

# South Haymarket Neighborhood Plan

## Plan Framework



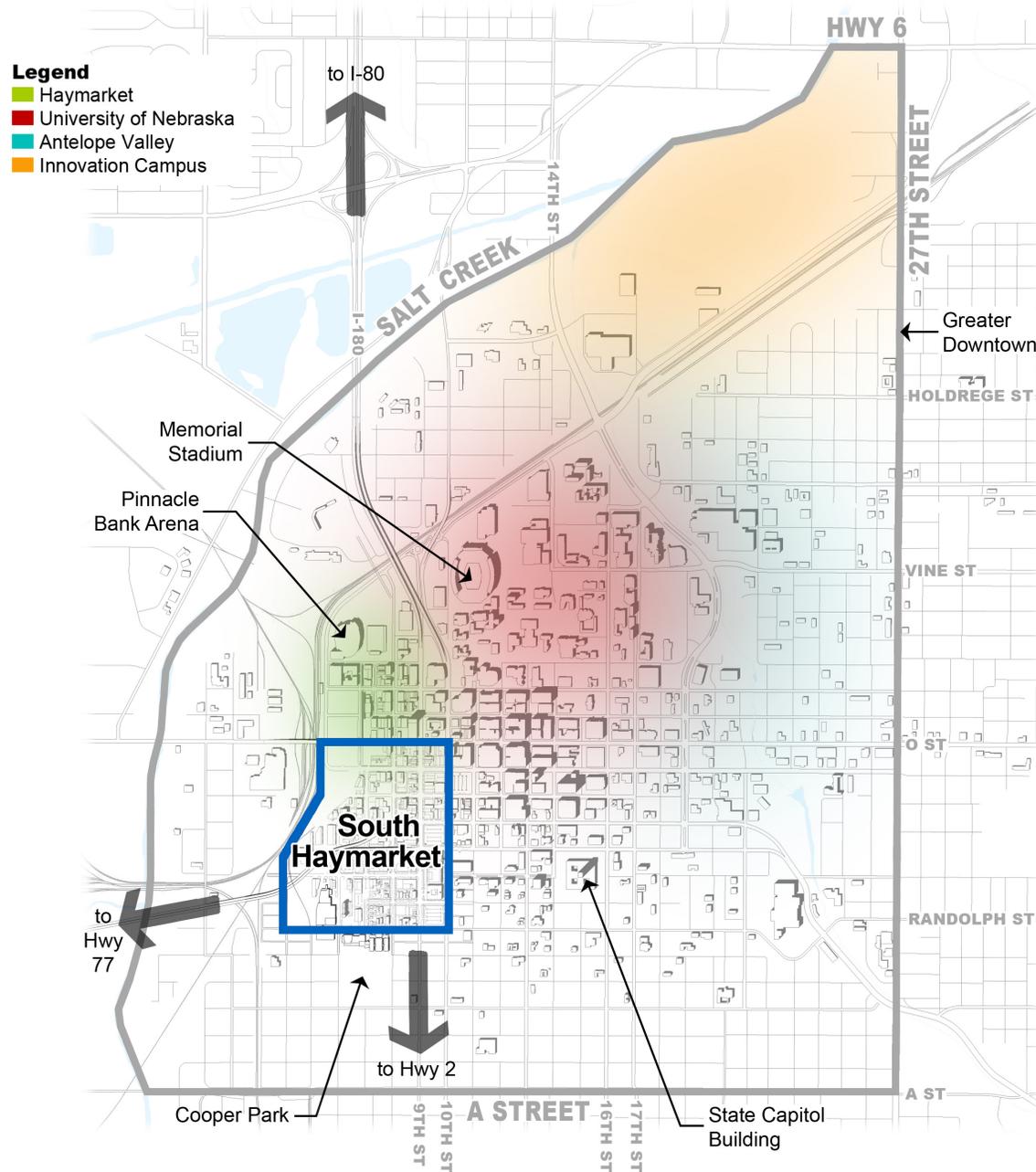
# Background

South Haymarket is a 38-block area located within Greater Downtown Lincoln, and is bounded by O Street on the north, 10<sup>th</sup> Street on the east, G Street on the south, and 4<sup>th</sup> Street/railroad mainline on the west. South Haymarket is an intriguing area of Lincoln, given its history of development including industrial properties, commercial buildings and residences along 9<sup>th</sup> and 10<sup>th</sup> Streets. Coupled with its desirable location, this pattern of development in South Haymarket provides the foundation for substantial development and redevelopment opportunities. The South Haymarket Neighborhood Plan presents a vision for the future and is based on consultation with and input from property owners, community representatives and elected officials. The development concepts found in this plan are anticipated to be realized over the next 20-25 years.



The South Haymarket study area lies in the southwestern corner of Greater Downtown and abuts Historic Haymarket and West Haymarket on the north, the Burlington Northern & Santa Fe railroad on the west, the South Salt Creek neighborhood on the south and Downtown on the east. South Haymarket is an opportunity area for high-density residential and mixed-use development which will support and

South Haymarket Area & Greater Downtown



compliment, not compete with other the redevelopment efforts in the Lincoln Historic Haymarket District, West Haymarket, Antelope Valley, UNL Downtown Campus, Innovation Campus and Downtown Lincoln.

The West Haymarket district is a 400+ acre, active redevelopment and is at the front door of South Haymarket. West Haymarket is home to the 16,000-seat Pinnacle Bank Arena, new parking garages containing over 2,500 spaces, new hotels, residential condominium units, student housing and additional entertainment and restaurant facilities. These adjacent developments are continually increasing redevelopment interest in the South Haymarket Neighborhood.

The South Haymarket area has already been experiencing successful redevelopment projects such as the Color Court Project, the Dairy House Project, the N Street Protected Bikeway, the Lumberworks parking garage, the 8|N Lofts project and Structural Design Group redevelopment.

