’ve started construction—and the west building elevation does not match what was previously approved. The developer has offered to remedy the situation by adding “spandrel windows” to the west façade.



Commercial Building, October 2019

The concrete block wall that’s already been built would remain in place with windows essentially added as a veneer. The west elevation now being proposed is included below. More detailed information is attached. The City administration has been asked to accept the amended design and seeks UDC’s advice before deciding how to proceed.



Current Proposal

ITEM 3: Campion Redevelopment Revisions

Campion is proposing a housing project on the block bounded by 9th, 10th, L and M Streets. The Committee reviewed their proposal in September and granted conditional approval. The Committee requested the applicant return to UDC with a more undulation of the exterior and improvements to the front townhomes. The architect has provided revised drawings for your review (see attached).

The seven story building will include 147 primarily 4-bedroom units. Townhomes were initially proposed lining the parking structure along 9th and M Streets. The revised proposals has eliminated the townhome element with parking located along 9th Street's first and second floor frontage. Approximately 143 covered parking stalls will be available for tenant use.

The attached plans and renderings detail the building and site design. Although materials are not denoted, I assume they are proposing the same materials as previously indicated: brick, metal panels, and prefinished fiber cement panels.

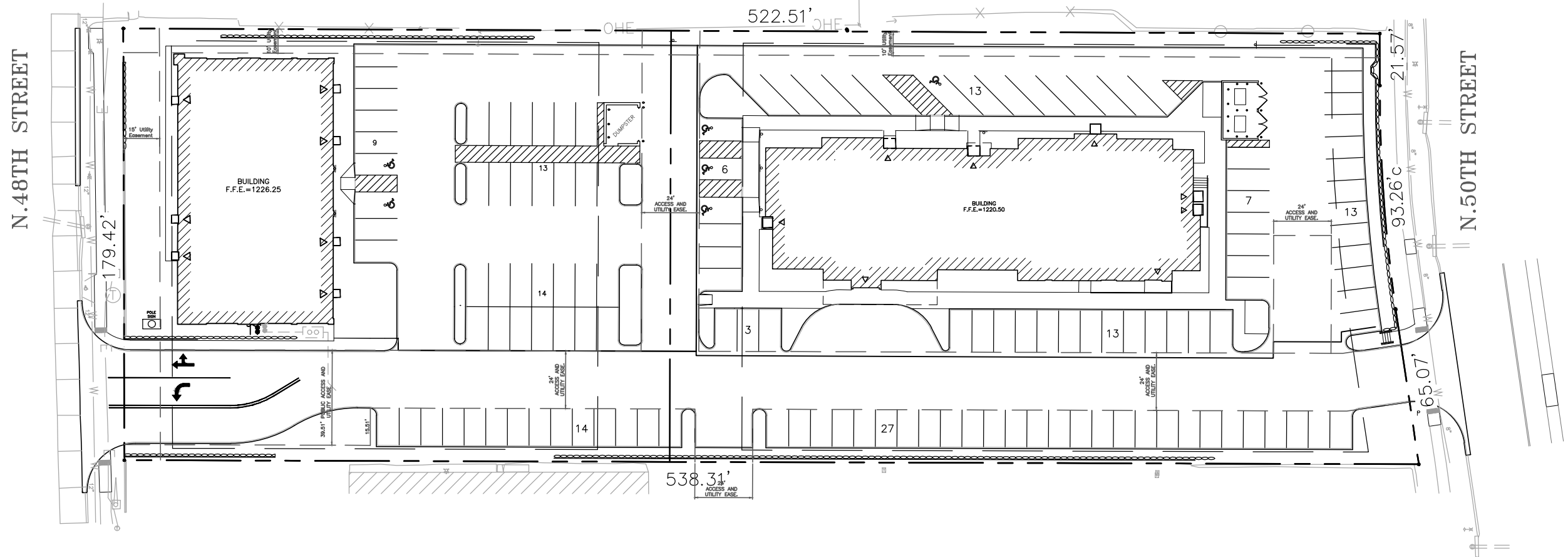
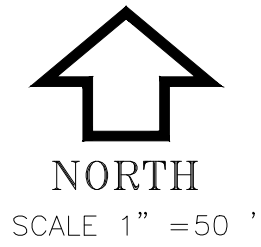
The Committee's advice is sought on this potential tax increment financing project.



