



Levy Neighborhood Visioning North Little Rock February 27, 2014

GATEWAYPLANNING
A VIALTA GROUP PARTNER



METROPLAN

SMART PLANNING MAKES SMART PLACES.



IMAGINE CENTRAL ARKANSAS

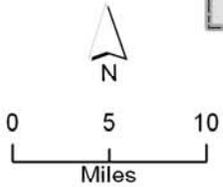
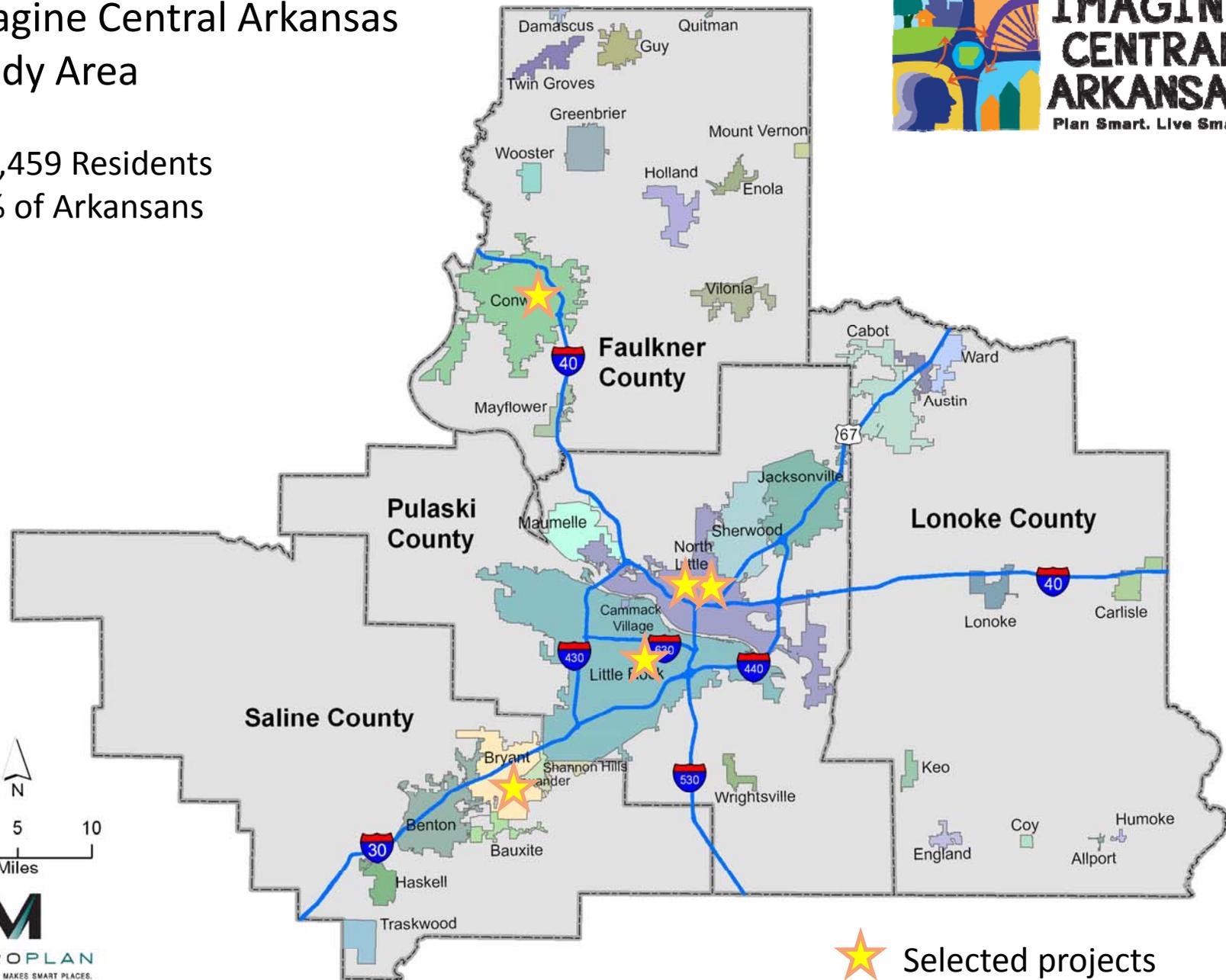
Plan Smart. Live Smart.

Tonight's Presentation

- Welcome and Introductions – Robert Voyles
- Overview of Imagine Central Arkansas – Metroplan
- Overview of Jump Start Initiative – Gateway Planning
- Existing Conditions Review – Gateway Planning
- What could be? – Dan Burden
- Tabling Exercises
- Community Input
- Next Steps
- Additional Questions & Discussion
- Closing

Imagine Central Arkansas Study Area

671,459 Residents
22% of Arkansans



 Selected projects

Goals of Jump Start Initiative

- 5 project plans that address:
 - Economic development
 - Transportation
 - Housing
 - Development patterns
 - Health and environmental needs
- Plans will develop the region's experience and knowledge base for creating more livable communities and will catalyze further development in the region.
- Plans will help implement regional goals formed during the Imagine Central Arkansas process.

Consistency with Regional Goals

Six goal areas based on Jump Start Elements and Livability Principles

- Goal area 1: Provide **transportation** choices and enhance mobility and access
- Goal area 2: Increase **housing choices** and development and land use diversity
- Goal area 3: Enhance **economic competitiveness**
- Goal area 4: Support **existing communities**
- Goal area 5: Support **environmentally-responsible** development
- Goal area 6: Create **quality places** and healthy communities

Livable Communities



Now that we are here ... What can we do?



Tips for Creating Healthy, Prosperous Towns



City of North Little Rock – Levy - Arkansas

Dan Burden, Director of Innovation and Inspiration

Walkable and Livable Communities Institute



Tennessee Avenue, Tallahassee, Florida

People once fled cities
... for their health ...

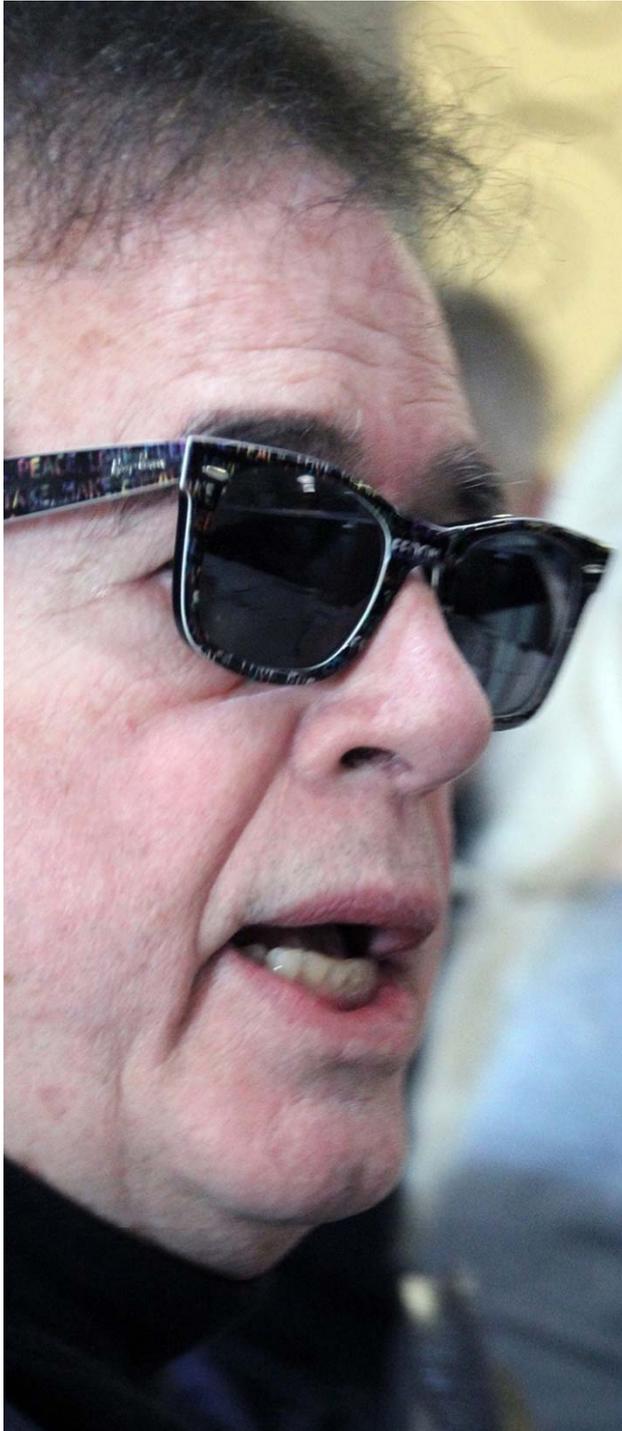


Today people are
returning to cities ...
... for their health

Portland, Oregon



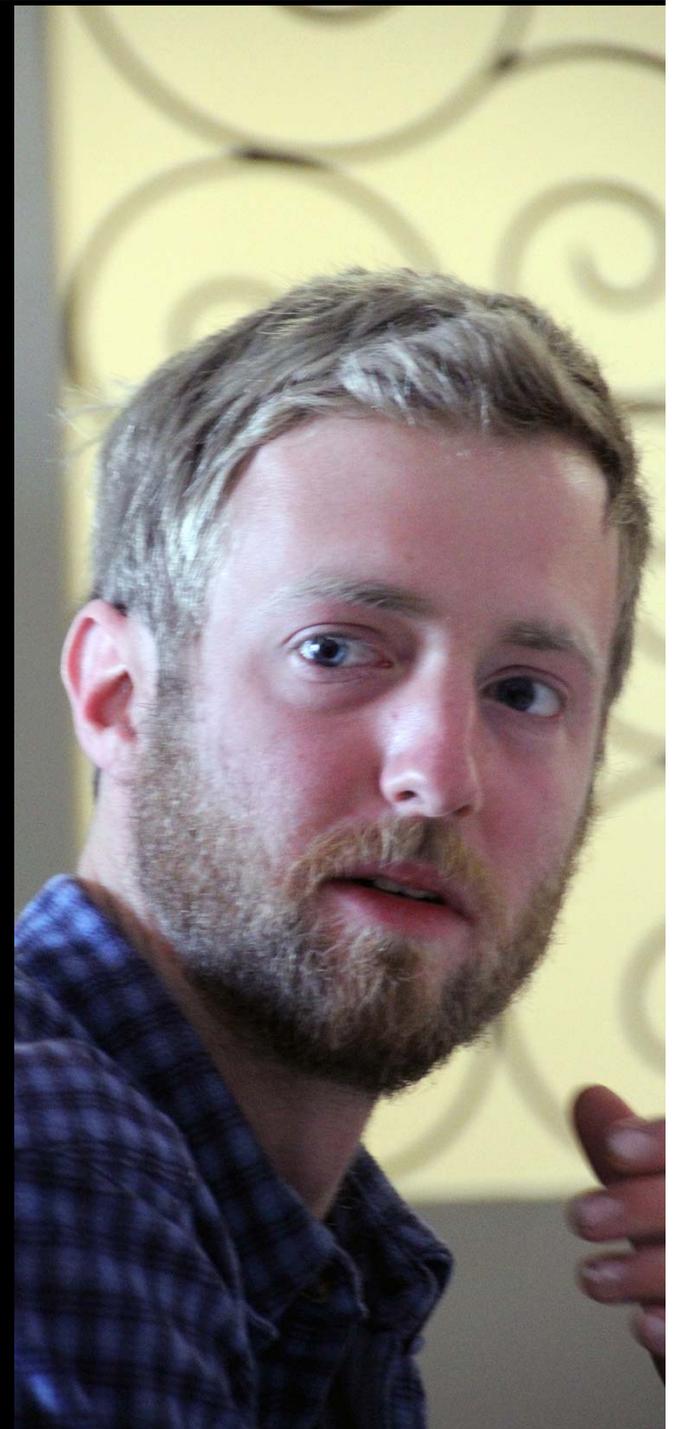
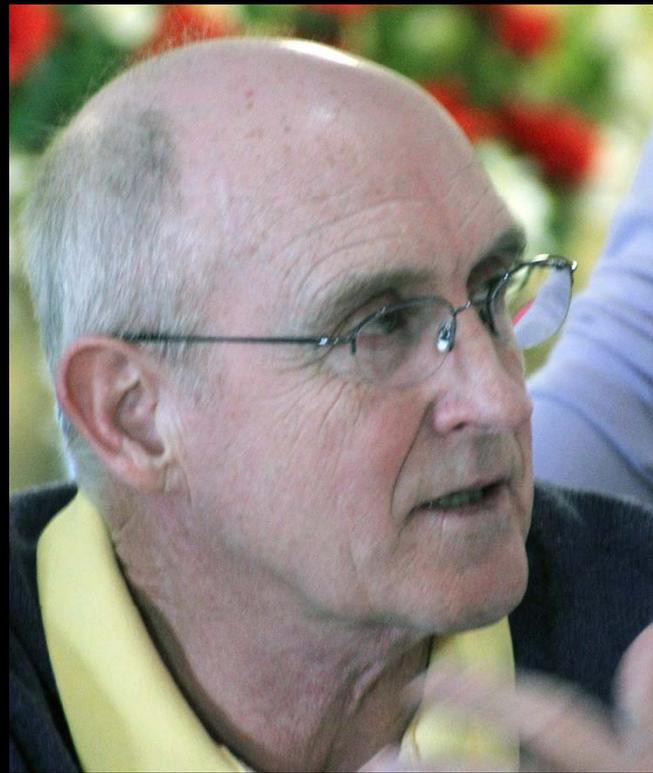


