



SOUTH HAYMARKET NEIGHBORHOOD PLAN

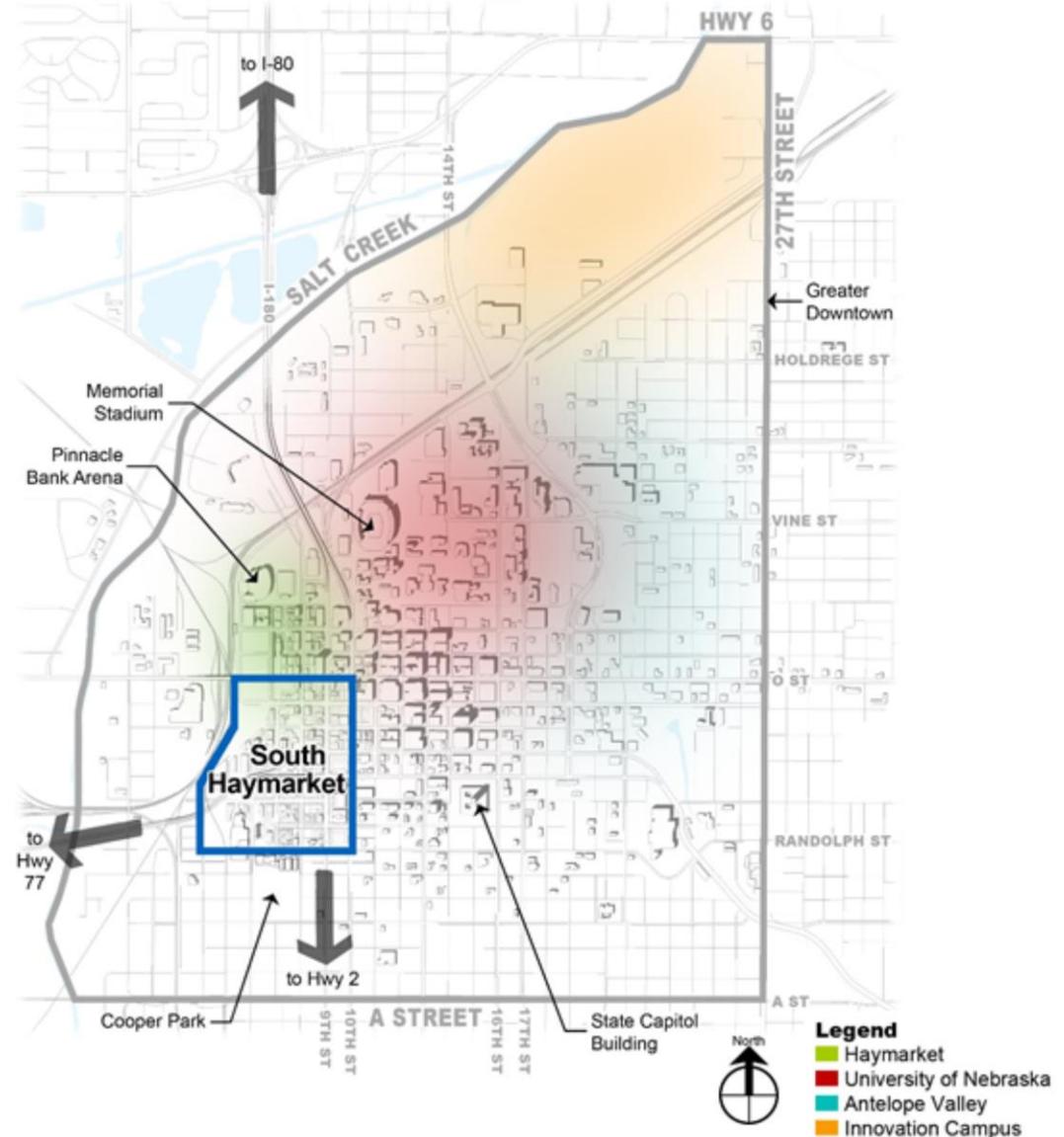


NOTES: The 2005 Downtown Master Plan identified South Haymarket as a unique area for high density residential development. As recommended in the Downtown Master Plan, staff began the South Haymarket planning process in early 2013. Over the past 2 years we have met with property and business owners, City staff and elected officials to gather input on the future of South Haymarket. This presentation shows the concepts and recommendations that have developed out of those meetings. This image from 10 years ago shows how much South Haymarket has already changed.

SOUTH HAYMARKET NEIGHBORHOOD PLAN

The Study Area

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

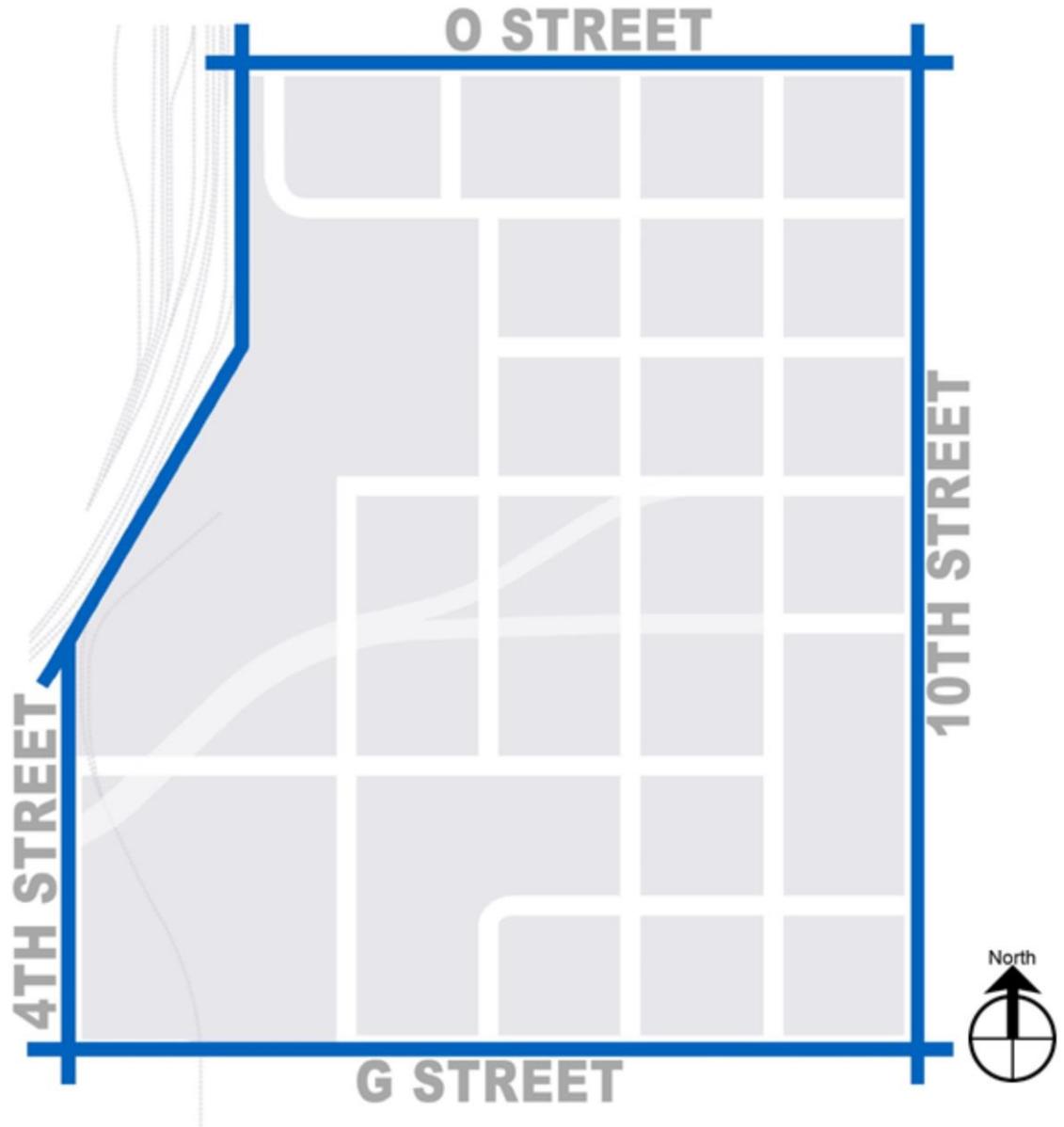


NOTES: South Haymarket is located in the southwest quadrant of Greater Downtown. South Haymarket is located near other destinations such as the Pinnacle Bank Arena, UNL Downtown Campus and the State Capitol.

SOUTH HAYMARKET NEIGHBORHOOD PLAN

The Plan Area

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

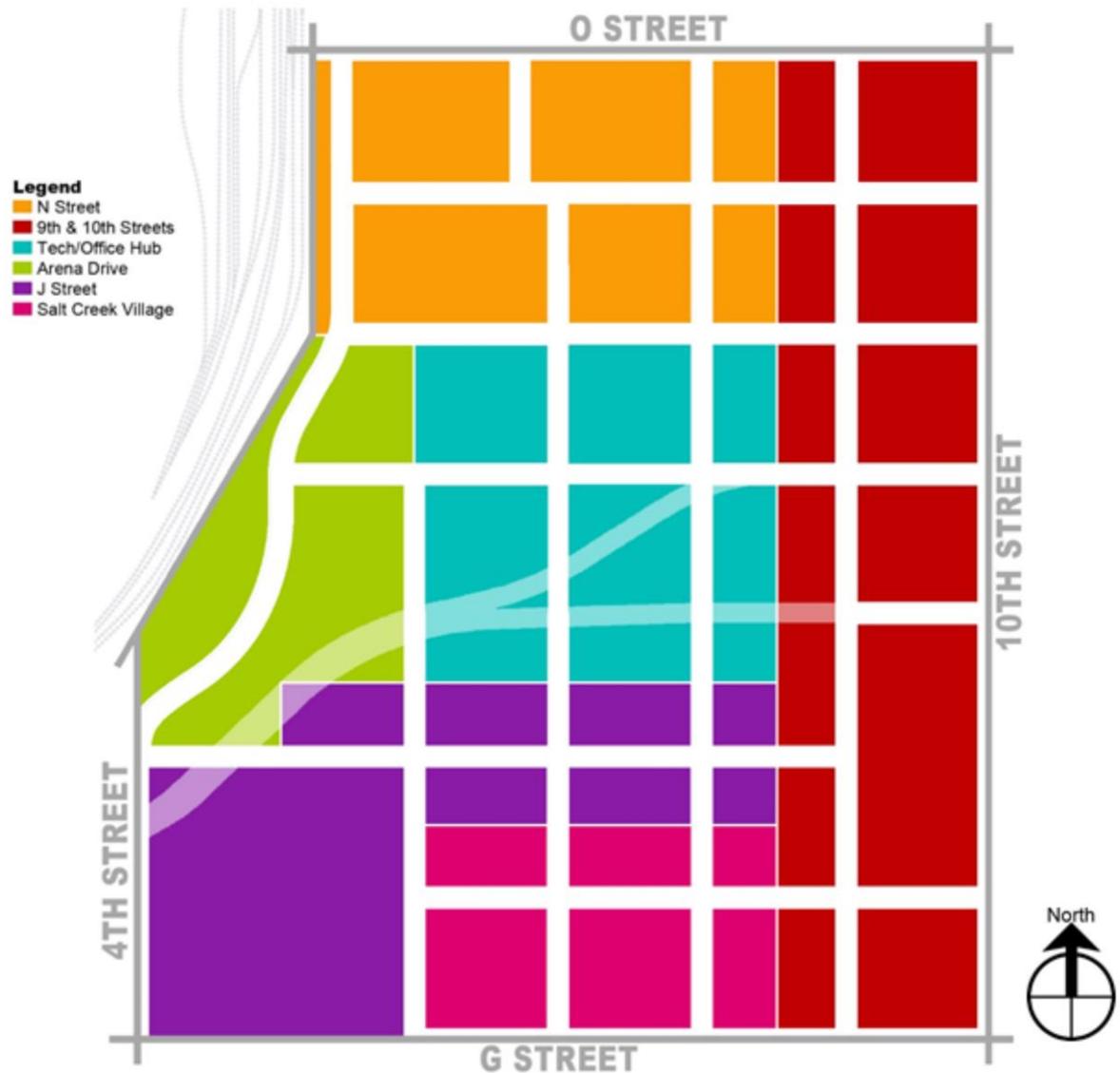


NOTES: South Haymarket is a 38 block area bounded by O Street, 10th Street, G Street and 4th Street rail line.

