

# Implementation

# Implementation

The implementation plan outlines the next steps after adoption by the City of North Little Rock. It includes a list of projects, descriptions, and responsible parties, and is intended to serve as a blueprint for achieving the community's vision.

Stakeholders identified several efforts to assure implementation. These included continued diligence on the part of area residents, business, and The Mill, LLC, Argenta Community Development Corporation and the City to monitor development and ensure compliance with the vision of this plan. This includes both private development, as well as public projects, such as the Multi-Modal Transportation Hub. Part of this diligence should include revisions to this plan, as needed. Stakeholders must also work with the City to implement land use and zoning changes, which support the vision.

Recommendations are assigned to a timeline based on the community input. Projects in the near future represent those community-supported- projects addressing areas with the most critical need for improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the long-term success of this study.

## Funding

Since transportation projects are among the highest priority projects in Argenta, it is ideal that they may be funded through a variety of sources. The City of North Little Rock should work with the Arkansas State Highway and Transportation Department (AHDT) staff to ensure that projects that require Federal transportation funds are included in future Regional transportation Plans (RTPs). Revisions to such plans are made every five years.

Sources for the required funds could include:

- **Community Improvement District (CID):** A CID is a self-imposed, self-taxing district run by a non-profit organization. A CID is charged with raising funds from commercial properties for public improvements. The City of North Little Rock should investigate creating a CID for the Downtown area.
- **Tax Increment Financing (TIF):** A TIF is a special district created by a city and approved by the city and county in which bonds are issued to support public improvements associated with new development. Said bonds are retired with taxes generated by new developments. Given escalation of land costs, the need for significant redevelopment land assembly, and the desire for public improvements identified in this study, it is strongly recommended that the City uses its existing TIF powers to encourage redevelopment in the three Character Areas.
- **Private Donations:** Local matches could be obtained by soliciting area property owners, businesses, and residents. Private funds may also be used to fund specific "special interest" projects.
- **Surface Transportation Program (STP) funds:** The STP provides flexible funding that may be used by localities for projects on any Federal-aid highway, including bridge projects on any public road, transit capital projects, and intracity and intercity multi-modal facilities.
- **Transportation Enhancement (TE) funds:** These funds from the federal government can be used to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment. Streetscape, pedestrian and bicycle facilities, and gateways are some of the projects that can qualify for TE funds.
- **Recovery Zone Economic Development Bonds:** These are taxable bonds that provide state and local government issuers with a direct federal subsidy payment equal to 45 percent of the interest payable on the bonds. These bonds can be used to finance capital and working capital expenditures that promote development in a Recovery Zone including (1) capital expenditures, (2) expenditures for public infrastructure or public facilities, and (3) expenditures for job training and educational programs. These bonds must meet

all of the requirements for governmental tax exempt bonds and cannot be private activity bonds.

Without detailed analysis that is beyond the scope of this study, the ideal local match mechanism cannot be determined. However, the City should carefully explore all available options.

