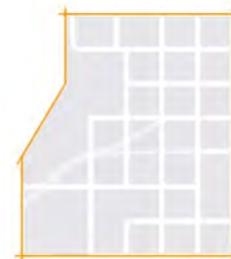




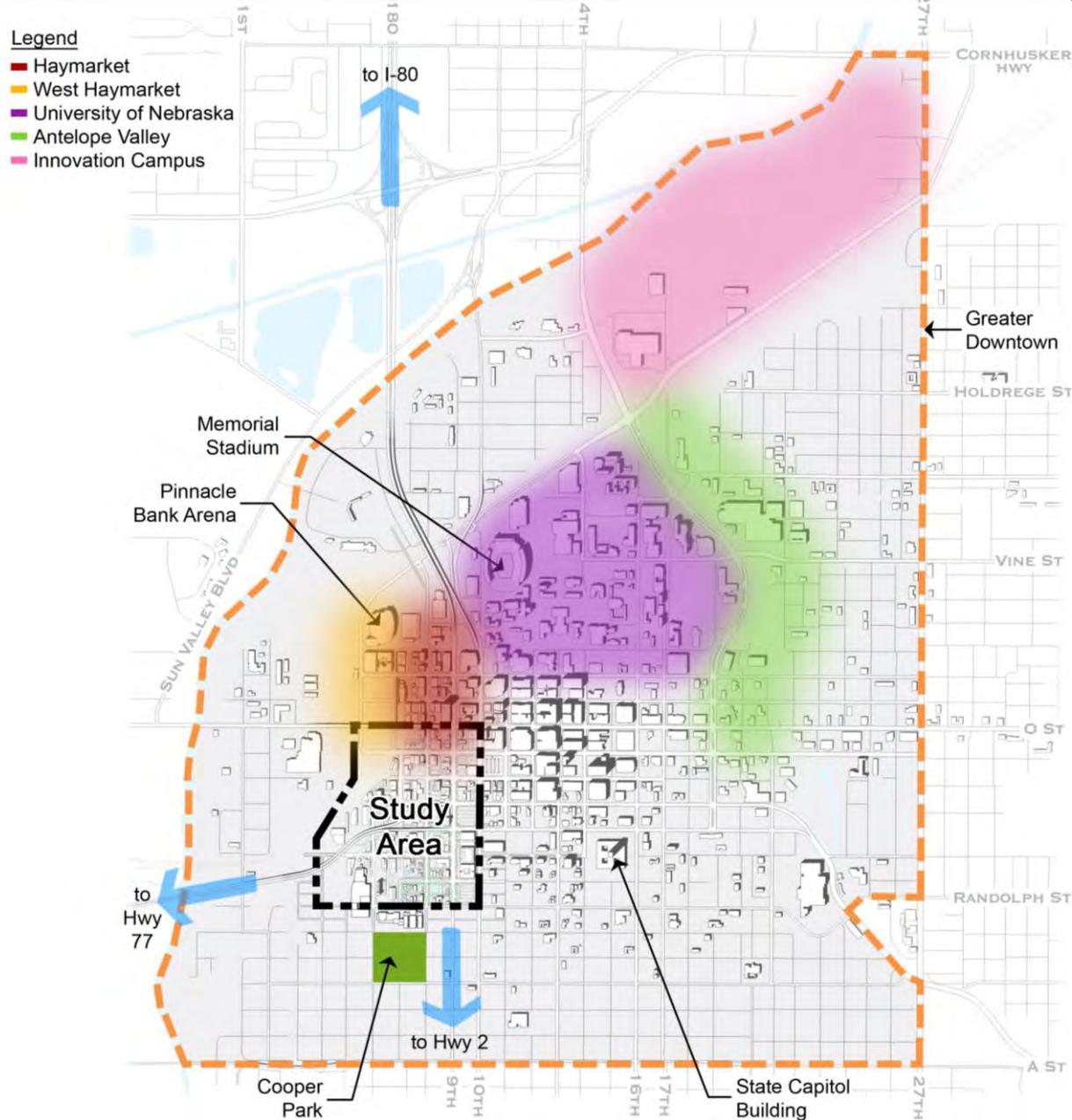
# **SOUTH HAYMARKET NEIGHBORHOOD STUDY**



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## The Study Area

- South of Haymarket and West Haymarket
- Located within Greater Downtown



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## The Study Area

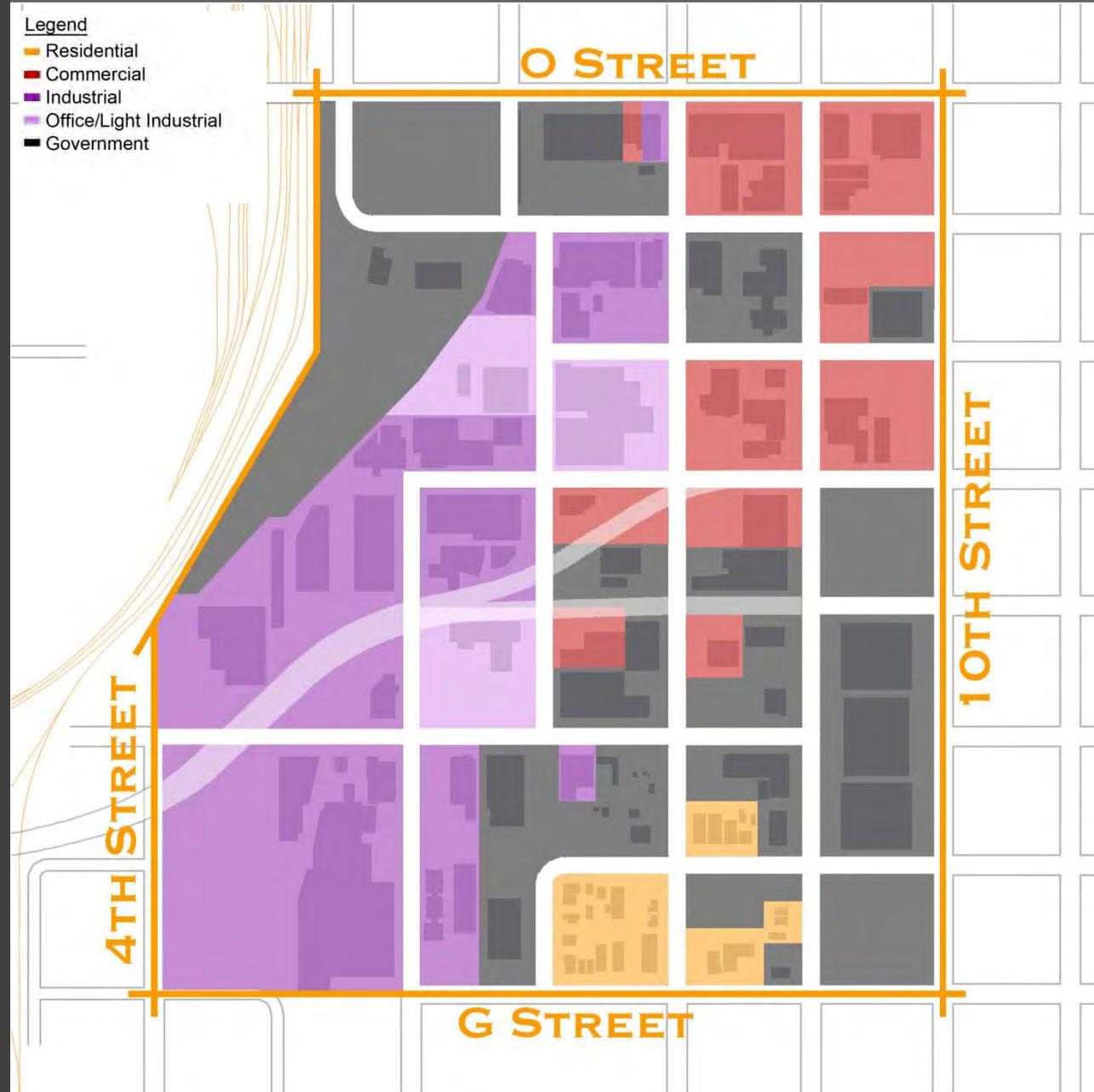
- 38 city blocks in land area
- Bounded by O Street, 10<sup>th</sup> Street, G Street, 4<sup>th</sup> Street, and the railroad mainline
- Significant opportunities for redevelopment



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Existing Land Use

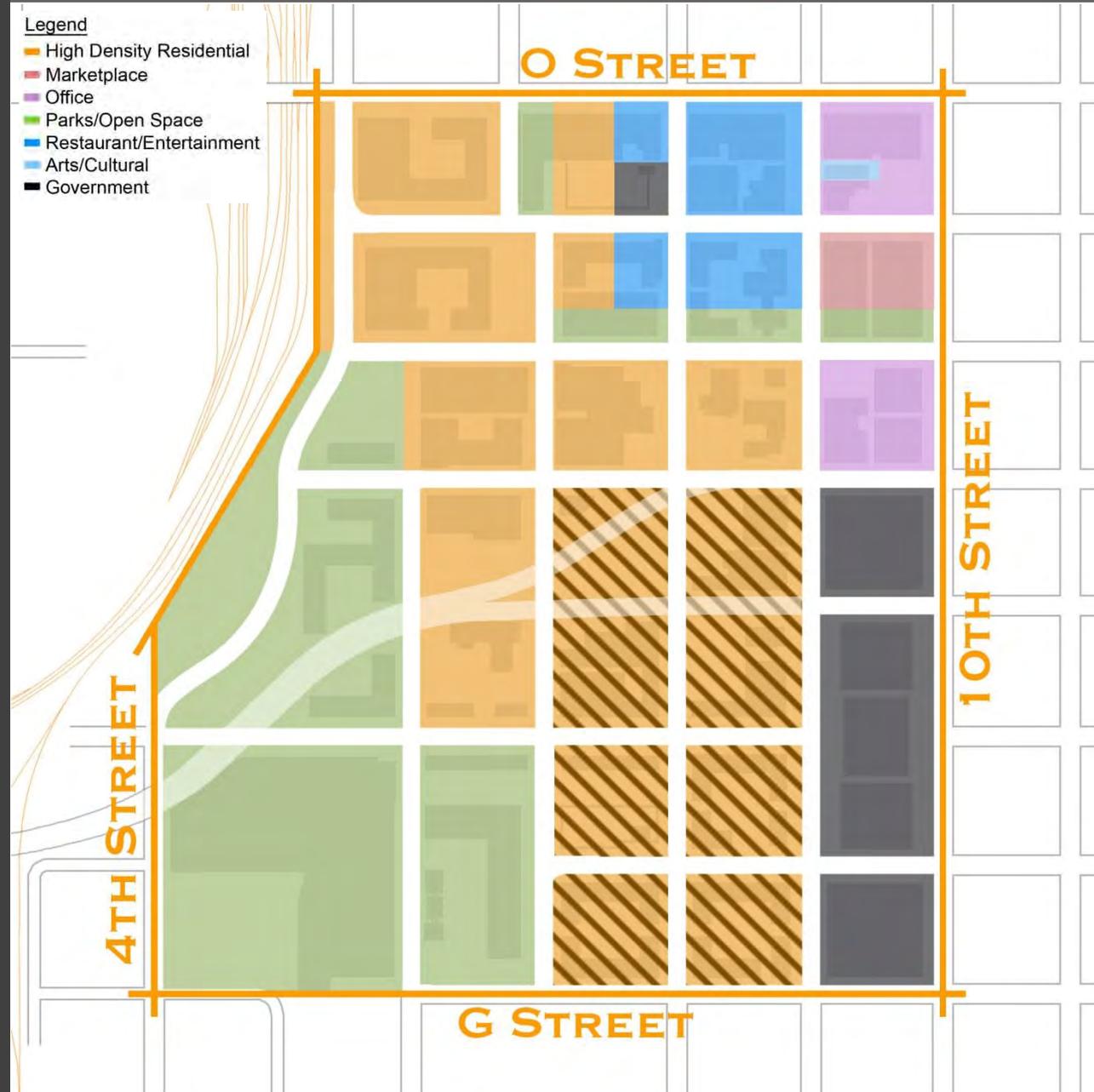
- Mix of commercial and government uses
- Mainly industrial uses on the western half of the subarea
- Residential limited to the blocks near 9<sup>th</sup> & G Streets



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## 2005 Downtown Master Plan Future Land Use

- Focus on residential development
- Mix of public and residential uses near existing County/City campus
- Significant greenspace on the western edge
- Mix of uses in the northeast quadrant



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## FINDINGS FROM THE 2005 DOWNTOWN MASTER PLAN RELATED TO SOUTH HAYMARKET

- 
- Preserve and renovate historic buildings
  - Renovate the K Street Complex for High Density Residential
  - Study M Street Extension west of 7<sup>th</sup> Street
  - Develop Bicycle Lanes for M Street and N Street
  - Extend the Jamaica North Trail south of O Street
  - Expanded dining and entertainment uses on 8<sup>th</sup> Street south of O Street
  - Develop an urban style neighborhood marketplace

# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## WHAT HAS HAPPENED SINCE 2005 RELATED TO SOUTH HAYMARKET?

