

# URBAN DESIGN COMMITTEE

The Urban Design Committee will hold a meeting on **Tuesday, January 09, 2024**, at **3:00 p.m.** in the County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska in **City Council Chambers** on the 1<sup>st</sup> floor. For more information, contact the Planning Department at 402-441-7491.

## AGENDA

1. Approval of UDC meeting record of [December 5, 2023](#).

## ADVISE

2. [Aragon Tavern Sidewalk Cafe](#) – [UDR23137](#) – *Final Action*
3. [Gruenemeyer House](#) on 4207 Pioneers Blvd – [UDR24002](#)
4. [Shops at Lincoln](#) – [UDR24001](#) – *Final Action*
5. [2023 UDC Annual Report](#) – *Final Action*

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

## ACCOMMODATION NOTICE

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

## MEETING NOTES

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

<b>NAME OF GROUP:</b>	URBAN DESIGN COMMITTEE
<b>DATE, TIME AND PLACE OF MEETING:</b>	Tuesday, December 5, 2023, 3:00 p.m., County-City Building, City Council Chambers, 555 S. 10 <sup>th</sup> Street, Lincoln, NE.
<b>MEMBERS IN ATTENDANCE:</b>	Mary Canney, Emily Deeker, Jill Grasso, Frank Ordia, Michelle Penn and Gill Peace; (Tom Huston absent).
<b>OTHERS IN ATTENDANCE:</b>	Arvind Gopalakrishnan, Paul Barnes and Teresa McKinstry of the Planning Evan Gunn and Kit Williams with BVH Architecture; Brayden McLaughlin with Bridgewater Consulting; 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 October 3, 2023 and November 7, 2023. Motion for approval made by Grasso, seconded by Canney and carried 6-0: Canney, Deeker, Grasso, Ordia, Penn and Peace voting 'yes'; Huston absent.

### **CENTRAL AT SOUTH HAYMARKET, 205 S. 10<sup>TH</sup> STREET:**

**December 5, 2023**

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

Arvind Gopalakrishnan stated that the applicant is proposing a six story building with 173 units of affordable housing targeted for families, with parking currently being negotiated for off-site parking at the Center Parking garage.

Evan Gunn stated that they are seeking approval of the building design today. They applied for NIFA (Nebraska Investment Financing Authority) funding last week. They are proceeding with schematic design. They will be back in spring 2024 for approval of the site scape. They will also update any changes needed to the building. The design intent is planned to remain the same. He showed the updated images for the elevation concepts. After the first presentation to this group, they believe there isn't a lot of room to soften the edge along 10<sup>th</sup> Street. They decided to do this with brick patterning. They are proposing lighter brick on the north and east, with darker brick on the west and south. That corresponds to the larger mass above. The idea was to create variation on the pedestrian scale. They will be using color strategically to emphasize the front entrance. Windows along 10<sup>th</sup> Street will be six feet above the sidewalk. He handed out some samples of the proposed materials. Brick and fiber cement panels will be used.

Gopalakrishnan stated that the proposed plans are in conformance with the Downtown Design Standards. He pointed out that in B-4 zoning, you don't need to have parking. The applicant has said they will provide parking in the garage at 11<sup>th</sup> Street and 'N' Street.

Gunn stated that the streetscape design is in process at this time.

Deeker inquired about the interior courtyard. Gunn stated it will include bike storage, a playground and a dog run. It will be gated off. This will be security for the tenants. The idea is to physically block it off to the public, but not visually.

Penn asked if the applicant has seen staff comments. Gunn talked about it at the last meeting. They responded by breaking up the mass with the balconies and also with vertical circulation. They looked at the color as well.

Grasso noted this was discussed in depth at the last meeting. she believes those attending last time agreed that the applicant addressed a lot of the concerns from a previous meeting. She believes the transparency through the courtyard is nice.

**ACTION:**

Grasso moved approval as recommended by staff, seconded by Canney.

Peace would recommend using a lighter color for the brick and he would like to see a little soffit. He thinks if this could be done on the side with the darker colored brick, it would be a huge improvement. He believes the dark colored brick and Hardie board are similar in color. He thinks the light brick would be a subtle, but big improvement. He would suggest finding a way to get those out of plane, as was done with the lighter brick.

Gunn believes there might be some opportunities for lighting with the pedestrian area as well.

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

**SIDEWALK CAFÉ APPLICATION FOR THE MILL COFFEE & TEA AT 1040 'O' STREET:      December 5, 2023**

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

Gopalakrishnan stated that Daniel and Tamara Sloan have applied for a sidewalk permit using the right-of-way. The space would be 9' 4" by 34' 6.5". They are proposing seven sets of 22 inch, two-seater tables. There was a slight miscommunication between the applicant and contractor. Fencing was installed while the applicant was out of town. Downtown Lincoln Association (DLA) has removed three bike racks. They will be reinstalled slightly to the east of the previous location.

Penn believes one end of the space needed to be closed. She inquired if the gate is still being proposed. Gopalakrishnan answered that one side will be a gate and the other side closest to the main door will be open.

Penn believes this is a great place for a sidewalk café. She is excited for 'O' Street to have more.

**ACTION:**

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

**GRUENEMEYER HOME ON 4207 PIONEERS BLVD – SINGLE FAMILY HOUSE:**

**December 5, 2023**

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

Gopalakrishnan stated that this is currently an empty lot. The entire home would be located underground. The garage would be above ground. This is unlike anything we have in Lincoln currently. The architect is here today and would like to get some thoughts on the preliminary design. As of now, staff would recommend adding some transparency to the garage door and some landscaping.

Brayden McLaughlin understands this project is different. His client wanted an underground house. He initially wanted a berm house. He was interested in the insulating properties. McLaughlin has never tackled something like this before. A lot of the neighborhood design standards can't be applied since the house is underground. One recommendation from the client is for the above ground garage. This is a Menards type prefabricated building. His client likes to restore classic cars. He is assuming cost was a factor in his client's decision. He is open to any suggestions. He showed a property on S. Folsom where the majority of the property is underground. The second example is on the northeast corner of S. 56<sup>th</sup> St. and Pine Lake Rd. The house was torn down, but the garage was kept. A small home was built on the site. He showed the adjacent properties to this application. A lot of them are cape cod style, post war bungalows or split levels. He could talk to his client about building an actual garage at the front of the property. A circle drive is part of the plan, so people aren't backing onto Pioneers Blvd. He might be able to incorporate some of the cape cod feel to the garage. He is looking for questions or comments.

Penn stated it is hard to see on the plan where the openings are. McLaughlin pointed out where the entrance is for the garage and the house.

Deeker asked if the above ground garage sits over the house. McLaughlin replied no. They would pour a slab or use independent footings.

Canney appreciates the applicant coming in ahead of time for input from the committee. He appreciates alternative ways to envision housing. The problem is doing something new in a traditional neighborhood. The applicant has addressed that a little. He inquired if there is a way to continue the street frontage pattern, to be consistent. He would suggest that the applicant perhaps consider the rotation of the structure on top of the lot. He can appreciate how the neighbors might feel about this.



Peace asked if the owner is purchasing just one of the lots. McLaughlin stated that his client hasn't purchased anything yet. He is trying to do his due diligence. Peace wondered if there would be a common access easement for the one driveway. McLaughlin believes it is an easement. There would be two entrances for the circle drive. That was going to be tackled once the project goes forward. Peace inquired if the adjacent property didn't want a joint access easement, if there was another plan. McLaughlin stated that the City wants a circle drive. The seller is a developer. He tried marketing them as two lots. His client expressed an interest in purchasing one lot. Peace noted that the images presented appear to show a pre-fabricated garage. McLaughlin stated that is just a standard image they received from Menards. If the client is willing, they would like to do something different with the garage. Peace suggested rotating the gable to east/west. He would suggest some false windows to make it feel more like it belongs there.

Ordia inquired if it is a deal killer if the client can't use a building plan from Menards. McLaughlin isn't sure. He believes it was more of an economic standpoint. He is sure it would be less expensive to build. That is just an assumption on his part.

Deeker was looking for a site plan to see where this fits on the lot. McLaughlin noted it would be all within the setbacks. Deeker wondered if that would be aligned with the rest of the neighborhood. McLaughlin believes the garage above ground would be close to matching the setbacks of the neighborhood.

Penn inquired what materials are being proposed. McLaughlin was planning on flex core. Penn asked if potentially, the garage could be moved above the house. McLaughlin believes so.

Canney appreciates the potential of the garage being toward the front. There is a pattern of trees on the street. That is a traditional element of the neighborhood. He asked if there is any opportunity to continue the pattern of street trees in the site plan. McLaughlin stated that with the driveway turnaround, they wouldn't be able to plant a large tree. They could have a couple of smaller trees on the property line. Canney stated that some vertical element in there would be a benefit.

Deeker noted that perhaps there could be some flexibility from the City on how wide the concrete needs to be. She agrees that some trees will help with the visual.

Ordia would like to see trees incorporated into the site plan.

Deeker would change the roof pitch to east/west.

Peace inquired how many items in the neighborhood design standards this does not comply with. Gopalakrishnan replied quite a few. There is no front porch, exterior stairs are not allowed on the street façade, there are no steps above grade, the height is lower than the adjacent houses, entrances and windows, amongst other things.

Peace inquired if any neighbors have been asked to comment on this design. Gopalakrishnan stated that the neighbors will receive notification when the appeal is denied. There hasn't been any notification yet. This is just an informal briefing for information and input.

Grasso understands that the applicant is here preliminarily.

Gopalakrishnan stated that with the formal process, the applicant would come back with a revised plan. City staff would check which design standards aren't met. The Planning Director would deny the application. The applicant could appeal before Urban Design Committee. That is when the notification letters would be sent.

Grasso thinks this is a tough one. It is setting a precedent. She is all for doing something different and alternative housing. Aesthetically, the issue is how it fits in the neighborhood. First and foremost, a metal garage from Menards isn't her first choice. She looks at the drive that goes down into the garage. She wondered where is the porch and openings. Those are things that indicate you are part of the neighborhood. She thinks there is a way this could be done more aesthetically, but it will cost a lot more. She would not be comfortable with this in her neighborhood.

Penn concurred with Grasso's comments. She thinks the Menards garage has got to go. She herself has had to deal with the standards. The front porch, steps, windows, to be able to ignore all that is an issue with the neighbors. She would be a definite no on this. She looks at the codes and thinks the egress and other codes have been met. It doesn't mean it is something that would be overall acceptable. A site plan and better design are definitely needed.

Peace agreed with Grasso and Penn. He would like to know how many waivers are needed. You can get caught up in trying to design something that doesn't meet all the standards, but still have a good design. He believes that using the process of appealing to Urban Design Committee should only be for when those design guidelines are holding you back from doing something great. To re-emphasize, to have the garage as the only visible component of this house to the neighbors and the street, you need to come up with something that is architecturally a lot more. It needs to be something that contributes to the neighborhood.

McLaughlin believes the applicant is interest in using underground for energy efficiency. He is hearing that the prefab garage is an issue.

Canney would keep the setback pattern of the street so it looks more friendly. He would encourage any way to green up the space. Street trees or vertical elements would help soften the view.

Ordia suggested a survey of the neighborhood character,

Deeker would encourage asking the client how they are integrating themselves with the community. How do you present yourself? You want to give the visual of being part of the neighborhood. She would also want to know about security. This just doesn't have the same character as the rest of the neighborhood.

