

MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY

September 10, 2018

Tracy Corr opened the meeting on Monday, September 10, 2018 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, Lincoln NE.

Attendance

Fifteen residents and three City staff attended:

Tracy Corr – 40 th & A NA	Jennifer Powell – Country Club NA
Karen Dienstbier – Eastridge NA	Pat Anderson-Sifuentez – Everett NA & NWL
Pat Stear – Hartley NA	Myrna Coleman – Highlands NA
Dennis Hecht – Meadowlane Area RA	Mike DeKalb – University Place CO
Keith Roland – University Place CO	Russell Miller – Witherbee NA
Randy Smith – Woods Park NA	Lin Quenzer – Mayor's Office
Jon Carlson – Mayor's Office	Andrew Thierolf – Planning Dept.
Kathy Daneb – Lincoln Public School Board	Mariella Resendiz Alvarado – Holmes CLC
Mark Powell – Lincoln Christian School	Mike Renken – NeighborWorks-Lincoln

Welcome & Introductions

Attendees were welcomed and introduction made. Tracy Corr volunteered to take notes. The Mayor was not able to attend.

Private School Lighting Zoning Amendment – presented by *Mark Powell, Lincoln Christian School.*

Mark Powell from Lincoln Christian School discussed their application to amend the private school lighting zoning text—specifically *Chapter 27.72.110 - Exceptions to the Height Requirements (see Attachment 1)*. The changes include allowing light poles to exceed the district height limit up to a height of 100 feet, provided the light fixtures are set back at least half their height from the nearest property line.

Lincoln Christian is requesting the revision so they can install lights on their football field. It was noted that the higher the light pole, the less light spillage occurs. This is because the light is more direct.

Planning Staff looked to the cell tower ordinance as an example for drafting the new language. This change will only affect K-12 private schools. Zoning codes do not apply to public property which includes Lincoln Public Schools. The amended ordinance would potentially affect other private schools, such as Parkview Christian and Lincoln Lutheran. Pius X Schools already have this type of light poles because they are grandfathered in.

The text amendment will go before the Planning Commission on September 26th. If neighborhoods have any questions, they are encouraged to reach out to Andrew Thierolf at Planning at 402-441-6371 or athierolf@lincoln.ne.gov.

Downtown Master Plan – presented by *Andrew Thierolf, Long Range Planner: 402-441-6371; athierolf@lincoln.ne.gov, from the Lincoln Lancaster County Planning Department. See Attachment 2.*

Andrew Thierolf from the Planning Department provided an update on the preliminary findings of the Downtown Master Planning process. Public outreach included online surveys, working groups and committee comments as well as comments from several public events. When asked what one action would be the most important to downtown, 17% of online survey responses indicated redeveloping unused and vacant sites (e.g. Pershing); 12% wanted more neighborhood retail and services (i.e. grocery store); 10% of the responses indicated more events and entertainment options while 8% wanted a new, modern headquarter library.

Other common themes included a kid/dog/family friendly downtown; increasing housing options between the \$250,000 and \$150,000 range; more parking options and a convention center.

Mr. Thierolf stated that the last Downtown Master Plan was completed in 2005.

The development forecast for the next ten years includes 480 – 1,050 new housing units, not including off-campus student housing, although it is fair to expect student housing will also be in demand. The office segment of downtown includes up to 550,000 square feet. There are users who want their own purpose-built buildings,

but some infill can also be expected. Retail is a niche segment with between 48,800 - 86,500 square feet expected. Hospitality will likely be focused on boutique properties with fewer than 50 rooms. The consultant said the upper end for a convention center would be 150,000 square feet of space, based on the hotels, existing meeting spaces and the airport. There is potential demand for the space, but nothing like Omaha's demand.

The topic of a convention center was discussed in more depth. Downtown Lincoln is missing the exhibit space for a convention center. The post office located next to the Arena is not a good site because there are not enough hotel rooms nearby. Constructing a new hotel would likely cannibalize the existing hotels in the area which is not a desired outcome.

The overall theme is to create a center of opportunity. Looking at the bigger picture, there are superstar cities like Portland, Austin, and Denver where Millennials want to live, but those cities are becoming very expensive. Lincoln is in the next tier below that range and people are moving here from those larger cities because Lincoln is affordable and offers a good quality of life. The idea is to capitalize on the trend and position Lincoln to be an opportunity city. Both Millennials and Baby Boomers are drawn to downtown living, so it is important to develop critical amenities and new housing types for diverse needs. In the future, we may see more medical offices, green space, repurposed buildings, surface parking and protection of historic properties. Coordination with the State and UNL is essential to achieve the Downtown Master Plan.

Much of this planning is organized around "catalyst projects" including the Pershing Block, West Park, O Street, 11th and M Streets, 13th Street, 16th and 17th Street improvements, and a music district.

Several concepts were shown for the Pershing Block, including a civic plaza, green space, and moving the existing parking garage, which would come at an expense. One of the boldest concepts shows the library along O Street with mixed use, retail, residential, and a new parking structure. It was noted that all redevelopment ideas shown for the Pershing block include underground parking.

