

# South Haymarket Neighborhood Plan

## The Neighborhood



# Introduction

The 2005 Downtown Master Plan and the Comprehensive Plan suggest South Haymarket be redeveloped as a high-density residential district. Existing buildings should be repurposed for residential uses, and new, infill construction should provide expanded living opportunities. This recommendation continues to be supported with this plan. Opportunities to develop residential uses should be explored throughout the entire South Haymarket neighborhood. Supportive commercial uses should be accommodated to meet the daily needs of new residents and existing employment operations should be supported and expanded as well. The vision of the South Haymarket Neighborhood Plan is to create a repurposed, urban neighborhood within Greater Downtown Lincoln.

Successful neighborhoods contain key elements to make them desirable places for people to live.

Together, these elements create neighborhoods that become popular places in a community. Important neighborhood elements include a variety of housing choices, parks and recreation areas, schools, supportive commercial activity, pleasant streetscapes ideal for walking, biking and driving, thoughtfully designed buildings and employment opportunities. The vision for South Haymarket is to identify redevelopment opportunities to transform this area into a high-density, urban neighborhood.

Redevelopment in South Haymarket should also complement, not compete with, other successful projects within Greater Downtown. If South Haymarket is transformed into an urban neighborhood, additional residents will support activities in other districts within Greater Downtown such as Historic Haymarket, West Haymarket, Antelope Valley, P Street, UNL City

Campus, and the rest of Downtown proper. Significant residential development in South Haymarket would be within walking distance to these surrounding areas. Commercial uses should be developed, mainly along 9<sup>th</sup> Street, to meet the day to day needs of South Haymarket residents.

South Haymarket should not be a new entertainment destination. Significant investments have been made in Historic Haymarket and West Haymarket, and additional development should not conflict with these efforts. It has been proven that an influx of residents in a downtown district is a significant driver of economic development and would support additional retail establishments, such as a urban grocery store. Substantial residential development in South Haymarket will contribute to and support the other successful developments in Greater Downtown.

## The South Haymarket Neighborhood

A complete neighborhood is not comprised of one thing alone but is made up of several pieces that contribute to create a place. The basis of a neighborhood, however, begins with the people that live there. Creating the South Haymarket Neighborhood starts with building a place for people to call home.

Residential development in Greater Downtown and in South Haymarket is supported by the Lincoln Lancaster County Comprehensive Plan and the 2005 Downtown Master Plan. The Comprehensive Plan says that up to 3,000 new dwelling units should be accommodated within Greater Downtown by the year 2040. Approximately 1,100 units have been constructed since the plan was adopted in 2011. This plan demonstrates how South Haymarket has the potential to provide 1,000 to 2,000 additional Downtown dwelling units.

A variety of housing products creates interest and diversity in an area and further supports the vision

of South Haymarket developing into an urban neighborhood. A mix of units for lease or purchase should also be developed in South Haymarket, and units should be marketed and available to all age groups. Existing buildings in South Haymarket should be repurposed into new residential units, and vacant or underutilized parcels should be redeveloped with new construction for residential and mixed uses. Historic buildings are important to the character of South Haymarket and should be preserved and renovated when possible.

New construction should be well-designed to fit in the South Haymarket fabric. Residential developments should be dense to reflect the urban character of the neighborhood. Most new construction should respect the height of the zoning districts and should be constructed to maximize the allowable building height. Generally, taller buildings, up to 75 feet in height, should be built between Rosa Parks Way and O Street.

Buildings south of Rosa Parks Way should respect the Capitol Environs building height maximum of 57 feet, and should further decrease in height as a transition to the Salt Creek neighborhood near G Street. There is limited support for exceptions to the height limitations which should only be considered on a case-by-case basis. (See the Zoning and Design Standards section in the Implementation Chapter for a more detailed analysis on building height.)

The Joint Committee on Public Health and Land Use Planning was created in 2005 and was established to review issues of public health and land use planning to determine if current laws and policies assure a safe and healthy community. One of the issues considered was land uses and proximity to hazardous materials. One outcome of the Joint Committee was a recommendation to maintain a 300 foot separation between habitable dwellings and hazardous materials. The South Haymarket Neighborhood is bounded on the

west by a main line railroad which transports a variety of materials, including potentially hazardous materials. Therefore, a 300-foot buffer should be respected between new residential units and the rail line to the west.

The South Salt Creek Floodplain also impacts the South Haymarket Neighborhood and is located in two Salt

Creek floodplain storage areas that are bisected by Rosa Parks Way. Properties located north of Rosa Parks Way can fill flood storage volume up to 40%, and properties located south of Rosa Parks Way can fill flood storage volume up to 55%. Any residential building must be constructed 1 foot above the base flood elevation, which requires 100% fill of flood storage volume. In

order to facilitate new residential development in South Haymarket, this plan recommends that compensatory storage be identified in the 7 acres of new greenspace and new rights-of-way on the western edge of the neighborhood. This model for compensatory storage was utilized in the West Haymarket area and has been a useful tool for redevelopment success.

# South Haymarket Neighborhood Subareas

## Subareas

The following text describes subareas of South Haymarket and includes development recommendations for land uses and design characteristics. These subareas are called out separately because they currently contain, or are recommended to contain, unique features that are considered significant to the overall development of the South Haymarket Neighborhood. The South Haymarket Neighborhood subareas are shown on the map to the right.

## Goals

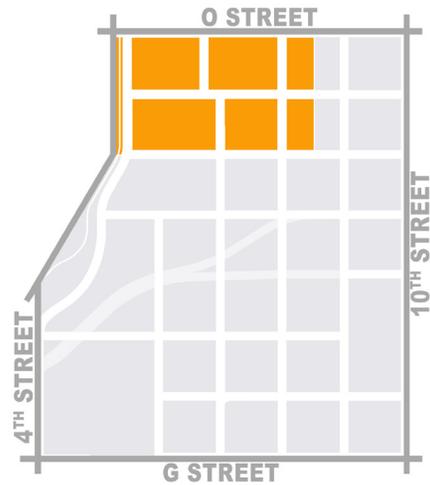
The vision for the South Haymarket Neighborhood is illustrated by applying the overarching goals to each subarea. The goals of the South Haymarket Neighborhood Plan are overlaid onto the maps for each subarea and represent development recommendations for that specific property. The goals, with organizing icons of the South Haymarket Neighborhood Plan, are outlined below:

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

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

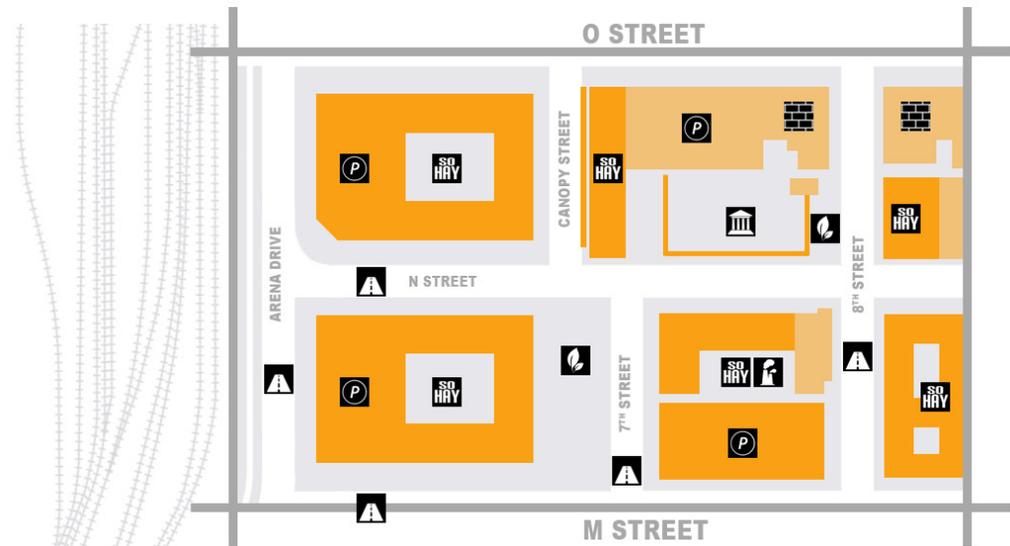


# N Street Corridor



The N Street Corridor is located on the north end of the South Haymarket Neighborhood. This 6-block corridor is a highly visible location in South Haymarket and is already seeing development underway or proposed.

This map highlights the recommendations for the N Street Corridor. The buildings shown on this map are shown to differentiate existing versus new structures. Each one of the goals placed on the map provides a visual representation of the text that follows for this subarea.



## 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
- Implement Site & Building Design
- Develop a Parking Program





## 7<sup>th</sup> & N

The property lying north and south of N Street at Arena Drive is illustrated by two buildings at 4 and 5 stories each with high density residential uses. A public plaza and green space is situated at the intersection of 7<sup>th</sup> and N Streets on the southwest corner at the terminus of Canopy Street.

If M Street is extended west of 7<sup>th</sup> 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. The protected bikeway could also have green landscaped areas instead of painted concrete if N Street becomes a one-way street.

If M Street is not extended west of 7<sup>th</sup> Street, a center, landscaped median in N Street would also soften this corridor. See the alternate for 7<sup>th</sup> and N Street in the Alternates Section of the Implementation Chapter.

7<sup>th</sup> & N Today



Public plaza & green space is a focal point at the Canopy Street terminus

4- to 5-story building with 164 units

Residential buildings meet 300-foot separation from railroad

One-way N Street with street trees & on-street parking



## 8<sup>th</sup> & N

A variety of uses exist on the properties located at 8<sup>th</sup> and N Streets. It is understood that the LES Substation will remain, but the other properties are appropriate for redevelopment.

Buildings at this location orient to both 8<sup>th</sup> 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.

8<sup>th</sup> & N Today



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

Active uses at the first floor

4-story building





### 8<sup>th</sup> & N

The southeast corner of 8<sup>th</sup> & N is currently under redevelopment for high-density residential with the 8|N Lofts project. The building on this site will orient to 8<sup>th</sup> Street and N Street. Active uses should be located on the first floor to activate the adjacent public space. The streetscape should be enhanced to include street trees and on-street parking.

8<sup>th</sup> & N Before Construction



### 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

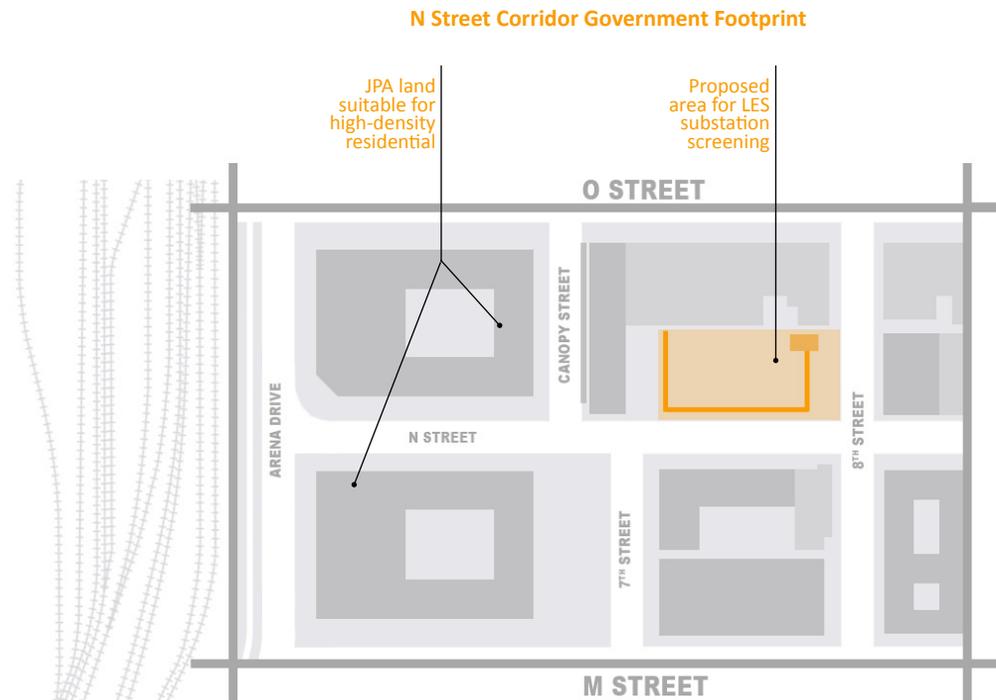




## Consolidate the Government Footprint

The existing LES substation along the north side of N Street between 8<sup>th</sup> Street and Canopy Street is proposed to remain at this location. LES substations are needed to provide power to South Haymarket and the Greater Downtown, but there are opportunities to screen and/or modify LES facilities to be more compatible with the residential neighborhood character.

Land on the western edge of the N Street Corridor is owned by the West Haymarket Joint Public Agency. This land was originally acquired as part of the West Haymarket project. Most of this land was formerly occupied by heavy industrial uses including a scrap yard, manufactured gas plant and brick works. The West Haymarket Redevelopment Plan loosely categorized the land use in the N Street Corridor as Mixed Use: Commercial/Parking/Other Public. The South Haymarket Neighborhood Plan calls for high density residential to develop on these properties.

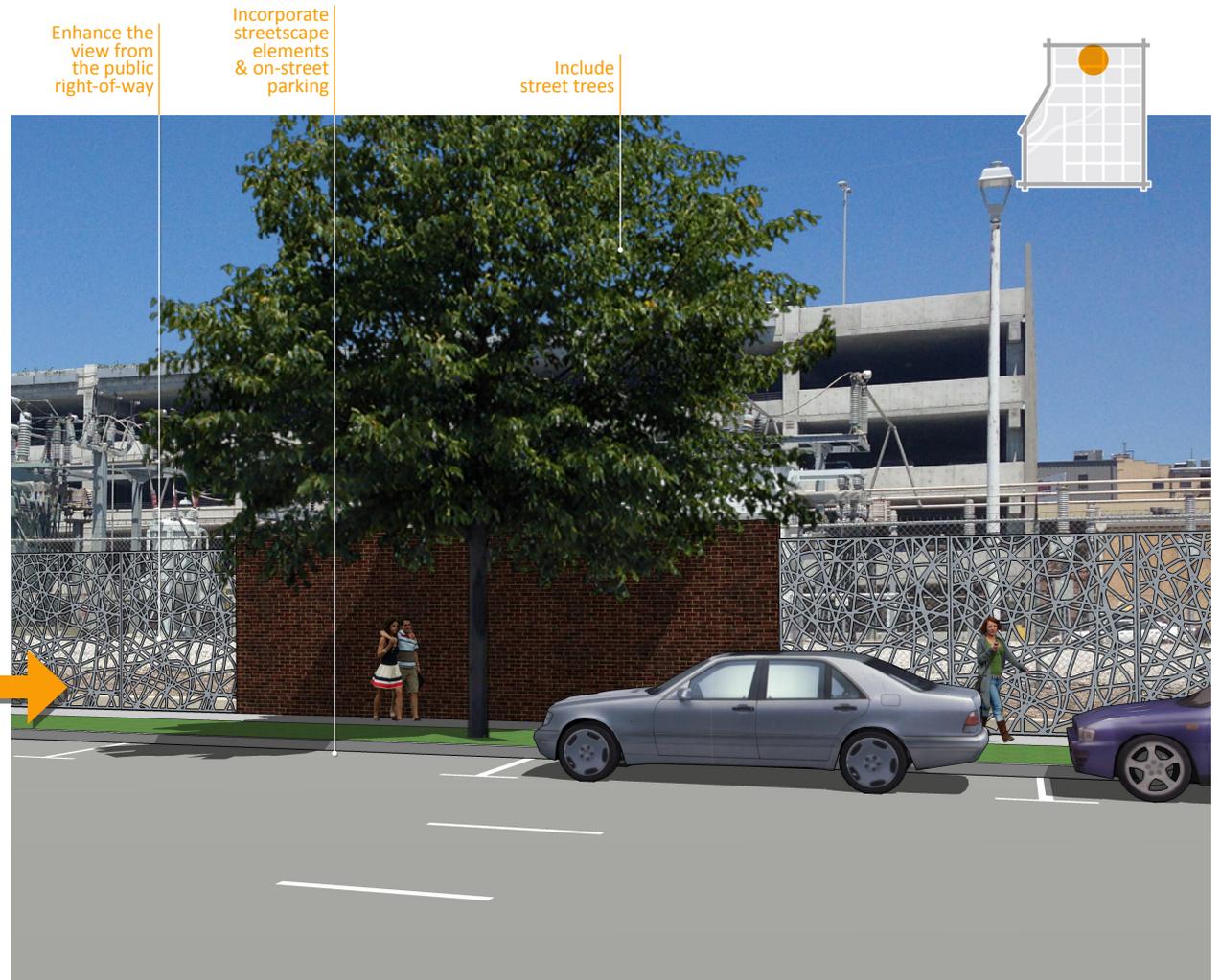




## LES Substation

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



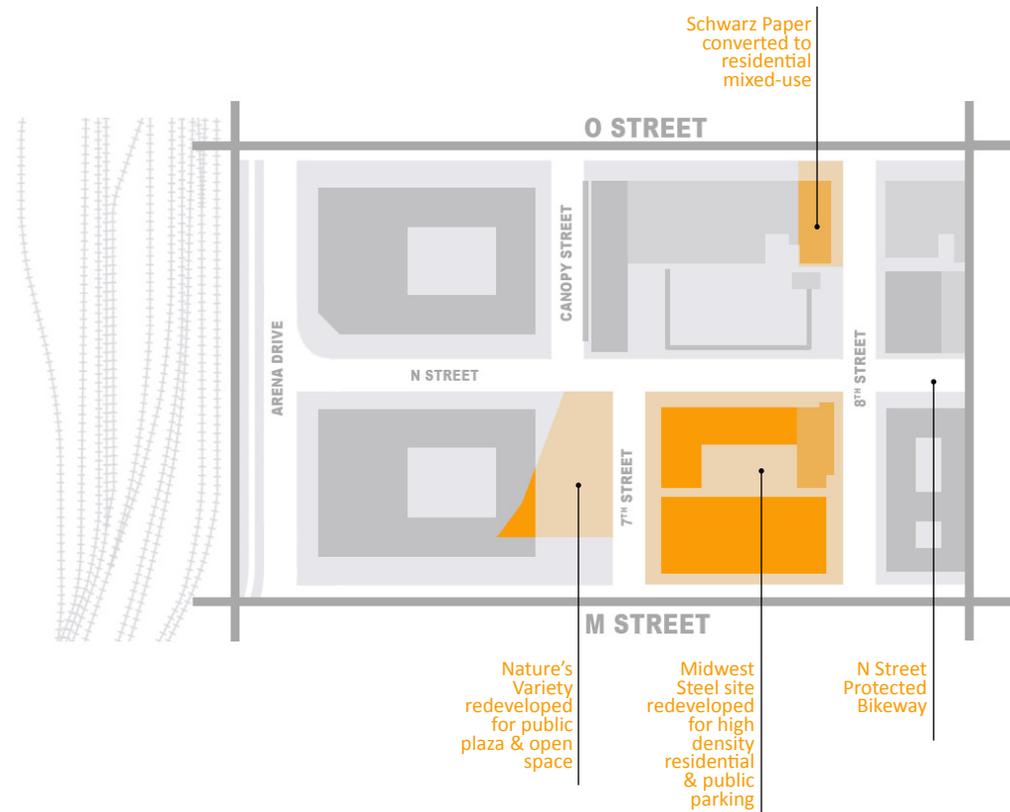


## Transition from Heavy Industrial Uses

Midwest Steel Works, Inc. occupies a full block bounded by N Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street and M Street. The office entrance is oriented to N Street and outdoor storage and operations are located on the south half of the block fronting M Street. Midwest Steel Works, Inc. is a steel fabricator operation and is considered a heavy industrial use. Current redevelopment interest on blocks surrounding Midwest Steel Works, Inc. 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 in the future. High-density residential is appropriate on this site and should orient towards N Street to provide interaction with the N Street Protected Bikeway. The south half of this block is occupied by the steel yard. This site is considered appropriate for a future public parking facility given its location in South Haymarket and proximity to developing properties.

Nature's Variety is a pet food company that currently leases the cold storage facility at the southwest corner of 7<sup>th</sup> Street and Canopy Street. This is a concrete block and steel building with loading docks oriented to N Street. This facility provides service to 30 or more trucks per week. This facility is undersized for the rate of business expansion, so a different facility outside of South Haymarket is appropriate. Given the increase in traffic from the Pinnacle Bank Arena and the N Street Protected Bikeway, a cold storage warehouse at this location is not desirable. The delivery trucks must maneuver across N Street to get to the loading docks, and back over the N Street Protected Bikeway.

### N Street Corridor Transition from Heavy Industrial





## Midwest Steel

Midwest Steel Works, Inc. occupies nearly a full block, along with a garage facility at the southwest corner of the block owned by Telesis, and is bounded by N Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, and M Street. The office entrance is oriented to N Street.

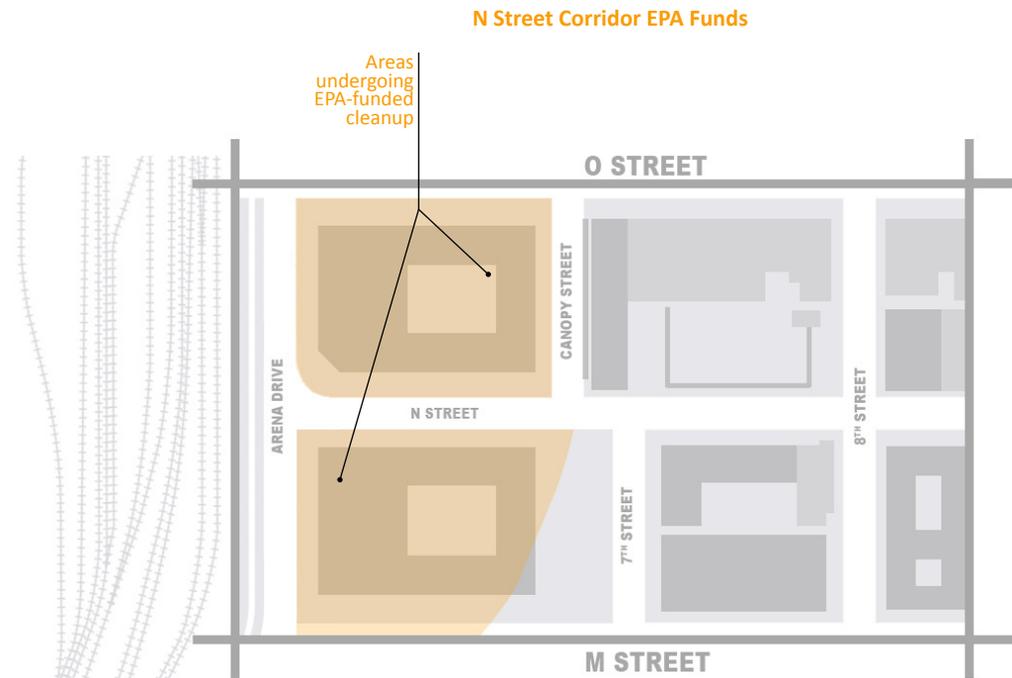
The recommended reuse of this block is high density along N Street and a public parking garage on the south half of the block. The residential buildings should orient towards N Street with a loading dock element to provide interaction with the protected bikeway. Liner buildings along the garage on 7<sup>th</sup> & 8<sup>th</sup> Streets provides an enhanced street presence and additional residential units.

Midwest Steel Today





A former scrap metal recycling facility, former manufactured gas plant and lumberyard located near N and Arena Drive have all been demolished. The West Haymarket JPA purchased these properties and was awarded a grant from the Environmental Protection Agency in the amount of \$400,000 for cleanup of the former scrap metal recycling facility and former manufactured gas plant and lumber yard. The land located north of the future M Street and Arena Drive intersection and north of N Street within this corridor is suitable for development. This area is recommended for multi-story residential development and additional street right-of-way, as shown on the map below.



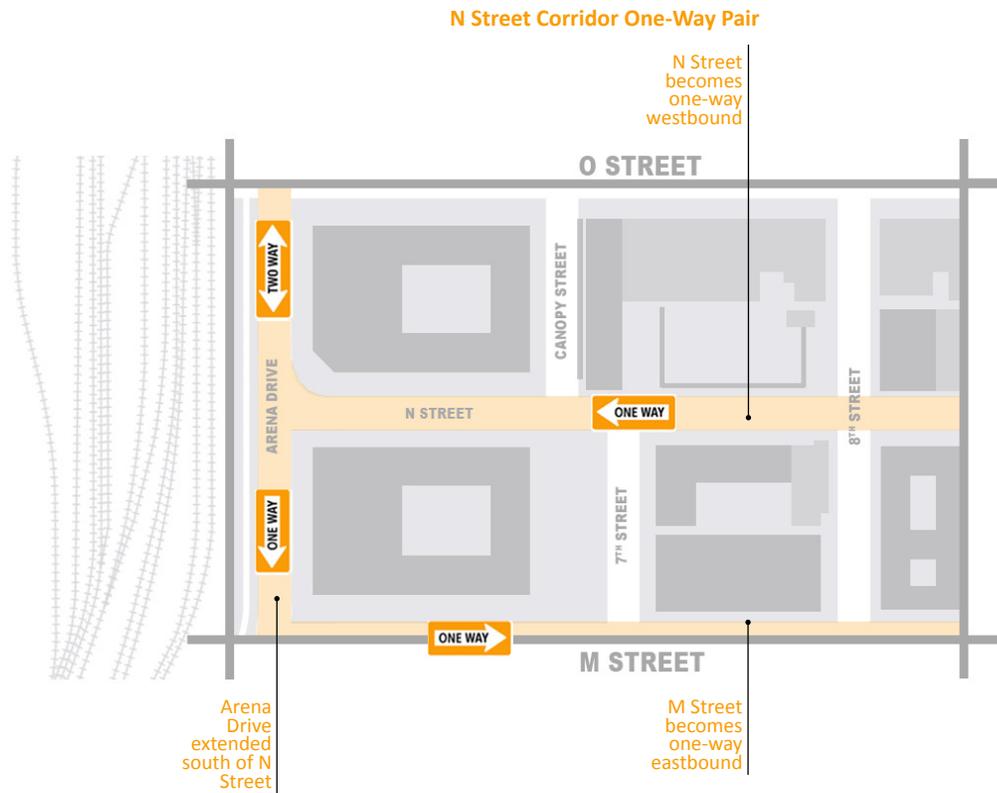


## Organize the Streets, Sidewalks & Trails

Extending Arena Drive and M Street allows for significant reconfiguration of N Street and reduces the existing 4-lane facility with a center turn lane to a 3-lane westbound facility. The expansive concrete has limited space for pedestrian amenities and planting areas. N Street is also perceived as a barrier between Lincoln Historic Haymarket District to the north and the South Haymarket Neighborhood. This plan recommends converting N and M Streets to a one-way couplet in order to allow for redesign within the N Street right-of-way.

