



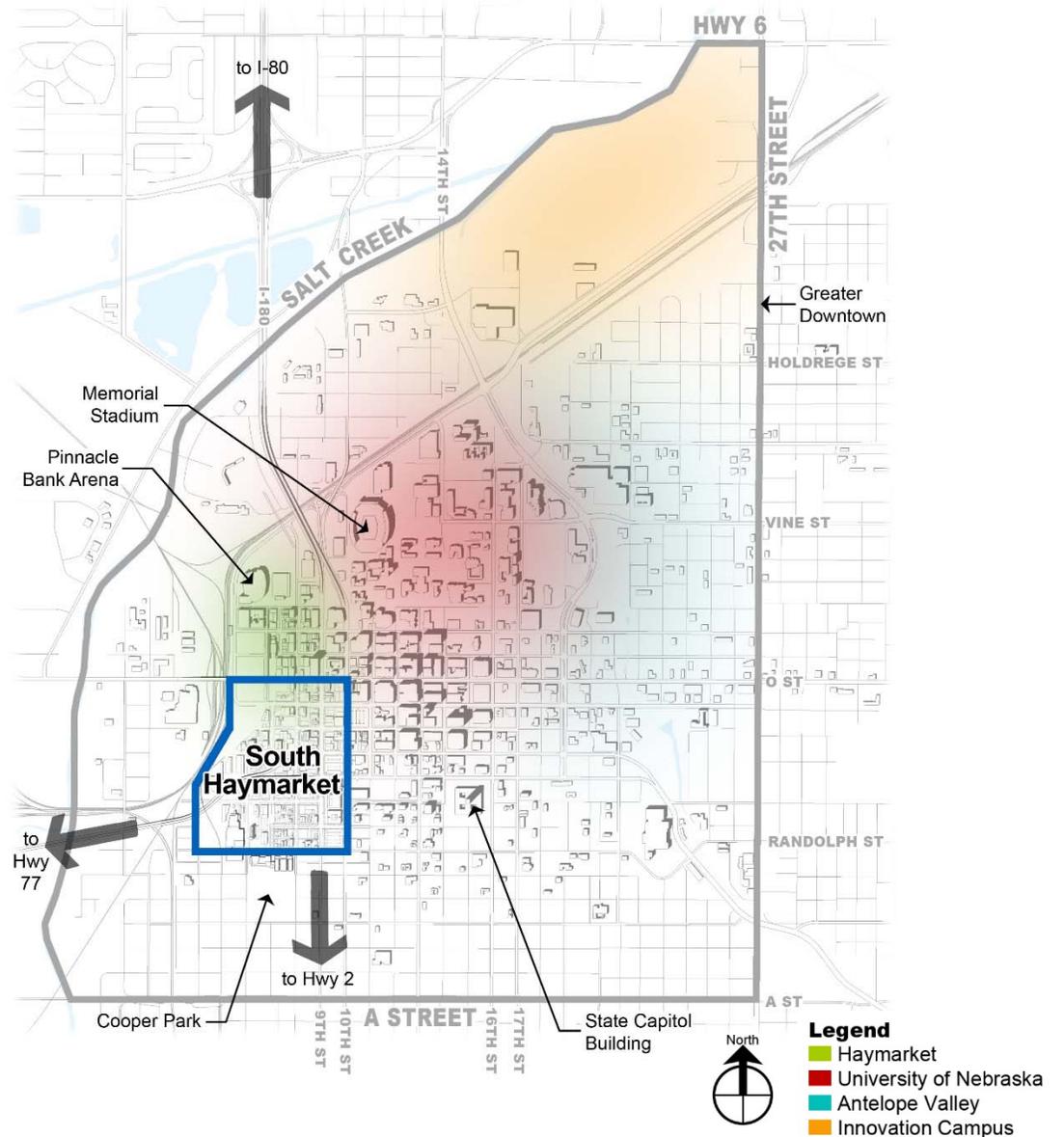
SOUTH HAYMARKET NEIGHBORHOOD PLAN



SOUTH HAYMARKET NEIGHBORHOOD PLAN

The Plan Area

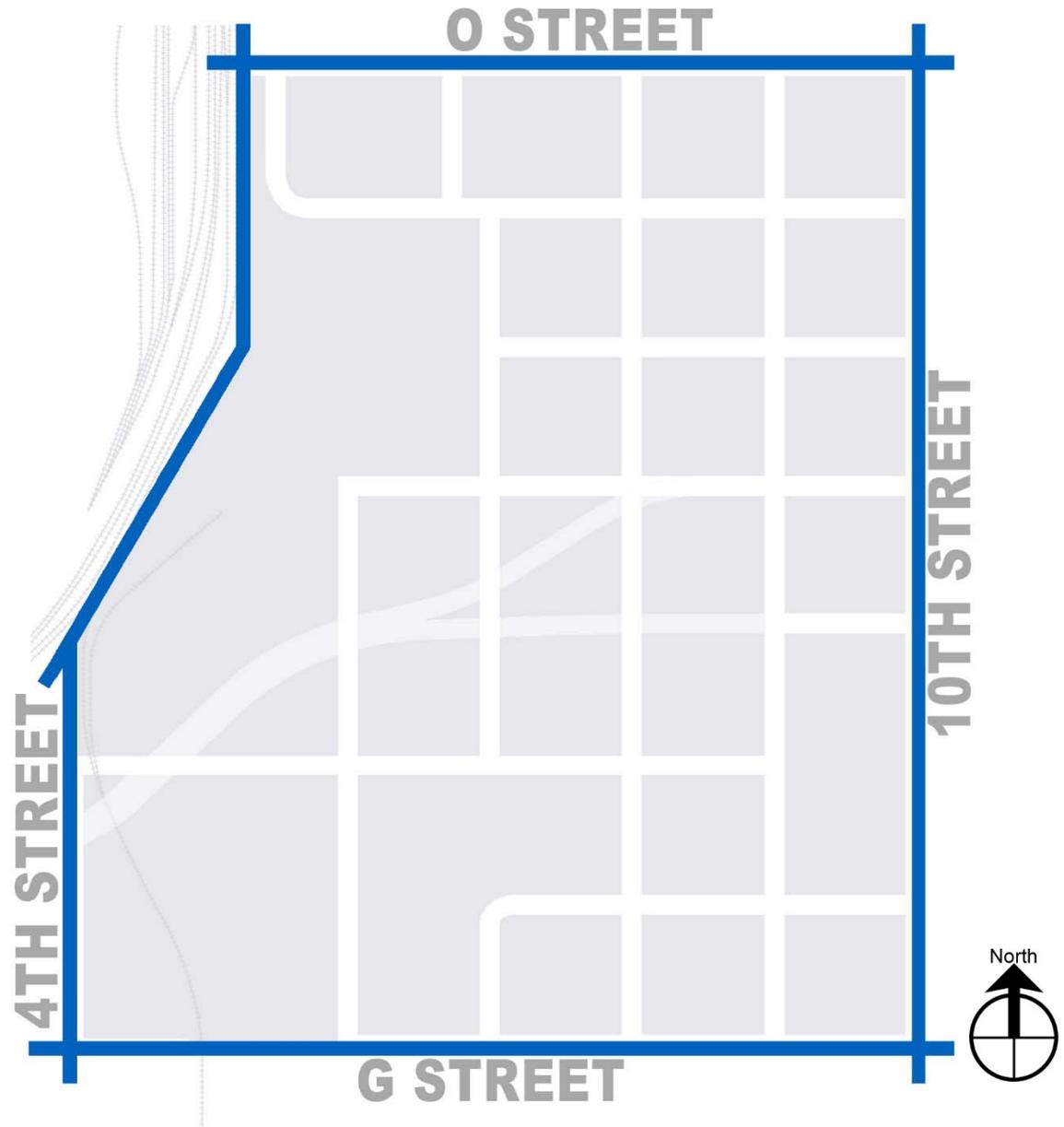
- South of Haymarket and West Haymarket
- Located within Greater Downtown