The West Park area is part of the South Haymarket near Arena Drive. There is still lots of discussion about the area, but one popular proposed use is green space with a dog park. A big factor in this area is the amount of flood storage that will make it difficult to develop as anything but green space. Another proposed concept in this area is repurposing the lumber building to a year round market.

Along O Street, similar to the P Street Corridor identified in the last plan, there is a need for streetscape improvements, façade improvements, and supported projects like SCC, the Federal garage, and the LES building.

Thierolf stated while most Lincoln streets have 80 feet of rights-of-way (ROW), 11th Street has a 120 foot ROW and M Street has a 100 foot ROW. This extra space means no right-of-way needs to be purchased. There is an ample amount along both streets to allow for green space and conversion to parallel parking. This would also involve removing the bike lane from 11th street and relocating it to 13th Street.

Thierolf went on to say it is still early in the discussion stages when it comes to converting one-way streets to two-ways. They will be considered for conversion in this order:

1. 13th between K & O Streets;
2. 11th, 12th, 14th, M and N Streets;
3. 16th, 17th, P and Q Streets.

Due to traffic volumes, 9th, 10th, K and L Streets will likely never change from one ways. Traffic flow is a concern when looking at conversion. Other considerations include reducing lane miles, better business access and safety.

Designating a music district was an unexpected idea that came out of community discussions and received a lot of support. The consultants were impressed with the active live music scene in Lincoln. They believe it is a special asset that should be cultivated. One area under consideration is the 14th & O Street area where there are already several smaller music venues and it is close to Tower Square. The district might see physical improvements, programming, marketing, and special signage.

Two remaining projects from the 2005 plan are nearing completion—West Haymarket and the P Street Corridor. Another remaining project—The K Street Building—will remain in the updated plan.

Additional projects and key sites include the LPD Maintenance Facility on J Street, Southeast Community College's downtown campus, the StarTran property on J Street, and a multimodal transportation facility. There

are some underutilized blocks throughout downtown, including the Post Office block and, possibly, the Bennett Martin/YWCA site if a central library is decided upon.

Parallel to this process has been the autonomous shuttle. Over 3,500 people participated in the survey and more than 2,000 rides were given. There are two grant applications underway. The goal is to have five shuttles in 2019, 10 by 2021, and in the long term, as many as 40 or more. There has been lots of positive feedback from the Bloomberg Grant, so we hope to hit the ground running if funds are awarded.

Overall, the desired outcome for Downtown is to maintain the small community feel. The next steps include a public open house to present the finished plan on October 30th and adoption by City Council in early 2019. All information on the Downtown Master Planning process to date is online at plandowntown.com.

Announcements

- UPCO Park was renamed today by the City Council to **Seng Park at University Place** to honor Colleen Seng and her family's contributions to the City of Lincoln.
- *LegalAid Nebraska* will be presenting **Renters Rights** at the next UPCO meeting, 5:30 p.m. on Tuesday, September 11th at First United Methodist Church, 2723 N. 50th Street.
- On Thursday, September 13th the *Child Advocacy Center* will be holding a **fundraising barbeque** in the Masonic Temple parking lot (17th & L Streets) from 4 – 7 p.m.
- **Streets Alive!** is Sunday, September 23 in the Belmont Neighborhood. **See Attachment 3.**
- The **18th Annual Lincoln Arts Festival** is September 22nd and 23rd at SouthPointe Pavilions (27th & Pine Lake Rd).

Next Meeting/Agenda

The next meeting of the Mayor's Neighborhood Roundtable will be November 12, 2018 at 5:30 p.m. The topic will be screening requirements, presented by the Planning Department.

Adjournment

The meeting adjourned at about 6:30 p.m.

Respectfully submitted, Tracy Corr.

27.72.110 Exceptions to the Height Requirements.

- a. **Private Schools, Height of.** In all zoning districts where private schools are allowed, private school buildings **and light poles** may exceed the district height limit as follows:
1. Private school buildings may exceed the district height by up to 10 feet where that part of the building exceeding the district height is at least 50 feet from any boundary line of the premises;
 - 2. Private school buildings may exceed the district height by up to 25 feet where that part of the building exceeding the district height is at least 100 feet from any boundary line of the premises;**
 - 2.3. Light poles may exceed the district height up to a height of 100 feet provided the light fixtures are set back at least ½ their height from the nearest property line.**



Attachment 2

The Center of Opportunity

Update on Preliminary Findings

- Public Outreach
 - Online Survey Results
 - Working Groups & Committee Comments
 - Public Event Comments
- Market Assessment & Development Forecast
- Plan Themes and Catalyst Projects
- Parallel Planning Efforts
 - On-Street Bicycle Facilities Plan
 - Autonomous Shuttle
- Timeline Moving Forward

Online Survey

1,746 Responses

What is the ONE action that will be most important to Downtown?

