



## Park Hill – Draft Design Review

February 7, 2014

GATEWAYPLANNING  
A VIALTA GROUP PARTNER



METROPLAN

SMART PLANNING MAKES SMART PLACES.



# IMAGINE CENTRAL ARKANSAS

Plan Smart. Live Smart.

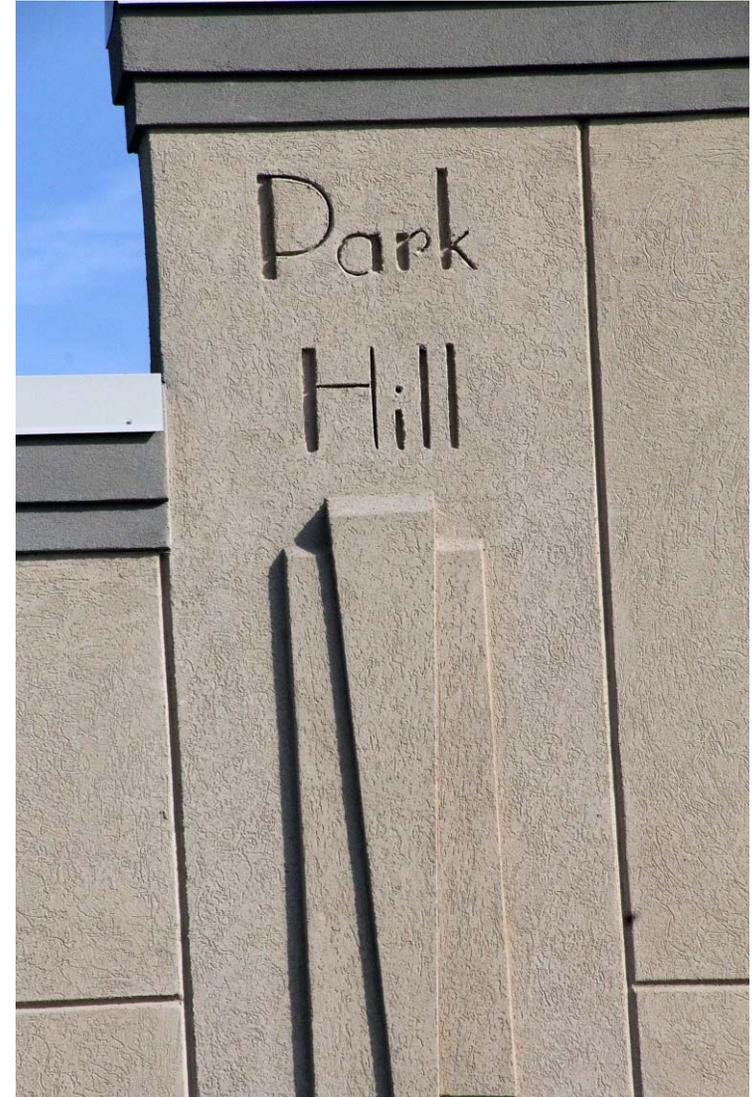


Horsley Witten Group  
Sustainable Environmental Solutions

# Tonight's Presentation

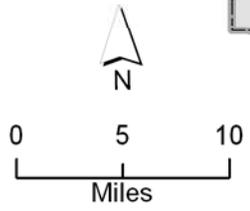
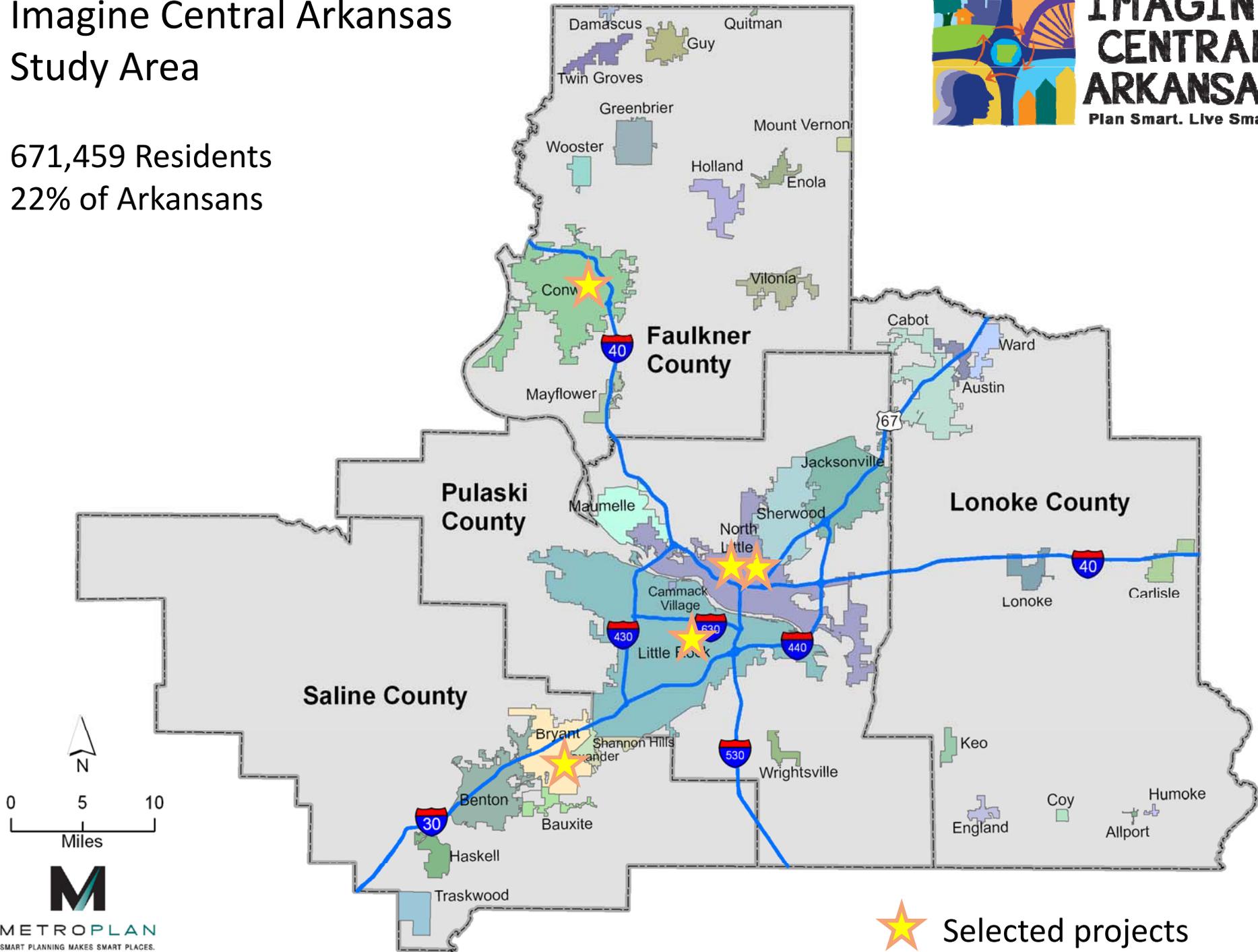
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- **Where We've Been**
- **Our Understanding**
- **Built Environment – Zoning**
- **Public Realm – Streets**
- **Connections – Region**



# Imagine Central Arkansas Study Area

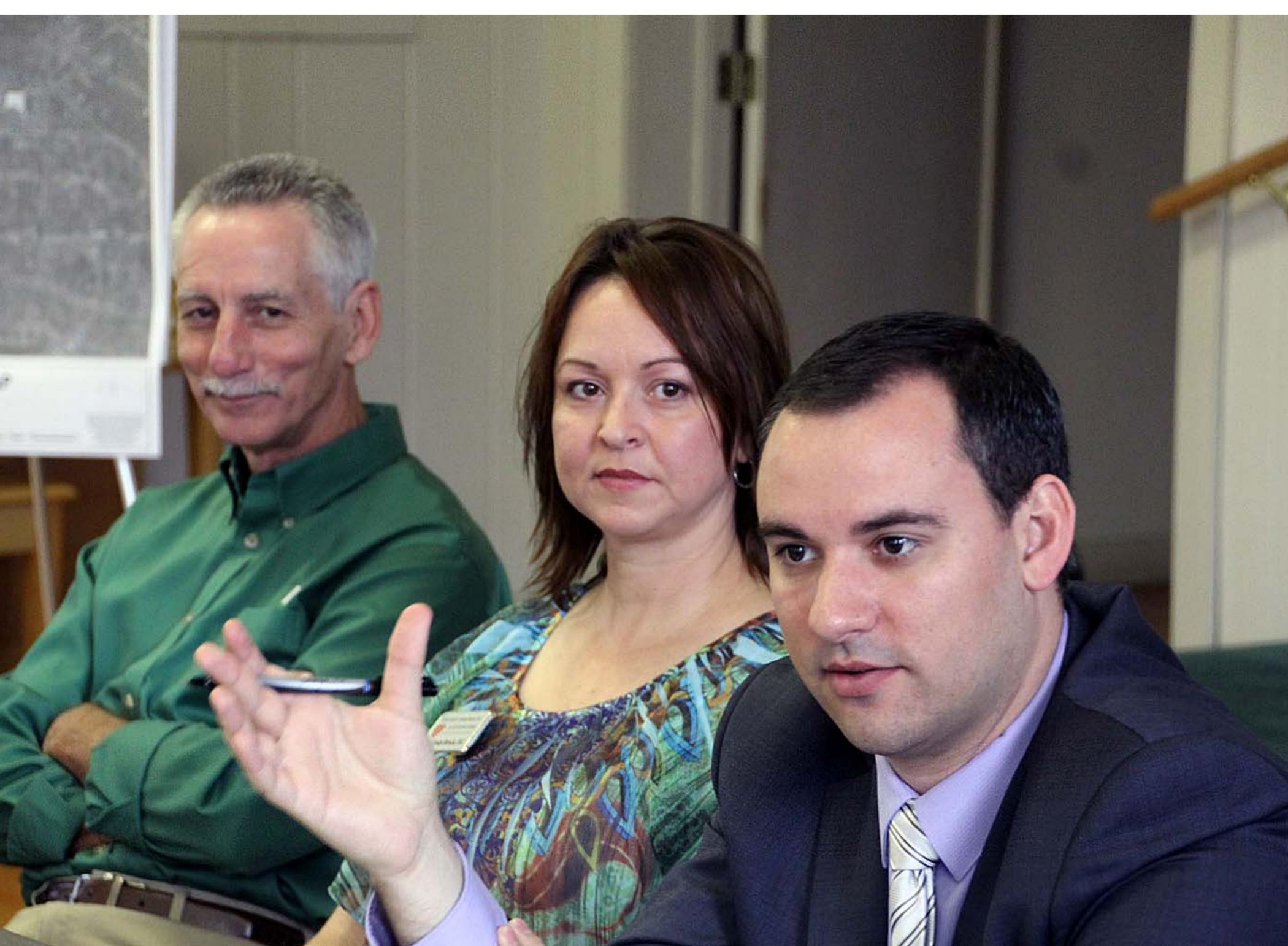
671,459 Residents  
22% of Arkansans



 Selected projects













# December Visioning Meeting

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# Collective Input from Park Hill Community

