

John Barrow Neighborhood Area Plan (For Future Development)

Planning Steering Committee

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PREFACE:

In 1993 the John Barrow Community Organization along with many of the residents in the area felt there was a need to affect positive change in the areas various neighborhoods. They were successful in obtaining assistance from the City of Little Rock to develop a neighborhood plan of action to guide and govern this change and develop redevelopment programs and projects. The redevelopment and development items attempt to efficiently utilize available public and private financial resources to solve these problems and concerns. The neighborhood was an active participant in development of this plan and started to look at their problems from a holistic viewpoint rather than an incremental. The plans format is designed to facilitate implementation of the development items. However, it is the responsibility of the John Barrow Community residents, Mayor, City Board of Directors, and appropriate staffs to discuss, revise, and implement these items when appropriate.

The Plan seeks to motivate not by delusion, but by assessment of the neighborhood area's strengths and weaknesses along with a dose of common sense. Within the John Barrow Neighborhood Area many types of development are possible but special attention must be paid towards making the right development decisions. The Steering Committee recognizes that proper planning must require the involvement of both residents and outside allies for compatibility.

Over several years the committee obtained resources to identify problems and needs; determine goals and objectives, outline plan alternatives; and finally select a preferred plan of action for implementation of positive changes in John Barrow Neighborhood Area.

The John Barrow Community constantly complained of not getting adequate attention and services provided by the City of Little Rock, resulting in a number of developers and investors looking elsewhere in the City for development opportunities. This document will give the John Barrow residents the tools as well as the information to successfully market the area and reverse the effects of this perceived neglect. The utilization of this document by interested and responsible entities is a major step toward the community taking charge of their neighborhoods.

CHAPTER I. EXISTING CONDITIONS

1.1 INTRODUCTION:

This neighborhood area plan was prepared by the John Barrow Neighborhood Association Steering Committee and facilitated by the Department of Neighborhoods and Planning of the City of Little Rock. The purpose of the plan is to guide the current and future redevelopment and development opportunities and the best use of land in the John Barrow neighborhood area of the City of Little Rock. The plan also provides recommendations for various groups, public and private, which should result in improvements leading to revitalization and improvement of the John Barrow neighborhood.

A neighborhood survey was conducted and distributed by the Neighborhoods and Planning Department to determine the attitudes of neighborhood residents about their neighborhood. Based on the survey actions which should be undertaken to provide neighborhood improvements can be determined.

As part of the planning process a Market Analysis was conducted by Tom Herrin Associates in February 1994. The findings of the market analysis is included as a section of this report. This information, together with the existing conditions and survey results, was used by the Committee to develop the Goals and Objectives for the Neighborhood.

The Steering Committee presented the Goals and Objectives to the Neighborhood during the Summer of 1994. The residents of the neighborhood agreed with the goals and objectives as presented. The committee next developed action statements and developed a future land use plan for the neighborhood area. This information was presented to the neighborhood in the spring of 1996.

1.2 AREA HISTORY:

The John Barrow Addition was platted as a, grid street network, subdivision in the early part of this century. The plat consisted of approximately 550 acres and by area is one of the largest plats of record in Pulaski County.

The initial development of Barrow Addition was sketchy, with most of the lots being developed along John Barrow Road, W. 36th Street, Potter and a few other streets. Most of the streets were poorly constructed with substandard width and open ditches.

After World War II development increased within numerous pockets of the plat east of John Barrow Road and north of Asher Avenue. Portions of the plat area along Asher Avenue were identified with Westwood Addition and generally called Douglasville.

Most of the homes built in the 1950s and 1960s were small frame two bedroom homes. Septic tanks were the waste disposal system with limited water service from Little Rock.

The area was annexed to Little Rock on December 18th, 1961 after a lengthy legal effort by the City. Much work was done by the City's Public Works Department over the following several years to upgrade gravel or dirt streets to a usable standard. In the 1960s a sewer district brought service to the area making possible the introduction of new development, much of which was subsidized.

The Community Development Block Grant Program (CDBG) was introduced to the area in 1975. This program uses neighborhood committees to identify neighborhood infrastructure needs. In the past two decades, the CDBG committees have attempted to upgrade the area's streets to urban standards. This activity, over time, opened additional lots to development and improved the safety of the street.

1.3 PHYSICAL INVENTORY & ANALYSIS:

The John Barrow neighborhood area is centrally located in Little Rock and on the eastern edge of Little Rock's fastest growing area. Baptist Medical Center is located just to the north of the neighborhood and several retail shopping districts are located to the south, east and north. Kanis Road is the northern boundary. I-430 is the western boundary of the area. Boyle Park is the eastern boundary of the area. Asher Avenue is the southern boundary of the area. The John Barrow Neighborhood Area is made up of subdivisions constructed at varying times over the last nine decades. The more recently constructed areas have an adequate infrastructure in place - streets, water, sewer. However, in many of the older sections (John Barrow, West Heights, Euclid Place and Hicks Inter Urban) streets are substandard and lined with drainage ditches. In addition some water lines are undersized and substandard, sidewalks are often not present, and street lights are insufficient.

Most of the recent development is in the northern and western sections of the area. As one might expect the concentration of substandard infrastructure is located in the northeastern section of the

neighborhood. This area is a redevelopment area and has received some new and improved infrastructure through the Community Development Block Grant Program.

Baptist Medical Center and medical/dental offices located near the hospital provide employment opportunities for some neighborhood residents. The Asher and University Avenue shopping district, which is south and east of the neighborhood contains five shopping centers which provide commercial retail shopping and services to neighborhood residents. Grocery shopping is available along Asher Avenue with all three of Little Rocks major grocery chains represented.

1.4 EXISTING LAND USE:

The John Barrow Neighborhood Area is predominantly single family residential. Much of the area was originally platted to be a single family subdivision to Little Rock's west. Little to no other uses were included. Through the 1900s additional single family subdivisions were added to the west and north.

Multifamily use is concentrated south of Kanis Road along John Barrow Road and Michael and along Tanya Drive. Both large complexes and 8 or fewer unit structures are located in these areas. Two multifamily developments are located north of 36th Street, west of John Barrow Road. All of these developments are located on an arterial or as a transition from non-residential use. One exception to this pattern is the Good Shepard Retirement Community at the south end of Aldersgate Road.

Non-residential uses developed along the highway to Little Rock (Asher Avenue). This corridor is now a mix of commercial and industrial uses. More recently, industrial distribution and related uses have located to the southwest of this area along Shackelford Road. Besides Asher Avenue a small amount of commercial use can be found along John Barrow Road, primarily from 36th Street to 32nd Street. The Kanis Road/John Barrow Road intersection is a commercial and office node.

There are several institutional uses in or around the neighborhoods. Baptist Hospital and its related buildings is the largest and will continue to impact Kanis Road west of John Barrow Road. Two elementary schools, one a high school, and several churches of varying size are scattered around the study area. Boyle Park is a major influence. Along with this regional park, two neighborhood parks can be found in the area. In addition, there are several private parks - homeowner association parks and Camp Aldersgate in the western portion of the study area.

Large areas of vacant land still remain in the western half of the study area as well as south of Kanis. In addition to the large tracts, throughout the southern section large numbers of vacant lots can be found.

1.5 EXISTING ZONING:

The dominant zoning is "R-2" single family. This is the typical zoning classification for residential areas west of University Avenue. About a quarter of the area is zoned "R-3" single family. This classification has a smaller lot requirement, and the number of lots or parcels per acre is greater in this area. These two single family zone classifications account for most of the area except that located along major roads.

General commercial zoning "C-3", is located along Kanis Road either side of John Barrow Road as well as along Asher Avenue, and along John Barrow Road from 36th to 32nd Streets. The areas with this zoning are generally along a major street and at major intersections. The pattern along Asher Avenue is classic highway "strip zoning." There are both "C-4", open display commercial and "I-2", light industrial classified land located along Asher Avenue as part of this "strip".

General office zoning "O-3" can be found along Kanis Road and along John Barrow Road from 44th to 41st Streets. The office use along Kanis Road has been developed as for medical related businesses. Much of the vacant office zoned property is controlled by medical related businesses.

In the last year or so there have been few attempts to change the zoning pattern. One exception to this would be the office rezoning of a multifamily tract between Junior Deputy and Aldersgate Roads. Other zoning activity in the area has not changed the existing or recommended land use pattern.

1.6 EXISTING CIRCULATION:

The John Barrow Addition is a grid system of streets which has only partially been constructed. The surrounding subdivisions are a modified grid, with cul-de-sac roads. This grid system makes movement fairly easy, with the major constraint being under built or unfinished roads. Large areas of undeveloped land remain which has prevented the completion of some roads and reduced the connectivity of the local system. With some improvements, access around the area should be of relative ease.

Movement, from the John Barrow Neighborhood Area to other parts of the city and beyond, is made easy by the presence of John Barrow Road; 36th Street, Kanis Road, Shackleford Road and Asher Avenue (Hwy. 5). Each of these roads is a part of the arterial system of Little Rock. John Barrow Road is a minor arterial and is five lanes north of 36th Street and four lanes south of 36th Street. To the north, John Barrow Road connects to Kanis Road, I-630, and Markham Street for east-west movement. The regional plan projects John Barrow Road to carry 13,000 plus/minus vehicles a day by 2010. 36th Street is an unimproved minor arterial west of John Barrow Road. It is a two lane facility connecting to Asher Avenue on the east and Shackleford and Bowman Roads to the west. The regional plan projects 36th Street to carry 9,000 plus/minus vehicles a day by 2010. Kanis Road is a minor arterial which provides a major east-west connection paralleling I-630. Kanis Road ultimately will be a four lane with traffic volumes of 8,000-12,000 vehicles a day by 2010. Shackleford Road is a minor arterial providing north-south movement for western Little Rock. Asher Avenue is a principal arterial and continues to downtown and Saline County as Arkansas Highway 5. The City and regional plans call for Asher Avenue to be widened from two to four or five lanes in the next two or three years. The regional plan projects Asher Avenue to carry 16,000 plus/minus vehicles a day by 2010.

