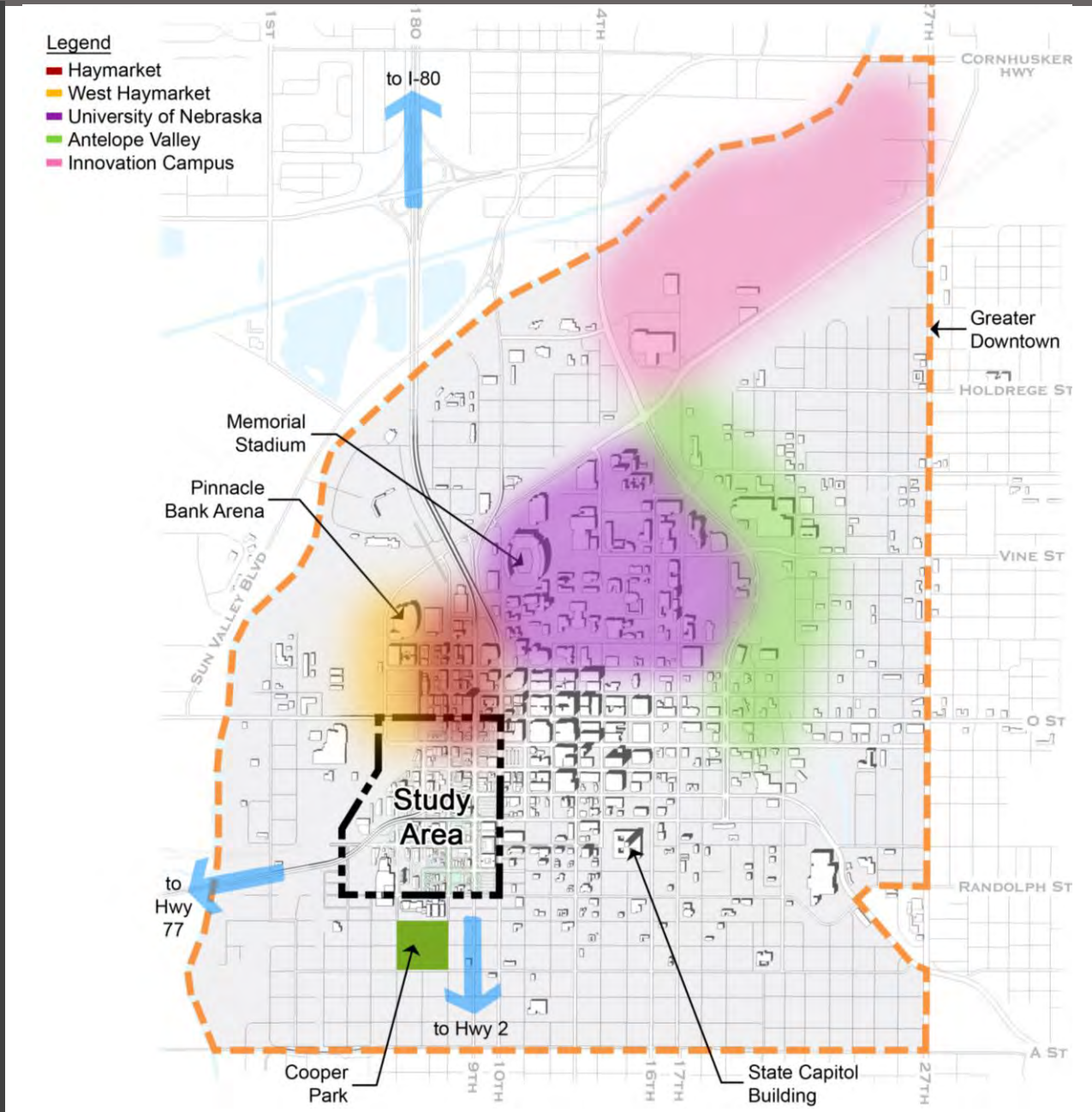
SOUTH HAYMARKET NEIGHBORHOOD STUDY

SOUTH HAYMARKET NEIGHBORHOOD STUDY

The Study Area

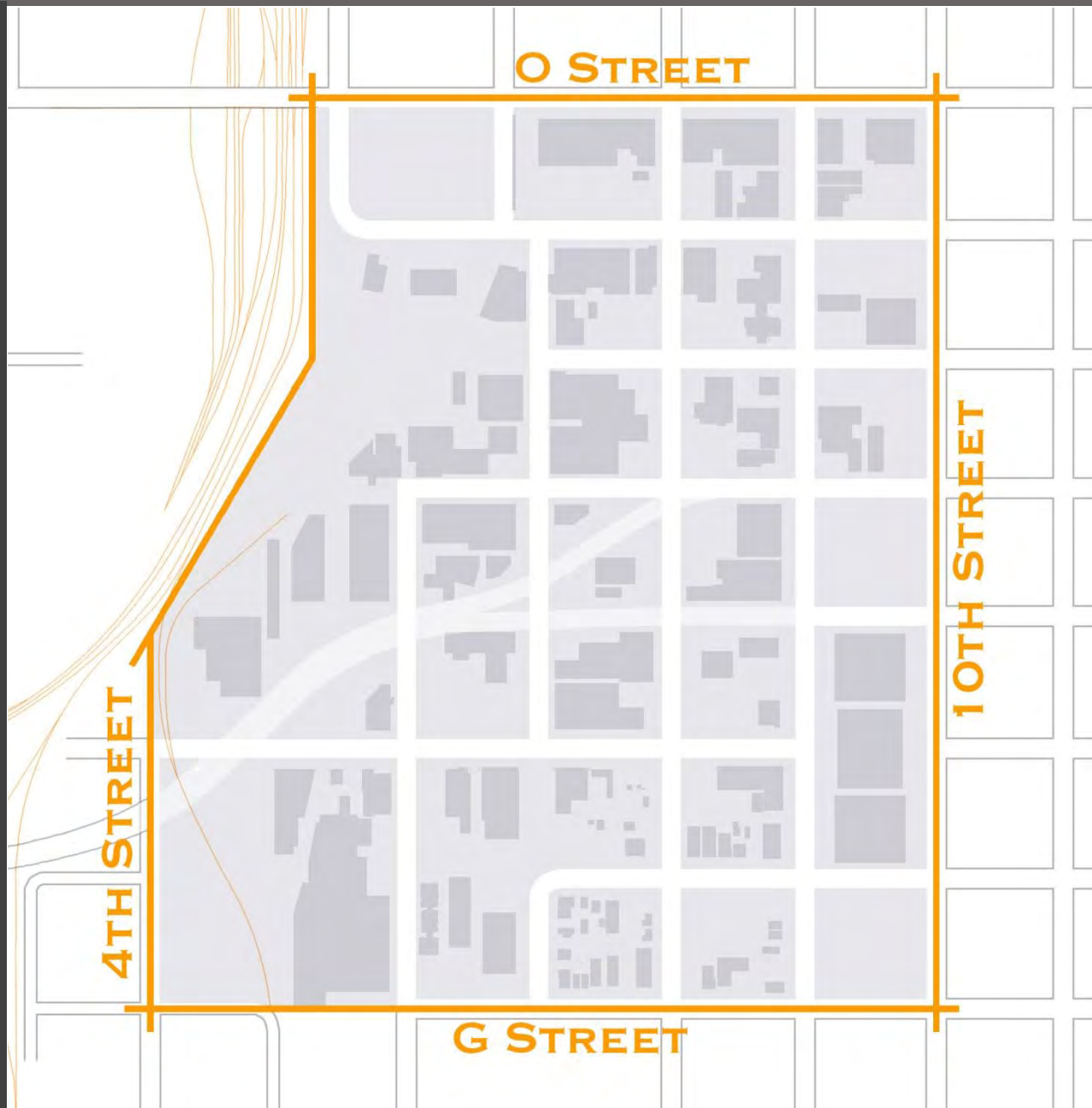
- South of Haymarket and West Haymarket
- Located within Greater Downtown



SOUTH HAYMARKET NEIGHBORHOOD STUDY

The Study Area

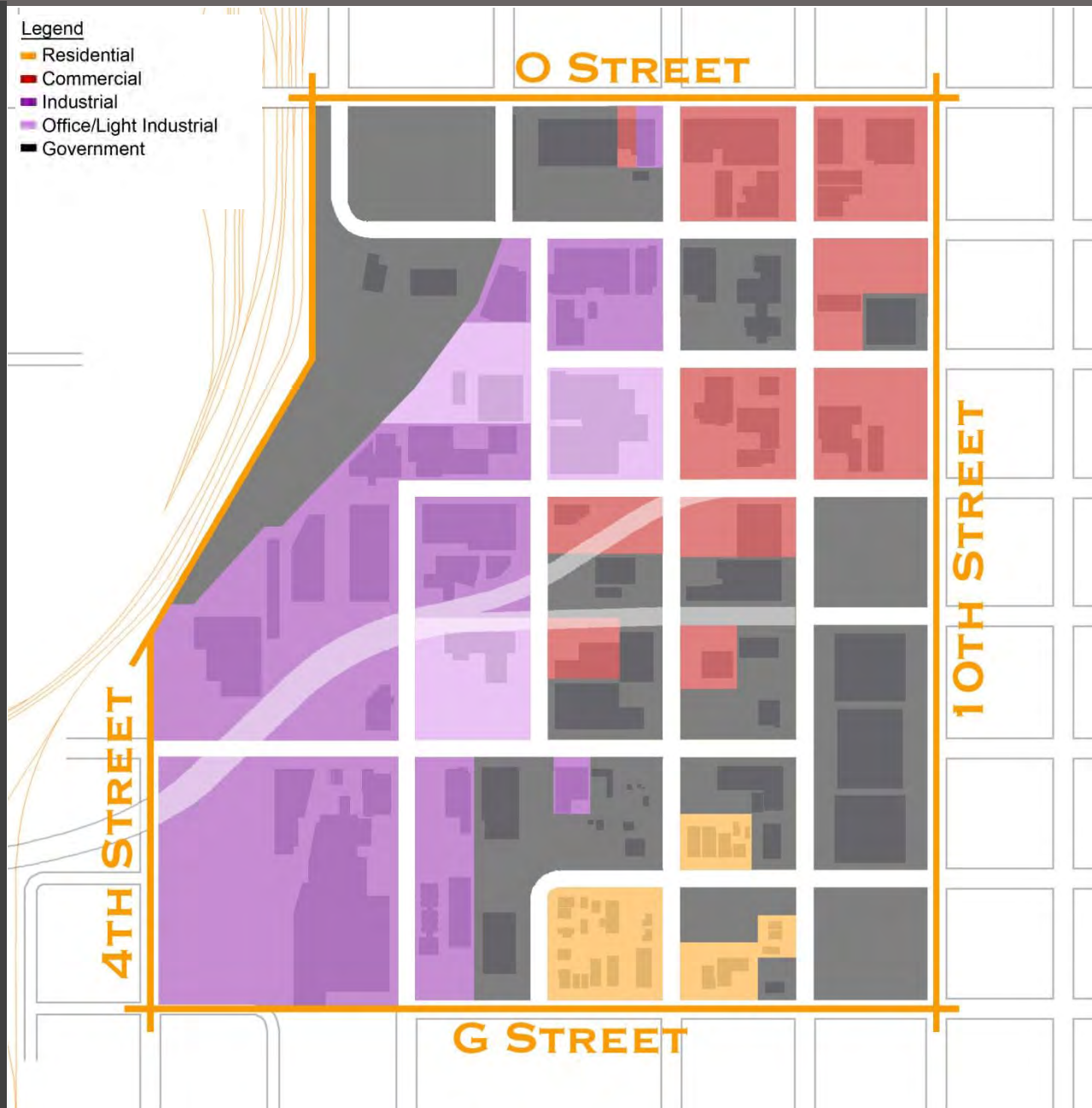
- 38 city blocks in land area
- Bounded by O Street, 10th Street, G Street, 4th Street, and the railroad mainline
- Significant opportunities for redevelopment



