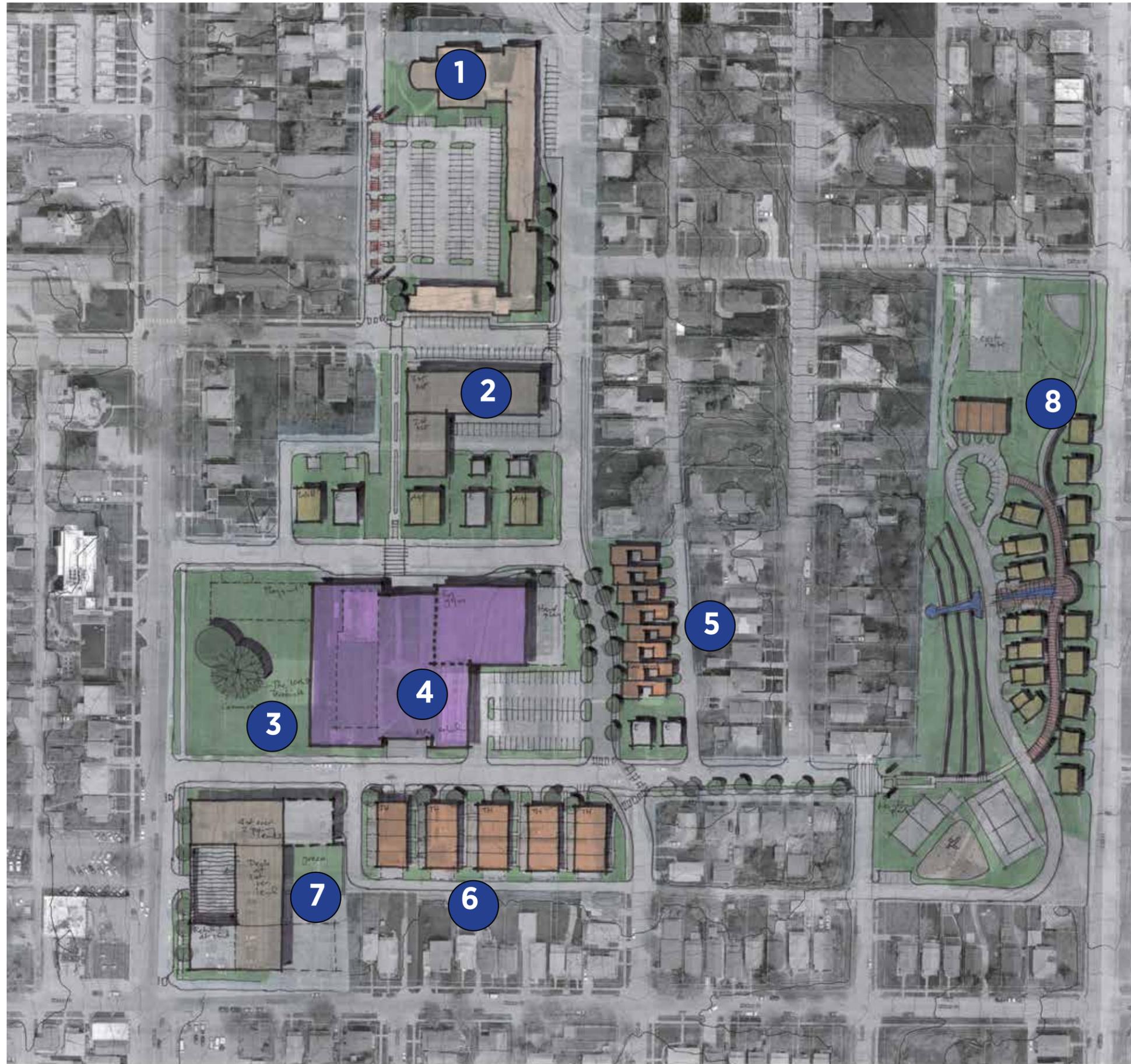


Historic 10th Street Neighborhood Plan Neighborhood Workshop Concepts

This sketch describes some of the concepts developed during the neighborhood planning workshop of May 8-10, 2018. It illustrates ideas for the center of the neighborhood, focusing on the former Grace University property. These are very general ideas and we are further developing and refining them, but are very interested in your thoughts.

