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BACKGROUND

LPlan 2040

The 2040 Lincoln/Lancaster County Comprehensive Plan assumes an increase in the amount of infill and redevelopment within Lincoln, as well as the proportion of dwellings that will be multi-family (apartments, townhouses, condominiums, etc...). Sixteen and one half percent of future dwelling units are expected to be built within the existing built environment. Of the total new dwelling units, 40% are expected to be multi-family and 60% single family (including duplexes). The Comprehensive Plan recommends a major focus for new residential reuse, infill and redevelopment in Downtown and calls for 3,000 new dwelling units in Greater Downtown by the year 2040. A mix of land uses and residential types are recommended in order to maintain the urban environment.

Sixteen and one half percent of future dwelling units are expected to be built within the existing built environment.

Another critical factor to note is the existing development within Greater Downtown that may have an impact on South Haymarket redevelopment. Redevelopment in South Haymarket should complement rather than compete with existing land uses within Greater Downtown. The table below provides existing residential uses in Greater Downtown by type as of December 31, 2012.



Kiner Plumbing



Midwest Steel, LLC

Existing Dwelling Units in Greater Downtown

Housing Type	Dwelling Units	Percent
Single Family	2451	20.9
Duplex	810	6.9
Single Family Attached	80	0.7
Multi Family	7772	66.2
Group Quarters	12	0.1
Mobile Homes	208	1.8
Bed and Breakfast	2	0
Commercial w/ Residential Above	370	3.2
Public with Residential	26	0.2
Total	11731	100

2005 Downtown Master Plan

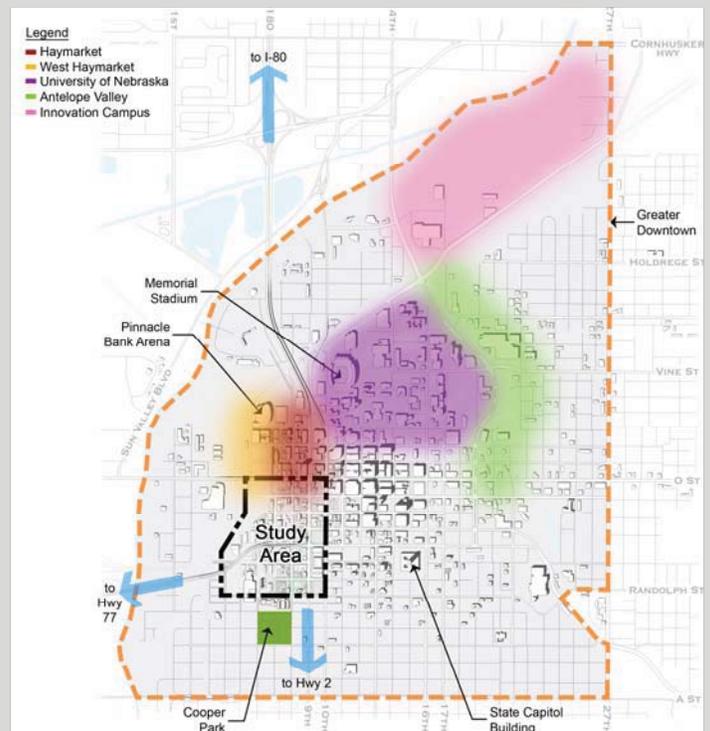
The 2005 Downtown Master Plan identified the South Haymarket as an emerging district within Greater Downtown and recommended further study to be conducted. The 2005 Downtown Master Plan suggested future land use types, redevelopment projects and transportation improvements, and identified South Haymarket as a unique area for high-density residential.



J. A. Woollam Company

2005 Downtown Master Plan Recommendations:

- 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



Context of South Haymarket within Greater Downtown

RESIDENTIAL CONCEPTS

- Significant Residential Infill**
 - The South Haymarket Neighborhood could provide 1,000 to 2,000 new residential units.
- Consolidate Governmental Uses**
 - Government office could be consolidated to encourage private development.
- Limited Commercial Uses**
 - Strategically placed commercial uses could provide daily services for South Haymarket residents.
- Repurpose Existing Structures**
 - Existing buildings should be repurposed for residential uses wherever possible.



K Street Building



Midwest Steel, LLC

Up to 2,000 New Residential Units

The 2005 Downtown Master Plan and the Comprehensive Plan suggest South Haymarket be redeveloped as high-density residential. The Residential Concept proposed in the study suggests that up to 2,000 new residential units could be developed in the South Haymarket Neighborhood. 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 should be accommodated as well to meet the daily needs of new residents.

RESIDENTIAL CONCEPTS

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



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



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



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



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



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



PARKING CONCEPT

Existing Parking

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 1,000 to 2,000 new residential units. Where will everyone park? The Parking Concept for South Haymarket includes private structured parking, public parking facilities and on street parking.