- Redevelop unused and vacant sites (i.e. Pershing) 17%
- More neighborhood retail and services (i.e. grocery store) 12%
- More events and entertainment options 10%
- A new, modern headquarter library 8%



Online Survey

What three words best capture your vision for Downtown in the year 2030? (Top five: Vibrant, Walkable, Parking, Safe, Accessible)



Common Themes

- Working Groups & DLA Board
 - Kid/Dog/Family Friendly Downtown
 - Housing Options
 - New Central Library
 - Neighborhood Services and Amenities
 - More Parking Options and Better Management
- Steering & Project Committees
 - Livable
 - Destination
 - Innovative
 - Safe



Community Open House Comments

April 10th at The Rococo: 220+ Attendees

- Wider range of housing under \$250,000 & under \$150,000
- Improve pedestrian crossings
- Revitalize O Street
- New Central Library
- Designate an area for music and art



May Charrette and Open House: 200+ Participants

- Bring the missing middle housing to Downtown
- More greenspace: shaded, seating, accessible
- Pershing Site Activation
- Review the demand for a convention center
- LinK N Loop



Development Forecast

Expectations for residential, office, retail, and hospitality development over the next 5 years have been developed from the Market Assessment.

- Residential Segment - “Strong”: 480 – 1,050 non-student units
- Office Segment – “Moderate”: 188,000 SF – 332,000 SF (34% - 60% of existing vacant office space)
- Retail Segment – “Niche”: 48,500 SF – 86,500 SF (27% - 49% of existing vacant retail space)
- Hospitality Segment – “Niche”: Boutique Properties (less than 75 rooms each)
- Convention Center: Approx. 150,000 SF based on Downtown hotel rooms and existing meeting space, total metro population, regional airport competition, and regional convention space competition. A full feasibility study is recommended.

2018 Downtown Lincoln Master Plan: The Center of Opportunity

- Increasing costs, particularly housing, in ‘superstar cities’ pushing Millennials out
- Young Professionals moving from large cities to smaller markets
- Millennial, Gen Z, and Baby Boomer markets are robust
- In search of affordable living, quality of life, civic involvement
- Lincoln should capitalize on trends and position itself to be an ‘Opportunity City’!



Center of Opportunity Themes

- Millennials, Gen Z, and Baby Boomers are drawn to downtown living
- Develop critical amenities to attract and keep residents (parks, services, unique retail)
- Encourage new housing types for diverse cultures and aging populations
- Downtown should be appealing to diverse populations, young and old



Additional Themes

- Neighborhood Services and Amenities
- First Floor Activities (other than retail)
- Green Space
- Repurposing Buildings for Residential
- Surface Parking as Redevelopment Opportunities
- Historic Properties
- State Office Space
- Coordination with State and UNL



Catalyst Projects

Seven Catalyst Projects Being Designed for Discussion

- Pershing Block
- West Park
- O Street
- 11th & M Street Greenways
- 13th, 16th & 17th Street Improvements
- Music District
- Projects from the 2005 Plan

