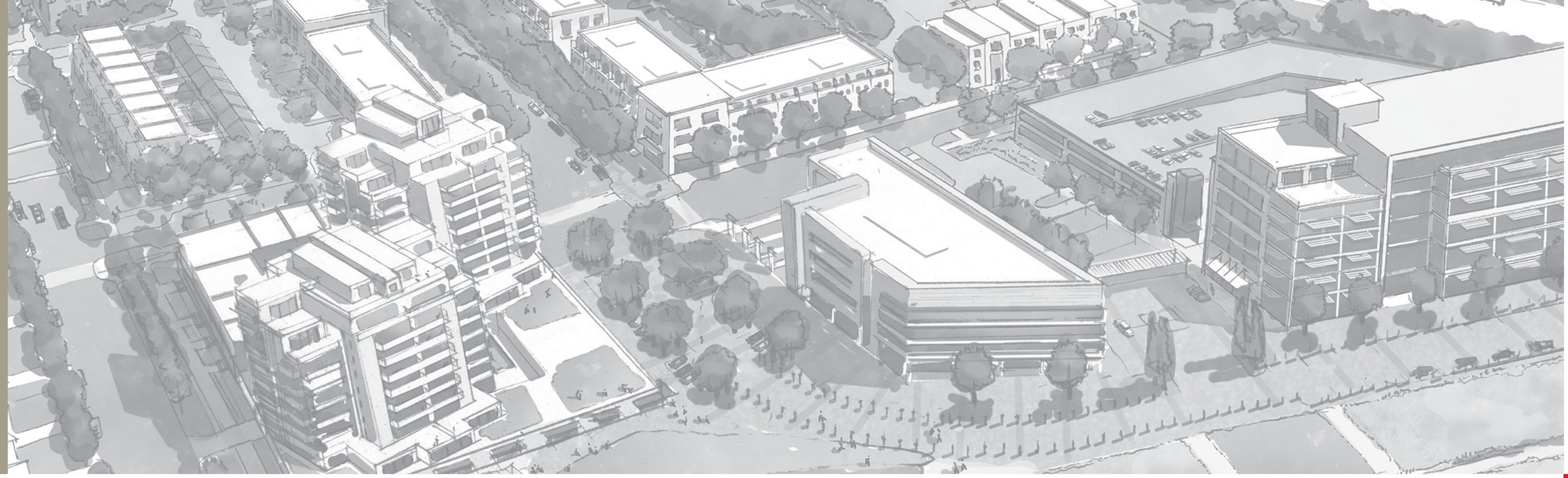


Playland Park Master Plan

Amendment #2

October 2014

Attachment E



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Executive Summary

Strategically located in the West End of Council Bluffs, along the east bank of the Missouri River and across the Bob Kerrey Pedestrian Bridge from Downtown Omaha, the Playland Park Neighborhood features a pedestrian-oriented, mixed-use design. The plan for Playland Park strives to revitalize and invigorate the area by creating a newfound sense of place and community in a location that was once a thriving amusement park and now overlooks the new and successful Tom Hanafan River's Edge Park. The design framework for the neighborhood is contextual to, and compliments, the existing neighborhoods to the north and east, and is designed to accommodate future interstate access configurations.

The design features a diverse living, working, and retail environment, with a park-fronting "piazza" and a pedestrian bridge landing "porch" that provide a formal and active linkage to the Bob Kerrey Pedestrian Bridge. In addition, the plan establishes Avenue 'A' as a grand axial street, with a pedestrian promenade, a cycle track, green stormwater infrastructure, and on-street parking.

Situated adjacent to the "Piazza" and "Porch" are two medium office buildings that overlook the riverfront and two mid-rise condo towers that sit atop a pedestal base that contains community space, retail uses, and townhouses. These uses will enliven the pedestrian bridge landing, complimenting the recreational uses along the riverfront and providing a destination for those crossing the bridge from the Nebraska side of the river. Further to the east, apartments, townhouses, and mixed-use buildings line the streets, providing "rooftops" and density to help stimulate the retail proposed for the site. Parking is provided on-street, in surface parking lots tucked behind buildings, and in parking structures.



The Playland Park Neighborhood site, looking east from above the CenturyLink Center Omaha



View of the downtown Omaha skyline from the Playland Park Neighborhood site

01 Context

Past Master Planning Efforts

Since 2007, the Playland Park site has undergone a number of master planning efforts. The first of these efforts led to a plan very similar to this current effort. The plan established a pedestrian-oriented, mixed-use neighborhood center, with a condo tower, apartments, townhouses, and mixed-use structures, all oriented on a "town square" at the base of the pedestrian bridge. However, the design of the square contained an operable gate in the levee, which would allow direct access to the riverfront and could be closed during flooding events. With major flooding in the eastern part of the state in 2008, the U.S. army Corp of Engineers tightened requirements for levees, which ultimately led to a revision of the 2007 concept.

Instead of a levee gate structure, the 2009 plan update contained a levee landing structure that allowed connections between the wet and dry sides of the levee via a grand stair case. Minor tweaks in the plan included the addition of a second condo tower, additional apartments, and repositioned townhouses. The City issued a Developer RFP based on this plan; however, the RFP was issued at the on-set of the Great Recession, and response to it was less than desired.

Desiring to wait until the market turned around, the City and consulting staff met with many prospective developers as the recession was nearing its end in order to gauge their interest in the site. During these meetings, a number of items were discussed, including the health of the market, potential product and unit mix, site design, and urban design elements. Based on these meetings, a revised site plan was developed and a new developer RFP was issued.

This process ultimately led to the selection of a master developer for the site. Following meetings with the City, the master developer, several sub-developers, and the design team for the "Porch" and "Piazza", the Neighborhood Master Plan was revised into its current form, and is ready for the initial phase of implementation.



Concept Plan used in the 2012 Developer RFP



2009 Playland Park Update Plan


Original 2007 Playland Park Concept

Pedestrian Bridge & Landing Plaza

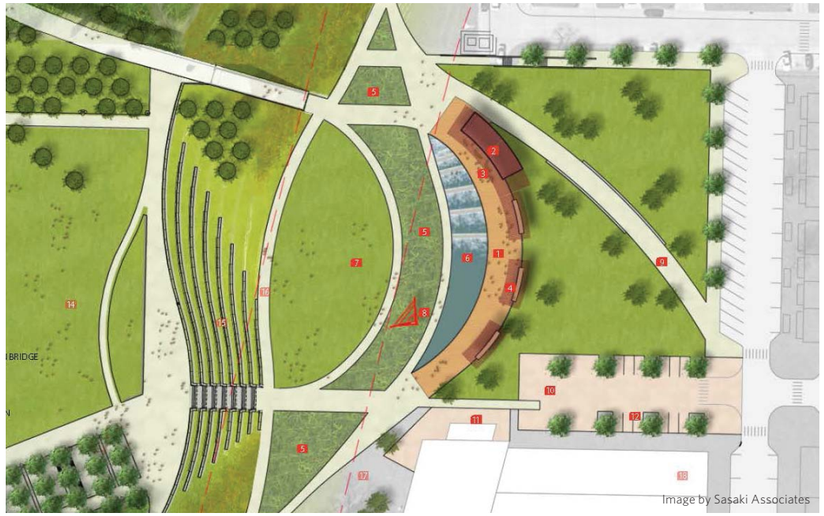
The Missouri River is the dominant natural physical feature of the metro area. Flowing north to south past the west side of the site, the river separates Council Bluffs, IA from Omaha, NE. The two neighboring cities are connected in this vicinity by the I-480 Bridge and the Bob Kerrey Pedestrian Bridge.

The pedestrian bridge, with its unique cable-stay design, lands on the Missouri River levee and is a key amenity for the site. The bridge serves both a utilitarian function (for those recreating and/or walking/biking to jobs on both sides of the river) and as a tourist/visitor attraction (serving those who want to experience both the riverfront, bridge, and connecting trail system). In order to take advantage of the Missouri River, the pedestrian bridge, Tom Hanafan River's Edge Park, and the downtown Omaha skyline, the Playland Park Master Plan orients itself to the riverfront, with buildings specifically sited to take advantage of the one-of-a-kind views.

Desiring to create a special amenity and a seamless transition between the proposed development and the riverfront, the City and Iowa West Foundation have contracted with Sasaki Associates to develop and refine plans for the pedestrian bridge landing. These plans include two major features: the "Porch" and the "Piazza".

The "Porch" is the plaza at the landing of the pedestrian bridge. It will contain a pavilion, an interactive water fountain, and site furnishings, and will provide a grand overlook looking out to the new riverfront park, river, and Omaha skyline in the background. It will be designed to be an active terminus to the pedestrian bridge, and will be "framed" on its east by the proposed condo towers overlooking the riverfront.

The "Piazza" is the shared-space plaza/street at the western terminus of Avenue 'A.' It will be designed to be shared equally among pedestrians, bicyclists, and vehicles, and will link the pedestrian bridge and riverfront trail with the pedestrian promenade and cycletrack along Avenue 'A.' In addition, it will provide on-street parking in strategic locations, and will connect, and integrate, the landing and "Porch" with the adjacent building frontages.



Original Plan for the "Porch" overlooking Tom Hanafan River's Edge Park

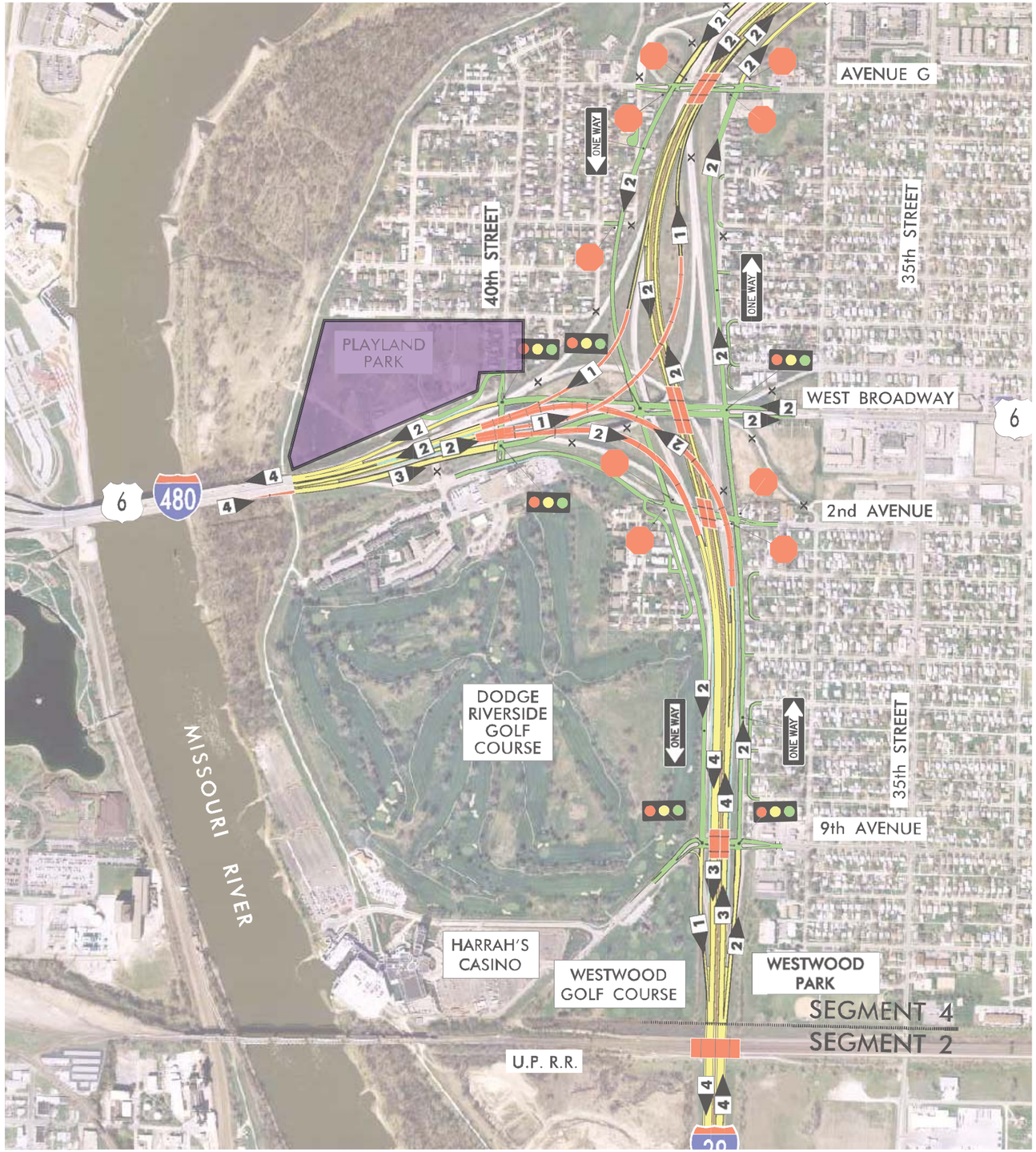


View of the Missouri River and downtown Omaha from the "Porch"

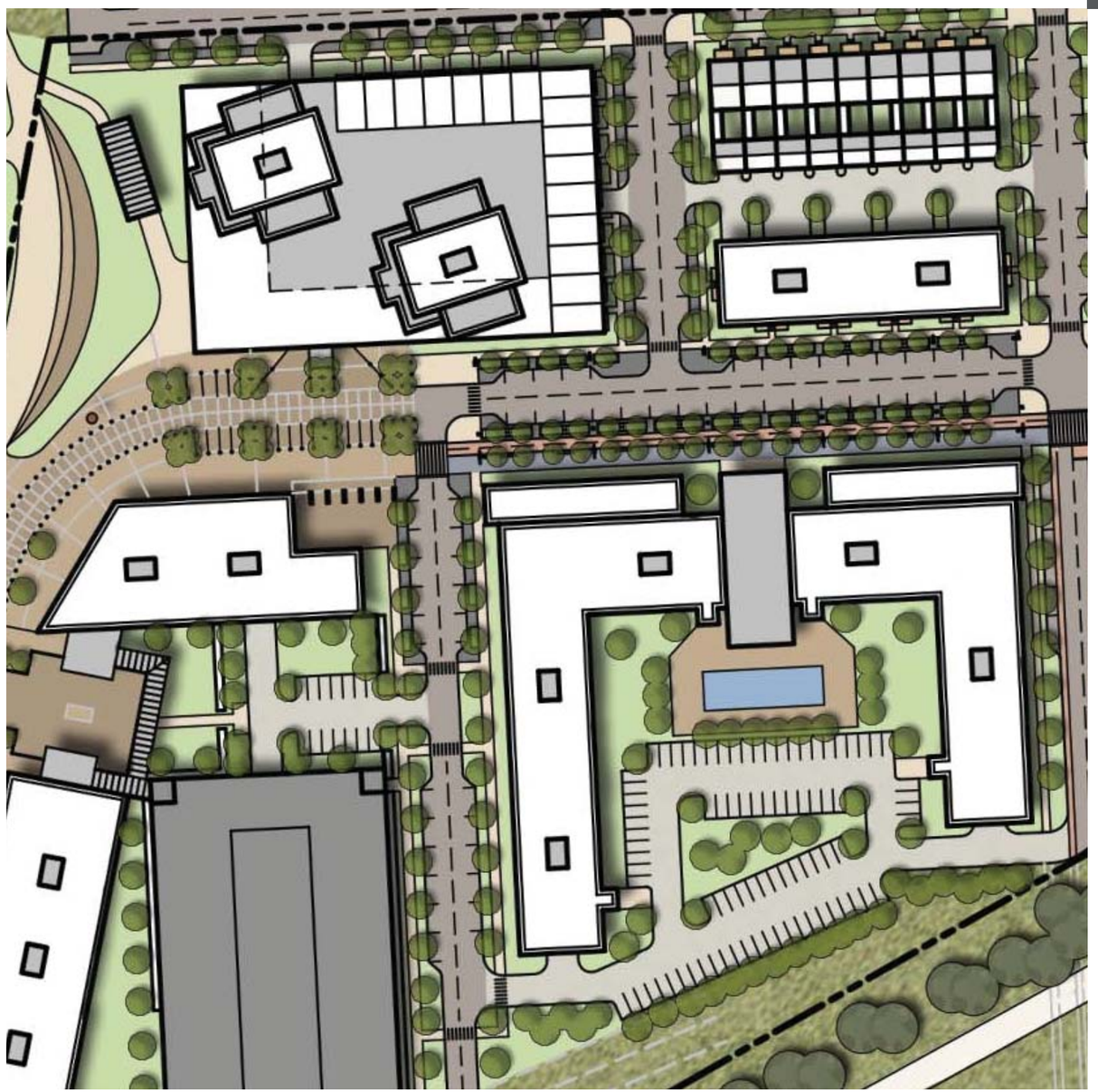
Council Bluffs Interstate System

The Council Bluffs Interstate System (I-29, I-80, and I-480) is in the process of being completely reconstructed over the course of the next several years. This reconstruction will impact the Playland Park site and affect interstate access to, and from, the surrounding neighborhoods. Segment 4 of the reconstruction project includes the section of I-480 that runs adjacent to the Playland Park site on the south and the portion of I-29 that runs adjacent to the site on the east. Along with the realignment and reconstruction of the I-29/480 system interchange, reconstruction of Segment 4 will include new frontage roads along I-29, enhanced connectivity with West Broadway, and changes in access to the Playland Park site.

