

LAND USE PLAN

NARRATIVE

Table of Contents

River Mountain (Planning District 1).....	1
Rodney Parham (Planning District 2).....	3
West Little Rock (Planning District 3).....	5
Heights/Hillcrest (Planning District 4).....	7
Downtown (Planning District 5).....	10
East Little Rock (Planning District 6).....	12
I-30 (Planning District 7).....	13
Central City (Planning District 8)	15
I-630 (Planning District 9)	17
Boyle Park (Planning District 10)	21
I-430 (Planning District 11).....	24
West 65 th Street (Planning District 12)	26
East 65 th Street (Planning District 13)	28
East Geyer Springs (Planning District 14)	30
West Geyer Springs (Planning District 15)	32
Otter Creek (Planning District 16)	34
Crystal Valley (Planning District 17).....	36
Ellis Mountain (Planning District 18).....	38
Chenal (Planning District 19).....	40
Pinnacle (Planning District 20)	42
Burlingame Valley (Planning District 21)	44
West Fourche (Planning District 22).....	45
Arch Street (Planning District 23).....	46
College Station/Sweet Home (Planning District 24)	47
Port (Planning District 25).....	49
Port South (Planning District 26)	51
Fish Creek (Planning District 27)	52
Arch Street South (Planning District 28)	53
Barrett (Planning District 29).....	54
Buzzard Mountain (Planning District 30)	55

RIVER MOUNTAIN

District 1

Development Principals

The River Mountain District is primarily residential except along Highway 10. Transition areas along Cantrell Road (Highway 10) allow for single-family and other redevelopment options.

The Highway 10 Design Overlay standards protect and enhance the aesthetic and visual character of the lands surrounding Highway 10. The Design Overlay District regulates standards for setbacks, landscaping, signage, lighting and other design criteria. A planned Zoning District is required unless the application conforms to the Design Overlay stands for Highway 10 (Cantrell Road). Uses, which may be considered, are lower-density multifamily residential and offices uses if the proposal is compatible with quality of life in nearby residential areas.

Recommended Design Guidelines for developments within the District include the following:

- Construction of neighborhood curbs, gutters, and sidewalks.
- Ensuring that roads are improved in a manner that supports all modes of transportation (walking, cycling, automobile, public transit and truck) and help to minimize the conflicts between the various modes.
- Possible installation of traffic calming devices.
- Preservation and maintenance of greenways and open spaces.
- Development of new approaches to park and open spaces.
- Preservation of significant environmental features.
- Conservation of significant landscapes, views and vistas.
- Protection of natural areas and systems.
- Protection of urban forests.
- Providing active park facilities in the area.
- Development of Neo-Traditional Neighborhoods in areas that are not yet developed.

Land Use

Residential:

Much of the Land Use Plan area is reserved for residential use. The Plan has three types of residential shown: Residential Low Density (RL), Residential Medium Density (RM), and Residential High Density (RH).

The Plan would encourage new developments in RL to follow similar densities established in the immediate vicinity. The RM and RH classifications have established density ranges elaborated as follows:

The RM plan designation is for multi-family projects ranging from 6 to 12 units per acre. Those areas shown, as RH on the Plan are primarily properties zoned for multi-family and, therefore, the zoning approved densities would be applicable. Generally, the density of those properties fall within 12-18 units per acre in this district.

Office and Transition:

Four areas are shown for office use on the Plan. All four of these areas are zoned for office and are concentrated in the proximity of the Rodney Parham and Highway 10 area. The first area of office use located near the Highway 10 and Rodney Parham intersection consists of Office (O) and Suburban (SO) land uses. The second area designated Office (O) sits southwest of the large commercial area on Pleasant Ridge Road. The third office

area sits on the southeast corner of the Sam Peck and Cantrell intersection. The fourth area shown as office is located at State Highway 10 and Black Road.

Several areas are designated as Transition (T) along Highway 10 (Cantrell Road). The Transition category, in conjunction with the Highway 10 Design Overlay District, is intended to protect landscapes, views, vistas, and maintain some of the natural features of the corridor.

Commercial & Mixed Use:

The commercial locations are at Pleasant Ridge Road/Highway 10, north of Highway 10 at Candlewood Road, and Taylor Loop Road (East)/Highway 10. Most of these commercial areas have developed to be community-shopping sites with some limited neighborhood services.

An area of Mixed Office and Commercial (MOC) is shown on the Plan at Cantrell Road and Black Road at the west end of the Panky Community.

Parks and Open Space:

The Park/Open Space category in this district serves two functions. The first is the preservation of greenways and open spaces. The second is to provide active park facilities intended for public use. The preservation function protects significant environmental features such as landscapes, views, and vistas that add to the intrinsic value of the city. The park facilities function provides land for city maintained parks, open spaces, urban forests, and recreational facilities.

The Plan identifies several park sites as shown in the City of Little Rock's adopted Parks Plan. Major open spaces in the area include River Mountain Park, Pankey Park, Conner Park, Pleasant Valley Golf Course, and the park running along the banks of Hickory Creek and Ison Creek.

The River Mountain Park includes a large peninsula area east of the former Pulaski County Penal Farm as well as a green strip along the Arkansas River.

There are two smaller neighborhood parks shown on the Plan in the Pankey community. These parks would be utilized by the neighborhood.

Public Institutional:

Public Institutional (PI) land uses occupy the district in isolated areas. Most of the PI uses lie along Highway 10, Rodney Parham and Sam Peck. Public Institutional uses in the district are churches, a YMCA, private schools, the Pankey Community Center, and a fire station.

RODNEY PARHAM

District 2

Development Principals

The wide variety of housing in the district has lent stable support for a range of commercial establishments. The many small commercial centers that line Rodney Parham Road and Markham Street contain small specialty shops, and an array of small offices, specialty medical offices and unique eating establishments. The Rodney Parham District Land Use Plan seeks to preserve and stabilize the existing development.

Recommended Design Guidelines for developments within the District include the following:

- Construction of neighborhood curbs, gutters, and sidewalks.
- Ensuring that roads are improved in a manner that supports all modes of transportation (walking, cycling, automobile, public transit and truck) and help to minimize the conflicts between the various modes.
- Possible installation of traffic calming devices.
- Preservation and maintenance of greenways and open spaces.
- Development of new approaches to park and open spaces.
- Preservation of significant environmental features.
- Conservation of significant landscapes, views and vistas.
- Protection of natural areas and systems.
- Protection of urban forests.
- Providing active park facilities in the area.
- Development of Neo-Traditional Neighborhoods in areas that are not yet developed.

Land Use

Residential:

The Future Land Use map shows Residential Low Density (RL) as the prevalent use in the district. Areas located along I-430, Reservoir Road, Rodney Parham Road, Napa Valley Drive and Mara Lynn Road accommodate Residential High Density (RH) and Residential Medium Density (RM) land uses. The majority of multi-family developments serve as transition areas between single family detached and more intensive land uses such as commercial development.

Office:

Office uses are shown along major arterials and in selected locations buffering residential from commercial uses. The plan allows for Office (O) and Suburban Office (SO) developments. The largest tract of office space is in the district's northwest corner, the location of Windstream and other offices. Large concentrations of Office and Suburban Office occupy the southern portion of the district along Markham Street near the I-430/I-630 interchange.

Commercial:

Commercial (C) uses are indicated along arterial streets. There are two large expanses in the district: the first is along Markham Street, west of Shackelford Road and extending along Huron Lane; the second area is at the Rodney Parham Road I-430 interchange. Strip commercial development has occurred along Rodney Parham Road east of I-430. The plan designates the south side of Markham Street west of I-430 as Commercial (C).

Parks and Open Space:

The Park/Open Space (PK/OS) category in this district serves two functions. The first is the preservation of greenways and open spaces. The second is the provision of active

park facilities intended for public use. The preservation function protects significant environmental features such as landscapes, views, and vistas that add to the intrinsic value of the city. The park facilities function provides land for city maintained parks, open spaces, urban forests, and recreational facilities.

Parks/Open Space (PK/OS) areas in the Rodney Parham district serve as right-of-ways for Grassy Flat Creek and Rock Creek. The district contains Butler Park located near the intersection of Rodney Parham Road and Old Forge Road. Butler Park also straddles Grassy Flat Creek. In addition to public parks, numerous private parks serve to supplement the public parks.

Public / Institutional:

Churches and schools occupy most of the Public/Institutional (PI) areas indicated on the Plan. Pleasant Valley Drive is the location of the largest concentration of Public/Institutional areas. A water treatment facility sits on the west side of I-430 in the district's northern section, next to Fulbright Elementary School and St James United Methodist Church. The Terry Branch of the Little Rock Library system is located on Napa Valley Drive. Immanuel Baptist Church is located on Shackleford Road at Mara Lynn.

WEST LITTLE ROCK

District 3

Development Principals

The West Little Rock District is a stable area with much of the land developed. The current zoning patterns in most cases have been established for many years. The plan does not anticipate dramatic changes in the future are not anticipated. This district is unique in that an incorporated community, Cammack Village, is located within its boundaries. The plan does show land use classifications in this area to represent the existing use pattern, though the City has no land use or zoning authority in Cammack Village.

Recommended Design Guidelines for developments within the District include the following:

- Repair all streets to meet city standards.
- Identify and correct drainage problems in the area.
- Improve the quality of drinking and waste water lines.
- Provide sidewalks for all streets.
- Design streets for safe traffic flow.
- Provide streetlights as needed.
- Prevent unwanted encroachment of commercial development into existing residential spaces.
- Preserve and maintain greenways and open spaces.

Land Use

Residential:

The West Little Rock District is primarily Residential Low Density (RL) with few undeveloped lots. The district plan shows several concentrations of Residential Medium Density (RM) and Residential High Density (RH) uses. These are just outside of the University Avenue commercial areas, south of the commercial districts along Highway 10, Rodney Parham Road, and along Reservoir Road. These developments range from duplex developments to large-scale apartment projects.

Office:

Two significant concentrations of office (O) use on the plan are located on University Avenue, south of Evergreen Drive and at the intersection of Lee Avenue and University Avenue. Other small pockets of office use exist in the district. An office area on Cantrell Road at the western edge of the district lies between Reservoir Park and commercial development to the east.

Commercial:

Most of the Commercial (C) areas in this district are built out and located along arterials and at intersections on the periphery of residential areas. The plan recognizes that the Cantrell corridor between Hughes Street and west of Andover Court is a primarily Commercial (C) area. The map indicates three other areas as commercial. These locations are University Avenue south of Lee, West Markham Street west of Rodney Parham Rd., and a portion of Rodney Parham Road. Park Plaza, Park Avenue, and the Sears department store are all located on University Avenue in the district's southeastern section.

Parks and Open Space:

The Park/Open Space category in this district serves two functions. The first function is the preservation of greenways and open spaces. The second function is to provide active park facilities intended for public use. The Park/Open Space category covers land for city maintained parks, open spaces, urban forests, and recreational facilities.

The plan does not anticipate significant expansion of park and open space uses in the district. The district has active recreation such as tennis courts in Meriweather and Reservoir Parks, and passive recreation such as picnic areas and scenic drives in Murray Park. Murray Park, located on the banks of the Arkansas River, also offers visitors a boat ramp, bike paths, and outdoor exercise facilities. Murray Park acts as a major link in the proposed chain of parks spanning the length of the city along the banks of the Arkansas River. Bike paths and trails will connect the chain of parks along the river. The Big Dam Bridge, completed in 2006 and connecting La Harpe View Park with Cooks Landing Park, acts as a link in this chain.

Public/Institutional:

A large concentration of Public/institutional (PI) uses is along Mississippi Street near Evergreen where several churches are located. Hall High School on H Street and Catholic High School on Father Tribou Street occupy two large PI sites in the district.

HEIGHTS/HILLCREST

District 4

Development Principals

The primary objective of the Heights/Hillcrest District Plan is to preserve and enhance the unique and positive features of this section of the City. This is one of the oldest and most well established residential communities in Little Rock. Among factors that contribute to the desirability and increased property values of the area are: proximity to the Downtown area, availability of bus transportation, accessible shopping areas, the wide variety of housing types, the pleasant neighborhood atmosphere created by sidewalks, trees, neighborhood schools and parks.