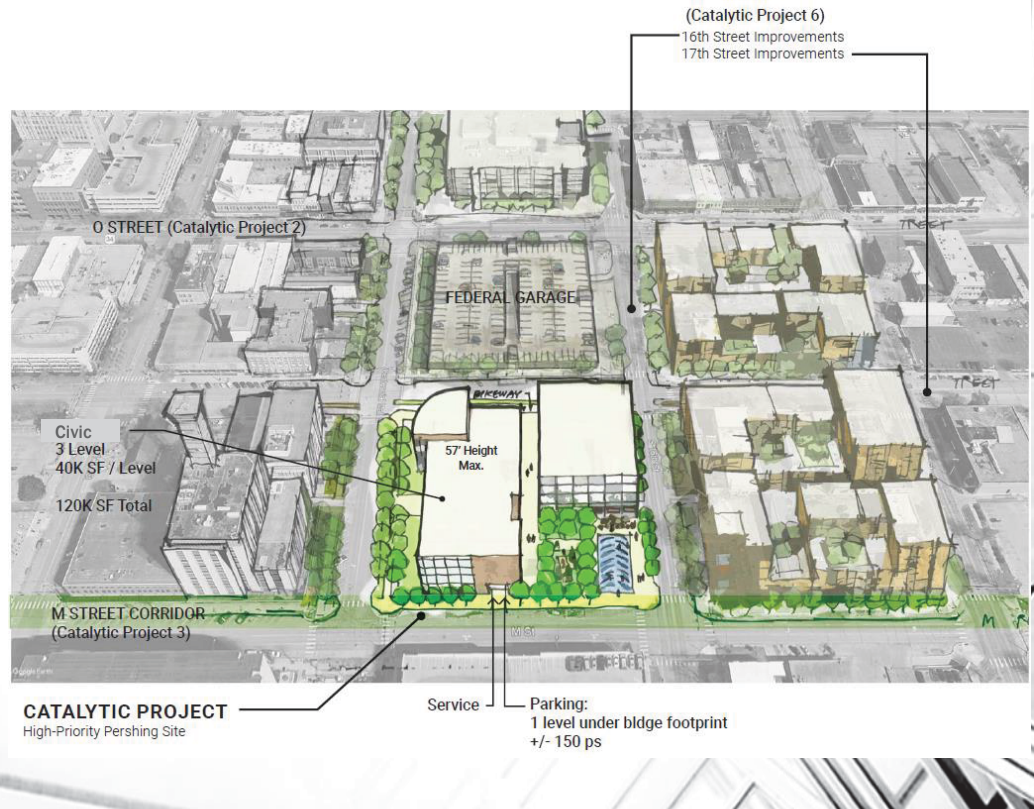


Pershing Block

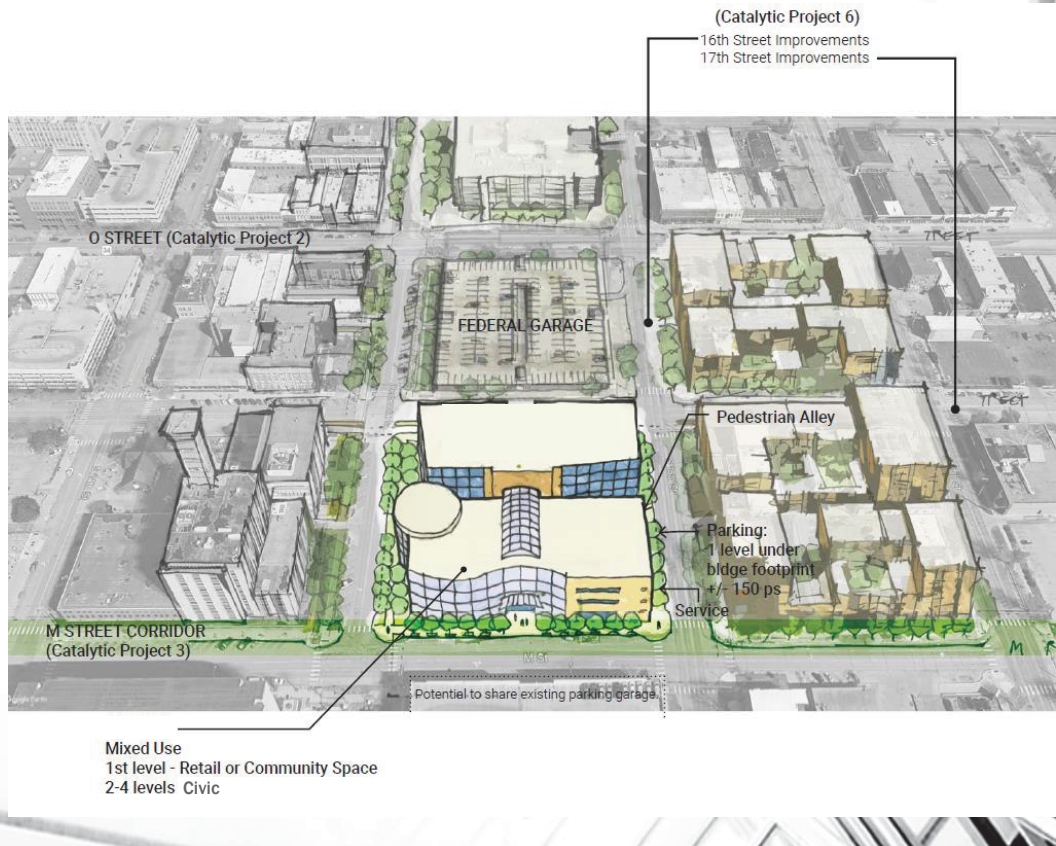
- Describe uses appropriate for this block – “Civic & Mixed-Use”
- Describe Design and Layout Recommendations
- Include surrounding blocks to describe catalytic effect