SOUTH HAYMARKET NEIGHBORHOOD STUDY

Existing Land Use

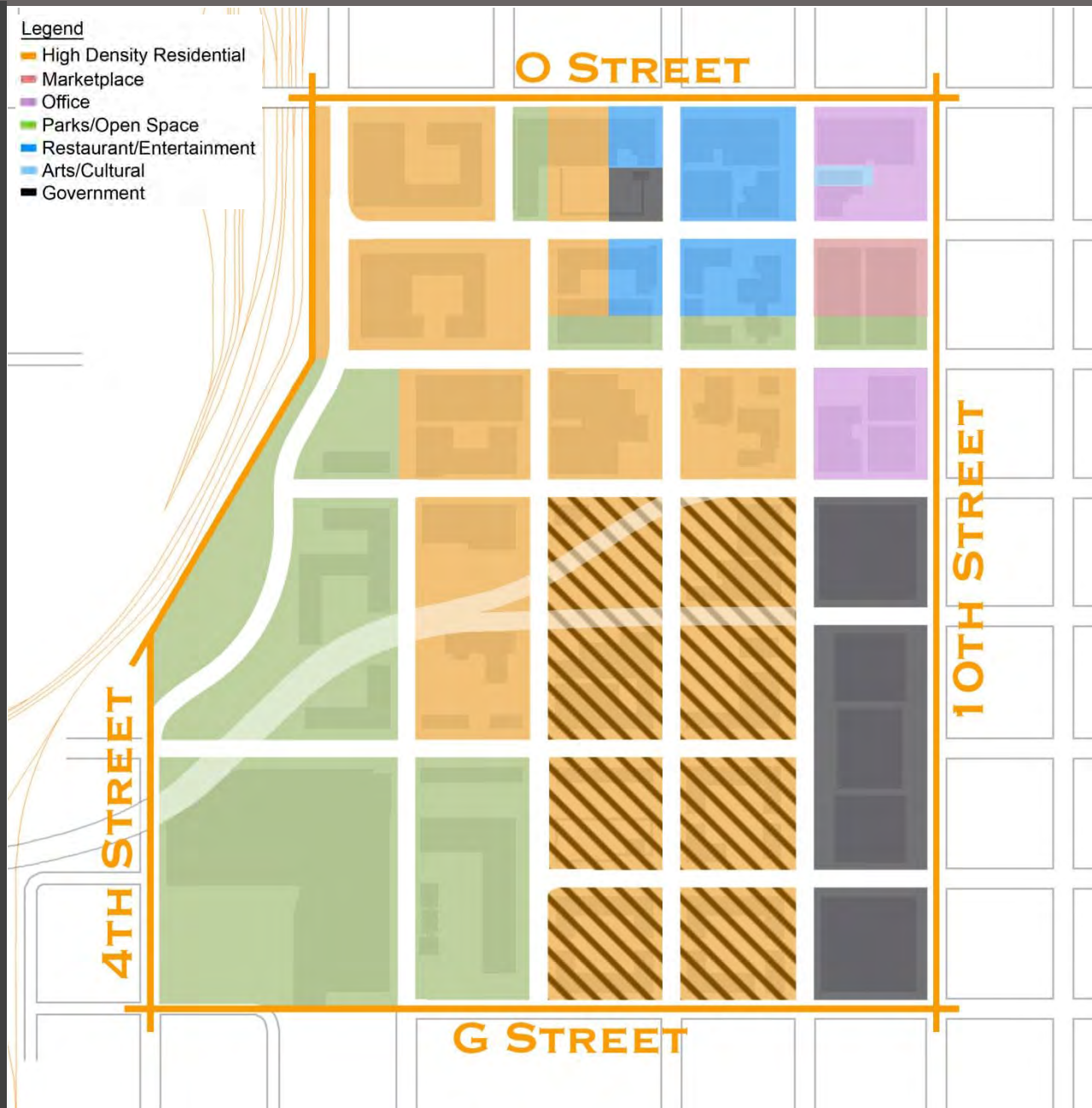
- Mix of commercial and government uses
- Mainly industrial uses on the western half of the subarea
- Residential limited to the blocks near 9th & G Streets



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 7th 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 8th Street south of O Street
- Develop an urban style neighborhood marketplace

SOUTH HAYMARKET NEIGHBORHOOD STUDY

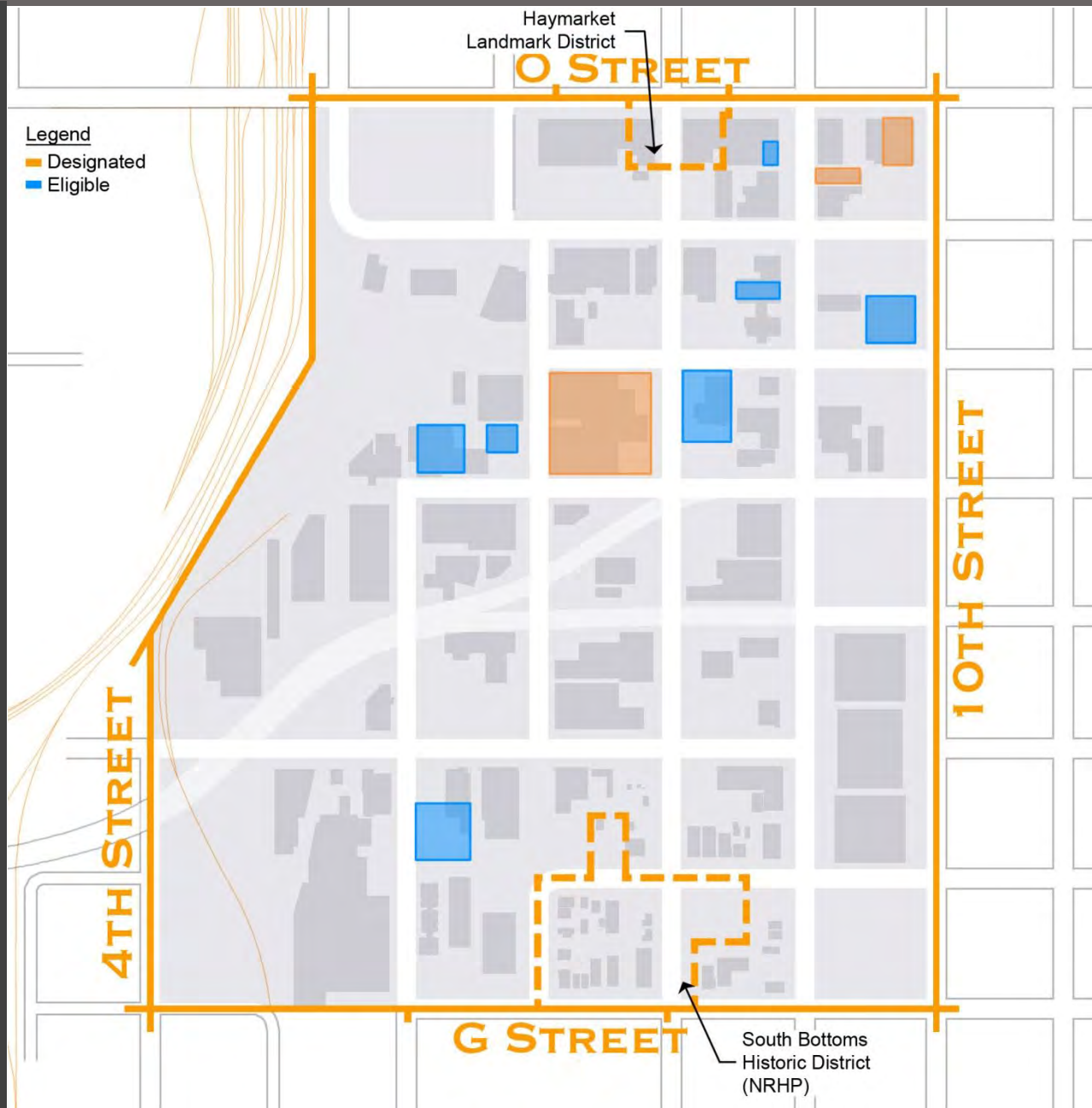
WHAT HAS HAPPENED SINCE 2005 RELATED TO SOUTH HAYMARKET?

- 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 4th 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.
- Seven properties determined to be eligible for historic designation
- Three properties individually listed on the National Register of Historic Places.