SOUTH HAYMARKET NEIGHBORHOOD STUDY

Subareas

- Six geographic subareas
- Each subarea contains or is recommended to contain unique development features



NOTES: The plan separates South Haymarket into six subareas that contain or are recommended to contain unique features considered significant to overall development. Each subarea was further studied based on the goals that were identified throughout the planning process.

SOUTH HAYMARKET NEIGHBORHOOD STUDY

South Haymarket Goals

- Eight overarching goals for South Haymarket
- The urban neighborhood vision is illustrated by applying goals to each subarea
- These goals were established based on the input from property owners, the public and elected officials



Create an Urban Neighborhood



Consolidate the Government Footprint



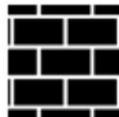
Transition from Heavy Industrial Uses



Organize the Streets, Sidewalks & Trails



Develop Adequate Open Space



Preserve Historic Resources



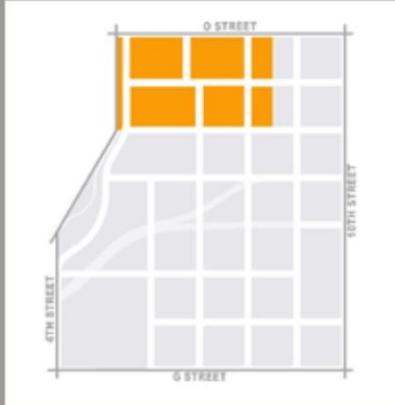
Implement Site & Building Design



Develop a Parking Program

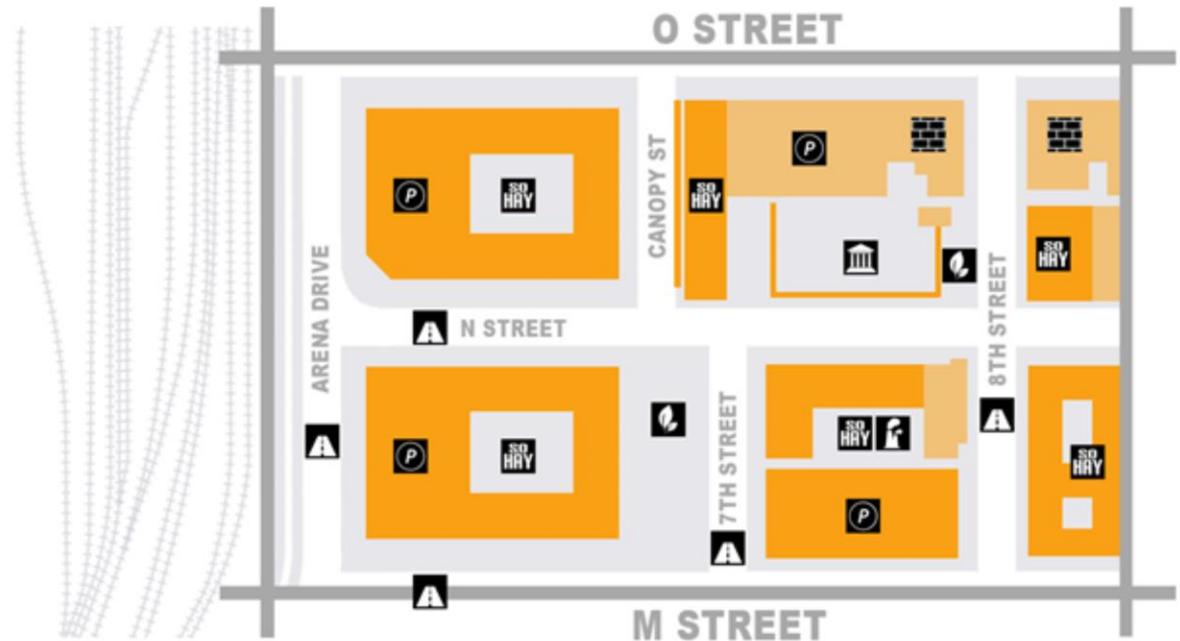
NOTES: The vision for South Haymarket is illustrated by applying these eight goals to each subarea previously shown. These goals were developed out of meetings with business and property owners, City staff and elected officials.

N STREET CORRIDOR



N Street Corridor Summary

- High Density Residential
- One-Way N Street
- Public Plaza
- Public Parking Garage

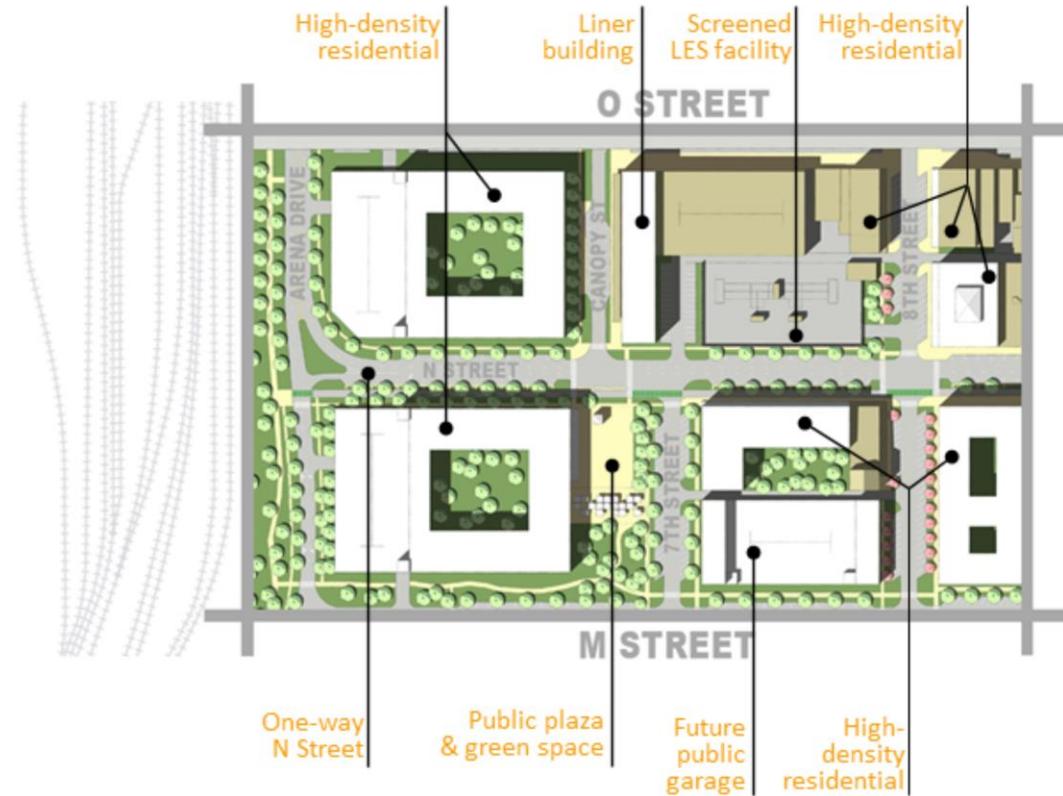


Legend

- New Buildings
- Existing Buildings
- 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
- Develop a Parking Program

NOTES: This map highlights recommendations for the N Street Corridor. The buildings shown on this map differentiate existing versus new structures. Each one of the goals placed on the map provides a visual representation of the recommendation for that specific site. The N Street Corridor is recommended for significant residential development in new construction and existing buildings. A public plaza is proposed at the terminus of Canopy Street. A public parking garage is recommended as parking demand continues to increase. One-way N Street is recommended with the extension of Arena Drive and M Street.

N STREET CORRIDOR



NOTES: The recommended build out of the N Street Corridor shows the high density residential uses, one-way N Street, public plaza and public parking garage.

N STREET CORRIDOR

7th & 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 7th and N Streets.

If M Street is extended west of 7th 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 7th Street, a center, landscaped median in N Street would also soften this corridor.

7th & N Today



NOTES: Development on these sites should be high-density residential, and buildings should have an orientation to the streets. With N Street as one-way additional improvements such as street trees and landscaping soften the mass of concrete that exists today. The property on the south side of N Street may also be appropriate for mixed-use.

N STREET CORRIDOR

Canopy Street Plaza

The corner of 7th & 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



Expanded green space adjacent to the plaza

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

Landmark feature in plaza at terminus of Canopy Street

Outdoor spaces connect with adjacent development



NOTES: A public plaza is recommended at the terminus of Canopy Street. This is a highly-visible corner that could become a hub of activity and would provide an extension of Canopy Street into South Haymarket. The plaza should include a mix of hardscape and greenspace and should provide a connection to the protected bikeway.

N STREET CORRIDOR

Canopy & N

This shows a concept for a Liner Building wrapping the Lumberworks Parking Garage at the northeast corner of Canopy Street and N Street. The proposal is for a mixed-use 6-story building. The first floor contains active uses that would serve area residents. The building needs to be designed to accommodate the restored canopy in the right-of-way.

This development would achieve the vision of providing additional housing choices and services in the South Haymarket Neighborhood.

Canopy & N Today



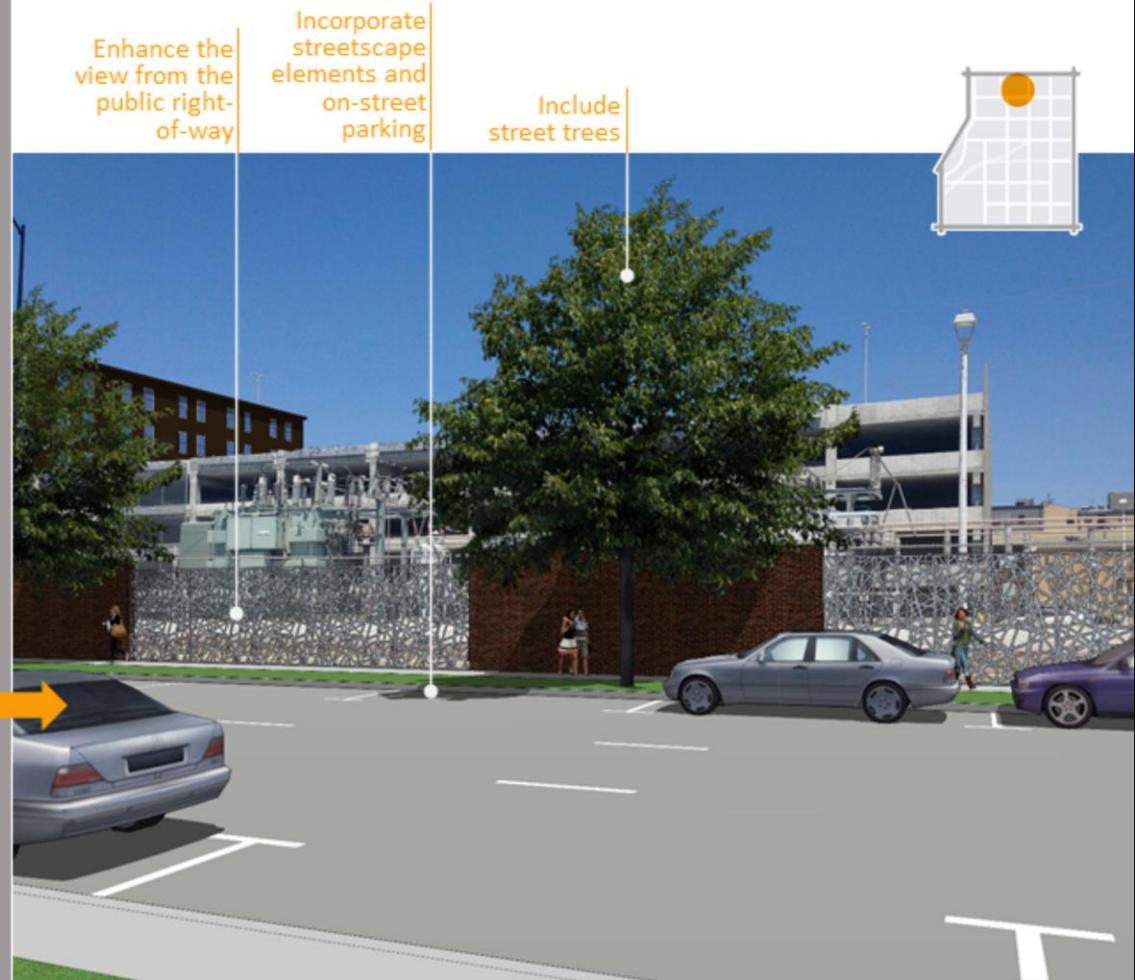
NOTES: The liner building is an appropriate location for mixed-use with commercial uses on the first floor and residential units above. The liner building should respect the restored canopy and have orientation to Canopy Street and N Street. One-way N Street allows for additional green areas along the protected bikeway as shown.

