



Downtown Levy – Draft Design Review

March 1, 2014

GATEWAYPLANNING
A VIALTA GROUP PARTNER



catalyst



Horsley Witten Group
Sustainable Environmental Solutions



METROPLAN
SMART PLANNING MAKES SMART PLACES.



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CENTRAL
ARKANSAS**
Plan Smart. Live Smart.

Thank You

Thank you to all who supported our team this week – including:

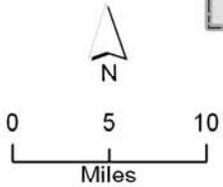
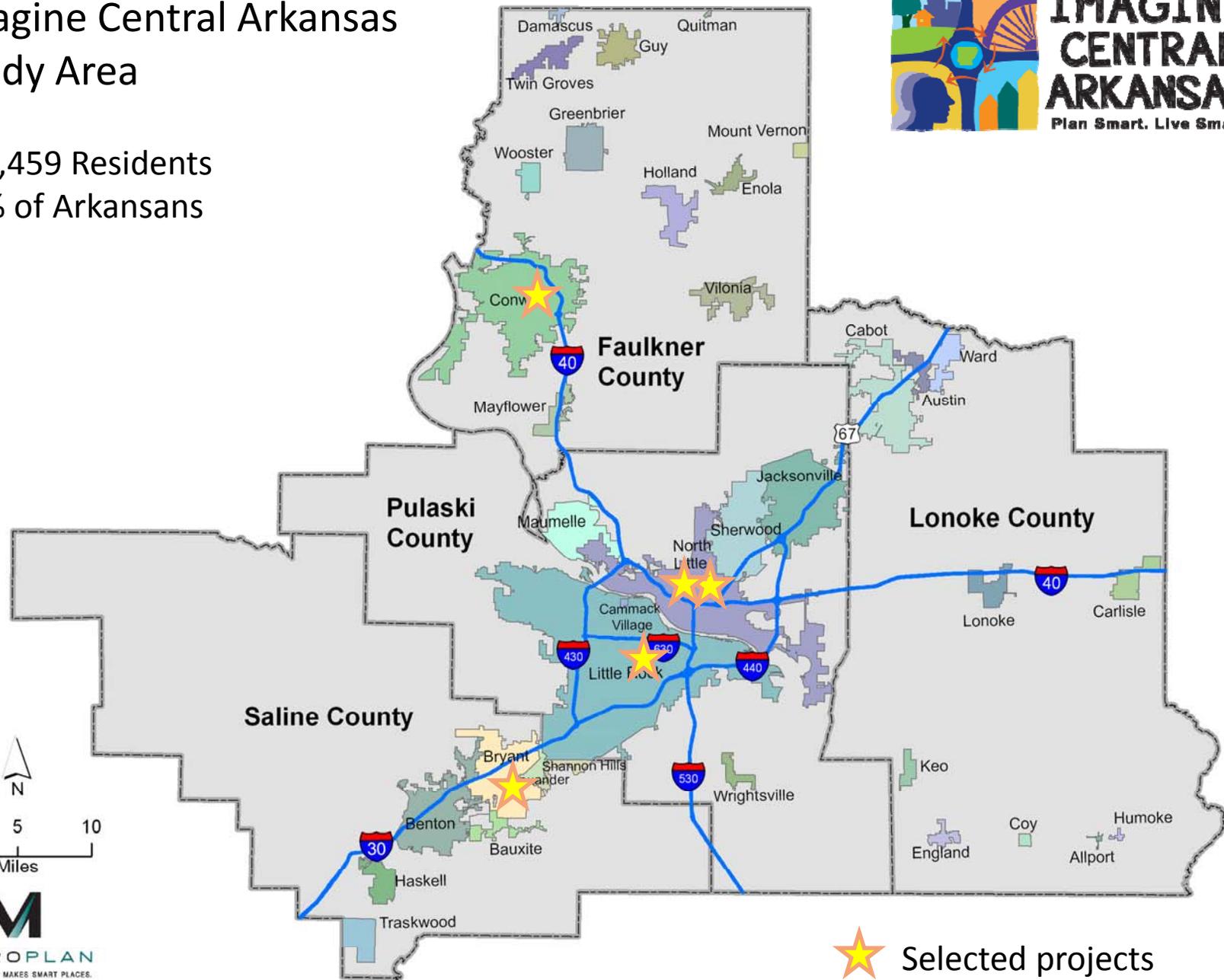
- Pastor Steve + Levy Baptist Church for hosting our team and making breakfast on Thursday.
- Peggy Hogg and Hoggs Meat Market for donating lunch on Friday and event food on Thursday
- U.S. Pizza for donating lunch and event food on Thursday
- Las Delicias for donating lunch today

Tonight's Presentation

- Where We've Been
- Our Understanding
- Regional Connection
- Significant Opportunities - Economics
- Conceptual Design
- Public Realm – Streets
- Discussion

