

URBAN DESIGN COMMITTEE

The Urban Design Committee will hold a meeting on **Tuesday, December 05, 2023**, 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 [October 3](#), and [November 7, 2023](#).

DISCUSS AND ADVISE

2. Central at South Haymarket, [205 S 10th St.](#) - [UDR23126](#)
3. Sidewalk Café Application for The Mill Coffee & Tea at [1040 O Street](#) – [UDR23119](#)
4. Gruenemeyer Home on [4207 Pioneers Blvd](#) –Single Family House - Advisory Review

MISCELLANEOUS

5. Miscellaneous

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

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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 PLACE OF MEETING:	Tuesday, October 3, 2023, 3:00 p.m., County-City Building, City Council Chambers, 555 S. 10 th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Mark Canney, Jill Grasso, Tom Huston, Frank Ordia, Gil Peace and Michelle Penn; Emily Deeker absent.
OTHERS IN ATTENDANCE:	Arvind Gopalakrishnan, Paul Barnes, Collin Christopher, David Cary and Teresa McKinstry of the Planning Department; Peter Hind, Hallie Salem and Ernie Castillo of Urban Development Department; Ben Kunz with Hoppe Development; Evan Gunn and Kit Williams with BVH Architecture; Joy Skidmore appeared via Zoom Video Communications®; and other interested parties.

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 meetings held of July 11, 2023, August 1, 2023 and September 5, 2023. Motion for approval made by Huston, seconded by Ordia and carried 5-0: Grasso, Huston, Ordia, Peace and Penn voting 'yes'; Canney absent at time of vote; Deeker absent.

Penn acknowledged Frank Ordia as the newest member of the committee and welcomed him.

TERMINAL PARKING DESIGN AT 139 S. 10TH STREET:

October 3, 2023

Members present: Canney, Grasso, Huston, Ordia, Peace and Penn; Deeker absent.

Arvind Gopalakrishnan stated that this application is for a parking structure on the lot south of the Terminal Building. The site currently houses a drive-thru area for two bank machines. In 2021, the applicant requested a waiver of the Downtown Design Standards. The application was conditionally approved by the Planning Director for 7 years. The applicant is proposing a single-story, enclosed parking structure that would accommodate 25 stalls. The entrance is to be on the south side. The parking structure would be set back 20 feet from the west alley and 60 feet from the east property line fronting 10th Street. The building doesn't have any windows, but has a wrap. The life expectancy of the wrap is about 10 years. This application appeared last month for advice. A masonry wall was proposed for screening. Both options included separate canopies for the bank machines. Option 1 was noted as preferable. Considering the temporary nature, the applicant was advised for a softer edge. He showed the proposed site plan. There

would be a common canopy for the two bank machines. Downtown Design Standards are mentioned in the staff report. Parking structures are usually required to have ventilation, but this is a temporary structure. Waivers of the Downtown Design Standards requested are to Section 4.1 and Section 4.2. At the last Urban Design Committee meeting, members asked the applicant to come up with some softer screening, per the Downtown Design Standards such as 90 percent of the right-of-way to be screened with up to 3 feet of screening

Peace asked if there was a project reviewed and approved for this. Paul Barnes answered there has been a number of iterations that have come before the committee. The last one was approved by the Planning Director. He believes the tenants are now looking for covered secure parking. Huston believes this will provide parking for tenants, to be replaced at some point with a more permanent structure.

Penn inquired if the applicant has given a timeline or if there is an agreement that this will only be temporary. Huston believes 7 years was part of the Planning Director approval of the waiver. Gopalakrishnan clarified that the waiver of the drive-thru piece was for 7 years.

Penn was thinking of the precedent this will set. She can't think of another example. Huston noted the time limited waiver. He can't think of another example. Penn wondered if this is approved and it is supposed to be temporary, how is that policed? Barnes believes those to be valid questions. That is why this application is here. Planning staff didn't feel this could be approved at the administrative level. The committee can discuss conditions or a certain timeframe. That timeframe would be on the Planning Dept. to track.

Peace asked if there is a sense of urgency to get covered parking or due to the budget. Justin Hernandez stated there is some sense of urgency to provide some covered parking for the residents. They sat on the design through the Covid-19 pandemic. The solution was reached and they moved forward with a secondary commitment to provide parking at a later date.

Grasso asked about the future plan for parking. Hernandez stated the plan was to develop the entire south lot. They would develop the entire west lot with two levels of parking that you would enter from the south side of 'N' Street. There is a mixed-family component to it. That project is on hold at the time. They worked with Urban Development to redevelop the parking lot and repave it. They haven't done a redevelopment agreement at this time.

Peace asked about the wrap and what it says. Hernandez stated it was the product of one of the designers. It is a nod to the traction company that was there initially. Rather than a mural, they did a wrap to get the full effect across the building.

Ordia inquired what other materials were considered for the structure. Hernandez replied they considered concrete masonry. This is a steel building with panels. Part of the nature of doing this was that it could be disassembled in the future.

Penn asked if this location will eventually be a parking garage. Hernandez stated it will be a mixed-use building with parking.

Ordia understood that proposal would have parking available. Hernandez replied he was correct.

ACTION:

Huston moved approval with the condition that the time limit would be through September 30, 2030, seconded by Peace.

Grasso wondered what happens in 7 years. Hernandez stated that they need to provide parking with materials that can be removed from the site. They own the ground.

Grasso understands the desire to do higher and better.

Penn wondered about a timeline of 5 or 6 years.

Ordia believes a shorter timeline would incentivize the applicant to move a little faster.

Hernandez noted they have invested a substantial sum into the Terminal Building. There are permanent residents who are living there. They have taken a new building that was about 50 percent vacant and will be 100 percent full by this time next year. He understands the concerns, but there are substantial investments that have been made. Their number one concern is trying to encourage people to come downtown and have parking available. They are trying to help residents promote downtown. He believes this is a unique situation. They have invested a lot of money and time to get this done.

Penn is not minimizing the investment in downtown. She is looking for a timeline that makes sense. She looks at this differently than a temporary building.

Canney asked if the ATM's are currently on site. Hernandez replied yes. They are currently under an existing canopy structure that is there now.

Motion for conditional approved carried 6-0: Canney, Grasso, Huston, Ordia, Peace and Penn voting 'yes'; Deeker absent.

WEST HAYMARKET STREETScape IMPROVEMENT COMPLETION: CANOPY STREET, SOUTH OF O

STREET:

October 3, 2023

Members present: Canney, Grasso, Huston, Ordia, Peace and Penn; Deeker absent.

Collin Christopher believes this is a straightforward streetscape project. Staff reviewed properties to the north and south. Under the Harris Overpass is a bit of unfinished streetscape. The City and Urban Development have been working with the West Haymarket JPA to bring a project forward that fills the gap. It would be City funding with the West Haymarket JPA doing maintenance. This is continuing the pattern of development that you see on both sides. There would be a sidewalk with enhancements, a bench, planter and trash receptacles. He believes this would provide good pedestrian connectivity. He showed

what it looks like today. They are restriping the parking lot and getting rid of a small shack building that is located there. They have some additional parking east of the columns. Parking would expand closer to the right-of-way. There is an 8 foot wide sidewalk by the Olsson's building. This would double the sidewalk and get rid of the river rock. There would be a decorative paver finish in a 2 foot gap between the sidewalk and parking. One thing that will be addressed, when Canopy Park was built, the pavers didn't match the rest of the pavers in West Haymarket. They are proposing to remove them and replace them with the correct paver blend that is seen everywhere else. They will take the pavers and stockpile them for use somewhere else. Landscaping would be 1 planter with annuals maintained by Downtown Lincoln Association. The small median, a little strip to the west will be landscaped. Ideally, it would probably just be paved. There are some cross slope issues. There was a compromise showing some landscape massing. This gets some sun because it is a little removed from the overpass and south of it. They will have to do some trial and error on what will work in the space.

Canney asked if there would be irrigation. Christopher replied no. Canney made a suggestion of Blue Zinger if the Dropsy doesn't work out.

Penn is confused by the parking. Hallie Salem believes the plan provided is showing the parking now, versus what will be changed. There is parking off the driveway to the Golds already. She believes it is showing how the proposed parking meets with the new parking. There is perpendicular parking south of the columns and parking will be added on the north side. They are separated by a chain bollard system between the north and south. The southern most parking area is divided by curb stops. The south side is City parking and the part north of that is the JPA parking. Penn understood they would be separated. Salem replied yes, that was correct.

Huston supports completing the consistency of the pavers.

Penn believes it will be good to tie the sides together. It is currently not aesthetically matching. She supports this.

ACTION:

Penn made a motion for approval as recommended by staff, seconded by Huston and carried 6-0: Canney, Grasso, Huston, Ordia, Peace and Penn voting 'yes'; Deeker absent.

CENTERPOINTE 13TH AND E, 1000 S. 13TH STREET:

October 3, 2023

Peter Hind introduced himself and thanked Frank Ordia for joining the committee. He stated this is a great group to serve with. He wanted to report that the work that the Urban Design Committee does, really does matter and people do listen. City Council member Washington commented on the Urban Design Committee minutes that were presented to Council members. People are reading them and it makes a difference. He believes it is reassuring to see the work is filtering to the public. He has been with the City for five weeks now. It has been wonderful to see the amount of investment and work that developers and design firms are doing. The next two projects are here because the Urban Development Dept. has looked

at the timeline. November 30 is the deadline. He is recommending that folks come before this committee early and go through the system. They want as much input as possible.

Ben Kunz stated this is a partnership with downtown. It is a typical design process. They are in the conclusion of schematic design right now and want to get this reviewed by Urban Design Committee ahead of the November 30 application deadline. He showed what is there now, the old CenterPointe building. It is currently primarily a parking lot. A one-story building is about one third of the total site. There is an alley. This stemmed from a community drive process. They have continued community meetings. This would be for the creation of affordable housing. Safety is a key concern. Lack of gathering spaces, neighborhood parking, trees and greenspace were noted as priorities. As they started to design this, they looked at the context. There is multi-family mixed with larger apartment type blocks. They tried to understand how this context is incorporated. It would include 125 affordable homes, a 6,500 square foot clinic with a heart and free health care services for the neighborhood. The ground floor would be secured parking, as well as on-street parking. On the design side, they have committed what could be a much larger building into three distinct forms, drawing on materials from the neighborhood. They have committed to having some platform for public art. They are looking to have a public art process this fall. They are not dialed in yet on color selection and materials. They are committed to community spaces as well. They want to have a community plaza that becomes somewhat of a front door. In addition to that will be a stall for a mobile vendor. There would also be a community room on the corner of the building. It would be open and reservable to neighbors and residents. They are looking at a linear park on the ground floor. Additionally, this would have a centrally located property manager office and roof deck. They are still looking to further engage with neighbors for more input.

Penn asked about the number of units and parking stalls. Kunz stated there would be 125 units and 19 street stalls. They are exploring options for off-site private stalls. There would be 92 garage spaces. Units are a mix of one and two bedrooms, with some three. Huston asked if they will all be 100 percent affordable housing. Kunz replied yes.

Canney inquired if the applicant will target elderly, single parents, etc. Kunz replied they have no target population. They will most likely draw a disproportionate amount of seniors and perhaps single parents. Roommates typically don't qualify well in the affordable housing program. Canney can't help but comment that as things are developed, if limestone benches or rectangular chunks are proposed, he would encourage the applicant to think about skate stops and how to design amenities with things that can't be destroyed. He would also encourage them to think about the maintenance of the space and that the owner understands this will be additional work with quasi-public spaces. Be aware of the potential activity. He thinks it is a great idea to open the spaces to the neighborhood.

Huston stated this looks like a great project to him.

Grasso would like the applicant to discuss the site plan. Hernandez pointed out the clinic space and community room. There is an alley which will be maintained. Vacating it completely is not an option due to utilities in the space. He showed the proposed parking. Grasso wondered if you can drive through the alley now. Hernandez reiterated that the alley will remain. There would be a corridor bridge over the alley. This would require an exception to the air rights above the alley. They will vacate that portion. The

minimum clearance is 13 feet, 6 inches. The rest will be more of a 21 foot clearance. The south leg of the building has a roof deck. They will have stairs down to the public plaza on the ground floor. The roof deck is pulled back from the property line. That is what creates the linear park. They are proposing a resident only community room that opens to the roof deck.

Peace asked how this currently aligns with the ordinance for parking ratio and how it aligns with the expected number of tenants who would have cars. Hernandez stated they are submitting a Planned Unit Development (PUD) amendment. The proposed parking ratio is .6 per unit. There is evidence from neighborhood data sources that up to 25 percent of households in this area do not have a car. They are looking at options for a smaller rent burden for those who don't need parking. Peace noted that the PUD has only slightly less parking than the current ordinance. Huston added that a PUD allows you to make those kind of adjustments. Hernandez understands that previously on plans, parking was perceived as very important. They have proposed on-street angle parking in a greater amount. In neighborhood meetings, landscaping was deemed more important than parking. Peace noted that the south side appears to not have any parking. Hernandez replied that was correct. The neighbors wanted more green space.

Grasso believes this is a start to a good project. There is significant need for something like this in the area. Moving forward with design, she would encourage the applicant to pick up on neighborhood infrastructure. Be cognizant of the alley. It could be a great space for people to sleep. She encouraged the applicant to come up with some creative ways to keep it light, airy and safe. Hernandez will be back as the design progresses. It most likely won't be until March 2024. They are not looking for a vote on this before they go before Nebraska Investment Financing Authority (NIFA). They are working on the redevelopment plan amendment now.

Huston believes this is off to a very good start. Grasso agreed.

Penn loves the idea of a clinic with this. She applauds that direction.

Huston stated that the modern amenity affordable project is highly commendable. He noted that the committee will like to see materials in more detail.

Hernandez stated that the details are still in development. The building will most likely have lap siding. Trim and windows still in design.

Canney noted the details need to be figured out with regard to landscaping as well.

CENTRAL AT SOUTH HAYMARKET, 205 S. 10TH STREET:

October 3, 2023

Evan Gunn stated that this is the same team that worked on Union at Antelope Valley. They are about halfway through the schematic design in the process. They would like a cursory review for input. They will be back next month for a vote. Their deadline is November 30, 2023 for financing. Today, the plan is to do the streetscape and landscape the first part of next year when financing is approved. There are a few things they are doing on-site that they would like to walk through. This is the north half of the block. There is a bike lane on the north side. Their plan is to not have vehicles cross that. The sanitary sewer runs

through the middle of the site. There is not currently an alleyway. They need to provide something for access. They are calling it a passageway for pedestrians. They don't anticipate vehicles. They would also like to use that as the main entrance of the building. The leasing office will be located there, along with vertical circulation.