N STREET CORRIDOR

LES Substation

The LES substation along N Street has a substantial impact on the surrounding properties. The image to the right shows a proposed screening wall similar to recent iterations of what was approved by the Urban Design Committee in 2013. Up lighting of the substation equipment is also proposed. This conceptual design is supported by the South Haymarket Neighborhood vision. Improvements to this site should acknowledge the future potential for a one-way N Street.

LES Substation Today



NOTES: Screening proposed for the LES substation would provide an enhanced pedestrian space along N Street. This image also shows N Street as a one-way facility with on-street parking and street trees.

N STREET CORRIDOR

8th & N

The southeast corner of 8th & N is currently under redevelopment for high-density residential. The building on this site should orient to 8th Street and N Street. Active uses should be on the first floor including a gym, computer lab or commons room. The streetscape should be enhanced to include street trees and on-street parking.

8th & N Before Construction



NOTES: This is a high-density residential project that is currently underway. The building shown is the proposed design from the developer. Streetscape elements should be added adjacent to this side including on-street parking, sidewalks and street trees. The enhanced streetscape along 8th Street is shown which provides a complete connection through South Haymarket. Active first floor uses provide interaction with the public space and protected bikeway.

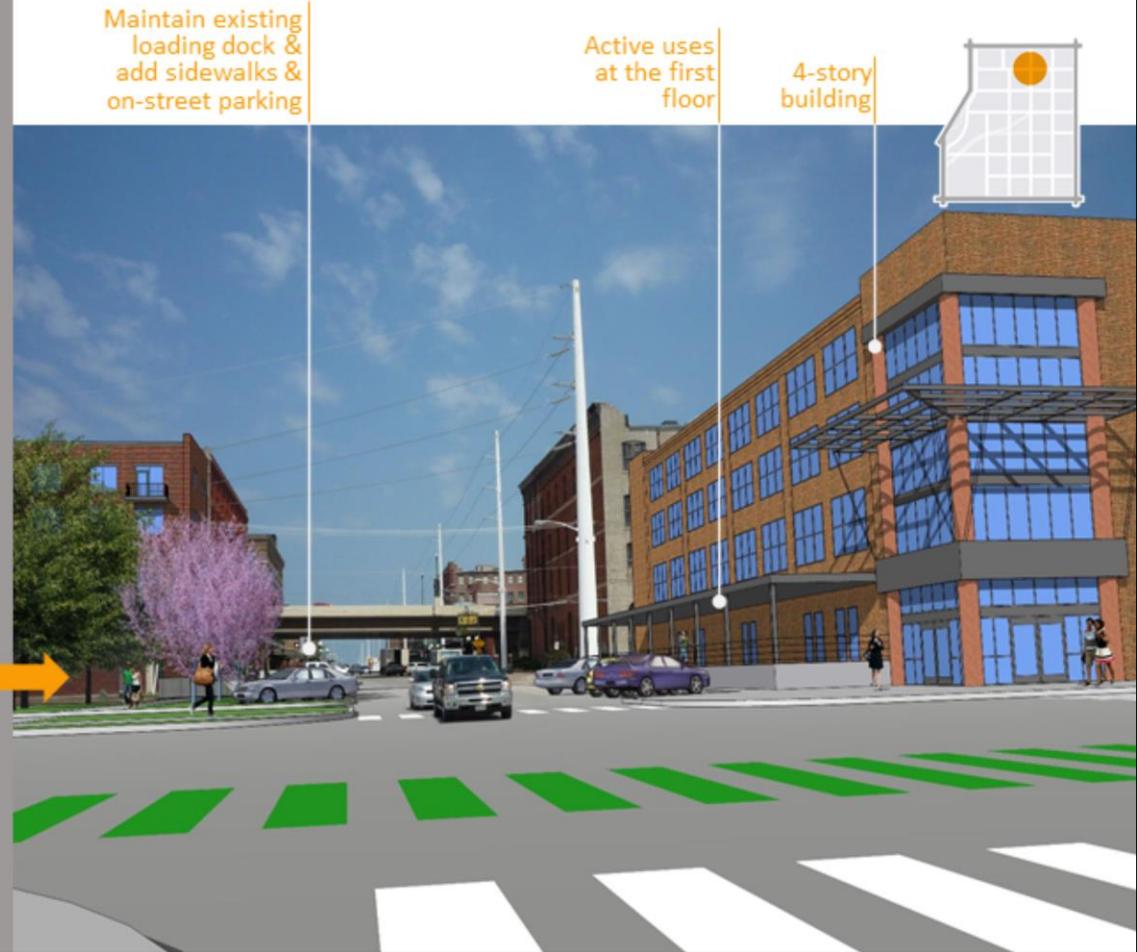
N STREET CORRIDOR

8th & N

A variety of uses exist on the properties located at 8th 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 8th 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.

8th & N Today



NOTES: This image shows a multi-story mixed-use building at 8th & N. The building is built to the property line which helps define the streetscape and further defines this as an entryway into the Historic Haymarket. Enhanced landscaping is recommended adjacent to the LES substation to soften the view from the public right-of-way.

N STREET CORRIDOR

Midwest Steel

Midwest Steel Works, Inc. occupies a full block bounded by N Street, 7th Street, 8th 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 a residential liner building to screen the parking garage

Reuse the existing building for residential/mixed-use

Orient the uses to N Street & the Protected Bikeway

Construct a new 6-story building for residential units

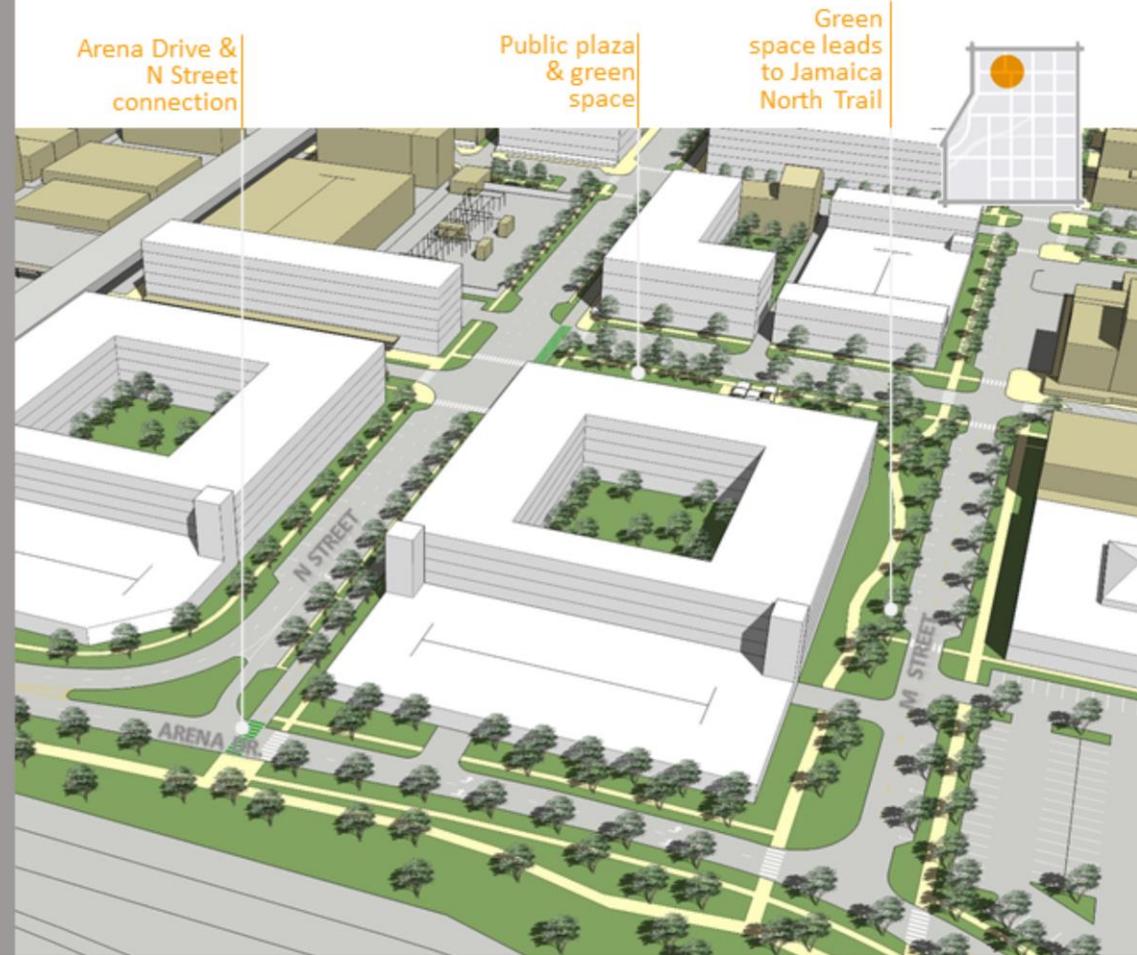


NOTES: The Midwest Steel block is an appropriate location for high-density residential uses and a future public parking garage. Reuse of the existing building and loading dock may be possible with a significant addition to the west. A liner building along the parking garage on 8th Street provides an enhanced street presence. The enhanced streetscape is shown along 8th Street. The loading docks provide additional interaction with the protected bikeway on N Street.

N STREET CORRIDOR

Conceptual Build-Out

The N Street Corridor is recommended to develop with some of the most dense development in South Haymarket. High density residential should be a priority for the blocks in this subarea. Extending Arena Drive and M Street increase access and create a new urban block for residential development. This also allows N Street to be narrowed and additional amenities provided. The public plaza provides outdoor space for residents and connects to other facilities such as the protected bikeway and Jamaica North Trail.

