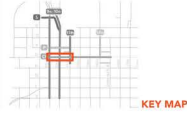




OPEN HOUSE #3

# O STREET

9<sup>th</sup> St. to 11<sup>th</sup> St.



VIEW A



Business and property owners within these areas are invited to complete a survey online to share important information with the project team about their business or property to consider during the construction phase.

## FEEDBACK

### CELEBRATING AN ARCHITECTURAL AND CULTURAL TREASURE

The old City Hall building has the potential to act as a natural welcome sign into downtown. However many of the existing conditions don't celebrate the architectural and cultural significance of this building. The design proposes tidying up the streetscape of this block, expanding the green space around the building to frame views of the building, embrace the garden within the streetscape, and provide accessible paths to the front facade.

The existing retaining stone walls are deteriorating. Analysis is being conducted to explore opportunities to restore or re-purpose the existing stone. The following options are being considered:

### 1 WHAT IS YOUR PREFERRED OPTION FOR THE HISTORIC RETAINING WALLS AT OLD CITY HALL?



OPTION 1



OPTION 3



OPTION 2



OPTION 4



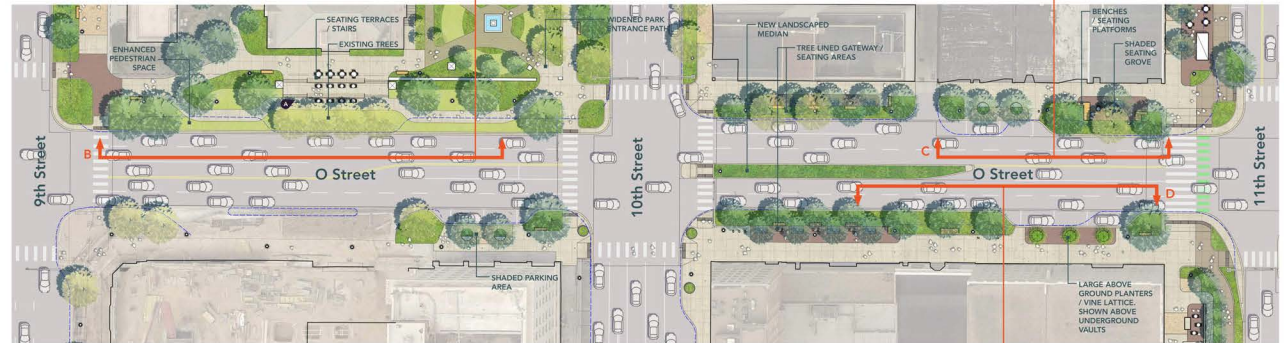
OPTION 5



VIEW B



VIEW C



## PROPOSED PLAN

### PLAN IMPROVEMENTS

#### O STREET AS A GATEWAY

The O Street Corridor serves as the primary entry point for many visitors into downtown and is recognized as a "gateway" into downtown. At 10th Street an un-utilized traffic space has been reallocated to provide a central median to emphasize the western limits of downtown, mirroring a similar median at 17th Street.

Moving through the corridor, each block features a unique but similarly composed language of pedestrian improvements. Street trees arranged into groves provide shade and a quality of place not currently found in the corridor. Enhanced pedestrian paving and dynamic street furniture are used to reinforce these spaces as places for people to be, and not just move through. Large planting beds and rain gardens help create a green buffer between pedestrians and cars to promote a sense of wander, café usage, and corridor activity.

#### PROPOSED STREETSCAPE ENHANCEMENTS

- Transition to dynamic parking to prioritize short-term parking, servicing, pick-up, drop-off, and food take-out
- Creation of dynamic sidewalk café environments
- Expanded pedestrian realm
- Expanded buffer and green space between the pedestrian realm and roadway
- Enlarged pedestrian nodes
- Expanded tree canopy and landscape enhancements to replace ash trees



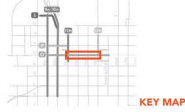
VIEW D



OPEN HOUSE #3

# O STREET

11<sup>th</sup> St. to 14<sup>th</sup> St.