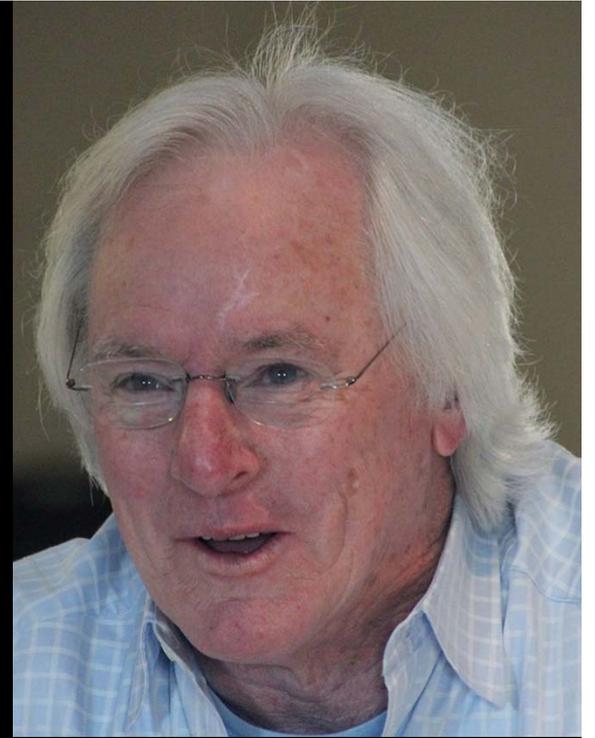
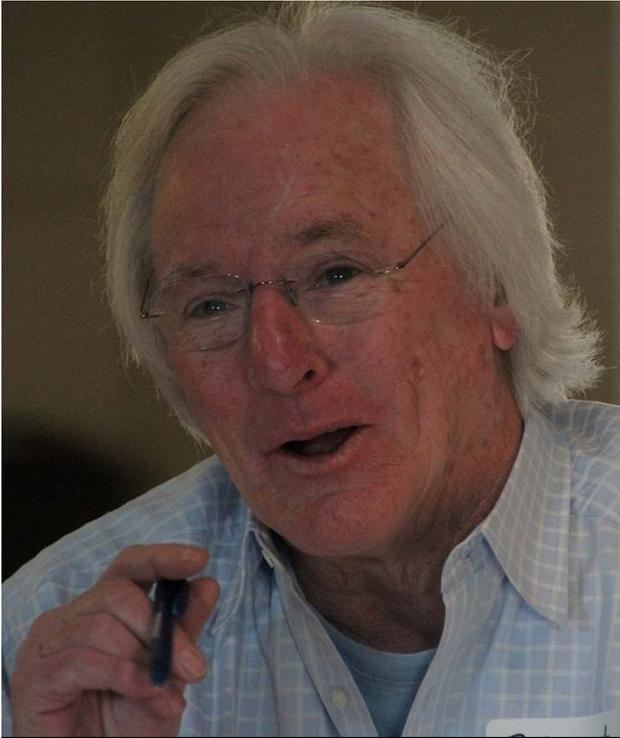




