

CHICOT WEST / I-30 SOUTH NEIGHBORHOOD ACTION PLAN

West Baseline * Legion Hut * Meyer Lane
Neighborhood Associations



May, 2002



City of Little Rock
Department of Planning & Development

RESOLUTION NO. 114

A RESOLUTION OF THE PLANNING COMMISSION
IN SUPPORT OF THE CHICOT WEST, I-30 SOUTH
NEIGHBORHOOD ACTION PLAN.

WHEREAS, the Neighborhood formed a Planning Committee to work with Staff towards the development of a Neighborhood Plan; and,

WHEREAS, homes in the area were included in a survey of needs and desires and the Planning Committee went to the neighborhood throughout the process to both keep them informed and get their comments; and,

WHEREAS, after a year of work by neighborhood volunteers a set of goals and objectives was developed; and,

WHEREAS, the Planning Committee has demonstrated support of the Plan by existing neighborhood based groups; and,

WHEREAS, this Policy Plan (Goals, Objectives and Action Statements) provides a way for both neighborhood based groups and others working in and around the neighborhood to advance the desires and meet the needs of the residents.

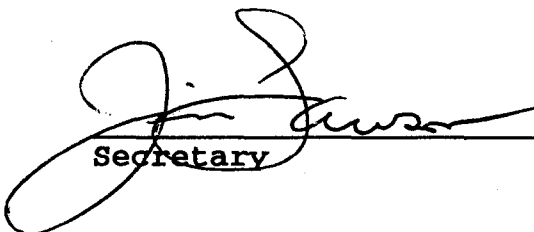
NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING
COMMISSION OF THE CITY OF LITTLE ROCK, ARKANSAS.

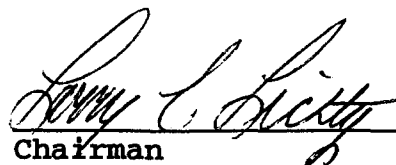
SECTION 1. The Planning Commission of the City of Little Rock does support the intent and aims expressed in and by the Chicot West, I-30 South Neighborhood Action Plan.

ADOPTED: 10/2/97

ATTEST:

APPROVED:


Secretary


Chairman

RESOLUTION NO. 10,118

A RESOLUTION OF THE BOARD OF DIRECTORS OF
THE CITY OF LITTLE ROCK IN SUPPORT OF THE
CHICOT WEST, I-30 SOUTH NEIGHBORHOOD
ACTION PLAN.

WHEREAS, the Neighborhood formed a Planning Committee to work with Staff towards the development of a Neighborhood Plan; and,

WHEREAS, residents and business owners in the area were included in Town Hall Meetings and the Planning Committee went to the neighborhood throughout the process to both keep them informed and get their comments; and,

WHEREAS, after a year of work by neighborhood volunteers a set of goals and objectives was developed; and,

WHEREAS, the Planning Committee has demonstrated support of the Plan by existing neighborhood based groups; and,

WHEREAS, this Policy Plan (Goals, Objectives and Action Statements) provides a way for both neighborhood based groups and others working in and around the neighborhood to advance the desires and meet the needs of the residents; and

WHEREAS, the Little Rock Planning Commission has passed a resolution of support and has commended the Chicot West, I-30 South Neighborhood Action Plan Steering Committee on their hard work.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CITY OF LITTLE ROCK, ARKANSAS.

SECTION 1. The Board of Directors of the City of Little Rock does support the intent and aims expressed in and by the Chicot West, I-30 South Neighborhood Action Plan.

ADOPTED: November 4, 1997

ATTEST:

s/Robbie Hancock
City Clerk

APPROVED:

s/Jim Dailey
Mayor

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Executive Summary and Plan Up-Date:

The Chicot West / I-30 South Neighborhood Action Plan was presented on October 4, 1997 to the City of Little Rock Planning Commission and to the Board of Directors on November 4, 1997. Each of these bodies supported the Plan by passing a Resolution acknowledging the Goals, Objectives and Action Statements of the Area residents.

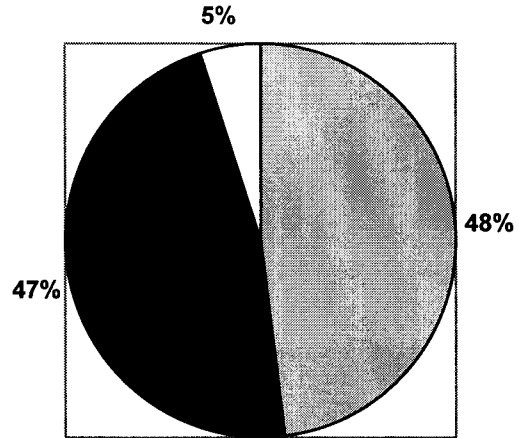
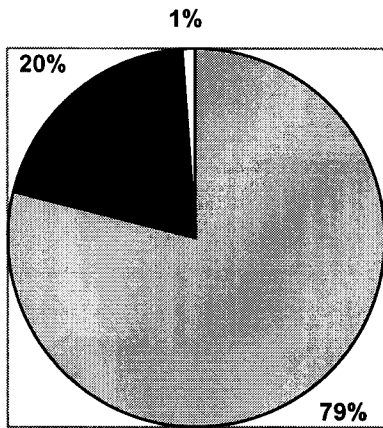
The Department of Planning and Development initiated a review of the Action Plan in June 2001 at the request of area residents. Planning Department staff contacted other City Departments for an update of any projects that had been implemented in response to the Action Plan. Staff also examined city permits issued (new construction, renovations, demolitions), as well as Planning Commission activity (zoning and land-use changes, conditional use) in the study area from January 1997 to December 2000.

The Staff and the Review Committee began working on the Update of the Plan in September of 2001. The Committee and Staff meet bi-weekly for several months to review the previous Goals, Objectives and Action Statements to determine which were still viable and which should be modified. After the completion the Committee then forwarded their recommendations to the Planning Commission for review. Since there were minimal changes the Committee did not request a new Resolution of Support from the Planning Commission at the February 28, 2002 Public Hearing.

The summary of changes were recorded as follows:

Population -

The area's population remained steady from 1990 to 2000, but its racial composition changed significantly. The original Action Plan cited the 1990 Census and listed the 1990 population at 7520. (More concise 1990 data indicates the population to be 7551.) The 2000 Census showed the area's population to be 7514 (a loss of 37 – about half of one percent). The proportion of White in the area decreased from 79% to 48%. Blacks increased from 20% to 47% of the area's population. Persons claiming descent from other races and from more than one race increased from 1% to 5% of the area's total. Also of note is the rise in the area's Hispanic population, which nearly quadrupled (from 75 to 282 persons) in the 1990's.



As noted in the original Plan, the majority of the population (78%) remains concentrated in the portion of the Study Area east of Mabelvale.

Construction and reinvestment -

The Action Plan and the accompanying Market Analysis (prepared in March 1997) both cited the lingering effects of the economic decline that hit the neighborhood in the late 1980's and early 1990's. However, both the Plan and the Market Analysis noted the trend towards revitalization, and this trend seems to have continued in the last four years.

Of note, the plan mentioned the need for continued residential development in the area. Since 1997, the city issued 46 building permits for new homes in the area; all but one were site-built homes. About one-third of these (17) were in the Pinedale Subdivision off Sibley Hole Road. Six new homes were built in the Woodland Subdivision off Sardis Road near the County Line. There were four new homes built in the Leprechaun Subdivision off County Line Road. There were two new homes built in Mabelvale and two in the Natchez Subdivision off of Alexander Road. Only five new homes were built east of Mabelvale from 1997-2000, and four of these were on Antietam Drive. The remainder of the new homes constructed were scattered throughout the western portion of the study area. New home constructions ranged from \$38,000 to \$168,000.

The Plan also listed as an Objective the rehabilitation or demolition of vacant and deteriorating housing. Since 1997, the City issued 66 permits for home renovation and one permit for demolition in the area. The Market Analysis noted that home additions often indicate a strong commitment to a neighborhood. The City issued 11 permits for additions to single-family structures from 1997 – 2000. There have been no new multi-family buildings or additions in the area since 1997. Two permits were issued for multi-family renovation. Both were for repairs to fire damaged units.

From 1997 – 2000, the City issued 13 building permits for new commercial structures. Three of these were for new restaurants at Mabelvale Plaza. Three more were for

accessory buildings for existing commercial uses on I-30. A new convenience store/gas station was also constructed on I-30. Two more convenience stores/gas stations were constructed on Vimy Ridge Road and a new Dollar General Store. Four permits were issued for new office buildings, including two new offices on Otter Creek East Boulevard and a new bank at Mabelvale Plaza. Four permits were issued for new church buildings. Three permits were issued for industrial uses. All were for metal buildings near I-30. Total development in the area since 1997 including new construction, renovation and addition totaled almost \$15 million.

Planning and Zoning -

Planning Commission activity in the area was light. The Planning Commission granted seven Conditional Use Permits (CUPs). One CUP was issued for a manufactured home (another was denied). Three CUPs were related to the construction of the Dollar General Store.

The Planning Commission approved two changes to the Future Land Use Plan in the area. Both were in the southwest portion of the area (totaling about 12 acres) and changed from residential to commercial uses. The Planning Commission also rezoned three parcels from residential to commercial uses and 1 parcel from office to commercial. (Less than 20 acres were rezoned since 1997.)

The Planning Commission approved four new subdivision plats in the area – one from an Office Park at the Otter Creek Exit, two for the Mabelvale Business Park at the Baseline Road Exit, and one for a neighborhood commercial development on Mabelvale West Road.

The Planning Department contacted the various City Departments who participated in the original Action Plan. The comments received from those Departments are as follows:

Housing and Neighborhood Programs -

The Department of Housing and Neighborhood Programs commented that residents of the study area are welcome and encouraged to participate in the Citizen Participation Process that determines programming for the City's Federal CDBG funds. This Department also noted its continuing commitment to encourage private investment in the single-family market in the Study Area. To this end, the Department of Neighborhood and Housing Programs has dispersed more than \$37,000 for Homeownership Assistance grants in the area since 1997. This Department has also dispersed more than \$167,000 in home rehabilitation and repair grants in the area since 1997 from CDBG and HOME funds.