- New arena and related infrastructure
- West Haymarket development including parking garages, housing, and retail
- Protected bikeway project on N Street
- Jamaica North Trail extension along Arena Drive and south to 4<sup>th</sup> and J Street is funded
- Redevelopment of Meadow Gold Dairy block is underway
- Lumber Works parking garage project & potential liner building
- Increasing demand for Downtown housing units
- Interest in redevelopment projects in the South Haymarket Study area
- Floodplain mitigation, relocation of Alter Scrap and environmental clean-up on JPA owned properties

# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Historic Resources

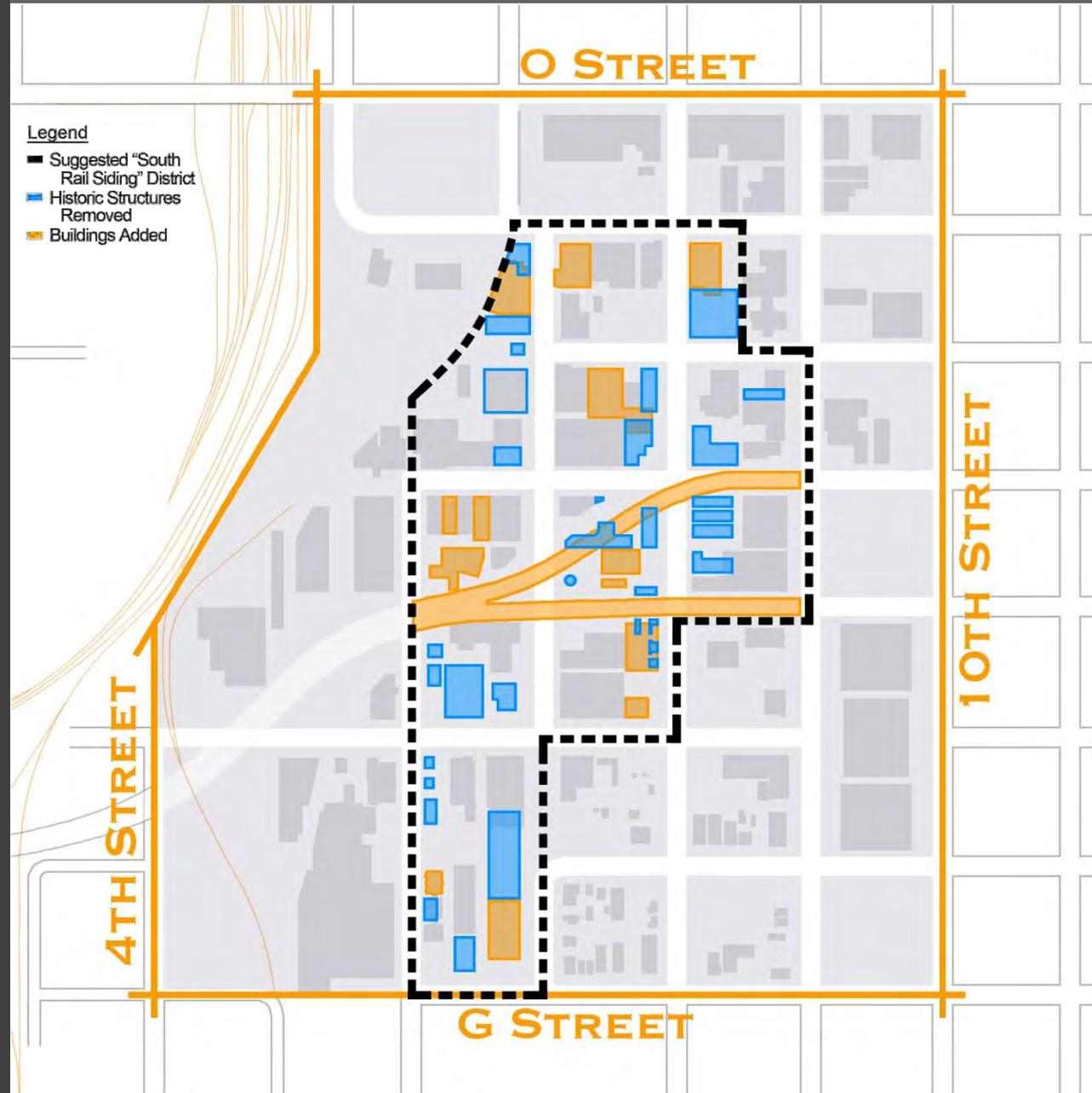
- Parts of two historic districts are located in South Haymarket near its north and south boundaries.
- Three properties individually listed on the National Register of Historic Places.
- Twelve properties determined to be eligible for historic designation



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Is there Potential for a Historic District?

- 2011 Study of Historic Resources within the West Haymarket Arena Project Area of Potential Effect
- SHPO & CLF staff wanted to explore possibility of “South Rail Siding Industrial Historic District”
- Many historic structures have been removed since mid-20th Century



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Existing Design Standards

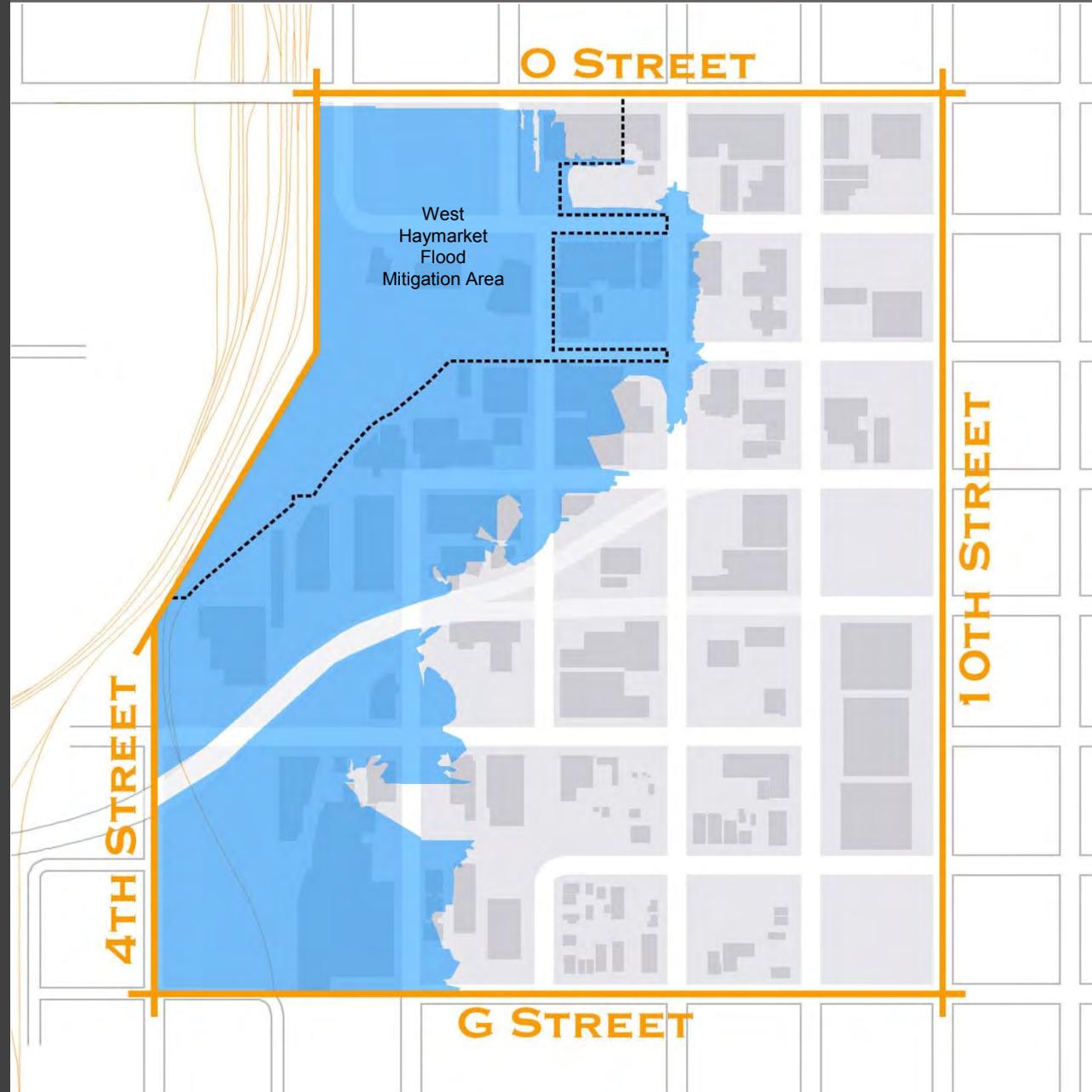
- Capitol Environs District extends one block north and south of J Street to 5th Street
- Downtown Design Standards apply to properties zoned B-4 or O-1
- Neighborhood Design Standards apply to new construction in all residential zoning districts



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Floodplain

- Compensatory storage has been identified by the West Haymarket JPA within the area designated on the map.
- Sites within this boundary may fill 100% to elevate structures out of the floodplain.
- Properties outside this area would need to address floodplain storage on a case-by-case basis.



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Preliminary findings

- South Haymarket could be a mixed-use district with an emphasis on urban infill housing in support of Greater Downtown
- Its proximity to Haymarket and other Downtown attractions make it a desirable place to live
- Public rights-of-way could be upgraded to identify pedestrian routes and to enhance connections within and across the district
- The government and industrial footprints in South Haymarket have an impact on redevelopment opportunities



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Examples

### Pearl District Portland, Oregon

- Formerly an industrial and railyard district
- Began transitioning in mid-1980's
- Located near Downtown Portland
- Now a vibrant residential/mixed-use neighborhood



### LoDo Denver, Colorado

- Oldest district in Denver
- Former railyards became blighted and underutilized by mid-1900's
- Redevelopment began in late 1980's and is now a residential/mixed-use neighborhood flanked by Coors Field and Pepsi Center

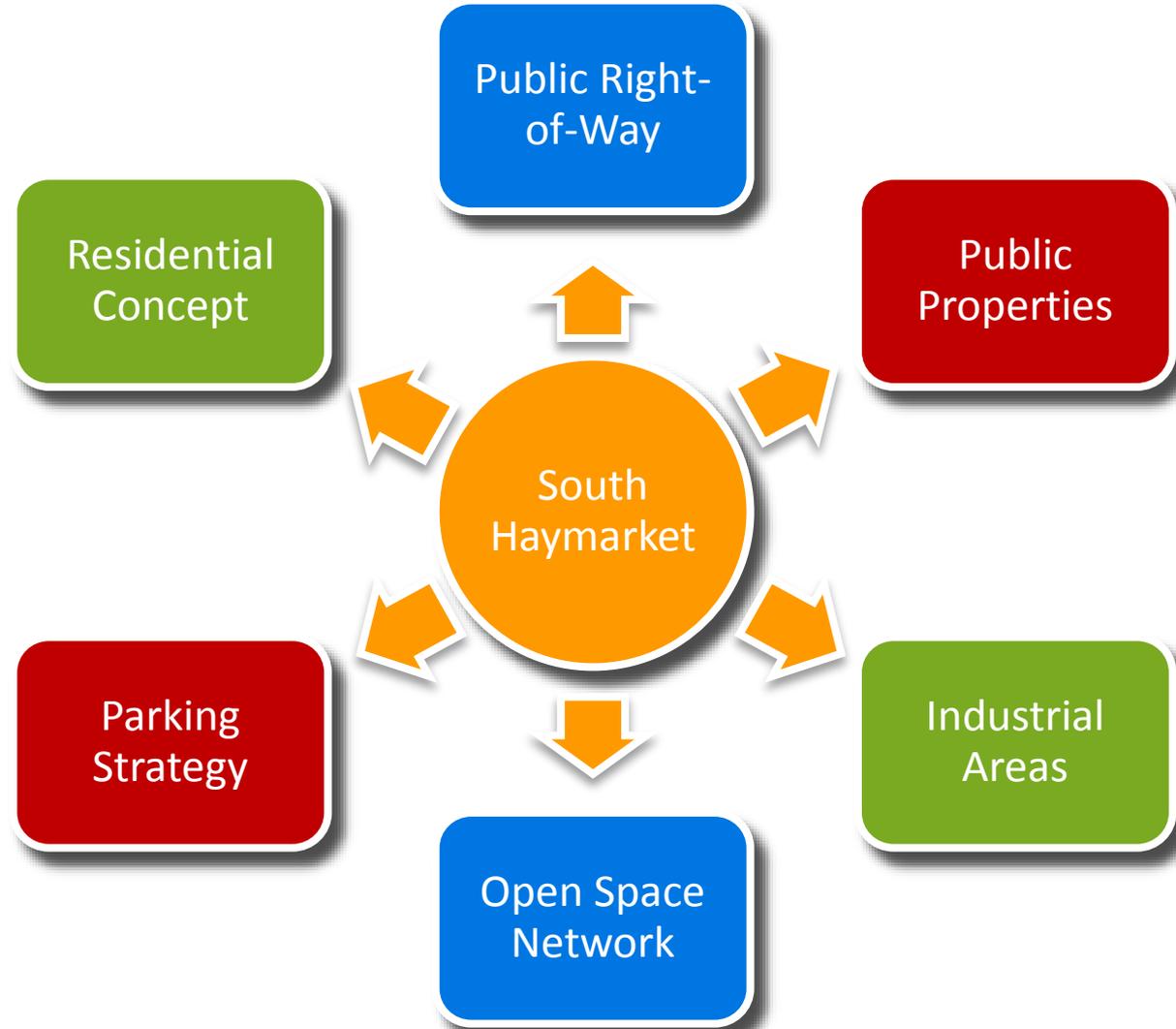
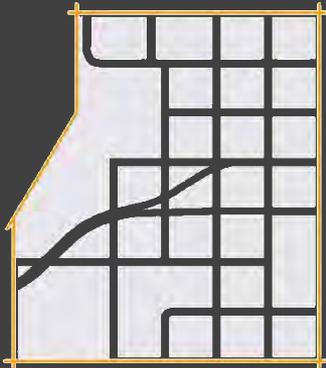


# SOUTH HAYMARKET NEIGHBORHOOD STUDY

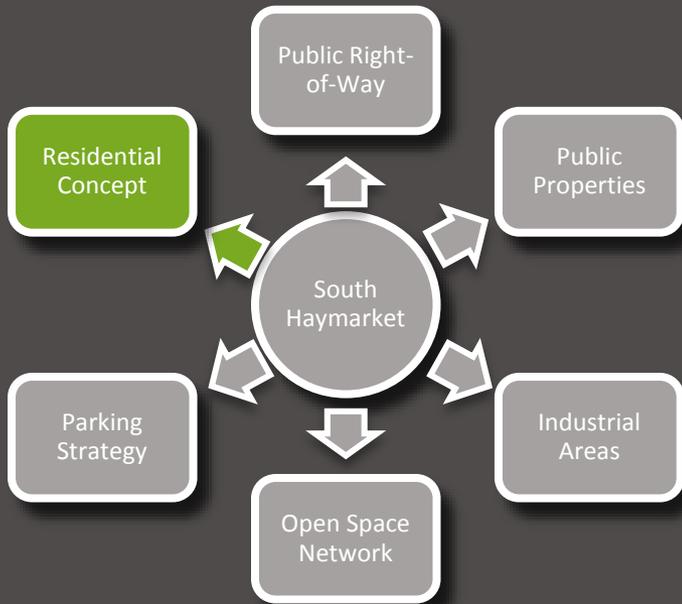
The concepts that follow are the product of initial inventory, analysis, and outreach.