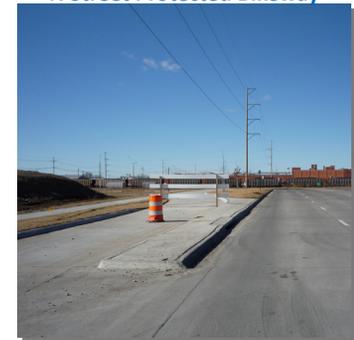
Color Court Project



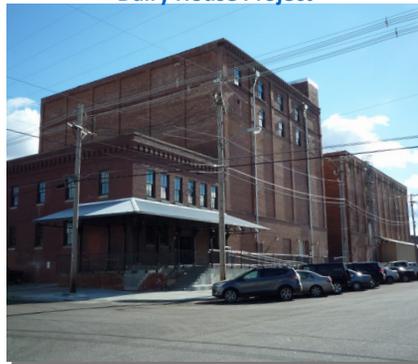
Lumberworks Parking Garage



N Street Protected Bikeway



Dairy House Project



8|N Lofts Project



SDG Redevelopment



## Lincoln/Lancaster County Comprehensive Plan

The Comprehensive Plan, LPlan 2040, recommends that Greater Downtown redevelop with mixed uses and accommodate up to 3,000 new residents by the year 2040. The Comprehensive Plan anticipates that a major source for new residential units will be older commercial and industrial areas which are converted to residential and mixed-use. Strategies for Downtown

include supporting new residential reuse, infill and redevelopment. The Comprehensive Plan recommends maintaining the urban environment by encouraging higher density development on upper floors of multi-use parking structures or with parking areas at the rear of buildings.

South Haymarket is located within Greater Downtown and is an older commercial and industrial area that can provide unique residential opportunities in Lincoln. The Comprehensive Plan supports an urban residential neighborhood in South Haymarket.

## 2005 Downtown Master Plan & 2012 Update

The 2005 Downtown Master Plan identifies the South Haymarket as an emerging district within Greater Downtown and recommends further study to be conducted. The plan suggests future land use types, redevelopment projects, and transportation improvements for South Haymarket. Recommendations include:

- Preserve and renovate historic buildings wherever feasible
- Renovate the K Street Power Station for high density residential
- Study the need for an M Street extension west of 7<sup>th</sup> Street
- Develop a protected bikeway on N Street
- Extend the Jamaica North Trail south of O Street

- Expand dining and entertainment uses on 8<sup>th</sup> Street south of O Street
- Create an “urban-style” neighborhood marketplace to serve anticipated new housing in South Haymarket

Further, the 2005 Downtown Master Plan identifies South Haymarket as a unique area for high density residential. Specifically, the plan states:

**The South Haymarket District affords a unique opportunity to develop a significant amount of urban housing. The area offers significant benefits:**

- Industrial or warehouse buildings – many existing and historic buildings (such as the K Street Power Station) can be preserved and converted to a higher and better use.

- Underutilized or vacant parcels – including a significant number of sites that accommodate infill, high-density construction.
- Amenities – planned transit, new parks, stores and services within easy walking distance.
- Innovative housing opportunities – work-live, “artist lofts” or other unique housing types that are likely to occur only in older, underutilized buildings.

The Downtown Master Plan calls out specific recommendations for South Haymarket. Altogether these recommendations from 2005 begin to define the vision of an urban neighborhood.

## Outreach

The South Haymarket Neighborhood Plan process began with an inventory of the area in early 2013. Staff held meetings with multiple public agencies and more than two dozen property owners, business owners and stakeholders. Additionally, staff toured several business facilities and photographed and inventoried nearly every block within the study boundary. A series of presentations were provided to public boards and commissions in the summer of 2014, as well as an

open house for South Haymarket stakeholders and the general public. Four key findings resonate from these discussions:

- South Haymarket should be a mixed-use district with an emphasis on urban infill housing in support of Greater Downtown.
- South Haymarket’s proximity to Haymarket and other Downtown attractions make it a desirable place to live.

- Public rights-of-way should be upgraded to identify pedestrian, bicycle, and vehicular routes and to enhance connections within and across the neighborhood.
- The government and industrial footprints in South Haymarket have an impact on redevelopment opportunities.

A second round of discussions and a public open house occurred in late 2015 to review the findings of the Plan.

## General Findings

The information and ideas presented in this plan originate from discussions with public agencies and input from stakeholders. Some of the redevelopment recommendations in this plan may occur in the next 5

years or less, and some may occur over the next 20 years and beyond. Overall, this plan presents a redevelopment strategy to create an urban neighborhood for an additional 1,000 to 2,000 residential units with

well-defined streetscapes that connect to trails, an urban plaza, open spaces, and other amenities within Greater Downtown.