Recommended Design Guidelines for developments within the District include the following:

- Constructing new sidewalks – especially but not exclusively around schools.
- Resurfacing streets.
- Installing drainage facilities, curbs, and gutters.
- Continuation and maintenance of existing neighborhood tree projects.
- Providing crosswalks.
- Providing streetlights.
- Providing curbs, gutters, and adequate drainage.
- Providing an effective transportation plan enabling a variety of modes including walking and biking.
- Providing access from the Heights and Hillcrest to the Arkansas River Trail.
- Providing mixed-use opportunities within the commercial areas.
- Down zoning and rezoning to reflect existing proposed land use and development.
- Revising the land use map for the neighborhoods to reflect changes in proposed land uses.

Area Descriptives

Heights Area:

The Heights Commercial District is comprised of small specialty and neighborhood shops dispersed along Kavanaugh Boulevard and the adjoining streets north of Cantrell Road. The primary asset of this area is a diversity of forms and functions. There is an opportunity to help unify the area by introducing certain design themes such as benches and trash receptacles with a Heights commercial logo for advertising purposes. On-street parking and a narrow right-of-way temper traffic flow on R Street and others. Lack of parking spaces in the Heights commercial area necessitates using all existing parking facilities and encourages pedestrian circulation. Bicycle and pedestrian circulation should also be encouraged. The placement of bicycle racks throughout the area could help promote "bicycle shoppers." The plan allows for a series of minor changes such as the careful development of the upper Kavanaugh Boulevard street frontage into multiple uses (office and commercial mixtures or a commercial and residential mix). Two story structures could provide a shop on the first floor and a residence or office on the second floor.

Hillcrest Area:

The Hillcrest commercial district needs to be maintained at a neighborhood scale. The plan encourages a series of minor changes such as removal of billboards and the retention of the Kavanaugh Boulevard street frontage in multiple uses (office and commercial mixtures or a commercial and residential mix). Two story structures could provide a shop on the first floor and a residence or office on the second floor.

Riverdale:

Riverdale occupies the section of the district below 'Cantrell Hill' and the bank of the Arkansas River. The Riverdale area contains the widest variety of land uses in the district. The largest concentration of office (O) uses in the district lies between Riverfront Drive and the Arkansas River. A large Residential High Density (RH) area lies along the riverbank between the office area and Rebsamen Golf Course. The commercial area in Riverdale, especially in the vicinity of Old Cantrell, contains a large number of restaurants. In addition, an Industrial (I) and Service Trades District (STD) land uses lie in the eastern section of Riverdale.

Other Areas:

The Kavanaugh Boulevard/Van Buren Street intersection is occupied by commercial and multi-family uses. The plan shows an increase in Residential Medium Density (RM). On Markham Street, close to the Arkansas School for the Blind, is a small commercial area. Along Kavanaugh Boulevard, and north of St. Mary's Academy is a limited commercial area. The Old Cantrell area has developed into a restaurant row with a mix of other commercial and office uses.

Land Use

Residential:

The plan envisions no significant changes in the Residential Low Density (RL) development pattern. Existing two-family areas are preserved and in some areas are expanded. The plan encourages additional duplex development in the district address the need for additional dwelling units without significantly altering density levels and provide buffers between potentially incompatible land uses.

Expansion of Residential Medium Density (RM) areas is indicated as a response both to the demand for more housing in this centrally located area and to current development trends. One example of this use of RM is between the single-family residential areas and commercial areas near Kavanaugh Boulevard and Van Buren Street. The designation of the Residential High Density (RH) area in the southwest corner of the district has shifted to accommodate other uses, shrinking away from University Avenue, while expanding northwest. The plan acknowledges RM uses as expanding in the southwestern corner of the district, lying between RL and other varied uses.

Office:

The district is an important secondary office location and affords an attractive setting for such uses. The plan shows concentrations of Office (O) space in Riverdale, on Markham Street from University to Pine, along Cantrell Road, and on University Avenue. Office (O) uses along University Avenue shrank, while those along West Markham Street expanded.

Commercial:

The plan does not envision any significant expansion of commercial areas in the Heights/Hillcrest District. It is the intent of the plan to strengthen the neighborhood commercial and mixed-use role of these areas, which are well placed to serve the retail shopping needs of the surrounding residential areas. More intensive Commercial (C) uses should be kept on Cantrell, University, and Markham, as the neighborhoods lack the capacity to support large-scale developments.

Mixed Use:

A Mixed-Use (MX) area containing offices and residences fills a site between the Verizon campus and the Residential High Density (RH) housing on Riverfront Drive. A small area shown as MX sits on University Ave. near Markham St, and along parts of C Street. This land use designation is suitable for providing mixed-use opportunities within established

commercial areas. Additionally, residential and commercial mixtures under MX are generally seen as an appropriate development pattern along Kavanaugh Boulevard, within the parameters put forth in the area descriptive above. This designation is suitable for consolidation of land uses where it is politically and economically practical.

Industrial:

An Industrial (I) land use area occupies a tract of land on the bank of the Arkansas River near the Alltel campus in Riverdale. A Service Trades District (STD) zoned for industrial uses occupies a large tract of land straddling the boundary between the Heights/Hillcrest and Downtown planning districts.

Parks and Open Space:

Park acreage occupies a significant portion of the District. However, the present park acreage in the District rests in three large-scale City parks. The development of any new parks in the District should be small-scale and resident-driven.

The plan recommends expanding and improving present hiking trail system in Allsopp Park to provide an ADA compliant trail from the Heights and Hillcrest to the Arkansas River Trail that extends around the Arkansas River for bikers and pedestrians. Knoop Park offers scenic views of both downtown Little Rock and the Arkansas River. The plan advocates development of pathway system to the Arkansas Schools for the Deaf and Blind, and Knoop Park. Portions of the trail system could be developed for special use by the disabled.

Public/Institutional:

The District has eight schools, both public and private, providing education for grades 1-12. Located in the southeastern portion of the district is the Arkansas School for the Blind and the Arkansas School for the Deaf. John Gould Fletcher Branch Library, Central Arkansas Library System's (CALS) first branch library in Little Rock, is located at "H" Street and Buchanan Street.

DOWNTOWN

District 5

Development Principals

Downtown should become a place where people want to live and visit and should have a lasting and recognizable image, distinguishable from all other nearby environments.

Because it is the State Capital and proud symbol of our metropolitan area, Downtown Little Rock has many opportunities. Downtown should be the financial, cultural, and governmental center of the region and as such should be planned as a place where people live, visit, and work in a safe, vibrant, pedestrian-friendly environment. The built environment should encourage a sense of community and safety among residents and visitors. Downtown should be encouraged to become a place of 24-hour activity.

The City of Little Rock's oldest neighborhood and first local historic district is located adjacent to MacArthur Park within the district. Many of the homes are listed on the national historic register. MacArthur Park, the former site of the Little Rock Arsenal, was designated by an Act of Congress as a public park in 1892. The City's first municipal park, it was simply known as "City Park" until 1942. That year it was renamed in honor of General Douglas MacArthur who was born on the site when the arsenal was still in existence.

Recommended Design Guidelines for developments within the District include the following:

- Promoting quality entertainment and residential uses.
- Preservation and reuse existing buildings.
- Capitalization on the Presidential Library as an economic development tool.
- Providing an effective transportation plan with a variety of modes.
- Providing appropriate landscaping throughout the area.
- Utilizing the Presidential Library as a regional education resource center.
- Developing streetscaping plans designed for the specific needs of designated areas.
- Developing a means to encourage property owners to reinvest in Downtown.
- Working with Federal, State and County governments to ensure the success of the vision.
- Encouraging the development of a niche for retail activities.
- Encouraging a built form of quality architectural styles that evoke character.
- Preserving civic and historic buildings.
- Recognizing the riverfront as a key urban activity generator.
- Protecting urban form by requiring structures to be built to the street, encouraging street level activity, and creating visual connection between the street and interior.
- Maintaining development standards such as zero lot line construction and modified parking requirements to encourage higher density uses and pedestrian traffic.
- Expanding and enhancing the fixed transit system both within the District and between this and other districts.
- Encouraging owner-occupied, market rate rental, and affordable rental residential developments.
- Encouraging mixed and diverse uses in all new development.

Land Use

Residential:

The blocks, north and west of MacArthur Park, in the southeast corner of the District are designated as Residential Medium Density (RM). Within this area, there are a variety of residential forms.

Mixed Use:

The majority of the district is designated for Mixed Use Urban (MXU). This designation allows for uses ranging from high-rise office buildings to single family homes. The intent is to create a vital, diverse area which is street oriented and pedestrian-friendly. The uses maybe mixed (residential, office, and commercial in any combination) within the building itself or within an area.

Parks and Open Space:

Riverfront Park runs along the Arkansas River in the northeast end of the district. MacArthur Park, the City's first municipal park (est. 1892), is in the southeast corner of the district.

Public/Institutional:

The State Capital and related buildings in the western end of the district is a large area of Public Institutional (PI). The Federal Buildings between Capitol Ave. and 4th Street from State to Arch Streets, as well as the Federal Courthouse on Capitol near Broadway, are also designated Public Use. Another Public Use area is the County and City Buildings along Markham Street around Broadway, including the Old State House, Robinson Center Music Hall, and the State House Convention Center. The Arkansas Arts Center is attached to MacArthur Park. The Museum of Discovery is located on President Clinton Avenue.

EAST LITTLE ROCK

District 6

Development Principals

Over several years, studies of the East Little Rock District have repeatedly targeted protection of residential uses as a primary goal (with buffering and restricting the locations of industrial development). Little Rock National Airport lies to the district's south and will affect the long-term development of the district as it expands north. The eastern half to two-thirds of the District has been acquired by Little Rock National Airport and a portion converted to industrial and airport uses. The Little Rock National Airport Master Plan recommends all this area for airport and supporting industrial uses. The Future Land Use Plan uses the new 9th Street Extension as the dividing line with the areas to the south and east for airport and support uses and areas to the north and west for mid-density residential and commercial uses.

Land Use

Residential:

Residential Medium Density (RM) is proposed north of the 9th Street extension (east of the Carver Elementary School), and in this area generally between 6th Street and the River, with Mixed Use Urban to the west. A second small area of RM is shown from 12th Street north to 6th Street with the recommendation of changing to Industrial in areas of at least one-block in size to protect the remaining residential uses.

Commercial:

The plan recommends Commercial (C) as a node at the 6th Street-Bond Avenue intersection.

Industrial:

The plan shows Industrial (I) uses located east of the general aviation runway for the National Airport and east of Bond Avenue, generally south of the new 9th Street extension. These areas are intended for expansion or support industrial uses to the Little Rock National Airport.

Parks and Open Space:

Park/Open Space (PK/OS) land use covers much of the district. Park and open space runs the length of the district on its northern boundary along the Arkansas River. The expanse includes East End Park, linked to the chain of parks along the Arkansas River connected by bike paths and trails.

Public/Institutional:

The plan shows Public Institutional (PI) for Carver Magnet Elementary School on E. 6th Street near Fletcher Street. Northwest of the Townsend/6th Street's intersection is the Nathaniel Hill Community Center. The majority of the PI use in this area is the Little Rock National Airport and includes runways, taxiways, and related uses.

I-30 District 7

Development Principals

The I-30 District Plan reflects the existing emphasis on industrial uses in this area of the City. At the same time, the Plan seeks to stabilize existing, viable residential areas.

The northern section of this District is shown for Mixed Use Urban (MXU). This is the area of the Presidential Park and Library, as well as the Heifer International Headquarters. The area had been industrial with a scattering of commercial uses. With the conversion of these 100-plus acres, the Plan has been changed to encourage the conversion of the surrounding areas to a more 24-hour mixed-use pattern. This area is from 9th Street north to the Arkansas River.

The Hanger Hill Neighborhood continues to be shown for residential with a Residential Medium Density designation. This area is generally between 9th Street and 17th Street, the four blocks east of the I-630/I-30 Interchange.