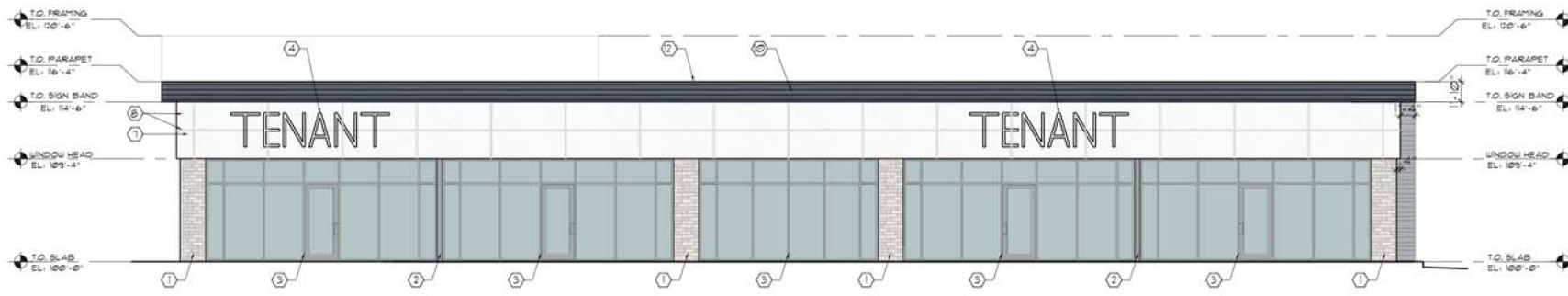
Proposed Building, September 2019



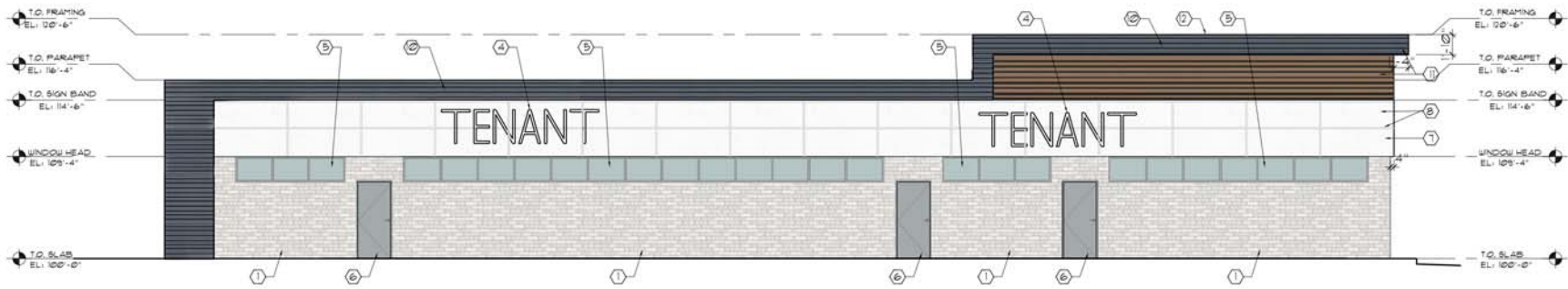
Current Proposal



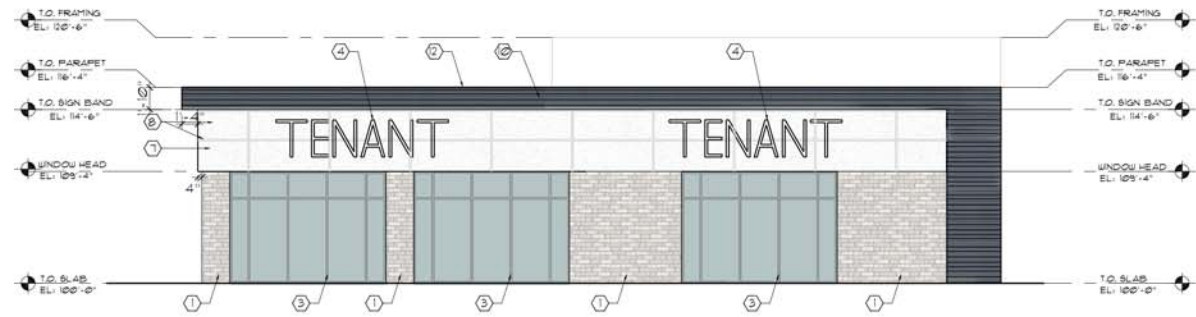
302 N.48TH AND 305 N. 50TH STREET
OVERALL SITE PLAN EXHIBIT
LINCOLN, NE.