With the grid system of John Barrow, access to these major roads is available along most roads. However, as in other sections of the City, collectors have been designated. A collector is designed to take traffic from neighborhood (residential) streets to arterials. In this area, collectors will concentrate traffic with priority signalization given them over local streets. Therefore, traffic volumes can be expected to be higher on collectors than on other neighborhood

streets. In the neighborhoods north and west of John Barrow Addition, a more curvilinear street system is used. This system of streets naturally concentrates traffic to the collector system. Collectors in John Barrow are: 28th Street - from John Barrow Road to Boyle Park; Walker Street - from Asher Avenue to 28th Street; Whitfield Street - from 36th Street to 28th Street (not complete); Dorchester Drive - from 36th Street to Kanis Road (not complete); and Romine Road - from 36th Street to Kanis Road; Labette Drive - from Marlyn Drive to Dorchester Drive (not complete); and Aldersgate Road - from Kanis Road to Shackleford Road (not complete).

The street system as described makes up the circulation system of John Barrow. The existing pattern allows easy access in, around, through and out of the John Barrow Neighborhood Area.

1.7 EXISTING HOUSING CONDITIONS:

The study area was surveyed for structural conditions using a drive-by or "windshield survey" method. Most of the structures were rated as needing at least minor repairs. The Twin Lakes, Meadowlark, and Campus Place Subdivisions were the only areas with even a sizable minority of houses needing no repair. Generally speaking, however, the majority of houses need at least minor repairs.

The more serious grouping; major repair, is about equal to the no repair group. While the units appear scattered on first glance, there are concentrations. One area in need of major rehabilitation is the Hicks Inter Urban Subdivision, between Junior Deputy and Aldersgate Roads, south of Kanis Road. Deteriorating houses are scattered throughout the John Barrow Addition with a concentration west of John Barrow Road to Holt Street, 31st Street to 40th Street. Poor housing conditions is not an isolated problem in this part of Little Rock, but rather, a general problem.

The John Barrow Neighborhood Area has a total of 7,711 housing units, 531 of which were vacant (6.9 percent) at the time of the 1990 census. Owner occupied housing totaled 4,493 units or 58.3 percent of the total. Of the owner occupied units 65.7 percent were occupied by white householders, 33.3 percent by black and 1.0 by other ethnic groups. Renter occupied housing totaled 2,687 units or 34.8 percent of the total.

Single family detached units accounted for 71.8 percent of all housing units in the area. The remaining housing units were distributed as follows: 2 to 4 unit structures 7.0 percent; 5 to 19 units complexes 6.1 percent; and complexes with over 20 units in structures 9.1 percent. Mobile homes located in the area equaled 99 units or 4.2 percent of the total.

1.8 NON RESIDENTIAL CONDITIONS:

As might be expected, the newer developments along Kanis Road and the north end of John Barrow Road are in good condition. The businesses along Asher Avenue were rated as good except, west of John Barrow Road to Holt Street and at 40th Street. The 40th Street area was rated as most in need of rehabilitation, while the Holt Street to John Barrow Road area is a mix of minor and major repair work. Generally these are older commercial structures, some of which were unused at the time of the survey.

The third commercial area, along John Barrow Road, was also rated as needing major repairs. There is a scattering of businesses along John Barrow Road from 28th Street south. Most of these structures were in great need of repair and almost all of the remaining buildings were in need of some repair.

1.9 SOCIO-ECONOMIC PROFILE:

The John Barrow Neighborhood as defined by the neighborhood associations is from Shackleford Road to Boyle Park and Asher Avenue to Kanis Road. This area contains 6 percent of the City's population and twice that of the John Barrow CDBG (Community Development Block Grant) area. The "neighborhood" is majority Black (60 percent to 39 percent, Black to White) as is the CDBG area, which is 58 percent Black and 41 percent White). Generally speaking the population in the area under review is younger than the City, overall. Over one-third of the population was under 18 years of age in the study area compared with one-quarter of the City's population. This fact, together with a doubling of the number of single parent households in the area as compared with the City's average (11.5 percent to 22.2 percent), presents an area with different needs.

The area has a higher percentage of owner occupied units than the City's average. Just over 60 percent (and two-thirds in CDBG area) of units are owner occupied as compared to 56 percent citywide. Further, the area has a lower vacancy rate (7.6 percent Neighborhood, 8.4 percent CDBG) as compared with the city (10.4 percent); and, the units are more likely to be single family detached units (77 percent Neighborhood, 90 percent CDBG) as compared with the City (60.5 percent).

While there are high pockets of low and moderate income households, on an average there are fewer households in this category than the City average (38 percent Neighborhood, 41.5 percent CDBG and 46 percent Citywide). This does not mean the area is high income but rather moderate. For all income ranges over \$55,000 household income, both the Neighborhood and CDBG have lower percentages than the City average, with the over \$100,000 group nonexistent in the CDBG area and less than 0.1 percent in the neighborhood as compared with 4.5 percent of the city.

CHAPTER 2 Survey Summary

2.1 INTRODUCTION:

In late October 1993, the City of Little Rock mailed between 3200-3300 survey forms to residents of the John Barrow Neighborhood Area. This survey was conducted to help identify needs and/or problems which should be addressed as part of the neighborhood study. The identified concerns and problems were compiled so that each could be addressed with suggested remedies and/or steps to lessen the negative impacts. This section consists of the survey analysis or identification of concerns and problems.

Of the over three thousand surveys mailed, just over 14 percent were returned and tabulated to produce the information which was used to identify problem areas. This is a good response rate for a mail survey and should provide a good representation of the area. Overall statistics for the area will be presented first, followed with highlights for the four subareas.

2.2 RESIDENCY:

Of those responding to the survey 22 percent were new residents (less than 4 years) and slightly more than 28 percent were long time residents (over 25 years).

The responses appeared to be fairly well distributed throughout the area, with only 2.6 percent not indicating an area. Subarea 2 which represented only 16 percent of the returned surveys also had the fewest residential units.

2.3 CONDITION OF NEIGHBORHOOD:

In general, residents of the John Barrow Neighborhood Area believe their area is declining (58% indicated it could be or is declining). A third of the residents considered their neighborhood as declining. Approximately a quarter of those responding believe their neighborhood to be stable. Less than 18 percent of those responding believe their neighborhood could be improving.

When asked to name what they liked most about their neighborhood, over 27 percent did not respond. Of those who did, almost 13 percent said nothing or gave a negative answer (the third most common response). The most common response, however, was location to job, shopping, etc. (35 percent). The second most common response was that their neighborhood was quiet (22 percent).

The overall rating for the John Barrow Neighborhood Area is negative with a negative 40 rating (improving minus declining). In general, the residents have a very negative image of their neighborhood area. With over 58 percent of residents having a negative opinion of their neighborhood, alarm bells should be going off.

2.4 IDENTIFICATION OF NEIGHBORHOOD PROBLEMS:

In order to discover some of the reasons why the residents may have a negative or positive opinion about the area and their neighborhood, a series of questions were asked. The first set of questions were general, with a second set of more specific neighborhood issues. These issues were previously mentioned as problems by various groups. The magnitude of the problem and whether they were area specific is evaluated with the findings. The neighborhood issues set was followed by a series of questions to address sidewalk and street issues in more detail.

A review of the more general area wide questions indicates two areas of highest concern. These are "General Safety" and "Code Enforcement". Each was rated as Poor by over 30 percent of the respondents. Of somewhat less concern are "Parks" and "Police Response Time". Each of these categories had over a 20 percent Poor rating and a higher Poor than Good/Excellent rating. In addition "City Services" should be included in this second set of concerns with a 30 plus Poor rate but a better Good/Excellent rating than Poor. (This evaluation is due in large part to the change to one garbage pick-up a week.)

In the listing of 13 neighborhood issues, to determine which really are problems, a combination of "Yes A Problem" with "Severity of Problem" was used to group the issues. The top two problems as identified by residents are "Traffic Speed on Neighborhood Streets" and "Crime Break-ins". For each of these issues, over 60 percent of respondents believe there is a problem and over 50 percent of these people said the problem was very serious (5 - 7 rating).

The second set of problems include: "Crime-Drugs", "Traffic Speed-Major Streets", "Gangs" and "Traffic Volume-Major Streets". For each of these issues 50 to 60 percent of respondents felt they were a problem. These four problem areas, together with the two previously mentioned, should be considered the prime areas of concern to address. Two major issues are involved; personal safety (crime, etc.) and streets (traffic volume and speed concerns).

The third set of problems include "Cars Parking on Street", "Sidewalks", "Park Condition", and "Cut Through Traffic". For each of these issues 40 to 50 percent of the respondents believe there is a problem and at least 45 percent of these people felt the problem was serious. The fourth set of problems include: "Drugs" and "Problem Intersections". Each of these issues had 40 to 50 percent of respondents indicating it was a problem with 40 percent or more considering the problem to be a serious problem. While only 47 percent of respondents listed a problem intersection, of those, almost 21 percent identified John Barrow Road/Tanya Drive. This is more than twice the next higher mentioned intersection at 8.6 percent - John Barrow Road/36th Street. Other intersections deserving mention as problems to neighbors are John Barrow Road/28th Street, John Barrow Road/Kanis Road, Kanis Road/Marlyn Drive, and 36th Street/Potter Street. The second group of five problem areas could all be considered of concern to the residents.