# South Haymarket Subareas & Goals

## Subareas

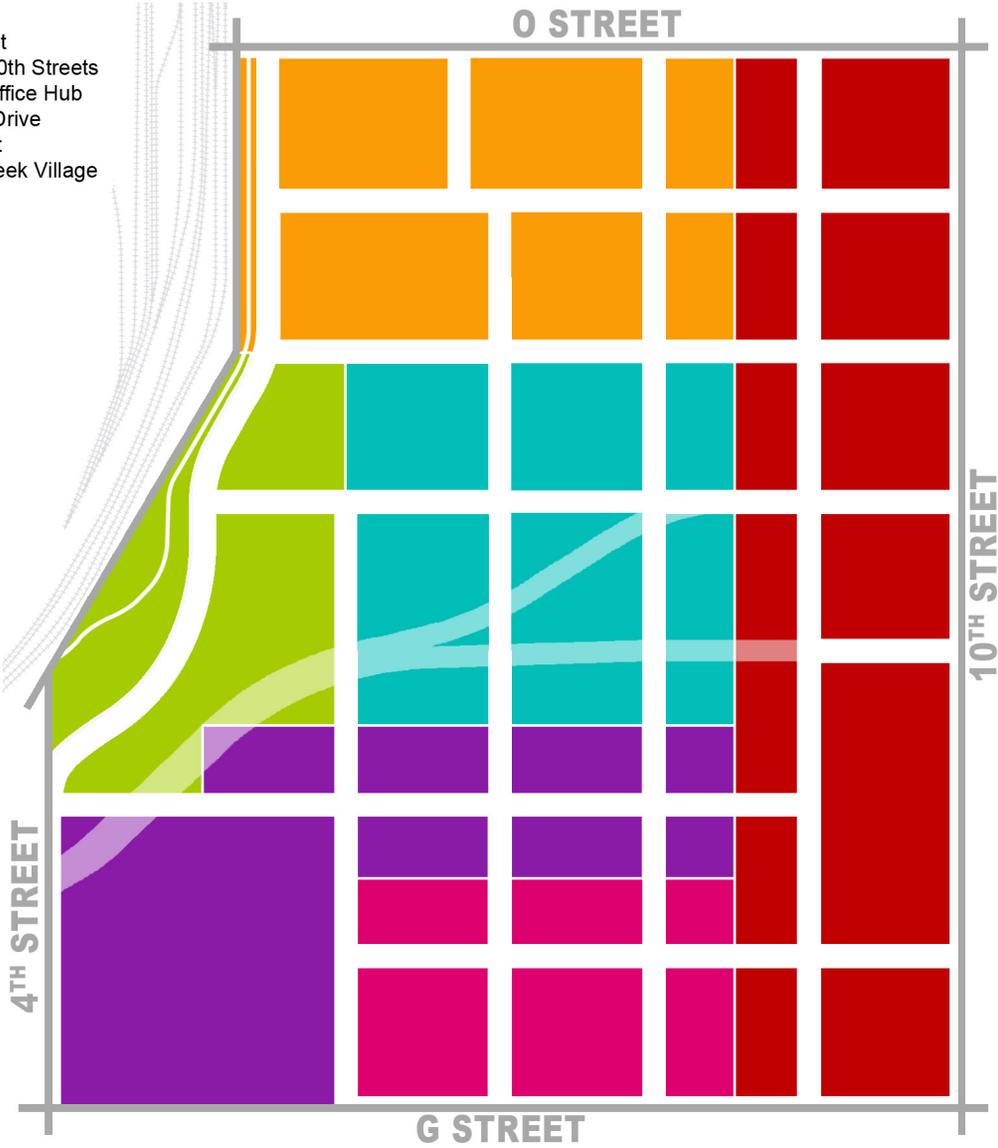
The South Haymarket Neighborhood Plan is separated into seven geographic subareas. These subareas are called out separately because they currently contain, or are recommended to contain, unique features that are considered significant to the overall development of the South Haymarket Neighborhood. The South Haymarket Neighborhood subareas are shown on the map to the right.

## Goals

The vision for the South Haymarket Neighborhood is illustrated by applying the overarching goals to each subarea. Each goal of the South Haymarket Neighborhood Plan includes a description in the following section, and each goal is applied to the subareas in The Neighborhood chapter of the plan. The goals, with organizing icons of the South Haymarket Neighborhood Plan, are outlined below:

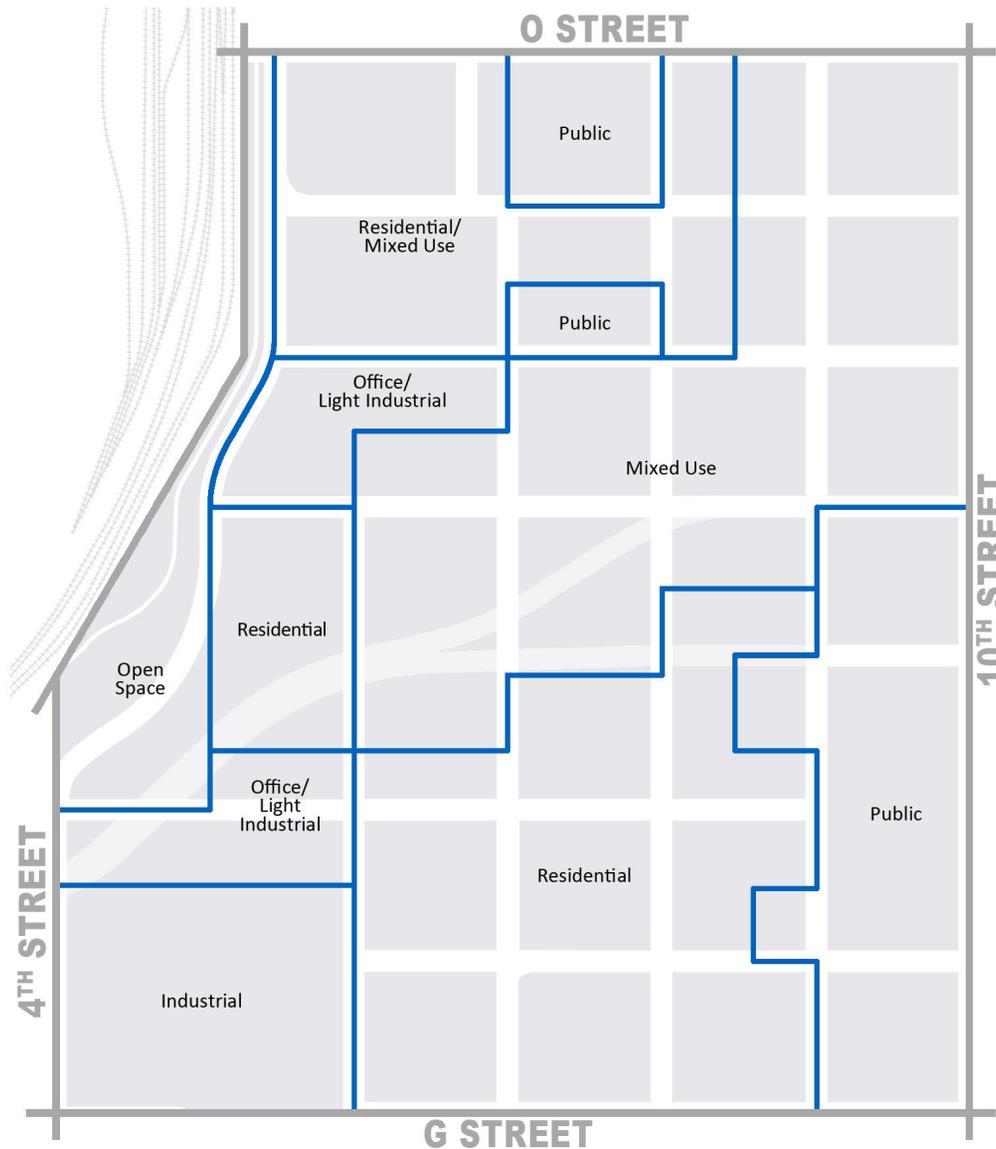
-  **Create an Urban Neighborhood**
-  **Consolidate the Government Footprint**
-  **Transition from Heavy Industrial Uses**
-  **Organize the Streets, Sidewalks & Trails**
-  **Develop Adequate Open Space**
-  **Preserve Historic Resources**
-  **Implement Site & Building Design**
-  **Develop a Parking Program**

