
Open House Written Comments

Community Ownership

Ensure a variety of outdoor and indoor public spaces

- > Year round activity needed.
- > Would love to see an open landscaped city - city for events like art shows, BBQ fest etc instead of standing on an asphalt street with chain link fences.
- > Haymarket is a great place for all seasons, but this is Nebraska, so attention to our rugged climate (heat, cold, wind, snow) is important to help people get around and enjoy it in "all kinds of weather"
- > Let's pursue.
- > Yes
- > Absolutely - one of the delights of the Haymarket are the dining options, coffee shops, docks and farmers market - this First Friday everyday!
- > Love the idea of heated and shade areas. Very inviting.
- > Get public input on specific ideas what they want to include in areas - not a contest but get online voting on most popular ideas and incorporate

Integrate Civic Art

- > Nice thought, but how to deter vandalism.
- > Yes, but great art, not @*!*
- > Very important to Haymarket. Many art studios in this area promote local art scene.
- > Integrate themes from Capitol building.
- > Needs to be great and substantial arts components. Concerned about the post office and looking at the back side. Maybe an art wall or something to screen it.
- > Public art, murals, creativity in seating all seems appropriate for this space. It is meant to be used. Use sculpture. No more Tour d'Lincoln bikes please.
- > Should be provided privately
- > As a general rule, I don't think the city should be buying and maintaining objects d' art. If an artist wants to donate to a public place, then the donation should be considered, but I would prefer to leave art to the private sector.
- > The Lincoln Arts Council should be invited to participate in all public art projects. A percentage of each project should be required for art.
- > Show me some "art" other than a few lovely fountains that contributes much to current venues. Torn notebook is a lovely example of dysfunctional civic art. Ugly and hazardous to children/pedestrians.
- > Plan places for it to be added even if funding is not available at the beginning.

Stimulate activities for diverse demographic groups

- > Not necessarily a bad idea, but it should be done wisely; tiny minorities shouldn't monopolize public places.
- > Yeah, even the Nascar/ Big Red/ Cheap Beer crowd.
- > Why?
- > Events for young people of diverse populations put Lincoln on the map for converts and hoops.

- > To be inviting you need to have a plaza or mini outdoor theater place or some area that can be converted with canopy and trees for shade.
- > Think we do this now.
- > As a lower priority

Economic Vitality

Attract a variety of compatible uses

- > I believe a healthy mix of business types is best for the business environment. Too many higher end boutiques kills the market.
- > Small gift shops and unique stores really define Haymarket. Do everything possible to attract new ones.
- > Yes - especially! Hard to do.
- > Keep diversity equal so area doesn't become Little Saigon or Little Baghdad areas. Put in limits of some kind.
- > This will support community ownership as well.
- > Multipurpose spaces are great. Encourage parking/traffic from the west using Saltdogs lots and discouraging parking in Haymarket. Encourage pedestrian use.
- > "Buildings shoveled full of money"
- > The existing businesses need to be supported and not driven out by rising taxes and rent.

Create a destination that will drive long-term economic growth

- > The saturation point for retail has been met already, I would oppose the creation of a lot more new retail buildings neat the arena.
- > Focus on pedestrian first traffic and bike/walk trail to Union Plaza, say a loop along P & Q
- > Very important. I like the plaza idea outside an arena.
- > This is what this project is about!
- > Other than a hotel, I don't see any area envisioned for new business or residential growth. Is this supposed to just "happen", or is there some plan beyond the current West Haymarket proposal?
- > Doubt that having a smaller arena 50 miles from Qwest Center with poor airline connections will bring many people in for events and don't see such an arena attracting acts that could do Qwest instead for a larger population.
- > Will there be an easy way for people to get from the convention area to the Haymarket businesses?
- > Traffic access and flow issues
- > Concerts, conventions, hoops, events. All would bring people to town.
- > The galleries are a destination and draw people to local restaurants and into the area for free entertainment.
- > Long overdue.

Invest in public infrastructure - keep pace with private investme

- > Will my city taxes be increased? It hasn't been as good for Omaha as they wished. The taxpayers are still paying for the Qwest Center. You will have a selling job on your hands to convince the taxpayers.
- > It should attract more businesses and people to want to live in Lincoln - therefore raising everybody up whether directly involved or not.
- > Public Parking for both short term visits and longer term daily parking is needed.
- > Lincoln is not a business friendly place, taxes, emphasis on University's "needs" and City's interference in private enterprise do more to hurt than help.