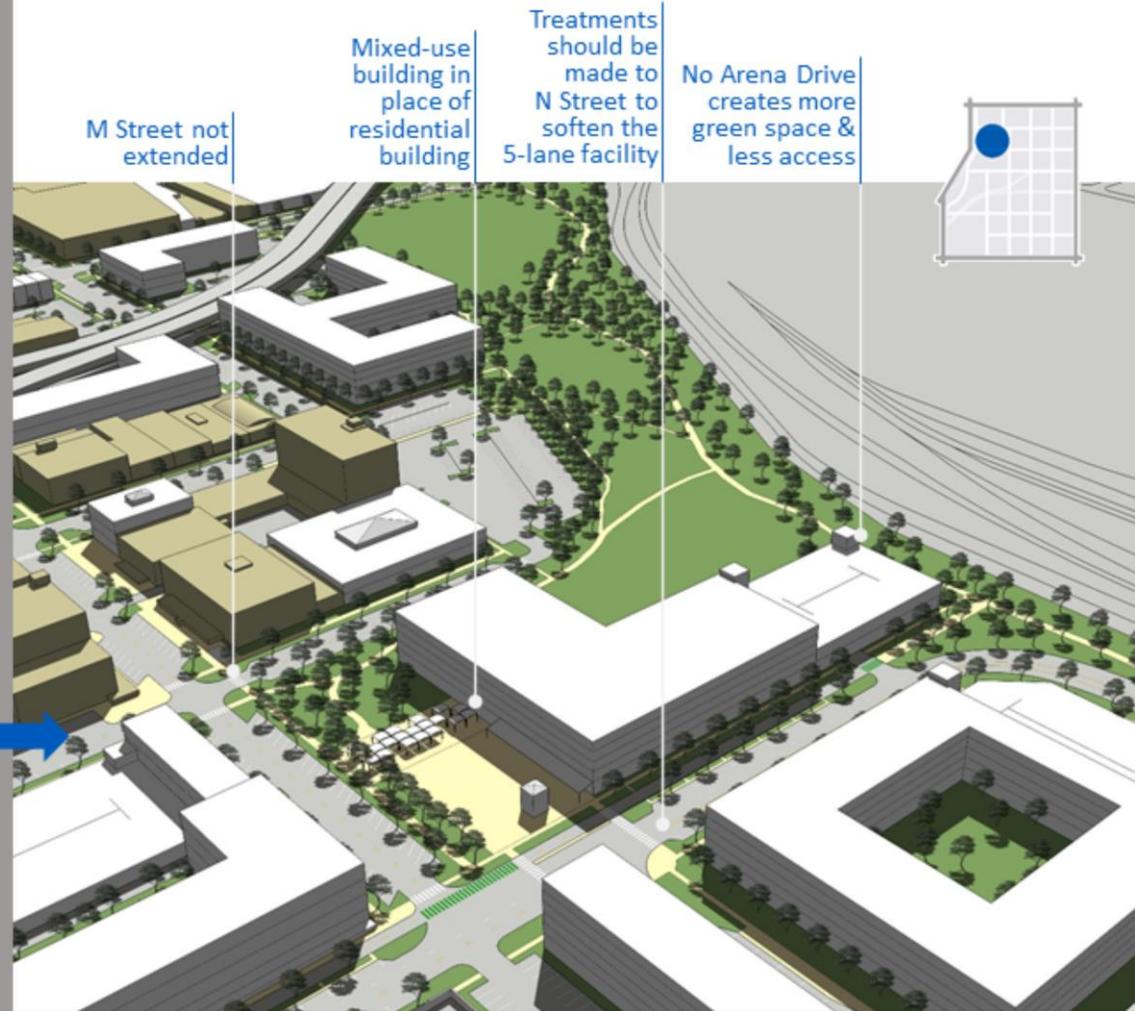


NOTES: This view shows an overall conceptual build-out of the N Street Corridor. New residential units are located in new and existing buildings. N Street is made a one-way with extended Arena Drive and M Street. Additional connections are made to the Jamaica North trail and protected bikeway.

7TH & N ALTERNATE

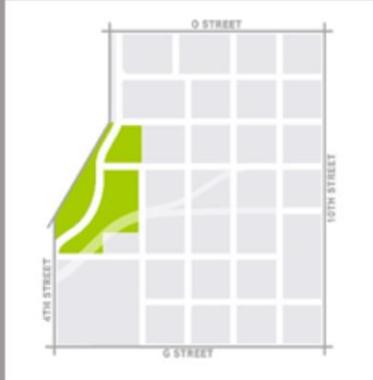
As the blocks in West Haymarket continue to develop, demand for additional commercial and office space may spill over into South Haymarket. The N Street Corridor provides excellent development opportunities for high-density residential, but may also be appropriate for mixed-use developments. This graphic shows how one block could develop with such uses.

Recommended Development



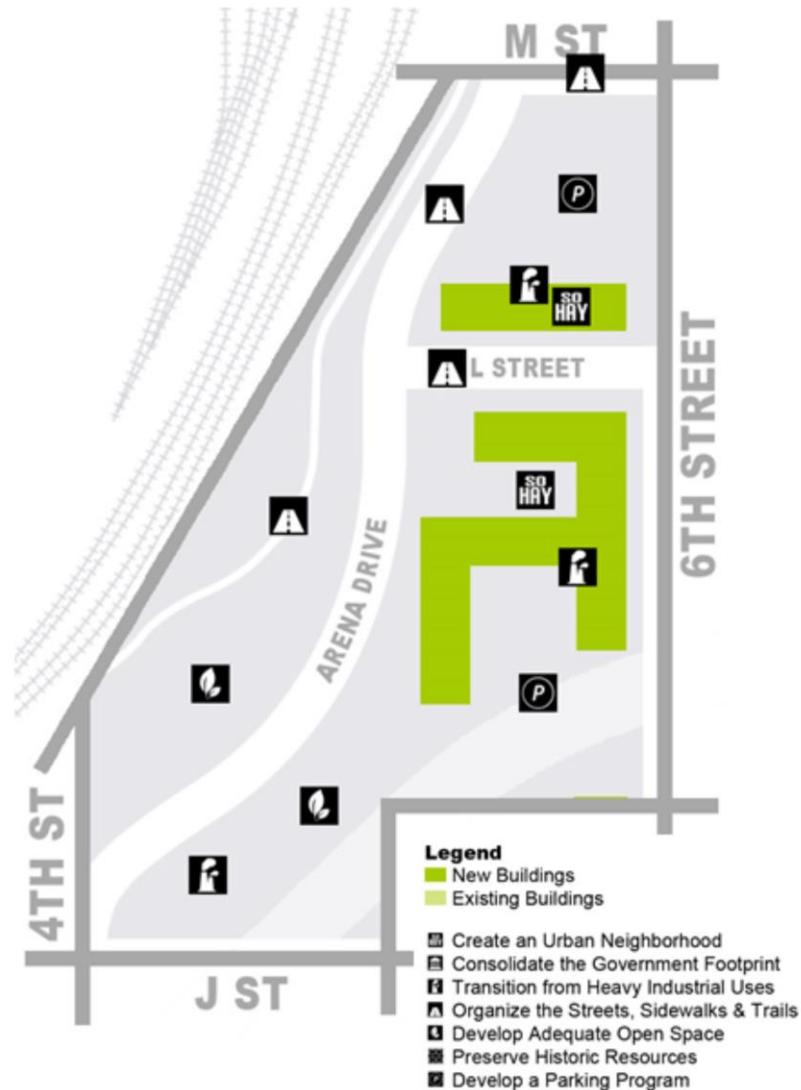
NOTES: This is an alternate for the block at 7th & N Streets in response to continued interest in developing office space in West and South Haymarket. This alternate does not include an extension of Arena Drive or M Street. This creates additional open space that provides for an open-space campus development. N Street would remain a two-way street, and treatments should be incorporated into N Street that would soften the corridor and make it more pedestrian-friendly.

ARENA DRIVE CORRIDOR



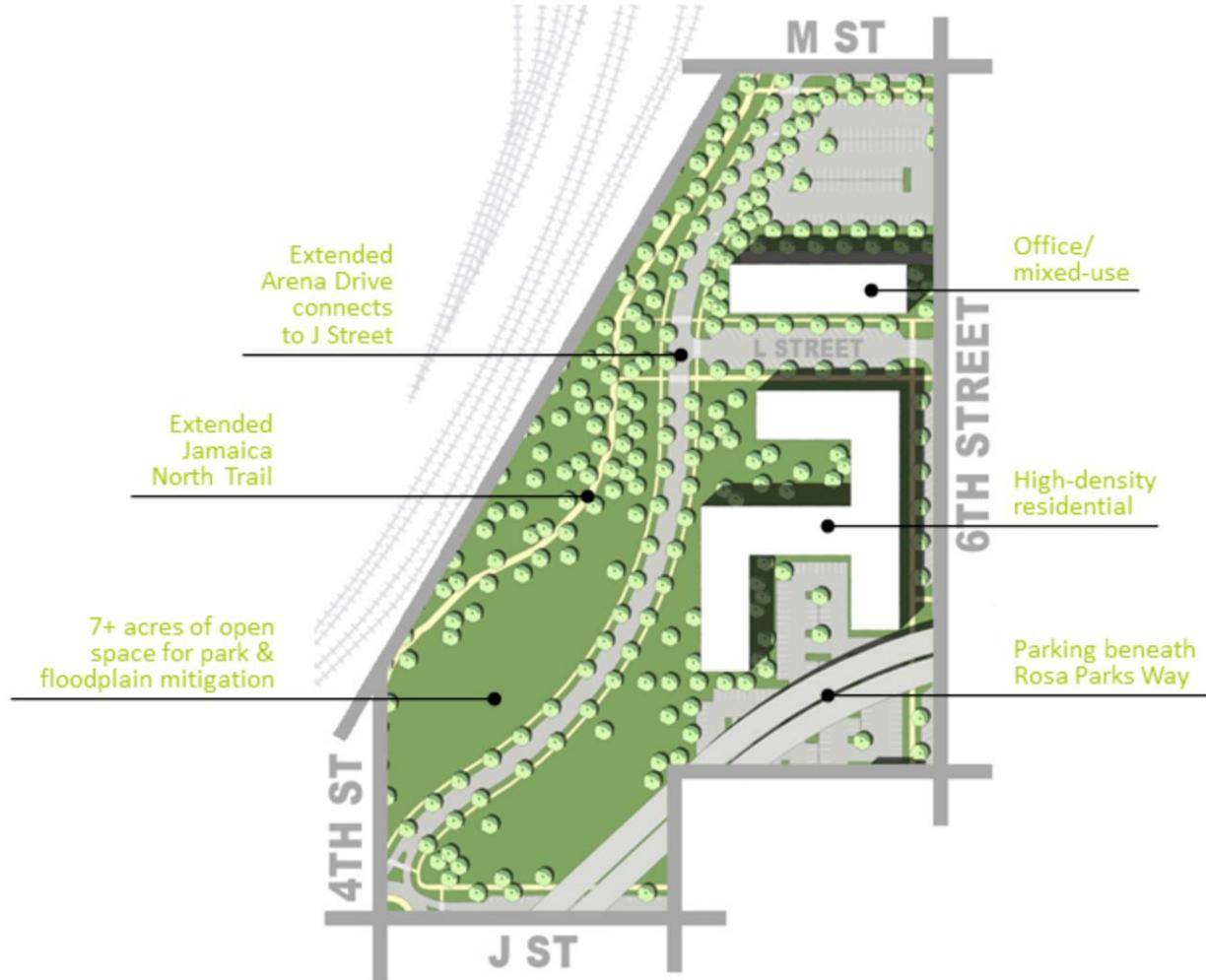
Arena Drive Corridor Summary

- Extension of Arena Drive & L Street
- Floodplain Storage
- Trail Extension
- High Density Residential



NOTES: The Arena Drive Corridor is along the western edge of South Haymarket. New development parcels are created with the extension of Arena Drive and L Street. Residential uses are appropriate if they are located 300 feet from the rail line. Open space along the western edge provides a buffer to the railroad as well as flood storage. The Jamaica North Trail is shown winding through the open space.

ARENA DRIVE CORRIDOR



NOTES: The recommended build-out of the Arena Drive Corridor shows residential development, extensions of Arena Drive and L Street, additional open space and the trail extension.

ARENA DRIVE CORRIDOR

6th & 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.