- Legend**
- N Street
  - 9th & 10th Streets
  - Tech/Office Hub
  - Arena Drive
  - J Street
  - Salt Creek Village



Successful neighborhoods contain key elements to make them desirable places for people to live. Together, these elements create neighborhoods that become popular places in a community. Important neighborhood elements include a variety of housing choices, parks and recreation areas, schools, supportive commercial activity, pleasant streetscapes ideal for walking, biking and driving and thoughtfully designed buildings. The vision for South Haymarket is to identify redevelopment opportunities to transform this area into a high-density urban neighborhood. The basis of this vision is shown on the Future Land Use Map, which reflects the recommended land use pattern of this plan. The predominant heavy industrial and government uses today are transitioned into residential and mixed-use to transform South Haymarket into an urban neighborhood.

**Future Land Use Map**



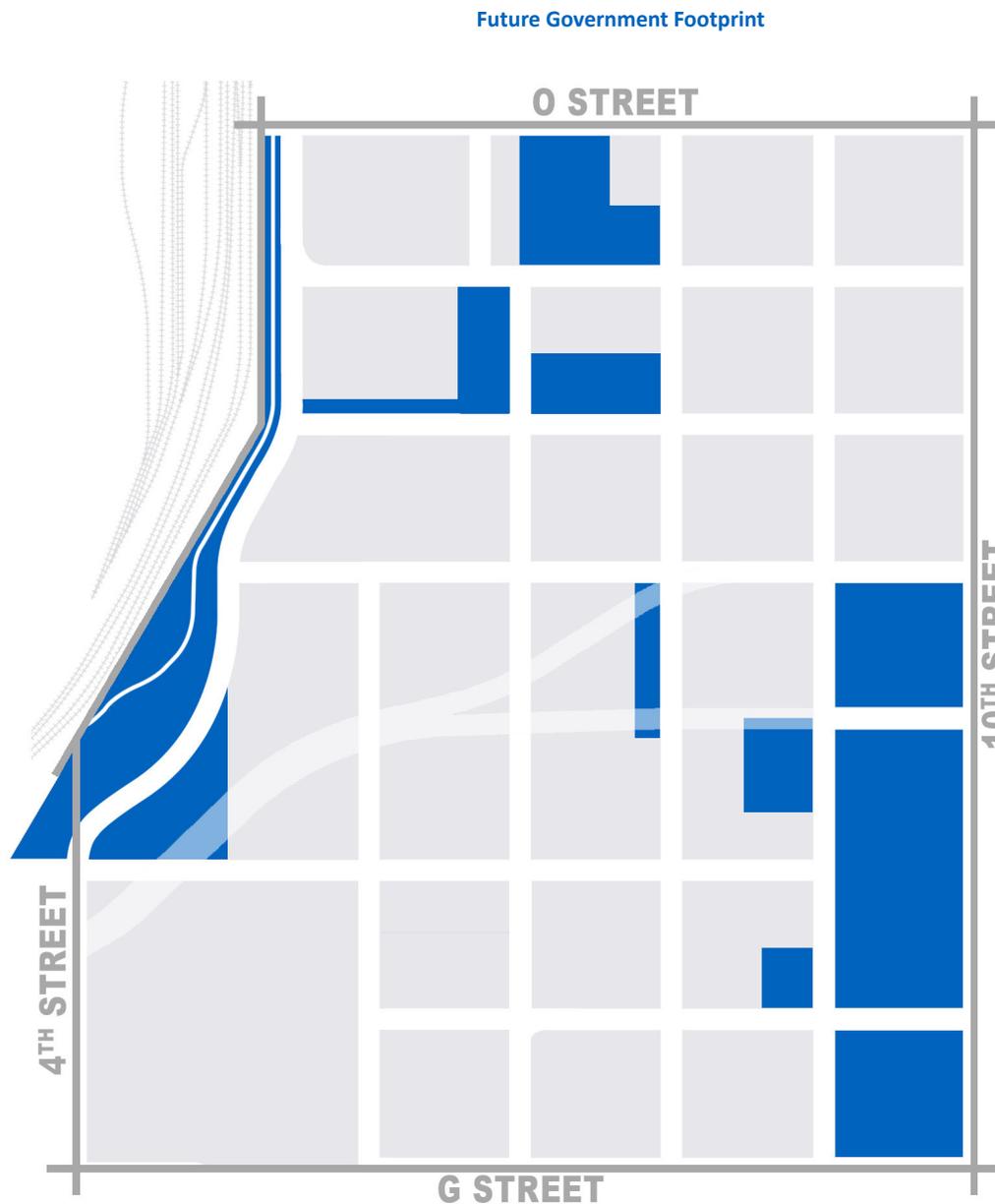


## Consolidate the Government Footprint

All land uses should be more efficient to encourage opportunities for redevelopment, including publicly-owned properties which currently occupy 24% of the land area in South Haymarket. The concept for South Haymarket demonstrates how a consolidated government campus would occupy less land, making it available for private development, while still providing an efficient government campus with capacity for future growth. This concept must plan for anticipated growth needs in the Judicial System.



The Future Government Footprint is reduced by redeveloping JPA-owned properties for private use and by consolidating existing government offices and relocating other government entities to more efficient locations. The future County/City Government Campus consolidates the main government office campus between 9<sup>th</sup>, 10<sup>th</sup>, L, and G Streets. Any consolidation or reorganizing of government properties should respect the capital investments made by the Public Building Commission and other government agencies when determining when to proceed with possible private redevelopment. A consolidated government campus would also increase staff efficiencies and public convenience.





