

TRUMANN

CITY PLAN

2040



*Adopted: December 10, 2019
Resolution: 1065-2019*

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Chapter One: Introduction

1.1 The Plan

This document contains the officially adopted Comprehensive Plan for Trumann, Arkansas.

The plan serves as an official policy statement of the City of Trumann for directing orderly growth and development within its city limits and planning area. The city directed the preparation of the plan during a process that included careful study of the area. Areas of analysis include Trumann's history, demographics and projected population, topography, utility capacity, transportation systems, existing infrastructure, and surrounding land use.

The plan will help guide the decisions of both the Planning Commission and City Council during the planning period, estimated to be 25 years. The Comprehensive Plan serves all citizens and property owners within the planning area as well as others having a stake in the future of the city.

The Comprehensive Plan provides a broad guideline for orderly growth and development. It is not meant to direct land use arrangement precisely nor is it a zoning ordinance. It should serve as an instrument to blend public and private interests in a manner that will best suit the entire community. Citizens and business interests may look at the plan as a "constitution" for the City of Trumann. Unlike a national constitution, however, it may change more often to meet new challenges and growth issues.

The plan will remain flexible, allowing for necessary modification of land uses. It plots land usage areas according to long-term community needs instead of short-term individual gains. Planning should also be based on sound development principles. The plan addresses pertinent community issues as a whole rather than treating isolated problems as they may arise.

1.2 Authority

The purpose of the Comprehensive Plan is consistent with the provisions of Arkansas Codes, Annotated (A.C.A.), §14-56-403. This section requires that plans of a municipality be "... prepared in order to promote, in accordance with present and future needs, the safety, morals, order, convenience, and general welfare of the citizens." The statutes further state that plans may provide for, among other things, the following:

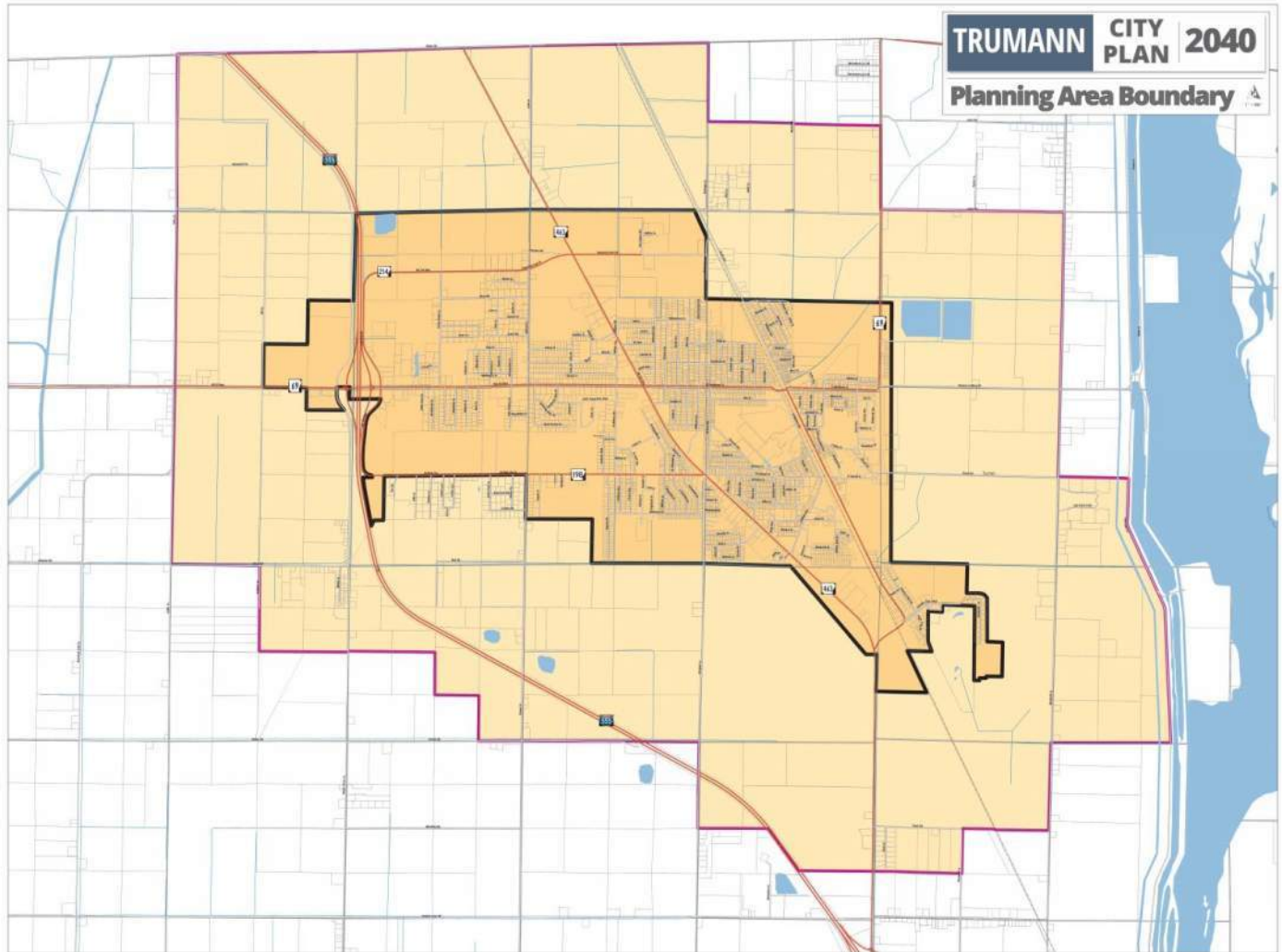
- Efficiency and economy in the process of development
- The appropriate and best use of land
- Convenience of traffic and circulation of people and goods
- Safety from fire and other dangers
- Adequate light and air in the use and occupancy of buildings
- Healthful and convenient distribution of population
- Good civic design and arrangement
- Adequate public utilities and facilities
- Wise and efficient expenditure of funds

1.3 The Planning Area

The Trumann Planning Area Boundary appears in graphic form on the plan map, planning area boundary map, and other maps used with this document. The Planning Area Map was prepared in accordance with statutes found in the Arkansas Codes, Annotated § 14-56-413. A copy is on file with the City Clerk and the Poinsett County Recorder.

The Planning Area Boundary represents those areas where the city intends to grow over the next 25-30 years.

The Planning Area Boundary depicted on the Comprehensive Plan map includes those lands within the territorial jurisdiction of Trumann for which it may prepare plans, ordinances, and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city within a period of 25 years. The City of Trumann will, in accordance with A.C.A. § 14-56-422, file the plans, ordinances, and regulations as they pertain to the territory beyond the corporate limits with the county recorder of Poinsett County.



1.4 Relationship to the Land Use Regulations

The Arkansas planning statutes, in A.C.A. § 14-56-416 (a)(1) provide:

Following adoption and filing of the land use plan, the commission may prepare for submission to the legislative body a recommended zoning ordinance for the entire area of the municipality.

The statutes further provide in A.C.A. § 14-56-417 (a)(1):

Following adoption and filing of a master street plan, the Planning Commission may prepare and shall administer, after approval of the legislative body, regulations controlling the development of land.

These provisions, along with the modern history of planning since the landmark case of Village of Euclid, Ohio v. Ambler Realty Co., 272 U.S. 365 (1926), signify a strong relationship between the plan and its supporting regulations.

In simple terms, a municipality first plans, then regulates. The primary supporting regulations consist of the zoning code and development (subdivision) regulations. As stated in A.C.A. § 14-56-412 (e):

In order to promote, regulate, and control development and to protect the various elements of the plans, the commission, after adoption of appropriate plans as provided, may prepare and transmit to the legislative body such ordinances and regulations as are deemed necessary to carry out the intent of the plans, or of parts thereof.

Planners take these provisions literally and encourage municipalities to base decisions in land use and development upon adopted plans to the greatest extent possible. At the same time, it has been noted in court decisions in Arkansas that plans are not legal documents but rather broad statements of municipal policy. The legal force arises from the adopted regulations developed to support the plan. In order to reconcile these considerations, the Planning Commission will first determine if a proposal deviates from the spirit and intent of the plan. If it does, the Commission will then consider an amendment to the general plan before considering the proposal.

Chapter Two: Context

2.1 History

In the early 1890s, a collection of rough timber camps were established in the area along the St. Louis–San Francisco Railway (Frisco) to harvest the thousands of acres of virgin timber in the region. Within a few years, the camps were to the point of being recognized as a small village. On April 27, 1896, the village of Mosher was established, named after an official in one of the local lumber companies. In 1902, the name of the town was changed to Weona, after the Weona Land Company that owned most of the land in the area at the time. On March 23, 1904, the name was changed again, this time to Trumann, the last name of a railroad executive in New York.

At its beginning, Trumann was essentially a lumber town. The Springfield Cooperage Company, established in 1908, and the Poinsett Lumber Company, established in 1911 and opened in 1912, set up shop in Trumann to harvest and process the vast stands of timber that covered the area, but it was the Poinsett Lumber Company, soon to become the Singer Company, that had the greatest impact on the people and the town.

The Singer operation was established to provide the lumber needed to build the cabinets in which the company's famous sewing machines were housed. The popularity of the Singer Sewing Machine resulted in a great demand for lumber. People flocked to Trumann from the surrounding area to obtain jobs in the mills, and later in the factory. The Bank of Trumann was established in 1911. Schools and churches were established, and the city of Trumann was incorporated on November 16, 1917. The town had quickly grown with a population of 2,598 by 1920.

As Singer grew in size and stature, it established a company town to exhibit some control over its workers. Single workers were housed in clubhouses, with separate facilities for male and female employees. In order to accommodate the married workers, the company first built rows of shotgun-style housing and later established neighborhoods of small, four-room bungalows to house the factory workers and their families.

The Community House is one of the many indelible marks the Singer Company left on the community.



Singer provided housing based on status in the company, with the lower-status workers living in the smaller houses. At one time, African Americans were assigned the shotgun houses, with white workers living in the larger homes, but racial problems in the 1920s resulted in the African Americans being forced out of town, most moving to nearby Marked Tree (Poinsett County) and commuting to work each day by train. Many of these Singer houses still dot the streets in the town in the twenty-first century. The company established parks, baseball fields, medical services, and a Community House for gatherings. The company

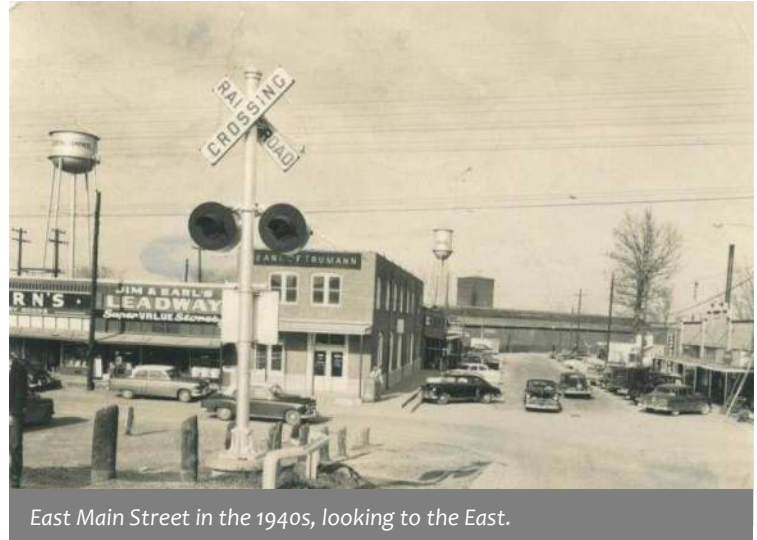
also provided the water and electrical services for the town, as well as the fire department until the 1940s. At one time, Singer employed over 2,500 people at the Trumann location.