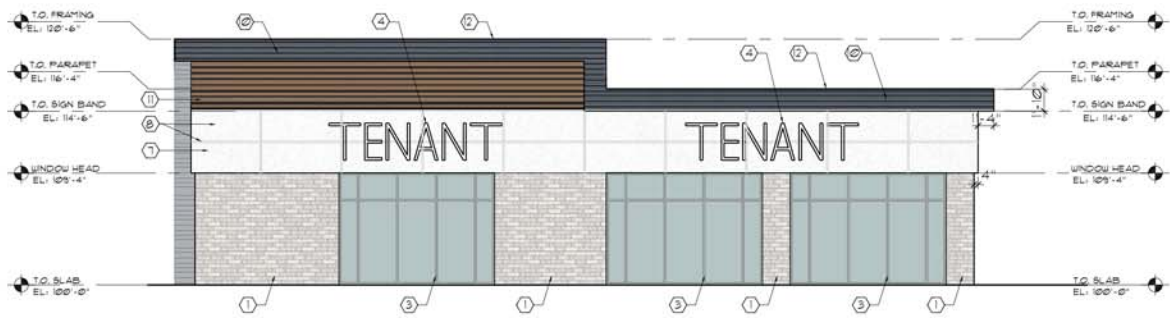
01 EAST ELEVATION
SCALE: 1/8" = 1'-0"



02 WEST ELEVATION
SCALE: 1/8" = 1'-0"



03 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



04 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR FINISH KEY

- 1 GLEN GERY MODULAR BRICK
COLOR: YUKON WHITE
- 2 PREFINISHED BREAK METAL
TO MATCH STOREFRONT
- 3 STOREFRONT SYSTEM
(CLEAR ANODIZED)
- 4 TENANT SIGN
- 5 SPANDREL GLASS
- 6 HOLLOW METAL DOOR COLOR
STOREFRONT
- 1/8/9 EIFS SIGN BAND
COLOR: LITE GRAY 502
- LONGBOARD ALUMINUM CLADDING -
COLOR: LIGHT NATIONAL WALNUT
W/ BLACK SUBSTRATE BACKING
- NICHINA METALIC RIBBED
COLOR: GUNSMOKE