6th & L Today



Street trees & crosswalks enhance the pedestrian experience & safety

184 unit, 5-story residential building at 6th & L provides mass & a new street wall

L Street ROW is dedicated west of 6th Street & connects to the extended Arena Drive

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

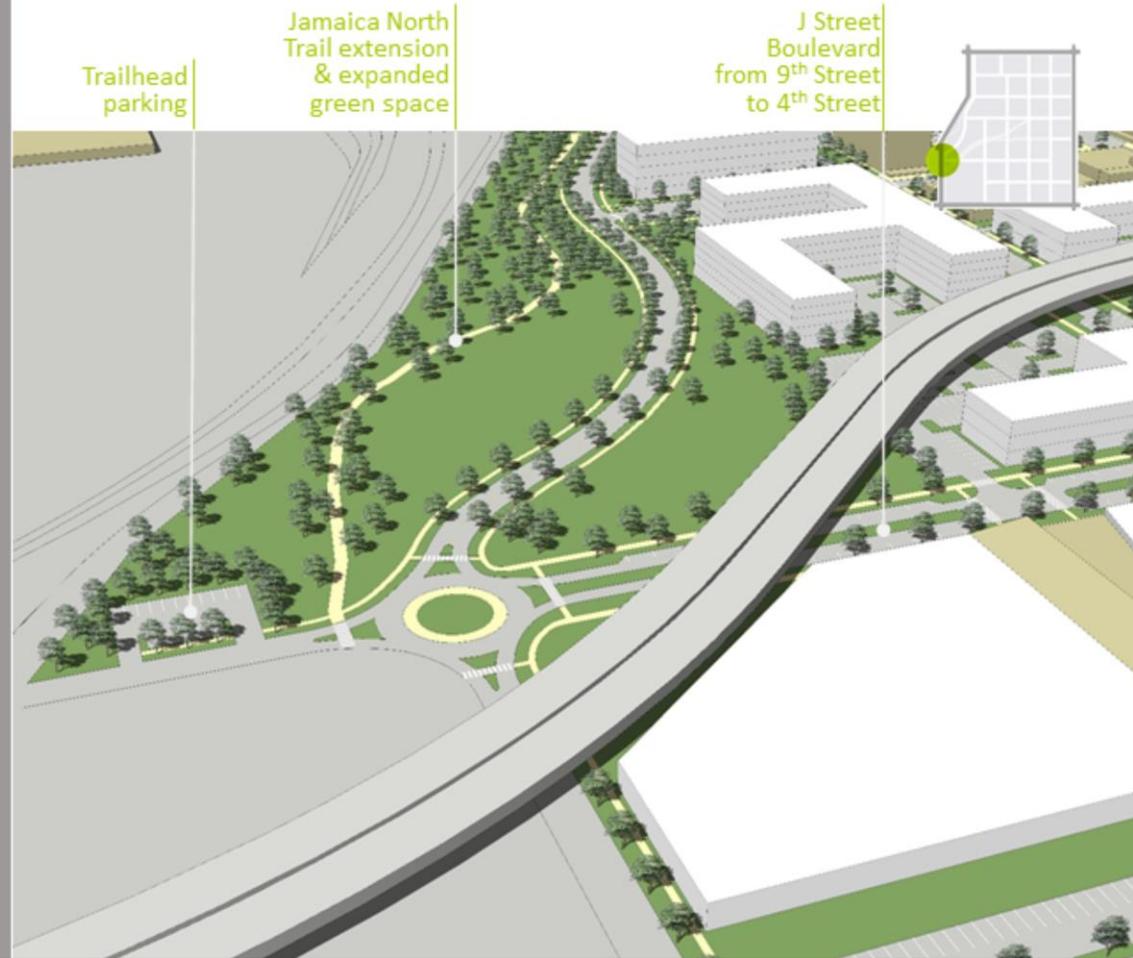


NOTES: The properties near 6th & L are shown redeveloped with residential and mixed-uses. Extending L Street to the west creates urban blocks that are appropriate for redevelopment. Multi-story buildings help define the public realm.

ARENA DRIVE CORRIDOR

Conceptual Build-Out

The Arena Drive Corridor is shown with substantial greenspace on the western edge of the subarea. The expanded open space and new streets could provide compensatory storage to allow other properties in the floodplain to redevelop. Residential and mixed-use buildings are shown along the extended L Street, and parking is provided beneath the Rosa Parks Way viaduct.



NOTES: This view shows an overall conceptual build-out of the Arena Drive Corridor. New residential units and a mixed-use building are shown along extended L Street. The Arena Drive extension to J Street provides an important connection between neighborhoods. The open space shown provides a location for the extended Jamaica North Trail as well as flood storage that will allow for additional redevelopment in South Haymarket.

TECH & OFFICE HUB



The Tech and Office Hub Summary

- Support Existing and New Office, Tech and Light Industrial Businesses
- Encourage residential units throughout
- Organize On and Off-Street Parking



Legend

- New Buildings
- Existing Buildings
- 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
- Develop a Parking Program

NOTES: The Tech and Office Hub is located in the central part of South Haymarket. Existing and new businesses are supported in this area and residential units should be developed wherever possible. Consolidation of government properties allows for redevelopment, such as the space between the Rosa Parks Way viaducts. The M Street extension west of 7th Street creates additional access and development opportunities.

TECH & OFFICE HUB



NOTES: The recommended build-out of the Tech and Office Hub shows reuse of existing buildings for commercial and residential uses, enhanced streetscape along 8th Street and organized on-street parking.

TECH & OFFICE HUB

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 6th Street on public land that would be appropriate for public parking.

Underutilized space beneath the bridge becomes parking

Parking is organized with striped stalls



Beneath Rosa Parks Way Today

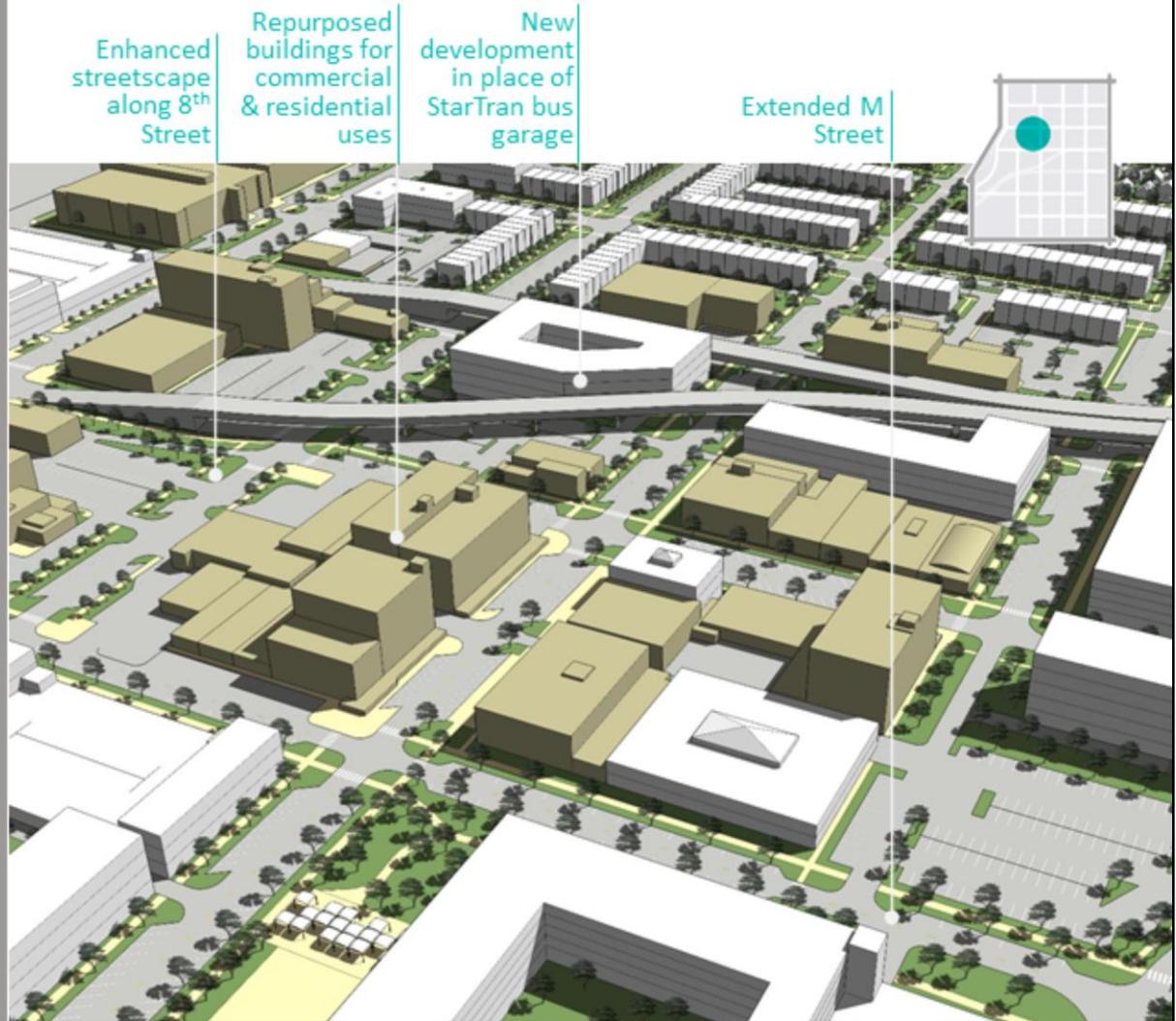


NOTES: This view shows reuse of the space beneath Rosa Parks Way east of 6th Street. This area today is underutilized and could be organized for parking similar to the area beneath Harris Overpass.

TECH & OFFICE HUB

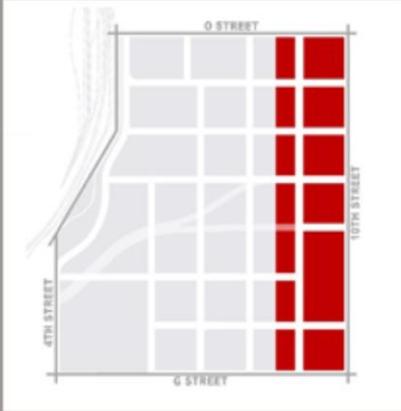
Conceptual Build-Out

This aerial view of the Tech and Office Hub shows the conceptual build-out of the subarea. Selected infill sites are ideal for new or expanded commercial and mixed-uses. The streetscapes are organized for on-street parking, sidewalks and street trees.



NOTES: This view shows an overall conceptual build-out of the Tech & Office Hub. New and repurposed buildings are appropriate for commercial and residential uses. Streetscapes are organized to provide on-street parking, sidewalks and street trees.

9TH & 10TH STREET CORRIDOR



9th & 10th Street Corridor Summary

- Mixed-Use Development
- Transition to Downtown Proper
- Enhanced Streetscape
- Consolidated Government Campus



NOTES: The 9th & 10th Street Corridor is along the eastern edge of South Haymarket and serves as a transition between South Haymarket and Downtown proper. Development in this corridor should be mixed-use and new buildings should utilize the allowable building height to reflect the transition between the South Haymarket Neighborhood and Greater Downtown. The consolidated government campus located between L and G Streets allows for additional private development in other areas of South Haymarket. Mixed-use development should occur on properties between O and L Streets.

9TH & 10TH STREET CORRIDOR



NOTES: The recommended build-out of the 9th & 10th Street Corridor shows the consolidated government campus, private redevelopment on the west side of 9th Street, and mixed-use development north of L Street. StarTran has identified the block between N and M Streets as a potential site for the Transit Center in their effort to receive funding.

9TH & 10TH STREET CORRIDOR

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



NOTES: The K Street building is recommended to be repurposed for residential units. This was also a recommendation of the 2005 Downtown Master Plan, and continues to be supported by the South Haymarket Plan. Residential units at this location would be a catalyst for other development in this area.

9TH & 10TH STREET CORRIDOR

9th & J

The Public Building Commission properties located at 9th & 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 9th 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.

9th & J Today



Add street trees & planting areas to soften the ROW

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

Redevelop existing buildings for mixed-use/residential

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



NOTES: The intersection of 9th & J is a prominent entryway into the South Haymarket Neighborhood. The one-story government buildings at this location are recommended to redevelop as multi-story mixed-use structures. Commercial is recommended for the first floors with residential units above. The County Board is currently undertaking a renovation of the former Benesch Building for the Crisis Center. Given the investment in the future Crisis Center building it is likely that redevelopment of that site will occur in the longer-term.