Canney believes it might be good to talk with the neighbors as well, to hear their opinions first.

Penn would suggest looking at some new urbanism ideas for some aesthetically pleasing garage ideas. This will take some convincing on her part.

**MISCELLANEOUS:**

- Paul Barnes had some conversations with the City Attorney's office on what needs a vote and what doesn't. Specific items like the appeals process need notification and a vote. Sidewalk cafés are one of those items. They are in a different section of the Lincoln Municipal Code. There is a requirement for review by the Outdoor Dining Committee and staff. The other piece that is a little more vague is advisory review. There is a request for input and feedback before the final recommendation. When it comes to TIF (Tax Increment Financing) projects, staff typically wants that vote and comments in a more formal fashion. That is not necessarily as clear in terms of advisory review. Sometimes there isn't a quorum and it is a TIF project, but it moves forward. Items that need a vote are carried over. He would prefer a vote on everything, so the decision is clear.

There was a discussion on recommendations and voting procedures.

- Gopalakrishnan stated that the next Urban Design Committee meeting is scheduled for January 2, 2024. He inquired if the members would like to move the meeting to January 9, 2024. There was a consensus to move the meeting to January 9, 2024.

There being no further business, the meeting was adjourned at 4:05 p.m.

*<https://linclanc.sharepoint.com/sites/PlanningDept-Boards/Shared Documents/Boards/UDC/Minutes/2023/120523.docx>*

## URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #23137
APPLICATION TYPE	Advisory Review: Final Action
ADDRESS/LOCATION	1125 Q St
HEARING DATE	January 09, 2024
ADDITIONAL MEETINGS	-
APPLICANT	MCO LLC, mco-accounting@piedmontese.com
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, <a href="mailto:agopalakrishnan@lincoln.ne.gov">agopalakrishnan@lincoln.ne.gov</a>

### RECOMMENDATION: APPROVAL

#### Summary of Request

In the early 1990s the city of Lincoln constructed a parking garage across the street from the Lied Center for Performing Arts. Along the street a skinny piece of land measuring 33x164 feet was reserved for a mixed-use project to be built in the future. The current building received TIF assistance and was erected in 2021 with a ground-floor restaurant, several stories of office space, and 40 luxury condominiums. The Aragon Tavern restaurant is located on the first level of the 22-story Lied Place Building on 1125 Q St. The building is on the Q Street and N 11<sup>th</sup> Street intersection.

MCO-LLC, the owners of Aragon Tavern 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 47'-2" x 9'-10" 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. Currently, there are several restaurants on this block fronting 11<sup>th</sup> Street, P Street and 12<sup>th</sup> Street. Aragon Tavern would be the only restaurant and sidewalk café on the block that fronts Q Street.

The area just outside the proposed sidewalk cafe has multiple granite barriers and light bollards along Q Street, approximately 16' from the façade of the building. Just north of the line of barriers, is the drop off lane for the building.

With a proposed 9'-10" width for the cafe, 6' would be available for pedestrian movement 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.

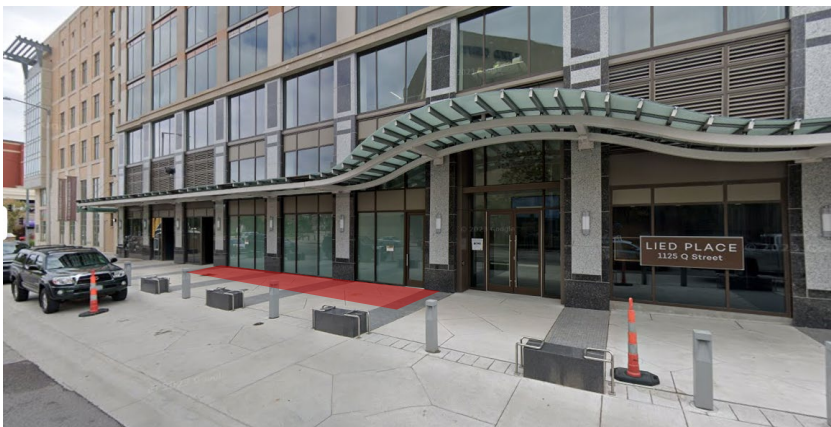
### **Title 14 Public Property and Public Ways Chapter 14.50: Sidewalk Cafes Section 14.50.060 Permit Conditions**

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:

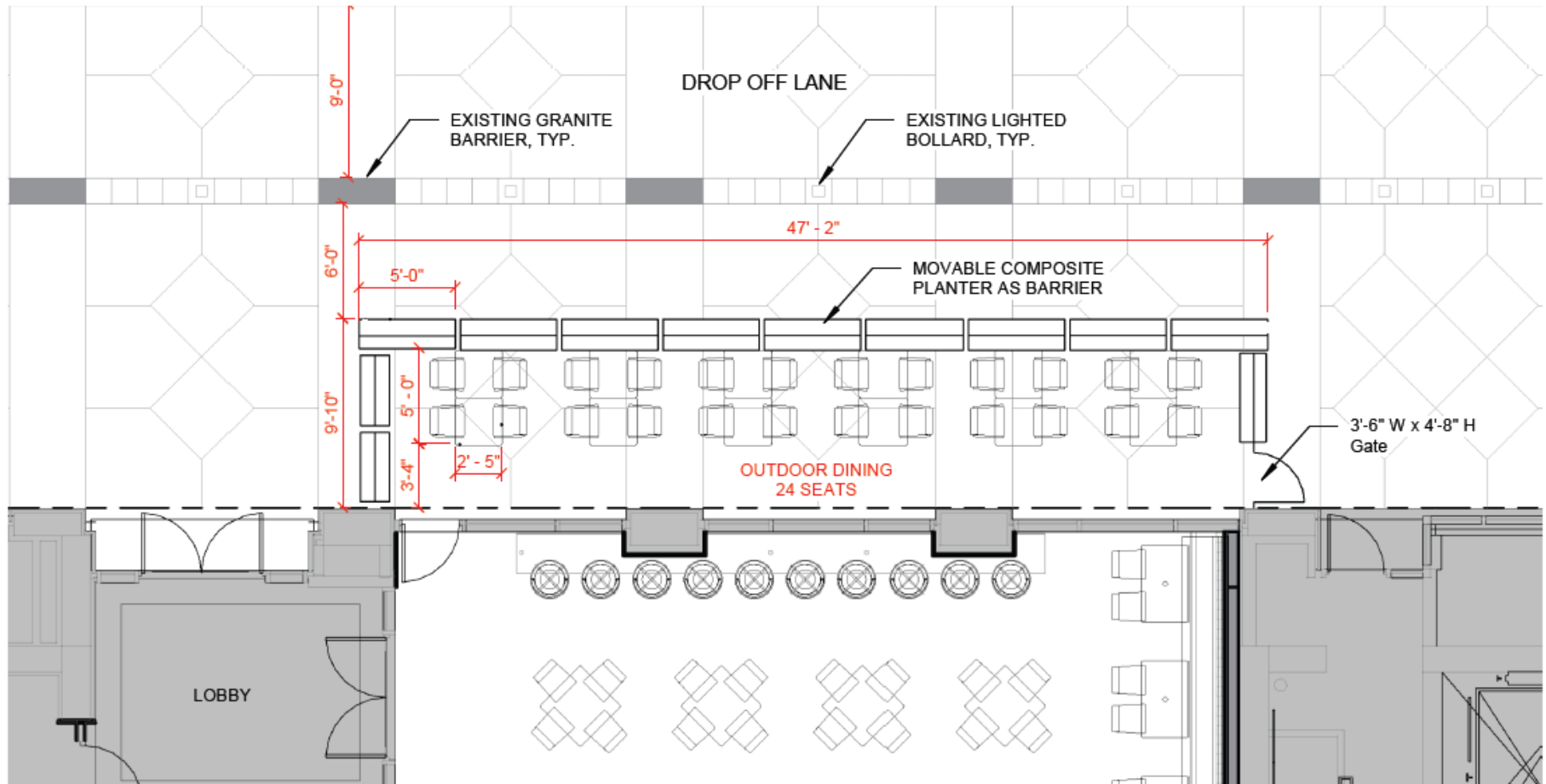
- If the City shall find special circumstances involving site characteristics or the flow of pedestrian traffic at such location, the conditions of approval may require a passageway greater than six feet or may prohibit operation of the sidewalk café for certain specified periods.
- If the City shall 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**

*The sidewalk space available for movement abutting the building is approximately 15'-10" wide. Installing a 9'-10" wide fencing would leave around 6' of passageway for pedestrian movement spanning the length of the sidewalk café. (diagram below)*



Q STREET



**GROUND LEVEL PLAN**  
1/8" = 1' 0"





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 movable composite planters.
- Height: Base- 31 inches with a 24" tempered glass on top – **compliant**
- Railing clearance not more than 27" – **compliant** (Planter held in place by its own weight - no anchorage into the concrete sidewalk.)
- Capacity: 24 persons – **compliant**
- Currently, the restaurant plans to serve alcohol, and hence, one entrance is provided at the east end of the café abutting the building. The gate is 3'-6" wide and 4'-8" tall.





*(Precedent Image)*

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:** Compliant.

*A wall mounted signage identifying the business may be incorporated as part of the design.*



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.*

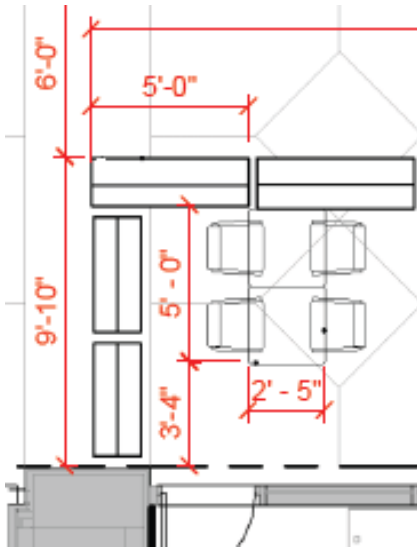


5. All sidewalk cafés shall be located only in the exact location described in the approved application. Approved furnishings, including the number of tables and chairs to be provided, may not be modified or substituted.