Grasso asked what this building will be. Gunn replied they are proposing 170 units of affordable housing. There will be no parking on-site. The owner is working with the City to have parking located in Center Parking Garage for all the tenants.

Grasso questioned the demographic. Gunn replied they will not have student housing. They are looking at affordable housing for families.

Huston asked if the developer is anticipating making application to NIFA at end of November. Gunn replied yes.

Gunn continued that this will be a mix of one, two and three bedroom units.

Penn inquired how the applicant came to the conclusion of no parking. Gunn stated that discussions were held with the developer and the City. Huston noted that the City doesn't require it in this zoning.

Peace believes that those details and an agreement would need to be part of the package for the NIFA application. He thinks that part of the score involves parking. Gunn noted that is his understanding as well. The agreement is underway. This is just the middle of schematic design.

Gunn continued that there is a courtyard in the middle that is accessed in the passageway. They are still exploring materials in relation to the Downtown Design Standards. They will present that at the next meeting. They are looking at about half of the units to have balconies. They are looking to start opening up the corner where the program allows. They would like to have a fitness room on the corner, along with a leasing office.

Canney wondered about the distance from the ground to the first row of windows on the 10th Street side. Gunn noted that there is two foot more on the ground side. Kit Williams added that from 10th Street to 9th Street is a slope going down. It didn't make sense to have apartments on that corner.

Penn asked about the north side. Gunn stated there are two separate properties with an alleyway that cuts through.

Canney is trying to understand the design. The pedestrian would be walking along a 6 foot wall. He is wondering if there is anything comparable to it. It looks like there is no room for vegetation. He understands this hasn't been rendered yet. He was wondering about the interface between that portion of the building and someone walking. He thinks the streetscape component can and should be part of this. He appreciates the applicant coming in early. Christopher stated that referencing the Downtown Corridors design, 9th Street and 10th Street are an integral part of that project. Staff will take a much closer look and have conversations with the applicant. Regarding the streetscape, it hasn't been determined if the City is

doing it or if the developer will do it. One way or another, the streetscape will be something that is given the stamp of approval to be part of the corridors project.

Peace asked if there will be a redevelopment agreement. Gunn replied yes.

Gunn continued that he would like feedback on the design decision to enter mid-block. It is a little unique. He believes they need to provide access in the middle. They want it to be pedestrian friendly. It would be gated off at the leasing office entry doors. Canney noted that the alley gives access, but wondered if you would need to be a tenant to access it. Gunn replied yes, that was correct. The amenities are all for the affordable housing component.

Peace asked if someone would be in the space maintaining the sewer line or something else, if there is a secondary entry. Gunn replied yes. There is an access off 10th Street and access from the south.

Canney inquired if there will be any balconies on the courtyard side. Gunn replied they are currently proposing balconies on the outside perimeter, not on the inside.

Ordia asked what else could be done in the courtyard space. Gunn stated they are currently discussing other amenities such as playgrounds and bicycle storage. They have also talked about community gardens. They are not sure that would be quite the fit here. Canney noted the applicant might need to do a light study on that. Gunn noted if they had one, it would be a garden just for this community.

Grasso stated the building appears to be 5 stories on the west. Gunn stated there are 5 on the east and 6 on the west.

Huston inquired where the applicant is in the process regarding materials. Gunn stated they haven't gotten there yet. They are still looking at the Downtown Design Standards. They are thinking about a brick masonry base and looking at a cementitious material above that. Huston noted that this committee would like to see material selection at some point. Gunn will plan on bringing samples.

Peace wondered about the Downtown Design Standards and if there is a portion of glass and windows that is needed. Gunn stated yes, if you are north of 'N' Street. Barnes noted that the standards call for 70 percent transparency between 7 and 9 feet, but there is an exception for residential on the first floor.

Huston thinks the proposal is commendable.

Penn loves the balconies. She thinks the project is headed in a good direction. She is concerned with parking. That needs to be answered clearly. She would like a better response on where these people are going to park. Huston would use that as part of the redevelopment process

Joy Skidmore pointed out a garage on the aerial. They are also in the process of making a plan amendment. In that agreement, there will be parking reserved in the garage. She understands that they need to provide parking. They will work on that agreement.

Peace believes the applicant needs to think about where the parking will be, and maybe there should be a drop-off lane for people that are getting groceries or something. Perhaps a drop-off and pickup can be incorporated. Skidmore noted they received the same comment from the CEO yesterday. They are going to work through that.

Grasso likes the idea of the entrance in the middle of the block. She encouraged the applicant to pay particular attention to giving some street presence, so it doesn't seem like a harsh building. She encouraged them to celebrate the entrance. She thinks the entrance will be an important piece, along with what the applicant decides to do in the courtyard. She would figure out a location to place bike racks. With parking two blocks away, there could be a bike situation.

Canney doesn't know the proposed demographic. He asked if this will be pet friendly and if so, will there be a grass area for pets. It is something worth discussing. The component was included in the Union at Antelope Valley project. Skidmore stated they will have a dog area in the courtyard. They do anticipate this will be for families, so they foresee an area for pets and a playground, along with outdoor gathering and grill area.

STAFF REPORT AND MISCELLANEOUS:

Barnes welcomed Frank Ordia. He believes he will bring some good perspectives to the group.

Ordia stated he looks forward to serving with everyone.

There being no further business, the meeting was adjourned at 4:30 p.m.

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/Minutes/2023/100323.docx>

MEETING NOTES

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 PLACE OF MEETING:	Tuesday, November 7, 2023, 3:00 p.m., County-City Building, City Council Chambers, 555 S. 10 th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Mary Canney, Jill Grasso and Frank Ordia; (Emily Deeker, Tom Huston, Michelle Penn and Gil Peace absent).
OTHERS IN ATTENDANCE:	Arvind Gopalakrishnan, Paul Barnes, Collin Christopher and Teresa McKinstry of the Planning Department; Evan Gunn and Kit Williams with BVH Architecture; Joy Skidmore and Bridget Mudd of The Annex Group appeared via Zoom Video Communications ©; Daniel and Tamara Sloan; Matt Olberding of the Lincoln Journal Star; and other interested parties.

Acting Chair Mark Canney called the meeting to order and acknowledged the posting of the Open Meetings Act in the room. He noted the approval of the minutes will be postponed until the next meeting due to a lack of quorum.

CENTRAL AT SOUTH HAYMARKET, 205 S 10TH STREET

Arvind Gopalakrishnan stated that The Annex Group is proposing a six story building. The project would consist of 173 affordable housing units with parking off-site. That is being negotiated with the City. TIF (Tax Increment Financing) funds will be used. The building will be one, two and three bedroom units. The building will be split into two. The site slopes downwards going west. The central entrance will be on 'N' Street. Staff feels the plans are in conformance with the Downtown Design Standards. The committee is being asked to address the design of the building only. City staff will work with the applicant on the parking, landscaping, other streetscape details. They anticipate needing 117 parking stalls in Central Park Garage.

Evan Gunn stated that this will be 173 units of affordable housing. They will plan to have review and approval at the next meeting of the Urban Design Committee in December. The entrance is mid-block along 'N' Street. There will be a courtyard in the middle with a playground, dog park, grilling area and other amenities. There is a walkway that connects on the second floor. They primarily want to focus attention on the building design and the exterior. He showed an image of the building mass. They are prioritizing the first two levels and the pedestrian experience. They are using two different brick colors. Some brick patterning will be used to create a little more interest. There is a minimal pedestrian walkway. There is not a lot of room for planters or other elements to soften the edge. The intention is to connect the two different sides of the buildings and use the balconies and stair towers to break up the large volume of what is floors three through six. The fitness program will be on the ground level corner. Along 10th Street,

they are six feet above the pedestrian walkway. On 9th Street, the units are two feet above grade. The idea is to provide privacy to the residents. He brought some material samples for the committee members to review. They will be using some colors to highlight the balconies and openings to break up the building a little.

Canney asked if the applicant has determined what the material of the balcony rails might be. Gunn responded that they haven't determined yet. He believes it will be a metal guard rail.

Grasso wondered about the underside of the balconies and the underside of the main entry, and if they are considering fiber cement panels. Gunn replied yes. Grasso asked about the proposed size of the panels. Gunn stated they are looking at a smaller linear panel, perhaps 2' x 4' or 2' x 6'. They would use this for the soffit as well.

There were some questions about the windows in the walkway. Gunn pointed out which windows were resident windows.

Canney stated that there is a lot of nice detail in the proposal. He appreciates the brick and other materials. He asked if any thought was given to signage and directional signs. Will there be anything identifying wayfinding to direct guests? Gunn explained that will be thought of in the future. The streetscape will come back for review as well. Early spring 2024 is the plan. Canney likes the inset balconies as well. He believes they are a nice detail to incorporate into the design.

Ordia agrees with Canney. This design has come a long way.

Grasso believes this is evolving along very nicely. She likes the emphasis on the entry. The brick detail does a lot for the building. She encouraged the applicant to design it up, and give some push and pull. The details go a long way. She would suggest to enhance the inset under the windows. She likes the pop of color on the inset balconies. She would play it up. She encouraged the applicant to work on the lighting. She likes the angle cut of color on the entry. She thinks this has come a long way. The addition of corner glass for the fitness room adds a lot. The detail edge where the fiber cement panel turns and goes into the entry is critical. It would be interesting to see the interior views of the courtyard. She would recommend that be considered. The applicant is definitely on the right track. She encouraged them to keep emphasizing the detailing. She believes it adds a lot.

Ordia believes views from the courtyard are important as well. That would be nice to see in the future. He agreed that this proposal has come a long way.

Paul Barnes pointed out one other element. He asked for any comments or thoughts regarding highlighting the entry more in the vertical façade. He wondered if there were any ideas of how to highlight the entrance vertically.

Grasso believes that lighting is huge. That might be another way to emphasize the entry.

Gunn thinks there is a great opportunity there. They have set the brick face back a little. There are opportunities for lighting as well.

Grasso stated that the second floor crossover is nice as well. The glass pulls your eye into that area. Gunn was glad they were able to get that through Lincoln Transportation and Utilities. He believes that easier access to the building is a plus.

Barnes asked about the timeline for the NIFA application. Gunn stated it is the end of this month. Typically, it goes on hold. The process will continue mid to late February 2024.

Ordia suggested distinguishing the entrance with perhaps a different color or something. That would be nice. It would help to identify the main entrance or leasing office. Gunn looked at some design options. They kept finding that since they are emphasizing the pedestrian level, when we did the center of block entrance, it broke it up. Kit Williams added that when doing wayfinding, it is about the pedestrian experience. You want to emphasize the colors. She believes the colors pull you into the area. There are directional elements there to lead you into the entrance. They want the top mass to be more of a cohesive design. They will look into signage and lighting as well. When the streetscape is available, there will be more elements there to look at.

SIDEWALK CAFÉ APPLICATION FOR THE MILL COFFEE & TEA AT 1040 'O' STREET

Gopalakrishnan stated this is for a sidewalk café of 9' 4" x 34' 6.5" attached to the building with a capacity of 14 people. There will be 7, 22" two seater tables and three trash receptacles. Staff recommends that the metal bench just south of the café and the set of 2 benches north of the café be relocated. There was a slight miscommunication with the contractors. The sidewalk café has already been built. The fencing is square tubing and complies with minimum height and appearance. The City will coordinate with the DLA (Downtown Lincoln Association) to move the bike racks slightly east, along with the planter. The bench was relocated about three feet to the east. If you have alcohol you can only have one entrance, so one of the two entrances will have to be closed.

Canney thanked the applicant for their ongoing investment in the City of Lincoln with their businesses.

Ordia inquired which entrance is recommended to close. Gopalakrishnan answered the south entrance. Daniel Sloan agreed. He pointed out where the ADA (Americans with Disabilities Act) entrance would be.

Grasso thinks it is great having this business in the area. An outdoor café is a big positive. Daniel Sloan is excited to be in the area.

Grasso encouraged the City to remember to keep the bike racks in the area. They will be used.

Canney appreciates the flexibility knowing the streetscape has the potential to change. He also appreciates the applicant's flexibility on this. He thanked the applicant for their continued investment in the community. The work has been done nicely at other Mill Coffee stores in town. He applauded the applicant's effort to keep up the investment of making it aesthetically pleasing.

Tamara Sloan stated that the DLA has already updated the planters and street lights.

Ordia appreciates the rehabilitation of historic places as well. That adds to the experience.

There being no further business, the meeting was adjourned at 3:45 p.m.