- > Again, just what "private investment" are we talking about here. I am skeptical that too much use of "TIF" financing will unduly favor a few developers while dumping the tax burden on the rest of the public.
- > Haymarket (train station) already has flooding issues during heavy rains. Must make sure floodplain issues are properly resolved.
- > Building use should be self sustaining. We do not need higher taxes to support this dream.
- > Make sure road & other infrastructure can handle flow of people and other needs.
- > I'm concerned about roads, traffic, moving people. Walkways over 9th & 10th St. to downtown & the trolley would be good to do.

Other General Economic Vitality Comments

- > Burkholder Project property taxes have doubled in just 2 years - and this is prior to proposed development
- > Please lower tax valuations for open art galleries

Protect and enhance existing Haymarket businesses

- > I am concerned about the impact on property values. I rent in the area and my rent has been increased because the property taxes have already been raised. I see it getting worse and driving out the small businesses.
- > Essential/diversity!!
- > The Haymarket is thriving because of what's there now. We should assure those businesses stay and expand.
- > They were here 1st. Funky is as valid as high-end.
- > Higher property values and higher taxes may result in the elimination of what has drawn people to the Haymarket for 2 decades. As an artist who has a studio in the Burkholder Project, this is a major concern. As the Burkholder taxes and rent have increased the artists with studios may not be able to afford to stay. We are an integral part of the area but our profit margin is minimal, compared to other retail businesses.
- > With TIF financing West Haymarket won't contribute to taxes and rising taxes have already made it difficult for existing Haymarket businesses.
- > My concerns is that local small businesses will no longer be able to afford Haymarket rents. I don't want to see the district become dominated by national franchises which are found in the rest of Lincoln.
- > 'Year round' Farmer's market was tried - not easily accessible, parking a problem.
- > If the West Haymarket competes with East Haymarket, this goal will not be achieved, i.e., restaurants at the arena and convention center.
- > Haymarket is already a good destination. Want to make certain the project enhances it and doesn't mess up a good thing.
- > Enhancing current business is vital.
- > This should be of paramount importance. The Haymarket is already the premier destination in Lincoln, and should not be overwhelmed by new development.

Environmental Stewardship

Develop to LEED for Neighborhood Development Standards

- > Solar and other LEED standards is encouraged as is being friendly to walkers & bikers.
- > More than that - adhere to green roofs, pervious surfaces. Read cradle to cradle.
- > Promote walking, but reaching LEED standards is not necessary.
- > Don't see many good links to existing urban fabric. Haymarket / Haymarket Park and West Haymarket will not be very accessible to each other.
- > Sometimes things need to be changed for the greater good.

- > What the @*!* is LEED?
- > If economically sensible
- > LEED is the future and Lincoln needs to get on board.
- > Building to LEED designation is too costly at this time. Also, there are no incentives to do so except for a plaque on the wall.
- > Where economically feasible.

Promote "green" building practices

- > Where economically feasible.
- > Do it - all new buildings should be so
- > If you want to reuse existing buildings why wipe out so many decent buildings south of 'O' just to site another blocky parking building.
- > Consider use of "green roofs" to insulate buildings and absorb rainwater runoff
- > Reuse buildings but green building is not a high priority.
- > To what extent has an accurate environmental assessment of the rail yard been done? The environmental mitigation potentially necessary for construction to occur on top of an old industrial site like this can be prohibitively expensive, and who would pay for it?
- > Absolutely.
- > Yes - yes - yes - yes
- > Use them but rework them to be exciting spaces within which to be.

Promote environmental resources

- > You don't need shrubs & flowers EVERYWHERE. They may "smell nice" to most but they STINK if you're allergic.
- > Why do we not see the floodplain here? How does this address no net rise and no loss of flood storage capacity?
- > I am concerned that the costs of reclaiming the development site and ridding it of contaminants will be greater than estimated as it was when Arlington Yards was under review in Alexandria VA. I am also concerned with sitting on a flood plain. I would like to see more landscaping.
- > If the plants are used to warm dry environments they will last longer and look better in the long run.
- > Put in green spaces and walking spaces - not a concrete jungle
- > Any runoff into the wetlands needs to be "clean" runoff.
- > Incorporate wetlands into a nature trail system that would work in to Oak Lake Park.
- > When you say preserve, wetland, trees, river, or the existing landscape should be preserved. Built environment should be constructed around the existing landscape plus install new landscapes.
- > Floodplain???
- > Native grasses would help to make the area a natural fit.