KEY MAP



VIEW G



VIEW K



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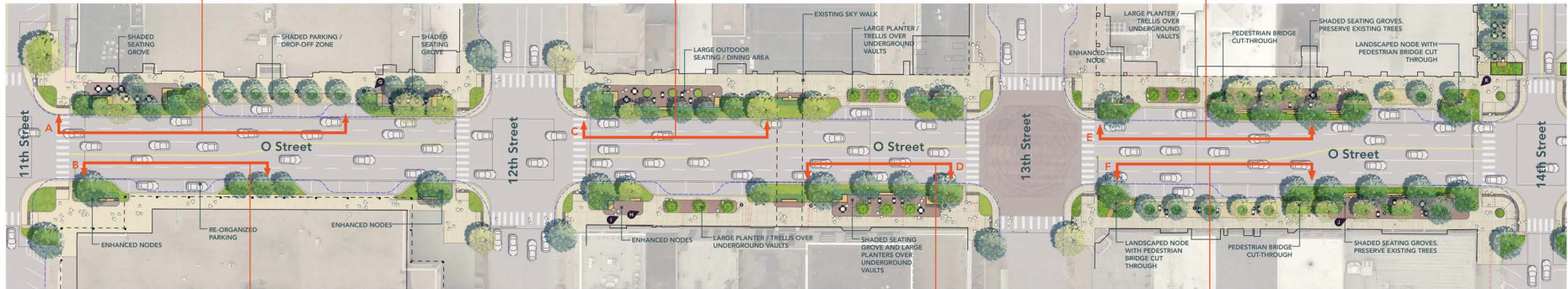
VIEW A



VIEW C



VIEW E



PROPOSED PLAN

## PLAN IMPROVEMENTS

### O STREET AS A GATEWAY

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### PROPOSED STREETScape ENHANCEMENTS

- Transition to dynamic parking to prioritize short-term parking, servicing, pick-up, drop-off, and food take-out
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- Expanded buffer and green space between the pedestrian realm and roadway
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VIEW B



VIEW F



VIEW H



VIEW I



VIEW D



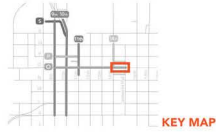
VIEW J



OPEN HOUSE #3

# O STREET

14<sup>th</sup> St. to Centennial Mall



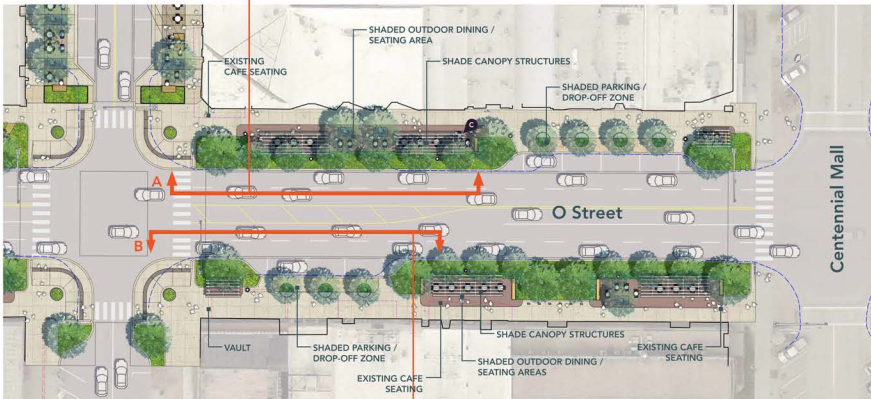
Business and property owners within these areas are invited to complete a survey online to share important information with the project team about their business or property to consider during the construction phase.



VIEW A



VIEW C



PROPOSED PLAN



VIEW B

## DYNAMIC PARKING

### PARKING ON O STREET

The Downtown Corridors Master Plan proposed that on-street parking on O Street should be rethought as pick-up/drop-off zones to better serve the adjacent businesses and their customers along the corridor. Identified as Dynamic Parking because it would result in a higher turnover of on-street parking and provide more frequent functionality to one of Lincoln's most important downtown corridors.

### DYNAMIC PARKING PILOT PROGRAM

To that end, the City is proposing a pilot program that would begin as soon as this August to evaluate the potential impacts of such a change in parking strategy. The pilot program would start with a three-month evaluation period in which parking, loading, bus, pedestrian and bike activity would be monitored on the two-block stretch of O Street from 13th to Centennial Mall. After the initial evaluation period, temporary signage would be added to the same on-street parking areas to inform users of their change in use from two-hour metered stalls to quick turnover zones. The two-block stretch would then undergo a second three-month evaluation period. At the end of the second evaluation, the City would review all relevant findings and reach out to adjacent business owners and other key stakeholders to determine the success of the pilot program and its viability as a permanent change.

## PLAN IMPROVEMENTS

### O STREET AS A GATEWAY

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### PROPOSED STREETScape ENHANCEMENTS

- Expanded pedestrian realm
- Expanded buffer and green space between the pedestrian realm and roadway
- Enlarged pedestrian nodes
- Transition to dynamic parking to prioritize short-term parking, servicing, pick-up, drop-off, food take-out
- Expanded tree canopy and landscape enhancements to replace ash trees
- Creation of dynamic sidewalk cafe environments

## PILOT PROGRAM STUDY AREA