The recommended design for N Street is to become a one-way street with three lanes of westbound traffic. This one-way configuration is made possible with a proposed extension of M Street from 7<sup>th</sup> Street to Arena Drive, extending Arena Drive south of N Street, and by making M Street a two lane, one-way facility for eastbound traffic. By making N Street a one-way facility, 5 vehicle lanes are reduced to 3, thus reducing the amount of pavement needed for vehicular traffic. On-street parking is provided on both sides of the street, and sidewalks and street trees are added to create safer and more enjoyable pedestrian spaces.

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. If re-opening M Street is not possible, other treatments should be considered to N Street to soften the 5-lane facility. See the Streetscapes Section of the Implementation Chapter for more information about this recommended street configuration.





The protected bikeway facility is shown on the south side of N Street with enhanced planting areas as well. The initial implementation includes bollards and pavement painting which could be converted to planting areas in the future with minimal loss of investment. The improvements to the bikeway facility would match the design further to the east and would occur with an overall one-way N Street redesign.

8<sup>th</sup> Street is recommended to serve as a transportation connector through the neighborhood that connects the Lincoln Historic Haymarket District on the north to the South Salt Creek Neighborhood and Cooper Park on the south. An enhanced green strip between the

N Street Bikeway Rendering



back of curb and sidewalk along 8<sup>th</sup> Street throughout the neighborhood provides a consistent look and feel through South Haymarket.

The block of 8<sup>th</sup> Street between N and O Streets is more similar in character to the Historic Haymarket District located north of O Street. The streetscape on this block should be similar to the Lincoln Historic Haymarket District. Consistent sidewalks should be provided on both sides of the block while retaining the existing loading docks. Angled, on-street parking should be built to maximize available parking. (See the Implementation Chapter for more information on the street sections in the N Street Corridor.)



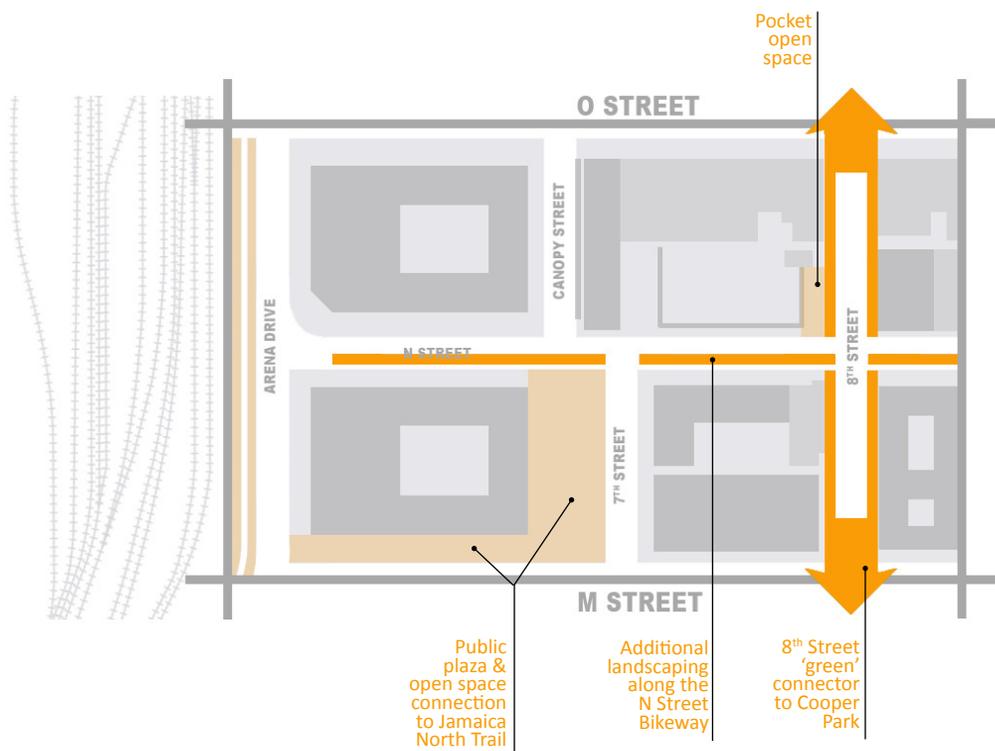
## Develop Adequate Open Space

Several open space opportunities exist within the N Street Corridor. These new and expanded areas will provide needed recreational opportunities for the new residents of South Haymarket. Recommended open space includes a public plaza, trail, connections to an existing City park and pocket green spaces along 8<sup>th</sup> Street. Open spaces also allow for flood storage opportunities to support redevelopment.

Smaller 'pocket' green spaces are proposed along 8<sup>th</sup> Street to soften the view of certain sites from public view. These pocket green spaces are relatively small spaces that should include shrubs, trees and evergreens arranged in a way to soften the appearance from public view. Appropriate locations for a pocket green space includes the land adjacent to LES at 8<sup>th</sup> Street and N Street.

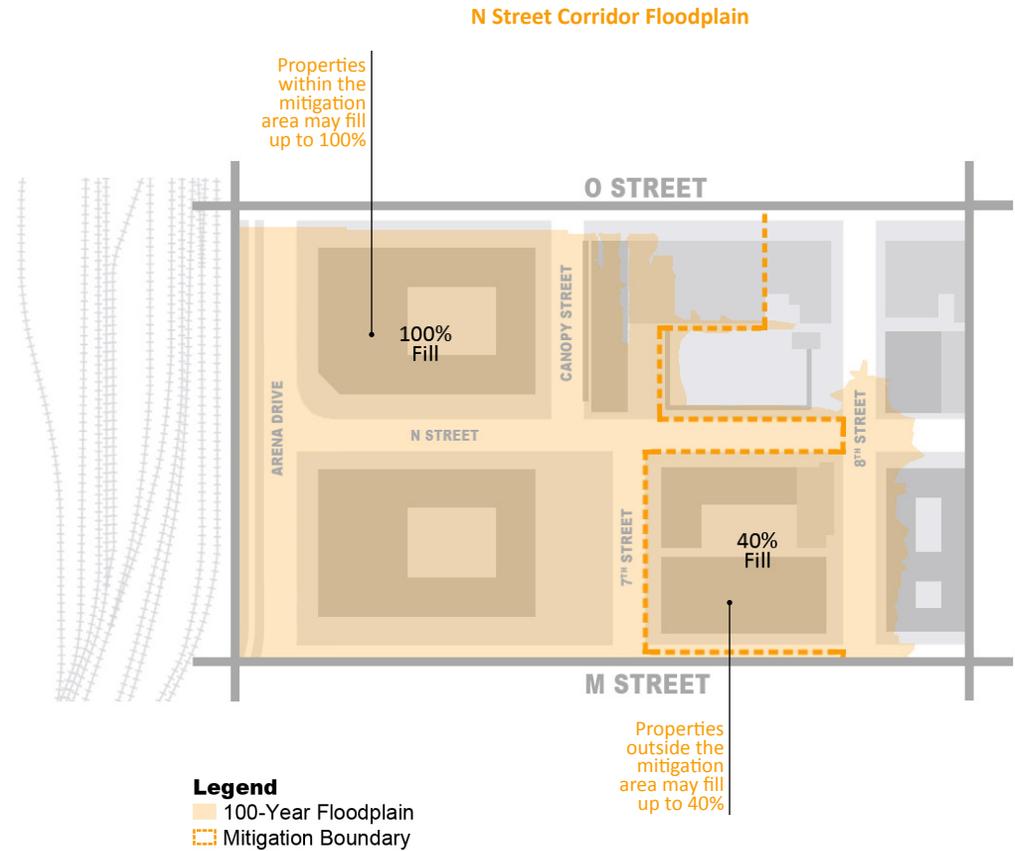
Cooper Park is a 12 acre existing neighborhood park, and is located near 8<sup>th</sup> & F Streets. Cooper Park is an asset for residents in the N Street Corridor and is accessible via 8<sup>th</sup> Street or via the Jamaica North Trail extension. (See the 8<sup>th</sup> Street Corridor and Arena Drive Corridor sections for more information about linkages to Cooper Park.)

N Street Corridor Open Space





Properties on the western edge of the N Street Corridor are included in the West Haymarket JPA floodplain mitigation area. This means that compensatory storage has been previously identified within the same flood storage area, shown on the map below. Typically, properties north of Rosa Parks Way can fill flood storage volume up to 40%, and properties located south of Rosa Parks Way can fill flood storage volume up to 55%. Properties within the West Haymarket JPA Flood Mitigation Area boundary are able to fill 100% of the flood volume in order to elevate structures out of the floodplain.





## Canopy Street Plaza

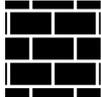
The corner of 7<sup>th</sup> & N Streets at the terminus of Canopy Street is a highly visible property and could be a desirable location for a public plaza. The concept includes hardscape adjacent to N Street and greenspace adjacent to M Street.

A new feature is proposed 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 protected bikeway and the Jamaica North Trail to the west.

Canopy Street Plaza Today





# Preserve Historic Resources

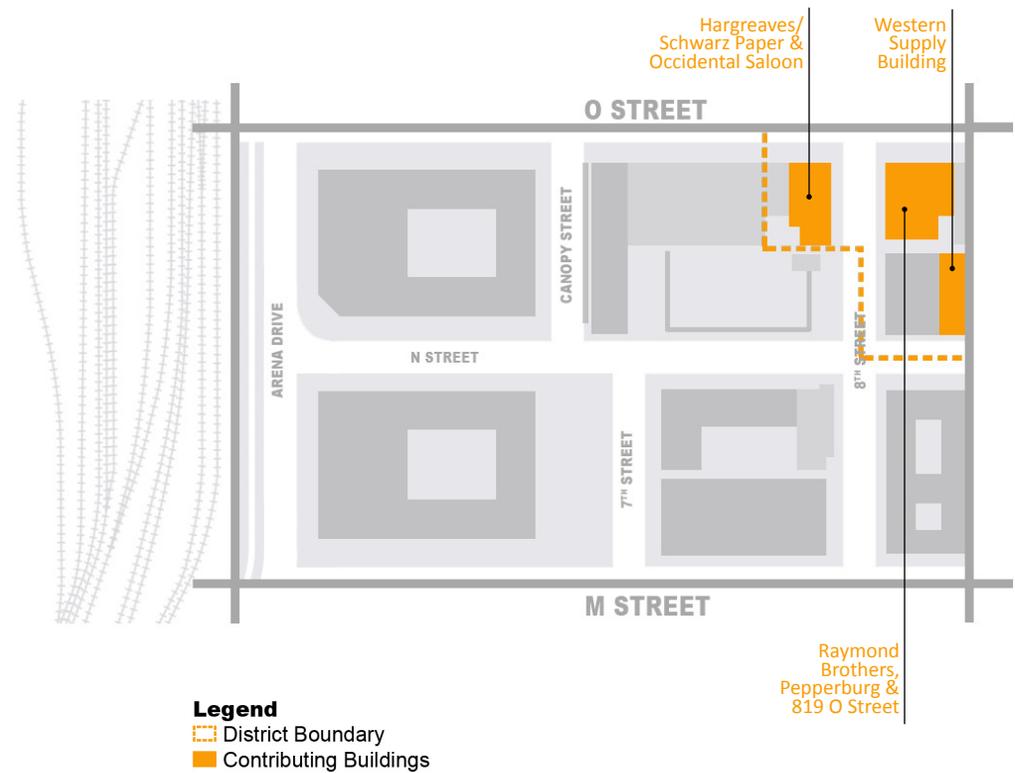
8<sup>th</sup> Street is the key connection within the heart of South Haymarket study area as the only uninterrupted north-south route. Beginning at O Street on the north, the area benefits by the presence of five historic Haymarket buildings (NRHP and Lincoln Landmark District) on the south side of O Street, between Canopy Street and 9<sup>th</sup> Street. Two large brick warehouses of the mid-1880s anchor the south side of the 8<sup>th</sup> and O intersection—Hargreaves/Schwarz Paper and Occidental Saloon on the west and Raymond Brothers Wholesale Grocers on the east.

Smaller historic structures west (Occidental Saloon, 735 O St.) and east (Pepperberg Building, 815 O; and 819 O) step down from the key intersection. South of that intersection, the Western Supply Co. building at 820 N Street borders the historic stone alleys at the south edge of the Haymarket NRHP District. A portion of the National Register Haymarket Historic District lies within the N Street Corridor. These buildings should be preserved and incorporated into redevelopments wherever possible.

### Contributing Haymarket Buildings



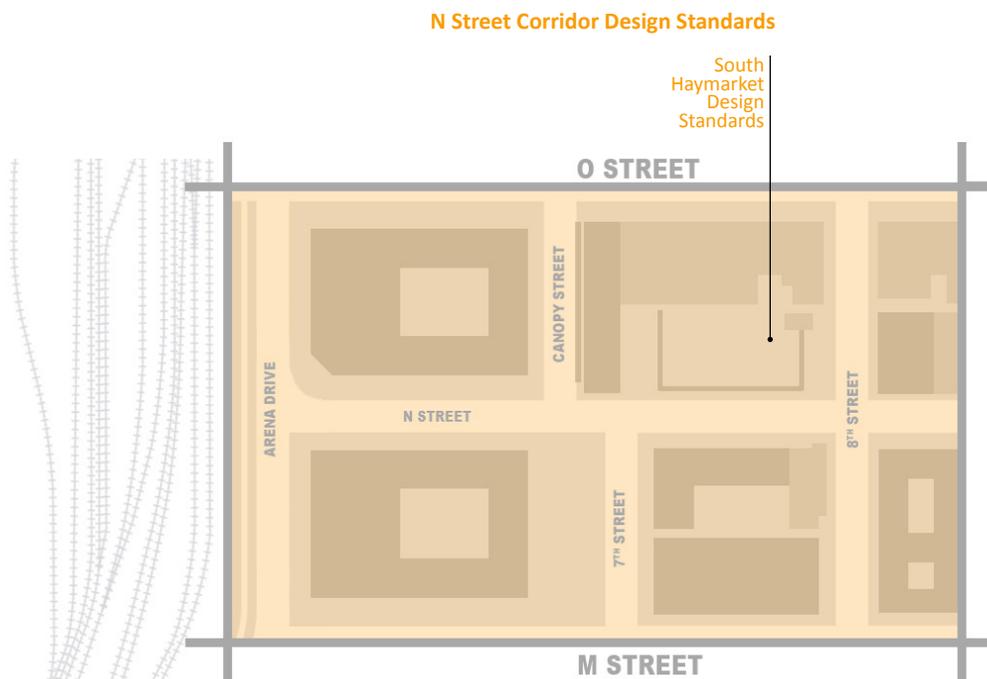
### N Street Corridor Historic Resources





## Implement Site & Building Design

Development in the N Street Corridor should be governed by the South Haymarket Design Standards and are proposed to be developed after the adoption of this plan (See the Zoning and Design Standards section in the Implementation Chapter for more detail). This area of the South Haymarket Neighborhood should develop as a high-density district that is predominantly residential. Standards for development in the N Street Corridor should be less prescriptive than traditional Downtown Design Standards and should reinforce the unique residential character. Buildings are encouraged to build to the 75 foot height limitation. Loading docks should not be discouraged, and first floor residential is appropriate throughout. The enhanced planting strip in the streetscape zone south of N Street frames the site development throughout the 8<sup>th</sup> Street corridor.





## Develop a Parking Program

The N Street corridor should contain some of the densest development in the South Haymarket Neighborhood. In order to support significant residential development, parking will need to be provided near or adjacent to new developments. The recommended parking program for the N Street Corridor is a combination of public and private off-street structured parking and on-street metered parking.

Off-street, structured parking is recommended in the N Street Corridor in order to maximize density potential and is expected to be provided as properties are redeveloped. Parking structures along the west boundary of the N Street Corridor also respect the buffer between the railroad mainline and habitable residential units. A public parking facility is recommended on the south side of the Midwest Steel Works, Inc. block located between 7<sup>th</sup> and 8<sup>th</sup> Streets along the M Street frontage. Timing for construction of the public facility will depend on a number of factors including land availability, priorities for public parking facilities throughout Greater Downtown and development pressure on the properties in the northern portion of South Haymarket, especially those properties surrounding Midwest Steel Works, Inc. The public facility could begin as a surface lot with future potential as a public garage.

On-Street parking is recommended along all streets in the N Street Corridor. Parking on the reconfigured N Street, M Street and Canopy Street should be parallel with angled parking provided on all other streets.

N Street Corridor Parking Program



**Legend**  
 Structures  
 Lots

## N Street Corridor Recommendations:

- Encourage a variety of high-density residential uses in the N Street Corridor
- Screen the LES substation facility on N Street
- Request development proposals for both JPA-owned parcels on the western edge of the N Street Corridor and the Liner Building site adjacent to Lumberworks Garage
- Continue to communicate with Midwest Steel Works, Inc. regarding their current and future business needs
- Explore acquisition opportunities for the public plaza at Canopy Street
- Develop a program for a public plaza at Canopy Street and 7<sup>th</sup> Street with green connections to the N Street Bikeway and the Jamaica North Trail
- Plan for N-M Street one-way couplet and implement the recommended streetscapes
- Study the block bounded by N, 8<sup>th</sup>, M and 7<sup>th</sup> to determine feasibility for a public parking facility
- Develop South Haymarket Design Standards with application as redevelopment projects occur

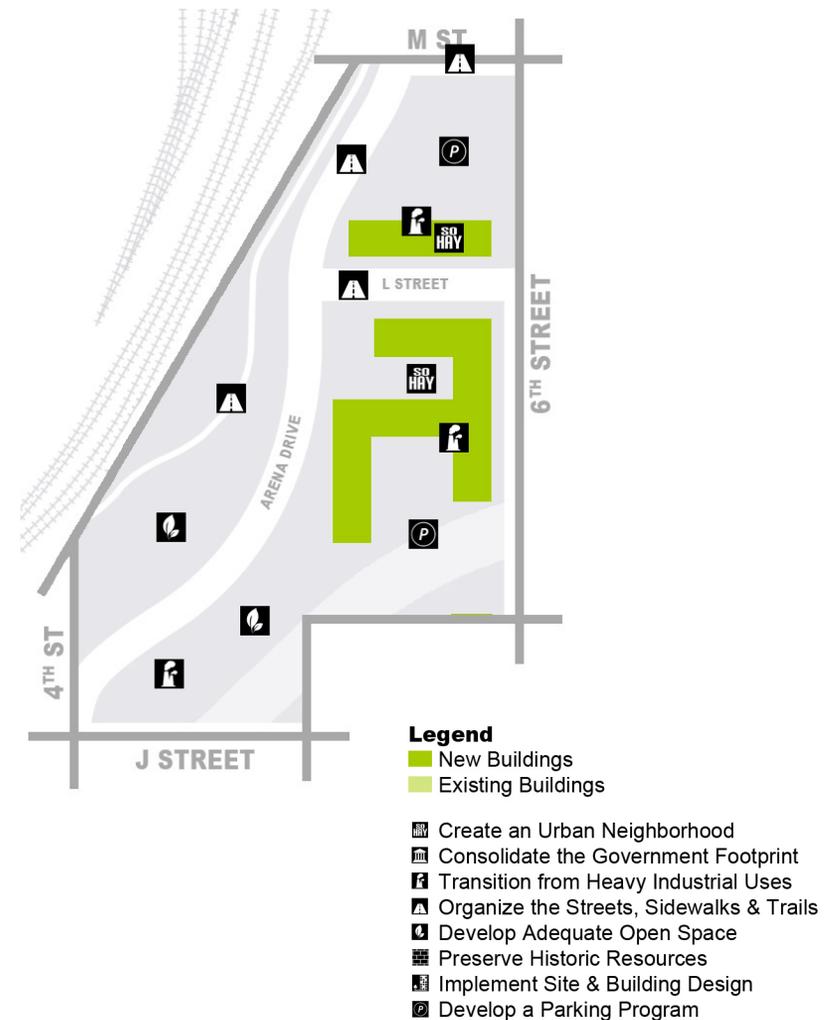


# Arena Drive Corridor



The Arena Drive Corridor is a redevelopment area along the western border of the South Haymarket Neighborhood. The extension of the Arena Drive right-of-way south of N Street and reestablishing L Street west of 6<sup>th</sup> Street provides additional access to properties and increases redevelopment opportunities. The Arena Drive Corridor is a likely location for additional greenspace, floodplain storage and residential development. The green space on the west side of extended Arena Drive also provides a buffer between the South Haymarket Neighborhood and the railroad to the west.

This map highlights the recommendations for the Arena Drive subarea. The buildings shown on this map are shown to differentiate existing versus new structures. This map also highlights the extension of Arena Drive and L Street. Each one of the goals placed on the map gives a visual representation of the text that follows for this subarea.



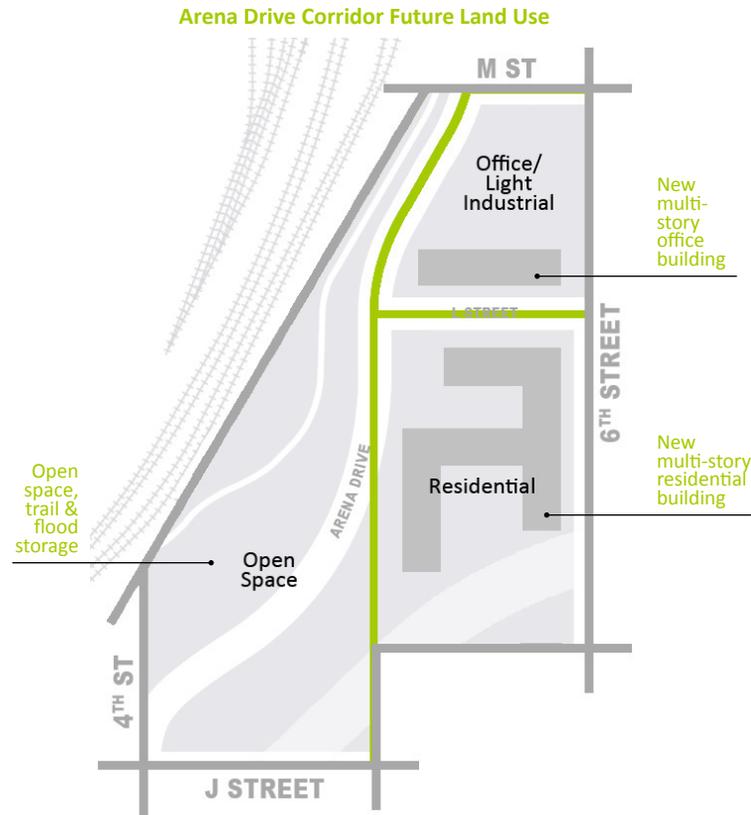
The Arena Drive Corridor consists of essentially three blocks and a linear greenspace on the western boundary of the South Haymarket Neighborhood. These blocks altogether help support the urban neighborhood concept by providing additional access, creating additional green space, extending the Jamaica North Trail, providing areas for flood plain storage, developing additional residential units and supporting existing business expansion.

The southern end of the Arena Drive Corridor is currently occupied by Sprenger Lumber and Midlands Recycling. These properties are comprised of a mix of warehouse buildings and outdoor storage. Given that this land is occupied by existing businesses, the need to dedicate additional right-of-way and establish a floodplain mitigation program, redevelopment on this site is considered likely in the mid to long-term.

The recommendation for the block east of Arena Drive and south of L Street is to develop a 4-5 story building oriented to 6<sup>th</sup> Street and L Street.

Property on the south side of M Street could be made available to support an expansion of J.A. Woollam & Company in the form of a parking area. This property is located on land that is unsuitable for structures. Preliminary findings suggest that subsoils contain contaminants and rubble. Therefore parking lots, open spaces, and rights-of-way are considered appropriate uses. Uses such as parking lots and loading areas should use enhanced screening on this block, especially along Arena Drive.

The remaining area west of Arena Drive is ideal for open space, flood plain storage and the Jamaica North Trail extension.





## Consolidate the Government Footprint

Although no government buildings are located along the Arena Drive Corridor, there is a substantial amount of land that is owned by the West Haymarket Joint Public Agency. This land was originally acquired as part of the West Haymarket project. Most of this land was formerly occupied by heavy industrial uses including a scrap yard, manufactured gas plant and brick works. The West Haymarket Redevelopment Plan loosely categorized the land use in the Arena Drive Corridor as Mixed Use: Commercial/Parking/Other Public.

The West Haymarket JPA was awarded a grant from the Environmental Protection Agency for cleanup of the former scrap metal recycling facility and former manufactured gas plant and lumberyard. Soil borings indicate that the subsoils are contaminated and contain substantial rubble. The land located south of the future M Street and Arena Drive intersection within this corridor is not planned for significant remediation and may not be suitable for structures. However, this area is appropriate for street right-of-way, public open space and parking to support expansion needs of businesses.





## Transition from Heavy Industrial Uses

Sprenger Lumber and Midlands Recycling are considered two heavy industrial uses currently in the Arena Drive Corridor. Both uses have expansive outdoor storage areas that are visible from key vistas in the South Haymarket Neighborhood. In order to support the effort of creating a residential neighborhood, these properties should be considered for redevelopment. Redeveloping Sprenger Lumber and Midlands Recycling allow for additional street rights-of-way, new residential development, open space for recreation and floodplain storage and parking.

Reuse of these former industrial sites south of extended M Street in the Arena Drive Corridor should include open space, public right-of-way and parking. These uses are appropriate given the level of contamination and soil composition. Also, residential units are not appropriate at this location since they would be less than 300 feet from the railroad mainline to the west.