Because the timeframe for Segment 4 has not been finalized, the Playland Park Neighborhood Master Plan was designed to accommodate both current and future access. Currently, 41st Street provides interstate access to the site. The new interstate alignment will make 40th Street the primary access. 40th Street will be extended to the south, and provide a direct, at-grade connection with West Broadway, the primary arterial through Council Bluffs. In anticipation of this new access, the master plan orients future development with the proposed alignment in mind, placing key entrance features near the site entry points and concentrating the mixed-use "main street" along 40th Street, the future collector street leading into the neighborhood.



One of two proposed concepts for the Reconstruction of the I-29 / I-480 System Interchange



02 Master Plan

Master Plan

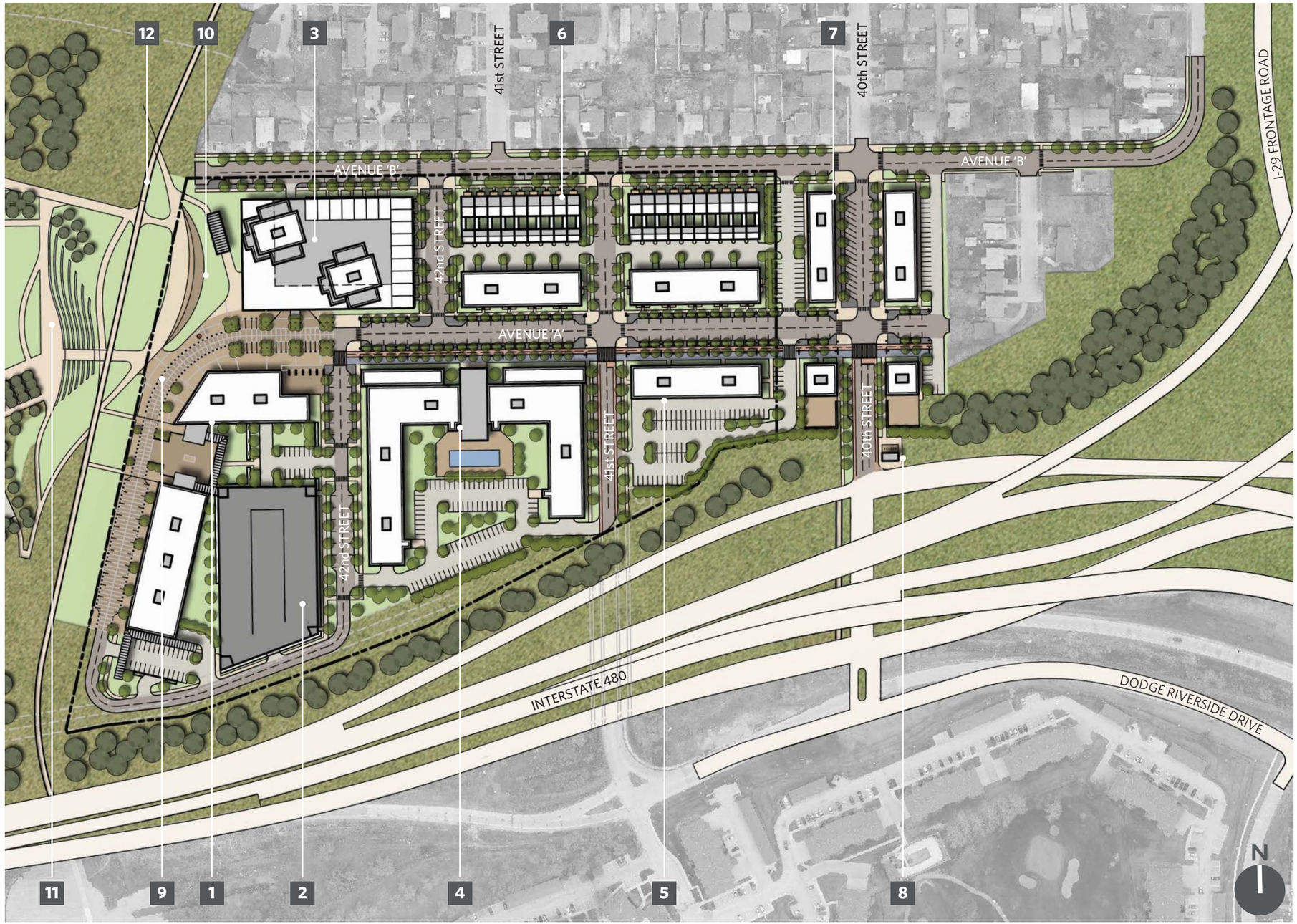
As mentioned in the previous section, the Playland Park Neighborhood Master Plan is designed to accommodate current and future site access from I-480 along either 41st Street or 40th Street. The defining site feature is Avenue 'A,' which functions as a grand east-west axial street through the neighborhood, terminating on the west at the "Porch" and the "Piazza". Avenue 'A' will contain a grand pedestrian promenade, a cycle track, green stormwater infrastructure, and enhanced streetscaping.

Key development sites include the office block (containing two multi-story office buildings and a parking structure) at the southwest quadrant of the site, the mid-rise condo tower block (two towers) fronting onto the "Porch" at the northwest quadrant of the site, the mid-blocks containing apartments and townhouses, and the "Main Street" block on the east, which contains mixed use buildings located at the future main entrance to the site along 40th Street.

Higher density uses are situated on the west end of the site along the riverfront frontage or to the south between Avenue 'A' and I-480. Lower density townhouses front onto existing single-family homes along Avenue 'B', and parking for site uses is accommodated either on-street, in surface parking lots tucked into the interior of blocks, or in parking structures.

1. Office Buildings
2. Parking Structure
3. Condominium Towers on top of Parking Pedestal with Retail, Community Use and/or Townhouse Liner
4. Podium Apartments with Ground-Level Retail Liner
5. Tuck-Under Apartments
6. Townhomes
7. Mixed-Use Buildings
8. Future Transit Stop
9. Piazza
10. Landing "Porch"
11. Tom Hanafan River's Edge Park
12. Riverfront Trail

0′ 100′ 200′ 400′



Perspective Rendering

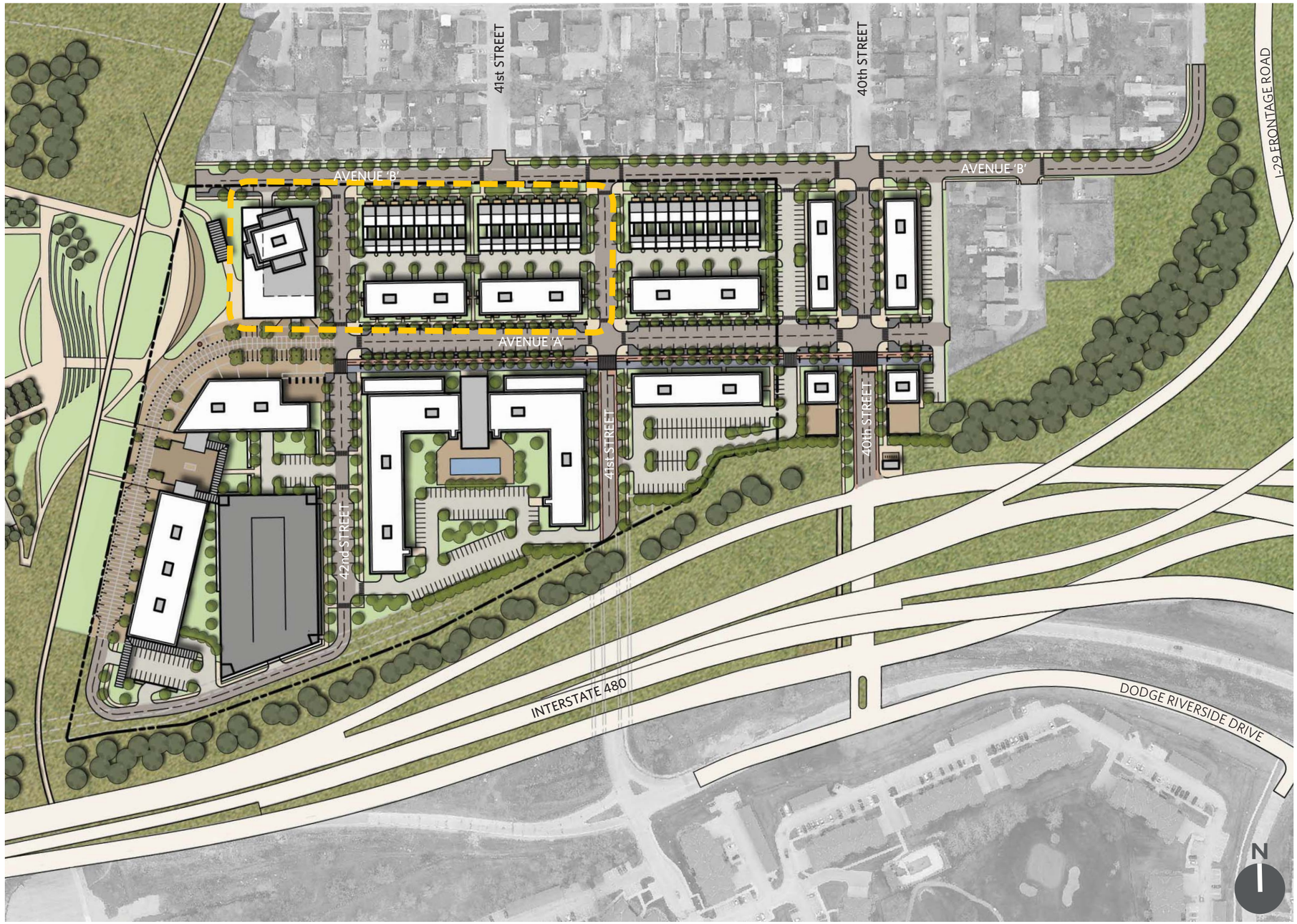


Bird's-eye perspective rendering of the Playland Park Neighborhood, looking southeast from above the Bob Kerrey Pedestrian Bridge

One Tower Option

The Playland Park Neighborhood Master Plan identifies a mid-rise condo tower block containing two condo towers at the northwest quadrant of the site. The condo towers are located on top of a pedestal that contains structured parking and is lined on the north and east by townhouses and on the south and west by commercial uses and/or community facilities that front onto the "Porch" and "Piazza".

Depending on the developer selected and the depth of the market, it may not be feasible to develop two condo towers on the site. In this case, the Master Plan identifies a one tower option. This option would contain a pedestal topped by only one condo tower. The pedestal would lose the townhouses on the north and east, but would still include commercial uses and/or community facilities on the south and west. Because the pedestal would not need to be sized to accommodate parking for two condo towers, its size could be decreased, enabling the alignment of 42nd Street north and south of Avenue 'A.' This realignment would enable the westward expansion of the block north of Avenue 'A' between 41st Street and 42nd Street, resulting in an increase in both townhouses and apartments on the site.



One Tower Option

0′ 100′ 200′ 400′

03 Framework Elements



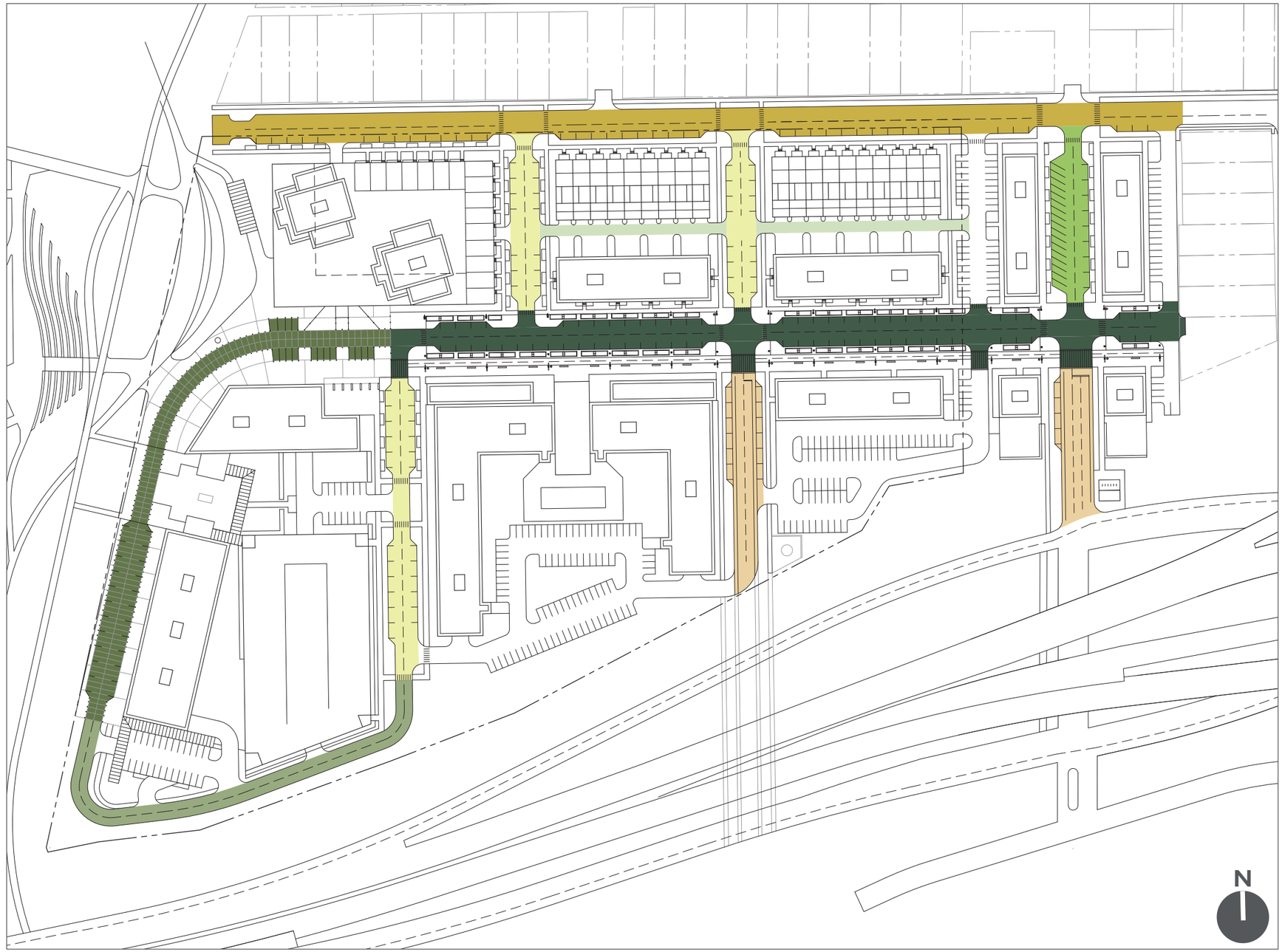
Axonometric rendering of the proposed Avenue 'A' Corridor

