2018
Downtown Lincoln
Master Plan

Center Of Opportunity

CITY OF LINCOLN NEBRASKA

DOWN TOWN LINCOLN

P.U.M.A.

FELSBURG HOLT & ULLEVIG

CIVITAS

Agenda

Project Video

Global Trends

Public Outreach Efforts

Plan Catalyst Projects

Implementation

Wrap-Up and Questions

Project Video

Global Trends

The Center of Opportunity

- National trends in demographics, lifestyles and competition are favoring downtown districts
- A vital downtown is critical to retain and attract young skilled talent – Lincoln competing with every American city

The Center of Opportunity

- Increasing costs, particularly housing, in ‘superstar cities’ pushing Millennials & Gen Z to smaller markets
- In search of affordable living, quality of life & civic involvement
- Lincoln can capitalize on trends and position itself to be an ‘Opportunity City’!

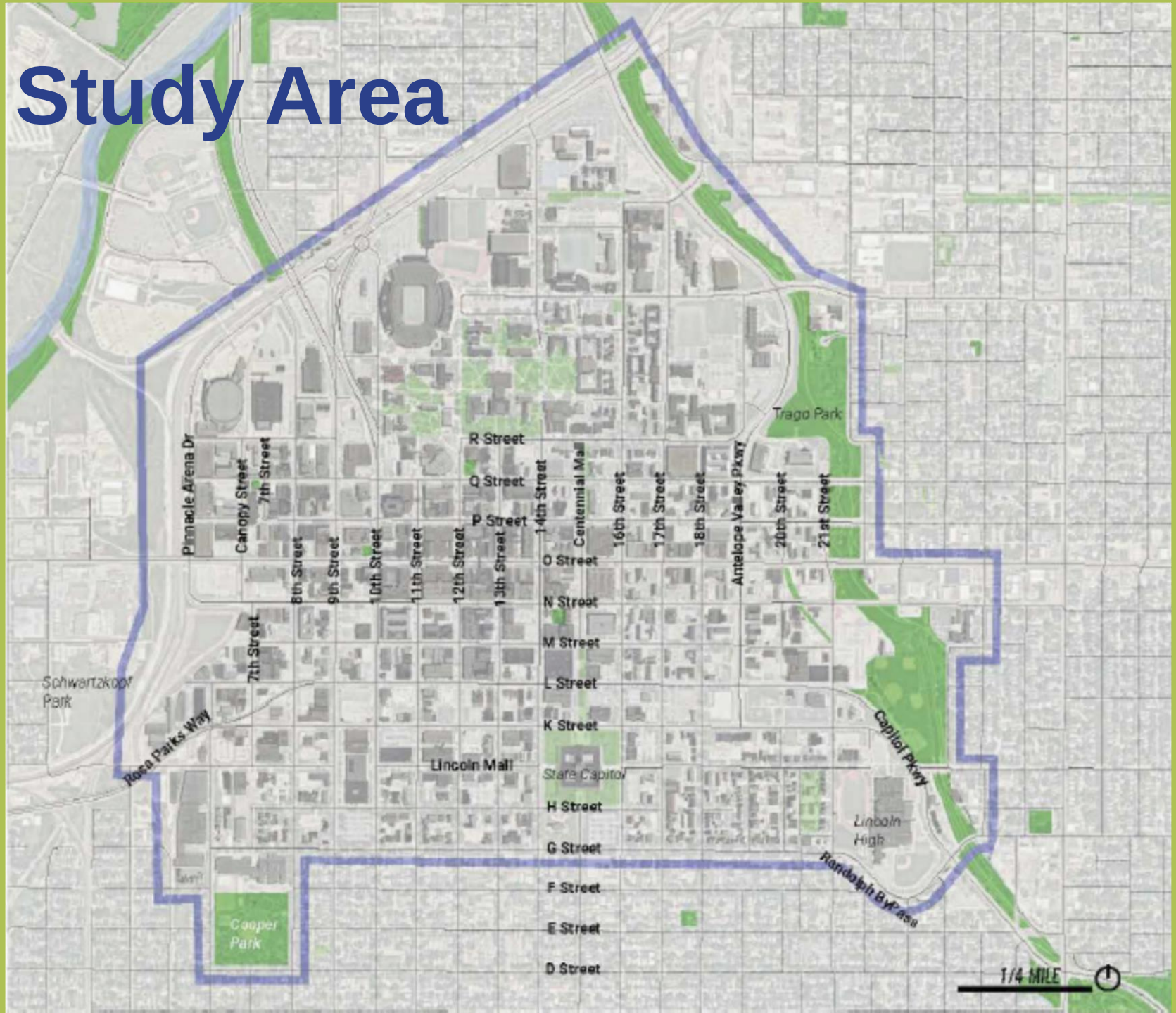
The Center of Opportunity

- Guide Downtown's emergence as a neighborhood ---Millennials, Gen Z, and Baby Boomers are drawn to downtown living
- Encourage a variety of housing options – diverse unit types, price points, cultural sensibilities
- Develop critical amenities to attract and keep residents (parks, green space, services, unique retail, jobs!)
- Invite diverse demographics and aging populations - welcoming to ALL