9TH & 10TH STREET CORRIDOR

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.

10th Street Today



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



NOTES: This image shows how additional parking decks can be added to the north lot. A 4-story building is shown on the north end of the parking lot adjacent to L Street that would consolidate government offices west of 9th Street and in other locations in Lincoln. A similar design could be provided on the surface parking lot south of H Street.

9TH & 10TH STREET CORRIDOR

9th Street Streetscape

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

The pedestrian experience and visual feel of 9th and 10th 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.

9th Street Today



On-street, metered parking remains on 9th Street

The landscape buffer creates an enclosure for pedestrians

Pedestrian-scale lighting should be considered throughout South Haymarket

24-foot sidewalk accommodates the proposed landscaping



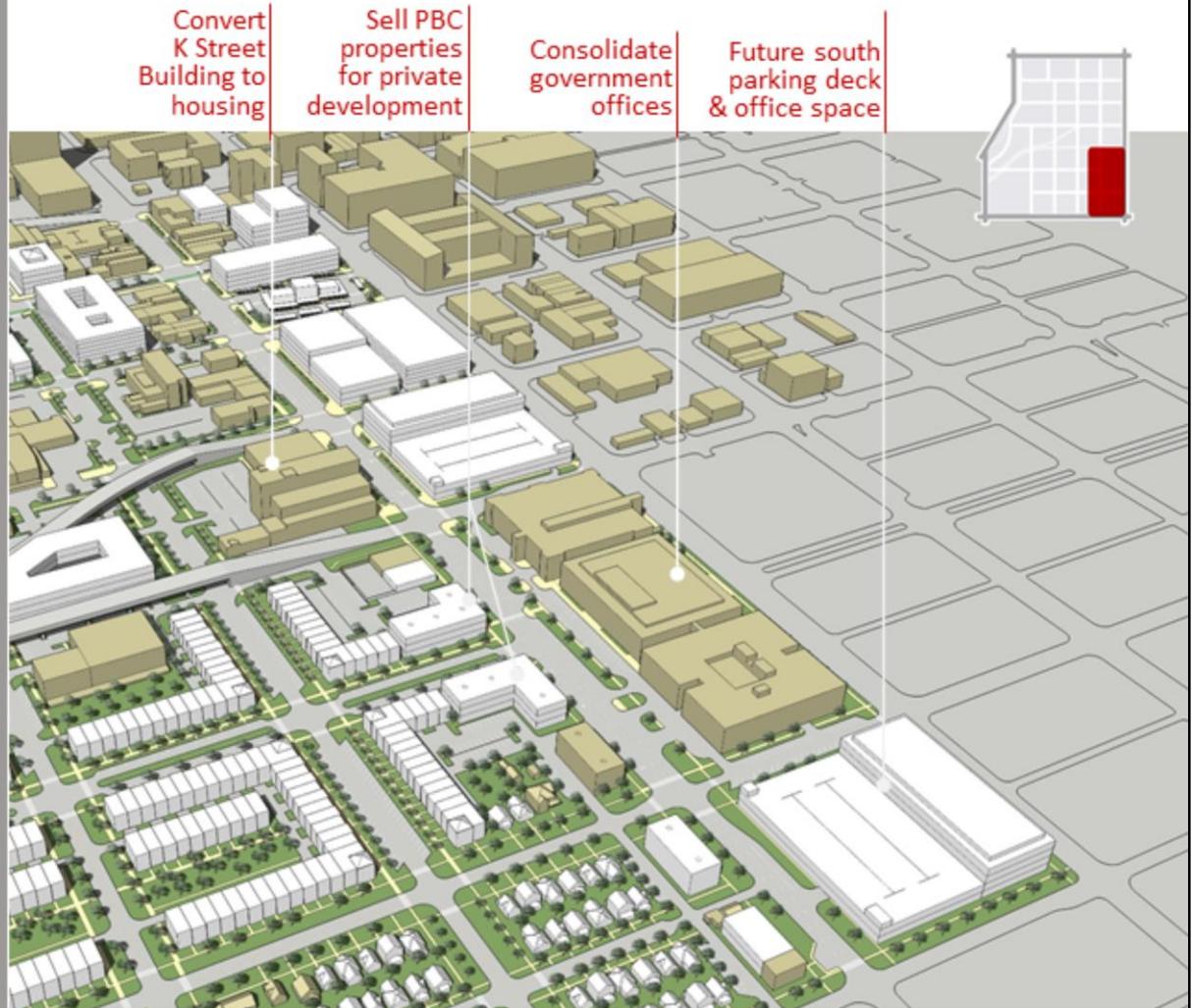
NOTES: This image shows the recommended streetscape for 9th Street. The sidewalk is 24 feet wide along 9th Street so there is adequate space to place planters, street trees, lighting and benches. This streetscape provides an appropriate separation between the pedestrians and the vehicles.

9TH & 10TH STREET CORRIDOR

Conceptual Build-Out

This aerial view of the 9th and 10th Street Corridor shows the conceptual build-out of the subarea. Government uses in South Haymarket are consolidated along a north/south government campus between 9th and 10th Streets.

Mixed-use development is shown between O and L Streets. Development in this area should increase in height from west to east as a transition from South Haymarket to Downtown proper.



NOTES: This view shows an overall conceptual build-out of the 9th & 10th Street Corridor. The government campus is consolidated between L and G Streets and mixed-use redevelopment is shown between O and L Streets. New construction building heights should increase from west to east as a transition from South Haymarket to Downtown core.

J STREET BOULEVARD



J Street Boulevard Summary

- Row house Development
- Enhanced Streetscape
- Westward Business Expansion

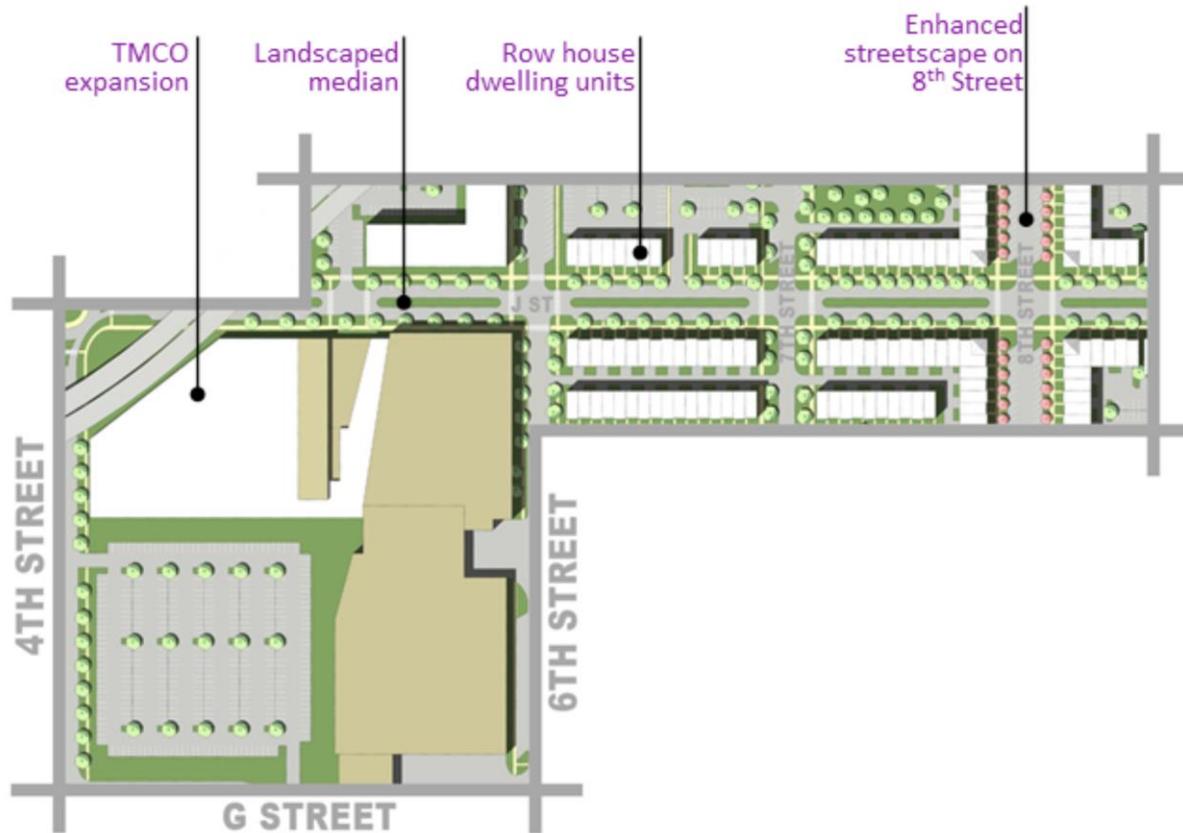


Legend

- New Buildings
- Existing Buildings
- 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
- Develop a Parking Program

NOTES: The J Street Boulevard Subarea is toward the south end of South Haymarket and begins the transition between South Haymarket and the Salt Creek Neighborhood to the south. Development in this corridor should be mainly residential, but some interspersed office uses are appropriate as well. TMCO is shown to remain as an industrial use but should consider westward expansion to minimize impacts on the residential and commercial uses.

J STREET BOULEVARD



NOTES: The recommended build-out of the J Street Boulevard Subarea shows medium density residential development, a landscaped boulevard on J Street, and an expansion area for TMCO to the west.

J STREET BOULEVARD

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 9th Street to 4th Street with office uses interspersed.

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

Medium density row houses are constructed from 9th to 4th

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

The J Street Boulevard includes a landscaped median



J Street Today

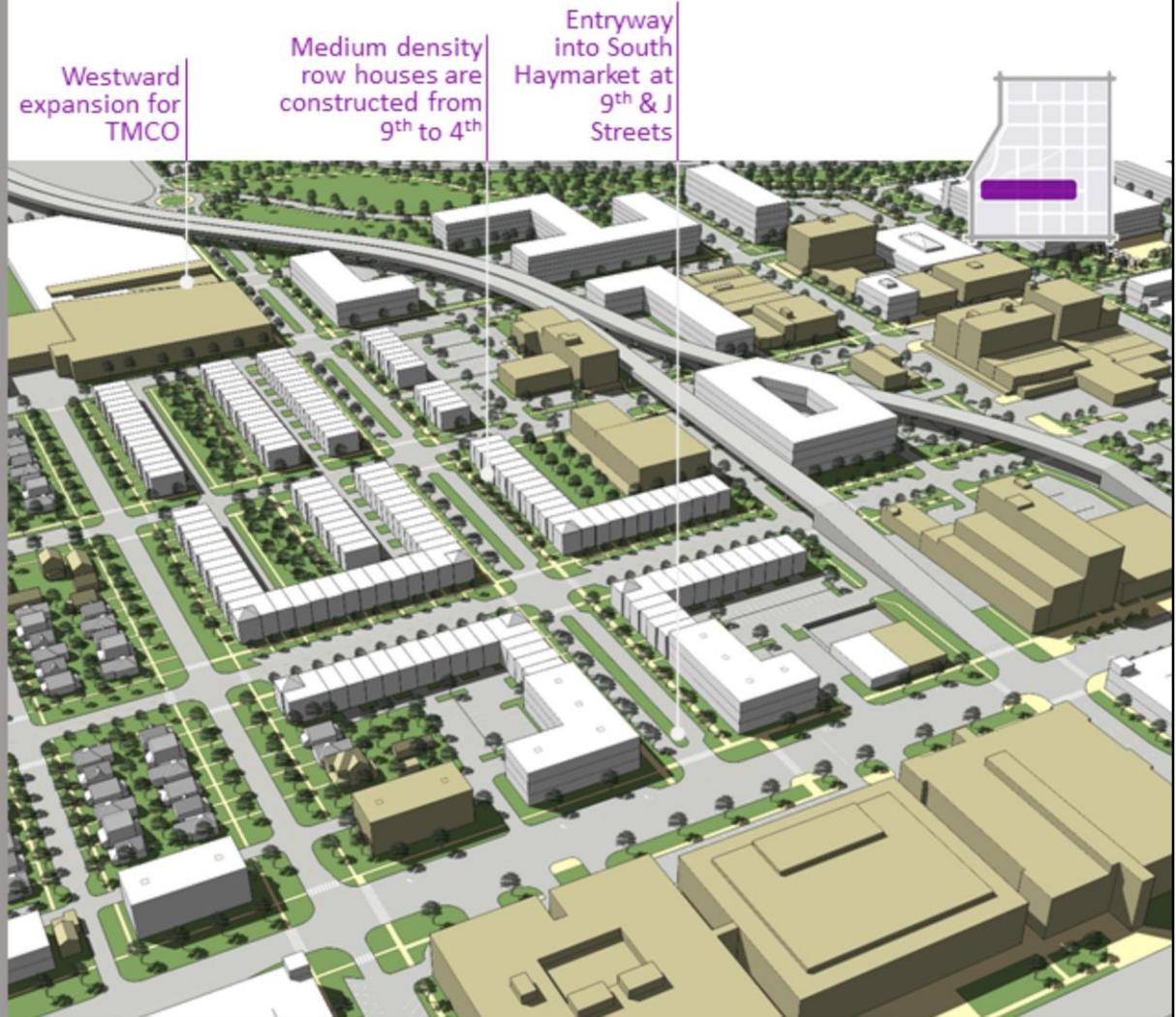


NOTES: This image shows J Street with a landscaped median, on-street parking and street trees. J Street is lined with row house units on both sides of the street.