**Compatibility per Staff Analysis:** *compliant*

- Choice of furniture included in the application includes 6 sets of 4-seaters

*The application shows 6 sets of four seater tables measuring 5' x 2'5", all of which are placed along the railing side, allowing for 3'-4" for ADA access.*



**Outdoor Chair**



**Outdoor Table**



Chairs: Riviera 434 wth Iron finish

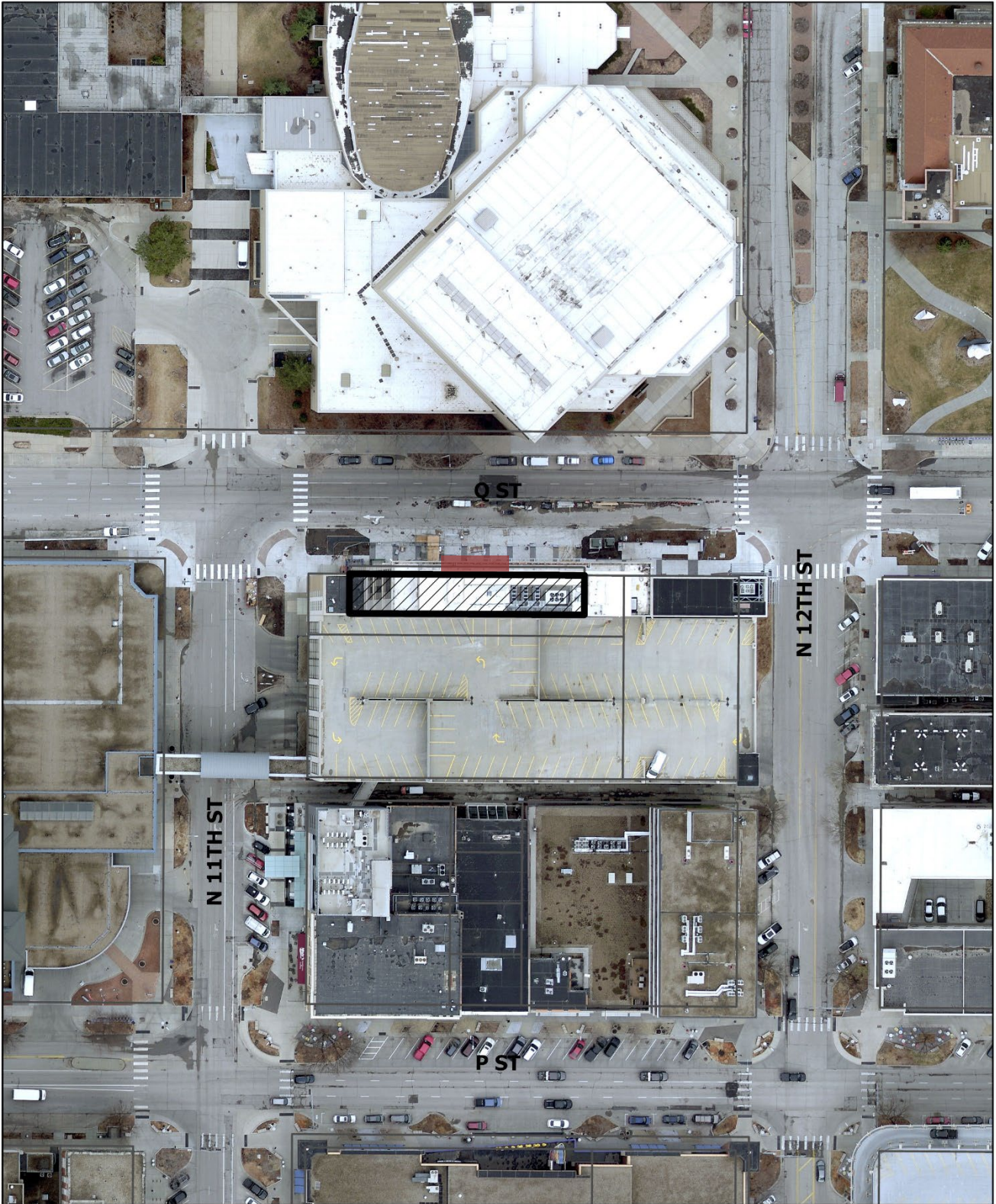
Tables: Nova 858 with Charcoal Gray finish

---

**Staff Comments.**

Overall, the plans for the sidewalk café are in conformance with the design standards, and Planning staff recommends approval.

# ATTACHMENT A - Location Map

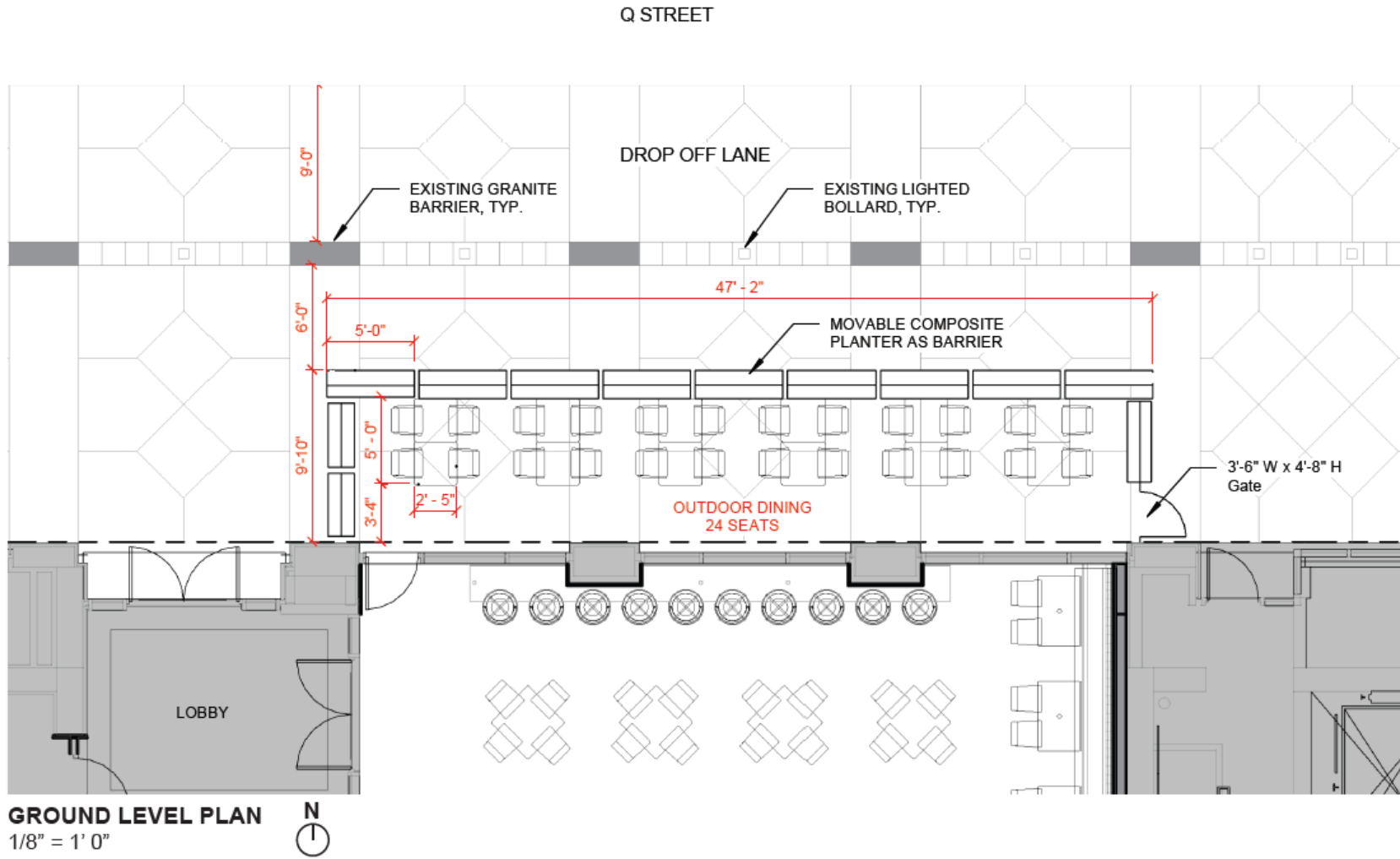


2022 Aerial



**UDR23137 - Aragon Tavern Sidewalk Cafe (1125 Q St)**

Project: GIS\Projects\Dev\Review\UDC\_Location\Maps.aprx  
PDF: \Boards\UDC\REPORTS\Location Maps





ATTACHMENT C – Renderings



## URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #24002
APPLICATION TYPE	Advisory Review: Potential Neighborhood Design Standards Appeal
ADDRESS/LOCATION	4207 Pioneers Boulevard
HEARING DATE	January 09, 2024
ADDITIONAL MEETINGS	-
APPLICANT	Richard Gruenemeyer, <a href="mailto:rdjhn3vs16g@yahoo.com">rdjhn3vs16g@yahoo.com</a>
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, <a href="mailto:agopalakrishnan@lincoln.ne.gov">agopalakrishnan@lincoln.ne.gov</a>

### 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 design is an underground home, with just the garage above the surface, and is incompatible with a few requisites in the Neighborhood Design Standards.

Staff would like the committee to offer design advice on some crucial elements of the proposed structure such as

- Appearance of the structure, specifically the garage door, and the pedestrian door, and
- Landscaping

#### *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 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. The applicant is seeking design advice preemptively from the committee to bridge the gap between the proposed design and the requisites of the Neighborhood Design Standards.

The architect presented before the Committee at the December 5, 2023, meeting and received preliminary design input to make the garage blend well with the neighboring houses.

Since then, the design team has made considerable revisions to the designs and would like to present the schematic drawings and seek the Urban Design Committee's advice for further design development.

This meeting would not require a vote, as we do not have the Director's signed letter stating the denial of the requested waivers. However, before the next UDC meeting on February 6th, a brief description of the project

and a summary of the requested waivers would be sent to the neighbors living within 200 feet of the property, giving them enough time to review and raise concerns, if any.

### **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 the 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 the 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 a 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:** *Compliant.*

*8/12 Pitch*

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:** *Compliant.*

*Garage doors do not count as openings. Apart from the garage door, the structure has a door, and a double-hung window fronting the street.*

*The top panel of the garage door would have two plexiglass panels, and the rest of the garage door would be painted to look like windows and shutters.*

*Painting windows and shutters on the garage door will require maintenance and over time could be painted over. Painting faux features on the garage should be considered by the Commissioners.*

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:** *N/A*

*No covered porches were found in the neighboring properties. Most houses on the block just have a stoop (1-2 steps).*

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:** *N/A*

*Most houses on the block just have 1-2 steps above grade, and the proposed house is underground.*

6. In areas subject to these Standards that do not have prevailing patterns (such as new street development as Community Unit Plans (CUPs), the general intent is to produce dwellings that 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:** *Compliant*

*Garages on this block are found to be attached and detached. The proposed garage would be detached from the underground house and is the only structure above-grade.*

8. The 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:** *Compliant*

*Height is similar to 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 offsets 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 within 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:** *Compliant*

*The structure is designed to look as close as possible to the neighboring houses.*

## **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 within ten feet (10') of a side lot line.

**Compatibility per Staff Analysis:** *No mechanical units.*

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:** *No existing trees are being cut down for this construction. However, the proposal shows a tree that would be planted between the driveway and the sidewalk, to blend with the existing pattern of trees on the block.*

### **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*

---

### **Staff Comments**

Based on the previous meeting, the applicant has incorporated the following design elements into the garage:

1. The size of the structure, the materials, the roof pitch, and the gable orientation are similar to the adjacent house.
2. Garage door with plexiglass panels and faux windows
3. An additional pedestrian door and window fronting the street
4. Landscaping around the garage to improve the property's overall appearance and foster a more cohesive architectural context within the community.
5. A tree between the driveway and the sidewalk to form a contiguous line of trees on the street.

Overall, the staff would like the committee to weigh in on the following:

- The top panel of the garage door would have two plexiglass panels, and the rest of the garage door would be painted to look like windows and shutters.

Staff feels that painting windows and shutters on the garage door will require maintenance and over time could be painted over. Painting faux features on the garage should be considered by the Commissioners.

- In the site plan, the garage is set back 25' from the front lot line, as required in the zoning code. However, it appears to be closer to the property line than in the neighboring properties (27,28' or more than 30' in some cases). Staff would encourage the applicant to have the structure on the same plane as the adjacent houses, or as close as possible to align with the front face of the existing buildings.