Human Comfort

Create easily understood way finding systems

- > Very important that convention guests be able to find their way around and feel safe.
- > I'd support this more in arena/convention center area.

- > I love the pedestrian information boards (with maps would be ok). Don't over sign it. I don't want a sign every two feet.
- > Attractive and appropriate to the District.
- > Good directional signage
- > Yes, but make it attractive and not overpowering.
- > If tournaments are going to happen here, we don't need to confuse the fans more than they already are.
- > Bicycle

Design places responsive to local climate

- > Winter use is essential.
- > Radiant heat seems an expensive way to go. Shade would be nice.
- > Wind protection and shade are important - don't want to waste energy trying to heat the outdoors.
- > No wind tunnel please and think of expanding to prairie (visually)
- > Avoid wind tunnel
- > To create comfort in Lincoln's microclimate, high humidity in the summer should be taking care of also, some kind of mist, fountain, waterfall for the family would help
- > Acknowledge that Lincoln's weather usually sucks? Whoa - what a concept.
- > It's Nebraska.
- > It's Nebraska so we have to think about weather - wind - rain - snow - hot - cold.
- > Really helps to make it a destination for out of towners if it sums up Lincoln.
- > Especially plants and trees to soften environment.

Ensure public safety

- > With the numbers of homeless people in downtown Lincoln, along with the bars and University students & others who frequent the bars, how is the Haymarket area going to be a safe place where people are comfortable.
- > Well lit, good walking surfaces, blue phones, encourage walking from Haymarket side. Try to keep cars on west side.
- > Would also like streets to be more bike (bicycle that is) friendly also.
- > Many children and elderly people enjoy Farmer's Market. It's important that they feel safe.
- > Exception: The less on-street parking the better. Pedestrians will lose every time if an SUV driver wants to occupy the space they're in. (Judging from the traffic going in to the parking garage at 11th & Q, no one in Lincoln drives anything but SUV's.)
- > By intersection "bump outs", are we talking about raised crosswalks? Avoid these if at all possible - they are hazardous to bicycle traffic and present snow removal and drainage problems.
- > Pedestrians are key, so make it safe. Maybe brick streets to help keep speeds down and add to area.
- > Since walkable neighborhood has been mentioned, automobile free area should be addressed
- > Lighting for pedestrian safety - yet don't blind us like garbage cans.
- > Control vagrants, transients, etc.
- > Visual - get rid of ugly "Lincoln Gray" cement.
- > Get rid of the yellow brick and grey aspects of Lincoln

- > Of course, but keep it warn and accessible.
- > Shuttles/ remote parking to reduce traffic.
- > Pan handling needs to be kept from starting.
- > Prefer parking garage with minimal on-street "teaser" parking.
- > Have sufficient lighting in parking garages and streets for safety - but not overlit like current garages.

Humanize the streets

- > Agree but think design cuts Haymarket off from West Haymarket.
- > People must feel welcome if you want them to shop and dine in the Haymarket.
- > Plant trees - adds beauty, cleaner air, shade and life to urban landscape.
- > Walker friendly, well lit, protection from elements is available.
- > If you feel like you are in a welcoming place you will stay longer. This will help with the success of the project.
- > Ever compare the vibe you get from the State Office Building & the Federal Building? Welcoming vs. Forbidding. Landscaping does not have to mean fragrant or flowery - allergies are a bitch.
- > Although I think its important to increase pedestrian traffic; some of the distances may be too far to consider walking. Have you looked into a free tram system like Denver or even "Chinese taxis" - the bikes with a riding carriage? It would reduce traffic and provide more opportunity for people to get around.
- > Plant more trees! Provide lighting with historically appropriate fixtures, make bridges and overpasses, including and especially pedestrian overpasses, architecturally aesthetic as well as functional.
- > Green space, trees, scale, amenities, friendly building facades.
- > Anything to keep the area walkable at all hours.
- > Yes! Have you involved the teen voices? What about other people of color voices?
- > Landscaping, trees please!
- > Noise! BNSF RR tracks in the area, traffic noise from Harris overpass

Other General Human Comfort Comments

- > Where is youth - teens? Where are minorities? Only white middle age - older people here!