Public Outreach

Catalyst Projects

Study Area


Pinnacle Arena Dr
Canopy Street
7th Street
8th Street
9th Street
10th Street
11th Street
12th Street
13th Street
14th Street
Centennial Mall
16th Street
17th Street
18th Street
Antelope Valley Pkwy
20th Street
21st Street
R Street
Q Street
P Street
O Street
N Street
M Street
L Street
K Street
H Street
G Street
F Street
E Street
D Street
7th Street
Schwartzkopf Park
Rosa Parks Way
Lincoln Mall
State Capitol
Trago Park
Capitol Pkwy
Lincoln High
Randolph By-Pass
Cooper Park
1/4 MILE

Catalyst Project

Create a Community Commons

Pershing Block and Surrounding Area

OPTION A

REDEVELOP PERSHING SITE AS CIVIC USE AND COMMUNITY PARK

Use half of the site for Civic Building programming while creating usable/programmable park space on the block.

OPTION B

CIVIC USE W/ SUPPLEMENTAL OFFICE/RETAIL

Use half of the site for Civic Building programming while creating usable/programmable park space on the block. Small, supporting retail/office development can help activate the space and supplement development.

OPTION C

ALL CIVIC USES

Use half of the site for Library programming and half for other Civic uses.

OPTION D

HALF CIVIC / RESIDENTIAL

Use half of the site for Civic Building programming and half for private development. residential development with a small amount of supporting retail is shown on the southern half of the block.

OPTION E

PERSHING SITE PRIVATE DEVELOPMENT TRANSFORM FEDERAL GARAGE SITE INTO CIVIC SITE

Full development of the Pershing site as a 5 story residential development brings residents to the mall while creating leverage for a big move to put Civic/Library Programming on O Street.

Catalyst Project

West Park

Located in South Haymarket, West Park is part of the overall strategy for additional park/open space in Downtown. The park would provide green space in a dense urban area that continues to infill with new residences and offices. Elements of the park include multi-use open space, a dog park, a public plaza, trail extension, stormwater quality features, and a community pavilion in Option A.

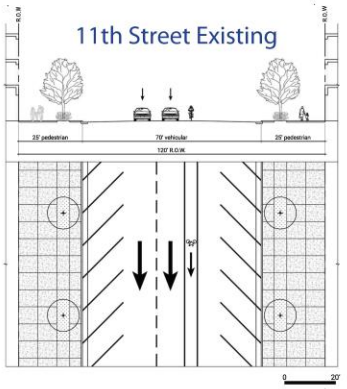
Catalyst Project
O Street Corridor

Enhancing O Street's "Curb Appeal", which could include streetscape improvements, facade and sign programs, and the identification of supporting projects for rehab or infill.

Catalyst Project

11th Street & M Street Greenways

These greenways are part of the overall strategy for additional park/open space and enhanced connectivity. Improvements would occur within right-of-way and would involve rearranging the existing streetscape. 11th Street has 120 feet of right-of-way, M Street has 100 feet.



Catalyst Project

Celebrate Local Music Scene

A combination of physical improvements and programming that build on the success of the existing live music scene in Lincoln. The focus for a music district is on the 14th & O area, but the it would also connect with other areas. The district could combine performance, business inclubator, and social gathering spaces.

CATALYTIC PROJECT
CELEBRATE THE LOCAL MUSIC AND ARTS SCENE

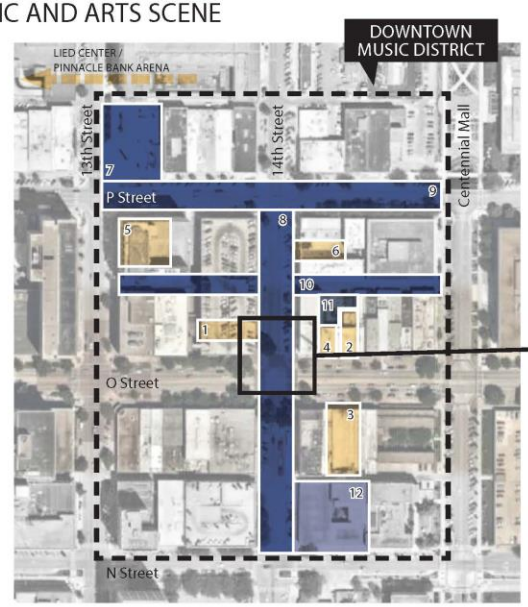
MUSIC DISTRICT ELEMENTS:

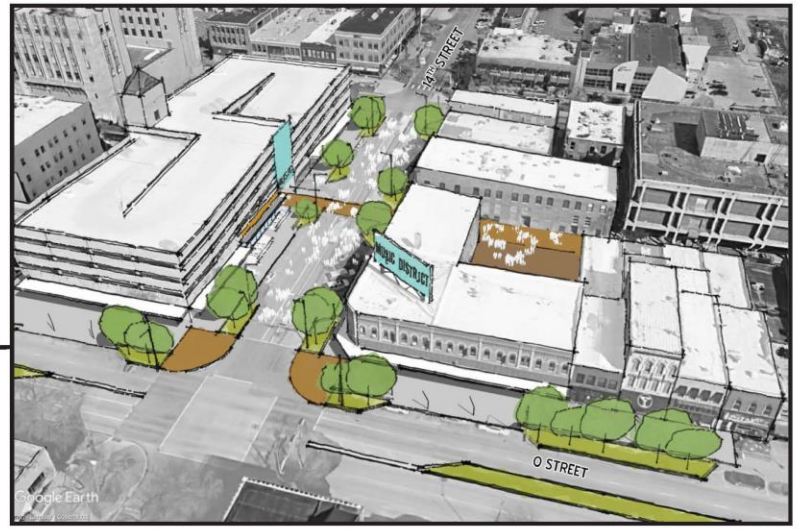
VENUES

1. 1867 BAR
2. BODEGA'S ALLEY
3. BOURBON THEATRE
4. DUFFY'S TAVERN
5. ROCOCO THEATER
6. ZOO BAR

FLEXIBLE OUTDOOR PERFORMANCE SPACES

7. TOWER SQUARE
8. 14TH STREET (N TO P)
9. P STREET (13TH TO CENTENNIAL MALL)
10. ALLEYS (13TH TO CENTENNIAL MALL)
11. PARKING LOT (DUFFY'S / BODEGA'S)
12. BENNETT MARTIN LIBRARY SITE (POTENTIAL FUTURE USE FOR PORTION OF SITE)





Mobility Opportunities

Mobility

One-Way vs. Two-Way Streets

Many Downtown streets were converted from two-way to one-way in the 1950's as a way to move vehicular traffic into and out of Downtown as quickly as possible during peak hours. Many cities across the U.S. are converting one-way streets back to two-way.

Ample data exists showing that two-way streets balance traffic flow, improve the pedestrian walking environment, and typically reduce traffic speeds without reducing vehicular capacity. Two-way streets increase the economic benefit of the street due to better exposure and access to ground floor uses.

Many of the one-way streets in Downtown are not necessary for vehicular capacity based on existing and projected traffic volumes. These streets are expected to operate satisfactorily under two-way operation with one lane in each direction and left turn lanes at the signalized intersections. Prior to implementation streets should be analyzed on a block-by-block basis with due consideration for queing between intersections, turning conflicts, and ability to receive peak parking garage exit traffic.

EXISTING VEHICULAR OPERATION

PROPOSED VEHICULAR OPERATION

The L.I.N.C.

The LINC (Linking Innovation, Neighborhoods, and Campus) is envisioned as a multi-use path that stiches together landmarks, schools, spaces, and distinct neighborhoods that make up Downtown Lincoln. The LINC creates a continuous, off-street multi-modal path that prioritizes pedestrians and bicycles.

Lincoln Bike Plan

The Lincoln Bike Plan is a parallel planning effort to the Downtown Master Plan. The Lincoln Bike Plan identifies an on-street network that builds on the City's trail network and provides safe and low-stress bicycle commuting and recreational opportunities. Although the Lincoln Bike Plan is a community-wide document, special consideration was given to coordinate recommendations for facilities in Downtown with the Downtown Master Plan.

The on-street bike facilities in Downtown are anticipated to evolve over time as streets are converted from one-way to two-way, as the catalyst projects of the Downtown Master Plan are implemented, and as the bicycling demand in Downtown strengthens to support higher quality facilities.

For more information visit: lincolnbikeplan.com.

Implementation

Wrap-Up

Next Steps

You're Invited!

6 PM - Presentation on The Cube
6:30 - 8 PM - Review DT Master Plan & Development Recommendations

Mid-November
Draft Plan Available for Review

November 28
Planning Commission Hearing & Action

December 17
City Council Hearing & Action

Questions?

www.plandowntown.com