Street Types

The street network for Playland Park is based on the block size typical of the West End of Council Bluffs, particularly the adjacent neighborhood to the north. Avenue 'A' is the primary east-west street running the entire length of the site. It is designed as a grand axial street, with a pedestrian promenade, cycle track, green infrastructure, on-street parking and a highly refined streetscape. 40th & 41st Streets will include bike lanes and minimal on-street parking south of Avenue 'A' as each will serve as the primary entrance route into the site at different times over the course of development. A shared-space "piazza" will terminate Avenue A along the riverfront. The piazza will equally accommodate pedestrians, bicyclists, and vehicles, and will provide access to the landing "Porch," riverfront trail, and Tom Hanafan River's Edge Park. North of Avenue A, 40th Street will be a mixed-use street with both parallel and back-in angled on-street parking and wide sidewalks to service the ground-level commercial space located on the first floor of adjacent buildings. Avenue 'B,' the northern boundary of the site, will maintain its current configuration with the exception of the addition of on-street parking and corner bulb-outs south of the street's centerline. Avenues 'A' and 'B' will be connected with lower profile residential side streets at 41st and 42nd Streets.

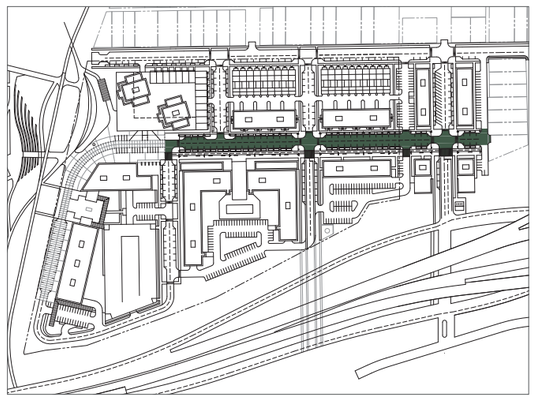
- Avenue 'A'
- Piazza
- Mixed-Use Street
- Residential Side Street
- General Residential Street
- Exist. Residential Street (Avenue 'B')
- Side Street
- Alley

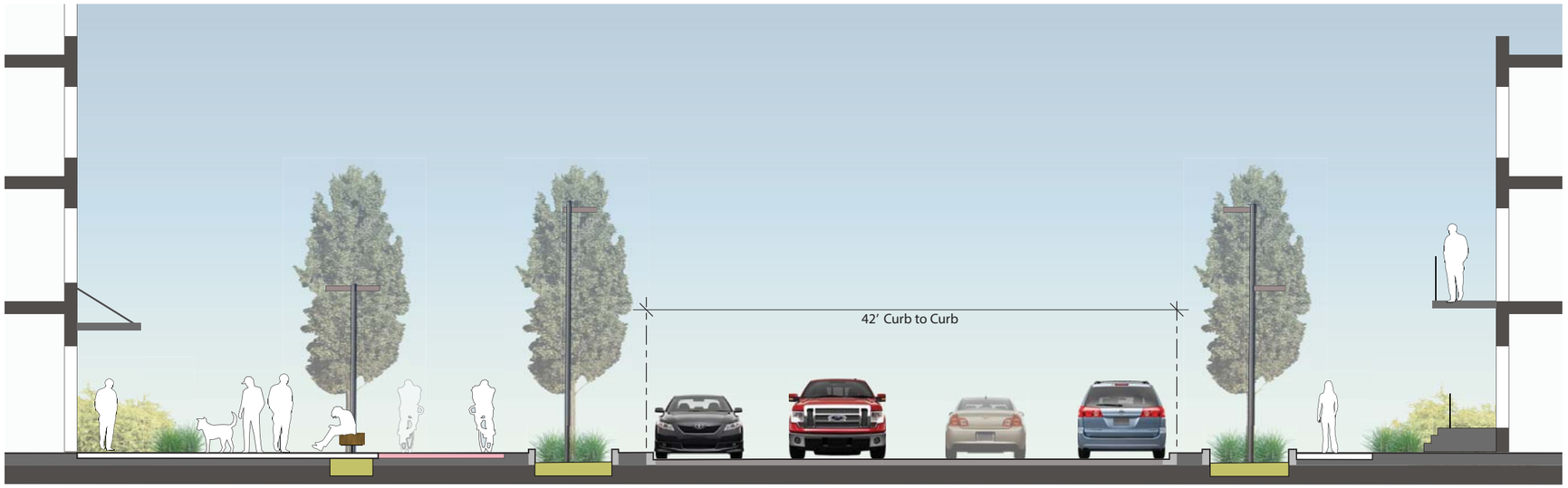
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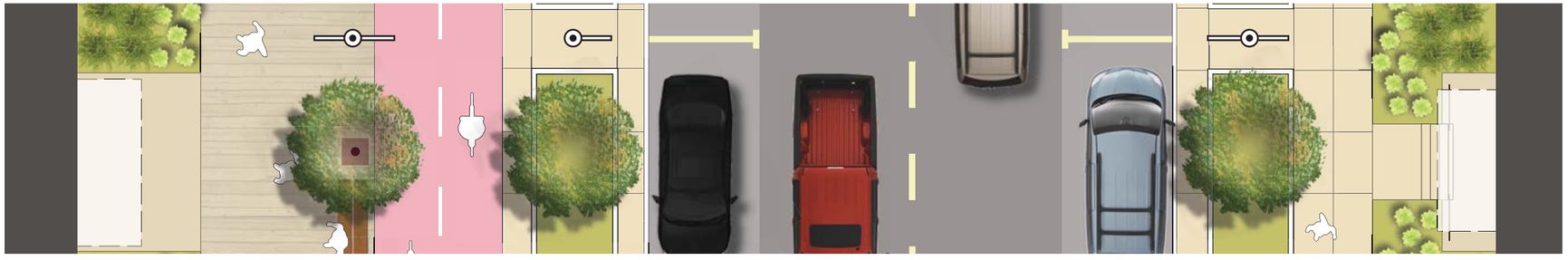


Avenue ‘A’

Avenue ‘A’ will function as the primary axial street through the Playland Park neighborhood. The corridor will be multimodal in nature, and will connect the “Main Street” mixed-use buildings located on the east side of the site with the Landing “Porch”, “Piazza”, and River’s Edge Park on the west. The street will contain a 14-foot-wide pedestrian promenade with decorative pavers, ornate block benches and modern-style pedestrian lights. It will also include a cycletrack - an off -road bicycling facility that accommodates all levels of riders and is separated from the street by stormwater planters. The cycle track will have two 5-foot-wide riding lanes that will allow riders room to pass. On-street parallel parking will be provided on both sides of the street’s two travel lanes. The north side of the street will include a 6-foot-wide sidewalk and similar streetscaping to that on the south side of the street.







Cycle Track and Pedestrian Promenade

Avenue 'A' will serve as a vital link for pedestrians and cyclists moving between the riverfront and River's Edge Park and the West End of Council Bluff s. Due to the importance of this connection, the Avenue 'A' corridor is proposed to include a cycle track and pedestrian promenade. These will be the two most prominent facilities for pedestrians and cyclists who live in, work in, or visit the neighborhood. The cycle track will be a 10-foot-wide, two-lane off –street bicycle path. The path will be marked for two-way traffic.

The cycle track is designed for riders of all experience levels as the path's width will allow faster riders to safely pass slower riders. Riders using the path will be separated from vehicles and pedestrians by landscaped stormwater planters, an arcade of columnar street trees and site furnishings.

The pedestrian promenade will be a 14-foot-wide sidewalk that will include specialty paving, urban site furnishings, modern-style pedestrian lights and landscaped planters. The pavement will be comprised of some mix of specialty concrete, clay and stone pavers. A 10-foot-wide clearway will be provided along the entire span of the promenade allowing for ease of movement.

The site furnishings will be placed in the remaining 4-foot amenity zone. The site furnishings, lighting, planters and trees along the promenade and cycle track will be evenly spaced along the entire corridor, unifying the various blocks and enhancing the user experience. Speed tables will be located at street and parking lot crossings along the corridor to emphasize the special nature of the street and to create a safe environment for bicyclists and pedestrians.

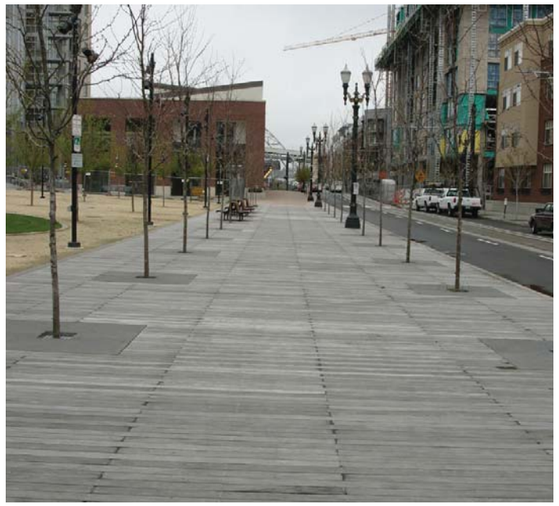


Cycle track in Munich, Germany



Perspective looking west down Avenue 'A' focusing on the Cycle Track and Pedestrian Promenade

Pedestrian Promenade and Cycle Track



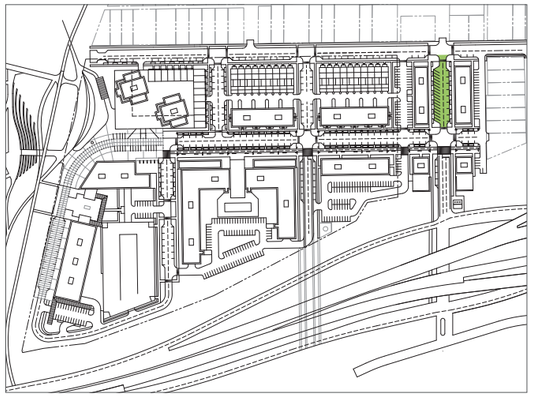
Pedestrian promenade in Portland, Oregon

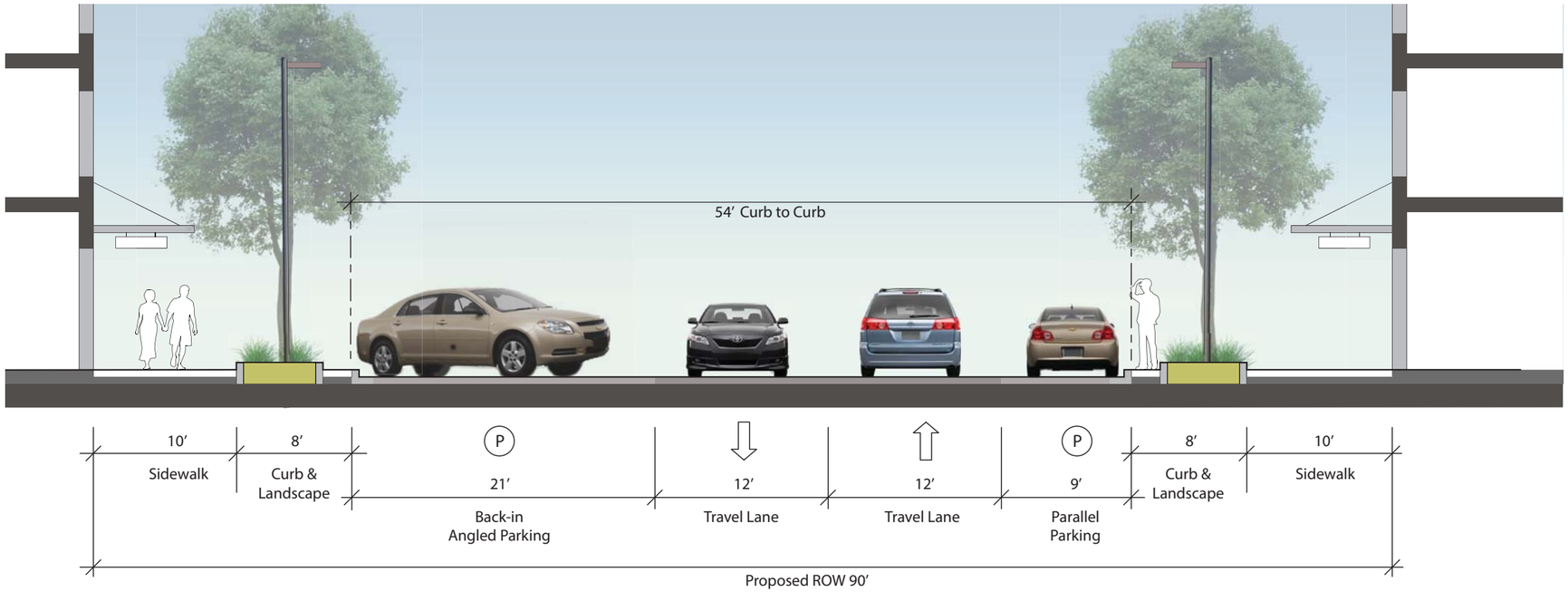


Enlarged section of axonometric rendering of Avenue 'A' illustrating specific streetscape features

Mixed-Use Street

40th Street between Avenue A and Avenue B will be designed to function as the site's retail core. Its strategic location connecting the residential neighborhood to the north with the future main entrance into the site ensures that there will be a consistent volume of traffic on the street, suitable for street-level retail in the adjacent mixed-use buildings. As a mixed-use street it will be designed with on-street parking (both parallel and back-in diagonal), generous sidewalks, and planter beds and shade-providing street trees.

