

Appendix I

Infrastructure Project List (For the Boyle Park Neighborhood Plan Area)

**City of Little Rock
Department of Public Works
April 2000**

PROJECT NAME	PROJECT LIMITS	MASTER STREET PLAN CLASSIFICATION	EXISTING PAVEMENT	EXISTING DRAINAGE	EXISTING WIDTH	PROPOSED DESIGN TYPE	LENGTH / SCOPE (LF)		
12TH AT HUGHES SIGNAL	SIGNALIZATION (1999 PRIORITY 18)	Arterial	Asphalt	Curbs		\$125,000	SIGNALIZATION	University Park	
12TH ST., West 06000 - 6220	University, W.- Divided to Arthur Dr., Cleveland	Arterial	Asphalt	Curbs		\$26,100	Street & Drain; Repair & Overlay	1044	University Park
12TH ST., West 06300 - 6600	W.Sd.Cleveland Dr., W. thru Laverne, Leisure Pl., Giles, Fay, to W.Sd. Hughes Dr.	Arterial	Asphalt	Curbs		\$37,625	Street & Drain; Repair & Overlay	1505	University Park
12TH ST., West 06601 - 7309	W Side Hughes Dr., W. - Caruth, Westpark, Vogler, to E.Sd. Rodney Parham @ Kanis	Arterial	Asphalt	Curbs		\$44,075	Street & Drain; Repair & Overlay	1763	..
30TH ST., West 06600 - 6730	Alameda, W. to - W. Side Ware, Bryant	Residential	Surface Treatment	Ditches	10 - 15'	\$200,000	Street & Drain; Reconstruction	640	..
31ST ST., West 06400 - 6730	End E. of Bellemeade, W. - Alameda, Ware, Bryant	Residential	Surface Treatment	None	16.0	\$343,750	Street & Drain; Reconstruction	1100	..
32ND ST., WEST 06000 - 6730	University To Bryant (As 27' Pavement 2' c/g Both Sides)	Collector	Surface Treatment & Asphalt Mix	Ditch & Curb Mix	23' - 39'	\$1,268,750	Street & Drain; Reconstruction, Collector	2900	Broadmoor & College Terrace
32ND ST., West 06800 - 7030	Bryant, West thru - Talmadge Dr.	Residential	Asphalt	Curbs	24.1	\$21,075	Street & Drain; Repair & Overlay	843	..
33RD ST., West 06800 - 6930	Bryant St., West to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.5	\$13,075	Street & Drain; Repair & Overlay	523	..
34TH ST., West 06800 - 6930	Bryant St., West to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.5	\$15,400	Street & Drain; Repair & Overlay	616	..
35TH ST., West 06800 - 6806	Bryant St., West to - End	Residential	Asphalt	Curbs	23.5	\$4,025	Street & Drain; Repair & Overlay	161	..
36TH ST., West 06900 - 7100	Asher Ave., N.W. 144' to Taper @ Shopping Ctr. then 582' to End C/G Begin Newer AC	Arterial	Asphalt	Curbs	48.0	\$18,150	Street & Drain; Repair & Overlay	726	John Barrow
ALAMEDA DR. 1 - 26S	Archwood, S. thru - Jog @ 30th, 31st, to 32nd St.	Residential	Asphalt	Ditch & Curb Mix	24.5	\$203,906	Street & Drain; Rehabilitation Curbs, Drainage, Street As Needed	1305	Broadmoor
ANNUAL DRAINAGE REPAIR - WARD SHARES OF \$10,000,000 ON TEN YEAR PLAN	\$150,000 AVG. PER WARD PER YEAR (\$1,050,000 PER YEAR TOTAL)	...	...	VARIED MINOR DEFICIENCIES, FAILURES AND DETERIORATING STRUCTURES		\$0	DRAINAGE, MINOR		ALL
ARCHWOOD DR. 1 - 3W & 4 - 19 w/ #6726	Lakeshore Dr., W.- Alameda, Ware, Glenmere, to W.Sd. Bryant	Residential	Asphalt	Curbs	24.5	\$286,875	Street & Drain; Reconstruction	918	Broadmoor
ARCHWOOD DR. 6800 - 7110W	E. Side Bryant, West thru both legs of Maryton Park Cv. to End C/G	Residential	Asphalt	Curbs	23.3	\$34,100	Street & Drain; Repair & Overlay	1364	Broadmoor
ARCHWOOD DR. 7110 - 7129W	End of C/G, West of Maryton Park Cv., West to Boyle Park Rd.	Residential	Surface Treatment & Asphalt Mix	Ditches	20.0	\$55,625	Street & Drain; Reconstruction	178	Broadmoor
ARTHUR CT. 99W	Arthur Dr., Thru Circle, back to - Arthur Dr.	Residential	Asphalt	Curbs	23.5	\$6,775	Street & Drain; Repair & Overlay	271	University Park
ARTHUR ST.(DR.) 0300 - 312S	West Side Sherry Dr., West to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.5	\$3,825	Street & Drain; Repair & Overlay	153	University Park
ARTHUR ST.(DR.) 0400 - 1120S	12th St., N.-E.Int.Shirley, Arthur Ct., then W.- Shirley, to W. Side Sherry Dr.	Residential	Asphalt	Curbs	23.2	\$59,525	Street & Drain; Repair & Overlay	2381	University Park