SOUTH HAYMARKET NEIGHBORHOOD STUDY

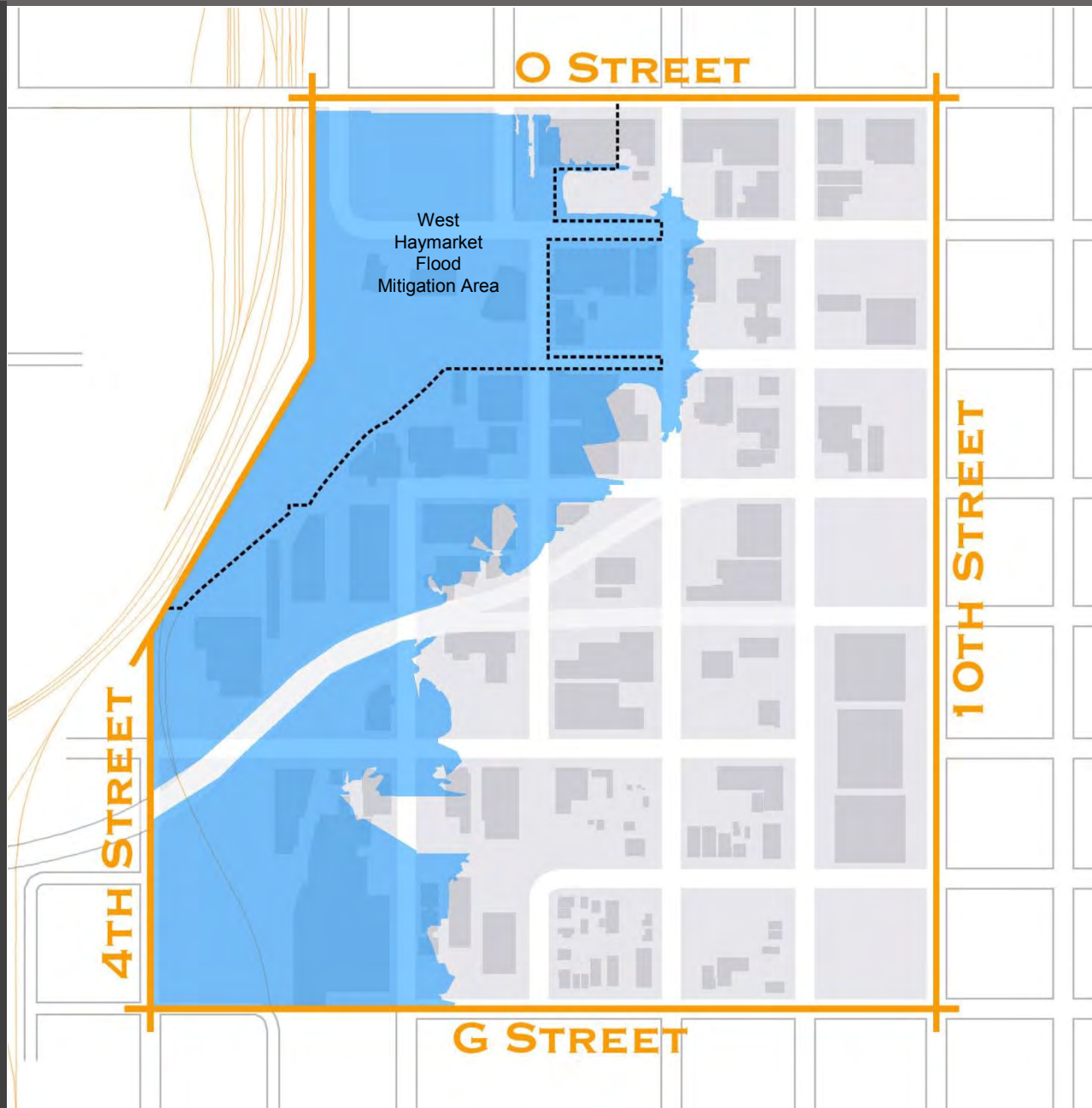
Existing Design Standards

- 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

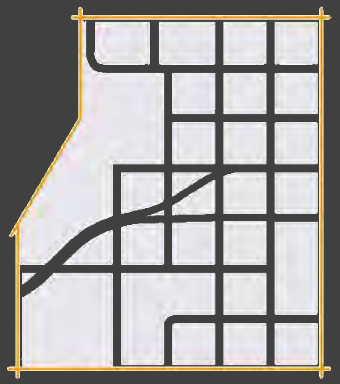
- Oldest district in Denver
- Former railyards became blighted and underutilized by mid-1900's
- Redevelopment began in late 1980's and is now a residential/mixed-use neighborhood flanked by Coors Field and Pepsi Center

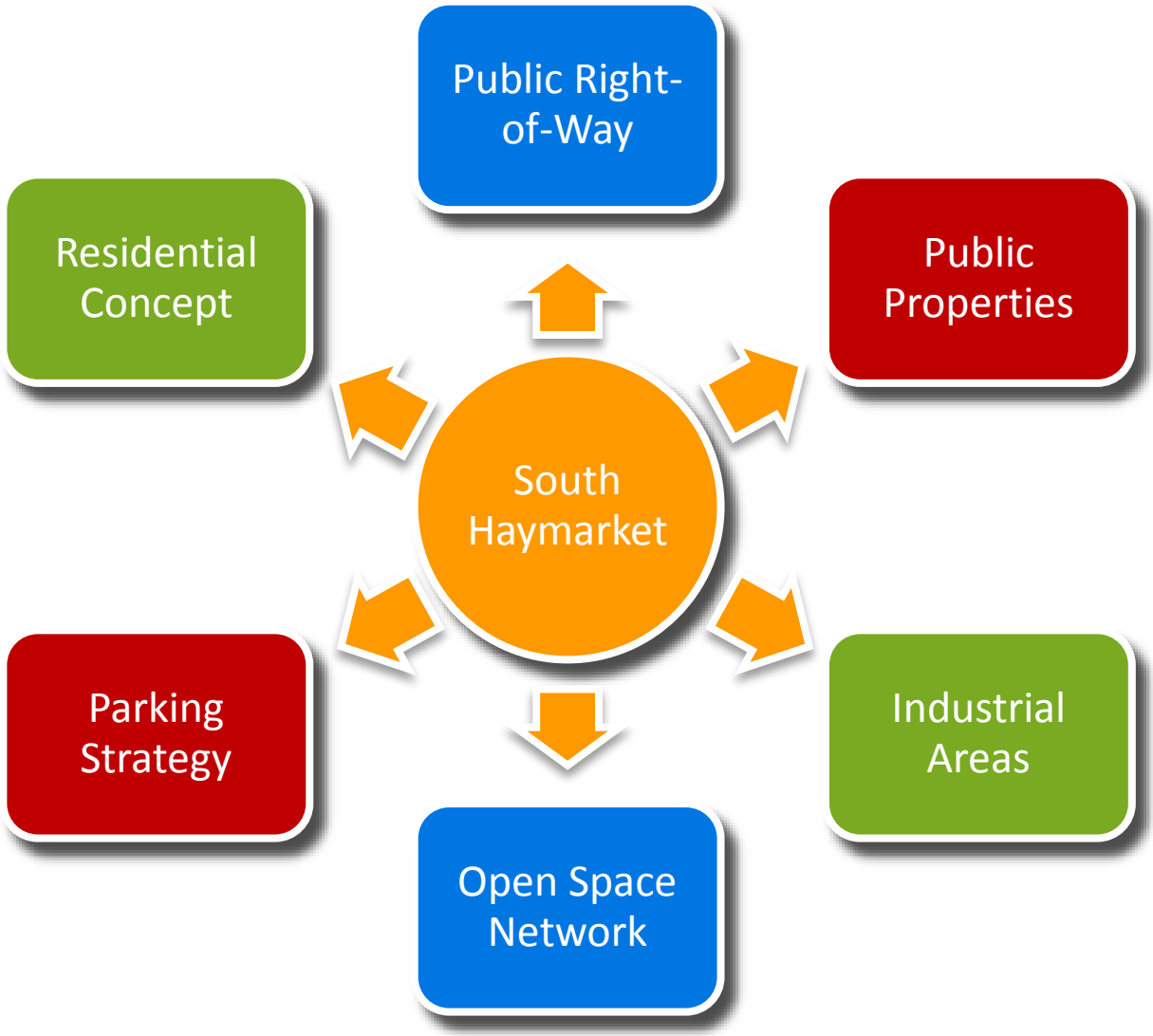
SOUTH HAYMARKET NEIGHBORHOOD STUDY

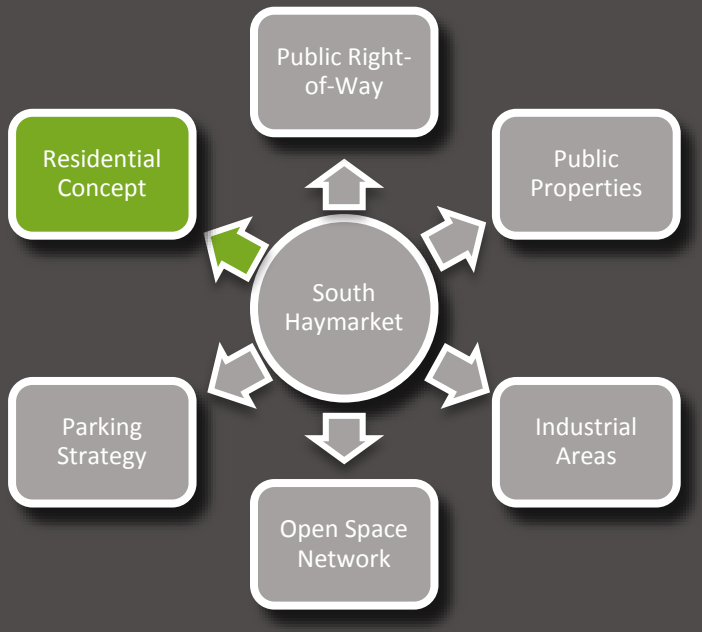
The concepts that follow are the product of initial inventory, analysis, and outreach.

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

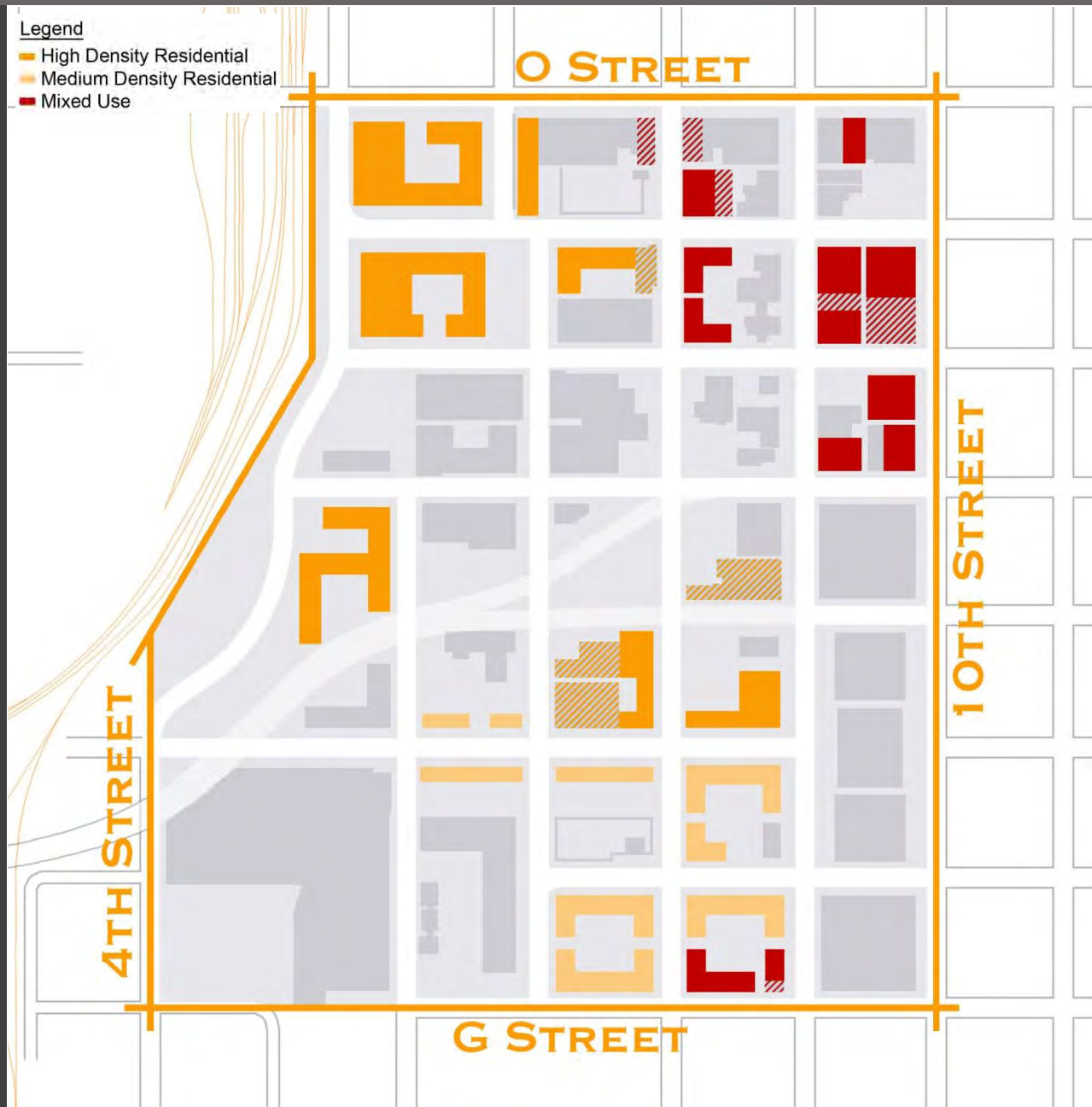
South Haymarket Neighborhood Findings

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.