Trumann was one of the locations chosen for the Farm Resettlement Projects, a New Deal program to assist rural residents and tenant farmers. A library was built in Trumann, opening in 1938; the first librarian was paid by the Works Progress Administration (WPA). This library was replaced by a new building in 1976. During World War II, the PL&M Company in Trumann fashioned wooden parts for U.S. Navy airplanes. Several of the city's men served in the armed forces, at the same time that German prisoners of war held near Marked Tree, worked on some of the farms near Trumann.

Singer continued to dominate life in Trumann until 1982, when it closed. After a year of waiting for another large factory to move in, a group of local businessmen purchased the large Singer plant complex, divided it into smaller sections, and created an industrial park. The Trumann Chamber of Commerce created the Industrial Development Committee at roughly the same time and purchased a tract at the edge of town. This has successfully attracted

several companies to the town, resulting in a wide economic base that has continued to grow and prosper, a trend not often found in many Delta communities.

Singer’s Community House, now owned by the Community House Foundation, still occupies a prominent position in the life of the townspeople, hosting to a variety of civic groups and community events throughout the year; it is listed on the National Register of Historic Places. The town’s proximity to the larger city of Jonesboro (Craighead County) has resulted in many residents relocating to Trumann, and new housing projects have been constructed. A new high school opened in August 2009, to handle the growing student body. The Trumann Wild Duck Festival, held in September each year since 1983, draws visitors to the community every autumn.

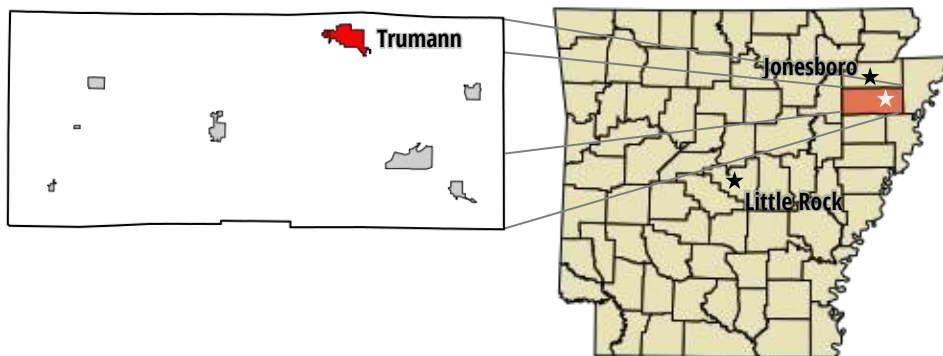


East Main Street in the 1940s, looking to the East.

Adapted from *The Encyclopedia of Arkansas History & Culture*

2.2 Regional Setting

Trumann is a city in northeastern Poinsett County located along Interstate Highway 555. It lies in the “sunken lands” region of northeast Arkansas. It is the largest city in Poinsett County and the third largest city in the Jonesboro metropolitan area. The city is located 17 miles southeast of Downtown Jonesboro, 34 miles south of Paragould, and 52 miles from Memphis. Other nearby communities include Bay, Marked Tree, and Lake City. Jonesboro Municipal Airport is the closest airport providing commercial air services with daily service to St. Louis. BNSF has class 1 service that runs through Trumann.



Chapter Three: Trends

All data pulled from the U.S. Census Decennial Census (2000, 2010) and American Community Survey (2016, 2017).

3.1 Population

Figure 3.1.1 Population Growth – Truman and Selected Entities

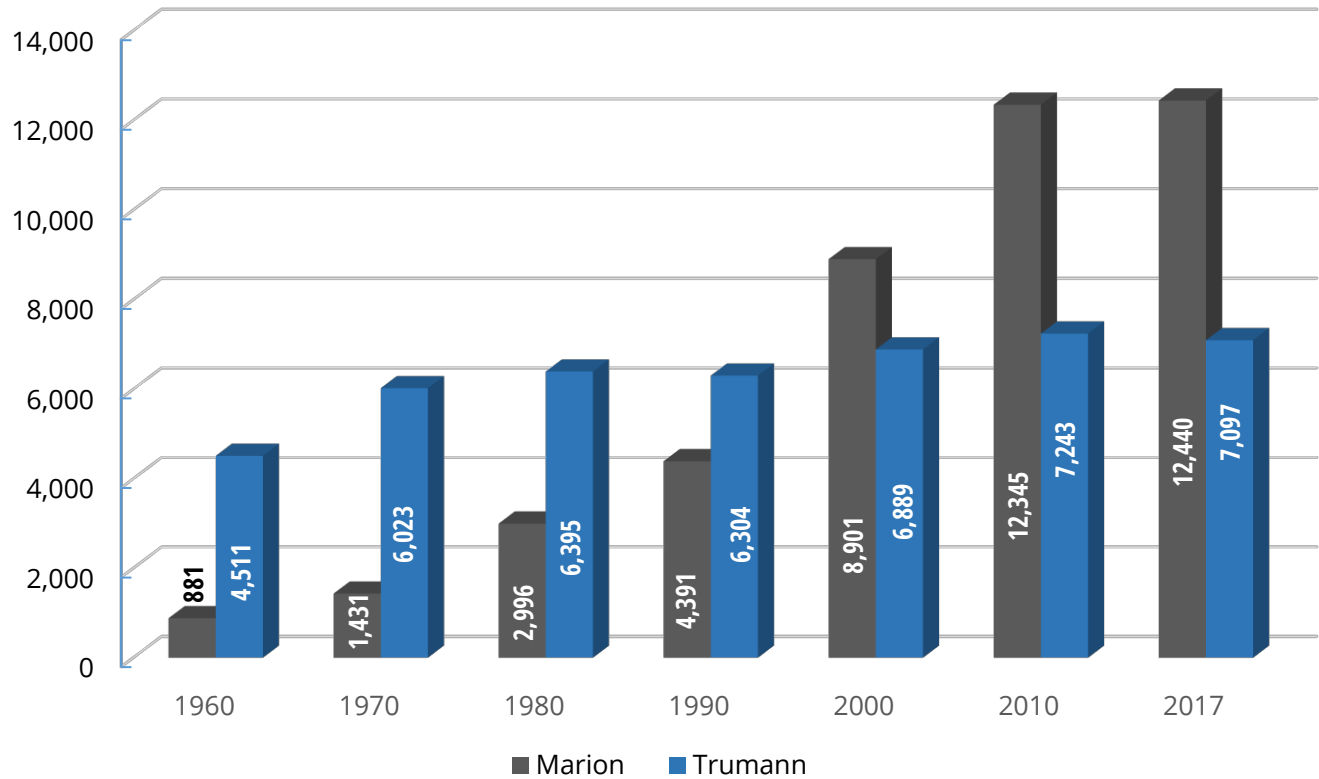


Figure 3.1.2 Selected Ethnic and Racial Characteristics – Trumann & Arkansas

Race	Trumann	Arkansas
White Alone	89.4%	77.7%
Black or African American	5.4%	15.5%
American Indian	0.4%	0.6%
Asian Alone	0.0%	1.4%
Native Hawaiian	0.0%	0.2%
Some Other Race Alone	1.6%	2.3%
Two or More races	3.2%	2.2%
Hispanic or Latino	3.7%	7.0%