- Staff suggests considering small glass inserts/partial glazing on the pedestrian door to further contribute to the overall enhancement of the structure.



# ATTACHMENT A - Location Map



2022 Aerial

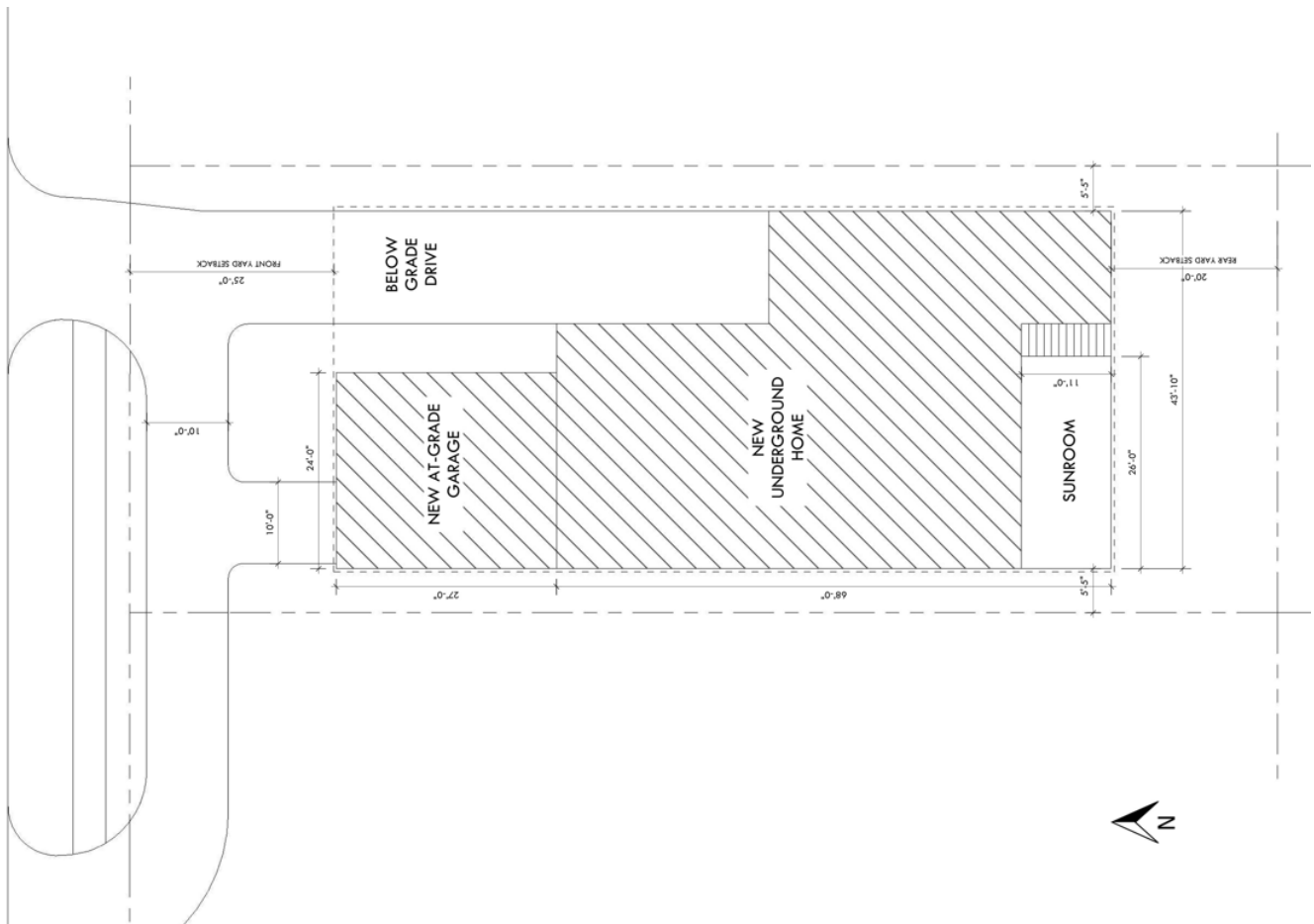


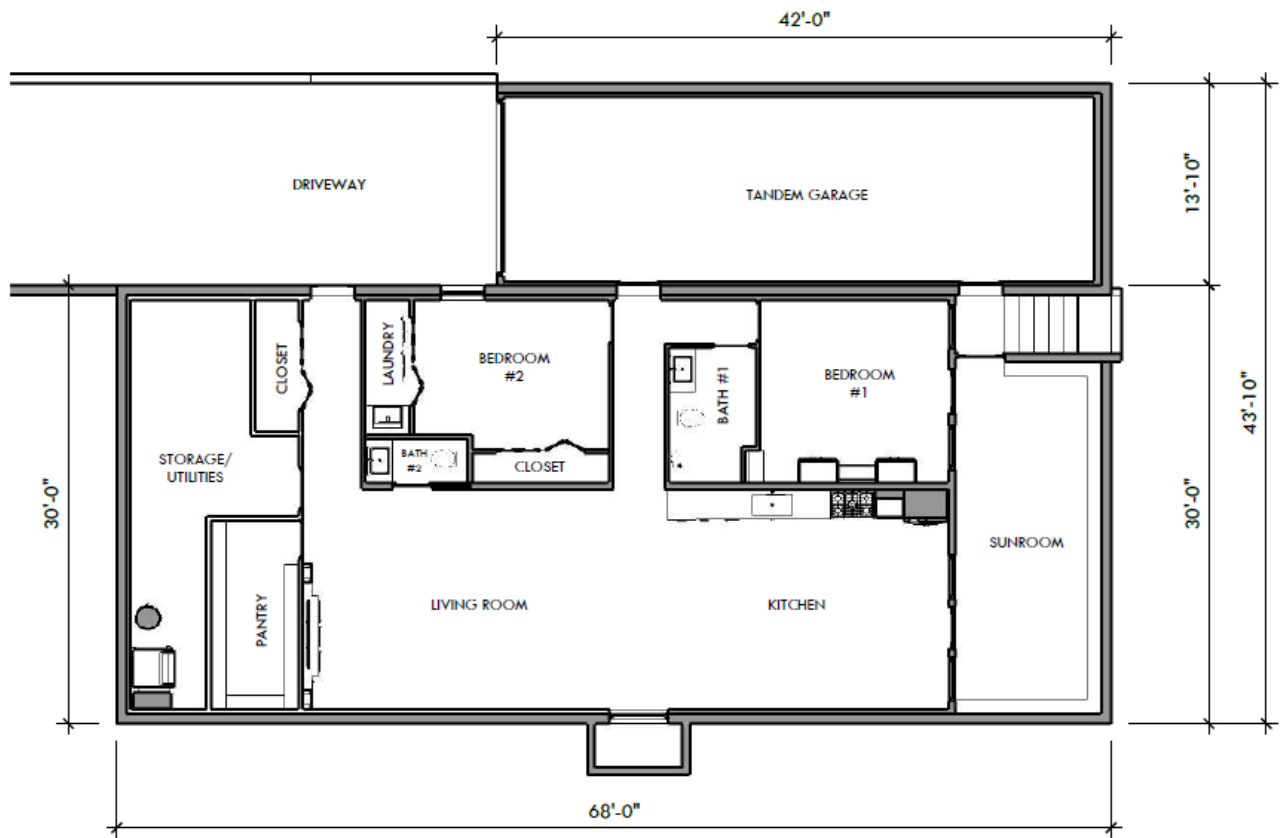
**UDR24002 - Gruenemeyer House (4207 Pioneers Blvd)**

Project: \_GIS\Project\DW\Review\UDC\_LocationMaps.aprx  
PDF: I:\Boards\UDC\REPORTS\Location Maps