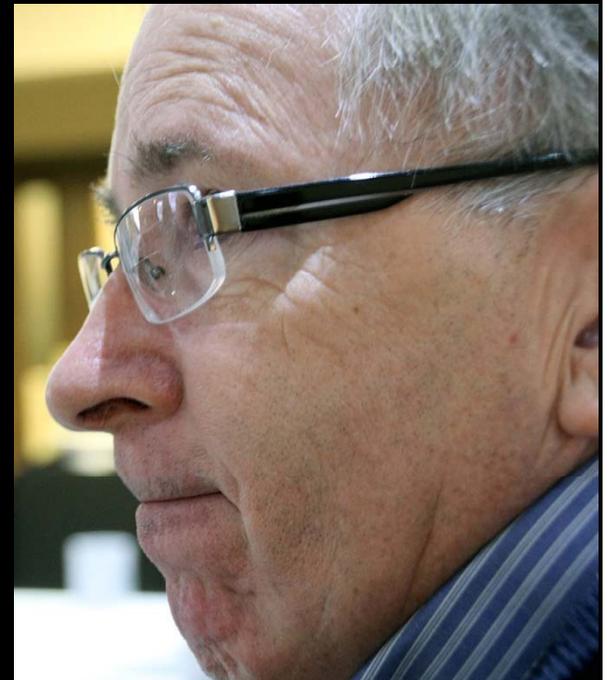


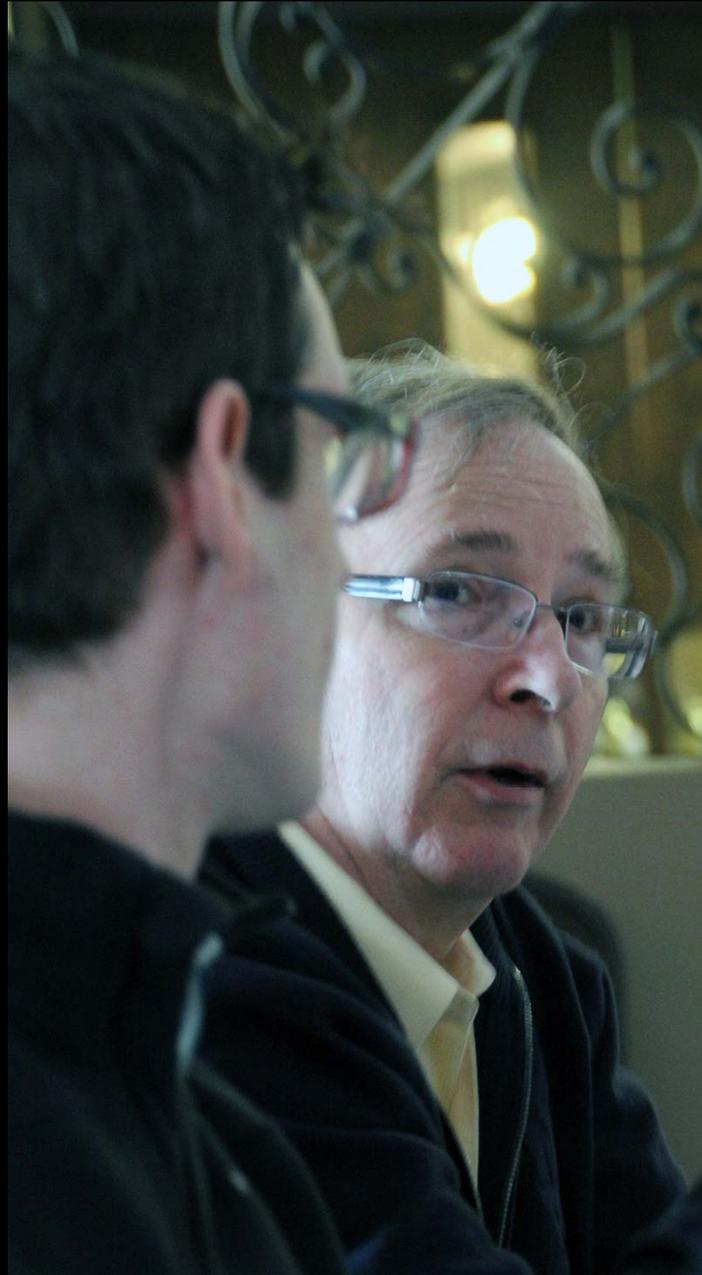


















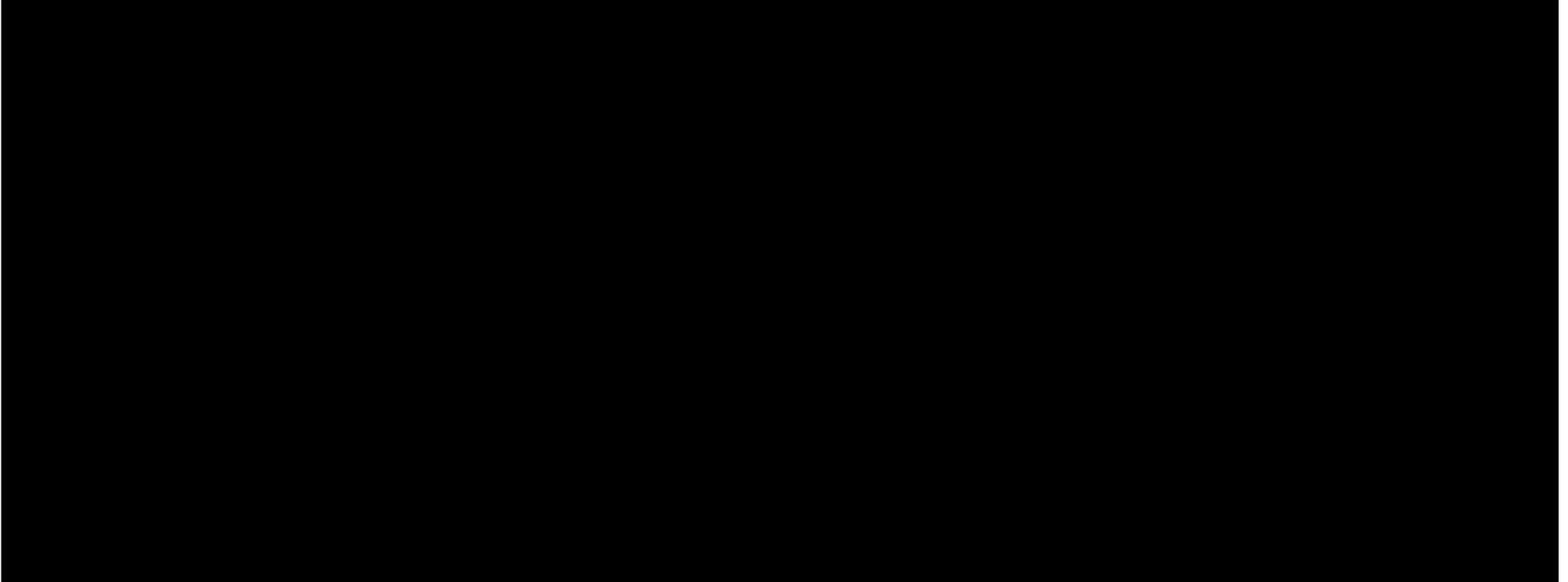




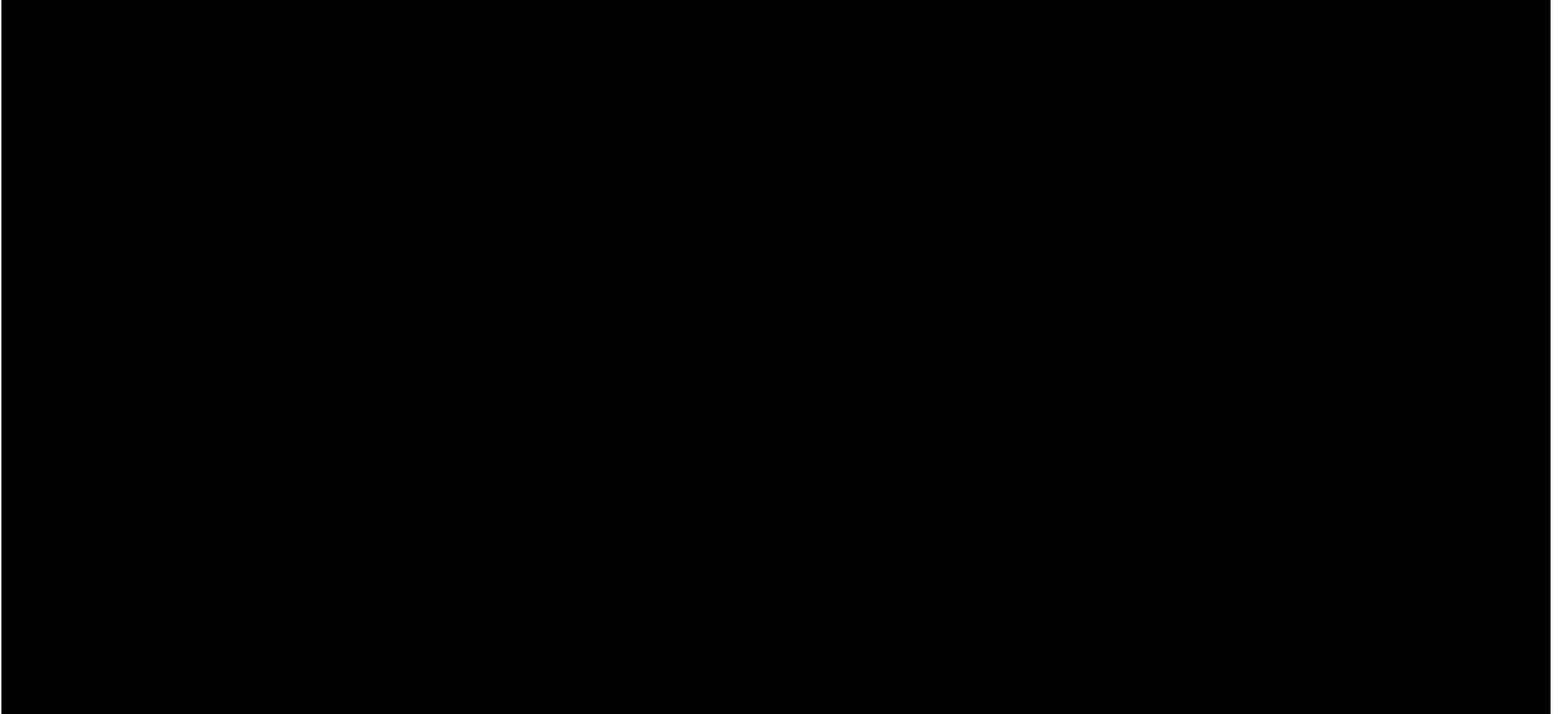






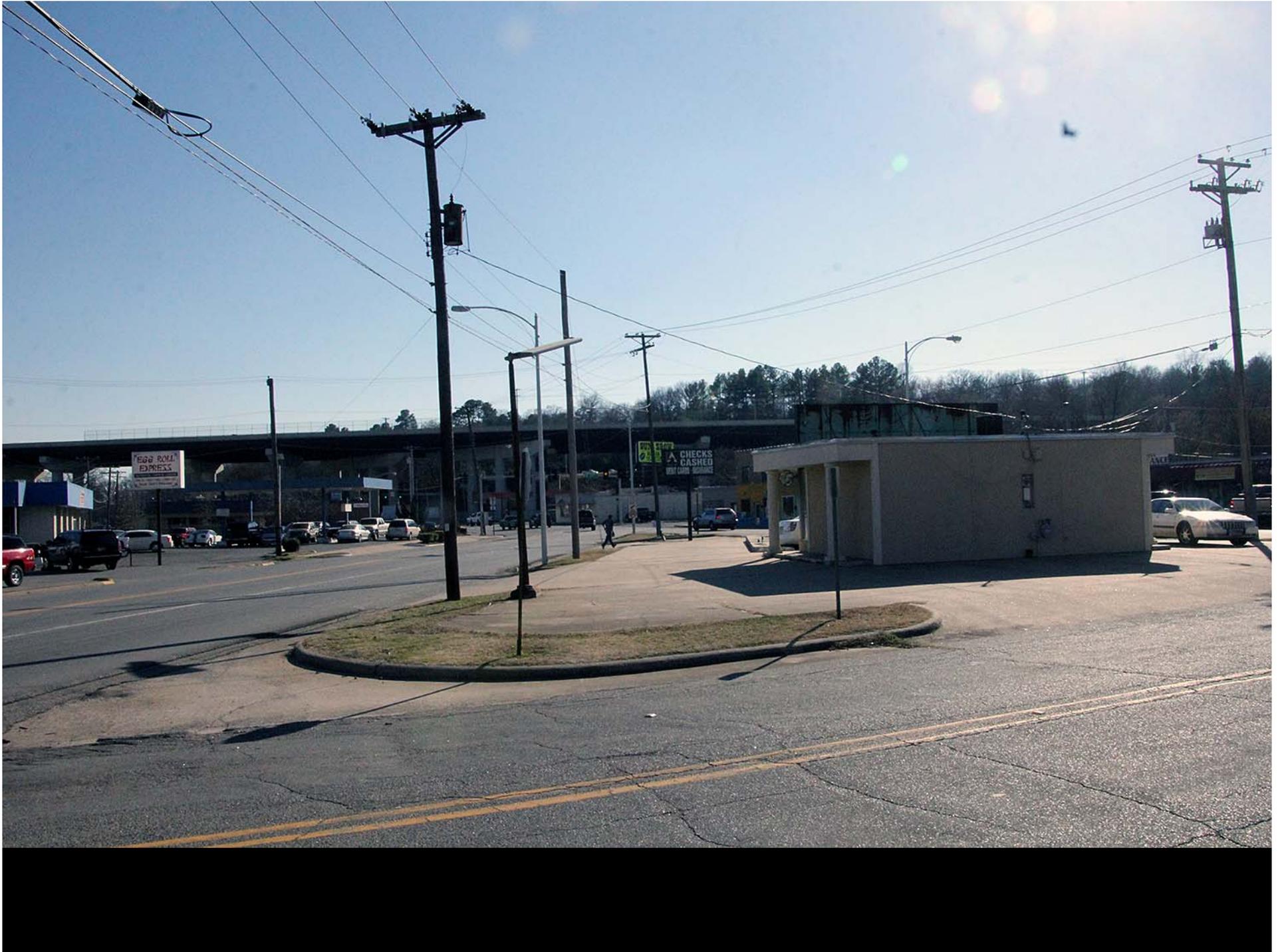














Main Street,
Batesville, Arkansas

Nationwide A Shift is Underway

We are entering a new paradigm Why?

- The economy
- The cost of driving
- The demographics (Youth, Boomers)
- The needs of people for access, less on mobility
- Aging Boomers
- Failing health, amidst plenty
- Environmental impacts
- Social disconnectedness – we want the fabric again
- Single purpose public investment is over
- Walkable no longer a fad; but a basic, universal desire