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/Minutes/2023/110723.docx>

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #23126
APPLICATION TYPE	Advisory Review
ADDRESS/LOCATION	205 S 10 Street
HEARING DATE	December 05, 2023
ADDITIONAL MEETINGS	-
APPLICANT	Joy Skidmore, joy@theannexgrp.com
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

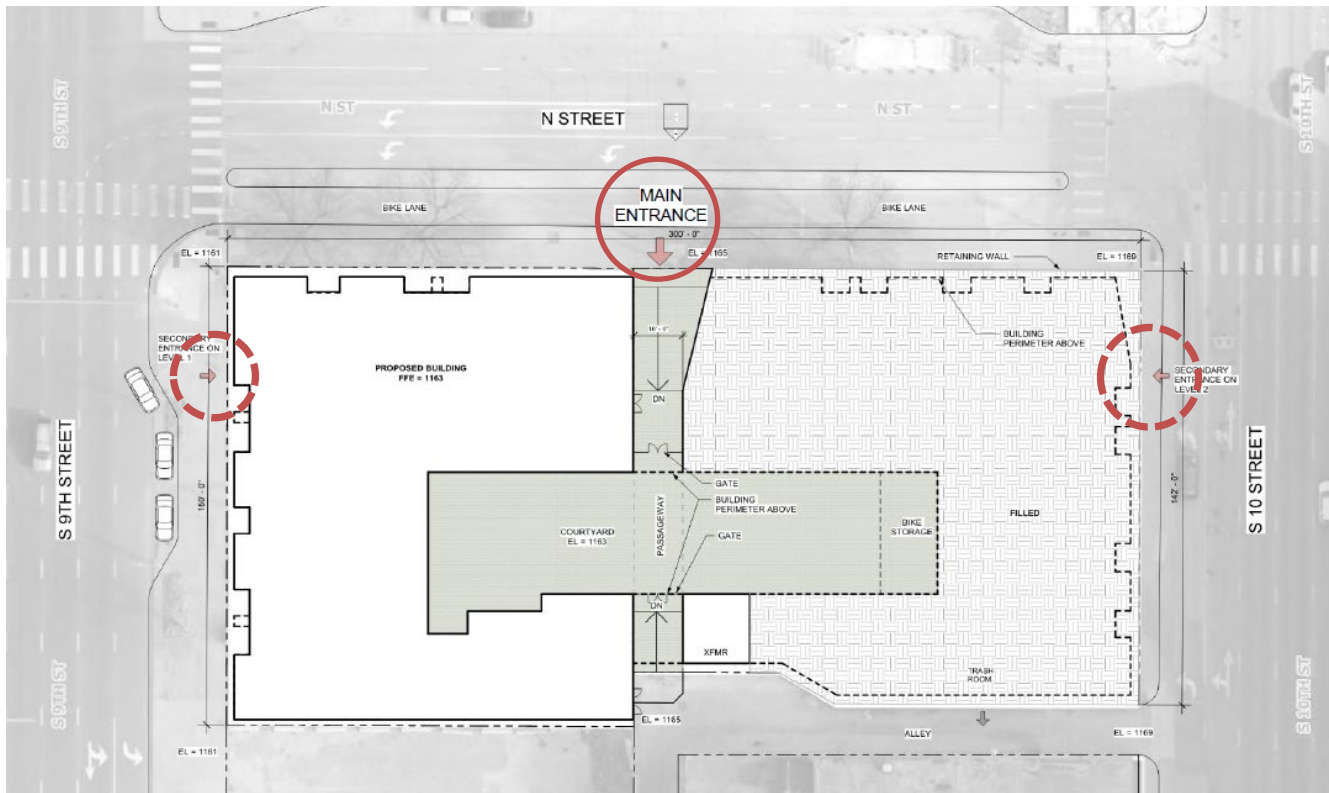
RECOMMENDATION: APPROVAL

Summary of Request

The Annex Group is proposing a 6-story residential building (75 ft tall) on 205 10 street, with N street to the North, and 9th and 10th to the west and east respectively. The project would consist of 173 affordable housing units targeted for families, with off-site parking currently being negotiated with the City, to be provided in the City garage at 11th and N St. The project will have a mix of one, two and three-bedroom units. The project is requesting TIF from the City, and as such, the Urban Design Committee is to provide an advisory review of the project. This site is in the B-4 zoning district subject to the Downtown Design Standards, which should be referenced as a basis for design review.

The project site is currently a two-level parking lot. smaller commercial buildings located to the west and north, 8N Lofts (Student Housing) located to the west, Terminal Building to the north, and Latitude Apartments (Student Housing) to the east.

The building is rectangular in shape featuring a central courtyard with the main pedestrian entrance from N street, which visually appears to be at the center of the façade. The building also has 2 secondary entrances: One on level 1, from 9th Street, and the other one on level 2, from 10th Street.



On the ground level, the building is broken into 2 (c-shaped) building blocks facing each other, with the block fronting N Street and 9th Street consisting of a leasing office, a fitness room, a community room, a maintenance room, stairwell and a few one-bedroom and two-bedroom units. Most of the first level space fronting N street and 10th Street will be filled with concrete on the ground floor to address the grade change and includes a stairwell and trash room on the alley-side. The site slopes downwards going west from 10th Street towards 9th Street.

The applicant and the architect presented the initial schematic concept at the October 3rd UDC meeting to receive preliminary feedback on the design from the Committee. The concept presented was a basic massing model showing the volume of the building from different angles, with openings suggesting the entrances and windows on each side.

The UDC was in favor of certain elements of the design, such as the fitness facility on the corner of 9th and N streets, the central entrance on N Street, and the idea of balconies fronting the streets on the upper levels. The Committee encouraged the applicant to address certain issues such as the **materiality, vehicular drop-off and accessibility, parking requirements, interface with the street, and efficient usage of the courtyard.**

Compatibility with the Lincoln Municipal Code

**Chapter 3.76, Lincoln Downtown Design Standards
Section 4.1: Site Development**

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2023/12 Dec/Central-Annex staff report_120523.docx

Downtown Lincoln buildings west of 19th Street and on North 21st Street from O to Q Streets shall be substantially “built-to” their front property lines (and on corner lots, shall be built-to both front property lines).

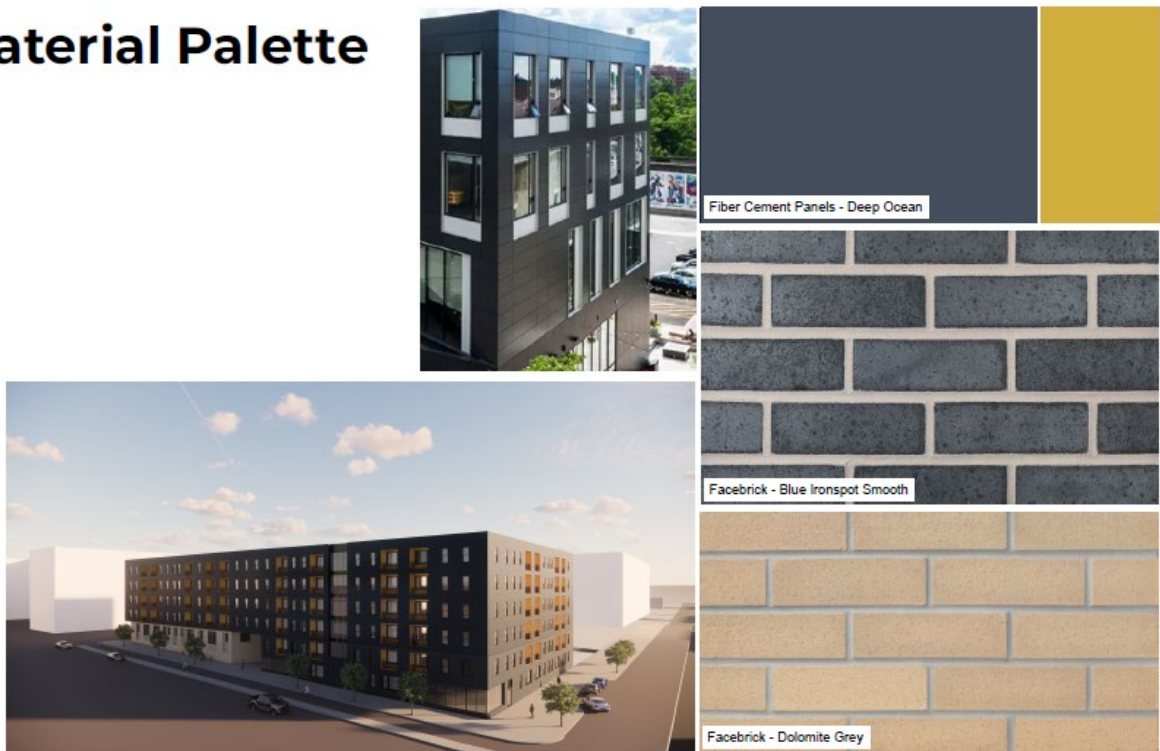
- **Compliant**

Section 4.2: Building features.

Materials:

- For the first 20 (twenty) feet above street level, durable masonry materials, such as stone, brick, or tile, or similar materials such as pre-cast concrete, or poured-in-place concrete are required as the primary exterior material facing streets for Downtown Lincoln buildings. Ample windows are allowed but glass curtain wall structures are allowed only in the area more than 20 feet above street level. Decorative accents of durable materials including metal architectural panels, architectural tile, and metalwork are allowed. Other high-quality, durable materials as accents or primary materials may be proposed to and approved by the appropriate design review board. - **Compliant**

Material Palette



The proposal displays the use of facebricks up to the third story from the sidewalk, fiber cement panels from the third story up to the top of the building.

- Use of lap or shingle siding of any material including wood, vinyl, cementitious, or painted or corrugated metal is prohibited for Downtown Lincoln buildings. - **Compliant**

Roofs:

- Downtown Lincoln buildings shall conceal low pitched or nearly flat roofs behind parapet walls. Visible roofs are acceptable only on penthouses providing habitable space, set back at least ten feet from parapet walls. - **N/A**
- Mechanical equipment on rooftops shall be architecturally screened with materials compatible with the main walls of the building so they are not visible from adjacent streets. - **Compliant**

Entrances and first floor windows:

- Buildings shall have at least one principal entrance that faces the street. Buildings on corners or with multiple street frontages may have a single principal entrance, which must face a street. - **Compliant**
- The ground floor of buildings with frontages between (and including) N and Q Streets, and between 9th and 19th Streets and on North 21st Street from O to Q Streets and on Canopy Street shall have transparent glazing in at least 70% of the area between four feet and nine feet above the sidewalk, except in the case of residential buildings. Buildings in other areas shall have transparent glazing in at least 50% of the area between four and nine feet above the sidewalk, except in the case of buildings with first-floor residential uses. -

Since this is a residential building, it does not require 70% transparent glazing on the first level. However, due to the grade change along N Street, the building proposal has concrete fill on one half of the first level area, with no glazing up to approximately 6-10 ft (varies) from the sidewalk. The proposal treats this part of the building façade (fronting 9th and N Street) with distinct decorative brickwork around the windows.



- Ramps for accessibility added to existing buildings, shall employ materials and design features drawn from the main structure. New buildings shall not include exterior ramps along street frontages. - **Compliant**

4.3 Additional Pedestrian Considerations

- a. Dumpsters, service docks, transformers, and other necessary fixtures shall be located and screened so as not to be visible from adjacent sidewalks. - **Compliant**

Recommendations

As per the planning staff’s assessment, the plans are in conformance with the Downtown Design Standards. These Standards are baseline requisites, and the City encourages projects receiving Tax Increment Financing to exceed the standards and set good precedents for the future projects in the City,

Based on the initial site plans and diagrams, the Committee encouraged the applicant to address the following components of design at the meeting held on October 3rd, 2023:

Materiality, and interface with the street:

Since the project team has concluded that part of the ground floor area is filled with concrete, and there are no habitable spaces in that area, windows would not add any transparency to the building from the street. The City staff encourages the applicant to explore murals, and lighting options on the wall, and/or landscape beds against the façades on 9th Street and N Street to further enhance the proposed decorative brickwork, and make it an interesting sight for pedestrians.

City staff supports the material choice and the color palette, and suggests that the North elevation fronting N Street have a pop of color or other feature (i.e. yellow fiber cement panel in the floors above the main entrance shown below). This would not only help emphasize the entrance to the building, but also create a

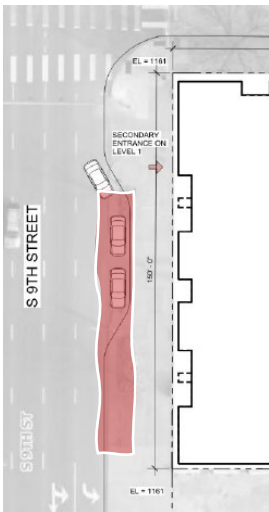
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variation in the façade by visually breaking up the large horizontal mass of the building that spans across the whole block.



Vehicular Drop-off, accessibility, and landscaping:

In the updated drawings, the proposal shows a preliminary vehicular drop-off area near the secondary entrance on level 1, on 9th Street. Staff recommends that the proposed area drop off area on 9th Street be extended southwards to the extent of the building and provide more space for loading and unloading. This detail will need to be addressed at a later date, along with streetscape design concepts.



Streetscape Design:

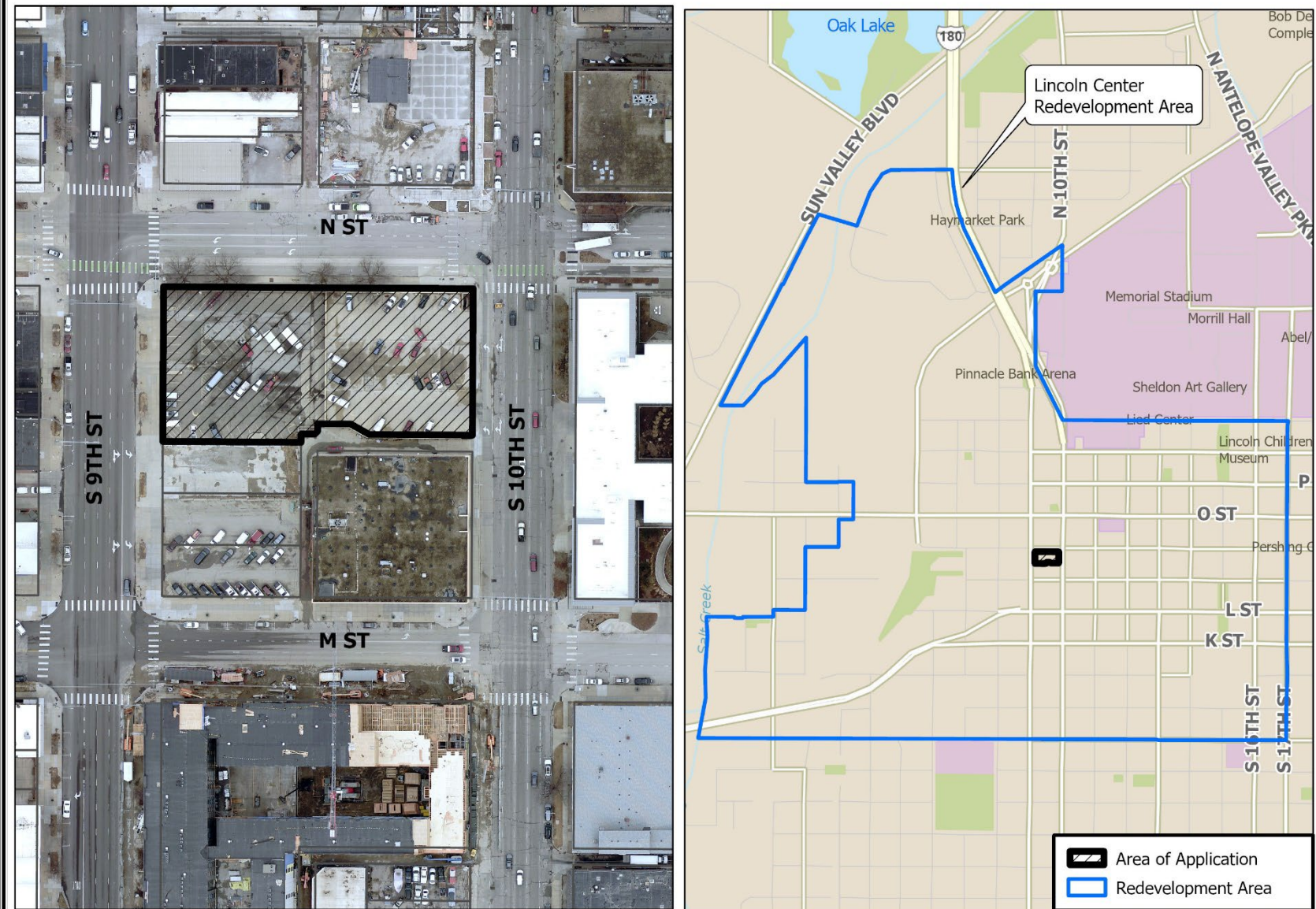
Landscaping and other streetscape design concepts will be presented at a later date, likely in early 2024. This will be a coordinated effort between the applicants and the concerned departments of the City to ensure that the proposed design aligns seamlessly with the City’s overarching goals for 9th and 10th Streets as part of the Downtown Corridors Project, emphasizing safe and efficient traffic movement for pedestrians, cyclists and vehicles, while creating a visually appealing urban environment.