Respect for History

Connect people to history

- > What is being added will become part of the history someday, so some history is good but we are always creating it everyday.
- > This is not a living history museum but a modern adaptation of old part of city trolleys, public art, etc can have character but also be fresh.
- > Not so interesting
- > Haymarket is an important historic district and it should be showcased.
- > Not so important - it could get you stuck!
- > Old pictures displayed in buildings in area including train station promoting history of the district. Farmers Market was a tremendous success and idea.
- > I like this concept, but low in my priority.
- > May not be affordable

- > Educate people on why the Haymarket area was/is so important to us. Enlist help through local volunteers.

Encourage new construction to be authentic in its character

- > Quality, quality, quality - especially where tax money is given to private developers no more Embassy Suites or Federal Bldg quality.
- > Try to match the historical architectural styles when possible.
- > Don't copy older building but help new fit in to or flow from old to new.
- > I hope this project is as "green" sustainable as possible
- > Don't put some ugly blocky characterless buildings of huge size and dwarf Haymarket.
- > Don't be inflexible, though.
- > Definitely!! Don't build anything like the Sprint Center in KC. Lots of brick and loading docks.
- > Compatible materials - primarily brick - and comparable scale are vital.
- > Historical in design of the exterior!! This is so there isn't a potpourri of all sorts of buildings that don't support the central idea of what the area was. It will draw more people to the importance of the past history of Lincoln.
- > Yes - exciting and tricky
- > Doesn't mean it all has to be brick façade - use windows!
- > Don't want to limit the creative design of professionals and their freedom to use the best products for the job.
- > Don't make new buildings look old - just mesh into existing look.

Preserve/Reuse existing building structures wherever possible

- > Don't tear down decent buildings south of O to build yet another ugly parking garage!
- > The character of the area needs to be preserved.
- > I think building fronts should be preserved, but inside is fair game.
- > No brainer. These things define the Haymarket.
- > Helps to keep this district in the nature of what it was intended to be (an historical warehouse district with a train station.)
- > Lincoln boasts of being a "Preservation City." Lincoln's historic buildings give Lincoln its character.
- > Adaptive re-use of existing structures is one of the most environmentally friendly practices possible, preserving the embodied energy inherent in any existing structure; minimizing landfill; manufacture and transportation costs of new materials, and by the very nature protecting the character of the Haymarket.
- > Yes, yes, yes - character, character
- > Exterior more important than interior.
- > Keep platform canopies and extend/morph into conventional center public plaza area.
- > Absolutely.
- > It is critical to use The Station and to preserve the other buildings of historic value. Blend new construction in sensitive way.
- > Yes, yes! Surely a use can be found for the Station.
- > Doesn't mean all is the same in all areas - OK to spice it up

Protect the character of the Haymarket District

- > I enjoy the feel of the Haymarket.
- > This is where much of Lincoln's history began - exploit it!
- > The new construction proposed doesn't support the historical buildings that are remaining in this district. The design of the arena that is proposed is an example of this. It is similar to the Centrum that was designed in the downtown area in that it doesn't fit in very well. Cities in the older part of the country have done more in design to fit into historical nature of historic areas. A good example is the building across the street from the post office - an eyesore that doesn't fit into the area.
- > Preserving is fine, but we definitely need to move forward. Lincoln is behind other cities of its size in terms of development.
- > Essential to future of Haymarket environment.
- > Yes
- > I hate the proposal for an arena in the Haymarket.
- > The warehouse look is good. A place can be modern i.e. Camden Yard, but reflect character of the hood.
- > Best area of Lincoln - don't throw out the baby with the bath water.
- > Currently, the Haymarket District is the only area of Lincoln with any sense of "panache." I am very concerned that excessively expanding density and traffic in an area immediately adjacent to the Haymarket would exceed the capacity of the area, and demolishing existing buildings south of 'O' Street to provide parking is a very poor option, directly counter to Goal #1.

Urban Experience

Establish a vibrant pedestrian environment in street right-of-way

- > Make it inviting.
- > TPTB in Lincoln aren't exactly friendly to non-drivers. (Off the subject a bit, but why do they put lane closed signs on the sidewalk instead of in the lane that's closed?) Wheel-chair & scooter friendliness is obviously a must.
- > Unfortunately, we are wedded to the private auto in the U.S., so it is probably unrealistic to push this too far.
- > Haymarket should remain a predominantly pedestrian area.
- > It's all about the people. "Very important."
- > Educate drivers regarding rights of pedestrians
- > Automobile free environment hasn't been mentioned.
- > Extremely important to enhance the pedestrian environment in the Haymarket and keep traffic out as best possible.
- > Really would like an open landscaped attractive area for events like art fairs, ethnic fest, BBQ fest rather than having them on an asphalt street with chain link fences.
- > I think this can be accomplished with streetscape.
- > Love urban feel and crowded sidewalks because everyone wants to walk.