Parking Recommendations

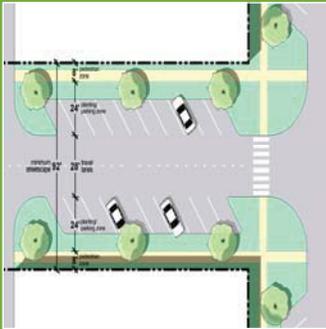
The Parking Concept for South Haymarket includes several recommendations in order to meet the increased demand from redevelopment. Most parking demand will be met with the construction of private facilities, but additional public facilities should accommodate new demand as well.

New public facilities include multi-level parking garages, appropriately located surface parking lots and on-street parking. Additional recommendations include:

- Off-street parking should not necessarily be required with new construction or reuse
- The City should consider a fee to be used for public parking in lieu of a parking requirement
- On-street parking should be provided wherever possible
- Off-Street Parking should be screened from public view with landscaping or fencing



On-Street Parking



Approximately 870 on-street parking spaces exist in South Haymarket today. Additional on-street parking should be provided throughout the South Haymarket Neighborhood to maximize use of the public right-of-way.

Rosa Parks Way



The area beneath Rosa Parks Way is underutilized space. This area could provide additional public parking, similar to what is provided beneath the Harris Overpass (O Street).

Public Parking



Additional locations for public parking should be identified and programmed once a threshold of residential is established. Public parking could be provided in new multi-level garages or on surface lots beneath the Rosa Parks Way viaduct.

Structured Parking



Structured parking should be provided as much as possible on-site when sites are redeveloped. Structured parking along Arena Drive provides a buffer to the railroad to the west, similar to the garages in West Haymarket.

South Haymarket Parking Strategy



INDUSTRIAL USES

Industrial and Public Properties together occupy 66 acres or 44% of the land in South Haymarket. Most of the industrial uses are located in the western half of the subarea near Rosa Parks Way, and the public properties are concentrated in the southeast quadrant. The South Haymarket Neighborhood Study suggests that this area should develop with high-density residential uses over the next 20 to 25 years. In order to accomplish that goal, the plan must address how this land can transition from mainly industrial and public uses to private residential development.

Existing Industrial Properties



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.



The concept for Industrial Uses in South Haymarket recommends redevelopment of heavy industrial uses in order to be compatible with new residential developments. The graphic to the right shows recommended future uses of industrial properties.

Future Uses of Industrial Properties



PUBLIC PROPERTIES

Existing Public Properties



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.



Recommended Relocation & Reuse



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 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. A combination of linear streetscapes and public open spaces provides areas for residents to recreate and enjoy the outdoors.



9th Street Streetscape



Public Plaza & Greenspace at the Terminus of Canopy Street

PUBLIC RIGHT-OF-WAY

Streets & Sidewalks

*Dark lines indicate gaps in sidewalk connections.

M and N Street become a one-way couplet

Build sidewalk connections as redevelopment occurs

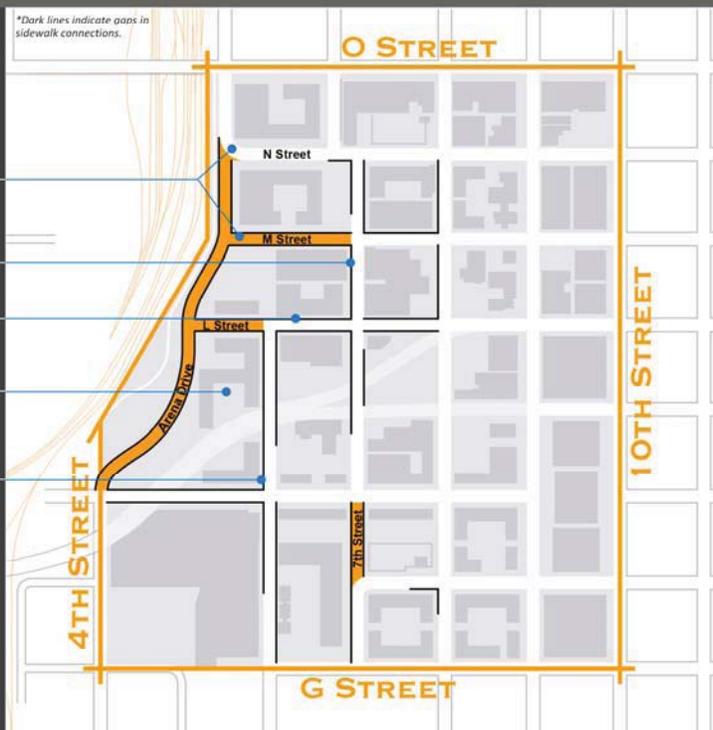
Add sidewalks to increase pedestrian safety

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 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.



Arena & J Roundabout

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 would provide compensatory storage to allow other properties in the floodplain to redevelop.



M & N Street Recommendations

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.

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