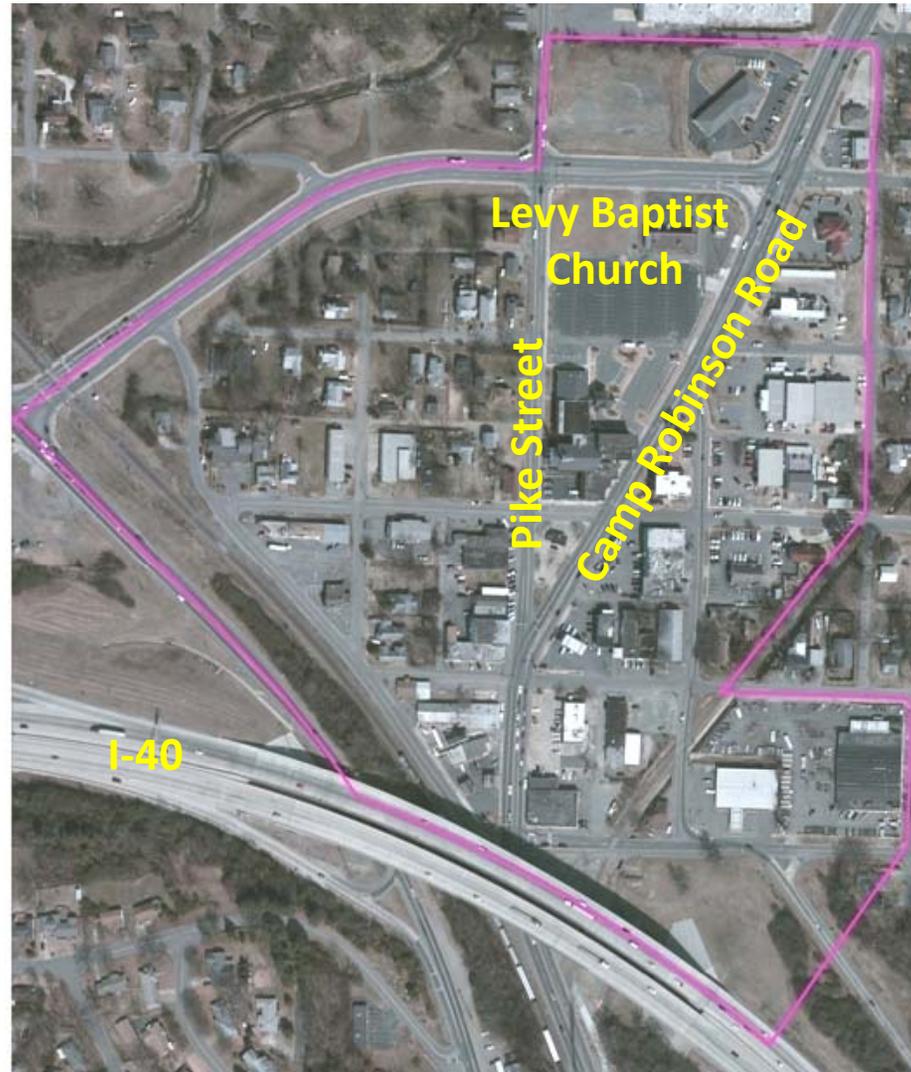
Imagine Central Arkansas Study Area

671,459 Residents
22% of Arkansans



 Selected projects

Study Area

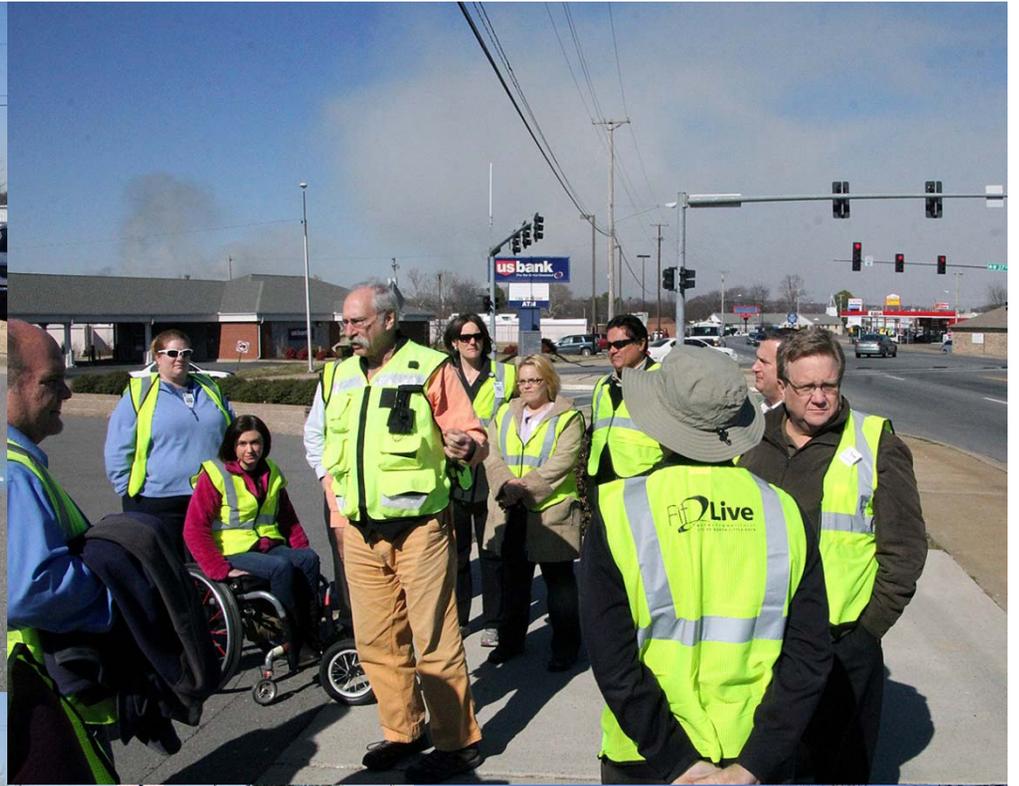












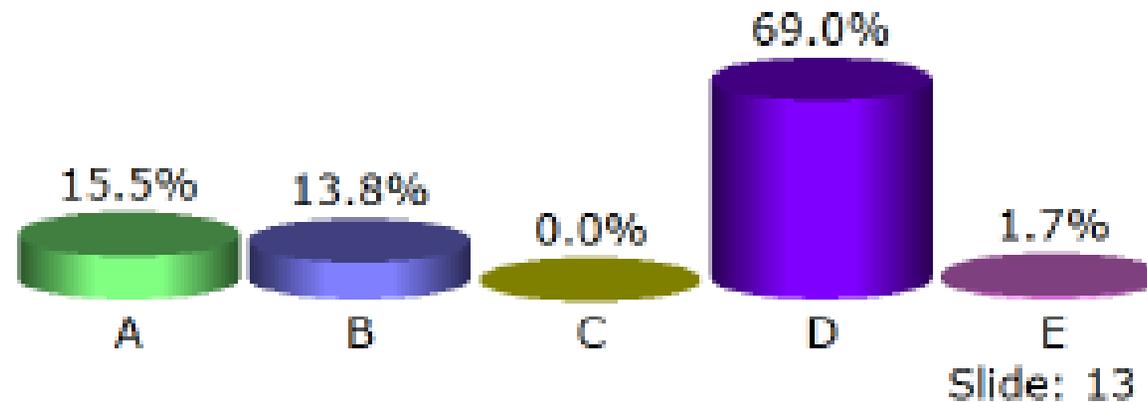
Thursday's Visioning Meeting



Survey Results

B. North Little Rock is primarily a community for:

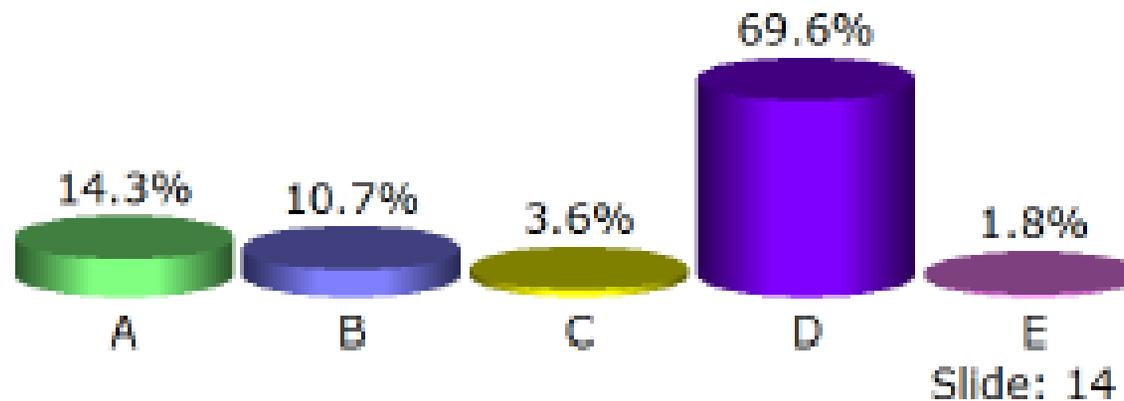
- a. Families with children
- b. Seniors/empty nesters
- c. Single professionals and students
- d. All of the above
- e. None of the above (comment card)



Survey Results

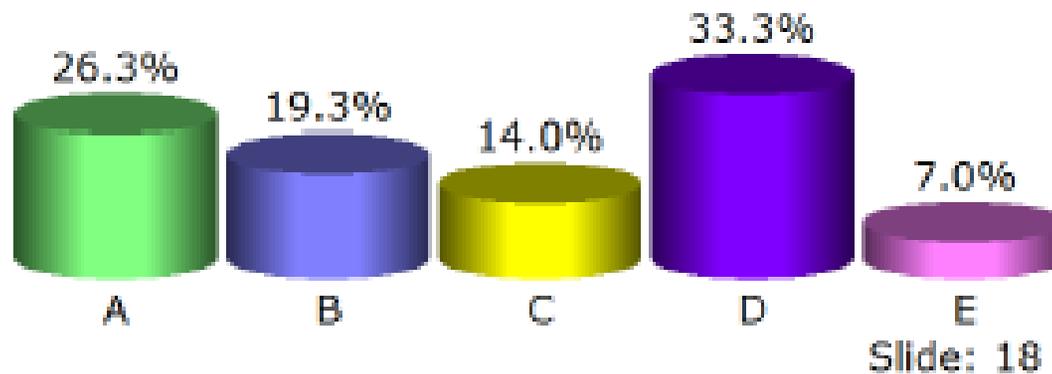
9. When considering new development, my highest priority for my neighborhood is:

- 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

12. Future improvements to Levy 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)

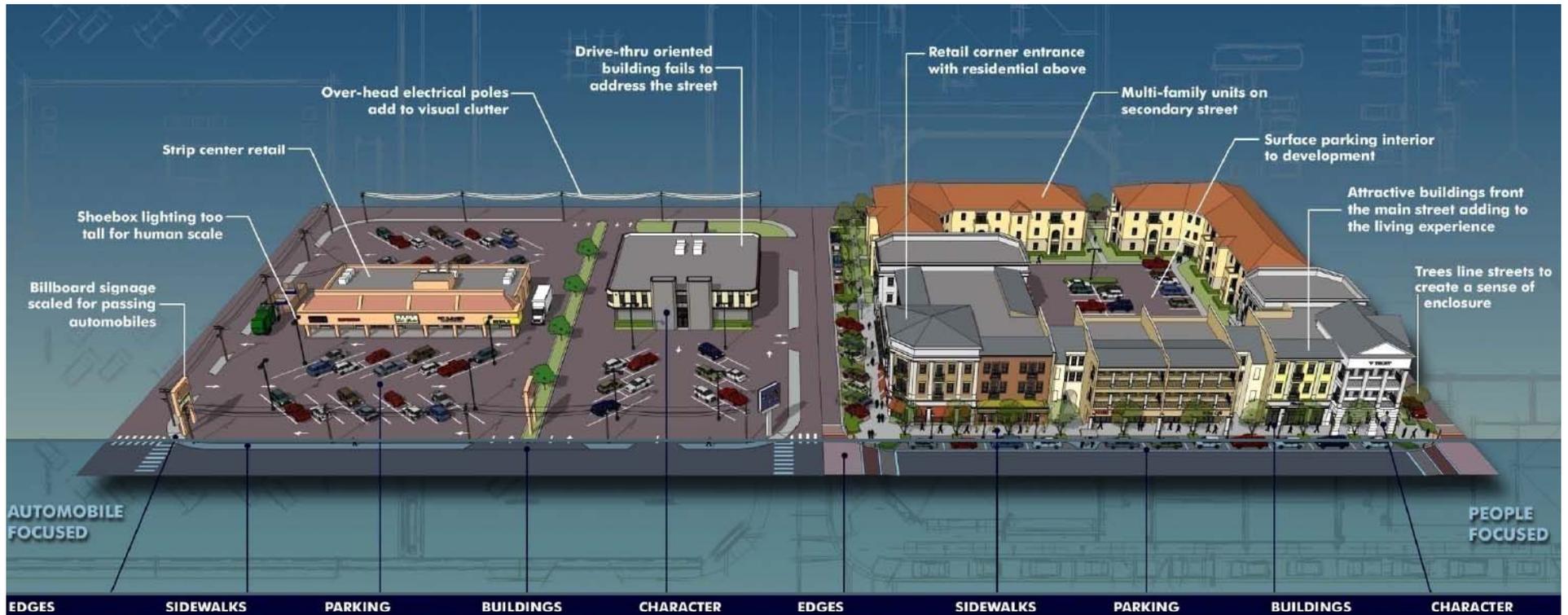


Collective Input from Levy Community

Comments	Votes
Welcome signs coming into Downtown Levy	◆◆◆◆
Street Trees	◆◆◆◆◆◆
Perceived high crime rate in neighborhood; need higher police presence	◆◆◆◆◆
Consistent wayfinding and signage in community	◆◆◆
Improvements to Camp Robinson (i.e., road diet, roundabouts)	◆◆◆◆◆◆◆◆
Levy Trail (i.e., safety, access, landscaping)	◆◆◆◆◆◆
Bike Friendly Infrastructure	◆
I-40 Exit	◆◆◆◆
New Community Center needed	◆◆



Hide the Parking Lots



Context Sensitive Solutions (CSS)

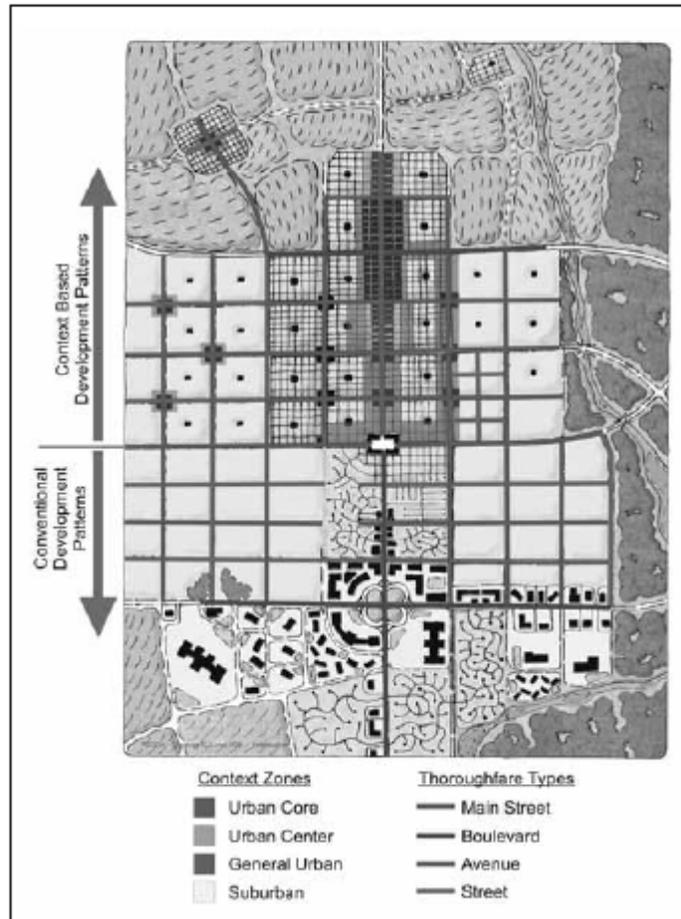


Figure 3.3 Context based development patterns are formed around a highly connected network of walkable thoroughfares. Source: Thomas Low (DPZ) and Digital Media Productions.

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

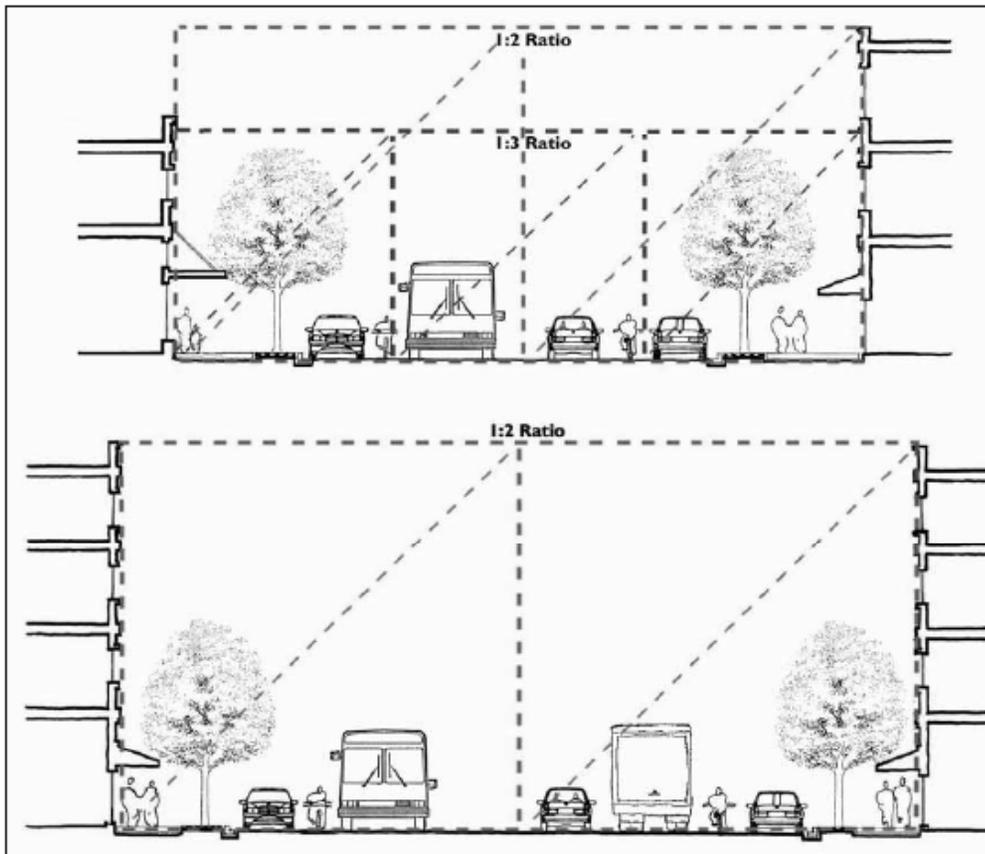
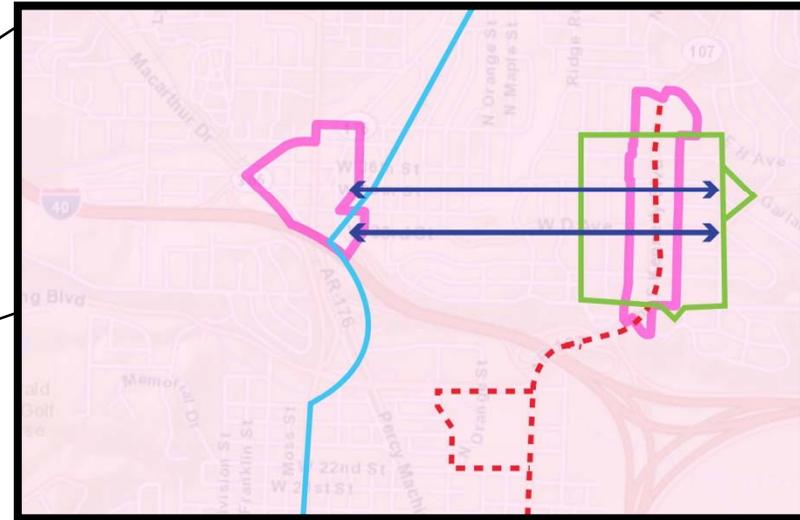
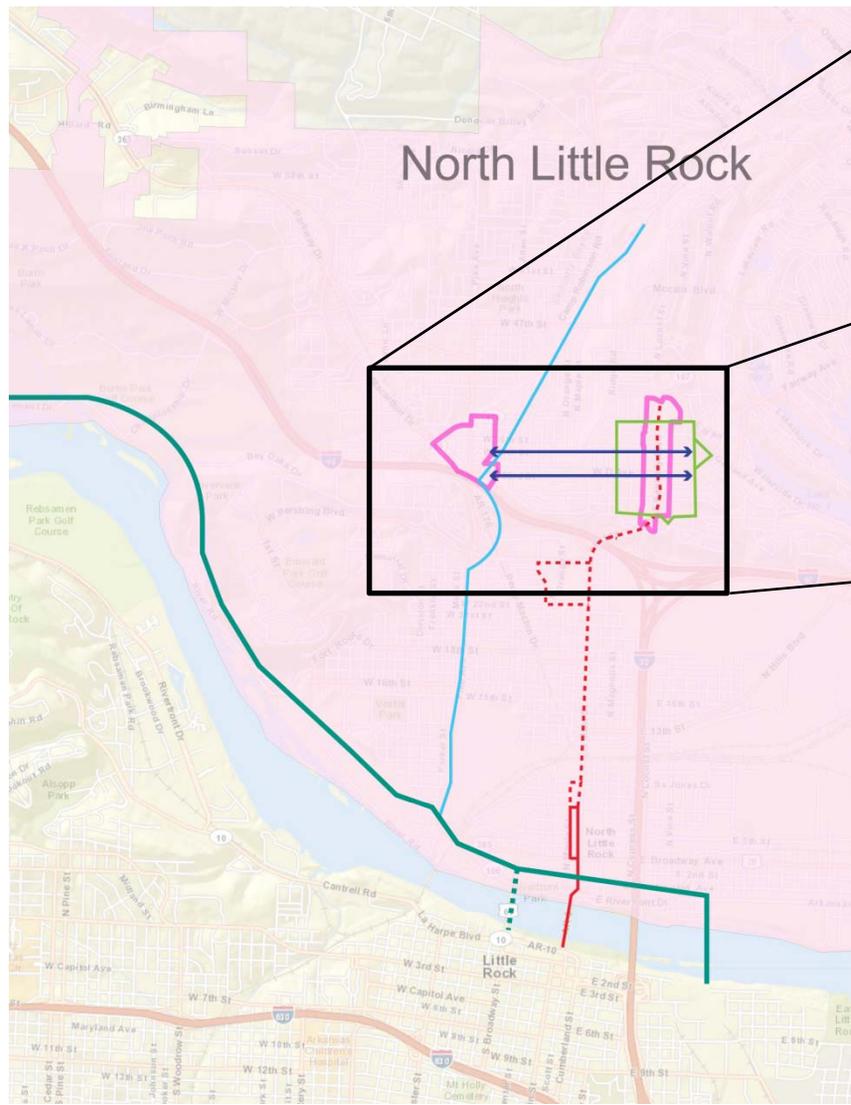