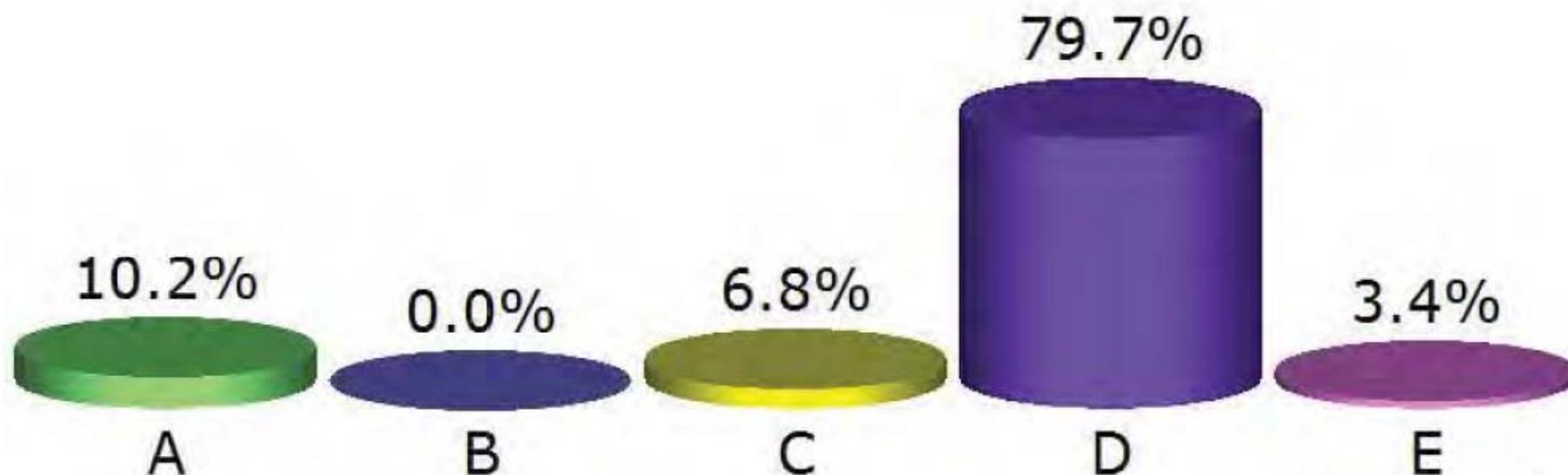
Comment	Tally	
Enhance pedestrian and bicycle facilities to improve access and safety	●●●●●●●●●●	(10)
Improvements to JFK that address parking and access design, slow traffic where necessary	●●●●●●●●●●	(10)
Additional greenery, parks, landscaping	●●●●●●●●●●	(9)
More restaurants and cafés	●●●●●●●●●●	(9)
Specialty market or grocery store	●●●●●●●●●●	(8)
Strengthen small businesses through improvements to building form and quality	●●●●●●●●●●	(7)
Additional mixed use/infill development	●●●●●●●●●●	(6)
More signage, gateways, and landmarks	●●●●●●●●●●	(5)
Repurpose/develop Park Hill Elementary School site	●●●●●●●●●●	(5)
Community/public/education/event space	●●●●●●●●●●	(4)
On-street parking	●●●●●●●●●●	(3)
Link Park Hill Elementary and Lakehill Shopping Center	●●●●●●●●●●	(2)
Free Wi-fi	●●●●●●●●●●	(2)
Limit height to 4 stories or fewer	●●●●●●●●●●	(2)

# Survey Results

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9. When considering new development, my highest priority for my *neighborhood* is:

- a. Respect the neighborhood character of NLR, encouraging high quality architecture and building materials
- b. Embrace neighborhood amenities like parks and other public spaces on or nearby the project area
- c. Focus on walkability and access to trails and bicycling routes
- d. All of the above
- e. Embrace opportunities other than those above (comment card)

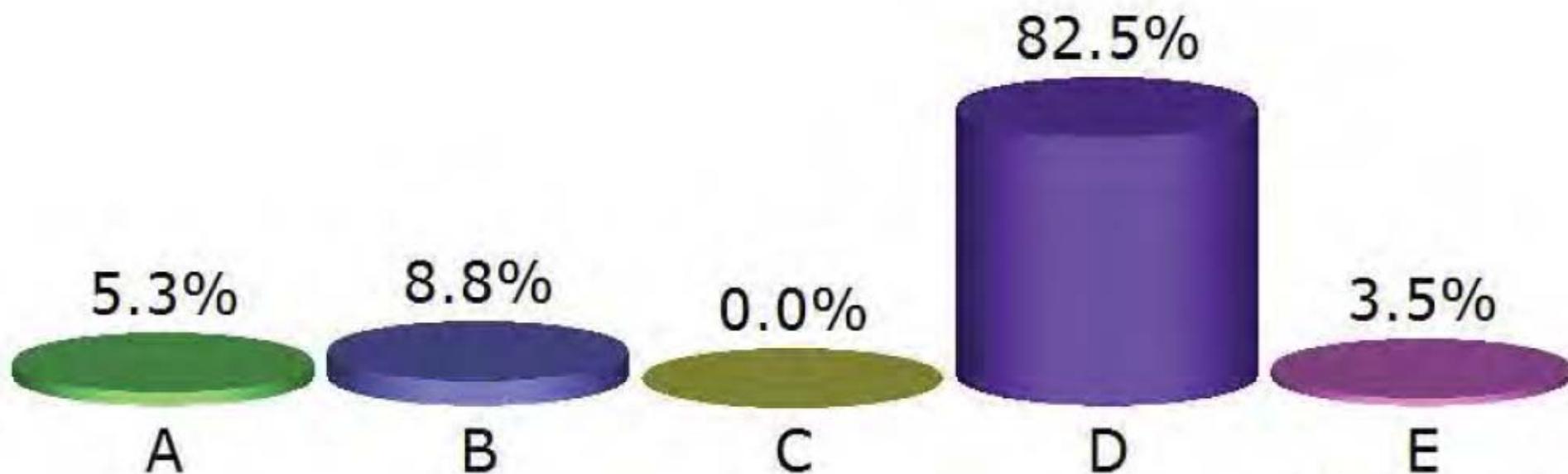


# Survey Results

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11. What is the greatest deterrent to development in the Park Hill Study Area?

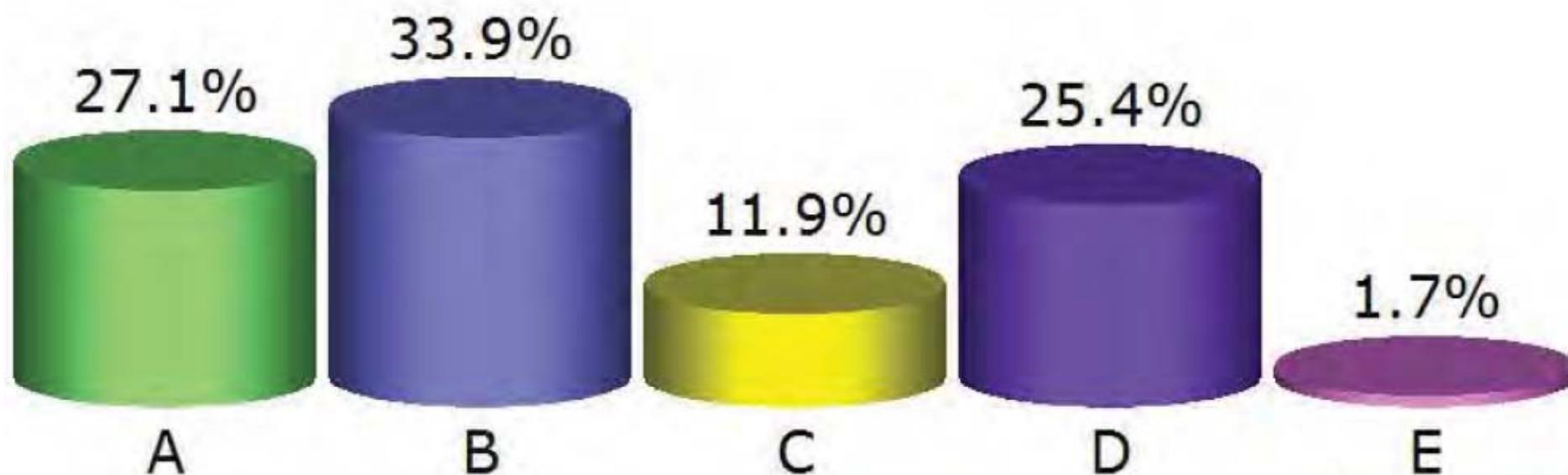
- a. Walkability and safety on streets
- b. Access and traffic patterns
- c. Traffic speeds
- d. All of the above
- e. None of the above or something else (comment card)



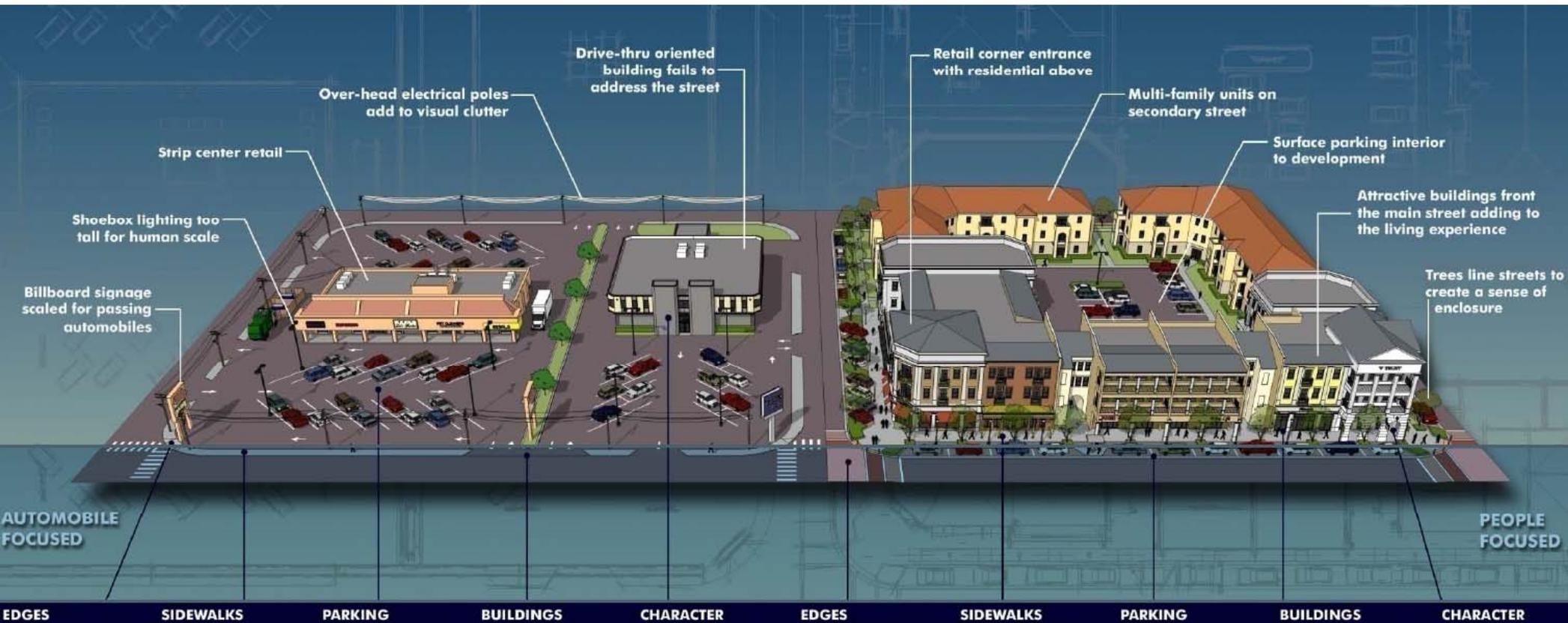
# Survey Results

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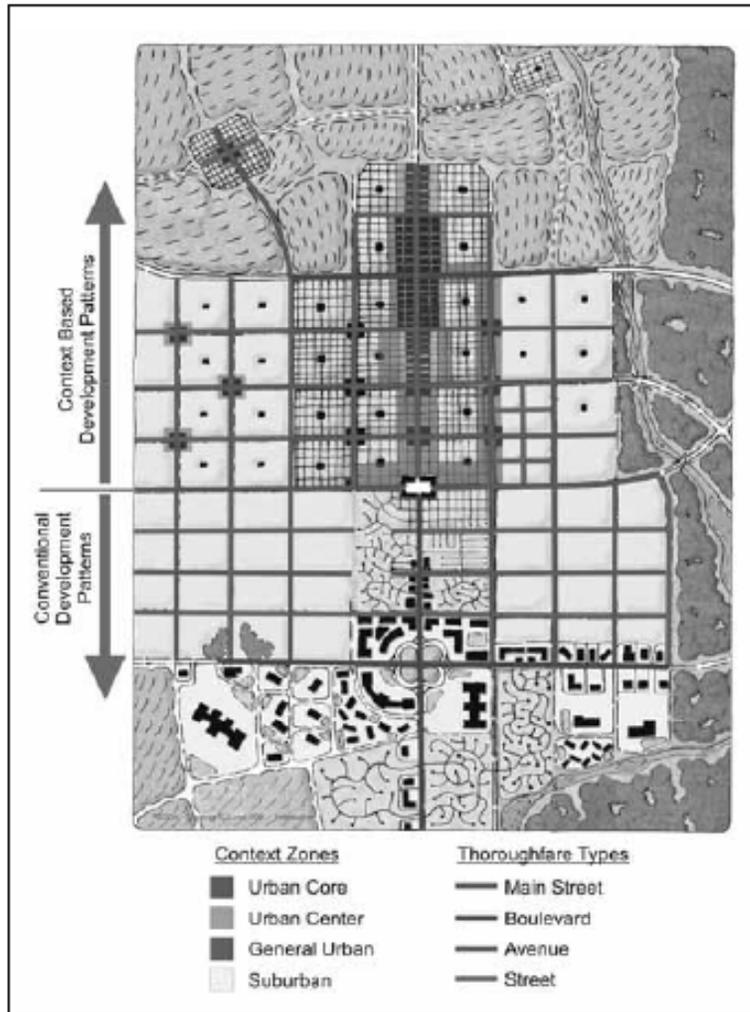
12. Future improvements to Park Hill Study Area should focus primarily on:
- a. Accommodating alternative modes of transportation (Pedestrians, Bikes, etc.)
  - b. Access and traffic patterns
  - c. Traffic Speeds
  - d. Design and form of buildings
  - e. Other priority than those above (comment card)



# Hide the parking lots



# Context Sensitive Solutions (CSS)



**Figure 3.3** Context based development patterns are formed around a highly connected network of walkable thoroughfares. Source: Thomas Low (DPZ) and Digital Media Productions.