- 1 GRACE DORMS (Historic Saint Catherine's Hospital Buildings).** Urban Village, an experienced central city developer, is evaluating options for this complex. One significant problem is the parking and its possible effect on the neighborhood. The concept illustrated here 1) reorients the existing parking lot for greater efficiency and 2) envisions 9th Street as a "woonerf," a popular concept in the Netherlands that slows motor vehicles to walking speeds and integrates parking into the streetscape. This can both increase the amount of parking adjacent to the buildings and slow traffic adjacent to St. Francis Cabrini Church and School.
- 2 BLUESTONE WILLIAM STREET SITE.** This vacant site is part of the Grace campus and is one of several properties owned by Bluestone Development. A new building could be three residential levels over parking along William (consistent in scale to St. Catherine's), dropping to two levels over parking to the south, and infill duplexes consistent in scale and appearance with existing homes along Worthington. The concept maintains the attractive greenway between William and Worthington.
- 3 NEIGHBORHOOD COMMONS.** The green space along 10th Street, distinguished by its great shade trees, was the front lawn of Grace University and should be preserved as common green space for the neighborhood.
- 4 NEW SCHOOL.** Omaha Public Schools purchased the blocks between Worthington and Pine between 8th and 10th for a new elementary school, to be funded by the recently approved bond issue. This school can provide an attraction for young families with children and an important neighborhood nucleus if thoughtfully designed as an urban building in its neighborhood. In the concept, 8th Street is relocated slightly to the east to provide a site large enough to maintain the Neighborhood Commons along 10th Street. This also eliminates the jogs in 8th Street, providing safer pedestrian crossings. The concept envisions a three-story building with a footprint about the size of Liberty Elementary School, and demonstrates a way to include the Grace gym into a new building, if desired. Bus and drop-off traffic would circulate around the building using Worthington, 8th, and Pine, with parking for staff on the southeast corner of the site.