Figure 4.2 Illustration of height to width ratios that create a scale on thoroughfares that is comfortable to people and encourages walking (human scale). Human scale ratios fall between 1:3 and 1:2 as measured from the building fronts. Source: Community, Design + Architecture.



Regional Connections



Legend

- Street Car
- - - Potential Street Car Extension
- River Trail
- Levy Trail
- Park Hill Loop
- Levy/Park Hill Connection

Trail Economic Development



St. Joseph Center of Arkansas

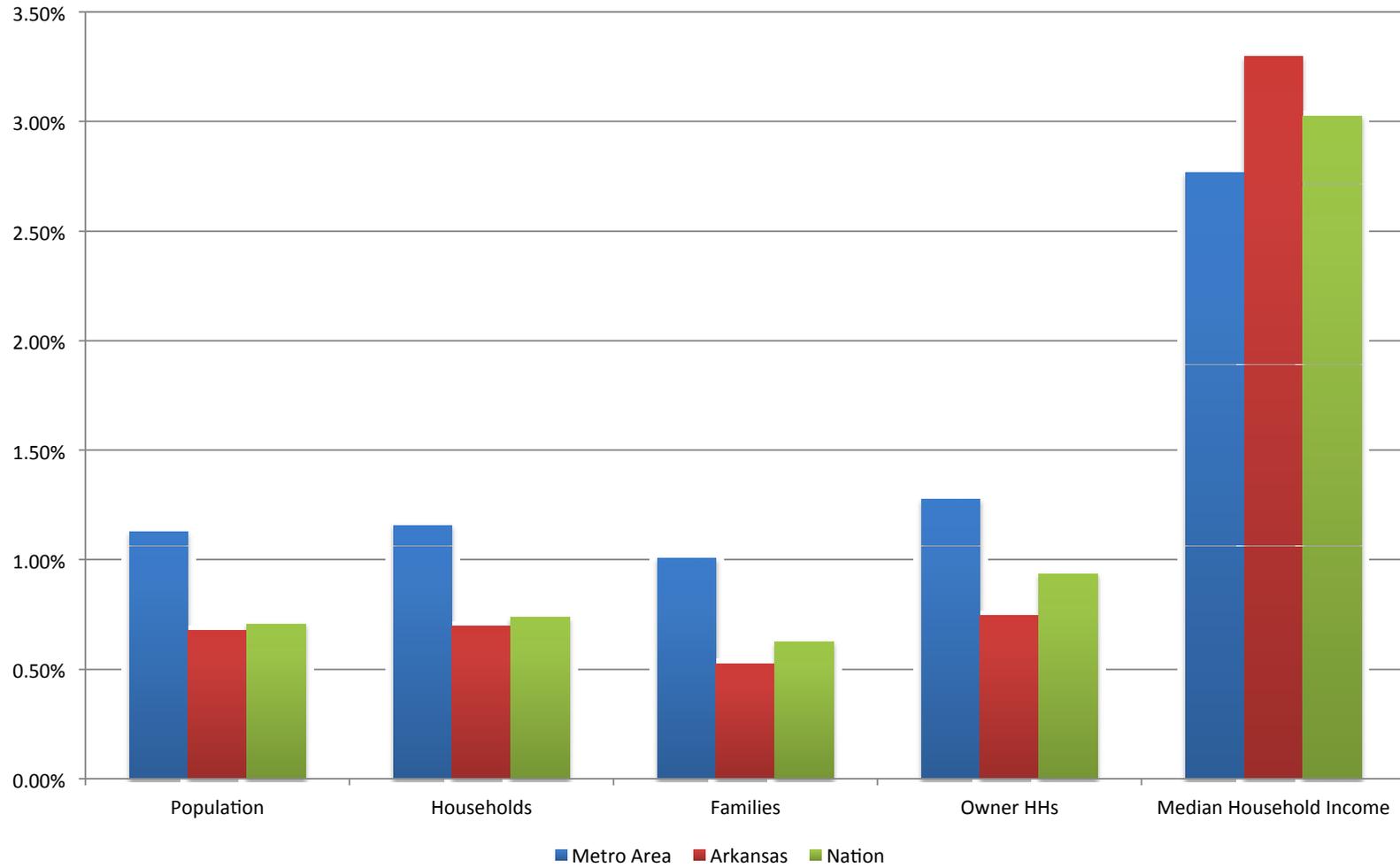
Local regional draw searching for locations to introduce farm stands throughout the community and interested in Levy.