Sprenger Lumber



Midlands Recycling



Arena Drive Corridor Transition from Heavy Industrial





## 6<sup>th</sup> & 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.

6<sup>th</sup> & L Today



Street trees & crosswalks enhance the pedestrian experience & safety

184 units, 5-story residential building at 6<sup>th</sup> & L provides mass & a new street wall

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

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





## Organize the Streets, Sidewalks & Trails

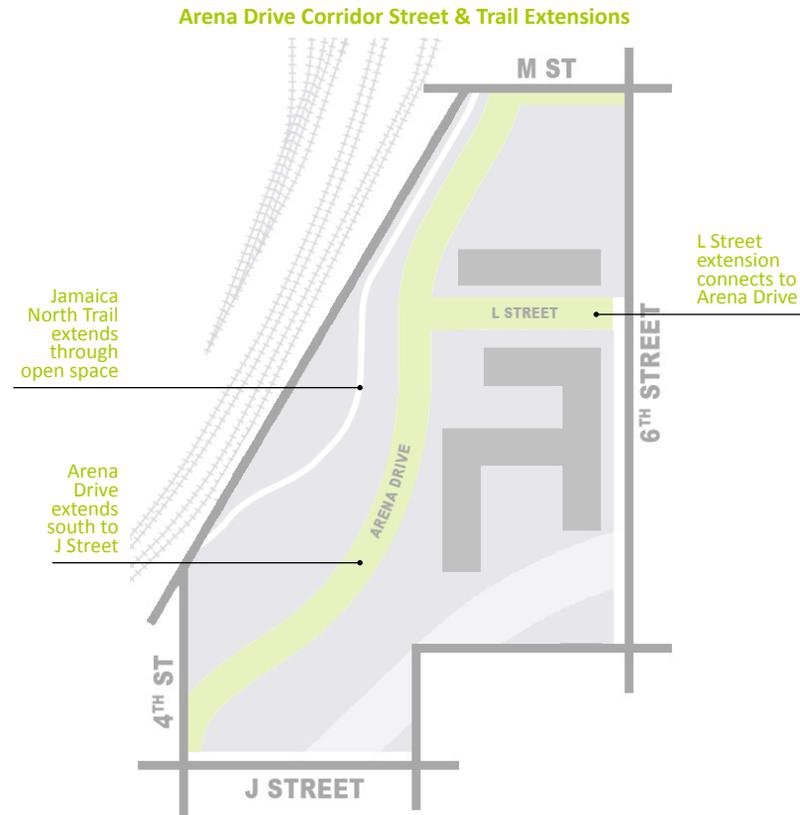
Reestablishing the L Street right-of-way and extending Arena Drive begin to develop new urban blocks and provide additional access for redevelopment. High-density residential is desirable at this location given its proximity to the new open space and the Jamaica North Trail along the rail corridor to the west.

This plan supports the extension of Arena Drive from N Street to J Street. This improvement will likely occur as redevelopment occurs on adjacent parcels. The overall Arena Drive project is considered a phased improvement given the funds needed to construct the road will likely come from impact fees and TIF funds from nearby redevelopment projects. Given existing development pressure in the N Street Corridor, the near-term phase will likely construct the first block of Arena Drive from N Street south to M Street. Additional M Street right-of-way will need to be dedicated west of 7<sup>th</sup> Street for this to occur.

Existing streets in the Arena Drive Corridor have few curbs and allow cars to park over the sidewalk making it difficult for pedestrians to travel on a safe and consistent path. Organizing the right-of-way should define vehicular travel lanes, on-street parking, curbs, planting areas and sidewalks. These elements should be established on new and existing streets. (See the Implementation Chapter for more information on the street sections in the Arena Drive Corridor.)

The Jamaica North Trail along the western boundary of the South Haymarket Neighborhood should be extended through the new open space between Arena Drive and the railyard. This important connection closes a gap in the City's trail network and will also link to the N Street Protected Bikeway. The Jamaica North Trail is already funded in the West Haymarket JPA plan.

The recommendation to extend Arena Drive is considered a long-term improvement and will require coordination with existing businesses and the BNSF railroad. (See the Alternates Section of the Implementation Chapter for more information on alternates related to the Arena Drive extension).





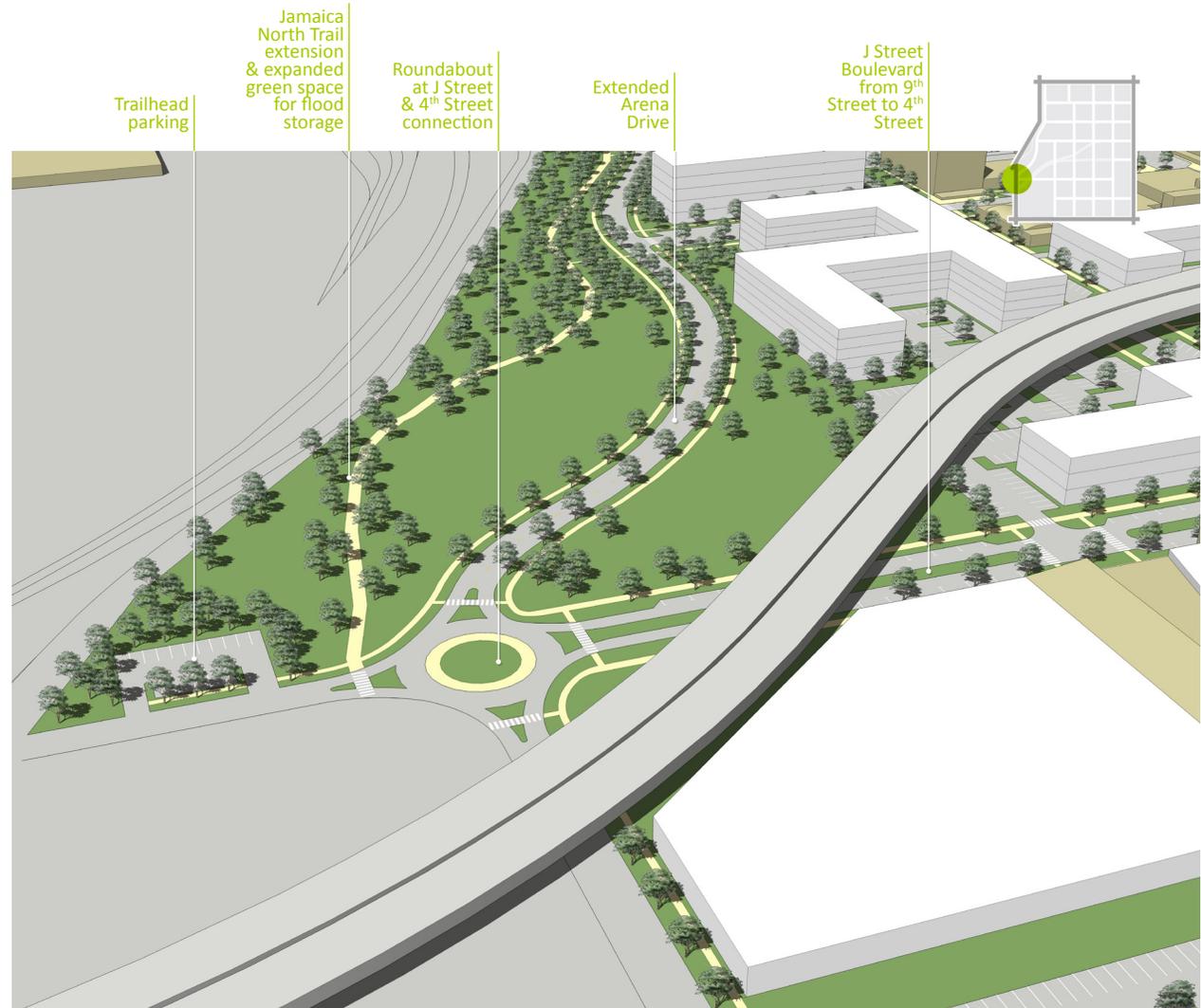
## Arena Drive Extension

Arena Drive is recommended to extend south from N Street to J Street. This 4-block segment of Arena Drive would provide additional access to properties and would provide a connection between the South Salt Creek Neighborhood and South Haymarket. The full stretch of Arena Drive is not likely to develop at once, but rather it could develop incrementally as adjacent redevelopment occurs.

A roundabout is shown at the intersection with J Street at the terminus of extended Arena Drive. The roundabout would slow traffic at this intersection with the J Street Boulevard, delineate the western boundary of the South Haymarket Neighborhood and serve as an entryway into the South Salt Creek Neighborhood. The Arena Drive/J Street intersection is preferred at this location since it would align with 4<sup>th</sup> Street to the south.

Trailhead parking is shown on land that is currently owned by the BNSF railroad. The parking would be a benefit once the Jamaica North Trail is extended through the open space.

A substantial portion of this area of South Haymarket is located in the floodplain. The expanded open space and new rights-of-way shown on this image will provide compensatory storage to allow other properties in the floodplain to be redeveloped.

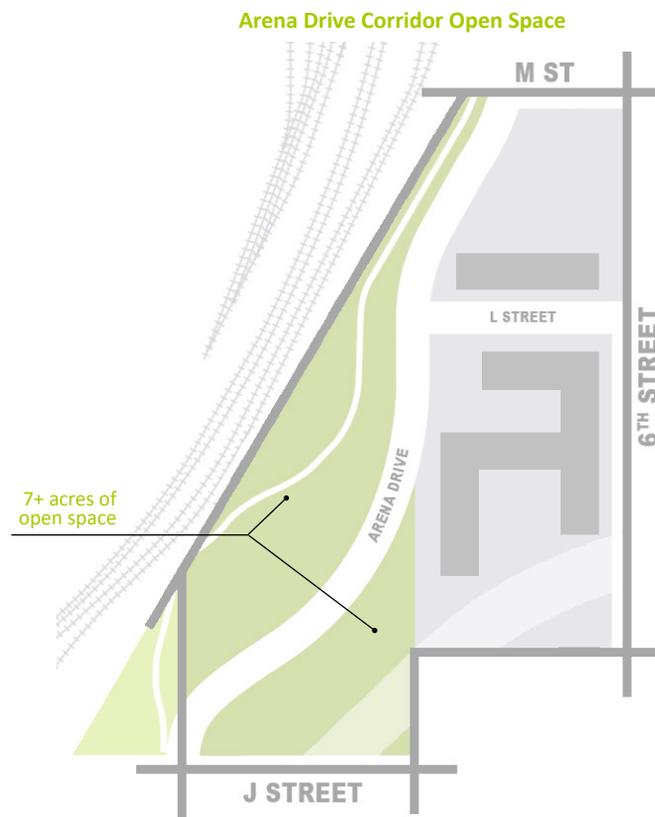




## Develop Adequate Open Space

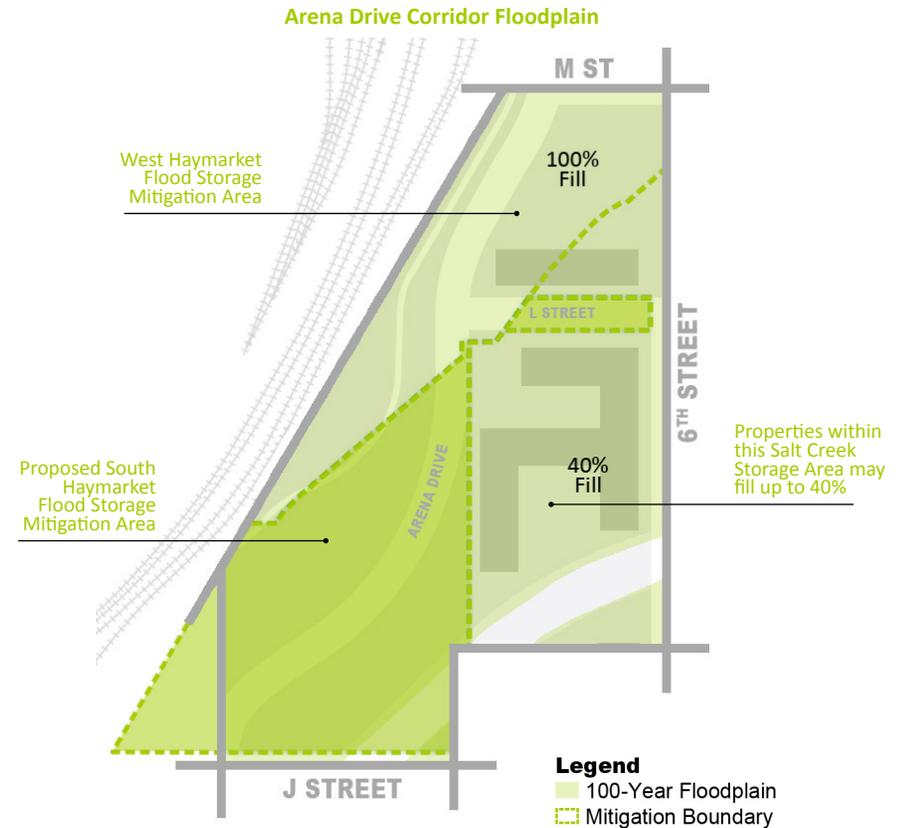
A string of new open space on the western boundary of the South Haymarket Neighborhood provides additional recreational opportunities, buffers the neighborhood from the railyard to the west, provides a connection for the Jamaica North Trail and can provide floodplain storage to encourage redevelopment in South Haymarket. Approximately 7 acres of open space is shown within the Arena Drive Corridor in this concept.

This new open space should provide amenities that cater to the South Haymarket resident. A significant investment in hardscapes and park equipment is not recommended. Those facilities already exist and can be found in Cooper Park to the south. This open space should provide more passive recreation areas and may include uses such as a dog park.





A significant portion of the South Haymarket Neighborhood is located in the Salt Creek floodplain. Providing compensatory storage is an important strategy to support redevelopment opportunities in South Haymarket. The expanded open space and new rights-of-way should provide compensatory storage that will allow other properties in the floodplain to fill above the base flood elevation in order to redevelop. This greenspace should be held in public ownership in order to manage overall floodplain storage throughout South Haymarket. If this open space is not made available for overall compensatory flood storage, individual property owners will need to obtain conservation easements elsewhere to allow for redevelopment within the floodplain.

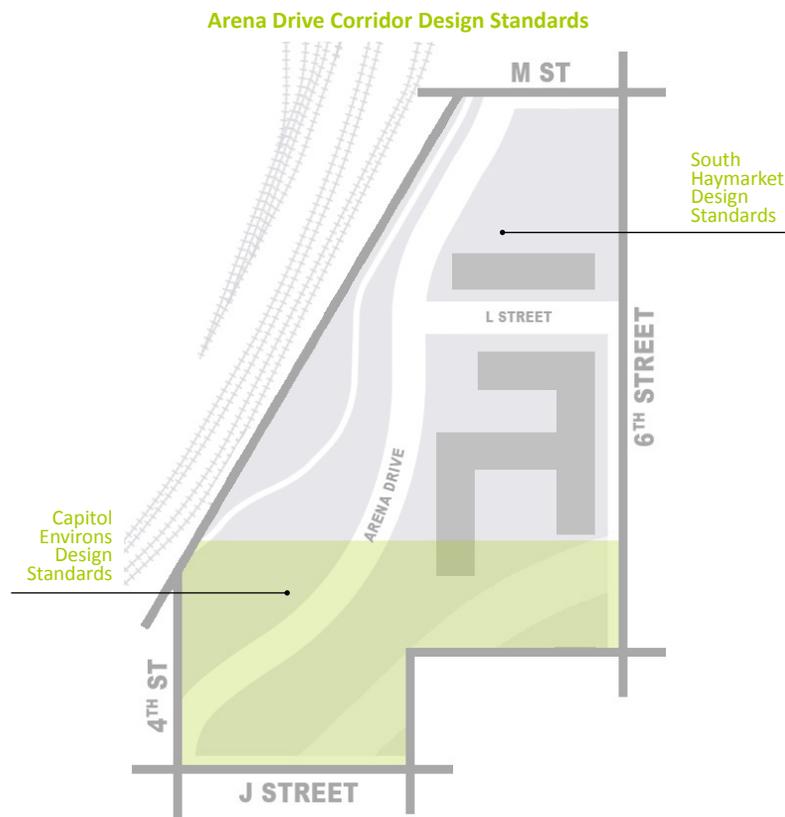




## Implement Site & Building Design

The Arena Drive Corridor is included in the Capitol Environs Design Standards on the south and the proposed South Haymarket Design Standards to the north. Non-residential buildings in the South Haymarket Design Standards area should have their street facades “built-to” their front property lines. The setback for residential buildings should be more flexible, requiring street facades be built within a build-to zone, or within 10 feet of the front property line, allowing for “front yards”. The building design standards help to avoid blank walls, windowless facades, cheap materials, and monotony. The highest standards in the South Haymarket Design Standards area should be for street facing sides of buildings, particularly along the first floor, because they have a stronger relationship to the pedestrian. The land within the Capitol Environs Design Standards area should comply with new standards that relate specifically to the J Street Boulevard west of Lincoln Mall. The 57 foot building height maximum should also be respected.

All buildings, whether residential or non-residential, should have at least one principal entrance that faces a street to provide adequate connections to the public sidewalk. Connectivity increases the walkability of a neighborhood, creating a pedestrian-friendly environment in South Haymarket. (See the Zoning and Design Standards Section of the Implementation Chapter for more detail).

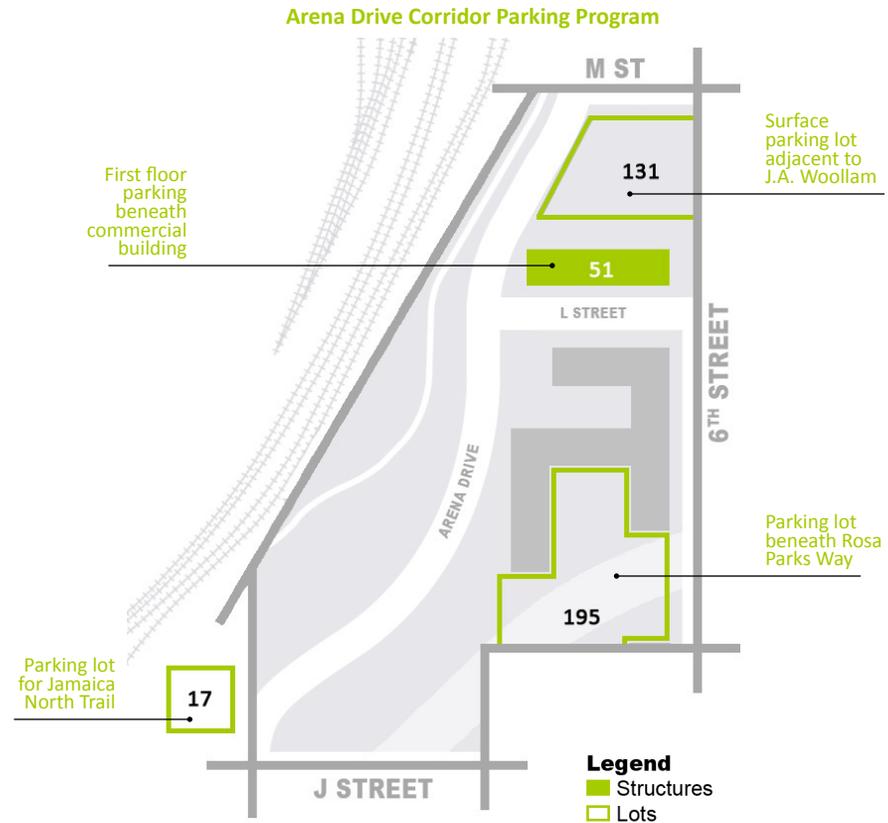




## Develop a Parking Program

Most parking facilities in the Arena Drive Corridor will be surface parking lots. This is due to subsurface contamination and the Rosa Parks Way viaduct. However, surface parking lots in this subarea are appropriate if they are well-designed including sufficient landscaping and lighting.

On-street parking is also important to meet additional demand as redevelopment projects are completed. On-street parking is appropriate on all streets within this corridor with the exception of Arena Drive. Additional public parking facilities should be planned as redevelopment continues in South Haymarket. One location for public parking near this corridor is underneath the Rosa Parks Way viaduct. The space beneath the viaduct is underutilized today with dirt areas and outdoor storage. An organized parking program should create a more efficient use of this space, similar to what has been done beneath the Harris Overpass to the north.

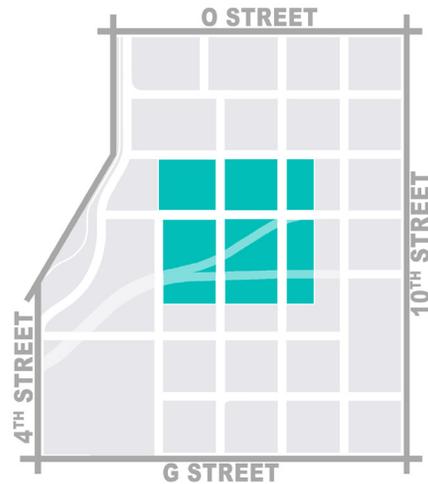


## Arena Drive Corridor Recommendations:

- Continue to communicate with heavy industrial uses, such as Sprenger Lumber and Midlands Recycling, regarding their current and future business needs
- Coordinate with J.A. Woollam on their business expansion and potential land exchange
- Dedicate open space along the western boundary of the South Haymarket Neighborhood as compensatory floodplain storage to encourage redevelopment and for passive open space use by the neighborhood
- Provide a green connection for the Jamaica North Trail extension
- Dedicate right-of-way and construct Arena Drive from N Street to 4<sup>th</sup> Street incrementally as redevelopment occurs
- Dedicate right-of-way and construct L Street west of 6<sup>th</sup> Street to Arena Drive
- Develop a roundabout design for the intersection of Arena Drive, J Street and 4<sup>th</sup> Street

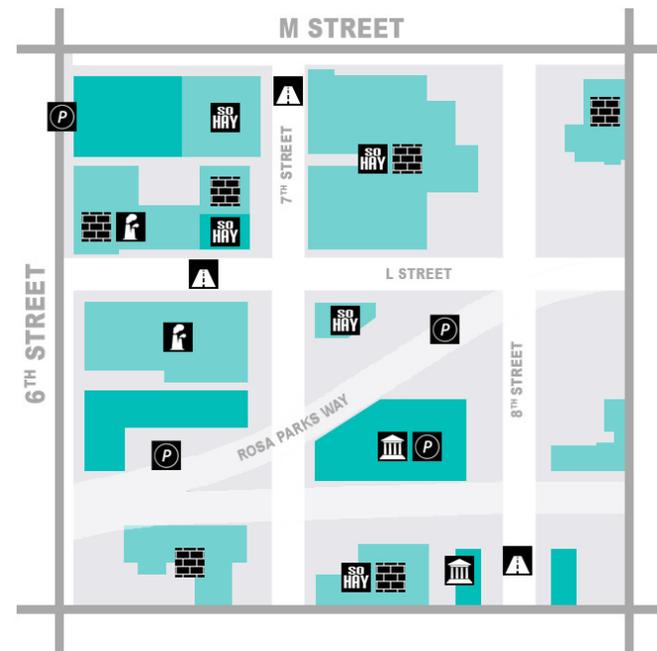


# Tech & Office Hub



The Tech & Office Hub covers roughly six square blocks and is located in the heart of the South Haymarket Neighborhood. This subarea of the South Haymarket Neighborhood is given the name “Tech & Office Hub” due to the support of the existing and future uses. Existing companies such as Telesis, Data Security, Inc., Empeyan Brewing Company, J.A. Woollam, Alfred Benesch and Company, Structural Design Group, and several other non-profit, social service, and general business offices are located in this subarea and contribute to the Tech & Office Hub concept.

This map highlights the recommendations for the Tech & Office Hub. The buildings shown on this map are shown to differentiate existing versus new structures. Each one of the goals placed on the map gives a visual representation of the text that follows for this subarea.



## 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
- Implement Site & Building Design
- Develop a Parking Program

Existing tech and office employers in this subarea should be encouraged to remain in the South Haymarket Neighborhood. When expansion or development needs arise for the employers, accommodations should be provided to support the expansion. Wherever possible, residential units should be incorporated to provide expanded housing options.

Office, tech and light industrial uses are important to the Tech & Office Hub as well as the overall South Haymarket Neighborhood. These uses provide employment opportunities which contributes to the neighborhood concept. Existing heavy industrial uses should transition over time, and office, tech, and light industrial uses should remain. Residential uses are encouraged and are appropriate near office, tech, and light industrial areas.

Tech &amp; Office Hub Future Land Use





## Consolidate the Government Footprint

StarTran is Lincoln’s public transit system. StarTran has its main offices and maintenance and bus storage facility located in South Haymarket at 710 J Street within the Tech and Office Hub subarea. The site currently occupies nearly a full city block bounded by 7<sup>th</sup> Street, J Street, 8<sup>th</sup> Street and the Rosa Parks Way overpass. Additional space north of Rosa Parks Way is used by StarTran for fueling and parking buses.

Although there is no relocation planned in the near future, this plan recommends the StarTran site transitions to residential uses over the longer-term planning period. In order to achieve this, StarTran will need to identify a cost-savings location that can provide more efficient service to its customers. A location further east outside of South Haymarket may provide a greater efficiency since the majority of transit routes are located east of Downtown Lincoln.

StarTran Administration Offices



StarTran Bus Storage



Tech & Office Hub Government Footprint





## Rosa Parks Way Viaduct

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 fueling station. StarTran has indicated that this site will continue to be used as bus garage in the longer term. The redevelopment concept shown here is considered possible beyond the 25 year planning period.

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





## Transition from Heavy Industrial Uses

Several industrial uses are currently located within the Tech & Office Hub. These include the Telesis Meadow Gold Redevelopment block, J.A. Woollam Company, Bison Industries and Speedway Motors Fiberglass Paint Booth along the L Street corridor. Heavier industrial uses with noise, odor, and outside storage are not compatible with the residential focus of this plan. Heavier industrial uses should transition to locations outside of South Haymarket. Most office, light industrial, and mixed-uses, including Telesis and J.A. Woollam, are appropriate and compatible with residential development and should remain in South Haymarket.

The Telesis Meadow Gold Redevelopment Project area comprises a full block in South Haymarket. The former manufacturing complex is being transformed into a mix of industrial, commercial and residential uses. This project is located in the heart of South Haymarket and is contributing to the redevelopment efforts of the area. This project is consistent with the goals of the South Haymarket Plan and is supported. The project is preserving a historic property by repurposing existing buildings. The mix of uses is appropriate for this location in South Haymarket.

Telesis Meadow Gold Redevelopment Project



### Tech & Office Hub Transition from Heavy Industrial





The J.A. Woollam Company has expressed interest in an expansion at their existing facility. The primary concept in this plan provides an expansion area for J.A. Woollam Company that incorporates the extension of M Street west to Arena Drive. This recommendation provides a building expansion area of 52,000 square feet and 150 off-street parking spaces. This recommendation requires a land exchange between J.A. Woollam Company and the City in order to move the existing parking lot from

#### J.A. Woollam Company



the north to the west. This would allow the company's expansion, the extension of M Street and additional greenspace and public plaza space to the north of M Street. A connection from the public plaza to the Jamaica North Trail should be provided on the north side of M Street, and additional open space could be provided adjacent to the trail connection. An alternate site layout shows a development site without the extensions of Arena Drive and M Street. This layout creates additional open space and does not create a one-way pair with M and N Streets (See the Alternates Section in the Implementation Chapter for more information about the alternate site layout).