Industrial (I) land uses serve as a primary land use in the district characterized by industrial sites and vacant properties. Public Institutional (PI) land uses serves as a secondary land use in the district with cemeteries covering much of the PI uses. The tertiary land use in the district consists of Residential Medium Density (RM). There is also a significant portion devoted to Mixed Uses, especially MXU in the northwest section of the district.

Land Use

Residential:

Three distinct residential areas are shown on the Plan. The first and largest residential area lies south of 9th Street, north of Oakland and Fraternal Historic Cemetery Park and east of I-30. This area is shown as Residential Medium Density (RM). The second residential area lies in the center of the district and is completely surrounded by industrial uses. This Residential Low Density (RL) area is shown as converting to Industrial with the requirement that the change be in minimum areas of one-block in size. The third residential area, located south of Roosevelt Road and west of Confederate Blvd, is shown as Mixed Use (MX) land uses. This MX area consists mainly of residential uses with scattered commercial businesses.

Mixed Use:

Mixed Use (MX) covers a residential area located south of Roosevelt Rd and west of Confederate Blvd and the commercial area east of Confederate Blvd. The intention is for this area to be allowed to re-develop with a mixed-use character and special design regulations have been developed along Confederate to guide this redevelopment.

Industrial:

Industrial (I) uses cover a majority of the District Plan area. Industrial uses occupy the eastern portion of the district as shown by the plan, generally west of Bond Avenue from 9th Street to 22nd Street. An area of Light Industrial (LI) covers a large area on both sides of Roosevelt Road west of Bond Avenue in the southern portion of the district. The nearby Interstate Highways, railroads, the Little Rock Port, and the Little Rock National Airport support industrial uses. The Port is a Foreign Trade Zone, conferring certain benefits to imports and exports. The Industrial (I) area is expanding to include the residential pocket along Boyce and Security from 16th to 21st Streets, with the requirement of the change occurring in areas of a minimum one-block size. The area

south for Roosevelt Road and east of Interstate 30 is shown as Service Trades District (STD), for industrial and office uses.

Parks and Open Space:

Hanger Park, in the center of the district, and the Presidential Park, between 3rd Street and the Arkansas River are the City Parks in this area. The plan shows Park and Open Space (PK/OS) in the floodway of Fourche Creek and the Arkansas River. The north boundary of the large PK/OS in the southwest corner of the planning district moved north to the railroad tracks. The expanded PK/OS land use area in the southwest corner of the district serves a buffer to protect property from frequent flooding. These floodways are shown as Priority Two: Proposed Open Space in the Master Parks Plan.

Public/Institutional:

A large block of Public/Institutional (PI) uses is shown in the center of the district. Included within this area are: Booker School, Horace Mann School, Oakland and Fraternal Historic Cemetery Park, Confederate Cemetery, two Jewish Cemeteries and National Cemetery. In addition, the Union Rescue Mission property is shown on Confederate Boulevard in the southern portion of the district. Two large churches in the center of the district, as well as Mann Magnet School on Roosevelt Road are shown as PI.

CENTRAL CITY

District 8

Development Principals

The Central City District is an area under many pressures, both positive and negative. In order to maintain and protect the investments thousands have made in the District, this document proposes strengthening the existing development and better defining single family and nonresidential use areas. To emphasize residential stability, commercial uses should be neighborhood oriented.

Additional proposals recommended for future action and/or studies involve housing, road and drainage improvements, sidewalk improvements, work on Swaggarty Creek Park, and uses for old public buildings. As for housing, to strengthen the existing neighborhoods, infill residential development should be actively pursued. However, the new units should be compatible with the existing neighborhoods in order to achieve the best results for the citizens of Little Rock. In addition, the Board of Directors should consider increasing the funds available for low interest home improvement loans.

The old West Side and East Side Junior High Schools have been converted to apartments, while the old VA Hospital is currently being used by non-profits, including the Our House homeless shelter.

Recommended Design Guidelines for developments within the District include the following:

- Rehabilitate existing structures in the northeast section of the District.
- Increase residential infill with rehabilitation of local commercial structures in the eastern portion of the District.
- Increase residential infill and work on Swaggarty Park in the southern portion of the District.
- Improve neighborhood streets and local storm drainage.
- Increase infill residential in the Central High area with high quality professional office, and commercial uses around Children's Hospital.
- Establish Central High School as a focal point in the district. A museum and visitors center is planned which will bring recognition to the school and its historic role in the desegregation of public schools in America.
- Provide an effective transportation plan with a variety of modes.
- Provide landscaping throughout the area.
- Develop streetscaping plans designed for specific needs in designated areas.
- Develop a means to encourage property owners to reinvest in areas near Downtown.
- Specify land uses that will encourage the development of a niche for retail activities.
- Encourage a built form of quality architectural styles that evoke character.
- Establish design standards for new construction in the area.

Implementation of recommendations with the continued efforts of those who live in the District should result in a viable, strong area.

Land Use

Residential:

The Central City District is primarily Residential Low Density (RL). Higher density uses, such as Residential Medium and High Density (RM/RH), are prescribed variably across the district. The three largest concentrations of Residential High Density (RH) sit next to Philander Smith College, the Arkansas Fair Grounds and near I-30 in the southeast section. The plan also shows an area of mixed RL/RM use between 15th and 17th Streets east of Main Street.

Office:

The Plan shows some Office (O) on Roosevelt Road east of Arch Avenue, and recommends Mixed Office and Commercial (MOC) near Children's Hospital.

Commercial:

In addition to the Mixed Office Commercial (MOC) areas, the Plan proposes Commercial (C) development in areas of established commercial use and zoning. The Mixed-use (MX) areas in the district consist mainly of residential, office, and commercial uses. Such areas lie in corridors along Main Street; Roosevelt Road; Broadway Street; Wright Avenue. This designation affords flexibility to the owners and developers of these spaces, enabling them to add density and diversity to these areas, while providing for neighborhoods' changing needs.

Industrial:

Industrial (I) can be found along the Union Pacific Railway on the western and southern edges of the district.

Parks and Open Space:

Barton Park is located on the western border of the district, north of Roosevelt Road. To the south, the plan preserves open space along Fourche Creek as proposed by the City's Master Parks Plan. Interstate Park fills a large tract of land between I-30 and the Union Pacific Railroad. Southside Park located off Whitmore Circle near the Union Pacific tracks serves as a neighborhood park. The large PK/OS area east of Arch Street serves as a floodway.

Public/Institutional:

The Arkansas Children's Hospital campus is located in the district's northwest portion near Interstate 630, as is Central High School, both are shown as Public Institutional (PI). East of Chester Street, near I-630 is the Philander Smith College campus shown for PI. In the southwest portion of the district is the Arkansas Livestock Show Grounds where the State Fair is held. Near the center of the district are the Governor's Mansion and its surrounding Capital Zoning District.

I-630 District 9

Development Principals

The plan's main objective is to preserve the residential character of the area and isolate the non-residential uses to specific locations without affecting adjacent neighborhoods.

Recommended Design Guidelines for developments within the District include the following:

- Clearly identifying the historical significance of the areas and the historically significant features with markers.
- Reviewing neighborhood zoning for appropriateness, giving special consideration to the effects zoning and land use changes may have on the existing social fabric.
- Encourage all new construction to be architecturally compatible with the neighborhood.
- Enact overlay guidelines for the use of appropriate architecture as illustrated by the housing handbook.
- Identify and eliminate harmful features such as blighted, vacant buildings, deteriorated dwellings, overgrown brush, weed lots, etc.
- Encourage new development that enhances, yet is compatible with, existing development.
- Construct new sidewalks.
- Resurface and widen streets where appropriate.
- Install drainage facilities, curbs, and gutters.
- Provide crosswalks.
- Provide streetlights.
- Provide curbs, gutters, and adequate drainage.
- Provide an effective transportation plan with a variety of modes.
- Land use and zone changes should be reviewed for their effect on neighboring areas.

Area Descriptives

Oak Forest Neighborhood:

Oak Forest neighborhood covers an area from University Avenue to Elm Street south of I-630. The land use plan acknowledges the primary goal of the Oak Forest residents that is to maintain single-family residences as the principal residential use in the neighborhood.

The proposed expansion by UALR into adjacent residential neighborhoods proved to be one of the most critical issues affecting the preservation of such neighborhoods and future development in the immediate area. UALR, through an adopted master plan, has established its future boundaries as far north as West 19th Street, with Fair Park Boulevard on the east. The southern border extends over Asher Avenue with student apartments, but the western edge remains at University Avenue.

Stephens Neighborhood:

Stephens neighborhood covers an area from Elm Street to Woodrow Street south of I-630. The plan recognizes the primary objectives of the neighborhood's residents, which are to revitalize the neighborhood by restoring existing housing stock, providing affordable, quality housing, and providing quality commercial and mixed-use developments for small and local businesses which can service the community. To adhere to this objective the following goals are stressed:

- Encourage quality development and land use practices.
- Upgrade and stabilize the neighborhood.

- Encourage mixed-use development along 12th Street, and allow mixed-use development along Pine Street between 18th and Bussey.
- Enforce building codes to discourage neglect from absentee owners.

These goals will work to improve the quality of life in the Stephens neighborhood and guide future growth and development. The plan recognizes that some change will occur, and tries to make reasonable allowances for anticipated changes. For example, the plan provides pockets of higher density, more intensive development in specific locations. In many areas, the plan tries to strengthen or reinforce existing uses.

The plan sees the Willie Hinton Neighborhood Resource Center as a positive focal point for the community. A viable neighborhood commercial use and a community-oriented use at the Willie Hinton Neighborhood Resource Center are two important parts in the overall strategy to upgrade the Stephens School area.

For the area from the Missouri Pacific Railroad tracks to Appianway, north to West 12th Street, the suggested use is light-industrial/warehousing. This will necessitate the removal of some residential units, but it will help establish a diversity of uses as well as new job opportunities in the area.

The Stephens School neighborhood is experiencing a number of housing related problems and issues. Preserving the existing housing stock and strengthening residential areas are critical to the existence of older neighborhoods. Providing a quality housing stock is a goal that can be, and must be, achieved to help preserve the many smaller neighborhoods found within the Stephens School area.

The plan recommends that the blocks adjacent to the Willie Hinton Neighborhood Resource Center, and especially around Cedar and Pine between I-630 and 16th Street, become the center of commerce for the neighborhood. The remaining blocks, especially along West 12th and West 13th Streets, would contain neighborhood oriented commercial uses with some low-density residential use in Mixed Use (MX) developments. A majority of the existing commercial uses should remain, while allowing for new mixed uses. The plan recommends the mixed-use approach because the Stephens School neighborhood is in need of community facilities, affordable housing, and a good commercial area. This approach creates a positive focal point for the neighborhood. The Plan proposes to upgrade a specific area that, in turn, should have long-range and long-term beneficial impacts on the entire neighborhood and the city as a whole.

Capital View/Stiff Station Neighborhood:

Capital View/Stiff Station (Woodruff) neighborhood sits north of I-630. The Capital View/Stiff Station neighborhood has continued to experience an interest in redevelopment. What makes areas such as Capital View/Stiff Station desirable is the existing ambiance of such single-family neighborhoods. The most effective way to take development demands away from the bulk of the Capital View/Stiff Station Neighborhood is to accommodate these demands in a way that would enhance, rather than detract from, the neighborhood's character. The Stiff Station development concept seeks to provide a place for office, commercial and possibly some apartment development rather than have these uses occur in a piecemeal fashion throughout the neighborhood. The plans for the Third and Seventh Street areas allow for the development of Residential Medium Density (RM), office (O), and Mixed-Use (MX) in areas that are now detrimental to the neighborhood's image. Capital View/Stiff Station offers several sites for infill development in areas shown on the plan as single family. While the plan recommends that these sites be built as single family, it is recognized that duplex and Low (RL) or Medium (RM) development is also desirable. Such requests need consideration based on the proposal's neighborhood impact. The plan also strives to minimize the effects of the medical center.

Land Use

Residential:

Residential land uses serve as the core land use of least intensity in the area with more intense land uses towards the edges of the residential neighborhoods. Single Family predominates throughout the areas north and south of I-630, north of Asher Avenue with interspersed pockets of other uses including Residential Medium Density (RM).