Figure 3.1.3 Age Distribution – Trumann, 2016

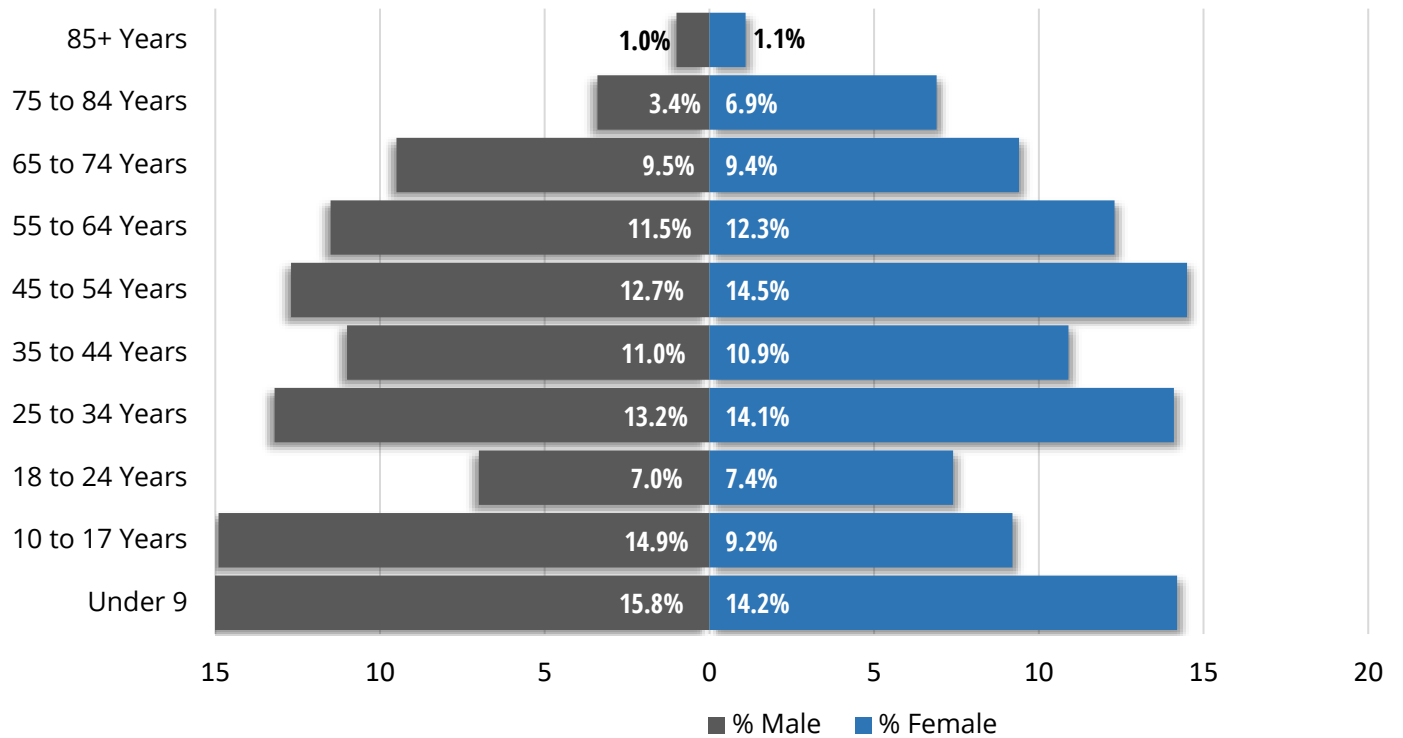
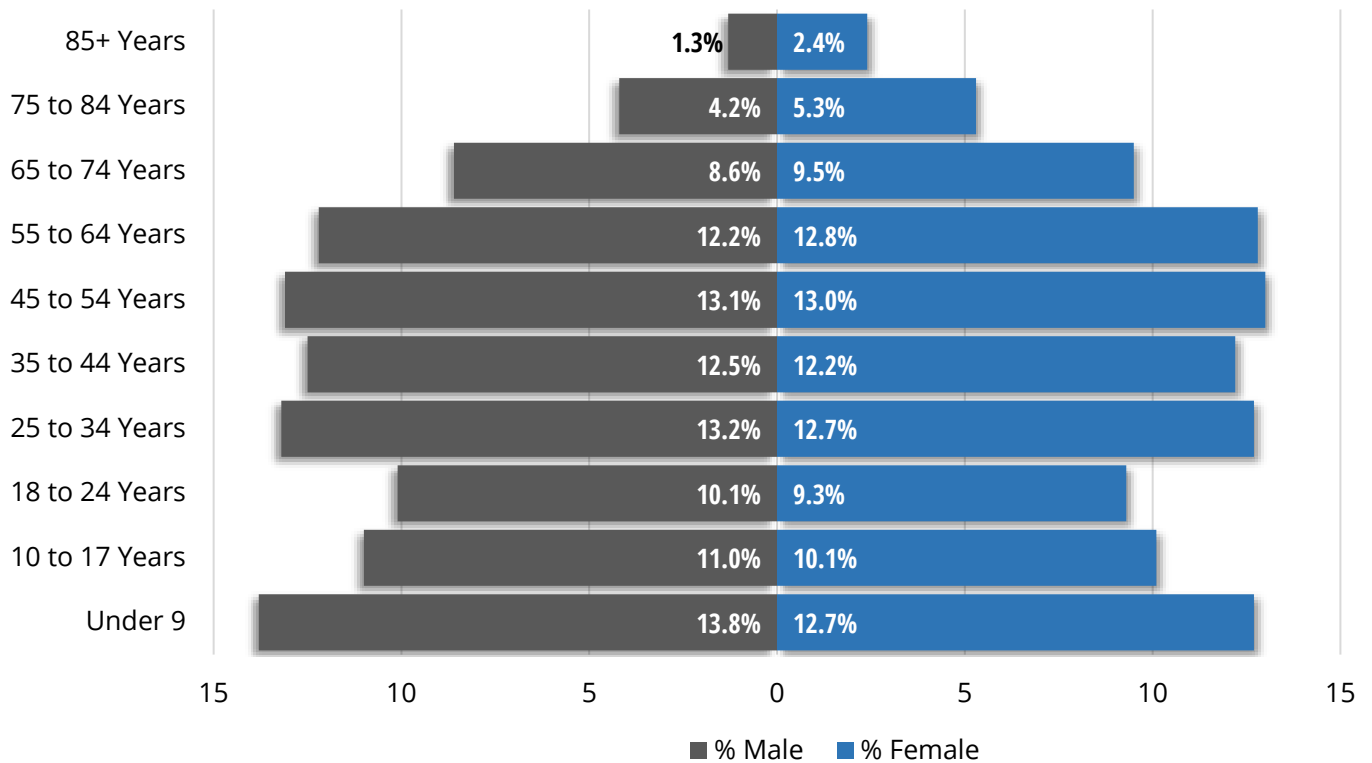
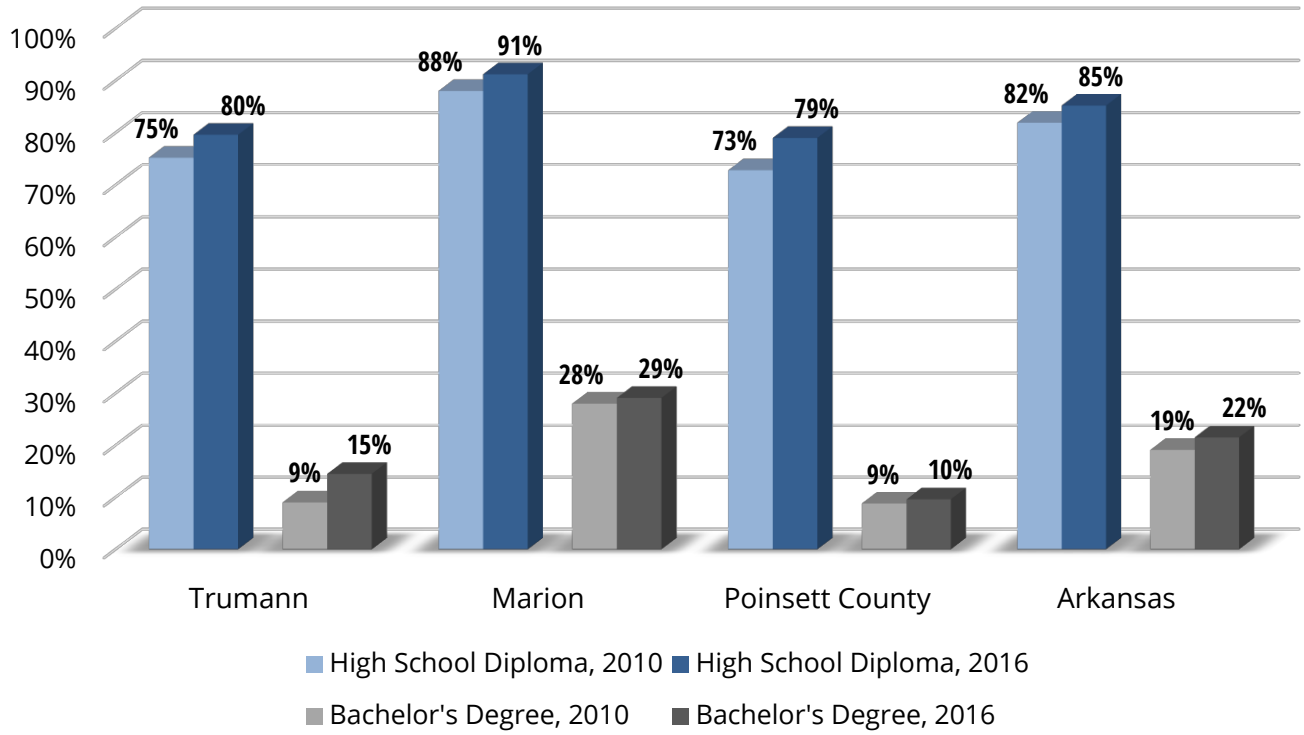


Figure 3.1.4 Age Distribution – Arkansas, 2016



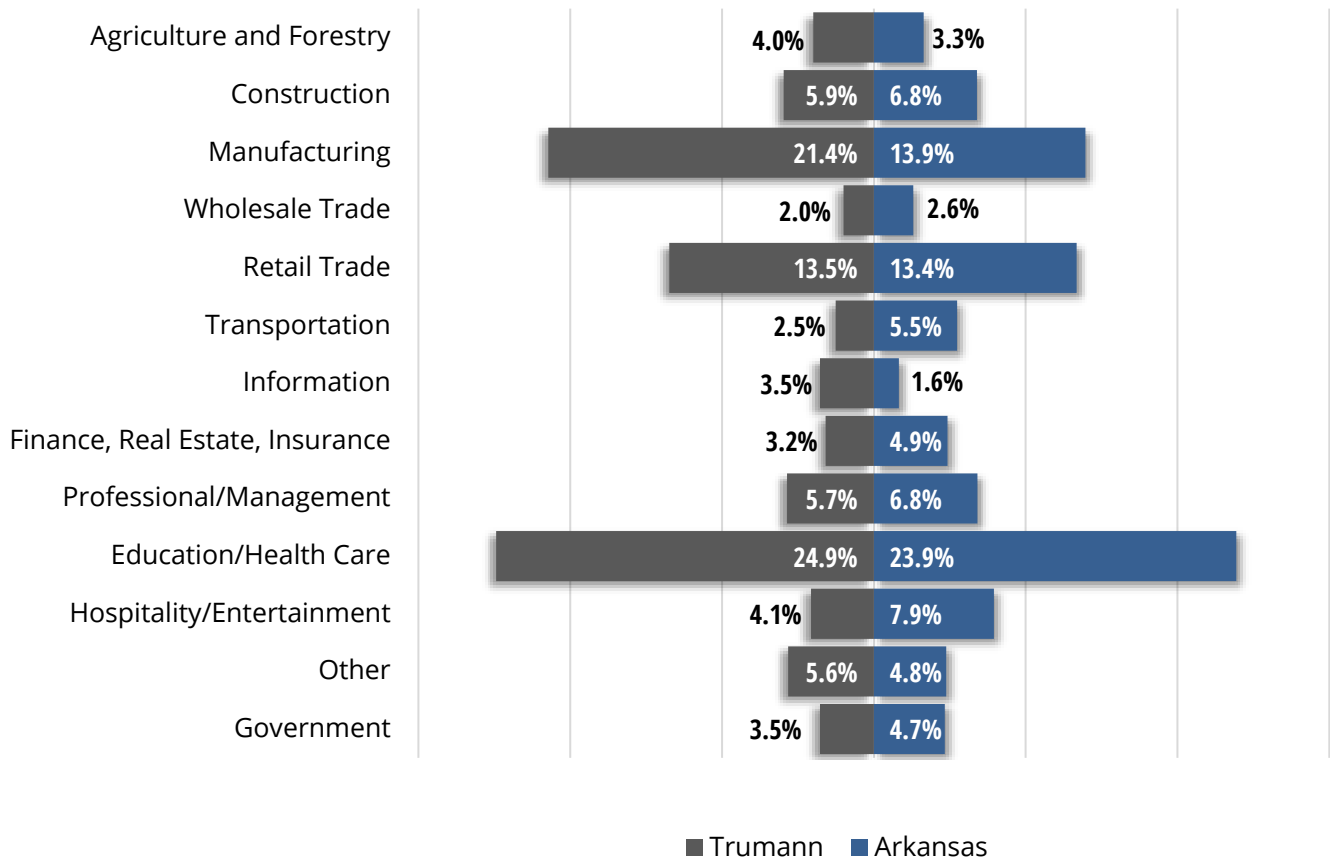
3.2 Education

Figure 3.2.1 Educational Attainment – Trumann and Selected Entities



3.3 Employment

Figure 3.3.1 Occupational Composition – Trumann & Arkansas, 2016



3.4 Income

Figure 3.4.1 Median Household Income – Trumann and Selected Entities (2016 dollars)