These concepts provide preliminary ideas intended to spur discussion.

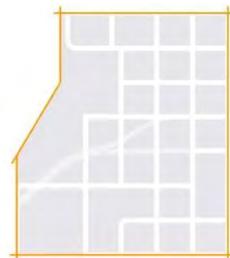
Some of the concepts are shorter-term and some may occur over the next 20 to 25 years.



The 2005 Downtown Master Plan and the Comprehensive Plan suggest South Haymarket be redeveloped as high-density residential. Existing buildings could be repurposed for residential uses, and new, infill construction could provide expanded living opportunities. Opportunities to develop residential uses should be explored throughout the entire South Haymarket neighborhood. Supportive commercial uses could be accommodated as well to meet the daily needs of new residents.



# RESIDENTIAL CONCEPT



# RESIDENTIAL CONCEPT

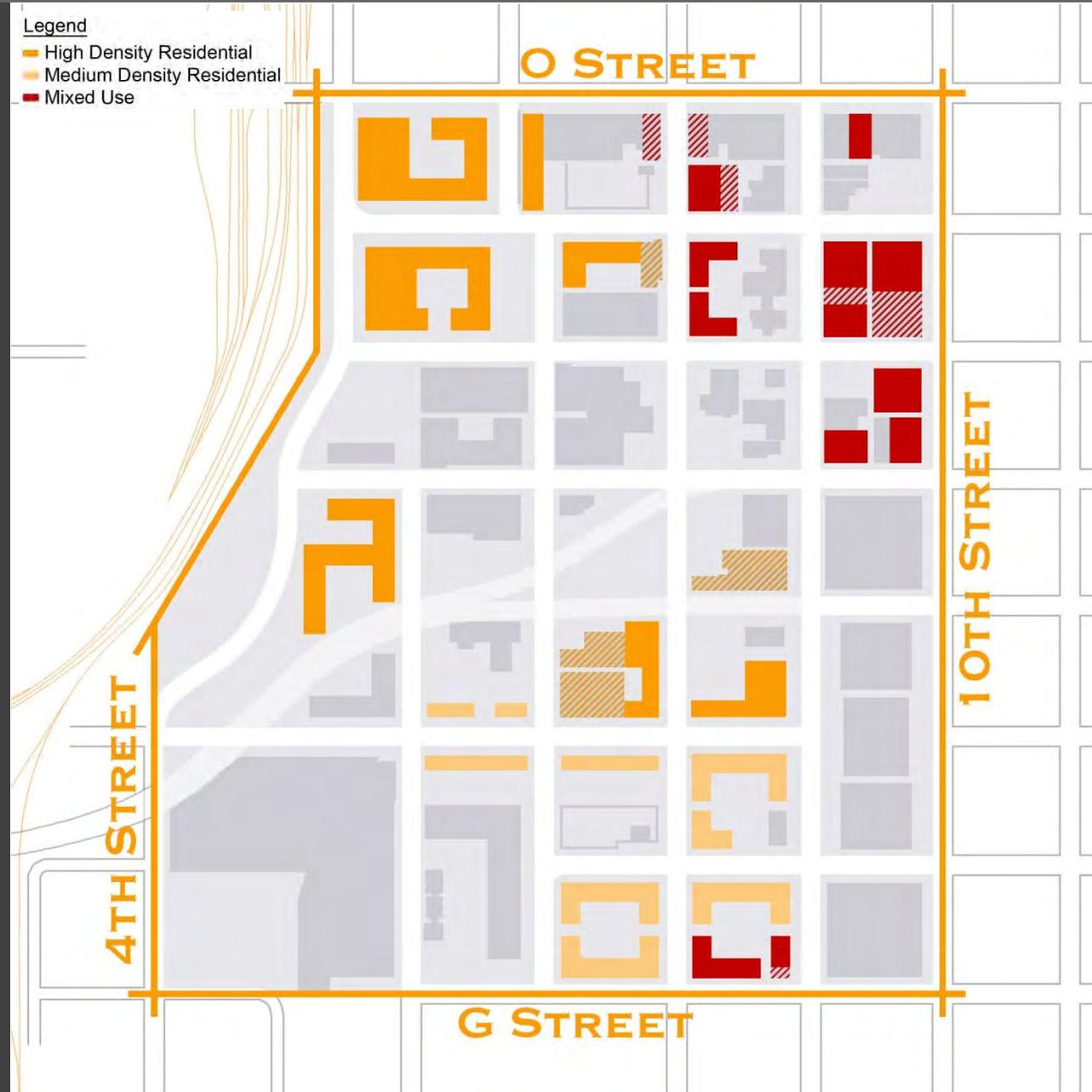
## South Haymarket Neighborhood Findings

Repurposed buildings and new construction could provide 1,000 to 2,000 new residential units.

Existing buildings could be repurposed for residential uses wherever possible.

Government offices could be consolidated to encourage private development.

Strategically placed commercial uses could provide daily services for South Haymarket residents.



# RESIDENTIAL CONCEPT

## K Street Building

A previous development proposal planned for residential units in the K Street Complex and included on-site parking spaces.

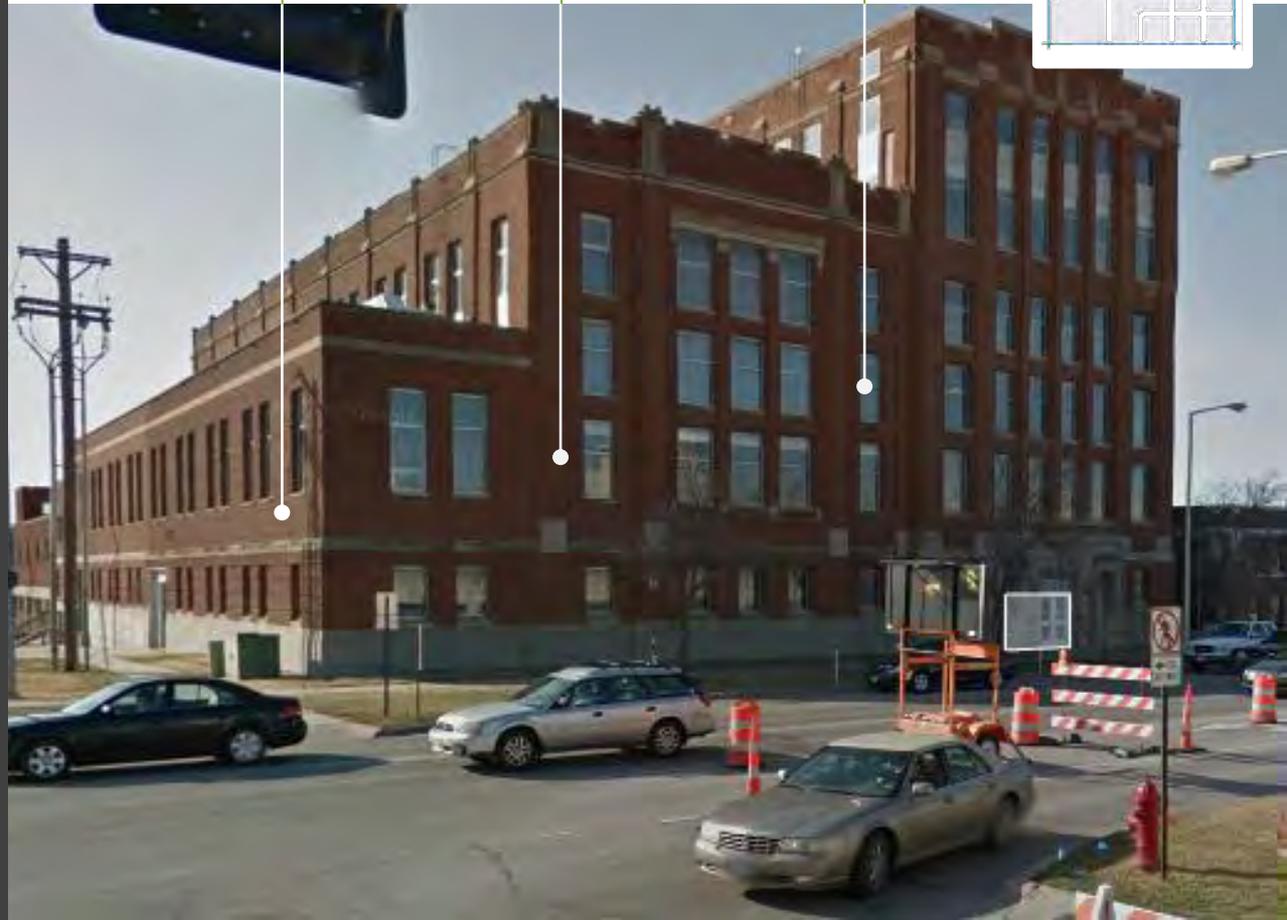
Housing at this location is supported by several planning efforts. The 2005 Downtown Master Plan recommended high-density housing at this location. Also, the Comprehensive Plan calls for 3,000 new dwelling units in Greater Downtown by the year 2040.

Reuse of the K Street Building continues to be supported and could be a catalyst for residential development in South Haymarket.

Potential for mixed-use space in the west wing

On-site amenities: parking spaces, rooftop deck, fitness room

Residential units at this location would be a catalyst for additional South Haymarket development



# RESIDENTIAL CONCEPT

## 7<sup>th</sup> & N

The property lying north and south of N Street at Arena Drive illustrates two buildings at 4 and 5 stories each. A public plaza and green space is situated at the intersection of 7<sup>th</sup> and N Streets.

If M Street is extended west of 7<sup>th</sup> Street, N Street could become a one-way street as shown. The one-way configuration allows for on-street parking and street trees which soften the view of N Street.

If M Street is not extended west of 7<sup>th</sup> Street, a center, landscaped median in N Street would also soften this corridor.

7<sup>th</sup> & N Today



Public plaza and green space is a focal point at the Canopy Street terminus

4-5 story building with 164 units

Residential buildings meet 300-foot separation from the railroad

One-way N Street with Street Trees and Parking

5-story residential building for 174 units



# RESIDENTIAL CONCEPT

## Midwest Steel

Midwest Steel Works, Inc. occupies a full block bounded by N Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street and M Street. The office entrance is oriented to N Street.

Redevelopment potential on adjacent properties makes this site a prime location for nearer-term redevelopment. Although the owners have no immediate plans to relocate, a non-industrial use at this site is more appropriate.

*Midwest Steel Today*



Add street trees and planting areas to soften the ROW

Orient the uses to N Street and the Protected Bikeway

Reuse the existing building for residential/mixed-use

Construct a new 4-story building for residential units



# RESIDENTIAL CONCEPT

## 8<sup>th</sup> & N

A variety of uses exist on the properties located at 8<sup>th</sup> and N Streets. It is understood that the LES Substation will remain, but that the other properties are appropriate for redevelopment.

Buildings at this location orient to both 8<sup>th</sup> and N Streets to build out the urban street wall. Active uses located on the first floor of buildings activate the public space, with residential uses on the upper floors. Design elements such as the loading docks are incorporated as well.

8<sup>th</sup> & N Today



Maintain existing loading dock and add sidewalks and on-street parking

Active uses at the first floor

4-story building



# RESIDENTIAL CONCEPT

## 6<sup>th</sup> & L

This concept shows redevelopment of industrial sites for residential uses. The new street network creates urban blocks, and defines the area as a residential neighborhood. Sidewalks and street trees enhance the public right-of-way and connect to other places within and adjacent to South Haymarket.

Reestablishing the public ROW is a key recommendation for South Haymarket. By adding new streets to develop the urban grid, new blocks are created that allow for high-density redevelopment.

6<sup>th</sup> & L Today



Street trees and crosswalks enhance the pedestrian experience and safety

184 unit, 5-story residential building at 6<sup>th</sup> and 'L' provides mass and a new street wall

'L' Street ROW is dedicated west of 6<sup>th</sup> Street and connects to the extended Arena Drive

4-story building along the new 'L' Street completes the street wall



# RESIDENTIAL CONCEPT

## J Street Boulevard

J Street has the potential to accommodate medium-density residential units. Row house units are suggested on the J Street frontage from S. 9<sup>th</sup> Street to S. 4<sup>th</sup> Street with office uses interspersed.