Economic Conditions

- The Arkansas State Economy is on the “high side of a slow growth scenario”
 - The Little Rock Metro area is projected to increase by 25% (166,000) over the next 15 years.
 - The Little Rock unemployment rate is 6.7% compared to 7.5% in the state and 7.3% in the nation.
 - Nearly 3,000 new jobs projected annually for Little Rock Metro
- 

Growth Rate



Office Market

Submarket	RBA	Vacant (%)	Vacant (SF)	Net Absorption Quarter over Quarter	Net Absorption Year over Year
Downtown	6,562,814	9.7%	633,385	28,441	84,881
East	114,735	0.0%	-	0	0
Jacksonville	12,472	0.0%	-	0	0
Maumelle	170,646	17.9%	30,600	0	-12,400
Midtown	1,909,260	23.4%	447,571	6,789	2,894
North Little Rock	669,055	5.2%	34,463	-6,280	-5,587
Sherwood	269,930	27.8%	74,916	9,967	11,967
South	569,780	10.5%	59,670	23,412	-6,028
Southwest	10,400	0.0%	-	0	0
West	3,780,216	9.0%	341,676	-8,149	-40,878
Market Total	14,069,308	11.5%	1,622,281	54,180	34,849

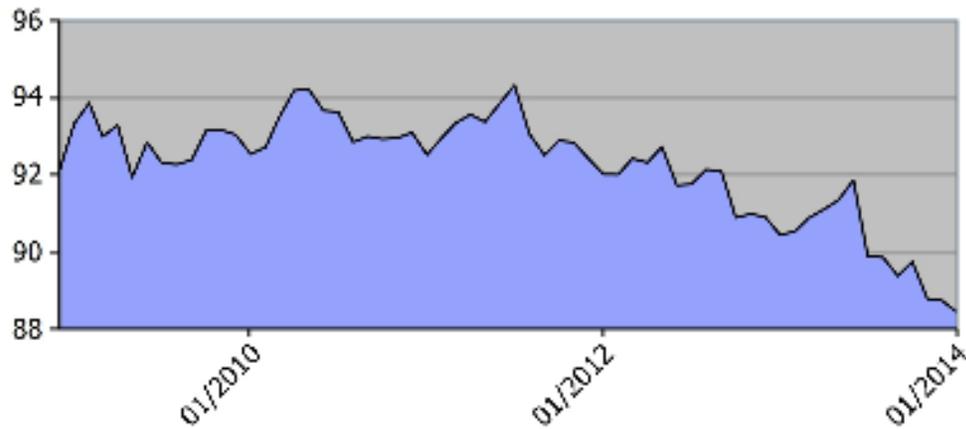
North Little Rock is one of the strongest performing submarkets

Potential for the submarket to absorb 13,000 SF of office space

High Density Residential

Occupancy Rate

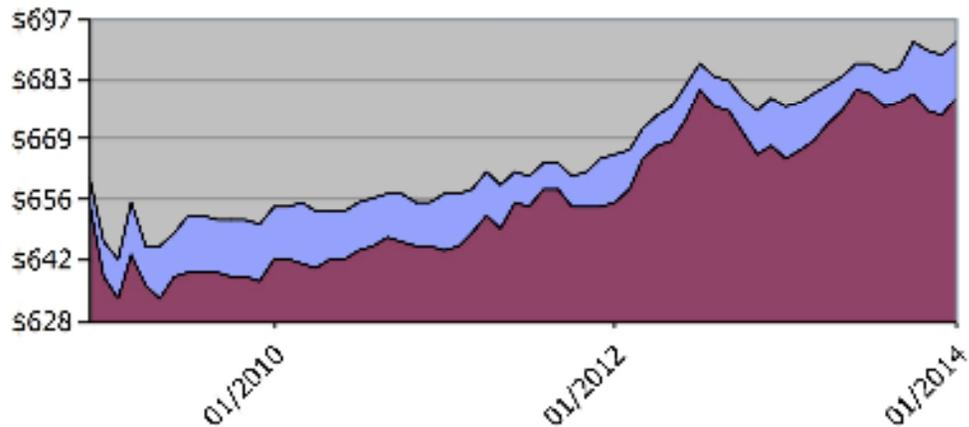
Little Rock



High Density Residential Market has an overall occupancy rate of 90%, effective rents of \$.78 per square foot.

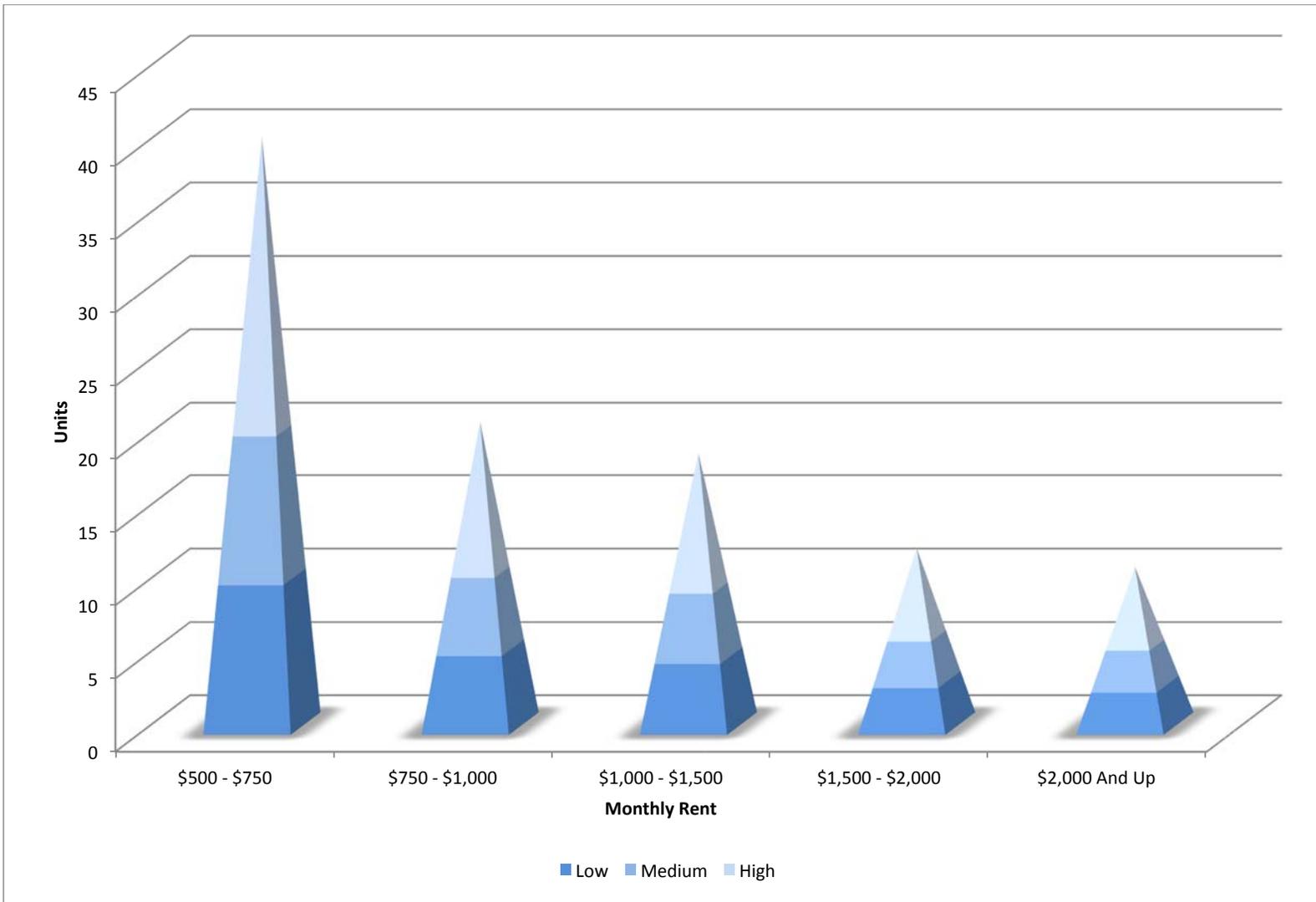
Market vs. Effective Rents

Little Rock



Effective rents have increased every year since 2009, and are up 1.2% year-over-year since December 2012