SOUTH HAYMARKET NEIGHBORHOOD PLAN

The Plan Area

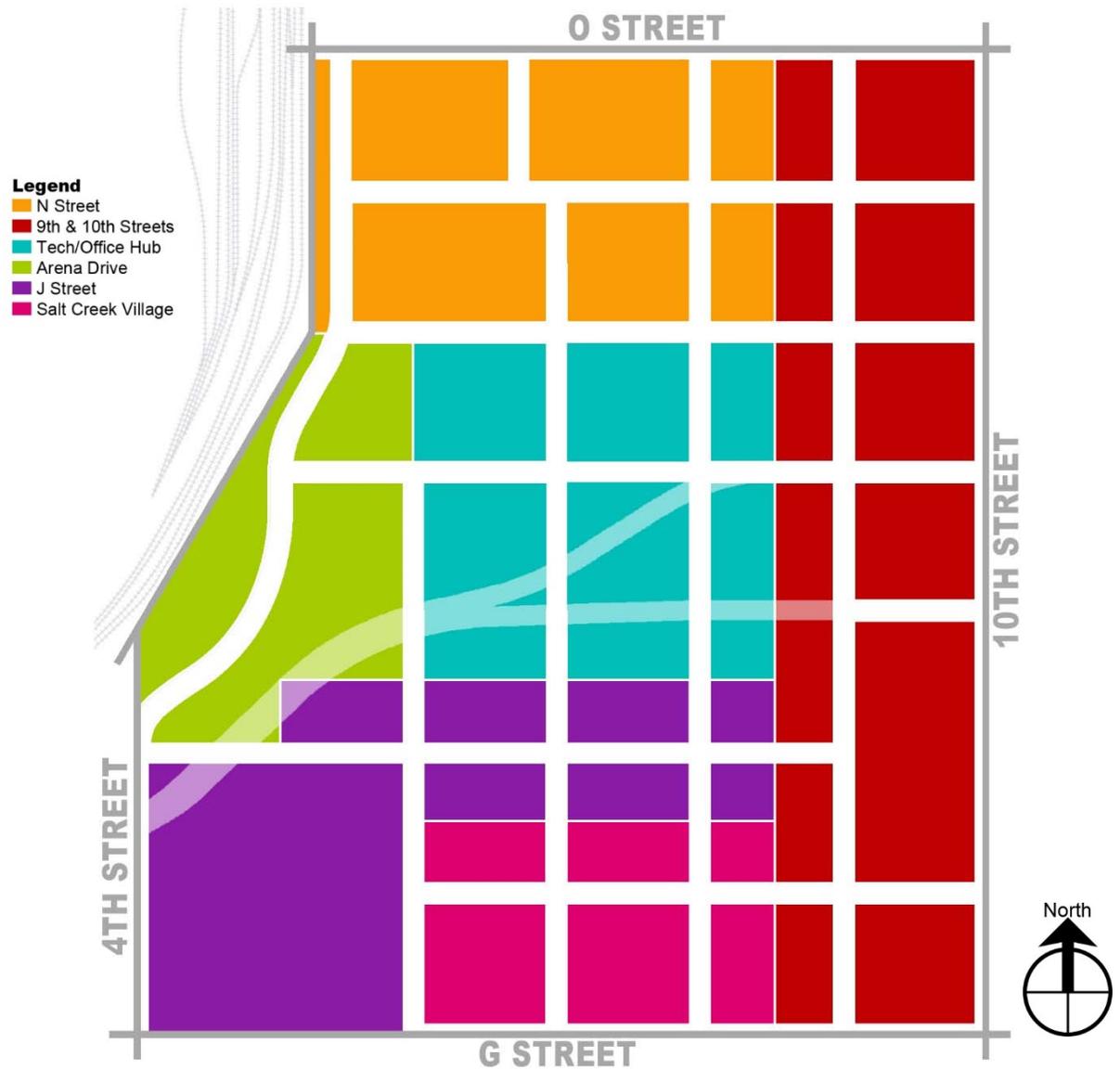
- 38 city blocks in land area
- Bounded by O Street, 10th Street, G Street, 4th Street, and the railroad mainline
- Significant opportunities for redevelopment



SOUTH HAYMARKET NEIGHBORHOOD PLAN

Subareas

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



SOUTH HAYMARKET NEIGHBORHOOD PLAN

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



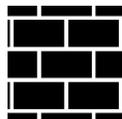
Transition from Heavy Industrial Uses



Organize the Streets, Sidewalks & Trails



Develop Adequate Open Space



Preserve Historic Resources

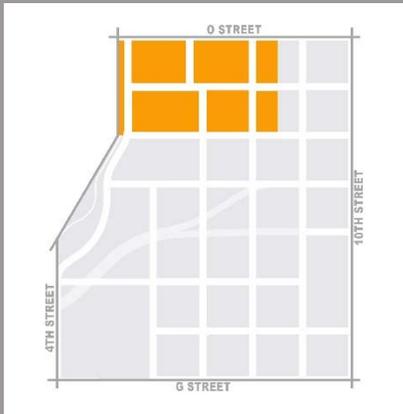


Implement Site & Building Design



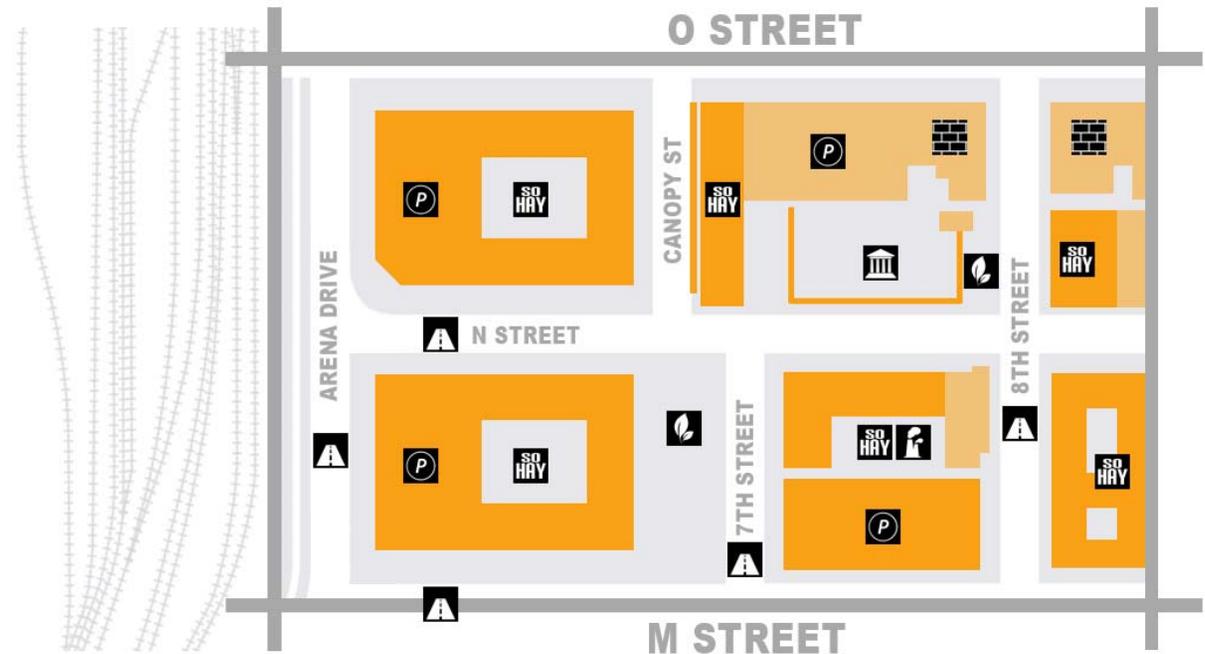
Develop a Parking Program

N STREET CORRIDOR



N Street Corridor Summary

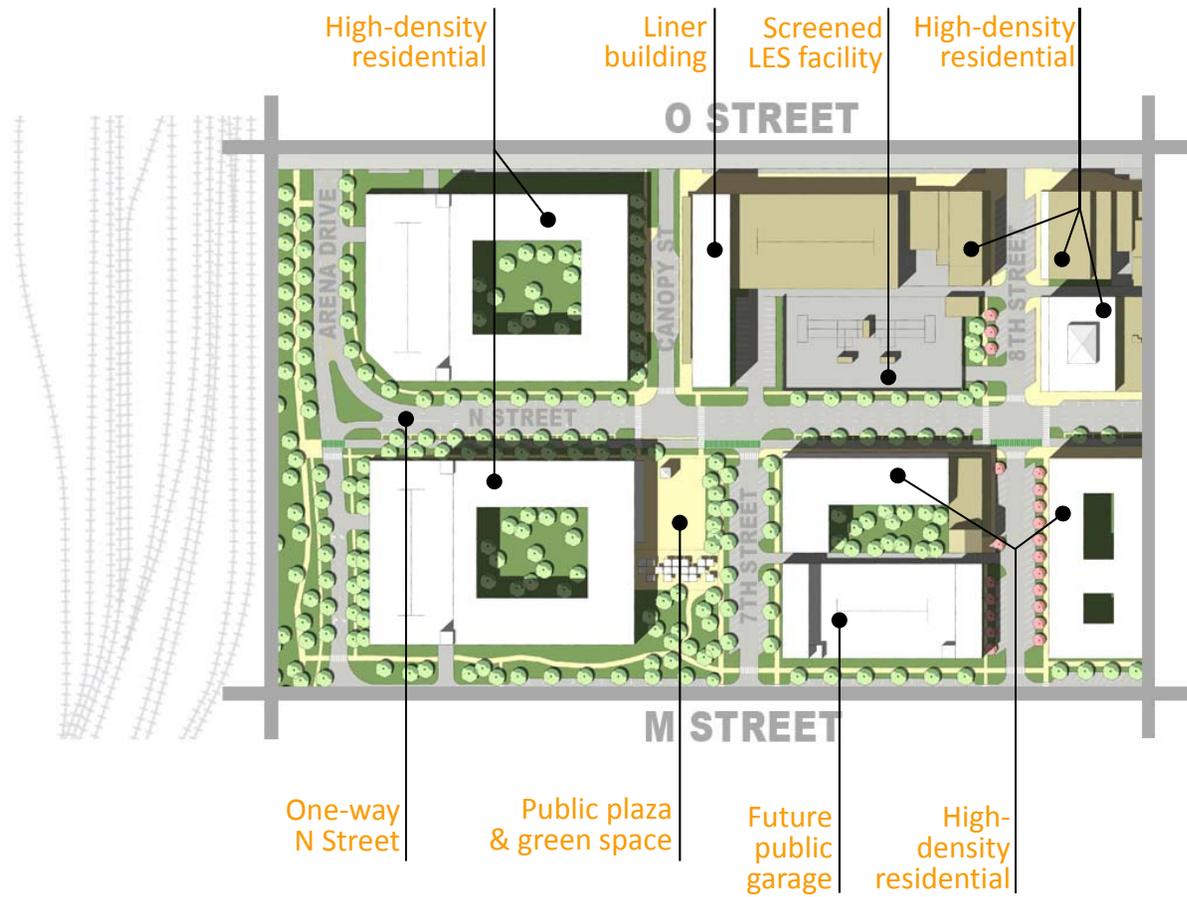
- High Density Residential
- One-Way N Street
- Public Plaza
- Public Parking Garage