fb.com/AwakenTheMind

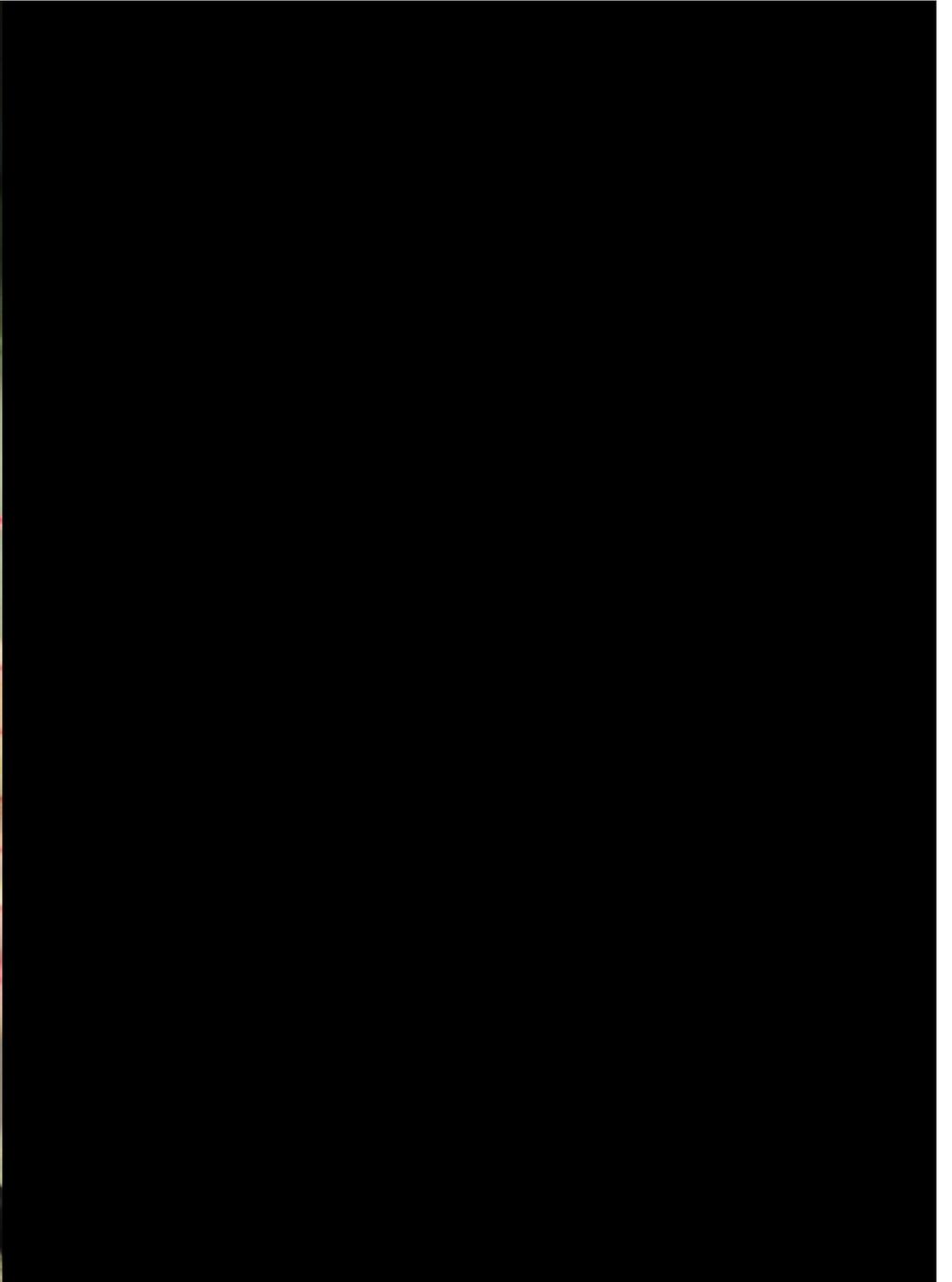


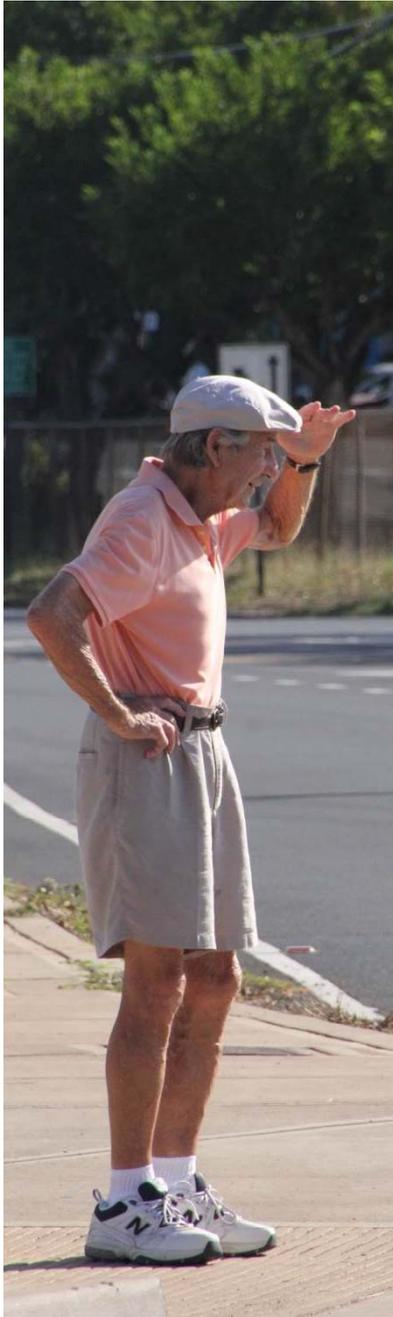
HANGING OUT IN THE 80'S

fb.com/MentallyEmancipated



2013 HANGING OUT





Chris Leinberger is optimistic about the larger impact of these population trends on cities. “meeting the pent-up demand for walkable urban development will take a generation. It will be a boon to the real estate industry and put a foundation under the American economy for decades, just as the construction of low-density suburbs did during the last half of the 20th century.

People will be moving back to the city. The question that remains is: Will they be moving back to your city, or to someone else’s?

The answer may well lie in walkability.

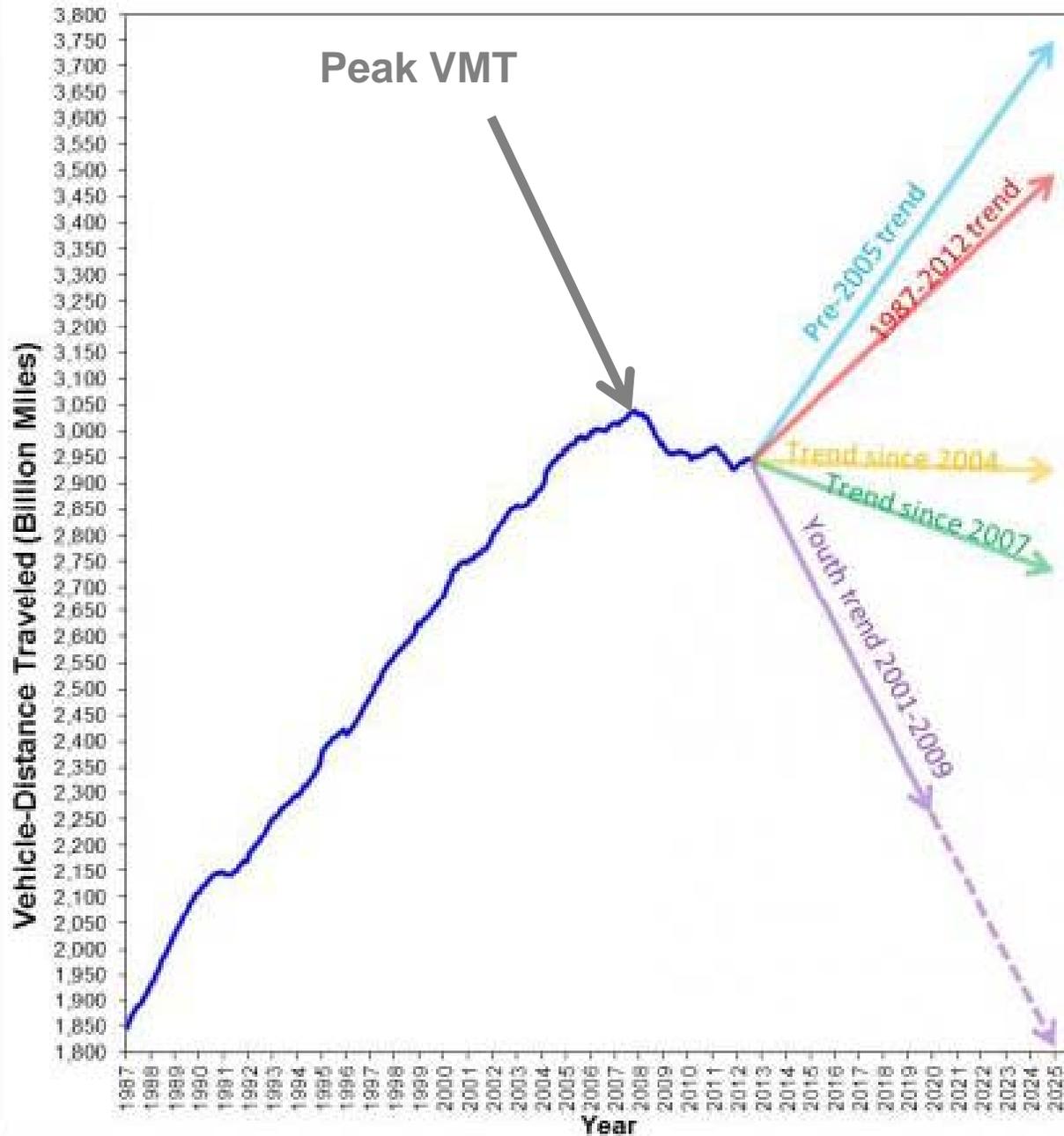
Which focus of investment shown in the two panels to the right brings about the greatest good for a society?

Places for people, or places for cars?





Vehicle Miles Travelled - Moving 12-Month Total



Ten Steps To Walkability

Compact, lively town center

Low speed streets, distributed volumes

Fine grained streets, many trails, transit links

Neighborhood schools and parks, within one quarter mile or one eighth mile



Public places with inviting features: benches, restrooms, shade, water and art

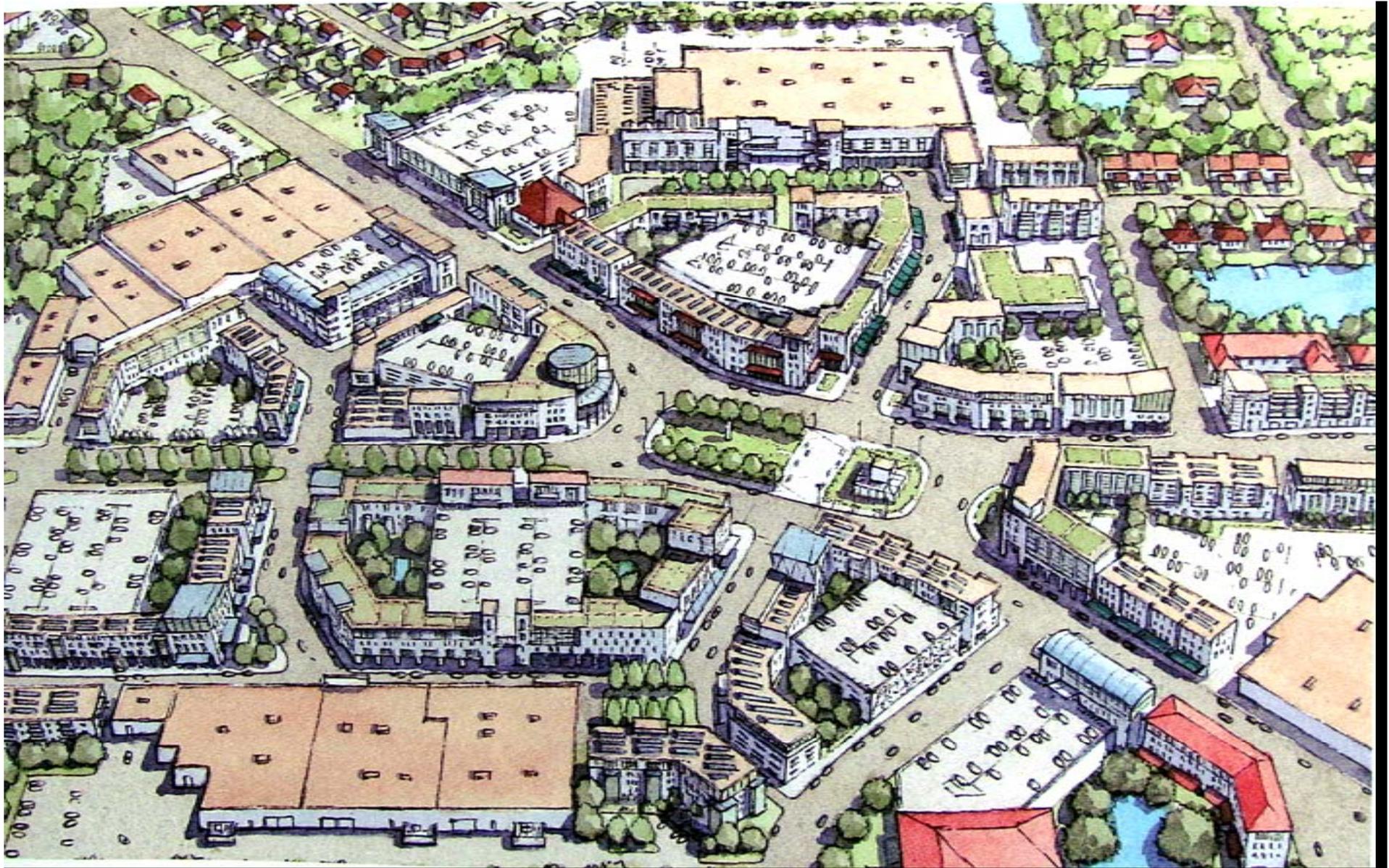
Convenient, safe and efficient crossings

Many people of all ages and abilities walking many hours

Celebrated public space and public life, parades, markets, festivals, awards

Land use and transportation partnerships

Affordable, inspiring, well maintained streets and homes.