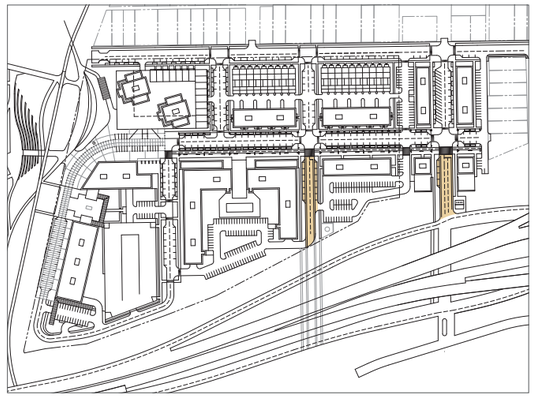






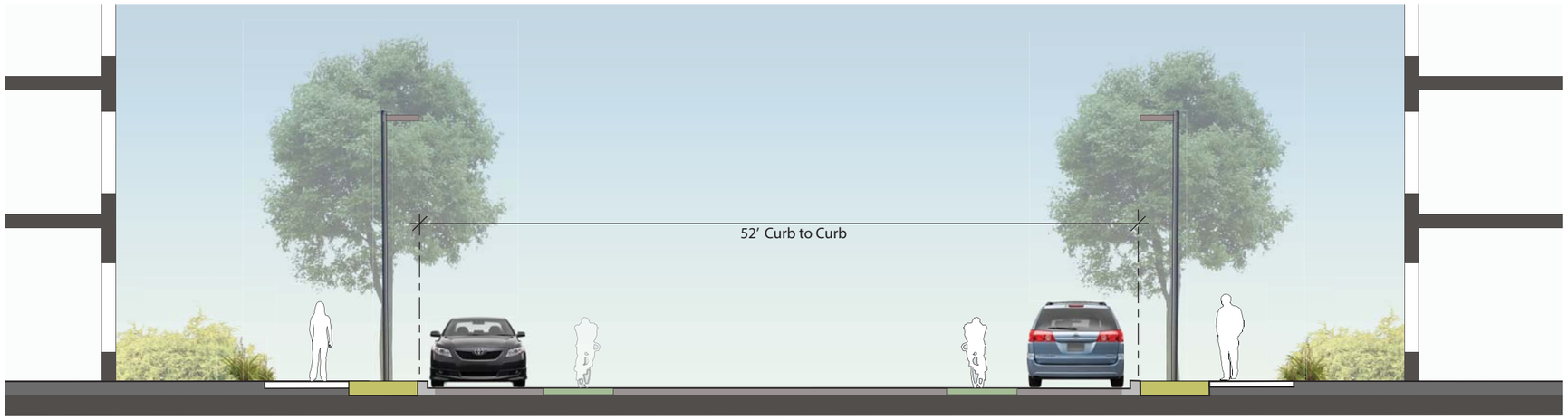
General Residential Street

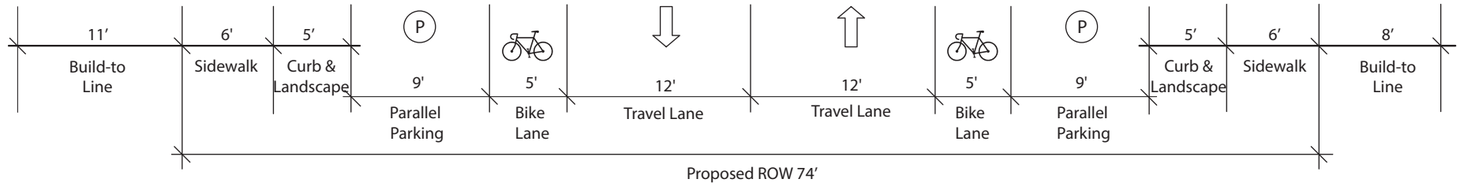
South of Avenue A, both 40th Street and 41st Street are designed as General Residential Streets. Before Segment 4 of the interstate is reconstructed, 41st Street will provide direct interstate access to the site. Once the interstate is reconstructed, 41st Street will end at I-480 and access will transition to 40th Street. Because of this, each street needs to accommodate a variety of functions, including primary site access and parking for adjacent residential and commercial buildings. In addition, bicycle traffic between the cycle track on Avenue A and the future bicycle facility along the West Broadway corridor will use these streets as a direct link. As such, both streets will be designed to accommodate bi-directional bike lanes and have landscaped parkway strips.





Designated bike lane and bike box

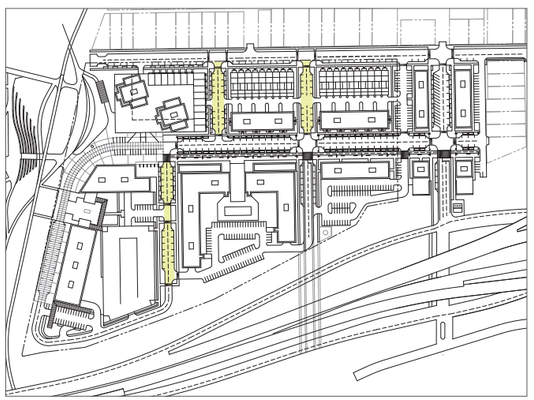


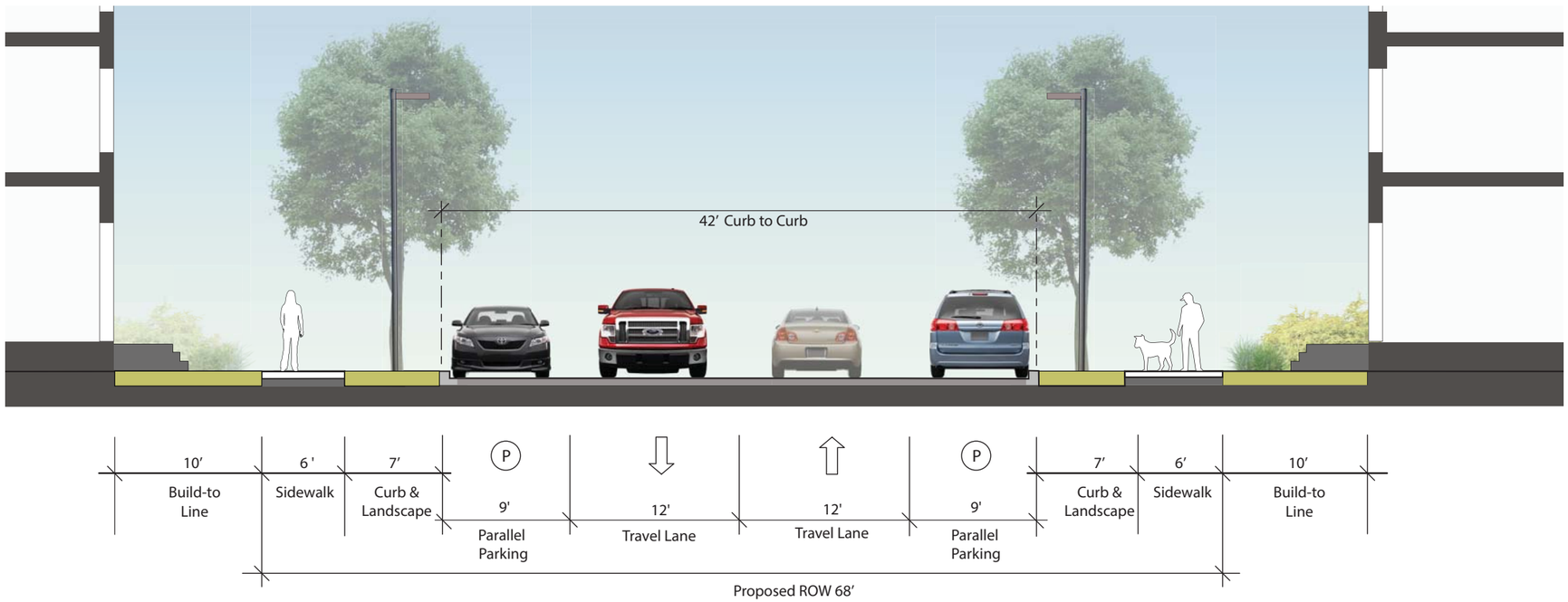




Residential Side Street

The remaining north-south streets on the site generally provide local access to adjacent apartments and townhouses. As a result, they are designed at a more residential scale, with on-street parallel parking and parkway strips with grass and street trees. Generous sidewalks are also included along each residential side street.

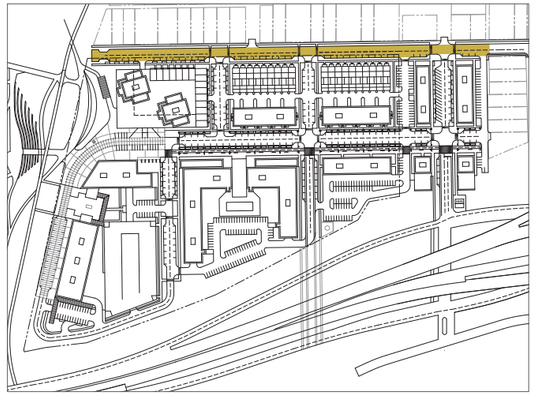


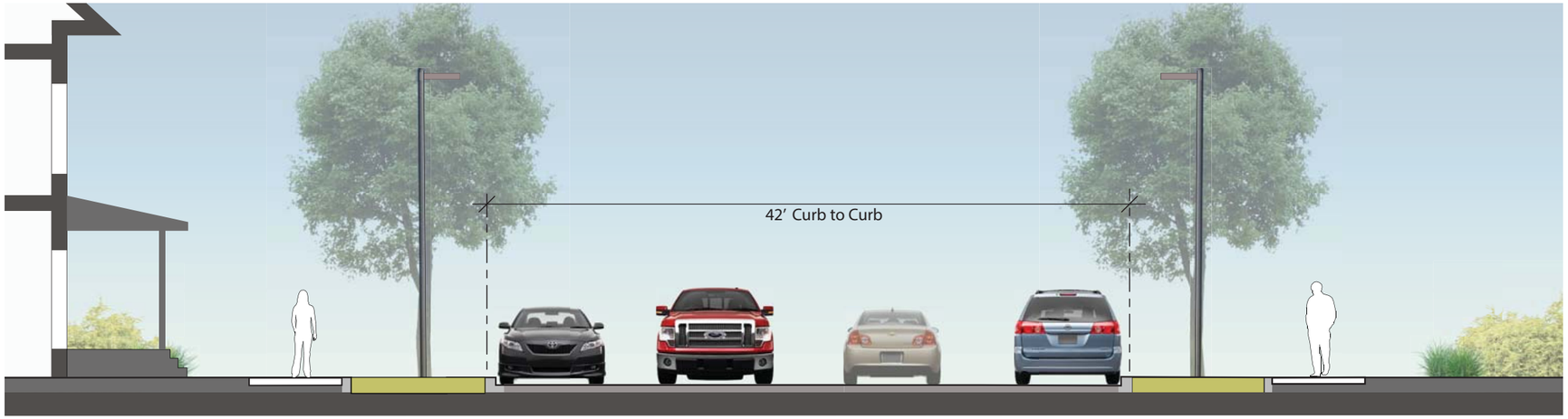


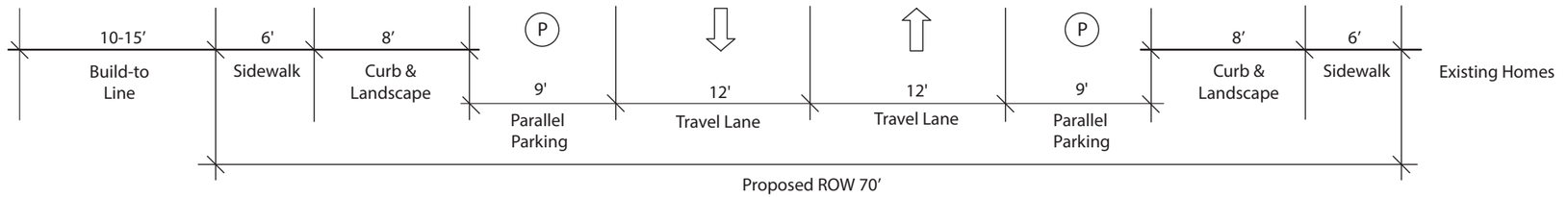


Existing Residential Street (Avenue ‘B’)

Avenue ‘B’ is the northern boundary of the Playland Park site. The existing street contains on-street parking and limited landscaping. As development of the site occurs, the right-of-way south of the street’s centerline will be enhanced. This will include construction of a new parking lane and corner bump-outs to lessen the distance pedestrians have to cross the street and to protect parked vehicles from vehicular traffic. In addition, street trees and grass will be planted in the bump-outs and parkway strips.