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

N STREET CORRIDOR



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



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



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

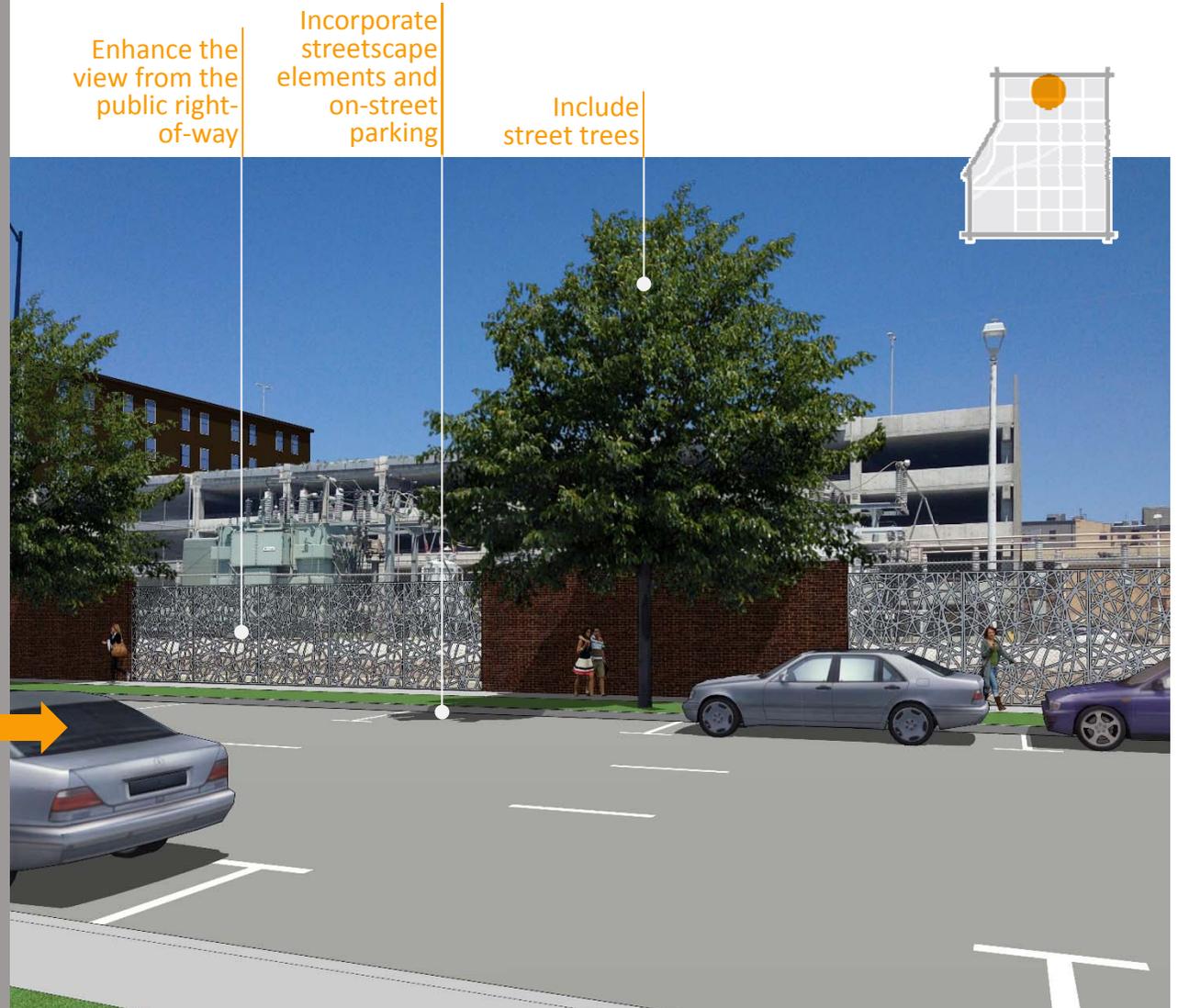


N STREET CORRIDOR

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



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.

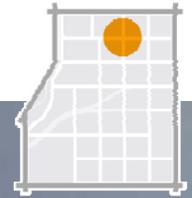
8th & N Before Construction



Streetscape with trees & parking should be added to N Street

Active uses on first floor would interact with bikeway

7-Story residential building



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



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

Active uses at the first floor

4-story building



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

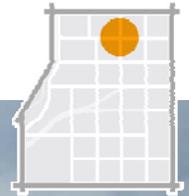


Add a residential liner building to screen the parking garage

Reuse the existing building for residential/mixed-use

Orient the uses to N Street & the Protected Bikeway

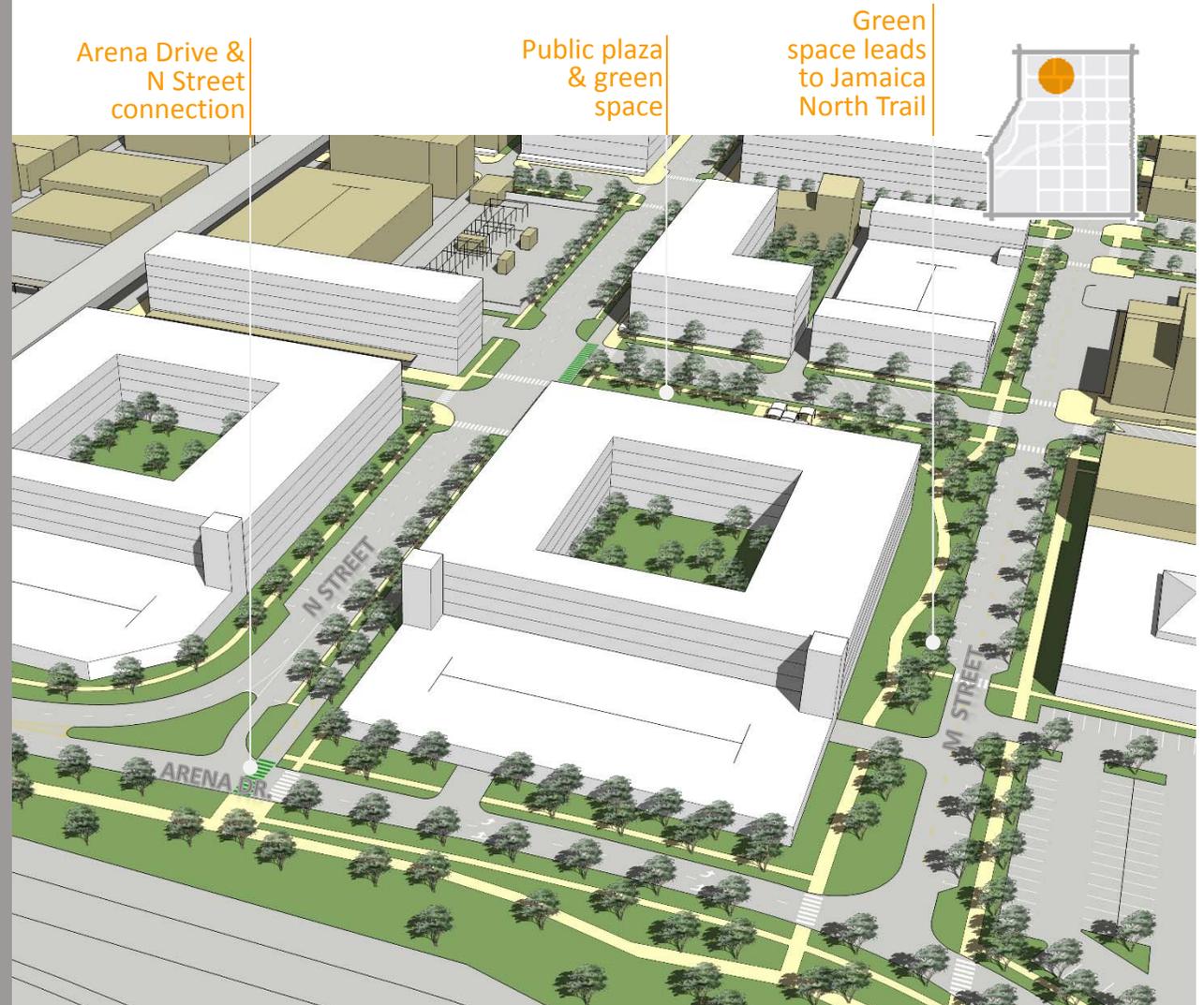
Construct a new 6-story building for residential units