# ATTACHMENT B – Site Plan



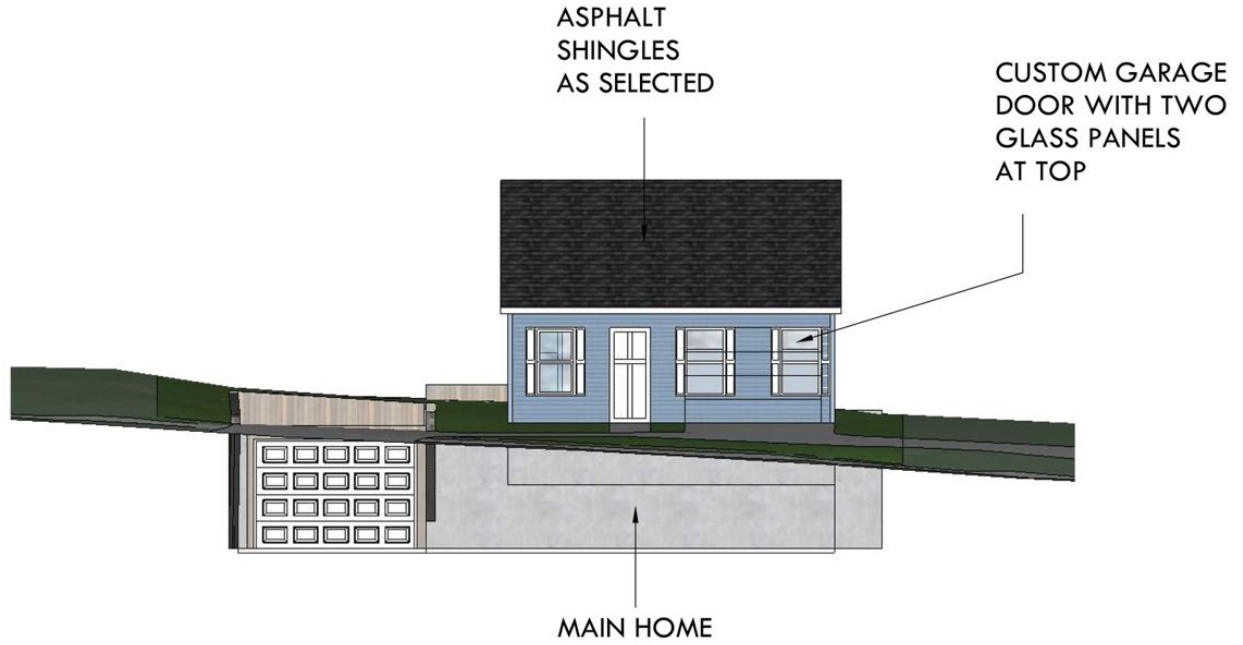


GRUENEMEYER HOME - FLOOR PLAN OVERVIEW  
 4207 PIONEERS BLVD  
 LINCOLN, NEBRASKA

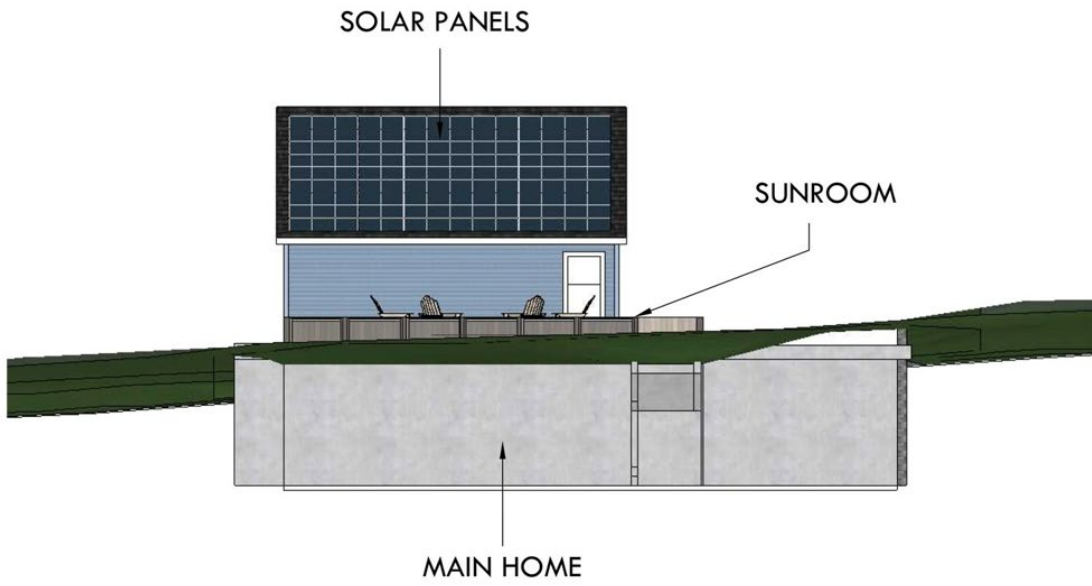


# ATTACHMENT B – Elevations

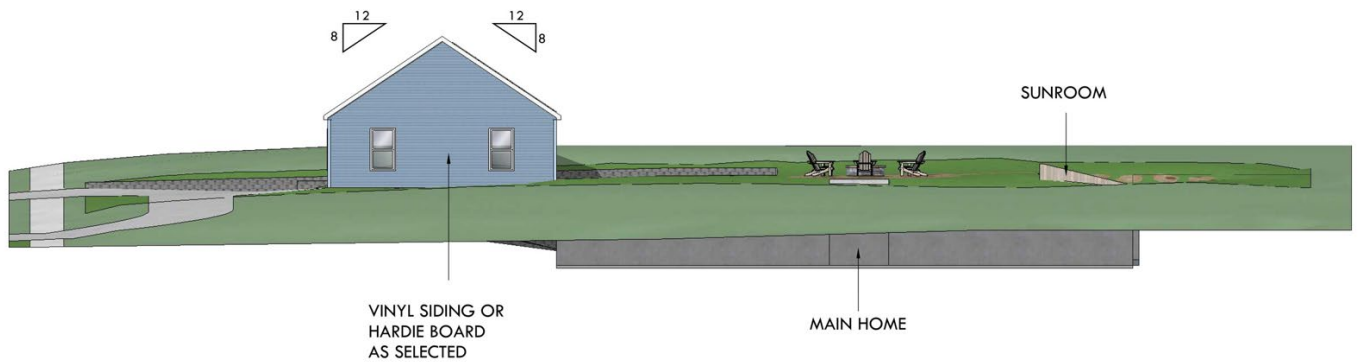
## NORTH ELEVATION



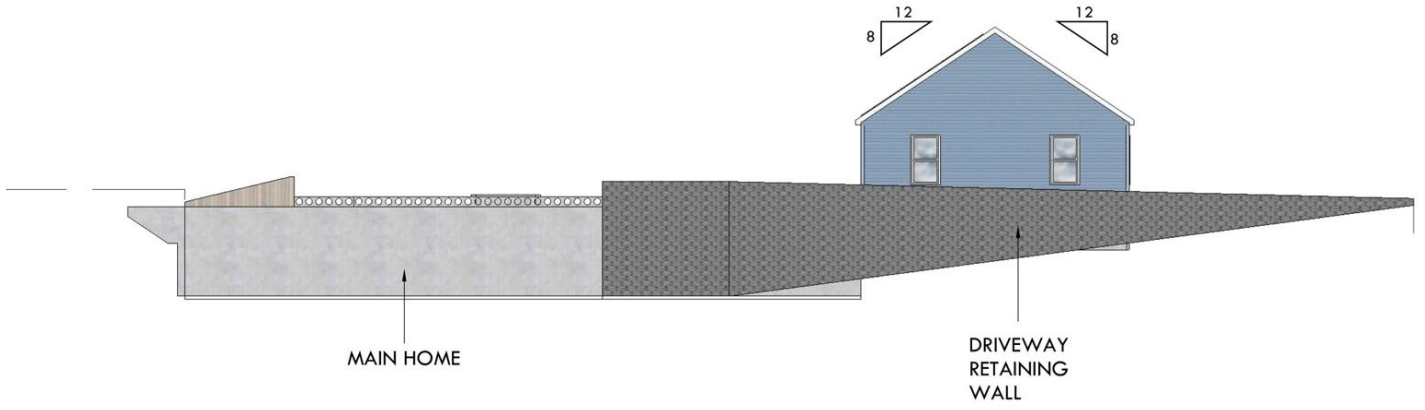
# SOUTH ELEVATION



# WEST ELEVATION



EAST ELEVATION



ATTACHMENT C – Perspective Images





GRUENEMEYER HOME - STREET VIEW  
4207 PIONEERS BLVD  
LINCOLN, NEBRASKA



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







STREET VIEW WITH MODEL - NE VIEW  
4207 PIONEERS BLVD  
LINCOLN, NEBRASKA



STREET VIEW WITH MODEL - NE VIEW  
4207 PIONEERS BLVD  
LINCOLN, NEBRASKA







STREET VIEW WITH MODEL - NE VIEW  
4207 PIONEERS BLVD  
LINCOLN, NEBRASKA



## URBAN DESIGN COMMITTEE STAFF REPORT

APPLICATION NUMBER	Urban Design Record #24001
APPLICATION TYPE	Advisory Review: Final Action
ADDRESS/LOCATION	6400 O St, and 6420 O St.
HEARING DATE	January 09, 2023
ADDITIONAL MEETINGS	-
APPLICANT	Reserve Development
STAFF CONTACT	Arvind Gopalakrishnan, 402-441-6361, agopalakrishnan@lincoln.ne.gov

### RECOMMENDATION: APPROVAL

#### Summary of Request

Reserve redevelopment is proposing redevelopment of the 130,000 square foot former Sears building that is part of the Gateway Shopping Center, on 6400 O St. Reserve Development plans to convert the former Sears building into an upscale quality smaller tenant space with three new to Lincoln retailers, an American multi-national high end green electric vehicle service facility and a Lincoln hospital-based urgent care and outpatient medical office facility within the existing building area while keeping the former Sears building shell.

It is the opinion of the developer's consultant that findings in the Blight and Substandard Determination Study warrant designating the East Gateway Mall Redevelopment Area as "substandard" and "blighted". The development team is working with the City staff through this process. The project is planning on seeking TIF assistance from the City, and currently, the City does not have any design standards in place for this area. Therefore, the applicants would like to seek design advice from the Urban Design Committee.

The former Sears building renovation will also be using many design choices that will provide additional energy efficiencies and savings during the construction, use, and operation phases. Sustainability advantages include:

- Lower carbon footprint and energy use by reusing the building's existing durable materials, such as concrete, steel, and brick.  
 Notably, part of the south façade will witness an increased height to accommodate the signage of the new businesses. To maintain architectural continuity, the exterior façade will retain the same stone base, existing brickwork, and similar cornices. The entrances of the current storefronts will also be preserved, complemented by additional exterior lighting for enhanced aesthetics and safety.
- Except for internal demolition, no additional materials will be sent to the landfill and fewer materials need to be manufactured.
- Additional and improved glazing.
- Updated HVAC efficiencies with brand-new, energy-efficient units

- New roof improvement adds more “R” value
- Efficient LED lighting replacing inefficient fluorescent lighting
- Low flow and energy-efficient plumbing features
- The electric vehicle maintenance facility will contribute to additional EV implementation throughout the Lincoln region

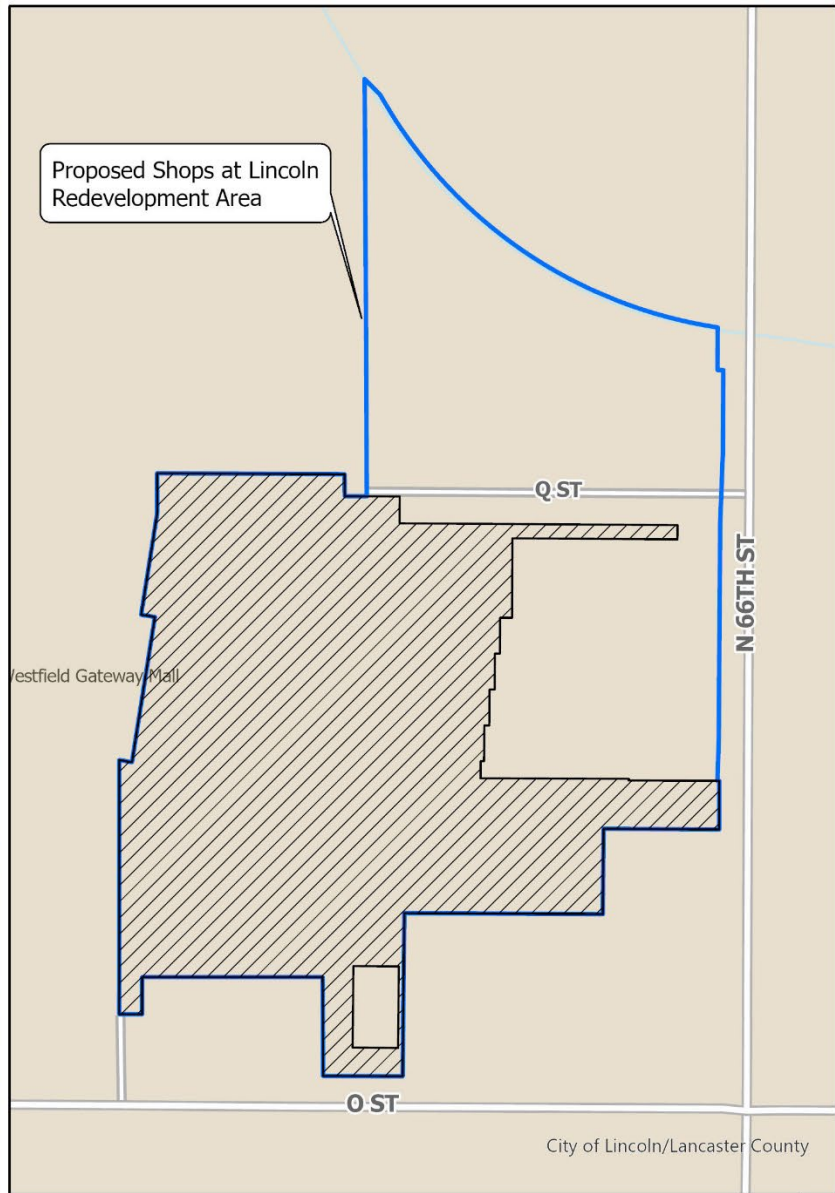
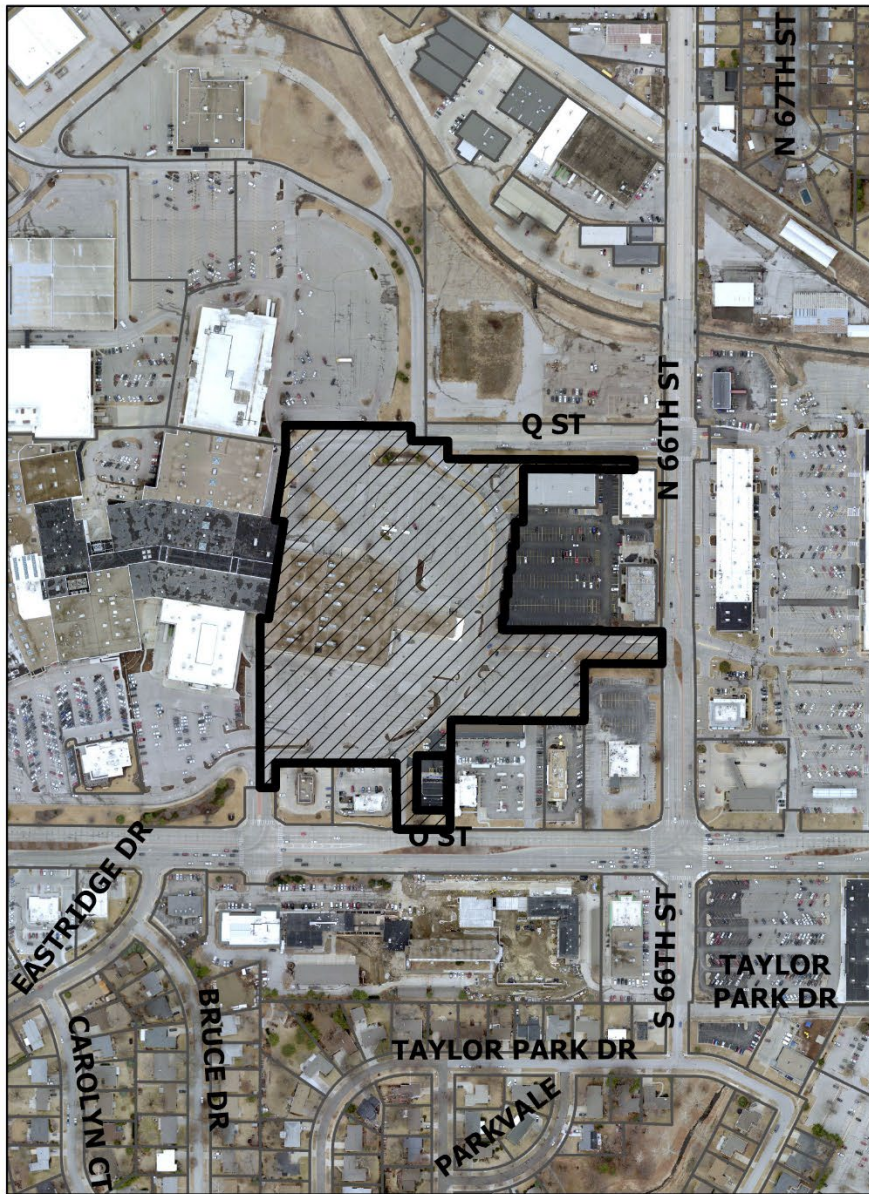
Apart from the building improvement, the project would enhance the Gateway Mall “ring road”, and the existing parking lot with landscaping and replace all ash trees with new species along the east access from N 66<sup>th</sup> St.