Existing uses along L Street include a variety of office, warehouse, production and industrial uses. Most buildings are occupied by Bison Industries and Speedway Motors and should be repurposed over time along this corridor with a mix of housing, office and light industrial uses. New construction should occur on the vacant lot at the northwest corner of 7<sup>th</sup> & L. The property owners, developers and the City should work together

#### L Street Buildings



to redevelop appropriate office and light industrial uses. Appropriate uses in this corridor:

- Should not contain outdoor storage;
- Should have minimal noise and odor;
- Should continue business operations and acknowledge redevelopment on surrounding properties.



## Organize the Streets, Sidewalks & Trails

Rights-of-way should be organized in the Tech & Office Hub in order to enhance redevelopment opportunities, access and connectivity throughout the South Haymarket Neighborhood. Organized streetscapes provide the basis for redevelopment, and sidewalks provide safe routes for pedestrians within and adjacent to South Haymarket. Organized streets delineate vehicle travel lanes, on-street parking, planting areas for street trees and sidewalks. The City should work with the owners as properties are redeveloped in order to fulfill the needs of the businesses, and also to recognize the importance of maintaining areas for streetscapes and transportation (see the street cross sections found in the Implementation Chapter).

The built environment along 7<sup>th</sup> Street contains a consistent row of brick warehouse structures and should

Existing Parking Conditions on L Street



have a streetscape that is similar to the streetscape found in the Lincoln Historic Haymarket District. Continuous sidewalks should be provided in the right-of-way and should be designed to accommodate the

existing loading docks. Angled, on-street parking should be installed along both sides of 7<sup>th</sup> Street. Street trees are not required throughout the block in this streetscape, but should be provided at the intersections.

Because the plan recommends 8<sup>th</sup> Street as the primary connection between the Lincoln Historic Haymarket to the north and the South Salt Creek neighborhood and Cooper Park to the south, the streetscape for 8<sup>th</sup> Street should be treated as a green corridor for all modes of transportation. Requirements for the 8<sup>th</sup> Street streetscape should include a planting zone between the buildings and sidewalks, then a minimum 8 foot area in which to locate a 5 foot sidewalk, an 8 foot minimum planting area for street trees, and angled, on-street parallel parking. Loading docks should not be discouraged along 8<sup>th</sup> Street.



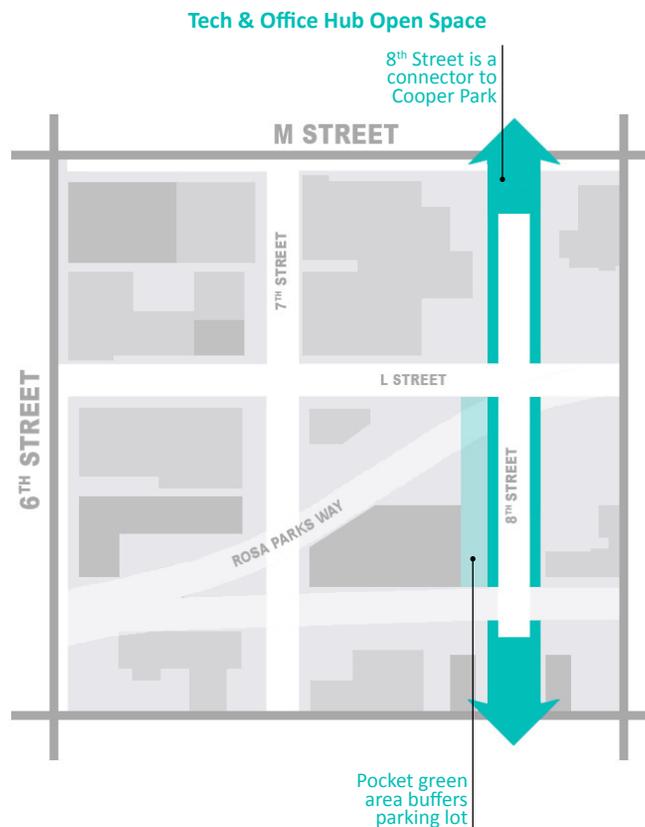
## Develop Adequate Open Space

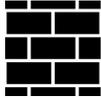
The Tech & Office Hub is located 4 blocks north of Cooper Park. This existing park is a 12+ acre public park with a variety of amenities including ball diamonds, playground equipment, restrooms, tennis courts and greenspace. The 8<sup>th</sup> Street Corridor enhancements will provide a direct link between residents and employees of the Tech & Office Hub and Cooper Park making this a desirable and easily accessible place to recreate.

The Tech & Office Hub is also located adjacent to significant open space near the Arena Drive Corridor. This string of new open space on the western boundary of the South Haymarket Neighborhood provides additional recreational opportunities, buffers the neighborhood from the railyard to the west, and provides a connection for the Jamaica North Trail. Approximately 7 acres of open space is shown within the Arena Drive Corridor.

This plan recommends the corner of 7<sup>th</sup> & N Streets, which is on the north side of M Street, at the terminus of Canopy Street develop into a plaza with hardscape fronting along N Street and greenspace adjacent to M Street. Employees and residents in the Tech & Office Hub are within close proximity and could take advantage of this public plaza and greenspace.

Smaller 'pocket' green spaces are proposed along 8<sup>th</sup> Street to soften the view of certain sites from public view. These pocket green spaces are relatively small spaces that should include shrubs, trees and evergreens arranged in a way to soften the appearance from public view. An appropriate location for a pocket green space is the edge of the parking area beneath Rosa Parks Way between L and K Streets.





# Preserve Historic Resources

At M Street, the complex structures of the former Meadow Gold creamery dominate the west side. The entire 7-8-L-M block is listed on the NRHP for architectural and historical significance, and the commencement of mixed-use rehabilitation by Telesis of the block is a powerful catalyst for further redevelopment. Similarly, the Lincoln Paint & Color Company structures at 825 M Street by WRK, LLC are NRHP-eligible and display an exemplary, LEED-certified rehabilitation.

Meadow Gold Creamery - 1919

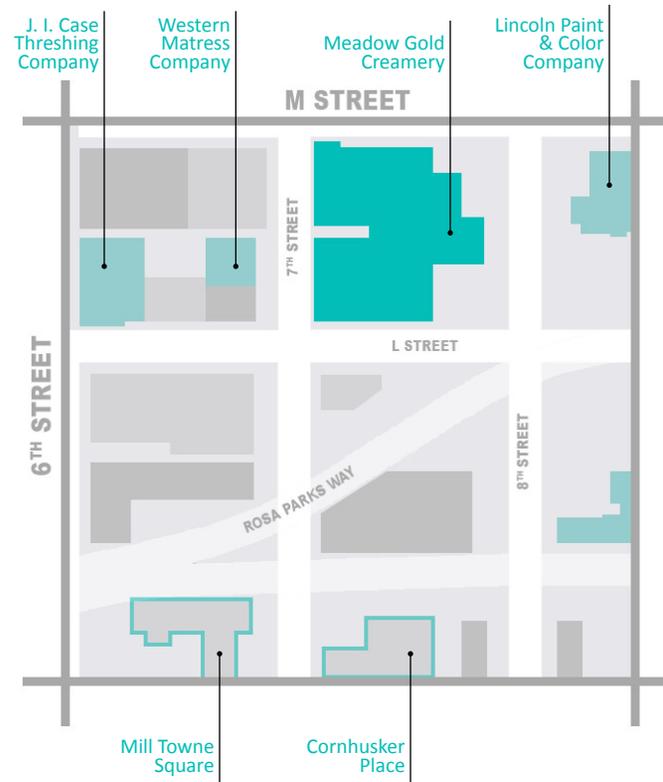


West of the Meadow Gold block at 311 South 7<sup>th</sup>, the Cotswald Building has been rehabilitated to frame an attractive, red-brick streetscape and houses the thriving high-tech, light-industrial J.A. Woollam Co. The attractive structure is not NRHP-eligible as it originally was a three-story, early 20<sup>th</sup> century warehouse, reduced to a single story by fire in the 1940s, and returned to two-stories in the 1980s.

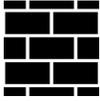
Cotswald Building



## Tech & Office Hub Historic Resources



- Legend**
- NRHP Listed
  - NRHP Eligible
  - LL Eligible



The neighboring structure to the south at 339 South 7<sup>th</sup> Street was built as Western Mattress Co., ca. 1890, and retains a remarkable degree of its original appearance. It is NRHP-eligible as a scarce example of an industrial building of that era.

Western Mattress Building



J.I. Case Threshing Warehouse



Around the corner of L Street, the tall warehouse at 600 L (J. I. Case Threshing Co., ca. 1892) and associated single-story building to the east (610 L, Case office, 1900) are NRHP-eligible as examples of the close connection of railroad service and farm implement businesses, in both Haymarket and South Haymarket.

Further south along 7<sup>th</sup> Street, the Mill Towne Square complex at 650 J Street and adjacent Cornhusker Place at 512 S. 7<sup>th</sup> Street are substantial historic structures, the former of the Curtis, Towle & Paine (millwork) Company, and the later of International Harvester Co. Both have been substantially altered and their setting has been even more impacted by the elevated Rosa Parks Way. As a result they are not NRHP-eligible, but could earn Lincoln Landmark designation.

Mill Towne Square

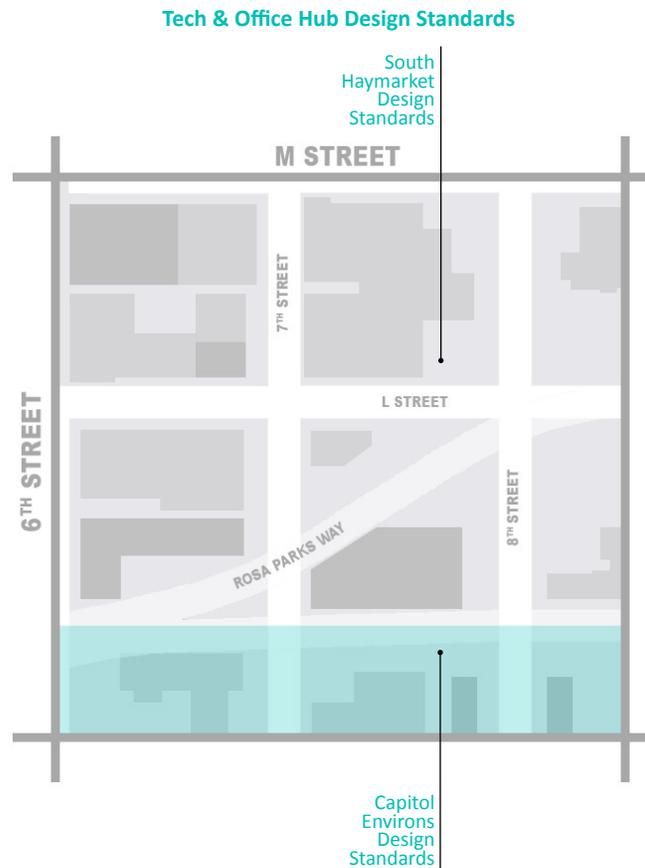




## Implement Site & Building Design

Most of the structures in the Tech & Office Hub are proposed to remain. However, modifications to the existing buildings and new construction infill will be required to comply with design standards. The Tech & Office Hub north of K Street is currently covered by the Downtown Design Standards and proposed to be included in the South Haymarket Design Standards. These areas are higher density and contain more mixed use developments that fit more closely with the character of Downtown. The portion of the Tech & Office Hub south of L Street is covered by the Capitol Environs Design Standards. This area of the Tech & Office Hub should develop as an urban neighborhood which is dense and predominantly residential. The Capitol Environs Design Standards apply to all areas within the Capitol Environs District and focus on those elements—buildings and landscape—that define the edges of Capitol Square and the Malls, and on the open spaces between those edges. New structures should be built close to the property lines to create an enclosure of space. Height of structures in the Capitol Environs District should respect the 57 foot building height maximum found in the Capitol Environs District.

The enhanced green planting strip in the streetscape zone along 8<sup>th</sup> Street frames the site development throughout the corridor. The build-to zone brings buildings closer to the right-of-way, but doesn't require buildings be built from lot line to lot line. Development along 8<sup>th</sup> Street should be urban, mainly residential, and high density in nature. Loading docks should not be discouraged along 8<sup>th</sup> Street. Properties are suggested to take advantage of the building height maximums, and respect the building height maximum of 57 feet within the Capitol Environs District. First floor residential is appropriate along 8<sup>th</sup> Street.

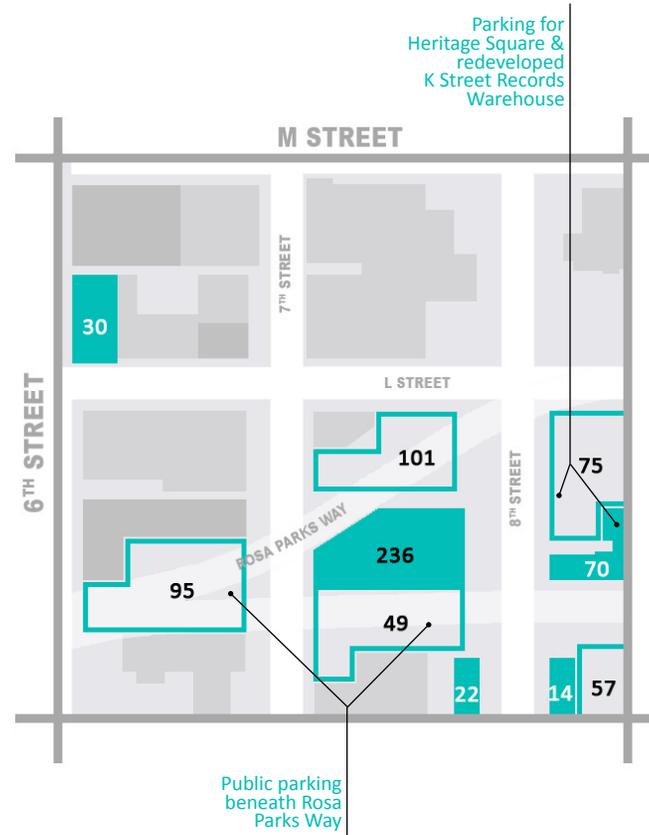




## Develop a Parking Program

On-street parking should be provided throughout the Tech & Office Hub and should be implemented as adjacent properties are redeveloped. Providing new on-street parking will help offset the increase in demand as additional residents and employees locate in South Haymarket. Off-street parking should include public facilities beneath the Rosa Parks Way viaduct from 6<sup>th</sup> Street east to 8<sup>th</sup> Street. The space beneath the viaduct is underutilized today with dirt and several areas on the west are used for outdoor storage. An organized parking program could create a more efficient use of this space, similar to what has been done beneath the Harris Overpass to the north. Structured parking is also shown in a mixed-use building in the long-term between the two viaducts where the StarTran bus garage is located today.

### Tech & Office Hub Parking Program



- Legend**
- Structures
  - Lots

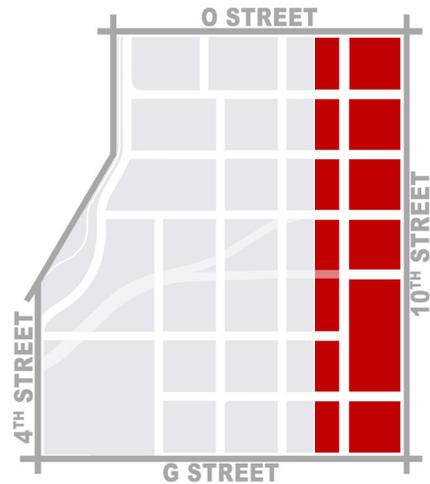
## Tech & Office Hub Recommendations:

- Support continued expansion of office/light industrial/mixed-use properties
- Encourage office and light industrial uses in the Tech & Office Hub that:
  - Do not contain outdoor storage;
  - Have minimal noise and odor;
  - Operate indoors and mainly during normal business hours
- Encourage residential units wherever possible
- Implement the 7<sup>th</sup> and 8<sup>th</sup> Street streetscape concepts
- Develop parking stalls beneath the Rosa Parks Way viaduct to offset the loss of parking lot stalls needed for residential development
- Study the site between the Rosa Parks Way viaducts for mixed-use and a parking structure once StarTran relocates their facility



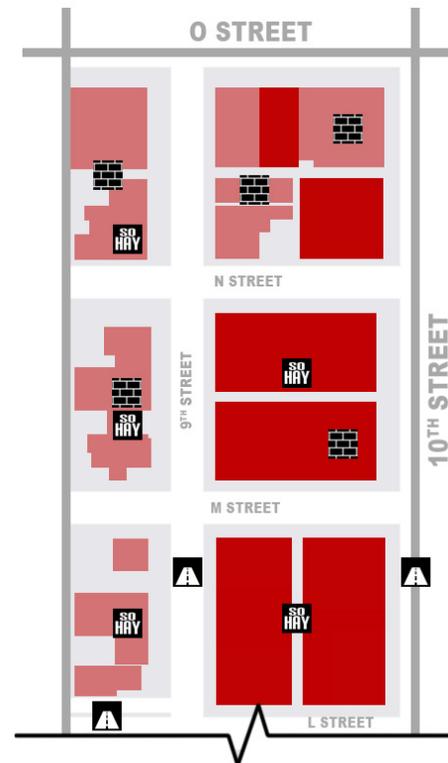
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# 9<sup>th</sup> & 10<sup>th</sup> Street Corridor



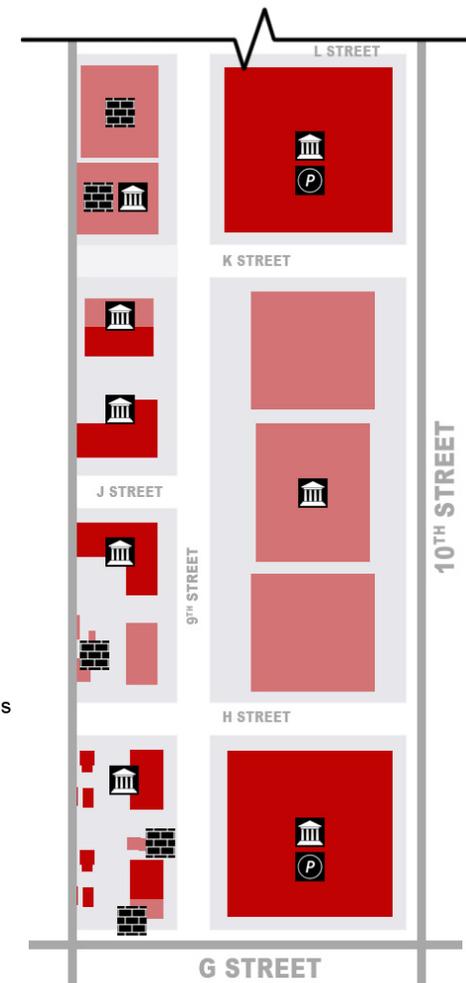
9<sup>th</sup> and 10<sup>th</sup> Streets are major arterial streets located on the east edge of South Haymarket. This one-way pair creates a distinct boundary between the South Haymarket Neighborhood and the rest of Greater Downtown. Development along these two streets has the potential to create an enhanced transition between the two districts as redevelopment occurs.

The map highlights the recommendations for the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor. The buildings shown on this map are shown to differentiate existing versus new structures. Each one of the goals placed on the map gives a visual representation of the text that follows for this subarea.



### Legend

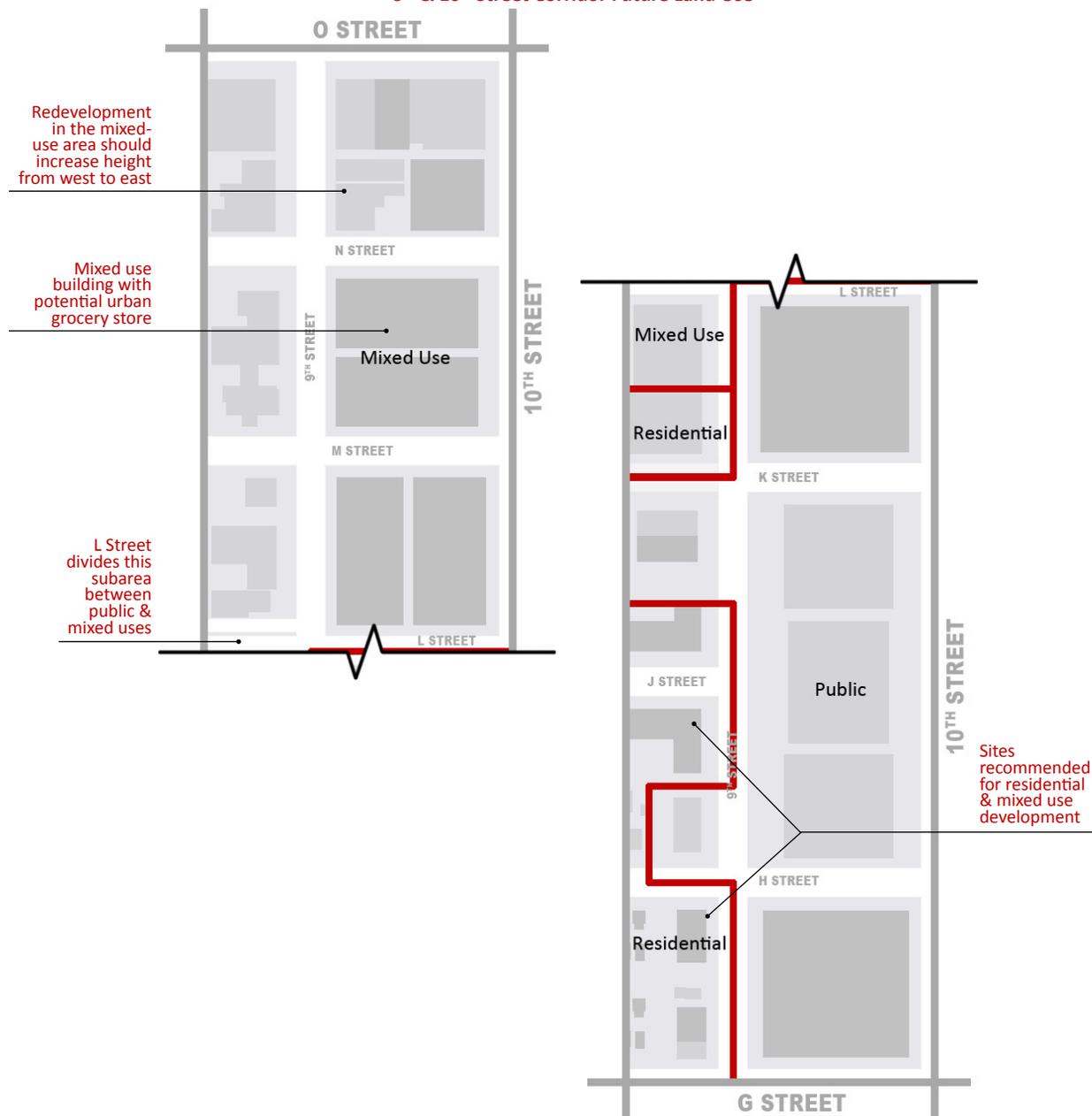
- New Buildings
- Existing Buildings
- Create an Urban Neighborhood
- Consolidate the Government Footprint
- Transition from Heavy Industrial Uses
- Organize the Streets, Sidewalks & Trails
- Develop Adequate Open Space
- Preserve Historic Resources
- Implement Site & Building Design
- Develop a Parking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



Mixed use development is appropriate along both 9<sup>th</sup> and 10<sup>th</sup> Streets throughout the South Haymarket Neighborhood. The 9<sup>th</sup> and 10<sup>th</sup> Street Corridor is bisected at L Street which differentiates between mixed uses to the north and predominantly public uses to the south. On the blocks located north of L Street, commercial and office uses are generally appropriate on the first and possibly second floors with residential uses on the remaining floors above. Active uses are encouraged on the first floor of all buildings. The block bounded by 9<sup>th</sup>, N, 10<sup>th</sup>, and M Streets was previously identified in the 2005 Downtown Master Plan as a location for an urban grocery store. A grocery store adjacent to the protected bikeway, located between two major arterial streets, would be appropriate. A parking structure on this block would also support a grocery store.

Buildings located south of L Street and north of G Street are currently government-owned properties and should continue to build out as the County/City government campus. Multi-story structures should be constructed on existing surface parking lots, including multi-story parking structures, to consolidate government functions located west of 9<sup>th</sup> Street and elsewhere in Lincoln. The maximum building height along these corridors increases west to east from 75 feet to 150 feet and to 275 feet. New buildings should utilize this allowable building height to reflect the transition between the South Haymarket Neighborhood and Greater Downtown.