An ITE Recommended Practice

Designing Walkable Urban Thoroughfares:  
A Context Sensitive Approach

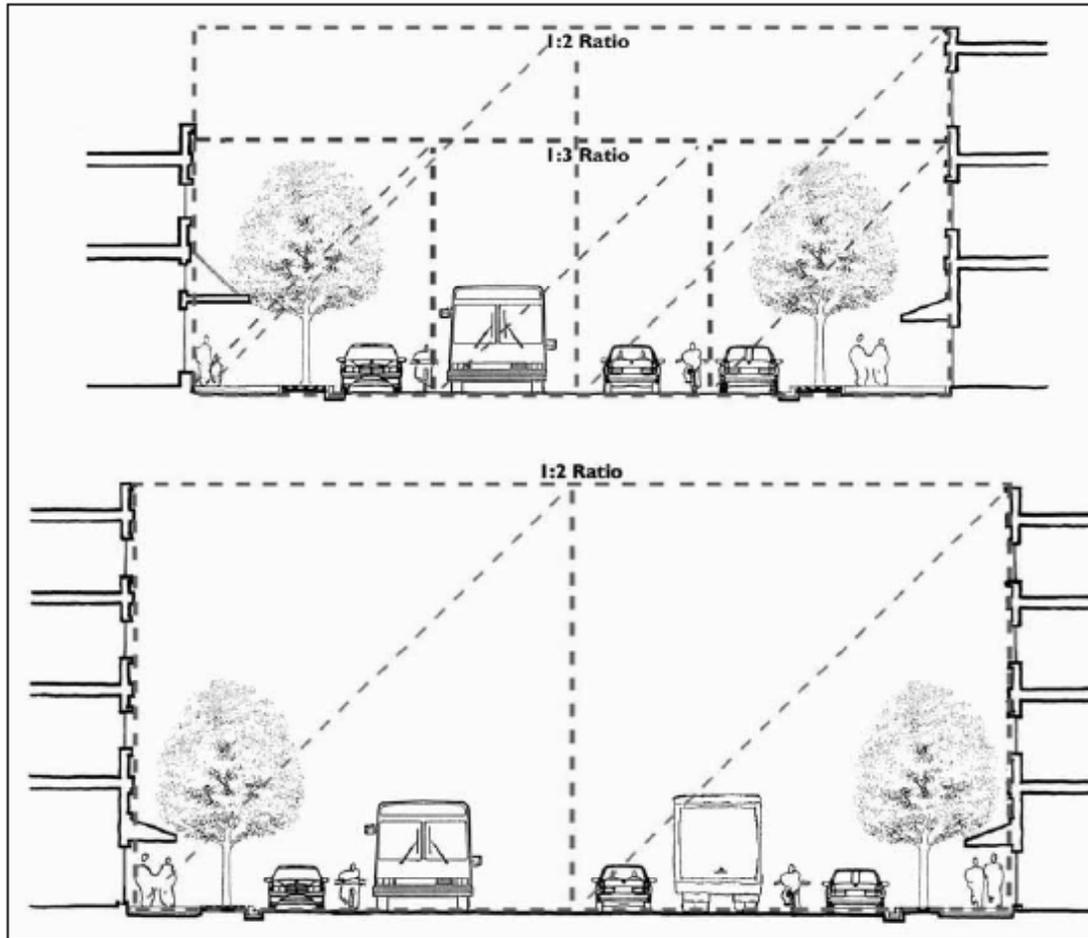
**ite**  
Institute of Transportation Engineers

CONGRESS FOR THE NEW URBANISM

# Local Examples of CSS



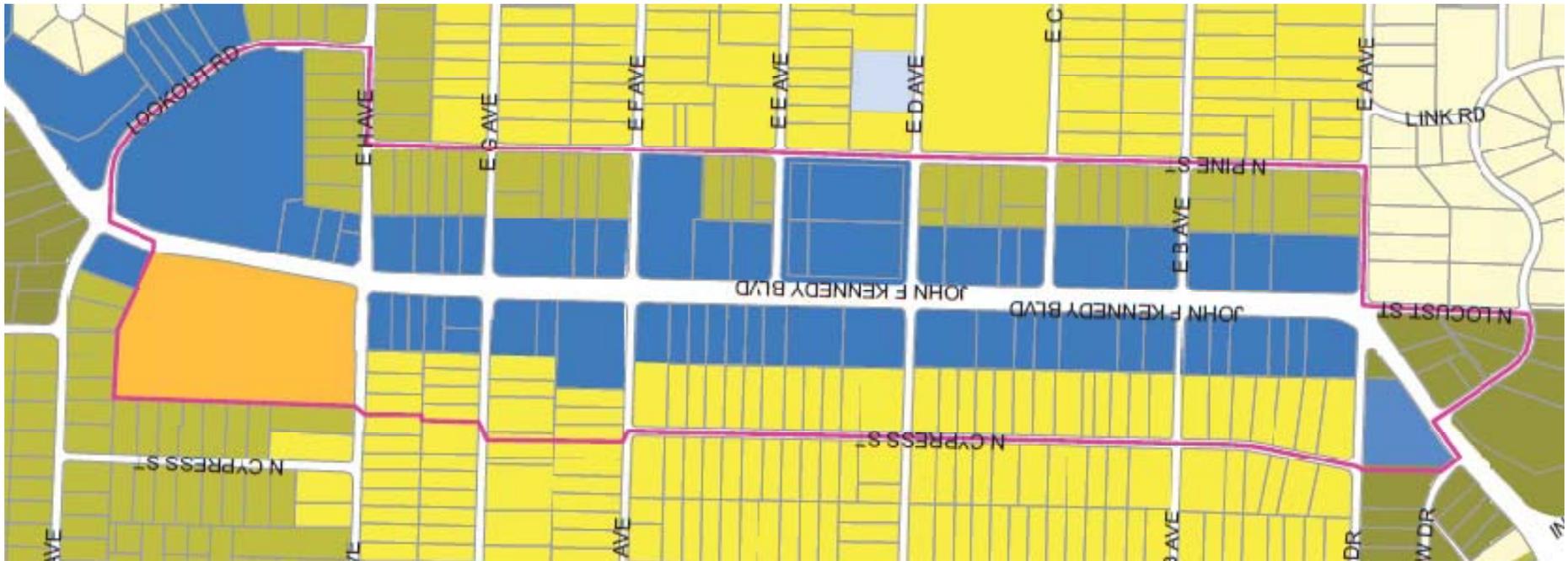
# Create the outdoor living space



**Figure 4.2** Illustration of height to width ratios that create a scale on thoroughfares that is comfortable to people and encourages walking (human scale). Human scale ratios fall between 1:3 and 1:2 as measured from the building fronts. Source: Community, Design + Architecture.



# Built Environment – Zoning

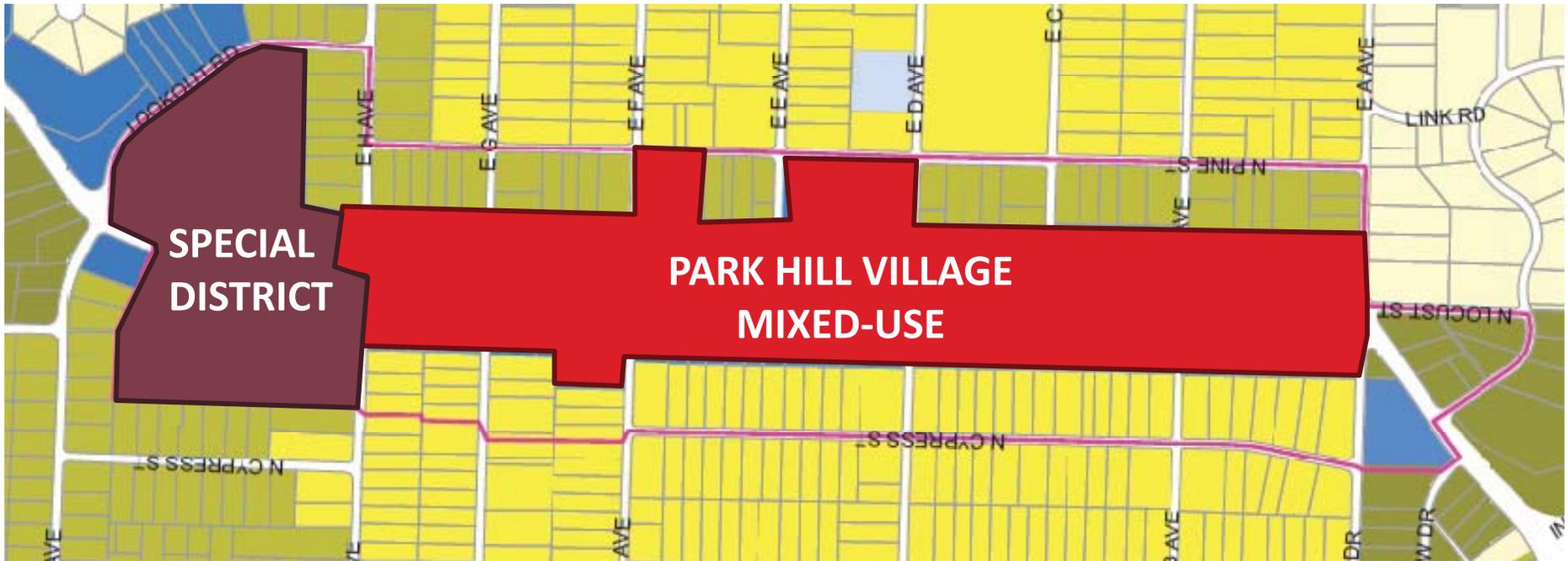


Zoning Categories	
 C-1	 O-1
 C-2	 R-1
 C-3	 R-2
 C-4	 R-3
 I-1	 R-4

Generally, C-3 becomes a Mixed-Use Zone

Lakehill Shopping Center and Park Hill Elementary become Special District for performance based development.