N STREET CORRIDOR

Conceptual Build-Out

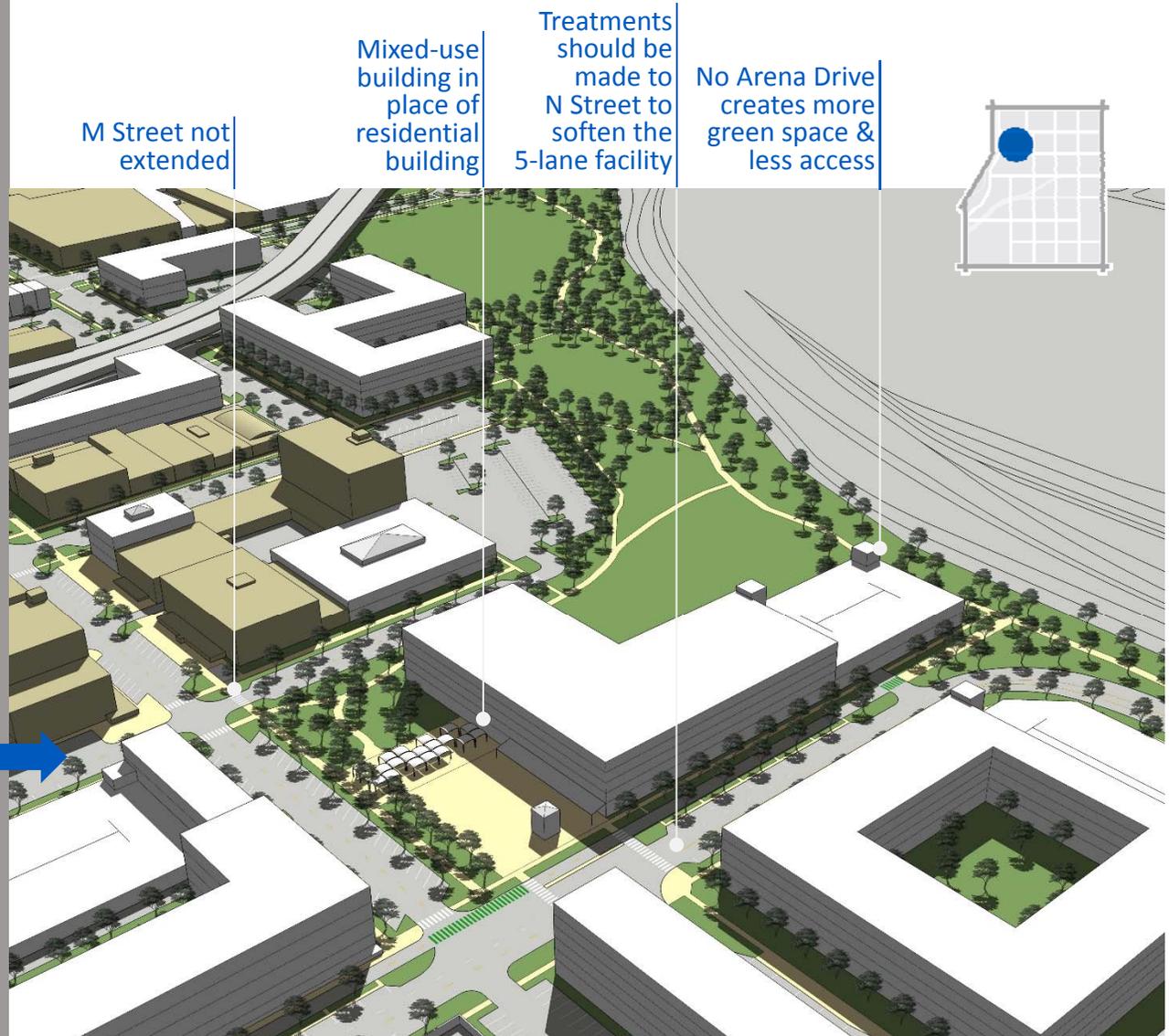
The N Street Corridor is recommended to develop with some of the most dense development in South Haymarket. High density residential should be a priority for the blocks in this subarea. Extending Arena Drive and M Street increase access and create a new urban block for residential development. This also 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.