A landscaped boulevard on J Street could be constructed with redevelopment projects.

*J Street Today*



Medium density row-houses are constructed from S. 9<sup>th</sup> to S. 4<sup>th</sup>

On-street parking is accommodated within existing right-of-way

The J Street Boulevard includes a landscaped median



# RESIDENTIAL CONCEPT

## 9<sup>th</sup> & J

The Public Building Commission properties located at 9<sup>th</sup> & J Streets could be sold for private redevelopment. This is a highly visible intersection that could serve as the gateway into the J Street row-house neighborhood.

The buildings along 9<sup>th</sup> Street are 3 stories with commercial on the first floor and residential units above. Row-houses are developed along J Street adjacent to the 3 story buildings. This area begins the step down into the South Bottoms Neighborhood.

9<sup>th</sup> & J Today

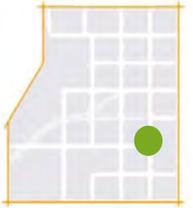


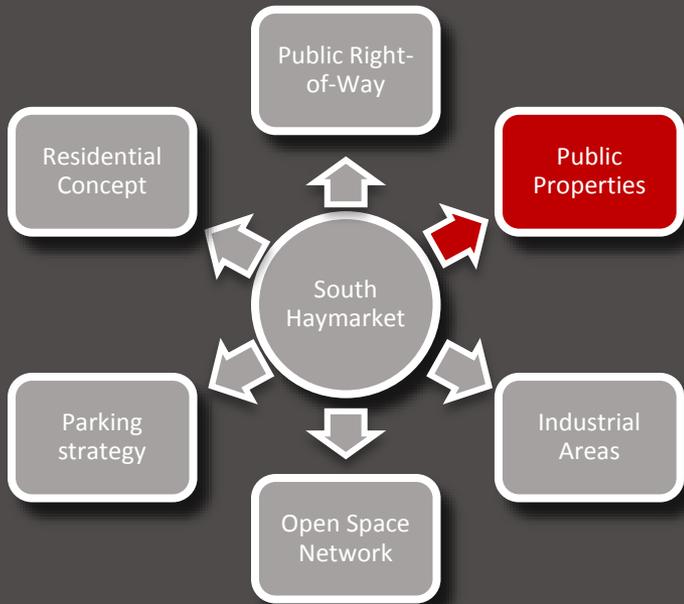
3-story buildings define the entryway into the J Street Boulevard

Add street trees and planting areas to soften the ROW

Redevelop existing buildings for mixed-use/residential

Construct a new 3-story building for commercial space and residential units

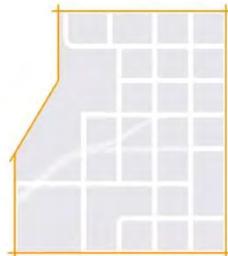




24% of the land within South Haymarket is held in public ownership. This includes property owned by the Public Building Commission, the City of Lincoln, Lancaster County, LES, District Energy Corporation, StarTran and the Lincoln Police Department.

Land in public ownership has a significant impact on future development of the South Haymarket Neighborhood. The Study should work with the government agencies to determine their future needs and suggest relocation and redevelopment where appropriate and feasible.

# PUBLIC PROPERTIES



# PUBLIC PROPERTIES

## Existing Public Properties

Lumberworks Garage

JPA-Owned Property

Information Services Building

K Street Complex

StarTran

County/City Office Campus

LPD Maintenance Facility

LES Peak Facility

*\*Gray shading identifies publicly-owned land.*

O STREET

10TH STREET

4TH STREET

G STREET



# PUBLIC PROPERTIES

## Future County/City Office Campus

*\*Solid building footprints denote new construction and the hatch denotes reuse of existing buildings.*

Potential for up to 118,400 sq. ft. government office and 619 space parking deck

Relocate I.S. to 15,000 sq. ft. vacant space on 3<sup>rd</sup> Floor of County/City Building

Reuse LCADF for Combined Community Corrections, Combined County Attorney, Records Management, Transfer and Holding, and County Judges and Clerk

Potential for up to 118,400 sq. ft. government office and 619 space parking deck



# PUBLIC PROPERTIES

## Recommended Relocation and Reuse

*\*Solid building footprints denote new construction and the hatch denotes reuse of existing buildings.*

Screen Utility Facilities

High-density Residential/Office

Relocated Information Services Provides a Redevelopment Site

Expansion Site for J.A. Woollam, Co.

Construct New Office and Parking Decks

Reuse K Street Building for Housing Development

Reuse StarTran Property for Housing Development

Consolidate Government Offices and Surplus Property for Private Redevelopment

LPD Maintenance Facility and Storage/Relocate for Residential Development

Long-term Site for Additional Government Office and Parking Decks

### Legend

- High Density Residential
- Medium Density Residential
- Mixed Use
- Industrial
- Office/Light Industrial
- Government



# PUBLIC PROPERTIES

## North Parking Lot

The North Parking Lot of the County/City Campus could be built out to provide additional parking and office space as government activities expand with the community over time.

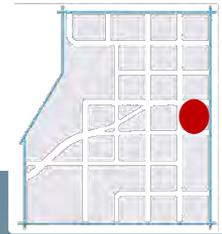
A four-story building could provide up to 118,400 square feet of government office space, and the expanded parking garage could add 233 parking spaces.

A similar design could be accommodated on the south lot to fulfill long-term needs.

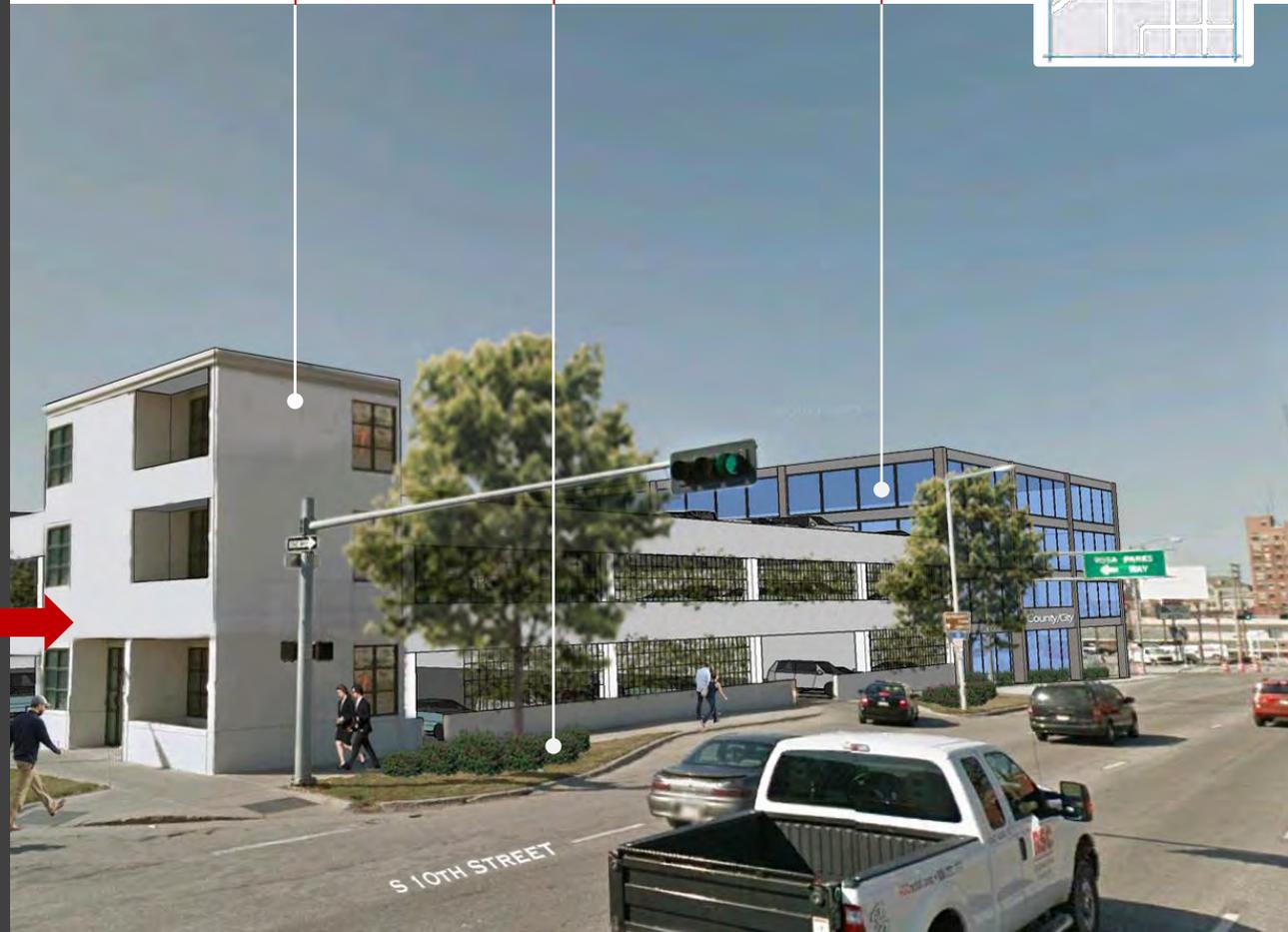
Construct two additional parking levels on property owned by PBC

Enhance public spaces by adding landscaping wherever possible

Construct multi-story office in order to provide a street wall



10<sup>th</sup> Street Today



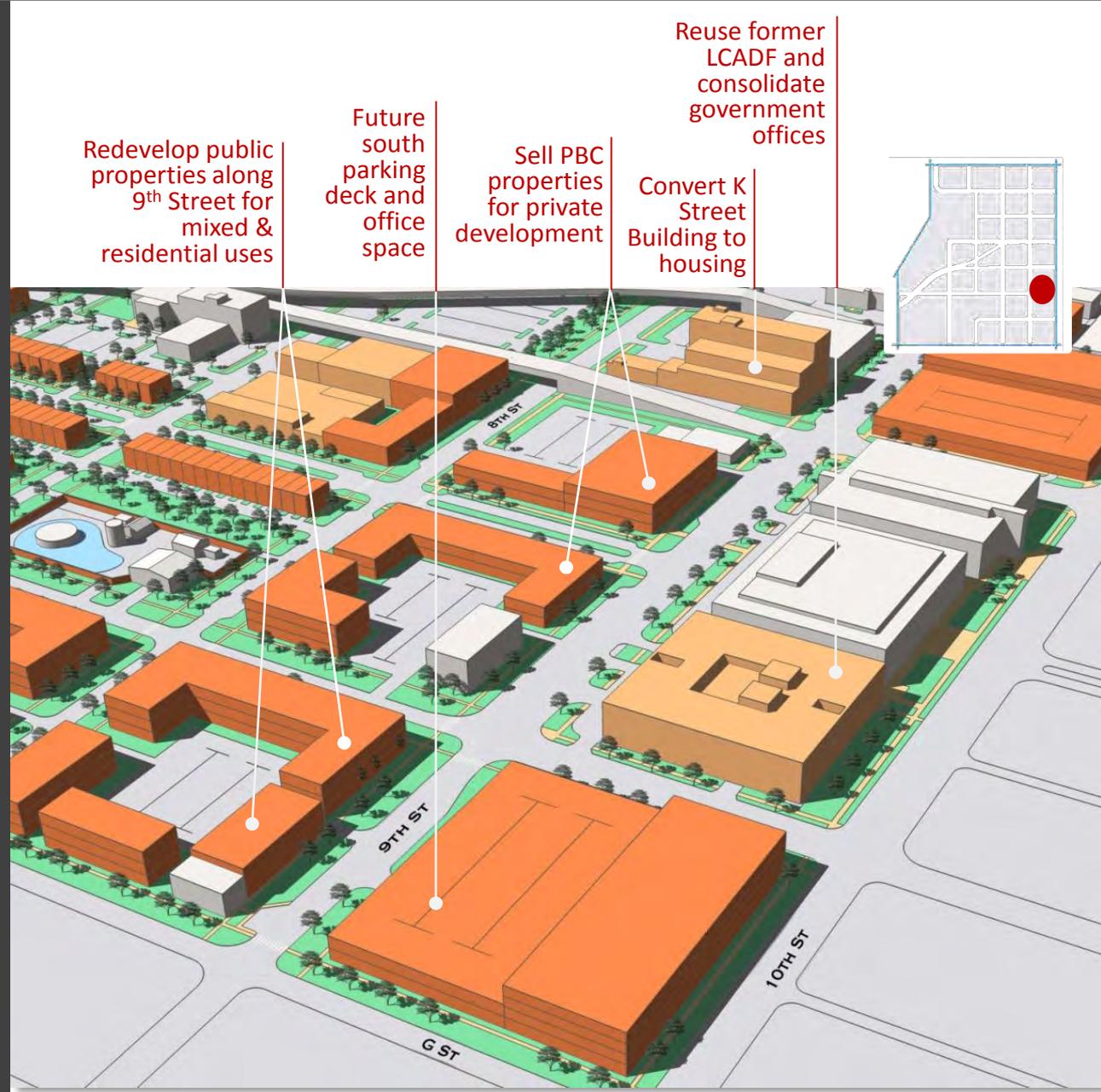
# PUBLIC PROPERTIES

## Future County/City Office Campus

Government uses in South Haymarket are consolidated along a north/south government campus between 9<sup>th</sup> and 10<sup>th</sup> Streets.