# Built Environment – Zoning

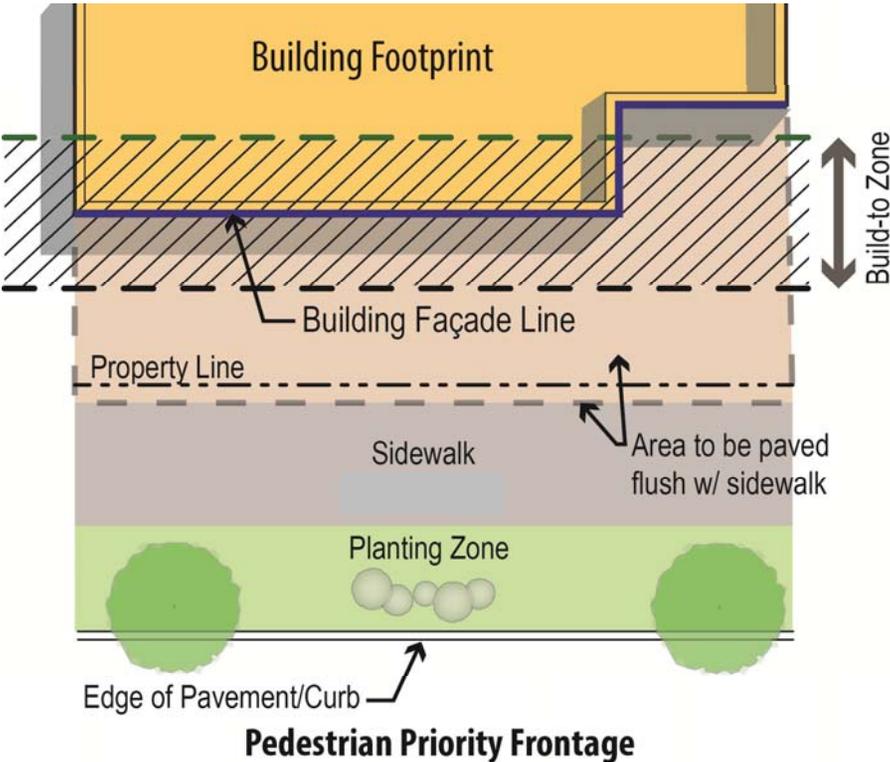


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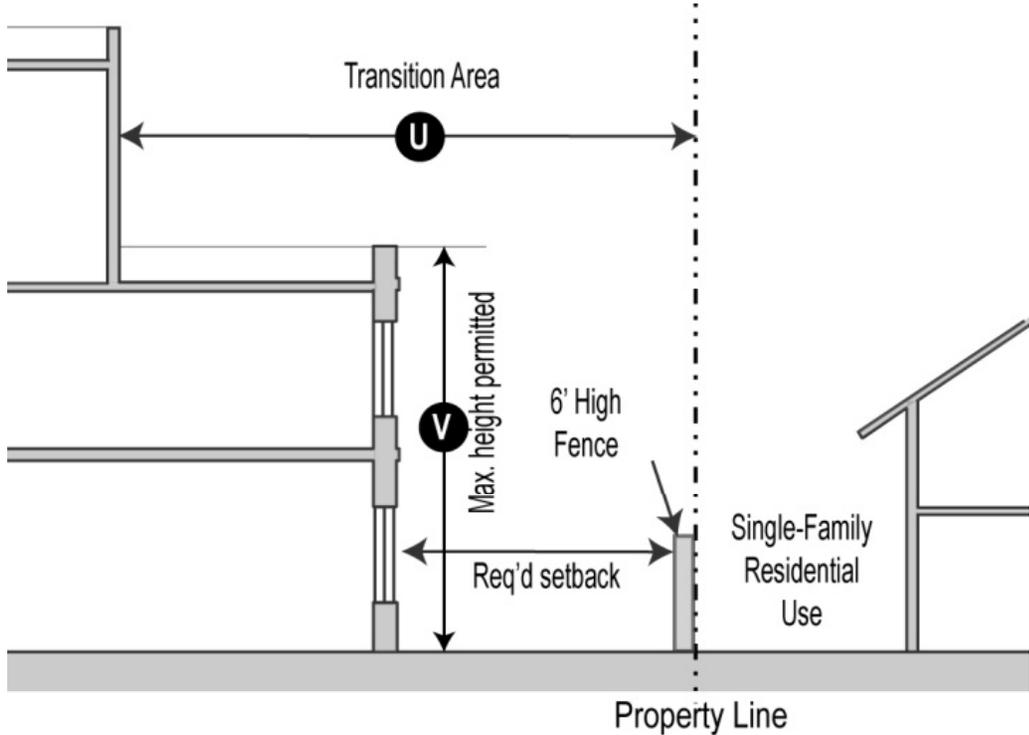
Generally, C-3 becomes a Mixed-Use Zone

Lakehill Shopping Center and Park Hill Elementary become Special District for performance based development.

# Zoning appropriate frontages/transitions

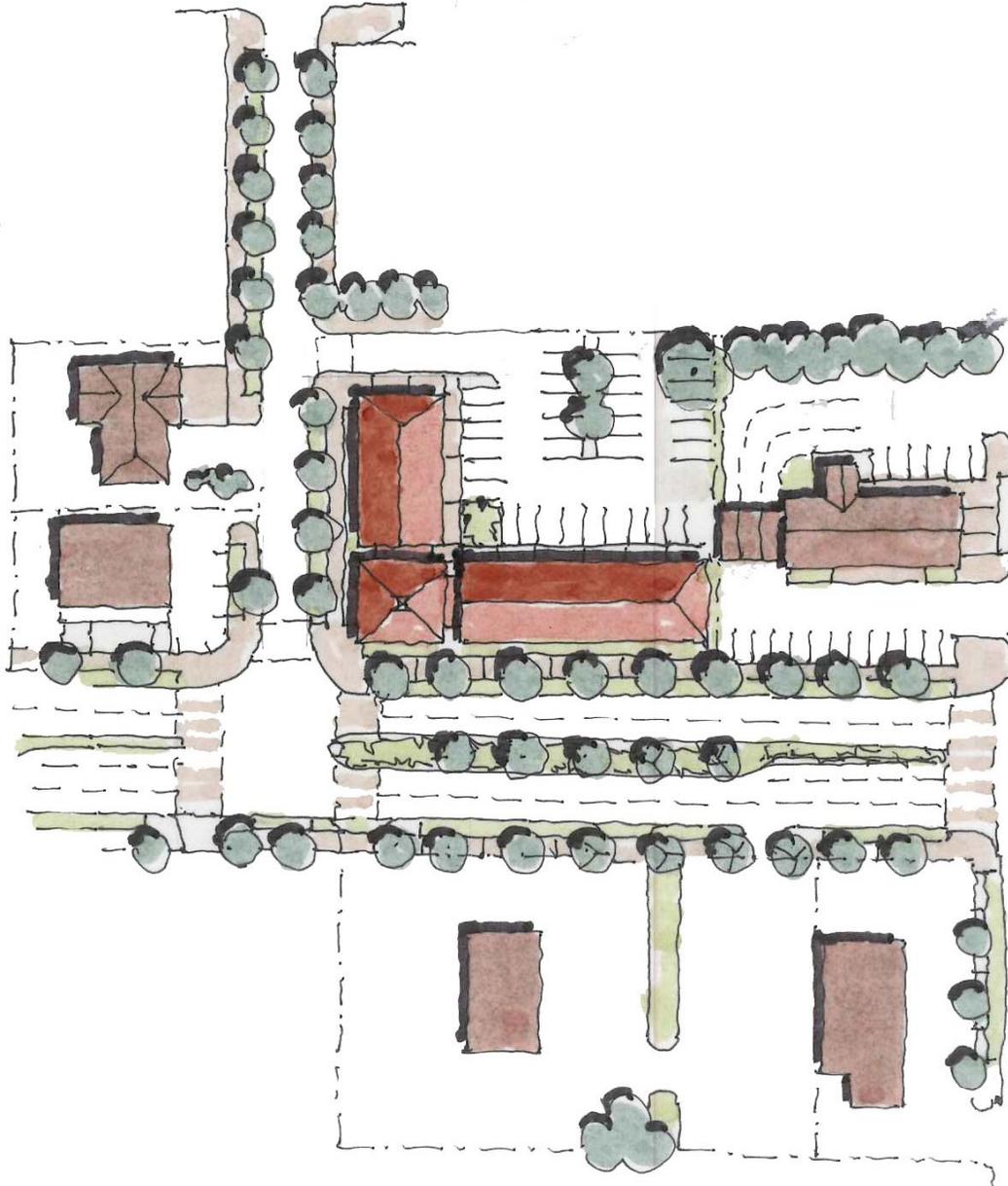


New zoning will use more images to illustrate the rules and intent



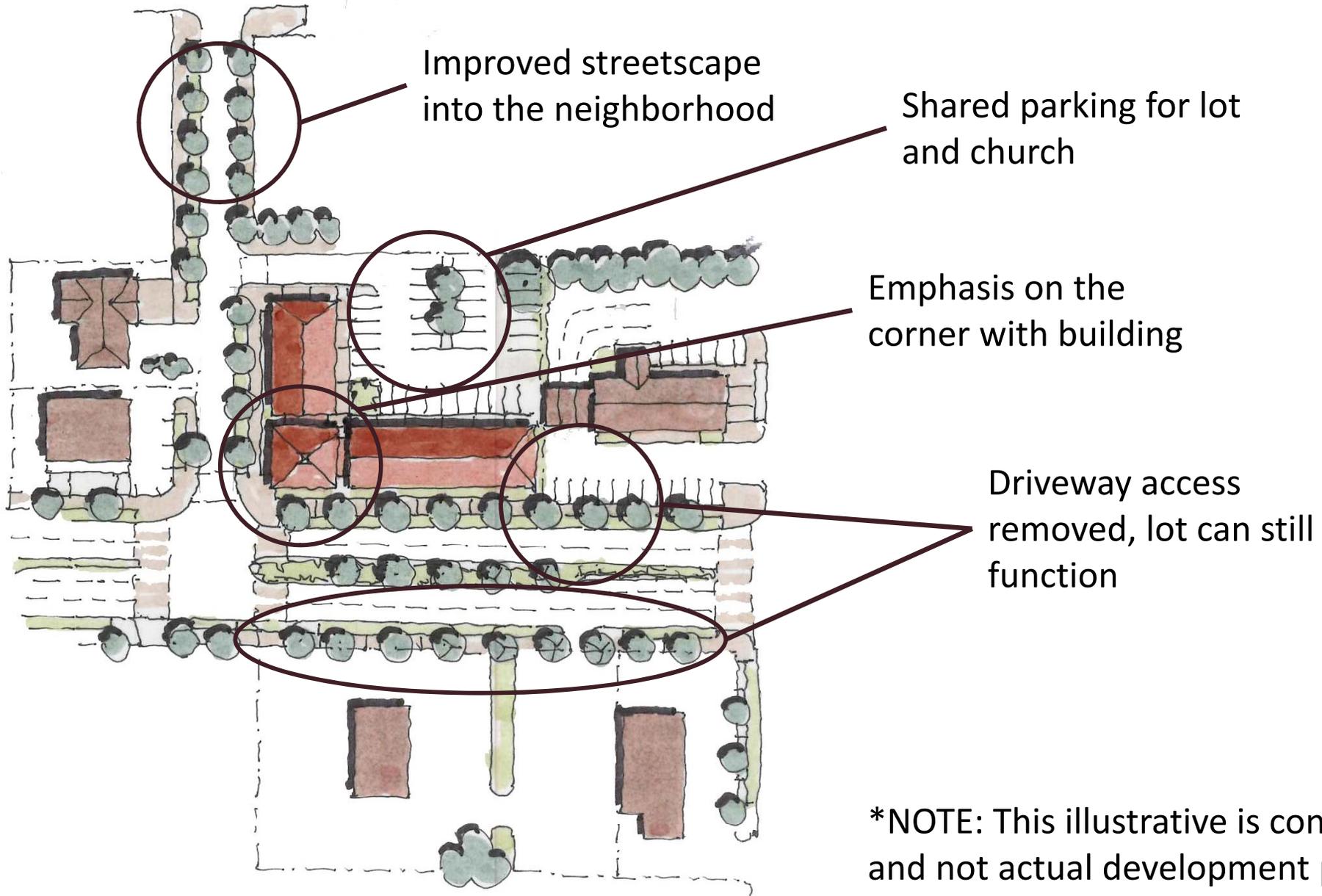
# Infill on a parking lot and shared parking

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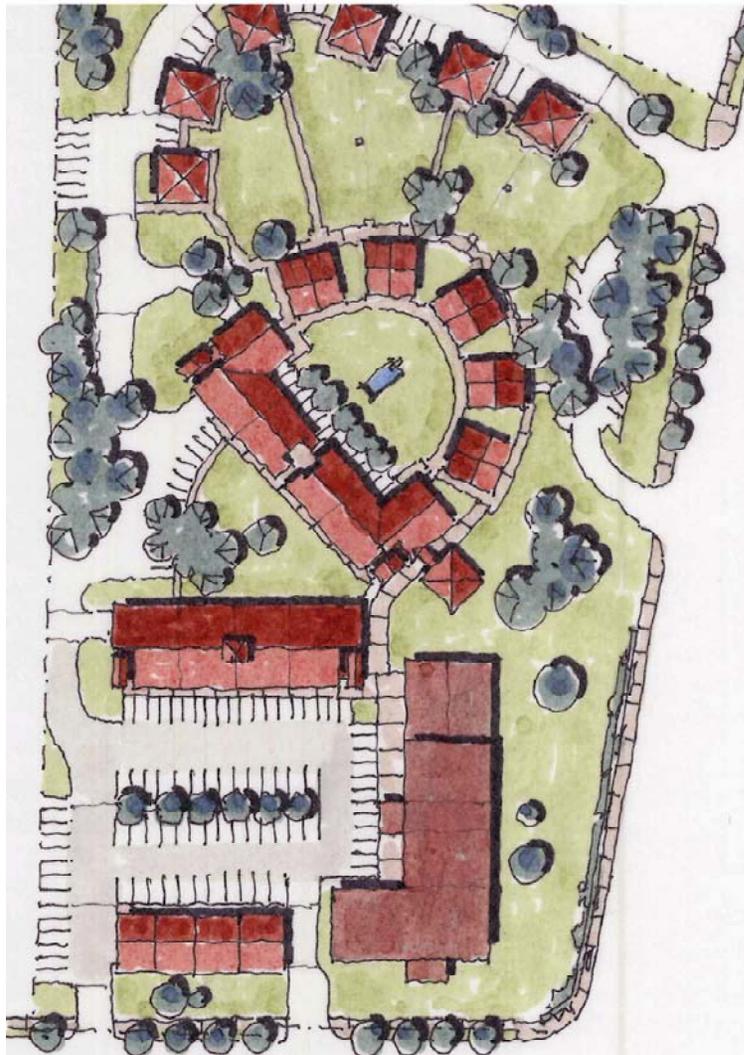