This leaves two issues, "Alley Conditions" and "Expansion of Non-Residential", with both having 25 to 35 percent of residents saying there was a problem, with less than 50 percent of these individuals indicating the issue to be serious. Based on the survey results neither of these issues appear to be a real concern to the neighborhood generally-speaking.

2.5 STREETS AND SIDEWALKS:

Three questions were asked about sidewalks and street conditions. As in much of West Central Little Rock, 77 percent of respondents said they had no sidewalks in their neighborhood. Curb and gutter appears to be more common with 74 percent of respondents indicating the presence of curb and gutters in the neighborhood. As for the condition of curbs, gutters, and streets, over 93 percent indicated a need for no or minor repairs. The highest no repair response was for curb and gutter with over 56 percent. The highest major repair response was for streets with about 24.9 percent of respondents giving this response (about 51 percent stated streets need minor repair). Sidewalks appear to be in the good condition, where present. About 11 percent stated a need for major repair. One should note that these assessments are by the residents and not professionals.

2.6 SPECIAL FEES:

Asked about a willingness to pay special taxes and/or fees to address and hopefully solve the identified problems, 61 percent said yes. It should be noted that this is conditioned on using the funds solely for that problem. One example might be an improvement fee for sidewalks paid solely for sidewalk construction and/or reconstruction.

2.7 NEED FOR SERVICES:

The respondents did not believe there was a great need for social service programs in the John Barrow Neighborhood Area. However, a significant minority did believe there is a need for more youth recreation/sports activities (46 percent) and youth job training/information (40 percent). These two services are of the highest concern. It should be noted that respondents with children are much more supportive of "Youth Sports" and "Youth Job Counseling".

A group of three services, with requests from 26 to 31 percent, should also be investigated further. "Youth Tutoring Programs", "Job Information" and "Senior Activities" may all have significant enough need to justify action. Generally, a need for more youth oriented social services is needed in the John Barrow Neighborhood Area.

2.8 NEED FOR ADDITIONAL BUSINESSES:

The respondents did not believe there was a great need for more businesses in the John Barrow neighborhoods. There was a minority who believed there was a need for another grocery store (32 percent). In addition, there may be some desire for an additional neighborhood oriented business and/or eat-in restaurant (23.6 and 23.3 percent respectively).

2.9 GENERAL INFORMATION:

The following is general information about the population responding to the survey.

By and large this is an owner occupied area (89 percent) with few households in multifamily units (4 percent-fewer than 4 units, 1 percent-more than 4 units). (Note the remaining 6 percent

rent single family units.) A third of the households are a 'traditional' household - couple with children (33.3 percent). There is a moderate percentage of singles, over 19 percent.

One should note the high percentage of elderly. The over 50 population represents 38 percent of the respondents, while 7 percent were under 30. Just under half of the respondents had children under 18 living at home.

The education level of the respondents is high with over 40 percent having at least a college degree. The income level is moderate with almost 25 percent of the respondents having an income of over \$45,000 and only 18 percent with incomes less than \$15,000.

2.10 SUBAREA ANALYSIS:

2.10.1 RESIDENCY:

All subareas, except "3", have roughly equal new and long-time residents (23 - 25 percent of respondents). However, Area 3 has a higher percentage of long-time residents, 38.5 percent of respondents. Put another way, there is a differential between new and long-time residents in Area 3, which may show the area has been more stable.

2.10.2 CONDITION OF NEIGHBORHOOD:

Respondents in all four subareas give their areas a negative rating (improving minus declining). This rating ranges from a high of -55 for Area 1 to a low of -28 for Area 4. Areas 1 and 3 are the most negative with over 60 percent of respondents rating their neighborhoods as declining or beginning to decline.

The one bright spot might be Area 4 where less than 50 percent have a negative image of the area and a third believe it to be stable.

2.10.3 IDENTIFICATION OF NEIGHBORHOOD PROBLEMS:

Area 1:

The areas of greatest general concern are "General Safety" and "City Services"; each was rated Poor by over 30 percent of the respondents. Of somewhat less concern are: "Police Response Time", "Park Conditions" and "Traffic Safety". Each of these categories had over a 20 percent Poor rating and a higher Poor than Good/Excellent rating.

In the listing of 13 neighborhood issues, based on Severity of Problem, the top problem is "Crime Break-ins" with over 80 percent indicating it as a problem and 60 percent of these individuals rating it a serious problem (5-7 rating). The second set of problems include: "Traffic Speed-Neighborhood Streets", "Traffic Speed-Major Streets" and "Traffic Volume-Major Streets". For each of these issues, over 50 percent of respondents felt they were a problem, and at least 50 percent of these people rated them serious (5-7 rating). In general, for "Area 1", the major issues are personal safety (crime) and streets (traffic speed and volume).

The third set of problems included: "Crime-Drug Activity" and "Cut Through Traffic". For each of these issues 40 to 50 percent of the residents believed them to be a problem and at least 45 percent of these people felt the problem was serious (5-7 rating). The fourth set of problems include: "Gang Activity", "Street Intersections" and "Cars Parked on the Street". Each of these issues were a problem with 40 percent of the respondents and a serious problem with at least 40 percent of these people.

This leaves "Condition of Houses", "Drainage", "Condition of Alleys", "Condition of Sidewalks", "Condition of Parks" and "Expansion of Business". All had less than 40 percent of the respondents say they were a problem and less than 40 percent of these individuals indicated the issue to be serious. Based on the survey results, none of these issues appear to be of real concern to the neighborhood.

Area 2:

The areas of greatest concern are "Code Enforcement" and "Park Conditions". Each issue was rated as Poor by over 30 percent of the respondents. Four other areas each had a Poor rating of 20 percent or more; however, they also had a better Good/Excellent than Poor rating. Because of this they are not considered major issues for "Area 2".

In the listing of 13 neighborhood issues, based on severity of problem, the top problem is "Crime-Break Ins". For this issue, over 60 percent said it was a problem and over 50 percent of these people said the problem was very serious (5-7 rating).

The second set of problems include: "Traffic Speed-Major Streets", "Traffic Volume-Major Streets", "Crime-Drug Activity", "Condition of Parks" and "Cut Through Traffic". For each of these issues over 50 percent of the respondents believed them to be a problem and over 50 percent of these individuals felt the issues were serious. In addition, two other issues should be added to this second set; "Cars Parked on Street" and "Traffic Street-Neighborhood Streets". For each of these issues, over 70 percent of respondents agreed these were a problem but only between 40 and 50 percent of these individuals rated the problems serious. In general the "Area 2" respondents believe crime, traffic issues and parks to be major issues.

The third set of problems include "Gang Activity" and "Sidewalks". For each of these issues, 40 to 50 percent of residents believed there was a problem, and at least 45 percent of these people felt the problem was serious. The fourth set of problems include "Condition of Houses" and "Street Intersections". Each issue had over 45 percent of respondents indicating a problem with only 30 percent or so of these people believing the problem was serious.

This leaves two issues "Condition of Alleys" and "Expansion of Non-Residential Uses", with both having 25 to 30 percent of the respondents say there was problem. Based on the survey results, neither issue appears of real concern to "Area 2" residents.

Area 3:

The areas of greatest general concern are "Street Conditions", "Drainage", "General Safety", "Code Enforcement" and "Conditions of Parks"; each was rated Poor by over 30 percent of respondents. Further, "General Safety" was rated Poor by over 40 percent of respondents. Of somewhat less concern are "General Appearance" and "Police Response Time"; each of these categories had a 20 percent Poor rating and a higher Poor than Good/Excellent rating. In addition "City Services" should be included in this second set of concerns with a 30 plus percent Poor rating , but a better Good/Excellent rating than Poor.

In the listing of 13 neighborhood issues, based on severity of problem, the top two problems are "Traffic Speed-Neighborhood Streets" and "Crime Break-ins". For each issue over 60 percent of the respondents believed there was a problem and over 50 percent of these individuals felt the problem was very serious. The second set of problems include: "Traffic Speed-Major Streets", "Crime-Drugs" and "Gang Activity". For these three issues, 50 to 60 percent of respondents felt there was a problem with at least 50 percent indicating a serious problem. Thus, these five

issues are the prime areas of concern to address and generally fall under the topics of crime and streets traffic speed.

The third set of problems include: "Traffic Volume-Major Streets", "Drainage" and "Park Facilities". For each of these issues, 40 to 50 percent of the respondents felt there was a problem and at least 45 percent of these people felt the problem was serious. The fourth set of problems include: "Cars Parked on Street" and "Street Intersections". Each of these issues had over 40 percent of the respondents indicating a problem and over 30 percent of these people indicating a serious problem.

This leaves "Condition of Housing", "Condition of Alleys", "Condition of Sidewalks", "Expansion of Non-residential Uses" and "Cut Through Traffic" as minor issues. Based on the survey results, none of these issues appear to be a major concern to residents in "Area 3".

Area 4:

The area of greatest concern is "Code Enforcement" with a rating of Poor by over 40 percent of the respondents. Of somewhat less concern are "General Safety" and "Police Response Time", each with a 20 percent Poor rating and a higher Poor than Good/Excellent rating.

In the listing of 13 neighborhood issues, based on a severity of problems, the top two problems are "Traffic Speed-Neighborhood Streets" and "Crime-Break-ins". For each of these issues over 60 percent of the respondents believe that there is a problem and over 50 percent of these people believe the problem is very serious. The second set of problems include: "Traffic Speed-Major Streets", "Crime-Drugs" and "Gang Activity". For each issue, 50 to 60 percent of respondents felt there was a problem and over 50 percent of these people believe the problem is serious (5-7 rating). These five issues are of primary concern to "Area 4". The major issue is crime and safety traffic speeds.