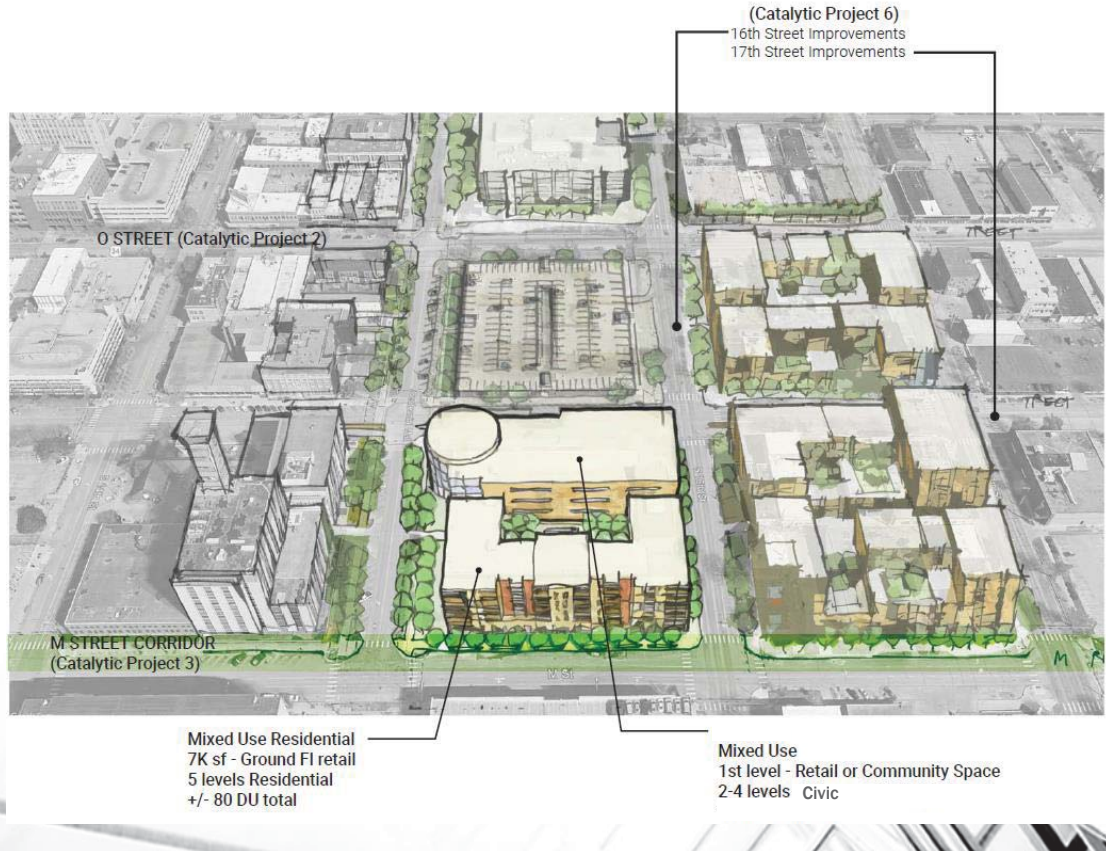
Pershing Block



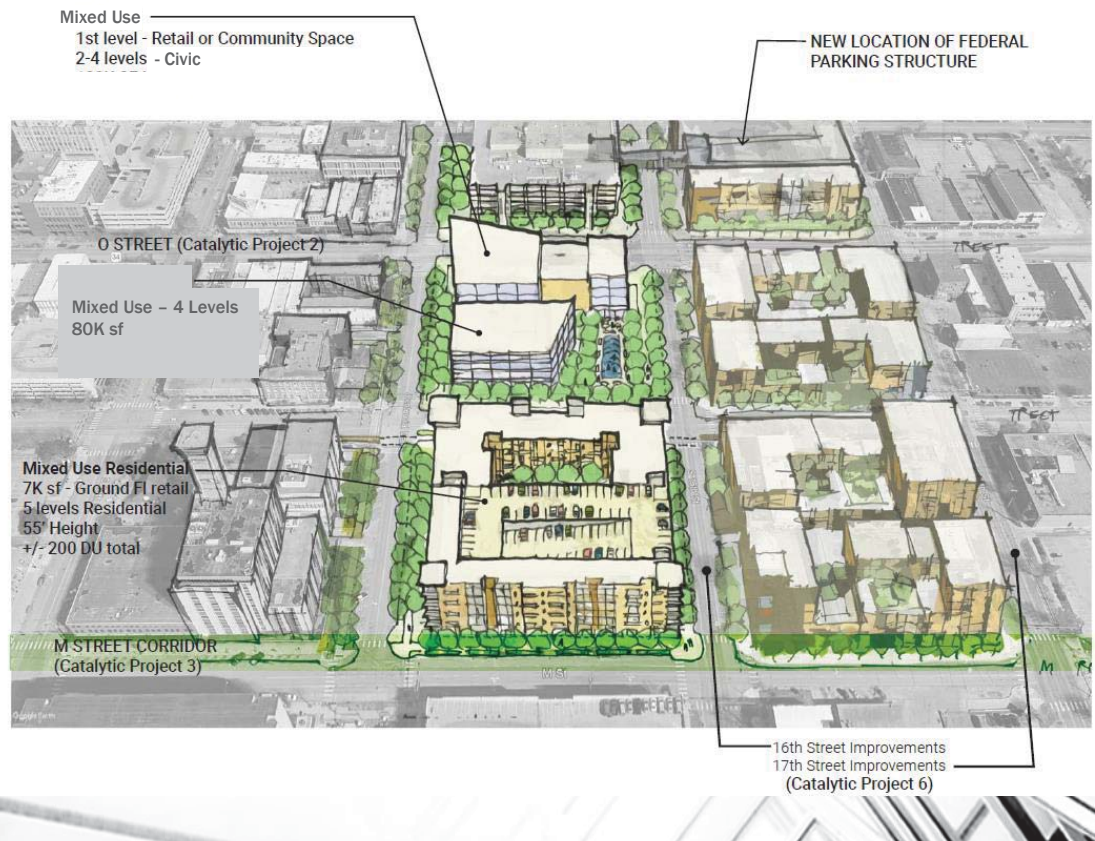
Pershing Block



Pershing Block



Pershing Block



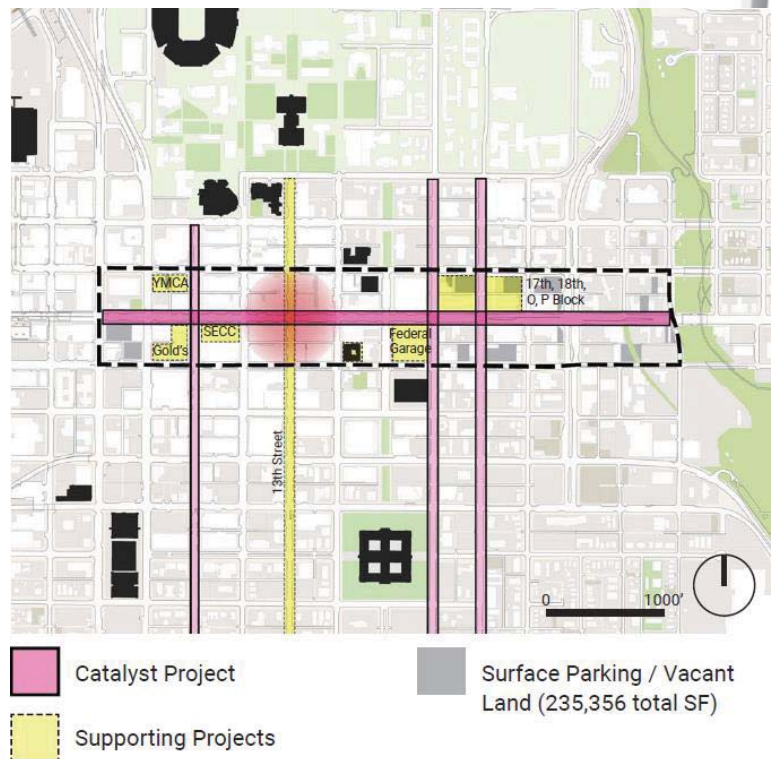
West Park (South Haymarket)

- Further refinement of public spaces shown in South Haymarket Plan
- Several iterations under discussion
- Will include example with M Street extended west of 7th



O Street Corridor

- Enhancing O Street's "Curb Appeal"
- Streetscape improvements
- Façade Improvements
- Identify supporting projects for rehab or infill



11th & M Street Greenways

- Part of the overall strategy for additional park/open space
- Right-of-way doesn't need to be purchased
- 11th Street ROW is 120 feet, M Street is 100'
- Rearranges the streetscape



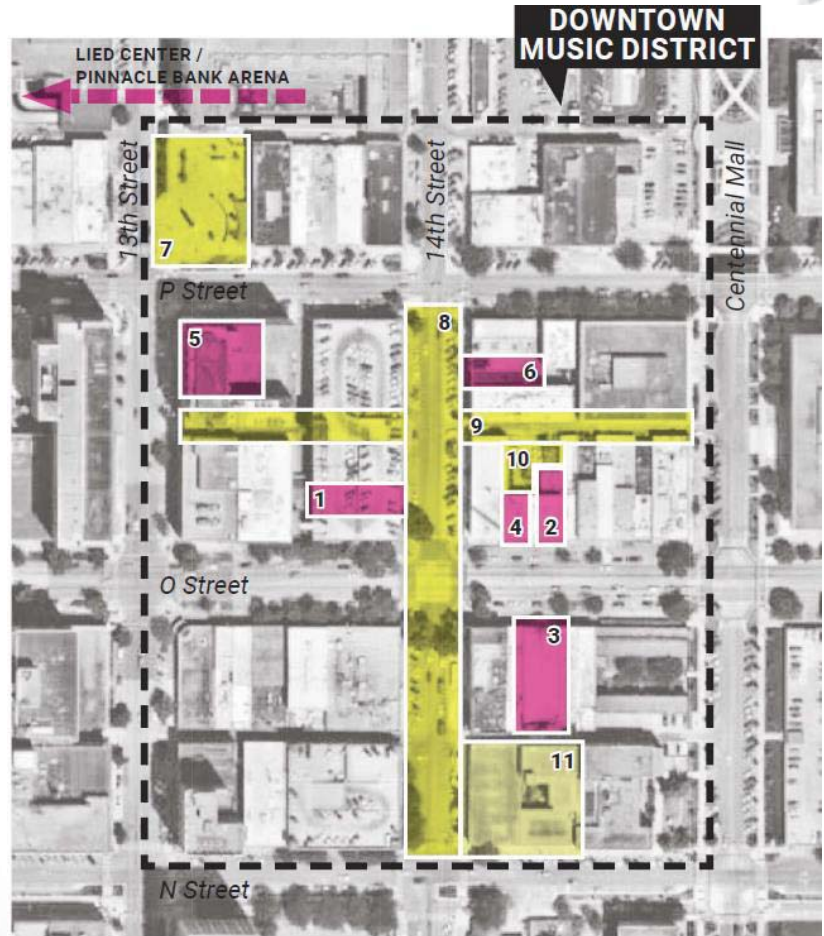
13th, 16th & 17th Street Improvements

- One-Way to Two-Way
- Streetscape Implications
- Recommendation for other streets



Music District

- Celebrate the live music scene in Lincoln
- Combination of Physical Improvements and Programming
- Focused on area at 14th & O but would connect with other venues
- Could combine performance, business incubator, social gathering spaces



Remaining Projects from 2005

Finish Recommended Projects Including:

- West Haymarket Blocks
- P Street Streetscape
- K Street Building



Lincoln
Downtown
**Master
Plan**

Final Report
September 2005

Additional Projects & Key Sites

- LPD Maintenance Facility – J Street
- Southeast Community College – O Street
- Two New Public Parking Garages
- StarTran Property – J Street
- Multi-Modal Transportation Facility
- K Street Building
- Underused Blocks (9th, 10th, M & N; 9th 10th, L & M)
- Federal Garage Block
- JPA Land
- Bennett Martin/YWCA
- Post Office
- One-Way to Two-Way Street Conversion