**9<sup>th</sup> & 10<sup>th</sup> Street Corridor Future Land Use**



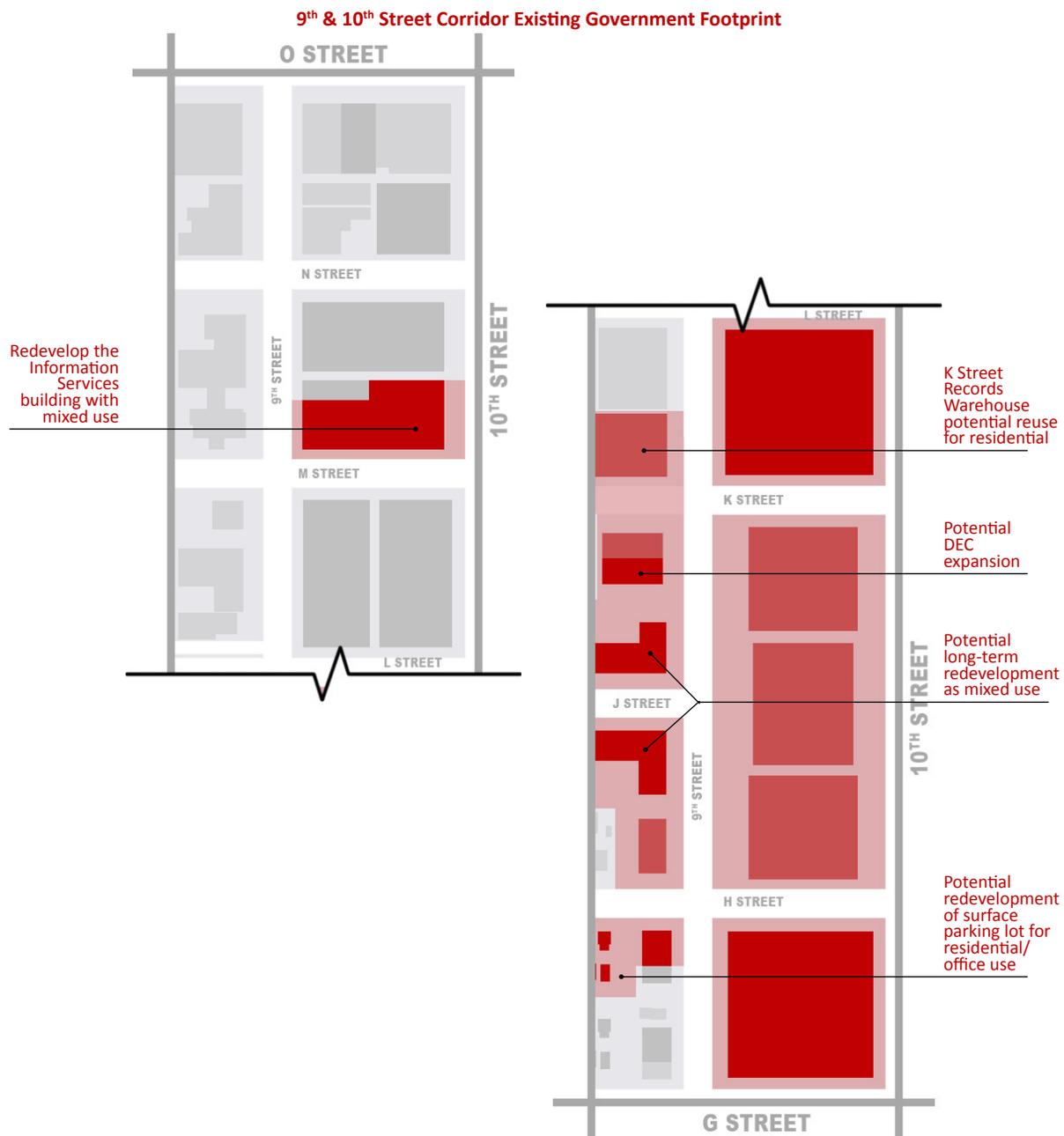


## Consolidate the Government Footprint

Consolidation of the County/City Office Campus between 9<sup>th</sup> and 10<sup>th</sup> Streets supports the goal of providing additional land for private redevelopment. The conceptual additional office buildings and parking garages on the north and south lots provide adequate office space and parking to consolidate surrounding government offices and provide for long-term growth in government activity. Any consolidation or reorganizing of government properties should respect the capital investment made in Public Building Commission and other government facilities when determining when to proceed with possible private redevelopment. In publicly held properties where significant financial resources, both in terms of new construction and renovations of existing buildings, have been invested, the timing of potential redevelopment on these properties will be dependent on the maximization of the investment in the property and the level of benefit provided by the potential private development.

The last PBC Master Plan was completed in 2002 and subsequent updates have been made in 2012 and 2014. (Please see the PBC Master Plan for more information.) Development patterns have changed significantly in Downtown over the last decade and are now impacting redevelopment opportunities in South Haymarket. Plans and recommendations that were established in master plan documents 10-20 years ago should be reevaluated and updated to reflect more recent trends. The South Haymarket Plan acknowledges and is informed by the Public Building Commission's efforts over the years to centralize government activities and be prudent with taxpayer dollars. These efforts have resulted in government efficiencies and savings to the City of Lincoln and Lancaster County, and are outcomes that are pointed to by the South Haymarket Neighborhood Plan as continued goals.

The concept of consolidating the government footprint is common in both the PBC master plans and the South Haymarket Neighborhood Plan. There is a need for continued and heightened coordination with the Public Building Commission and other County and





City agencies to further realize the efforts of the Public Building Commission and the South Haymarket Neighborhood Plan to increase government efficiencies through both phased and incremental approaches and through implementation of the long-term vision of the neighborhood.

The South Haymarket Neighborhood and surrounding areas have seen dramatic change over the past 20 years. This plan recognizes that change happens and can be good if well-planned and thought out. In order to provide direction for the vision set out in the South Haymarket Neighborhood Plan, several changes are recommended to existing government facilities. The concept in the South Haymarket Neighborhood Plan demonstrates how a consolidated government campus would occupy less land and would make land available for private development in South Haymarket while still meeting the needs of government expansion. See the Alternates Section of the Implementation Chapter for an alternate concept for consolidating government offices.

### County/City Office Campus

The South Haymarket Neighborhood Plan recommends that the government footprint be consolidated to a north/south campus between L, 10<sup>th</sup>, G and 9<sup>th</sup> Streets with additional parking garages and office space developed on the existing north and south

County/City Building

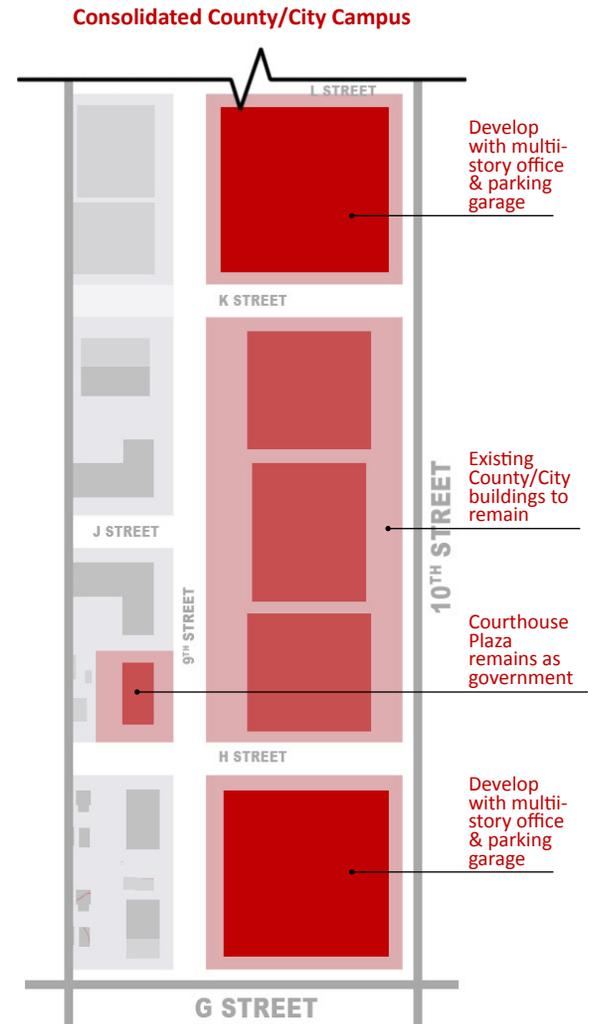


parking lots. Multi-story parking structures and office buildings would not only allow consolidation of existing government offices west of 9<sup>th</sup> Street, but would also provide for additional office space and parking as government grows overtime. The existing government footprint lies mainly on a north/south campus east of 9<sup>th</sup> Street with other properties scattered west of 9<sup>th</sup> Street. Consolidation of government offices would allow for redevelopment opportunities in South Haymarket, and could also increase the iconic presence of government offices in Downtown Lincoln.

The existing government campus contains over 500,000 square feet of office space and more than 1,200 parking stalls for employee and public use. The recommendations of this plan utilize the parking lots located north and south of the existing government campus for additional parking structures and government offices. The parking lot located north of the County/City Building has been designed to add two additional floors of parking above the existing parking deck. A portion of the north parking lot is also suitable for an additional office building.

The concept to consolidate the government footprint can provide between 200,000 to 250,000 additional square feet of office and 500 to 600 parking spaces on the blocks located north and south of the existing government campus. This recommendation, as depicted, demonstrates that the government campus concept in the South Haymarket Neighborhood Plan is flexible and could accommodate more or less office and parking.

The concept of consolidating the government footprint is common in both the Public Building Commission master plans and the South Haymarket Neighborhood Plan. This concept should be further refined with input from the Public Building Commission and other elected officials to establish a shared vision for South Haymarket.





## 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 over 115,000 square feet of government office space, and the expanded parking garage could add over 230 parking spaces.

A similar design could be accommodated on the south surface parking lot bounded by 9<sup>th</sup>, H, 10<sup>th</sup> and G Streets to fulfill long-term growth needs.

10<sup>th</sup> Street Today

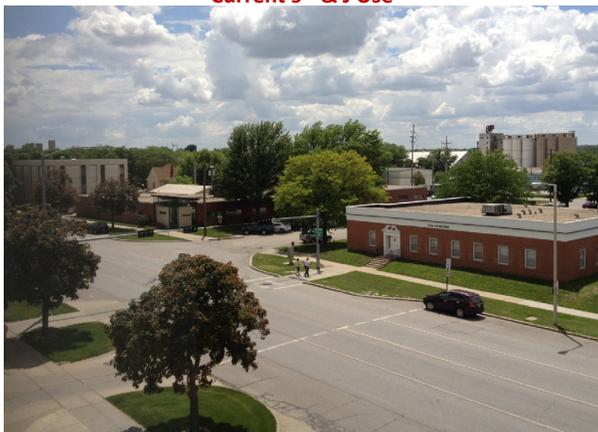




## 9<sup>th</sup> & J

The 9<sup>th</sup> & J Street Building and 825 J Street are located at a prime intersection in South Haymarket. If redeveloped, these properties could provide higher density and a mix of uses more similar to an urban residential neighborhood. These two properties also form the entryway into the J Street Boulevard concept for row house development. This office space could be provided in a new multi-story office building in the north parking lot at 10<sup>th</sup> Street and L Street. In these public properties where financial resources, both in terms of new construction and renovations of the buildings, have been invested, the timing of potential redevelopment on these properties will be dependent on the maximization of the investment in the property and the level of

Current 9<sup>th</sup> & J Use



benefit provided by the potential private development. Before another large investment is committed to these buildings, consideration should be given to the long-term development of South Haymarket. This plan recommends continued and heightened coordination with the Public Building Commission (PBC) to further realize the efforts of the PBC and the vision of the South Haymarket Neighborhood Plan to increase government efficiencies through both phased and incremental approaches and through implementation of the long-term vision of the neighborhood.

Redevelopment of the former Benesch Building is likely to occur at the end of the planning period (2040) in order to maximize the current investment in this property.

Long-Term Vision for 9<sup>th</sup> & J, When Feasible



### *9<sup>th</sup> & J Street Building*

The 9<sup>th</sup> & J Street Building (555 S. 9<sup>th</sup> Street) is a single-story structure at the northwest corner of 9<sup>th</sup> and J Street. This building has just over 5,000 square feet and has been used as swing-space. This building was acquired in 1997 and currently has no debt. The parking lot between the 9<sup>th</sup> & J Street Building and the DEC facility at 9<sup>th</sup> & K should be maintained for future DEC expansion and maintenance, which is a recommendation of the PBC as well.

### *825 J Street Building*

The 825 J Street Building is a single-story building with just over 23,000 square feet on the main floor and in the basement. This property was purchased from Benesch for \$1.7 million in 2012, and the PBC invested approximately \$1.3 million to rehab the building. The acquisition loan will be paid off in 2018. The Public Building Commission (PBC) has approved a reuse of this building for the Crisis Center and approved a \$3.78 million bid in July 2015 to remake the building. This is a significant investment and demonstrates the PBC's commitment to keep the Crisis Center at this location. This plan acknowledges that redevelopment of this location will not happen until the end of the planning period (2040) in order to maximize the current investment in this property. Consolidating government offices is a goal of the PBC and is also supported by the South Haymarket Neighborhood Plan, but the long-term vision for this property should include a multi-story mixed-use building which is a higher and better use of the property.



## K Street Records Warehouse

The K Street Records Warehouse located at 9<sup>th</sup> & K Streets was previously used as a power plant, and the Public Building Commission purchased the building from LES and converted the building into storage in 1993. The building continues to hold records for City, County and State agencies. The majority of storage, roughly two-thirds of the building, is occupied by the State. This building is a prominent brick structure in South Haymarket, and this plan continues to support the reuse of the building for a higher and better use as identified in the 2005 Downtown Master Plan. If developed as high

K Street Records Warehouse



density residential or another active use, the K Street Complex would be a catalyst project for additional residential development in South Haymarket and would contribute significantly to our community's tax base. When private sector offers are received to potentially redevelop this facility and transition it to a different use, the financial acceptability of any such transaction will need to account for maximizing the value of the publicly held land and provide for replacement costs of the public activity so that the value of the property is retained to the benefit of the taxpayers.

Document storage is a necessary government function, and the K Street Complex has served the purpose well. Over the past 20 years records storage and retention methods have changed, including electronic document storage and the common practice of emailing files. A new County/City storage facility should be explored to provide enough space to accommodate current and future storage needs. Possible considerations for storage locations include the Municipal Services Center, a private facility or possibly other public facilities that may be built in the South Haymarket Neighborhood.

For example, a future building in the north parking lot at 10<sup>th</sup> and L Streets as part of a consolidated government footprint could provide storage for County/City records, in addition to new office space. Each floor of that

building could provide around 30,000 SF, and a building on this site could be up to 150' tall per the zoning district. County/City storage should also consider collocating with an existing County/City agency, such as the new jail on West O Street or a new Police maintenance garage facility.

Additional considerations to assist in identifying the feasibility of relocating the government storage to allow the reuse of the K Street Complex should include:

- Importance of proximity to the County/City Government Campus
- Storage needs for the next 20 years
- Potential for State or other governmental agencies to collocate in a new facility
- Determine proceeds from sale of K Street Records Warehouse to be invested in a new facility
- Improved technology for file delivery

The 2005 Downtown Master Plan specifically calls for repurposing historic properties wherever possible and specifically calls for renovating the K Street Records Warehouse for high density residential development. The K Street Records Warehouse has been determined to be eligible for the National Register, and the recommendation to develop this building into a residential use continues to be supported by this plan.



## Courthouse Plaza

Courthouse Plaza is located at the northwest corner of 9<sup>th</sup> and H Streets. This is a three-story office building located on a major arterial street across from the main County/City Government Campus. This office building is an appropriate use near residential areas and should continue to be used for government or general offices.

Courthouse Plaza



## Parking Lot at 8<sup>th</sup> & H Streets

Demand for off-street parking surrounding the County/City complex continues to increase as offices are relocated Downtown and the courts continue to expand. While the parking lot at 8<sup>th</sup> and H will serve near-term demand, a long-term solution should be sought which would meet parking demands of future employees and the general public in the consolidated County/City office campus. The surface parking lot could then be sold for private redevelopment which would generate additional property tax and would meet the goals of providing additional housing options.

## Transit Center

The City is interested in creating a new Downtown transit center. The current operation is split between administration offices on J Street and a transfer station on 11<sup>th</sup> & N Streets. A new transit center would consolidate the administrative functions and transfer station into one location to provide more efficient service. This would also make other public properties available for private redevelopment.

If a transit center were to locate in South Haymarket, it should incorporate private development as much as possible. For example, a parking structure could be developed in conjunction with the transit center. If a site in South Haymarket is not chosen for the transit center, a location further east should be explored that would increase operational efficiencies.

## District Energy Corporation

The District Energy Corporation facility at 9<sup>th</sup> & K Streets provides service to surrounding public properties. As redevelopment occurs in South Haymarket additional properties should be served, including private developments. A future expansion area for DEC is shown when additional capacity is needed. Vertical expansion of this facility should also be considered.

DEC Facility at 9<sup>th</sup> & K



The DEC is undergoing a master planning process at this time to review all DEC facilities and make recommendations to the DEC Board. The process is anticipated to take approximately 6 months. The master plan should recommend ways for existing facilities in South Haymarket to become more efficient through redesign or consolidation, and should also provide options on how DEC facilities can serve additional private users.



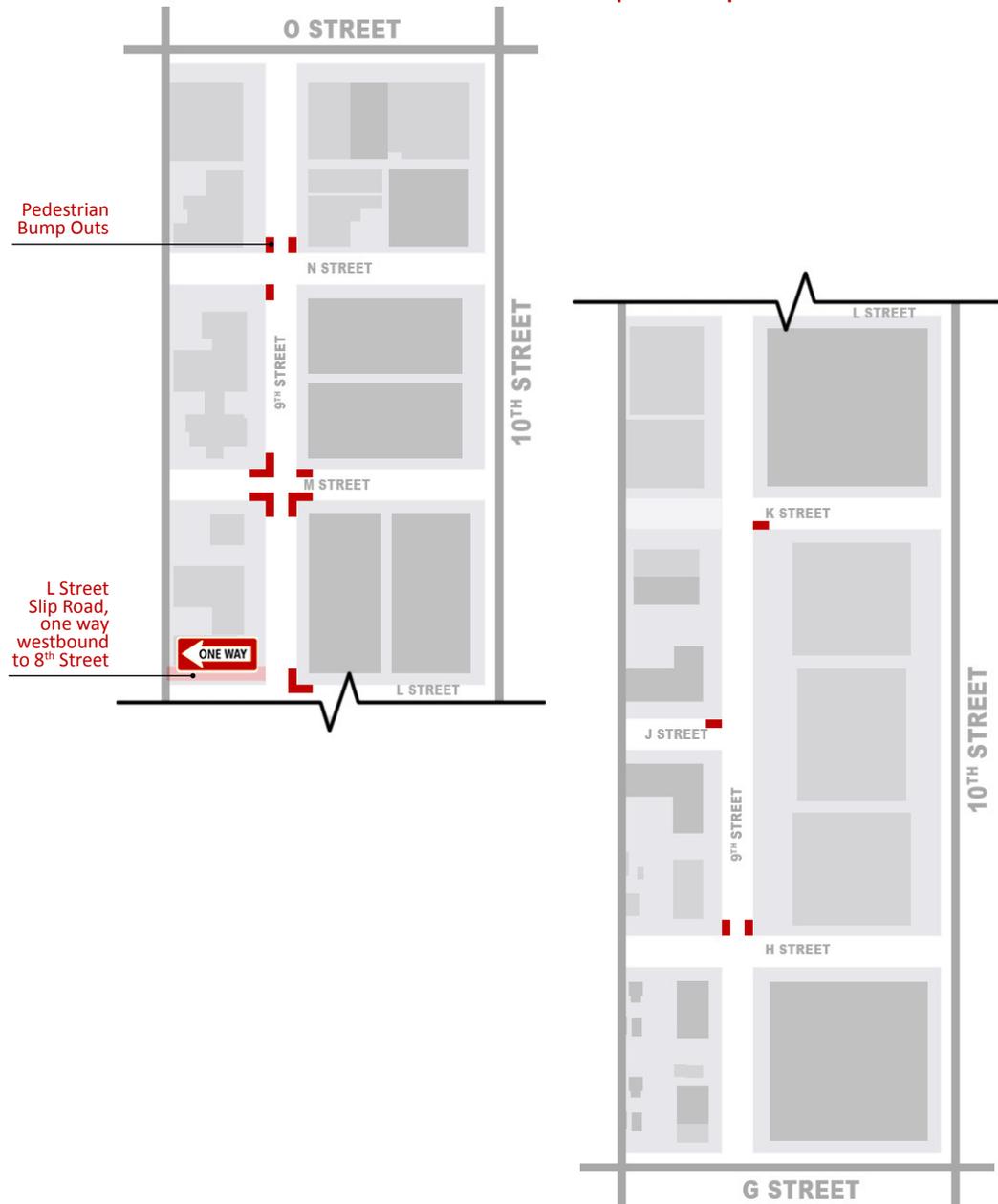
## Organize the Streets, Sidewalks & Trails

The right-of-way system in the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor is built out and developed for mainly vehicular traffic. This plan recommends enhancements to the pedestrian spaces within the public realm to connect South Haymarket to Greater Downtown in a safe and efficient manner.

Improvements should be made at key intersections to increase pedestrian safety. Shortening lane pavement by adding bump outs is one way to appeal to pedestrians. This has been done at the intersection of 9<sup>th</sup> & J Streets. New stop bars and other painted markings increase awareness between vehicles and pedestrians. Locations for bump outs should be considered for the intersections shown on the map to the right. New bump outs will not reduce the number of travel lanes or on-street parking spaces.

The L Street slip road is supported by this plan and would provide access to properties along L Street and 8<sup>th</sup> Street. The L Street slip road would be similar to what has been constructed at 9<sup>th</sup> and O Streets. If M Street becomes a one-way eastbound facility, the closest access points into South Haymarket become N Street and J Street, creating a 4-block span along 9<sup>th</sup> Street without vehicular access to the west. Pedestrian circulation should be incorporated into the L Street slip road.

9<sup>th</sup> & 10<sup>th</sup> Street Corridor Bump Outs & Slip Road



Future L Street Slip Road





## 9<sup>th</sup> Street Streetscape

This image shows the streetscape concept for 9<sup>th</sup> Street. The planting areas buffer the pedestrians from motorists and create defined spaces along the sidewalks. The right-of-way width for 9<sup>th</sup> Street is 120 feet, and most sidewalks are 25 feet wide. This streetscape incorporates bump outs, on-street parking and landscaping amenities. 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.

The sidewalk on 10<sup>th</sup> Street is narrower than on 9<sup>th</sup> Street due to less available right-of-way and street widening projects. Opportunities should be sought to add street trees and pedestrian amenities to enhance the sidewalk experience on 10<sup>th</sup> Street as well, although on a smaller scale. Streetscape elements should always be considered when adjacent properties are redeveloped. (See the Implementation Chapter for more information on the street sections in the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor.)

9<sup>th</sup> Street Today



On-street metered parking remains on 9<sup>th</sup> Street

The landscape buffer creates an enclosure for pedestrians

Pedestrian-scaled lighting should be considered throughout South Haymarket

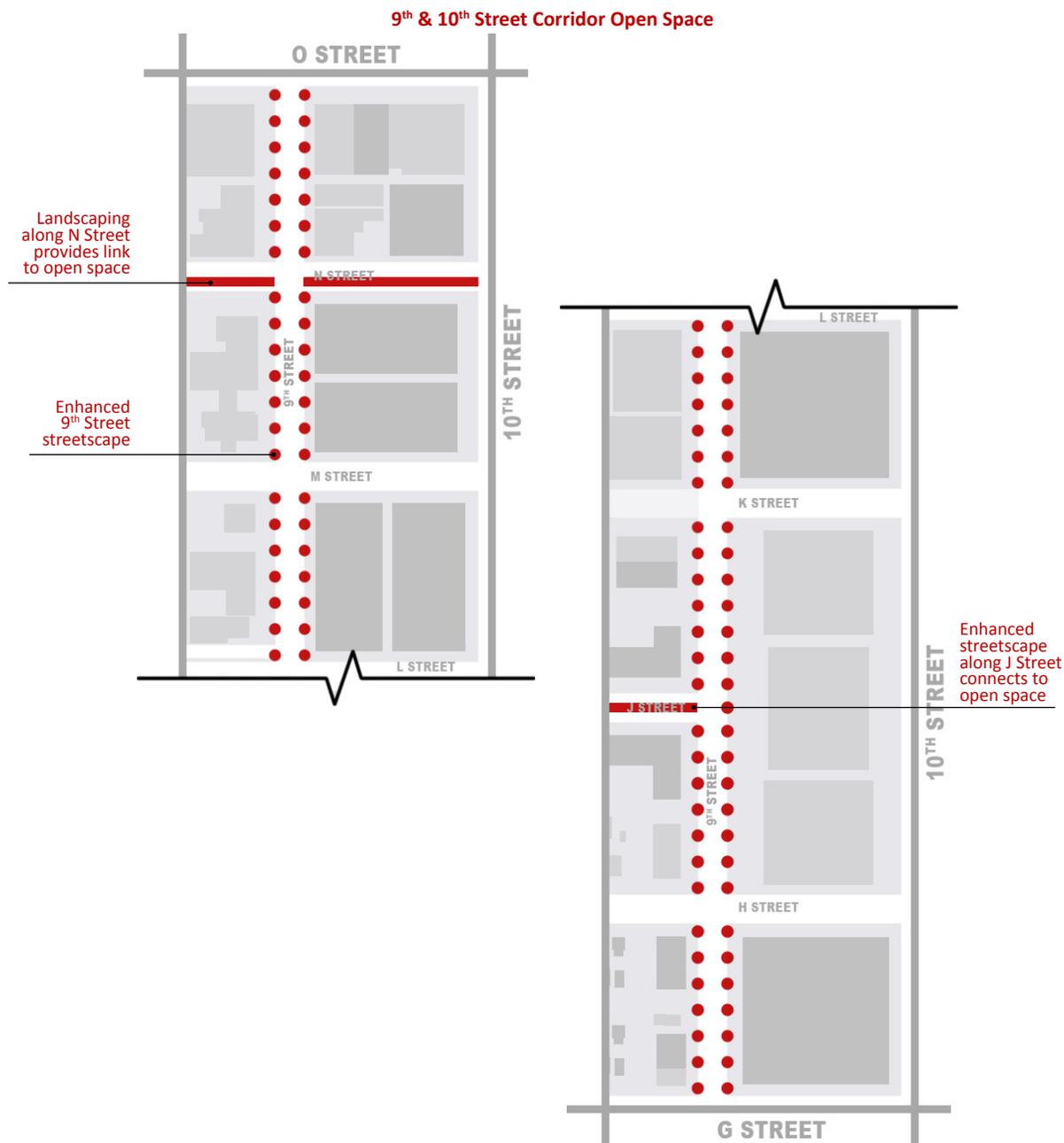
24-foot sidewalk accommodates the proposed landscaping

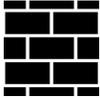




## Develop Adequate Open Space

Residents in the 9<sup>th</sup> & 10<sup>th</sup> Street Corridor will have access to open space in South Haymarket via east/west linkages. The addition of street trees and consistent sidewalks on all streets provides a more comfortable pedestrian zone in South Haymarket and encourages people to walk to nearby destinations. The N Street Protected Bikeway and the J Street Boulevard provide enhanced streetscapes that will serve as major east/west connectors between the 9<sup>th</sup> & 10<sup>th</sup> Street Corridor and the open spaces in the South Haymarket Neighborhood. In addition, residents and employees in the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor can access Cooper Park via 8<sup>th</sup> Street.