The third set of problems include: "Condition of Houses", "Cars Parked on Street" and "Traffic Volume-Major Streets". Each of these issues had over 50 percent of respondents indicating a problem, with over 30 percent indicating a serious problem. The fourth set of problems include: "Condition of Parks" and "Street Intersections". Each of these issues had 40 to 50 percent of the respondents indicating a problem, with 40 percent or more considering the problem to be serious.

This leaves five issues of minor concern to "Area 4" residents. These are "Drainage", "Condition of Alleys", "Condition of Sidewalks", "Expansion of Non-Residential Uses" and "Cut Through Traffic". Based on the survey results, none of these issues appear to be a real concern to "Area 4" residents.

2.10.4 STREETS AND SIDEWALKS:

As might be expected, Areas 2, 3 and 4 had less than 20 percent of the respondents indicate the presence of sidewalks. Only Area 1, the newest of the areas, had a significant amount of sidewalks - 41 percent of respondents indicated the existence of sidewalks. Curb and gutter is generally present, the area of least curb and gutter appears to be Area 3, with 34 percent indicating the presence of curb and gutter. The condition of curb and gutter appears good as well. In Areas 1, 2 and 4, less than 5 percent indicated a need of major repair for curb and gutter. As for streets, generally a quarter of respondents believe there is a major need of repair in Areas 2, 3 and 4 with less than 20 percent with this opinion in Area 1.

2.10.5 SPECIAL FEES:

Asked about a willingness to pay special taxes and/or fees to address and hopefully solve the identified problems , 59 to 60 percent of Area 2 and 4 respondents said yes , with 62 to 64 percent of Area 1 and 3 respondents saying yes. It should be noted that there are conditions for using these funds. They can solely be used for the stated purpose and program.

2.10.6 NEED FOR SERVICES:

Area 1:

The most often mentioned service was "Youth Sports and Recreation", with 49 percent indicating a need. "Youth Job Counseling" and "Tutoring" each had 30 to 40 percent of respondents expressing a need. The only other service with at least 25 percent of respondents expressing a need is for "Senior Activities" (27 percent).

Area 2:

The most often mentioned service was "Youth Sports and Recreation" with 46 percent indicating a need. "Youth Job Counseling" and "Tutoring" each had 30 to 35 percent of respondents expressing a need.

No other services were identified as needed by at least 25 percent of respondents.

Area 3:

The most often mentioned service was "Youth Sports and Recreation" with 37 percent indicating a need. "Youth Job Counseling" and "Tutoring" each had 30 to 36 percent of respondents expressing a need. Two of the other services, "Job Information" and "Senior Activities", had over 25 percent of respondents expressing a need (28 and 25 percent respectively).

Area 4:

This is the only subarea where a majority expressed the need for a social service - "Youth Sports and Recreation" (52 percent). Additionally, a need for "Youth Job Counseling" was mentioned by 45 percent of respondents. "Job Information", "Youth Tutoring" and "Senior Activities" were all mentioned as needs by 29 to 36 percent of respondents.

2.10.7 NEED FOR ADDITIONAL BUSINESSES:

Area 1:

A grocery store was mentioned by 39 percent of respondents. No other business activity was mentioned by a quarter or more of the respondents.

Area 2:

The most often mentioned business needed was an eat-in restaurant by 31 percent of respondents. Two other businesses were mentioned by at least 25 percent of respondents. They were a grocery store and a neighborhood business.

Area 3:

No business activity was mentioned by at least 25 percent of the respondents.

Area 4:

The most often mentioned business needed was a grocery store with 36 percent of respondents. Two other businesses were mentioned by at least 25 percent of respondents. They were a neighborhood business and an eat-in restaurant.

2.10.8 GENERAL INFORMATION:

All areas are by and large owner-occupied single-family. The "Traditional Family" accounts for 40 percent of responses in Areas 1 and 2, 29 percent in Area 4 and 25 percent in Area 3. Area 3 respondents were the most likely to be single, 26 percent, and Area 1 and 4 respondents were the most likely to be single parents, 15 and 14 percent respectively. Area 3 had the highest percent of over 65 (25 percent) and Areas 2 and 3 each had over 40 percent of respondents over 50 years of age.

As for education level, Areas 3 and 4 had 35 and 29 percent respectively with a high school or less education. On the opposite side, Areas 1 and 2 had 50 and 47 percent respectively with a college degree or more. Income follows this pattern with 25 percent of Area 4 and 19 percent of Area 3 respondent's household income below \$15,000. Conversely, 28 percent of Area 1 and 31 percent of Area 2 respondent's household income was over \$45,000.

2.11.1 LENGTH OF RESIDENCY IMPACTS:

Long-time (20+ years) residents make up a disproportionately large percentage of Area 3 respondents, and most of the long-time residents responding were in Area 3. Of the long-time residents, 80 percent are over 50 years of age. This group is also the least well educated - 54 percent have a high school or less education. These facts are important to note since this group has a consistently negative view of all measures sampled with the survey. The one significant exception to this trend is their opinion of "City Services" which, on an average, they rate as good.

On the more specific neighborhood issues, the long-term residents identified the following major problems; "Traffic Speed-Neighborhood Streets", "Crime-Break-ins", "Traffic Speed-Major Streets" and "Crime-Drug Activity". The second set of problems included only "Gang Activity". These issues match well with the major issues identified in the survey. That is, all five of these concerns were in the top group of concerns identified from the survey.

The new residents have the best overall opinion of the neighborhood and services to the neighborhood. They give good or neutral rates on almost all categories surveyed. The biggest concern was "Traffic Speed-Neighborhood Streets" with 50 percent saying there was a problem and 57 percent of these people feeling the problem was serious. The only other area of concern to note is "Crime Break-ins". For this issue, 43 percent of new residents believed there was a problem with 58 percent of these people believing it to be a major problem.

The middle group (10-14 year residents) did break the pattern of the longer-term residents. They gave "Streets", "Safety", "Police Response Time" and "Park Conditions" better ratings than the other groups. This group tends to be in Areas 1 & 4, the western edge of the study area- Twin Lakes, Kensington.

2.11.2 SPECIAL FEES:

When asked about a special fee on tax to address the specific concerns raised, only the "long-time" residents said no.

2.11.3 NEED FOR SERVICES:

As for the social services listed in the survey, the long-time residents were strongly against them all. However, all other groups supported a need for "Youth Sports and Recreation". The 1-9 year residents and the 15-19 year residents supported a need for "Youth Job Counseling". This strong reaction by the "long-time" residents has overwhelmed the other groups' desires for additional social services.

CHAPTER 3 Market Analysis Summary

In order to help the Neighborhood Steering Community determine appropriate choices in response to the areas needs, Tom Herrin Associates was hired to conduct a market analysis. A summary of the findings is presented here. For detailed information see the market analysis report completed by Tom Herrin Associates - John Barrow Neighborhood: Market Study for Development of the Area.

3.1 SUMMARY OF FINDINGS:

The following is a brief summary of Tom Herrin Associates (THA) findings for the John Barrow Market Analysis.

The John Barrow neighborhood has excellent access in the Little Rock Metropolitan Area via I-430 and 630. The neighborhood is centrally located in the City being on the eastern edge of Little Rock's fastest growing area. Baptist Medical Center is located just to the north of the neighborhood and several retail shopping districts are located so as to almost surround the neighborhood.

The neighborhood's population has grown very little recently but has changed in character with the minority population reaching 45.5 percent of the total. The 1993 population of the neighborhood as defined by the Department of Neighborhoods and Planning was estimated to be 11,228. The neighborhood is bound by Boyle Park on the east, Kanis Road on the north, Shackelford Road on the west and Asher Avenue on the south.

Employment opportunities in Pulaski County's future are forecasted to be highest in service, transportation & utilities, and the finance, insurance, and real estate sectors. The largest gains will be in services, followed by F.I.R.E., and then transportation and utilities. The impact of job gains on the John Barrow neighborhood will be greatest in F.I.R.E. and Services. Services will account for a large portion of the opportunities for neighborhood residents. Health service jobs will be an area of employment opportunity for John Barrow residents with job skills to be employed in this expanding field. The Baptist Medical Center and ancillary medical health service firms provide the nearest opportunities for employment. Residents may also find employment at hospitals and other health service employers in the Little Rock medical service and hospital corridor which is adjacent to I-630 extending eastward to the University of Arkansas Medical Science campus.

Metroplan has forecast the population of Pulaski County as a part of its update for the Pulaski Area Transportation Study. Metroplan's forecast for the County is 373,631 by 2000. The Metroplan forecast plus interpolations prepared by Tom Herrin Associates provide the 1995 and year 2000 forecasts for Pulaski County used in this study. Metroplan also provided forecasts by census tracts for the entire County. These data were used in the forecast of demand for residential, retail-commercial and other land uses. The Study addressed in THA's demand forecast included Census Tracts 24.02 through 24.06. This area is larger than the John Barrow neighborhood but was considered to be suitable for study of the demand for residential housing, retail-commercial land uses and for other uses which were studied. The John Barrow Neighborhood Area is forecasted to have a population of 20,019 in 1995 and 21,227 in the year

2000, an increase of 2416 from the 1990 population of 18,881. However, it should be noted that the neighborhood could grow at a higher rate if pending developments, currently delayed, move forward. For example, construction of the Summit Mall or expansion of the buildings and/or services provided at the Baptist Medical Center could influence the rate at which the neighborhood's population will grow.

The Department of Neighborhoods and Planning surveyed the John Barrow neighborhood in January 1994. Major problems cited include safety and code enforcement. Survey respondents also felt that police response time, law enforcement in parks, crime-drugs, and traffic needed to be addressed.