Overall, the redevelopment initiative aims to integrate new businesses while preserving the functional design elements of the existing structure. The proposal will maintain the current configuration of the parking lot to ensure continuity of the layout.

Absent adopted design standards for this property, the Urban Design Committee should consider improvements to the building and site which decrease the existence of blight and substandard conditions. In general, designs should enhance the experience of the customer and the overall appearance of the former Sears building from surrounding public rights-of-way. Enhancements to pedestrian zones or connections between the parking lot and the building, such as landscaping, can also be considered.



# ATTACHMENT A - Location Map



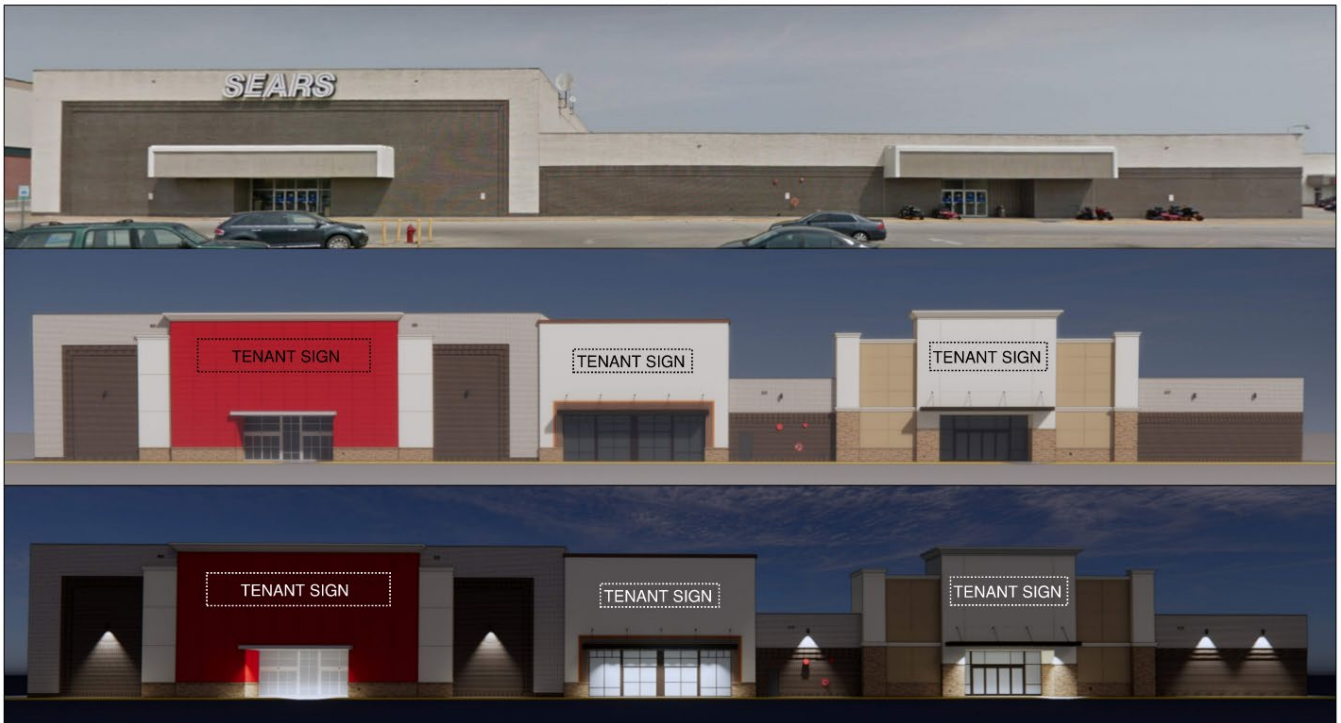
2022 aerial

### UDR24001 - Shops at Lincoln (6400 O St)

Project: [\\_GIS\Projects\DevReview\UDC\\_Location\Maps.aprx](#)  
PDF: [\Boards\UDC\REPORTS\Location Maps](#)



ATTACHMENT B – Proposed Exterior Images



Shops At Lincoln view from "O" Street



Shops At Lincoln view from "Q" Street

**ATTACHMENT C – Proposed Landscape Plan**





**LEGEND:**

- |   |               |                     |
|---|---------------|---------------------|
| 1. Existing Trees to remain             | 4. Planters   | 7. Bike Racks       |
| 2. Parking Lot Perimeter w/ Shade Trees | 5. Turf Areas | 8. Trash Receptacle |
| 3. Parking Lot Island w/ Shade Trees    | 6. Bench      | 9. Ash Receptacle   |

**CHARACTER IMAGERY:**



- Aluminum Bench:**
- Landscape Forms (Austin) or other
  - Variety of colors/styles
  - Low maintenance, sleek style



- Wood/Color Accent Bench:**
- Forms + Surfaces (Duo) or other
  - Warmer, wood tones
  - Pops of color to add interest



- Planters:**
- Tomesol or other
  - Modular & Moveable
  - Varying heights



- Bike Rack:**
- Landscape Forms (Bola) or other
  - Sleek, simple design or stylized site accent
  - Variety of colors/Styles



- Trash Receptacle:**
- Landscape Forms (Austin)
  - Sleek design
  - Low maintenance



- Ash Receptacle:**
- Landscape Forms (Humo)
  - Sleek design
  - Low profile

**SCHEMATIC LANDSCAPE PLAN**

SEARS REDEVELOPMENT | GATEWAY MALL  
01/09/2024







**Annual Report | Urban Design Committee**

# **UDC 2023**







# URBAN DESIGN COMMITTEE

## COMMITTEE MEMBERS

Michelle Penn, Chair  
Gill Peace, Vice-Chair  
Frank Ordia  
Emily Deeker  
Jill Grasso  
Tom Huston  
Mark Canney

## PLANNING DEPARTMENT STAFF

Collin Christopher  
Teresa McKinstry  
Paul Barnes  
Stephanie Rouse  
Arvind Gopalakrishnan

## APPROVED

The Urban Design Committee approved this Annual Report on January 9, 2024.

## PHOTO & IMAGE CREDITS

Cover Image: Clark & Enerson, Inside Cover Image: Flickr.  
All other project photos, images or illustrations were provided by applicants that appeared before the Urban Design Committee and are considered part of the public record unless otherwise noted.



# Background

The Urban Design Committee was established by ordinance in 1981 to advise city government on enhancing the physical environment of our city to increase enjoyment of living in and visiting Lincoln. Per Section 4.36 of the Lincoln Municipal Code, the Committee is to consist of seven appointed citizen members serving three-year terms. The Committee meets as necessary on the first Tuesday of the month at 3 p.m. in the Council Chambers.

The Urban Design Committee member roster remained unchanged until July 2023, including Michelle Penn (chair), Gill Peace (vice-chair), Peter Hind, Emily Deeker, Jill Grasso, Tom Huston, and Mark Canney. Subsequently, Peter Hind resigned from the committee, and Frank Ordia assumed his position in October. The Committee was staffed by Collin Christopher and Arvind Gopalakrishnan, with support from Teresa McKinstry, Paul Barnes, Stephanie Rouse.

The committee advises the Mayor, City Council, Planning Commission, city boards, city departments, and other public agencies in matters relating to urban design, visual relationships, architectural design, and aesthetics. Reviews are generally limited to projects sponsored, initiated, or financed by the City (public projects); projects in which the City will make some financial contribution (public/private projects); and projects located on City right-of-way or other City property (private projects).

## Project Review Summary

In 2023, the Urban Design Committee reviewed 16 unique projects, with some receiving multiple reviews. Those 17 consisted of 8 TIF projects, 1 city-led project, 5 sidewalk cafe applications, 2 neighborhood design standards appeals, and 1 application with a waiver of downtown design standards.

# 17

UNIQUE PROJECTS





## TIF Project Reviews

The Urban Design Committee provided a total of fourteen advisory reviews for projects requesting Tax Increment Financing (TIF). These projects vary widely in scale, scope, location and land use. Of note, they include two affordable housing projects, two small-scale “missing middle” infill projects, a number of other multi-family housing concepts, an industrial park, and what would be downtown’s first extended stay hotel. What follows is a brief summary of each of the 8 TIF project reviews that came before the Committee in 2023.