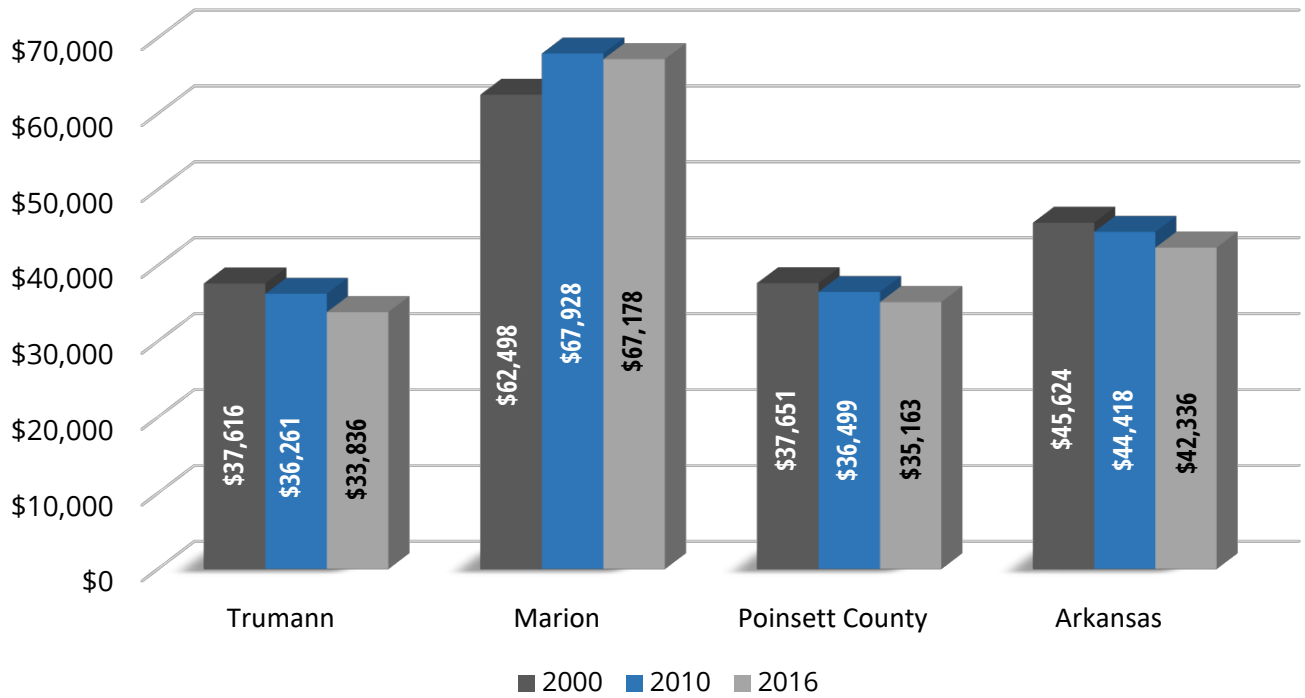


Figure 3.4.2 Per Capita Income – Trumann and Selected Entities (2016 dollars)

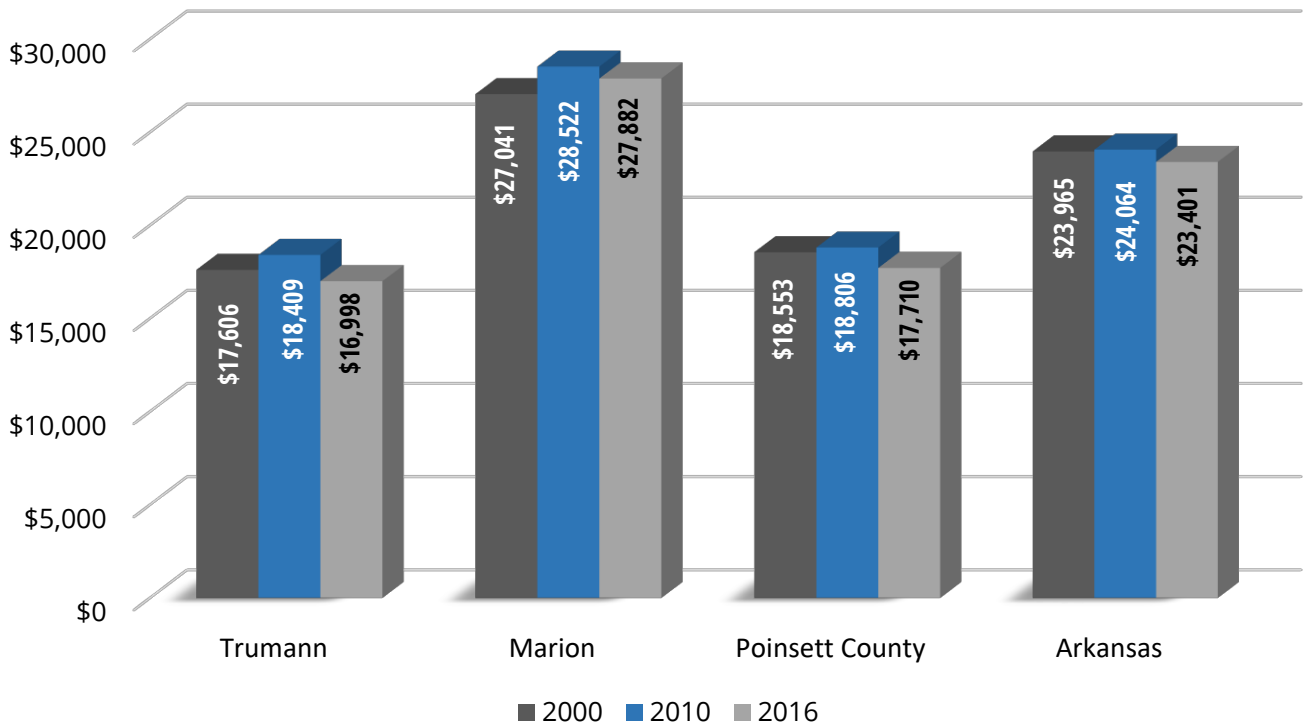


Figure 3.4.3 Household Income – Trumann & Arkansas, 2016

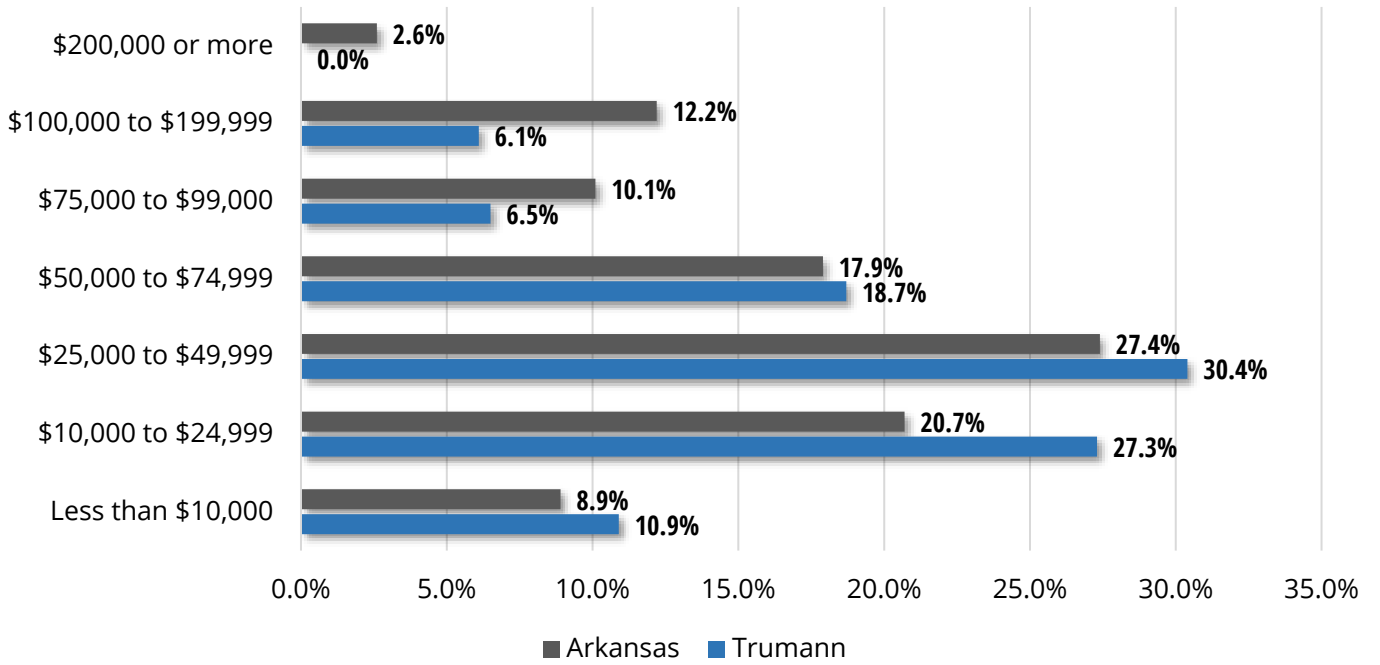
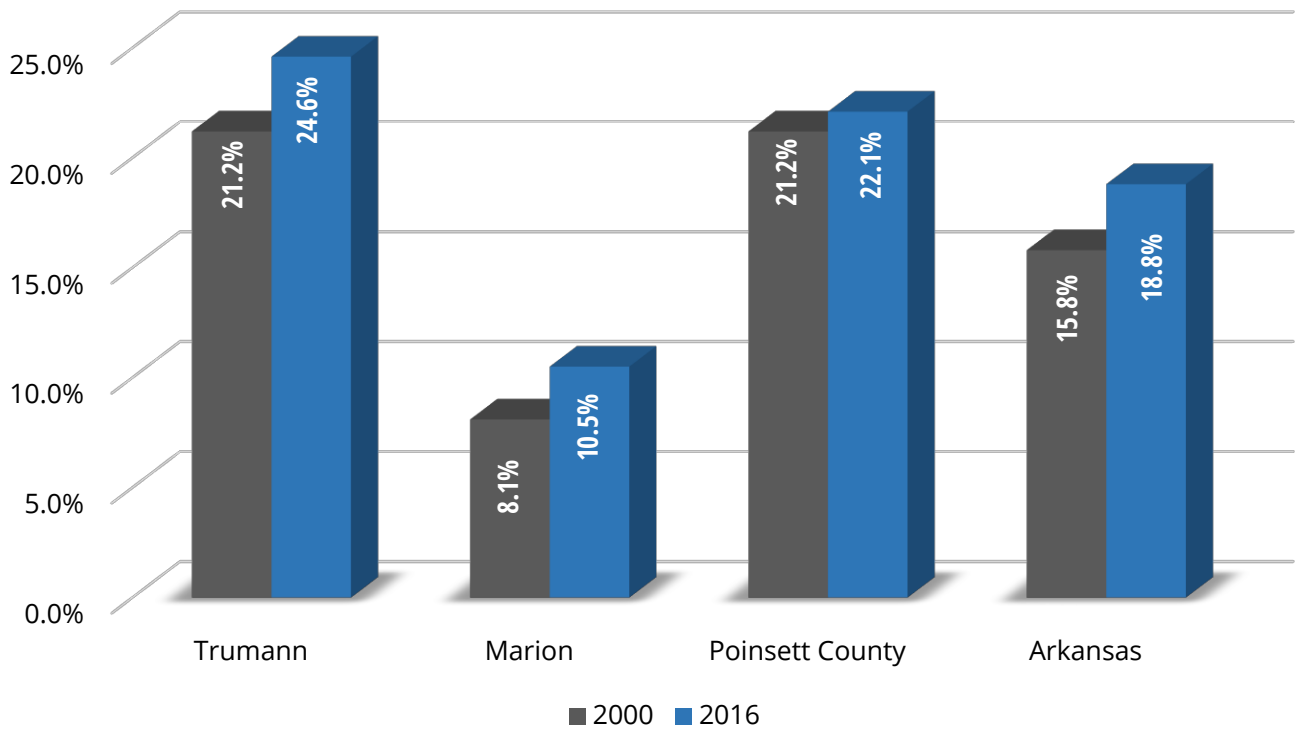