The Department of Housing and Neighborhood Programs also administers the City's Rental Inspection Program. This program systematically inspects all of the rental units in the City on a bi-annual basis to insure they are in compliance with Housing Code

Standards. The Program began in the area in March 1993, and has since identified and inspected 803 rental units in the Study Area.

Approximately 30% of the Area's rental units (241) are in the Clover Valley Apartment complex on I-30. Another 27% (213 units) are on Baseline Road between Chicot Road and I-30. These include units in the Shady Oaks and Riviera Mobile Home Parks, the Whisperwood Townhomes, and the Merrivale Apartments. The Whispering Hills Mobile Home Park on Chicot Road accounts for another 9% of the Area's rental units with 154. The remainder of the area's rental units is concentrated in the portion of the area north of Mabelvale Cutoff and south of Mann Road.

To date, the Rental Inspection Program has conducted 208 systematic follow-up inspections. At this time, the Program has identified only 29 rental units (3.6% of the area's total) as unsafe. (Only three of the unsafe units in the Study Area are currently occupied.) More than a quarter of the vacant unsafe units in the area (eight) are located at Chicot Road and Nolen Drive. These particular units have been found to be unfeasible for rehabilitation and are slated for demolition pending the availability of funds by the City.

Police -

Crime in the area appears to have risen in the last year based on figures from the Little Rock Police Department. These figures show significant increases in incidences of aggravated assault, threat, public and domestic disturbance, burglary, bicycle theft, harassment, and prostitution. Though, aside from aggravated assault, violent felonies appear to be stable, as do drug offenses (all of which were for possession of narcotics and paraphernalia, and not for distribution). However, these figures are based on only the first six months of 2000 and the first six months of 2001 and may not indicate a real increase in the overall crime rate for the study area.

Traffic offenses like DWI, speeding, and accidents are not included in the table below. Nor are petty offenses that occurred less than four times in either year (loud music, loitering, curfew, fireworks, etc.) However, the Police Department did comment on their continuing effort to enforce the speed limit in the target areas mentioned in the Action Plan, as well as their comment to assisting any neighborhoods interested in forming Crime Watch Groups. Comments received from the Police Department are attached in the Appendix.

Crime Incidents for the First Six Months in the Study Area - Categories in **Bold** reflects significant increases.

	2000	2001
Homicide	2	0
Suicide	3	4
Rape	2	1
Sexual Misconduct	9	7
Robbery – Residential	4	2

	2000	2001
Robbery – Non-residential	20	20
Simple Assault	66	60
Aggravated Assault	78	108
Terror Threat	45	78
Domestic Disturbance	50	66
Burglary – Residential	57	76
Burglary – Non-Residential	5	15
Shoplifting	60	55
Breaking and Entering	3	4
Larceny	104	88
Auto Theft	46	43
Bicycle Theft	4	8
Drug Possession	125	15
Indecent Exposure	4	0
Harassment	32	60
Trespassing	10	9
Criminal Mischief	69	60
Disturbance	95	148
Prostitution	0	5

The Police Department cited the Neighborhood Associations' need to notify the Southwest Patrol Division of upcoming meetings. The COPP Officers assigned to the Study Area are required to attend these meetings as part of their assignment. The Police Department also commented on the need for residents to report crimes in progress to the 911-Call Center, but that on-going neighborhood problems should be reported to the Southwest Patrol Division. The Police Department emphasized the need to report any new graffiti or other possible gang activity immediately, as it is often a warning of imminent crime or violence.

Public Works -

Transportation in the area has changed little since the development of the original Plan. The Public Works Department commented many of the projects listed in the Plan are listed in the City's Un-funded Infrastructure List. These projects will be considered when funds become available.

Public Works has proceeded with some of the Plan's Action Statements such as trimming vegetation to improve motorist visibility at University Road and Mabelvale Cutoff and at Bunch Road and Chicot Road. (A large Mabelvale Cutoff Reconstruction Project is currently in the design phase, and will fulfill many of the Action Statements cited for this road.) A traffic signal has been installed at Wal-Mart on Baseline Road. The Department, however, determined that traffic signals are not currently warranted at Baseline Road and Merrivale Drive, or at Vimy Ridge and Alexander Roads. A caution light has been placed at Chicot Elementary School, but one has not been placed at

Mabelvale Elementary School. The Public Works Department installed speed humps on Legion Hut Road and on Wilderness Road and Moonbeam Trail; at Merrivale Drive and Woodford Drive and Seymour Drive.

The proposed South Loop, which will link the base of I-430 to the 146th Street Exit on I-530 (US HWY 65), remains on the City's un-funded list. However, funding has been allocated for the portion of this roadway between Mabelvale West and Alexander Roads.

Several of the Plan's Action Statements involve roads outside the City's jurisdiction. The Arkansas Department of Highway and Transportation will soon begin construction of a Baseline Road overpass over the railroad track at Mann Road. Also, within the right-of-way of AHTD, are the following Action Statements: correction of drainage problems at Chicot and Baseline Roads; railroad overpass on Vimy Ridge Road; interstate underpass at Vimy Ridge Road; and improve I-30 access for commercial users. Staff is not aware of any activity presently proposed toward these goals. County Line Road is maintained by Saline County. The Public Works Department suggested residents contact Saline County to recommend improvements to this road.

Public Works Staff believes Wastewater Utility and Central Arkansas Water are addressing any outstanding water and sewer issues in the area. The Public Works Department also commented that it welcomes individuals or organizations to participate in the "Adopt-a-Street" Program. Interested parties should contact the Public Works Department. The Public Works Department stressed the need for residents to contact the Scheduling Office to report possible maintenance issues so that they can be addressed in a timely fashion.

Transportation -

The Central Arkansas Transit Authority (CATA) continues to serve the area with two bus routes. Route #17 runs between Southwest Hospital and Downtown Little Rock. Route #17A provides additional service between Southwest Hospital and University Mall.

The Action Plan indicated the residents' desire for the addition of bicycle lanes to roadways as streets are widened, resurfaced, or otherwise reconstructed. The Master Bike Plan lists in the Study Area several Class One Bikeways (separate roads exclusively for bicycle traffic): Alexander Road, Heinke Road/Mabelvale Main, Mann Road, Little Fourche Trail and Fourche Creek-South. It also cites several Class Three Bikeways (shared access of vehicle roadway, designated by signage): Chicot Road, Legion Hut Road, Oxford Valley Trail, Star Dust Trail, and Woodhaven Drive. These projects remain on the City's Unfunded List.

Parks and Recreation -

The Parks and Recreation Department commented on its readiness to cooperate in an "Adopt-a-Park" program by dedicated groups that approaches the Department. The Parks and Recreation Department also commented that additional public basketball courts can

be installed in the area when funding becomes available and suggested that the neighborhood identify organizations that may be willing to partner with the Department toward this end. In the meantime, a major tree thinning and cleanup project is planned for Morehouse Park in the Fall (2001).

The Parks Department also anticipated general urban forestry and streetscape improvements in the study area in the next five years, as well as revitalization and maintenance upgrades of all existing park facilities, according to the Master Park Plan. Also, included in the Master Parks Plan, is a Senior Center in Southwest Little Rock, which will proceed pending the availability of funds.

Accomplishments identified by the Review Committee -

During the review process Committee Members determined there were projects previously identified which had been accomplished, or near completion. The projects listed below were determined to be those accomplishments along with a statement indicating their completeness.

Construct sidewalks on Chicot Road, (west side from Mabelvale Cutoff to Hillsborough). - Sidewalks from Baseline Road to the School have been put into place.

Construct sidewalks on Mabelvale Cutoff, (south side from Chicot Road to Sardis Road). - Sidewalk from Mabelvale/Chicot Road to Woodbridge is currently under design.

Correct drainage problem at Chicot and Baseline Roads intersection. - Project completed by Arkansas Highway and Transportation Department.

Repair or replace drainage intake at Southwest/Spanish Drives. - Project was completed in 1998.

Clear and clean drainage ditch across from Cool Timbers Trailer Park. - Project completed.

Construct an overpass at the railroad tracks on Baseline Road and at Vimy Ridge Road. - The railroad overpass at Baseline Road is slated for construction. Mann Road has been relocated as a result of this project.

Construct an interstate overpass at Vimy Ridge Road. - The Arkansas Highway and Transportation Department currently has under construction the overpass at Vimy Ridge Road.

Install a traffic light on Baseline Road at the Wal-Mart driveway. -Traffic light installed.

Install a traffic light at the Baseline Road/Mann Road intersection. – Road re-routed and traffic light installed at Chicot and Mann Road intersection.

Install caution lights on Chicot Road at Chicot Elementary School. – Caution lights have been installed near Chicot Elementary School.

Adopt traffic calming methods to discourage cut-through traffic on Wilderness/Woodbridge, Stardust and Legion Hut Road. – Speed humps were installed.

Construct an overpass at the railroad tracks on Baseline Road and at Vimy Ridge Road. – Under construction.

Reuse or demolish the vacant multi-family units on Chicot Road north of Nolen Street. – Slated for demolition by the City when funds become available.

POLICY PLAN

After reviewing the Goals, Objectives and Action Statements from the previous Neighborhood Action Plan the Committee modified and added Action Statements to more clearly identify neighborhood needs.

INFRASTRUCTURE GOAL:

Have an adequate infrastructure network, including roadways and drainage systems, within the area, which is designed, and works to produce a safe and attractive neighborhood environment.

Objectives:

- Bring all streets up to city standards.
- Identify and correct drainage problems in the area.
- Construct overpasses over railroad crossings.
- Construct Interstate underpasses at more locations.
- Provide sidewalks on major roads and near schools.
- Design streets for safe and efficient traffic flow.
- Provide streetlights when residents request them.
- Provide adequate city sewer and water in all areas.
- Construct sidewalks on Principal and Minor Arterials leading to schools.