RESIDENTIAL CONCEPT

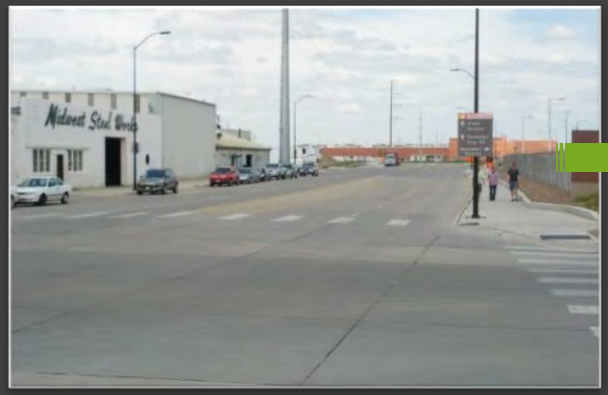
7th & N

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



RESIDENTIAL CONCEPT

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.

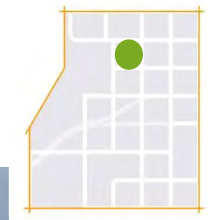
Midwest Steel Today

Add 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

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

RESIDENTIAL CONCEPT

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 and crosswalks enhance the pedestrian experience and safety

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

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

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

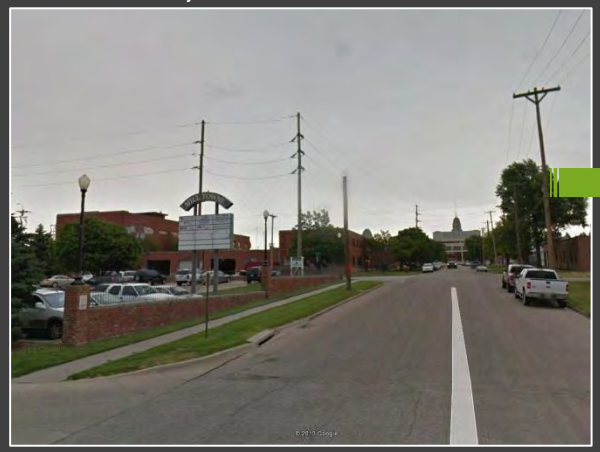
RESIDENTIAL CONCEPT

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

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

J Street Today



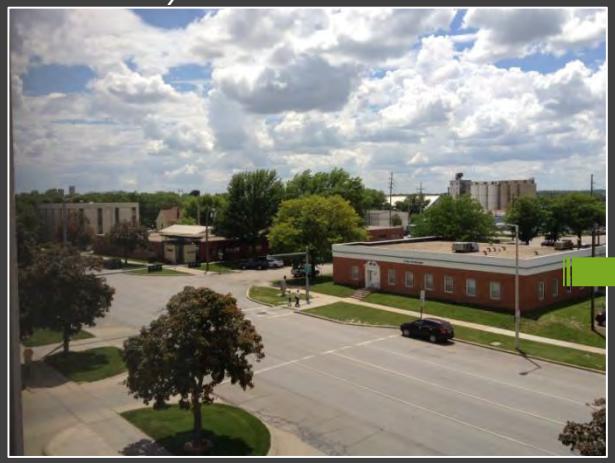
RESIDENTIAL CONCEPT

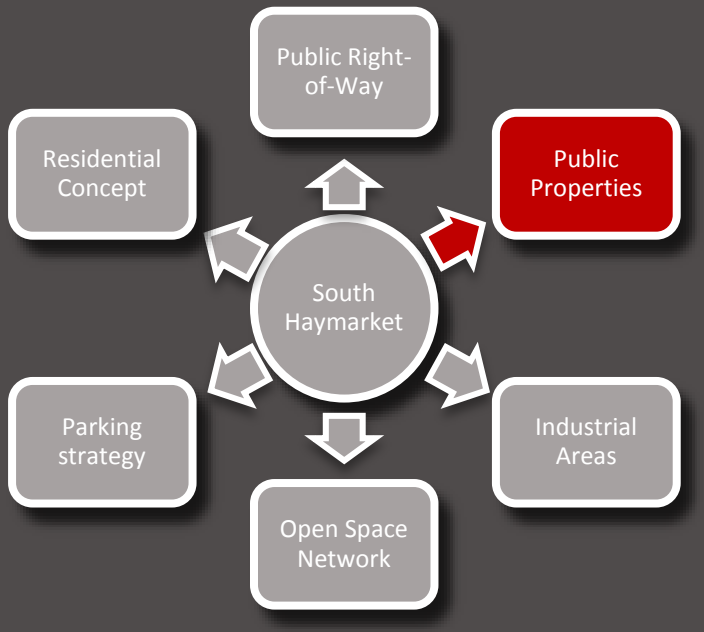
9th & J

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





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

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 3rd 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

- 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

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.

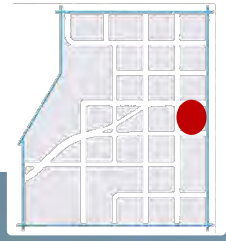
A similar design could be accommodated on the south lot to fulfill long-term needs.

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



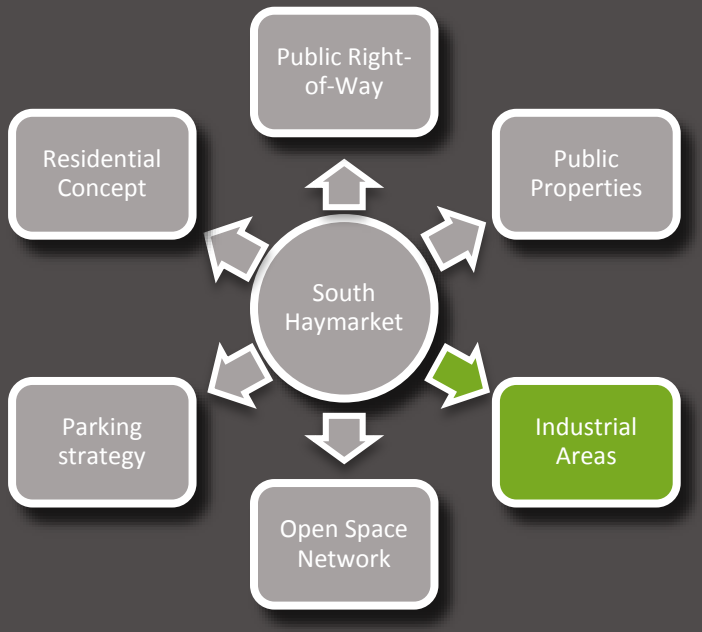
PUBLIC PROPERTIES

Future County/City Office Campus

Government uses in South Haymarket are consolidated along a north/south government campus between 9th and 10th 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 9th Street is declared surplus and sold for private development.



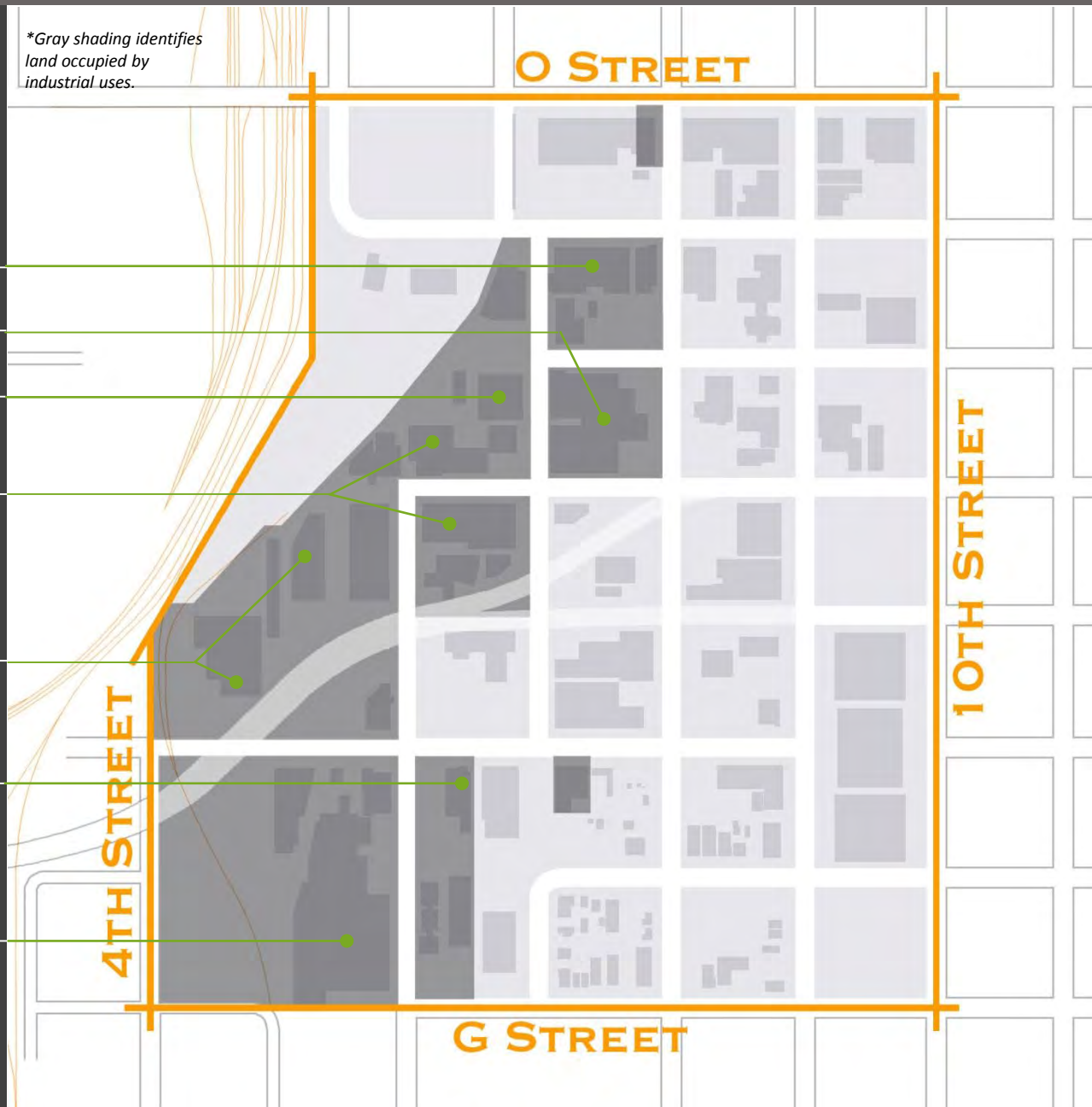
30 acres, or 20% of the South Haymarket land area is occupied by industrial uses with most located near or south of Rosa Parks Way.