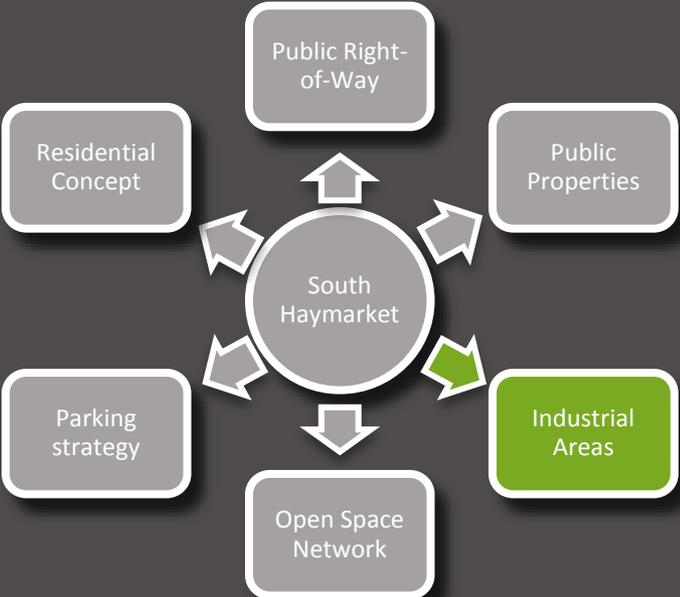
Up to 236,800 square feet of government office space and 466 parking spaces are provided in the redeveloped parking lots north and south of the campus.

The K Street Building is converted into housing and additional property fronting 9<sup>th</sup> Street is declared surplus and sold for private development.

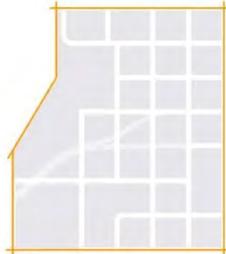


30 acres, or 20% of the South Haymarket land area is occupied by industrial uses with most located near or south of Rosa Parks Way.

In order to allow for residential redevelopment, most heavy industrial uses should transition to residential or mixed uses. Some light industrial uses are appropriate and should stay in South Haymarket. Other industrial sites may redevelop in the nearer term due to their location and proximity to other redevelopment.



# INDUSTRIAL AREAS



# INDUSTRIAL AREAS

## Existing Industrial Properties

Midwest Steel

Dairy House

J.A. Woollam Company

Bison Industries, Speedway  
Motors Fiberglass Paint Booth

Sprenger Lumber  
and Midlands Recycling

Arctic Glacier

TMCO

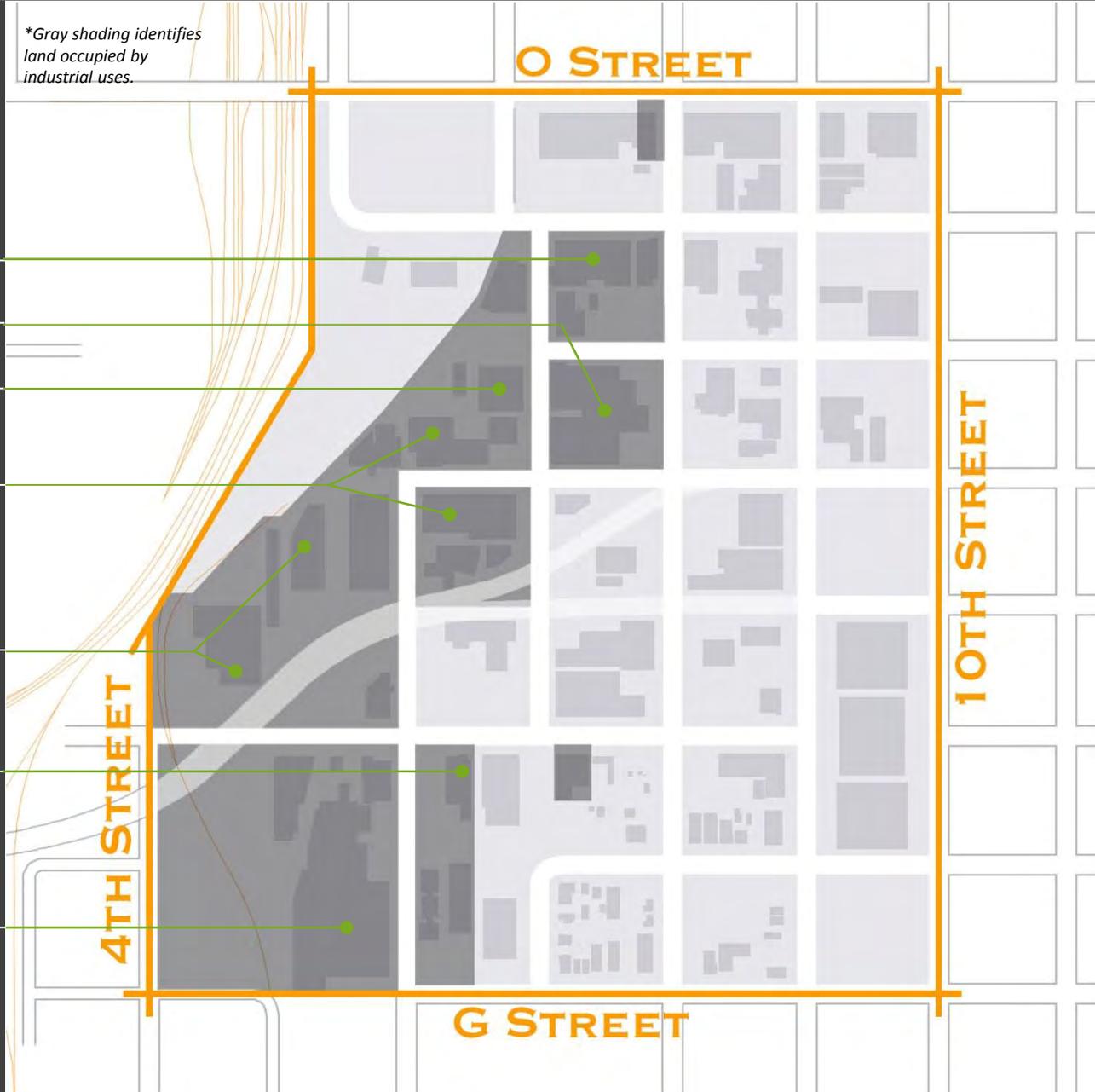
*\*Gray shading identifies  
land occupied by  
industrial uses.*

O STREET

10TH STREET

4TH STREET

G STREET



# INDUSTRIAL AREAS

## Future Uses of Industrial Properties

Longer-term, redevelop Midwest Steel site for mixed use and parking structure

Work with J.A. Woollam on their plan for building and parking expansion

Uses along 'L' Street could transition from industrial to residential and/or mixed use

Redevelop Sprenger Lumber and Midlands Recycling as urban city blocks with high-density residential uses and open space

Office uses are appropriate across from TMC0 and adjacent to Rosa Parks Way

Row houses along J Street

TMC0 could expand west to minimize impacts

### Legend

- High Density Residential
- Medium Density Residential
- Mixed Use
- Industrial
- Office/Light Industrial
- Government

*\*Solid building footprints denote new construction and the hatch denotes reuse of existing buildings.*



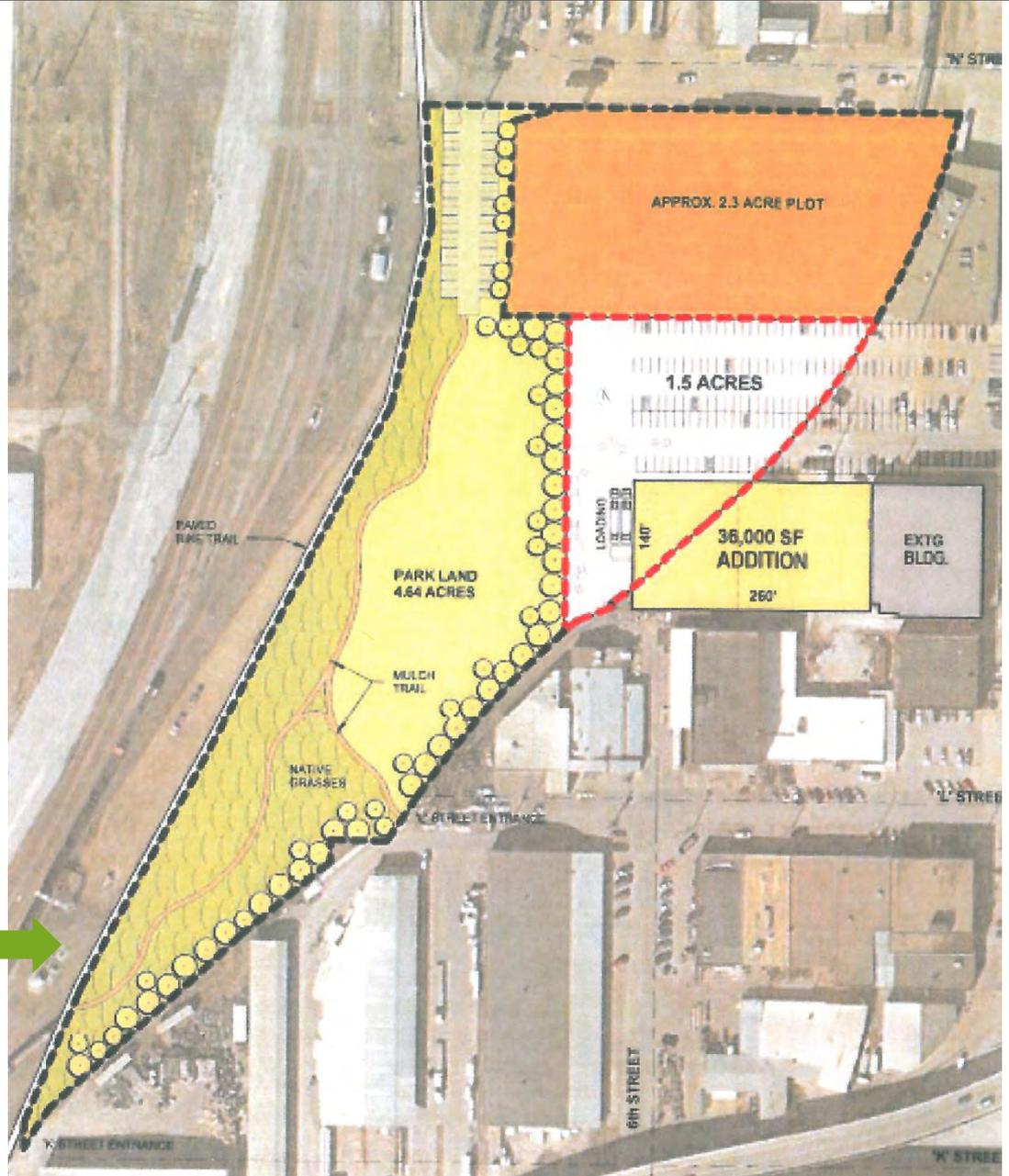
# INDUSTRIAL AREAS

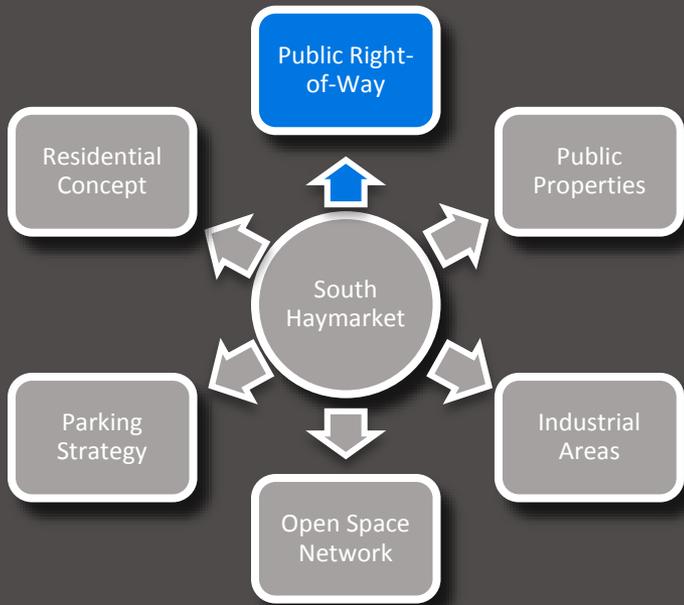
J.A. Woollam Co., Inc. is a light industrial use located at 7<sup>th</sup> and M Streets. Light industrial uses are generally compatible with the South Haymarket Neighborhood concept and are recommended to remain.

J.A. Woollam Co. submitted this development concept to City staff. The proposal does not extend M Street or Arena Drive. Approximately 1.5 acres of JPA-owned property would be sold to accommodate this layout.

Alternative concepts have been developed that would meet the expansion needs of J.A. Woollam while also providing access to adjacent parcels for redevelopment.

*J.A. Woollam Today*

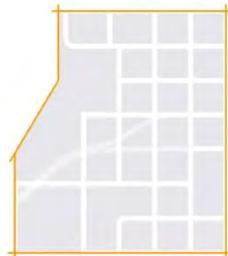




Public right-of-way is the single largest land use in South Haymarket and occupies 40% of the land within the study area. In consideration of this, there is great opportunity to impact the visual aesthetics and functionality of the ROW.