PROJECT NAME	PROJECT LIMITS	MASTER STREET PLAN CLASSIFICATION	EXISTING PAVEMENT	EXISTING DRAINAGE	EXISTING WIDTH		PROPOSED DESIGN TYPE	LENGTH / SCOPE (LF)	
BARBARA CIR. 1 - 30W	Broadmoor Dr. @ Barbara Dr., N.W. then S.E. thru circle to S.Inter. Broadmoor	Residential	Asphalt	Curbs	24.0	\$161,094	Street & Drain; Rehabilitation Curbs, Drainage, Street As Needed	1031	Broadmoor
BARBARA DR. 1 - 46S	Broadmoor Dr. @ Barbara Cir, S. to - Berkshire Dr.	Residential	Asphalt	Curbs	24.5	\$38,475	Street & Drain; Repair & Overlay	1539	Broadmoor
BELLEMEADE DR. 1 - 22S	Lakeshore Dr., S. to - End of C/G N. of 31st St.	Residential	Asphalt	Curbs	24.5	\$18,550	Street & Drain; Repair & Overlay	742	Broadmoor
BELLEMEADE DR., 27 - 41S	END OF C/G S. TO 32ND ST. (On 1999 Proposal as 30th to 32nd)	Residential	Surface Treatment & Asphalt Mix	Ditches	20'	\$194,000	Street & Drain; Reconstruction	525	Broadmoor
BELMONT DR. 1 - 91S	N. Inter. w/ Broadmoor, S.W. - N. Inter. Glenmere, S. Inter. Glenmere, Berkshire, to S. Inter. W/ Broadmoor	Residential	Asphalt	Curbs	24.5	\$82,750	Street & Drain; Repair & Overlay	3310	Broadmoor
BERKSHIRE DR. 1 - 22S	Broadmoor Dr., S.W. thru Belmont, to Lakeshore Dr.	Residential	Asphalt	Curbs	24.5	\$29,925	Street & Drain; Repair & Overlay	1197	Broadmoor
BERKSHIRE DR. 24 - 72S	University, West thru Both Inter.w/ PointO Woods, Barbara Dr., to Broadmoor	Residential	Asphalt	Curbs	24.5	\$42,550	Street & Drain; Repair & Overlay	1702	Broadmoor & Point O Woods
BITTERSWEET DR. 6100 - 6229W	Cleveland Dr., East thru Charlotte Ct./Dr. to End @ Garfield Ct./Dr.	Residential	Asphalt	Curbs	23.5	\$15,375	Street & Drain; Repair & Overlay	615	..
BOYLEPARK DR. 6300 - 6301W	Intersection at Cleveland Dr. with Boyle Park RD.	Collector	Asphalt	Curbs	165.0	\$72,188	Street & Drain; Reconstruction, Collector	165	Broadmoor
BOYLEPARK RD. 1530S	W.Sd.Cleveland @ Boyle Park Dr., W.-Taper - To W.Side Broadmoor Dr.@ McKinley	Collector	Surface Treatment & Asphalt Mix	Ditch & Curb Mix	21.8' - 57.2'	\$122,500	Street & Drain; Reconstruction, Collector	280	Broadmoor
BOYLEPARK RD. 1600 - 1729S	End C/G W. Sd. Broadmoor @ McKinley, W. past Entrance to Apts.	Collector	Surface Treatment & Asphalt Mix	Ditches	21' - 29'	\$665,000	Street & Drain; Reconstruction, Collector	1520	Broadmoor
BOYLEPARK RD. 1800 - 1929S	S. End of Widened Section @ Apts., S. to South Side Glenmere	Collector	Surface Treatment & Asphalt Mix	Ditches	22.0	\$218,750	Street & Drain; Reconstruction, Collector	500	Broadmoor
BOYLEPARK RD. 2000 - 2729S	South Side Glenmere, S. to - N. Side of Archwood	Collector	Surface Treatment & Asphalt Mix	Ditches	22.0	\$1,308,125	Street & Drain; Reconstruction, Collector	2990	Broadmoor
BOYLEPARK RD. 2800 - 3529S	N. Side Archwood, S. thru Park Dr. Intersection to 36th St.	Collector	Surface Treatment & Asphalt Mix	Ditches	22.0	\$1,214,063	Street & Drain; Reconstruction, Collector	2775	Broadmoor
BROADMOOR DR. 1 - 57W	Berkshire, S. thru S. Inter. Belmont, to - Rosemont Dr. @ Shopping Ctr. Dr.	Residential	Asphalt	Curbs	24.5	\$54,475	Street & Drain; Repair & Overlay	2179	Broadmoor
BROADMOOR DR. 1W	Rosemont Dr., @ Shopping Ctr. Dr., East to University @ 28th St.	Residential	Asphalt	Curbs	37.9	\$1,375	Street & Drain; Repair & Overlay	55	Broadmoor
BROADMOOR DR. 58 - 122W	BoylePark, S. - Barbara Cir/Dr., S.Int.Barbara Cir.,Belmont, S. -Berkshire	Residential	Asphalt	Curbs	24.5	\$374,688	Street & Drain; Rehabilitation Curbs, Drainage, Street As Needed	2398	Broadmoor
BROADMOOR TRAFFIC CALMING SIGNAL @ BERKSHIRE	BROADMOOR AREA	Residential	...	...		\$75,000	SIGNALIZATION		Broadmoor
BRYNMAWR DR. 1 - 20W	Fairmont, S.E. thru Centenary to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	24.5	\$10,250	Street & Drain; Repair & Overlay	410	College Terrace
BURTON DR. 6800 - 7104W	Bryant, West to - Talmadge Dr.	Residential	Asphalt	Curbs	23.5	\$29,375	Street & Drain; Repair & Overlay	1175	..
CARUTH DR.(ST.) 6701 - 6829S	12th St., S. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.5	\$9,500	Street & Drain; Repair & Overlay	380	..
CAULDEN DR. 1400 - 1700S	Leander, S. to - Begin of Private Section	Residential	Surface Treatment	None	17.0	\$293,750	Street & Drain; Reconstruction	940	..