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



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

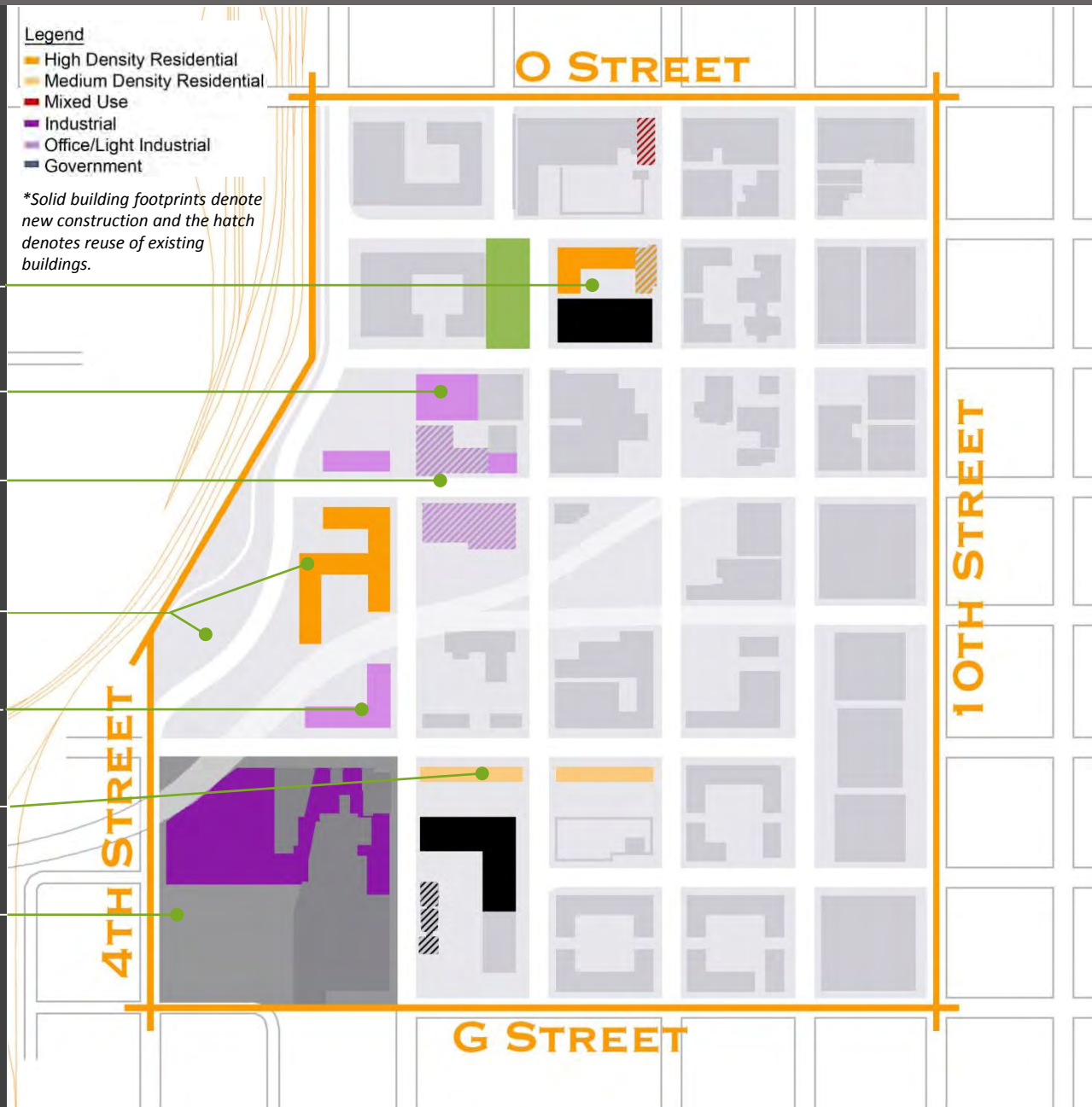
Uses along 'L' Street could transition from industrial to residential and/or mixed use

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

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

Row houses along J Street

TMCO could expand west to minimize impacts



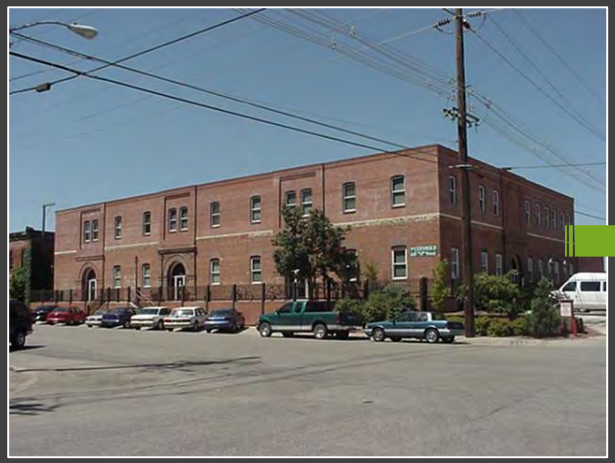
INDUSTRIAL AREAS

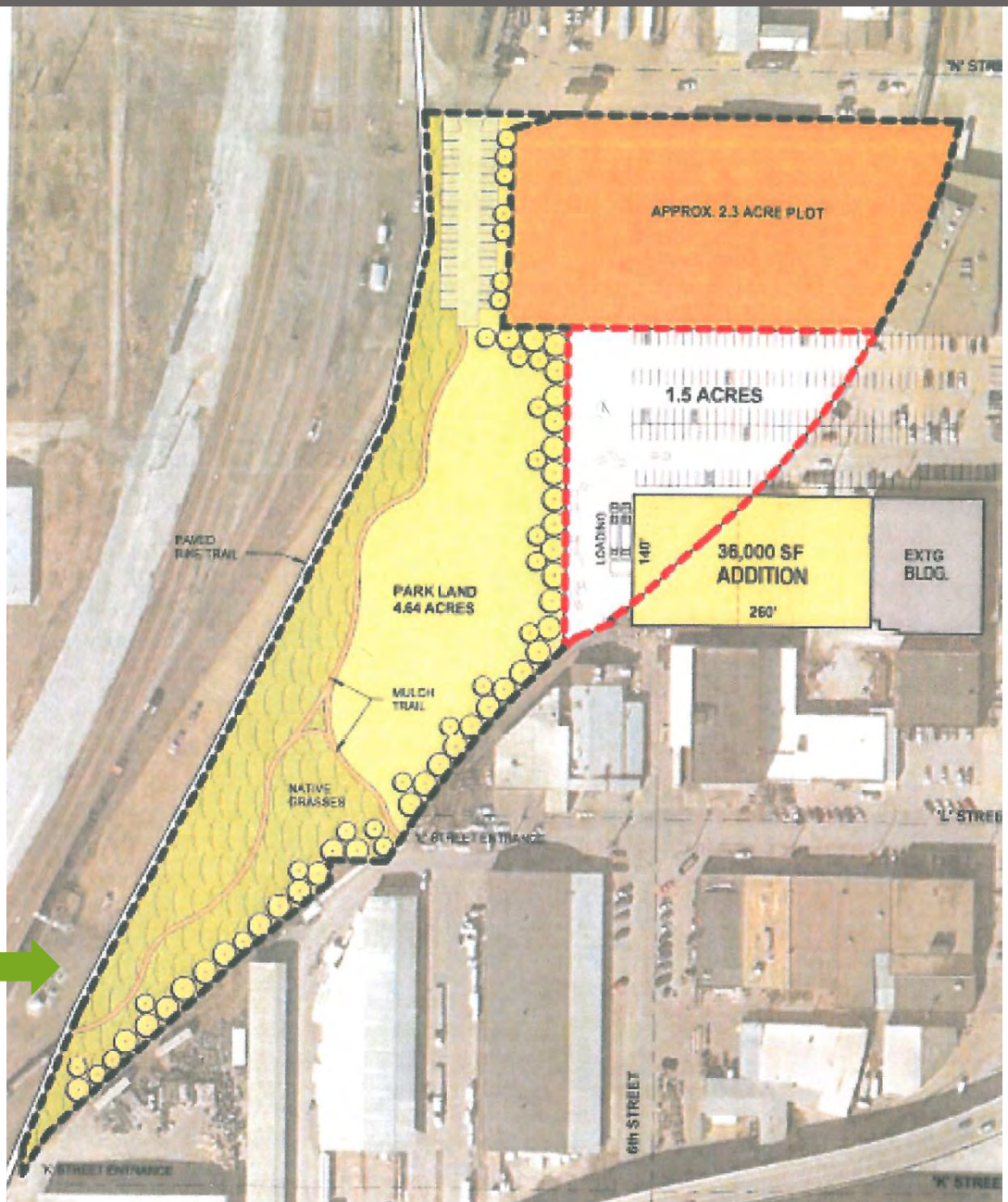
J.A. Woollam Co., Inc. is a light industrial use located at 7th and M Streets. Light industrial uses are generally compatible with the South Haymarket Neighborhood concept and are recommended to remain.

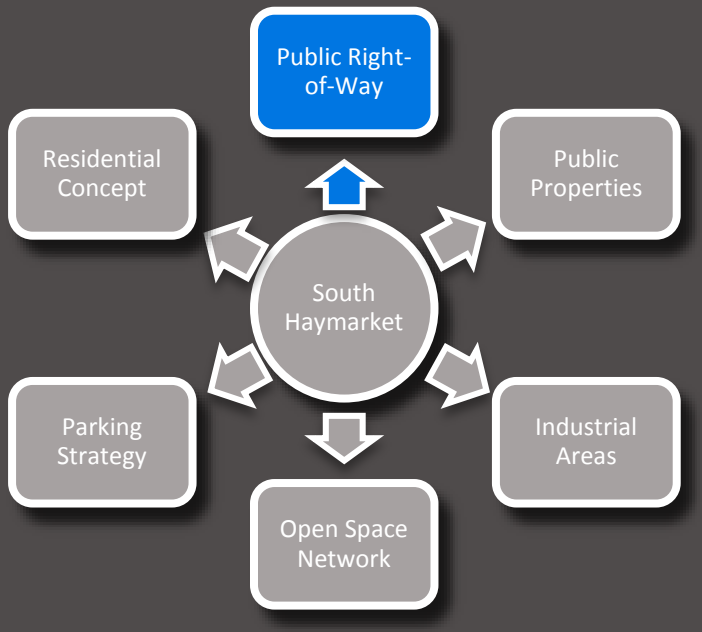
J.A. Woollam Co. submitted this development concept to City staff. The proposal does not extend M Street or Arena Drive. Approximately 1.5 acres of JPA-owned property would be sold to accommodate this layout.

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.