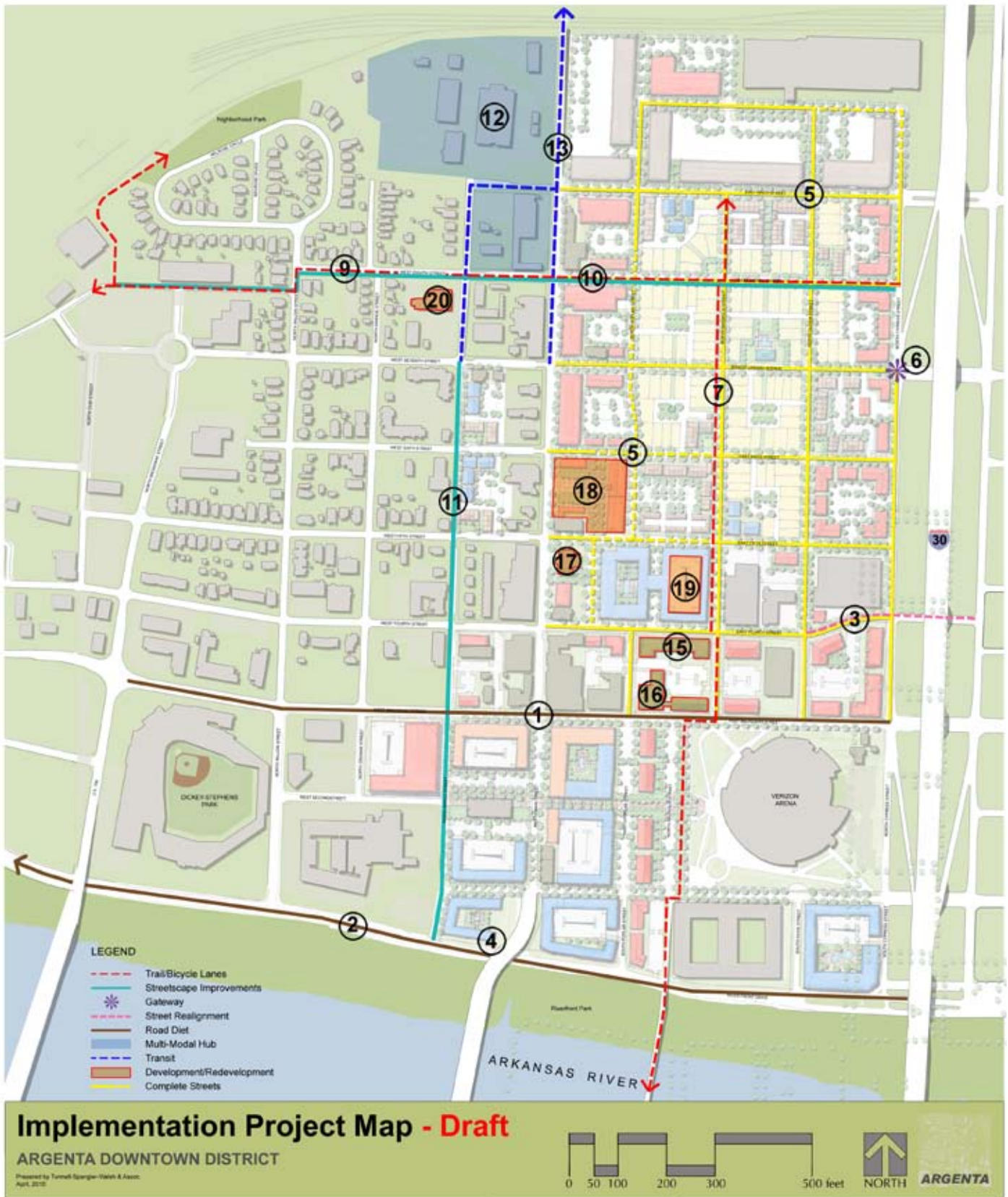
## On-Going Steps

The realization of the vision contained herein will require a long-term commitment from the government, residents, business, property owners and stakeholders of Argenta. The plan's aggressive vision cannot be achieved overnight, and must be regularly reviewed to remain relevant. Any plan that does not risks obsolescence.

As Argenta moves forward with implementing the vision of this study, it is critical that the following are kept in mind:

- *The Plan's Lasting Vision:* Of all of the components of this study, the vision should represent its most lasting legacy. The ideas contained in Section 2: Visioning represent the results of an extensive and inclusive public involvement process. It is highly unlikely that the general vision and goals resulting from such process will change significantly, although the steps to achieving them may.
- *The Need for Flexibility:* While the vision is unlikely to change, it is critical that the Argenta community recognize that the ways in which the vision is achieved can and will change. The future addition or subtracting of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution in response to new conditions. Many of the assumptions used to guide this process, including the regional and national economy; land costs; transportation costs; transportation funding programs; and development trends are never fixed. Argenta must be prepared to respond to changes of these and other factors in order to ensure a fresh, relevant plan.
- *A Redevelopment Guide:* One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use vision. To this end, as development proposals are submitted to the City, said proposals should be reviewed for compatibility with the plan. The plan contains specific recommendations for specific sites, and the City should use the development review process to work with the private sector to achieve this vision.