J STREET BOULEVARD

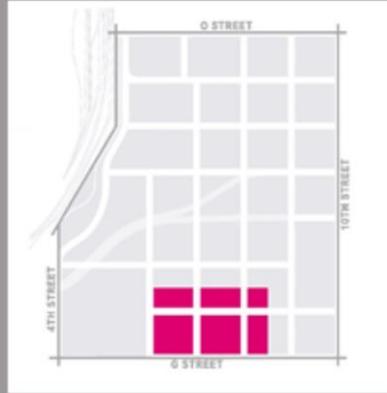
Conceptual Build-Out

This aerial view of the J Street Boulevard subarea shows the conceptual build-out of the subarea. The properties at 9th and J Streets define an entryway into the neighborhood. Row houses line the north and south sides of J Street to enclose the street space. The J Street right-of-way is enhanced by the landscaped median, street trees and sidewalks. Expansion area for TMCO is shown west of the existing building.



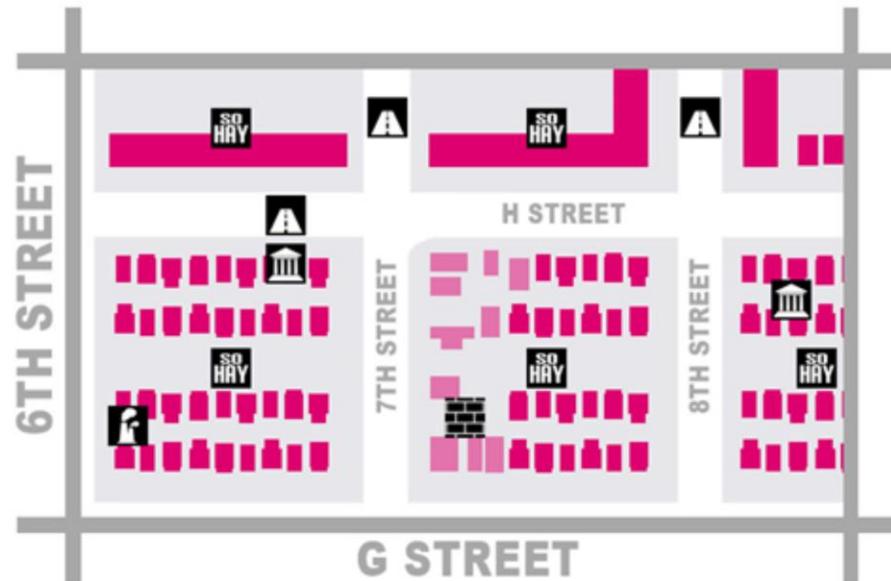
NOTES: This image shows the conceptual build-out of the J Street Boulevard subarea with a landscaped median, on-street parking and street trees. J Street is lined with row house units on both sides of the street.

SOUTH SALT CREEK VILLAGE



South Salt Creek Village Summary

- Preserve Historic Structures
- Historically Sensitive Development



Legend

- New Buildings
- Existing Buildings
- 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
- Develop a Parking Program

NOTES: The South Salt Creek Village subarea is located on the south boundary of South Haymarket. A portion of the South Bottoms Historic District is located within this subarea and contains historic structures that contribute to the district. Development in this area should be in character with the historic structures that remain. Development in this subarea is some of the least dense in South Haymarket and serves as a transition into the neighborhood to the south.

SOUTH SALT CREEK VILLAGE



NOTES: The recommended build-out of the South Salt Creek Village shows row houses and single-family dwellings. The historic structures are shown to remain with appropriate infill and redevelopment on the surrounding blocks. The 8th Street streetscape is carried throughout as a link to Cooper Park to the south and Historic Haymarket to the north.

SOUTH SALT CREEK VILLAGE

Salt Creek Village

The block near 7th and G Streets is included in the South Bottoms National Register Historic District. This block contains contributing properties that should be retained. Redevelopment of the surrounding properties should contain a similar design pattern to the existing historic structures.

G Street Today



NOTES: This is an example of appropriate redevelopment that respects the existing historic structures. These small-lot housing types respect the historic development pattern that exists on this block. This image also shows how the streetscape is reconfigured to eliminate the wide driveways and gravelled parking areas.

SOUTH SALT CREEK VILLAGE

Salt Creek Village

This aerial view of the South Salt Creek Village shows the conceptual build-out of the subarea. The block near 7th and G Streets is included in the South Bottoms National Register Historic District. This block contains contributing properties that should be retained. Redevelopment of the surrounding properties should contain a similar design pattern to the existing historic structures.



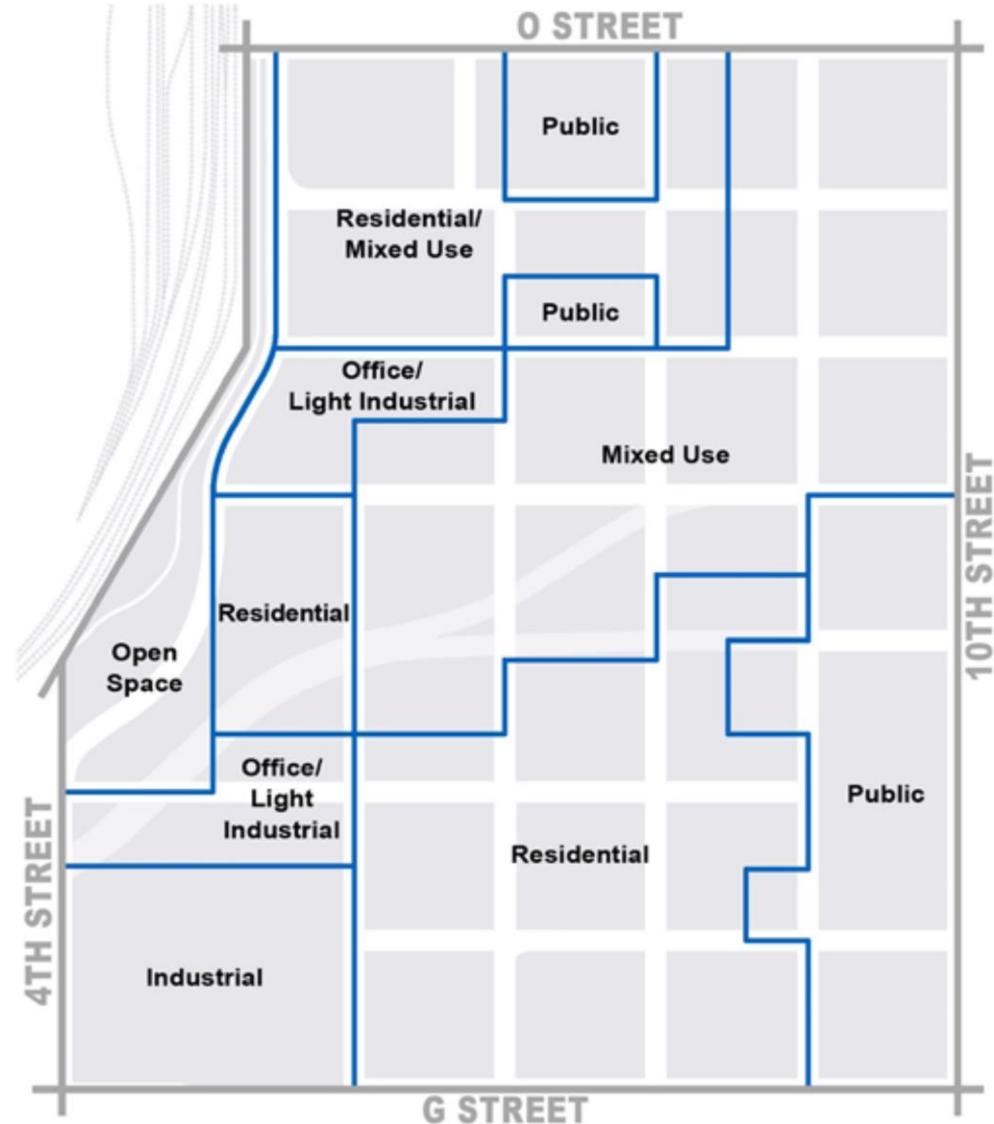
NOTES: This image shows the conceptual build-out of the South Salt Creek Village with new residential units that respect the character of the historic district. The streets are organized with continuous sidewalks and street trees and is an appropriate land use adjacent to the middle school.

RECOMMENDATIONS FOR THE NEIGHBORHOOD

**SO
HAY**

Create an Urban Neighborhood

- Support a variety of residential unit types including high, medium and low density
- Support development efforts for 1,000 to 2,000 new dwelling units
- Respect the 300' buffer between new residential units and the rail lines
- Develop first floor residential and/or active uses where identified
- Support and encourage appropriate expansion of existing businesses
- Encourage existing "slip-in" apartments to provide new exterior facades that blend in with the surrounding dwellings



NOTES: This next set of slides summarize the recommendations of the South Haymarket Plan. The neighborhood concept recommends adding up to 2,000 new residential units and supports existing and new businesses. Active uses are encouraged on the first floors of buildings, but first floor residential is also appropriate in certain locations.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Consolidate the Government Footprint

- Work in concert with County/City government offices to seek redevelopment opportunities of identified publicly-owned properties for residential and mixed uses including:
 - LPD Maintenance Facility
 - StarTran Administrative Offices and Bus Garage
 - LES Substation and Peak Facility at 8th & J Streets
 - 900 J Street and 825 J Street Buildings
 - 8th & H Street Parking Lot
 - K Street Records Warehouse
- Support consolidation of the County/City Offices between L, 10th, G and 9th Streets
- Request development proposals for the JPA-owned land on the western edge of the N Street Corridor