A variety of neighborhood development concepts may be implemented to stimulate growth and to improve livability in the John Barrow neighborhood. Development concepts recommended for the John Barrow neighborhood include careful planning coupled with development activities. THA believes that any neighborhood plan should include at least the following:

- An overall land use plan;
- A plan to control or limit traffic congestion;
- A park and open space preservation plan;
- Affordable housing plans;
- An economic job creation plan;
- A plan to control the location of traffic generating land uses.

A variety of neighborhood improvement finance techniques, or methods, have been identified. The ones cited are by no means the only ones available. They include implementation of the Housing Partnership and Landbank Authority recommended by the Future Little Rock Steering Committee; Department of Housing and Urban Development programs including Community Development Block Grant (CDBG) activities for parts of the neighborhood which area eligible; HOME program activities similar to those used in Kansas City by the Kansas City Rehabilitation Loan Corporation. The neighborhood could also look into job creation financing which may be available from the Southern Development Bank located in Arkadelphia, or other sources including the Winthrop Rockefeller Foundation in Little Rock. Finally, the neighborhood should be aware of the financial assistance which is available for the Federal Home Loan Bank through the Federal Housing Finance Board. The FHLB program will grant \$8.7 million in 1994 to local development entities which can be used for a variety of housing, or job creating activities.

The John Barrow neighborhood had 7,711 housing units in 1990 which were distributed among census tracts 24.03 through 24.06. Most were single family units but 22.2 percent were multifamily units and 5.5 percent mobile homes and other structures.

A total of 94 Building Permits were issued in the John Barrow neighborhood in 1990-93, an average of 24 per year. 60.6 percent were in the \$20,000-\$44,999 building cost range; 25.5 percent were in the \$45,000-\$64,999 building cost range; and 11.7 percent were over \$65,000.

A total of 96 homes were listed and sold in the John Barrow Neighborhood Area (MLS zone 6) during 1993. 36.0 percent were sold for over \$30,000; 31.0 percent for over \$40,000; 7.0 percent for under \$30,000; 6.0 percent for over \$60,000 and 1.0 percent for over \$70,000.

The overall condition of housing, in the neighborhood is poor. Major repairs are needed in every sector of the neighborhood. 42.3 percent of the single family structures needing major repairs are in Section 4 which is located south and west in the neighborhood. 100 percent of the mobile homes found in the neighborhood were designated by the Neighborhoods and Planning Department as being in need of major repairs.

The John Barrow neighborhood has a total of 745 subsidized and 240 unsubsidized multifamily housing units which included Section 8, elderly, and handicapped units. Multifamily units also provide housing and service to developmentally disabled persons at the Cerebral Palsy Group Living Center on 36th Street. Even though apartment developers have announced their intended development of new apartment projects in the neighborhood they are presently awaiting financing. "Out in the Woods" apartments is the only market rate apartment project in the John Barrow neighborhood. It has consistently maintained a low vacancy rate.

It appears that construction of new apartment projects, and other multifamily developments in the John Barrow neighborhood will be contingent upon developers finding new financing sources which are presently very difficult to locate. The State of Arkansas (ADFA) has a Low Income Housing Tax Credit program but apparently it has not attracted multifamily investors to Little Rock. It appears that the cost per unit is too high, and the interest rates are still too high to allow this type of financing to be undertaken. The prospects for apartment development in the John Barrow neighborhood are not promising at this time. Development of new subsidized units will depend on the availability of funding from the Department of Housing and Urban Development, or other funding agencies, and the willingness of public agencies and developers to take the risk associated with a subsidized project. One multifamily housing project in central Little Rock is under consideration for development by the Local Initiative Support Corporation (LISC), but has not been approved for financing to date. The new U.S. Department of Housing and Urban Development Empowerment Zone/Enterprise Cities initiative may be of assistance if Little Rock is funded for a grant.

A Residential Housing Demand Forecast has been prepared by Tom Herrin Associates for the John Barrow Neighborhood Area (Census Tracts 24.02 through 24.06). Overall residual demand for single family units is estimated to be 596 units by the year 2000, 186 by 1995. Multifamily residual demand is estimated to be 350 units by the year 2000, 111 units by 1995. An annual average of 60 single family units are in demand per year, 35 multifamily units.

Very few retail businesses are presently located in the John Barrow neighborhood. Almost all of the retail goods and services required by neighborhood residents must be obtained from shopping centers and stores which are located near to, but outside the neighborhood. Average household income for Census Tracts 24.02 through 24.06 was \$27,568 in 1990. Effective Buying Income for Little Rock was \$2.6 billion in 1989 according to the City's Goals and Policy Study. Retail Sales per capita for Little Rock are estimated to be \$214 for Drug and Proprietary goods in 1995 up to \$2,638 for Automotive expenditures. THA has estimated the demand for retail space in 1995, and 2000, for the John Barrow neighborhood Area (census tracts 24.02 through 24.06). Acreage requirements range from 1.3 acres for Drug and Proprietary goods up to 16.0 acres for Automotive. These estimates are not predictions of actual sales, or of development, but are estimates of demand potential. It is much more likely that the neighborhood can attract neighborhood commercial stores and shops including small food stores, restaurants and other eating and drinking establishments, proprietary goods stores such as candy,

tobacco, newsstands, etc. The planning for location of these retail establishments should be part of an overall neighborhood redevelopment plan.

New office buildings will be a large part of the development of the west Little Rock corridor according to the City's Goals and Policy study. Large corporations in the Little Rock Metropolitan Area have financed, or initiated development of, new large office buildings for their own corporate use including Systematics, Alltel, T.J. Raney-Morgan Keegan, and Leisure Arts. The Baptist Medical System and associated development entities are also developing new medical office buildings. It is likely that new office buildings will be built near to, or in, the John Barrow neighborhood and that these buildings will attract tenants that provide medical and related health services.

The only prospect for the John Barrow neighborhood for office development at this time is the Baptist Medical System and ancillary medical health offices located near the Hospital, probably along Kanis Road and John Barrow Road. The neighborhood should encourage this type of development as a source of new jobs. Neighborhood small businesses should be encouraged which provide goods and services to the new hospitals and doctors offices in the area. A joint enterprise development effort could be initiated with the Baptist Medical System, neighborhood development groups and other support groups such as the Rockefeller Foundation, or the Southern Development Bank.

Little Rock is the location of a large amount of warehouse property which is currently vacant, some 60.5 percent of the Pulaski County total. Therefore, any new facilities are unlikely to be developed in the County at this time. Individual storage facilities may offer some potential for development. They may be warranted, if, new hospital, medical and related offices are opened in the Kanis and John Barrow Roads area. They would also be encouraged by the development of new retail businesses or apartments. However, it is unlikely this type of facility will be needed in the near term.

3.2 RECOMMENDATIONS FOR ACTION:

Tom Herrin Associates recommends the following for neighborhood improvement actions:

Encourage additional medical office development in the Baptist Medical Center area and along Kanis and John Barrow Roads to the north of Parkview High School.

Encourage housing infill and redevelopment in an area to the north of the Aldersgate Camp. Also, encourage the expanded use by John Barrow residents of the Jr. Deputy park/playground on Romine Road.

Encourage preservation of urban open space corridors and development buffers along the drainage ways in the neighborhood.

Implement traffic speed controls on John Barrow Road, especially along the roadway section south of Parkview High School which is still predominately residential in character. These controls are needed not only for safety but to assure that the residential character of the neighborhood is maintained.

Encourage new single family housing north of 28th Street-west of Boyle Park and between John Barrow and Shackleford Roads. These areas are the ones which are currently under subdivision development.

Encourage continued housing infill and redevelopment in the neighborhood to the south of 28th Street which is the area most in need of this type of renewal. Use Community Development Block Grant (CDBG) funds for housing improvements and infrastructure needs, in accordance with the land use plan.

Encourage streetscape improvements along Asher Avenue which include street planting and traffic controls; limiting points of automotive access, and providing pathways for pedestrians as well as cars.

Encourage the development of a new land use plan for the John Barrow neighborhood which incorporates neotraditional planning concepts as described in the Market Analysis Report appendix and Development Concepts section.

CHAPTER 4 Policy Plan

4.1 INTRODUCTION

Based on the survey results, as well as information from technical professionals and the committee's own knowledge, the Steering Committee developed a set of goals. These "professionals" provided information on zoning, land use, transportation, housing and recreation. The technical information assisted the committee's development of goals to address the needs identified by the survey and market analysis. The committee agreed on 14 goals related to seven topics.

Staff provided sample goals to the Steering Committee. The committee modified, added, and deleted goals to fit the John Barrow Neighborhood Area. Once the goal statements were developed, sample objectives were provided to the committee for each approved goal. The committee again modified, added and deleted objectives to meet the area's needs. A complete set of goals and objectives was agreed to.

A neighborhood meeting was held to present the goals and objectives. Fliers were distributed to all who received surveys, inviting them to this public meeting. Each statement was reviewed and comments requested. Additional copies were distributed to those in attendance. The committee took all comments and re-examined the goals and objectives. Modifications were developed and the goals and objectives finalized. During the summer and autumn of 1995 action statements were added. Subcommittees were used for this work.

The John Barrow Neighborhood Area Steering Committee, after review and study with continuing input from the neighbors, has developed the following as a blueprint to the area's future. To achieve the desires and meet the needs of the residents, we must work toward:

- Enhancing the climate directed towards encouraging new business and commercial establishments to locate in the area as well as retention of existing.
- Providing outdoor passive recreation areas for residents.
- Providing indoor recreation and cultural facilities in and around Parkview High School.

