Meeting Notes	
reFORM	**reFORM Design Standards Subcommittee Meeting** October 9, 2013; 11:30 a.m. County/City Building, Room 113
Members in Attendance:	Pat Anderson, Cathy Beecham, Jon Carlson, Curt Donaldson, Tim Gergen, Dave Johnson, JoAnne Kissel, Don Linscott, Sam Manzitto, Michelle Penn, Lynn Sunderman, Zach White, Derek Zimmerman. Dennis Scheer, Scott Sullivan absent.
Others Present:	Rick Krueger; Marvin Krout, David Cary, Ed Zimmer, Brandon Garrett, Christy Eichorn, Stacey Hageman, Michele Abendroth (Planning Department)

I. Welcome – David Cary

The meeting was called to order at 11:34 a.m. David Cary welcomed everyone and introduced the Planning Department staff working on this effort.

II. Meeting Content and Materials Overview – David Cary

Cary briefly reviewed the agenda for today's meeting.

III. Lincoln's Experience with Design Standards – Ed Zimmer

Zimmer explained that the Neighborhood Design Standards were adopted in 1989 for limited areas, and they were applied broadly in 2000. Our experience with the standards has been positive. The standards are administrative so that aids in quick review. There are three appeal options to the standards. The Downtown Design Standards were adopted in 2008 and apply to B-4 and O-1 zones. They are also administrative with four ways to get to "yes". He provided some examples of how the Downtown Design Standards have shaped past projects.

Zimmer stated that there have been several lessons learned throughout the process. We need clear, quick, focused reviews; standards should be based on best local examples; we need to raise the bar towards "good", not "best"; and we need to provide options to recognize and approve "best".

a. Questions and identification of topics needing more discussion and clarification

Gergen stated that it would be nice to allow a footing to get into the right-of-way so that the base of the building can be in the right-of-way. Krout stated that there was a suggestion to modify the Downtown Design Standards to have a 1' setback. I think we came up with an easement that was administratively approved on the student housing project. There have been discussions with Public Works with the use of right-of-way, and we will continue discussions with Public Works and with the Law Department to come up with solutions that are more streamlined.

Beecham asked if there are standards for outdoor dining. Krout stated that there is a staff committee that reviews the applications, and in some cases, they go to City Council or the Urban Design Committee if they are in the right-of-way.

IV. Streetscape Design Standards – Brandon Garrett

Garrett explained the package of proposals for the streetscape design standards. They are proposing to designate specific areas where design standards will apply. In Centers, they will apply to B-2, B-5, and H-4; and in Corridors, it will be to B-3 and H-2. A foundational element of reFORM is to create safe and walkable streetscapes. The streetscape may be altered to follow the curb line or partially encroach onto private property. The elimination of front yard setbacks helps to offset this by creating more buildable area. He also provided some concepts for standard streetscapes with on-street parking.

a. Questions and identification of topics needing more discussion and clarification

In response to a question about if the standards are for commercial and multi-plex developments, especially where there is a residential area that abuts a commercial area. Garrett stated that the package is currently oriented to commercial and mixed use development, and it would be a good guide for new developments. Beecham asked if a site would be grandfathered in if is being redeveloped. Garrett stated if the building is going to remain, then it would not be retroactive. If the site is being cleared, then the new site would need to meet the standards.

Krueger asked if the road shown in the Fallbrook picture is a public street. Garrett stated that it is a private roadway. Gergen stated that they wanted to keep it as a public street, but the design standards for Public Works did not allow that. He believes that the standards have relaxed and today it could be a public street. Krueger stated that the example does not meet City standards, so we are comparing apples and oranges. What you are talking about is doing something with the public right-of-way. Garrett stated that is not true all the time, as the streetscape standards would be applied to centers. Beecham asked if they could get more information on what the Public Works standards are.

Gergen stated that they would like to see if they can have more flexibility in the placement of trees so there can be a central focal point that doesn't get hidden as the trees mature.