Items to consider for the public ROW include maintaining minimum ROW widths, maintaining and enhancing sidewalk connections, providing on-street parking wherever possible, installing street trees and planting areas and adding new streets to develop the urban grid.

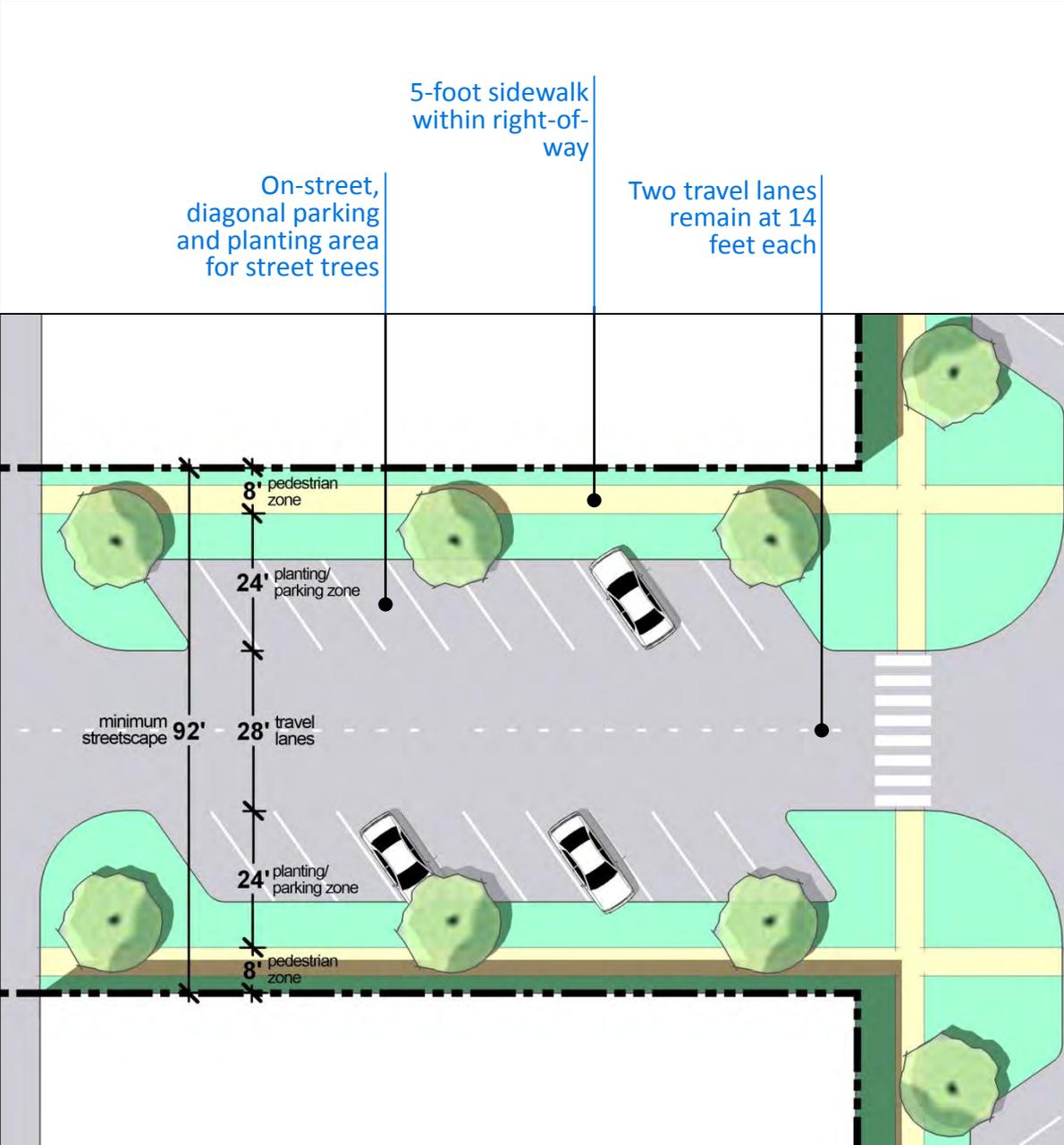
# PUBLIC RIGHT-OF-WAY



# PUBLIC RIGHT-OF-WAY

## Typical Street Cross Section

The right-of-way widths in South Haymarket vary from 120 feet along 9<sup>th</sup> Street and J Street to 77 feet at 7<sup>th</sup> & M Streets. The typical design requires a minimum of 92 feet of ROW.



# PUBLIC RIGHT-OF-WAY

## Streets & Sidewalks

M and N Street become a one-way couplet

Build sidewalk connections as redevelopment occurs

Add sidewalks to increase pedestrian safety

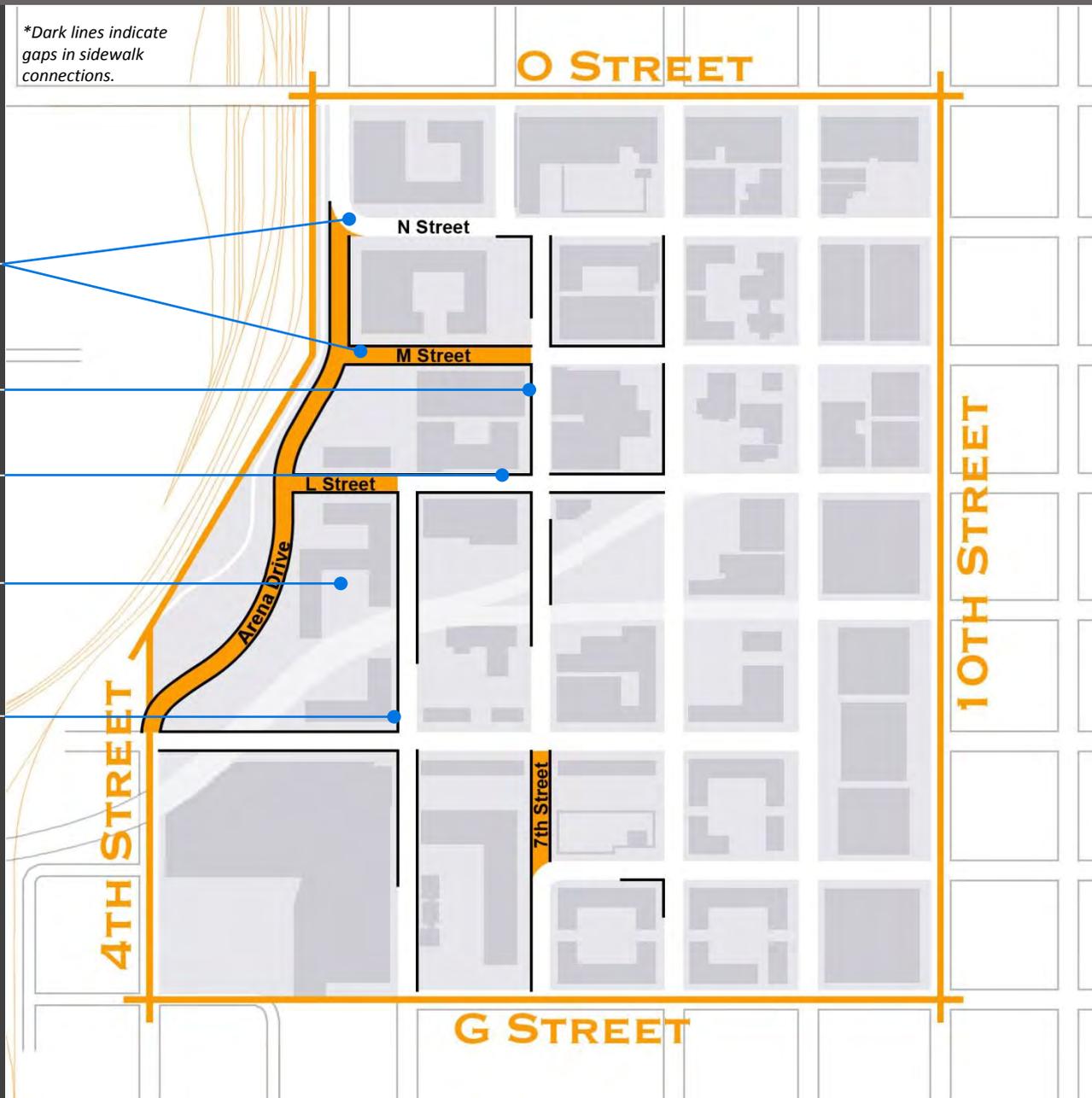
New streets create urban blocks for infill and redevelopment

Sidewalks connect neighborhood residents to destinations, such as Cooper Park

### Additional Findings:

- Design streets with pedestrian accommodation as a priority
- Connect residents to the South Haymarket neighborhood
- New or expanded transit routes should be reviewed for South Haymarket

*\*Dark lines indicate gaps in sidewalk connections.*



# PUBLIC RIGHT-OF-WAY

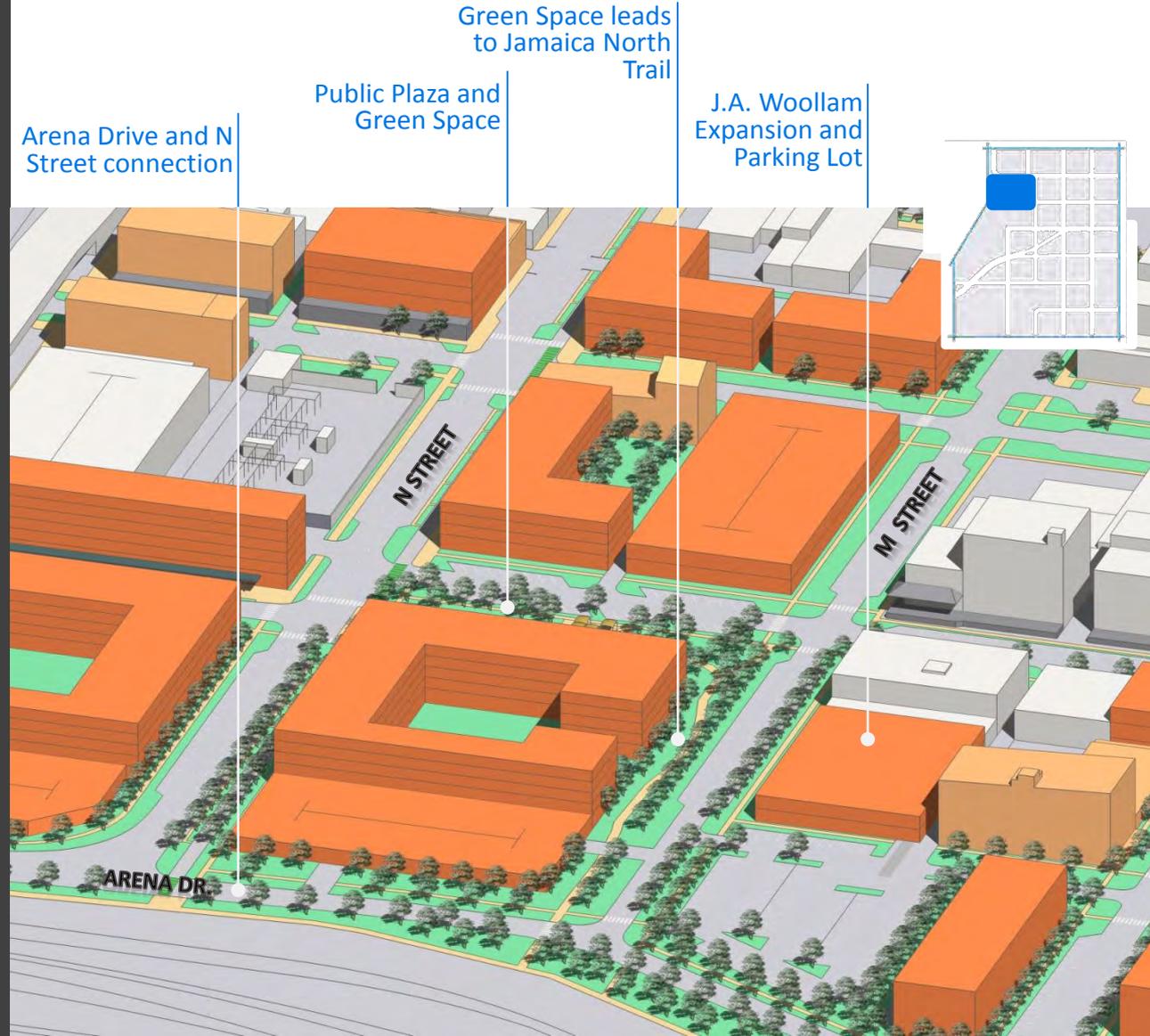
## M Street and Arena Drive

The extensions of M Street and Arena Drive coincide with the concept of reestablishing the urban grid. Extending these streets creates urban blocks suited for high-density development in the South Haymarket neighborhood.

N Street acts as a barrier between Haymarket and South Haymarket. A one-way couplet of N and M Streets allows N Street to be reconfigured and reconnected to the neighborhood.

The traffic analysis conducted by the Public Works and Utilities Department indicates that the existing street infrastructure is sufficient for current demand. Additional development (parking garages, retail, office) is underway in West Haymarket and may impact the future traffic needs.

If re-opening M Street is not possible, consideration should be given to converting the middle lane in N Street to a landscaped median.