Figure 3.4.4 Individual Poverty Status – Trumann and Selected Entities



3.5 Housing

Figure 3.5.1 Age of Housing – Trumann & Arkansas, 2016

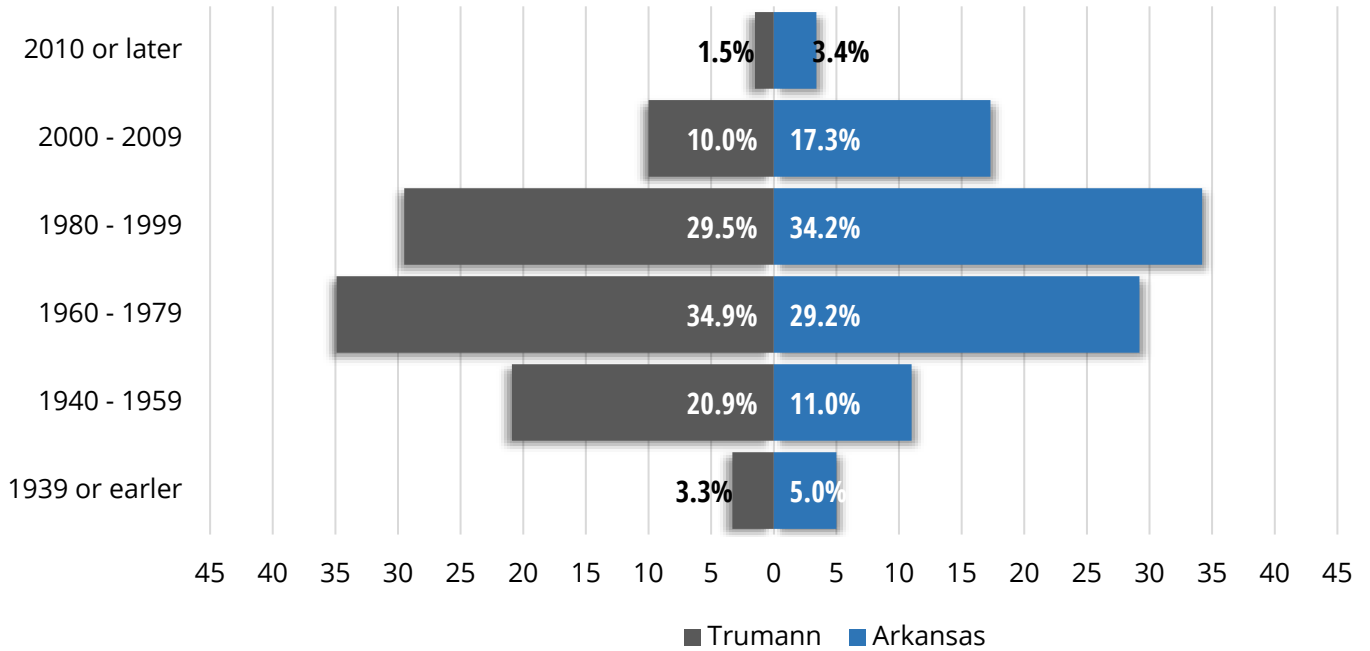


Figure 3.5.2 Housing Affordability – Trumann and Selected Entities, 2016

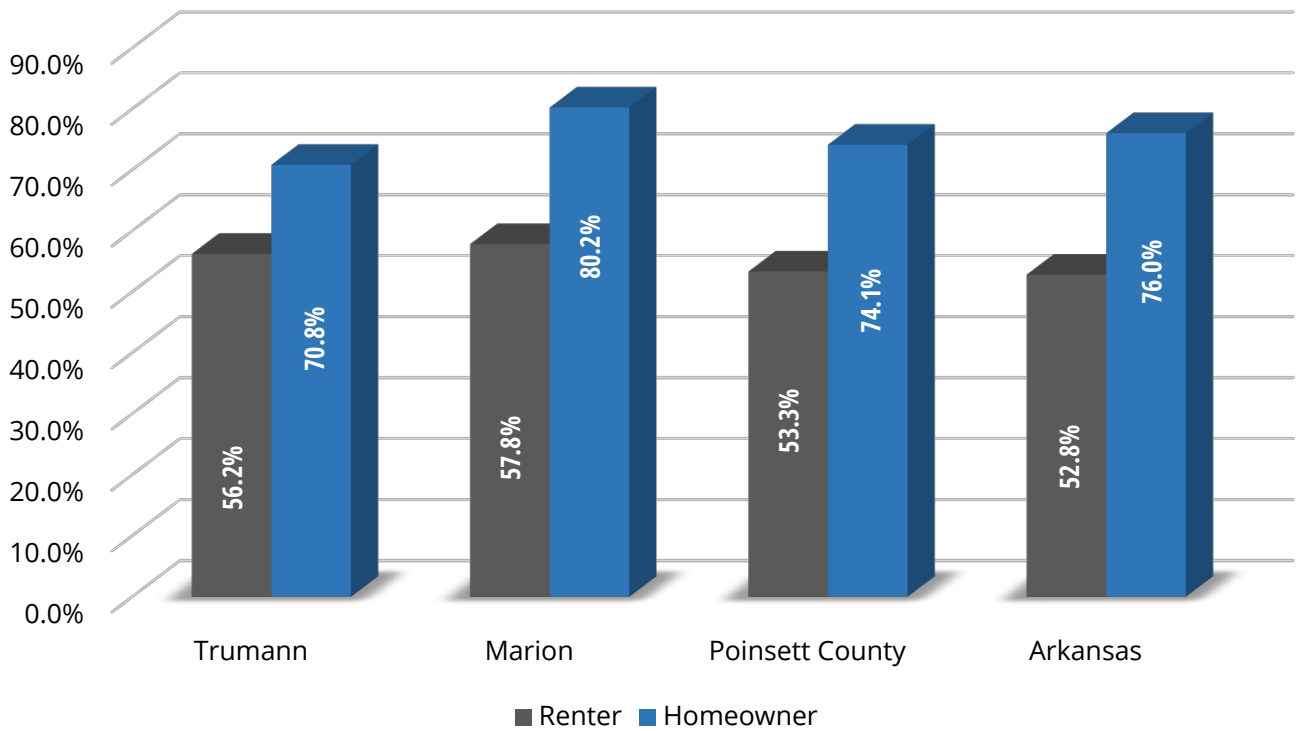


Figure 3.5.3 Occupancy Status – Trumann and Selected Entities

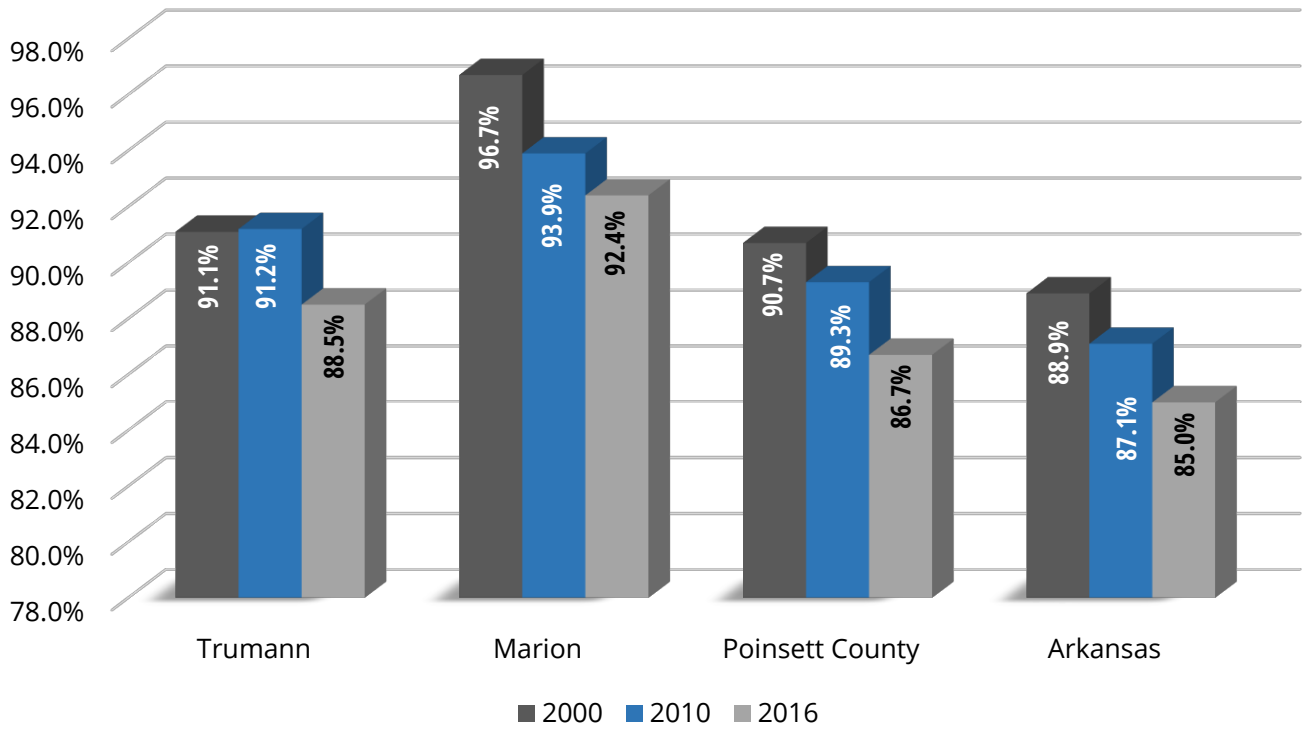
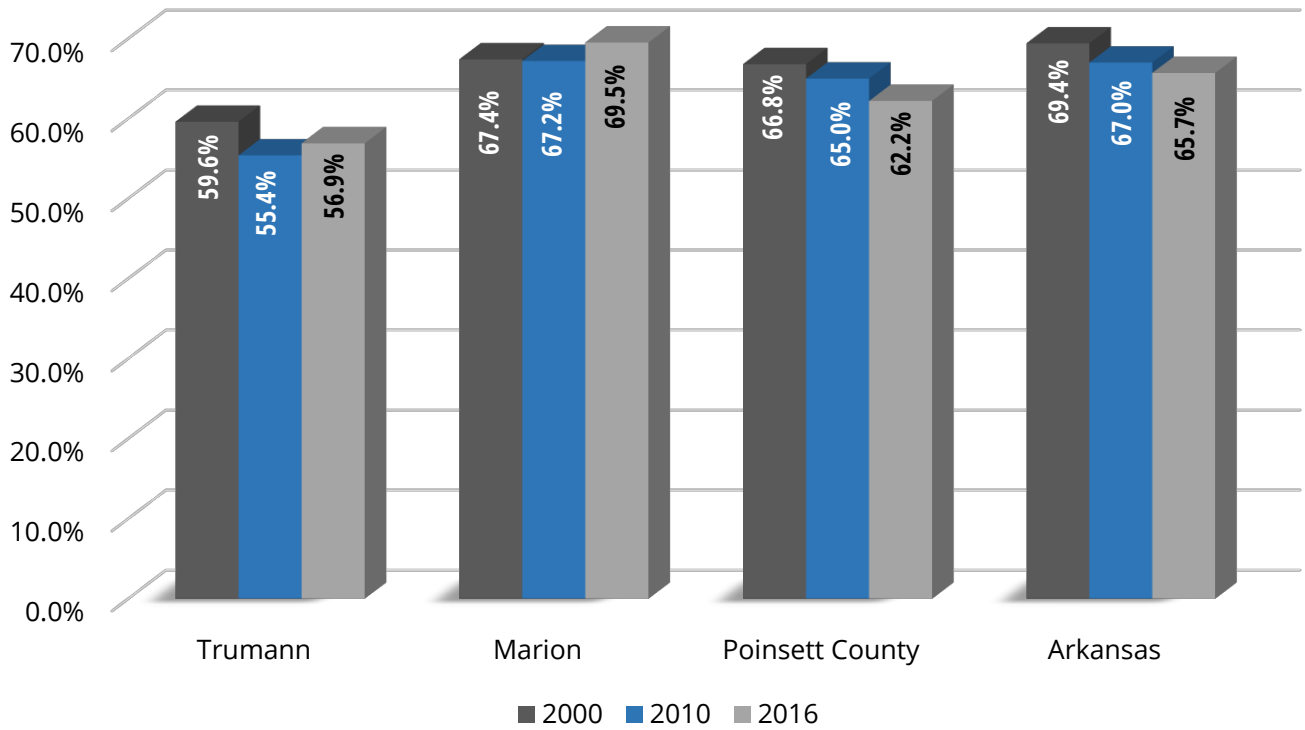