Two small areas of Residential High Density (RH) are shown near the Asher/Mabelvale Pike intersection to provide more housing for UALR students, and as an appropriate intensification with the surrounding use and zoning pattern. Another area of RH is shown south of 12th Street near Jonesboro for the Madison Heights project.

Office:

Office (O) is designated both sides of 12th Street between Fair Park Boulevard and Jonesboro Drive. This is an area populated by small offices, many of which are medical related.

Commercial:

The Commercial (C) uses along University Avenue range from small retail shops to those that are auto oriented, with a large retail shopping center at the intersection of University Avenue and Asher Avenue. Another retail commercial area is along Mabelvale Pike.

The commercial uses associated with Asher Avenue and Roosevelt Road should continue to serve a large population, given that both streets are accessible to all parts of the city. The plan also recommends small amounts of commercial uses at the northeast and southeast corners of the Cedar Street and West 22nd Street intersection.

Mixed Use:

The plan recommends Mixed Use (MX) commercial/residential utilizing PZDs along the corridors to encourage truly mixed developments as well as non-residential developments that can be compatible with nearby single-family uses. MX land use area has expanded through the district. The largest area proposed for MX is along 12th Street corridor generally between Jonesboro and Woodrow Streets. A small half block extension of MX has taken place on Woodrow Street north of 13th Street. Other areas of MX expansion include two areas on Pine Street at 18th and 20th Streets, and a small area on the west side of Cedar Street at the intersection of 23rd Street. The map shows the triangular area between Asher Avenue and Roosevelt Road, west of Martin Street as MX.

An area of Mixed Use Urban (MXU) has been placed on the Plan Map for the Pine-Cedar corridor from Interstate 630 to 13th Street. The intent is to create a denser mixed-use center for the surrounding neighborhoods. As proposed in the 12th Street Study of 2009, this area would provide a new identity and destination with uses and activities not only for area residents but also for all citizens of the City.

Industrial:

The plan recommends allowing expansion of existing Industrial (I) land uses on West 14th Street to Asher Avenue, east of Woodrow Street. There is some residential use in the area. The plan recommends transitioning between intense industrial and less intense uses shown on the plan.

The plan designates three areas of Light Industrial (LI) are proposed in the district. The first area is east and south of a large commercial site off Roosevelt Road. The slope of

the area makes a large industrial development unlikely but a smaller, light industrial use would prove to be more appropriate.

An area of light industrial (LI) uses is suggested for the area west of Mary Street in the southwest corner of the district south of Asher Avenue. The third area is along and west of Mabelvale Pike along Polk Street. The plan recommends light industrial use due to the small parcel size and as a transition to commercial retail uses.

The area between Asher Avenue and Roosevelt Road, west of Martin Street is recommended as Mixed Commercial Industrial (MCI). This would accommodate nonresidential, commercial and industrial uses.

Parks and Open Space:

Three neighborhood parks are found within the district. In addition, War Memorial Park, located north of I-630 on Fair Park Boulevard, occupies 202 acres and includes the Little Rock Zoo facilities. South of Asher Avenue is a large area of park and open space in the floodplain.

Public/Institutional:

There are pockets of Public Institutional (PI) throughout the district, reflective of church and school sites. The University of Arkansas at Little Rock is located east of University Avenue. The area north of I-630 and west of Cedar Street is dominated by medical (Hospitals and medical research) usage, including the University of Arkansas for Medical Services, the Veterans Administration, Saint Vincent's Infirmary, and the State Mental Hospital. The PI land use area on 18th Street extends west from Stephens Elementary School to Pine Street.

BOYLE PARK

District 10

Development Principals

At present, there are more undeveloped acres than are devoted to any single land use. The future of this undeveloped land is a major concern to both residents and city officials. The plan shows the majority of the undeveloped land going into residential use. Land in environmentally sensitive areas should remain as open space. This is particularly important in the flood prone areas along Rock Creek.

Two areas have undeveloped land set aside for nonresidential uses. Near the intersection of John Barrow Road and Kanis Road, the plan shows primarily commercial development with one area of low density residential. Undeveloped land along John Barrow Road is under pressure for commercial development. The plan limits such development along John Barrow Road between 32nd and 37th Streets.

Undeveloped tracts within the Boyle Park District Area have multi-use development potential. The first of these is the Kanis Tract, approximately 150 acres in size and located on either side of Kanis Road, east of John Barrow Road. This site has seen some activity with a new church in the north quadrant and a new single-family subdivision in the southern quadrant. Development surrounds this island of vacant property on all sides and is one of the most strategically located undeveloped tracts in the City. Current use is principally Single Family with significant commercial zoning at the location of a mobile home park on Kanis Road. The plan envisions comprehensive development of this property and allocates a mix of single and multi-family uses to the site.

It may prove feasible to expand the number of permissible uses and to develop a new land use configuration in the context of a comprehensive land plan for the entire site. Primary elements of a site-specific land plan would include designation at right-of-way alignments for planned collector streets and Kanis Road, determination of functional use areas, and an assessment of development constraints and opportunities.

Recommended Design Guidelines for developments within the District include the following:

- Bringing all streets to city maintenance standards.
- Identifying and correct drainage problems in the area.
- Implementing a sidewalk replacement and development program.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights as needed.

Land Use

Residential:

Residential uses occupy the second largest use category. The plan sets aside a significant quantity of vacant land for future residential uses, including Residential Low Density (RL), Medium Density (RM), and High Density (RH). Much of the vacant land lies in the northwest quarter of the district, a primary infill area. The plan anticipates that the northwest section should be a mixed area with significant amounts of medium and lower-density residential construction. The plan supports the Mixed Use (MX) development of parts of the northwest quadrant of the district, inclusive of residential. The plan recognizes a substantial infill potential in the John Barrow sub-area. Water and sewer problems, which have hampered development, have been resolved, largely through CDBG projects. The amount of multi-family construction, particularly along John Barrow Road, is a sensitive issue. Most residents prefer limited quantities of RM or RH

construction that would blend in with existing single-family neighborhoods. This idea is reflected in the plan.

The district can accommodate substantial single-family growth; single-family construction is expected on bypassed lots throughout the district. It is anticipated that new construction will provide moderately priced homes, reflecting values of existing housing.

Office:

The plan indicates an expansion of office (O) uses along 12th Street near the existing West Park Office complex. Additional new office space will be accommodated in mixed-use areas along Colonel Glenn Road. North of Parkview High School, on both sides of John Barrow Road, are areas shown for future Office (O) development.

Commercial:

Due to the extensive commercial development already located in the district, particularly in the commercial strips along major arterial streets, the plan does not show new commercial areas. Rather, the plan indicates a consolidation of scattered commercial uses in some areas and a mix of uses in other areas as indicated on the plan map.

The plan indicates regional, community, and neighborhood commercial needs. This stratification emphasizes type and size of commercial uses, reflects market forces, and encourages compatibility with surrounding land uses.

The plan recommends the area near 36th Street and John Barrow Road for commercial use to establish the area as a commercial node. Currently, both residential and commercial uses occupy the area. Mixed Office and Commercial (MOC) uses are suggested along John Barrow Road from 32nd Street to a half block south of 34th Street and from a half block south of 36th Street to 37th Street.

Commercial development in the Boyle Park District would profit from a general clean up effort including: unified exteriors, streetscaping, and use of an area logo. In order to implement needed improvements, a strong merchant's association should be formed. South University Avenue should be upgraded or redeveloped. The appearance of the commercial areas on Asher Avenue is a particular problem involving vacant buildings, unsightly exteriors, disorganized display areas, and poorly designed conversions. The commercial areas along Colonel Glenn Road are a particular problem, with vacant buildings and unsightly exteriors.

Industrial:

The plan limits industrial (I) development to existing uses in the Rodney Parham Road/12th Street area. With large areas in need of redevelopment and with an existing mix of commercial and industrial uses, Colonel Glenn Road is a prime location for light industrial (LI) uses.

Parks and Open Space:

The plan indicates expansion of both established parks and existing open spaces. Boyle Park, one of the City's largest, is shown as expanding south of 36th Street into a vacant low-lying area that is prone to flooding. Kanis Park lies directly south of Interstate 630, southwest of the Rodney Parham Road/Mississippi intersection.

Rock Creek flood plain is retained as open space, a move that could both prevent damage and help prevent flooding upstream by allowing quick drainage of floodwaters. This is of importance in view of the flooding history near Rock Creek. As development increases, so will the flooding potential in the Rock Creek drainage basin.

The addition of the First Tee Golf Course and surrounding area as a city park continues the city's string of parks. This city park protects the Rock and Fourche Creek Basins and provides additional public recreational possibilities in the area.

The expansions of Boyle Park and Kanis Park and the retention of open space in the Rock Creek flood plain will create a link between among them, and with areas in adjacent districts.

Public/Institutional:

Public Institutional (PI) uses in the area consist of churches and schools, such as Park View High School on John Barrow Road, and the Haven of Rest Cemetery.

I-430 District 11

Development Principals

The Development Strategy for the I-430 Corridor should consider carefully and respond to the various existing land uses and natural features of the area. Easily accessible sites should accommodate more intense land uses to serve the resulting automobile traffic, provide opportunities for public transportation service, and to afford the visibility, which is important for commercial uses. New developments should support and compliment desirable existing land uses. For instance, the Baptist Medical Center employees represent a market for a variety of types and densities of residential development that is not currently met. Currently, little multi-family housing is available in the general vicinity of the Medical Center. Some areas of mixed office/commercial (MOC) require a Planned Unit Development to ensure consistency and compatibility.

Recommended Design Guidelines for developments within the District include the following:

- Repairing all streets to city standards.
- Identifying and correct drainage problems in the area.
- Improving the quality of drinking and waste water lines.
- Implementing a sidewalk replacement and expansion program.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.

Area Descriptions

The I-430 Plan focuses the most intense land uses at the I-430/I-630 interchange and at the I-430/Colonel Glenn Road intersection. A more specific description of the strategy for the Corridor is provided below.

I-430/I-630 Area:

The Plan proposes an office mix between I-630 and Kanis Road, with uses related to Baptist Health Center. The office core continues west to Shackleford Road. Retail use is the primary development type west of Shackleford Road and north of Kanis Road. The combination of office and commercial uses is part of the I-430/I-630 regional business node. Suburban Office (SO) is shown on Aldersgate Rd. between I-430 and Aldersgate Road north of S. 20th Street.

Twin Lakes/Kenningston Area:

Several established residential areas exist between Shackleford and John Barrow Roads, south of Kanis Road. The majority of the area consists of subdivisions with property owner associations. The associations are active and have private neighborhood parks. This area has remained stable since its development.

36th Street/I-430/Shackleford Road Area:

The Shackleford Crossing Commercial center supports regional retail uses with a retail development pattern that utilizes varying scales of development. Much of the land at 36th Street remains available for development on either side of the interstate. The plan projects a Mixed Office Commercial (MOC) pattern for much of the area, but with a PZD required for all development in Shackleford Crossing.

The future land use map shows an open space area to the east of the MOC area. This property is Camp Aldersgate, an outdoor day camp for children. Stable land use patterns characterize the property along Aldersgate Road.

Colonel Glenn/I-430 Area:

The map shows the Colonel Glenn Road and I-430 intersection as intense development consisting of Commercial (C), Office (O), Residential High Density (RH), and Light Industrial (LI) uses. A regional multi-screen theater and several auto-dealerships have developed in this area. In addition, to the west is the Baptist Nursing School, with nearby support facilities and several office/warehouse developments. To the east is a small commercial area, with motels and office/warehouse developments. Additional land remains available for a mixture of suburban office, residential, and light industrial uses.

Land Use

Residential:

The type and amount of residential development in the I-430 district is dependent upon the utility capacity and adequacy of the street system. The sewer capacity limitation will limit the ultimate density; however, new construction of new residential streets could help generate development. Currently, the plan shows residential uses are substantially removed from areas adjacent to the I-430/I-630, I-430/Shackleford Road, and I-430/Colonel Glenn Road intersections.