High Density Residential



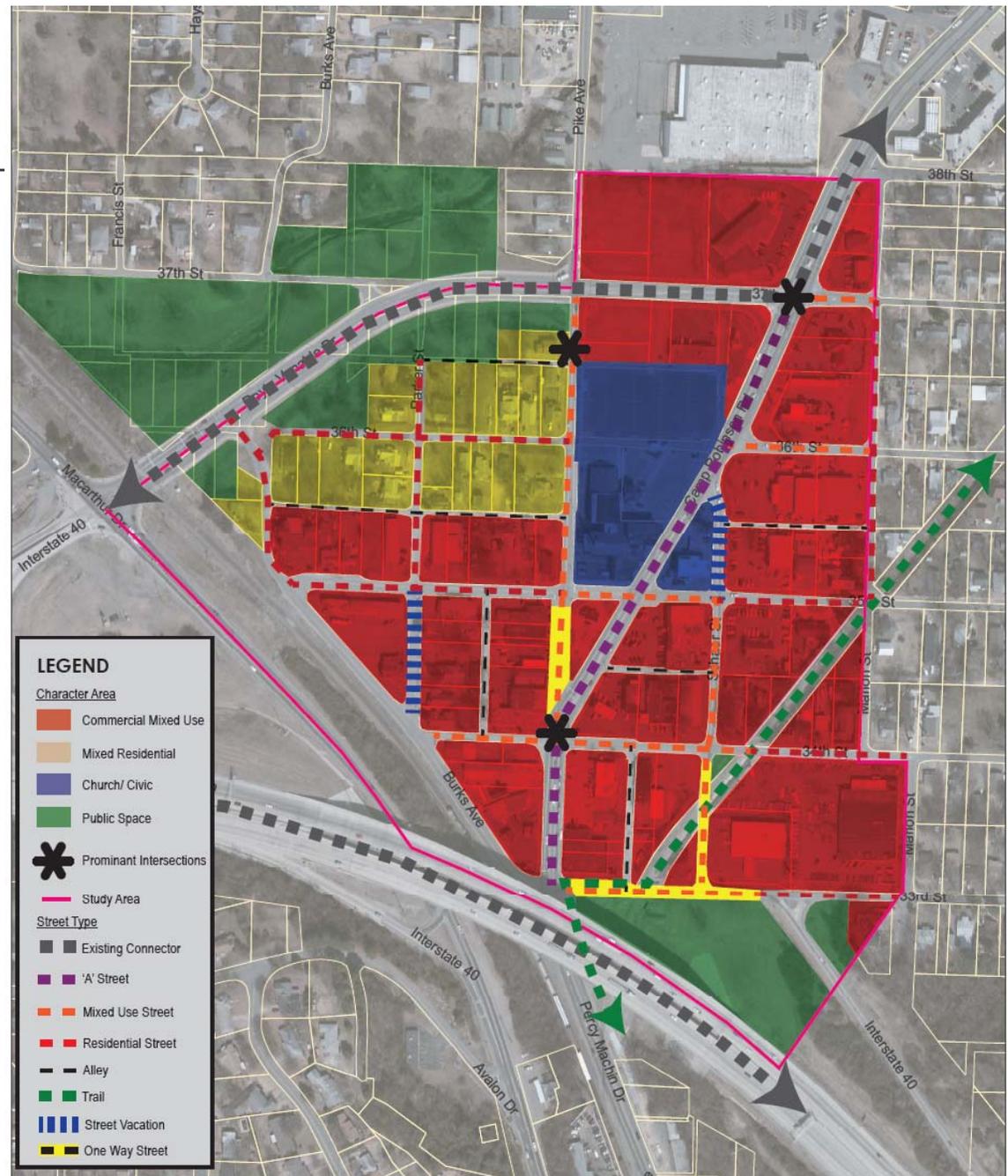
Retail

- Major Demand Drivers include workforce, residents, and commuters
- 117,000 workers within a 5-mile radius
- 53,000 vehicles per day pass near the study area
- Study area may support an additional 10,000 SF of restaurants and food services, 15,000 in clothing and jewelry, and

Potential Supportable Retail Square Footage By Retail Category

Category	Student	Workforce	Commuter	Residential	Total
Electronics & Appliance Stores	5	1,111	374	5,727	7,217
Specialty Food Stores	-	-	-	987	987
Health & Personal Care Stores	20	4,483	374	-	4,877
Clothing Stores	9	836	408	5,509	6,761
Shoe Stores	16	1,149	749	3,569	5,483
Jewelry, Luggage & Leather Goods Stores	7	876	356	2,913	4,152
Sporting Goods/Hobby/Musical Instr Stores	-	498	374	1,076	1,948
Book, Periodical & Music Stores	-	-	-	1,274	1,274
Department Stores Excluding Leased Depts.	-	1,494	374	17,810	19,678
Other General Merchandise Stores	-	6,896	561	21,935	29,393
Office Supplies, Stationery & Gift Stores	-	1,686	374	-	2,060
Used Merchandise Stores	-	-	-	4,794	4,794
Other Miscellaneous Store Retailers	-	-	-	884	884
Full-Service Restaurants	19	2,191	699	1,060	3,968
Limited-Service Eating Places	17	2,950	991	1,509	5,467
Special Food Services	-	-	-	156	156
Drinking Places - Alcoholic Beverages	-	-	-	1,339	1,339
Total Demand (SF)	92	24,170	5,636	70,541	100,439

Framework Concept



Conceptual Design



Improved Water Infrastructure and parks

Appropriate Infill Opportunities

Public Space improvement and adjacent development

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

Infill Opportunities



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

Infill Opportunities



Appropriate residential development to keep eyes on the street for park space

Liner building provides walkable frontage and rentable office and commercial space

Street trees to create a pleasant walking experience

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

Public Space Improvements



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

Infill Concept



Improved Crosswalks

Street Screening for existing parking

Redevelopment can create public space for outdoor dining and festivals "Levy Days"

Restaurants create frontages on the Levy Trail to attract users

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

Public Space Improvements



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

Infill Concept



Improved parking area including swales to prevent runoff chemicals running into pond

Pond to create outdoor recreation area

Inclusive Playground with homes fronting for safety

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

Successful Parks Around The Nation

Klyde Warren Park

Dallas, TX

5.2 Acres

780,000 Visitors Annually



Campus Martius Park

Detroit, MI

2.5 Acres

2 Million Annual Visitors



Inclusive Play

Inclusive playgrounds offer a community amenity and creates a regional draw



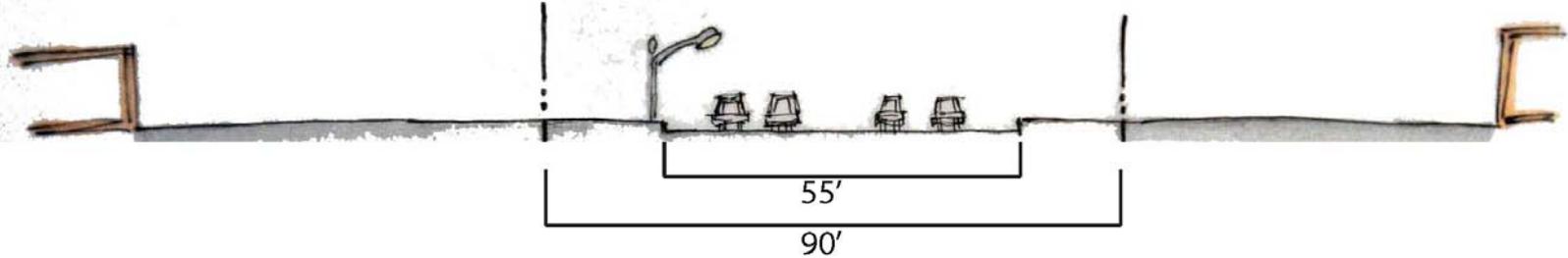
National groups and companies partner with cities and neighborhoods to provide funding for accessible playgrounds

News

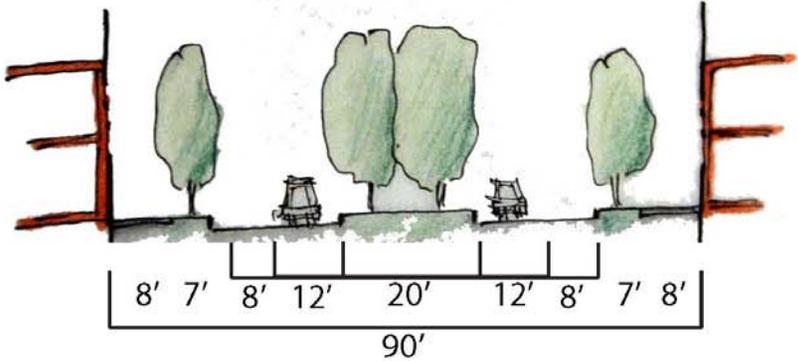
Tire Pros Opens Two New "Tread Town" Boundless Playgrounds for Children of All Abilities

\$100,000 Contribution from Tire Pros subsidiary of American Tire Distributors and support from Local Tire Pros dealers attracts over 600 people to two Community Grand Openings

Camp Robinson Road – 90



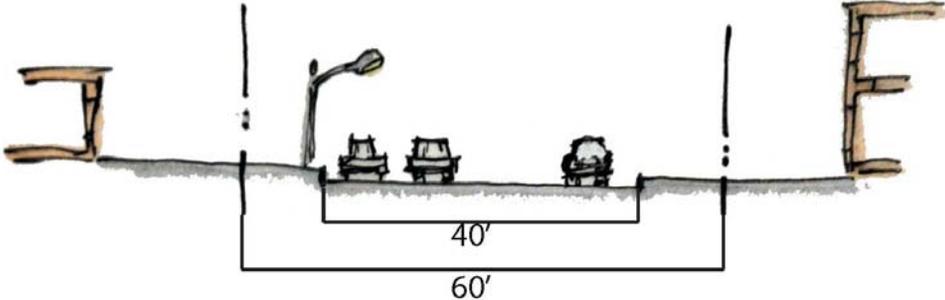
Camp Robinson Rd.
Existing



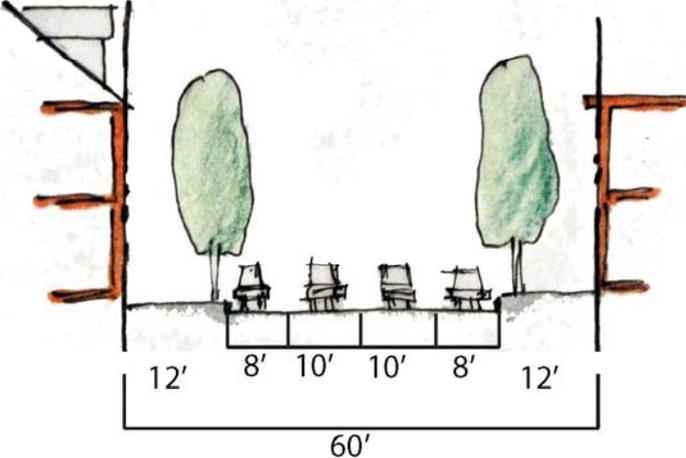
Camp Robinson Rd.
Proposed



Camp Robinson Road – 60



Camp Robinson Rd.
Existing



Camp Robinson Rd.
Proposed

Roundabout at Camp Robinson Rd. & Doyle Venable Dr.