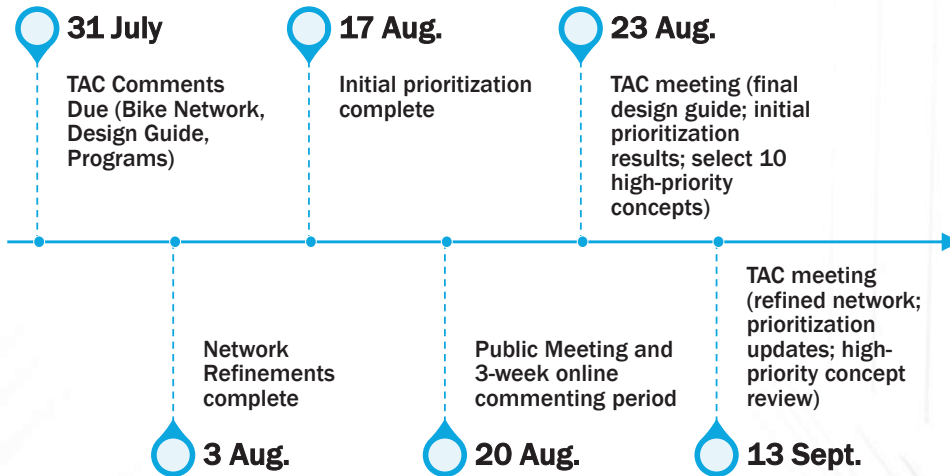


Autonomous Shuttle

- Test rides at Innovation Campus in July
- Online survey in August
- Over 3,500 people took a ride or completed the survey
- Plan is to have 2 to 10 autonomous shuttles operating downtown by the end of 2019
- Long-term goal of 40+ shuttles downtown
- Applying for BUILD (\$8 million) and Bloomberg Philanthropies (\$1-\$5 million) grant funding



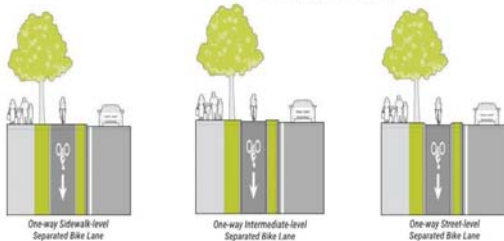
On-Street Bicycle Facilities Plan



Draft Bicycle Facility Design Guide

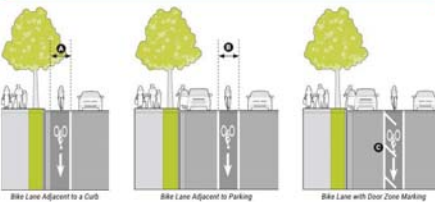
ONE-WAY SEPARATED BIKE LANES

One-way separated bike lanes in the direction of motorized travel provide intuitive and simplified transitions to existing bike lanes and shared travel lanes.



BIKE LANES

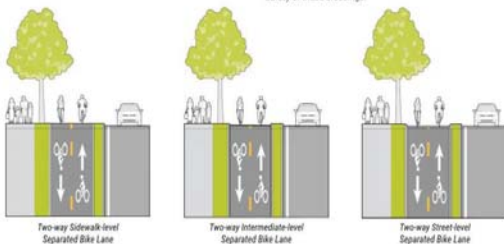
Bicycle lanes provide an exclusive space for bicyclists in the roadway. Bicycle lanes are established through the use of lines and symbols on the roadway surface. Bicycle lanes are for one-way travel and are normally provided in both directions on two-way streets and/or on one side of a one-way street. Bicyclists are not required to remain in a bicycle lane when traveling on a street and may leave the bicycle lane as necessary to make turns, pass other bicyclists, or to properly position themselves for other necessary movements. Bicycle lanes may only be used temporarily by vehicles accessing parking spaces and entering and exiting driveways and alleys. Stopping, standing and parking in bike lanes is prohibited.



TWO-WAY SEPARATED BIKE LANES

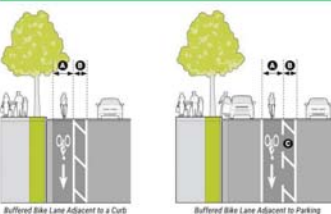
Two-way separated bike lanes will require special attention to transition the contra-flow bicyclist into existing bike lanes and shared travel lanes.

Depending on context, motorists may not expect bicyclists to approach crossings from both directions. For this reason, two-way separated bike lanes may require detailed treatments at alley, driveway, and cross street crossings to enhance the safety of these crossings.