Office:

Concentrations of Suburban Office (SO), Office (O), and Mixed Office Commercial (MOC) exist along major district arterials, including Shackleford Road, Bowman Road, Kanis Road, I-430, and Financial Center Parkway.

Commercial and Mixed:

The designation of Mixed Office Commercial (MOC) runs along the I-430 corridor and spreads to the west. This area includes Shackleford Crossing, a major shopping mall. This particular MOC area requires a PZD for all developments, not just those that are mixed. The plan makes provision for Commercial (C) on both sides of Colonel Glenn Road east of I-430 and along the south side of Colonel Glenn Road west of I-430. The northwest quadrant of the interchange is shown for MOC. Development has started in each of these interchange quadrants.

Mixed Use:

Mixed Use (MX) is designated in two major areas in the District: first, north of 36th Street between Bowman Road and I-430; and second, along Shackleford Road across from Crossings Court.

Industrial:

Two areas of Light Industrial (LI) are located on the east and west sides of Shackleford Road at Colonel Glenn Road. This land is only partially developed, with large tracts still available.

Parks and Open Space:

In addition to the areas along Panther and Brodie Creeks, two large open space areas are shown. Kiwanis Park is generally located between Holt and Foster, 40th Street and 44th Street. Camp Aldersgate, a private camp, lies between Shackleford Road and Aldersgate Road.

Public/Institutional:

The Public Institutional (PI) located north of Kanis Road is occupied by the Baptist Medical Center. The Baptist Nursing School can be found in the district's far southwest corner of the plan at the northeast of the Bowman – Colonel Glenn Intersection.

65TH WEST

District 12

Development Principals

The Land Use Plan does indicate areas for Residential Medium/High Density (RM/RH), Office (O), and Commercial (C) that are currently single-family residential. These areas are generally along Stagecoach and Shackleford Roads where some non-residential development currently exists. Future non-residential uses are shown on the plan along Shackleford Road and at major street intersections. The Land Use Plan does not show Stagecoach Road as a strip commercial area, even though some scattered commercial uses exist along Stagecoach Road. The existing pattern has a rural residential flavor. The change from residential to commercial has not begun and the plan does not endorse that transformation. Area residents have stated they feel the area is a residential neighborhood.

Recommended Design Guidelines for developments within the District include the following:

- Repairing streets to city standards.
- Identifying and correct drainage problems in the area.
- Implementing a sidewalk replacement program.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.

Land Use

Residential:

Residential Low Density (RL) land uses proliferates the district. Residential Medium Density (RM) covers an area between I-430 and Talley Road at David O. Dodd Road. A large Mobile Home (MH) land use area lies south of the RM area on David O. Dodd Road.

Office:

The major use east of I-430 at Talley Road is Suburban Office (SO). The plan proposes a large office area with both Office (O) and SO designations.

Commercial:

Most of the Neighborhood Commercial (NC) areas shown along Stagecoach Road are pre-existing. Any future redevelopment or development of non-residential uses must be carefully considered to prevent strip commercial development. The plan has designated NC in those specific areas along Stagecoach Road to protect the area from strip development. The plan recommends the Planned Zoning Development process to assure compatibility of development. University Avenue on the eastern boundary of the district has been dominated by highway and auto-related commercial uses. With that use pattern and building type in place, the Plan designates Commercial (C) along the road.

Industrial:

Light Industrial (LI) runs along both sides of Shackleford Road from north of Colonel Glenn Road to the south. Much of this area is still to be developed. A large area shown as Service Trades District (STD) lies on the west side of Shackleford Road.

Parks and Open Space:

Park/Open Space (PK/OS) corresponds with the flood plain of both McHenry Creek and Fourche Creek. Hindman Park, containing an eighteen-hole golf course, fills a site in the northeastern part of the district. A strip of PK/OS serves as a buffer between the Service Trades District located at Stagecoach and Shackleford Roads and Single Family shown on Stagecoach Road.

Public/Institutional:

Churches and schools make up the Public Institutional (PI) uses in the area. The two religious institutions on Stagecoach Road include the Heritage Baptist Temple / Heritage Christian School, and the Missionary Baptist Seminary. The two public institutions located on David O. Dodd Road, the David O. Dodd Elementary School at Stagecoach Road, and the J. A. Fair High School at Lawson Cutoff Road.

65TH EAST

District 13

Development Principals

The land use plan for the district is, for the most part, reflective of existing land use and existing zoning. The southeastern half of the district contains a large industrial park. This development is between Interstate 30 and the main line of the Union Pacific Railroad, providing it easy freight access by both.

Recommended Design Guidelines for developments within the District include the following:

- Repairing all streets to city standards.
- Identifying and correcting drainage problems in the area.
- Providing sidewalks on major roads.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.
- Providing adequate city sewer and water in all areas.
- Implementing traffic calming techniques at school crossings.

Land Use

Residential:

Existing large single-family areas are shown on the plan as Residential Low Density (RL). Residential High Density (RH) uses act as buffers between single-family uses and more intense land use.

Office:

The only Office (O) uses are located on Mabelvale Pike and on Geyer Springs Road near Mabelvale Pike.

Commercial:

The Plan shows strips of Commercial (C) on University Avenue, on Geyer Springs Road, and on 65th Street to Patterson Road. Nodes of Commercial (C) lie at the intersections of 65th Street and I-30, and at Mabelvale Pike and Gum Springs Road.

Industrial:

The central and eastern portions of the district are shown as Industrial (I) with neighborhood commercial uses located at major intersections. This large industrial block is surrounded by floodways/open space to the north and east and additional industrial land uses to the south in the Geyer Springs East District Plan area. Land between University Avenue and Geyer Springs Road is shown as commercial or industrial. Areas along the western portion of 65th Street are a mix of industrial and commercial uses. This mixed industrial/commercial classification (MCI) allows for flexibility at the time of zoning.

Parks and Open Space:

The large floodplain of Fourche Creek along the northern and the eastern edges of the district is shown as park and open space. Benny Craig Community Park is in the northern portion of the district. A strip of Park Open Space serves as a border between the Light Industrial (LI) along Battle Road and the Residential Low Density (RL) along Southern Oaks Drive.

Public/Institutional:

Public Institutional (PI) uses include Geyer Springs Elementary School on Mabelvale Pike and Wakefield Elementary School on Westminster Drive. Wakefield Park occupies part

of a PI land use area on Woodson Road. Churches and other public buildings occupy the remainder of PI properties located in the district.

GEYER SPRINGS EAST

District 14

Development Principals

Much of the development in the area occurred before annexation into the City of Little Rock and was not subject to zoning controls. This resulted in a haphazard placement of commercial uses encroaching into single-family residential neighborhoods. One of the prime purposes of the Land Use Plan is to protect and stabilize existing neighborhoods. The southern half of the district lies outside city limits and still does not have zoning controls.

Recommended Design Guidelines for developments within the District include the following:

- Repairing all streets to city standards.
- Identifying and correcting drainage problems in the area.
- Providing sidewalks on major roads.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.
- Providing adequate city sewer and water in all areas.
- Implementing traffic calming techniques at school crossings.

Land Use

Residential:

In certain sensitive areas, the Plan has indicated a Residential Medium Density (RM) category to act as a transition between single-family areas and more intensely developed areas. The Plan also recognizes the fact that in some areas there already exists a mix of residential types and densities. These areas have also been indicated as Residential Medium Density (RM). The Land Use Plan shows only one of the District's existing mobile home parks in the Mobile Home Park (MH) category. Most of the 10 existing mobile home parks are located in Residential Medium Density (RM) areas. It is expected that, in time, those mobile home parks which are surrounded by single family uses will be replaced by other types of residential development in time. The Plan shows only one new Residential High Density (RH) site at the east end of Baseline Road. Additional residential uses at a density of up to twelve units per acre may be placed in any of the Residential Medium Density (RM) areas, and duplex units and attached residential are encouraged here.

Commercial:

Developed outside the Little Rock City limits, and outside of City zoning controls. Numerous curb cuts and uneven setbacks cause visual problems and create traffic hazards. The Plan has made an effort to address these problems by limiting the amount of commercial land use. The Plan attempts to discourage further strip commercial development along these major roads by showing Commercial at the major intersections and in areas of concentrated commercial use along the arterials. Along most of Baseline Road in areas of little to no existing commercialization the Plan shows Office (O) as the future development pattern.

Office:

The Plan shows possible Office (O) locations on Baseline east of Geyer Springs. The plan indicates both Office and Mixed Office Commercial (MOC) re-development.

Industrial:

The Plan expands existing industrial (I) areas. Industrial (I) areas are limited to the northeastern corner of the District around I-30 and Scott Hamilton Drive and to Arch

Street Pike south of the Fourche Creek floodway. The intent is to provide sufficient space for industrial production and expansion without compromising the integrity of the existing residential uses.

Parks and Open Space:

New park acres are needed to serve the expanding population of the District. The City's Parks and Recreation Department's Master Parks Plan indicates one proposed park in the Geyer Springs East District. The proposed park lies in the floodplain at the eastern end of Rinke Road. In addition, the Fourche Creek floodway is shown on the Master Parks Plan as a priority two open space corridor. The City is pursuing an aggressive policy of floodplain acquisition through dedication and through purchase when necessary.

Public/Institutional:

The Public Institutional (PI) land in the district consists of schools, churches, and the City of Little Rock's material yard. Metropolitan Vocational Technical Education Center is located south of I-30, on Scott Hamilton Drive. In addition, the site for the State Police Headquarters is located south of Interstate 30, just east of Geyer Springs Road.

GEYER SPRINGS WEST

District 15

Development Principals

The land use plan for the Geyer Springs West District responds to the existing land use pattern, zoning and approved plans. In addition the plan attempts to minimize potential negative impacts, maintain or improve traffic circulation, and provide for efficient development. In the northern half of the district, the objective is to minimize potential negative impacts between industrial and residential uses. Thus, the plan reflects the existing land use pattern with some buffers (open space) between residential use and industrial use.

In the southern section of the District, most of the land is proposed for Residential Low Density (RL) use. Some new commercial use areas are shown at major intersections on Chicot Road. Commercial Nodes are shown at future arterial intersections with the proposed South Loop. These areas should provide the space needed to satisfy the commercial needs of the residents. Portions of the district along the southern boundary lie outside city limits and are not subject to any zoning regulations.

Recommended Design Guidelines for developments within the District include the following:

- Repairing all streets to city standards.
- Identifying and correct drainage problems in the area.
- Constructing overpasses over railroad crossings.
- Constructing Interstate underpasses at more locations.
- Providing sidewalks on major roads.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.
- Providing adequate city sewer and water in all areas.
- Implementing traffic calming techniques.
- Constructing bicycle lanes on Principle and Minor Arterials.
- Requiring gateways and signage at neighborhood entrances.

Land Use

Residential:

Residential Low Density (RL) land uses form much of the residential areas in the district. Most areas of Residential High Density (RH) lie east of Chicot Road near commercial areas. This generally reflects the presence of existing apartment complexes within the District. Residential Medium Density (RM) is shown in three primary areas of the district. The first area consists of two different RM areas north of I-30, located on Mabelvale Pike. The second area consists of two RM areas located on Geyer Springs Road in the eastern part of the district. The last area is a single RM area located south of Chicot Elementary School on Chicot Road, at the site of a large mobile home park.

These RM areas should provide an area for small lot development which could be priced for purchase by the average Little Rock household. This type of development often requires the Planned Zoning District (PZD) process rather than regular zoning. Cluster development could provide the required open space and recreational areas -- as required by the PZD Ordinance.

Small areas of row house, duplex, etc., development could serve as a transition between non-residential and low density residential much as multi-family use traditionally has been used in the past. Designs for medium-density residential uses can be designed to look like a traditional single-family unit. By using this design technique, denser housing forms may be more acceptable to surrounding large-lot residential development.

Office:

Office (O) is recommended on or close to Baseline Road, Geyer Springs Road, and on Mabelvale West. This is done to provide future development options along major roads that is not commercial, as well as to recognize some small office developments.