### Marshall Addition Development 2716 and 2718 Starr Street



In January, the Committee reviewed this multifamily infill project on the vacant land at the northeast corner of N 27th and Starr Streets. The applicant requested for Tax Increment Financing assistance from the city. The project proposal consisted of 12-unit apartment building closest to N 27th and a tri-plex to the east that will serve to transition into the existing neighborhood. Each of the proposed two-story tri-plex units will consist of four bedrooms and three baths. Each of the units within the larger three-story building will be made up of two bedrooms and one bath.



## NW 48th and W Holdrege Street

Northeast corner of NW 48th and W Holdrege Street



Woodside Village, located at the northeast corner of NW 48th and W Holdrege, is a multifamily project consisting of one (1) three-story building and three (3) four-story buildings that will house approximately 289 total units. Those units will consist of three (3) studio units, two hundred seven (207) 1 bed/1 bath units, and seventy-nine (79) 2 bed/2 bath units. The project is located in a growing area of the City and is adjacent to the new Lincoln Northwest High School. The applicant requested for Tax Increment Financing assistance and as a result, the committee reviewed this project in January, wherein they offered comments and asked to review it again in February.

## 2747 N 48th STREET

N 48th Street and Madison Avenue



Speedway Developers proposed a mixed-use redevelopment project on the vacant lot at the southwest corner of N 48th Street and Madison Avenue. This site has been vacant since a 2003 fire destroyed the Green's building, and its redevelopment is expected to include 54 apartment units and approximately 4,800 square feet of leasable ground floor commercial space. A portion of the residential units were to be dedicated to affordable housing. The applicant requested Tax Increment Financing assistance, leading them to present before the Urban Design Committee in February, followed by a subsequent final review in March.



## Eighteen N Multifamily Redevelopment Project

Southwest corner of S 18th and N Streets



Speedway Properties proposed a development of a multifamily housing project at the southwest corner of S 18th and N Streets. The proposed five-story building, which will occupy land that is currently being used as a surface parking lot, is designed to consist of a combination of studio, one bedroom and two-bedroom units. A portion of the 84 total units will be reserved as affordable housing. Most of the first floor of the building will be used for internal parking, while the apartment units will occupy the remaining upper floors. UDC's advice was sought as the applicant requested the use of Tax Increment Financing.

## The Union at Antelope Valley Streetscape

The block bounded by Antelope Valley Parkway, 18th, K, and L Streets.



The Annex Group proposed a 5-story residential building on the block bounded by Antelope Valley Parkway, 18th, K, and L Streets. UDC's advice was sought because the applicant is requesting the use of Tax Increment Financing. They appeared before Urban Design Committee in November of 2022 and received a recommendation of approval. At that meeting, they were asked by the Committee to bring the streetscape plan back for review at a future date. City staff advised the design team that the streetscape design focus on pedestrian connectivity, ample overstory tree coverage and foundation plantings along the Antelope Valley Parkway frontage that soften the impacts of the building's interior parking.



# Residence Inn Hotel

401 N 9th Street



In October of 2022, Urban Design Committee recommended approval, subject to review of the site plan once complete. While refinement of the site plan cannot be completed until streetscape-related improvements are negotiated, the developer proposed some changes to the project that they sought approval for.



The original proposal included a freestanding canopy south of the building that would complement the existing canopy in front of the adjacent Courtyard by Marriott. What was later shown was an enlarged canopy extending out from the building's south façade. The canopy would consist of white fascia and soffit, with a faux framing recess above the lobby entry point. This recess would be lit to further highlight and brighten up the entry. In the June and July meetings, The Urban Design Committee was asked to weigh in on these proposed canopy modifications.

## Centerpointe 13th and E, 1000 S 13th Street



Hoppe Development is proposing a Mixed-Use building on 13th and E Street, that is part of the South of Downtown PUD. The applicants presented to the Committee to receive preliminary feedback before applying for the NIFA award.

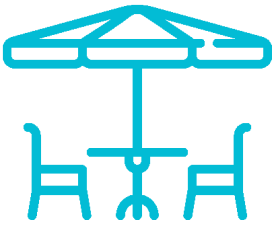
The building responded to some key themes as informed by the neighborhood groups and proposes amenities and services that the neighborhood could utilize, such as affordable housing, gathering spaces neighborhood parking trees and public space, and a healthcare office. The Committee granted approval to the project and asked the applicants to return for streetscaping and landscaping concepts.

## Central at South Haymarket 205 S 10th St.



The Annex Group proposed 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. This site is in the B-4 zoning district subject to the Downtown Design Standards, which was the basis for design review. 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 applicants wanted to apply for the NIFA award in November, and requested TIF assistance from the City. Hence, the Urban Design Committee provided an advisory review of the project over three meetings and approved the building design in December. The applicants are to return in early 2024 for parking and drop-off, streetscape and landscape design review.





## Sidewalk Cafe Reviews

The Committee provided design review for 5 sidewalk cafe applications in the downtown area in 2023.

### Sultan's Kite Sidewalk Cafe 1309 O Street



Mr. Sultan Attaie applied for a sidewalk café permit for the use of the surface space outside Sultan's Kite (1309 O St.) abutting the public right-of-way as an extension of the café. The applicant proposed a sidewalk café of 10' x 25' attached to the building. The property sits between Walgreens pharmacy and Atmosphere Lincoln. The applicant submitted the package to the planning department, and upon review, it was suggested that, given the absence of plans to serve liquor, the café could be positioned by the curb, away from the building. The pedestrian passageway would act as a separation between the café and the building, offering an experimental café space for the next few years until the O street improvements commence. The Urban Design Committee approved this proposal in the June meeting.



## Jake's Cigars & Spirits Sidewalk Cafe

101 N 14th Street



Mr. Alex Roskelley applied for a sidewalk café permit for the use of the surface space outside Jake's Cigars and Spirits (101 N 14th St.) abutting the public right-of-way as an extension of the café. He proposed a sidewalk café of 46.5' x 9.0' attached to the building. Jake's is located on the first floor of the University Square parking garage, which is a corner lot, at the intersection of North 14th Street and P Street. It fronts both N 14th Street and P Street. However, the proposed outdoor café is only on the sidewalk along N 14th street. The sidewalk café permit application was submitted to the City, and was presented to the Urban Design Committee after an initial review. The City informed the business about the future plans of the city for 14th Street, and the Committee granted approval to the sidewalk café.

## Bison Witches Bar & Deli Sidewalk Café

1320 P Street



Nearly ten years ago, Bison Witches was approved for a sidewalk café that borders the east side of Tower Square at N 13th and P Streets. The patio space includes an overhead canopy that provides shade and overhead protection from the elements. More recently, it was discovered that Bison Witches had installed an enclosure around the patio that was not approved by the City. Upon an internal staff review of the added enclosure, it was determined that the Bison Witches sidewalk café was no longer in conformance with the approved application. In discussions with the applicant, they have conveyed that the enclosure is an attempt to expand seating in the cool-weather months when an outdoor patio would not otherwise be appropriate. The enclosure appears to be made of a thick canvas material with a red color finish and transparent, vinyl window openings. The Urban Design Committee was not in support of the enclosure, and after subsequent meetings with the Planning Department, the business was informed that the city expects them to change the existing enclosure and come up with a new design that the City and the Urban Design Committee would have to approve before erection.



## Pita & Naan Sidewalk Cafe

1434 O Street



Mr. Omar Attaie applied for a sidewalk café permit for the use of the surface space outside Pita & Naan (1434 O St.) abutting the public right-of-way as an extension of the café. He proposed a sidewalk café of 13.5' x 20' attached to the building. The property sits between Brass Rail and Junction. This block between Centennial Mall and N 14th Street running north-south, on O Street running east-west currently has one sidewalk café outside Gourmet Grill, on the same side as Pita & Naan and two cafés across the street, outside Yia Yia's and Itsumo Ramen. The applicant presented before the Urban Design Committee and got approval for a 13.5' wide café.

## The Mill Coffee and Tea Sidewalk Cafe

1040 O Street



The owners of the Mill Coffee & tea on the first floor of the "TEN 40 CONDOS" building 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 1/2" attached to the building. The applicants presented before the Urban Design Committee in November and December and were granted approval for the sidewalk café.

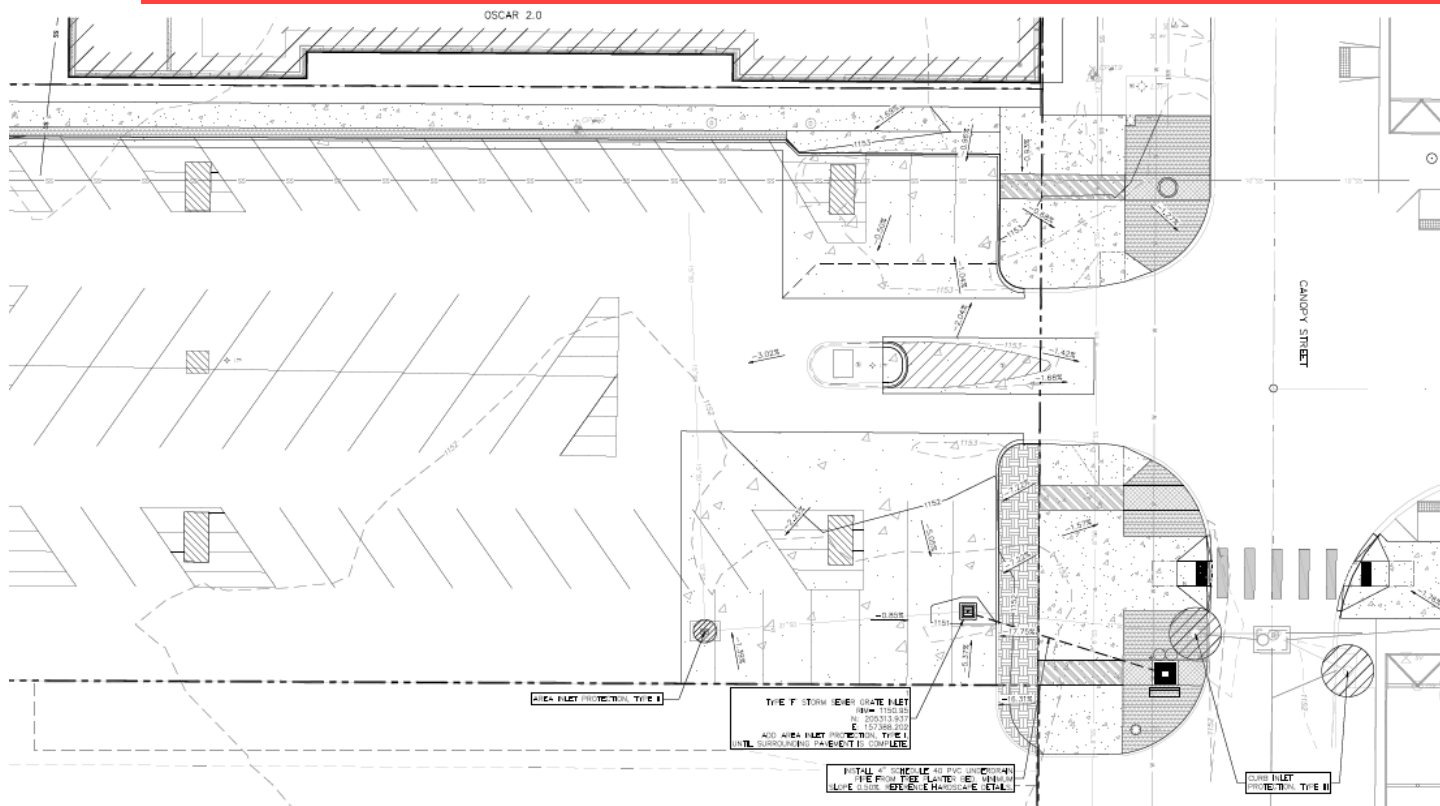




## City Project Reviews

The Urban Design Committee completed an advisory review of a streetscape project project in 2023.