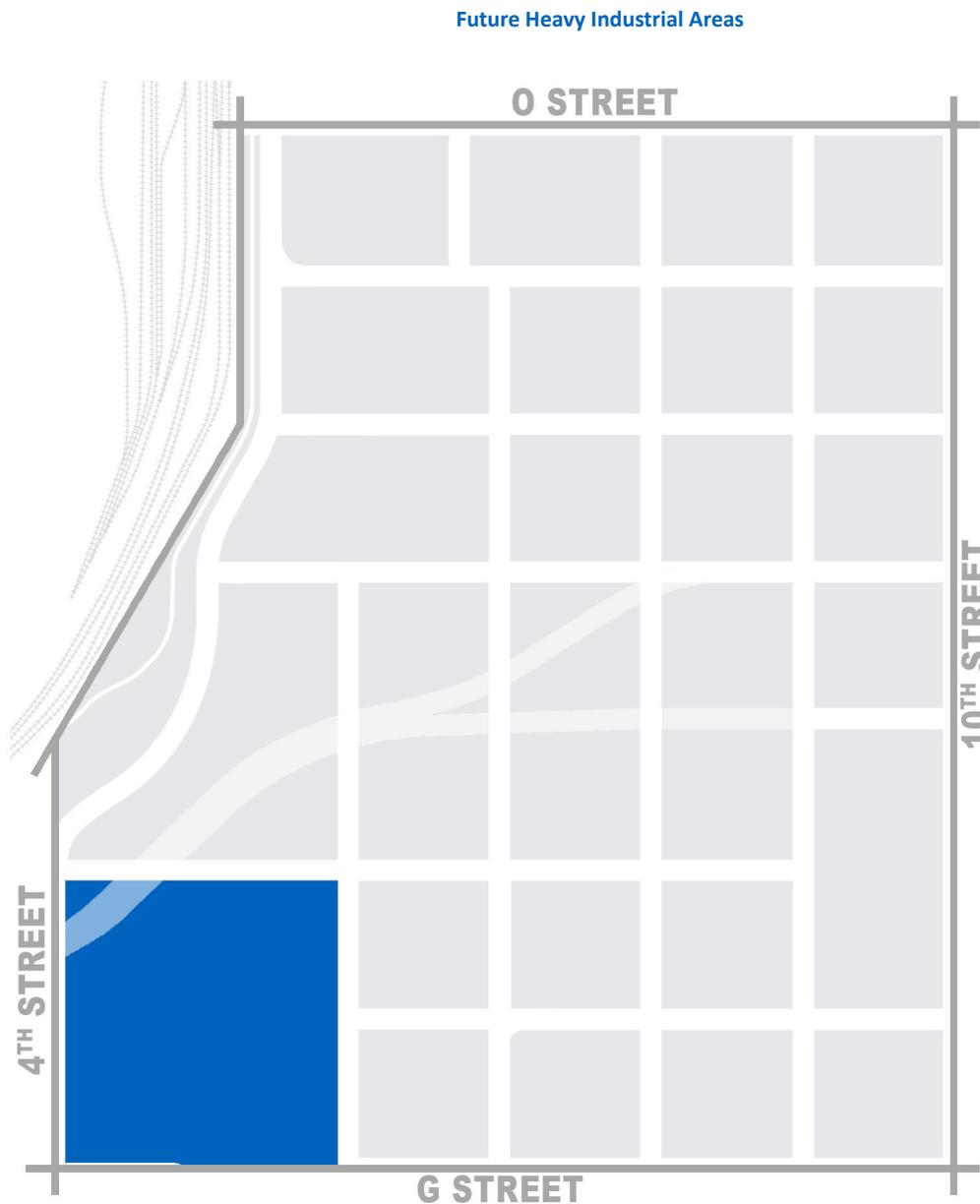
## Transition from Heavy Industrial Uses

South Haymarket has historically been an industrial district. Over the years, manufacturing, warehousing and processing facilities have dominated this area. In order to allow for residential redevelopment and light industrial and office/tech uses, these heavy industrial uses should transition to residential or mixed uses.

The Existing Heavy Industrial Areas are mainly located in the southwest quadrant of South Haymarket and extend north to N Street.



The Future Heavy Industrial Area is shown in the far southwest corner of South Haymarket in the plan, where TMCO, an existing and growing company, is recommended to remain. This allows for redevelopment of other existing heavy industrial properties for residential and mixed-uses.