Commercial:

Commercial (C) is designated at road intersections and adjacent to I-30. A regional community shopping area is developing in the southeast quadrant of the Interstate 30-Baseline Road interchange. A node of Neighborhood Commercial (NC) is indicated on Heinke Road at the anticipated intersection of the future South Loop.

Mixed Use:

A node of Mixed Use (MX) is designated on Chicot Road at the anticipated intersection of the future South Loop. Mixed use is also designated on Mabelvale Cutoff west of Chicot Road, on Baseline Road on the western side of the district, and along Mabelvale West Road near Train Station Drive.

Industrial:

The majority of the Industrial (I) land is next to I-30. There is one large pocket along Mann Road. A pocket of Light Industrial lies on Mabelvale Pike north of the Public Institutional at the Intersection of Baseline Rd. and Mabelvale Pike. A small area is shown as Service Trades District (STD) on Baseline Road west of Mabelvale Pike north of I-30. An area of Mixed Commercial/Industrial (MCI) is proposed south of the Union Pacific Railroad line, west of Sardis Road.

Parks and Open Space:

The plan identifies a need for recreation areas for children, teens and adults, since there is less space available on each lot for recreational use in the district. Ottenheimer Park is in the Cloverdale neighborhood, and Morehead Park is located across from Mabelvale Middle School on Mabelvale Cutoff Road. There is a park proposed west of Geyer Springs Road and south of Mabelvale Cutoff. The Southwest Little Rock Community Center is located on Baseline Road with a police substation located adjacent to it.

Public/Institutional:

The Southwest Little Rock Community Center sits next to a police substation located on Baseline Road. The Southwest Community Center and the Dee Brown Library both lie along Baseline Road near Oman Road. Watson Elementary School is located along Valley Drive. Half of Mabelvale Middle School, located on Mabelvale West Road, rests in the District. Churches predominate the remaining PI uses.

OTTER CREEK

District 16

Development Principals

Despite some recent development, the District remains mostly undeveloped. Annexed between 1970 and 1980, the District lies on the southwest edge of Little Rock and has only recently come under development pressure. A major obstacle to growth was removed when sewer and water improvement districts were formed in 1980 and 1984 respectively.

Recommended Design Guidelines for developments within the District include the following:

- Repairing all streets to city standards.
- Identifying and correcting drainage problems in the area.
- Constructing overpasses over railroad crossings.
- Constructing Interstate underpasses at more locations.
- Providing sidewalks on all major roads.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.
- Providing adequate city sewer and water in all areas.
- Implementing traffic calming techniques.
- Constructing bicycle lanes on Principle and Minor Arterials.
- Limiting the number of curb cuts on arterials.
- Businesses along arterials should be accessed from the rear by loop streets.
- Preserving existing open space and wetlands.
- Preserving natural sound barriers.

Land Use

Residential:

The Otter Creek subdivision and surrounding subdivisions are generally developed. While a scattering of new homes will continue in this area, the majority will be in sections of the District east of Interstate 30. New Residential Low Density (RL) construction in the coming years should be located in the following areas. The first area is north of I-30, west of the Otter Creek Commercial Area, and south of Baseline Road at the county line with an area remaining undeveloped. The second area is south of I-30 and west of Vimy Ridge Road. The third area sits north of the Mabelvale community. The last two areas for new construction are in the southern and eastern sectors of the district. The Plan indicates RL development in all areas. Finally, two large Mobile Home (MH) areas occupy land in the southwest part of the district. The first MH area lies on Stagecoach Road and Alexander Drive. The second MH area straddles the Union Pacific track south of I-30 in the southwest corner of the district.

Office-Mixed Use:

No major office centers exist in the Otter Creek district. Mixed Use (MX) is located on the west side of Stagecoach Road between Baseline Road and Otter Creek Parkway. The map indicates a large area of Mixed Office Commercial (MOC) at the northeast corner of the I-30 and I-430 junction, which has office potential. Physical constraints imposed by highway and flood plain conditions will necessitate flexible uses and flexible development in this area.

Commercial:

The large commercial tract is the proposed at the northwest corner of the I-30/I-430 interchange. Other commercial (C) uses are shown in strip developments along I-30 and portions of Stagecoach Road. Commercial nodes are located at intersections of two

arterials or at the intersection of an arterial and a collector. Two Mixed Commercial and Industrial (MCI) land use areas occupy the district. The largest MCI area straddles I-30 in the southwest corner of the district. Slightly to the north is a small MCI area north of Fourche Creek.

Industrial:

Light Industrial (LI) uses are indicated east of I-30 between Mabelvale West Road and Alexander Road. Industrial areas south of Alexander Road should be limited to the AP&L holding and the contiguous areas presently zoned industrial. An extensive Service Trades District (STD) lies along Baseline Road north of the I-30/I-430 interchange along Meadow Lane. The one Industrial (I) area is at the southwest corner of Vimy Ridge Road and Interstate 30, with LI to the south and west as a transition to lesser intensive uses.

Parks and Open Space:

The Park and Open Space (PK/OS) category in this district serves to preserve existing open space, wetlands, and natural sound barriers. There are indications that the expanding population of the District will want new park acres. New parks are indicated in major floodplains northwest of the Otter Creek Commercial Area and in the northeast corner of the District. Six (6) major flood plains cross the District, providing an opportunity both to provide open space corridors and to protect the public from flooding.

The land south of the Otter Creek Subdivision and north of Stagecoach Road is the site of the Otter Creek Park. This park includes soccer fields, tennis courts, a baseball diamond, trails and picnic areas.

Public/Institutional:

About one-third of a mile east of I-430, along Baseline Road, lies a property used by the Arkansas Highway and Transportation Department (AHTD). Half of Mabelvale Middle School along Mabelvale West Road, as well as the former location of the Southwest Regional Medical Center. Martin Cemetery lies off I-30 west of Shibley Hole Road. The Otter Creek Homeowners Association maintains a clubhouse on Otter Creek Parkway. An electrical substation lies at the end of Substation Road, off Vimy Ridge Road. Various churches populate the area.

CRYSTAL VALLEY

District 17

Development Principals

The district plan is reflective of the fact that most of the district is outside the City limits with no sewer service. Generally the area is large lot (5-10 acre) Residential Low Density (RL) or agricultural (A). Within this area, staff will consider agricultural zoning appropriate for areas shown as RL.

Recommended Design Guidelines for developments within the District include the following:

- Repairing all streets to city standards.
- Identifying and correcting drainage problems in the area.
- Providing sidewalks on major roads.
- Designing streets for safe traffic flow.
- Providing streetlights and traffic lights.
- Limiting the number of curb cuts on arterials.
- Businesses along arterials should be accessed from the rear by loop streets.
- Preserving existing open space and wetlands.
- Preserving natural sound barriers.

Land Use

Agricultural:

The southwestern corner of the district is shown to continue as agricultural.

Residential:

The district is dominated by Residential Low Density (RL), which is likely to develop at overall densities of less than one house per acre along the district's periphery or in areas containing a substantial amount of steep slope. Normal single-family density will occur in a range of 1-5 units per acre. One enclave of Residential Medium Density (RM) is designated on Baseline Road, which was developed as the Eagle Hill Apartments. These apartments are developed with a golf course to keep the overall density of the development to 12 units or less per acre.

Office:

The only area designated for office (O) is the intersection of the arterial roads of Crystal Valley and Colonel Carl Miller.

Commercial:

Commercial designations on the plan have been located so as to discourage strip commercial in favor of commercial concentrations at major intersections of arterial streets. The intersection of Raines Road and Crystal Valley Road provides community-oriented shopping center development. Further west on Raines Road, where it intersects Sullivan Road, the plan recommends Neighborhood Commercial (NC). A node of Neighborhood commercial is also found on the north end of Sullivan Road, at Lawson Road.

Mixed Use:

A Mixed Use (MX) designation lies along Crystal Valley Road south of Whipporwill Lane. The intent there is to prevent commercial 'stripping' of Crystal Valley Road while allowing for some expansion and redevelopment, using the Planned Zoning District process to assure compatibility.

Industrial:

Light Industrial (LI) is found just south of Lawson Road.

Parks and Open Spaces:

The Park/Open Space (PK/OS) category in this district serves to preserve existing open space, wetlands, and natural sound barriers. The plan shows both the Fourche Creek and McHenry Creek floodplain floodways for Park and Open Space as advocated by the City's Master Parks Plan.

Public/Institutional:

Within the District several churches and cemeteries are shown on the plan with the PI designation.

ELLIS MOUNTAIN

District 18

Development Principals

Although still reflective of the general pattern established in the 1986 Extraterritorial Land Use Plan, refinements were made in preparing the district level plan, especially with respect to the density and location of multi-family areas. The Plan recognizes that market pressures for more intensive uses will occur in this area.

Recommended Design Guidelines for developments within the District include the following:

- Construction of curbs and gutters.
- Placement of sidewalks on all neighborhood streets.
- Ensuring that roads are improved in a manner that are supportive of all modes of transportation (walking, cycling, automobile, public transit and truck)
- Installation of traffic calming devices on residential streets.
- Preservation and maintenance of greenways and open spaces.
- Ensuring the preservation of significant environmental features and functions.
- Conservation of significant landscapes, views and vistas.
- Protecting natural areas and systems.
- Protecting urban forests.
- Providing active and passive park facilities in the area.
- Developing Neo-Traditional Neighborhoods in undeveloped areas.
- Providing streetlights and traffic lights.

Land Use

Residential:

The Plan denotes areas for each type of residential development: low, medium, and high density. Residential Low Density (RL) development is in the extreme peripheral portions of the plan area and along certain ridge tops in the areas containing a substantial amount of steep slopes. These RL areas are likely to develop at overall densities of less than one unit per acre, while normal single-family density will occur in a range of 1-5 units. The Residential Medium Density areas (RM) should achieve a density range of 6-12 dwelling units per acre. These areas are generally along Kanis Road, with two large areas off of Bowman Road. The Residential High Densities (RH) will generally accommodate projects over twelve dwelling units per acre. Three areas are shown for RH. One is an existing Manufactured Home park on Bowman Road near Colonel Glenn Road. The second is an area along West Markham near Nix Road. The final area is at the southwest corner of Capitol Hill Boulevard and Rushmore.

Office:

The southeastern corner of the district has been allotted for office development. Office (O) is also designated on Chenal Parkway and Lawson Road, while Suburban Office (SO) is on the west side of Bowman Road and also on Kanis Road. Along Kanis Road is a mix of SO, Mixed Office/Commercial (MOC), and Residential Medium Density (RM). A node of MOC is located at the Cooper Orbit/Kirby Road/Kanis Road/Brodie Creek Trail intersection.

Commercial:

Commercial designations on the plan have been located to discourage strip commercial development to the maximum extent possible and to encourage commercial concentrations at major intersections of arterial streets. Areas of commercial land use are designated throughout the District in order to serve a variety of functions ranging from neighborhood convenience shopping areas to community centers and general

commercial districts. The majority of the commercial designations are at various points along Chenal Parkway and Rahling Road.

Mixed Use:

The Future Land Use Map designates Mixed Use (MX) at Colonel Glenn Road and Rocky Lane.

Industrial:

A large area currently used for mining and industrial purposes is designated on the Plan as an industrial/warehouse area (LI). The site is located north of Lawson Road at the intersection with the proposed West Loop (Crystal Valley Road).

Parks and Open Space:

The Park/Open Space (PK/OS) category in this district serves two functions. The first concerns the preservation of greenways and open spaces. The second is to provide active park facilities intended for public use. The preservation function protects significant environmental features such as landscapes, views, and vistas that add to the intrinsic value of the city. The park facilities function provides land for city maintained parks, open spaces, urban forests, and recreational facilities.

The future land use map showed the floodplain/floodway along Rock Creek, Brodie Creek, Branch Creek, and McHenry Creek for Park and Open Space as proposed by the Master Parks Plan.

Public/Institutional:

A variety of public facilities including schools, churches, and quasi-public uses are designated on the plan. Lake Nixon recreation area and retreat is the largest area along Cooper Orbit Road north of Colonel Glenn Road. Other areas are shown in the north half of the District including Baker Elementary, and several Churches along Markham, Chenal Parkway, and Kirby Road.