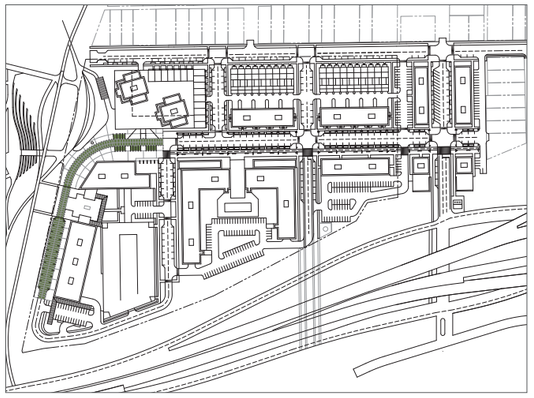


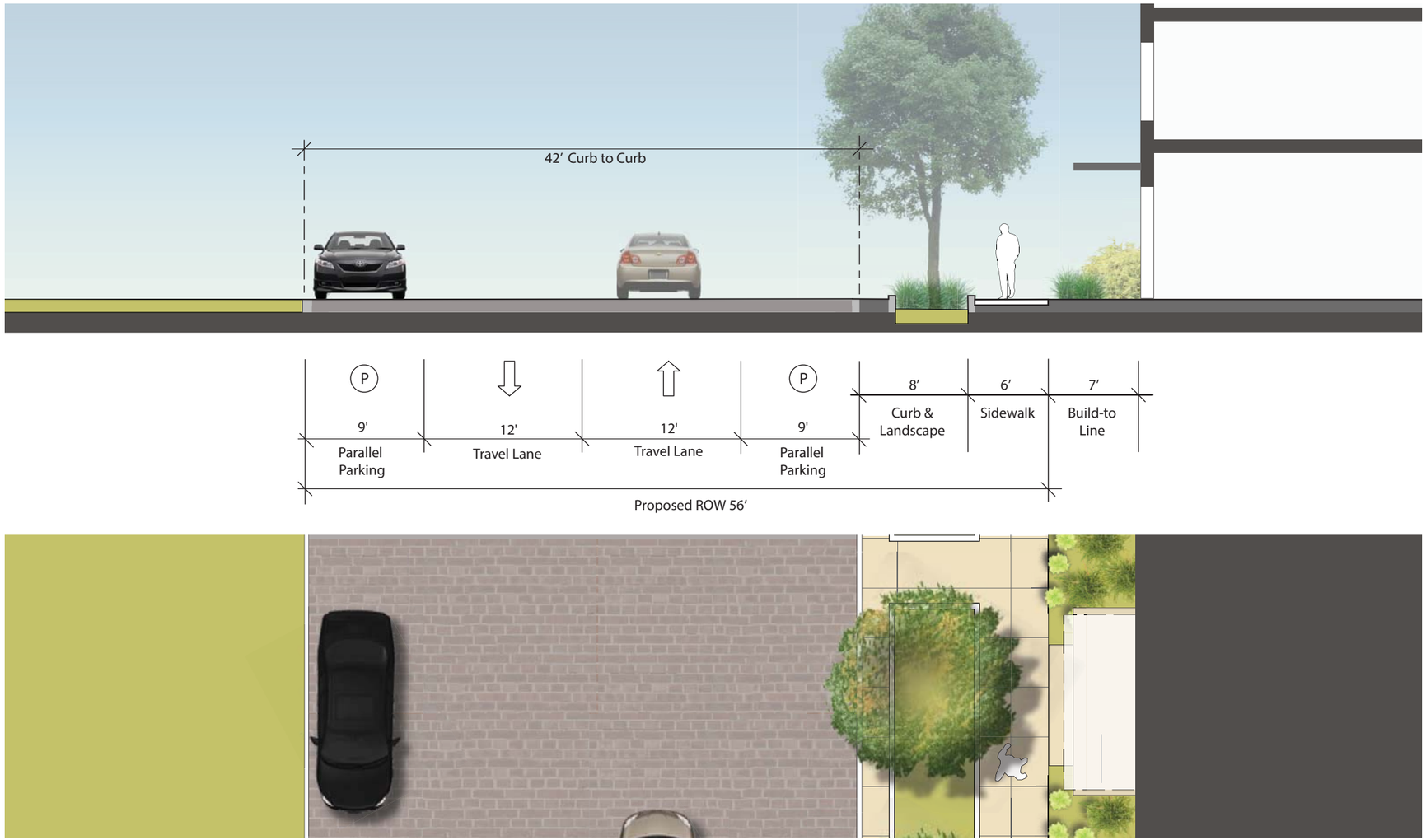




Piazza

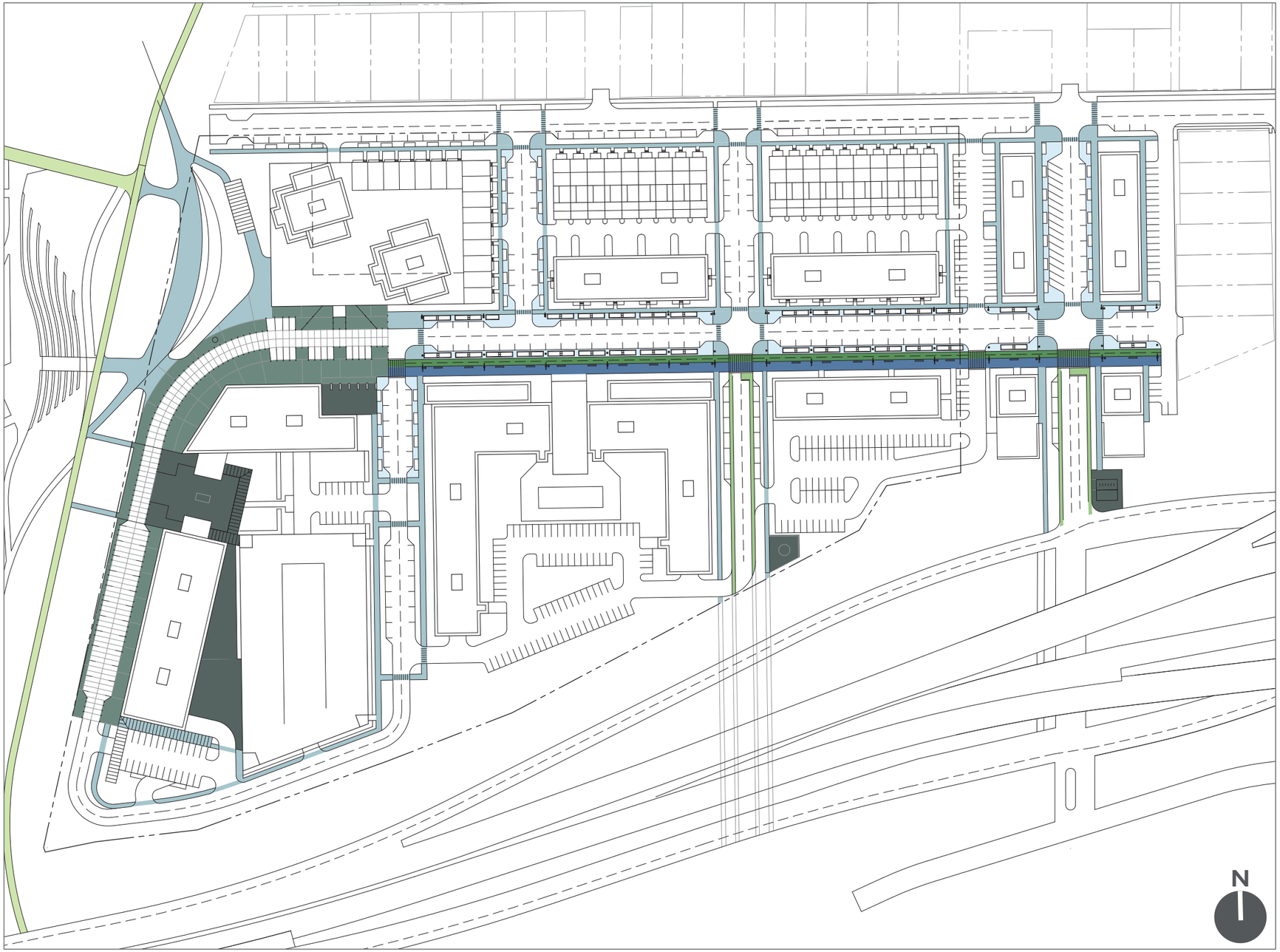
As mentioned earlier, the "Piazza" will be a shared-space street/plaza that equally accommodates pedestrians, bicyclists, and vehicles. It will be located at the western terminus of Avenue A, and will be designed to provide a seamless transition between buildings fronting onto the riverfront and the Landing "Porch," levee, and River's Edge Park. Sasaki Associates is in the initial stages of designing this feature. It is anticipated that it will contain no curbs or standard street signage. Various zones will be identified by bollards and paver colors and textures.





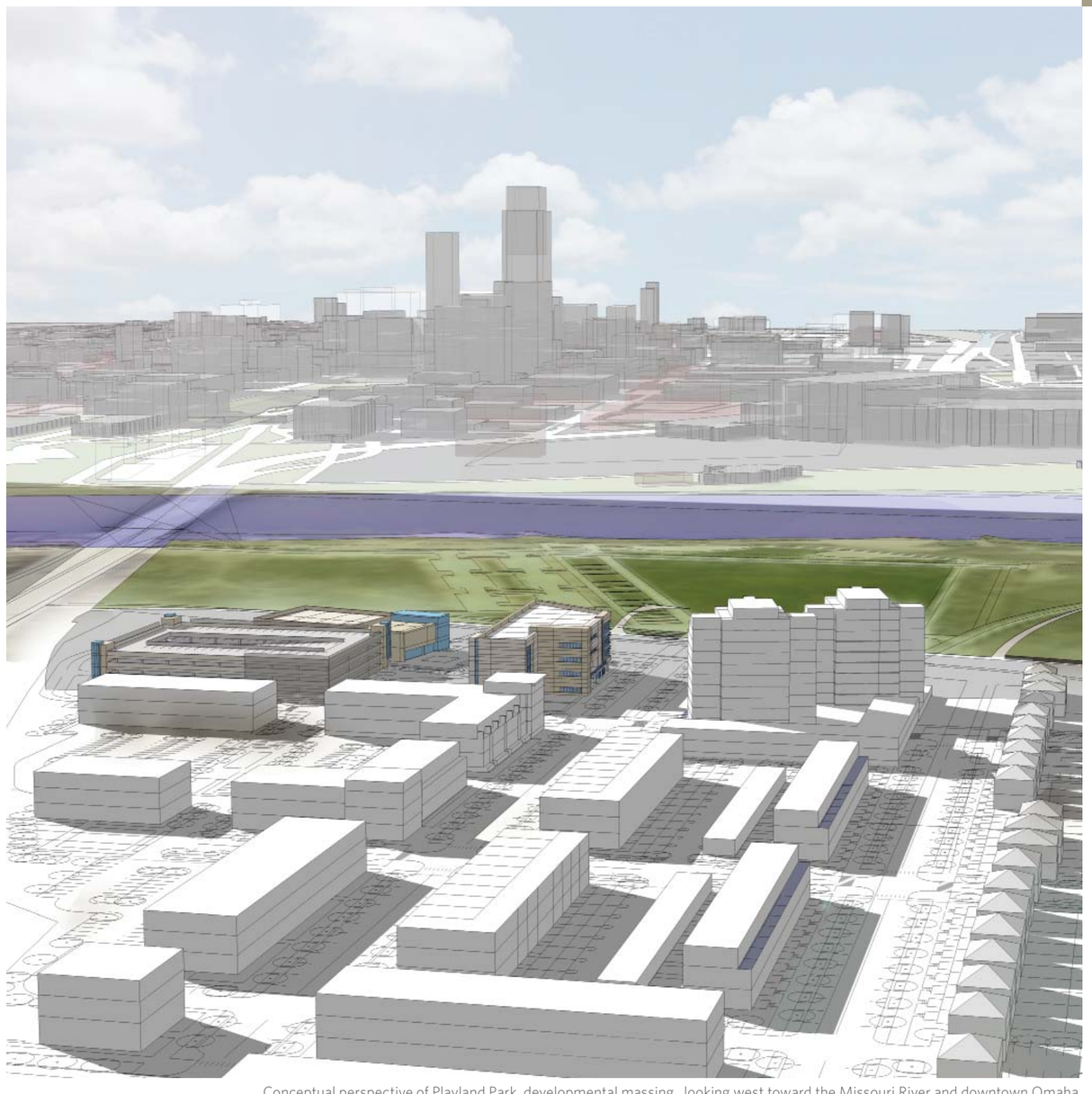
Bike / Pedestrian Network

With its multi-use development and adjacency to regional and local trail facilities, the Playland Park neighborhood will appeal to bicyclists and pedestrians alike. The pedestrian promenade and cycle track running the entire length of Avenue 'A' through the site will attract heavy use and serve as the primary corridor of movement through the neighborhood. Both features terminate at the Landing "Porch" and "Piazza," a shared-space street/plaza designed to create a public, high-activity front door to the neighborhood and Council Bluff s as a whole. Small pocket plazas are located off the main spine of the shared space to encourage more intimate gatherings or encounters. The piazza connects to the regional riverfront trail and River's Edge Park via the wide, sweeping sidewalks of the Landing "Porch." Playland Park's residential blocks are serviced by sidewalks that range in size from 6- to 8-feet wide with enlarged pavement sections located at the bulb outs at key street intersections. Two small plazas are proposed to mark the entrances of 41st and 40th Streets into the neighborhood.



Plaza
Shared Space
Promenade
Sidewalk
Accent Paving
Riverfront Trail
Bike Lanes
Cycle Track

0′ 80′ 160′ 320′



Conceptual perspective of Playland Park developmental massing , looking west toward the Missouri River and downtown Omaha

03 Development Opportunities

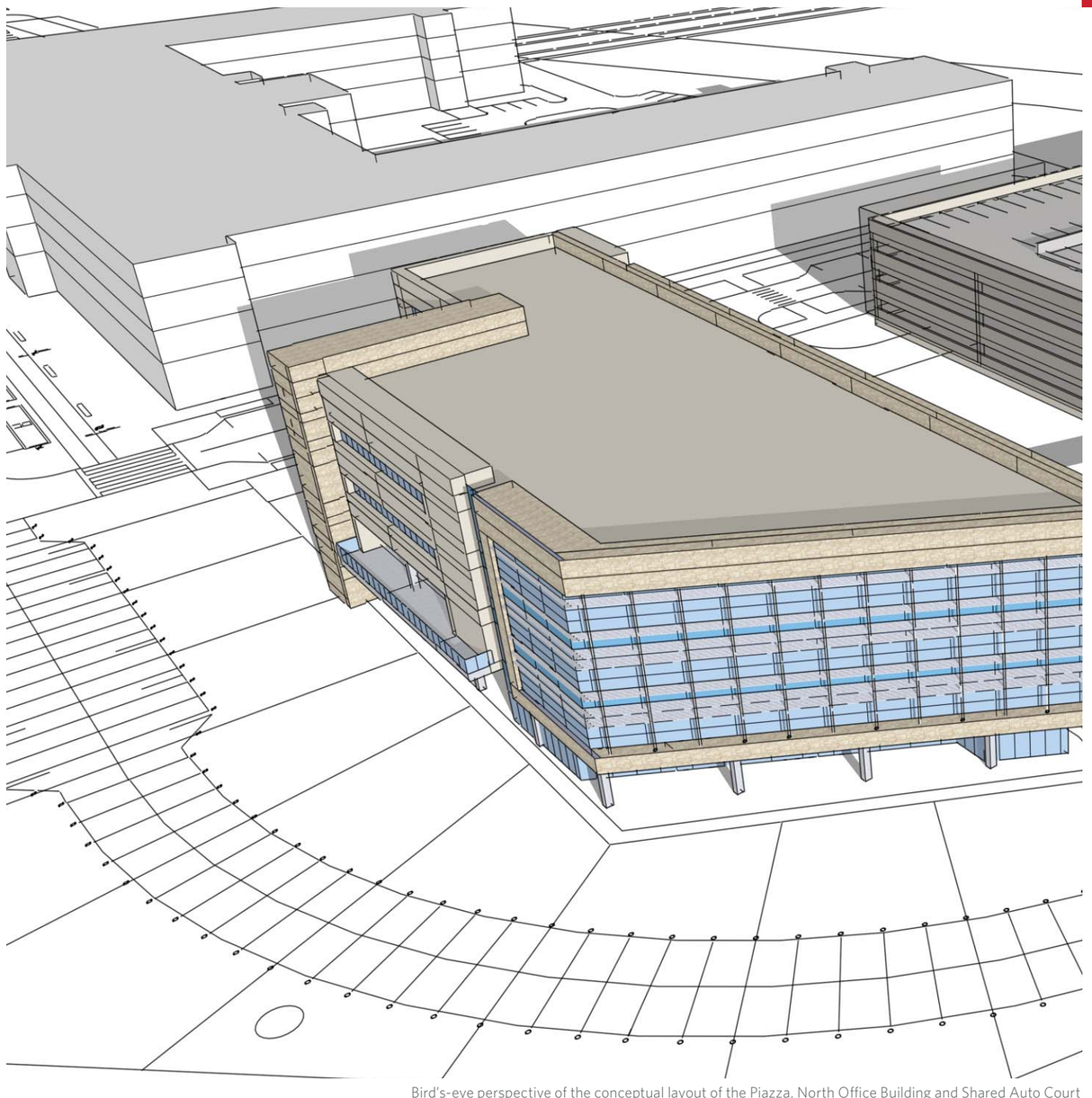
Mixed-Use Development

One of the key features of the Playland Park neighborhood is its mix of uses. Unlike most new development projects, where uses are spread out horizontally, Playland Park strives to integrate uses both horizontally and vertically. By doing so, it is easier to create a rich tapestry where uses are layered upon each other, helping to activate the site and create an exciting and memorable experience.