Not Walkable

High Car Dependency

Serious Congestion



Walkable

Low Car Dependency

Moderate Congestion





You Know When You Have Left Claremont

Claremont, California





TOWN MAKER'S GUIDE: Healthy Building Placement

Walkable and Livable
Communities Institute



EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER	EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER
Edges are essential for a comfortable walk. Edges define spaces and provide visual cues to guide appropriate behaviors. Open areas such as this create high levels of discomfort for both walkers and drivers. Without an edge, walkers feel they have entered the motorist's realm and motorists feel that pedestrians do not belong, so they do not respect them. Edgeless streets look sick and make people feel sad.	Sidewalks must be a comfortable width (typically 6-10 feet for suburban commercial areas), be separated from the curb with a planer strip of 6-10 feet, be continuous and not open to numerous driveways. In general, the higher the roadway speed the wider the planer strip. This space lacks sidewalks completely, but even the portion with a walk does not "invite" walking.	Parking set to the front of a building devolves walking in many ways. It creates building-to-building swaths of asphalt as wide as 480 feet. Such inthoughtful environments (too hot in the summer, too cold in the winter and largely all the time) do not honor walking, bicycling, transit, or even auto arrivals. Off-street parking takes three times as much land as on-street parking.	Walkability requires easy and complete access to buildings. When buildings are set back, arrival by foot is plagued with problems. Additional properties often carve up the front of a block into independent parking lots and this fragmentation of land creates ugly and unpleasant spaces for motorists. It devolves the overall experience and also the overall land value. Property owners rarely take care of these spaces.	Suburban style strip malls and building types are often devoid of character and personality. They are large, faceless, featureless, uninteresting, uninspiring spaces. Walkers tend to shut such "voids" and motorists tend to speed up when they come across them. These spaces can be anywhere - they have a universal ugliness. Health studies reveal that people in ugly places have elevated blood pressure. Road rage also increases.	Quality edges provide a protective enclosure satisfying the human eye, heart and feet. Edges address our need for comfort, safety and security. Creating a sense of enclosure usually requires building to the interior edge of walkways, planting ground cover and trees, and including on-street parking to buffer the pedestrian from moving traffic. Edges are essential to an enjoyable walking experience.	Sidewalks of sufficient width allow walking to be the most natural, fun, rewarding and healthy way to travel. They allow people to enjoy walking, a relaxed conversation with another, to linger or sit outdoors at a cafe, and they encourage people to stay and socialize. Although sidewalks can be made of a number of materials from concrete to pavers, the most pleasant walkways have a simple elegance—they are well constructed and maintained.	The combination of on-street parking and urban buildings carefully screen or fully hide off-street parking. Off-street parking is placed in interior courts or in well landscaped gardens to the side or rear of the building. Thriving plantings or pleasant buildings rarely require off-street parking minimums. In many cases today, municipalities prescribe maximum number of spaces that are allowed, which makes better use of limited space.	Quality buildings not only create an address, they address the street. Well designed urban buildings have 70-90% glass at grade, giving natural surveillance to the street. A palette of colors, shapes, lines, textures, window styles add gradability, authority and dignity to a street. In order to improve mobility and accessibility, buildings need to have convenient breaks and access, certainly every 400 feet and sometimes less.	Buildings can be simple in their designs, but they must help contribute to the character, personality, style, elegance, grace, charm and experience of the street. We want to play in our environment, celebrate great craft and cultural achievements, and create a place that is always fun to come back to, enjoy and protect. A great street is also great theatre.



Hot Springs, Arkansas

3. Destinations



Design for a mix of land uses:

Centers include denser housing, a square, civic uses, and neighborhood-oriented retail.





5. Interest (Detail, Complexity, Variety, Memorableness)









LaJolla Boulevard, Birdrock, San Diego, CA



Road Diets

1800 vehicles per hour per lane

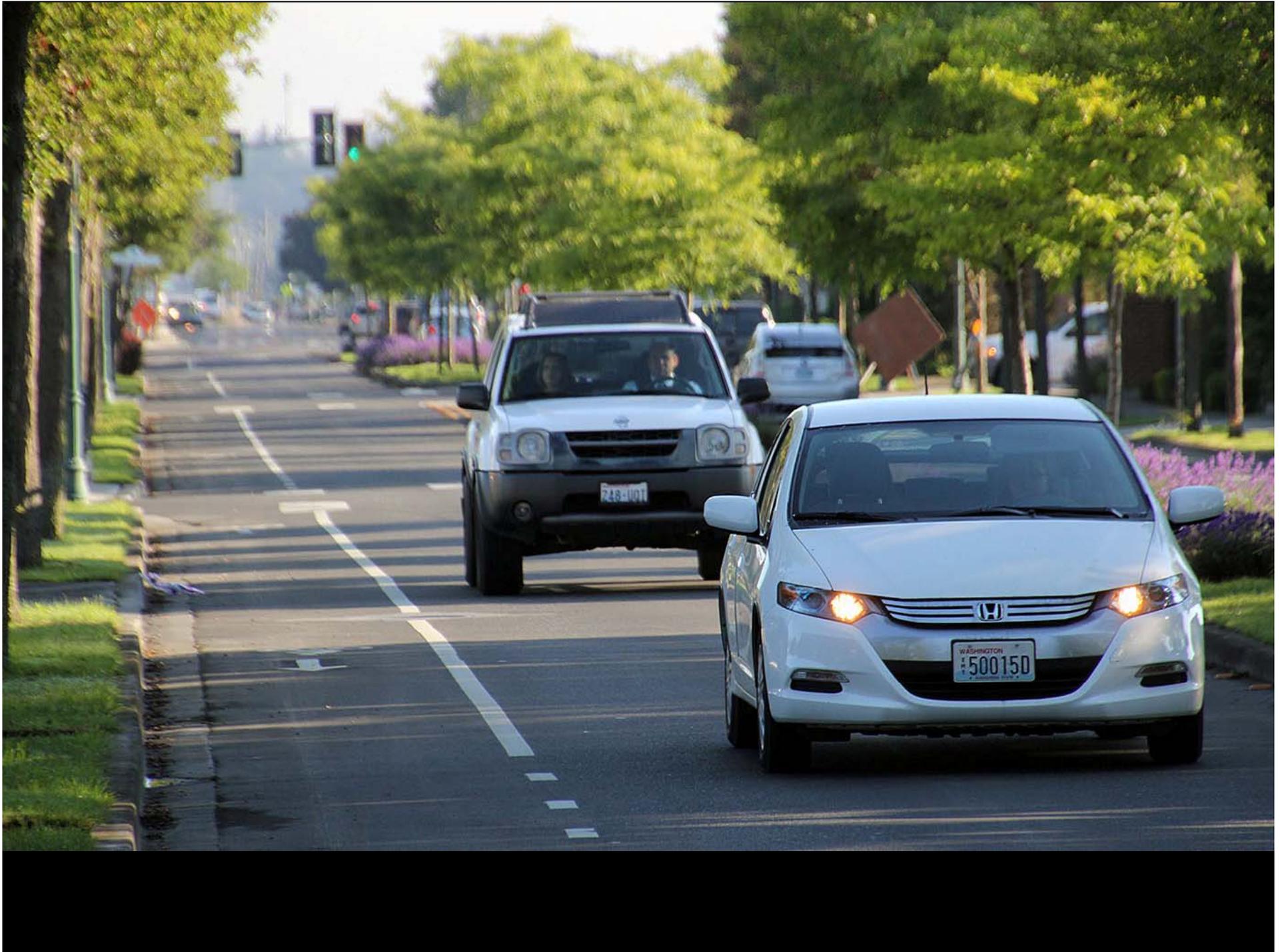
800 vehicles per hour Per lane

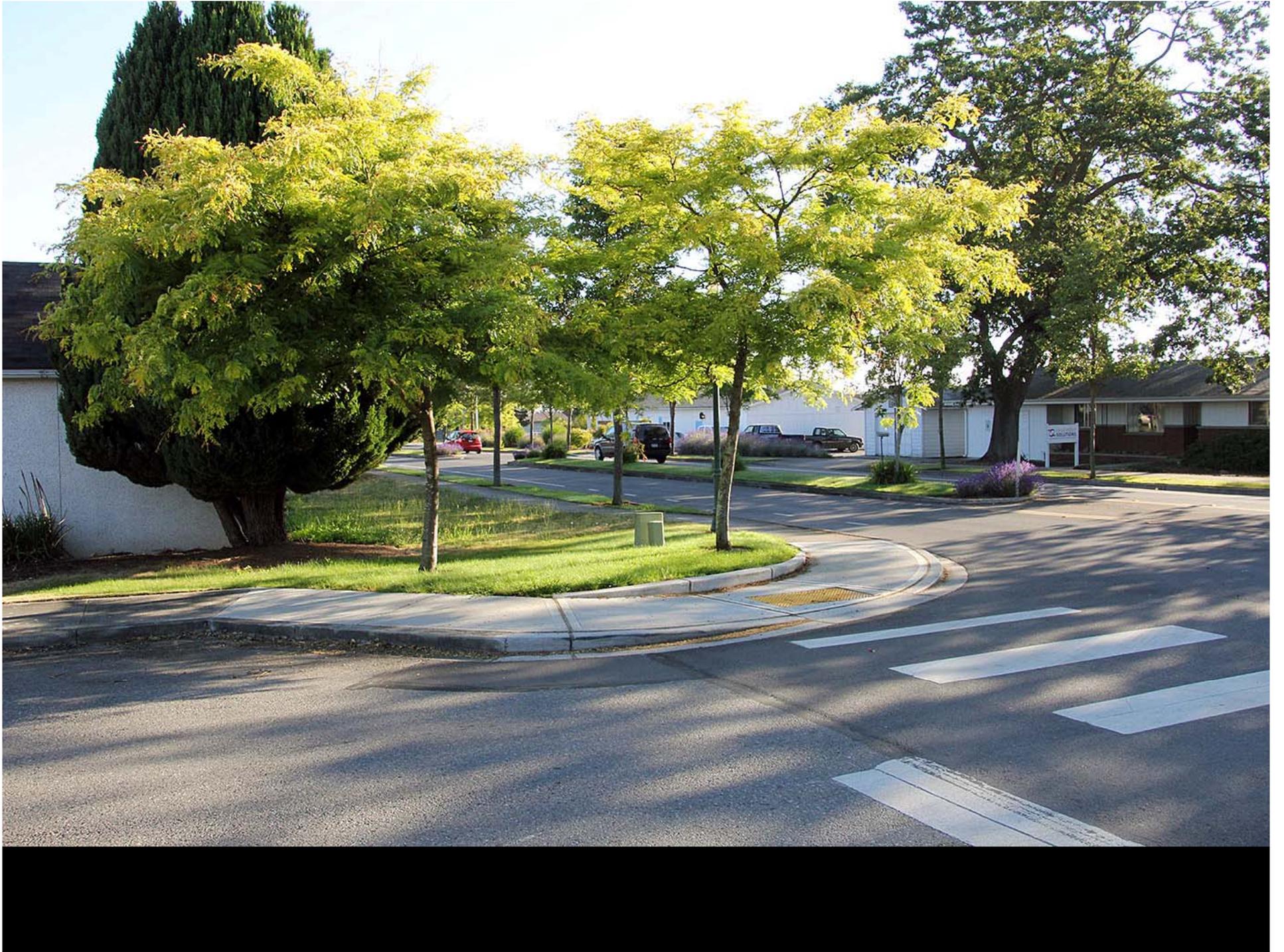




This road section can handle 20,000 cars per day, but needs the turning pockets shown, bike lanes (improves turning, allows cars to pull over to allow emergency responders to stay in motion). This road also feeds into a freeway. (Sequim, Washington)