- Improving overall appearance and safety of the John Barrow Neighborhood Area.
- Reducing the number of unsightly vacant houses and lots in the neighborhood area.
- Improving the circulation, transportation corridors, and street traffic in the area.
- Proposing more facilities towards the social service needs of the area.
- Increasing communication between residents and businesses with aid from the Alert Center.
- Establishing an efficient flow of traffic along local streets.
- Reducing excessive speeds in the neighborhood.
- Reducing parking congestion and the number of abandoned cars.
- Improving the quality and efficiency of delivery of municipal services to John Barrow Neighborhood Area.
- Promoting public investment in improvements and facilities to encourage private reinvestment in the neighborhood areas.
- Establishing a distinctive image for the neighborhood.
- Ridding the John Barrow Neighborhood Area of real and perceived crime problems and foster a secure environment.

The Steering Committee recommends the implementation of the following major initiatives necessary to protect and nurture the vitality of the neighborhood.

- Immediate and explained funding of crime prevention, and interdiction programs.
- Careful review of plans or projects which may have worked in other places before attempting to copy them here.
- No additional multifamily or apartments in the area, the John Barrow Neighborhood area already has more than enough.
- Development and construction of a community center with organized, adult supervised activities for area youth. The preferred location is adjacent to the Police Substation creating a municipal complex for the John Barrow Area Neighborhoods.

4.2 NEIGHBORHOOD GOALS

4.2.1 BUSINESS AND COMMERCIAL GOAL:

To enhance the climate directed towards encouraging new business and commercial establishments to locate in the area as well as retention of existing businesses.

OBJECTIVE:

To facilitate the establishment of a community development corporation in the area.

ACTIONS:

- Continue to explore the possibility of forming a CDC.
- Communicate with established CDC's and visit completed projects.

OBJECTIVE:

To encourage land assembly and design guidelines for construction of new business and commercial facilities.

ACTIONS:

- Research ownership records of large tracts of land.
- Identify desirable sites for acquisition.
- Develop conceptual designs for new construction and encourage their use. (no adopted guidelines)

OBJECTIVE:

To identify commercial areas that assure coordination of service facilities, sign and advertising placement, material of walls and trim and site layout, that will provide efficient pedestrian movement.

ACTIONS:

- Develop a list of recommended materials and appropriate sign designs.
- Develop conceptual site plans for potential commercial locations.
- Create a list of desirable sites for commercial development.
- Prepare a map that identifies commercially zoned sites or land that could be zoned for commercial use.

OBJECTIVE:

To encourage the development of a major chain grocery store in the area.

ACTIONS:

- Identify areas for potential development.
- Develop a marketing plan and contact the major chains.

OBJECTIVE:

To encourage the development of a sit-down restaurant in the area.

ACTIONS:

- Identify suitable areas for a restaurant development.
- Develop a marketing plan.

4.2.1 BUSINESS AND COMMERCIAL GOAL:

To enhance the climate directed towards encouraging new business and commercial establishments to locate in the area as well as retention of existing businesses.

OBJECTIVE:

To create a development climate in the John Barrow Neighborhood Area that would attract job generating businesses.

ACTIONS:

- Create a brochure that would promote the positive aspects of the neighborhood.
- Develop a "pool of resources" for different types of businesses.
- Hold job fairs.
- Establish youth training programs.
- Inform the business community of the availability of the John Barrow Market study.

4.2.2.1 COMMUNITY FACILITIES GOAL:

Provide outdoor passive recreation areas for residents.

OBJECTIVE:

To develop a historical Boyle Park with such amenities as a gazebo, fountains and commercial greenhouse.

ACTIONS:

- Add picnic tables along paths.
- Add water fountains.
- Create trail maps.
- Develop compost heaps in park.
- Develop history of Boyle Park - WPA, handout/flyers.
- Educate the neighborhood and city of park's status.

4.2.2.2 COMMUNITY FACILITIES GOAL:

Provide indoor recreation and cultural facilities in and around Parkview High School.

OBJECTIVE:

To renovate vacant structures in the area along Barrow Road for youth and senior citizens activities and programs.

ACTIONS:

- Identify sites and owners.
- Form a nonprofit corporation to acquire, run and maintain facility.
- Develop programs, coordinate with the schools and churches in the area.
- Encourage the facilities use as a community meeting house/activity center.

OBJECTIVE:

To provide places for the youth to recreate.

ACTIONS:

- Provide positive organized/structured activities for young children.
- Form neighborhood based teams to compete within and outside of the neighborhood.
- Encourage the development of craft, etc. workshops as a creative outlet.

4.2.3 HOUSING & NEIGHBORHOOD REVITALIZATION

GOAL:

An improved overall appearance and safety of the John Barrow Neighborhood Area.

OBJECTIVE:

To create programs that will reduce the public safety concerns of all residents in their neighborhood areas.

ACTIONS:

- Support the construction of the new police substation in the John Barrow Area.
- Improve street lighting to deter crime in the area.
- Implement a sidewalk replacement program to allow residents of the area to walk and be outdoors more.
- Establish a neighborhood crime watch group.

OBJECTIVE:

To increase the level of code enforcement in areas where housing complaints and violations are high (housing, abandoned auto, and premise).

ACTION:

- More stringent code enforcement action (Zero Tolerance Policy).

OBJECTIVE:

To identify and increase the amount of city services in areas where they are severely needed.

ACTIONS:

- Provide waste disposal options for neighborhood residents.
- Put dumpsters in the neighborhoods on a regular basis so residents can dispose of unwanted materials.
- Increase access to either landfills or places to dispose of unwanted materials.
- Have a free day at the landfill for Little Rock residents.

OBJECTIVE:

To create housing opportunities for low and moderate income persons by becoming a Community Development Corporation (CDC).

ACTION:

- Organize a committee through the neighborhood association to explore the possibility of forming a Community Development Corporation to undertake affordable housing development.

OBJECTIVE:

To enhance housing opportunities for seniors in the area.

ACTIONS:

- Encourage the development of additional affordable housing in the John Barrow Neighborhood Area.
- Expand the availability of material at the neighborhood alert center in the areas concerning opportunities for seniors in the area.

4.2.3 HOUSING & NEIGHBORHOOD REVITALIZATION

GOAL:

An improved overall appearance and safety of the John Barrow Neighborhood Area.

OBJECTIVE:

To identify all deficient housing in the area.

ACTIONS:

- Do a windshield survey and compile a listing.
- Base survey on the condition of the house. (City has a map)
- Make the owners aware of the programs available through the City and the banks.

OBJECTIVE:

To review the appropriateness of existing zoning classifications.

ACTION:

- Determine if existing zoning classifications compromise the interest to revitalize or stabilize the housing and infrastructure and improve the overall appearance of the John Barrow Neighborhood Area.

OBJECTIVE:

To determine design standards for new construction of single, two, and multiple family housing in the area.

ACTION:

- The design should be aesthetically pleasing and compatible with existing architecture in the area.

OBJECTIVE:

To determine design standards for construction of infill housing.

ACTION:

- The design should be compatible with existing houses in the area and complement the overall appearance of the neighborhood.

OBJECTIVE:

To determine design standards for landscaping, beautification, and sidewalk replacement around schools in the area.

ACTIONS:

- Implement a neighborhood enhancement program to improve the curb appeal of the homes in the area.
- Implement a sidewalk replacement program.
- Put entrance signs up designating the John Barrow Community along major arteries entering the area.

OBJECTIVE:

To identify and encourage the improvement to sidewalks, curbs and gutters, street lighting, and streets in the area.

ACTION:

- Improve maintenance of streets - cracked pavement, potholes and debris

- Improve street lighting - 33rd Street, 34th Street and Walker, Campus Place Addition, Lehigh and Vanderbilt Area, Boyle Park, 46th Street and John Barrow Road.
- Street Improvements as listed in Chapter 5.

4.2.3.2 HOUSING & NEIGHBORHOOD REVITALIZATION

GOAL:

Reduce the number of unsightly vacant houses and lots in the neighborhood area.

OBJECTIVE:

To identify and develop rehabilitation programs for deteriorated vacant structures after board and secure.

ACTION:

- Landbank land through the Housing Partnership / Landbank Authority for potential CDC projects after it is formed.

OBJECTIVE:

To aid in the identification and enforcement of rental property that is substandard in the area.

ACTIONS:

- Stringent code enforcement
- Make a Loan Pool available for rental property owners to improve the quality of rental units in the area. (Partner with local banks)

OBJECTIVE:

To provide an enhanced climate for home - ownership and new residents in the area.

ACTION:

- Affordable housing through new development and new subdivision development.

4.2.3.3 HOUSING & NEIGHBORHOOD REVITALIZATION GOAL:

Improve the circulation, transportation corridors, and street traffic in the area.

OBJECTIVE:

To improve the streets and facilitate movement of traffic within and through the area.

ACTIONS:

- Evaluate street lights and determine optimal placement.
- Traffic studies

OBJECTIVE:

To improve the public transportation concerns in the area.

**4.2.3.3 HOUSING & NEIGHBORHOOD REVITALIZATION GOAL:
Improve the circulation, transportation corridors, and street traffic in the
area.**

OBJECTIVE:

To provide more information to area residents on the location of bus stops, bus schedules, taxi information, car pools, and senior citizen discount programs.

ACTION:

- Expand the availability of information and outreach efforts through the neighborhood alert centers.

OBJECTIVE:

To encourage speed limit enforcement and monitoring of residential streets in the area.

ACTION:

- Make the police department aware of problem areas and request increased patrols in these areas.

4.2.4 HUMAN SERVICES GOAL:

Propose more facilities to address the social service needs of the area.

OBJECTIVE:

To encourage programs directed toward the social service needs of youth in the area.

ACTIONS:

- Provide positive organized/structured activities for young children.
- Improve and add facilities for organized recreational programs.
- Form neighborhood based teams in various sports.
- Encourage the development of youth organizations, i.e. scouts.
- Establish mentoring program and Big Brothers/Big Sisters.
- Sponsor parenting classes, workshops and events.