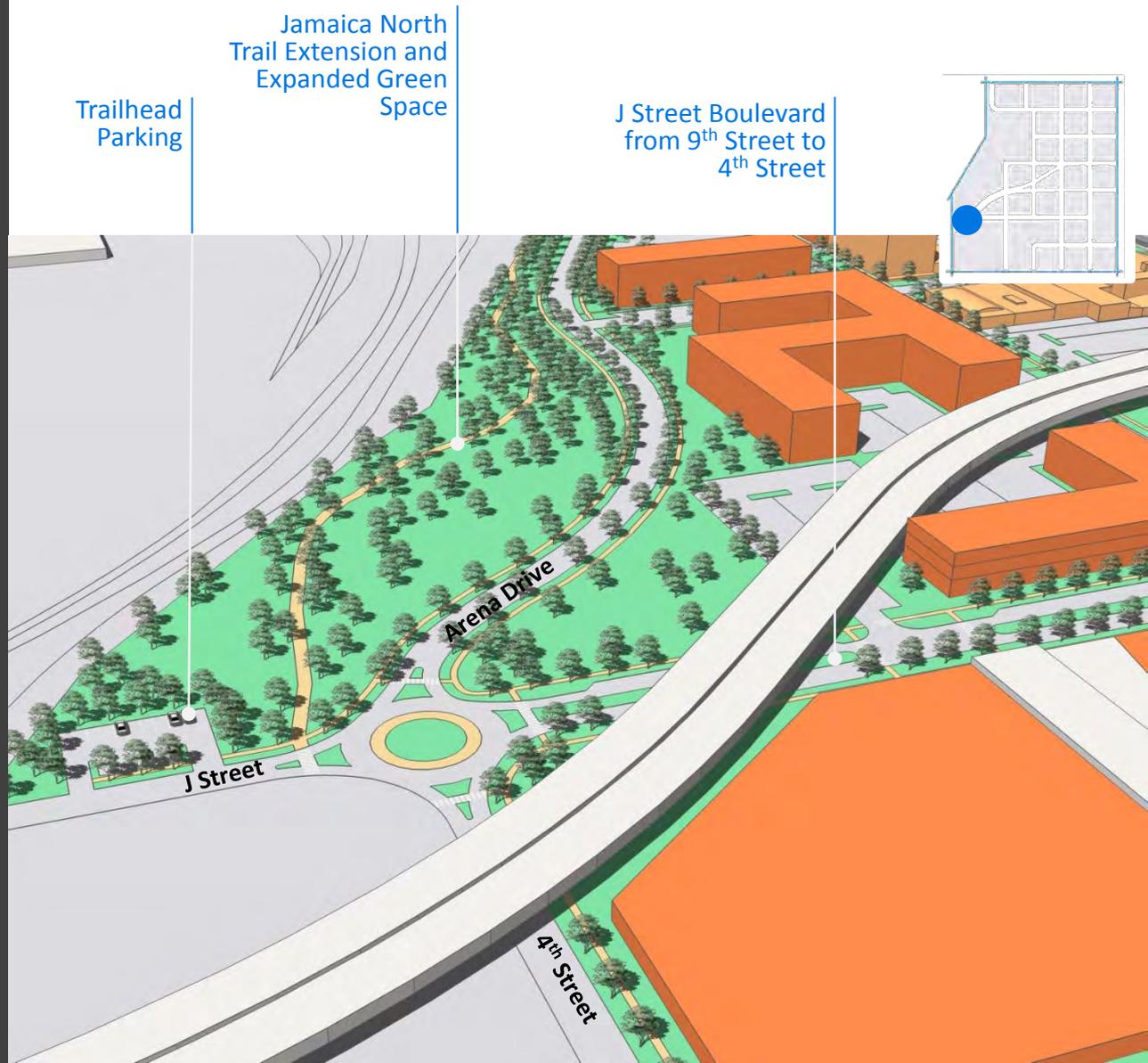


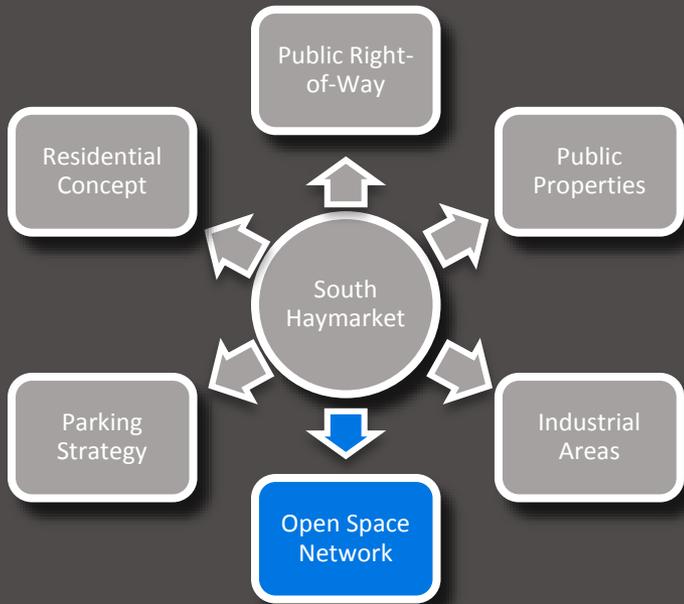
# PUBLIC RIGHT-OF-WAY

## Arena Drive Alignment

A roundabout at the terminus of J Street would be a bookend to the J Street Boulevard concept. The roundabout would slow traffic at this intersection and would also delineate the western boundary of the South Haymarket Neighborhood.

This area of South Haymarket is located in the floodplain. The expanded open space and new streets could provide compensatory storage to allow other properties in the floodplain to redevelop.

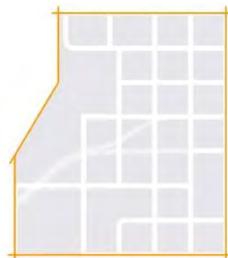




As new residential units are developed in South Haymarket the demand for open space will increase. The City should plan for this demand and incorporate places for residents to recreate in South Haymarket.

The Study considers an open space concept for South Haymarket that enhances the neighborhood as new residential units are developed.

# OPEN SPACE NETWORK



# OPEN SPACE NETWORK

## Open Space Proposals

Landscaped open space screens the LES substation

Street trees and the landscaped bikeway soften N Street

The public plaza/open space at the terminus of Canopy Street connects to the bikeway

Significant landscaping along 9<sup>th</sup> buffers pedestrians from vehicular traffic

A string of open space on the western boundary is connected by the Jamaica North Trail

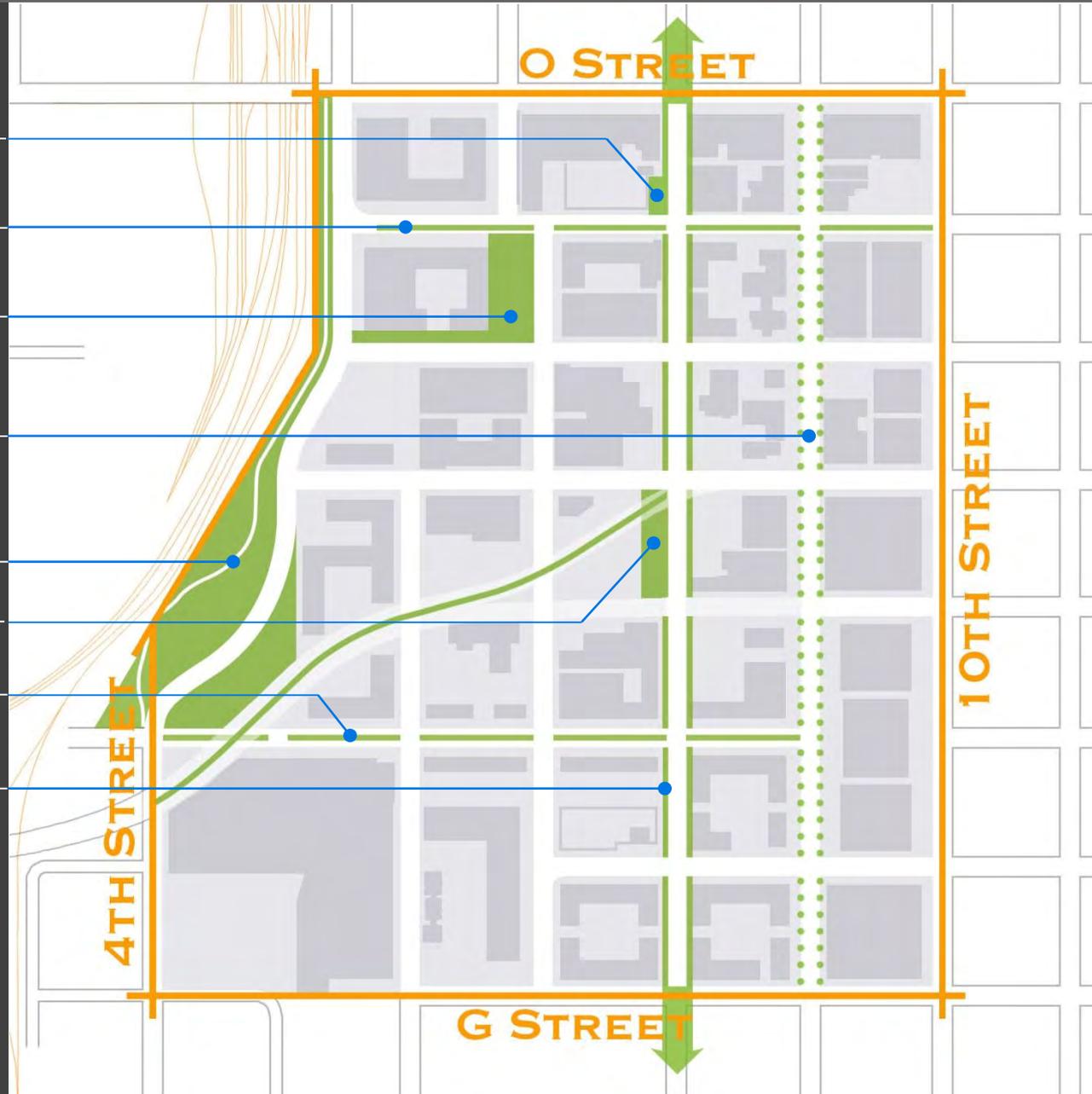
Landscaped open space screens parking

Tree-lined J Street Residential Boulevard

The parkway along 8<sup>th</sup> Street provides connectivity for pedestrians and bicyclists

## Additional Findings:

- Provide a 'ring' around the South Haymarket neighborhood with green connections
- Install street trees throughout the neighborhood wherever possible
- Provide linear open space in designated locations to soften the hardscape



# OPEN SPACE NETWORK

## Canopy Street Plaza

The corner of 7<sup>th</sup> & N Streets at the terminus of Canopy Street is a highly visible property and could be a desirable location for a public plaza. The concept includes hardscape adjacent to N Street and greenspace adjacent to M Street.

A new feature is placed in the plaza at the terminus of Canopy Street. This feature visually connects South Haymarket and Haymarket.

The plaza also provides connections to the N Street bikeway and Jamaica North Trail to the west.

*Canopy Street Terminus Today*

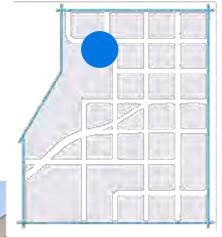


Connect the public space with the N Street Bikeway and Jamaica North Trail

Expanded greenspace adjacent to the plaza

Landmark feature in plaza at terminus of Canopy Street

Outdoor spaces connect with adjacent development



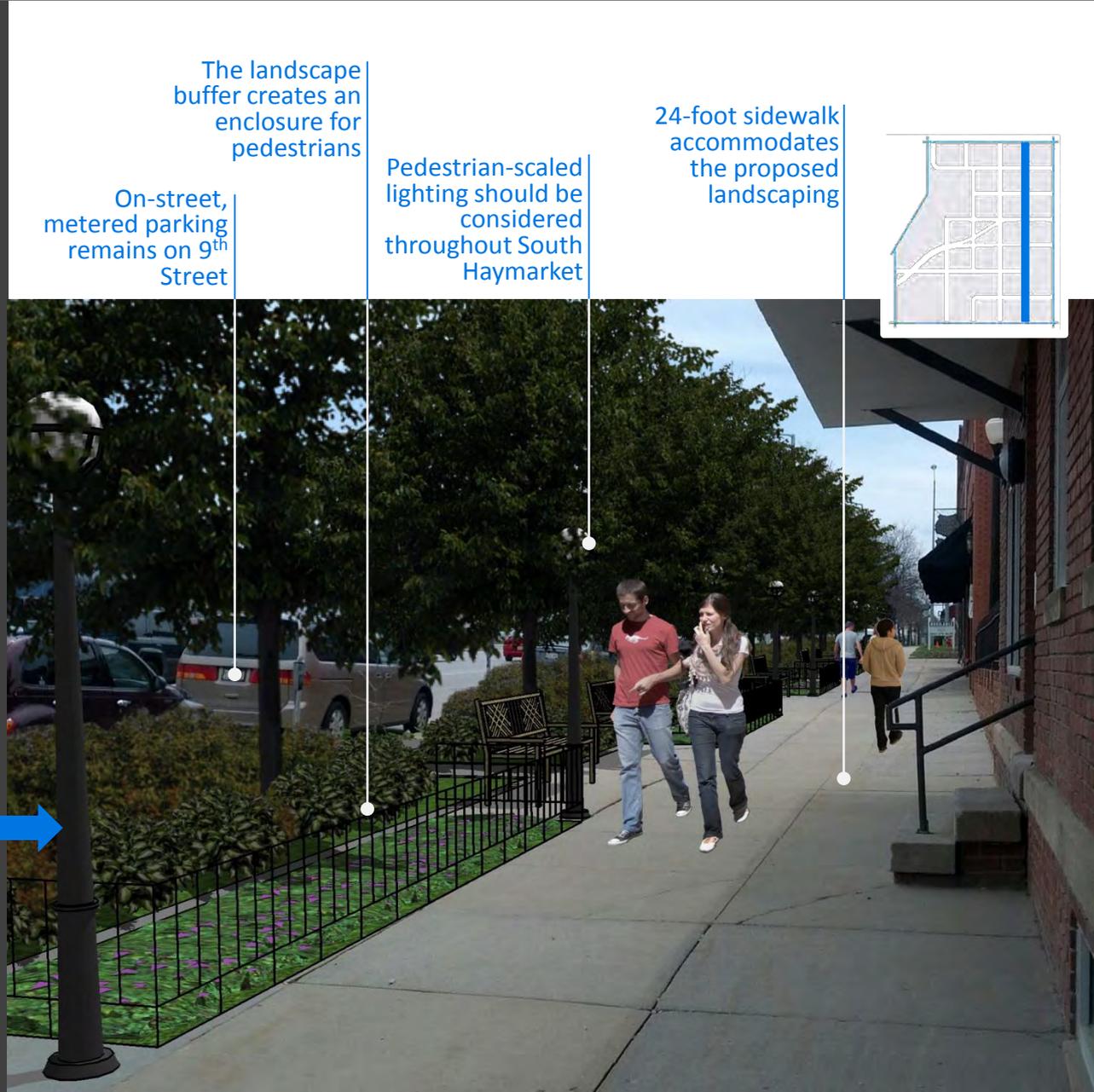
# OPEN SPACE NETWORK

## 9<sup>th</sup> Street Landscaping

This image shows the streetscape concept for 9<sup>th</sup> Street. The planting areas buffer the pedestrians from motorists and create defined spaces along the sidewalks.