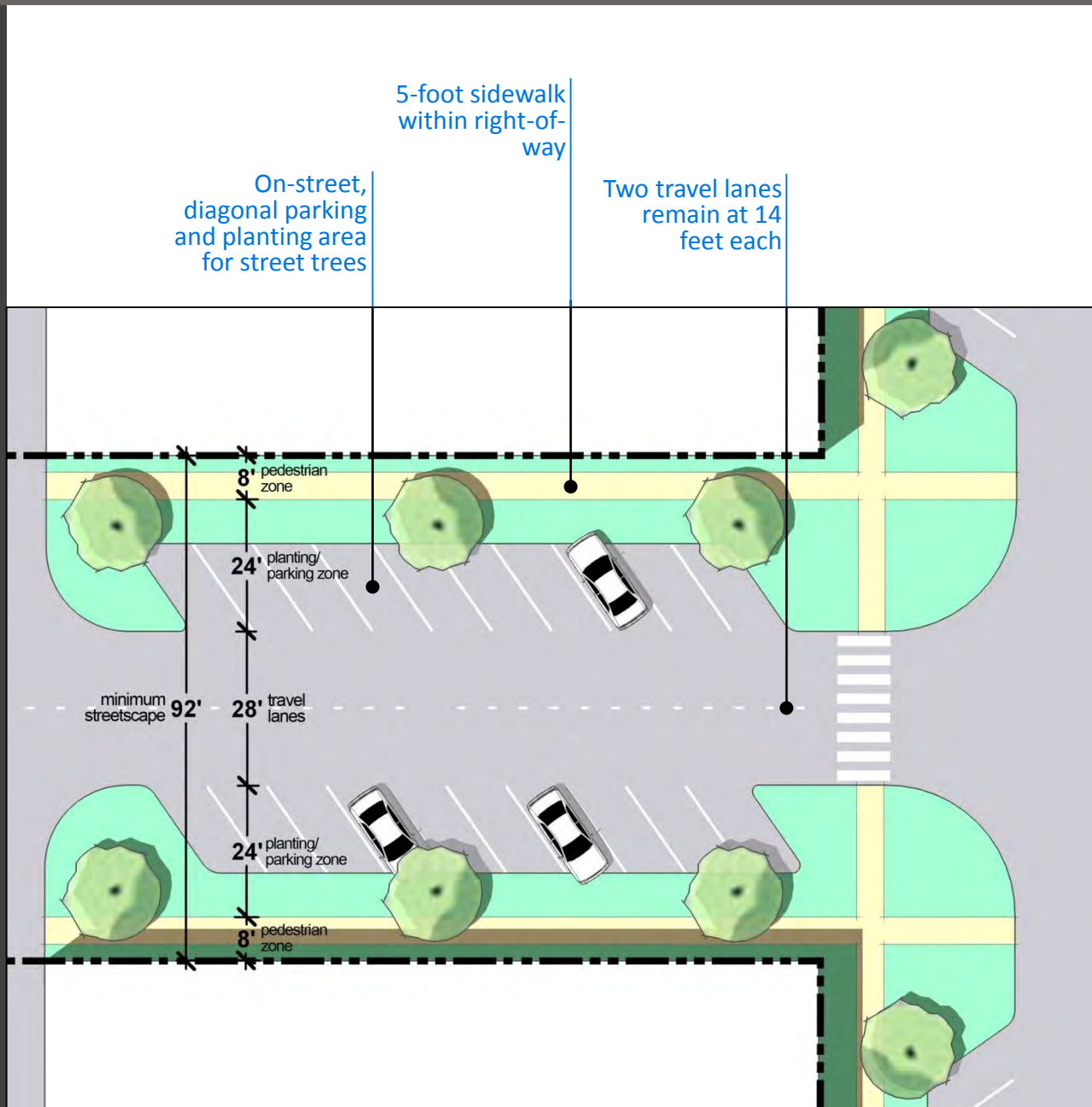
Items to consider for the public ROW include maintaining minimum ROW widths, maintaining and enhancing sidewalk connections, providing on-street parking wherever possible, installing street trees and planting areas and adding new streets to develop the urban grid.

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 9th Street and J Street to 77 feet at 7th & 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

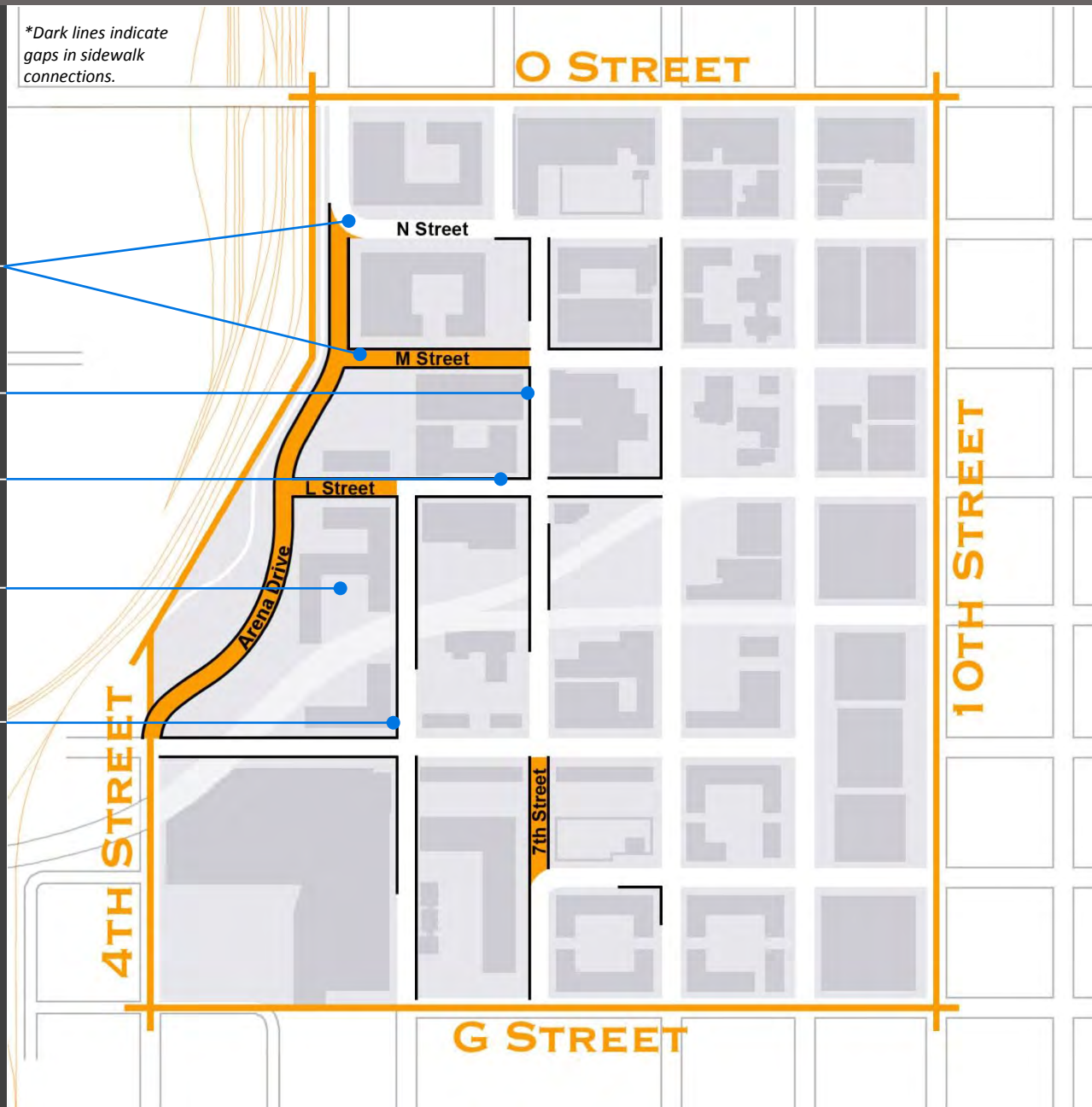
Add sidewalks to increase pedestrian safety

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



PUBLIC RIGHT-OF-WAY

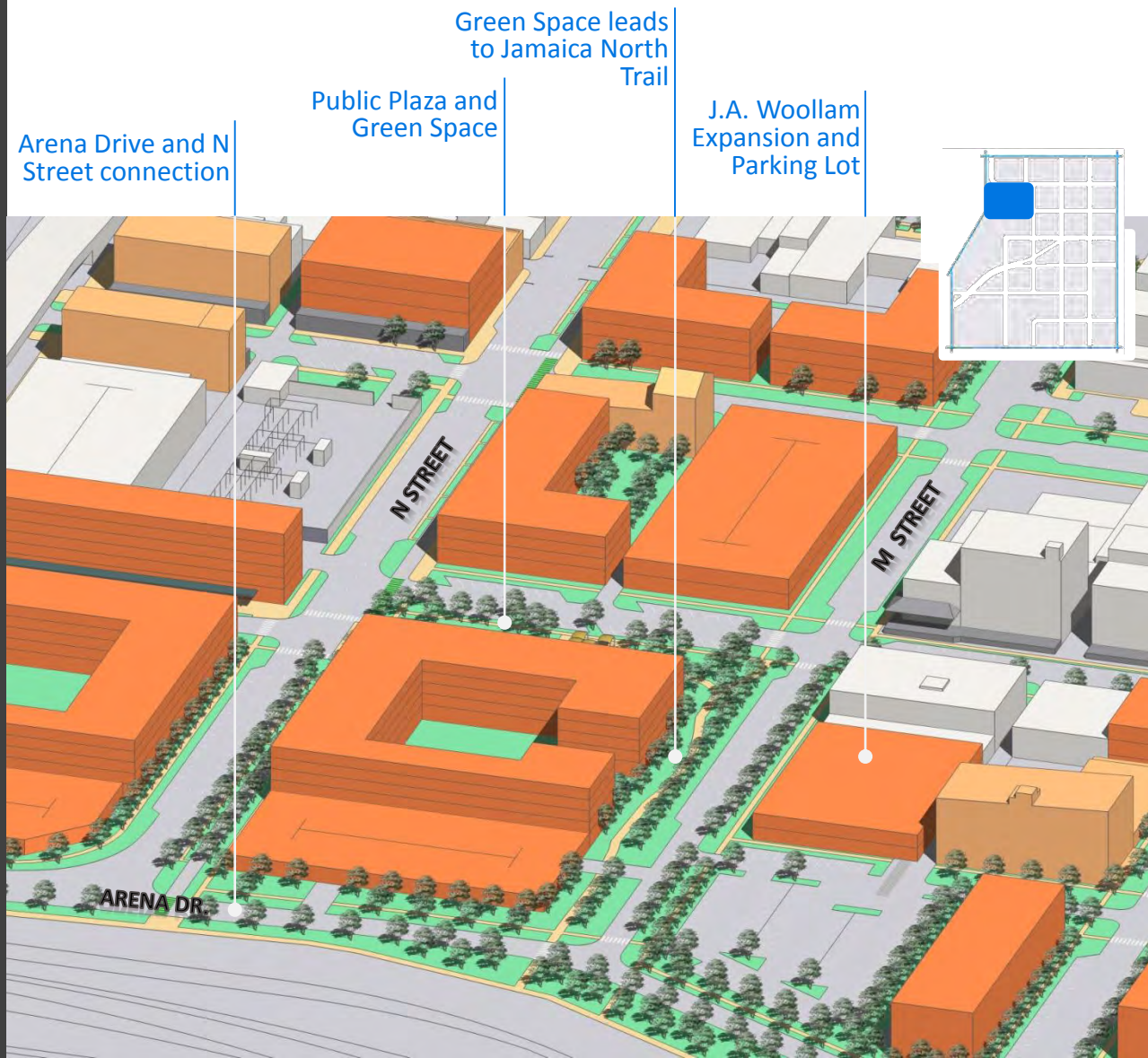
M Street and Arena Drive

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.