Action Statements:

- Widen Alexander Road with sidewalk, curb, gutter and bicycle lane.
- Widen Vimy Ridge Road with sidewalk, curb, gutter and bicycle lane.
- Redesign Vimy Ridge Road/Alexander Road intersection for safer and more efficient traffic flow that includes better drainage.
- Place a no left turn or a marker at Whispering Drive and Alexander Road to caution intersecting traffic.
- Clean and maintain all ditches to ensure adequate drainage including side streets.
– (The ditches on Alexander Road have not been cleaned in over a year. The request was made in April 2001 and they are still not cleared.)
- Clean ditches on Vimy Ridge Road and intersecting streets.
- Widen Chicot Road from Mabelvale Cutoff to the city limits, (90 foot right-of-way with typical cross section).
- Widen and resurface Heinke Road as a standard collector street.
- Repair Bunch Road to residential street standard.
- Resurface all residential streets as needed and bring the streets up to standard at the same time.
- Reconnect Lori Lane.
- Extend Shackelford Road across Stagecoach Road and connect to West Baseline Road.
- Fix the manhole covers that are below street grade and become “potholes”.
- Widen and improve Mabelvale West to a Standard Minor Arterial.
- Widen and improve Alexander Road to a four lane Minor Arterial.
- Widen Mabelvale Cutoff from Chicot Road to Mabelvale with Bicycle Lanes.
- Widen and improve County Line Road.
- Construct the proposed South Loop.

- ❑ Construct sidewalks on Mabelvale Cutoff near Mabelvale Elementary School, (south side from Chicot Road to Sardis Road) – Starting at Woodbridge Drive and continuing to Sardis Road.
- ❑ Construct sidewalks on Mabelvale West near Mabelvale Middle School, (south side from Train Station Drive to Bowen Road).
- ❑ Construct sidewalks and bike path on Mabelvale Cutoff.
- ❑ Correct or mitigate poor sight distances and signage at University Street/Woodland Ridge/Mabelvale Cutoff.
- ❑ Correct or mitigate poor sight distance on Bunch Road near Chicot Road.
- ❑ Cover open drainage channels adjacent to Chicot Road.
- ❑ Install French drain on Chicot Road in front of the River City Paint store.
- ❑ Correct flooding problem on Winterwood Drive between Wilderness Road and Stardust Trail, (lack of drainage intakes).
- ❑ Correct the drainage problem at the Vimy Ridge Road and Alexander Road intersection.
- ❑ Correct the flooding problem at the bridge over Otter Creek on Alexander Road.
- ❑ Correct drainage problem at the Chicot Road and Morris Road intersection.
- ❑ Replace sinking curb and gutter on Moore Drive, Eagle Drive, Darling Drive, Woodhaven Drive and Stardust Trail.
- ❑ Improve interstate access for commercial uses.
- ❑ Install streetlights on all major roads and on residential streets when residents request them (especially in the Alexander Road Neighborhood Association area.)
- ❑ Install city sewer and water systems in all areas that are not currently serviced – Lori Lane, Carol Circle, Sharon Lane, and Peace Valley.
- ❑ Work with Public Works Department to institute the “Adopt a Street/Intersection” program in the area.
- ❑ Discourage the use of Alexander Road as a cut-through street by commercial vehicles and school buses. (This would help to decrease speeding vehicles.)

TRAFFIC AND TRANSPORTATION GOAL:

Ensure safe and efficient movement of traffic in, around, and through the area.

Objective:

- Provide additional traffic lights in some areas.
- Discourage cut-through traffic by implementing traffic calming techniques.
- Construct overpasses over railroad crossings.
- Construct interstate overpasses at more locations.
- Ensure an acceptable traffic flow.
- Continue bus routes and consider expansion.
- Enforce speed limits to ensure safety.
- Discourage “cruising” in the neighborhoods.
- Restrict access to public parking lots at night.

Action Statements:

- Install a caution light, 4-way stop or some other traffic-calming device to decrease speeders on Alexander Road from Vimy Ridge Road to the City of Alexander.
- Install a traffic light at the Vimy Ridge Road / Alexander Road intersection.
- Install a caution light on Mabelvale West at Mabelvale Jr. High.
- Adopt traffic calming methods to discourage cut-through traffic on Stardust Trail.
- Adopt a policy that will eliminate “cruising” the area and work with the Police Department to enforce the policy.
- Require Police Department to enforce the speed limit on Mabelvale Cutoff and Alexander Road.
- Work with the Police Department to ensure speed limits are enforced throughout the area.
- Construct an overpass at the railroad tracks on Vimy Ridge Road.
- Work with the Public Works Department to ensure roadways have enough lanes to accommodate traffic.
- Work with the Central Arkansas Transit Authority (CATA) to ensure bus routes are continued in the area.
- Review bus routes in the area to ensure a logical bus connectivity within the plan area.
- City actively investigate the implementation of a light rail system.
- Encourage public transportation by using mini-buses, on a set schedule, utilizing the various commuter parking lots, to shuttle riders throughout the metro area.
- Install gates at school parking lots to be locked at night.
- Work with School District to develop a means of securing parking lots at night and discourage loitering.

HOUSING AND NEIGHBORHOOD REVITALIZATION GOAL:

Encourage new single-family growth and maintain and enhance the quality and affordability of existing housing.

Objectives:

- Encourage homeownership.
- Strictly enforce building codes, especially for rental property.
- Encourage demolition of vacant and abandoned buildings if renovation and reuse does not occur within two years.
- Encourage construction of new single-family housing. Site built homes are preferable to manufactured homes.
- Encourage people to have pride in their property's appearance.
- Consider forming a CDC (Community Development Corporation), which would address housing issues and that, encompasses the study area and adjacent areas.

Action Statements:

- Strictly enforce city codes (building, zoning, premise, subdivision) on all property.
- Support any City effort to establish an Affordable Home Program in the area.
- Encourage innovative attempts to introduce owner-occupied housing that could be marketed for under \$50,000.
- Encourage the development of vacant lots in existing subdivisions.
- Encourage the City of Little Rock to provide incentives to spur private investment in the single-family residential market.
- Encourage better maintenance of yards and housing in the Merrivale area.
- Ensure residents are aware of available home repair and homeownership grants.
- Contact all Southwest Neighborhood Associations and citizen activist groups to determine if there is interest in forming an area-wide CDC.
- Lodge a complaint with the City Code Enforcement Office if structures appear unsafe or if weeds on vacant lots become over grown.
- Consider implementing a contest that would reward houses with the most street appeal. Area businesses should be solicited for prize donations.
- Encourage landlords to require tenants to maintain yards.
- Discourage additional mobile home parks from locating in the area.
- Concentrate development efforts in the more urbanized northern portion of the study area. View the southern portion of the area as an "urban reserve" to be developed as market forces become stronger in the area.
- Ask the City to implement a grant or low interest loan program to help address the problem of deferred maintenance in the existing apartment complexes.
- Require vacant lots, especially along Alexander Road and Vimy Ridge Road, to be maintained.
- Develop and adopt stricter ordinances for code enforcement – Make Little Rock a City Beautiful.

PUBLIC SAFETY GOAL:

Provide a safe and secure environment for area residents and visitors.

Objective:

- Establish a Community-Oriented Policing Program in all neighborhoods.
- Ensure better communication between the Police Department and individual neighborhoods.
- Expand the Crime Watch programs and neighborhood patrols.
- Organize all areas of the Study Area into Neighborhood Associations.
- Create a Disaster Plan and train residents to be able to help with disaster response.
- Start Crime Prevention Through Environmental Design (CPTED) program.
- Provide street lighting when residents request them.
- Work to decrease/eliminate crime and gang activity.

Action Statements:

- Work with the city to extend the operating hours of the Alert Center and locate another Alert Center in the western portion of the study area.
- Sponsor and encourage block parties and other “know your neighbor” activities.
- Encourage neighbors to report all suspicious activities immediately.
- Work with neighborhoods to establish Community-Oriented Policing Programs and Crime Watch Patrols.
- Work with neighborhoods to organize residents into Neighborhood Association.
- Install bright streetlights on all streets that residents request them and ensure trees are trimmed in a manner that does not block the light.
- Review the warning siren locations, as they are difficult to hear in some locations.
- Work with the Police Department to establish better communication with neighborhoods.
- Work with the Police Department to ensure all portions of the study area are patrolled on a regular basis and that police response time is within standards.
- Work with the Police Department to decrease/eliminate crime and gang activity.
- Develop on-going statistics on crime and urban problems in order to either identify areas needing attention or to publicize any improvements in those statistics.
- Create a disaster plan and provide each resident with a copy.
- Report crime and urban problem statistics to Neighborhood Associations via the Internet. This would allow Patrol Officers to patrol rather than attend a neighborhood meeting.
- Monitor the activities of the I-30 Speedway Race Track and enforce the City’s Noise Ordinance when activities are held in violation of the Ordinance.

RECREATION GOAL:

Provide sufficient and safe active and passive recreation areas to meet the needs of area residents.

Objective:

- Provide additional safe areas for children and teenagers.
- Use vacant lots as recreation areas.
- Ensure parks are safe and maintained.
- Provide recreational opportunities for senior citizens.
- Provide bicycle lanes on busy streets.
- Provide a movie theater in the area.

Action Statements:

- ❑ Construct more neighborhood parks. (A neighborhood park should be located within ½ mile of every home in the populated portion of the study area.)
- ❑ Construct basketball courts and playgrounds on vacant lots.
- ❑ Start an Adopt-a Park program to maintain parks.
- ❑ Clean up and maintain Morehart Park.
- ❑ Clear the trees adjacent to the roadway so people can see into the park. Correct drainage problem that results in standing water.
- ❑ Construct a senior center near the largest concentration of the senior population.
- ❑ Add bicycle lanes (Class I and II) to roadways as streets are widened, resurfaced, or otherwise reconstructed.
- ❑ Create incentives to attract a movie theater to the area.

ECONOMIC DEVELOPMENT GOAL:

Provide a mixed commercial/residential environment that will promote the safety, attractiveness, and value of the area while creating a competitive and adaptable economic climate that encourages investment and diversity of employment opportunities.

Objectives:

- Attract better restaurants. (There is a need for sit-down restaurants.)
- Attract neighborhood-oriented businesses.
- Attract a grocery store to the area.
- Recruit businesses to fill vacant buildings.
- Consider forming a CDC (Community Development Corporation), which would address economic development and that, encompasses the study area and adjacent areas.
- Attract more light industrial uses to the area.
- Retain existing businesses.