Can handle 25,000 vehicles per day



Can handle 25,000



LaJolla Boulevard, Birdrock, San Diego, CA



LaJolla Boulevard, Birdrock, San Diego, CA

Target Speed



Boulevards





9/29/1999 2:06pm





Bridgeport Way, University Place, Washington

Trees









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FOR LEASE
360-271-1586

GOURMET TACOS

ESPRESSO

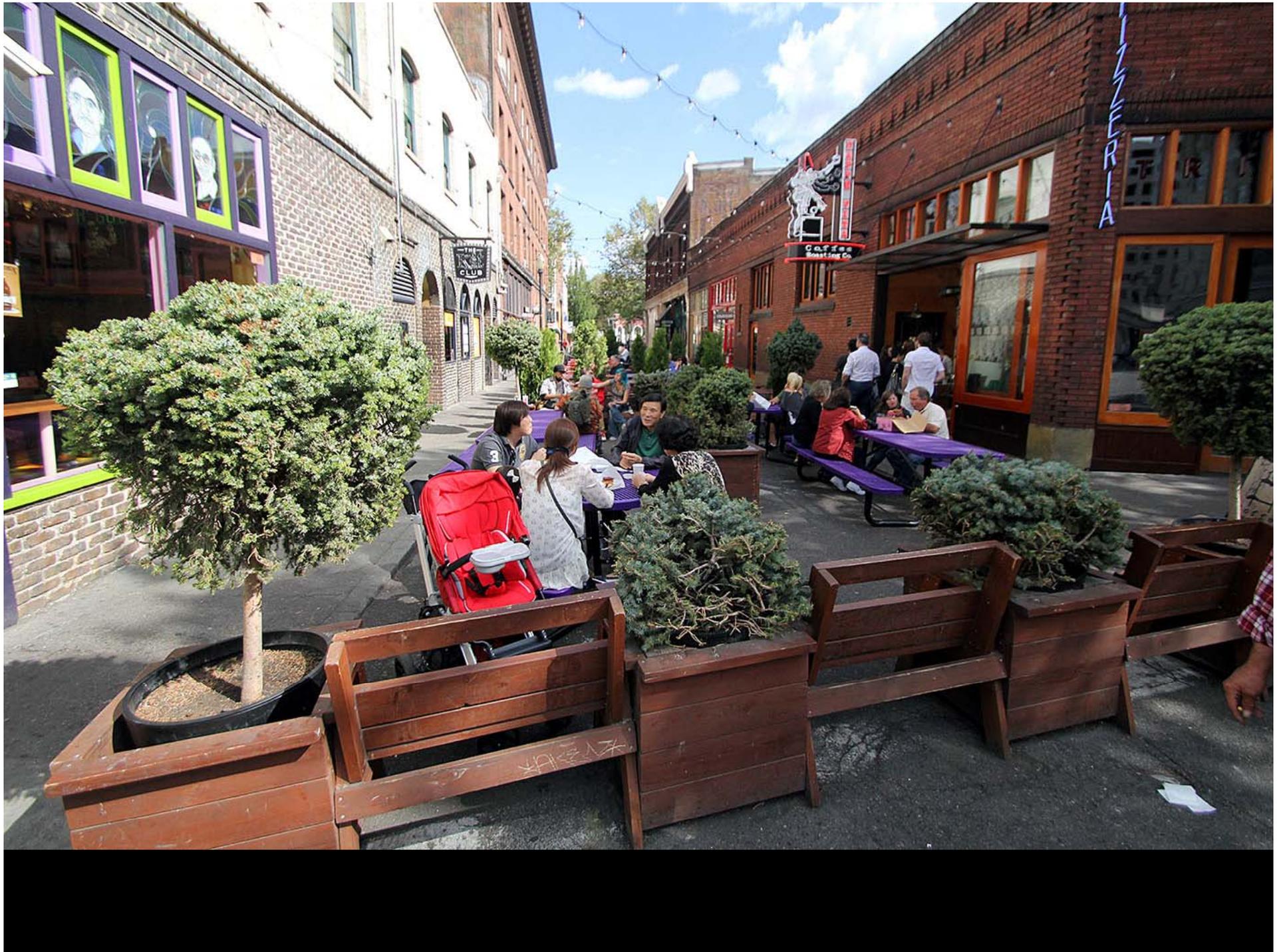
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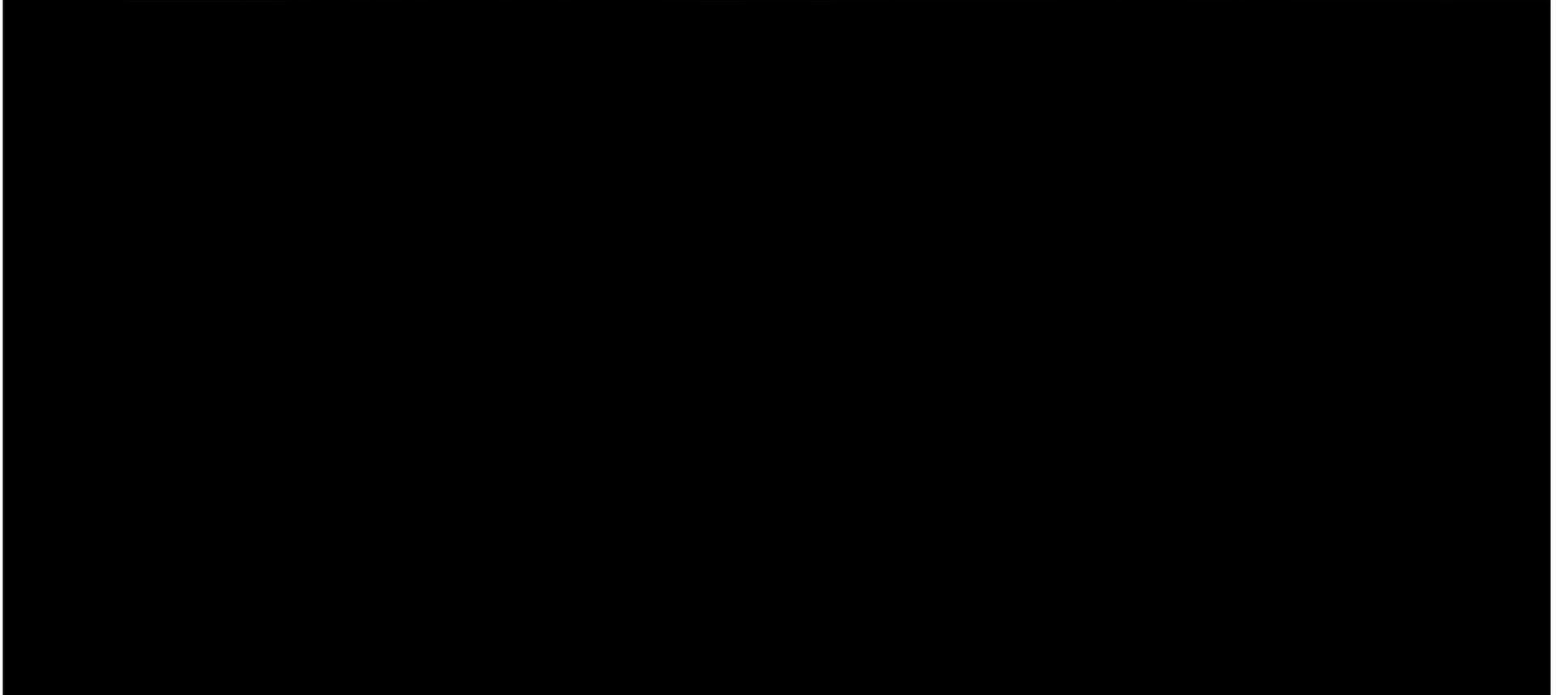














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Karen Bandy
STUDIO

OPEN
Ground Floor

Levy Neighborhood Existing Conditions

Project Area - Regional



Project Area - Site



Transportation Choices, Access and Mobility

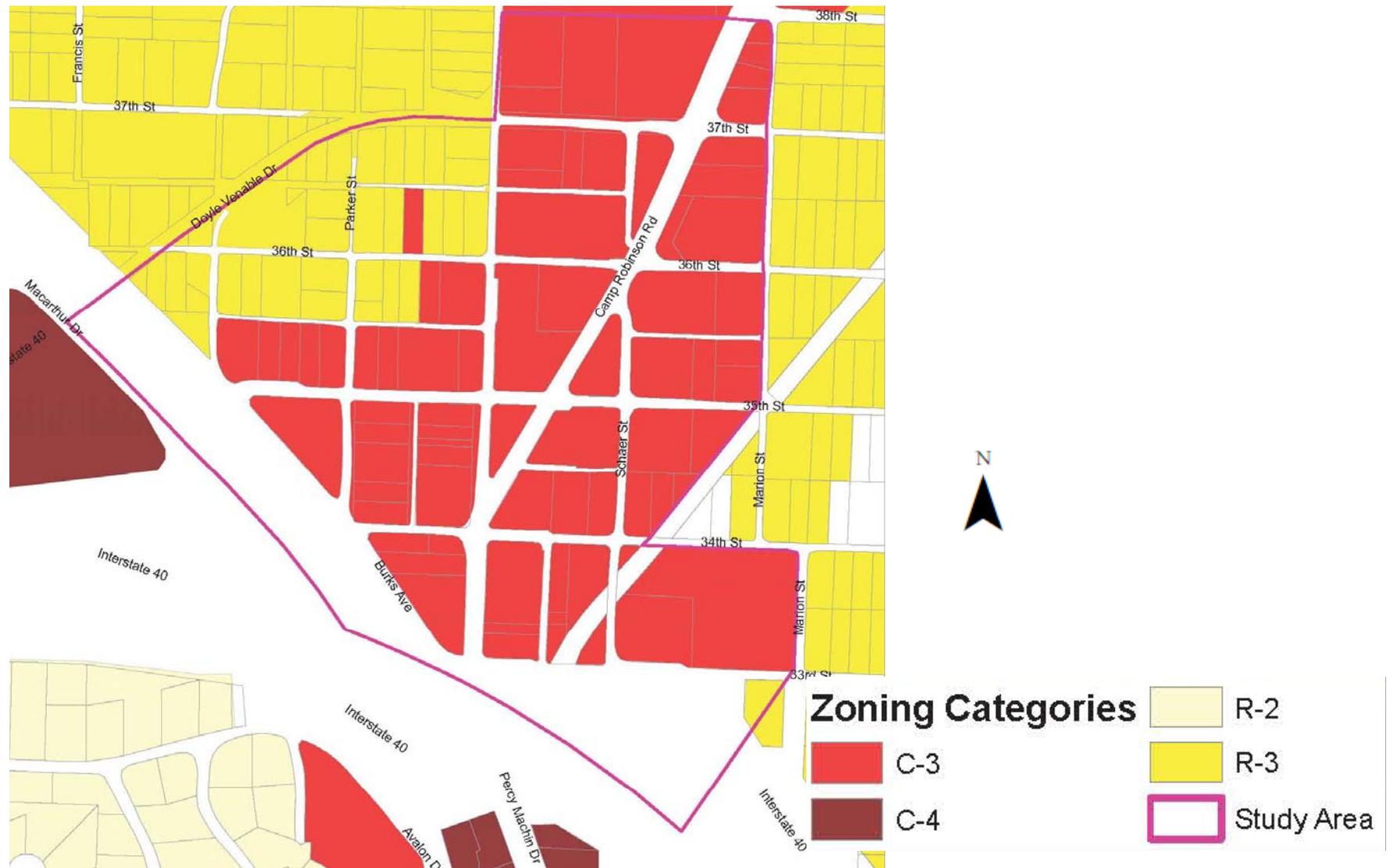


- High traffic volumes on Camp Robinson Road for short periods (60-90 minutes/day)
- Fast-moving vehicles on Camp Robinson Road most of the time (22+ hours/day)
- Very little amenities for pedestrians, bicyclists, and transit riders
- Crossing Camp Robinson Road is particularly hostile – a street that divides the area
- Existing street design does NOT support revitalization goals

Transportation Choices, Access and Mobility

- Possible to design a street that work better for all modes:
 - Clearer cues for drivers on safe travel speeds?
 - Prioritizing different access needs of different land uses?
 - Wider sidewalks & enhanced crosswalks
 - Continuous protected bike lane?
 - Utilize green infrastructure to mitigate stormwater runoff

Housing Choices, Development and Land Use Diversity



Economic Competitiveness



Lots of potential in downtown Levy Study Area

Other opportunities:

- Liner buildings in existing parking lots
- Continue building a strong Merchant's Association

Valuing Existing Communities



Preservation of and collaboration with the neighborhood, utilizing buildings with good form

Quality Places and Healthy Communities



Stay compatible with the neighborhood and connect to others

Tabling Exercises

Rules of Engagement

- Allow everyone a chance to speak
- Agree to work together, not to agree on everything
- Think critically but be creative
- Try to be at a table that you don't know people
- Nominate a table leader to report back.