For instance, it is not enough to have a number of uses spread out evenly across the site. Instead, uses are encouraged to be combined within individual buildings. Take, for instance, the proposed condo towers. Instead of just containing condominium units, the buildings, as shown, contain a number of uses. The pedestal, or base of the building, not only contains integrated parking, but the parking is tucked behind a liner of townhouses and community/commercial space. The condo towers are then placed on top of this base. Instead of just one use activating the site, there are now at least four different kinds of uses (community, commercial space, townhouse units, parking, and condos) drawing people to and from the site, helping ensure street-level activation of the site throughout the course of the day. Other locations within the neighborhood that contain mixed-use buildings include the retail liner on the apartment building fronting onto Avenue A and the "main street" mixed use buildings lining both sides of 40th Street on the east side of the site



Elevation and Section/Elevation views of the Condominium Towers and Parking Pedestal with Retail, Community Use and/or Townhouse Liner, looking north

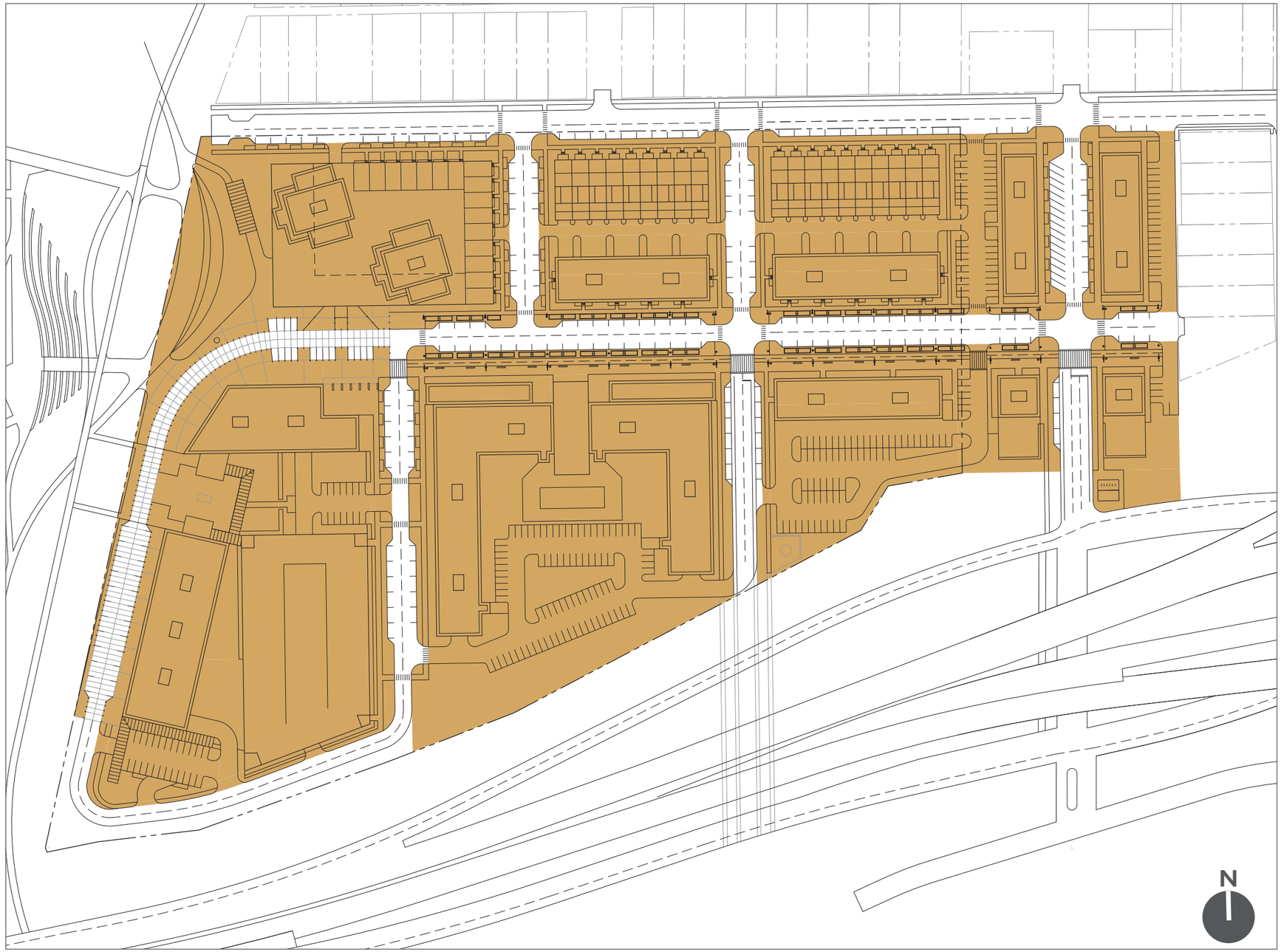


Bird's-eye perspective of the conceptual layout of the Piazza, North Office Building and Shared Auto Court

03 Design Guidelines

Development Blocks

The block structure for the Playland Park neighborhood is based on the standard block size and pattern of the West End. Avenue 'B' will function as the northern boundary for the development. 41st Street will be the initial main entrance into the site. This function will transition to 40th Street once Segment 4 of the interstate reconstruction is complete. 41st Street, along with Avenue 'A,' each bisect the site, generally creating four neighborhood sub-areas. Block sizes gradually increase from east to west. The smaller eastern blocks are sized primarily for low-density residential and commercial uses with small internal surface parking lots. The three large blocks on the west side of the neighborhood accommodate larger buildings with higher parking demands. These blocks also include public space that will draw larger crowds from throughout the community.



Development Blocks

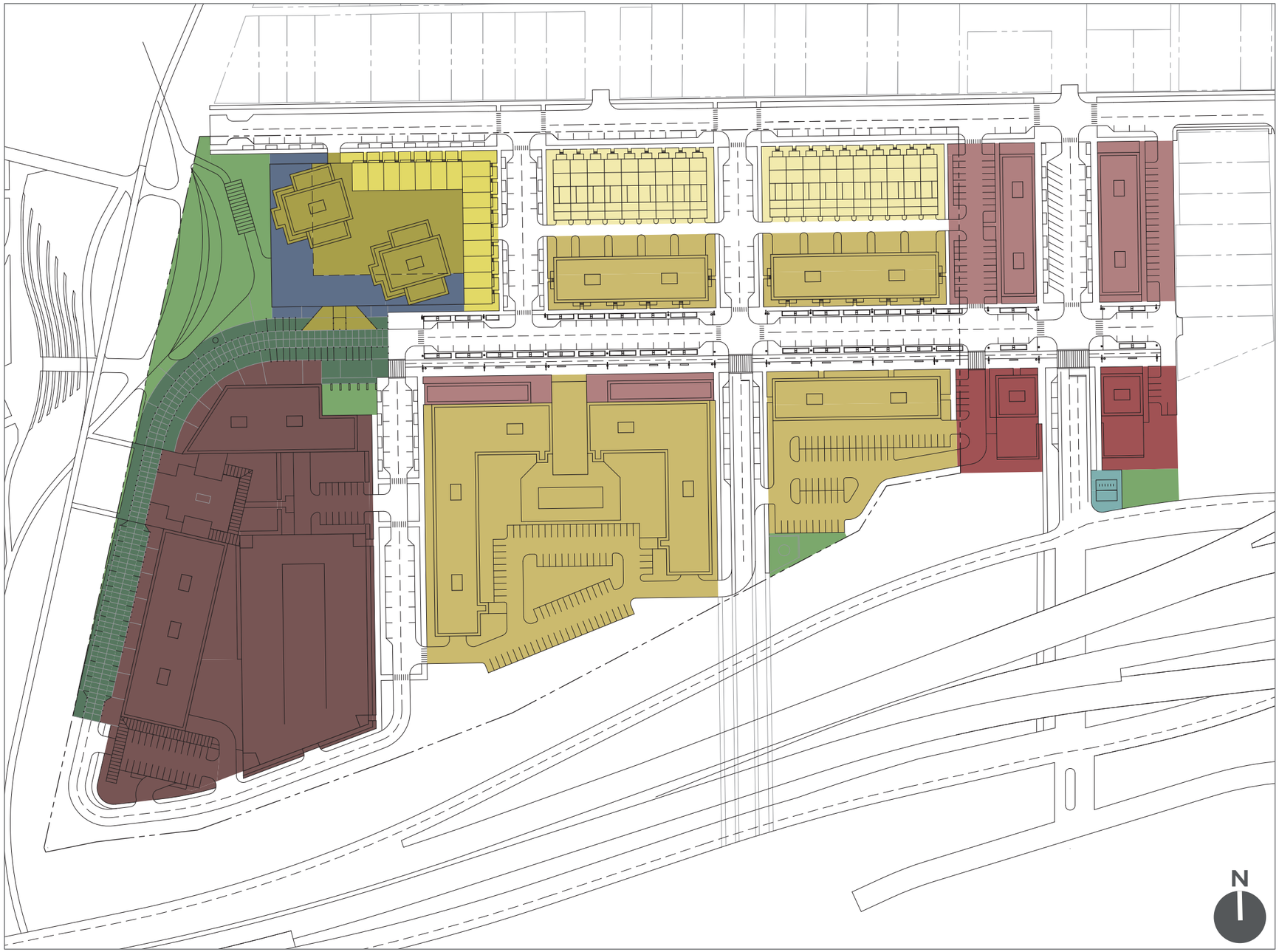
0′ 80′ 160′ 320′

Land Use

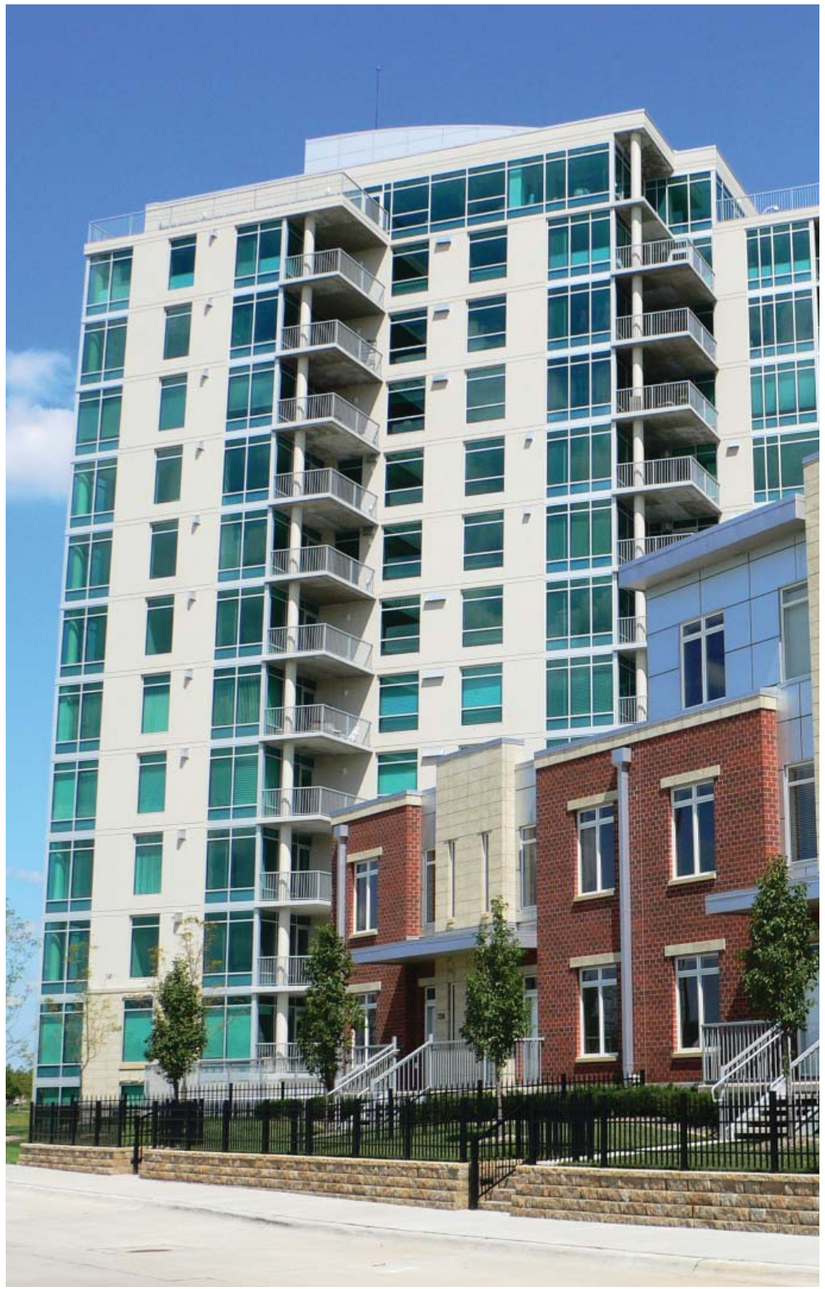
In order to become an active and exciting destination, Playland Park will need to accommodate a variety of land uses, and integrate them both horizontally and vertically. The mix of uses will encourage diverse activity throughout the day, resulting in a comfortable pedestrian environment. The central portion of the neighborhood is planned primarily for residential uses of various densities. Podium and tuck-under apartment buildings will line Avenue 'A,' with a limited amount of ground-level commercial use along the south side of the street. Townhomes will front onto Avenue 'B', helping to maintain the scale of the existing neighborhood to the north. Community and civic uses are proposed at the neighborhood's entrances, with the western edge of the site having a large shared space adjacent to the office and condominium tower blocks. The two office buildings will share a parking structure and auto court. The condominium tower base will include street-fronting community and retail space to help activate the Piazza. Mixed-use and destination commercial uses are planned along both sides of 40th Street.