DRAFT

REVISIONS		BY	DATE



SIGNAGE

SIGNAGE

SIGNAGE

SIGNAGE

NET



SIGNAGE

SIGNAGE

TENANT
TENANT
TENANT

40TH STREET



SIGNAGE

SIGNAGE

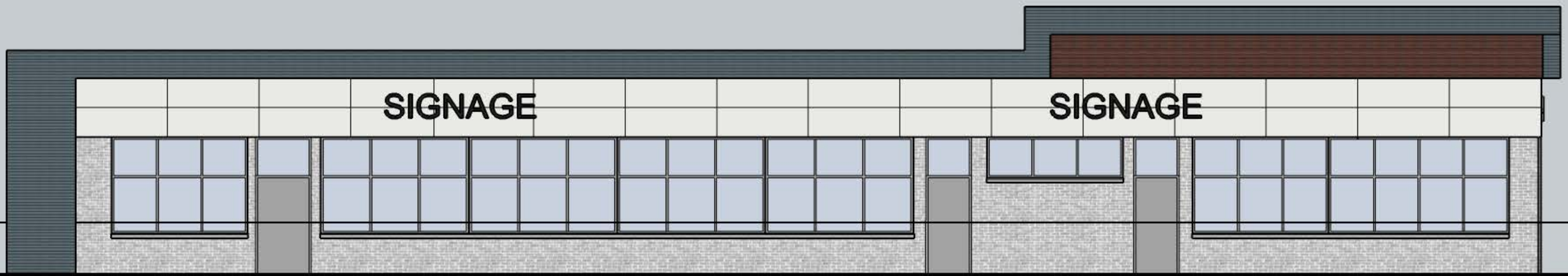
SIGNAGE

48TH STREET

48TH STREET

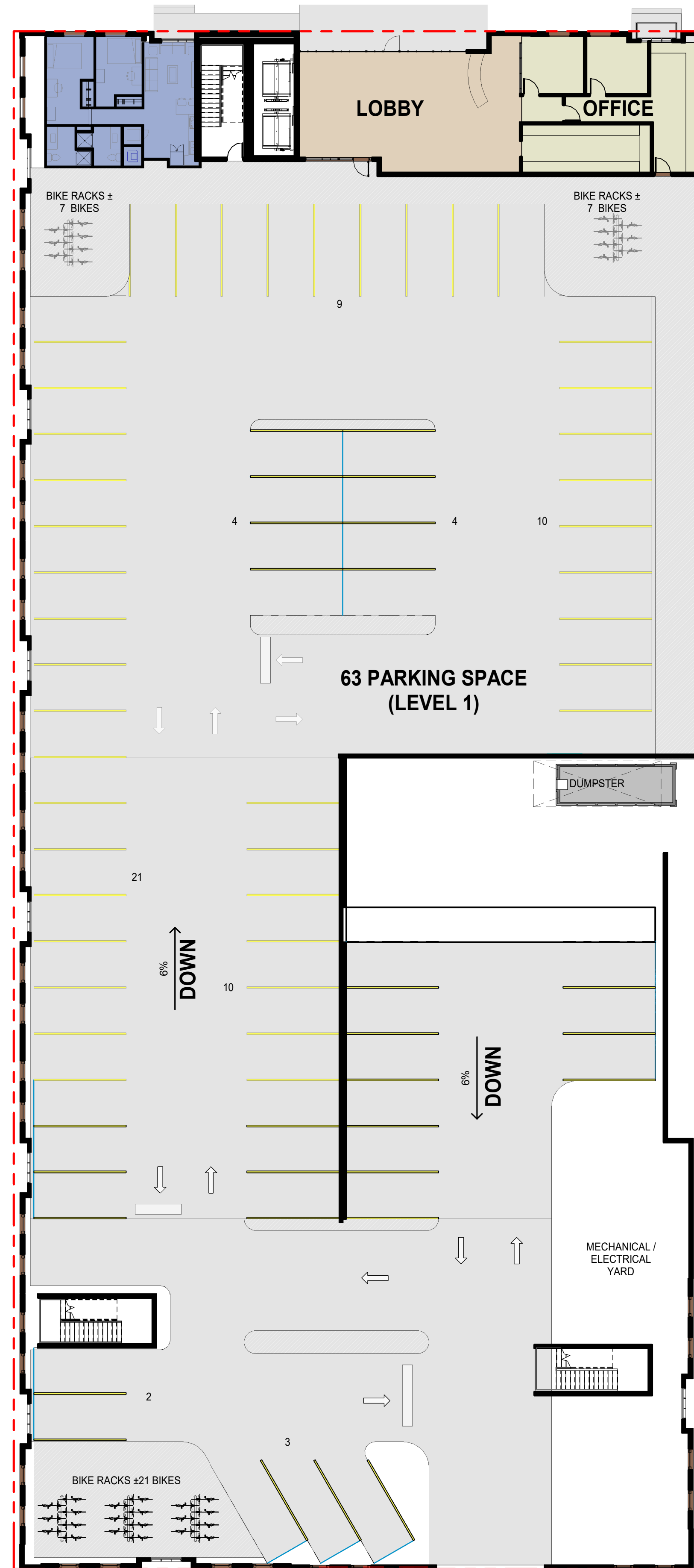
SIGNAGE

SIGNAGE









BUILDING STATISTICS

571 BEDS
143 PARKING SPACES (2 ADDITIONAL SPACES DEDICATED TO SCOOTER/MOTORCYCLE PARKING)

SQUARE FOOTAGE BREAKDOWN (CONSTRUCTION TYPE)

1ST FLOOR
ON GRADE PARKING 28,077 SQ FT
MECHANICAL YARD 2,357 SQ FT
OUTDOOR OPEN AREA FO DOG YARD 5,636 SQ FT
TYPE 3B WOOD CONSTRUCTION 11,756 SQ FT (FOUNDATION FOR THIS AREA)

2ND FLOOR
PARKING STRUCTURE 32,991 SQ FT (INCLUDES RAMP TO 1ST FLOOR)
TYPE 3B WOOD CONSTRUCTION 118,665 SQ FT

3RD FLOOR
3RD FLOOR CONCRETE DECK 53,000 SQ FT
OUTDOOR OPEN AREA ON DECK 8,319 SQ FT
TYPE 3B WOOD CONSTRUCTION 44,681 SQ FT

4TH THRU 7TH FLOORS (PER FLOOR)
TYPE 3B WOOD CONSTRUCTION 43,546 SQ FT

TOTALS SQUARE FOOTAGE (CONSTRUCTION TYPE)