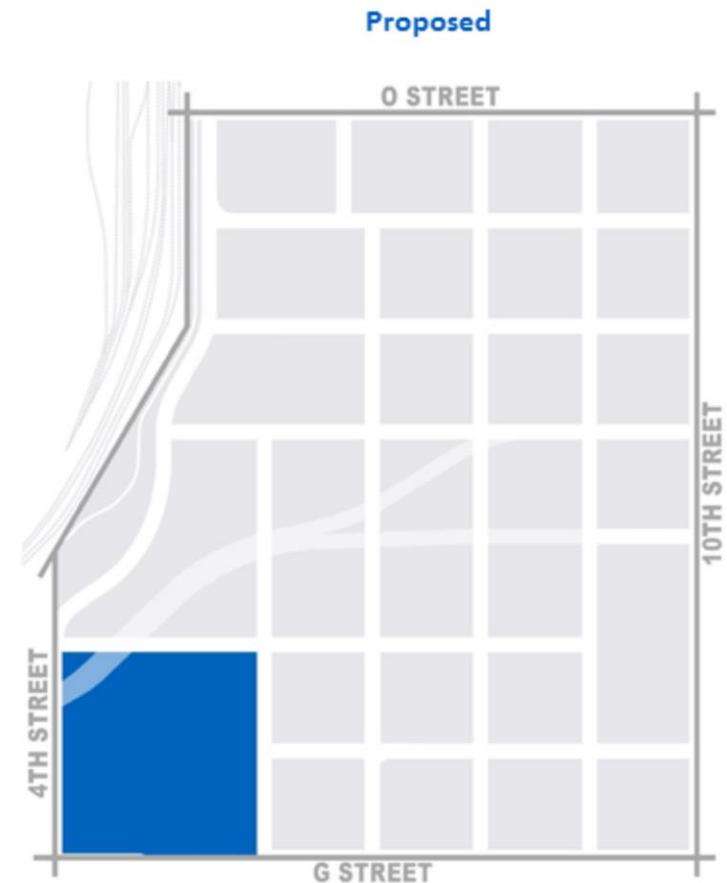
NOTES: Consolidating the government footprint builds out the campus between L and G Streets and makes existing public land available for private development.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Transition from Heavy Industrial Uses

- Continue to communicate with heavy industrial uses, such as Sprenger Lumber, Midlands Recycling, and Midwest Steel Works, Inc. regarding their current and future business needs
- Explore acquisition opportunities for the public plaza at Canopy Street
- Recommend a westward expansion for future TMCO projects
- Coordinate and explore funding opportunities for demolition of the grain elevators



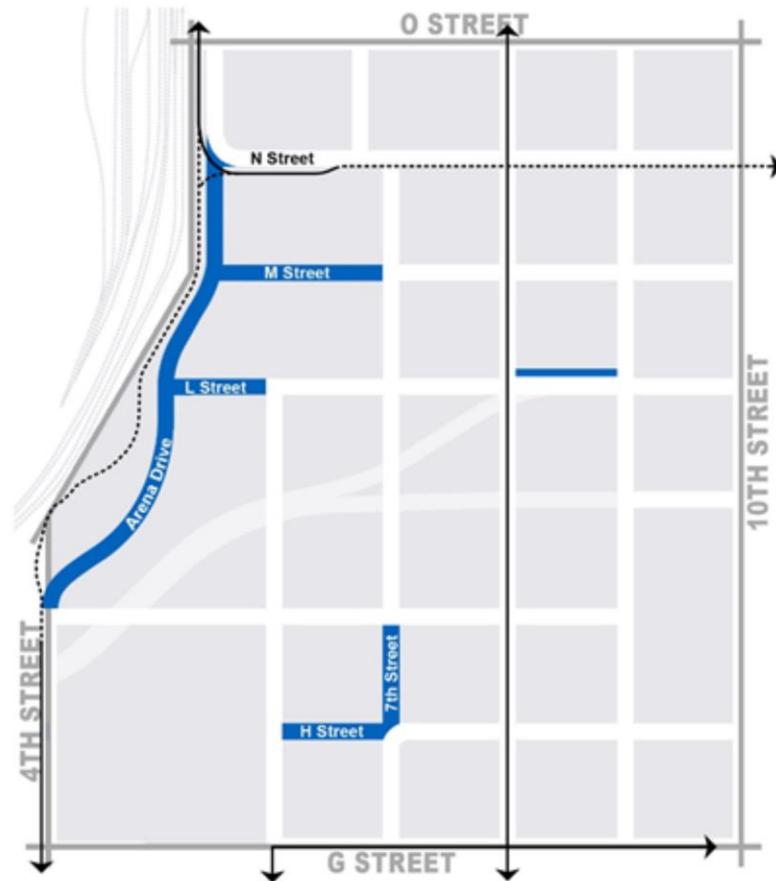
NOTES: Heavy industrial uses need to transition to allow for development of residential and mixed-uses. Most light-industrial uses are appropriate and should remain.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Organize the Streets, Sidewalks & Trails

- Plan for N-M Street one-way couplet
- Implement the streetscape recommendations
- Plan for construction of the L Street slip road
- Dedicate rights-of-way and construct planned connections
- Provide a green connection for the Jamaica North Trail extension
- Develop a roundabout design for the intersection of Arena Drive, J Street, and 4th Street



NOTES: The streets, sidewalks and trails should be organized to provide connections through and across South Haymarket. These improvements should be completed as redevelopment occurs in South Haymarket.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Develop Adequate Open Space

- Program a public plaza space at Canopy Street and 7th Street with green connections to the N Street Bikeway and the Jamaica North Trail
- Dedicate open space along the western boundary of the South Haymarket Neighborhood as compensatory floodplain storage to encourage redevelopment
- Implement green connections along 8th Street as properties redevelop



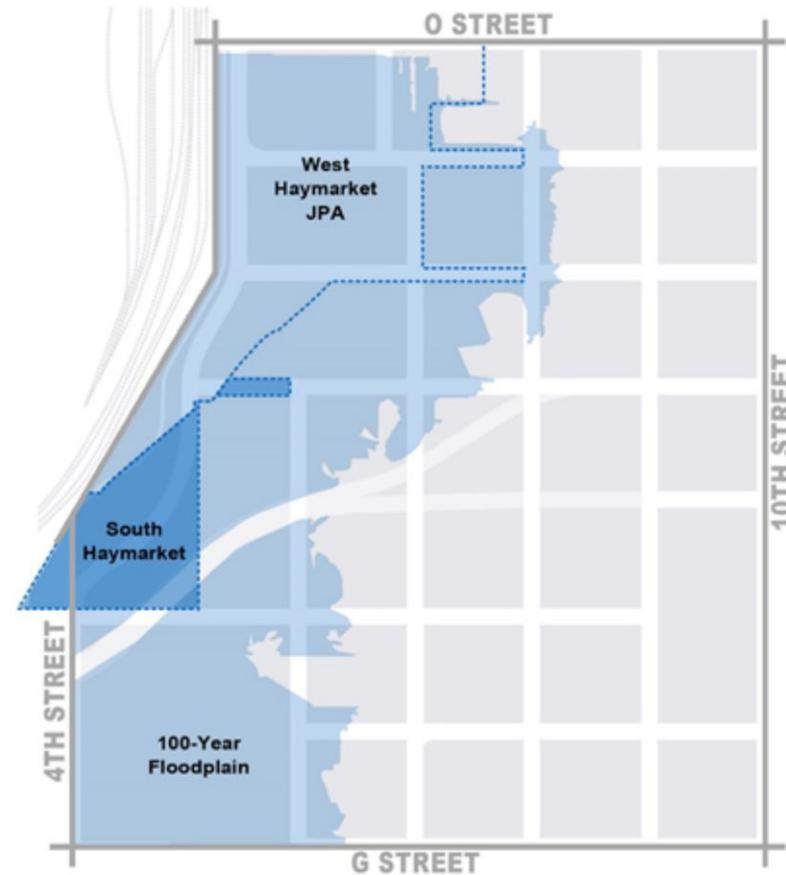
NOTES: The open space recommendations provide a 7+ acre open space on the west side of the neighborhood, a public plaza on N Street and landscaping along major corridors to enhance the pedestrian spaces and provide connections within and through South Haymarket. Cooper Park is a 12 acre park that is accessible via 8th Street. The open space on the western edge also designates an area for compensatory floodplain storage.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



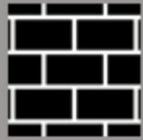
Develop Adequate Open Space

- Encourage redevelopment by designating compensatory storage on the western edge of South Haymarket



NOTES: The open space recommendations provide a 7+ acre open space on the west side of the neighborhood, a public plaza on N Street and landscaping along major corridors to enhance the pedestrian spaces and provide connections within and through South Haymarket. Cooper Park is a 12 acre park that is accessible via 8th Street. The open space on the western edge also designates an area for compensatory floodplain storage.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Preserve Historic Resources

- Support reuse of National Register and Local Landmark properties
- Encourage owners to pursue historic designation on properties determined to be eligible
- Determine feasibility of an archaeological investigation of “Negro Shanties” at 601 J Street
- Respect the area around the contributing historic structures in the South Bottoms Historic District



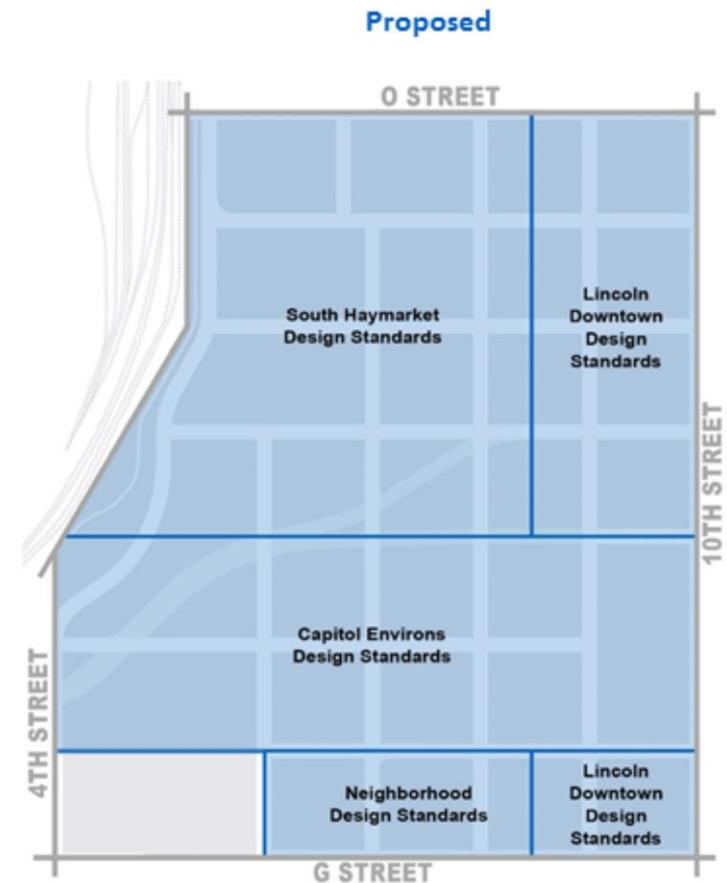
NOTES: The historic resources in South Haymarket include properties located within National Register Historic Districts and properties that have been determined to be eligible for designation as a Local Landmark or on the National Register of Historic Places. Historic resources should be reused wherever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

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Implement Site & Building Design

- Develop South Haymarket Design Standards for site and building design
- Consider extending the Capitol Environs Overlay District west along J Street to 4th Street
- Screen the LES substation facilities



NOTES: New design standards for South Haymarket will provide appropriate building and site design as redevelopment occurs. The South Haymarket design standards should address building materials, articulation, transparency and building placement. The Capitol Environs Overlay District is proposed to be extended west to 4th Street. The remaining areas are mostly governed by existing design standards.

RECOMMENDATIONS FOR THE NEIGHBORHOOD



Develop a Parking Program

- Study the block bounded by N Street, 8th Street, M Street, and 7th Street to determine feasibility for a public parking facility
- Develop parking stalls beneath the Rosa Parks Way viaduct to offset parking needed for residential development
- Provide for on-street and on-site parking, preferably in parking garages versus surface lots
- Access off-street parking from an alley behind the homes in the South Salk Creek Village



NOTES: This map shows the recommended parking areas in South Haymarket. The recommendations include organize on-street parking, construct public parking lots in high-demand areas and construct a public parking garage.

SOUTH HAYMARKET NEIGHBORHOOD STUDY

Next Steps

- Continue public input process
- Adopt Plan as an amendment to the 2005 Downtown Master Plan





SOUTH HAYMARKET NEIGHBORHOOD PLAN