CHENAL

District 19

Development Principals

The District is centered on the Chenal Valley and Shinall Mountain area. Chenal Valley is a large “planned” development approved by the City in 1986. Chenal Valley is a mixed development built around two eighteen-hole golf courses. The major commercial areas sit at Highway 10/Chenal Parkway and the Rahling Road/Chenal Parkway intersections. There are several smaller commercial nodes proposed at intersections of major roads.

A proposed intensive business core with some residential use sits between Rahling Road and Kanis Road to the northwest of Chenal Parkway. Several hundred acres zoned for office and commercial developments follow Chenal Parkway from the southern boundary of the District to a point northwest of Rahling Road.

Shinall Mountain and most of the ridgeline is proposed to remain open space. Due to the steep hillsides, this is the best use.

Recommended Design Guidelines for developments within the District include the following:

- Construction of curbs and gutters.
- Placement of sidewalks on all neighborhood streets.
- Ensuring that roads are improved in a manner that are supportive of all modes of transportation (walking, cycling, automobile, public transit and truck)
- Installation of traffic calming devices on residential streets.
- Preservation and maintenance of greenways and open spaces.
- Ensuring the preservation of significant environmental features and functions.
- Conservation of significant landscapes, views and vistas.
- Protecting natural areas and systems.
- Protecting urban forests.
- Providing active and passive park facilities in the area.
- Developing Neo-Traditional Neighborhoods in undeveloped areas.
- Providing streetlights and traffic lights.

Land Use

Residential:

Residential Low Density (RL) dominates the area. Residential High Density (RH) is shown in several areas. The first two areas are in the southeastern section, first along Kirk Road south of Rahling road and a second area either side of Chenal Drive north of Rahling Road. There are two areas along the west side of Chenal Parkway either side of Shinall Mountain. A large RH area is along the north side of Chenonceau Boulevard between Chenal Parkway and Cantrell Road. The final area is along the west side of Rahling Road, north of Pebble Beach. Residential Medium Density (RM) areas are shown along the east side of Rahling Road south of Pebble Beach and along the north side of Kanis Road, west of Rahling Road.

Office:

The Plan shows various forms of office: Office (O), Suburban Office (SO), and Transition (T) along Cantrell Road. This has resulted in many small office and professional buildings along Cantrell Road. Larger areas of Office are shown on Chenal Parkway along the east or north side of the road at Chenal Drive and Technology Drive. Additional Mixed Office Commercial (MOC) and Suburban Office areas are designated north of Kanis Road between Rahling Road and Welling Hills Boulevard.

Commercial:

The Plan designates a Commercial (C) node at the Chenal Parkway and Cantrell Road intersection. In addition, the plan shows a large commercial center proposed where Rahling Road and Chenal Parkway intersect, where significant commercial development already exists. A designated C area along Chenal Parkway, west of Highland Valley United Methodist Church, requires a PZD.

Parks and Open Space:

The Park/Open Space (PK/OS) category in this district serves two functions. The first concerns the preservation of greenways and open spaces. The second is to provide active park facilities intended for public use. The preservation function protects significant environmental features such as landscapes, views, and vistas that add to the intrinsic value of the city. The park facilities function provides land for city maintained parks, open spaces, urban forests, and recreational facilities.

The large expanse of PK/OS in the center of the district is the Chenal Valley Country Club Golf Course. Other open space runs along the top ridges and steep inclines of hills in the area. The plan proposes that Shinall Mountain and most of the ridgeline remain open space, due in part to the steep slopes.

Public/Institutional:

The Joe T. Robinson High School and Joe T. Robinson Middle School sit on the south side of Highway 10 to the west of the Highway 300 junction. Several churches are also shown as PI uses throughout the district.

PINNACLE

District 20

Developmental Principals

The majority of this District is beyond the city limits and includes low lands along the Arkansas and Maumelle Rivers, as well as Pinnacle State Park. Due to the low elevation of much of the District, some portions will not develop densities which otherwise would be expected. The Ranch, a planned mixed-use community, occupies many acres of the district.

Recommended Design Guidelines for developments within the District include the following:

- Construction of neighborhood curbs and gutters.
- Placement of sidewalks on all neighborhood streets.
- Ensuring that roads are improved in a manner that support all modes of transportation (walking, cycling, automobile, public transit and truck)
- Installation of traffic calming devices.
- Preservation and maintenance of greenways and open spaces.
- Development of new approaches to park and open spaces.
- Preservation of significant environmental features.
- Conservation of significant landscapes, views and vistas.
- Protecting natural areas and systems.
- Protecting urban forests.
- Providing active park facilities in the area.
- Developing Neo-Traditional Neighborhoods in areas not developed.

Land Use

Residential:

Some Residential High Density (RH) is indicated along Cantrell Road, Chenal Parkway, Patrick Country, and in the districts northeast corner on Yacht Club Drive. However, the predominance is for Single Family (SF).

Office & Mixed Use:

The plan shows five areas of Office (O). Two of these areas are just north of Cantrell Road (State Highway 10) along Ranch Drive and Valley Ranch Drive. The other three Office areas are smaller and are shown along both sides of Chenal Parkway. Areas of Suburban Office (SO) and Transition (T) are also shown at different locations along Cantrell Road/State Highway 10. Many are developing with smaller office developments. Mixed Office Commercial (MOC) covers land north of Cantrell Road between Ranch Drive and Patrick Country Road. Some areas east of Katillus are designated as Transition (T), to serve as a transitional space between distinct land uses along Highway 10. The Transition category, in conjunction with the Highway 10 Design Overlay District, separates greenways and open spaces from the more intense land use patterns along the highway. Other features the Transition land use category is intended to protect in this area include significant landscapes, views, vistas, and urban forests. Natural areas and systems are major characteristics of the area, which the Transition Category is designed to protect.

Commercial:

The plan proposes nodes of Commercial (C) uses at the Chenal Parkway/Cantrell Road intersection and the Cantrell Road/Chenonceau Boulevard intersection. This is done to discourage commercial stripping.

Park and Open Space:

The Park/Open Space (PK/OS) category in this district serves two functions. The first concerns the preservation of greenways and open spaces. The second is to provide active park facilities intended for public use. The preservation function protects significant environmental features such as landscapes, views, and vistas that add to the intrinsic value of the city. The park facilities function provides land for city maintained parks, open spaces, urban forests, and recreational facilities.

The Little Maumelle River and floodplain cuts across the center of the Pinnacle district. The Plan shows Maumelle Park along the Arkansas River in the northeast part of the District on Pinnacle Valley Road. Pinnacle Mountain State Park occupies the northern portion of the planning district. The extreme eastern portion of the district contains Two Rivers Park, a city park, as well as part of the old County Penal Farm, which has gardening plots for citizens. These two are at the mouth of the Little Maumelle River.

Public/Institutional:

The Public Institutional (PI) designated areas hold two private schools, the Baptist High School and Middle School in the Ranch and Little Rock Christian School (K-12) on along Cantrell Road just west of Chenonceau Boulevard. In addition, several churches and cemeteries are shown.

BURLINGAME VALLEY

District 21

Development Principals

The majority of the Burlingame Valley district lies within the City's Planning Boundary, however a small area is beyond the City's jurisdiction. Only a very small area along Denny Road west of Kanis Road is within the City of Little Rock. The plan reflects the desire of the area to maintain its rural residential setting.

Land Use

Residential:

Residential Low Density (RL) is the only recommended residential development in the area, with the exception of a single small area of Residential Medium Density (RM) off Kanis Road near Ferndale Cutoff. With the steep slope and lack of sewer in the area the development pattern is expected to remain at densities of less than 5 units per acre.

Commercial:

The plan shows several areas of commercial development as Neighborhood Commercial (NC). These locations are at the following intersections: Kanis Road and Stewart Road, Colonel Glenn Road and Beauchamp Road, Colonel Glenn Road and Faulkner Road, and Kanis Road and Walnut Grove Road. It is anticipated that these roads will in time be the major roads in the area. A larger area of Commercial (C) is shown for Ferndale at the intersection of Kanis Road and Ferndale Cutoff Road.

Agricultural:

The map shows Agricultural (A) in three locations. The large area is shown north of Ferndale along the Little Maumelle River and its tributary. A second large area is shown along the north side of Colonel Glenn Road east of Jabo Lake Road. The third area is along the north side of Burlingame Road, just east of Walnut Grove Road.

Parks/Open Space:

A Park/Open Space (PK/OS) land use area covers the floodway of the Little Maumelle River and its tributaries.

Public/Institutional:

A large area of Public Institutional (PI) for a medical related use is shown at Lockert Lane north of Colonel Glenn Road. The Wildwood Performing Arts Center is located off Denny Road.

WEST FOURCHE

District 22

Development Principals

The vast majority of West Fourche Planning District lies outside the City of Little Rock planning boundary. Only a small portion of the district in the northeastern corner lies within the City's Extra-territorial Jurisdiction boundary. The plan reflects the desire of area residents to maintain its rural setting.

Land Use

Residential:

Residential Low Density (RL) occupies most of the area inside the ETJ boundary. The plan allows for a small area of Residential Medium Density (RM) along Marsh Road near Colonel Glenn Road, and for a small area of Residential High Density along Colonel Glenn Road near Burlingame Road,

Commercial:

The plan recognizes a small Neighborhood Commercial (NC) area as a part of a small commercial node at the intersection of Colonel Glenn Road and Marsh Road. Small areas of NC are also shown at the Colonel Glenn Road and Beauchamp Roads intersection. The Plan shows Neighborhood Commercial (NC) in these areas continuing, reflecting a pre-existing use. An area designated for Mixed Office and Commercial (MOC) lies on Colonel Glenn Road near Burlingame Road.

Public/Institutional:

The plan shows a small piece of property designated Public/Institutional (PI) on Lawson Road west of Beauchamp Road. On the north side of Lawson is a church, while Lawson Elementary School lies to the south. Mt. Ida Cemetery lies on Colonel Glenn

ARCH STREET

District 23

Development Principals

The Arch Street District Land Use Plan reflects the existing emphasis on mining activity in this portion of the county. At the same time, the Plan recognizes both the existence of residential development and the reality that economic forces may encourage mining companies to purchase single family areas in order to expand mineral extraction activities. Existing residential areas in the Arch Street District add to the city's stock of affordable housing. There are no zoning regulations for those areas within this District that are outside the city limits.

Land Use

Mining:

The land use plan shows the area north of Baseline Road as a mining area. Mining (M) uses currently dominate this area and are likely to do so for the future. Virtually all of the area from Baseline Road to the southern border of the district is proposed for mining uses.

Residential:

The area from Dixon Road north to the proposed of Baseline Road and the residential areas in the southern quarter of the District are shown as Residential Low Density (RL). Currently, a mix of residential and mining uses exist. The Arch Street Plan seeks to reflect the commitment to existing residential uses, and to reflect the fact that mining, while not presently or potentially as active in these as in other areas of the District, is a recognized presence. It is feasible portions of these mined areas will be restored and will be available for other land uses, possibly residential uses. In the meantime, existing residential uses and existing mining operation must coexist. The plan would not, however, encourage additional residential development in mining areas.

Commercial:

Commercial (C) uses are shown at the intersection of Dixon Road Cut-Off and Highway 65/167 and at Arch Street Pike, in a mixed commercial and industrial (MCI) strip along the southern portion of Arch Street Pike, and along Arch Street Pike north of Baseline Road. Commercial areas lie at the intersections of Arch Street and Vinson Avenue at Dixon Road.

Park and Open Space:

The plan shows Park and Open Space (PK/OS) uses on existing but undeveloped park property below the intersection of Arch Street Pike and Dixon Road. A small buffer of PK/OS is shown on Arch Street Pike north of the Commercial area shown at the Arch Street Pike and Dixon Road intersection. Additional land to the east is shown for public uses. In addition, the Little Rock Police Department Training facility sits in the PK/OS area on Ironton Cut Off.

COLLEGE STATION/SWEET HOME

District 24

Development Principals

The College Station/Sweet Home District is generally a rural area. Mining, agricultural, and residential uses are the three primary land uses. Further, the area appears suitable for either industrial or residential use (which are generally not considered compatible). Little Rock National Airport sits to the northeast of the district, creating a noise impact on the area. National Airport is acquired land within the district for noise abatements. There are no zoning regulations in the Sweet Home section of this District.