Roundabout at Camp Robinson & Doyle Venable

Pros:

- Shorter delays & queues
- Improves safety
- Traffic calming device
- Gateway feature
- Aesthetics

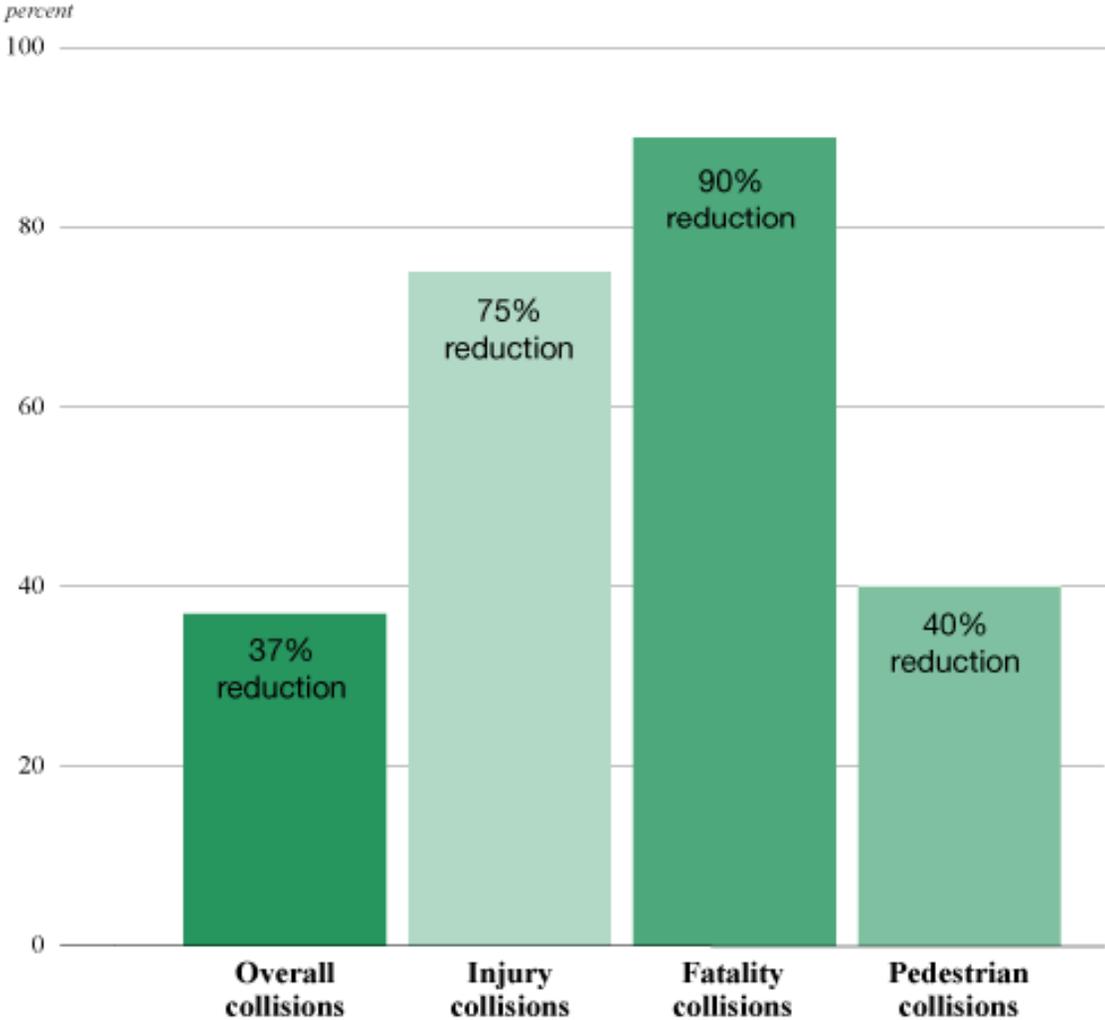
Cons:

- May require takings
- Driver confusion
- Design for walkability



Roundabout at Camp Robinson & Doyle Venable

Reduction in collisions



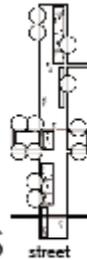
Source: Federal Highway Administration and Insurance Institute for Highway Safety (FHWA and IHS)

Mini-Roundabout at 35th St. & Marion St.



Complete Streets to Context



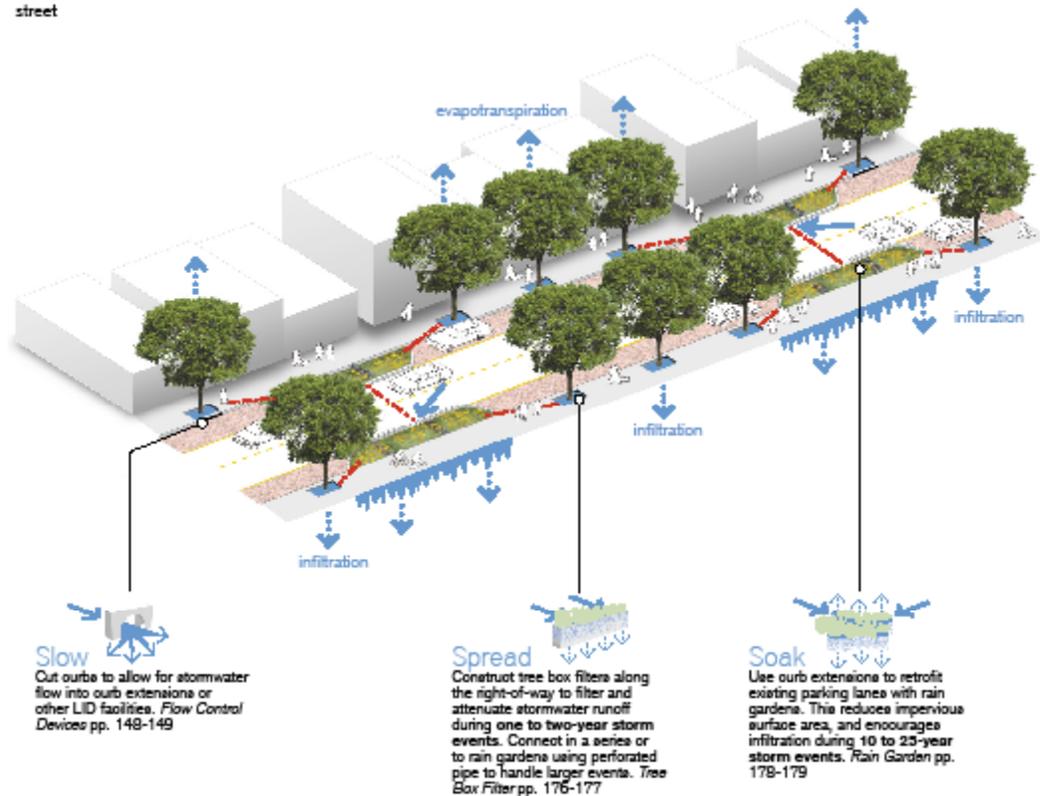


Skinny Streets

Create narrower streets to reduce runoff loading and substitute pervious paving for impervious surfaces to encourage stormwater infiltration.