Parking requirements:

As discussed at the Urban Design Committee meeting on October 3rd, 2023, the this building does not have any are reserved for parking, and the applicant is currently negotiating with the city to provide parking at the City Garage at 11th and N Street.

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ATTACHMENT A - Location Map



2022 aerial

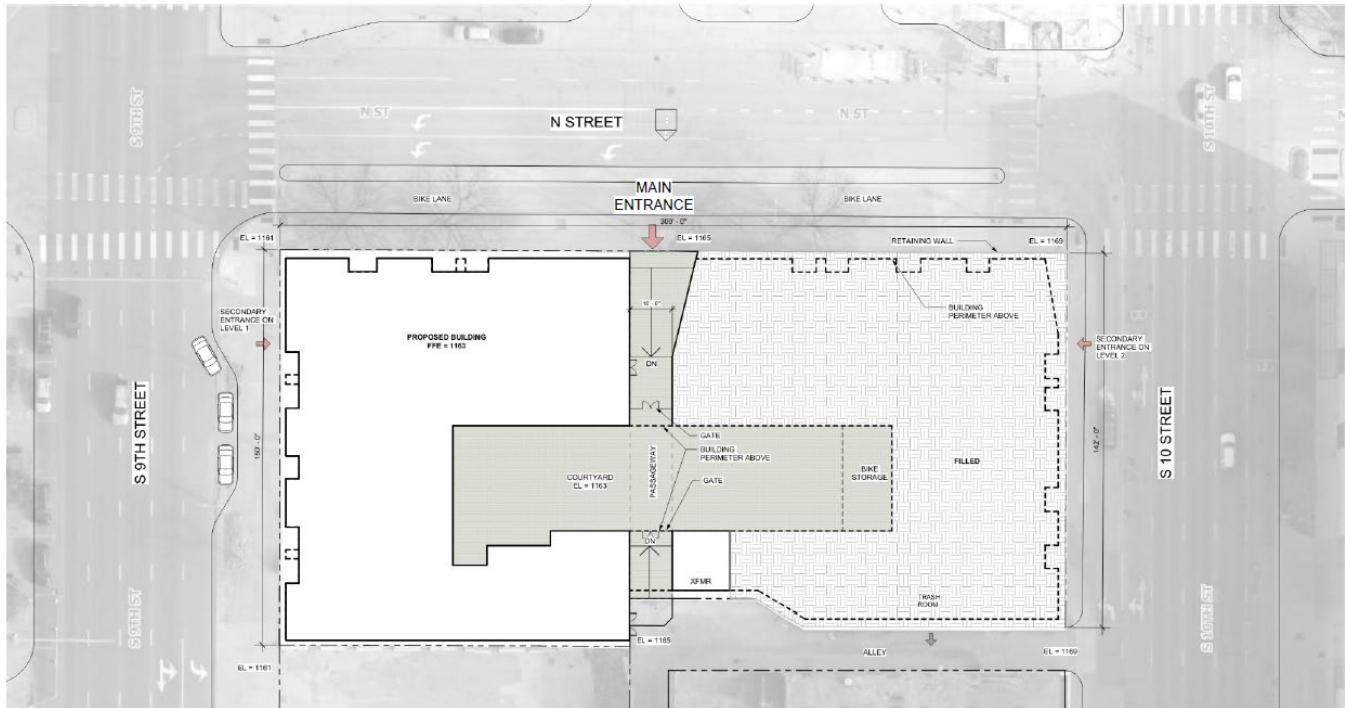
UDR23126 - Central at D Haymarket (205 S 10th St)

Project: _GIS\Projects\DevReview\UDC_LocationMaps.aprx
 PDF: _Boards\UD\REPORTS\Location Maps

ATTACHMENT B – Site plan and floor plans

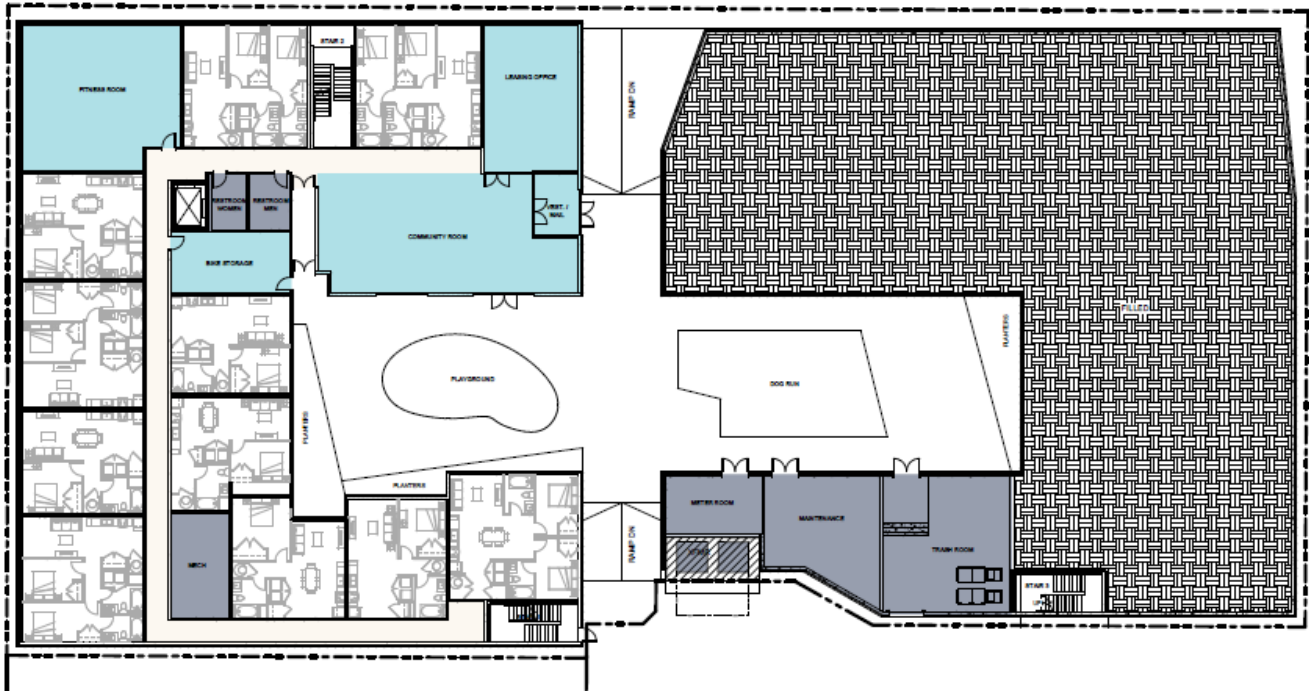


Site Plan



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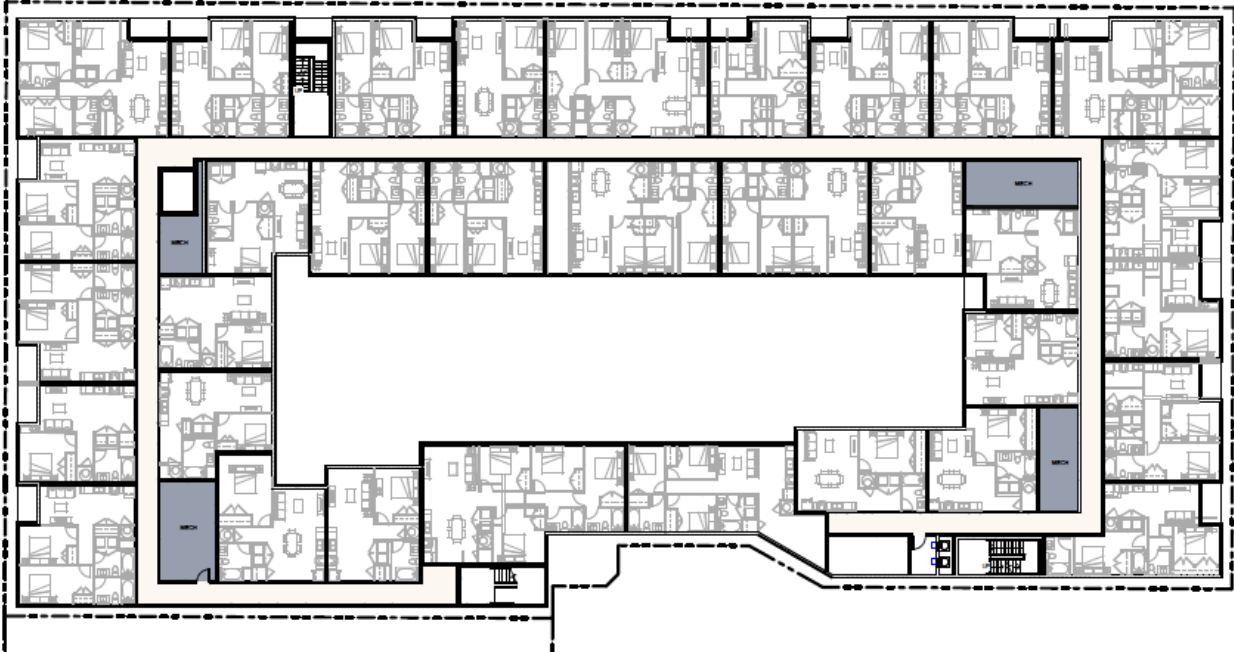
Level 1



Level 2



Level 3-6



North Elevation



Material Palette



10th St - NE Corner



Brick Wall Detail on 10th St



https://inlanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2023/12 Dec/Central-Annex staff report_120523.docx

Approaching Main Entry



Main Entry Passageway



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Main Entry



https://inlanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2023/12 Dec/Central-Annex staff report_120523.docx

9th St - NW Corner



9th St - NW Corner



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Central at S Haymarket

205 S 10th St

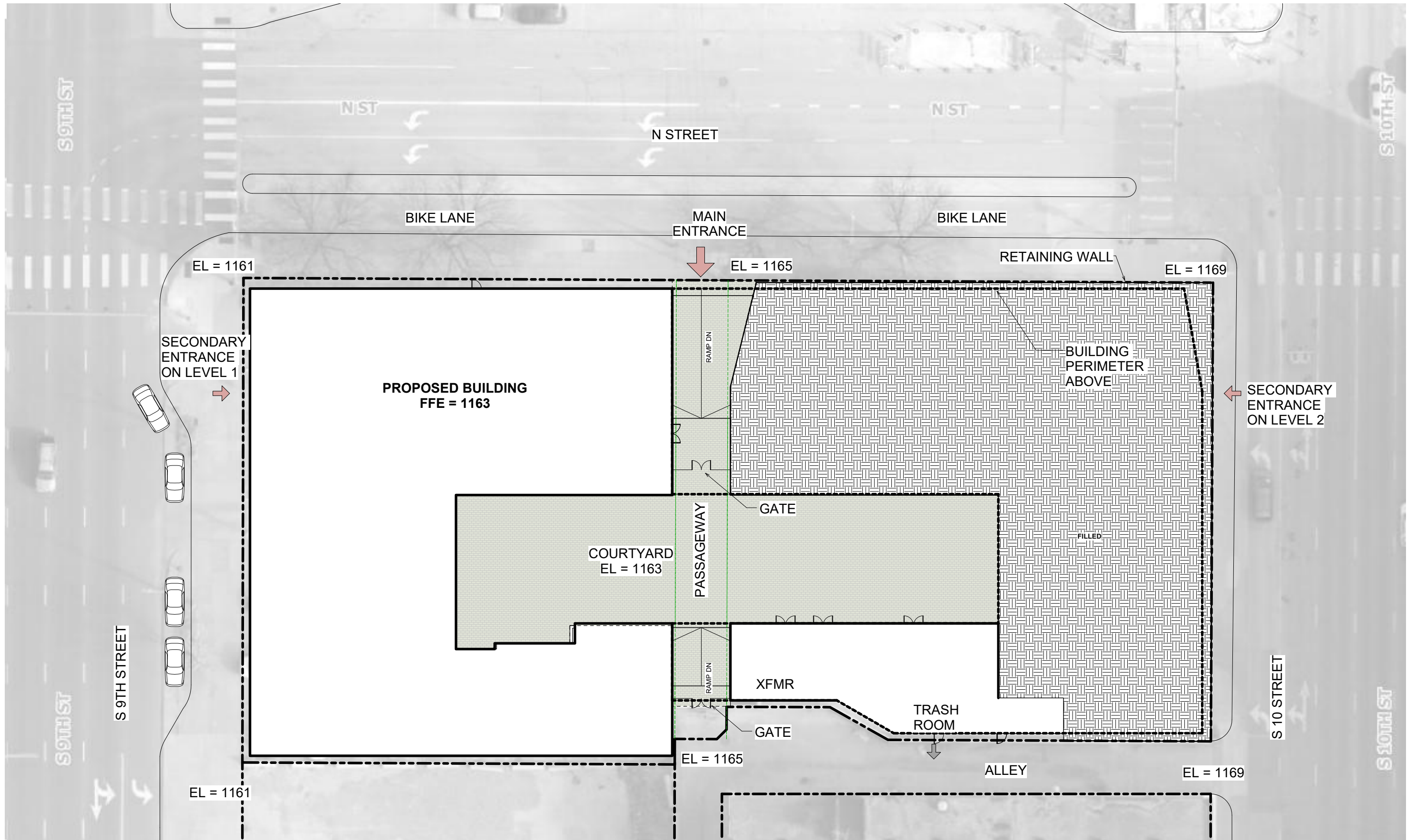
Urban Design Committee Meeting
November 7, 2023