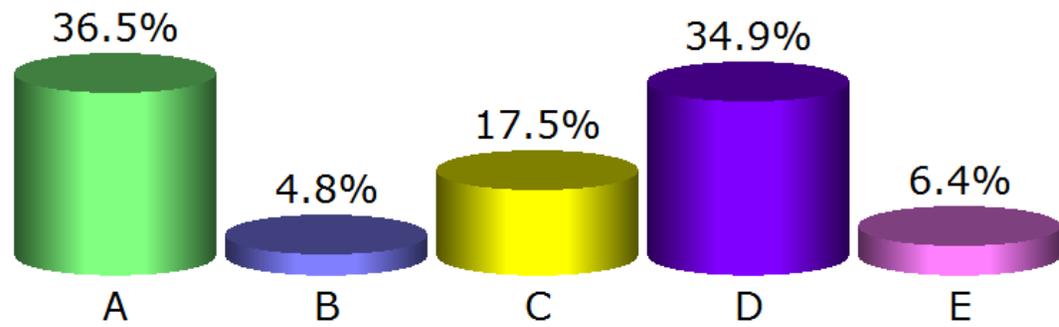
Things to accomplish

- Introductions
- Identify your house, place of business or property 
- Identify things you like 
- Identify things you do not like 
- Draw or label potential improvements (Add notes to white pad paper to discuss later) 

Community Input Voting

1. North Little Rock is most affiliated with which of these:

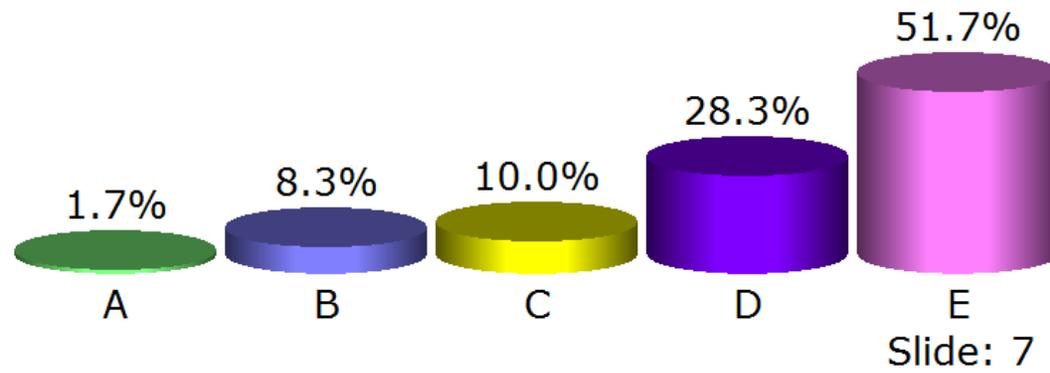
- a. Parks
- b. Sports
- c. Schools
- d. Neighborhoods
- e. Mining



Slide: 4

3. Your age bracket is:

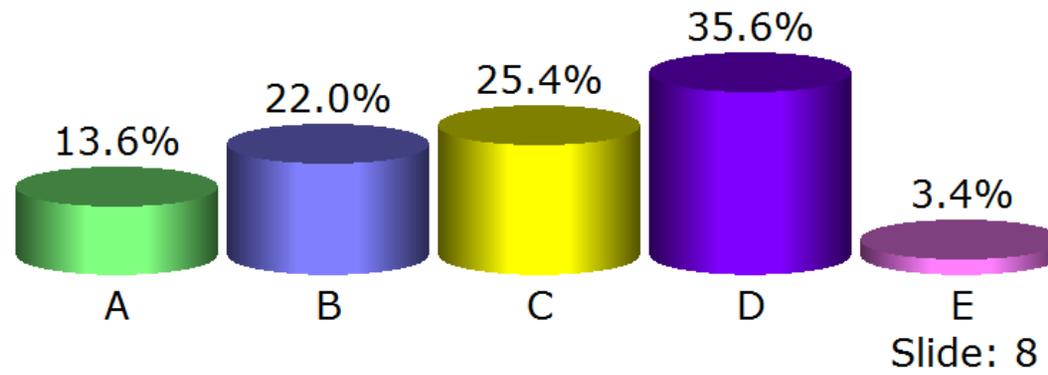
- a. Under 18
- b. 18-24
- c. 25-34
- d. 35-54
- e. 55 and over



Slide: 7

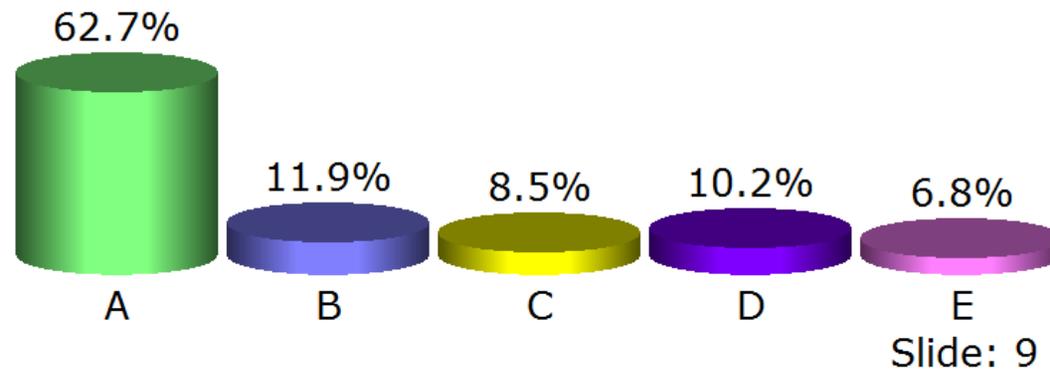
4. Your household is:

- a. Single with children
- b. Single without children
- c. Couple with children
- d. Couple without children
- e. Student



5. Do you:

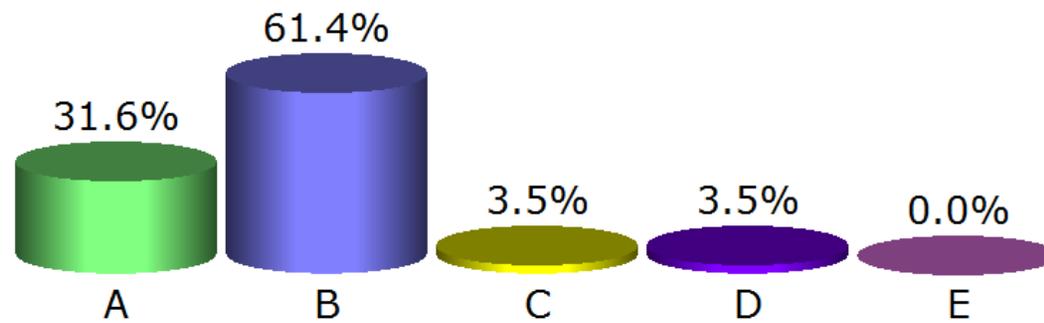
- a. Own/rent a residence in NLR
- b. Own a business or property in NLR
- c. Work in NLR
- d. All of the above
- e. None of the above (comment card)



Slide: 9

6. You live and/or work:

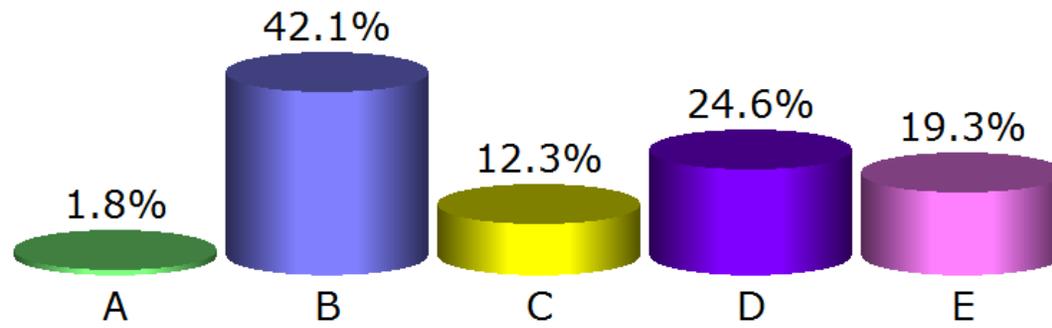
- a. In NLR, within walking distance of the Levy Study Area.
- b. In NLR, within driving distance of the Levy Study Area.
- c. In a city or town near NLR
- d. In a city or town elsewhere in Arkansas
- e. Duluth, Minnesota or somewhere just as far



Slide: 10

7. Which is a primary reason for living in NLR?

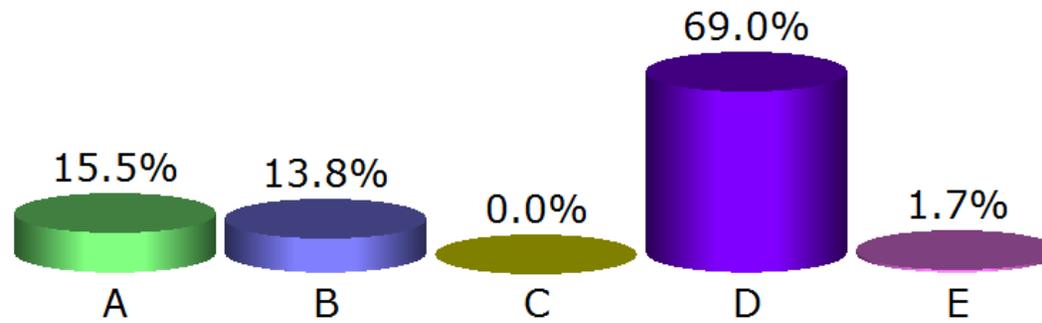
- a. Schools
- b. Close to family or grew up here
- c. Community character or natural environment
- d. Easy commute to work
- e. Housing



Slide: 12

8. North Little Rock is primarily a community for:

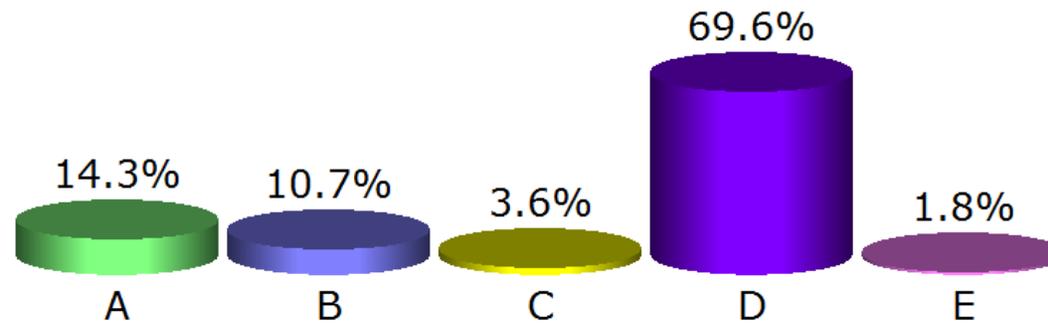
- a. Families with children
- b. Seniors/empty nesters
- c. Single professionals and students
- d. All of the above
- e. None of the above (comment card)



Slide: 13

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

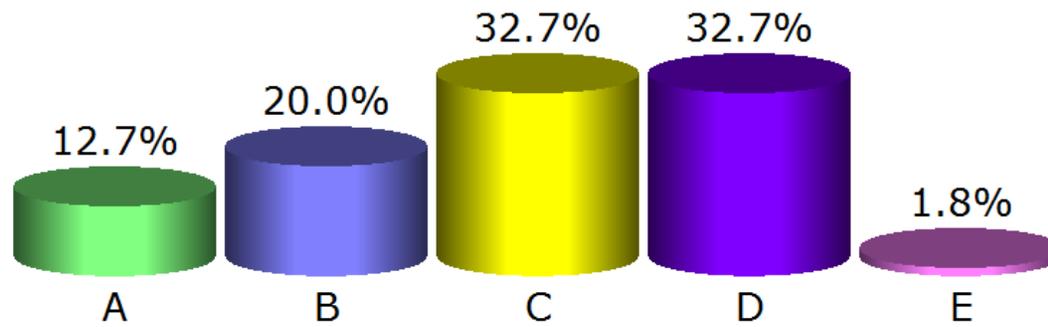
- a. Respect the neighborhood character of NLR, encouraging high quality architecture and building materials
- b. Embrace neighborhood amenities like parks and other public spaces on or nearby the project area
- c. Focus on walkability and access to trails and bicycling routes
- d. All of the above
-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