\*NOTE: This illustrative is conceptual and not actual development plans

# Infill on a parking lot and shared parking

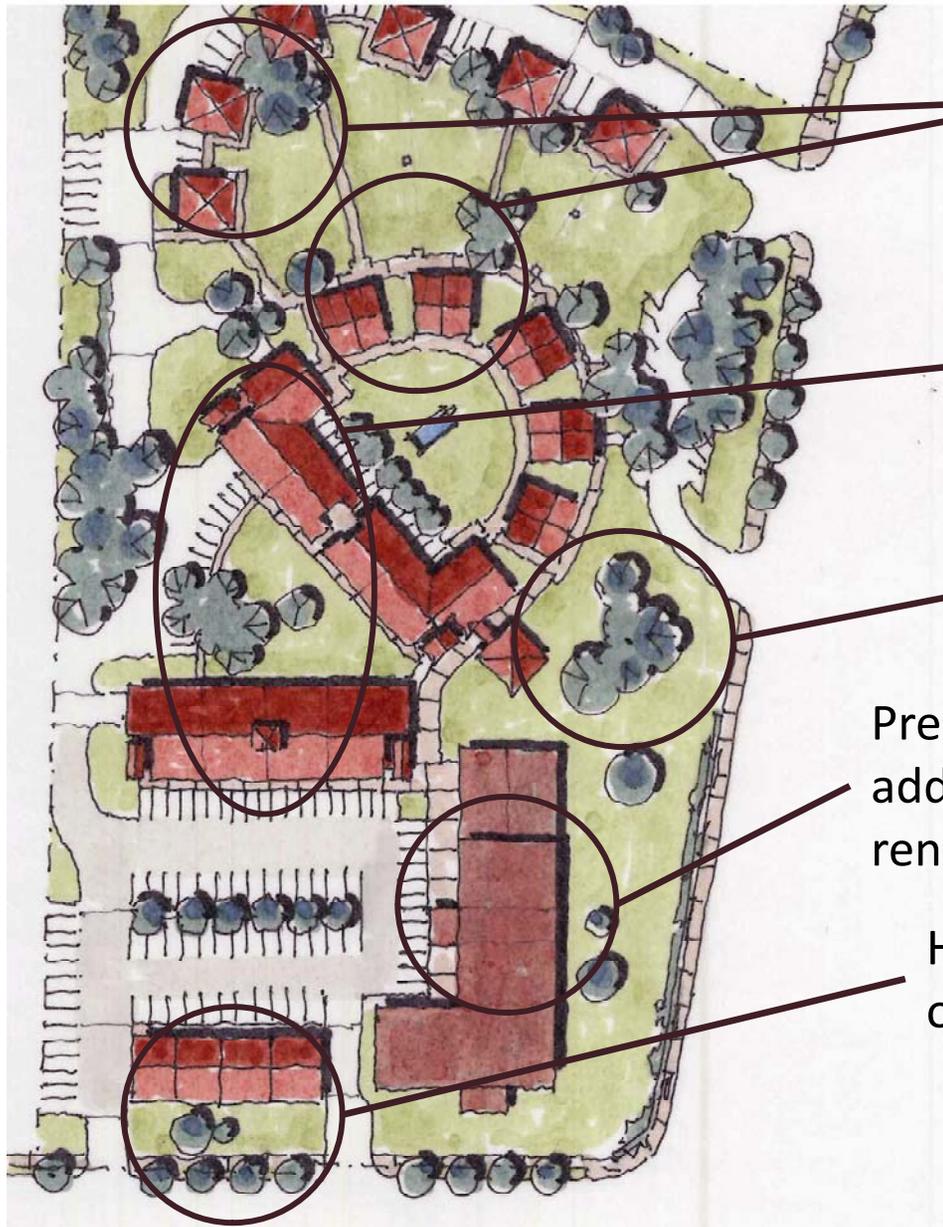


# New Gathering Spaces for Park Hill



\*NOTE: This illustrative is conceptual and not actual development plans

## Additional Development helps reduce the cost of preservation



Mix a variety of housing types to transition to existing homes

Utilize former annex building site for new development

Preserve many of the existing trees, offers softer development feeling

Preservation of building may be possible, with additional development to compensate for large renovation costs

H Avenue could have some live/work or townhouse units

\*NOTE: This illustrative is conceptual and not actual development plans

# Shopping Centers can reinvent themselves



A small park/plaza at the corner adds a gateway element on the North end of Park Hill

Townhomes facing Lookout Road gives the street new life

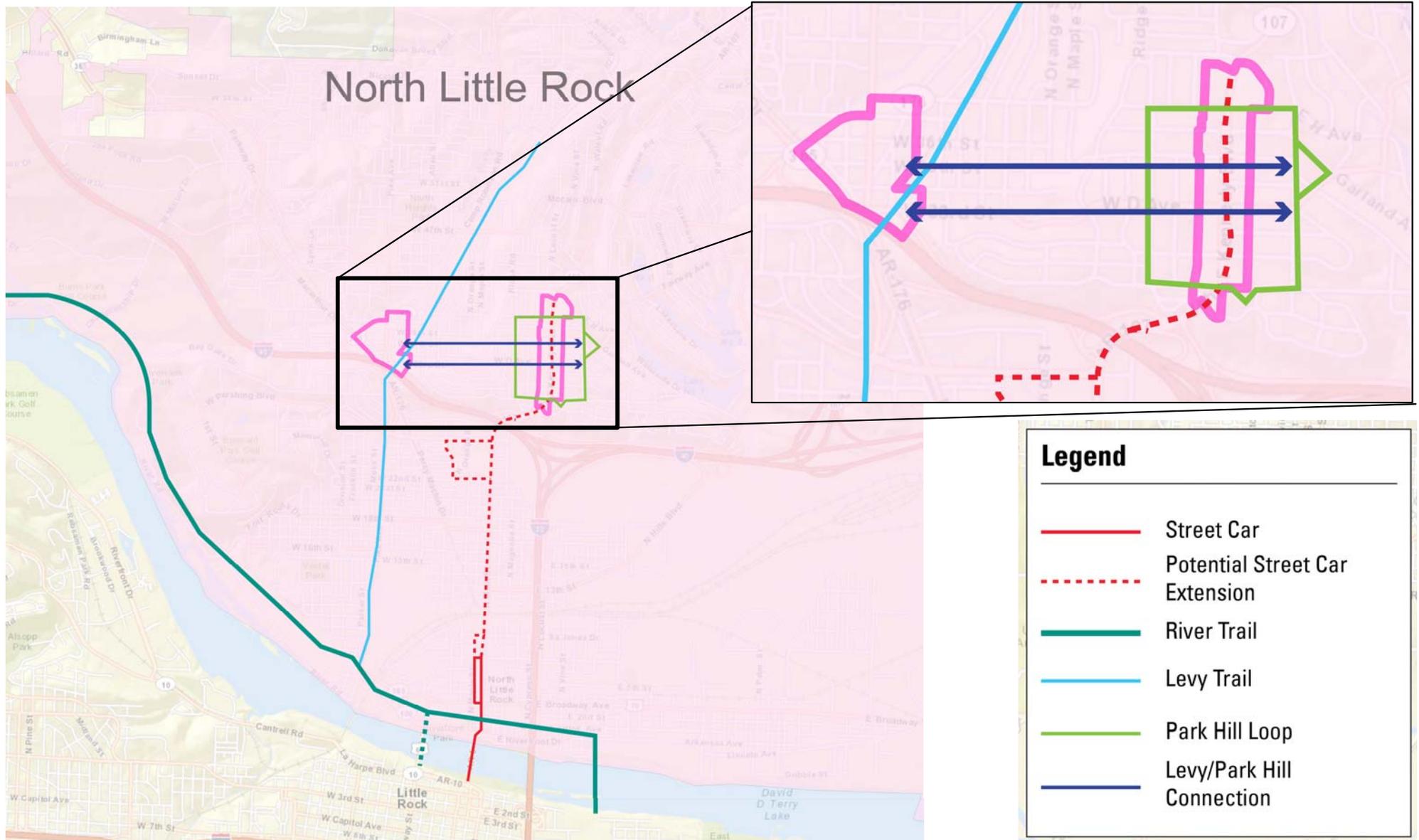
Central gathering space for public events

Essential front parking for retail and other non-residential uses

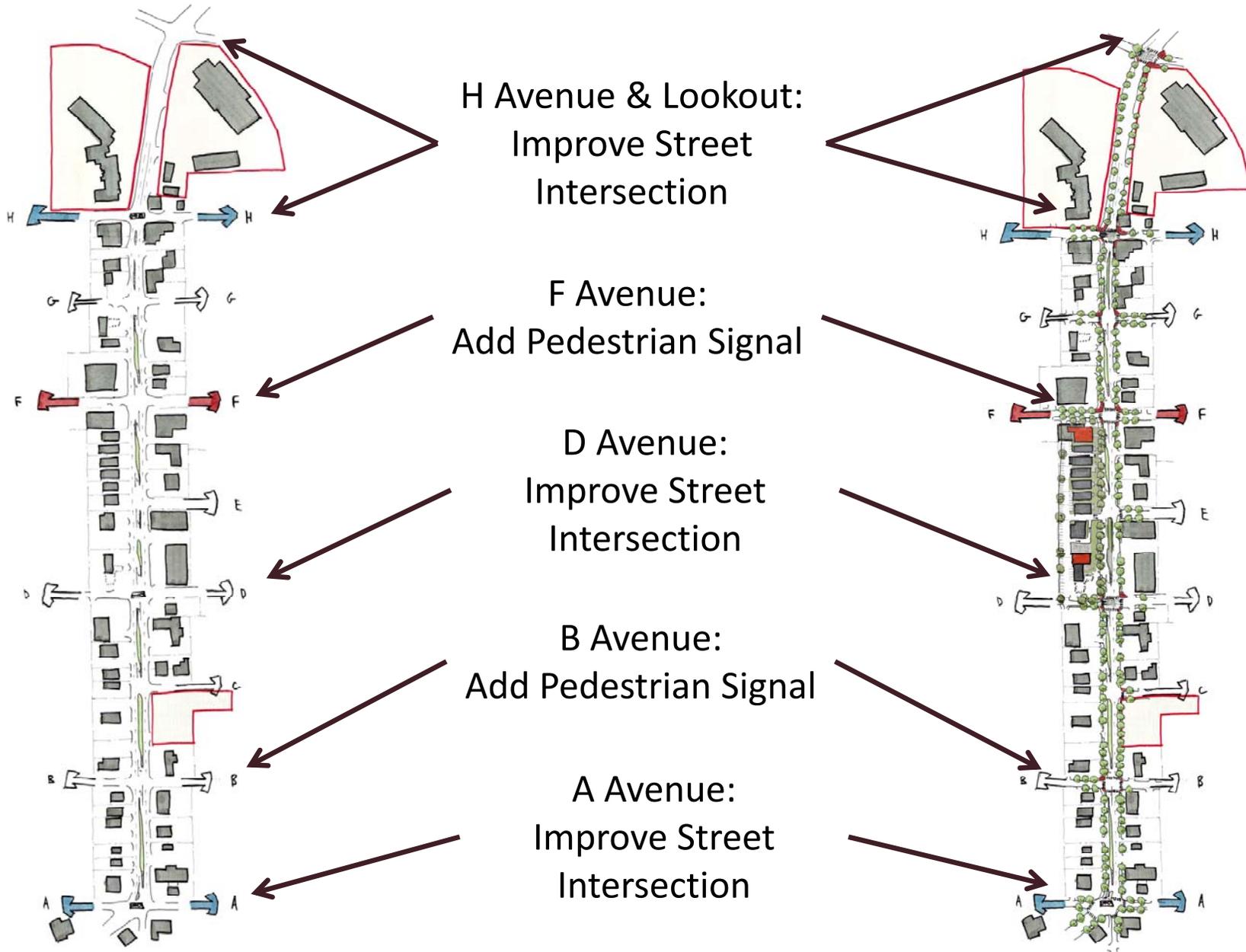
Retail fronts JFK and wraps along the entry streets