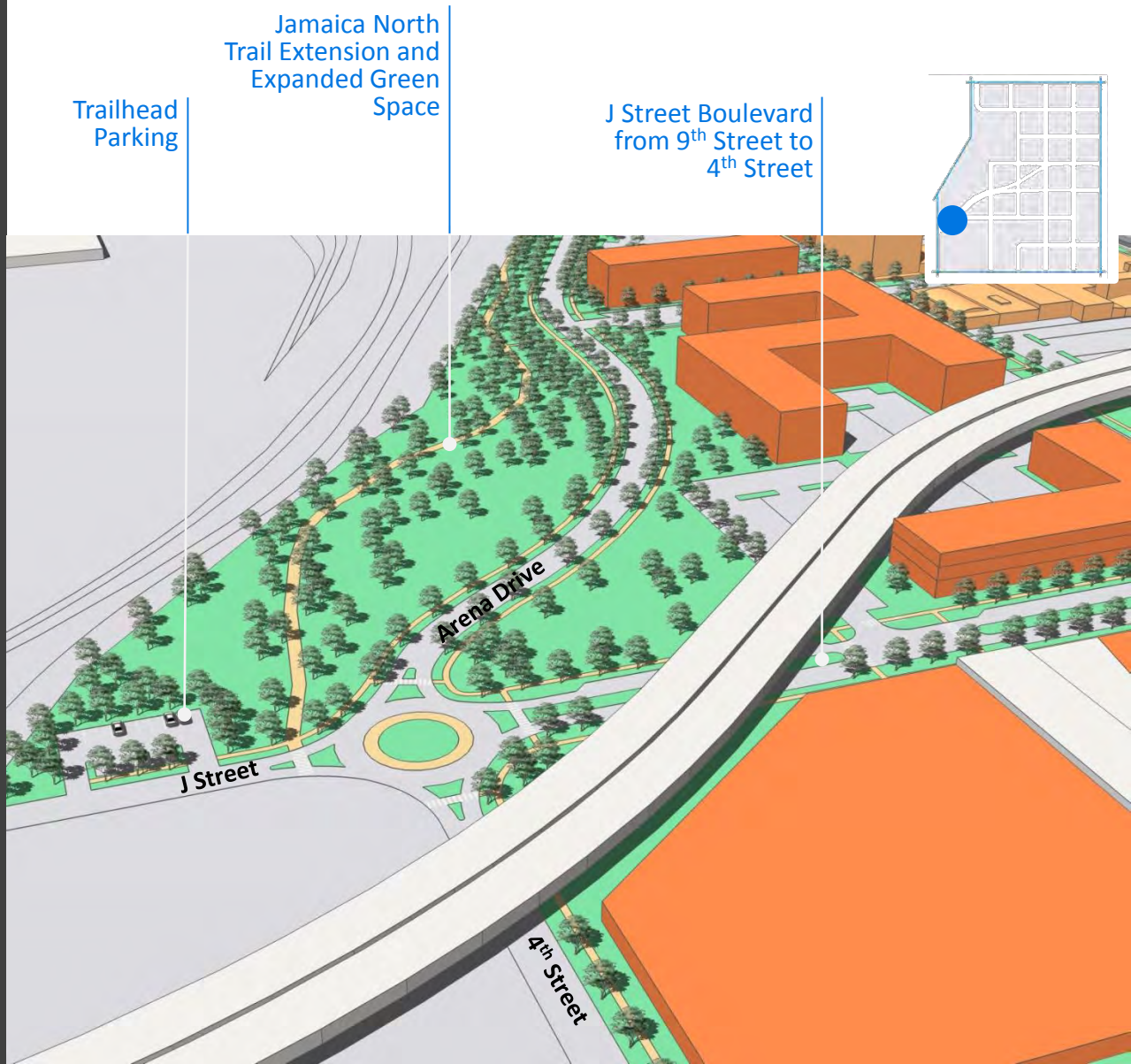


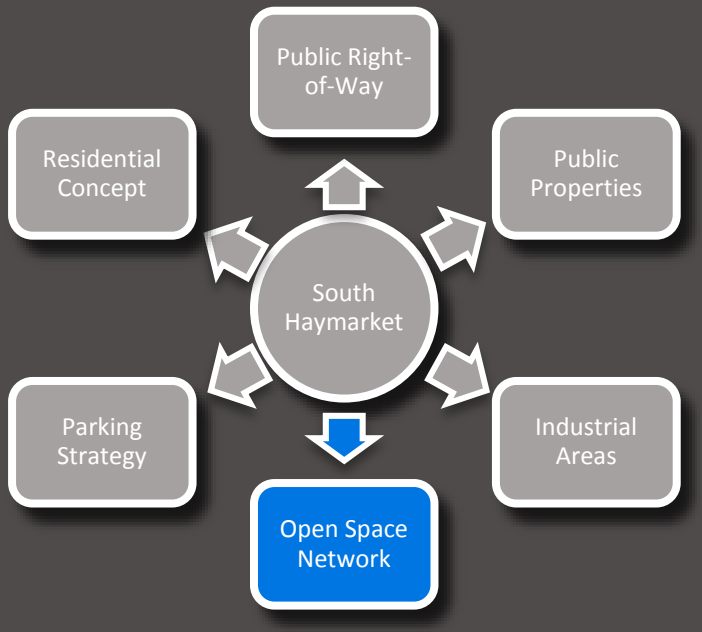
PUBLIC RIGHT-OF-WAY

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

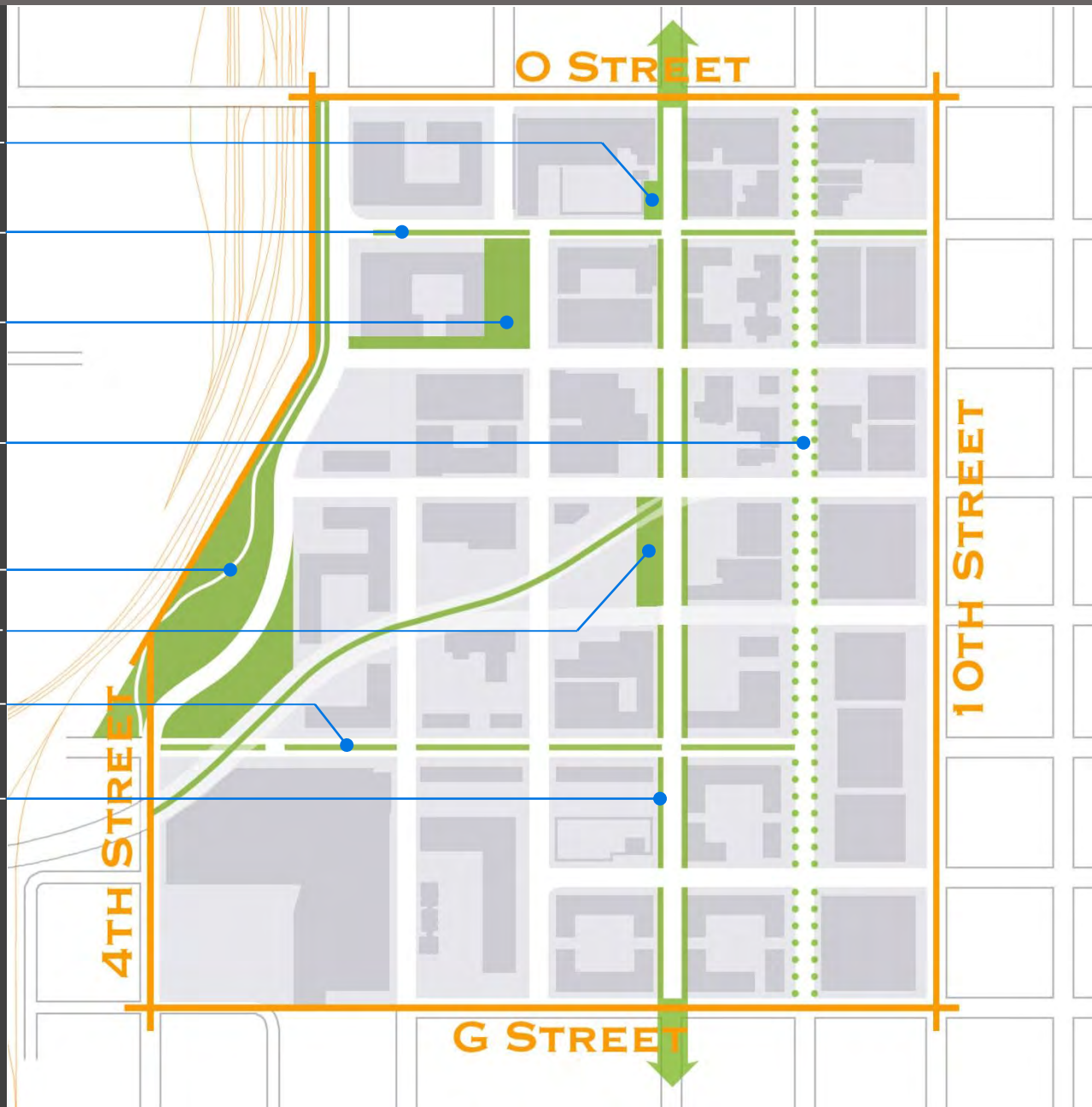
Significant landscaping along 9th buffers pedestrians from vehicular traffic

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 8th 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 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