Action Statements:

- Contact all Southwest Neighborhood Associations and citizen activist groups to determine if there is interest in forming an area-wide CDC.
- Create incentives to attract a sit-down restaurant and a grocery store to the area.
- Identify and try to attract desirable businesses that are oriented toward the middle class consumer. Attempt to locate these businesses in currently vacant buildings.
- Promote the area as a desirable place for commercial interest to locate. Work with the City and Chamber of Commerce to attract businesses.
- Extend quality development west on Mabelvale Road into Mabelvale. A combination of commercial and office should be possible when improvements are completed on Mabelvale Cutoff.
- Expand Neighborhood Commercial uses at the intersections of arterials.

COMMUNITY IMAGE GOAL:

Foster strong neighborhoods and create an environment that supports independence and personal development by planning and developing a healthy community.

Objective:

- Eliminate vacant structures.
- Start a community beautification project.
- Strictly enforce codes.
- Review zoning and land use in the area every three to five years.
- Counter the negative image of Southwest Little Rock. (Encourage people to have pride in their property's appearance.)

Action Statements:

- Develop a strong neighborhood coalition to maintain accurate neighborhood statistics, address neighborhood problems, and serve as an advocate for neighborhood development.
- Start an education program for the media. Many positive things happen in Southwest but the media only reports the negative.
- Develop on-going statistics on crime and urban problems in order to either identify areas needing attention or publicize any improvements in those statistics.
- Encourage businesses to landscape street corners and street frontage.
- Clean up illegal dumping in the Oxford Valley/Churchill area and in the area north of Hillsborough/east of Heinke Road and erect barricades to discourage this type of activity.
- Lodge a complaint with the City's Code Enforcement office if weeds on vacant lots become overgrown. (Do not allow a few homes in the neighborhood give the residents and Little Rock citizens the idea that there is no reason to contact Code Enforcement "because nothing will be done" when cars and junk are within code.)
- Evaluate ramifications for rezoning R-7 and R-7A property in the area to R-2 and follow through with Board of Directors Action.
- Review the Future Land Use Plan and the area zoning in the area every three to five years to determine if classifications are the most appropriate for redevelopment and development in the area.



**CHICOT WEST
I-30 SOUTH**

NEIGHBORHOOD ACTION PLAN

**Neighborhood Associations:
West Baseline
Legion Hut
Meyer Lane**

**City of Little Rock
Department of Planning and Development**

November 1997



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Preface

In late November 1996, the West Baseline Neighborhood Association requested City assistance in developing a long range plan for their neighborhood. Upon review of the neighborhood, city staff proposed expansion of the study area boundaries to include a much larger area. Representatives from six additional Neighborhood Associations - Quail Run, Meyer Lane, Shiloh, Legion Hut, Pinedale and Rolling Pines - were invited to participate in the process of developing a plan as was a representative from Southwest United for Progress and a local realtor, however, all invitees did not choose to participate.

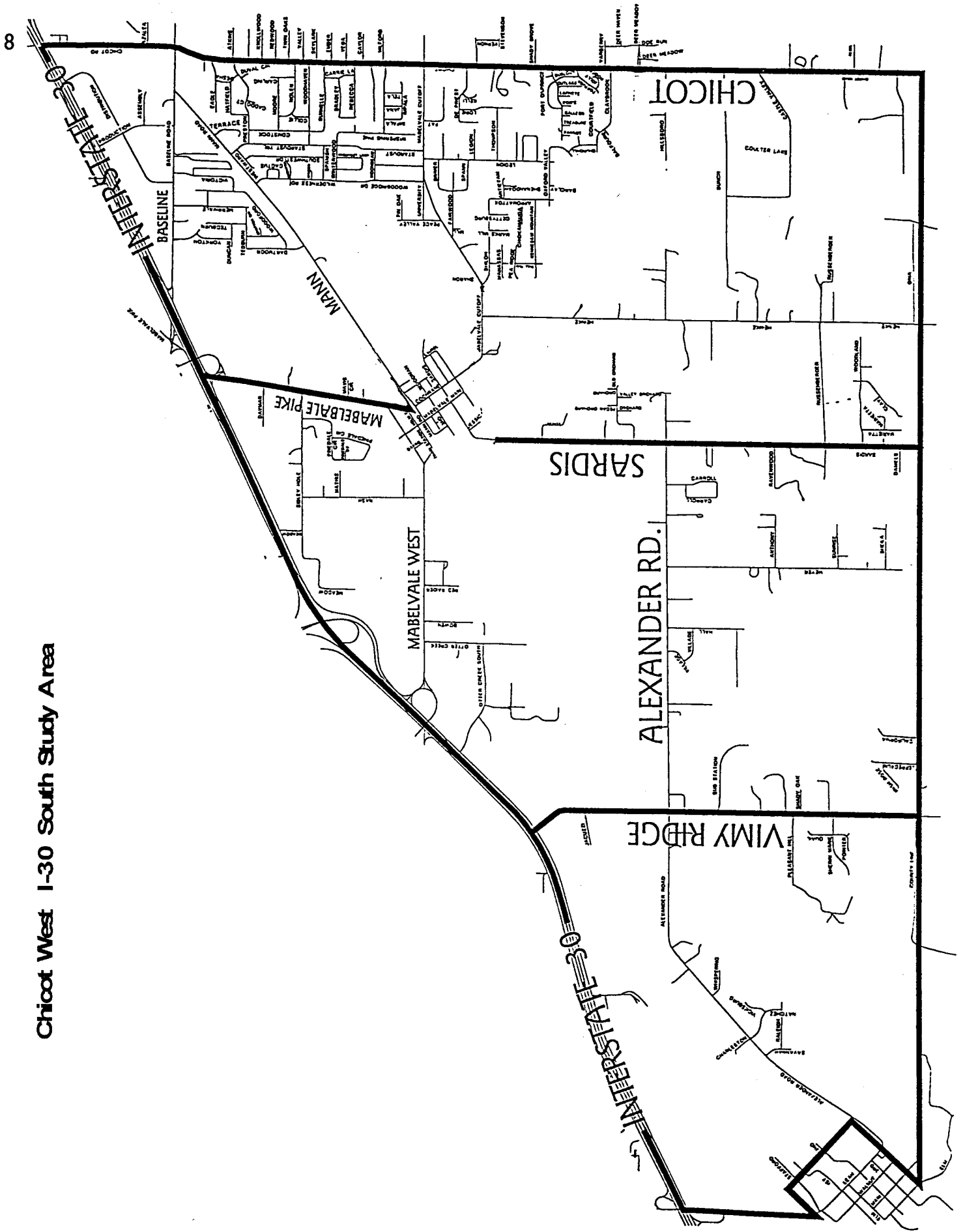
Bi-monthly meetings of the planning committee commenced in early January, 1997 with informational meetings designed to help planning committee members better understand city policies, planning issues, and projects proposed for the area by both City departments and other agencies. These "kick-off" meetings also provided for an exchange of ideas between City staff, other agency staff, and planning committee members and helped City staff better understand area concerns. To gain greater community input on issues, two Town Hall meetings were held in March which allowed area residents and "stakeholders" to voice their concerns without having to participate on a time-consuming committee.

Development of goals, objectives, and action statements began in late April, 1997 and are contained within this plan. An Open House for final community review of the plan was held on September 22, 1997 at the Baseline Alert Center. With the community's approval it was then forwarded to the Planning Commission and the Board of Directors.

EXISTING CONDITIONS



Chicot West I-30 South Study Area



The Chicot West I-30 South study area is located in a part of the City of Little Rock commonly referred to as "Southwest Little Rock". The study area's boundaries are Chicot Road to the east, Interstate 30 to the north, and the city limits, to the south and west. The area is located within the Geyer Springs West and Otter Creek Planning Districts.

The subdivisions located in the northeastern portion of the study area started to be developed in the mid-to-late 1960s as small lot "working class" neighborhoods. The remainder of the study area was developed "piecemeal" as the demand warranted and remains low density even today with mobile and manufactured homes scattered among site-built homes. The majority of the study area was annexed by the City of Little Rock in 1979 and 1980. A portion of the area in the vicinity of Sardis Road/Alexander Road was not annexed until 1984.

When the area was annexed, all streets and infrastructure were considered substandard and water and sewer service was poor or non-existent. In the 1980s, a sewer improvement district was established which levied substantial taxes on the property owners in the area. Some people were forced to relocate because they could not afford the tax. Pulaski County School District had served the area prior to annexation, but after annexation, the area became part of the Little Rock School District. The change in school districts coupled with the sewer improvement district tax were significant factors in the decline of new development in the area.

Industrial uses (warehousing/distribution) began to locate near Interstate 30 in the early 1980s. There are some commercial uses in the study area, located primarily on Baseline Road. WalMart recently constructed a new store at the intersection of Baseline Road and Interstate 30 relocating their operation from their previous location at Geyer Springs and Baseline Road. This relocation is typical of a national trend of replacing smaller stores having restricted market areas with larger, regionally oriented stores. The WalMart development has spurred other nearby commercial investment including a strip center, Ryan's Steak House, Luby's Cafeteria, and McDonalds. In addition, there are other commercial establishments nearby but outside of the study area, primarily on Geyer Springs Road.