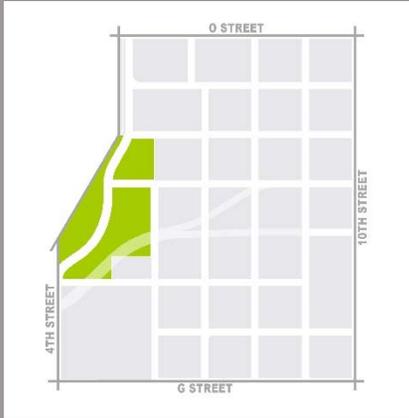
7TH & N ALTERNATE

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

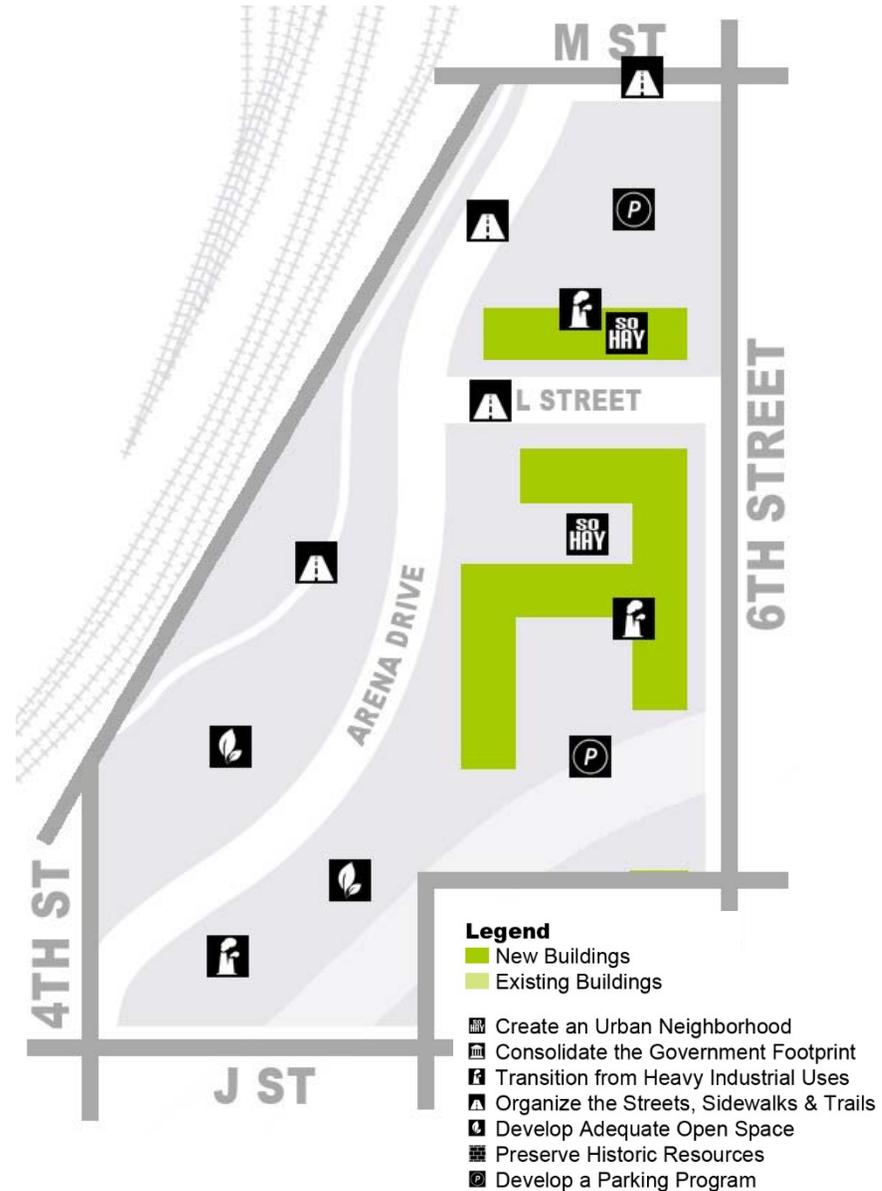


ARENA DRIVE CORRIDOR

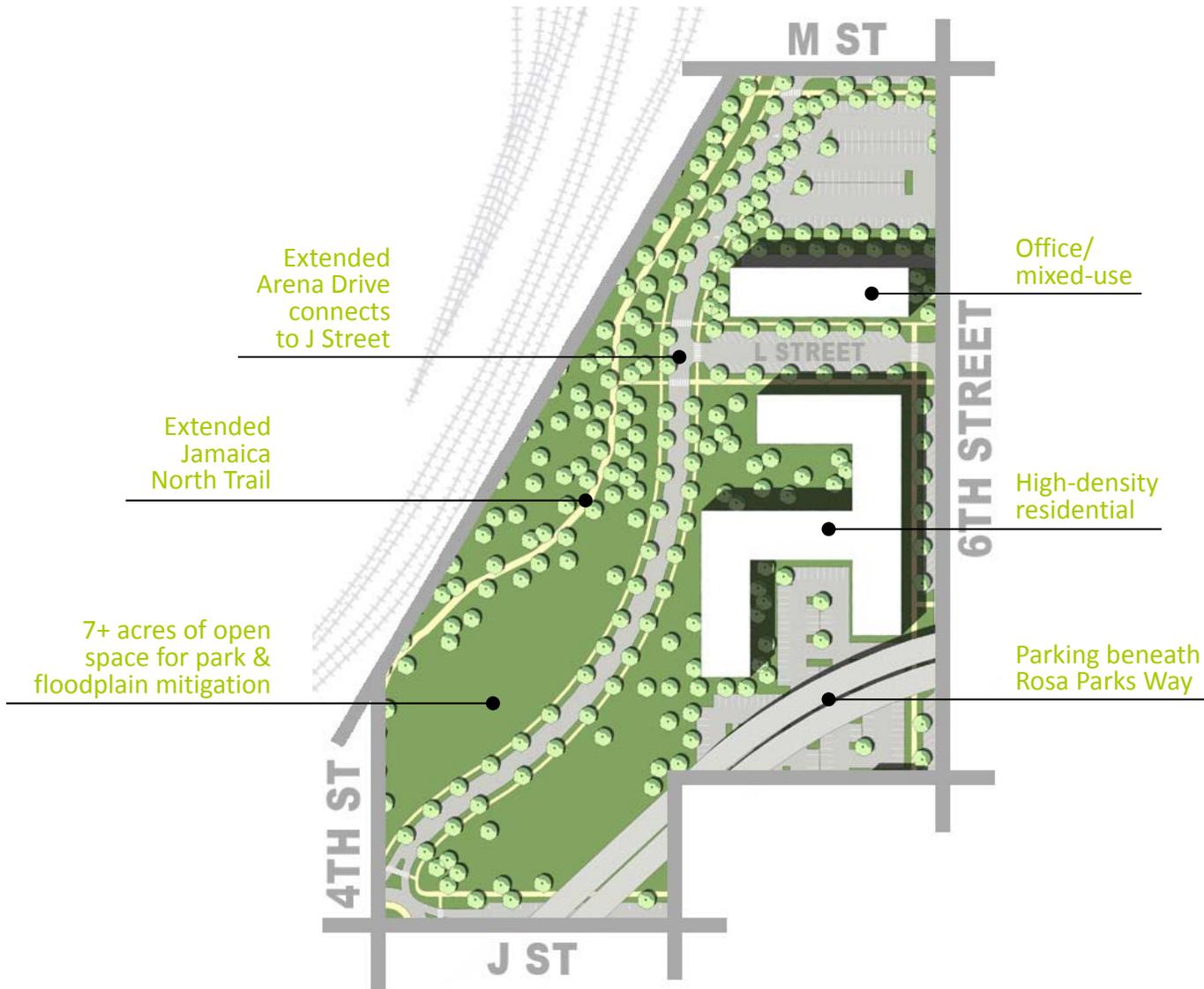


Arena Drive Corridor Summary

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



ARENA DRIVE CORRIDOR



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

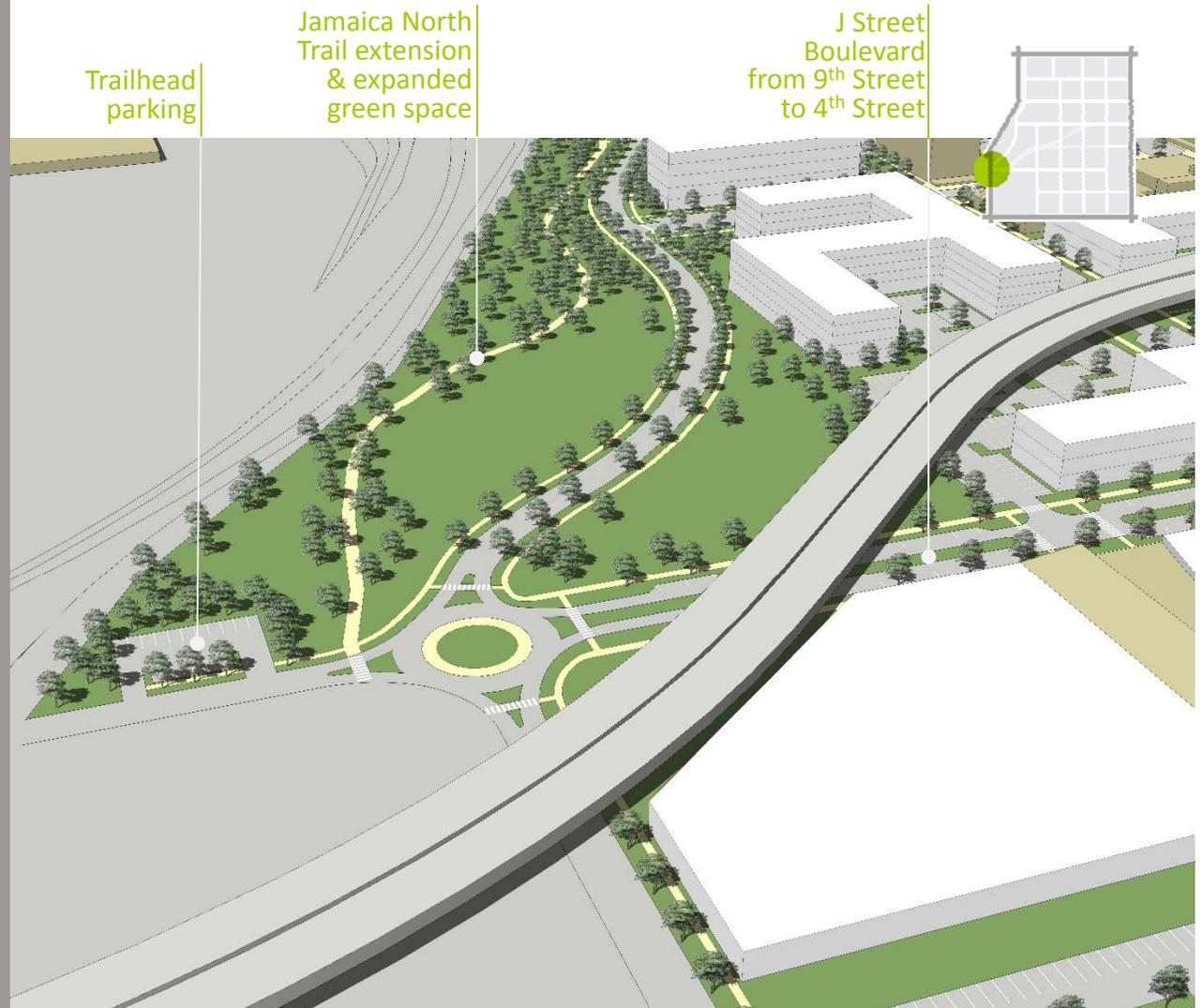
4-story building along the new L Street completes the street wall



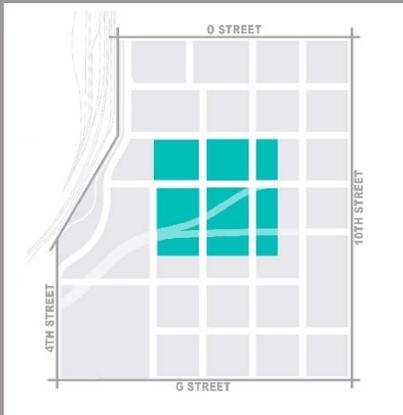
ARENA DRIVE CORRIDOR

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.