ON GRADE PARKING 28,077 SQ FT
FOUNDATION FOR 1ST FLOOR TYPE 3B WOOD CONSTRUCTION 18,665 SQ FT
MECHANICAL YARD 2,357 SQ FT
RAISED PARKING STRUCTURE 32,991 SQ FT
3RD FLOOR CONCRETE DECK 53,000 SQ FT
TYPE 3B WOOD CONSTRUCTION 256,195 SQ FT

UNIT BREAKDOWN

1ST FLOOR
8 - 4 BEDROOM UNIT 1,286 SQ FT EACH
1 - 2 BEDROOM UNIT 778 SQ FT EACH

2ND FLOOR
8 - 4 BEDROOM UNIT 1,286 SQ FT EACH
2 - 2 BEDROOM UNIT 778 SQ FT EACH

3RD FLOOR
21 - 4 BEDROOM UNITS 1,286 SQ FT EACH
1 - 4 BEDROOM ANGLE UNIT 1,257 SQ FT EACH
1 - 3 BEDROOM ANGLED UNIT 1,100 SQ FT EACH
1 - 2 BEDROOM UNIT 778 SQ FT EACH

4TH THRU 7TH FLOOR (PER FLOOR)
23 - 4 BEDROOM UNITS 1,286 SQ FT EACH
2 - ADA 4 BEDROOM UNITS 1,416 SQ FT EACH
1 - 2 BEDROOM UNITS 778 SQ FT EACH

TOTAL UNITS (UNIT MIX) (147 TOTAL UNITS)

129 - 4 BEDROOM UNITS
8 - 2 BEDROOM UNITS
8 - 4 BEDROOM ADA UNITS
1 - 4 BEDROOM ANGLED UNITS
1 - 3 BEDROOM ANGLED UNITS

11,066 SQ. FT. - NET LEASABLE (UNITS)
7,135 SQ. FT. - COMMON AREAS
2,357 SQ. FT. - MECHANICAL YARD
463 SQ. FT. - MECH / ELECTRICAL (ENCLOSED SPACES)
28,077 SQ. FT. - PARKING ON GRADE

49,098 SQ. FT. - TOTAL (EXCLUDES DOG YARD - 5,636 SQ. FT.)
(18,665 SQ. FT. OF TYPE 3B WOOD CONSTRUCTION)

LEASABLE / GROSS RATIO = 22.54%

8 - 4 BEDROOM UNITS (1,286 SQ. FT.) 32 BEDS
1 - 2 BEDROOM UNIT (778 SQ. FT.) 2 BEDS
34 BEDS THIS FLOOR

1 1ST FLOOR
1/16" = 1'-0"