PROJECT NAME	PROJECT LIMITS	MASTER STREET PLAN CLASSIFICATION	EXISTING PAVEMENT	EXISTING DRAINAGE	EXISTING WIDTH		PROPOSED DESIGN TYPE	LENGTH / SCOPE (LF)	
CENTENARY DR. 1 - 15S	32nd St., S. to - BrynMawr Dr.	Residential	Asphalt	Curbs	24.5	\$10,000	Street & Drain; Repair & Overlay	400	College Terrace
CHARLOTTE CT. 1700 - 1730S	Charlotte Dr., @ Bittersweet Dr., S. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.5	\$8,375	Street & Drain; Repair & Overlay	335	..
CHARLOTTE DR. 1300 - 1620S	Northmoor Dr., S. to Charlotte Ct. @ Bittersweet Dr.	Residential	Asphalt	Curbs	23.5	\$30,325	Street & Drain; Repair & Overlay	1213	..
CINDERELLA CIR. 1 - 30W	Bryant, West then N. to - Gingerbread	Residential	Asphalt	Curbs	24.5	\$18,400	Street & Drain; Repair & Overlay	736	..
CLEVELAND DR.(ST.) 1000 - 1120S	Shirley Dr., S. thru Sherry Dr., to - 12th St.	Residential	Asphalt	Curbs	23.4	\$15,725	Street & Drain; Repair & Overlay	629	University Park
CLEVELAND DR.(ST.) 1200 - 1611S	12th St., S. thru Northmoor, Leisure Pl., to S.Side Bittersweet Dr.	Collector	Asphalt	Curbs	33.5	\$32,475	Street & Drain; Repair & Overlay	1299	Broadmoor
CLEVELAND DR.(ST.) 1611 - 1629S	S.Sd.Bittersweet Dr., S. to N.Sd.BoylePark Rd./Dr. Intersect.	Collector	Surface Treatment & Asphalt Mix	Ditch & Curb Mix	30.0	\$129,063	Street & Drain; Reconstruction, Collector	295	Broadmoor
COVEWOOD DR.(CIR.) 1 - 15S	Stonecrest Dr., N. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	24.3	\$5,975	Street & Drain; Repair & Overlay	239	..
FAIRMONT DR. 1 - 15S	Lakeshore Dr., S. to - 32nd St.	Residential	Asphalt	Curbs	24.3	\$13,125	Street & Drain; Repair & Overlay	525	Broadmoor
FAIRMONT DR. 16 - 40S	32nd St., S. thru BrynMawr, N.Int.Purdue, Middle Int.Purdue to S.Int.Purdue	Residential	Asphalt	Curbs	24.0	\$29,075	Street & Drain; Repair & Overlay	1163	College Terrace
FAIROAKS CT. 1 - 20S	FairOaks Dr., S.E. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.0	\$3,000	Street & Drain; Repair & Overlay	120	Broadmoor & Point O Woods
FAIROAKS DR.(RD) 1 - 22S	HollyHill Rd., S. to - Point O Woods	Residential	Asphalt	Curbs	23.7	\$19,875	Street & Drain; Repair & Overlay	795	Broadmoor & Point O Woods
FAIROAKS DR.(RD) 1800 - 1929S	Boyle Park Rd., S. thru FairOaks Ct., Joyce Ct., to HollyHill Rd.	Residential	Asphalt	Curbs	23.0	\$16,200	Street & Drain; Repair & Overlay	648	Broadmoor & Point O Woods
FAY CT. 1 - 10S	12th St., thru Circle, back to - 12th St.	Residential	Asphalt	Curbs	23.5	\$5,075	Street & Drain; Repair & Overlay	203	University Park
GARFIELD CT. 1700 - 1829S	End N. of Garfield Dr. @ Bittersweet Dr., S. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	23.5	\$14,675	Street & Drain; Repair & Overlay	587	..
GARFIELD DR. 1300 - 1620S	End of Northmoor Dr. in curve, S. to CuldeSac End	Residential	Asphalt	Curbs	23.5	\$32,700	Street & Drain; Repair & Overlay	1308	..
GILES ST.(DR) 1000 - 1120S	12th St., N. thru Sterling Dr. to - Sherry Dr.	Residential	Asphalt	Curbs	23.2	\$11,225	Street & Drain; Repair & Overlay	449	University Park
GINGERBREAD LN. 6800 - 7030W	Bryant, West thru Cinderella, to - Talmadge Dr.	Residential	Asphalt	Curbs	24.5	\$24,675	Street & Drain; Repair & Overlay	987	..
GLENMERE DR. 1 - 41S	S. Inter. w/ Belmont, S. thru Lakeshore Dr. to Archwood	Residential	Asphalt	Curbs	24.2	\$36,325	Street & Drain; Repair & Overlay	1453	Broadmoor
GLENMERE DR. 63 - 75S	BoylePark Rd., S.E. thru RidgePark Dr., Roane Cir., to N. Inter. w/ Belmont	Residential	Asphalt	Curbs	24.0	\$18,075	Street & Drain; Repair & Overlay	723	Broadmoor
HANDICAP RAMPS - CITYWIDE	CITYWIDE ANNUAL \$250,000 RETROFIT OF HANDICAP ACCESS FOR FIVE YEARS	ALL				\$1,562,500	ACCESS RAMP RETROFIT		ALL
HOLLYHILL RD. 1 - 34S	FairOaks Dr., South thru curve to - Point O Woods	Residential	Asphalt	Curbs	23.6	\$24,500	Street & Drain; Repair & Overlay	980	Broadmoor & Point O Woods

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HUGHES CT.(CIR.) 1 - 12W	Hughes Dr., thru Circle, back to - Hughes Dr.	Residential	Asphalt	Curbs	23.5	\$8,600	Street & Drain; Repair & Overlay	344	University Park
HUGHES ST.(DR), S. 0900 - 1124S	S. Side I-630 R/W, S. thru Hughes Ct., Sterling Dr., to 12th St.	Collector	Asphalt	Curbs	35.0	\$195,469	Street & Drain; Rehabilitation Curbs, Drainage, Street As Needed	1251	University Park
IRVING DR. 1 - 20S	Lakeshore Dr., S. to - 32nd St.	Residential	Asphalt	Curbs	24.8	\$18,225	Street & Drain; Repair & Overlay	729	Broadmoor
JOYCE CT.(ST) 1800 - 1829S	FairOaks Dr., N.W. to - thru CuldeSac in Turn to End Inc. CuldeSac	Residential	Asphalt	Curbs	23.5	\$11,250	Street & Drain; Repair & Overlay	450	Broadmoor & Point O Woods
LAKESHORE DR. 1 - 64W	University, N.W.- Church Drs., Fairmont, Irving, Monica, Bellemeade, to Archwood	Residential	Asphalt	Curbs	24.5	\$52,450	Street & Drain; Repair & Overlay	2098	Broadmoor
LAKESHORE DR. 65 - 83W	Archwood, N.W. thru Berkshire, to - Glenmere	Residential	Asphalt	Curbs	24.1	\$19,700	Street & Drain; Repair & Overlay	788	Broadmoor
LAVERNE CIR. 1 - 20S	12th St., thru Circle, back to - 12th St.	Residential	Asphalt	Curbs	23.4	\$10,925	Street & Drain; Repair & Overlay	437	University Park
LEISURE PL. 1200 - 1416S	12th St., S. to Park @ 90 Deg Turn to East toward Cleveland	Residential	Asphalt	Curbs	16.5' - 23.1'	\$34,775	Street & Drain; Repair & Overlay	1391	Parks
LEVEES	PULASKI COUNTY DRAINAGE DISTRICT LEVEE	...	...	EARTH LEVEE		\$0	LEVEES; ESTABLISH INSPECTION & MAINTENANCE OF LEVEES / PUMP STATIONS		
MARYTON PARK CV. 1 - 82S	Archwood Dr., thru Circle back to - Archwood Dr.	Residential	Asphalt	Curbs	24.0	\$26,475	Street & Drain; Repair & Overlay	1059	..
MCKINLEY ST. 1600 - 1629S	Boyle Park Rd. @ Broadmoor, N. to End @ Driveway	Residential	Gravel/Dirt	None		\$9,000	Scarify & Seal	360	..
MONICA DR. 1 - 28S	Lakeshore Dr., S. to - 32nd St.	Residential	Asphalt	Ditch & Curb Mix	24.0	\$23,800	Street & Drain; Repair & Overlay	952	Broadmoor
NORTHMOOR DR. 6100 - 6230W	Cleveland Dr., East thru Charlotte Dr., to End in Curve @ Garfield Dr.	Residential	Asphalt	Curbs	23.5	\$16,575	Street & Drain; Repair & Overlay	663	..
POINT O WOODS DR. 1 - 44N	E.Inter.w/ Berkshire, N.then W. - FairOaks, HollyHill, then S. back to Berkshire	Residential	Asphalt	Curbs		\$215,000	Street & Drain; Rehabilitation Curbs, Drainage, Street As Needed	1376	Broadmoor & Point O Woods
POINTWOODS DRAIN	ADJACENT UNIVERSITY, BERKSHIRE	...	...			\$0	DRAINAGE		Broadmoor & Point O Woods
PURDUE CIR. 1 - 76S	N.Int.w/ Fairmont, W.,then S.,then E. - Fairmont,then N.W. back to Fairmont	Residential	Asphalt	Curbs	24.5	\$50,075	Street & Drain; Repair & Overlay	2003	College Terrace
RESURFACING OF IMPROVED ROADWAYS - CITYWIDE	CITYWIDE ANNUAL \$3 MILLION PROGRAM FOR OVERLAY AND PAVEMENT MARKINGS AS NEEDED	ALL				\$0	Street & Drain; Repair & Overlay - \$3 Million Annually		
RIDGEPARK DR. 2100 - 2330S	Glenmere, S. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	16.2	\$27,425	Street & Drain; Repair & Overlay	1097	Broadmoor
ROADWAY MEDIANS AND ISLANDS	CITYWIDE	ALL				\$0	MEDIANS & ISLANDS; ADDRESS MAINTENANCE & IMPROVEMENT NEEDS		
ROANE CIR. 1 - 10S	Glenmere, N. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	24.3	\$7,325	Street & Drain; Repair & Overlay	293	Broadmoor