Residential street design standards dating back to the 1960s called for local street widths as high as 36 feet. Miles of American streets have been designed and built to these standards, which are now recognized as unsafe, and an unwise use of fossil fuel-based resources. Wide streets generate large stormwater runoff peak loads due to their extensive impervious surface area. Since the 1990s, many cities have revisited their street design standards, subsequently adopting narrower street profiles, some as narrow as 20 feet wide for low traffic volumes, while still accommodating emergency vehicle access.

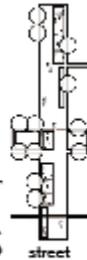
Reducing the width of streets provides a number of benefits. While many may initially assume they are unsafe, these narrow roads, or "skinny streets" actually reduce average speeds and vehicle accident rates. For instance, a 24 foot wide street has about 0.32 accidents per mile per year, while a 36 foot wide street has 1.21 (Walker Macy - Villebois v.4). Economic benefits include reduced street maintenance and resurfacing costs, while environmental benefits include reduced urban heat island effect. Soft-engineered streets provide stormwater runoff attenuation and filtering. However, such facilities handle only one to two-year storm events, requiring connection to a treatment network for larger events.



Physical and Economic Impacts of Street Trees

- **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



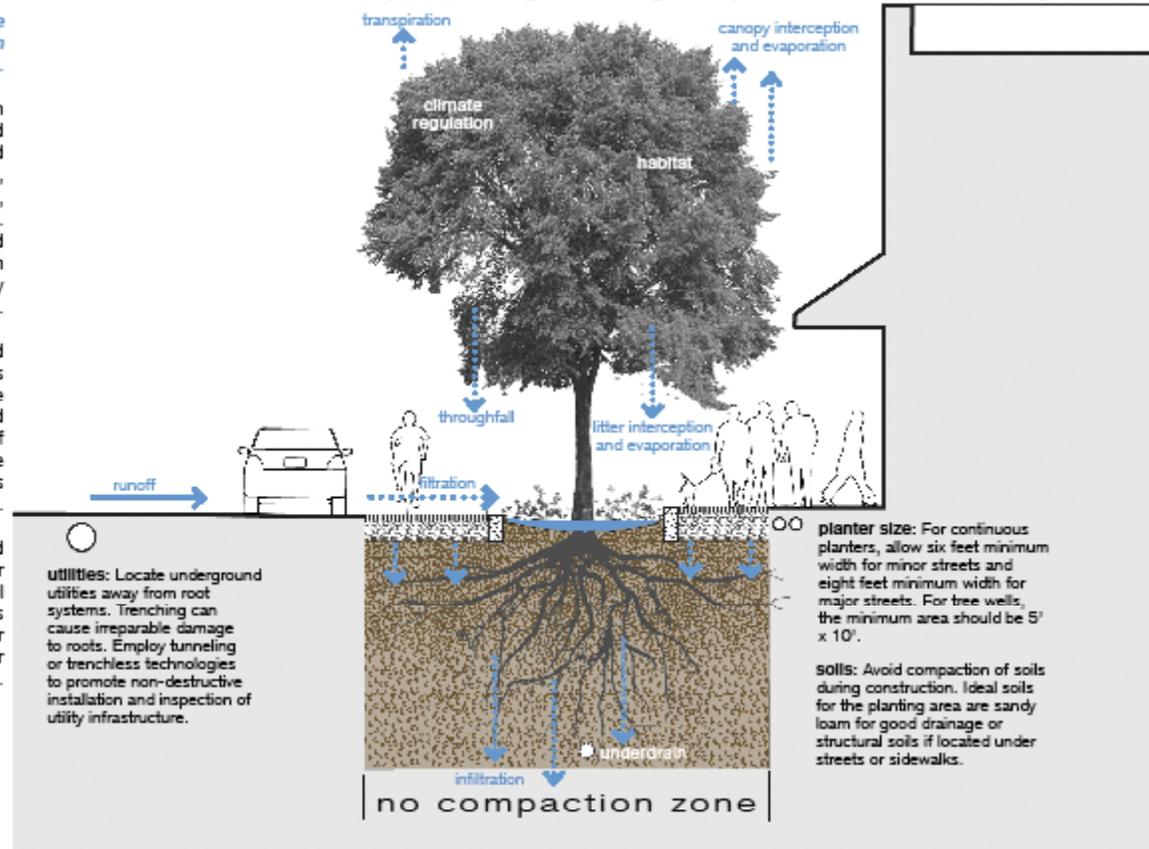
Streets should be designed to accommodate tree root growth—the most critical factor in implementing tree lined streets.

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.

Due to compaction and poor planning the average lifespan of an urban tree is 13 years.



Green Infrastructure



Green Infrastructure



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

Context-Appropriate Permeable Pavement



Context-Appropriate Permeable On-Street Parking



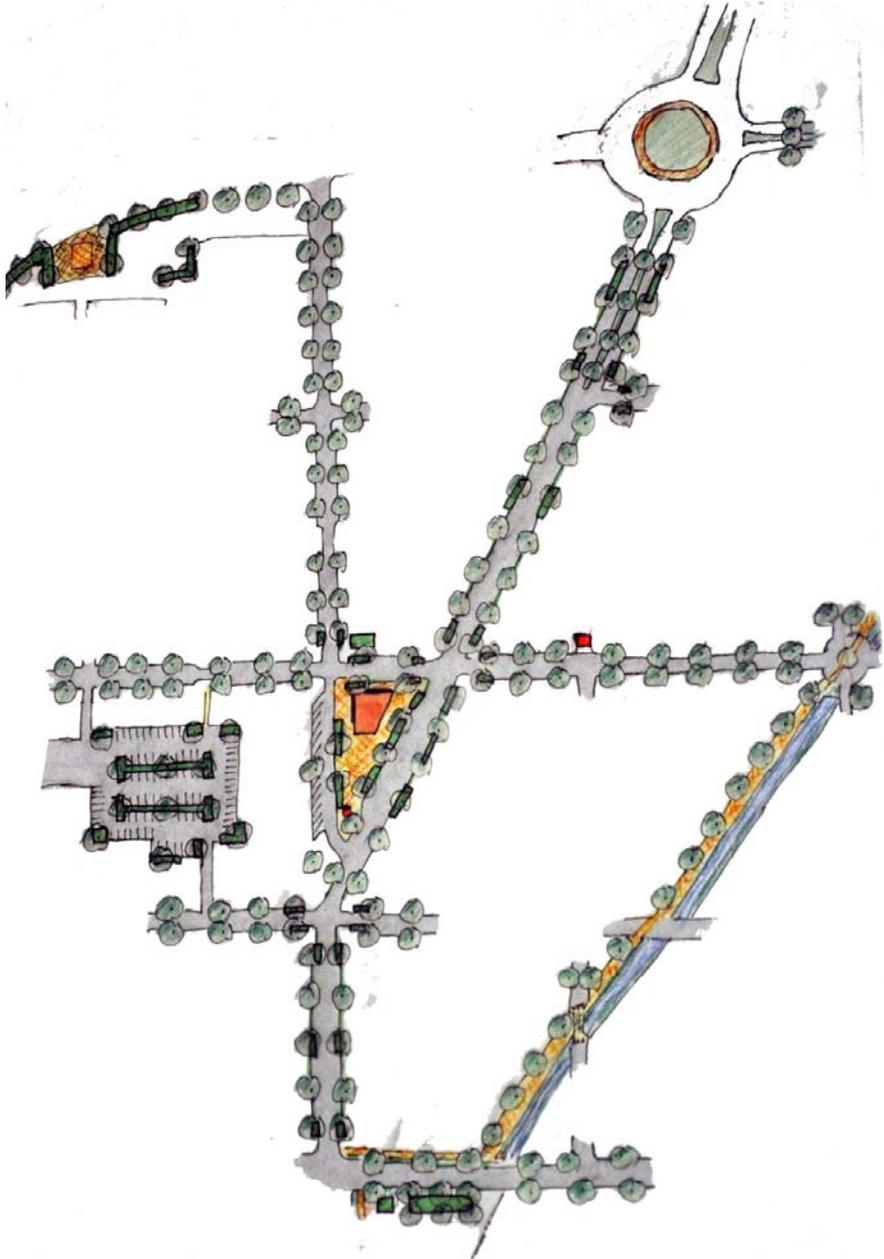
Photo: Josh Martin



Green Infrastructure Network



Green Infrastructure Network



**Green
Infrastructure:
Demonstration
Projects**



**Green
Infrastructure:
Demonstration
Projects**



Next Steps

- Please stay **tonight** for Questions and Discussion
- Finalize needs assessment through **March**
- **Revise drawings** based on tonight's input and any other input received over the next few weeks.

- Additional Comments or Questions:
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Phone: (501) 975-8834

More Info: www.imaginecentralarkansas.org