### West Haymarket Streetscape Improvement Completion Canopy Street, south of O Street



The City of Lincoln and the West Haymarket Joint Public Agency (WHJPA) partnered to complete one of the final gaps in the Canopy Street streetscape in West Haymarket. The scope of the project addresses improvements to the public streetscape and the BNSF parking lot under the overpass that is owned by the WHJPA. The streetscape portion of the project is designed to continue the existing streetscape pattern already along Canopy Street, including amenities like decorative paving, landscaping, benches, trash receptacles and a new crosswalk. The improvements to the WHJPA parking lot are meant to establish a cleaner, simpler design for the lot and its adjacent sidewalk to the north. Specifically, a curb is being added to the north edge of the parking lot, the river rock is being removed in favor of a widened sidewalk, and the parking lot entry structure is being eliminated. Combined, the improvements will serve to unify the developments to the north and south and present a finished streetscape for visitors to Canopy Street.



## Waiver of Downtown Design Standards

The Urban Design Committee granted a waiver of the downtown design standards for one project, based on a conditional approval by the planning director in september, 2021



Rev Development proposed an enclosed parking structure on the lot south of the Terminal building to address the needs and requirements of their condo tenants. The site currently houses a drive-thru area for two bank machines of their commercial tenant- First Interstate Bank.

The proposed single-story, enclosed parking structure would accommodate about 25 parking stalls based on the current needs of their tenants.

The proposed building is a metal structure spanning 64' x 117' with vinyl wrap (PVF film) on all sides with about 60% ventilation provided by the vents under the roof running along the perimeter of the building. The building does not have any windows but has a wrap with a printed mural. Rev Development is planning this structure as a short-term solution for the next 5-7 years.

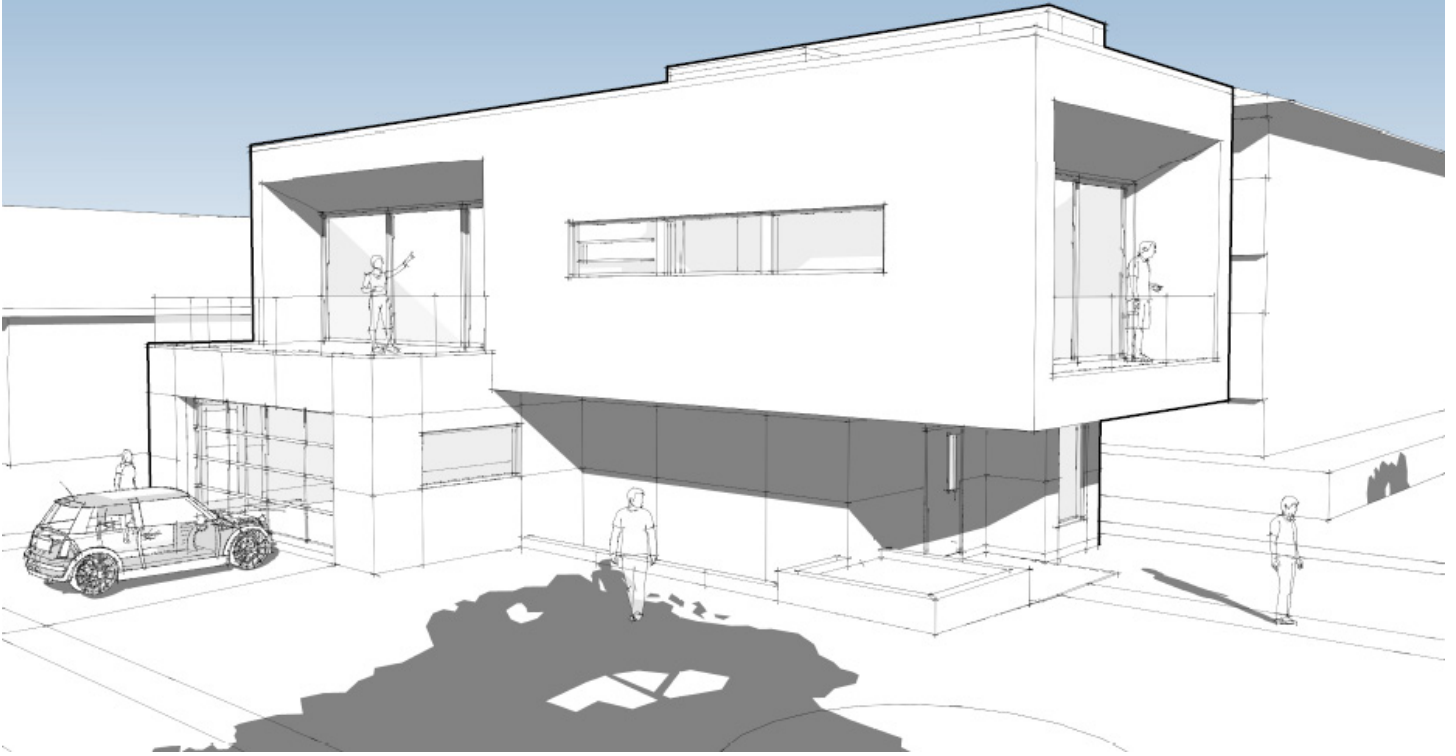
This application required several waivers of Downtown Design Standards, and the Urban Design Committee granted approval to the project under the condition that the structure be taken down in 6 years and house some permanent amenities on the site.



## Appeals

The Urban Design Committee conditionally approved a Neighborhood Design Standards appeal for a single-family house in the Antelope Valley PUD, and offered preliminary feedback for another house on Pioneers Boulevard that would require a number of waivers and go through the appeals process.

### Single Family House 2200 R Street

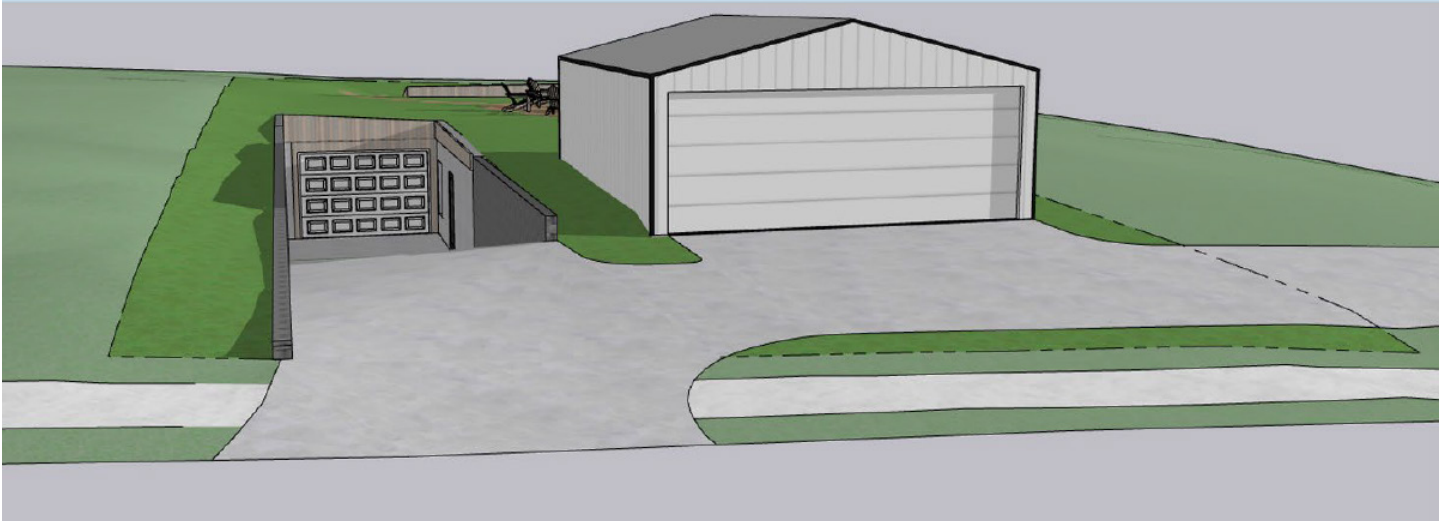


Jesse Benedict applied for a building permit to construct a two-story single-family home at 2200 R Street. The site under consideration is a corner lot on R Street and N 22nd Street. The site has few neighboring properties given the proximity of Trago Park and the Billy Wolff Trail to the west and south. To the southeast are the Antelope Square townhomes built in 2017 and to the east are apartments constructed in the 1980s. The property currently houses a one-story single-family residence built in 1900. The proposal had some aspects that did not meet the design standards resulting in denial by the planning department. Upon appeal to the Urban Design Committee, they were advised to reassess certain aspects and return for a final review. However, the project has not returned to the Urban Design Committee since then.



# Gruenemeyer House

4207 Pioneers Boulevard



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

The design proposal of the house was in its initial stages, and was incompatible with a number of requisites in the Neighborhood Design Standards. Therefore, the architect met with the planning department, understood the waivers that would be required for the deviations from the standards, and presented before the committee to receive preliminary feedback. The committee provided design advice and asked the applicant to return with some revisions that the city would be open to approve.

# Larry Enersen Urban Design Award

The Larry Enersen Urban Design Award was instituted in 1984 by the Urban Design Committee. Named in memory of the Committee's inaugural chairman, a prominent Lincoln landscape architect and urban planner, the awards are intended to "promote public education and appreciation of urban design: by recognizing outstanding public and private projects".

The Urban Design Committee's Enersen Awards program has operated under three general guidelines:

- One or two awards are given annually; if two, they generally recognizing contrasting projects - one public, one private; or one small-scale, one large-scale, etc.
- Projects are located within the Lincoln city limits.
- Projects should be completed in the year preceding the recognition, although some projects, such as those involving landscape design or other long-term efforts may require a few years to mature and be recognized as "completed".

In 2013, a jury including several alumni of the Committee was implemented to assist with the Enersen Award process. The jury screens and recommends projects to the Committee.

The Enersen Awards are presented as part of the Mayor's Arts Awards celebration, produced by the Lincoln Arts Council. Further information on the Mayor's Arts Awards can be found on the Lincoln Arts Council website.

The 2022 winner (awarded in 2023) of the Larry Enersen Urban Design Award was "The Telegraph District"

## **THE TELEGRAPH DISTRICT**

The name honors the history of the Lincoln Telephone & Telegraph Company – a visionary communications business venture that was launched in 1903. The goal was to lay out a unique, visibly-cohesive district that gracefully blends Lincoln's past with the city's future, which would include reflecting the architecture of the older buildings in the area, such as the historic Lincoln Telephone and Telegraph Co. warehouse, Fisher Foods campus, and Muny Pool building. The name — Telegraph District — honors the impact telephone companies have had on the local economy for more than 100 years.

Designed as a multifunctional hub for living, working and exploration, the Telegraph District continues to introduce fresh developments. The area is now thriving and plans to integrate art elements to foster community growth and cohesion.





# URBAN DESIGN COMMITTEE

## 2023 ANNUAL REPORT