The pedestrian experience and visual feel of 9<sup>th</sup> and 10<sup>th</sup> Street could be improved. Not only does this concept soften the sidewalks for pedestrians, but it also enhances the visual appeal for motorists by breaking up the massive amount of concrete.

9<sup>th</sup> Street Today



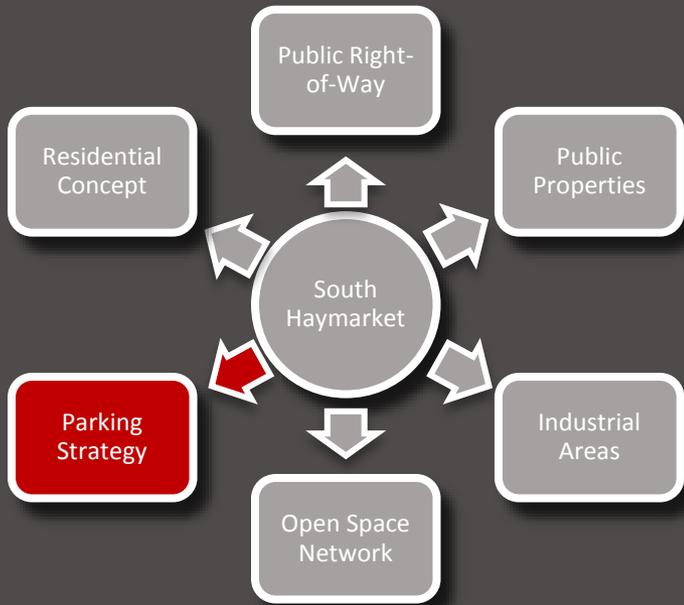
The landscape buffer creates an enclosure for pedestrians

On-street, metered parking remains on 9<sup>th</sup> Street

Pedestrian-scaled lighting should be considered throughout South Haymarket

24-foot sidewalk accommodates the proposed landscaping

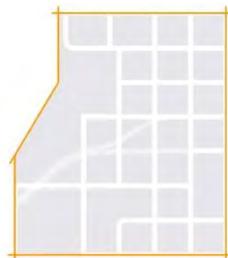




Over 4,000 existing parking spaces are available within the South Haymarket Study area. This includes on-street, off-street, public, private, metered and non-metered spaces. Approximately 870 are on-street spaces.

The South Haymarket Neighborhood Study is suggesting new residential units. Where will everyone park?

# PARKING STRATEGY



# PARKING STRATEGY

## Parking Concepts

Structured parking could be provided as much as possible when sites are redeveloped

Additional locations for public parking could be identified and programmed once a threshold of residential is established

Public parking could be provided on underutilized land beneath Rosa Parks Way

New parking structures for government office campus

## Additional Findings:

- Off-street parking may not necessarily be required with new construction or reuse
- The City may consider a fee to be used for public parking in lieu of a parking requirement
- On-street parking could be provided wherever possible



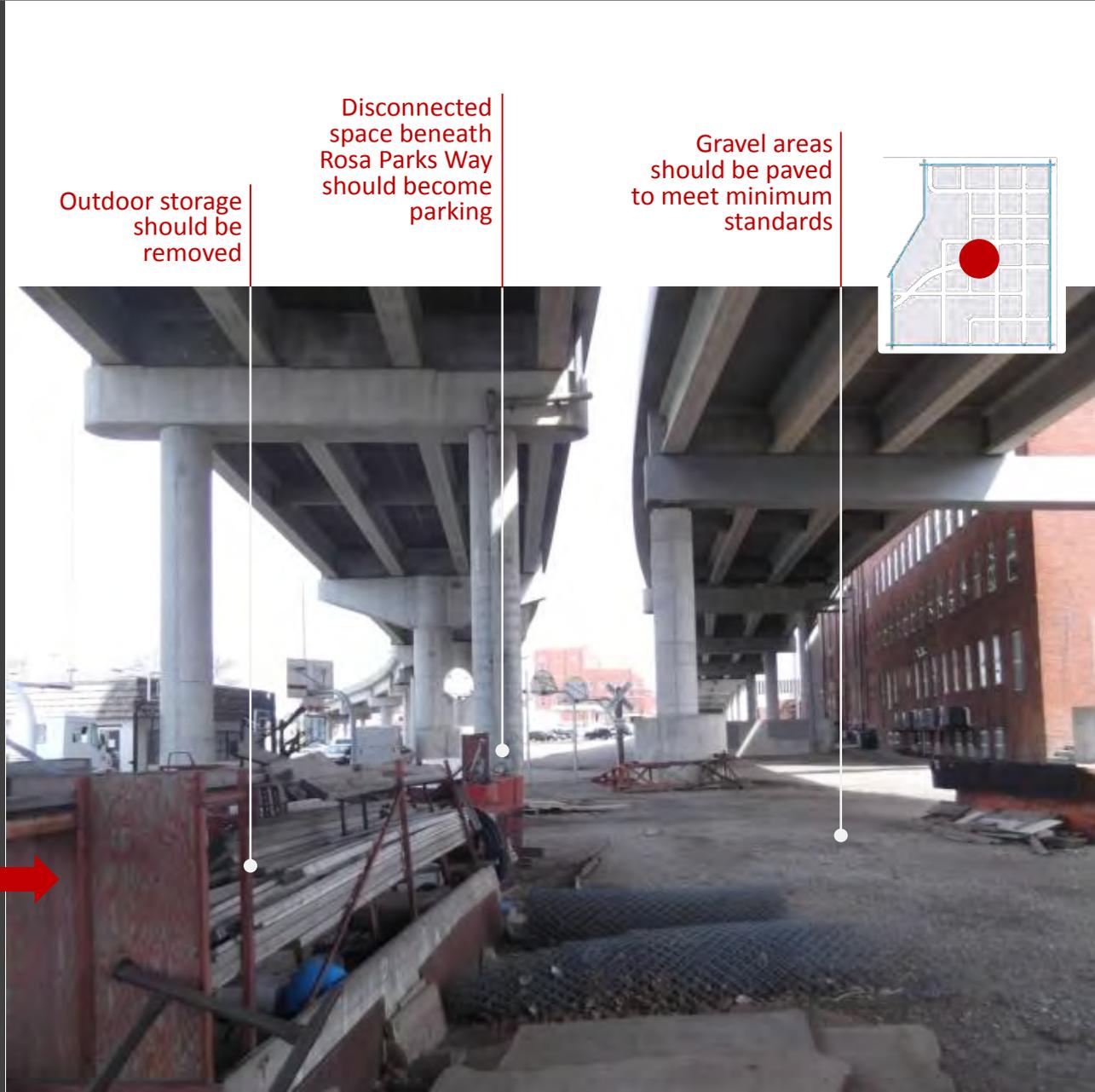
# PARKING STRATEGY

## Rosa Parks Way Viaduct

This concept suggests the space beneath Rosa Parks Way be reused for public parking, similar to parking beneath the Harris Overpass.

This image shows a location east of 6<sup>th</sup> Street on public land that would be appropriate for public parking.

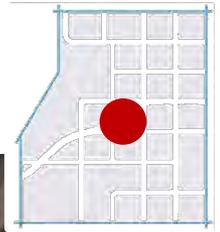
*Beneath Harris Overpass Today*



Outdoor storage should be removed

Disconnected space beneath Rosa Parks Way should become parking

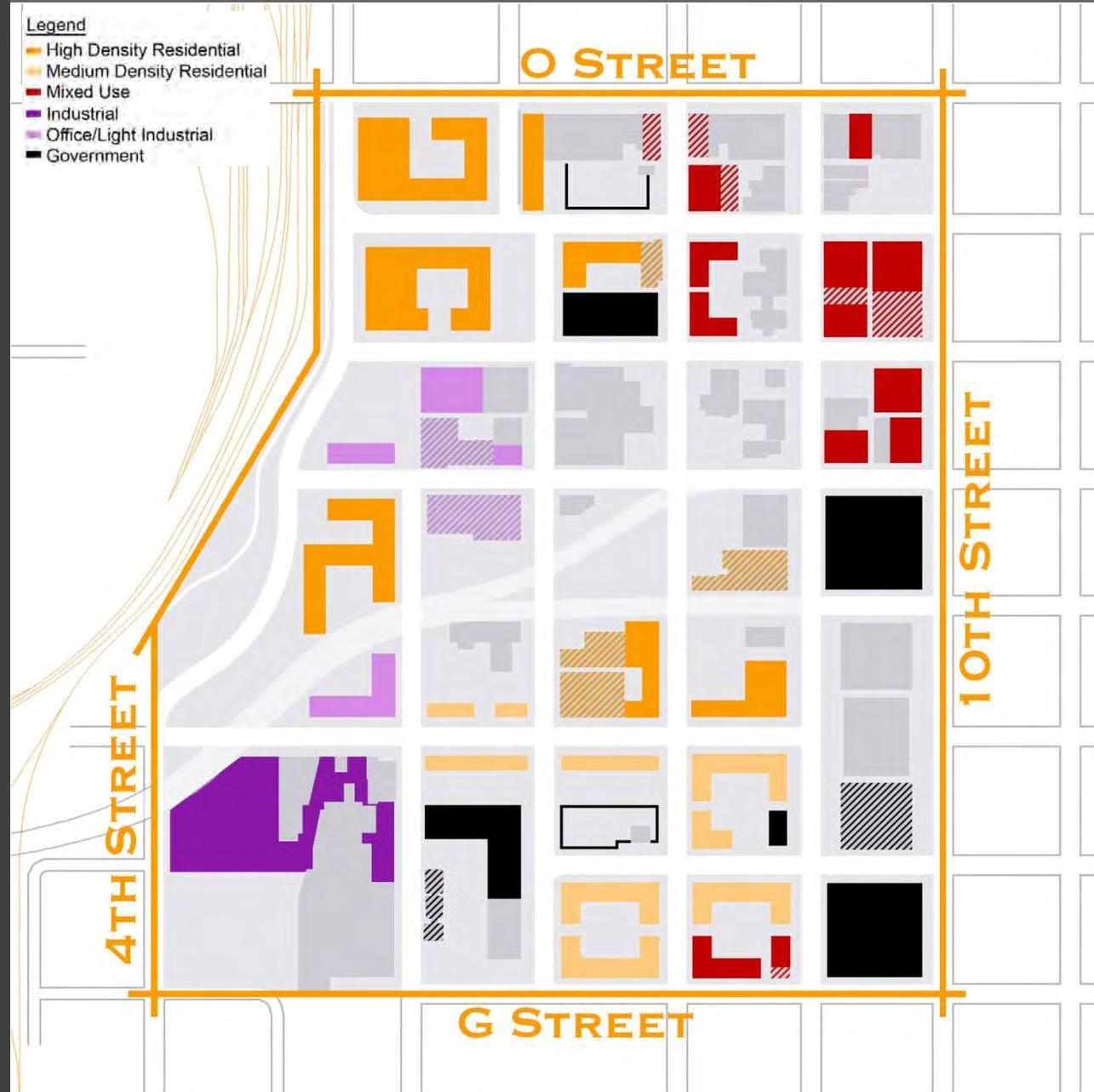
Gravel areas should be paved to meet minimum standards



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Next Steps

- Continue public input process
- Engage City Departments
- Finalize South Haymarket Neighborhood Plan
- Develop South Haymarket Design Standards
- Adopt Plan as an amendment to the 2005 Downtown Master Plan



# SOUTH HAYMARKET NEIGHBORHOOD STUDY

## Public Input Process

Milestones	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Neighborhood Open House		●			●		
Public Boards/Commissions							
City Council		●					
County Board		●					
Planning Commission		●					
UDC/HPC			●				
Capitol Environs		●					



QUESTIONS?

**SOUTH HAYMARKET NEIGHBORHOOD STUDY**