V. Commercial Corridors Design Standards – Brandon Garrett

Garrett continued by explaining the standards for corridors. One of the main aspects is the streetscape in creating a comfortable place for people to walk along the corridor. Corridor development is more outward focused to the street. He presented diagrams to explain the concepts for build-to zone, net frontage length, historical street frontage, and orientation of buildings.

a. Questions and identification of topics needing more discussion and clarification

Anderson stated that on North 48th Street, buildings are oriented to the street, and asked if you are encouraging them to build up to align with the other buildings. If it were set back, that would allow a lot more options such as outdoor dining. Garrett stated that staff has been reviewing this to determine if it is the best approach. Beecham asked if we can provide some flexibility to create a more pleasant experience. Anderson stated that having a little more setback would be nice. Beecham asked if there were problems with Public Works if we eliminate a drive-through. Krout stated that drive-throughs can be difficult by their nature, but there are ways to work with it. Gergen stated that it would be nice if we can reduce the drive-through stacking requirements. Penn stated that the garage door requirement seems a little restrictive, because she can see it being done aesthetically with the design of the building. Garrett stated that he agrees; it is not the garage door that is the problem, it is the physical intrusion of the vehicle crossing the sidewalk.

VI. Commercial Centers Design Standards – Brandon Garrett

Garrett provided several pictures of commercial centers. Centers are more a feeling of inward looking but you are focusing on the pedestrian oriented route, which is the key element of center standards. He provided photos and diagrams explaining the concepts for pedestrian oriented route, streetscape, build-to zone, net frontage length and orientation of buildings. He explained the standards for pedestrian considerations and amenities and drive-through lanes.

a. Questions and identification of topics needing more discussion and clarification

Kissel asked about the indoor commercial spaces. Garrett stated that they were trying to consider large indoor commercial centers where there is public space available, such as open space for temporary displays or performances and play places for children. Kissel stated that if it functioned as a path on a pedestrian route, then it makes sense.

Manzitto asked if the angled parking applies in this case with the streetscape. Garrett stated that they are encouraging on-street parking along the pedestrian oriented route, and it is up to the developer to determine how they would like to do that.

Krueger stated that if you want to make it pedestrian oriented, you would want to orient that to the neighborhoods. He is seeing a lot of problems with the generic site, not the least of which is the build-to setback. He asked why they care about what happens on the interior of the site as long as there is good circulation and adequate parking. Krout stated that the basic concept is that it makes a lot less sense to encourage walkable streets as it is pretty intimidating. They are trying to create the kind of experience when people are in a downtown or similar district. Krout stated that they agree with him on the point about connectivity. Krueger stated that South Pointe has the trail to the north and commented that staff is working too hard on this.

VII. Building Design Standards – Stacey Groshong Hageman

Hageman reviewed the building design standards in the proposal. She provided photos to explain the proposed standards. She explained the types of projects that require review. The goal is to create buildings that are more aesthetically pleasing. She presented photos to explain the standards for articulation, entrance design, transparency, building materials, parking structures, and equipment screening.

a. Questions and identification of topics needing more discussion and clarification

White stated that there is a lot of detail and work for things that developers are already doing. Beauty is in the eye of the beholder, and he is concerned about being too strict. If they are going to require certain materials, that cost is passed on to the consumer in the end, and that is important to remember. White stated that in some areas you can do this, and some you cannot incorporate a lot of these standards. The Still building adheres to many of the standards, but it is still an ugly building. It doesn't matter what you are saying needs to be on the building, because it can still be an unattractive building but adhere to the rules. Krout stated that we not trying to create beautiful buildings, but we are trying to raise the bar a little bit in some of those cases. If we raise the bar too far because no one will build there, then that is a different standard. White stated that it all comes back to cost, so what are we trying to fix? Hagemen stated that the standards are not just about creating more aesthetically pleasing buildings but about creating a better pedestrian experience too. Anderson stated that there is more pedestrian traffic in older neighborhoods. The standards will give the Planning Department more 'teeth' to enforce the requirements. White stated that he is more inclined to go with guidelines.

VIII. Public Comments

There we no public comments.

IX. Wrap Up

Cary noted that the next Design Standards Committee will be on October 23.

A request was made for staff to provide a picture of the auto store at 27th & T Streets for the committee to review.

Cary thanked the members for their attendance.

The meeting was adjourned at 1:00 p.m.

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