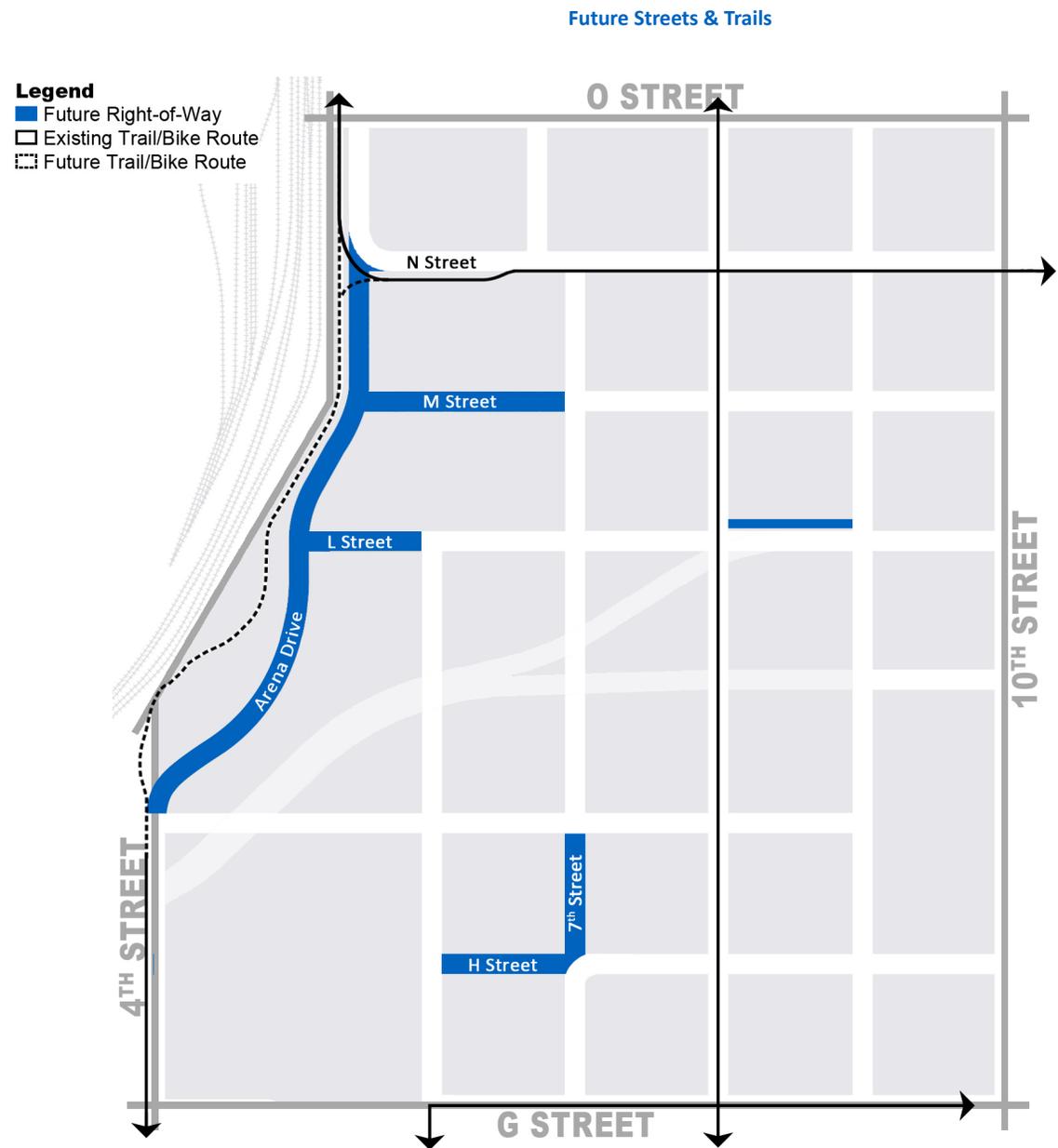




## Organize the Streets, Sidewalks & Trails

Additional street and sidewalk connections are recommended in the South Haymarket Neighborhood. Reestablished streets begin to create urban blocks that are appropriate for high-density redevelopment, and sidewalks provide safe routes for pedestrians within and adjacent to South Haymarket. New or expanded transit routes should be reviewed for South Haymarket. New trails provide recreational opportunities and connect South Haymarket residents to destinations throughout Lincoln.

This map shows the future streets and bicycle facilities in the South Haymarket Neighborhood. Reestablishing rights-of-way in South Haymarket supports the vision for creating a high-density, urban neighborhood. New sidewalks should be installed along blocks where they do not exist today. Continuous sidewalks will provide safe routes for pedestrian activity. Improvements noted here should be funded as redevelopment occurs.





## Develop Adequate Open Space

As new residential units are developed in South Haymarket the demand for open space will increase. The City should plan for this demand and provide places for residents to recreate in South Haymarket. New open spaces also provide opportunities for floodplain mitigation.

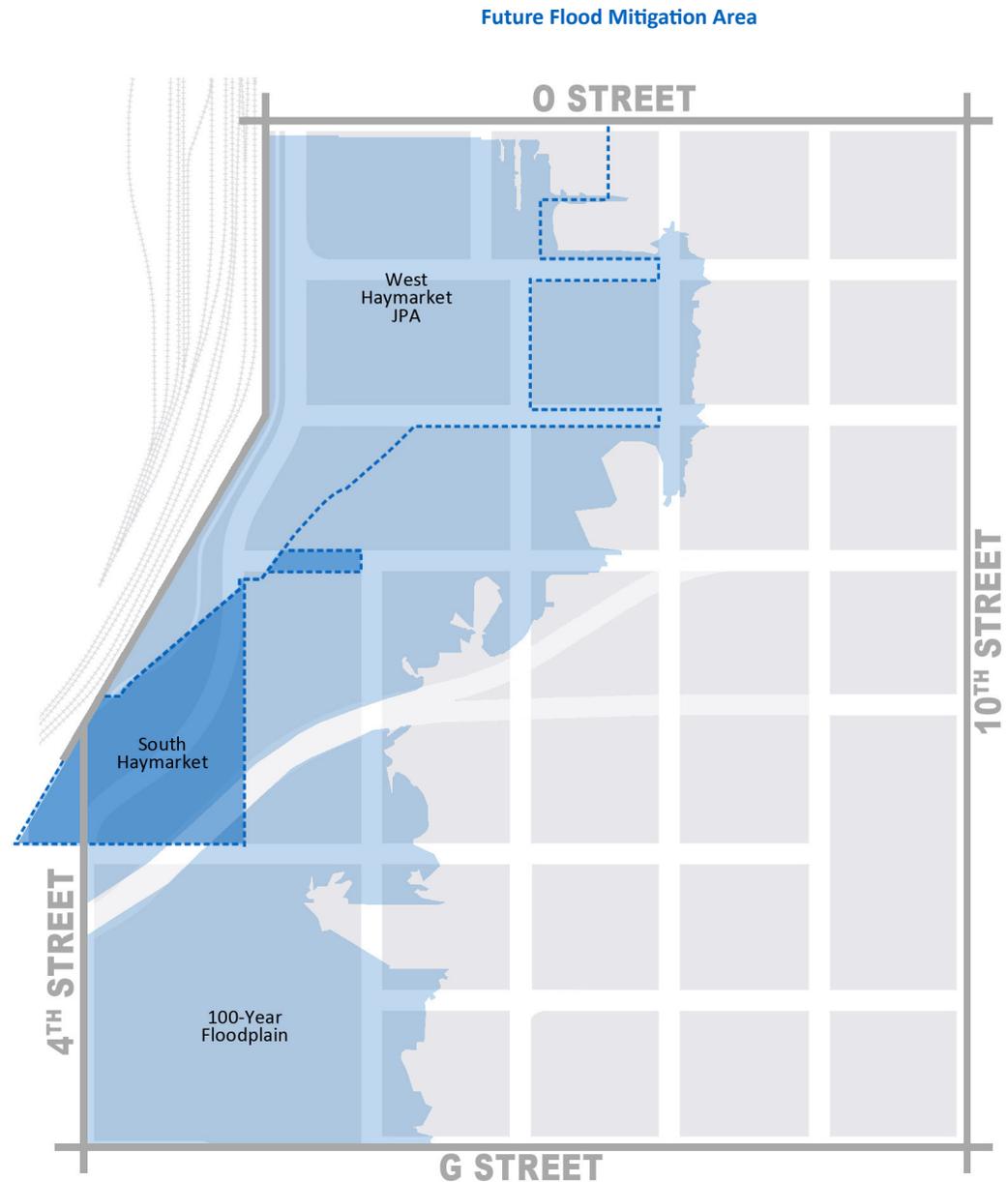
The Future Open Space Network for South Haymarket, shown on the map to the right, consists of a combination of new and enhanced amenities including new trail connections, a public plaza, enhanced streetscapes and public open space.