\*NOTE: This illustrative is conceptual and not actual development plans

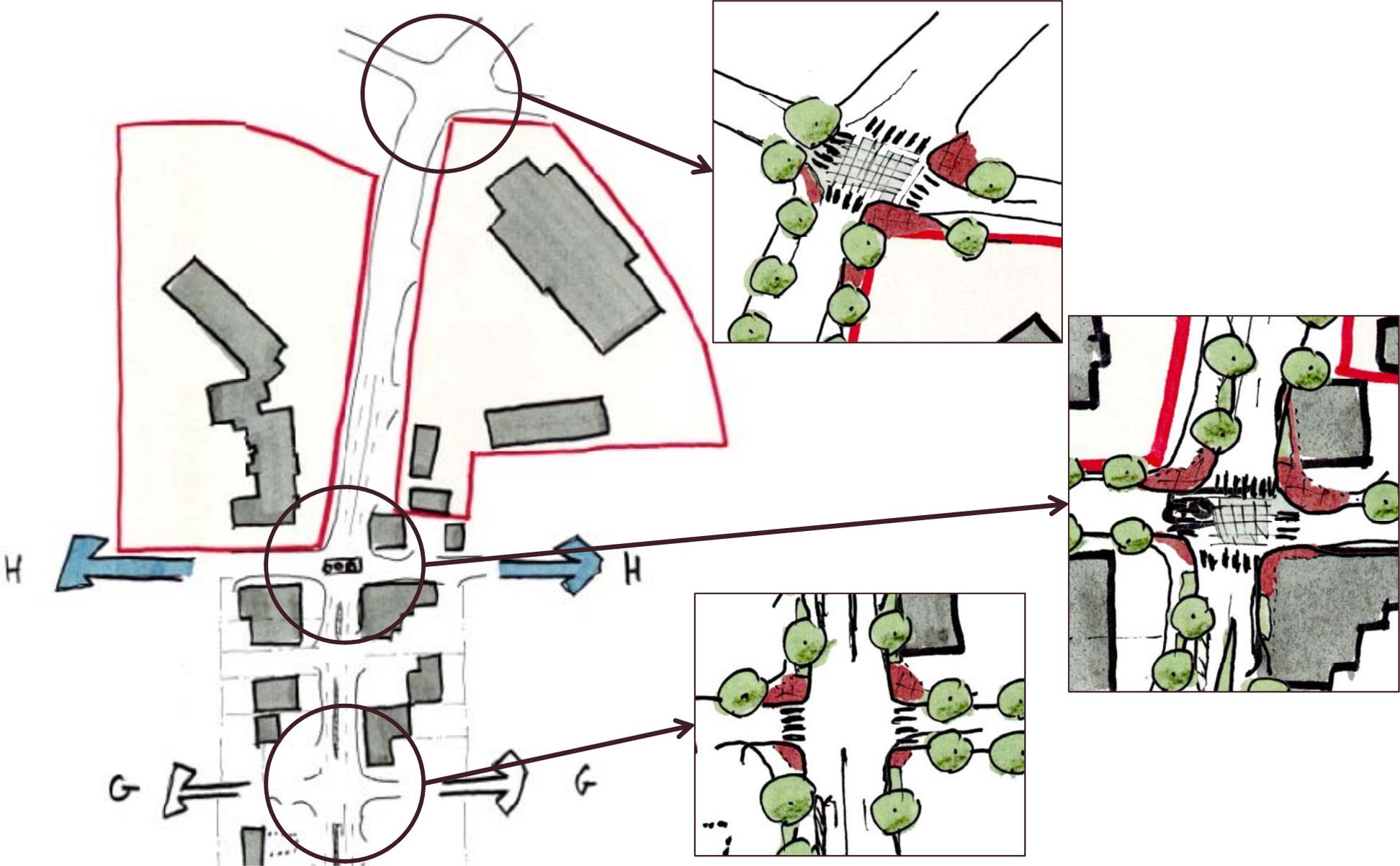
# Regional Connections



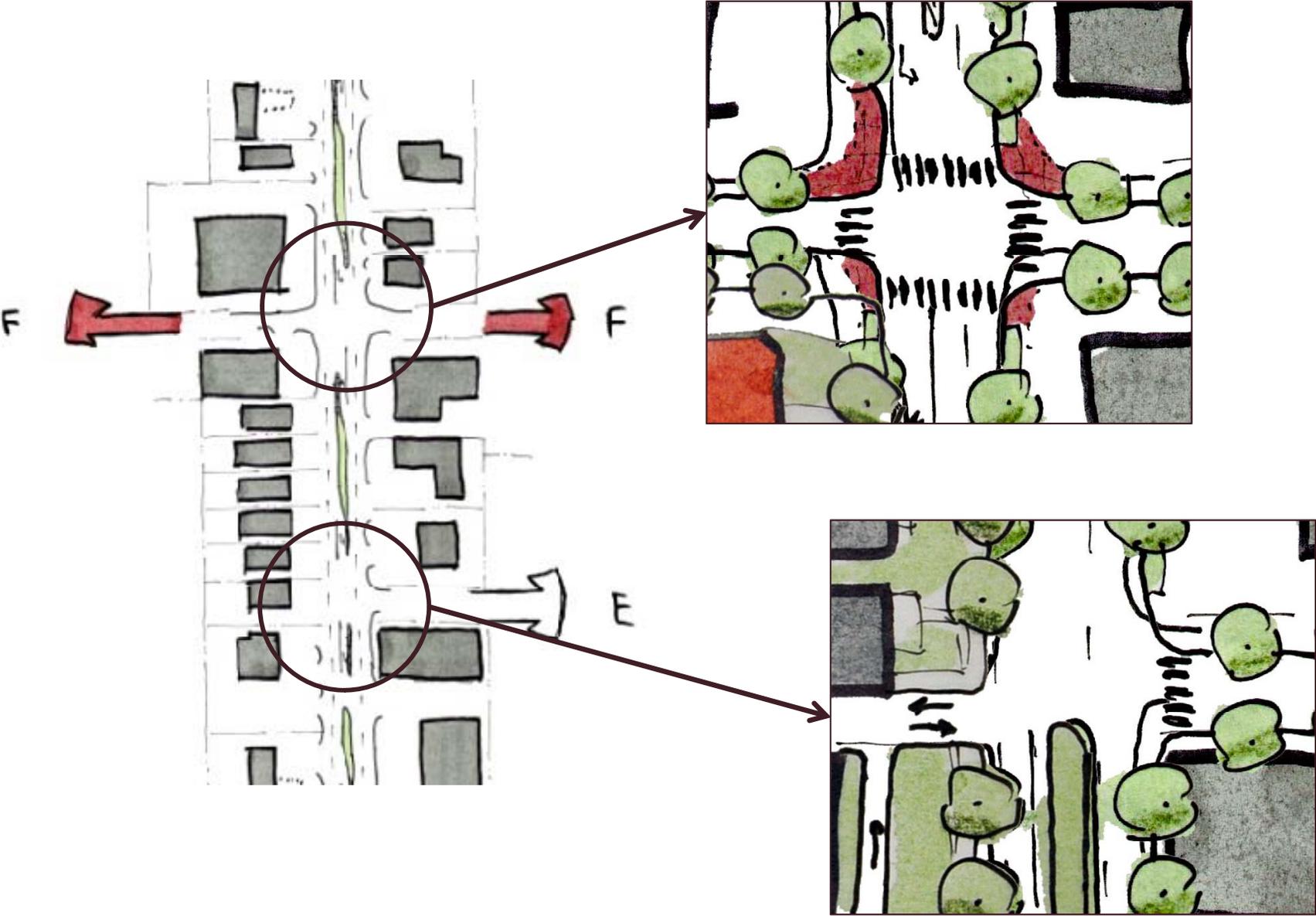
# Public realm/streets – Street Analysis