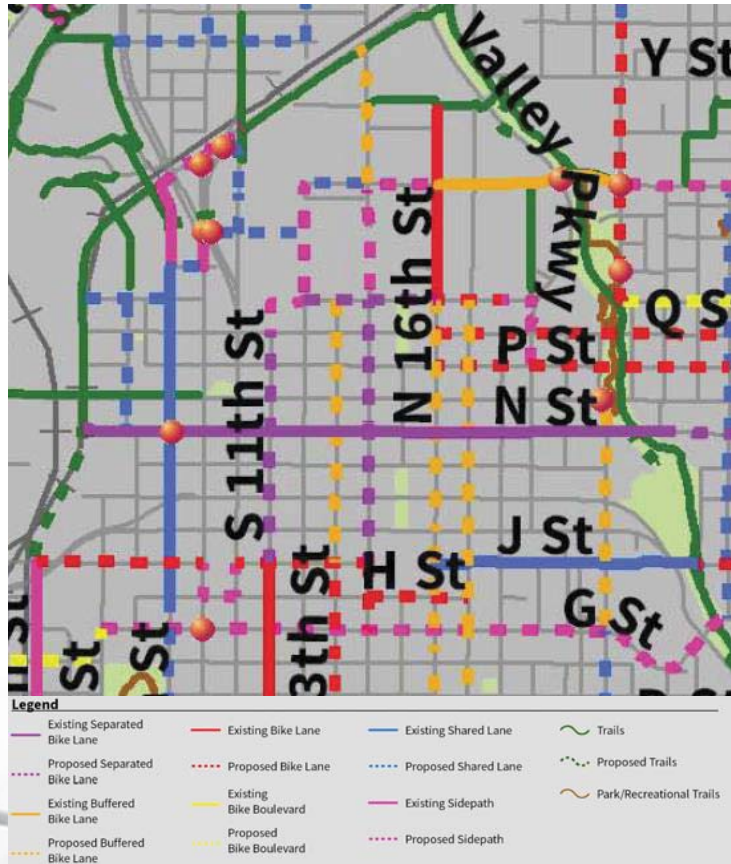


BUFFERED BIKE LANES

Buffered bicycle lanes are created by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane. While buffers are typically used between bicycle lanes and motor vehicle travel lanes to increase bicyclist comfort, they can also be provided between bicycle lanes and parking lanes in locations with high parking turnover to discourage bicyclists from riding too close to parked vehicles.



Draft Bicycle Network



2018 Lincoln Downtown Master Plan Project Schedule

Preparation
Review Existing Conditions

Outreach & Market Assessment
Market Research & Analysis
Market Snapshot
Market Assessment Draft

Online Survey

Community Open Houses
April 10
May 23

Synthesis of Ideas
Illustrative Framework – key concepts & improvements
Online Survey Summary

Vision, Framework, & Master Plan Documents
Action Plan
Prepare Document

Planning Commission Hearing
City Council Hearing

Additional outreach will occur throughout the summer at various public events

Plan Adoption



Next Steps

- Public Open House (Tentatively in October)
- Document Development
- Final Adoption Late 2018/Early 2019

Questions?



A FREE outdoor event promoting physical activity and healthy eating.



What is Streets Alive!?

Streets Alive! is a **FREE** outdoor movement event promoting physical activity and healthy eating. A 1.5 mile stretch of Lincoln streets highlighting Belmont Elementary School & neighborhood will be closed to motorized vehicles & open for all human-powered transportation.



What will be there?

Streets Alive! offers fitness and dance activities, healthy food, music and entertainment, and healthy exhibits along the route.



Who can come?

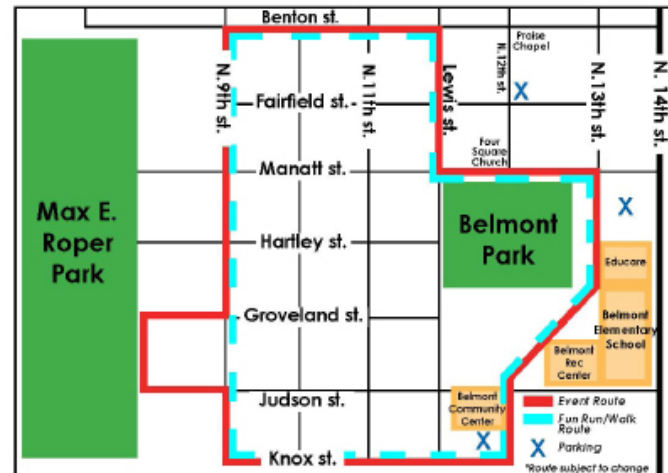
Everyone is welcome! We encourage anyone who can walk, ride a bike, propel a wheelchair or push a stroller to get out and enjoy the event anytime between 1:00 - 4:30pm. You can join anywhere along the 1.5 mile route. Sign up & join Fun Run/Walk from 12:30-1:00pm!!



How can I get involved?

We invite you to apply to exhibit, entertain, sponsor, or volunteer for this year's event. To get the scoop on all things Streets Alive! join our newsletter or check out our website.

2018 Streets Alive! Route



Thank You to our Sponsors!

Platinum Level



Gold Level



The mission of Streets Alive! is to produce an outdoor event for Lincoln citizens of all ages, backgrounds, and abilities that promotes physical activity and healthy eating.

www.healthylincoln.org/streetsalive



@HealthyLNK

Streets Alive! is a City of Lincoln sponsored event brought to you by Partnership for a Healthy Lincoln and many generous community sponsors.

For more information please contact: Ashley Carlson, acarlson@healthylincoln.org, or call #402.430.9940