Project Summary

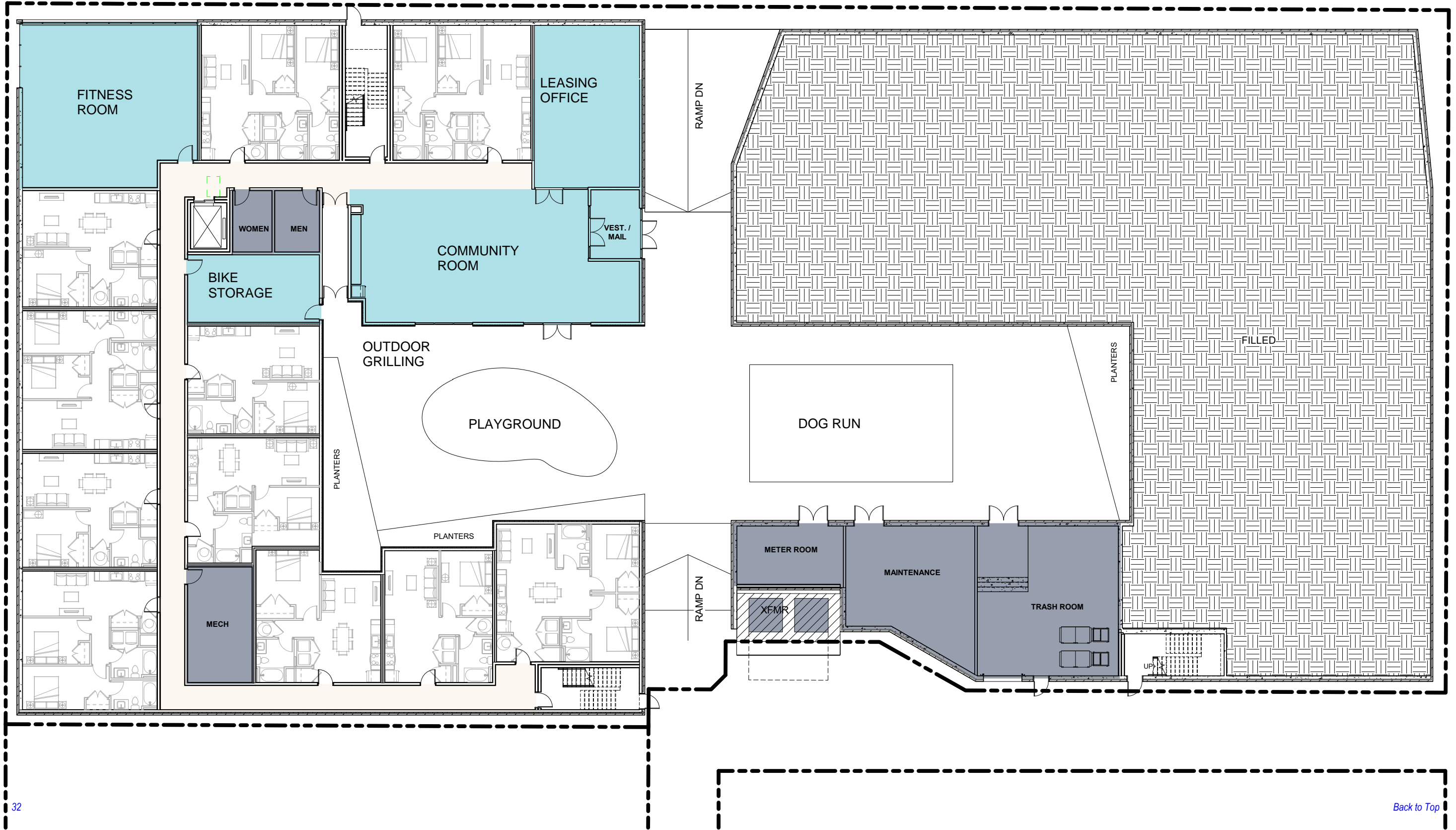
- Affordable Housing - 175 Units
- 6 Stories (<75ft tall)
- Off-site parking provided from Center Park Garage at 11th and N St



Site Plan



Level 1



Level 2



Level 3-6



Building Exterior

Elevation Concept



Elevation Concept



Elevation Concept



Pedestrian Level Articulation

Elevation Concept



North Elevation



10th St - NE Corner



Wall Detail on 10th St - Pedestrian View



Approaching Main Entry - Pedestrian View



Main Entry - Pedestrian View



Main Entry - Pedestrian View



9th St - NW Corner - Pedestrian View



9th St - NW Corner



Drop-off Lane

Materials

North Elevation



Material Palette



URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #23119
APPLICATION TYPE	Advisory Review
ADDRESS/LOCATION	1040 O Street
HEARING DATE	December 05, 2023
ADDITIONAL MEETINGS	-
APPLICANT	Daniel and Tamara Sloan, tamara@millcoffee.com
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

RECOMMENDATION: CONDITIONAL APPROVAL

Summary of Request

The 1040 property on the O Street and 11th Street intersection, is a six-story building that built in 1907. The first floor includes approximately 7100 sq.ft of commercial and residential mixed use space with the upper floors housing residential condominiums, shared spaces, and two large penthouses. The building is now called “TEN 40 CONDOS”

Tamara and Daniel Sloan-the owners of the Mill Coffee & tea on the first floor of the building, have applied for a sidewalk café permit for the use of the surface space outside the building abutting the public right of way as an extension of the café. The applicants are proposing a sidewalk café of 9’-4” x 34’-6 ½” attached to the building.

Staff Note: The sidewalk café permit application submitted by the applicant gives detailed information on relevant matters such as the type of business, days and hours of operation, the capacity, etc. The application package also includes a plan of the extent of fencing, along with the pictures of the type of fencing, chairs and tables, and trash receptacle. As there are not many sidewalk cafes in this block fronting O Street or N 11th street, this potential outdoor seating space could help attract more people downtown and help enliven the street at different times of the day.

The area just outside the proposed sidewalk cafe had several street furniture such as 3 bike racks, a light pole, planter beds and a metal bench.

The fencing has been installed as per the drawings, and the bike racks have been uninstalled to make space for pedestrians. After the removal of the bike racks, the current sidewalk café width of 9’-4” would leave 6’ for pedestrian movement. The city will coordinate with the DLA to install the bike racks slightly east, aligned with the existing planter.



City staff also recommends that the metal bench just south of the café and the set of 2 benches north of the café (circled in the map above), be removed from its current position, and relocated about 3' to the east, aligned with the existing planters. This would help ensure a smooth flow of visitors to and from the sidewalk café and leave enough space for bike parking without interrupting the pedestrian flow on the sidewalk.

Compatibility with the Lincoln Municipal Code

The building falls in the B-4 zoning district, and food and beverage establishments in the B-zoned districts are permitted to expand their services into the sidewalks, provided they meet the requirements laid out in chapter 14.50: Sidewalk Cafés under Title 14: Public Property and Public ways in the Lincoln Municipal Code.

Sidewalk cafés promote the public interest by

- Making B-zoned districts an active and attractive pedestrian environment.
- Providing the opportunity for creative, colorful, pedestrian-focused commercial activities on a day/night and seasonal basis.
- Encouraging commercial activities which add excitement, charm, vitality, diversity, and good design to B-zoned districts.
- Encouraging the upgrading of store fronts and the development of compatible and well-designed elements within such districts; and
- Promoting land conservation, redevelopment, energy savings, and indirect tax revenue.

Title 14 Public Property and Public Ways

Chapter 14.50: Sidewalk Cafes

Section 14.50.060 Permit Conditions

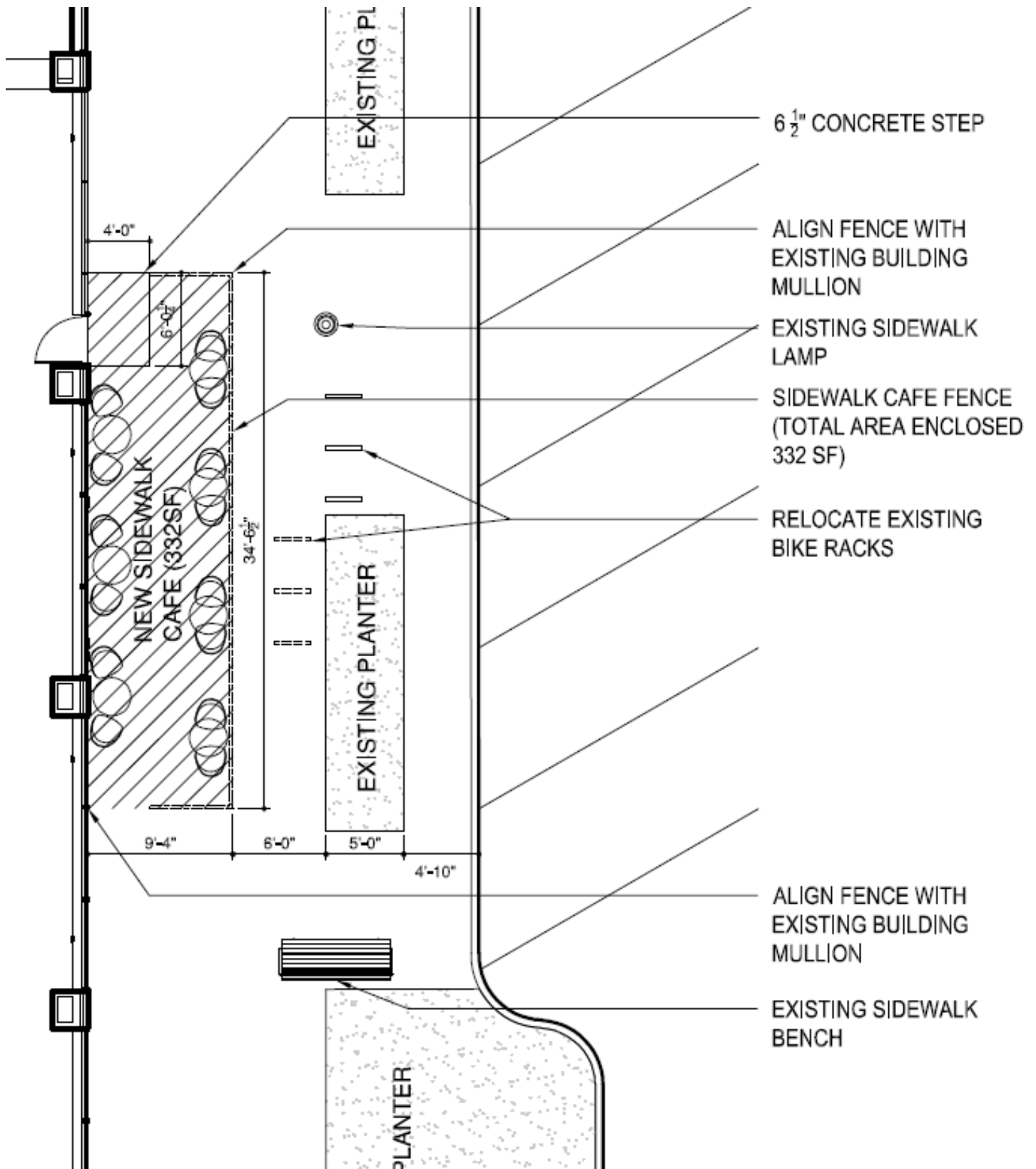
2. A clear, unobstructed passageway not less than six feet in width at all points, entirely across the frontage of the property occupied by the occupant parallel to the line of the street and generally in the line of pedestrian traffic shall be maintained at all times; except as follows:

- If the City shall find special circumstances involving site characteristics or the flow of pedestrian traffic at such location, the conditions of approval may require a passageway greater than six feet or may prohibit operation of the sidewalk café for certain specified periods.
- If the City shall find that usually or at certain periods during the day or evening the flow of pedestrian traffic is sufficiently light to permit a passageway narrower than six feet, the conditions of approval may authorize a passageway as narrow as four feet, either at all times when such surface space is permitted or for certain specified periods during the time when such use is permitted.

Compatibility per Staff Analysis: *Compliant (after removal of the bike racks)*

The sidewalk space available for movement abutting the building is approximately 15'-6" wide. Installing a 9'-4" wide fencing would leave around 6' of passageway for pedestrian movement spanning the length of the building fronting N 11th Street.

(diagram below)



2. Except for sidewalk cafés which (i) serve solely by takeout and (ii) do not desire exclusive use of the permit area, the permit area shall be separated from the pedestrian passageway with a fence or other rigid barrier having a minimum height of thirty-six inches but not greater than sixty inches except for necessary pedestrian ingress and egress. Sidewalk cafes approved for a maximum occupancy of 50 or more shall provide two exits. Sidewalk cafes approved for the sale of alcohol shall have no more than one open entrance and said entrance shall not exceed eight (8) feet in width. Clearance from ground level to the bottom of the barrier shall be no more than twenty-seven inches. In specific, unusual locations that have light pedestrian traffic and relatively wide areas between the curb and the private property line the conditions of approval may waive the requirement that the permit area be separated from the pedestrian passageway by a fence or other rigid barrier; provided that if such barrier is waived the permittee may not claim exclusive use of the permit area for his or her customers.

Compatibility per Staff Analysis: Compliant

- *The permitted café area is separated from the pedestrian passageway with a metal railing.*
- *Height: 36 inches – compliant*
- *Railing clearance not more than 27” – compliant*

The frame of the railing is made of 1-1/2" square tubing (mild steel powder-coated matte black), and 1/2" square tube mild steel vertical balusters. The base plates are 3/16"×3"×3" square steel plate with 7/16" diameter holes drilled in the 4 corners. The railings are mounted on the pavers with 3/8"×3" concrete anchors.