PROJECT NAME	PROJECT LIMITS	MASTER STREET PLAN CLASSIFICATION	EXISTING PAVEMENT	EXISTING DRAINAGE	EXISTING WIDTH		PROPOSED DESIGN TYPE	LENGTH / SCOPE (LF)	
ROCK CREEK IN BOYLE PARK AREA DRAIN MAP REVISIONS	ROCK CREEK IN BOYLE PARK AREA DRAIN MAP REVISIONS	...	...			\$10,000	COE PHYSICAL MAP REVISIONS OF FLOODPLAIN		
ROSEMONT DR. 1 - 55W	Broadmoor @ Shopping Ctr., N.W. thru Both Legs Woodcliff Cir., to Broadmoor	Residential	Asphalt	Curbs	24.6	\$50,600	Street & Drain; Repair & Overlay	2024	Broadmoor
SHERRY DR. 6300 - 6620W	Cleveland, West thru Giles, then N. to - Arthur Dr.	Residential	Asphalt	Curbs	23.3	\$242,344	Street & Drain; Rehabilitation Curbs, Drainage, Street As Needed	1551	University Park
SHERRY DR., FAY CT., & 12TH @ HUGHES DRAIN	VICINITY #6309 SHERRY, FAY CT. N. OF 12TH & #1121 HUGHES	...	...			\$0	DRAINAGE		University Park
SHIRLEY DR. 6200 - 6520W	E. Int. Arthur Dr., West thru Cleveland then thru curve, N. to Arthur Dr.	Residential	Asphalt	Curbs	23.2	\$35,350	Street & Drain; Repair & Overlay	1414	University Park
STERLING DR. 6500 - 6624W	Giles Dr., West to - Hughes Dr.	Residential	Asphalt	Curbs	23.5	\$16,675	Street & Drain; Repair & Overlay	667	..
STONECREST CIR. 1 - 10S	Stonecrest Dr., N. to - End (Inc. CuldeSac)	Residential	Asphalt	Curbs	24.3	\$4,250	Street & Drain; Repair & Overlay	170	..
STONECREST DR. 6600 - 6730W	Bryant St., East thru Covewood Dr., Stonecrest Cir., to End of Pavement	Residential	Asphalt	Curbs	24.5	\$16,050	Street & Drain; Repair & Overlay	642	..
TALMADGE DR. 1 - 38S	South from Turn @ Burton, thru Gingerbread then S. to 32nd St.	Residential	Asphalt	Curbs	24.0	\$25,875	Street & Drain; Repair & Overlay	1035	..
TALMADGE DR. 6800 - 7120W	Bryant, W. - Bubble CuldeSac in Turn South to Burton	Residential	Asphalt	Curbs	23.5	\$33,725	Street & Drain; Repair & Overlay	1349	..
UNIVERSITY AVE. 1900 - 2730	19TH ST. TO 28TH @ BROADMOOR DR. TIP MATCHING FUNDS (City Share \$480,000)	Arterial	Asphalt	Curbs		\$2,400,000	Street & Drain; Reconstruction, Arterial	3200	Oak Forest & Point O Woods and Broadmoor
VOGLER ST. 1200 - 1220S	12th St., S. to - Begin of PPC Slab @ Gate	Residential	Asphalt	Curbs	23.0	\$4,375	Street & Drain; Repair & Overlay	175	..
WARE ST.	30TH TO ARCHWOOD	Residential	Surface Treatment & Asphalt Mix	Ditches	20'	\$194,000	Street & Drain; Reconstruction		Broadmoor
WESTPARK DR. 1200 - 1301S	12th St., S. to - S.Side #1301	Residential	Asphalt	Curbs	33.0	\$18,725	Street & Drain; Repair & Overlay	749	..
WESTPARK DR. 1301 - 1529S	S.Side #1301, S.E. - Bubble CuldeSac, to End @ Parking Lots	Residential	Asphalt	Curbs	22.5' - 33'	\$30,000	Street & Drain; Repair & Overlay	1200	..
WOODCLIFF CIR. 1 - 32S	Rosemont Dr., thru Circle to - Rosemont Dr.	Residential	Asphalt	Curbs	24.0	\$29,975	Street & Drain; Repair & Overlay	1199	Broadmoor

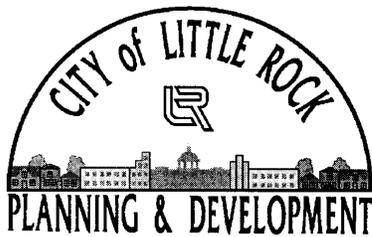
Appendix II

City of Little Rock Zoning Classifications and Descriptions

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City of Little Rock Future Land Use Plan Classifications and Descriptions

Boyle Park Area Neighborhood Action Plan Zoning



The data contained herein was compiled from various sources for the sole use and benefit of the Pulaski Area Geographic Information System (PAGIS) and the public agencies it serves. Any use of the data by anyone other than PAGIS is at the sole risk of the user; and by acceptance of this data, the user does hereby hold PAGIS harmless and without liability from any claims, costs, or damages of any nature against PAGIS, including cost of defense arising from improper use of the data, or use by another party. Acceptance or use of this data is done without any expressed or implied warranties.

The geographic data herein was taken from March 1990 Photography

Outline of Zoning Classifications and Descriptions

The City of Little Rock, with the exception of the State Capitol Zoning District and the Central Little Rock Zoning Area Downtown, is divided into the following 34 zoning districts:

1. “R-1” – Single Family District

For large lot single family development with a minimum lot size of 15,000 square feet. This district is the least utilized of the several single family zones.

2. “R-2” – Single Family District

For conventional single family development with a minimum lot size of 7,000 square feet. This district is the predominant single family district within the City of Little Rock west of University and south of Asher Avenue.

3. “R-3” - Single Family District

For small lot single family development with a minimum lot of 7,000 square feet. This district is the predominant single family district within the City of Little Rock north of Asher Avenue and east of University.

4. “R-4” - Single Family District

For development of duplex dwellings with a minimum lot size of 7,000 square feet.

5. “MF-6” - Multifamily District

For apartment development at a maximum of six dwelling units per acre. This district is used predominantly in the west and southwest portions of the City generally for upper income and condominium type developments.

6. “MF-12” - Multifamily District

For apartment development at a maximum of 12 units per acre. This district is used predominantly in the west and southwest portions of the City as a transition zone between lower and higher density residential developments.