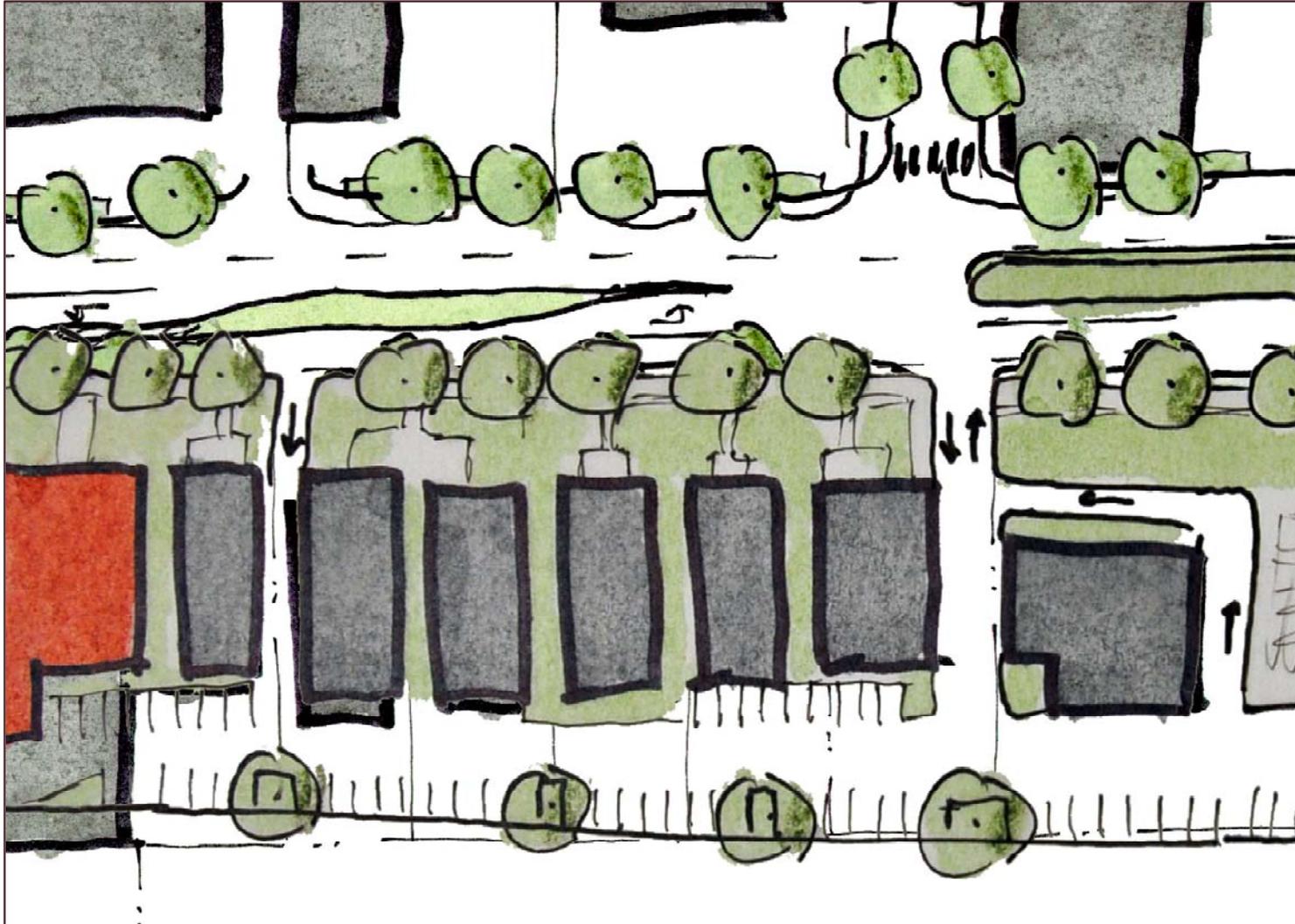
# Lookout Road, H & G Avenue



# F Avenue

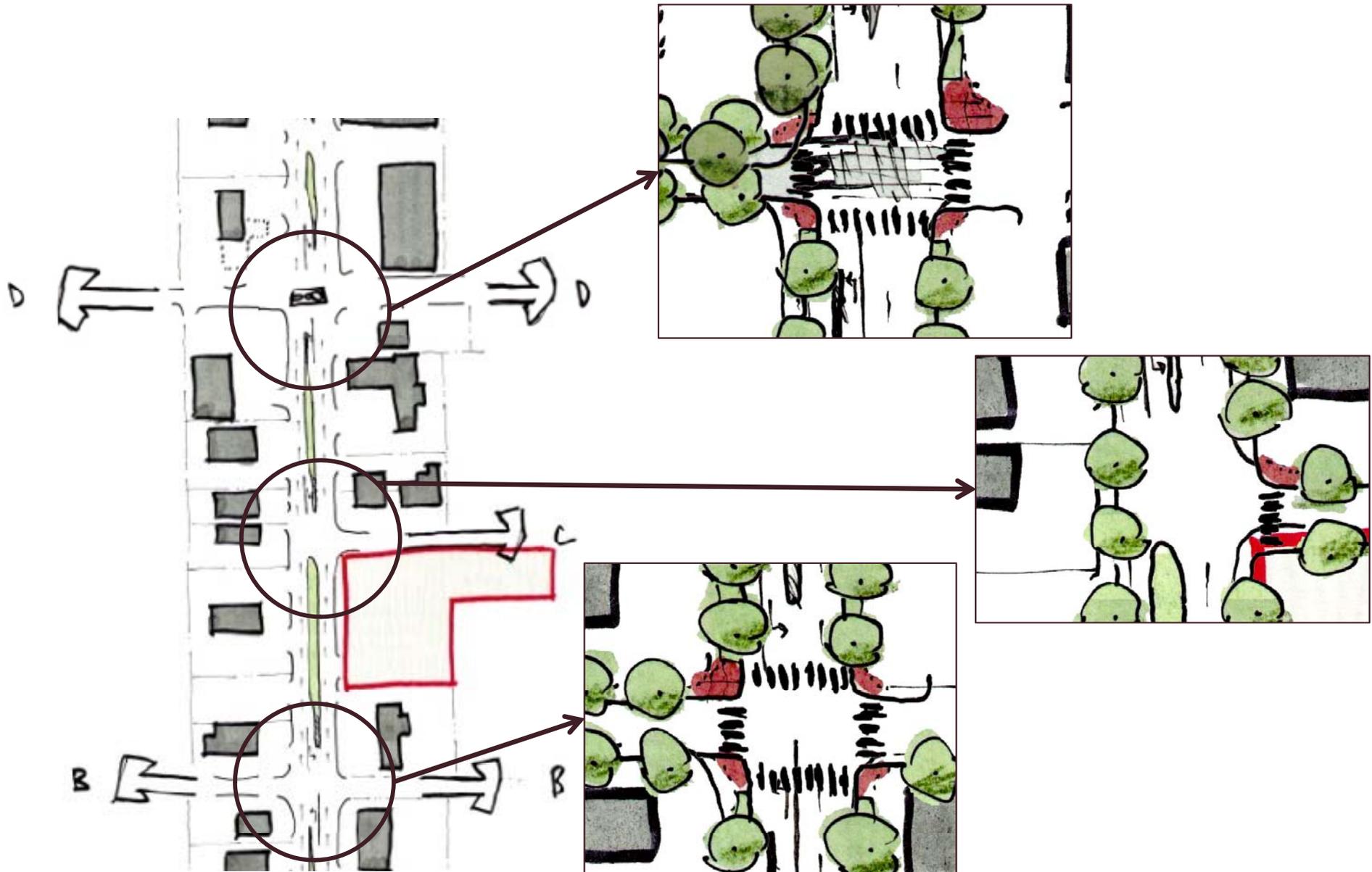


# Access Management improves outdoor space

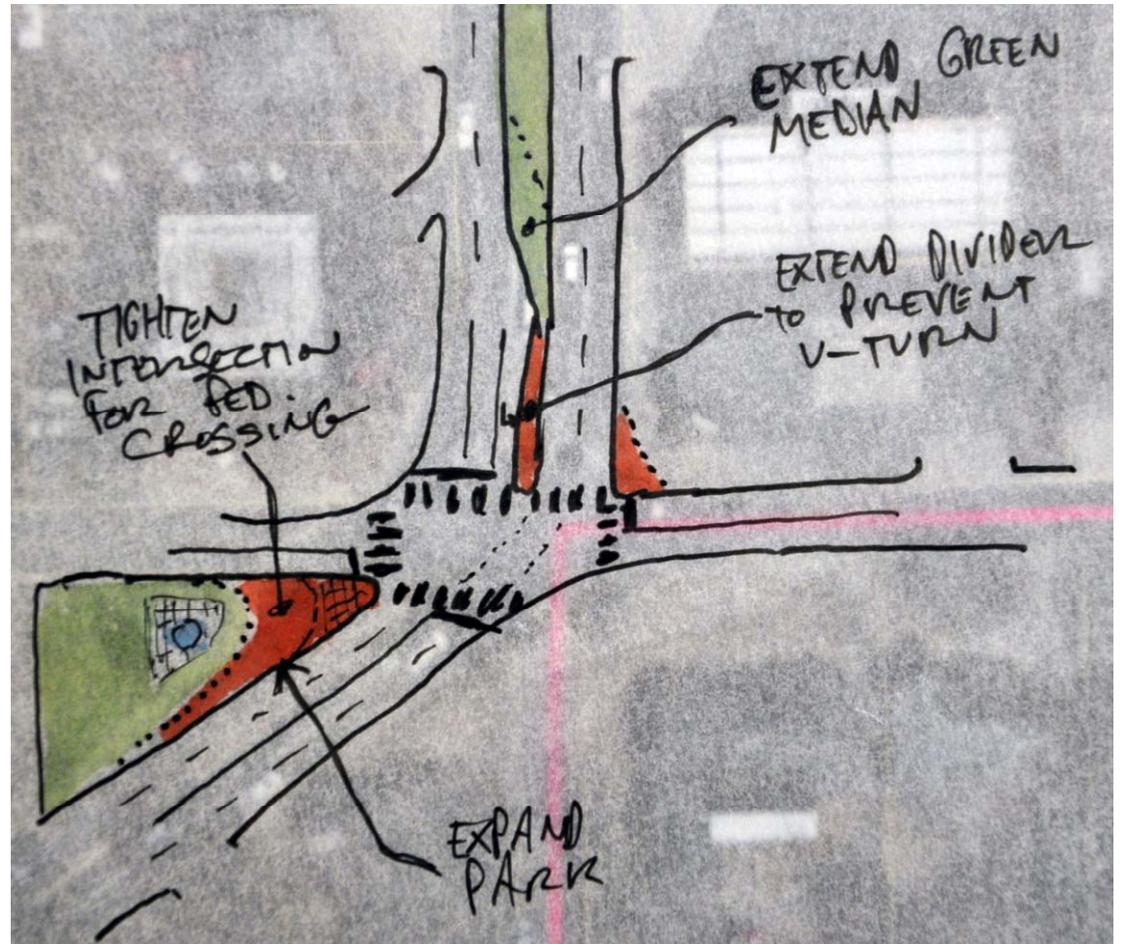


- Driveway access removed
- Lot can still function
- Outdoor space improved
- Potential outdoor dining or gathering space
- Drive-thru can still function successfully