- Office
- Mixed-Use
- Destination Commercial
- Condominium Tower
- Apartments
- Tuck-Under Townhomes
- Townhomes
- Community Mixed-Use
- Shared Space
- Civic
- Plaza

0′ 80′ 160′ 320′



Land Use



Condominium tower with liner townhomes and internal parking pedestal



Apartment building with ground-level retail



Riverfront office building sited to capture river views



Three-story townhomes



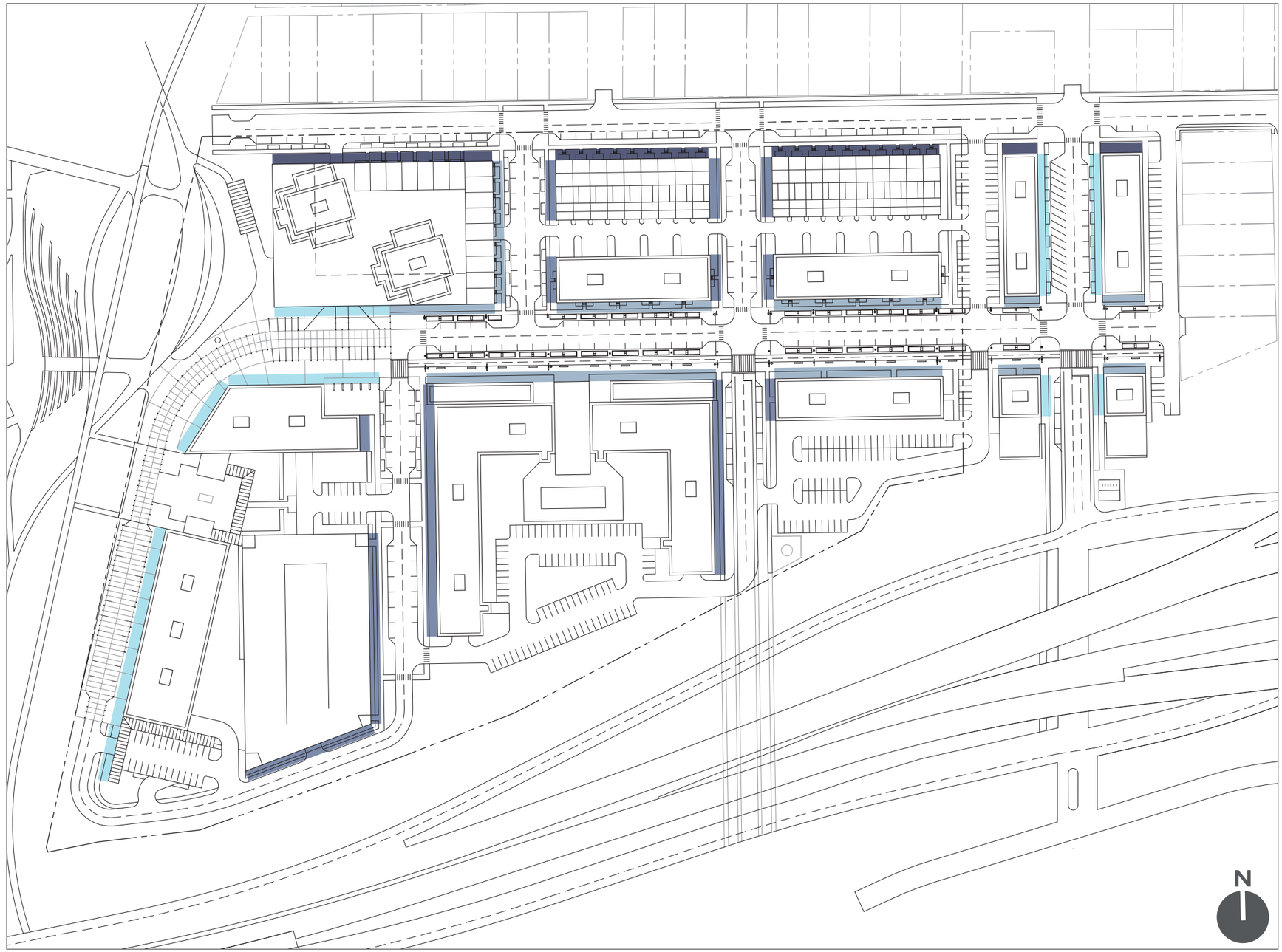
Two and three story apartment building with rear tuck-under parking

Building Setbacks

The Playland Park neighborhood will employ standard setbacks to establish a strong urban fabric, with a consistent building wall and the creation of a unified public realm. The mixed-use buildings fronting onto 40th Street, along with the office buildings and condominium block pedestal that front onto the "Piazza" and Landing "Porch," will generally have 0-to-5' setback requirements. This allows the adjacent sidewalk to become an activity zone that is suitable for community gatherings, outdoor dining areas and window shopping.

The setbacks along Avenue 'A' from 42nd Street to east of 40th Street will be 10' along the entire corridor. This consistency will channel views down the corridor and create continuity of space as users move along the neighborhood spine. The 10-foot front yard, combined with the stoop condition, allows for privacy for those residents whose units front onto this major circulation spine.

Residential side streets will employ setback requirements between 12' and 15.' This increased distance will scale down the sense of enclosure in these areas, signifying to the individual that they are moving out of the high-activity portions of the neighborhood. The townhomes fronting along the south side of Avenue 'B' will have setbacks of 16-to-20' to best replicate the condition of the single-family residential properties across the street.



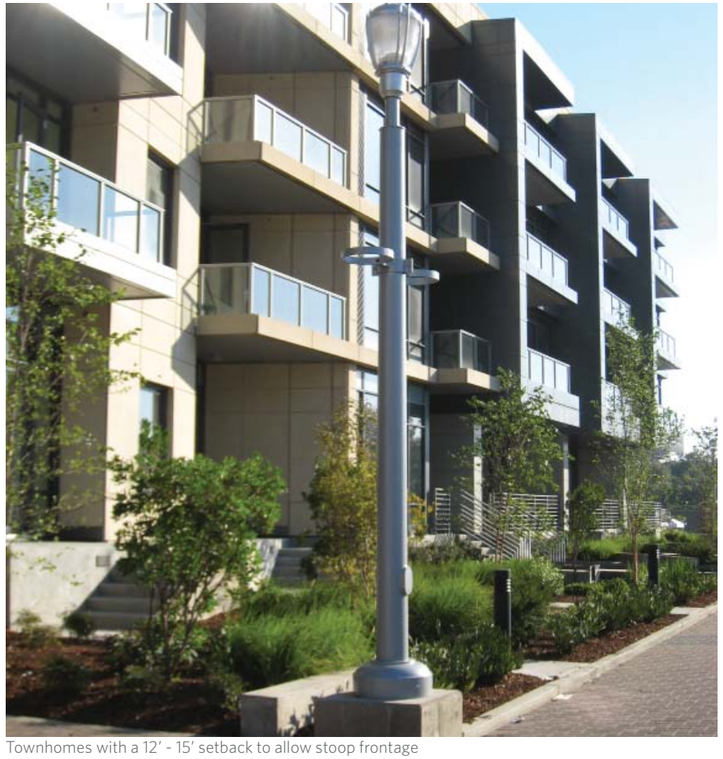
Building Setbacks



0' setback along active street frontage



10' setback along pedestrian promenade



Townhomes with a 12' - 15' setback to allow stoop frontage

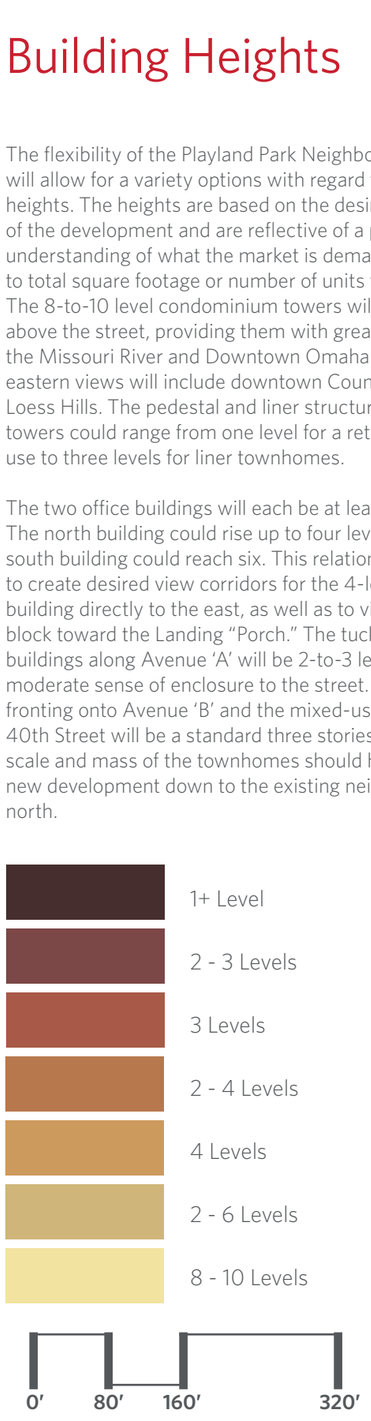


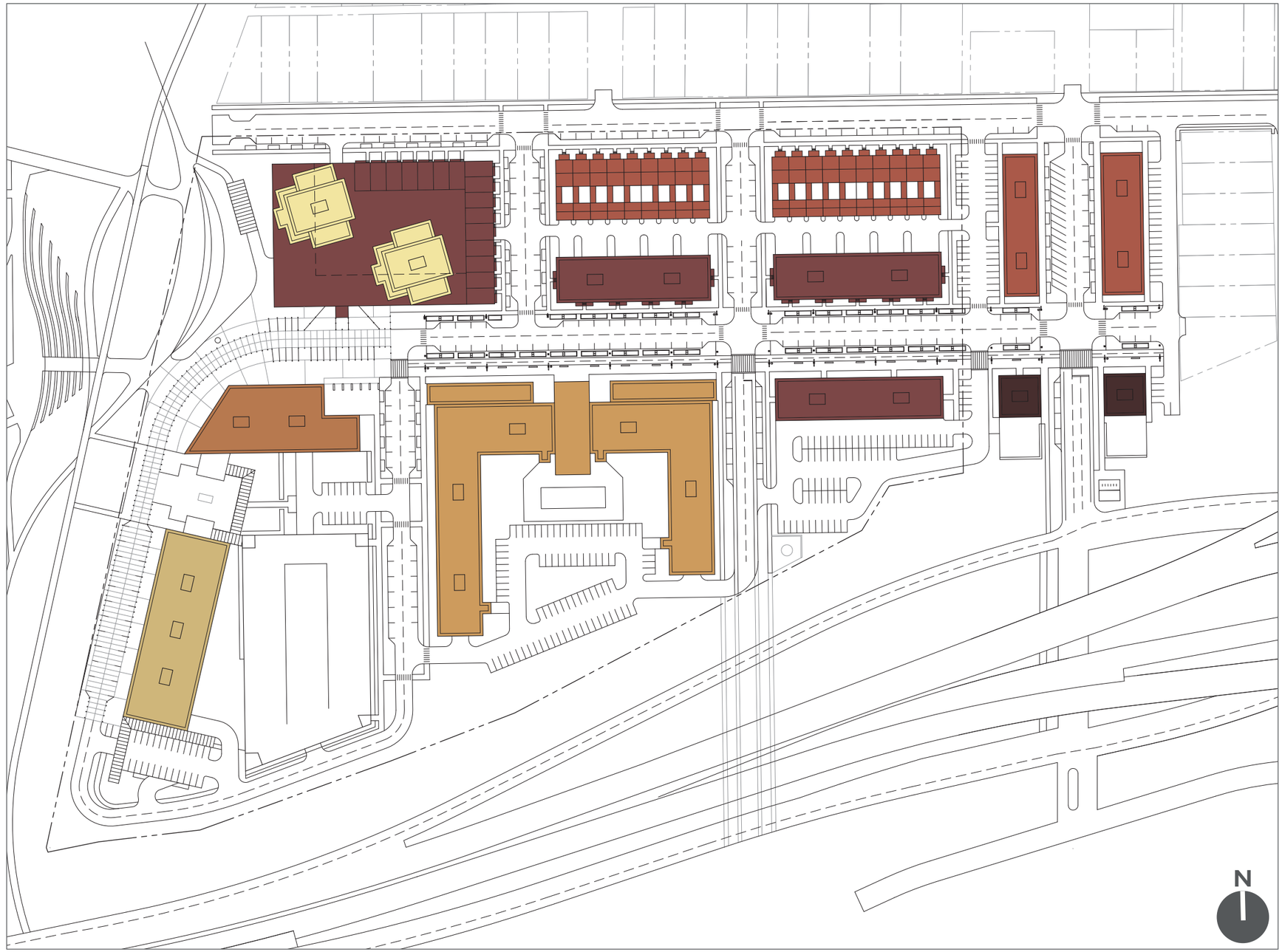
Townhomes with a 16' - 20' setback have similar scale and setback as single family homes on the north side of Avenue B

Building Heights

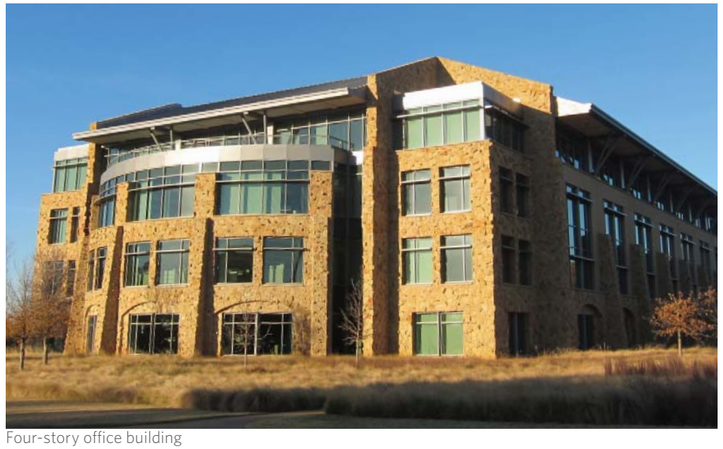
The flexibility of the Playland Park Neighborhood Plan will allow for a variety options with regard to building heights. The heights are based on the desired urban form of the development and are reflective of a preliminary understanding of what the market is demanding with regard to total square footage or number of units for each land use. The 8-to-10 level condominium towers will elevate residents above the street, providing them with great views west to the Missouri River and Downtown Omaha skyline, while eastern views will include downtown Council Bluffs and the Loess Hills. The pedestal and liner structure for the condo towers could range from one level for a retail or community use to three levels for liner townhomes.

The two office buildings will each be at least two levels tall. The north building could rise up to four levels while the south building could reach six. This relationship is important to create desired view corridors for the 4-level apartment building directly to the east, as well as to visually orient the block toward the Landing "Porch." The tuck under apartment buildings along Avenue 'A' will be 2-to-3 levels, providing a moderate sense of enclosure to the street. The townhomes fronting onto Avenue 'B' and the mixed-use buildings along 40th Street will be a standard three stories in height. The scale and mass of the townhomes should help transition new development down to the existing neighborhood to the north.