7. “MF-18” - Multifamily District

For apartment development at a maximum of 18 units per acre. This district which is predominantly located west of University is primary “MF” District for construction of apartments in the suburban area.

8. “MF-24” - Multifamily District

For apartment development at a maximum of 24 units per acre. This district is utilized throughout the City; however, the majority of this district is located in the northwest portion of the City. It is generally developed in close proximity to higher intensity uses either office or commercial.

9. “R-5” - Urban Residence District
For apartment development at a maximum of 36 units per gross acre.
10. “R-6” – High Rise Apartment District
For apartment development at a maximum of 72 units per gross acre. This district is the High-Rise Apartment District and is the least utilized of the several apartment zones. This district is primarily located in the core of the City north of Asher Avenue and east of University.
11. “R-7” – Mobile Home District
For mobile home parks at a maximum of eight dwelling units per gross acre. This district is utilized for creation of rental mobile home parks only.
12. “R-7A” – Mobile Home District
For mobile home subdivisions proposing lot sales for placement of mobile home units. The maximum permitted density is 12 family units per net saleable acre.
13. “O-1” – Quite Office District
For office use providing for conversion of residential structures in older neighborhoods to uses compatible with existing residential neighborhoods.
14. “O-2” – Office and Institutional District
For large tract office and institutional development. This district provides for the high-rise office development.
15. “O-3” – General Office District
For development of freestanding offices serving a broad range of public needs.
16. “C-1” – Neighborhood Commercial District
For development of small personal service uses. This district allows uses that are generally neighborhood oriented.
17. “C-2” – Shopping Center District
For development of large scale commercial projects such as shopping malls.
18. “C-3” – General Commercial District
For development of a broad range of general sales and service uses.
19. “C-4” – Open Display Commercial District
For development of a range of uses requiring open display of merchandise such as automobiles, mobile homes, and building materials.

20. “I-1” – Industrial Park District

For development of an efficient well-designed industrial park. This district encourages the development of park-like settings with significant landscaping and design effort.
21. “I-2” - Light Industrial District

For development of general industrial uses including light manufacturing and assembly.
22. “I-3” – Heavy Industrial District

For development of industrial uses of an objectionable or hazardous nature. This district normally includes uses that emit a high level of noise, dust, odor, or other pollutants thus; requiring separation from residential or other more sensitive uses.
23. “AF” – Agriculture and Forestry District

For sites utilized as farming or other rural activities. This district is also utilized for recreational uses.
24. “M” – Mining District

For sites utilized as mineral extraction, forestry, or agriculture. This district much like the Heavy Industrial District, should be separated from residential or other more sensitive uses.
25. “OS” – Open Space District

For use as a buffer zone between uses, a protection zone for difficult topography, and to preserve natural conditions. This district is most often utilized to buffer one land use from another such as apartments, office, or commercial development from single family.
26. “F” – Floodplain District

For regulation of usage of flood prone lands to protect the water flow and to reduce flooding effects.
27. “PZD” - Planned Zoning Development

A process for owners/developers to utilize when it is desirable to present a unified site plan and plat for City review. There are four (4) Planned Unit Development districts utilized in the process for multi use developments. There are:

 - a. “PRD” – Planned Residential

This district is used when residential uses are proposed in a development of mixed use permitted.
 - b. “POD” – Planned Office

This district is used when office development is the intended principal use. Some commercial and residential is permitted when made a part of the review process.

c. “PCD” – Planned Commercial

This district is used when commercial mixed use development is proposed. A mix of residential, office and commercial is permitted.

d. “PID” – Planned Industrial

This district is used when warehousing, manufacturing or similar uses are proposed in a mix of uses.

28. “PD” – Planned Development

A process utilizing the same submittal and review procedures as a “PUD” except, that this process permits development of single use projects exclusively, these districts are:

a. “PD” – Residential

This district permits residential projects of any density with no mix of other uses.

b. “PD” – Office

This district permits projects that involve a single office use or building (no mix of uses).

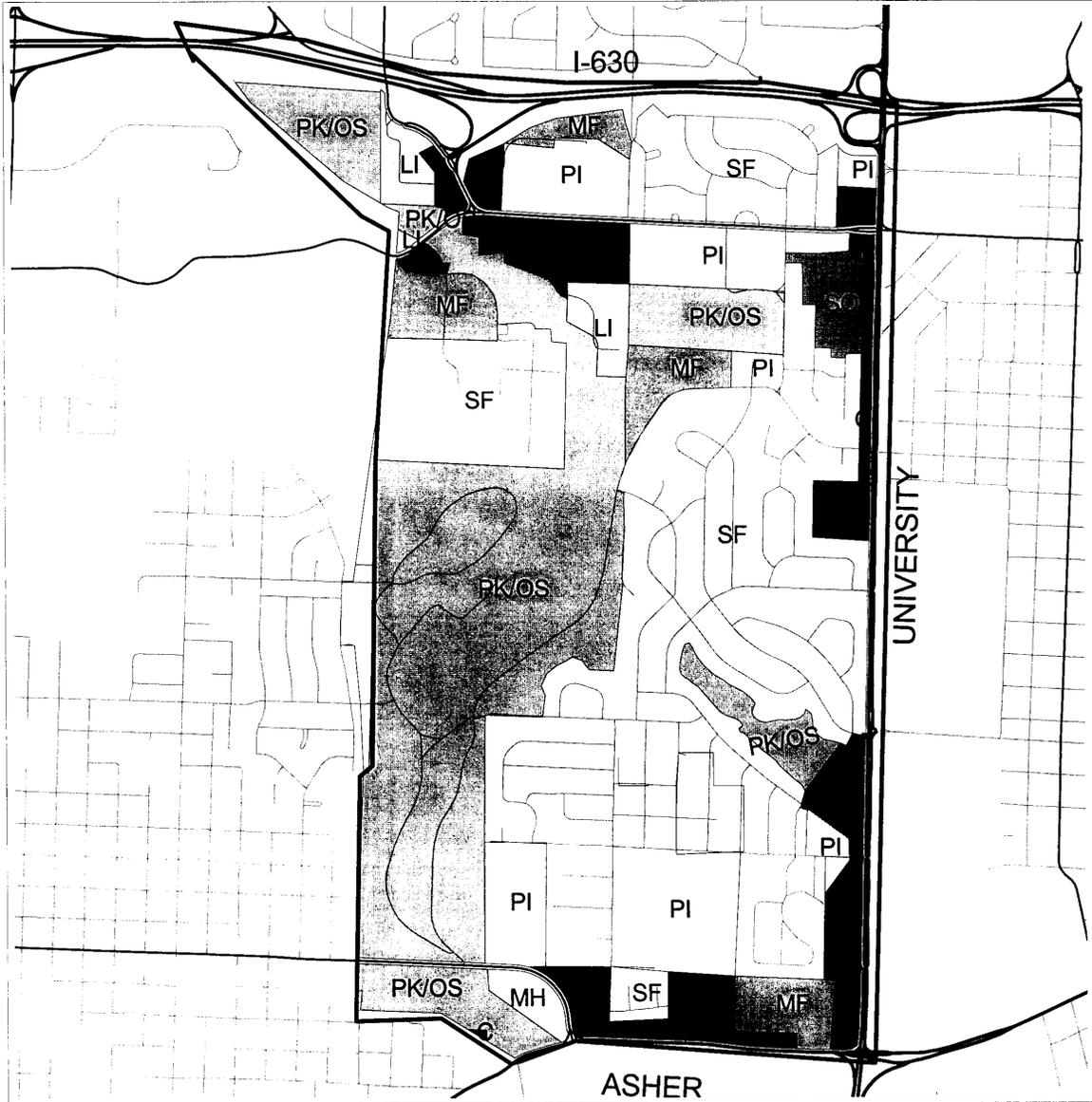
c. “PD” – Commercial

This district permits projects that involve a single commercial use or building (no mix of uses).

d. “PD” – Industrial

This district permits projects that involve a single industrial use or building (no mix of uses).