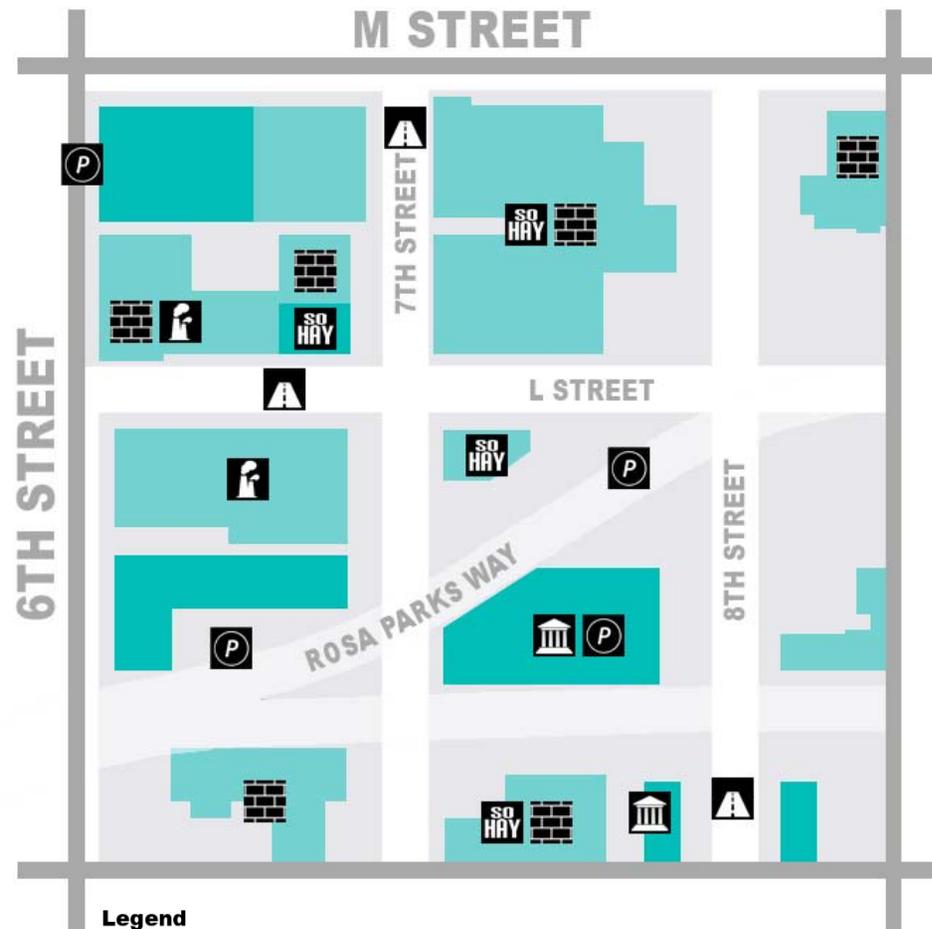


TECH & OFFICE HUB



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

TECH & OFFICE HUB



TECH & OFFICE HUB

StarTran Bus Garage

This image shows how a mixed-use building could be constructed on the property between the two Rosa Parks Way viaducts. This land is currently occupied by the StarTran bus garage.

Instead of surface parking the concept for this site is to have a parking structure on the two first levels and office and/or residential use above the viaducts. This concept meets the goals of the South Haymarket Plan by reducing the governmental footprint and constructing buildings instead of surface parking lots.

Rosa Parks Way Today



Substantial screening & landscaping along 8th Street

Parking Structure designed to look like a building with windows, awnings & doors

Residential and/or office located on upper floors above the RPW bridges

Parking adjacent to mixed-use building & beneath RPW bridge



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.

Beneath Rosa Parks Way Today



Underutilized
space beneath the
bridge becomes
parking

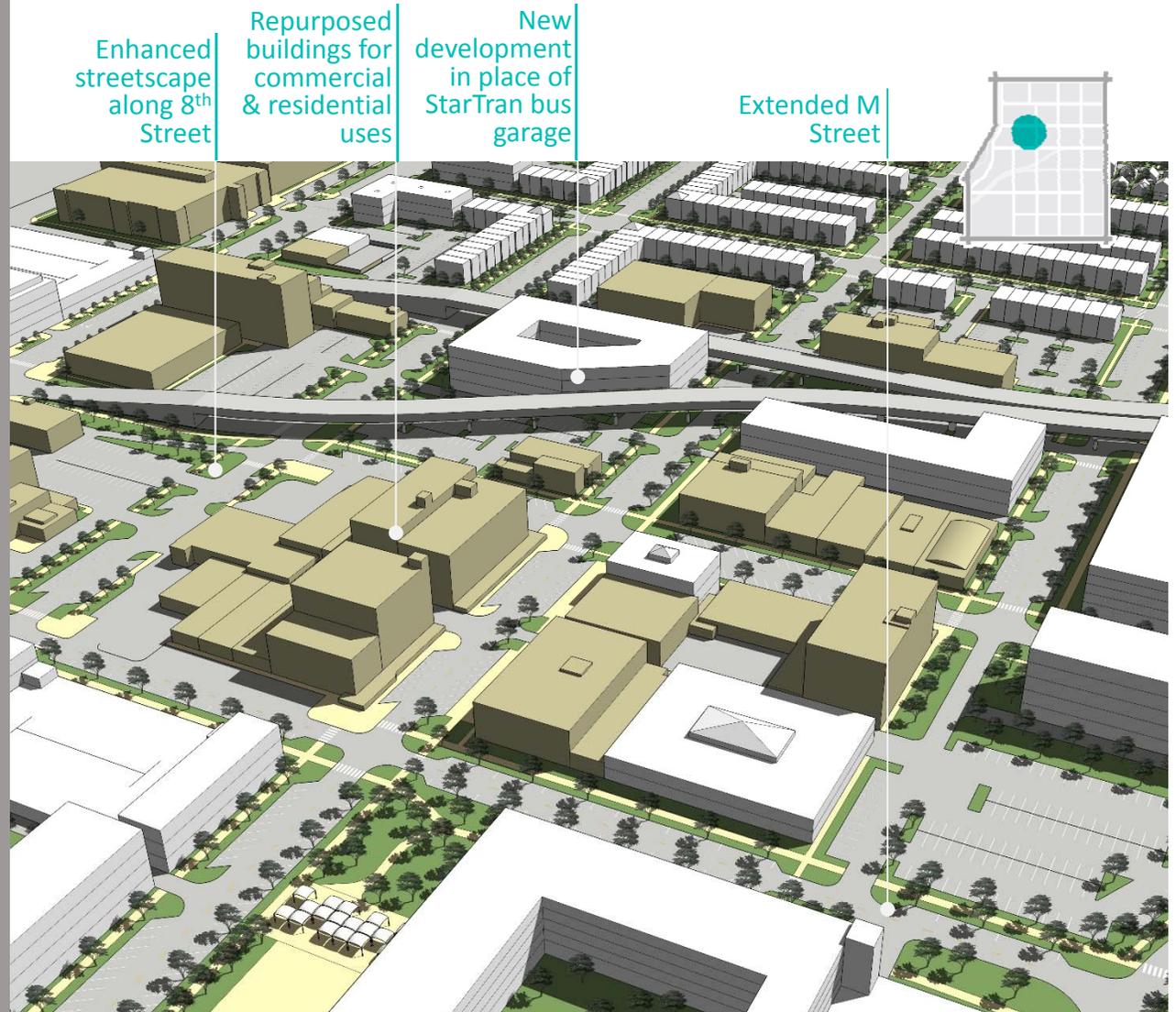
Parking is
organized with
striped stalls



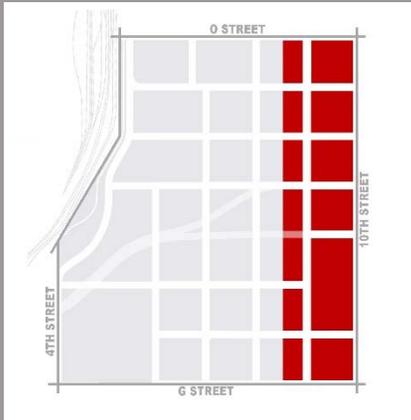
TECH & OFFICE HUB

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.