Figure 3.5.4 Owner Occupancy Percentage – Trumann and Selected Entities



3.6 Transportation

Figure 3.6.1 Travel Time to Work – Trumann

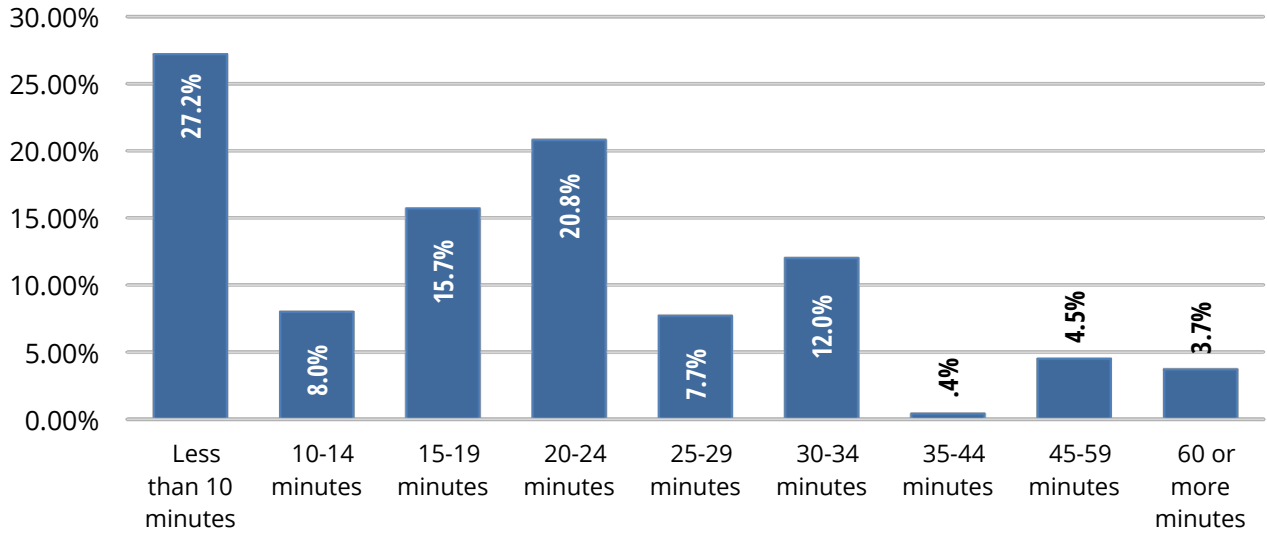


Figure 3.6.2 Job Flow – Trumann, 2015

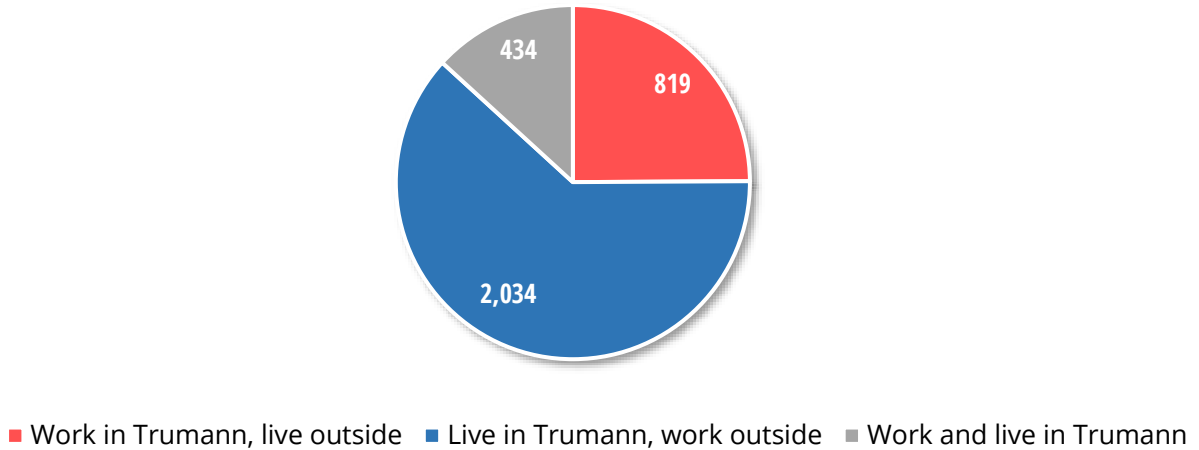
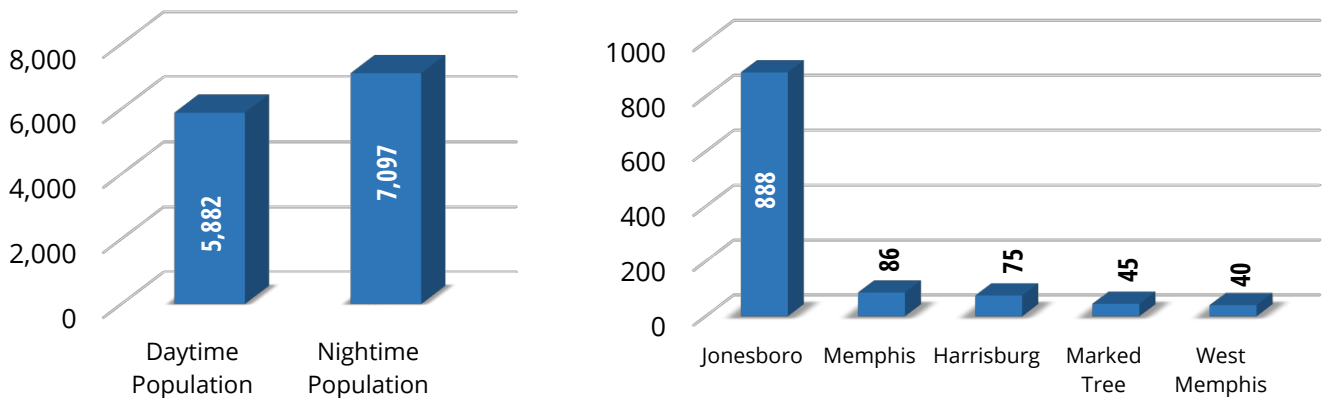
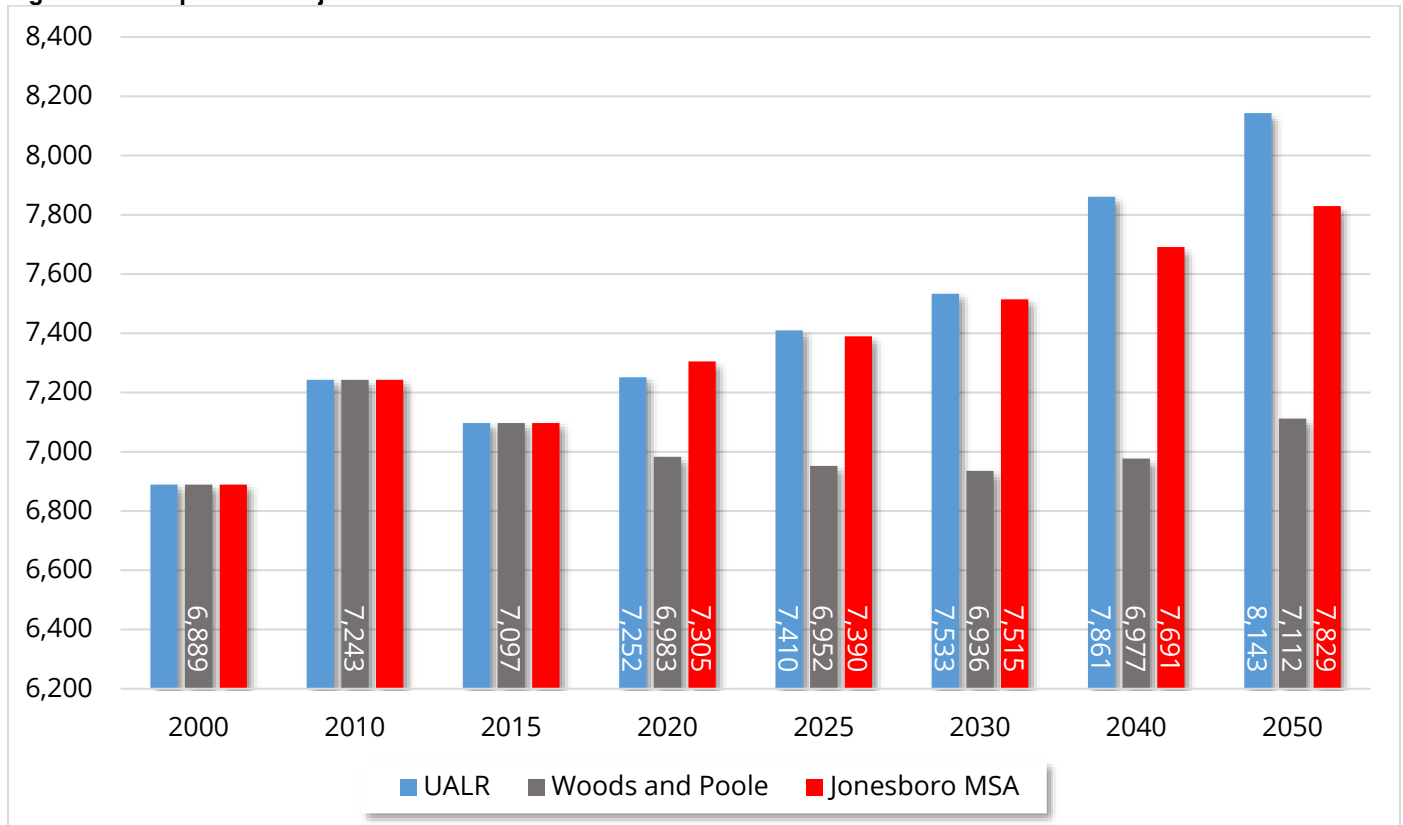


Figure 3.6.3 Daytime Population Change and Commuting Destinations – Trumann, 2015



3.7 Population Projection

Figure 3.7.1 Population Projection – Trumann



Trumann has been experiencing population growth for the last 40 years, but how will its population change going into the middle of the century? The UALR-based step down population projection data indicates strong growth with a population increase of over 1,000 new residents by 2050. The growth is projected despite a projected decline for Poinsett County. The Woods and Poole-based step down population indicates relative stability, with little change by 2050. This data is based upon an economic forecast for Poinsett County. Finally, a step down analysis of the Jonesboro metro area using the Woods and Poole data indicates a moderate amount of growth with some 732 projected new residents.