Boyle Park Area Neighborhood Action Plan Future Land Use Plan



The data contained herein was compiled from various sources for the sole use and benefit of the Pulaski Area Geographic Information System (PAGIS) and the public agencies it serves. Any use of the data by anyone other than PAGIS is at the sole risk of the user; and by acceptance of this data, the user does hereby hold PAGIS harmless and without liability from any claims, costs, or damages of any nature against PAGIS, including cost of defense arising from improper use of the data, or use by another party.

Acceptance or use of this data is done without any expressed or implied warranties.

The geographic data herein was taken from March 1990 Photography

Future Land Use Categories

- SF Single Family Residential – This category provides for single family homes at densities not to exceed 6 dwelling units per acre. Such residential development is typically characterized by conventional single family homes, but may also include patio or garden homes and cluster homes, provided that the density remain less than 6 units per acre.
- LDR Low Density Residential – This category accommodates a broad range of housing types including single family attached, single family detached, duplex, townhomes, multi-family and patio or garden homes. Any combination of these and possibly other housing types may fall in this category provided that the density is between six (6) and ten (10) dwellings units per acre.
- MF Multifamily Residential – The multifamily category accommodates residential development of 10 to 36 dwelling units per acre.
- MH Mobile Home Park – This category accommodates an area specifically developed to accommodate mobile homes.
- O Office – The office category represents services provided directly to consumers (e.g., legal, financial, medical) as well as general office which support more basic economic activities.
- SO Suburban Office – The suburban office category shall provide for low intensity development of office or office parks in close proximity to lower density residential areas to assure compatibility. A Planned Zoning District is required.
- MCI Mixed Commercial and Industrial – This category provides for a mixture of commercial and industrial uses to occur. Acceptable uses are commercial or mixed commercial and industrial. A Planned Zoning District is required if the use is mixed commercial and industrial.
- MOC Mixed Office and Commercial – This category provides for a mixture of office and commercial uses to occur. Acceptable uses are office or mixed office and commercial. A Planned Zoning District is required if the use is mixed office and commercial.
- STD Service Trades District – This category provides for a selection of office, warehousing, and industrial park activities that primarily serve other office services or industrial businesses. The district is intended to allow support services to these businesses and to provide for uses with an office component. A Planned Zoning District is required for any development not wholly office.
- MX Mixed Use – This category provides for a mixture of residential, office and commercial uses to occur. A Planned Zoning District is required if the use is entirely office or commercial or if the use is a mixture of the three.
- MXU Mixed Use Urban - This category provides for a mix of residential, office and commercial uses not only in the same block but also within the same structure. This category is intended for older “urban” areas to allow dissimilar uses to exist, which support each other to create a vital area. Development should reinforce the urban fabric creating a 24-hour activity area. Using the Planned Zoning District or the Urban Use District, high and moderate density developments that result in a vital (dense) pedestrian oriented area are appropriate.
- LI Light Industrial – This category provides for light warehouse, distribution or storage uses, and/or other industrial uses that are developed in a well-designed “park like” setting.

- I Industrial – The industrial category encompasses a wide variety of manufacturing, warehousing research and development, processing, and industrial related office and service activities. Industrial development typically occurs on an individual tract basis rather than according to an overall development plan.

- C Commercial – The commercial category includes a broad range of retail and wholesale sales of products, personal and professional services, and general business activities. Commercial activities vary in type and scale, depending on the trade area that they serve.

- CS Community Shopping – This category provides for shopping center development with one or more general merchandise stores.

- NC Neighborhood Commercial – The neighborhood commercial category includes limited small scale commercial development in close proximity to a neighborhood, providing goods and services to that neighborhood market area.

- NODE Existing Business Node – This category provides for the existence of a sufficient concentration (minimum of 3) of long-term established businesses on both sides of a major street. The businesses must be contiguous or in close proximity. A Planned Zoning District is required.

- A Agriculture – It is the intent of this category to encourage the combination of agricultural uses of the land. The agricultural classification also provides for a transition between rural areas and the urban fringe, where it would be appropriate to preserve existing rural land use, prior to annexation into the city.

- M Mining – The mining category provides for the extraction of various natural resources such as bauxite, sand, gravel, limestone, granite or other. Mining uses will include assurances that these resources be property managed so as not to create a hazard, nuisance or the disfigurement or pollution of the land.

- PK/OS Park/Open Space – This category includes all public parks, recreation facilities, green belts, flood plains, and other designated open space and recreational land.

- PI Public Institutional - This category includes public and quasi public facilities which provide a variety of services to the community such as schools, libraries, fire stations, churches, utility substations, and hospitals.

- T Transition – Transition is a land use plan designation which provides for an orderly transition between residential uses and other more intense uses. Transition was established to deal with areas which contain zoned residential uses and nonconforming nonresidential uses. A Planned Zoning District is required unless the application conforms with the Design Overlay standards. Uses which may be considered are low density multifamily residential and office uses if the proposals are compatible with quality of life in nearby residential areas.

Appendix III

Status of Rental Inspection Programs

**City of Little Rock
Department of Housing &
Neighborhood Programs
April 2000**

Memorandum

To: Boyle Park Neighborhood Action Plan Committee
From: Jimmy Pritchett, Neighborhood Programs Manager
Date: April 6, 2000
Re: Rental Inspection Program

The following information is the up to date statistics regarding the Rental Inspection Program for the Boyle Park Neighborhood Plan area.

Dwelling Units Inspected: 354
Dwelling Units Declared Unsafe:
Dwelling Units Remaining to be Inspected:
Dwelling Units Inspected on 2nd Cycle:
Dwelling Units Found in Compliance:
Dwelling Units Repaired: 287
Number of Repair Status files still Active: 67

Broadmoor Area Rental Data: April 24, 2000

Total Number Rental Units Estimated: 257
Dwelling Units Inspected: 120
Dwelling Units Declared Unsafe: 0
Dwelling Units Inspected on 2nd Cycle: 120
Dwelling Units Remaining to be inspected: 116
Number of Repair Status files still Active: 67

Note: The number of rental units in the area maybe inconsistent with the data reflected above. There is no notification process when a single-family unit becomes a rental unit and the area inspectors must rely on “word of mouth” to pass along this information. The data provided above is to the best of the Code Enforcement Officers knowledge rental units in the area.