# Preserve Historic Resources

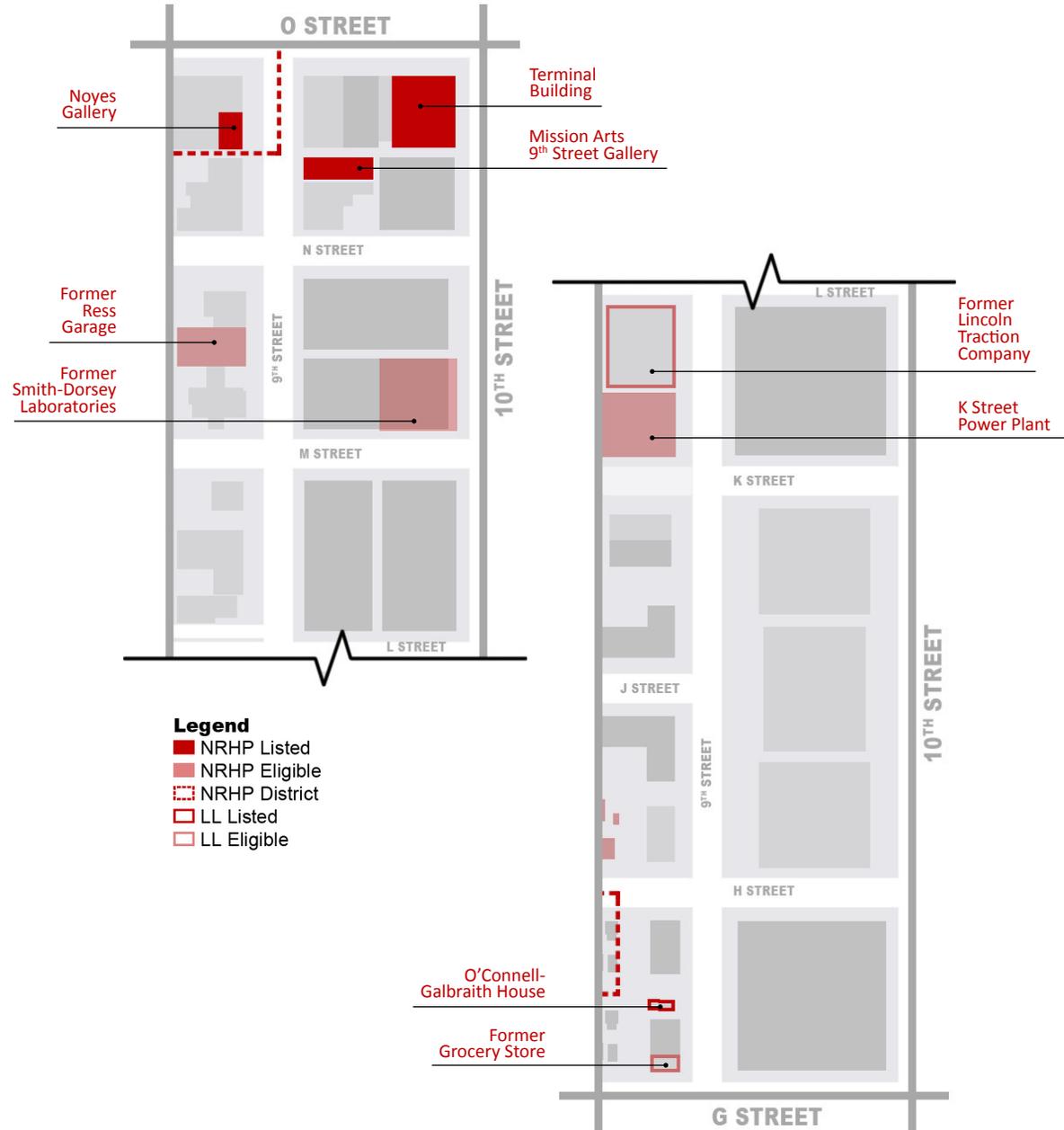
Nine individually significant properties and portions of two historic districts are located within the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor. Efforts should be made to retain and repurpose these historic resources while also achieving the goal of increasing height and density within this corridor. If redevelopment proposes to alter or demolish a historic resource, the City should be consulted to determine if alternates to demolition are feasible.

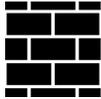
The 10-story Terminal Building of 1916 at 947 O Street is listed on the National Register of Historic Places (NRHP) for its architectural significance and for its association with Lincoln Traction Company, the community's streetcar and electric generating company. The Terminal Building anchors the core-downtown edge of the South Haymarket Neighborhood at the intersection of O Street and 10<sup>th</sup> Street.

Terminal Building



## 9<sup>th</sup> & 10<sup>th</sup> Street Corridor Historic Resources





The city-owned, Art-Moderne building at 233 S. 10<sup>th</sup> Street was built and remodeled in several stages, reaching its present overall appearance in 1946 as the home of the Smith-Dorsey Laboratories. It appears to be NRHP-eligible for architectural and historical significance and has a substantial presence on the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor. If redevelopment occurs on this block, consideration should be given to incorporate the structure. If demolition is proposed, care should be taken to document the structure prior to demolition.

**233 S. 10<sup>th</sup> Street**



Topographically and structurally, 9<sup>th</sup> Street begins the transition from the higher downtown core to the lower elevations and buildings that are predominant in South Haymarket. Mission Arts/9<sup>th</sup> St. Gallery at 124 South 9<sup>th</sup> is NRHP-listed for its social history significance as a 1900 brothel, converted to Peoples City Mission in 1909. Its current mixed use as housing, studios, and galleries is strongly supportive of the goals of the South Haymarket

Neighborhood Plan. Across 9<sup>th</sup> Street, Noyes Gallery at 115-125 South 9<sup>th</sup> is within the boundaries of the Lincoln Haymarket (NRHP) Historic District and complements Mission Arts. South of Noyes Gallery, the stone-paved alleys within the block bounded by 8<sup>th</sup>, 9<sup>th</sup>, O and N Streets are a unique public works feature in Lincoln and contribute to the significance and ambiance of the Haymarket NRHP District.

**124 S. 9<sup>th</sup> Street**



Continuing along 9<sup>th</sup> Street, the former Ress Garage at 221 S. 9<sup>th</sup> Street is a picturesque example of the early automotive services buildings on the west edge of downtown and is NRHP-eligible.

At the northwest corner of 9<sup>th</sup> and K Streets, the former K Street Power Plant, currently used for public record storage, provides a powerful west gateway to Downtown at the foot of Rosa Parks Way. The Power

Plant is NRHP-eligible for architectural and historical significance. Adjacent to and north of the Power Plant, the former Lincoln Traction Company office and garage at the southwest corner of 9<sup>th</sup> and L Streets is historically significant and an architecturally handsome counterpart at two stories to the much taller Power Plant. As such, it is likely eligible for Lincoln Landmark designation.

**Lincoln Traction Company/Heritage Square**



Two much smaller historic resources complete the group along 9<sup>th</sup> and 10<sup>th</sup> Streets. The O'Connell-Galbraith House at 727 S. 9<sup>th</sup> Street is a designated Lincoln Landmark as one of the earliest (ca. 1881) brick houses in Lincoln and for its association with ethnic history of our community. South of 727 S. 9<sup>th</sup> Street, Lincoln Literacy Center occupies a former, early 20<sup>th</sup> century grocery store at 745 S. 9<sup>th</sup> Street that would likely also be eligible for Lincoln Landmark designation.

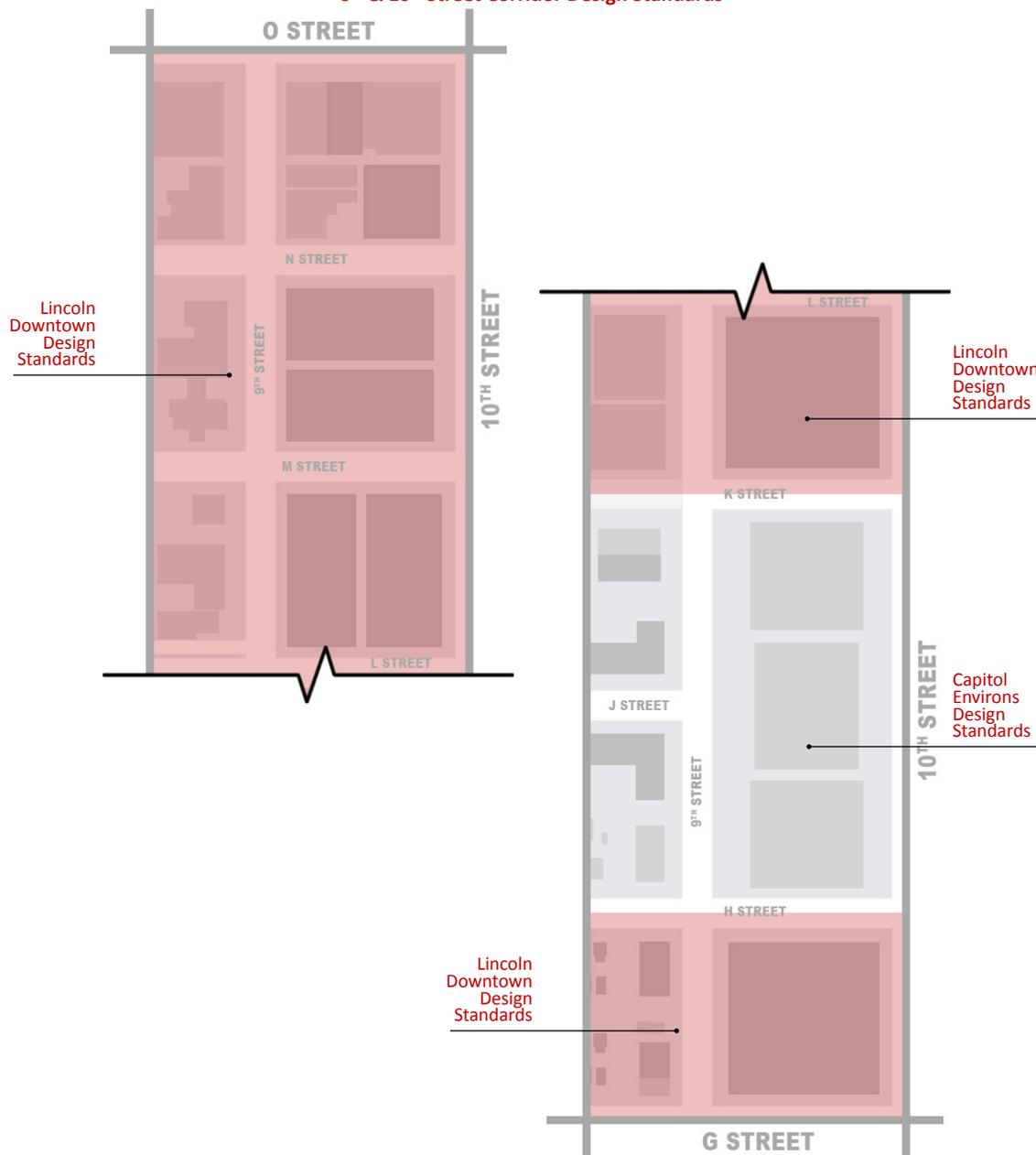


## Implement Site & Building Design

Properties within the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor fall within the Lincoln Downtown Design Standards, with the exception of properties between H and K Streets. The Capitol Environs Design Standards apply to properties at that location, lying within one block on either side of J Street/Lincoln Mall.

Property within the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor should be urban, mixed-use, and high density in nature, with wide sidewalks and buildings typically constructed from property-line to property-line. Properties are suggested to take advantage of the building height maximums, and respect the building height maximum of 57 feet within the Capitol Environs District. The first and possibly second floors of buildings north of L Street in this Corridor should have active commercial uses with residential units above. Buildings in the County/City Campus are encouraged to employ good design as recommended in the Capitol Environs Design Standards.

### 9<sup>th</sup> & 10<sup>th</sup> Street Corridor Design Standards





## Develop a Parking Program

The 9<sup>th</sup> and 10<sup>th</sup> Street Corridor is a transition area between the South Haymarket Neighborhood and Downtown proper. Development in this Corridor should maximize building coverage and limit surface parking lots. Existing surface parking lots in this area are considered opportunities for infill and redevelopment.

This area of South Haymarket is similar to the Downtown core and is not proposed to have an off-street parking requirement. However, new projects are encouraged to provide parking in structured garages within the development or consider leasing spaces from public garages. Parking garages are acceptable uses if a 'wrap' is provided to ensure active uses are visible from the sidewalk and street instead of parking stalls.

On-street, metered parking is currently available throughout the Corridor and should continue to be used for short-term parking.

9<sup>th</sup> & 10<sup>th</sup> Street Corridor Parking Program

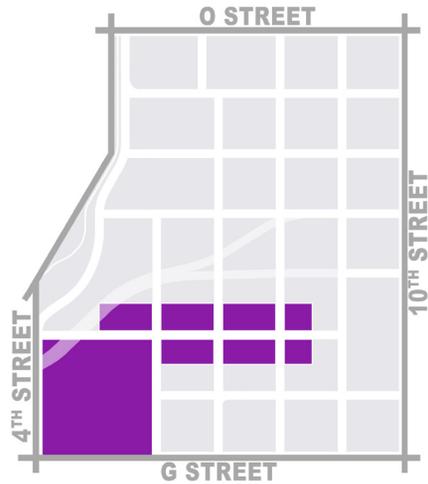


## 9<sup>th</sup> & 10<sup>th</sup> Street Corridor Recommendations:

- Work in concert with County/City government offices, including the PBC, to seek redevelopment opportunities of identified publicly-owned properties for private residential and mixed uses
- Support consolidation of the County/City Offices between L, 10<sup>th</sup>, G and 9<sup>th</sup> Streets
- Add additional decks to the north lot of the County/City Building and add a parking structure to the south surface parking lot when future growth requires parking
- Plan for future construction of the L Street slip road
- Promote the K Street Records Warehouse for reuse and determine alternate locations for records storage
- Implement the streetscape recommendations along 9<sup>th</sup> Street and 10<sup>th</sup> Street

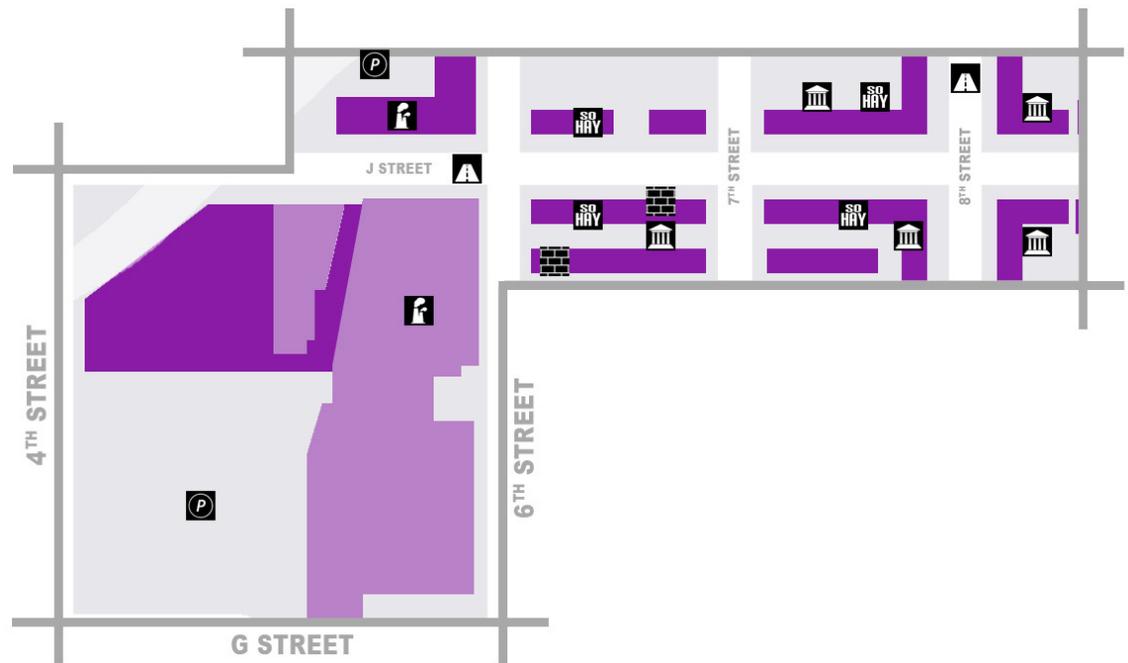


# J Street Boulevard



J Street is located in the southern half of the South Haymarket Neighborhood. J Street, and land within one block of J Street, is within the Capital Environs District. Redevelopment should respect the intent of the Capitol Environs District, including the building height maximum of 57 feet. J Street is also located 2 blocks from the South Salt Creek neighborhood. Development along J Street and to the south should acknowledge the existing South Salt Creek neighborhood, which contains mainly single-family structures built on narrow lots.

This map highlights the recommendations for the J Street Boulevard. The buildings shown on this map are shown to differentiate existing versus new structures. Each one of the goals placed on the map gives a visual representation of the text that follows for this subarea.

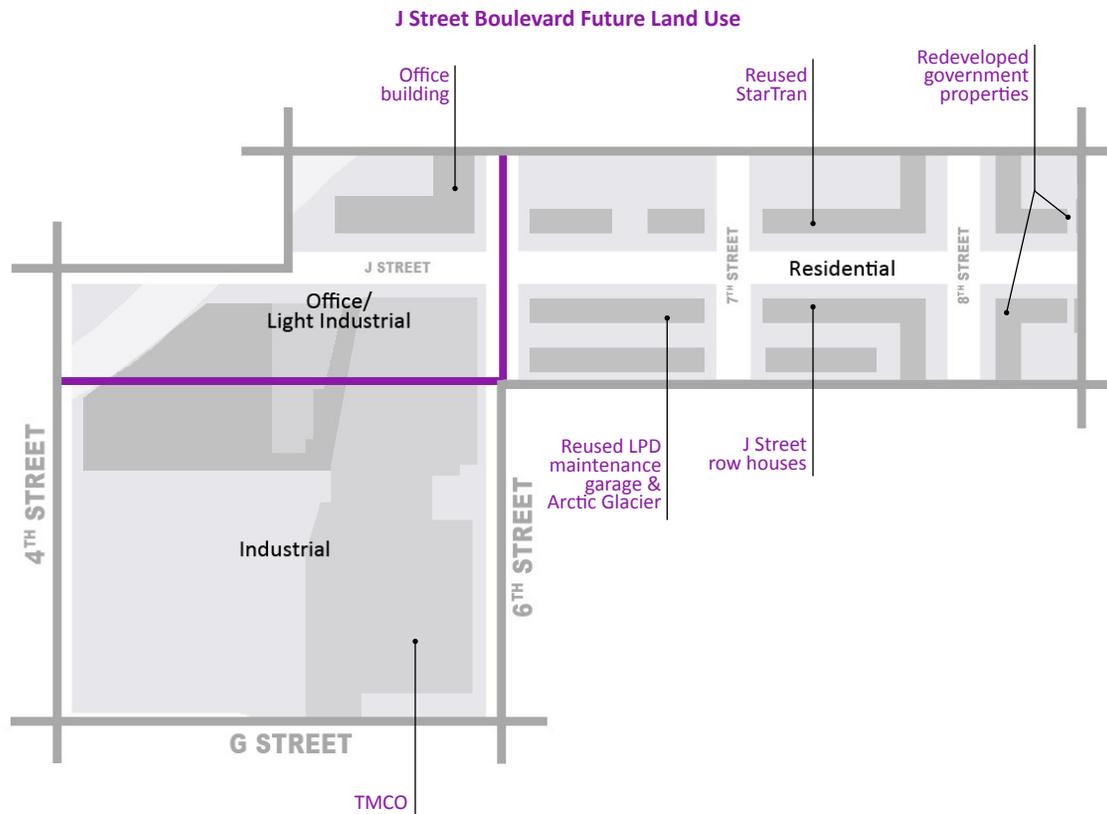


## Legend

- 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
- Implement Site & Building Design
- Develop a Parking Program

Medium-density residential uses, such as multi-story row houses, should be built on the J Street frontage between 9<sup>th</sup> Street and 6<sup>th</sup> Street. The residential units should be placed close to the J Street right-of-way to facilitate enclosure of the block and create an 'outdoor living room' along J Street. Office uses may also be appropriate, but they should not be the dominant land use along the J Street Boulevard. If office buildings have frontage along the J Street Boulevard, residential units should be incorporated in the buildings to maintain a consistency of residential uses along the Boulevard and within the South Haymarket Neighborhood. New surface parking lots along the frontage of J Street are inconsistent with the long-term goals of the Nebraska Capitol Environs Commission, and existing surface parking lots are encouraged to redevelop with buildings to maintain a consistent street wall along the J Street Boulevard.

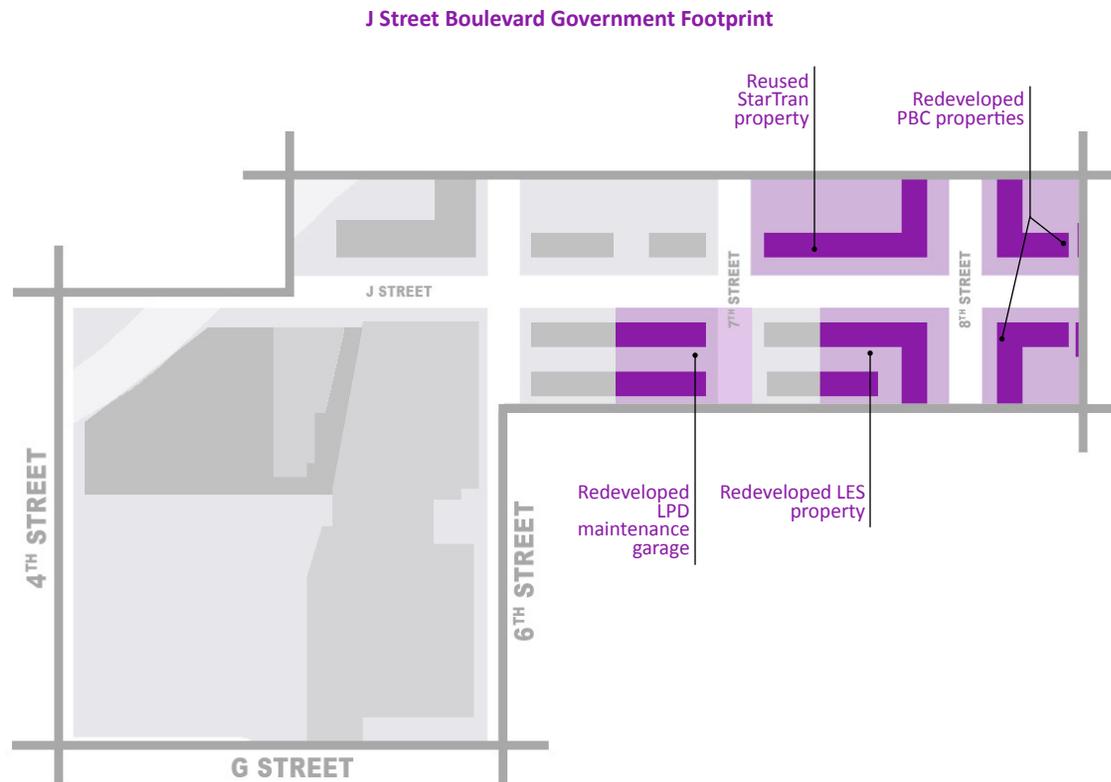
Certain properties contain uses that will need to change or be reconfigured in order to provide consistent residential development along the frontage of the J Street Boulevard. These properties include the LES Substation, LPD Fleet Maintenance Garage, StarTran, the Mill Towne parking lot, TMCO, Government Office Buildings, Arctic Glacier, and Guenzel Manufacturing.





## Consolidate the Government Footprint

There are several existing government properties along the J Street Boulevard. These properties are occupied by the Lincoln Police Department Fleet Maintenance Garage, StarTran, LES, and two Public Building Commission properties. In order to develop the J Street neighborhood, these public facilities will need to find alternate locations over time or be modified to support redevelopment of properties fronting on the J Street Boulevard. Any consolidation or reorganizing of government properties should respect the capital investment made in Public Building Commission and other government facilities when determining when to proceed with possible private redevelopment. In publicly held properties where significant financial resources, both in terms of new construction and renovations of existing buildings, have been invested, the timing of potential redevelopment on these properties will be dependent on the maximization of the investment in the property and the level of benefit provided by the potential private development.





## LPD Maintenance Building

The Lincoln Police Department (LPD) operates a maintenance facility located at 635 J Street which occupies approximately 3 acres of land in South Haymarket, including frontage along J Street and vacated 7<sup>th</sup> Street right-of-way. The garage is currently used to store and repair police and other City vehicles. The maintenance facility operates 24 hours per day, 7 days per week.

The current garage was constructed in the early 1930s and has fallen into disrepair. As the population of Lincoln continues to grow, the demand for services at the maintenance facility will also grow. New police officers are added to the workforce to meet a stated goal of 1.5 officers per 1,000 population.

LPD is undertaking a master plan and facility study to replace the existing maintenance building. The draft study is considering rebuilding at this location or building on a site outside of South Haymarket. Given that South Haymarket is proposed to be a residential neighborhood, a 24-hour vehicle service and repair facility is not a desirable use within proximity to new residential units in South Haymarket.

Certain ‘urban noise’ should be expected of residents in South Haymarket, but this use is not considered

LPD Fleet Maintenance Garage



compatible. The draft LPD master plan and facility study does not consider alternate locations outside of South Haymarket at this time. The South Haymarket Plan recommends the LPD maintenance facility look to other sites that could meet the City’s needs now and in the future. If LPD remains in South Haymarket efforts should be made to allow the frontage along J Street to be redeveloped (see the LPD Alternate found in the Implementation Chapter).

The land owned by LPD is an asset. Proceeds from the sale of the land could be used to assist in funding development of a new LPD fleet maintenance garage at a different location. Opportunities to collocate with other existing governmental agencies should be explored including collocation with a relocated StarTran facility or with satellite LPD stations. See the Alternates Section of the Implementation Chapter for more information on alternates for the LPD Maintenance Garage.

## StarTran Bus Garage

StarTran is Lincoln’s public transit system. StarTran’s main offices and maintenance and bus storage facility is located at 710 J Street. The site currently occupies nearly a full city block from 7<sup>th</sup> to 8<sup>th</sup> Streets, and J Street to the Rosa Parks Way overpass. Additional space north of Rosa Parks Way is used by StarTran for fueling and bus parking.

A large expansion was completed in 2002 which enlarged the maintenance and bus storage areas and reconfigured the dispatch and employee areas. The intent of the expansion was to improve the efficiency of StarTran operations. StarTran is currently limited at this location for further expansion. Although there is no relocation planned at this time, this plan recommends that the J Street facility transition to residential uses over the medium and long-term planning period. In order to

StarTran Administrative Offices & Maintenance Facility



achieve this, StarTran will need to identify a cost-saving location that can provide more efficient service to its customers and room for expansion. One way to do this would be to construct a separate transit center and maintenance facility. When considering a new location, StarTran should consider future growth needs, areas where efficiencies can be obtained, and existing and proposed land uses near the new facility. Since this use is more industrial in nature, an appropriate location for the maintenance facility would be in an existing industrial area, in close proximity to Downtown and potentially near other public facilities. StarTran should also consult with other City and County departments, such as the Lincoln Police Department, to determine if collocation would net increased efficiencies.

A new transit center could consolidate the existing transfer operations at 11<sup>th</sup> & N Streets and the StarTran administrative offices on J Street. A transit center located further east in Downtown would provide a greater efficiency since the majority of transit routes are located east of Downtown Lincoln. Given that a significant portion of StarTran ridership is University of Nebraska students, a transit center that is located near the downtown campus should also be considered (see the 9<sup>th</sup> & 10<sup>th</sup> Street Corridor for more information about this project).