9TH & 10TH STREET CORRIDOR

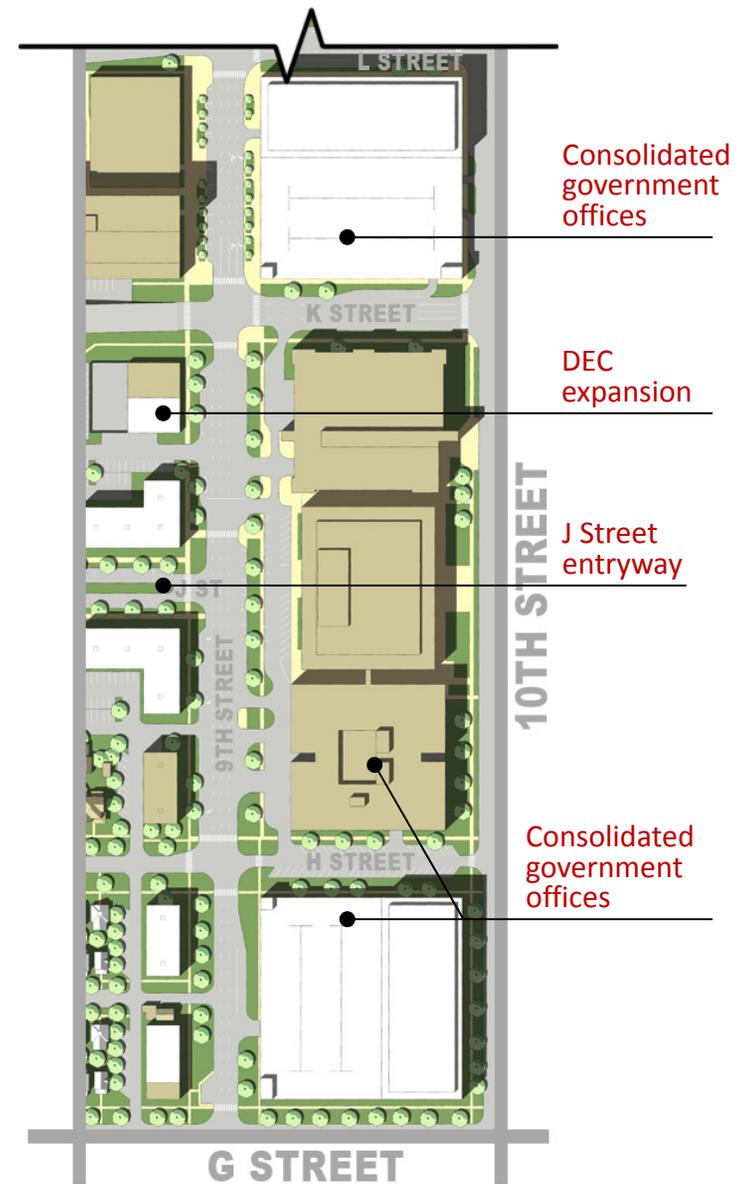


9th & 10th Street Corridor Summary

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



9TH & 10TH STREET CORRIDOR



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.



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



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.

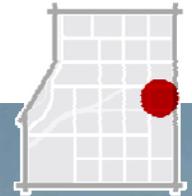
10th Street Today



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



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

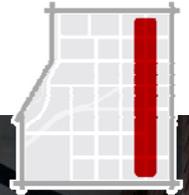


On-street, metered parking remains on 9th Street

The landscape buffer creates an enclosure for pedestrians

Pedestrian-scale lighting should be considered throughout South Haymarket

24-foot sidewalk accommodates the proposed landscaping

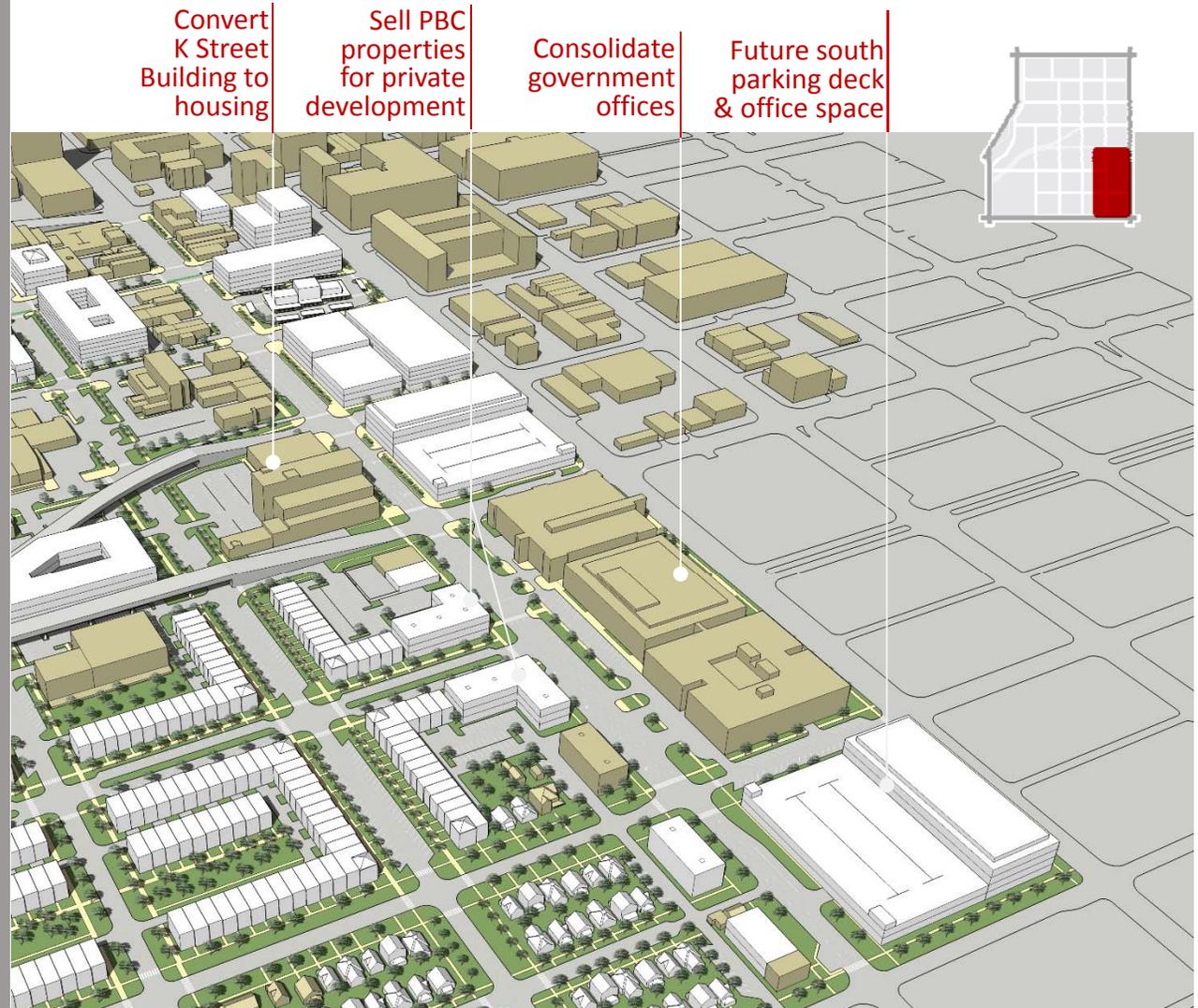


9TH & 10TH STREET CORRIDOR

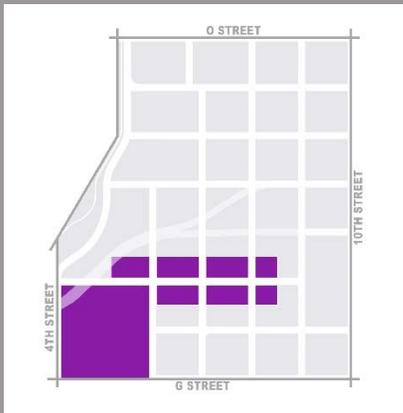
Conceptual Build-Out

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.



J STREET BOULEVARD



J Street Boulevard Summary

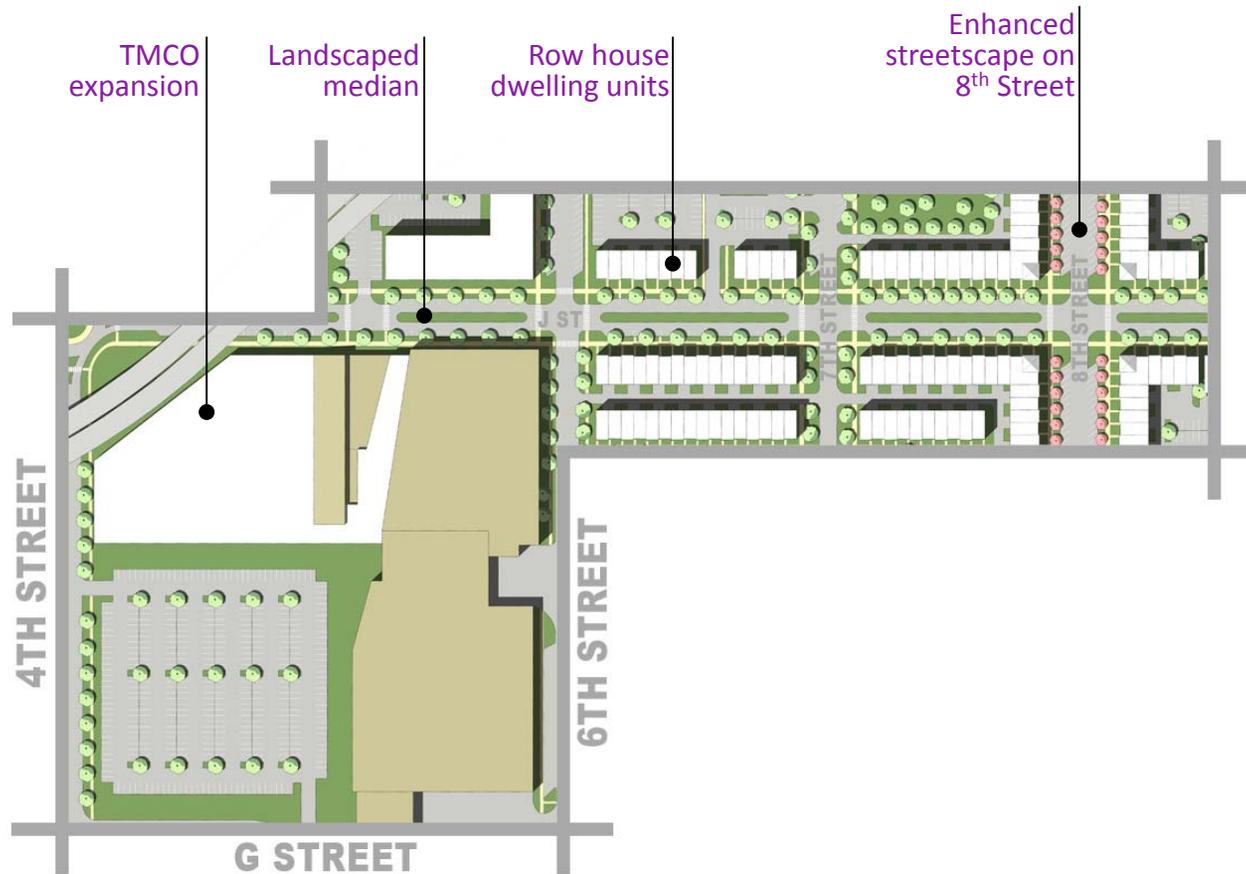
- Row house Development
- Enhanced Streetscape
- Westward Business Expansion