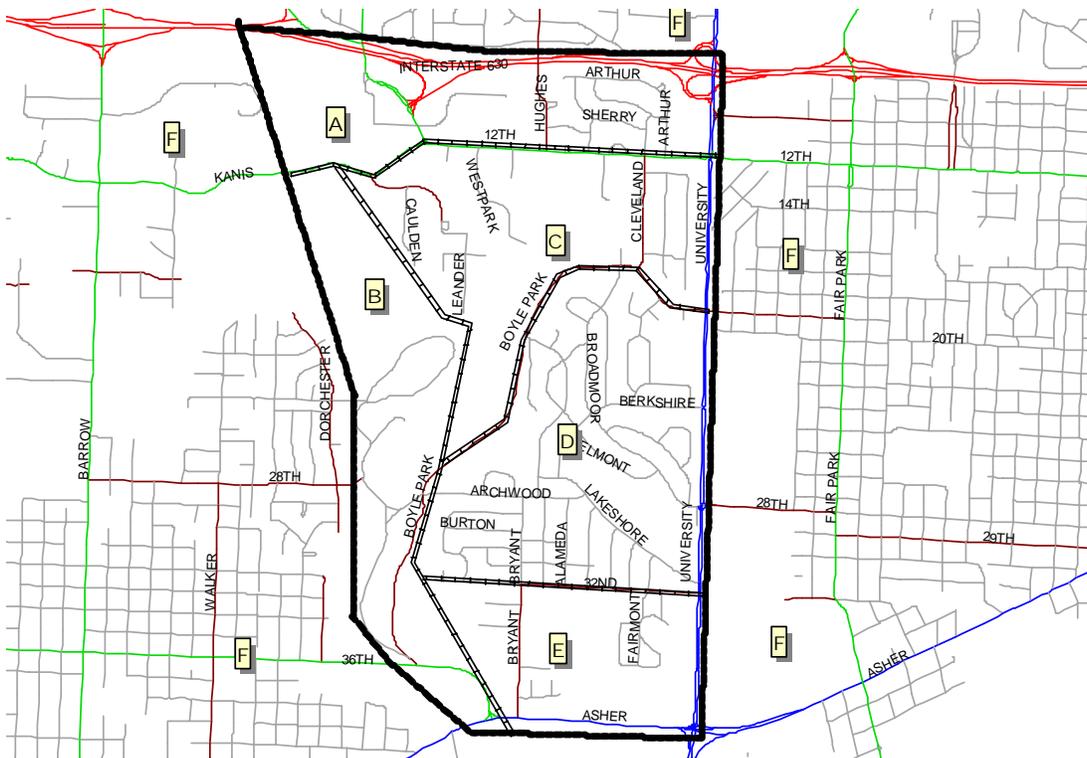
Appendix IV

Survey Results

Boyle Park Neighborhood Action Plan
 Survey Summary
 Page 1

There were 2148 surveys mailed to the Boyle Park Area Neighborhood Action Plan area. The survey's were mailed to all addresses (residential and non-residential) contained in the City's GIS system. Of this 336 were returned by the March 3, 2000 requested due date. This represents a 15.6% response rate. Although this survey method is not a statically accurate survey, the Planning Department does feel it is an acceptable method for receiving "feed-back" from area residents. This survey method allows for the person completing the form to indicate his/her pleasure or displeasure with a particular activity in the area while remaining totally anonymous. While these results may not accurately reflect the desires of the neighborhood as a whole. The information provides a good base point for committee members and city staff to begin with the development of an Action Plan.

The following map indicates the proposed Boyle Park Neighborhood Action Plan area and the survey subareas. Also included is the survey summary. Please note the percentage of respondents reporting to each category in most cases do not add to 100% due to some respondents not answering all the questions.



(Plan Area Outlined in Bold – I-630 to Asher Avenue, University Avenue to Boyle Park/Kanis Park western Boundaries. Subareas designated by letters A – F.)

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 Survey Summary
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General	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Our area is a good safe neighborhood in which to live and/or work.	8.93%	57.14%	15.18%	12.80%	2.68%
The ability to walk from home to shopping, businesses, schools, churches, and neighborhood activities is important to me.	30.95%	0.28%	24.40%	9.52%	4.17%
Our area supports its local businesses and merchants.	10.71%	53.27%	25.89%	5.95%	1.19%
In general, the neighborhood is continually improving.	4.76%	22.02%	31.55%	27.38%	11.01%
The character and image of our area should be protected and preserved.	64.58%	22.92%	2.98%	1.49%	1.19%

When combining ‘strongly agree’ and ‘agree’ approximately sixty-five percent (63.98%) of the respondents indicated their support for local business. When asked to name a business to add to the area a Wal-Mart or variety type store was the number one requested business to be added (38.73%). Respondents also indicated the desire for a restaurant (21.13%) and an additional grocery store (14.08%) in the Broadmoor Shopping Center.

Infrastructure	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The condition of the streets and curbs in my area is generally good.	6.55%	63.39%	9.82%	11.01%	6.85%
Water (clean and waste) lines are well maintained in our area.	10.42%	59.82%	17.56%	6.85%	2.08%
Sidewalks in our area are adequately maintained.	2.68%	18.75%	27.08%	16.96%	19.05%
I would be willing to pay all or part of the sidewalk installation/repair cost on my residence or business property over five to ten years.	5.65%	17.26%	23.51%	20.24%	0.25%
Some drainage problems exist on my block.	8.33%	19.64%	21.73%	36.61%	8.63%
The trash and recycling pick-up at my residence or business is adequate.	16.96%	64.58%	7.44%	5.95%	2.98%
Residents should be required by the city to remove green trash containers from the street after trash pick-up.	31.85%	44.05%	12.50%	5.65%	3.87%
Our area has enough sidewalks to support current foot traffic.	5.95%	13.99%	10.71%	25.30%	32.14%

Basic infrastructure and city services (streets, curbs, water lines, garbage collection) in the area appears to be adequate according to the survey respondents. 15.48% of the respondents did not answer the statement concerning sidewalks maintenance. A large number of the persons not responding and of the persons who remained neutral indicated that in the Broadmoor area sidewalks did not exist. If one combines all four of these percentages (disagrees, neutral and non-responses) then persons indicating the lack of sidewalk maintenance in approximately 80% (78.57%). Also to

Boyle Park Neighborhood Action Plan
 Survey Summary
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the question concerning adequacy for supporting current foot traffic almost 70% (68.87%) responded negatively. The lack of sidewalks could be indicative to the lack of maintenance.

Areas respondents indicated a need for more sidewalks: Broadmoor (31.04%), W. 32nd Street (10.53%) and Asher and University Avenues each received (4.74%) of the responses. Also when asked to identify locations with drainage problems respondents indicated several intersections along Asher Avenue, several intersections along W. 32nd Street, Boyle Park Bridge and around the schools in the area.