- *Capacity: 14 persons – compliant*
- *Currently, there are two 4' wide entrances to the sidewalk café. Since the café plans on serving alcohol, one of the entrances would have to be closed. The city staff has asked the applicant to close one of the openings with the same metal railing.*



3. No advertising shall be permitted on or in any sidewalk café or any extension thereof except to identify the product and/or the name of the vendor, and shall in all respects comply with the provisions of Title 22 and 27 of this code regulating signage.

Compatibility per Staff Analysis: *Currently, the café has an A-frame sign with its name and a directional arrow.*

4. No umbrella, canopy, or similar device in any sidewalk café shall be more than six and one-half feet above ground level without approval of the City.

Compatibility per Staff Analysis: *No umbrellas are proposed.*

5. All sidewalk cafés shall be located only in the exact location described in the approved application. Approved furnishings, including the number of tables and chairs to be provided, may not be modified or substituted.

Compatibility per Staff Analysis: *compliant*

- Choice of furniture included in the application includes 3 sets of 4-seaters

The application shows 7 sets of 22 inch two-seater round tables, of which 4 sets are placed along the railing side, and 3 sets placed against the exterior wall of the building. However, the applicant has confirmed that they would be ordering 22 inch square tables. (image below)

This leaves about 5'-6" of space between the tables for ADA access.



The position of the trash receptacle is not included in the site plan, but the applicant has confirmed that it would be included in the café.

Recommendations

In general, the plans are in conformance with the design standards. Some elements of design that require more attention and confirmation are:

- **Available unobstructed passageway.**

The DLA has removed the 3 bikeracks and will be in touch with the city for relocation, to make sure that it doesn't encroach on the pedestrian passageway.

The city will also coordinate with the DLA to remove metal bench south of the café, and find an appropriate spot for relocation. Since this part of 11th Street falls in the Downtown Corridors Project

https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2023/12 Dec/The Mill staff report_12052023.docx

ATTACHMENT A - Location Map



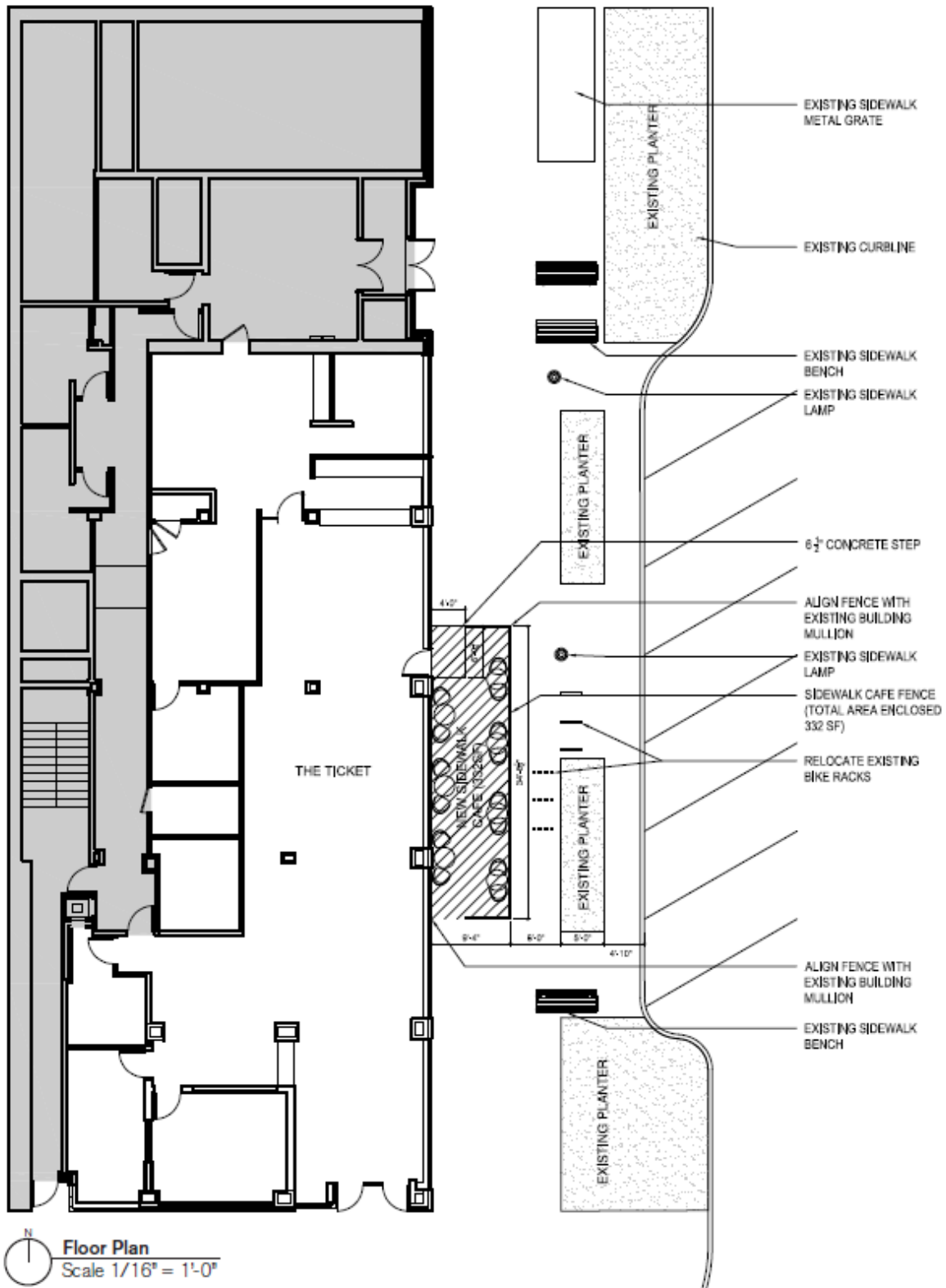
2022 Aerial



UDR23119 - The Mill Coffee & Tea Sidewalk Cafe - N 11th St & O St

Project: GIS\Projects\Dev\Review\UDC_LocationMaps.aprx
PDF: Boards\UDCREPORTS\Location Maps

ATTACHMENT B – Site Plan



CADRE
ARCHITECTURE + DESIGN

1040 "O" Indicative seating arrangement
Scale 1/16" = 1'-0" | 09.19.2023

SIDEWALK CAFÉ PERMIT APPLICATION

Please PRINT using blue or black ink only.

1

BUSINESS OWNER'S NAME & HOME ADDRESS				
NAME:	Daniel & Tamara Sloan			
STREET ADDRESS:	405 S 28th St	CITY:	Lincoln	
STATE:	NE	ZIP:	68510	HOME PHONE #:
		402-432-5669		
EMAIL ADDRESS:	tamara@millcoffee.com			

2

MAILING ADDRESS				
NAME:	Same			
STREET ADDRESS:				
CITY:		STATE:		ZIP:

3

CAFÉ INFORMATION				
BUSINESS NAME:	The Mill Coffee & Tea			
STREET ADDRESS:	1040 O St			
ZIP:	68508	BUSINESS PHONE#:	402-243-1188	FAX#:

4

MANAGER OF CAFÉ & THEIR HOME ADDRESS				
NAME:	Tamara Sloan			
STREET ADDRESS:	405 S 28th St			
CITY:	Lincoln	STATE:	NE	ZIP:
		68510		
PHONE #:	402-432-5669	CELL#:		DATE OF BIRTH:

5

OWNER OF PROPERTY				
NAME:	Derrick & Rebecca Pearson			
STREET ADDRESS:	1040 O St			
CITY:	Lincoln	STATE:	NE	ZIP:
		68508		
PHONE #:	703-297-5113			
DOES THE RECORD PROPERTY OWNER AGREE TO SUCH USE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				
ATTACH A NOTARIZED LETTER OF CONSENT BY RECORD PROPERTY OWNER FOR THE USE OF SAID PROPERTY & A COPY OF YOUR LEASE.				

6

DAYS & HOURS OF OPERATION							
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
OPEN	6am	6am	6am	6am	6am	8am	8am
CLOSE	10pm	10pm	10pm	10pm	10pm	5pm	1pm

7

HOW WILL THE SIDEWALK CAFÉ BE SUPERVISED & MAINTAINED
The property will be supervised by staff over 21 along with the manager.

8

HOW MANY PATRONS WILL BE SERVED IN THE CAFÉ AREA (OCCUPANCY):	60
--	----

9

DESCRIBE, IN DETAIL, ANY PERMITTED ADVERTISING TO BE USED (ATTACH PHOTOS)
Only Mill menu & branded signage.

10

DESCRIBE, IN DETAIL, FURNITURE TO BE USED (ATTACH PHOTOS)
Outdoor chairs and tables.

11

ALCOHOL		
WILL ALCOHOLIC BEVERAGES BE SERVED?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If YES, have you applied for your liquor license with the Nebraska State Liquor Control Commission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Have you signed up for training with the Responsible Hospitality Commission?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

12

DESCRIBE THE TYPE OF FOOD & DRINK TO BE OFFERED FOR SALE (ATTACH A SAMPLE MENU)
We offer pastries, desserts, sandwiches and snacks as well as coffee, tea, alcoholic cocktails, beer & wine.

ATTACHMENTS

The following items *must* be ATTACHED to the application. Please put a Check (✓) mark next to those items you have attached.

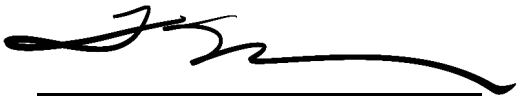
ITEM	ATTACHED
Enclosed Property Owner Checklist	
Building Permit (copy), if needed	
Food Establishment Permit (copy)	
Menu	
Notarized Letter of Consent from the Record Property Owner	
Signed Lease (copy)	
Site Plan (as described on checklist)	
Fencing Material (photo)	
Furniture (photo)	
Original Certificate of Liability Insurance (as described on checklist)	

HOLD HARMLESS AGREEMENT

Must be signed before a witness!

In consideration of being issued a permit for the use of surface space for a sidewalk café the undersigned applicant agrees to hold harmless the City of Lincoln and the officers and employees of the City for any loss or damage arising out of the use, or the discontinuance of any use. The undersigned agrees and understands that the use of the surface space is temporary, on a day to day basis; that the undersigned does not acquire any right, title, or interest in such space; that the undersigned may be required by the City at any time to vacate all or any part of the surface space that the undersigned has been given permission to use; that upon demand to vacate such space, the undersigned agrees to promptly remove any personal property placed thereon by the undersigned and to return the surface space to the same condition that it was in prior to commencement of such use or to reimburse the City for the cost of removing such property and restoring the surface space to its prior condition and that the undersigned has no recourse against either the City or its officers, employees or agents, either for any loss or damage occasioned by his or her being required to vacate all or any part of the surface space which the undersigned has been granted permission to use.

The undersigned further agrees at all times hereafter to comply with all municipal ordinances, rules and regulations of the City of Lincoln, Nebraska.

Tamara Sloan Printed Name of Applicant	09/11/2023 Date	 Applicant's Signature
Witness		

TERMS AND CONDITIONS

To be signed by the property owner

Please read and initial each line item to confirm all parties understand the standards and requirements for sidewalk cafés. The owner agrees:

- If the tenant leaves, the owner is now responsible for the fencing surrounding the sidewalk café.
- The owner has 120 days after the old tenant leaves to identify a new tenant to use the sidewalk café space.
- In the event that the new found tenant is not eligible to apply for a sidewalk café or if a new tenant is not found, the fencing will be removed by the owner.

Tamara Sloan
Printed Name of Property Owner

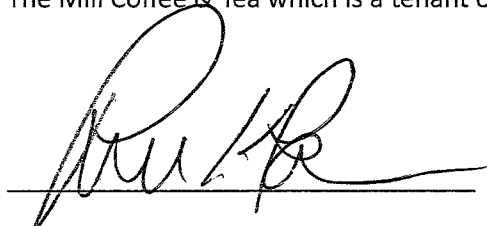
09/11/2023
Date

Owner's Signature

September 12, 2023

To Whom it May Concern:

This letter provides authorization to Tamara Sloan to be the designated representative in applying for a sidewalk café at 1040 O Street, Suite 100 on behalf of BDP Properties, LLC and for use of their business The Mill Coffee & Tea which is a tenant of BDP Properties, LLC.



Rebecca Pearson
Owner
BDP Properties, LLC

THE STATE OF NEBRASKA

COUNTY OF LANCASTER

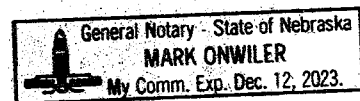
The foregoing instrument was acknowledged before me this 12th day of SEPTEMBER, 2023

by REBECCA PEARSON



Notary Public Signature

Print MARK ONWILER



TERMS AND CONDITIONS

To be signed by the property owner

Please read and initial each line item to confirm all parties understand the standards and requirements for sidewalk cafés. The owner agrees:

R
R
R

If the tenant leaves, the owner is now responsible for the fencing surrounding the sidewalk café.

The owner has 120 days after the old tenant leaves to identify a new tenant to use the sidewalk café space.

In the event that the new found tenant is not eligible to apply for a sidewalk café or if a new tenant is not found, the fencing will be removed by the owner.