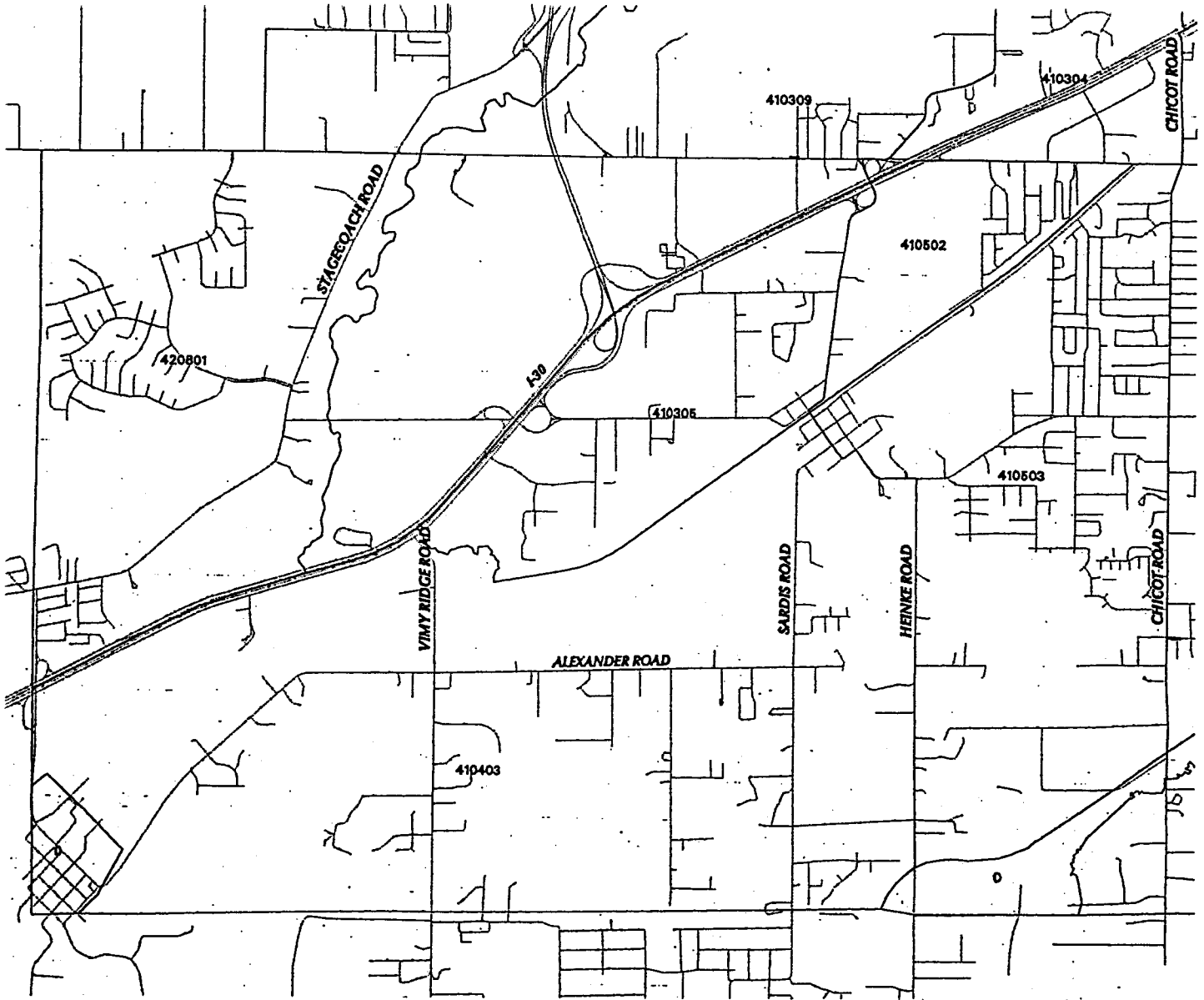


Socio-Economic Profile

The table contains selected data for the four 1990 U.S. Census tracts located within the study area.

Census Tracts	410502	410503	410305	410403	Entire StudyArea	Entire City
Population						
Total Population	1,344	4,488	302	1,386	7,520	175,795
Percent White Persons	58.6	77.8	96	97.8	78.8	64.7
Percent Black Persons	40.6	20.6	0.7	1.7	19.9	34
Percent Persons under 18	32.5	30.7	19.9	22.7	29.1	24.9
Percent Persons 18-64	62.9	62.9	63.6	67.2	63.7	62.6
Percent Persons 65 and Over	4.5	6.4	16.6	10.1	7.2	12.6
Percent Male	50.2	48.3	46.4	49.4	48.8	46.4
Percent Female	49.8	51.7	53.6	50.6	51.2	53.6
Housing						
Total Number of Housing Units	604	1,653	144	565	2,966	80,995
Percent Occupied Units	80.3	92.4	91	95.2	90.4	89.6
Percent Vacant Units	19.7	7.6	9	4.8	9.6	10.4
Percent 1 Unit Detached Structures	45	81.6	77.8	81.6	74	60.5
Percent Mobile Homes	16.4	14	6.3	13.1	13.9	3.1
Percent Multifamily 2-9 Units per Structure	32.3	4	13.9	4.9	10.4	18.3
Percent Multifamily 10-19 Units per Structure	6	0.1	0	0	1.3	6.7
Percent Owner Occupied Units	45.4	77.4	64.9	82.3	72	56.2
Percent Renter Occupied Units	54.6	22.6	35.1	17.7	28	43.8
Income						
Percent Under \$20,000 per year	54.4	26.5	25	25.2	31.5	36.8
Percent \$20,000-\$40,000 per year	30.2	37.7	30.6	35.6	35.6	31.4
Percent \$40,000-\$75,000 per year	15.3	32.8	38.9	30.4	29.3	23.3
Percent Over \$75,000 per year	0	2.9	11.2	8.7	3.7	8.5
Percent Low to Moderate Income	55.3	31.1	28.8	21.2	33	46

Census Tracts



Population

In 1990, the most recent data available, the population of the study area was approximately 7,520 residents. The majority of the population (5,832 people) was within the more densely populated eastern quarter of the study area.

Slightly more females than males live in the study area. Females comprise 51.2% of the population and males make up 48.8% of the population. The average size of families is 3.16 persons. Almost 17% (453 people) of the population are single person households. An additional 11.4% of households are headed by a single parent (9.1% female head of household, 2.3% male head of household).

Age

The age distribution in the study area places the majority of residents (almost 64%) between the ages of eighteen and sixty-four. 29% of residents are under the age of eighteen, compared to 25% of the city-wide population. The remainder of the population (7%) is sixty-five years of age or older.

Race

Almost 79% of the study area residents are white. Blacks make up 20% of the study area population. The remaining 1% consists of people from other racial backgrounds. The population of the more rural portion of the study area west of Heinke Road is 97% white. The most racially mixed census tract is located north of Mann Road, east of Mabelvale Pike, south of Interstate 30 and west of Chicot Road where non-whites make up 41% of the population.

Income

Annual household income for the study area ranges from less than \$5,000 to over \$150,000. Half of households earn less than \$30,000 per year and three-quarters earn less than \$45,000 per year. 3.7% of households in the study area earn more than \$75,000 per year. 33% of households in the study area are considered low to moderate income. 55.3% of households in the census tract located north of Mann Road, east of Mabelvale Pike, south of Interstate 30 and west of Chicot Road are considered low to moderate income. This figure is much higher than the city-wide total of 46%. The other three census tracts have low to moderate income levels substantially lower than the city-wide percentage.



Land Use

Land use data was collected by Department of Planning and Development staff on a parcel by parcel basis. Data was recorded in the field based on actual observation using the window survey method (map page 53).

The predominant land use is single family residences. Four mobile home parks are located within the study area and mobile/manufactured homes are scattered throughout the more rural portion of the study area. Multifamily structures are located adjacent to Baseline Road in the northeastern portion of the study area. Duplexes are scattered throughout the area.

Industrial uses (generally warehousing/distribution) are located adjacent to Interstate 30 near Otter Creek South Road and near the northern portion of Vimy Ridge Road. Industrial, commercial, and office uses are situated in the "triangle" created by Baseline Road, Chicot Road, and Interstate 30; on Mann Road; adjacent to Interstate 30; and in the Otter Creek Industrial Park. Office and commercial uses are also found adjacent to Chicot Road and in the community of Mabelvale.

Several churches are located in the study area as is Southwest Hospital, which is located near Interstate 30 on Mabelvale West Road. Three schools are located within the study area: Mabelvale Junior High on Mabelvale West Road, Mabelvale Elementary on Mabelvale Cutoff, and Chicot Elementary on Chicot Road. Morehart Park off of Mabelvale Cutoff is the only city park in the area, but the new Southwest Community Center which offers a wide array of recreational uses is located nearby on Baseline Road.



Zoning

The majority of land in the study area is zoned for single family residences (R2). A small amount of land in the southern portion of the study area is zoned MF6 and MF12 (Multifamily with a density of 6 or 12 units per acre). R5 zoning (Urban Residence District) is found adjacent to Baseline Road and in the vicinity of Terrace Place off of Mann Road. Two mobile home parks adjacent to Chicot Road are zoned R7 (Mobile Home District).

There is a substantial amount of industrially zoned land, both developed and undeveloped, between Alexander Road and Interstate 30 and also south of Alexander Road near Vimy Ridge Road. Industrial zoning is also found adjacent to Mann Road and Baseline Road. Commercial zoning is found adjacent to Interstate 30, Chicot Road, Mann Road, Sardis Road, and Mabelvale West Road. Office zoning exists adjacent to Baseline Road, Chicot Road, and in the vicinity of Mabelvale West Road.

Existing Zoning

Zoning Category	Acres
C1 - Neighborhood Commercial	2.8
C2 - Shopping Center	44.8
C3 - General Commercial	130.8
C4 - Open Display Commercial	67.3
I1 - Industrial Park	88.6
I2 - Light Industrial	873.3
I3 - Heavy Industrial	334.1
O1 - Quiet Office	2.1
O2 - Office and Institutional	27.8
O3 - General Office	50.6
R2 - Single Family	4504.6
R5 - Urban Residence	6.3
R7 - Mobile Home Park	45.5
R7A - Mobile Home Subdivision	11.5
MF6 - Multifamily (6 units per acre)	11.7
MF12 - Multifamily (12 units per acre)	2.8
PCD - Planned Commercial (mixed use)	10.1
PID - Planned Industrial (mixed use)	1.3
POD - Planned Office (mixed use)	0.3
PDO - Planned Development (Office)	3.2



Circulation

Streets in the more populated portion of the study area are laid out in a modified grid pattern which makes movement within the area fairly easy. Streets in the less populated area tend to function more as access roads off of the primary streets. The principal east/west streets in the area are Baseline Road, Mabelvale Cutoff, Mabelvale West Road, Alexander Road, and the South Frontage Road of Interstate 30. The principal north/south streets are Chicot Road, Mabelvale Pike, Heinke Road, Sardis Road, and Vimy Ridge Road. The City's Master Street Plan designates each road as follows:

<u>Street</u>	<u>Classification</u>
Baseline Road	Principal Arterial (State Highway)
Mabelvale Cutoff	Minor Arterial
Mabelavale West	Minor Arterial
Alexander Road	Minor Arterial
South I-30 Frontage Road	Not Classified (part of freeway system)

Although the Master Street Plan classifies streets at a certain standard, several of the listed streets will require substantial reconstruction to meet that standard. Most of the streets in the area are considered substandard because they were constructed prior to annexation and were built to a lesser standard than required by the City of Little Rock. The majority of streets are surface treatment only which means that they do not have a base. The principal streets that are not constructed to standard include: Mabelvale Cutoff, Mabelvale West, Alexander Road, Mabelvale Pike, Heinke Road, Sardis Road, and Vimy Ridge Road.