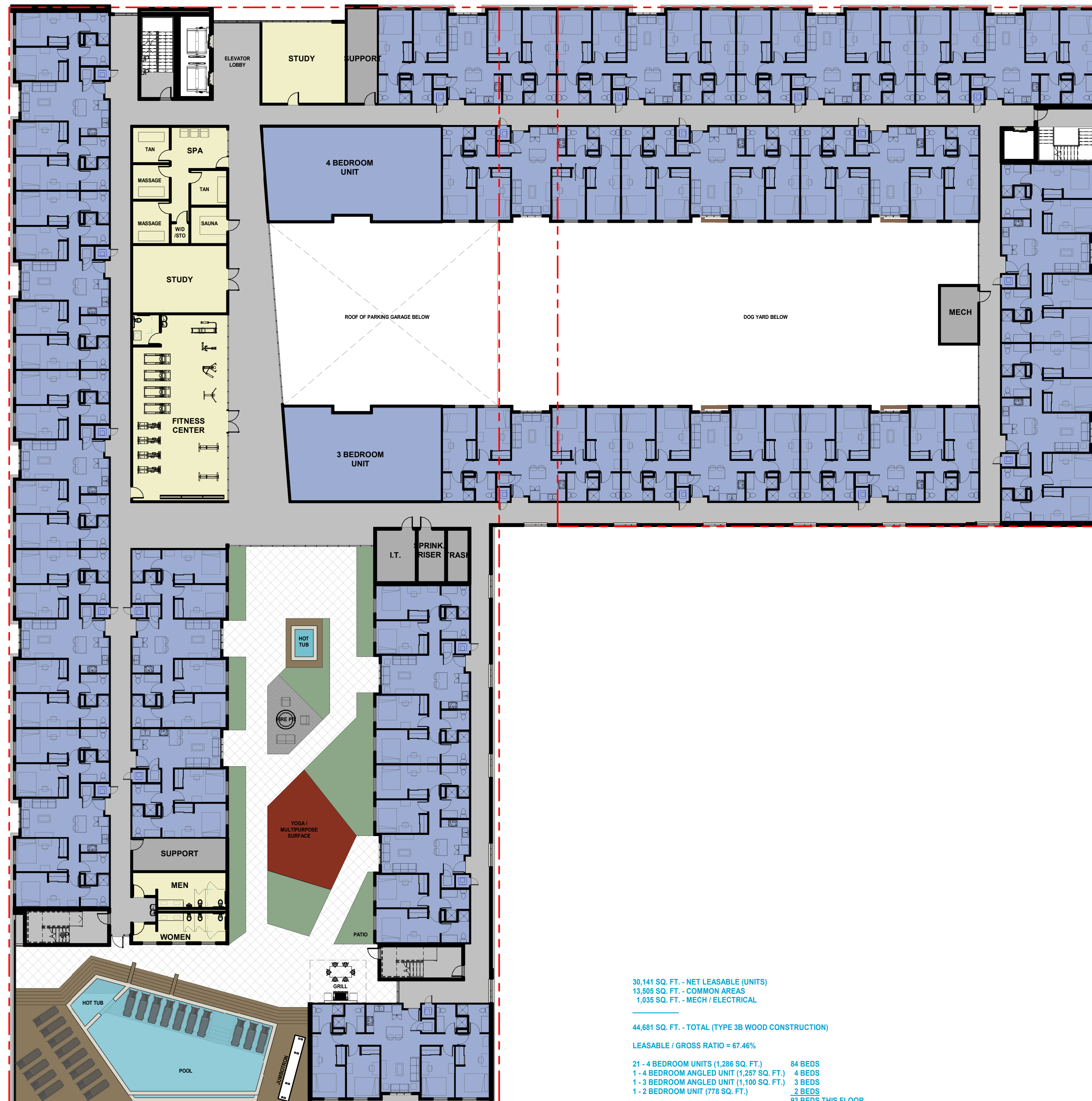
11,844 SQ. FT. - NET LEASABLE (UNITS)
 6,167 SQ. FT. - COMMON AREAS
 654 SQ. FT. - MECH / ELECTRICAL (ENCLOSED SPACES)
 32,991 SQ. FT. - PARKING STRUCTURE (INCLUDING RAMP)

51,656 SQ. FT. - TOTAL
 (18,665 SQ. FT. OF TYPE 3B WOOD CONSTRUCTION)

LEASABLE / GROSS RATIO = 22.93%

8 - 4 BEDROOM UNITS (1,286 SQ. FT.)	32 BEDS
2 - 2 BEDROOM UNIT (778 SQ. FT.)	4 BEDS
	36 BEDS THIS FLOOR

1 2ND FLOOR
 1/16" = 1'-0"



30,141 SQ. FT. - NET LEASABLE (UNITS)
 13,505 SQ. FT. - COMMON AREAS
 1,035 SQ. FT. - MECH / ELECTRICAL

44,681 SQ. FT. - TOTAL (TYPE 3B WOOD CONSTRUCTION)

LEASABLE / GROSS RATIO = 67.46%

21 - 4 BEDROOM UNITS (1,286 SQ. FT.)	84 BEDS
1 - 4 BEDROOM ANGLED UNIT (1,257 SQ. FT.)	4 BEDS
1 - 3 BEDROOM ANGLED UNIT (1,100 SQ. FT.)	3 BEDS
1 - 2 BEDROOM UNIT (778 SQ. FT.)	2 BEDS
	93 BEDS THIS FLOOR

1 3RD FLOOR
 1/16" = 1'-0"



33,188 SQ. FT. - NET LEASABLE (UNITS)
 9,323 SQ. FT. - COMMON AREAS
 1,035 SQ. FT. - MECH / ELECTRICAL

43,546 SQ. FT. - TOTAL (TYPE 3B WOOD CONSTRUCTION)

LEASABLE / GROSS RATIO = 76.21%

23 - 4 BEDROOM UNITS (1,286 SQ. FT.)	92 BEDS
2 - ADA 4 BEDROOM UNITS (1,416 SQ. FT.)	8 BEDS
1 - 2 BEDROOM UNIT (778 SQ. FT.)	2 BEDS
	102 BEDS THIS FLOOR

TOTAL BEDS 4TH THRU 7TH FLOOR = 408 BEDS

1 4TH-7TH FLOOR
 1" = 20'-0"