It is important to remember that population projections for small areas can be highly inaccurate because the factors affecting local population are volatile and difficult to predict. For example, a large addition of jobs could yield a substantial population increase in a short period of time. What is important to take from such analysis is the direction and scale of potential growth. Trumann is likely to see continued growth. Based on the scale of the projected growth, it is likely an additional 100-150 acres of land will be necessary to accommodate another 400-450 dwelling units in the city.

These leaves the city many questions. In what areas can the city’s housing stock be expanded? What roads will need to be improved? Should the city try to connect new development with pedestrian amenities? Can current facilities for water and sewer support the predicted growth? All of these questions and more will need to be answered.

Chapter Four: Goals and Policies

4.1 General

This section sets forth the goals, objectives, and policies that will guide the development of the comprehensive plan. They are based on the history, trends, geography, and issues facing the city. The goals are the end toward which the plan is directed and represent the overall vision of the city. The objectives are the means to achieving this end. Policies represent specific actions and stances the city will take in order to achieve its goals and objectives.

The main purpose of this plan is to influence community change; however, there are several other issues the city should address before tackling growth issues. First, the city should focus on fixing the basics, such as addressing abandoned and dilapidated housing. Next, the city should focus on building on assets that already exist in the community. Then, the city should focus on creating a community of choice with a high quality of life. These areas stress that a city which is growing in population may not be as important as a city which is growing in quality. Such quality can be measured in terms such as median income levels, educational outcomes, employment opportunities, recreational opportunities, and quality neighborhoods. Addressing these areas first will help ensure Trumann is a sustainable, competitive community in the 21st Century.

4.2 Fixing the Basics

GOAL 4.2.1: To build and maintain a solid foundation for community growth and development.

Objective 1: To be aware of current city trends, maintain the comprehensive plan, and use it to guide future growth.

Policies - It is a policy of the city that:

1. The planning commission will conduct annual reviews of its comprehensive plan and land use regulations to ensure they remain applicable and up-to-date.
2. The city's land use regulations will be consistent with and designed to carry out the provisions of the comprehensive plan.
3. Future street construction will conform to the transportation component of the comprehensive plan.
4. Development proposals will be evaluated in terms of their compatibility with the comprehensive plan.
5. All development or re-zoning requests must conform to the comprehensive plan.

Objective 2: To regulate land use and buildings in a way that builds a better community.

Policies - It is a policy of the city to:

1. Provide and carry out land use and building regulations that protect the health, safety, and welfare of the community.
2. Use land use and building regulations to create a community that future generations will be proud of.
3. Find ways to encourage the rehabilitation and reuse of historic structures.
4. Explore and use innovative regulatory tools designed to specifically address community problems.

Objective 3: To use code enforcement as a means to enhance the community.

Policies - It is a policy of the city to:

1. Use city resources to enforce the city's land use regulations.
2. Focus code enforcement efforts on neighborhoods where blighting influences could serve to destabilize property values.
3. Use a collaborative approach with property owners in addressing code enforcement violations by helping property owners in need identify resources to assist them.
4. Use the provisions of Arkansas law such as the "City Cleanup Tools" Act and other laws to address nuisances and unsightly, unsafe, and unsanitary conditions on private property.

Objective 4: To provide decent, safe, and affordable housing for all Trumann residents.

Policies - It is a policy of the city to:

1. Use the condemnation process to systematically remove dilapidated and unsafe structures in the city.
2. Encourage infill development in the city's existing platted subdivisions, especially the city's east side.
3. Encourage home ownership as a means of long-term community investment.
4. Work with community organizations to make residents aware of programs that assist in creating home owners.
5. Permit housing types that provide options for residents throughout all life phases.

4.3 Building on Assets

GOAL 4.3.1: To build on existing physical assets within the community.

Objective 1: To build and maintain a diversified economic base.

Policies - It is a policy of the city to:

1. Build upon its economic base so that it will not be vulnerable to future changes and can attract a variety of employers.
2. Support retention of existing businesses located in Trumann.
3. Target small-scale employers and industries that complement the regional industrial mix as an economic development strategy.
4. Advertise available industrial property using available resources.
5. Work with the Arkansas Economic Development Commission, and East Arkansas Planning and Development District to attract potential employers to the regional area.
6. Protect and preserve agricultural land within and near the city until needed for conversion to urban uses.

Objective 2: To enhance the city's appearance.

Policies - It is a policy of the city to:

1. Provide welcoming gateways into the community that will provide a positive first impression for visitors.
2. Work with community organizations to encourage and develop programs aimed at community beautification.

Objective 3: To preserve, protect, and enhance downtown.

Policies - It is a policy of the city to:

1. Use zoning and building codes to encourage rehabilitation and reuse of historic structures.
2. Pursue programs aimed at preserving and protecting the city's historic assets in downtown.
3. Leverage public resources and infrastructure investments to encourage private investment in downtown.
4. Encourage the coordination and joint-marketing of downtown businesses.
5. Promote and assist in providing regular and seasonal events and programming for downtown.

GOAL 4.3.2: To coordinate land use planning, growth, and utilities in the most efficient and effective manner.

Objective 1: To provide all areas within Trumann with adequate sanitary sewer and water distribution facilities and to assure the availability of utilities for the growth of the city.

Policies - It is a policy of the city to:

1. Control the extension or provision of utilities in order to carry out the provisions of this plan.
2. Ensure that no proposed development will result in a reduction in the adopted level of service for utilities.
3. Require all developments within the Planning Area Boundary to be served by central water and wastewater services if technically feasible.
4. Require all developments to install public utilities and become annexed to the city as a condition of tying onto city utilities.

5. Require all future development plans to have adequate public utilities before being approved by the Planning Commission.

GOAL 4.3.3: To provide a functional and efficient transportation system.

Objective 1: To maximize roadway capacity and preserve corridors to allow for future roadway construction.

Policies - It is a policy of the city that:

1. Residential streets will be designed to provide good access to abutting properties while also discouraging use by through traffic.
2. Collector streets shall be designed in such a manner as to minimize traffic speeds near residential areas.
3. Site plans reflect the fact that controlling access points to arterials results in fewer accidents, increased capacity, and shorter travel time. Access Management shall protect the roadway capacity by requiring the property owner to limit entrances on the street. Where possible, regulations controlling access points along streets classified as collector and above will be established and enforced.
4. Subdivision regulations include the provisions required for the attainment of all necessary right-of-ways at the time of subdivision approval.

4.4 Creating a Community of Choice

GOAL 4.4.1: To create a community with a high quality of life.

Objective 1: To create residential neighborhoods that are functional and offer easy access to work centers, commercial areas, and community facilities such as parks and schools.

Policies - It is a policy of the city to:

1. Promote compatible infill development of the city's existing neighborhoods.
2. Reinvest in the infrastructure of the city's existing neighborhoods.
3. Encourage new neighborhoods that are planned to combine a variety of design elements, uses, densities, and housing options.

Objective 2: To preserve, protect, and enhance the environment.

Policies - It is a policy of the city to:

1. Encourage new developments that are designed to be compatible with the natural and built environments of the surrounding area.
2. Encourage public green space.
3. Work to preserve the city's existing floodplains from intrusion of new development that may alter existing drainage patterns.
4. Work with agencies like the Arkansas Forestry Commission to encourage the planting of trees throughout the city.
5. Consider drainage in the development review process.

Objective 3: To preserve Trumann's small-town atmosphere.

Policies - It is a policy of the city to:

1. Reinforce community identification, pride, and cohesiveness by supporting neighborhood and community activities and providing opportunities for community members to volunteer in city events or improvement projects.
2. Ensure new development is compatible with existing patterns of development.
3. Work to encourage compatible infill development within existing neighborhoods.

Objective 4: To enhance recreational opportunities and create a walkable community.

Policies - It is a policy of the city to:

1. Ensure sidewalks run along streets, making pedestrian transportation both functional and safe.
2. Ensure sidewalks and bike paths form a safe, uninterrupted connection between the home, office, and retail areas.
3. Install traffic calming devices where appropriate in order to slow traffic speeds and make streets more inviting and safe for pedestrians.
4. Strive to meet recognized benchmarks for recreational facilities and trail development.
5. Promote development of a city-wide trail system.

GOAL 4.4.2: To manage development in a way that will maintain community stability and prosperity.

Objective 1: To assure that residential properties develop so that the values of adjacent properties do not suffer and the character of residential property is not affected by the encroachment of non-residential uses.

Policies - It is a policy of the city to:

1. Protect existing neighborhoods from intrusions of adverse land uses and commercial developments.
2. Promote infill development to maximize the potential of underutilized property within the city.
3. Review all proposed developments in relation to specific and detailed provisions which at a minimum:
 - Regulate the subdivision of land.
 - Regulate the use of land in accordance with this Plan and ensure the compatibility of adjacent land uses.
 - Regulate areas subject to seasonal and/or periodic flooding.
 - Ensure safe and convenient traffic flow on- and off-site and accommodate vehicle parking needs.
 - Ensure that developments do not result in a reduction in any adopted level of service for infrastructure.
 - Protect against adverse impacts to the environment.
 - Ensure the availability of suitable land for utility facilities necessary to support proposed development.

GOAL 4.4.3: To maximize the use of land.

Objective 1: To achieve well-planned developments that feature a maximum use of the land, good traffic circulation, convenient access and egress, and a pleasant environment for the residents and to reduce per capita cost of municipal services.

Policies - It is a policy of the city to:

1. Promote higher density development in areas served by wastewater utilities.
2. Promote a balance of infill development and new development.

Chapter Five: Plan Elements

5.1 Land Use Standards

Many land use plans focus on the separation of different types of land uses. This approach often fails to take into account whether or not proposed land uses actually create any adverse influence on one another. In other words, the strict separation of land use types becomes an end in itself and not an element of the urban design process. In departure from this approach, this plan emphasizes the nature of land uses. Thus, the size, use intensity, traffic generation, and the overall impacts of a development become more important than the actual activity conducted on the property.

These land use standards directly correspond to the Land Use Standards categories depicted on the Comprehensive Plan Map and describe the intended future character for each area.

Downtown

Character: Area intended to serve as the city center of Trumann. A mix of uses is allowed as one might find within a downtown environment. All development should enhance the visual aesthetic of the city. This area is intended to be the city's heart and historic center. New structures should continue the existing pattern of development.

General uses: General Commercial, Office, Entertainment, Second-story Residential in mixed-use structures
Density: N/A
Lot size: N/A
Utility requirements: Sewer and water services
Appropriate zoning: C-1

General Commercial

Character: Area intended for a variety of commercial uses with an intensity compatible with adjacent residential. Uses generally don't include the outdoor display of retail goods. All development should enhance the visual appearance of the city. Special regulations for design, signage, and landscaping may apply. Alternatives to simple "strip" commercial development are encouraged.