## LES Substation

Lincoln Electric System (LES) is a publicly-owned utility that serves Lincoln. LES has two substations in South Haymarket and a back-up generator used during peak times. LES substations are needed to provide power to South Haymarket and Greater Downtown, but there are opportunities to screen or modify LES facilities to be more compatible with the planned residential neighborhood.

LES Substation



Peak Generator Facility



The LES facility at 8<sup>th</sup> & J Streets is a substation and generator that runs during peak demand. This facility includes a diesel tank near H Street that provides fuel for the generator. A large improvement project at this facility was completed in 2012. No additional expansion is planned at this time.

This plan recommends the block at 8<sup>th</sup> & J Streets transition from an electrical substation and diesel powered generator to residential uses. Although this is drastically different from existing conditions, existing uses are not compatible in a residential neighborhood. Plans should reflect the future use of this property as residential, split between J Street row houses on the north and the South Salt Creek Village on the south. Significant LES projects on this property should be carefully reviewed before committing to additional investments. Alternative locations should be sought in order to relocate this facility in the next 15 to 20 years when the current facility has utilized its useful life. See the Alternates Section of the Implementation Chapter for more information on alternates for the LES substation.

## 9<sup>th</sup> & J Street Properties

The intersection of 9<sup>th</sup> and J Streets is a highly visible corner that should serve as the entryway into the J Street Boulevard corridor. Development at this intersection should define the entrance to the J Street Boulevard. Multi-story, mixed-use buildings are recommended at this intersection that provide a transition into the residential units along the J Street Boulevard to the west. In order to achieve the vision for the 9<sup>th</sup> Street and J Street intersection, the two existing office buildings should be redeveloped in a form that provides for residential uses and defines this entryway. (See the 9<sup>th</sup> and 10<sup>th</sup> Street Corridor section for more information about consolidating government properties.) In these public properties where financial resources, both in terms of new construction and renovations of the buildings, have been invested, the timing of potential redevelopment on these properties will be dependent on the maximization of the investment in the property and the level of benefit provided by the potential private development.

The Public Building Commission (PBC) has approved a reuse of the 9<sup>th</sup> & J Building for the Crisis Center and approved a \$3.78 million bid in July 2015 to remake the building. This is a significant investment and demonstrates the PBC's commitment to keep the Crisis Center at this location. This plan acknowledges that redevelopment of this location will not happen until the end of the planning period (2040) in order to maximize the current investment in this property. If redeveloped in the future, the 9<sup>th</sup> & J Street Building and 825 J Street could provide higher density and a mix of uses more similar to an urban residential neighborhood. Redevelopment of these sites should be multi-story with commercial on the first floor and residential units above. Row houses should be developed along J Street adjacent to the 3 story buildings. Development on these properties should build out the street presence as an entryway to J Street while respecting the 57 foot building height maximum. Before another large investment is committed to these buildings, consideration should

9<sup>th</sup> & J Street Building



825 J Street Building



be given to the long-term development of the South Haymarket Neighborhood and the properties located at 9<sup>th</sup> and J Streets.

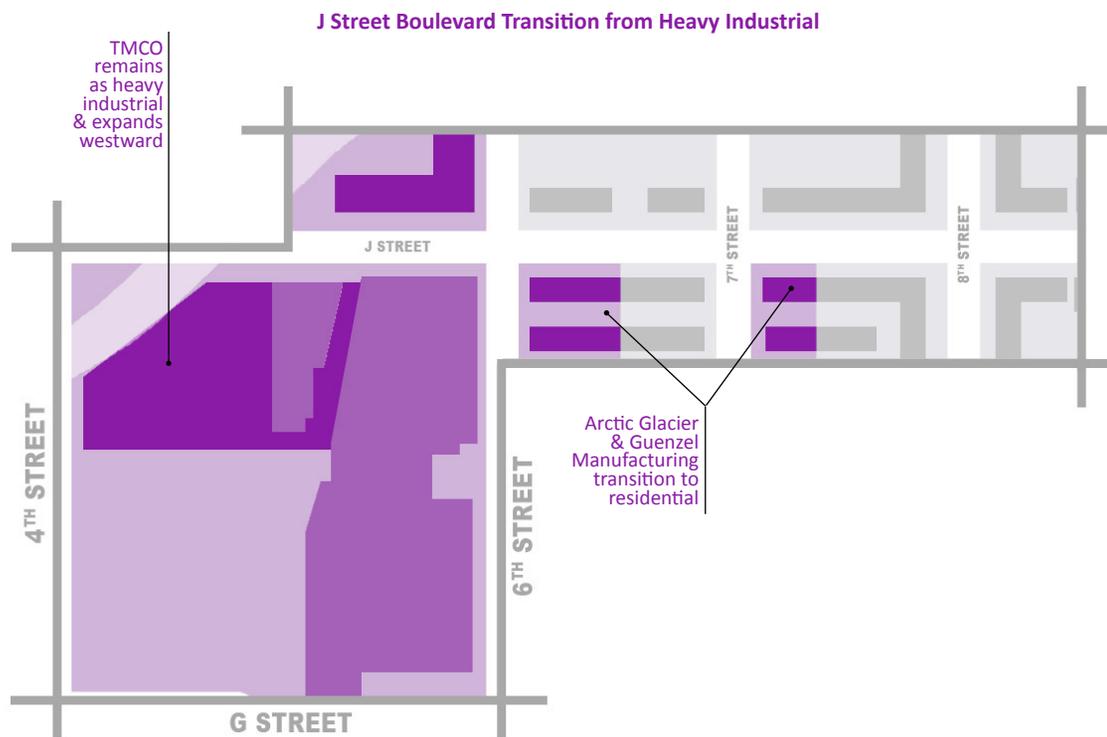
When private sector offers are received to potentially redevelop publicly held properties and transition a site to a different use, the financial acceptability of any such transaction will need to account for maximizing the value of the publicly held land and provide for replacement costs of the public activity so that the value of the property is retained to the benefit of the taxpayers. There is a need for continued and heightened coordination with the PBC and other County and City agencies to further realize the efforts of the PBC and the vision of the South Haymarket Neighborhood Plan to increase government efficiencies through both phased and incremental approaches and through implementation of the long term vision of the neighborhood.



## Transition from Heavy Industrial Uses

Total Manufacturing Company, also known as TMCO, is a metal manufacturing company that specializes in one-stop services. TMCO is located on approximately 7.5 acres in the southwest quadrant of South Haymarket and has frontage on J Street between 6<sup>th</sup> Street and 5<sup>th</sup> Street right-of-way (platted and unbuilt). The facility is also located in the floodplain and is adjacent to the South Salt Creek Neighborhood. TMCO's operations are mainly located indoors, and they are currently completing an expansion at their facility.

If expansion is needed at this location, property to the west should be considered. The land immediately to the west would be an appropriate location for expansion because it would limit the impact on the South Salt Creek Neighborhood to the south and the South Haymarket Neighborhood to the north and east. This portion of the block is within the Salt Creek Floodplain, and compensatory storage would need to be designated for additional development to occur. If TMCO constructs additional buildings along J Street, the buildings should be designed with a pedestrian-oriented focus. The J Street façade should have transparent doors and windows and should be compatible in materials and scale with the J Street row houses. Office uses in the building along the J Street side are appropriate as a transition to residential and other office uses along the J Street corridor.





## Organize the Streets, Sidewalks & Trails

J Street between 9<sup>th</sup> & 4<sup>th</sup> Streets was platted with 120 feet of right-of-way and has been reduced to 97 feet of right-of-way between 6<sup>th</sup> and 7<sup>th</sup> Streets. Given the width of the J Street right-of-way, significant public improvements can be made to enhance the corridor. Features including a landscaped boulevard and continuous sidewalks on both sides of J Street should be constructed. Street trees and on-street, parallel parking should also be included within the streetscape. The Boulevard design is the foundation for a new residential

community along J Street. (See the Implementation Chapter for more information on the street sections in the J Street Boulevard.)

A portion of the 8<sup>th</sup> Street Corridor is included within the J Street Boulevard subarea. Requirements for the 8<sup>th</sup> Street streetscape should include a planting zone between the buildings and sidewalks, then a minimum 8 foot area in which to locate a 5 foot sidewalk, an 8 foot minimum planting area for street trees, and on-street, angled parking.

A roundabout is shown on the western boundary of South Haymarket at the terminus of J Street and an extended Arena Drive (see the Arena Drive Corridor Section of this chapter). A roundabout at this location would be a bookend to the J Street Boulevard. The roundabout would slow traffic at this intersection and would also delineate the western boundary of the South Haymarket Neighborhood. The landscaped boulevard would provide an enhanced connection to the Jamaica North Trail to the west.



## J Street Boulevard

J Street is recommended to develop with medium-density residential units. Row house units are suggested on the J Street frontage from 9<sup>th</sup> Street to approximately 5<sup>th</sup> Street. This unit type would be a stepdown in density from the higher density structures north of Rosa Parks Way. Attached parking for the units should be provided and accessed in the back of the units.

Due to 120' of right-of-way, a landscaped boulevard on J Street should be constructed with redevelopment projects to enhance the residential nature of the area.

J Street Today





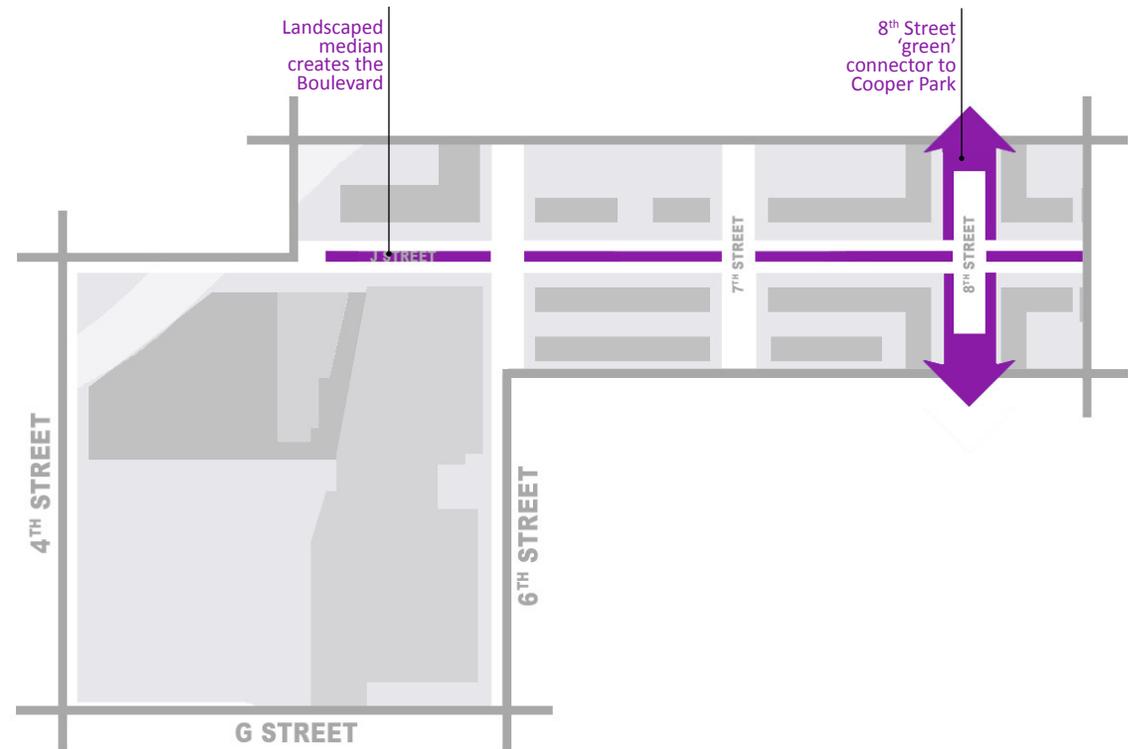
## Develop Adequate Open Space

The J Street Boulevard design includes a landscaped boulevard, consistent sidewalks and street trees. The J Street Boulevard enhances the pedestrian spaces and creates a linkage to 9<sup>th</sup> Street on the east and to the extension of the Jamaica North Trail and adjacent open space on the western boundary of South Haymarket.

This plan recommends the block at 8<sup>th</sup> & J Streets transition from an LES electrical substation and diesel powered generator to residential uses. As an interim measure, an enhanced 'pocket' green space should be established along the perimeter of this site to screen the view of the substation from public view.

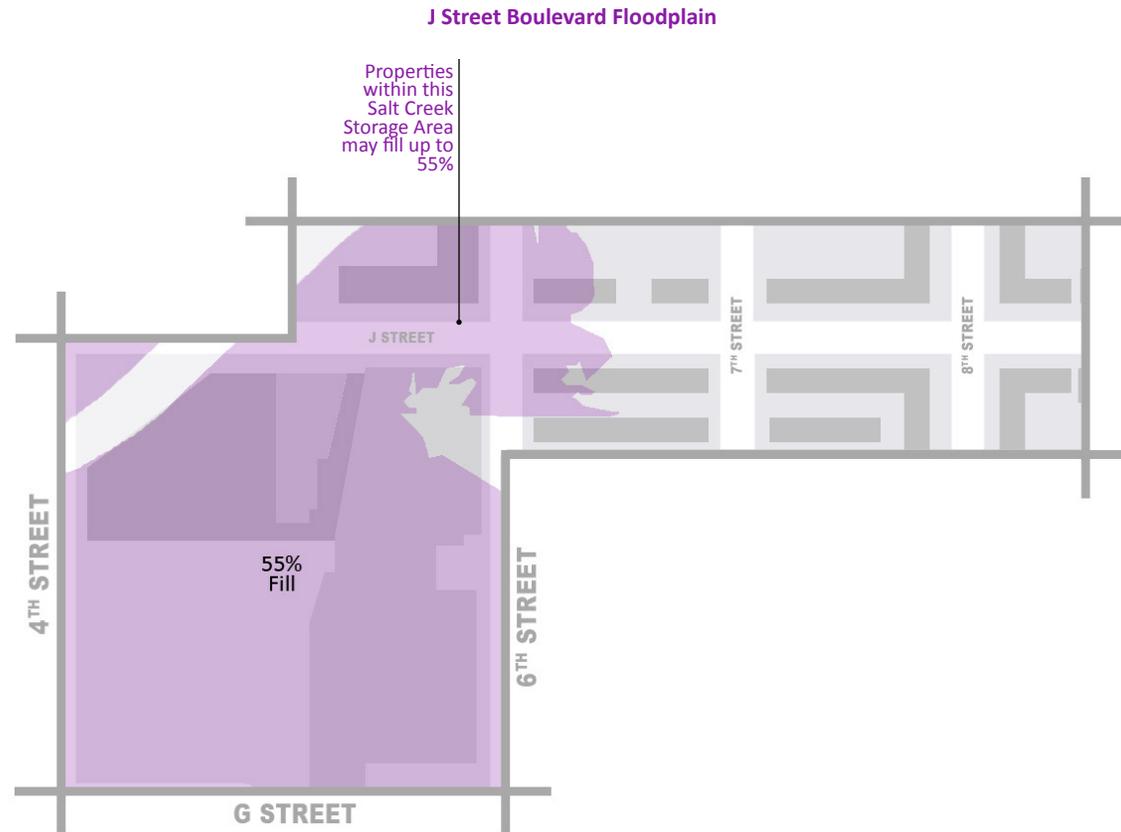
Cooper Park is an asset for residents in the J Street Boulevard and is accessible via 8<sup>th</sup> Street. See the Implementation Chapter for more information on Cooper Park.

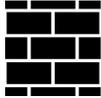
Proposed Open Space along J Street Boulevard





The western area of J Street is located within the Salt Creek Floodplain and is within a Salt Creek Storage Area that allows up to 55% of the flood volume to be filled. As properties redevelop they will need to provide fill to be built at least 1 foot above the base flood elevation. The redevelopment concepts shown on these blocks would be able to meet the floodplain requirements on their own site. Compensatory storage would only need to be designated for additional TMCO expansions.





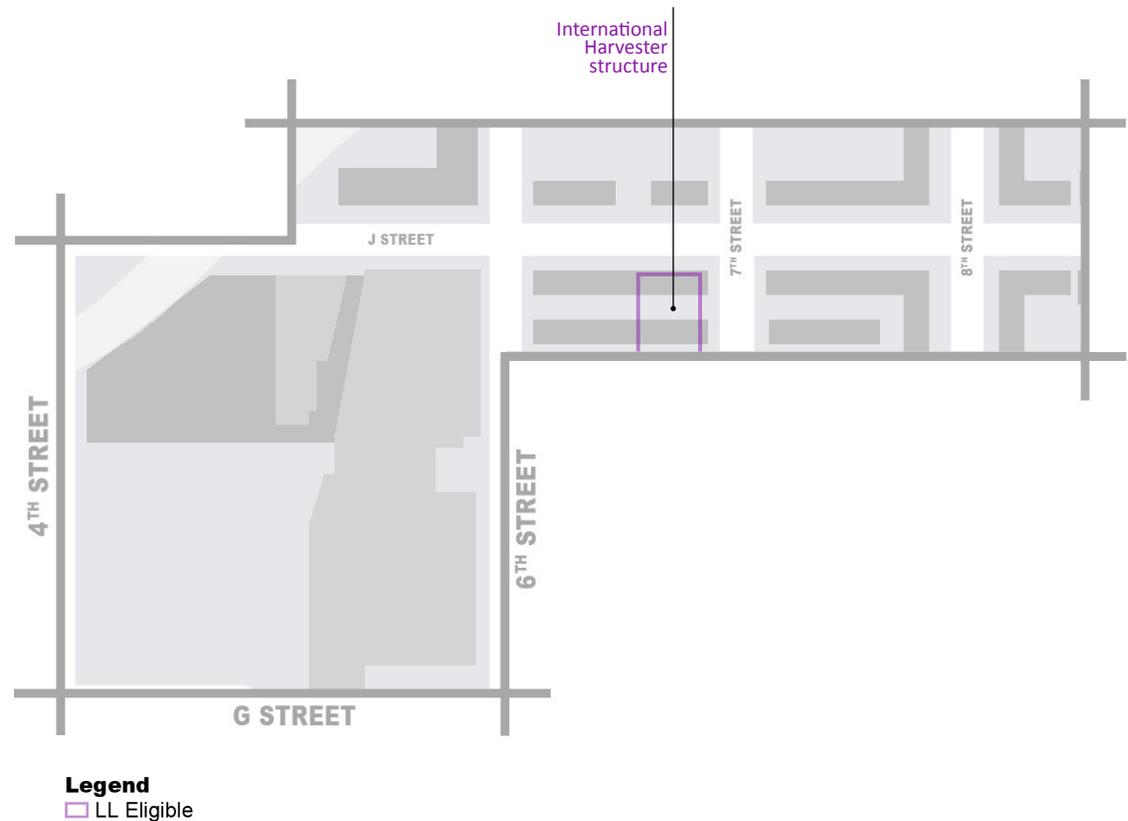
## Preserve Historic Resources

Along J Street, the Lincoln Police Dept. garage at 635 J Street occupies an International Harvester structure of the 1920s that retains much of its street presence, despite the blocking of its storefront windows. That building could garner Lincoln Landmark designation, if requested, and could be integrated into the proposed row house proposal for J Street. This building should be occupied by a use that supports the overall J Street Boulevard concept such as a residential use and/or office and mixed-use.

Former International Harvester Building



### J Street Boulevard Historic Resources

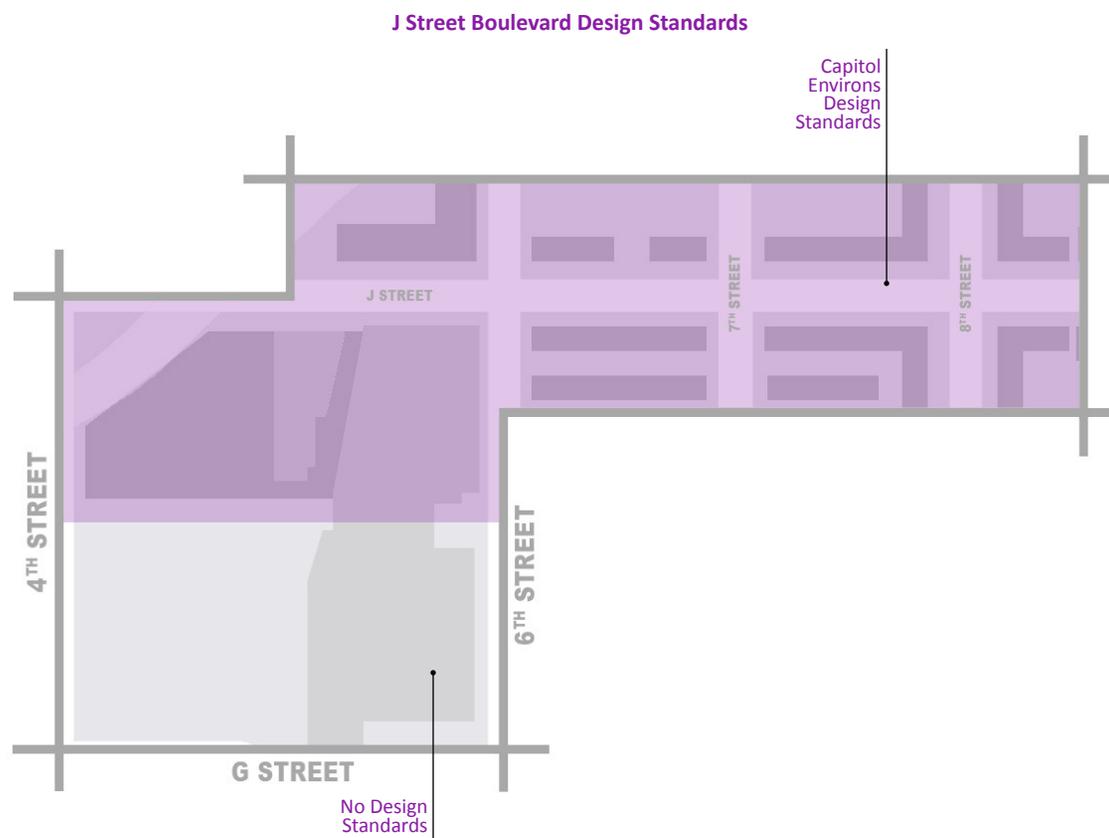




## Implement Site & Building Design

Property in the J Street Boulevard subarea is governed by the existing Capitol Environs District. Standards specific to the J Street corridor should be created and added as an amendment to the *Capitol Environs Design Standards*. The Nebraska Capitol Environs Commission should also consider extending the district further west, to include the remaining portion of J Street which extends to 4<sup>th</sup> Street.

The enhanced green planting strip in the streetscape zone along 8<sup>th</sup> Street frames site development throughout the corridor. Development along 8<sup>th</sup> Street should be urban, mainly residential, and high density in nature. Loading docks should not be discouraged along 8<sup>th</sup> Street. Properties are suggested to take advantage of the building height maximums, and respect the building height maximum of 57 feet within the Capitol Environs District. First floor residential is appropriate along 8<sup>th</sup> Street.





## Develop a Parking Program

The residential units along the J Street frontage are proposed to provide individual off-street parking spaces. Most of these parking spaces should be accessed from behind, such as a tuck under garage. Individual driveway accesses are not supported along J Street.

The Mill Towne parking lot fronting on J Street is proposed to have row house units built on existing parking spaces. Displaced parking for Mill Towne should be provided beneath the Rosa Parks Way viaduct. Parking beneath the viaduct is still in close proximity to the Mill Towne building and is a more efficient use of the space beneath the viaduct.

Off-street parking for TMCO could be provided to the west and south of the existing facility. Much of this land is within the Salt Creek floodplain, and parking lots are an acceptable use within the floodplain. Designating compensatory storage over new parking areas may also be part of TMCO's strategy to develop on additional land in the floodplain.

Parking lots in other locations should not front on the J Street frontage. Longer-term parking for the buildings at 9<sup>th</sup> & J Streets should be located behind the building, and shorter-term on-street parking should be provided on 9<sup>th</sup> Street and J Street.

On-street parallel parking is proposed throughout the J Street right-of-way from 9<sup>th</sup> Street to 4<sup>th</sup> Street for residents and visitors.

J Street Boulevard Parking Program



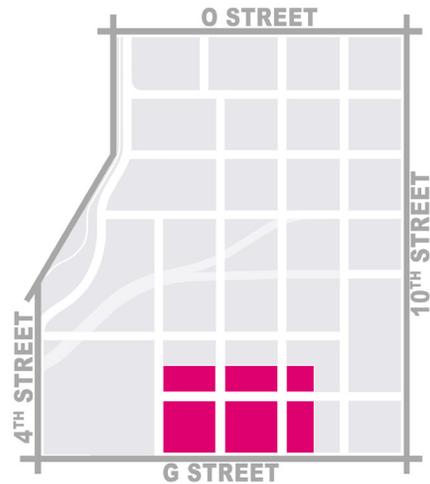
**Legend**  
 ■ Structures  
 □ Lots

## J Street Boulevard Recommendations:

- Work in concert with County/City government offices, including the PBC, 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 8<sup>th</sup> & J Streets
  - 9<sup>th</sup> & J Street Building and 825 J Street
- Respect the 57 foot height maximum in the Capitol Environs District
- Extend the Capitol Environs District west along J Street to 4<sup>th</sup> Street
- Recommend a westward expansion on future TMCO projects
- Plan for significant streetscape upgrades to J Street, including a landscaped median
- Develop parking stalls beneath the Rosa Parks Way viaduct to offset the loss of parking lot stalls needed for residential development

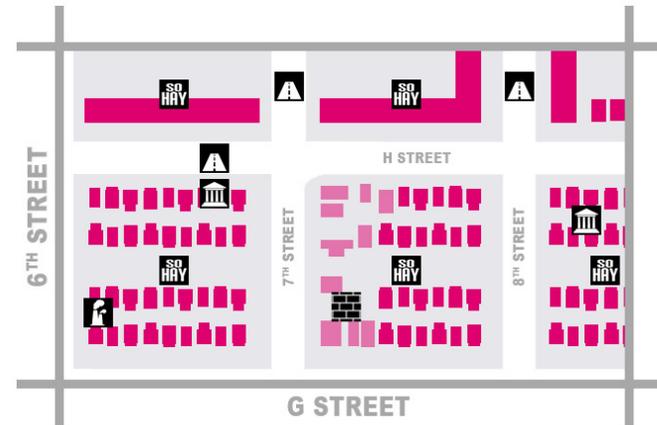


# South Salt Creek Village



The three blocks roughly bounded by G Street, 6<sup>th</sup> Street, H Street and 9<sup>th</sup> Street are located along the southern boundary of the South Haymarket Neighborhood. Land uses on these blocks vary today including underutilized industrial tracts, public vehicle maintenance facilities and existing residential dwellings. The South Salt Creek Village is recommended to redevelop as a 'Village' area with a mix of residential dwelling types and a few commercial uses.