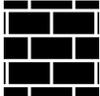




The South Haymarket Neighborhood is impacted by the 100-year Salt Creek floodplain, as shown on this map. The open space concept in the South Haymarket Neighborhood Plan is intended to provide compensatory flood storage to allow other properties to fill and construct new buildings above the base flood elevation. All residential structures must be constructed one foot above the base flood elevation.

The property owned by the West Haymarket JPA has been included in the floodplain mitigation area. That land on the map has already been allowed 100% fill due to compensatory storage designated to the north and west of the South Haymarket Neighborhood. The same concept is proposed for the South Haymarket mitigation area shown in dark blue on the map. This area has adequate flood storage volume to allow other properties north of Rosa Parks Way in South Haymarket to add fill and develop buildings outside of the floodplain. The land to the west of the TMCO property is deeper in the floodplain and will need to address its own flood storage volume when future expansion is proposed.

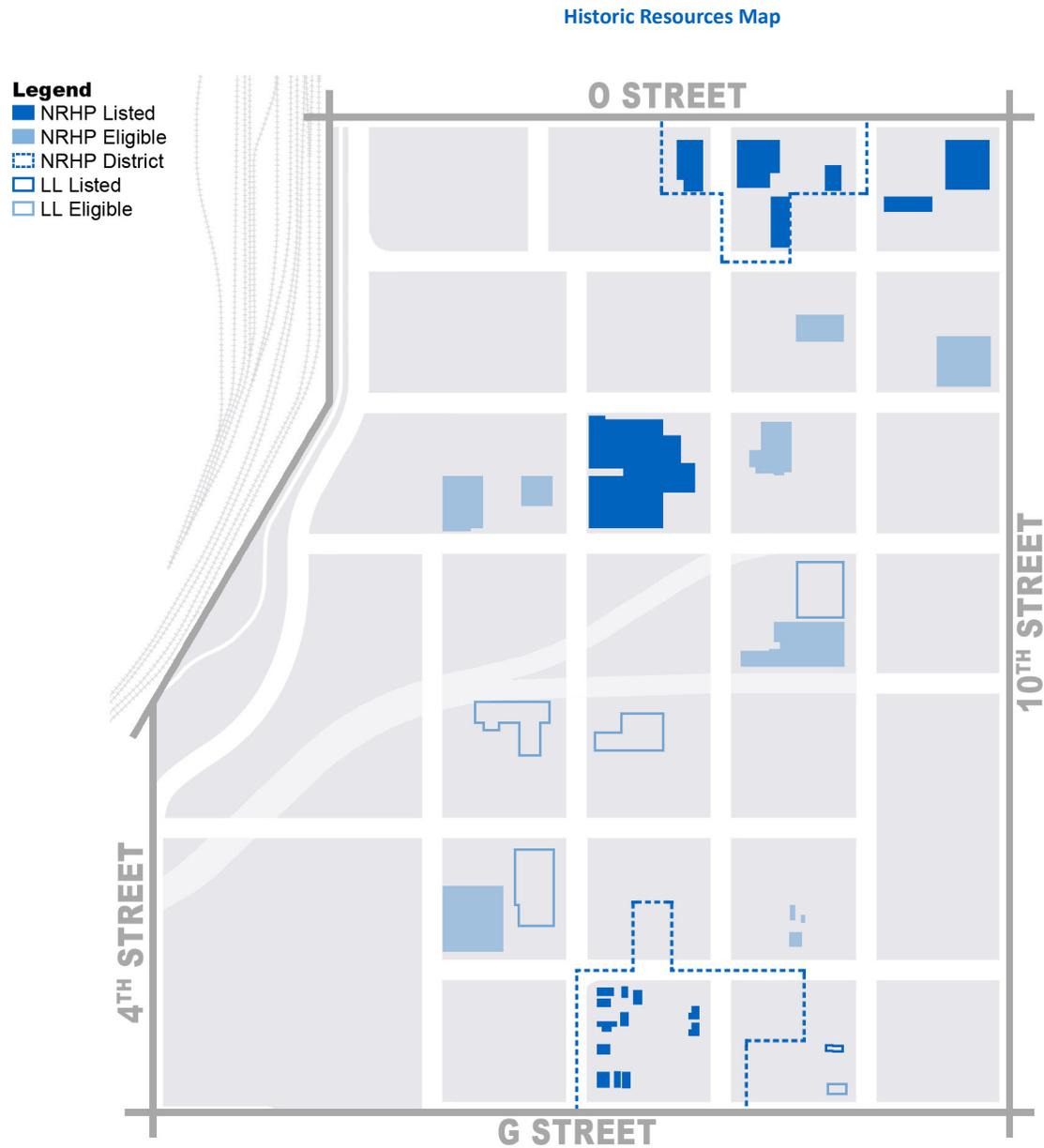




## Preserve Historic Resources

Historic buildings are important to the character of South Haymarket and should be preserved and renovated when possible. The historic assets of South Haymarket enrich the area and provide some of the sense of place which this plan seeks to strengthen through revitalization and redevelopment.

The Historic Resources in South Haymarket include properties located within National Register Historic Districts and properties that have been determined to be eligible for designation as a Local Landmark or on the National Register of Historic Places. Historic resources should be reused where possible and may be eligible for certain rehabilitation programs, such as historic tax credits.