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

J STREET BOULEVARD



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.

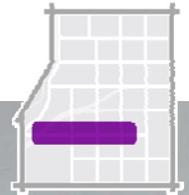
J Street Today



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

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

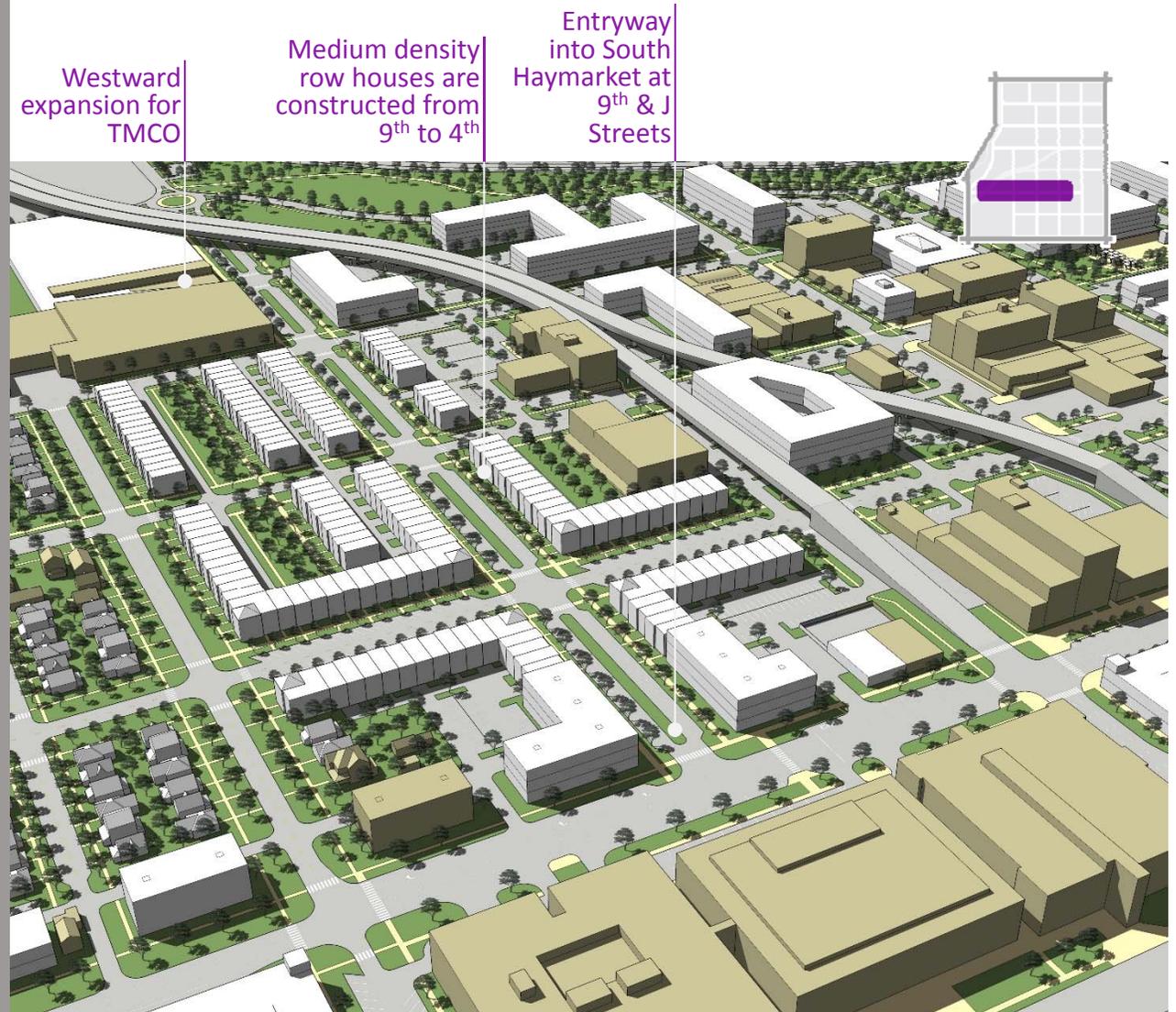
The J Street Boulevard includes a landscaped median



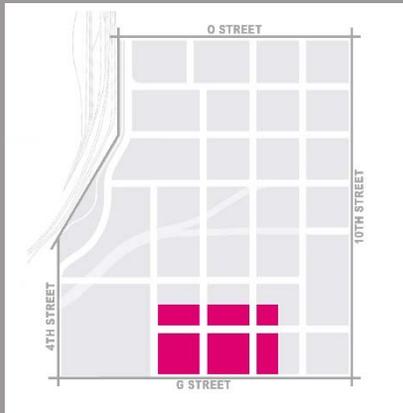
J STREET BOULEVARD

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.

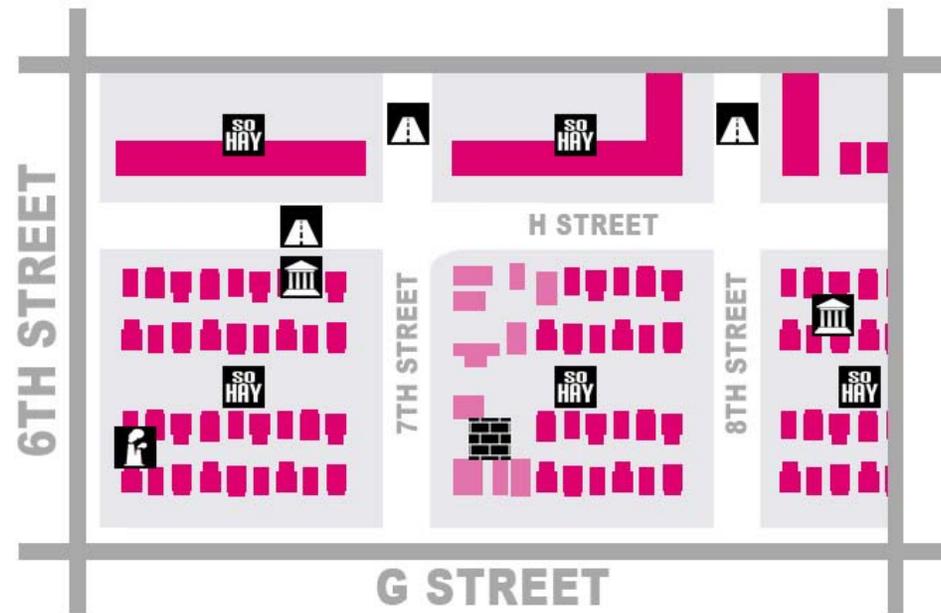


SOUTH SALT CREEK VILLAGE



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

SOUTH SALT CREEK VILLAGE



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.

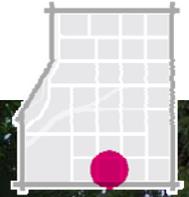
G Street Today



Retain
existing
historic
structures

Reestablish the
streetscape

Infill
acknowledges
historic
development
pattern on the
block



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.



RECOMMENDATIONS FOR THE NEIGHBORHOOD

**SO
HAY**

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



SOUTH HAYMARKET NEIGHBORHOOD PLAN

Next Steps

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





SOUTH HAYMARKET NEIGHBORHOOD PLAN