BDP Properties, LLC

Robcca Pearson

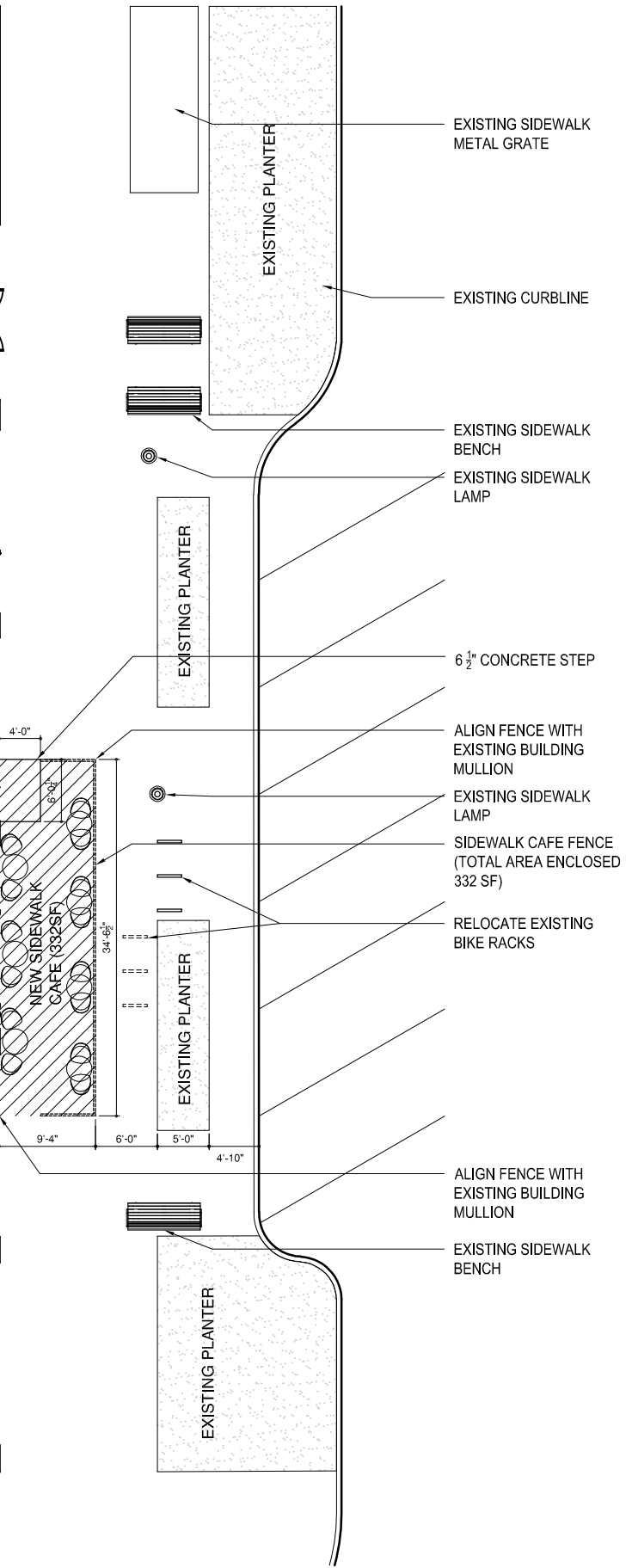
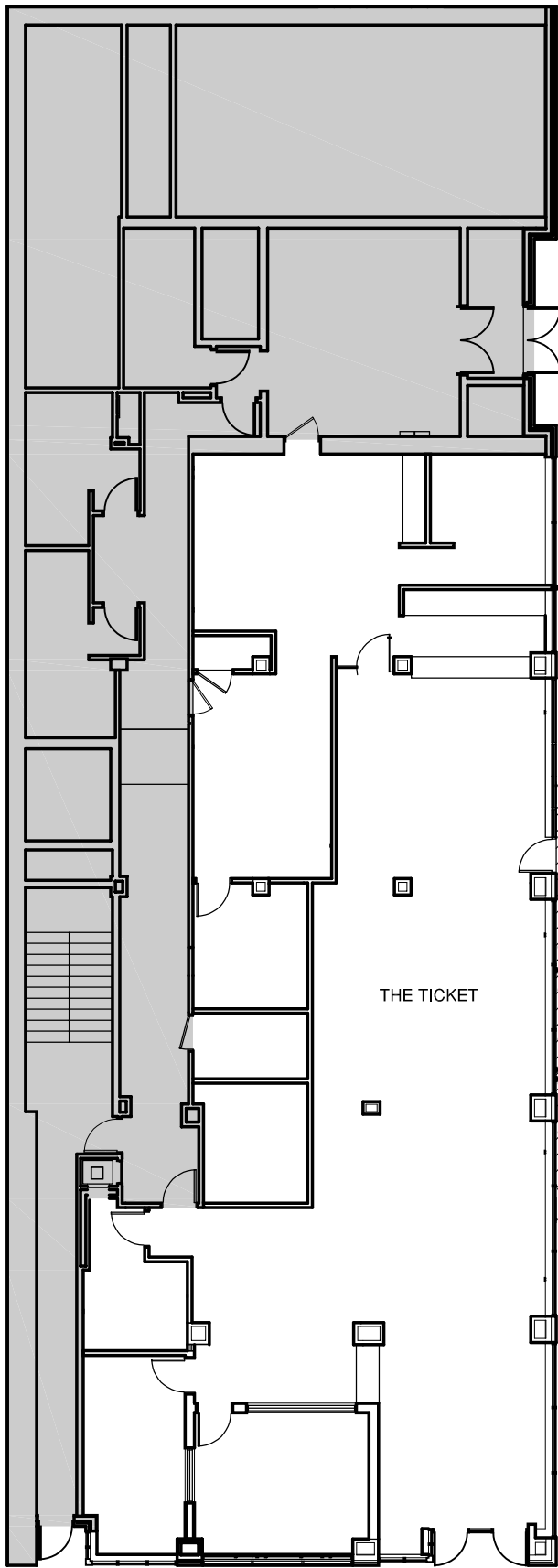
Printed Name of Property Owner

9/12/2023

Date

[Handwritten Signature]

Owner's Signature




Floor Plan
 Scale 1/16" = 1'-0"







BUILDING PERMIT

CITY OF LINCOLN & LANCASTER COUNTY
BUILDING & SAFETY DEPARTMENT

Building Permit Number: **B2204004**

Nature of Work: New office buildout of the 93.7 Ticket Radio Station in the 1040 Condominium Building in Suite 100.
Location: TEN40 O CONDOMINIUM, AMENDED, BASE ACCOUNT LOCATED ON: LINCOLN ORIGINAL, BLOCK 42,
LOTS 20-21

1040

1040 O ST

Place in Window with this side facing the street.

Permit Holder shall call the 24-hour Inspection Line at 402-441-5999 prior to 7:30 a.m. weekdays to be eligible for inspections on the same business day.

Separate permits are required for Plumbing, Electrical, Heating, Curb Cuts, Signs, and Flood Plain Development.

Check setback requirements from your property lines before starting construction. For all new construction, lot stakes shall be visible for the footing/location inspection.

This notice is to be posted in the front window as evidence of a Building Permit and is not a Record of Inspection.

REQUIRED INSPECTIONS:

Approved drawing shall be kept on the construction premises at all times.

Foundation: Before pouring concrete.

Firewall: For townhouse and property line walls.

Framing: After all framing is complete.

Insulation: After all heating, electrical and plumbing is in place.

Final: After building is complete.

It is the responsibility of the owner or builder to determine that this construction does not violate any easement rights of any person, entity or any private covenant.

All inspections must be completed by Building and Safety personnel prior to issuance of Certificate of Occupancy.

RESIDENTIAL BUILDING CODE

Residential permits VOID unless construction started within 180 days of issuance or abandoned for 180 days, permit expires after two years.

COMMERCIAL BUILDING CODE

Commercial permits VOID unless construction started within 180 days of issuance or abandoned for 180 days.



Lincoln-Lancaster County Health Department
 Environmental Health Division
 3131 O Street
 Lincoln, Nebraska 68510

Time In 12:00 PM	Purpose Initial	Inspection Date 09/14/2023
Time Out 12:40 PM	Facility Codes 01A, 12A	

FIRM MILL OWNER GLOBAL WARMING INC
 ADDRESS 1040 O STREET LINCOLN NE, 68508

FOOD ESTABLISHMENT INSPECTION REPORT

Comments

Remarks: Facility is still finishing up some small construction projects. All surfaces in food prep and handling areas must be smooth, durable and cleanable. Bakery case must be installed and connected, equipment necessary for service should be properly installed and handwashing sink must be equipped with soap, disposable towels and signage (provided by inspector but not posted). Mop hangers should be installed once mops are on site. Facility will be adding a small walk-in cooler and dish drying racks. Facility is aware of requirements, and has agreed to not sell food until these requirements are met. Facility is permitted to open from a food standpoint as soon as fees of \$701.19 are paid to Lincoln Lancaster County Health Department. All other required regulatory inspections must be completed prior to opening to the public.

555500109142023121853  Follow-up
 Printed 09/14/2023 12:37:39 PM FIR206

Matt Husk

is

Environmental Health Specialist
 MATT HUSK, EHS 63
 mhusk@lincoln.ne.gov (402) 441-7922

Received by Person-In Charge
 SLOAN TAMARA S
 MANAGER

Obtain Food Handler and alcohol server/seller permits at
www.lincoln.ne.gov search word "Food".

URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #
APPLICATION TYPE	Advisory Review: Potential Neighborhood Design Standards Appeal
ADDRESS/LOCATION	4207 Pioneers Boulevard
HEARING DATE	December 05, 2023
ADDITIONAL MEETINGS	-
APPLICANT	Richard Gruenemeyer, rdjhn3vs16g@yahoo.com
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

RECOMMENDATION: ADVICE ONLY

Summary of Request

Mr. Richard Gruenemeyer is proposing an underground single-family dwelling on 4207 Pioneers Boulevard.

Designs for new homes in the well-established neighborhoods of Lincoln are required to meet Neighborhood Design Standards which encourage construction that is compatible with the surrounding neighborhood. The proposed home design is incompatible with a number of requisites in the Neighborhood Design Standards.

Staff Note:

Since the entire structure except for the car garage is underground, it is atypical in Lincoln, and does not meet the Neighborhood Design Standards. This type of house design would typically require many waivers for the deviations from the standards and would be denied by the Director of Planning. It would then have to be appealed to the Urban Design Committee.

However, the applicant and the architect would like to present the schematic drawings and seek the Urban Design Committee's advice for further design development. The applicant would then decide if they would like to move forward with revisions to the current design or come back with a new proposal at a later date.

Compatibility with the Neighborhood Design Standards (NDS)

Given its location and zoning, the project is subject to the Neighborhood Design Standards. The purpose of the Neighborhood Design Standards is to encourage rehabilitation of existing housing in certain areas, while allowing necessary new construction that is compatible with the surrounding development. What follows is a summary of the relevant design standards and staff's analysis of the project's compatibility with said standards.

Chapter 3.75, Neighborhood Design Standards
Section 4.1: Building Elements.

1. New buildings shall utilize a roof type and pitch commonly found within the same and facing block front. Hipped or gable roofs with pitch of at least 22.5 degrees (6/12 pitch) are acceptable for any project regulated by the Neighborhood Design Standards. Roofs of lower pitch and other types may be compatible in specific districts and can be proposed and approved on an individual basis.

Compatibility per Staff Analysis: *TBD- Garage roof pitch to be specified.*

2. New buildings shall provide at least two openings (combination of windows or door) per story oriented to the street including at least one window and an entrance to a dwelling unit or to a hallway leading to a dwelling unit.

Compatibility per Staff Analysis: *Non-Compliant.*

Garage doors do not count as openings.

3. Front porches are required, when half or more of the houses on the same and facing block fronts or on adjacent blocks have front porches. Front porches shall be equal in width to at least 50% of the length of the front façade and equal in depth to half the depth of the front yard, or ten feet, whichever is less. Smaller porches may be approved based on evidence that half or more of the houses on the same and facing block fronts or on the adjacent block faces have smaller porches.

Compatibility per Staff Analysis: *Non-Compliant*

No front porch.

4. Exterior stairs serving second floor units are not allowed on street facades.

Compatibility per Staff Analysis: *N/A*

5. The elevation of the first-floor level of new dwellings shall generally match the pattern of half or more of the houses on the same and facing block fronts. In other words, if the first floor of most houses in an area are positioned three or four steps above the prevailing grade, new dwellings should have a similar height of first floor, and if most surrounding houses are one or no steps above grade, new construction should match this characteristic. The Planning Director may approve designs that do not meet this requirement upon receiving information that there are no other practical and reasonable means of providing accessibility to a new dwelling for persons with mobility impairments, and provided the design offers other features to enhance the compatibility of the new building with neighboring dwellings.

Compatibility per Staff Analysis: *Non-Compliant*

No steps above grade.

6. In areas subject to these Standards that do not have prevailing patterns (such as new streets development as Community Unit Plans (CUPs), the general intent is to produce dwellings which are oriented to principal access ways and have the “neighborly” design characteristics called for in these standards, while respecting the creative design elements fostered by CUPs.

Compatibility per Staff Analysis: *N/A*

7. Garages, if constructed, shall follow the pattern of half or more of the residential properties on the same and facing block front, such as:

- a. if the pattern in an area is that garages are located behind the house, a pattern of rear garages shall be followed.
- b. if the pattern in an area is that garages are attached or that garages are part of the main building with doors facing the street, doors for not more than two stalls are permitted on a portion of the main building facing a front lot line, provided such doors shall not occupy more than 40% of the length of the principal street façade. Garage doors are permitted in the main plane of the façade or forward of the main plane only when documentation is provided that such a feature is the pattern of half or more of the houses in an area (such as post-World War II “ranch” houses).
- c. if there is no garage pattern shared by at least half of the residential properties on the same and facing block front, garages may be attached and face the street provided the garage portion of the building is set back from the main plane of the principal façade at least five feet.

Compatibility per Staff Analysis: *Questionable*

Garage is the only structure above grade.

8. Height of new buildings should be similar to that of existing residences on the same and facing block fronts. New buildings shall be acceptable that are not taller than the tallest residential structure, nor shorter than the shortest residential structure, built prior to December 31, 1949 on the contiguous block face, provided that:

- a. the maximum allowable height shall not be reduced to less than twenty-eight (28) feet, and
- b. if the height permitted under this section would exceed that permitted in the underlying district, the new building shall be no taller than an existing, adjacent building. Taller structures may be approved on a case-by-case basis, when a steeper roof would increase compatibility between the new building and adjacent older residences.

Compatibility per Staff Analysis: *Questionable*

Height lower than the adjacent houses.

9. In order to encourage variation of the front elevation, up to twenty-five percent (25%) of the length of the principal street façade may be constructed up to two feet (2') into the required front yard. Use of this provision, however, cannot increase the extension of porches into a required front yard beyond that otherwise allowed in Sections 27.71.100 and 27.71.110 of the Zoning Ordinance.