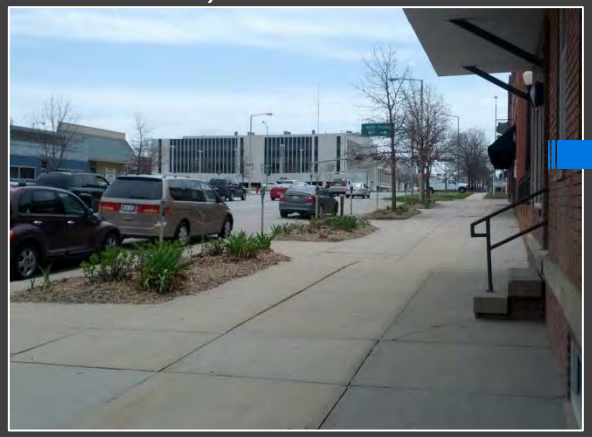
OPEN SPACE NETWORK

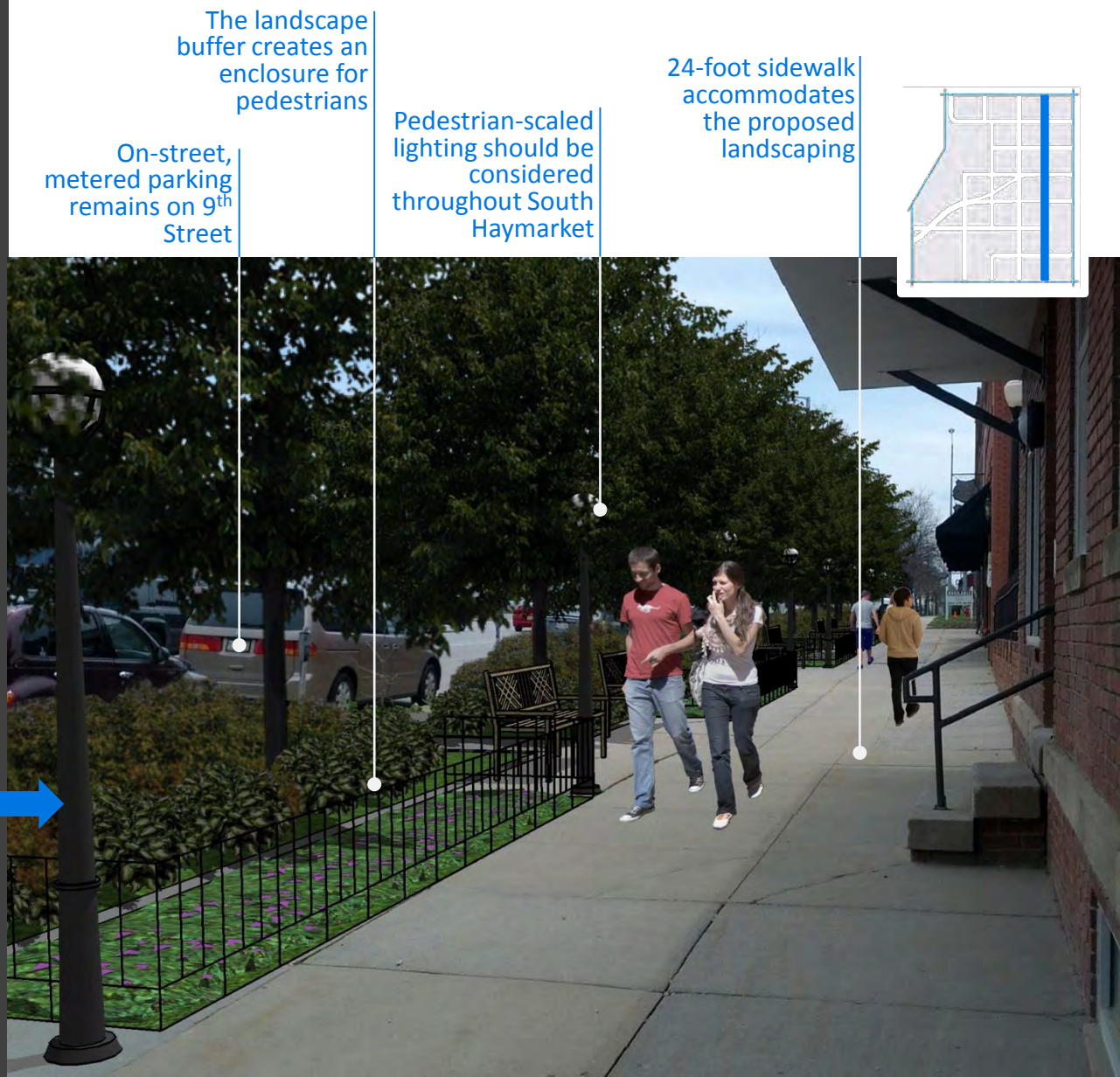
9th Street Landscaping

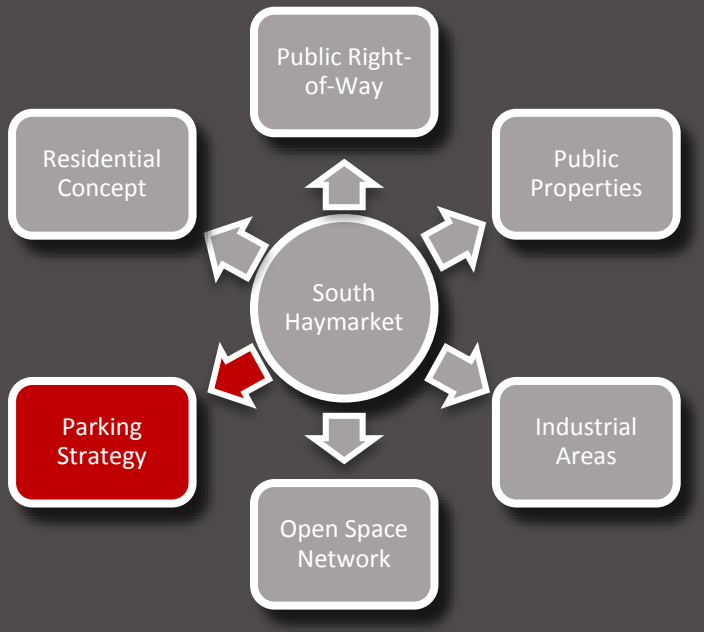
This image shows the streetscape concept for 9th Street. The planting areas buffer the pedestrians from motorists and create defined spaces along the sidewalks.

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







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

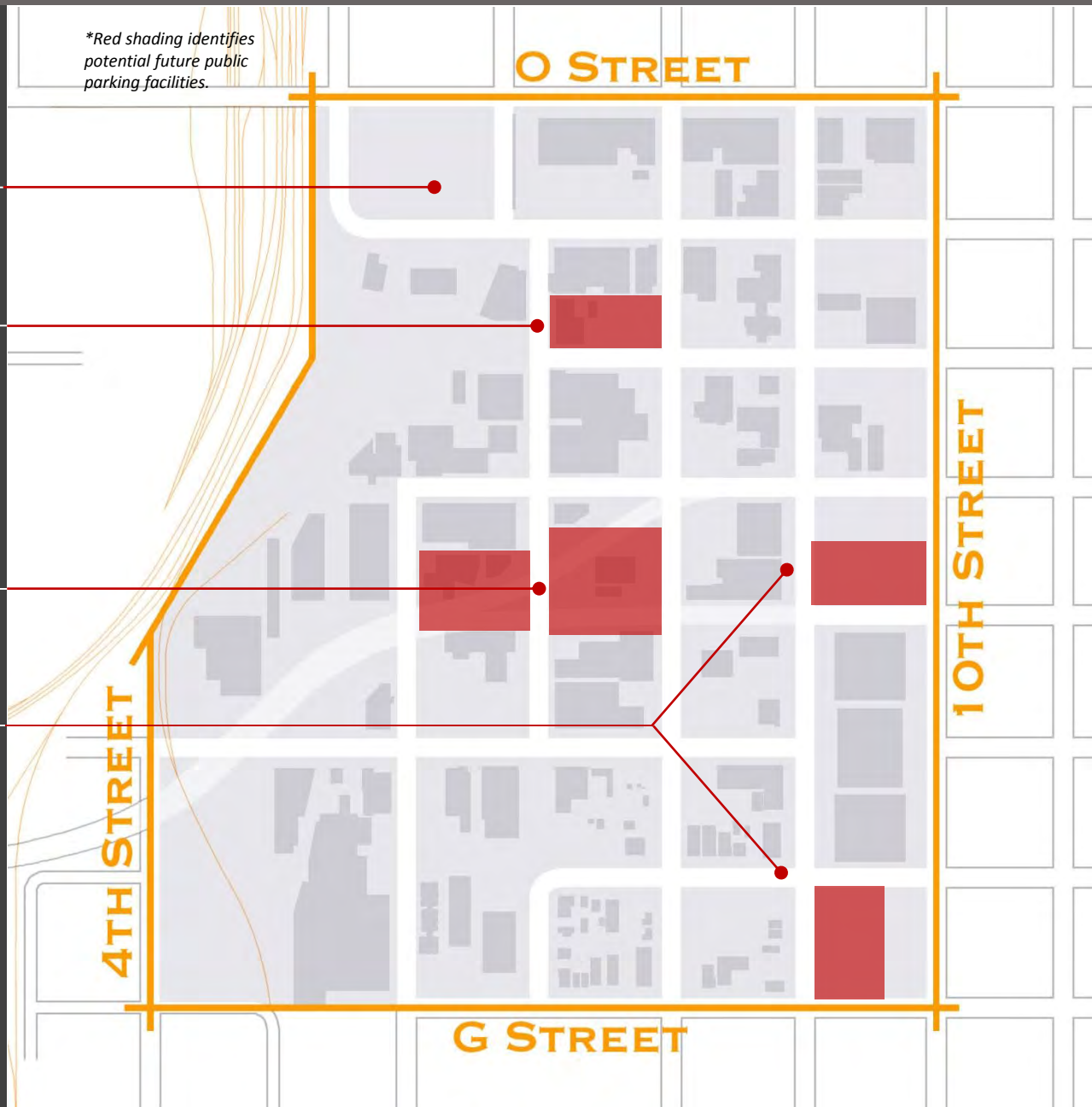
Additional locations for public parking could be identified and programmed once a threshold of residential is established

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



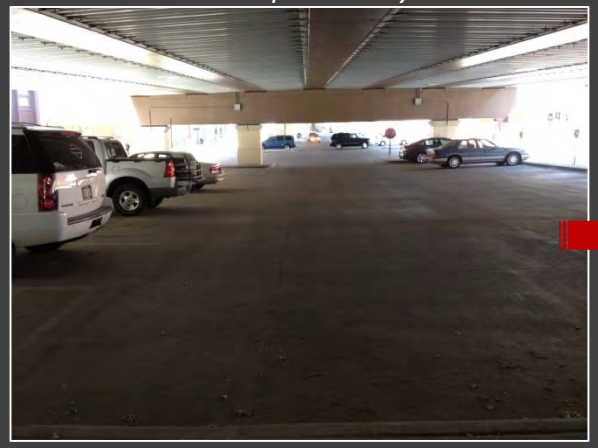
PARKING STRATEGY

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

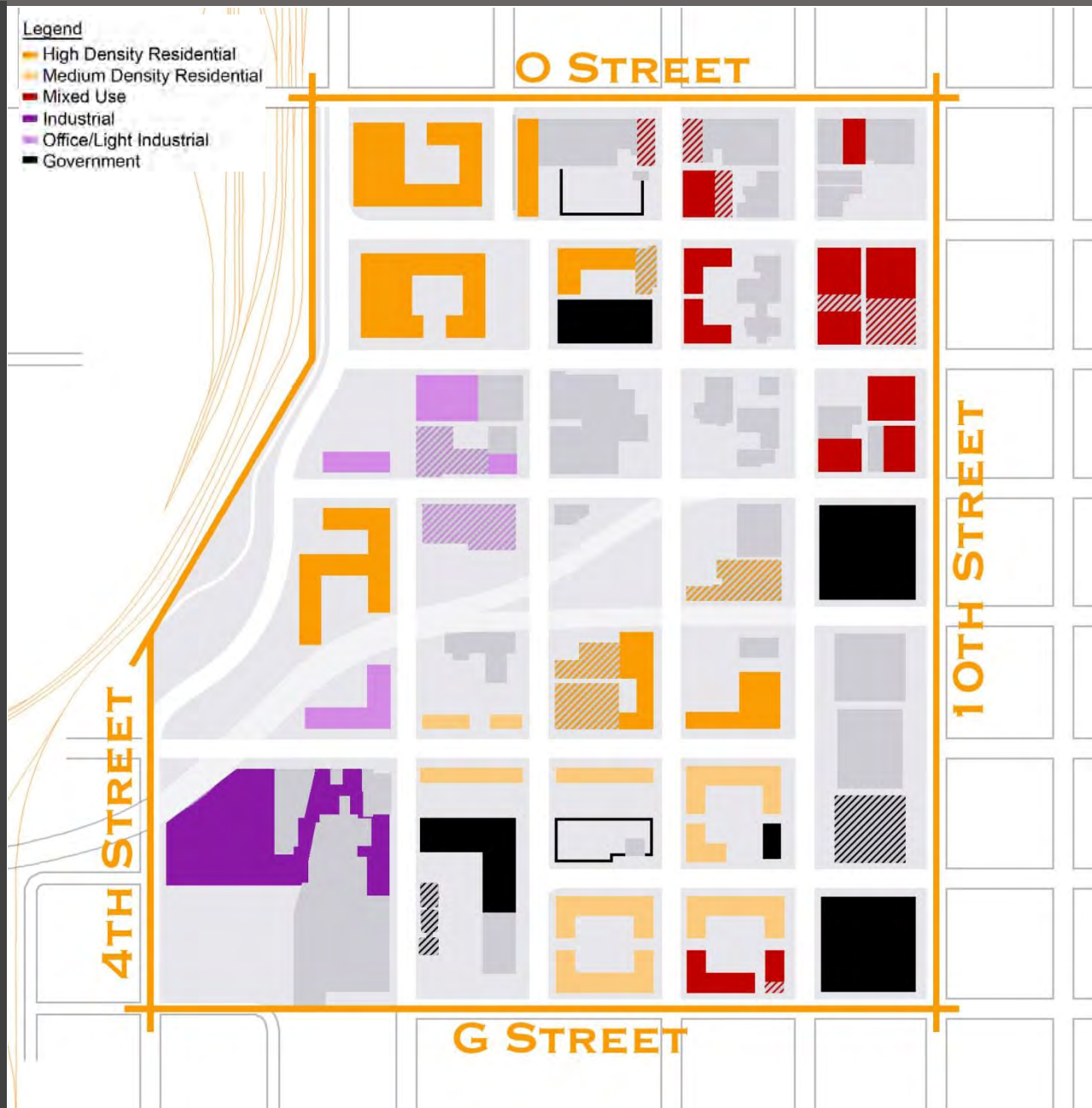
Beneath Harris Overpass Today



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 ?