OBJECTIVE:

To encourage programs that would provide services for youth that need to be tutored and trained for jobs.

ACTIONS:

- Develop registry of tutors at Alert Center.
- Encourage students as well as adults to become tutors.
- Establish youth training program.
- Use existing and build structure as a training/education facility.
- Develop craft workshops for both teaching a trade and providing creative outlet.

OBJECTIVE:

To encourage programs directed toward the social service needs of senior citizens in the area.

ACTIONS:

- Start a foster grandparent program for neighborhood elderly.
- Provide neighborhood sponsored activities - day time for elderly (cards, handicraft, music, etc.).
- Neighborhood transportation to Adult Center.
- Work with Meals-on-Wheels, etc. to identify shut-in elderly.
- Sponsor elderly a commitment to drop them a note, stop by or call at least once a week.

4.2.5 PROGRAMMATIC GOAL:

Increase communication between residents and businesses with aid from the Alert Center.

OBJECTIVE:

To strive to better the working relationship between residents and the business community with help from the Alert Center.

ACTIONS:

- Develop a list of area businesses and their owners/managers.
- Develop a campaign to encourage area residents to patronize the businesses.
- Ask the business owners/managers to participate in neighborhood programs - clean-up, etc.
- Identify businesses wanted in the neighborhood, contact prospects and assist them starting-up.
- Publish a "Neighborhood" business directory.

4.2.6.1 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Establish an efficient flow of traffic along local streets.

OBJECTIVE:

To provide circulation alternatives for neighborhood dead-end streets.

ACTIONS:

- Identify specific areas and dead-end streets.
- Aggressively seek city funding of neighborhood street construction to include identified locations.
- Develop an improvement district to construct needed public infrastructure improvements.

4.2.6.2 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Reduce excessive speeds in the neighborhood.

OBJECTIVE:

Investigate the installation of more stop signs on streets near schools and other public facilities.

ACTIONS:

- Ask the traffic division of Public Works to install stop signs in needed locations.
- Work with schools, etc. to build support for need.
- Contact the elected officials (ward, at-large, and mayor) to ask that the signs be installed.

4.2.6.3 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Reduce parking congestion and the number of abandoned cars.

OBJECTIVE:

To provide a mechanism for the improvement of streets, curbs and gutters in the area.

ACTIONS:

- Identify streets which are substandard.
- Aggressively seek City funding of neighborhood streets constructively including the streets identified by the neighborhood.
- Develop an improvement district to construct needed public infrastructure improvements.

4.2.6.4 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Improve the quality and efficiency of delivery of municipal services to John Barrow Neighborhood Area.

OBJECTIVE:

To provide a program to regularly clean the streets in the neighborhood.

ACTIONS:

- Work with City on street sweeper times and publicize to residents.
- Work with the Public Works Department to identify, monitor and clean road side ditches and rights-of-way.

4.2.6.5 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Promote public investment in improvements and facilities to encourage private reinvestment in the neighborhood areas.

OBJECTIVE:

To replace poor sidewalks.

ACTIONS:

- Develop list of substandard sidewalks.
- Aggressively seek a city policy change to require the city to maintain sidewalks.
- Work with City to develop and expand sidewalk replacement funding.

OBJECTIVE:

To resurface streets where needed.

ACTIONS:

- Identify streets the neighborhood is concerned about.
- Work with Public Works Department to have identified streets resurfaced.
- Aggressively seek additional funding for infrastructure maintenance.

OBJECTIVE:

To provide distinctive entrances and signage.

ACTIONS:

- Identify locations for entrance signage.
- Design neighborhood sign logos (each neighborhood could have their own).
- Fund the construction of signs and/or pennants.

OBJECTIVE:

To provide traffic control devices at Asher Avenue and Western Hills.

ACTIONS:

- Aggressively seek City and Highway Department funding of traffic signal at Asher Avenue and Western Hills.

4.2.6.5 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Promote public investment in improvements and facilities to encourage private reinvestment in the neighborhood areas.

OBJECTIVE:

To provide (no parking signs) on one side of Potter Street.

ACTIONS:

- Identify all houses with no off-street parking on Potter.
- Contact each owner/resident along Potter to get their support for one side no parking.
- Have the City install the no parking signs.

OBJECTIVE:

To provide traffic light at the intersection of Tanya/Barrow Road.

OBJECTIVE:

To repair and gradually upgrade the area's infrastructure.

- Identify problems.
- Grade or rank for problems by type and severity.
- Work to achieve City funding of need projects.
- Work to form improvement district to achieve project completion.

4.2.6.6 PUBLIC IMPROVEMENT AND CIRCULATION

GOAL:

Establish a distinctive image for neighborhood.

OBJECTIVE:

To provide distinctive entrances (Gateways) and signage.

ACTIONS:

- Identify key entrances.
- Design neighborhood logos and designs.
- Fund the construction of signs and/or pennants.
- Develop streetscapes along major streets - plantings, etc.
- Encourage street-trees -- each neighborhood could have their own trees (cherry, etc.)

4.2.7 PUBLIC SAFETY GOAL:

The purpose of the following goals and objectives is to rid the John Barrow Neighborhood Area of real and perceived crime problems, and foster a secure environment. Eliminate crime in the area.

OBJECTIVE:

To stop drug trafficking.

ACTIONS:

- Organize block party(s) in front of drug houses.
- Publicize the '376-MOVE' anti-drug houses.
- Better street lighting (more street lights).
- Develop activities/programs for young children.

OBJECTIVE:

To establish a neighborhood crime watch program.

ACTIONS:

- Assist those wishing to form a watch group.
- Publicize watch program in neighborhood newsletters.
- Know your neighbors and their cars.
- Encourage church groups to get involved in the neighborhood.
- Schools should offer after hour activities and use of their facilities/services.
- Neighborhood building by offering programs for senior/youth interaction.
- Baptist Medical should offer facilities/services as community outreach to the neighborhood.

OBJECTIVE:

To have more police walking beats (expand COP areas).

ACTION:

- Require police to walk through the neighborhood (get out of car).

OBJECTIVE:

To improve communication and response time for fire and emergency services.

ACTIONS:

- Better enforcement of car tag laws.
- Education campaigns to make homes safer.
- Trim plantings (keep bushes short).

OBJECTIVE:

To establish public confidence in law enforcement so that citizens will report crimes.

ACTIONS:

- Provide opportunities to meet police who work in the neighborhood.
- Let residents know what activities should be reported to police.
- Encourage the reporting of any problems.
- Open the Alert Centers on the weekend and at night (24 hours).

- Educate the community about gang signs (who, color, etc.).
- Develop and provide parenting and family crisis classes.

4.2.7 PUBLIC SAFETY GOAL:

The purpose of the following goals and objectives is to rid the John Barrow Neighborhood Area of real and perceived crime problems, and foster a secure environment. Eliminate crime in the area.

OBJECTIVE:

To have citizen patrols to supplement police patrols in our area.

ACTIONS:

- Organize citizen on patrol program.
- Publicize citizen patrol and meet with other areas with citizen patrols.
- Encourage businesses to police 'hanging out' on their property.
- Removal of gang markings, provide paint to crime watch groups at alert centers.

OBJECTIVE:

To designate Public Safety Chairman to coordinate all enforcement efforts, meeting with city officials on a monthly basis.

ACTIONS:

- As a group go to a private security company to install a system (to get group rates).
- Put neighborhood IDs on cars.
- Require that all delivery vehicles have markings.
- Require better screening of renters by apartment buildings.
- Allow no more apartments in the neighborhood.
- Identify one person in each crime watch to get crime information.
- Distribute crime information to neighbors (phone system).

OBJECTIVE:

To eliminate hazardous materials being hauled through the area.

ACTION:

- City should designate hazardous materials routes away from single family areas.

OBJECTIVE:

To control parking on streets so emergency vehicles can get to their destination without hindrance.

ACTION:

- Place No Parking signs on all unimproved streets (HOLT).

CHAPTER 5 DESIGN RECOMMENDATIONS

5.1 LAND USE PLAN:

To preserve current conditions and to help guide future development in the John Barrow Neighborhood Area, the steering committee reviewed the adopted land use plan for their neighborhood. In addition to the current plan the committee also examined two other land use scenarios which were presented by the planning staff of the City of Little Rock. After careful review of each of the options, the committee designed the following plan which best presents the community's recommendations for land use within the John Barrow Neighborhood Area.

The John Barrow neighborhood has predominately been a single family residential community and the plan maintains this land use. Infill with new single family homes is encouraged throughout the area. Both single lot and large tract single family infill is proposed. Most of the existing vacant land is recommended for single family use.

The Plan recognizes the existing low density multifamily found on Scotty Court and Wedgewood Cove in the northeast quadrant of the neighborhood. A tract of land on John Barrow Road lying to the south of Tanya Drive is proposed as low density multifamily, elderly housing is encouraged on this site. A Planned Unit Development (PUD) is required to develop the site.

There are three existing mobile home parks in the John Barrow Neighborhood Area. Each site, on Kanis Road, the east end of 36th Street, and south of 36th Street on Shackleford Road, is designated as mobile home park on the Plan. The Plan does not contemplate a change in use for the next five to ten years.

All existing multifamily developments are sited north of 36th Street. Two multifamily developments, west of John Barrow Road, are accessed from 36th Street. A large number of multifamily units can be found on John Barrow Road, north of Tanya Street, and another development sits on Kanis Road to the west of John Barrow Road.

At the end of Aldersgate Road is the Good Shepherd Ecumenical Retirement Center. The land to the south of the Center has been designated as multifamily to encourage expansion of the Center or to accommodate new retirement or nursing home facilities.

The only other area proposed for development of multifamily is south of 36th Street just east of Shackelford Road.