Integrate a variety of transportation choices

- > I'd prefer the "park once" concept.
- > Are you going to have a bike connection from Antelope Valley to the West Haymarket?
- > I'm not holding my breath. The StarTran shuttle that's starting this summer should help. Right now, the closest bus stop is on 11th Street between P & Q. Maybe shuttles between existing parking garages etc & the arena for major events.
- > Only sensible - then how to tie into downtown P Street corridor

- > Use trolleys or people moving walkways to help.
- > Free options need to be available and convenient.
- > Encourage walking and provide links to downtown, Embassy Suites, UNL, Cornhusker - like the trolley.
- > In communities in Oregon, every business is required to install a bike rack outside. If we want to encourage such things as bicycles, we must also include viable bike lanes and intersection crossing aids.
- > Moving them in & out very important.
- > Public transportation should be encouraged to reduce vehicle traffic in the area.
- > Agree but wonder how many will want to walk 3 blocks in winter to arena and back.
- > Public transportation hasn't been mentioned.
- > Love the "park once" concept. Definitely needs to continue.
- > We need a light rail to Omaha. How are all these people getting to the Haymarket/Arena and where are they parking? Better use mass transit and have a real railway station. The Airport is not an asset to conventions, just ask them.

Promote diverse residential and commercial opportunities

- > Absolutely and think of ways that this mixed use works in winter.
- > Make the area a place where people will want to live, work, shop and dine.
- > I would love to see mixed use. I'm talking about residential units above business for rent by college students. Building condos worth \$200,000 is not for college students.
- > Eco-friendly density and within eco-footprint aren't mentioned.
- > Residential opportunities need to be affordable for the majority of people who would like to live in Haymarket area.
- > No long, windowless walls - vibrant
- > Mixed use facilities are what make the Haymarket so attractive. I'm nervous when I see plans for West Haymarket because there are only four buildings in the plan with 4 uses. Would love to see more lightly packed business.
- > Residential would depend on surrounding amenities (i.e. grocery store, clothing store, etc.)
- > Agree but death of downtown shopping and paucity of places with in building parking limits this concept.
- > We need this in Lincoln
- > First, I think we need to redevelop the upper stories on buildings all over downtown. There is a market of urbanites and students - assuming there are more services like groceries - another commercial opportunity.
- > Important that residents have input into decisions made which impact their home environment.

Promote extension of City's street grid where possible

- > If it helps to expand the "feel" of the Haymarket with the expansion to the west, I am all for it. However, if a few angled, but straight buildings pop up, I would think it could add even more character.
- > Need to make it EASY to get around and to eliminate barriers.
- > Streets will need improvement to move traffic but I caution against too many vehicles.
- > Need safe crossings to get to area from downtown area. Cars in Lincoln do not seem to want to give the pedestrian the right of way.
- > Develop brown field, not ?
- > Does this generally make the are more vibrant?

- > The 1st response to an address should be "Where the @*!* is that?" if you've lived here any length of time.
- > Sure, but only if doesn't disturb the no net rise, no loss of flood storage.
- > Different designs might be fun!
- > The grid works, stick to the grid. Small blocks, on-street parking, do it!
- > Align new buildings with existing ones - why? Could be cool not to.

Promote the use of on-street parking

- > I like the on-street parking, but I worry about crowded streets of cars and the safety of pedestrians.
- > Gives home town or small town friendly feelings.
- > Idiots circling the block in search of a spot on the street is not conducive to a walkable environment - or did you mean off-street parking?
- > Favor public transportation and pedestrian environment.
- > Creates feeling that "things are hopping"
- > Keep core area pedestrian.
- > Use parking garages, lots; less cars on streets
- > How about promoting use of public transit first?
- > Parking needs to be free! Reference K.C.
- > I think it is important to also have a few "walking streets"
- > I do enjoy on street parking, but you shouldn't build new retail, just to put in on-street parking.
- > Prefer to use on-street parking as "teaser" parking and use parking garages for typical parking.
- > Mixed feelings here, it is convenient but ugly and not the safest.