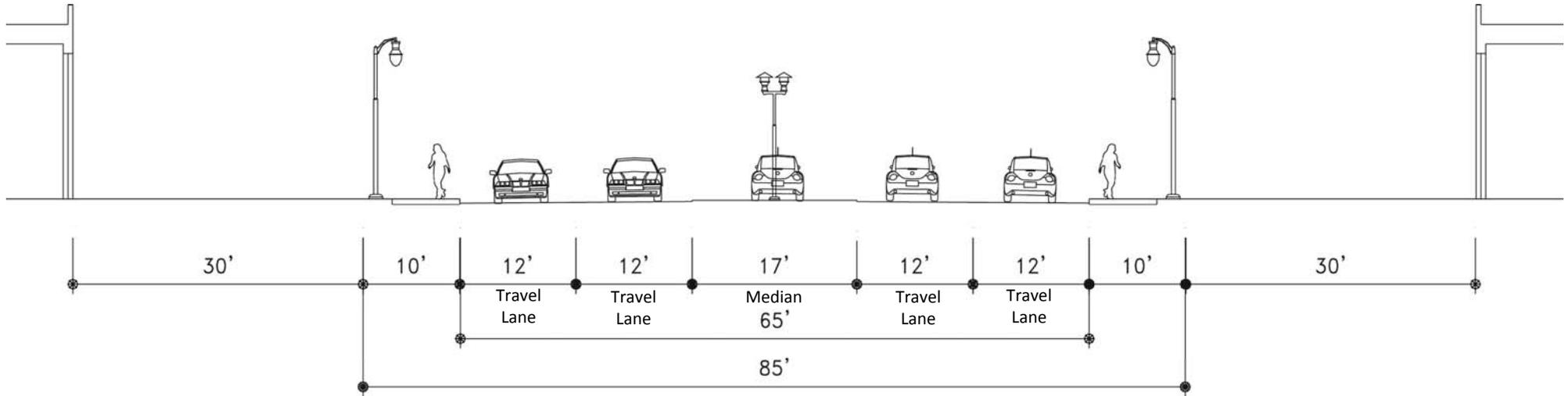
# D, C & B Avenues



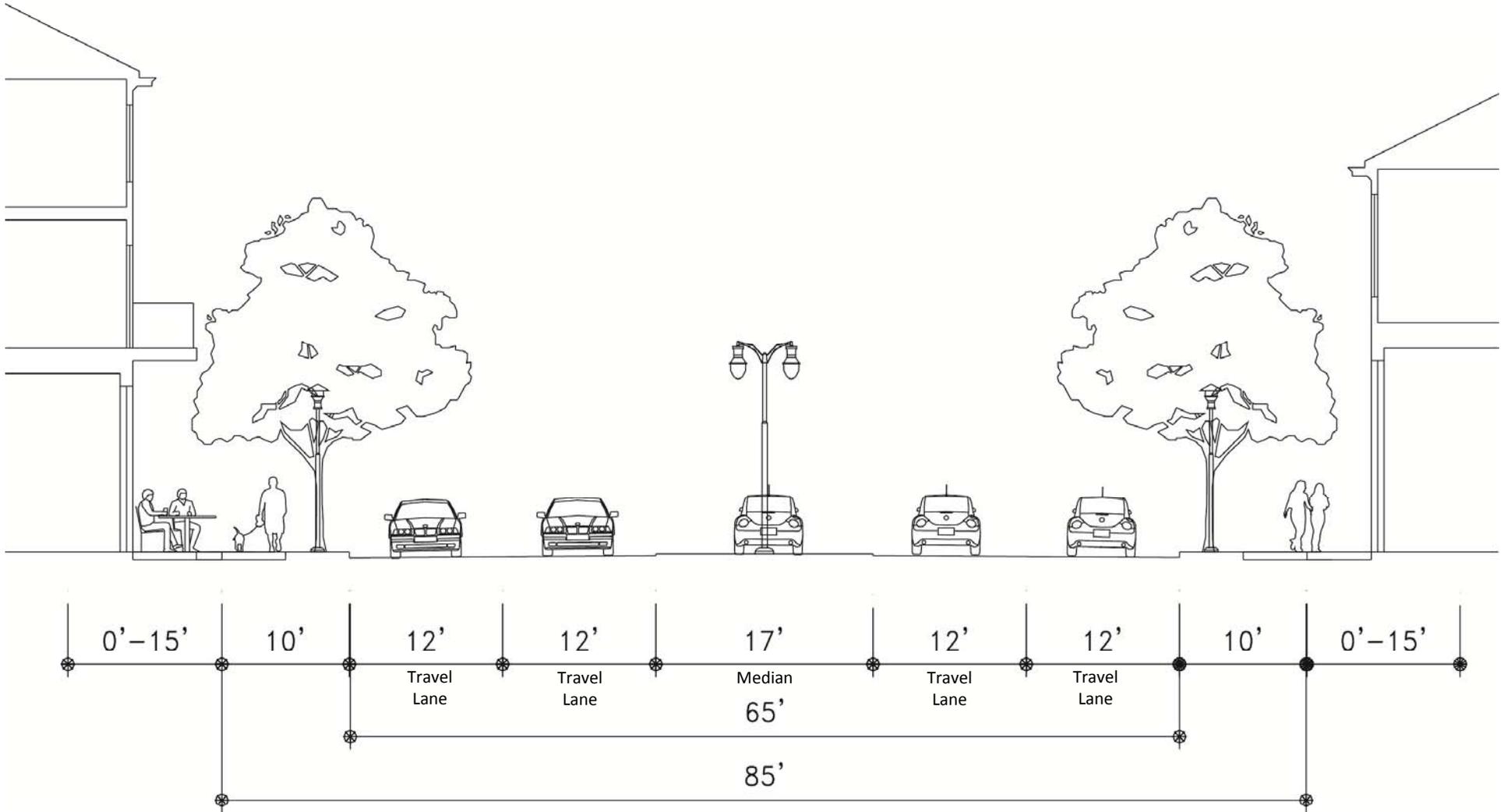
# A Avenue/Cherry Hill Drive



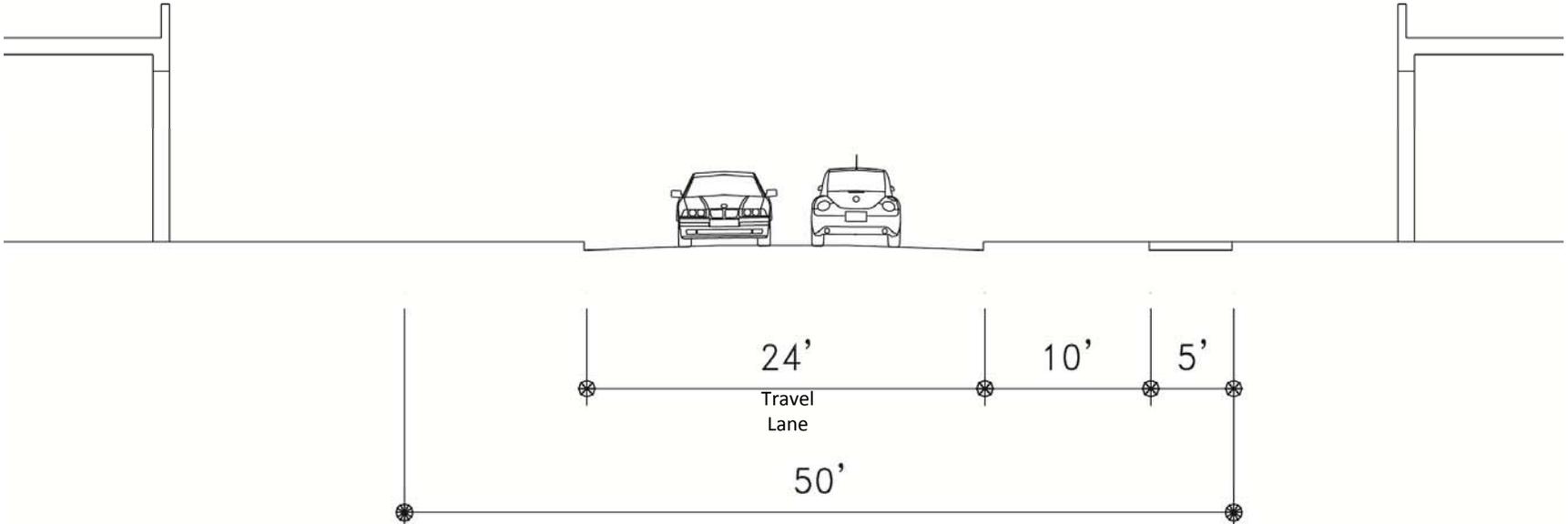
# Existing JFK Boulevard



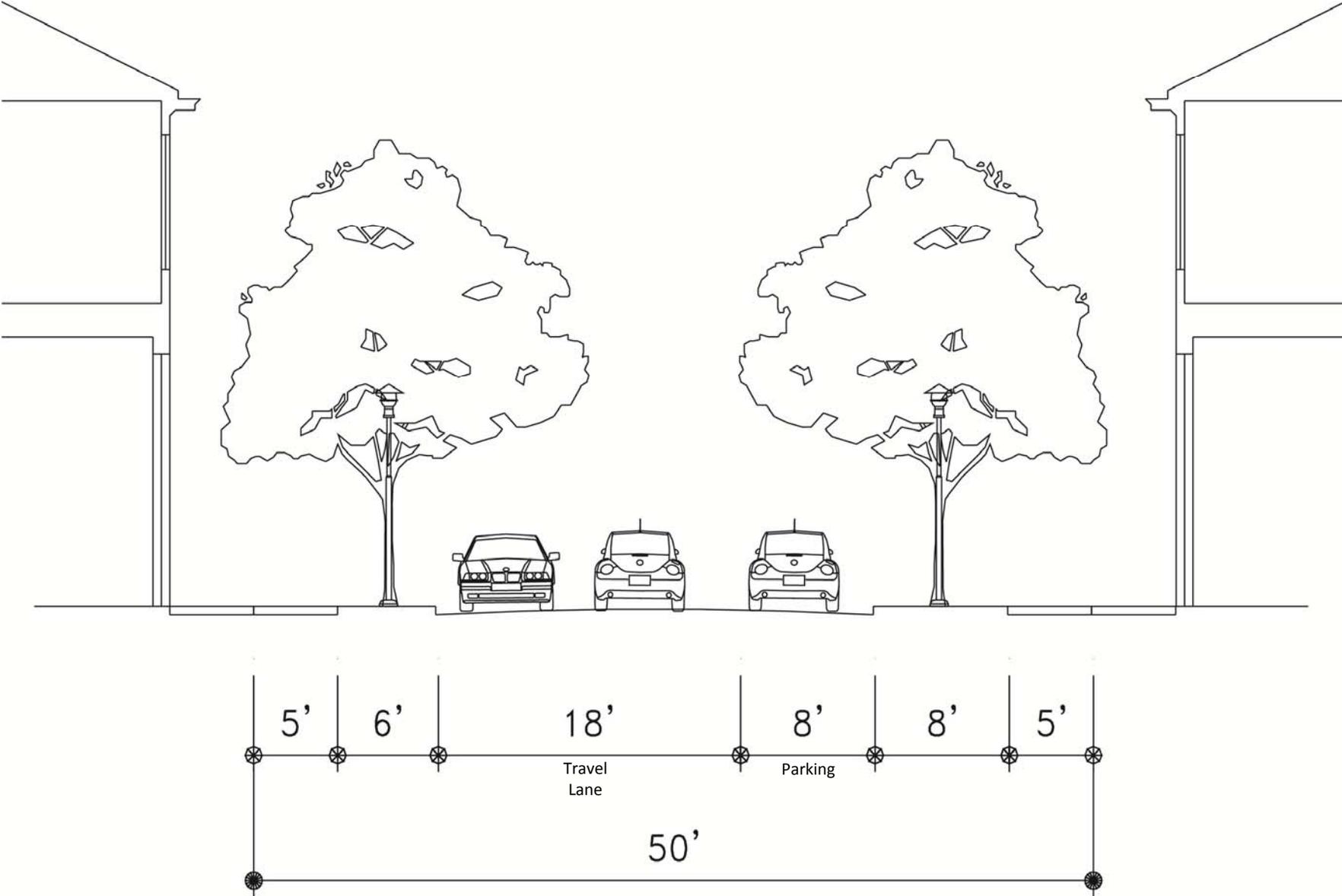
# Proposed JFK Boulevard



# Existing Cross Streets



# Proposed Cross Streets



# Green Infrastructure saves money long term



12th Avenue -Portland,OR - Photo by City of Portland, Environmental Services

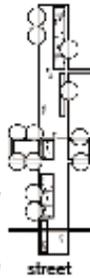
# Physical and Economic Impacts of Street Trees

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- **Cooling effects** – in summer, temperature differences of 5 to 15 degrees in shade
- **Reduced energy costs** – due to cooling effects, energy bills can be reduced by 15-35%
- Save money on storm water/drainage infrastructure – **Trees absorb up to 60% of precipitation**, reducing need for costly storm water infrastructure maintenance or upgrades
- More business – Businesses on **tree-scaped streets show 12% higher income streams** on average
- **Improved air quality** – Street trees close to streets absorb 9 times more pollutants than distant trees
- Safety – **Trees can protect pedestrians** from vehicle collisions

# Designing for Urban Trees

## Designing for Urban Trees

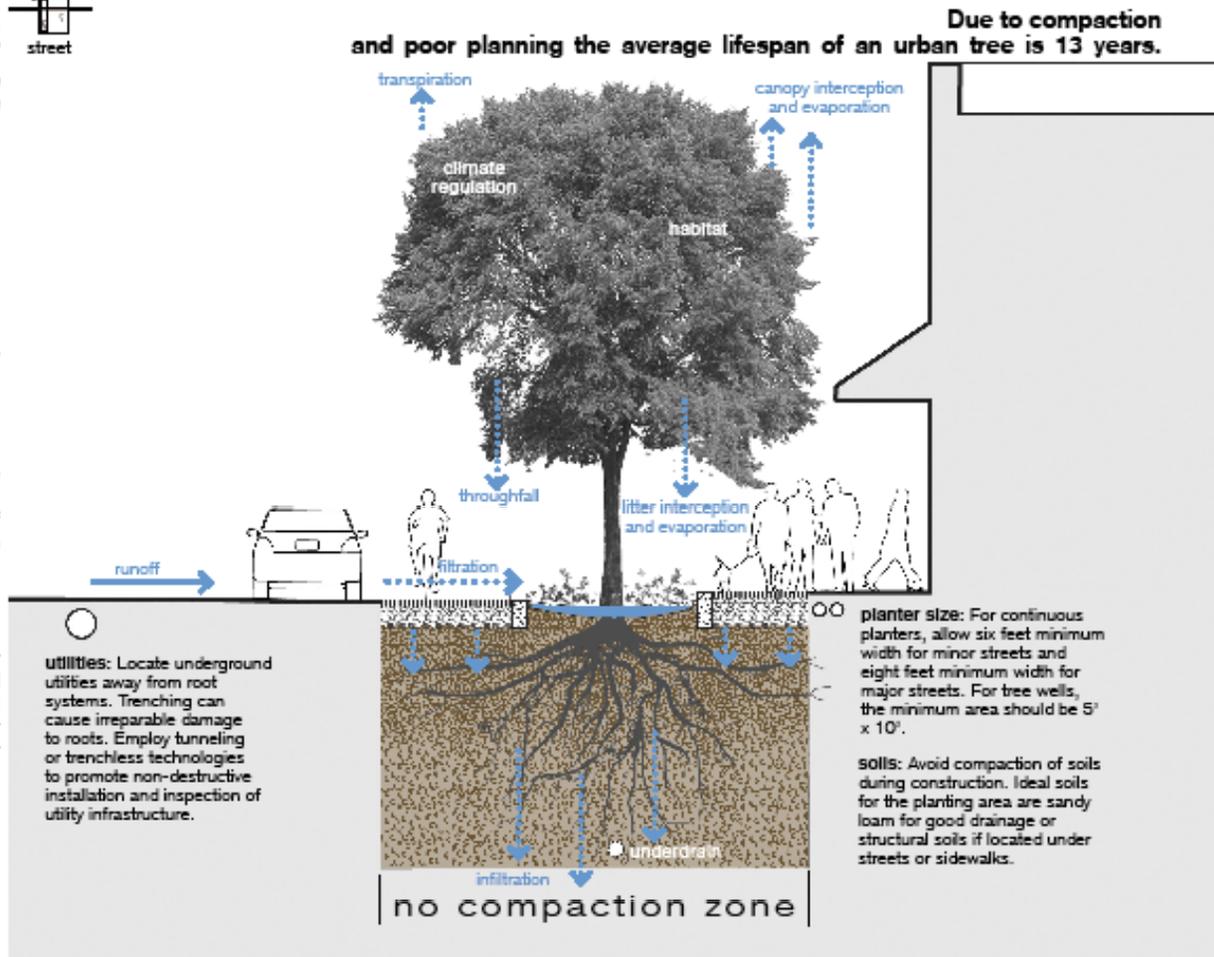


*Streets should be designed to accommodate tree root growth—the most critical factor in implementing tree lined streets.*

Healthy trees are essential components of green infrastructure and urban forestry. Shade trees planted along hard surfaces reduce the heat island effect and improve air quality. Besides functioning as carbon sinks, trees also reduce stormwater runoff through interception, evapotranspiration, throughfall, and flow attenuation. Trees help create a sense of place, reduce noise and glare, and provide a safety barrier for pedestrians from traffic, which is why neighborhood value is increased by their presence.

Trees vary in their growth requirements and rates based on the biological and physical conditions of the site. Trees should be chosen based on cold hardiness, mature size and shape, drought tolerance, rooting characteristics, and resistance to insect and disease problems. For a list of suitable urban trees, consult a local nursery or landscape design professional (also see 'Urban Trees for Zones 4-8' pp. 100-101).

The planting area should accommodate the anticipated root structure at maturity, ensuring absorption of water and nutrients. Remember that roots can extend well beyond the canopy of the tree. Spacing between trees should reflect species' crown size at maturity. With proper planning and care, street trees can live well beyond their average 13-year lifespan.



## Next Steps

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- Please stay **tonight** for Questions and Discussion
- Finalize needs assessment through **February and March**
- **Revise drawings** based on tonight's input
  
- Additional Comments or Questions:
  - Bernadette Gunn Rhodes, North Little Rock Fit2Live Coordinator  
*Email: [Brhodes@nlr.ar.gov](mailto:Brhodes@nlr.ar.gov)*  
*Phone: (501) 975-8777*
- More Info: [www.imaginecentralarkansas.org](http://www.imaginecentralarkansas.org)