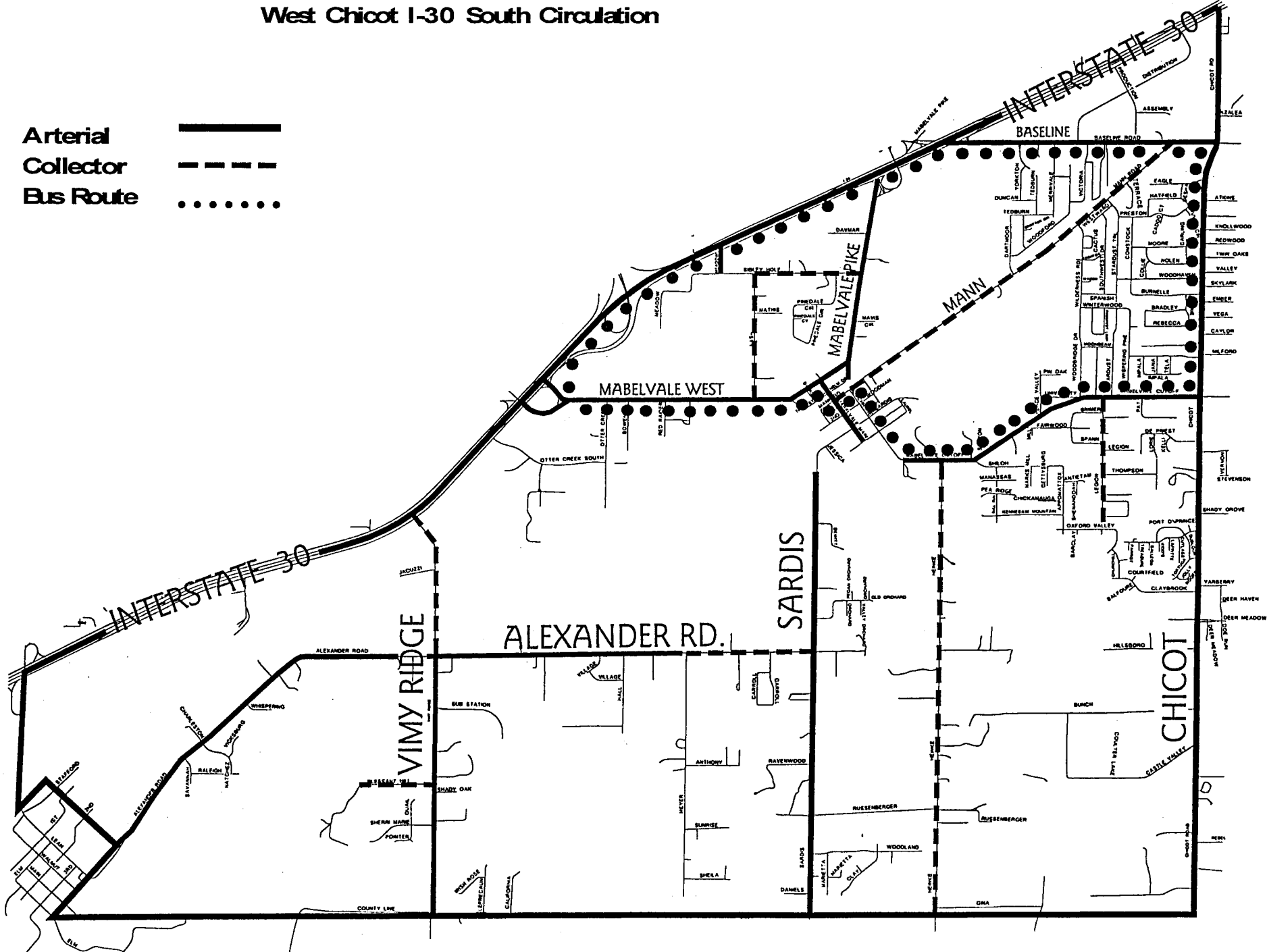
Access to the regional transportation network is very good. There are interstate access ramps off of Mabelvale West, Mabelvale Pike, Chicot Road, and Baseline Road. Once on the interstate, residents can easily and quickly get to all parts of Little Rock and the metropolitan area.

A new principal arterial known as the South Loop has been proposed and is shown on the Master Street Plan. This facility would connect Interstate 430 with U.S. Highway 65/167 and would cut across a large portion of the study area. In addition, the Arkansas Highway and Transportation Department has plans to construct a new freeway overpass across Chicot Road, to change the frontage roads on both sides of the freeway



West Chicot I-30 South Circulation

- Arterial
- Collector
- Bus Route



to one-way, and to construct an overpass at the railroad tracks and Baseline Road. A major railroad line runs through the study area and causes traffic inconveniences at the at-grade crossings.

Bus Service is provided to the area by the Central Arkansas Transit Authority (CATA). The bus route to Downtown runs from Southwest Hospital to Baseline Road via Interstate 30 and along Baseline Road to Geyer Springs Road, which is outside of the study area. The route going away from Downtown runs from Geyer Springs Road along Baseline and turns south at Chicot, turns west at Mabelvale Cutoff, and uses Mabelvale West to arrive at Southwest Hospital. On week days several buses run throughout the day.

Housing

There are 2,966 housing units in the study area. In 1990, the most recent data available, 2,682 of these units were occupied, which corresponds to a vacancy rate of 9.6%. For comparison, the city-wide housing unit vacancy rate in 1990 was 10.4%. 1,930 (72%) of the occupied units in the study area were owner occupied. City-wide, the owner occupied rate is 56%, so a significantly higher percentage of units in the study area are owner occupied than in the city as a whole.

Of the total number of units, 2,194 (74%) are detached single-family units. Mobile homes make up 14% of the housing stock (413 units). The remaining 12% of the housing stock are multi-family units of between 2 and 19 units per structure. The majority of multi-family units are located in the census tract north of Mann Road, east of Mabelvale Pike, south of Interstate 30 and west of Chicot Road. Only 45% of the units in this census tract are single family detached units. The largest vacancy rate (19.7%) and the lowest percentage of owner occupied units (45%) are also found in this census tract.

The census tract located south of the railroad tracks and Mabelvale Cutoff and west of Heinke Road has the greatest percentage of owner occupied units (82%) and the lowest vacancy rate (4.8%). Almost 82% of the units in this census tract are single family detached units and 13% are mobile homes. The remaining units are multifamily structures of 2 to 9 units.

Department of Housing and Neighborhood Programs staff performed a windshield survey to determine housing conditions in the study area. Staff determined that there is a scattering of substandard units, located primarily in the eastern portion of the study area, and a few structures that appear to be unsafe. The window survey showed that by and large, the housing stock in the area is satisfactory.



Non-Residential

Non-residential uses are located primarily along the major streets and were discussed in the previous Land Use section. The majority of non-residential uses are in good condition, but there are some vacant or rundown buildings, mainly on Baseline and Chicot Roads.

Mabelvale Elementary on Mabelvale Cutoff was constructed in 1962 and physical conditions were found to be above average but in need of minor repairs in a 1995 Little Rock School District Facilities Study. The School District estimates it would cost \$1.568 million to bring the school up to desirable standards. Mabelvale Junior High was constructed in 1952 and additions were made in 1953, 1965, and 1975. The study found the school's physical aspects to be below average and recommended closure of the school. The estimated cost to improve Mabelvale Junior High to a reasonable standard is \$2.263 million. Chicot Elementary was originally constructed in the mid-1960s. In October 1993, the school burned to the ground and was reconstructed and reopened in the summer of 1996. The school does not have any maintenance or equipment needs at this time.

Morehart Park is the only city park located in the area. Although the park has much potential, it suffers from lack of use because of undesirable and illegal activities that take place there, driving off legitimate park users. Steps must be taken to make the park safe for area residents.

Environmental

Topography in the study area varies from low-lying floodplains to some slopes that are too steep for development. Flood prone areas are located between Vimy Ridge Road and Sardis Road extending from the county line to the railroad tracks. A second flood prone area is located northwest of Mabelvale extending from the railroad tracks to the Interstate and encompassing some residential development. A third flood prone area is in the vicinity of Deprist Road and extends much further east outside of the study area. There is substantial residential development in this area.

Steep slopes are found between Sardis and Heinke Roads, west of Pleasant Hill Road, and in the southwestern most portion of the study area. Poor soils that are not conducive to urban development are found near the intersection of Baseline and Chicot Roads and cover a large area of land, especially east of the study area, that has already been developed. Settlement problems are fairly common in this area.

Additionally, a main rail line traverses the area and a major electrical transmission line crosses the area from north to south near Vimy Ridge Road. These two features are generally regarded as incompatible with residential uses and may restrict further residential development in their respective vicinities.



POLICY PLAN



Introduction

Utilizing the Town Hall meetings results, information provided by city staff, and their personal knowledge, the steering committee developed goals which were designed to meet the area's needs. Seven goals were developed which focused on the following issues:

- Infrastructure (streets and drainage)
- Traffic and Transportation
- Housing and Neighborhood Revitalization
- Public Safety
- Recreation
- Economic Development
- Community Image

Objectives which would lead to the accomplishment of each goal were then formulated by the committee. After the objectives for each goal were agreed upon, the committee worked on developing action statements which would make the goals attainable.