Land Use

Residential:

The land use pattern has three residential areas: Granite Heights, College Station and Sweet Home. Residential Low Density (RL), Residential Medium Density (RM), and Residential High Density (RH) all exist in these areas. Since much of the northern residential development is negatively affected by the Airport's airplane noise, additional residential development in the Granite Heights and College Station areas should be minimized. In these areas, the proposal is to maintain the existing residential development while an increase is shown in the Sweet Home area. Along with each residential area, supporting commercial uses are included to service needs of the local residents.

Commercial:

Commercial (C) uses are also shown at three major intersections: I-440/Bankhead, U.S. 65/167/Dixon Road, and Arkansas Highways 338/365. Highway auto-oriented commercial uses are recommended for Dixon Road U.S.65/167. Hotels, motels and other auto service uses are recommended at the intersection of Bankhead/I-440 to support the Airport. In addition there is Commercial (C) and Mixed Use (MX) shown in College Station along Frazier Pike to allow for some expansion of the business core of College Station. A final small Commercial area is shown at the intersection of State Highway 365 with 3M Road, just east of the Granite Mountain community.

Mining:

Mining (M) activities consume the second largest amount of land within the District. These areas are mining locations and the only addition or change proposed is a 100-foot buffer of vegetation between a mining area and residential use. In the future as the mining activities decrease, alternative uses may be found that will not necessitate such a buffer and appropriate modifications should be considered.

Industrial:

The plan delineates several areas of Industrial (I) development. The first is along the north leg of Shamburger Lane. The second is along Arkansas 365 north of Sweet Home. The plan recommends Light Industrial (LI) development, landscaped and laid out to be compatible with nearby residential development. As barrow pits are filled in the central part of the District, this use could be enlarged. The western edge of the Little Rock Port Industrial District overlaps into the planning district in areas east of College Station off Lindsey Road and South of College Station off Zueber Road.

Agricultural:

The plan recommends the southeastern portion of the District generally south of College Station and east of the Missouri Pacific Railroad track remain as agricultural (A). This is due in part to the high flood potential and a lack of demand for urban uses in the areas. Because of the low elevation of the area, urban development is likely to be costly, if financially feasible. However, as time progresses and the impacts of expansions at both the Airport and Port are better known, changes may need to be considered in the College Station Area and the southeastern portion of the district to reflect the new realities.

Parks and Open Space:

Park and Open Space (PK/OS) straddles the Fourche Creek. The large expanse of parkland in the District's northwest corner is Gilliam Park, as well as expansion related to the activities of Audubon Arkansas at the former Granite Mountain Homes site.

Public/Institutional:

Public Institutional (PI) designations reflect churches and schools. The Pulaski County School District Administration Building and Mills High School is on Dixon Road. College Station Elementary is shown on Frazier Pike in College Station, together with a neighboring cemetery.

PORT

District 25

Development Principals

The Port District Land Use Plan reflects the existing emphasis on industrial uses in this area of the City. At the same time, the Plan seeks to stabilize existing, viable residential areas. These residential areas make up a valuable portion of the City's stock of affordable housing. Little Rock National Airport and the Little Rock Port are found in the district.

Land Use

Residential:

The plan shows an area north of Interstate 440 between the Arkansas River and Fourche Creek as a Residential Low Density (RL) area. Single-family homes already dominate the majority of this area. The plan recommends existing buffer zones (50' to 100' planted buffer strips) remain and equivalent buffer zones are indicated where residential areas abut industrial uses. A large vacant tract lies in the middle of this residential area. The Plan seeks to encourage residential development in this area.

Much of the residential space in this area is classified with Special Conditions (SC). In these areas conversions to Industrial (I) uses should only occur in units of no less than a city block at a time to preserve the integrity of remaining residences.

Commercial:

The Plan shows Commercial (C) uses in four areas. First, a large commercial area is indicated at the intersections of I-440 and Fourche Dam Pike. The second commercial area is located along East Roosevelt Road and Fourche Dam Pike. This small commercial area is intended to serve only the immediate residential neighborhood and is indicated to convert with the adjacent residential to Industrial in the future. The third opportunity for commercial development lies in the mixed commercial/industrial area south of the Little Rock Airport along Roosevelt Road, between Bankhead Drive and Frazier Pike. The fourth is on both sides of Lindsey Drive north of Interstate 440. The plan recommends commercial uses in this area, oriented to the Airport.

Industrial:

The plan recommends industrial uses cover most of the District Plan area. Areas currently in industrial use or currently zoned for industrial use are retained. Vacant lands south of East Roosevelt Road are shown as industrial areas on the Land Use Plan. In addition, an area south of Roosevelt Road and north of Interstate 440 on the western edge of the district is shown as industrial (I). Both the Little Rock National Airport and the Little Rock Port and their associated industrial parks are in the Port District. The Little Rock Port is a U.S. Customs entry point. To allow further expansion of the Port area, Slackwater Harbor was constructed giving businesses inland access to the Arkansas River.

Parks and Open Space:

Parks and Open Space (PK/OS) areas are provided in and around the residential core of the District. The Plan sets aside the eastern half of Gates Island in the Arkansas River for park and open space. If developed into a city park this acreage would provide recreational opportunities for all of east Little Rock and could be the eastern terminus of the chain of parks along the Arkansas River. The Plan shows the drainage way of the canalized Fourche Creek as open space. In addition, existing and recommended 50' and 100' buffer strips between single family and industrial uses are shown as open space.

These buffer strips are intended to mitigate the effect of industrial activity on residential neighborhoods.

Public/Institutional:

The majority of the Public Institutional (PI) designated land within the District is the Little Rock National Airport; it consists of runways, taxiways, aprons, parking areas, freight areas, and the terminal. An area along Fourche Damn Pike is the location of a former school and several churches.

PORT SOUTH

District 26

Development Principals

The Port South District Land Use Plan has two goals: to allow for future of expansion industrial uses lying to the north and the protection of existing agricultural. The Port of Little Rock, including Slackwater Harbor, is immediately north of this district. Industrial development outside the district has been extensive. It is anticipated that industrial development within the Port South District will likely expand across Zeuber and Thibault Roads. The close proximity of the Little Rock National Airport, the Slackwater Harbor, and rail facilities encourages industrial development and expansion in this area. There are no zoning restrictions within this District in those areas outside the city limits.

Land Use

Industrial:

Industrial (I) land uses occupy northern parts of this district with the close proximity to the interstate freeway, rail lines, airport, and river port. These uses are designated around Thibault Road, around Fraizer Pike parallel to the same, generally west of Zeuber Road, and near Sloane Drive.

Parks and Open Space:

The Port South Land Use Plan provides for an extension of the Corps of Engineers' Dam Site West Park north to the City limits line and the mouth of Fourche Creek.

Agricultural:

Most of the District is shown as Agricultural (A). Due to the low elevation, most of the area is flood plain land. Currently the area is agricultural, however industrial uses are encroaching from the north. The Plan recognizes the need to expand industrial use into the area but also the need to preserve agricultural lands.

Most existing agricultural uses include a residence. No residential, commercial, or office use areas are anticipated at this time.

FISH CREEK

District 27

Development Principals

Mining uses will continue into the near future and cover much of the district. The district's commercial and residential uses are set in a rural development pattern. There are currently no zoning regulations within this District.

Land Use

Residential:

The plan recommends Residential Low Density (RL) in the northern part of the district between German Road and Highway 365. The plan recommends Residential High Density (RH) use in one area, north of Dan Thomas Road.

Commercial:

Commercial (C) uses are suggested at major intersections such as Interstate 530 and Dixon Road, Interstate 530 and 145th Street, and on Dan Thomas Road.

Industrial:

A large light industrial (LI) area is located along 145 Street at the interchange with Interstate 530.

Parks and Open Space:

Park and Open Space (PK/OS) is designated along floodplain areas and as a buffer along mining areas.

Mining:

Mining (M) is designated in the western section of the district between German Road and Interstate 530.

Public/Institutional:

Mills High School and Fuller Elementary School lie on Dixon Road in the area designated as Public/Institutional (PI).

ARCH STREET SOUTH

District 28

Development Principals

Only the northern quarter of the District falls under Little Rock's Planning Jurisdiction. The plan encourages maintaining the area's rural setting. There are currently no zoning regulations within this District.

Land Use

Residential:

Residential Low Density (RL) land uses dominate the district. There are no designations for higher residential densities.

Commercial:

Commercial (C) has been suggested in two areas, one on Arch Street Pike at the proposed intersection with the 'South Loop' and another on Pratt Road, which will be the South Loop connection with Interstate 530.

Industrial:

The map shows Light Industrial (LI) along Pratt Road (South Loop alignment). Along Arch Street Pike, the plan encourages LI uses in conjunction with commercial uses in a Mixed Commercial and Industrial (MCI) land use area. This is an area with a pre-existing mix of uses from single-family to industrial.

Parks and Open Space:

Areas designated Park/Open Space (PK/OS) follow floodplains along Cane Creek and Lorange Creek. The PK/OS area follows a creek that crosses the southern boundary in the southeast corner of the planning district, crossing Pratt Road near I-530.

BARRETT

District 29

Development Principles

The majority of the District falls under Little Rock's Planning Jurisdiction. The plan encourages maintaining the area's rural setting. The Plan retains the rural quality of the area and concentrates non-residential uses along Highway 10 and the intersection of Highway 300 and Pinnacle Road.

Land Use

Residential:

Residential Low Density (RL) land uses dominate the district. An area of Residential Medium Density is shown along Highway 10, west of Ferndale Cut-off Road.

Office:

Two small Suburban Office (SO) areas are shown on the Plan. One is at the intersection of Highway 300 with Highway 10 and the second is along Highway 10 at Morgan Cemetery Road.

Commercial:

A small Commercial (C) area sits on the west side of Highway 300 and West Pinnacle Road. A larger area of Commercial is shown along Highway 10, east of Barrett Road. An area designated as Transition (T) near Forestwood Farm Road indicates an existing commercial use. The final area of Commercial includes both Commercial (C) and Neighborhood Commercial (NC) and is located along Highway 10 at Goodson Road. That final area designated as C is subject to development only with a PZD.

Parks and Open Space:

The Parks and Open Space (PK/OS) cover floodway areas along the Little Maumelle River, Neal Creek, and Nowlin Creek.

Public/Institutional:

Joseph T. Robinson Elementary School occupies one Public/Institutional (PI) tract that sits on State Highway 10 at Morgan Cemetery Road. The largest PI tract in the District is the Central Arkansas Water ownership along the southern shore of Lake Maumelle.

BUZZARD MOUNTAIN

District 30

Development Principles

Only a portion of the District falls within Little Rock's Planning Jurisdiction. The plan encourages maintaining the area's rural setting of large lots for single-family dwellings and concentrates non-residential uses along Highway 10 and in Ferndale. The City of Little Rock has acquired almost an entire section for development as a park along Garrison Road and this land is shown as a Park.

Land Use

Residential:

Residential Low Density (RL) is the primary use within the District. With a lack of sewer and steep slopes in the area the densities are expected to remain less than 5 units per acre. An area of Residential Medium Density (RM) is shown along Highway 10 between Barrett and Ferndale Cutoff Roads.

Commercial:

Four Commercial (C) areas are shown within the District. Three are along Highway 10 at intersections with Ferndale Cutoff Road, Barrett Road and Goodson Road. The Goodson Road area is Neighborhood Commercial (NC). The fourth commercial area is Ferndale. This is the intersection of Ferndale Cutoff Road with Kanis Road.

Agricultural:

Agricultural (A) use is shown along either side of Studer Road, north of Ferndale Cutoff Road.

Parks and Open Space:

Parks and Open Space (PK/OS) land use serves as a protection device to prevent development in creek floodways. The Park and Open Space (PK/OS) cover floodway areas along the Little Maumelle River and Neal Creek. An area of almost a section in size along Garrison Road is shown as a Park. This is land the City of Little Rock has acquired to develop into a regional park.