This map highlights the recommendations for the South Salt Creek Village. The buildings shown on this map are shown to differentiate existing versus new structures. Each one of the goals placed on the map gives a visual representation of the text that follows for this subarea.

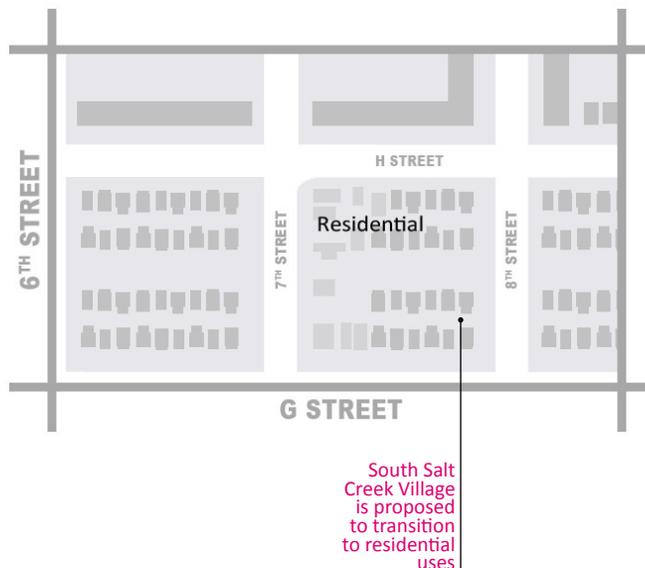


## Legend

- 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
-  Implement Site & Building Design
-  Develop a Parking Program

The South Salt Creek Village subarea of the South Haymarket Neighborhood is a transition area from the urban neighborhood to the north to the single-family neighborhood to the south. This area is located adjacent to Park Middle School, TMCO, the J Street Boulevard and 9<sup>th</sup> Street. This area is recommended to redevelop as a unique residential ‘Village’ that respects existing historic resources and also provides a higher and better use for this land through incremental improvements. The South Salt Creek Village should develop small-lot residential housing types as well as some commercial activity at 9<sup>th</sup> Street and G Street to serve South Haymarket and South Salt Creek Neighborhood residents. This concept shows how the housing density can be more than doubled from what exists today while respecting the historic character of the neighborhood.

**South Salt Creek Village Land Use**





## Consolidate the Government Footprint

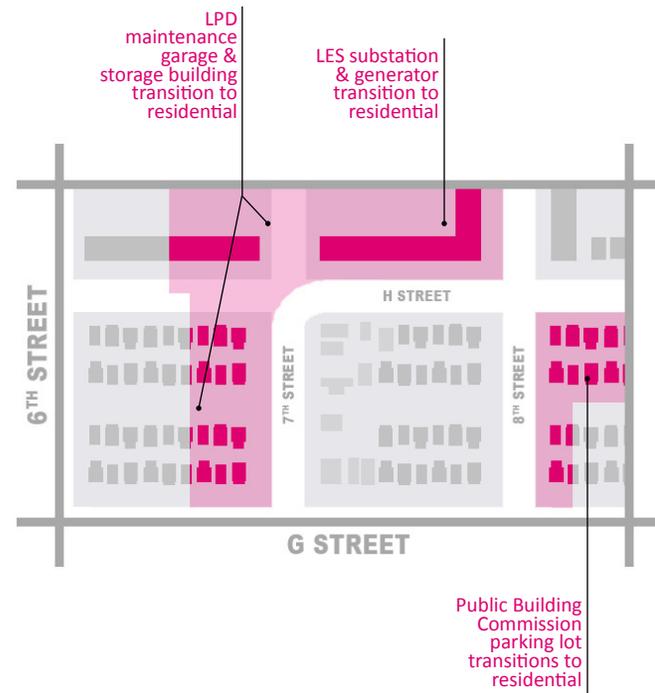
The LPD maintenance facility occupies approximately 3 acres of land in South Haymarket, including frontage along J Street, G Street and 7<sup>th</sup> Street. The South Haymarket plan recognizes the value of the land owned by LPD today, and recommends considering a site elsewhere for the maintenance garage. Because additional residential units are supported in the South Haymarket Neighborhood, alternate locations should be considered to limit the potential for conflicts. (See the J Street Boulevard section for more details about the LPD Fleet Maintenance Facility.) If the LPD maintenance facility remains at this location, the new facility should consider adding a building for government storage (See the LPD alternate in the Implementation Chapter.)

LPD Maintenance & Storage Building



The LES facility on 8<sup>th</sup> & J Street is a substation and generator complex that runs during peak demand periods. This facility includes an above ground diesel tank near H Street that provides fuel for the generator. Alternative locations for this facility should be sought in the near future in order to relocate this facility in the next 15 to 20 years when the current facility has utilized its useful life. (See the J Street Boulevard section for more details about the LES)

### South Salt Creek Village Consolidated Government Footprint





This plan recommends the block at 8<sup>th</sup> & J Streets transitions from an electrical substation and natural gas and diesel powered generator to residential uses. Although this recommendation is drastically different from existing conditions, this substation and generator are not appropriate uses within a residential neighborhood. Future uses of this property are shown as residential, split between the J Street row houses on the north half and the South Salt Creek Village on the south half. Significant projects on this substation and diesel generator should be carefully reviewed before committing additional financial investments.

Parking Lot at 8<sup>th</sup> & H



The PBC has completed a 98-stall surface parking lot at 8<sup>th</sup> and H Streets representing an investment of \$300,000. Demand for off-street parking surrounding the County/City complex continues to increase as offices are relocated Downtown and the courts continue to expand. Efficient use of land in South Haymarket would include multi-story parking structures instead of additional surface parking. While the parking lot at 8<sup>th</sup> and H will serve near-term demand, a long-term solution should be sought which would meet parking demands of future employees and the general public in the consolidated County/City office campus. The surface parking lot could then be sold for private redevelopment which would generate additional property tax and would meet the goals of providing additional housing options.



## Transition from Heavy Industrial Uses

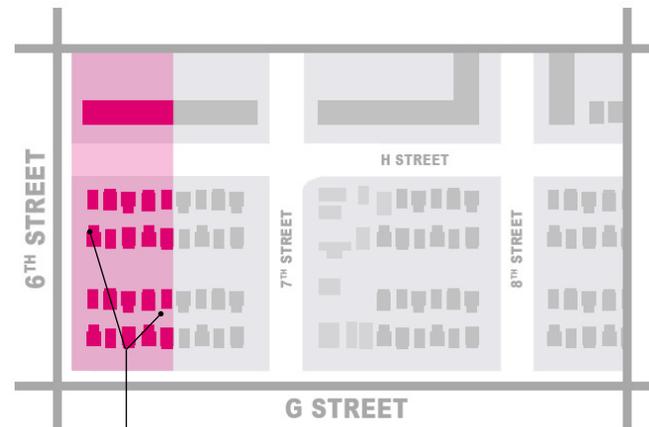
A former grain elevator complex is located in the South Salt Creek Village blocks at 6<sup>th</sup> Street and H Street. With a height of approximately 90 feet, these grain towers have a presence in the South Haymarket skyline. A smaller accessory building is located to the south near G Street. The grain elevators are currently not in use.

This plan recommends that the grain elevator site be reused and incorporated into the South Salt Creek Village development. The grain elevators are not in operation and the site is underutilized. While the grain elevators sit next to an industrial user, TMCO, they also lie immediately north of Park Middle School and adjacent to the South Salt Creek Neighborhood. This site is challenged due to its massive size. A demolition project of this magnitude will likely require City involvement and participation by the property owner. Redeveloping the grain elevators into residential uses complements the Park Middle School campus and further develops the South Haymarket Neighborhood recommendation. The City or other entity should explore funding options to demolish the structures in order to encourage redevelopment.

Grain Elevators at 6<sup>th</sup> & H Streets



South Salt Creek Village Transition from Heavy Industrial



Grain elevator & storage building transition to residential



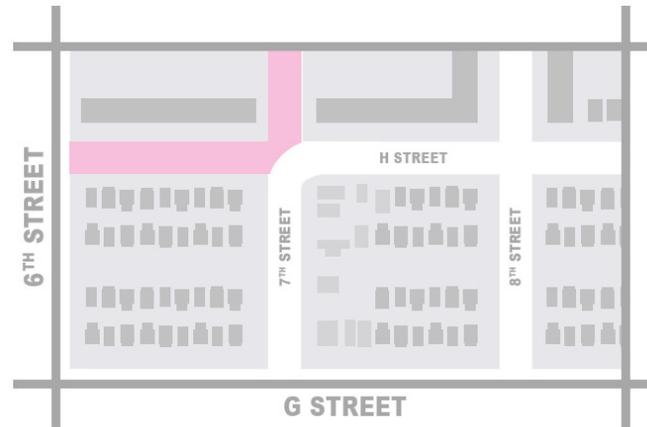
## Organize the Streets, Sidewalks & Trails

Previously vacated rights-of-way should be reestablished in the South Salt Creek Village to enhance redevelopment opportunities, access and connectivity throughout the South Haymarket Neighborhood. Reestablished streets create urban blocks that are appropriate for redevelopment, and sidewalks provide safe routes for pedestrians within and adjacent to South Haymarket. Reestablished streets include 7<sup>th</sup> Street between J and H Streets and H Street between 6<sup>th</sup> and 7<sup>th</sup> Streets. Street improvements would happen as redevelopment projects occur.

Because the plan recommends 8<sup>th</sup> Street as the primary connection between the Lincoln Historic Haymarket to the north and the South Salt Creek neighborhood and Cooper Park to the south, the streetscape for 8<sup>th</sup> Street should be treated as a green corridor for all modes of transportation. Requirements for the 8<sup>th</sup> Street streetscape should include a planting zone between the buildings and sidewalks, then a minimum 8 foot area in which to locate a 5 foot sidewalk, an 8 foot minimum planting area for street trees, and on-street angled parking. Loading docks should not be discouraged along 8<sup>th</sup> Street. (See the Implementation Chapter for more information on the street sections in the South Salt Creek Village.)

8<sup>th</sup> Street is currently an important alternative route for cyclists to reach areas otherwise served by 9<sup>th</sup> and 10<sup>th</sup> Streets including the Haymarket and the South Salt Creek neighborhood. 8<sup>th</sup> Street is a signed bike route and G Street is designated as a bike route. This on-street bike route provides connections to the 8<sup>th</sup> Street bike route, Jamaica North Trail and the N Street Protected Bikeway.

South Salt Creek Village Reestablished Street Rights-of-Way

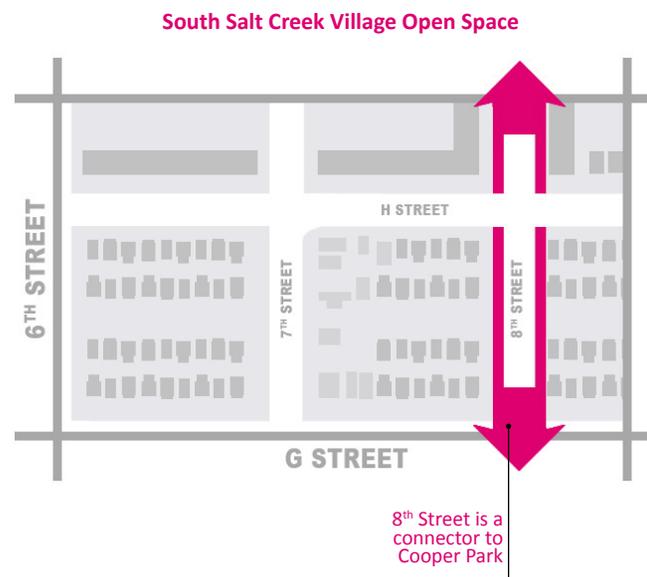


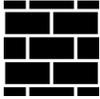


## Develop Adequate Open Space

Open space is an important element to a complete neighborhood. With a proposal for a substantial number of new units in the South Salt Creek Village, the success and desirability of the village will include access to nearby open space.

The South Salt Creek Village is located 2 blocks north of Cooper Park. This existing park is a 12+ acre public park with a variety of amenities including ball diamonds, playground equipment, restrooms, tennis courts and greenspace. The 8<sup>th</sup> Street Corridor enhancements will provide a direct link between residents of the South Salt Creek Village and Cooper Park making this a desirable and easily accessible place for residents to recreate.





## Preserve Historic Resources

A portion of the South Bottoms National Register Historic District covers the South Salt Creek Village blocks. Single-family homes located along 7<sup>th</sup> and G Streets are considered contributing properties to the South Bottoms Historic District. These residences should remain if feasible, and the surrounding block should redevelop with residential infill that respects the character of the contributing properties. New construction on these blocks does not need to replicate historic features, as discussed in the Zoning and Design Standards Chapter. Limited commercial uses should locate at the northwest corner of 9<sup>th</sup> and G Streets to serve new residents of the South Salt Creek Village and the existing residents in the South Salt Creek neighborhood.

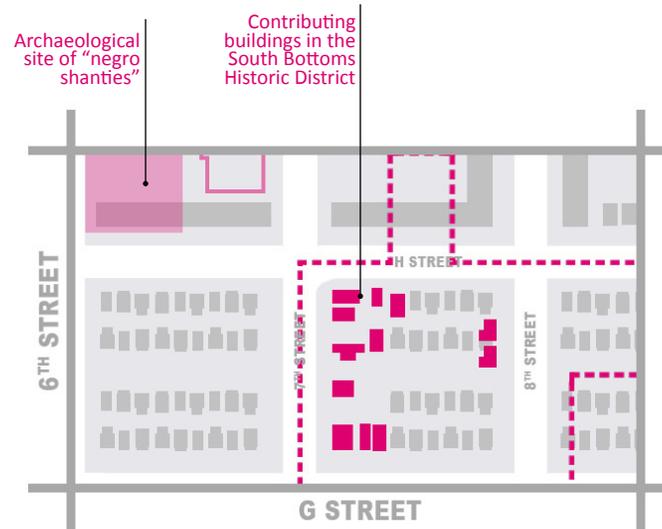
Houses in the South Bottoms Historic District



The 'village' concept recommends that the historic properties remain along 7<sup>th</sup> and G Streets, and the existing apartment buildings, grain elevators and public maintenance garage be redeveloped into more desirable neighborhood uses such as single-family, attached single-family, townhouse or low-density multi-family units.

West of the police garage, Arctic Glacier at 601 J Street has a considerable open area to its west and south. A portion along 6<sup>th</sup> Street was the location of "Negro shanties" mapped on an 1891 atlas of Lincoln. An archeological investigation in the 1990s indicated the likely presence of intact archeological resources from

### South Salt Creek Village Historic Resources



#### Legend

- NRHP Eligible
- NRHP District
- Contributing Buildings



### “Negro Shanties” Archeological Investigation



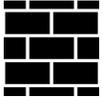
that era and further excavation would be warranted if future development of the ice house site was likely to disturb or destroy that buried history. This significant archaeological site should be considered for listing as a Local Landmark site. Designation would warrant further investigation prior to redevelopment of this property.

“Slip-in” apartment buildings are common along the blocks in South Salt Creek Village blocks. An appropriate treatment for these buildings may be to update the street presence of the buildings by improving the street facades to align more closely with the Neighborhood

Design Standards. This could be considered an interim strategy prior to complete redevelopment, but would also improve the visual appeal and livability of the neighborhood. The City should consider developing a funded program in order for this to happen.

### Apartment Facade Improvement Project Example

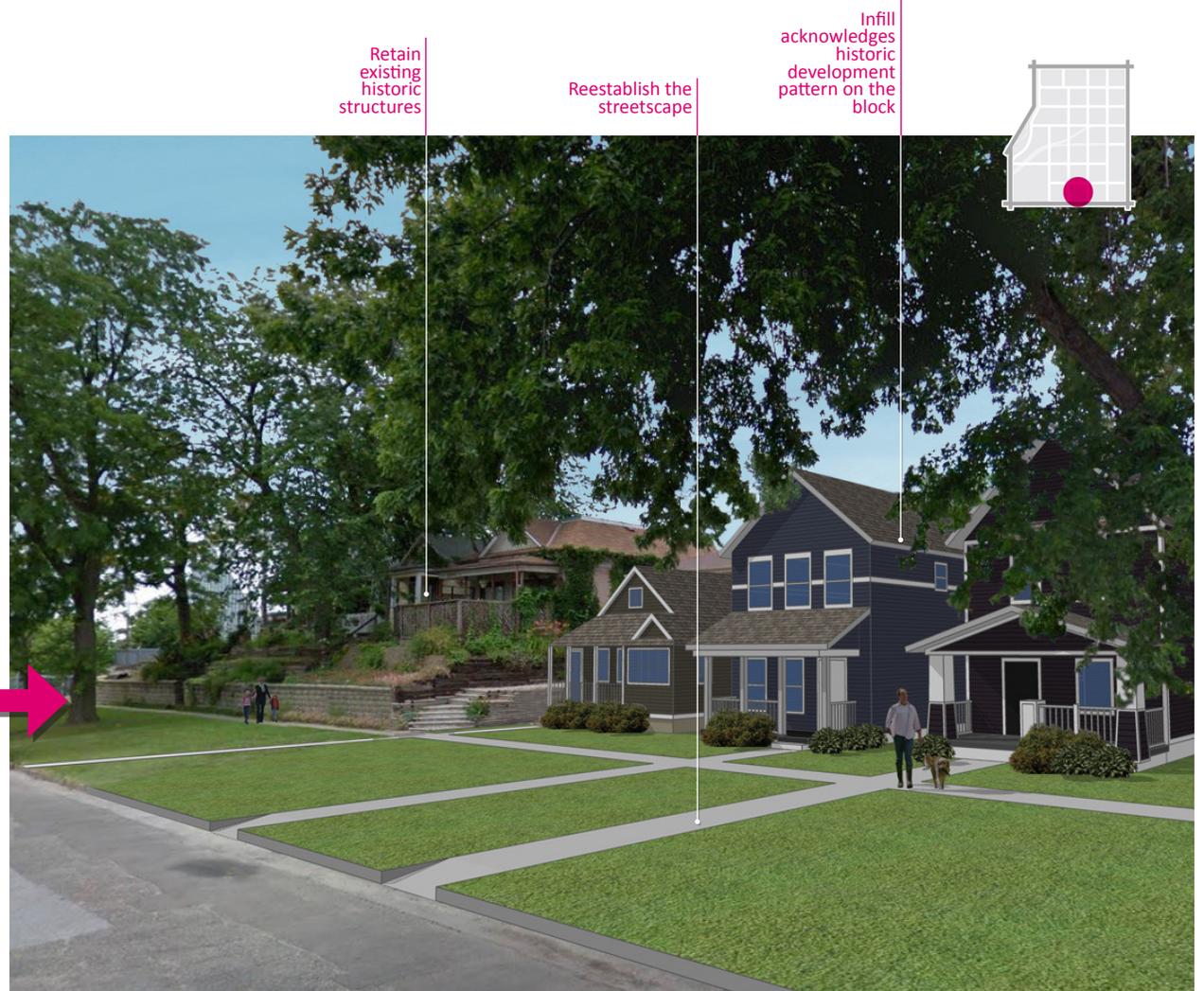




## 7<sup>th</sup> & G

The block at 7<sup>th</sup> and G Streets is included in the South Bottoms NRHP 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 including small footprint houses with front porches. The streetscape is also shown to be reestablished with grass areas and sidewalks.

7<sup>th</sup> & G Today





## Implement Site & Building Design

This plan recommends that contributing, historic properties in the South Bottoms National Register Historic District remain as part of the South Salt Creek Village. Redevelopment in the blocks surrounding the historic properties should be sensitive to the historic character of the area and should be compatible in scale, use and materials to the remaining historic properties.

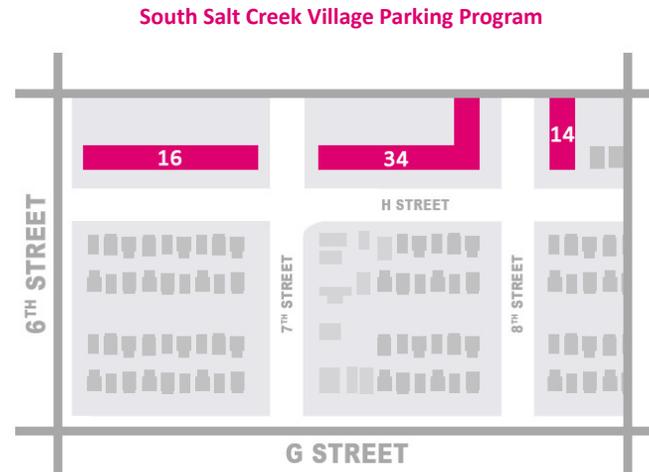
The South Salt Creek Village lies within the existing Neighborhood Design Standards and the Capitol Environs Design Standards. The Neighborhood Design Standards state that new construction should follow the prevailing pattern of existing structures in this area. The area within the Capitol Environs should develop with the medium-density row houses.





## Develop a Parking Program

Parking in the South Salt Creek Village will mainly be accommodated with on-street facilities. Individual driveways off the street are not recommended. Remaining multi-family structures should provide off-street parking, but the parking should not be the primary use visible along the street frontage. Angled, on-street parking should be provided on 7<sup>th</sup> and 8<sup>th</sup> Streets to supplement increased parking demand.



**Legend**  
■ Structures

## South Salt Creek Village Recommendations:

- Work in concert with County/City government offices, including the PBC, to seek redevelopment opportunities of identified publicly-owned properties for residential and mixed uses including:
  - LPD Maintenance Facility
  - LES Substation and Peak Facility at 8<sup>th</sup> & J Streets
  - 8<sup>th</sup> & H Street Parking Lot
- Dedicate right-of-way for 7<sup>th</sup> Street between J and H Streets and H Street between 6<sup>th</sup> and 7<sup>th</sup> Streets
- Encourage respectful redevelopment around the contributing historic structures in the South Bottoms Historic District
- Consider designation of the “Negro Shanties” site as a Local Landmark or conduct further excavation prior to redevelopment
- Encourage “slip-in” apartments to provide new exterior facades that blend in with the surrounding dwellings and develop funding source for the program
- Coordinate and explore funding opportunities for demolition of the grain elevators to encourage redevelopment
- Implement the ‘Village’ redevelopment by supporting a Community Unit Plan
- Access the off-street parking from an alley behind the homes in the South Salt Creek Village and/or provide additional angled parking on 7<sup>th</sup> and 8<sup>th</sup> Streets



# Recommendations for the Neighborhood



## Create an Urban Neighborhood

- Build a variety of high-density residential units, but within the maximum height limits per the zoning districts
- Decrease development density and height from north to south in the South Haymarket Neighborhood
- 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
- Elevate residential structures 1 foot above base flood elevation
- Encourage “slip-in” apartments to provide new exterior facades that blend in with the surrounding dwellings
- Implement the Village redevelopment by supporting a Community Unit Plan



## Consolidate the Government Footprint

- Work in concert with County/City government offices, including the PBC, 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 8<sup>th</sup> & J Streets
  - 9<sup>th</sup> & J Street Building and 825 J Street
  - 8<sup>th</sup> & H Street Parking Lot
- Support consolidation of the County/City Offices between L, 10<sup>th</sup>, G and 9<sup>th</sup> Streets
- Promote the K Street Records Warehouse for reuse and determine alternate locations for records storage
- Request development proposals for the JPA-owned land on the western edge of the N Street Corridor



## 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 on future TMC0 projects
- Coordinate and explore funding opportunities for demolition of the grain elevators
- Support continued expansion of office/light industrial/mixed-use properties
- Coordinate with J.A. Woollam on their business expansion and potential land exchange
- Encourage office and light industrial uses that:
  - Do not contain outdoor storage;
  - Have minimal noise and odor; and,
  - Mainly operate during normal business hours



## Organize the Streets, Sidewalks & Trails

- Plan for N and M Street one-way couplet and implement the N Street streetscape
- Plan for significant streetscape upgrades to J Street, including a landscaped median
- Implement the streetscape recommendations along 9<sup>th</sup> Street and 10<sup>th</sup> Street
- Plan for construction of the L Street slip road
- Implement streetscape recommendations on 8<sup>th</sup> Street
- Dedicate right-of-way and construct Arena Drive from N Street to 4<sup>th</sup> Street incrementally as redevelopment occurs
- Dedicate right-of-way and construct L Street west of 6<sup>th</sup> Street to Arena Drive
- Provide a green connection for the Jamaica North Trail extension
- Develop a roundabout design for the intersection of Arena Drive, J Street and 4<sup>th</sup> Street
- Implement the 7<sup>th</sup> Street streetscape concept
- Incorporate on-site amenities and connections in public right-of-way for pedestrians and bicyclists
- Dedicate right-of-way for 7<sup>th</sup> Street between J and H Streets and H Street between 6<sup>th</sup> and 7<sup>th</sup> Streets



## Develop Adequate Open Space

- Program a public plaza space at Canopy Street and 7<sup>th</sup> Street with green connections to the N Street Protected 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 and for passive open space use by the neighborhood
- Program open space for neighborhood amenities



## 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 or designate the site as a Local Landmark
- Respectful redevelopment should occur around the contributing historic structures in the South Bottoms Historic District



## Implement Site & Building Design

- Develop South Haymarket Design Standards for site and building design with application as redevelopment projects occur
- Extend the Capitol Environs District west along J Street to 4<sup>th</sup> Street
- Screen the LES substation facility on N Street
- Apply Downtown Lincoln, Neighborhood, and Capitol Environs Design Standards where applicable
- Respect the 57 foot height maximum in the Capitol Environs District



## Develop a Parking Program

- Develop parking stalls beneath the Rosa Parks Way viaduct to offset the loss of parking lot stalls needed for residential development
- Provide for parking on-street and on-site, preferably in parking garages versus surface lots
- Access the off-street parking from an alley behind the homes in the South Salt Creek Village and/or
  - provide additional angled parking on 7<sup>th</sup> and 8<sup>th</sup> Streets
- Anticipate private structured parking with major redevelopment projects
- Study the block bounded by N, 8<sup>th</sup>, M and 7<sup>th</sup> to determine feasibility for a public parking facility
- Study the site between the Rosa Parks Way viaducts for mixed-use and a parking structure once StarTran relocates this facility
- Add additional decks to the north lot of the County/City Building and add a parking structure to the south surface parking lot when future growth requires additional parking