Slide: 14

10. When considering new development, my highest community-wide priority is:

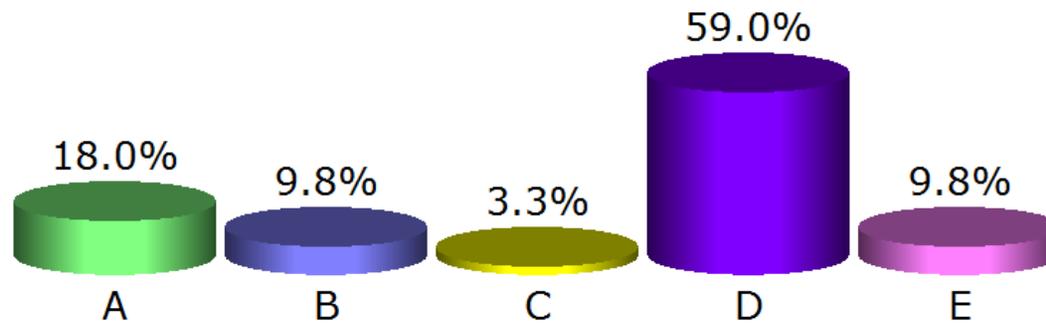
- a. Improving the City's tax base
- b. Offering more housing types and creating reasonably-priced housing
- c. Reducing traffic congestion
- d. Encouraging high-quality architecture and building materials
- e. Other priority than those above (comment card)



Slide: 15

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

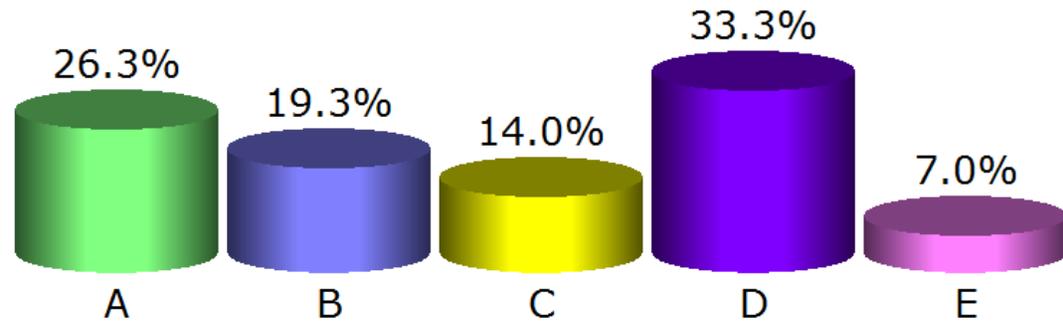
- a. Walkability and safety on streets
- b. Access and traffic patterns
- c. Traffic speeds
- d. All of the above
- e. None of the above or something else (comment card)



Slide: 17

12. Future improvements to Levy Study Area should focus primarily on:

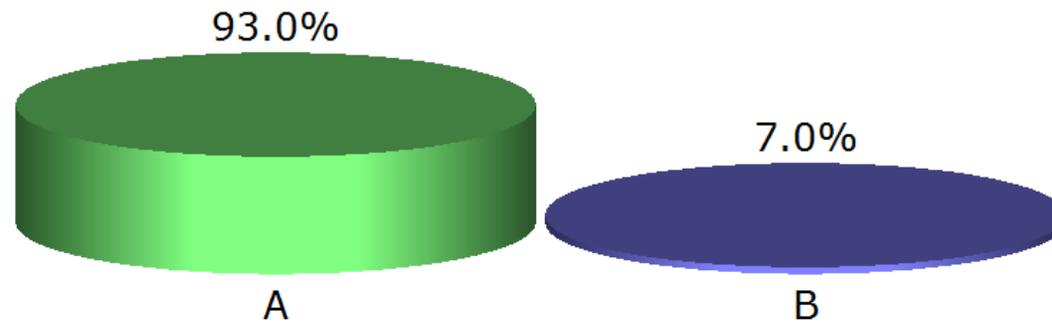
- a. Accommodating alternative modes of transportation (Pedestrians, Bikes, etc.)
- b. Access and traffic patterns
- c. Traffic Speeds
- d. Design and form of buildings
- e. Other priority than those above (comment card)



Slide: 18

13. True or False: Appropriate redesign and development of Camp Robinson Road is essential to have a cohesive neighborhood in Levy.

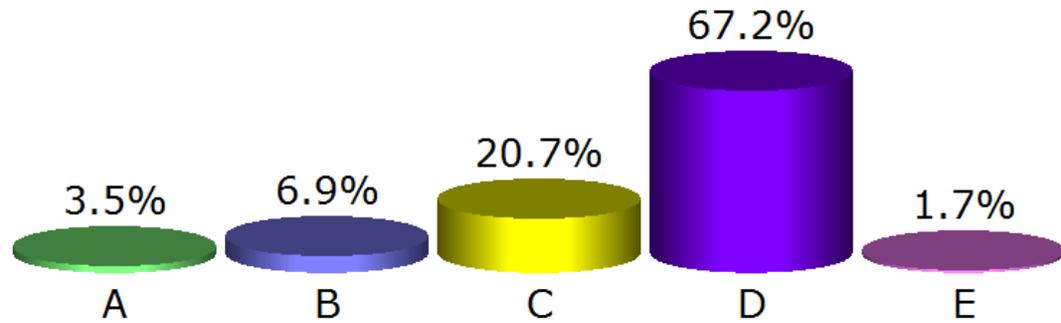
- a. True
- b. False



Slide: 19

14. My priority for the Levy Study Area is:

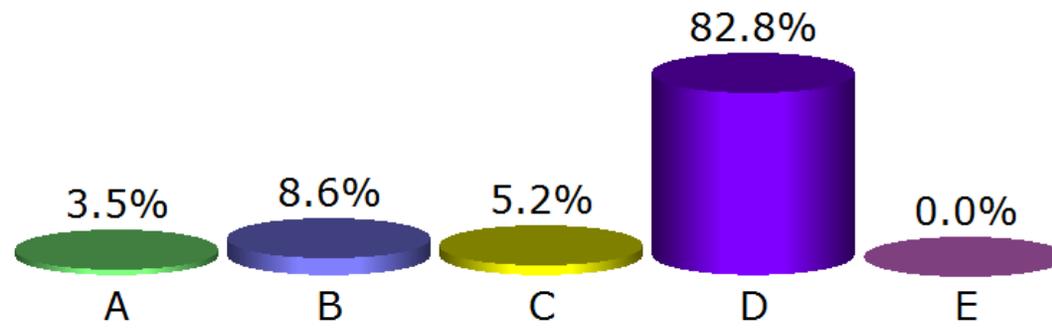
- a. Connecting surrounding neighborhoods
- b. Creating more opportunities for housing choices in the Levy area
- c. Creating an opportunity for a diversity of uses
- d. All of the above
- e. None of the above or other than listed above (comment card)



Slide: 20

15. What type of community do you see the Levy Study Area supporting:

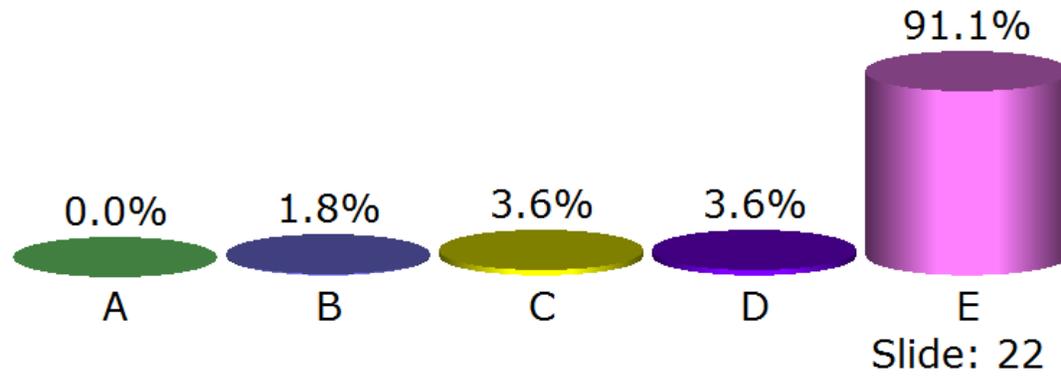
- a. Young professionals
- b. Aging in-place or empty nesters
- c. Families with children
- d. All of the above
- e. None of the above



Slide: 21

16. Appropriate uses for the Levy Area should be:

- a. Office or other service commercial
- b. Retail
- c. Residential
- d. Hospitality and entertainment
- e. A mix of some or all



17. Do you see yourself or someone you know living in any of these types of housing in the Levy Study Area:



A) Multi-Unit Home

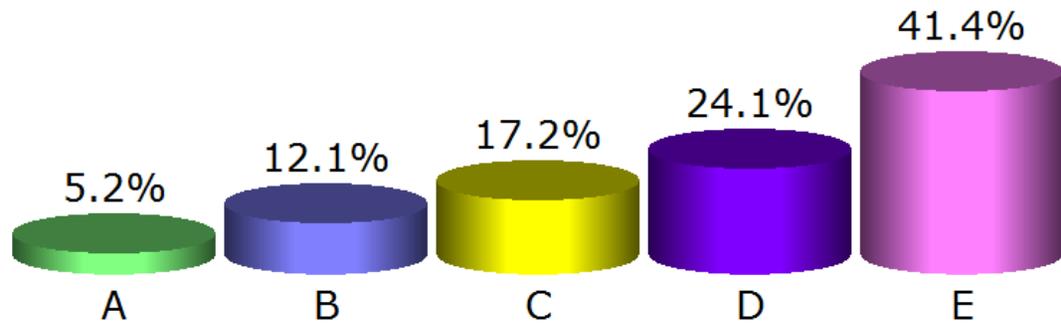


B) Townhomes



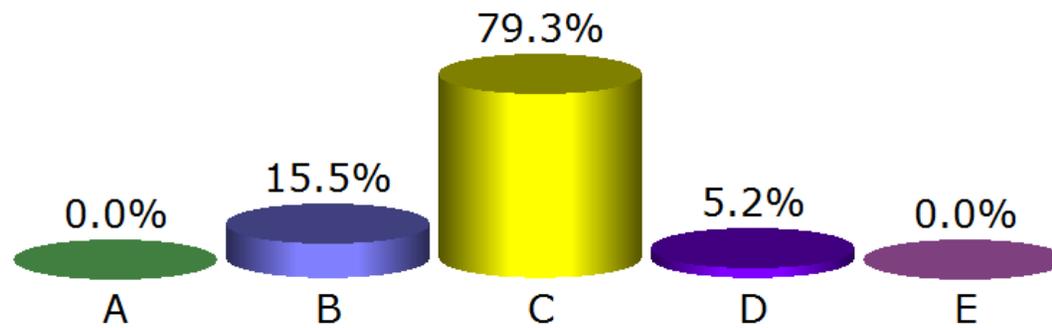
C) 3 to 4 Story Stacked Residential

- D. All of the above
- E. None of the above



18. I believe that the future of the Levy Study Area is:

- a. Not very important to the future of NLR
- b. Somewhat important to the future of NLR
- c. Very important to the future of NLR
- d. I have no opinion
- e. I would like the opportunity to explain further



Slide: 24

Next Steps

- Please stay tonight for Questions & Discussion
- We will continue to gather additional information
- Finalize existing conditions and needs assessment
- Design Workshop Saturday, March 1 @ 6:00 p.m.

- Additional Comments or Questions:
 - Jenifer Holland
Email: Jholland@nlr.ar.gov
Phone: (501) 975-8834
 - More information: www.imaginecentralarkansas.org