Building Heights



Four-story office building



Five-story mixed use building



Three-story townhomes



One-story stand-alone retail building



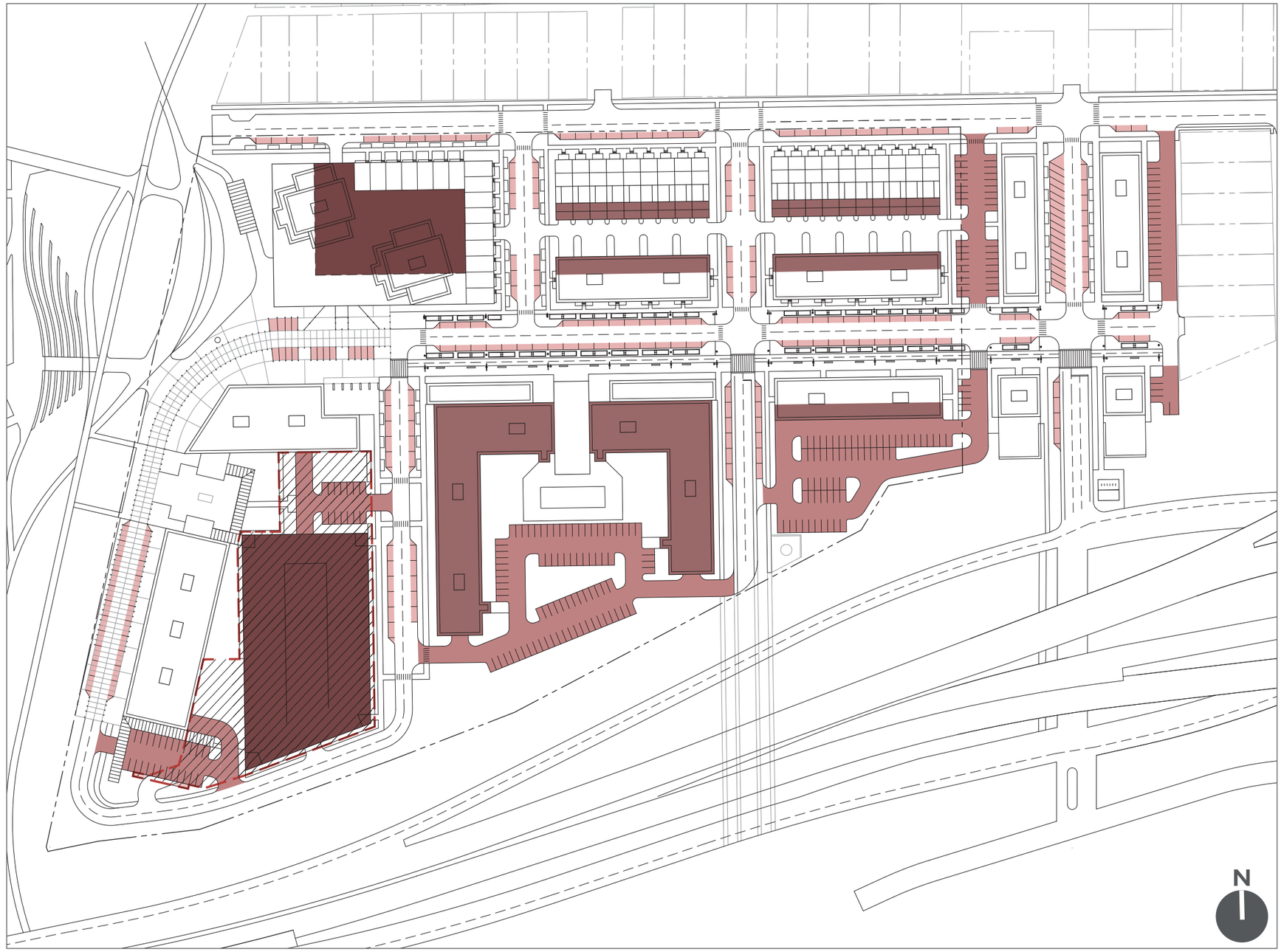
Ten-story condo tower



Five-story office building

Parking

The Playland Park neighborhood will provide a number of parking options for residents, tenants and visitors. In keeping with urban design principles, all surface lots are positioned to the rear of buildings, away from high-activity and high-visibility areas. Private parking for townhomes and apartment buildings will be located on the back sides of the structures and accessed via alleys or surface lots. On-street parking is provided along the majority of streets, helping to slow vehicular traffic and activate the streetscape. The condominium block building will have an internal parking structure surrounded by liner units. A stand-alone parking structure will serve the two office buildings and will be placed behind the buildings away from the active shared space Piazza. If demand warrants, the parking structure will include one level of parking below street grade. In terms of ratios, residents will be provided with either one or two parking stalls per unit, depending on type. Commercial areas will require 5 stalls per 1,000 square feet. The office buildings will require 3.5 stalls per 1,000 square feet, a standard measure for similar mixed-use developments in the region.



Structured Parking

Covered Private Parking

Surface Parking Lot

On-Street Parking

Underground Parking

0′ 80′ 160′ 320′

Parking



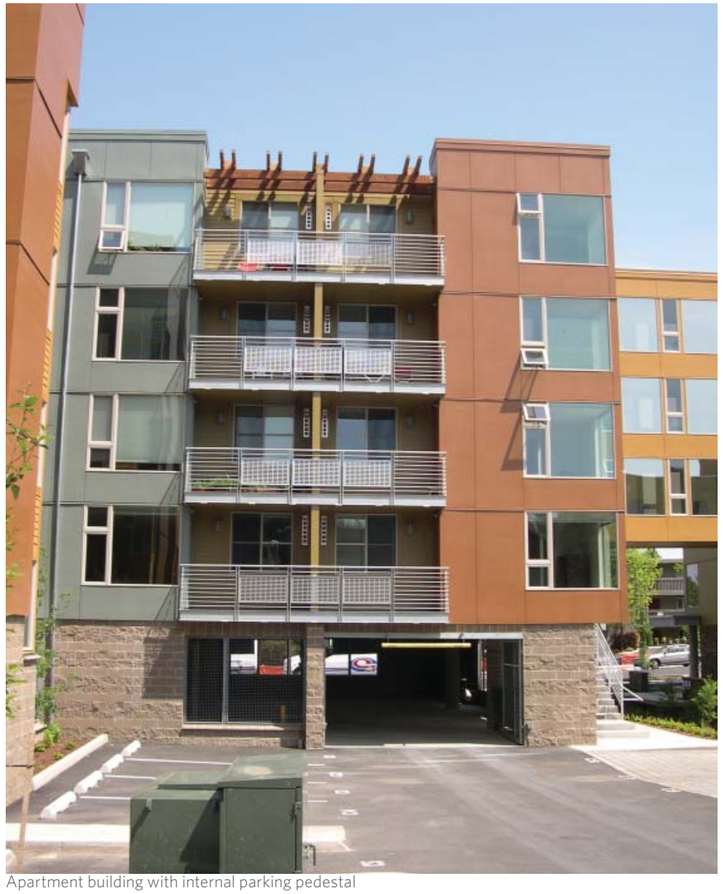
Townhomes with detached garages



Parking garage with enhanced facade



Surface parking lot located behind liner buildings



Apartment building with internal parking pedestal



On-street back-in diagonal parking



Townhomes with tuck-under garages



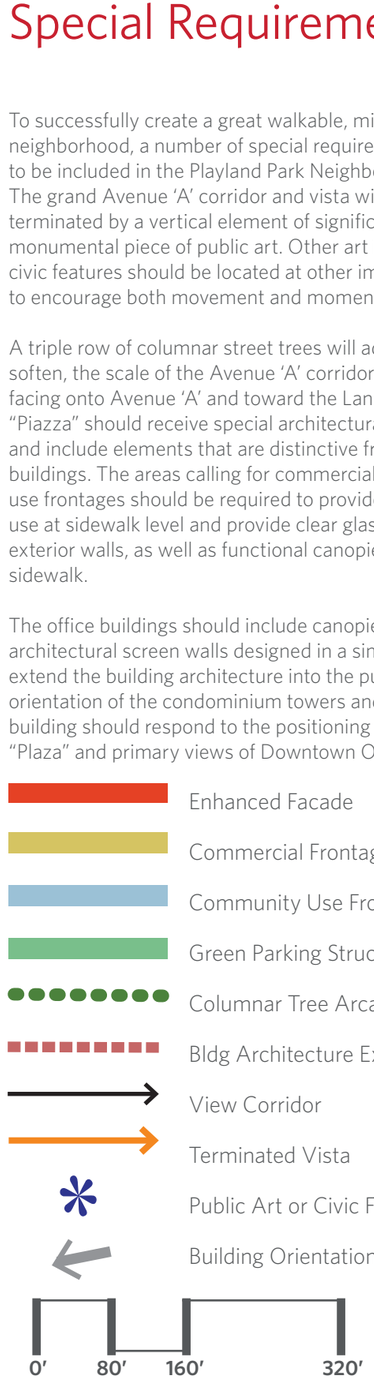
On-street parallel parking

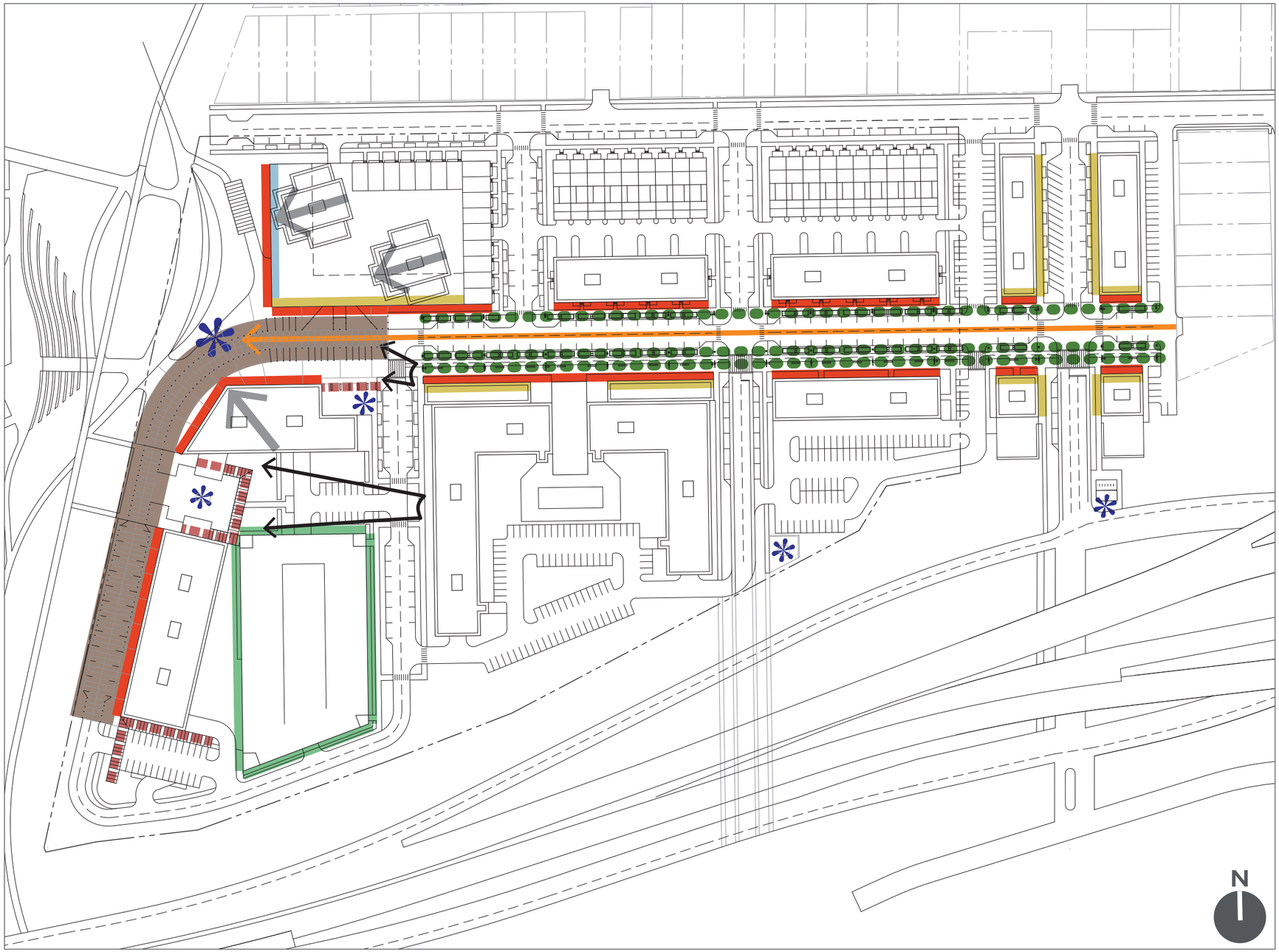
Special Requirements

To successfully create a great walkable, mixed-use neighborhood, a number of special requirements will need to be included in the Playland Park Neighborhood Plan. The grand Avenue 'A' corridor and vista will need to be terminated by a vertical element of significance, such as a monumental piece of public art. Other art installations or civic features should be located at other important civic sites to encourage both movement and moments of reflection.

A triple row of columnar street trees will add interest to, and soften, the scale of the Avenue 'A' corridor. Building facades facing onto Avenue 'A' and toward the Landing "Porch" and "Piazza" should receive special architectural consideration and include elements that are distinctive from the other buildings. The areas calling for commercial or community use frontages should be required to provide the designated use at sidewalk level and provide clear glass on 70% of exterior walls, as well as functional canopies that overlap the sidewalk.

The office buildings should include canopied walkways and architectural screen walls designed in a similar aesthetic to extend the building architecture into the public realm. The orientation of the condominium towers and north office building should respond to the positioning of the Landing "Plaza" and primary views of Downtown Omaha.





Special Requirements



Strategically placed public art



Example of enhanced facade utilizing special materials and massing



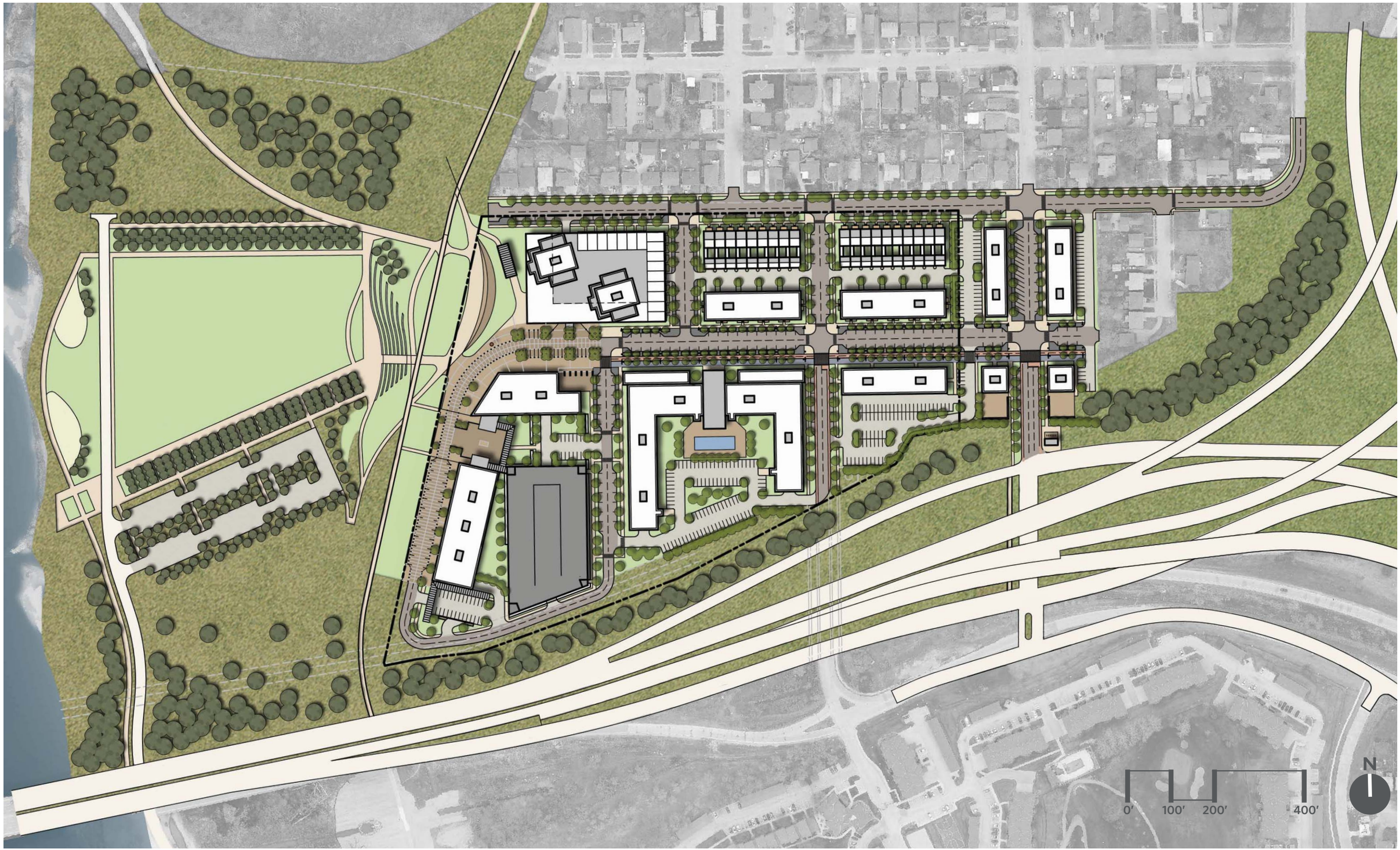
Columnar street trees



Example of an axial view with a terminated vista



Architectural extension of a building facade


0'
100'
200'
400'
N

NOTES