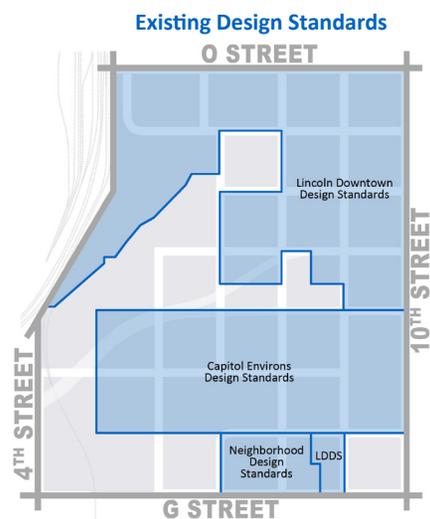




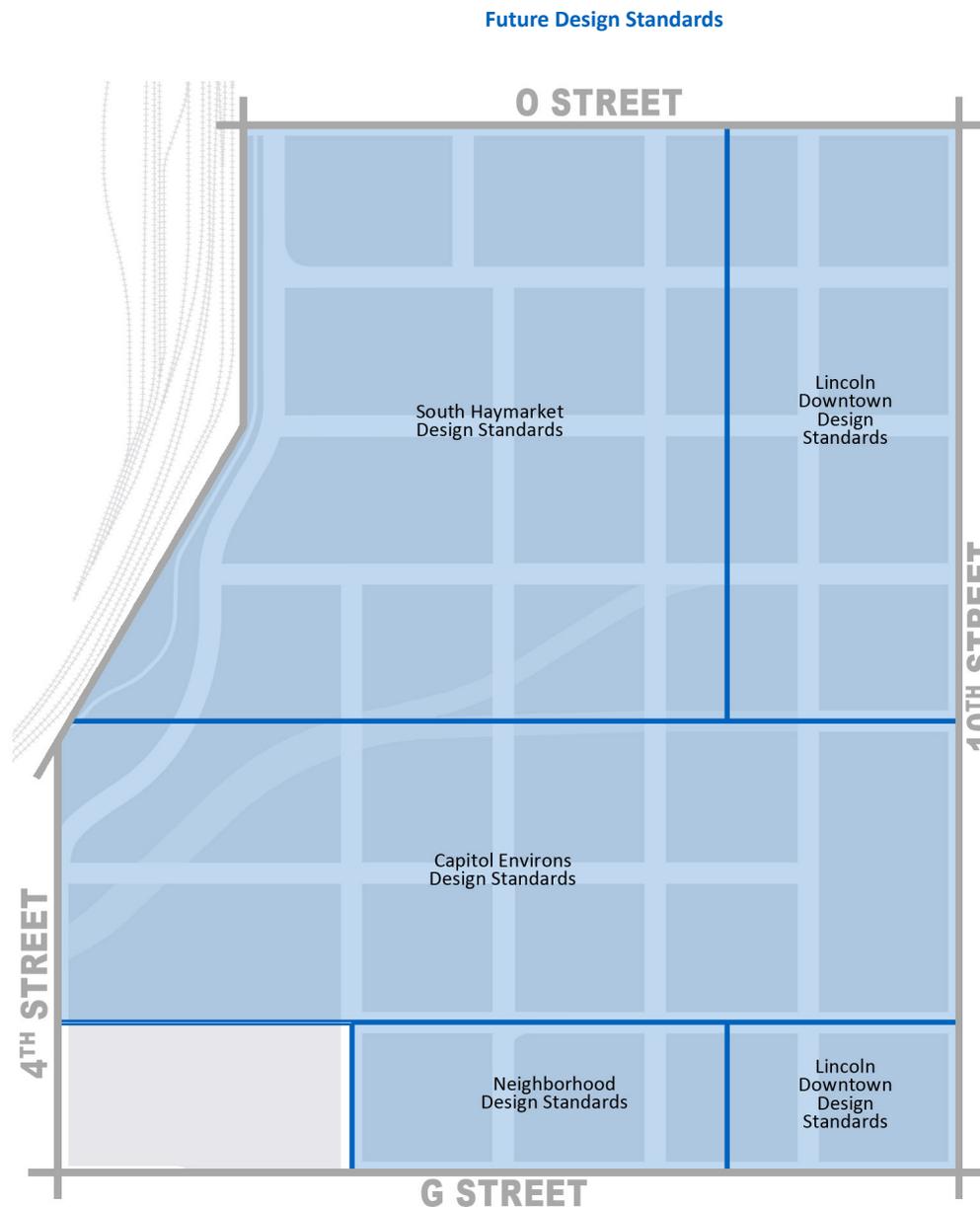
## Implement Site & Building Design

Existing and new design standards for the South Haymarket Neighborhood address streetscapes, site development, and building design. The intention is for both public and private property owners to comply with South Haymarket design standards. New design standards will need to be developed after this plan is adopted.

The map below shows the Existing Design Standards in South Haymarket. Lincoln has a history of success with design standards including the Lincoln Downtown Design Standards, Capitol Environs Design Standards, and Neighborhood Design Standards. These design standards apply in many areas of South Haymarket today.



The map to the right shows where the Future Design Standards for the South Haymarket Neighborhood will apply. The Neighborhood is partly covered by existing Downtown and Capitol Environs Design Standards. New proposed design standards for the remaining South Haymarket areas address streetscapes, site development, and building design.



# P

## Develop a Parking Program

More than 4,000 parking spaces exist in South Haymarket today, including approximately 870 on-street spaces. However, the current parking program for South Haymarket is disjointed and haphazard. The South Haymarket Neighborhood Plan recommends significant redevelopment to occur, so parking will be a key factor to the neighborhood's success.

This map shows the Future Parking Areas in South Haymarket. The increase in parking demand is accommodated by a combination of on-street and off-street facilities. Off-street facilities should include both public and private surface lots and parking structures. Some public facilities shown on this map may become parking that is shared between the private development and the general public in order to maximize the use. This arrangement would be appropriate near non-concurrent uses or when Tax Increment Financing is assisting with redevelopment.