In September the committee presented its plan to area residents at a Open House held at the West Baseline Alert Center. With the residents approval, the action plan was advanced to the Planning Commission and the Board of Directors.



INFRASTRUCTURE GOAL:

Have an adequate infrastructure network, including roadways and drainage systems, within the area which is designed and works to produce a safe and attractive neighborhood environment.

Objectives:

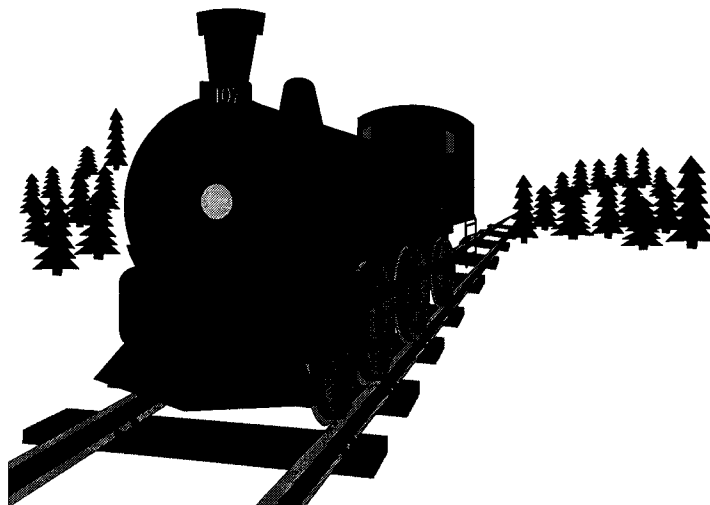
- Bring all streets up to city standards.
- Identify and correct drainage problems in the area.
- Construct overpasses over railroad crossings.
- Construct Interstate underpasses at more locations.
- Provide sidewalks on major roads and near schools.
- Design streets for safe and efficient traffic flow.
- Provide streetlights when residents request them.
- Provide adequate city sewer and water in all areas.
- Construct sidewalks on Principal and Minor Arterials leading to schools.

Action Statements:

- Widen Chicot Road from Mabelvale Cutoff to the city limits, (90 foot right-of-way with typical cross section).
- Widen and resurface Heinke Road as a Standard Collector.
- Resurface all residential streets as needed and bring the streets up to standard at the same time.
- Fix the manhole covers that are below street grade and become "potholes".
- Widen and improve Mabelvale West to a Standard Minor Arterial.
- Widen and improve Alexander Road to a four lane Minor Arterial.
- Widen Mabelvale Cutoff from Chicot to Mabelvale with Bicycle Lane.
- Widen and improve County Line Road.
- Construct the proposed South Loop.
- Construct sidewalks on Chicot Road, (west side from Mabelvale Cutoff to Hillsborough).
- Construct sidewalks on Mabelvale Cutoff, (south side from Chicot Road to Sardis Road).
- Correct or mitigate poor sight distances and signage at University Street/Woodland Ridge/Mabelvale Cut Off.
- Correct or mitigate poor sight distance on Bunch Road near Chicot Road.
- Cover open drainage channels adjacent to Chicot Road.



- Correct drainage problem at Chicot and Baseline Roads intersection.
- Install French drain on Chicot Road in front of the River City Paint store.
- Correct flooding problem on Winterwood between Wilderness and Stardust Trail, lack of drainage intakes.
- Correct drainage problem at Vimy Ridge and Alexander Roads intersection.
- Correct flooding problem on bridge over Otter Creek on Alexander Road.
- Correct drainage problem at Chicot Road and Mabelvale Cutoff intersection.
- Replace sinking curb and gutter on Moore Dr., Eagle Dr., Carling Dr., and Woodhaven Dr.
- Repair or replace drainage intake at Southwest/Spanish Drives.
- Repair subgrade street failure on 9600 and 9700 block Comstock Rd.
- Clear and clean drainage ditch across from Cool Timbers Trailer Park.
- Construct an overpass at the railroad tracks on Baseline Road and at Vimy Ridge Road.
- Construct an Interstate overpass at Vimy Ridge Road.
- Improve Interstate access for commercial users.
- Install streetlights on all major roads and on residential streets when residents request them.
- Install city sewer and water systems in all areas that are not currently serviced.
- Work with the Public Works Department to institute the "Adopt a Street/ Intersection" program in the area.



TRAFFIC AND TRANSPORTATION GOAL:

Ensure safe and efficient movement of traffic in, around, and through the area.

Objectives:

- Provide additional traffic lights in some areas.
- Discourage cut-through traffic by implementing traffic calming techniques.
- Construct overpasses over railroad crossings.
- Construct Interstate underpasses at more locations.
- Ensure an acceptable traffic flow.
- Continue bus routes and consider expansion.
- Enforce speed limits to ensure safety.
- Discourage "cruising" in the neighborhoods.
- Restrict access to public parking lots at night.

Action Statements:

- Install a traffic light on Baseline Road at the WalMart driveway.
- Install a traffic light at the Baseline/Mann intersection.
- Install a traffic light at the Vimy Ridge/Alexander intersection.
- Install caution lights on Chicot Road at Chicot Elementary School.
- Install a caution light on Mabelvale Cutoff at Mabelvale Elementary School.
- Install a caution light on Mabelvale West at Mabelvale Jr. High.
- Adopt traffic calming methods to discourage cut-through traffic on Wilderness/Woodbridge, Stardust Trail, and Legion Hut Road.
- Adopt a policy that will eliminate "cruising" in the area and work with the Police Department to enforce the policy.
- Require Police Department to enforce the speed limit on Mabelvale Cutoff and Alexander Road.
- Work with the Police Department to ensure speed limits are enforced throughout the area.
- Construct an overpass at the railroad tracks on Baseline Road and at Vimy Ridge Road.
- Work with the Public Works Department to ensure roadways have enough lanes to accommodate traffic.
- Work with the Central Arkansas Transit Authority (CATA) to ensure bus routes are continued in the area.
- Install gates at school parking lots to be locked at night.
- Work with School District to develop a means of securing parking lots at night and discouraging lottering.



HOUSING AND NEIGHBORHOOD REVITALIZATION GOAL:

Encourage new single family growth and maintain and enhance the quality and affordability of existing housing.

Objectives:

- Encourage homeownership.
- Strictly enforce building codes, especially for rental property.
- Encourage demolition of vacant and abandoned buildings if renovation and reuse does not occur within two years.
- Encourage the construction new single family housing. Site built homes are preferable to manufactured homes.
- Encourage people to have pride in their property's appearance.
- Consider forming a CDC (Community Development Corporation) which would address housing issues and that encompasses the study area and adjacent areas.

Action Statements:

- Support any City efforts to establish an Affordable Home Program in the area.
- Encourage innovative attempts to introduce owner-occupied housing that could be marketed for under \$50,000.
- Encourage the development of vacant lots in existing subdivisions.
- Encourage the City of Little Rock to provide incentives to spur private investment in the single family residential market.
- Encourage better maintenance of yards and housing in the Merrivale area.
- Ensure residents are aware of available home repair and homeownership grants.
- Contact all Southwest Neighborhood Associations and citizen activist groups to determine if there is interest in forming an area-wide CDC.
- Reuse or demolish the vacant multi-family units on Chicot Road north of Nolen.
- Lodge a complaint with the City's Code Enforcement office if structures appear unsafe or if weeds on vacant lots become over grown.
- Consider implementing a contest that would reward houses with the most street appeal. Area businesses should be solicited for prize donations.



HOUSING AND NEIGHBORHOOD REVITALIZATION GOAL:

Encourage new single family growth and maintain and enhance the quality and affordability of existing housing.

- Encourage landlords to require tenants to maintain yards.
- Discourage additional mobile home parks from locating in the area.
- Concentrate development efforts in the more urbanized northern portion of the study area. View the southern portion of the area as an “urban reserve” to be developed as market forces become stronger in the area.
- Ask the City to implement a grant or low interest loan program to help address the problem of deferred maintenance in the existing apartment complexes.



PUBLIC SAFETY GOAL:

Provide a safe and secure environment for area residents and visitors.

Objectives:

- Establish a Community-Oriented Policing Program in all neighborhoods.
- Ensure better communication between the Police Department and individual neighborhoods.
- Expand the Crime Watch programs and neighborhood patrols.
- Organize all areas of the Study Area into Neighborhood Associations.
- Create a Disaster Plan and train residents to be able to help with disaster response.
- Start a Crime Prevention Through Environmental Design (CPTED) program.
- Provide streetlighting when residents request them.
- Work to decrease/eliminate crime and gang activity.

Action Statements:

- Work with the city to extend the operating hours of the Alert Center and locate another Alert Center in the western portion of the study area.
- Sponsor and encourage block parties and other “know your neighbor” activities.
- Encourage neighbors to report all suspicious activities immediately.
- Work with neighborhoods to establish Community-Oriented Policing Programs and Crime Watch Patrols.
- Work with neighborhoods to organize residents into Neighborhood Associations.
- Install bright streetlights on all streets that residents request them and ensure trees are trimmed in a manner that does not block the light.
- Review warning siren locations as they are difficult to hear in some locations.
- Work with the Police Department to establish better communication with neighborhoods.
- Work with the Police Department to ensure all portions of the study area are patrolled on a regular basis and that police response time is within standards.



PUBLIC SAFETY GOAL:

Provide a safe and secure environment for area residents and visitors.

- Work with the Police Department to decrease/eliminate crime and gang activity.
- Develop on-going statistics on crime and urban problems in order to either identify areas needing attention or to publicize any improvements in those statistics.