Traffic	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The police presence in our area is adequate to enforce traffic rules.	5.65%	29.17%	22.62%	29.17%	10.42%
Traffic-calming devices that reduce speeding and the volume of vehicles in our area is a good idea.	29.76%	36.01%	17.26%	6.55%	8.04%
Parking for our area businesses is adequate.	8.63%	52.98%	22.32%	7.74%	0.89%
Many streets or intersections in our area suffer from excessive speeding or too much traffic.	29.76%	30.68%	19.35%	12.50%	2.68%

Approximately 65% of the respondents (29.76% strongly agree and 36.01% agree) feel traffic-calming devices to reduce speeds on residential streets is a good idea. Over 60% of the respondents also indicated many streets and intersections suffer from excessive speeding and a high number of vehicles (60.12%). A few of the streets listed were Archwood Drive, Asher Avenue, Berkshire Drive, Boyle Park Road, Broadmoor Drive, Lake Shore Drive, S. Bryant Street, University Avenue and W. 32nd Street. These streets were also listed as “cut-through” streets for motorist to avoid the Asher/University Avenues intersection.

Schools	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The school buildings and properties are well maintained.	3.27%	32.44%	41.96%	11.61%	2.08%
Our area residents and businesses should form a partnership with the schools to improve the learning environment for the children.	19.64%	36.61%	31.55%	2.38%	2.08%
Traffic conditions around the schools are unsafe and congested.	5.36%	13.99%	47.02%	22.62%	2.98%
Truancy is a problem for our area residents and businesses.	4.76%	11.61%	55.95%	13.99%	1.79%

Almost 70% of the respondents indicated they did not have school aged children. They did however (56.25%) indicate the need for partnering with area schools to improve the learning environment for the area children.

Boyle Park Neighborhood Action Plan
 Survey Summary
 Page 4

Housing	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Stricter property maintenance standards should be developed and enforced in our area.	32.44%	33.93%	22.02%	7.14%	1.49%
An economic hardship program should be developed to assist (financially or otherwise) disadvantaged homeowners in maintaining their property.	14.88%	36.90%	27.68%	11.01%	6.25%
The city's rental inspection program is important to our area.	48.51%	32.14%	11.61%	1.19%	2.08%

Over 75% of the respondents feel the city's rental inspection program (80.65%) has benefited the area. In addition to the current regulations respondents felt more stringent property maintenance standards should be developed and enforced (66.37%). For the most part respondents agree (89.13%) multi-family housing has a negative impact on the area. Some of the reasons listed were crime, devaluation of property, noise and traffic.

Zoning	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Combined building uses where people live above stores and offices are good for the neighborhood.	5.36%	11.31%	36.01%	24.11%	19.05%
Converting single-family homes from residential to office or commercial uses is acceptable.	2.38%	9.52%	20.83%	27.38%	36.31%
Residents have enough say in the location of late-hour retail businesses and other commercial buildings in the neighborhood.	29.80%	10.71%	42.56%	23.81%	13.99%

The respondents indicated clearly that the conversion of single-family housing into commercial or office uses is not an acceptable alternative. When combining strongly disagree with disagree responses 63.69% indicated they were not in favor while combining strongly agree with agree only 11.90% were amenable.

Parks and Recreation	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Our parks are safe and well-maintained.	2.68%	19.64%	22.62%	32.74%	18.15%
Park trails should be restricted for hiking only (i.e., prohibit biking on trails).	12.80%	23.51%	28.87%	21.43%	9.23%
Street, parks, and pathways should be developed and/or improved to be more pedestrian-friendly while still accommodating vehicles.	35.71%	43.15%	12.50%	3.27%	2.08%

50.89% of the respondents did not agree with the statement that our parks and safe and well-maintained. Also evident in the parks subsection of the survey is that respondents feel (78.86%) area recreational facilities should be developed to be more pedestrian friendly while still accommodating vehicles.

Crime:	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The lighting on our area streets is adequate to deter crime.	14.58%	46.13%	15.18%	15.77%	5.65%
Little Rock police patrols are regular enough to deter street crime.	2.38%	17.26%	27.98%	36.61%	12.20%
Loitering is a problem in some parts of our area.	9.52%	27.68%	28.27%	24.70%	4.17%
The Alert Center adequately serves the neighborhood.	2.98%	14.88%	48.51%	10.71%	8.04%

60.71% of the respondents indicated street lighting was adequate but 48.81% did not agree that the Little Rock police patrols were regular enough to deter street crimes in the area. Several respondents indicated they were not aware of an Alert Center in the area or the functions of an Alert Center. When asked to list crime potential areas respondents indicated Boyle Park (34.56%), multi-family housing units in the area (8.61%) and various locations along Asher Avenue (8.02%).

Neighborhood Life: When asked “*What attracted you to the neighborhood?*” Most responses were similar indicating affordability, location, proximity to work, schools, recreational activities and shopping. “*What do you like most about your neighborhood?*” A large number of the respondents indicated what attracted them to the neighborhood was also what they liked most about the area. In addition many indicated their neighbors and the neighborhood as a whole was a definite plus. “*If you could change one thing about the area, what would it be?*” The addition of sidewalks, more stringent and better enforcement of property maintenance standards, fewer rental units, reduce the barking dog population, encourage more young families to move into the area, not allow parking on the street or on lawns, reduce the amount of cut-through traffic in the area.

Demographics: The majority of the persons responding to the survey were ages 55+ (49.40%), 23.21% each were ages 25-40 and 41-50. 59.70% of the respondents were female. 61.61% of the respondents lived in subarea D. Persons responding from other subareas included 14.88% from subarea E, 9.82% from subarea C, 3.27% from subarea A, 2.38% from subarea B and subarea F. 5.65% of the respondents did not respond to this question. 10 years was the median years of residency. However, 25.44% of the respondents have lived in the area 30+ years. 79.40% of the respondents own their home and there is a 1.96 persons per household for those responding. 80.06% of the respondents did not have school aged children. Only 5.36% of the respondents are area business owners. Of the respondents owning a businesses 54.16% own businesses in subarea D and 29.17% own businesses in subarea C.

When comparing 1990 Census Data to the demographics of the respondents to the survey (Census Tract 21.02) 55.9% of the residents were homeowners, owner occupied units consisted of 2.14 persons per household, renter occupied units 2.18 persons per household and 54.2% of the residents were female. Owner occupied units has the greatest inconsistency with 79.4% of the survey respondents being homeowners. To give an indication of the significance of the fewer persons per household the total number of units reported in the 1990 Census Data (1944 total units) was multiplied by the persons per household for owner occupied units (2.14 persons per household). This is an estimated population of 4160 persons in 1990. The survey persons per household (1.96 persons per household) were also multiplied by the total number of units reported in the 1990 Census Data which gives an estimated population of 3810. This indicates a significant decrease in population for the area (350 persons). It is important to remember this only suggest a loss of population because not all factors have been taken into consideration. This has been applied to those persons who responded to the survey only and not the actual composition of the neighborhood.