Compatibility per Staff Analysis: *NA*

10. The rhythm of similar width houses on similar width lots does much to establish the character of Lincoln's established residential areas. Large new buildings disrupt this character, unless design measures are employed to reduce their apparent scale. New buildings over fifty feet (50') in length on the principal street facade should be designed to maintain the rhythm of the existing adjacent buildings. Designs will be bound to meet this standard which offset the principal street façade and roof at intervals of fifty feet (50') or less. These offsets shall be at least six feet (6') in depth, and the portions of the façade offset shall equal at least 10% of the length of the façade. Alternate designs that maintain the rhythm of the blockface by such

means as shifts in materials withing the facade, use of multiple porches and/or dormers, and grouping of windows and entrances, may also be approved on a case-by-case basis.

Compatibility per Staff Analysis: *Non-Compliant*

Section 4.2: Yards and Open Space

1. Elevated walkways, or balconies serving more than one unit shall not be located on a portion of the building facing a front or side yard, nor shall open space credit be given for any walkways or balconies.

Compatibility per Staff Analysis: *NA*

2. Entrances to the building shall not be located on a portion of the building facing a side lot line unless the entire building is at least ten feet (10') from that side lot line.

Compatibility per Staff Analysis: *NA*

3. No more than one mechanical unit, such as air conditioning units, shall be located within each required front yard and not more than three in any required side yard, provided that multiple units are spaced at least twenty feet apart. Such access will be screened from adjacent properties if located within a required front yard or withing ten feet (10') of a side lot line.

Compatibility per Staff Analysis: *Unknown*

4. Care should be taken to preserve existing street trees. Any trees removed shall be replaced in accord with the City's Master Street Tree Plan, and additional trees shall be planted as necessary to reach a standard of one street tree per fifty feet (50') of street frontage.

Compatibility per Staff Analysis: *Questionable*

Section 4.3: Parking

1. No required parking space shall be allowed between the building and the front property line. Driveways and parking aprons in the front yard may not measure more than 20 feet wide.

Compatibility per Staff Analysis: *Compliant*

2. Trees in addition to any others required elsewhere shall be planted within five (5) feet of a parking area at the rate of one tree for every six (6) parking spaces.

Compatibility per Staff Analysis: *NA*

3. Parking areas of four or more stalls shall be screened from adjacent properties. Fences may be used for screens in rear yards.

Compatibility per Staff Analysis: *NA*

Recommendations

Given the nature of the project, the Planning Department recommends the garage have a white laminate or a frosted glass door instead of a fully opaque door. Although it would still not meet the window and opening requirements, at least some design intent or feature to accentuate the façade is advised.

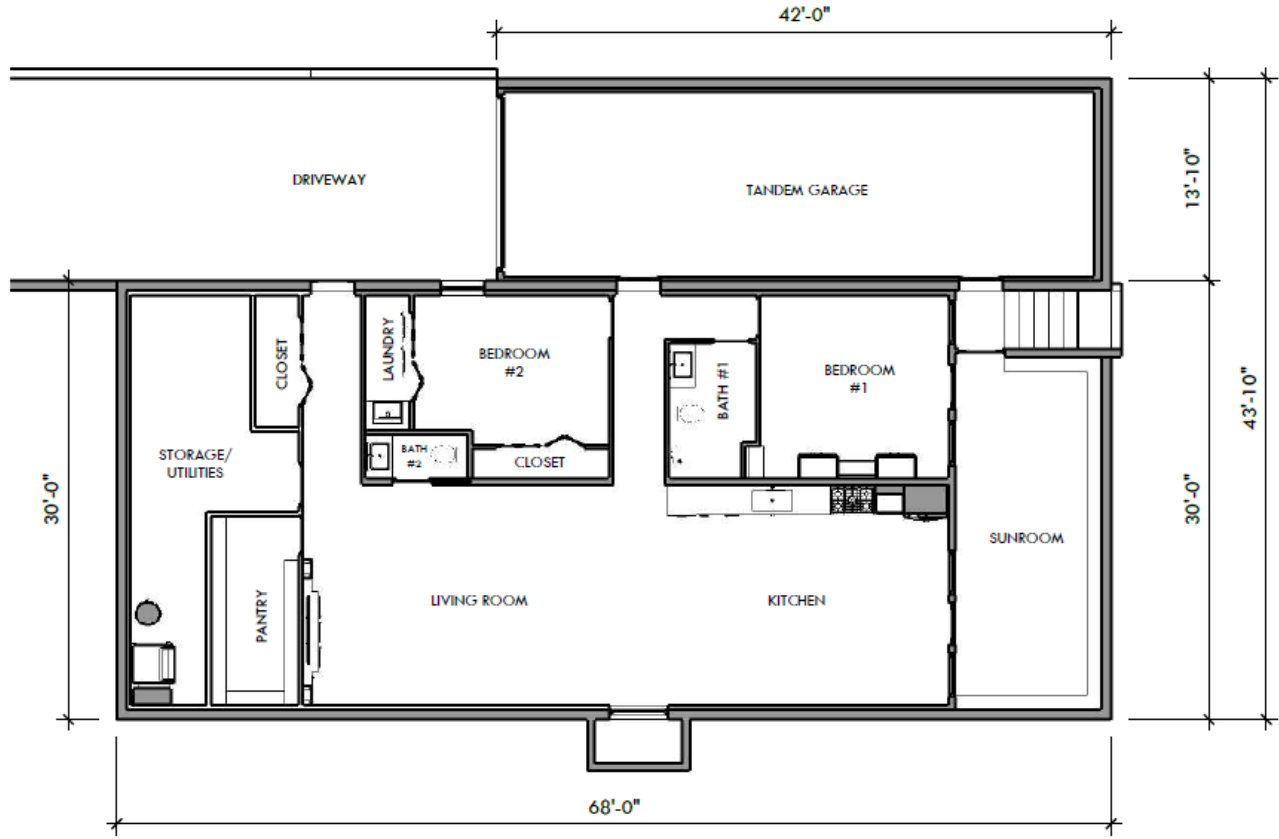
Since this house design does not blend with the neighboring properties, we also recommend incorporating colorful and ornamental plants and shrubs around the garage for to improve the overall appearance of the property and foster a more cohesive architectural context within the community.

ATTACHMENT A – Location Map

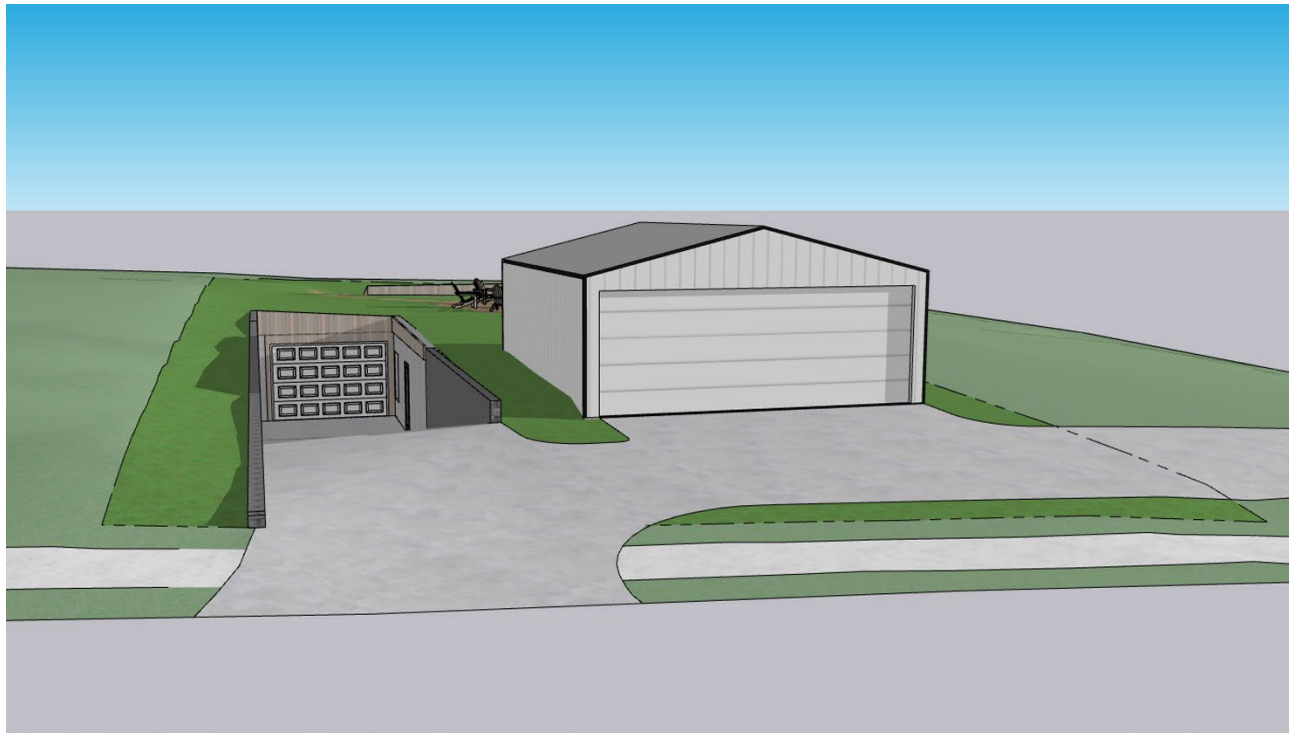


<https://inlanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2023/12 Dec/4207 Pioneers Blvd staff report.docx>

ATTACHMENT B - Site Plan



ATTACHMENT C – Perspective Images



GRUENEMEYER HOME - STREET VIEW
4207 PIONEERS BLVD
LINCOLN, NEBRASKA



View from Pioneers Blvd



GRUENEMEYER HOME - REAR YARD VIEW
4207 PIONEERS BLVD
LINCOLN, NEBRASKA



View from the back alley

<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/REPORTS/2023/12 Dec/4207 Pioneers Blvd staff report.docx>



GRUENEMEYER HOME - FLOOR PLAN OVERVIEW

4207 PIONEERS BLVD
LINCOLN, NEBRASKA

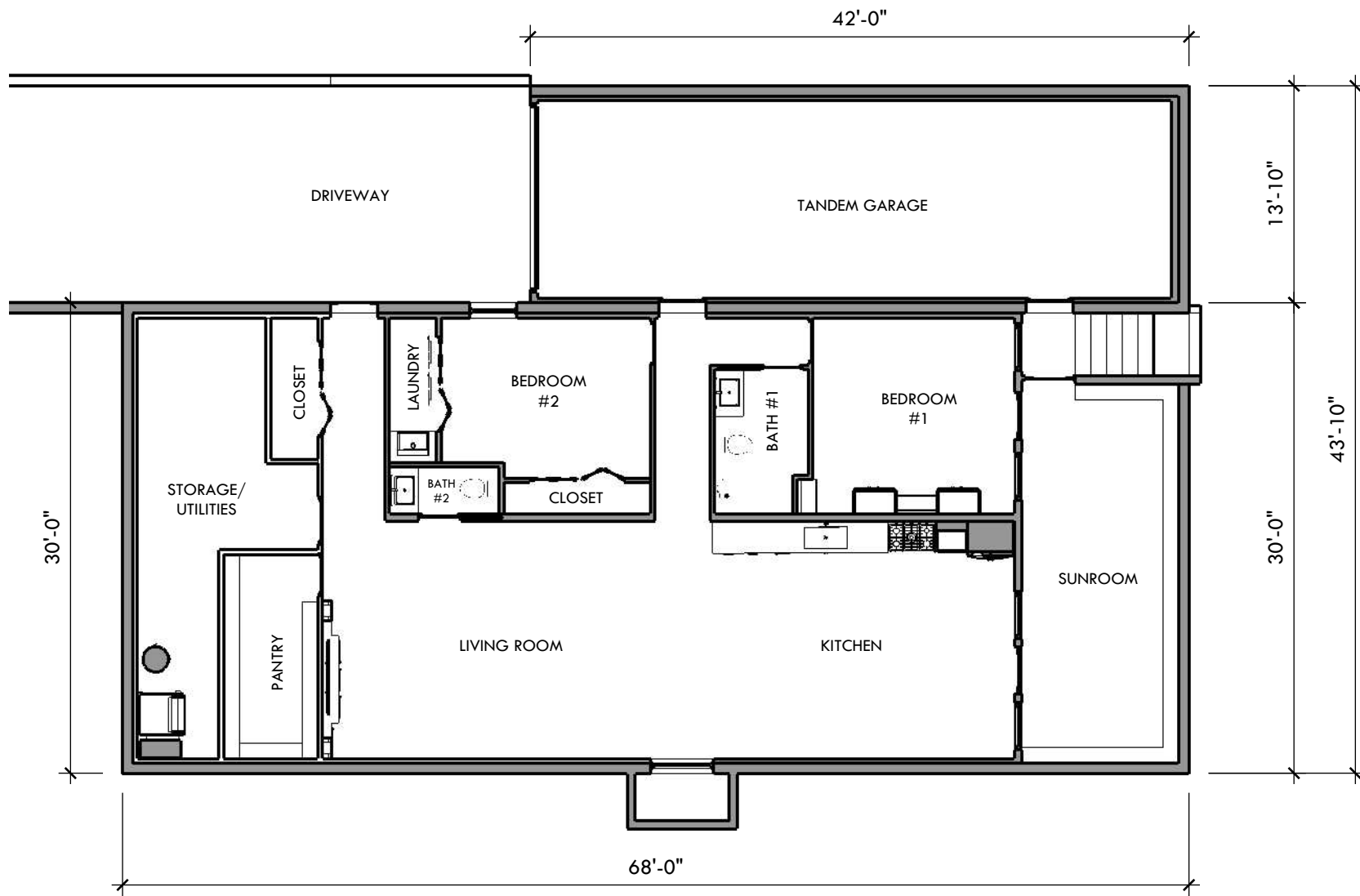


Schematic Floor Plan

ATTACHMENT D – GARAGE IMAGES



Menards Shed Samples



DATE: 11/9/2023 PROJECT: 2023-4207PB

SHEET 1/1

GRUENEMEYER HOME - 4207 PIONEERS

SIMPLE FLOOR PLAN

These plans are the property of the owner listed. Owner to verify all dimensions and specifications prior to construction. Owner assumes all liabilities of design and construction thereof. Owner to be sure construction conforms to all building codes

2041 S 18th Street
 Lincoln - NE - 68502
 Ph: 402 - 890 - 4166
 bridgewaterconsultingNE.com

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