Historic 10th Street Neighborhood Plan Neighborhood Workshop Concepts

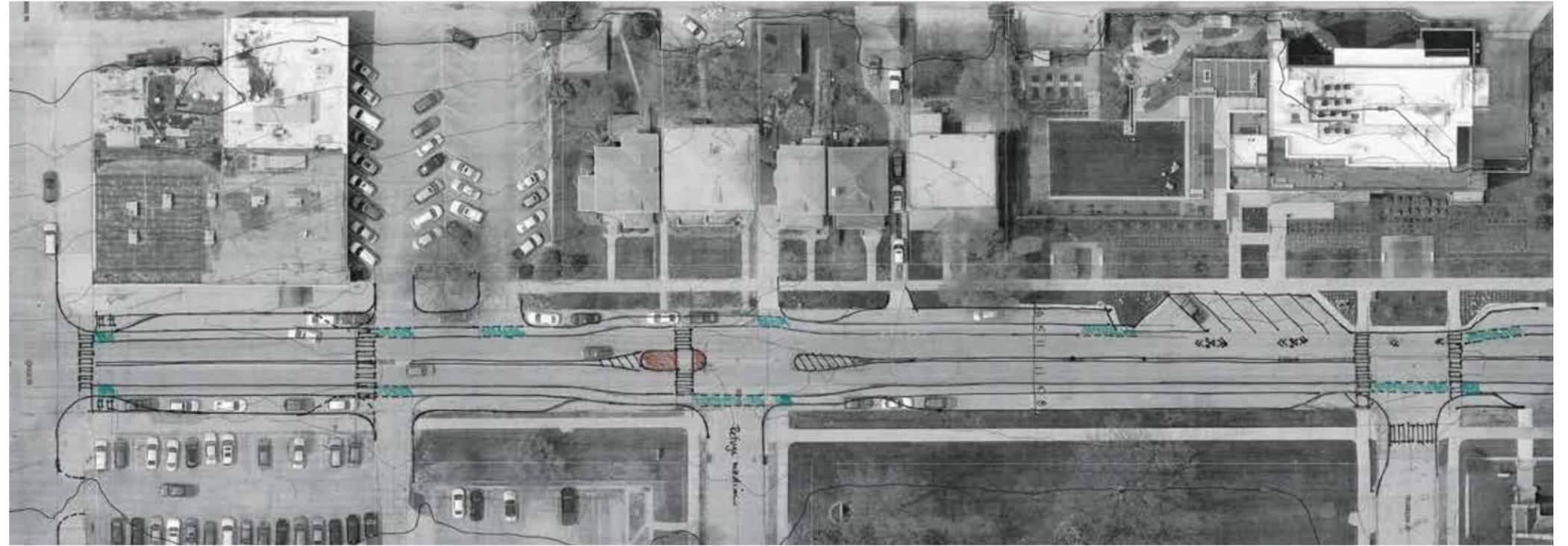
- 5 COURTYARD HOMES.** A new elementary school makes nearby urban housing geared to the needs of young families especially important. This concept explores using the site of Grace's maintenance building for new courtyard homes, with a two-story living area connected to garages off the alley by a gallery, forming an interior courtyard ideal for outdoor play by small children (or private outdoor space for people of all ages).
- 6 TRANSVERSE TOWNHOMES.** The concept explores using another of the Grace sites along Pine Street, for a 20-unit urban family project, taking advantage of the potential efficiency of side-loaded townhomes – not always well-received but full of potential if skillfully designed. These buildings would have street facing entrances for the end units, along with an attractively designed common garage entrance. Parking is provided in under two-story living spaces with individual two-car garages. Each unit has both front gardens and a private patio behind.
- 7 CASCIO'S PARKING LOT.** Tenth and Hickory as a neighborhood commercial corner anchored by Cascio's can support higher density development than other parts of the neighborhood, and can help provide the population necessary to support other neighborhood businesses. This concept envisions up to four residential levels above two levels of parking. The lower level would provide parking for Cascio's and other businesses, as well as guest parking, while the upper level would be devoted to residents. Grade changes make internal ramps unnecessary. An outdoor deck for residents over the covered parking could face 10th Street and add vitality to the street. Retail spaces could be provided at the building corners along 10th Street to hide the parking. This project could well be a joint project of Cascio's and the developer.
- 8 DAHLMAN PARK.** Most people in the neighborhood believe that Dahلمان Park works poorly as a neighborhood park – too isolated and too steep. This concept explored the potential joint private development of the parkland to provide new single-family homes and a more usable open space that takes advantage of the site's topography and unique character. The concept:
- Relocates the neighborhood park facilities like tennis, playground, and basketball at a new entrance to the park at 8th and Pine.
 - Grades the land along 6th Street to provide sites for new homes (or 2-unit structures) along 6th Street, along with a properly designed retaining wall behind the homesites.
 - Create a promenade at the top of the bluff as part of a new park that also includes seating or performance terraces, a cascading water feature, path leading down to 6th Street, and even a whiffle-ball diamond.
 - Uses level parts of the site for promenade houses and a townhouse building.

Re-envisioning 10th Street

Neighbors have expressed concerns about 10th Street itself, including difficulties in crossing the street and excessive speeds. The Neighborhood Workshop explored concepts to “calm” 10th Street and improve an already walkable street, particularly in view of the possibility of a new elementary school in the neighborhood. Relatively low-cost improvements to help manage speeds and create a better 10th Street environment include:

- Using new bike lanes to help reduce travel lane width for better management, make the street more bicycle-friendly, and buffer parked cars from travel lanes.
- Use bump-outs at specific corners to reduce the pedestrian distance across streets.
- Provide pedestrian refuge medians to make crossing 10th Street easier for seniors, kids, and people who generally need a little more time to cross.
- Provide new street lighting and streetscape features.

New drawings are being developed to refine these ideas.



Neighborhood Parking and Streetscape

Many of the neighborhoods residential streets are narrow, alleys are unimproved, and parked cars on-street have an impact on both safety and visual quality. The workshop concepts addressed these issues by:

- Proposing use of vacant lots or acquisition of deteriorating structures for community parking areas, providing off-street parking for people who live on affected blocks. Use of these lots could be based on permits. The lots could be designed with gateways and special features that make them available as public spaces for events like block parties, also adding to a sense of community.
- Using techniques such as neckdowns, changes in pavement surface, and the “mini-woonerf” concept to slow traffic through residential areas and again make it possible for the street to be used by all people as they once were. These techniques could be used adjacent to community parking to help create better blocks and local centers of activity.