RECREATION GOAL:

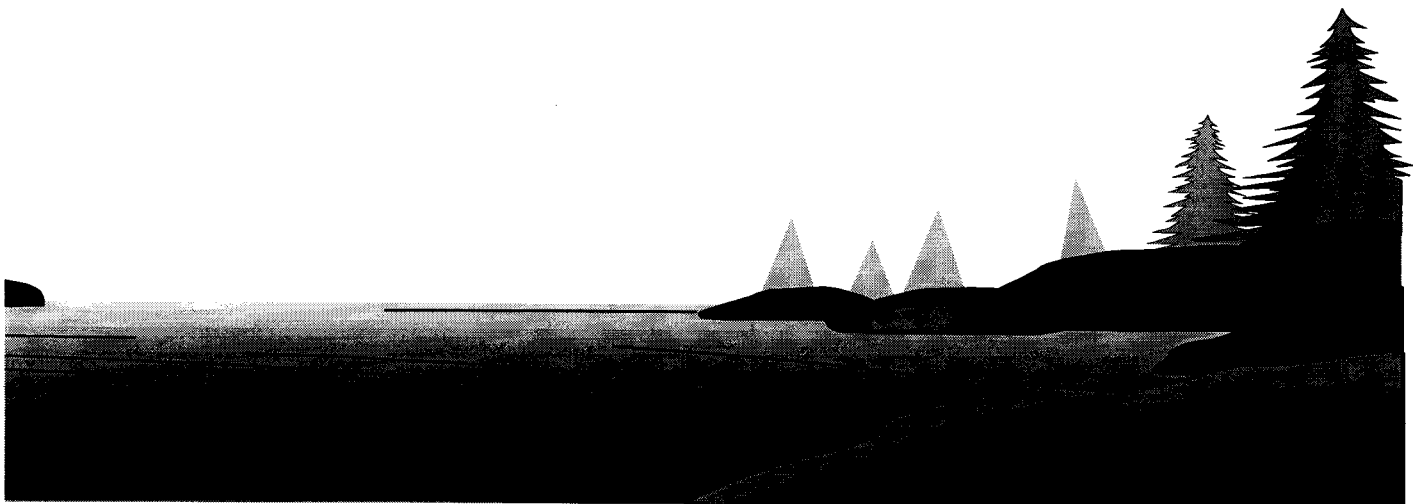
Provide sufficient and safe active and passive recreation areas to meet the needs of area residents.

Objectives:

- Provide additional safe areas for children and teenagers.
- Use vacant lots as recreation areas.
- Ensure parks are safe and maintained.
- Provide recreational opportunities for senior citizens.
- Provide bicycle lanes on busy streets.
- Provide a movie theater in the area.

Action Statements:

- Construct more neighborhood parks. A neighborhood park should be located within 1/2 mile from every home in the populated portion of the study area.
- Construct basketball courts and playgrounds on vacant lots.
- Start an Adopt-A-Park program to maintain parks.
- Clean up and maintain Morehart Park. Clear the trees adjacent to the roadway so people can see into the park. Correct drainage problem that results in standing water.
- Construct a senior center near the largest concentration of the senior population.
- Add bicycle lanes (Class I or II) to roadways as streets are widened, resurfaced, or otherwise reconstructed.
- Create incentives to attract a movie theater to the area.



ECONOMIC DEVELOPMENT GOAL:

Provide a mixed commercial/residential environment that will promote the safety, attractiveness, and value of the area while creating a competitive and adaptable economic climate that encourages investment and diversity of employment opportunities.

Objectives:

- Attract better restaurants. There is a need for sit-down restaurants.
- Attract neighborhood oriented businesses.
- Attract a grocery store to the area.
- Recruit businesses to fill vacant buildings.
- Consider forming a CDC (Community Development Corporation) which would address economic development and that encompasses the study area and adjacent areas.
- Attract more light industrial uses to the area.
- Retain existing businesses.

Action Statements:

- Contact all Southwest Neighborhood Associations and citizen activist groups to determine if there is interest in forming an area-wide CDC.
- Create incentives to attract a sit-down restaurant and a grocery store to the area.
- Identify and try to attract desirable businesses that are oriented toward the middle class consumer. Attempt to locate these businesses in currently vacant buildings.
- Promote the area as a desirable place for commercial interests to locate. Work with the City and Chamber of Commerce to attract businesses.
- Extend quality development west on Mabelvale Road into Mabelvale. A combination of commercial and office should be possible when improvements are completed on Mabelvale Cutoff.
- Expand Neighborhood Commercial uses at the intersections of arterials.



COMMUNITY IMAGE GOAL:

Foster strong neighborhoods and create an environment that supports independence and personal development by planning and developing a healthy community.

Objectives:

- Eliminate vacant structures.
- Start a community beautification project.
- Strictly enforce codes.
- Review zoning and land use in the area.
- Counter the negative image of Southwest Little Rock.
- Encourage people to have pride in their property's appearance.

Action Statements:

- Develop a strong neighborhood coalition to maintain accurate neighborhood statistics, address neighborhood problems, and serve as an advocate for neighborhood development.
- Start an education program for the media. Many positive things happen in Southwest but the media only reports the negative.
- Develop on-going statistics on crime and urban problems in order to either identify areas needing attention or to publicize any improvements in those statistics.
- Encourage businesses to landscape street corners and street frontage.
- Clean up illegal dumping in the Oxford Valley/Churchill area and in the area north of Hillsborough/east of Heinke and erect barricades to discourage this type of activity.
- Lodge a complaint with the City's Code Enforcement office if weeds on vacant lots become overgrown.



IMPLEMENTATION



The Action Plan

The adoption of the plan by the Planning Commission and Board of Directors is the first step in the implementation of the action plan. With the Board's approval the action statements may be presented to City departments and other key organizations for their implementation. Involvement by all parties, the City, private, and neighborhood residents will ensure the success of the action plan.

Zoning

The reclassification of some properties has been recommended in the action statements. The rezoning are intended to protect both single and multi-family residential developments in the area. Property owners were notified and those indicating they did not want a rezoning were removed from consideration. The reclassifications which occurred with this plan are shown on page 57.

Land Use

To support the implementation of the action plan the future land use plan was examined by the committee. Property owners have been notified if the suggested changes constitute a major plan amendment, would place additional restrictions on development, or are in conflict with the zoning. Of the changes were recommended by the committee, the following items were approved by the Planning Commission. (Map Pages 49,51).

1. Northwest of the Vimy Ridge / Alexander Rd. intersection, the Light Industrial adjacent to Alexander Rd. changed to Single Family.
2. The portion of Low Density Residential south of Alexander Rd. and west of the Mixed Office Commercial changed to Single Family.
3. The Low Density Residential along the east side of Vimy Ridge Rd, south of Alexander Rd., changed to Single Family.
4. The Low Density Residential near the northeast corner of County Line/ Vimy Ridge Rd. changed to Single Family.
5. South of I-30 north of Alexander Rd., the Industrial changed to Light Industrial, except for that property owned by Jacuzzi.
6. South of Mabelvale West, west of Mabelvale Jr. High School changed from Mixed Commercial Industrial to Commercial.
7. The Commercial Shopping west of Southwest Hospital on Mabelvale West changed to Commercial.



8. West of Meadow Lane, north of Southwest Hospital, the Light Industrial changed to Commercial.
9. The Suburban Office and Light Industrial east and south of Meadow Lane changed to Office.
10. North of Sibley Hole Rd. to I-30, West of Mabelvale Pike changed from Low Density Residential and Mixed Commercial Industrial to Light Industrial, with a 100 ft. undisturbed open space along Sibley Hole Rd.
11. East of Mabelvale Pike, the Low Density Residential changed to Single Family.
12. Southwest corner of Sibley Hole/Nash Lane change Single Family to Public Institutional.
13. On both sides of Nash Lane, the Low Density Residential changed to Single Family.
14. North of the railroad tracks and Mabelvale West in the Mabelvale Community, the Commercial, Office, Multifamily and Mixed Office Commercial changed to Mixed.
15. Northwest corner of Mabelvale West/Nash Lane changed from Office to Public Institutional.
16. A large expanse south of Mabelvale West, west of Sardis Rd. changed from Light Industrial and Mixed Office Commercial to Mixed Commercial Industrial.
17. North of Alexander Rd. between Meyer Ln. and Sardis Rd. changed from Light Industrial and Neighborhood Commercial to Community Shopping.
18. The Multifamily at the northwest corner of Bunch Rd. and Chicot Rd. changed to Single Family.
19. The Multifamily at the northwest corner of Hillsboro Rd. and Chicot Rd. changed to Single Family.
20. Mabelvale Cut Off Rd., north and south sides from Chicot Rd. to Whispering Pine, and north and south sides from Woodbridge to Shiloh, changed from Single Family to Mixed.
21. South of Preseton on Chicot Rd., changed from Office to Suburban Office.



22. North of Baseline Rd to I-30, west of Chicot Rd., changed from Industrial to Light Industrial.
23. From Mann Rd. north to Baseline Rd. between Mabelvale Pike and Merrivale Subdivision, changed from Commercial, Industrial and Mixed Office Commercial to Community Shopping with a 100 foot undisturbed open space on the east and west sides.
24. East of Mann Rd., south of Baseline Rd., changed from Multifamily, Low Density Residential, and Commercial to Community Shopping.
25. East of Mann Rd., south of Baseline Rd., changed from Multifamily and Low Density Residential to Single Family.

Infrastructure

As requested by the Public Works Department, priorities for infrastructure work were set by various Neighborhood Associations. The priorities are as follows:

Legionhut Neighborhood Association:

- Widening Chicot Rd. to Minor Arterial Standards from Mabelvale Cutoff south to the City limits.
- Solving drainage problem on Depriest Road, adjacent to Chiot Road.
- Solving drainage outfall problem on Legion Hut Road.
- Construction of sidewalks on the Chicot Rd., Mabelvale Cutoff and Mabelvale West for school children's safety. These should be located on the same side of the street as Chicot Elementary, Mabelvale Elementary, and Mabelvale Jr. High School.

West Baseline Association:

- Correcting the drainage problems on Winterwood Dr. between Stardust Trail and Whispering Pines.
- Repairing and/or replacing curb and gutter on Eagle Drive, Moore Drive, Nolen Drive, Carling Drive and the 7700-7900 blocks of Woodhaven Drive.
- Reconstruction and resurfacing of Forester Cove, Stardust Trail, Spanish Road, Rebecca Drive, Morris Drive, Southwest Drive, Moonbeam Trail, Nolen Drive, Preston Drive Whispering Pines Drive, Winterwood Drive and Woodhaven Drive.

All members of the committee want an overpass at the railroad tracks on Baseline Road.