By being mindful of these three ideas, the Master Plan for the Argenta District can guide positive change in Argenta for years to come.



ID	Project	Description	Limits	Cost Estimate	Notes
<b>Vehicular</b>					
1	Broadway Street Road Diet	3/4 Mile Resurfacing and Restriping	I-30 to North Broadway Street	\$35,000	N/A
2	Riverfront Drive Road Diet	Demo of one side of street and restriping and signaling	Roundabout to I-30	\$250,000	Assume just one signal
3	Realign 4th Street to Cross Under Interstate 30	N/A	Olive Street to Locust Street	\$420,000	This could be constructed through redevelopment
4	Remove Eastern Fork of Main Street Bridge	N/A	N/A	\$5,750,000	N/A
5	Complete Streets in Downtown	Roadway & sidewalk improvements, new streets construction, and drainage	Area west of I-30, East of Railroad, and North of Broadway (see project map)	\$4,337,984	Eligible for TIGER grants
6	7th Street (Bishop Lindsay) Gateway	Intersection improvement and gateway treatment	N/A	\$2,900,000	Eliminate Cypress Street from the intersection of Bishop Lindsay and I-30 off ramp. Create gateway entering downtown
<b>Pedestrian , Bicycle and Multi-use Facilities</b>					
7	Trail Along Magnolia Street	1/2 mile multi-use path	River to 7th Street	\$300,000	Does not include right of way. Some could be built by adjacent development
8	Bicycle Parking Facilities	Bike Racks	Citywide	\$1,000/yr.	Will provide for addition of 3 racks per year
9	Bicycle Lanes Along 8th Street	3/4 mile construction project	I-30 to railyard redevelopment	\$950,000	Assumes moving/constructing curb on 1 side + some pavement widening
10	Streetscape Improvements On 8th Street	3/4 mile construction project	I-30 to railyard redevelopment	\$200,000	Includes only landscaping and lighting. Assumes construction work from bike project
11	Magnolia Street Streetscape	N/A	River to 7th Street	\$690,000	N/A
12	Multi-Modal Transportation Hub	Include commuter rail terminal, commuter parking deck, Greyhound Bus Station, and trolley barn	Blocks bounded by North Eighth Street, Magnolia Street, Main Street, and railroad.	\$50-65 Million	Transit oriented development (TOD) is recommended, but the private development cost is not included
<b>Transit</b>					
13	Extend Trolley Line to the North	N/A	Existing north end of trolley line to ???	\$7,000,000	N/A
14	Improve Bus Stop Amenities	Better Shelters. Long Term Passenger Info. Systems	City wide	\$20,000/yr.	Assume shelters can be constructed largely by advertising partner
<b>Other</b>					
15	Police Station	One story, 20,000 sf.	See project map	\$1,900,000	N/A
16	Fire Station, Medical Emergency Ambulance Station, and Public Health Facility	One to two story, 20,500 - 30,000 sf.	See project map	\$1,950,000 - \$2,850,000	N/A
17	Library (Adaptive Reuse)	Reuse existing Post Office building	See project map	\$960,000 - \$1,920,000	N/A
18	Market Square	Create civic space for the community	See project map	\$1,500,000 - \$2,000,000	N/A
19	Public Parking Deck - 82 Spaces	First level of a multi-level deck	See project map	\$1,394,000	N/A
20	School (Adaptive Reuse)	Reuse existing fire station building and build new additions as necessary	See project map	\$17,000,000 - \$21,250,000	Around 85,000 sf. building space