Office uses and mixed office and commercial is located along the neighborhood's major arterials. New areas for office development are suggested on Kanis Road west of Leader Road and north of 36th Street on Shackelford Road. Additional office and mixed office and commercial is located around the Kanis Road/John Barrow Road intersection and extends south from the intersection along John Barrow Road. Office usage is also recommended between 42nd and 43rd Streets along John Barrow Road and on Kanis Road west of Wilson Road.

The Plan recognizes the existing commercial strip that is predominate for most of the distance along Asher Avenue. The Plan recognizes the existing commercial uses along Kanis Road north of Leander Drive, and at the intersection with John Barrow Road. The corner of John Barrow Road and 29th Street has been suggested for neighborhood commercial. The intersection of John Barrow Road and 36th Street is noted as a commercial node serving all neighborhoods. More intense commercial uses, such as a grocery store, are suggested at the intersection while mixed office and commercial extends further north and south on either side of John Barrow Road. The mixed office and commercial suggested north of 24th Street on John Barrow Road is another potential site for a grocery store.

The light industrial block indicated on Asher Avenue is the Borden Plant. A second area of light industrial use is located by the intersection of Shackelford Road and Colonel Glenn Road. This area is a developing warehouse district with some light fabrication.

Existing schools and churches are shown as Public/Institutional. Parkview High School occupies a large tract on John Barrow Road. Romine Elementary is located on Romine Road just north of 36th Street and Wilson Elementary sits on Stannus Road just north of Asher Avenue. The corner of Kanis Road and Junior Deputy Road is slated to be the site of a new police substation. Combined with a proposed park, the site will occupy approximately ten acres.

Boyle Park occupies 243 acres on the east side of John Barrow Neighborhood. The plan suggests an expansion of the park south across 36th Street to enfold existing floodplain. A neighborhood park can be found at the corner of 36th Street and Potter Street. At the end of Junior Deputy Road is a large tract of land which used to be known as Junior

Deputy Park. The plan recommends maintaining the land for a park and extending a greenway down to Asher Avenue. Part of this area includes a private property owners association recreation area and the rest is made up of drainage and creek ways.

5.2 DESIGN FORMS:

A few drawings are included to give some examples of the type of development desired for the neighborhoods in the John Barrow Neighborhood Area. There is a desire to have a commercial or business center for the neighborhood. A grocery store for the neighborhood, not next to the neighborhood is a goal. Other commercial uses are desired which are more formal and less casual than those now in John Barrow. An example is a sit-down restaurant rather than a fast-food establishment. Also, there is a desire to create jobs in the neighborhood for neighborhood residents. A potential Business District at John Barrow and 36th is shown on the accompanying graphics. (Note: the area is already zoned for commercial development.) The design envisions commercial first floors with office and/or residential on the second stories.

Infill residential has been identified by both the Policy Plan and Land Use Plan as a goal. In addition to the typical one house on an existing platted lot, whole blocks are available. The grid street pattern does serve the neighborhood well and should be maintained where possible. An example of a typical block infill development is provided to illustrate an alternative development pattern.

Gateways were identified as important. A potential gateway on 36th Street at Rock Creek is shown. This design incorporates a bus stop, the style of Boyle Park structures, and the entrance to the neighborhood. The gateway design along with the other illustrations provided are intended only to give ideas and directions for future development in the John Barrow Neighborhood Area. They are not intended to be literal.

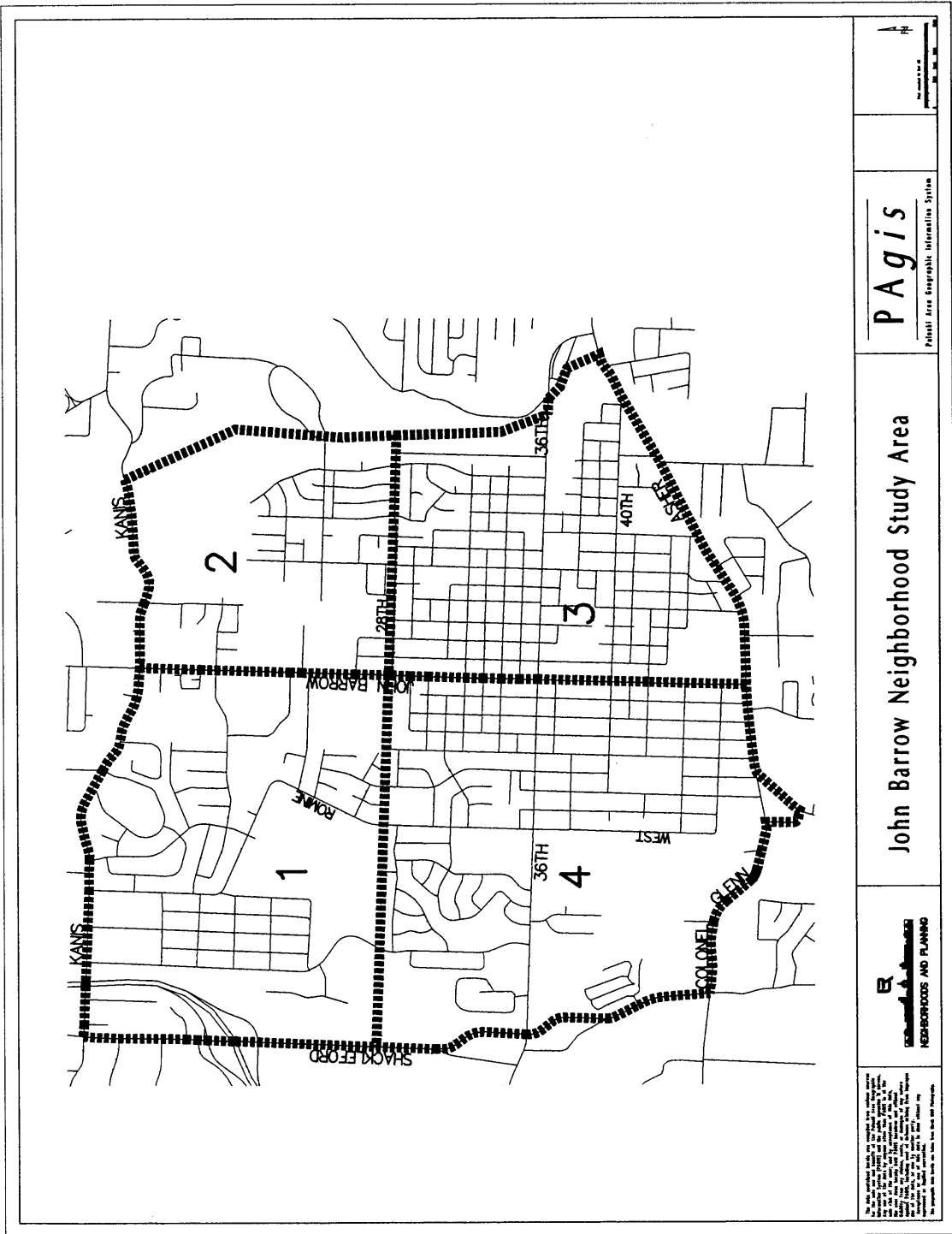
5.3 NEIGHBORHOOD STREET IMPROVEMENTS:

The streets in the John Barrow Neighborhood Area in need of repair were compiled by the Steering Committee in the fall of 1995. The streets listed as "unpaved" are chip sealed with no curbs and gutters; the street listed as "needing to be resurfaced" are in the Twin Lakes and Campus Place area.

22nd Street (unpaved)
23rd Street (unpaved)
24th Street (unpaved)
25th Street (unpaved)
26th Street (unpaved)
27th Street (unpaved)
29th Street (unpaved)
30th Street (unpaved)
31st Street (unpaved)
32nd & Tatum Street (unpaved)
32nd & Cobb Street (unpaved)
32nd & Zion Street (unpaved)
32nd & Potter over to 30th Street (unpaved)
33rd Street (unpaved)
34th Street (unpaved)
35th & Boyd Street (unpaved)
37th Street (unpaved)
38th Street (unpaved)
39th Street (unpaved)
40th & Elam has a blind spot
40th Street (unpaved)
41st & Cobb Street (unpaved)
42nd Street (unpaved)
44th & Potter Street (unpaved)
44th & Weldon Street (unpaved)
46th & Ludwig Street (unpaved)
Bay Street (unpaved)
Bowers Street (unpaved)
Cerelle Dr. (resurfacing needed)
Cobb Street from 44th to Asher has a hill
Daisy Cove (resurfacing needed)
Dartmouth Street (resurfacing needed)
E. Twin Lakes Dr. (resurfacing needed)
Foster Street (unpaved)
Glenda Street (resurfacing needed)
Holt Street (unpaved)

Street Improvements (continues)

Inlet Street (unpaved)
Kimberly Dr. (resurfacing needed)
Labette Court (resurfacing needed)
Laurice Court (resurfacing needed)
Lehigh Street North of Rutgers (resurfacing needed)
Leo Court (resurfacing needed)
Longcoy Street (unpaved)
Ludwig Street (unpaved)
Malloy Street (unpaved)
Marlyn from Kanis to Labette (resurfacing needed)
Monique Dr. (resurfacing needed)
Romine Court (resurfacing needed)
Romine Rd. (resurfacing needed)
Stannus & 40th Street (unpaved)
Tanya Dr. (resurfacing needed)
Tanya Court (resurfacing needed)
Tatum Street from 28th Street (unpaved)
Vaughn Dr. (resurfacing needed)
Walker & Asher Street (unpaved)
Weldon Street (unpaved)
Whitfield Street (unpaved)
Wilder Street (unpaved)
Wynne from 38th Street (unpaved)



Pagis
 Digital Data Geographic Information System

John Barrow Neighborhood Study Area



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