General uses: Retail, office, etc.
Density: N/A
Lot size: 10,000 sf
Utility requirements: Sewer and water services
Appropriate zoning: C-2

Outdoor Display Commercial

Character: Area intended for a variety of commercial uses that are high intensity. Uses generally include the outdoor display of retail goods. All development should enhance the visual appearance of the city. Special regulations for design, signage, and landscaping may apply.

General uses: Retail, outdoor display commercial, etc.
Density: N/A
Lot size: 10,000 sf
Utility requirements: Sewer and water services
Appropriate zoning: C-3

General Industrial

Character: Designation allotted for medium and large-scale industrial uses. Uses within the district should not present a nuisance to adjoining property owners by way of the creation of excessive noise, vibration, odor, smoke, toxic substances, and/or hazards harmful to the health, safety, and welfare of the community.

General uses: Manufacturing, wholesaling, warehousing, assemblage
Density: N/A
Lot size: 40,000 sf
Utility requirements: Sewer and water service intended
Appropriate zoning: I-1

Agricultural

Character: Area intended for a variety of rural uses including large and small-scale farms operations and single-family residences on large lots. If sewer service becomes available, the land should be changed to higher intensity land use designation.

General uses: Single-family residential, small-scale commercial, and agriculture
Density: 1 unit per acre
Lot size: 1 acre minimum
Utility requirements: None
Appropriate zoning: Outside City / A-1

Low Density Residential

Character: Area reserved for single-family homes following development patterns similar to the majority of existing residential development within the community.

General uses: Single-family homes
 Density: < 5 units per acre
 Lot size: Minimum 7,200 sf (R-1s), 9,000 sf (R-1)
 Utility requirements: Sewer and water services
 Appropriate zoning: R-1s, R-1

Medium Density Residential

Character: Area intended for single-family homes, townhouses, and duplexes. This area is intended to provide residential housing at medium densities, offering a greater diversity of housing choice.

General uses: Single-family, townhouses, duplexes, etc.
 Density: < 9 units per acre
 Lot size: Minimum 7,200 sf for single-family
 Minimum 9,000 sf for townhouses/duplex
 Utility requirements: Sewer and water services
 Appropriate zoning: R-2

Apartment Residential

Character: Area designed for high intensity residential uses that include four-plexes, apartments, retirement centers, etc. This category is intended to provide for a greater diversity of housing choice and provide affordable housing options. These areas should be adequately served by a collector level street or higher.

General uses: Multi-family dwellings, retirement centers, etc.
 Density: < 18 units per acre
 Lot size: Minimum 7,200sf for single-family
 Minimum 8,400 sf for duplex, 9,000 sf for multi-family
 Utility requirements: Sewer and water services
 Appropriate zoning: R-3

Manufactured Home Residential

Character: Area intended for single-family homes and manufactured home parks. These areas provide options for the provision of affordable housing.

General uses: Single-family homes, manufactured homes
 Density: < 5 units per acre
 Lot size: Minimum 7,200 sf
 Utility requirements: Sewer and water services
 Appropriate zoning: R-MH

Historic Residential

Character: Area representing Trumann’s residential historic area in and near Main Street. Homes in these typically carry some level of historic significance or represent historic architectural styles. Homes in these areas are intended to be preserved with compatible rehabilitation and infill.

General uses: Single-family homes
 Density: < 5 units per acre
 Lot size: Minimum 7,200 sf
 Utility requirements: Sewer and water services
 Appropriate zoning: R-H

Public/Institutional

Character: Area allocated for public uses that otherwise are not wholly compatible with other districts in this land use plan. These developments should be handled on a case-by-case basis. This district is specifically set aside for schools, jails, airports, campuses, and other similar uses.

General uses: Schools, jails, airports, campuses
 Density: N/A
 Lot size: N/A
 Utility requirements: Sewer and water services
 Appropriate zoning: All districts

Utility/Transportation

Character: Area allocated for public uses such as roads, railroads, utilities, etc. These lands are primarily to be held in public hands, but may also be held in private ownership. Areas no longer in use for rights-of-way or utilities are intended to revert to ownership of adjacent property owners or be used for new public purposes such as recreational trails.

General uses: Roads, rail, utilities, etc.
 Density: N/A
 Lot size: N/A
 Utility requirements: None
 Appropriate zoning: All districts

Recreational

Character: Intended solely for recreational uses. Areas currently designated for recreational use are listed on the future land use map. Potential future recreational areas are specifically denoted. It is expected that as the city grows, additional areas will be given the recreational designation due to the addition of new parks.

General uses: Parks, Golf Courses, Trails
Density: N/A
Lot size: N/A
Utility requirements: None
Appropriate zoning: All zones

Open Space

Character: Reserved for natural preservation, resource conservation, and recreational uses under both public and private ownership. This use area includes floodplains and environmentally sensitive areas. Development is not intended for these areas. However, uses which have little or no impact on the surrounding areas or that can be mitigated can be allowed.

General uses: Recreation and Natural Preservation
Density: N/A
Lot size: N/A
Utility requirements: None
Appropriate zoning: A-1

5.2 Housing and Code Enforcement

Like many rural communities, housing is an important issue for Trumann. The city has many historic homes with charm and character, but an increasing number of the city’s homes are becoming vacant, abandoned, or dilapidated. These problems, if not reversed, may threaten the community’s stability in the long term regardless of growth on the city’s west end.

At the time of writing, the city had numerous structures on its condemnation list. Abandoned homes are problematic for a number of reasons. They serve as a blighting influence on neighboring properties, serve to decrease property values, discourage community and financial investment, and make selling surrounding properties more difficult. This makes working to eliminate dilapidated and abandoned houses a top priority for the city.

Property Maintenance and Code Enforcement

Property maintenance is another important issue affecting community stability and should be a main priority of the city. Simple factors such as tall grass or broken windows can change the perception of an area, and, in turn decrease property values and lead to blight and increased crime. The city should enforce codes uniformly and strictly. If the city feels its regulations are too strict or hard to enforce, it should revisit and possibly revise these codes instead of becoming lenient with enforcement.

Addressing issues of abandoned and dilapidated housing should be a top priority for the city. Not adequately addressing the issue could threaten the community’s stability regardless of western growth.

As was previously stated, addressing the growing number of dilapidated and abandoned houses in Trumann should be a top priority for the city. State law provides cities the authority to remove dilapidated and unsafe structures. Section 14-56-203 of the Arkansas Code, Annotated, sets forth the authority as follows.

Cities of the first and second class shall have the power to order the removal or razing of, or to remove or raze, any buildings or houses that in the opinion of the council have become dilapidated, unsightly, unsafe, unsanitary, obnoxious, or detrimental to the public welfare and shall provide, by ordinance, the manner of removing and making these removals.

However, before doing so the city should first explore other options of compelling the property owner to remediate the problem to ensure the city is not exposed to undue legal risk. For example, the city might cite and fine the property owner for violations of the building code. If that avenue has been exhausted without improvement of the situation, the condemnation procedure may be an appropriate measure to use.

The city should consider the adoption of a Property Maintenance Code or Nuisance Abatement Board to help streamline the code enforcement process.

The city might also consider adopting a property maintenance code and a nuisance abatement board. Often a city has a patchwork of various ordinances used for ensuring good property upkeep. Sometimes these ordinances conflict or create a confusing set of differing procedures for different types of property violations. A property maintenance code can be used to consolidate these various

ordinances in a single document, fill in gaps in existing ordinances, and create a uniform procedure for handling violations. Code enforcement can be a difficult task, and a tool which makes it easier is worth considering.

Homeownership

The city must also work to encourage homeownership. Though rental property serves an important role in every community, homeownership is important to maintaining community stability. Many studies have shown homeownership encourages neighborhood investment and accrues many long-term benefits for the homeowner and community. For example, houses are one of the most common assets that are passed on from generation to another. This intergenerational transfer of assets is critical to creating long-term family wealth, translating in a more economically vibrant community.

The city could take a proactive step in encouraging greater home-ownership by working with a community organization like Trumann School District to host home ownership education seminars. These seminars could be used to connect potential homeowners to resources available to rural homebuyers such as the programs provided by the Neighborhood Assistance Corporation of America and USDA Rural Development. Additionally, the seminars could be used to educate attendees about city utilities as well as the codes enforced by the city. While a seemingly small step, relaying this type of information is important because few people are aware of these resources.

The plan also recommends community organizations and local banks explore creating a Community Development Corporation (CDC) or a Community Land Trust. The CDC would be a non-profit organization devoted to acquiring vacant property and developing affordable housing in the city. As an example, the CDC could work with the city in acquiring property that was relinquished as a result of a condemnation, contract with a homebuilder to construct an affordable house or renovate an existing home, and assist the homebuyers through the purchasing process by coordinating financing. Funds from the house sales could be used to acquire more property and more houses. As such, the CDC could become a self-sustaining entity. An example of a model organization is the Argenta CDC in downtown North Little Rock.

A Community Development Corporation could be formed to help provide new housing on the east side of town and encourage higher rates of homeownership.

The model of a Community Land Trust could also be used. This model is similar to that of a CDC, but the land trust would retain ownership of the land on which the house rests. This can serve multiple purposes. It's often set up to reduce the overall cost of the home, but is also often tied to an option on repurchase of the home should it be sold in the future. This allows the land trust the ability to ensure the homes it builds remain in a pool of affordable housing for disadvantaged home buyers, preventing future conversion to rental.

Using a CDC or land trust is one example of many paths the community could follow. However, the important point is that the community as a whole should take an active role in addressing the community's housing needs. Doing so may generate greater private sector interest in addressing market shortfalls and kick start other community improvements.

Housing Choice and Compatibility

One way to address the housing problem would be to encourage greater housing choice in the city. Although the current housing market may focus greatly on single-family housing, its likely multi-family housing would be more highly attractive and provide more housing options. It is important to note that much of the city's existing stock of multi-family housing is not market rate, leaving a segment of the housing market woefully underserved. Additional market rate multi-family could provide a place for a recent college graduate to move back home to, provide transitional housing for workers moving to the metro area until they can purchase a home, or provide opportunities for the city's elderly population to age in place without the worry of home and yard maintenance. As such, this plan recommends zoning additional areas for multi-family development.



New high-quality, market rate multi-family development could provide housing options that don't currently exist in Trumann and attract new residents.

As Trumann grows, it will be important to ensure that the community's identity and character is not lost. So, how is it possible to accommodate growth and housing choice while maintaining Trumann's identity? New development in the city's existing neighborhoods should continue in the same patterns as they historically have. If a neighborhood has historically been single-family

residential, it should remain as such unless suffering from a lack of investment. In such areas, new development like duplexes can help discourage blight and encourage investment in the neighborhood. However, large multi-family developments should be directed to new growth areas where development patterns have not been established or

should be developed along major corridors where they can be more easily accommodated. Following this path, Trumann will be able to accommodate growth without destroying its historic identity.

Recommended Actions

- 1) Work to permit a variety of housing types that provide options for residents in all life phases such as “golden girl” homes for seniors as well as high-quality, market rate apartments.
- 2) Explore adoption of appearance standards for multi-family housing.
- 3) Work with community organizations to encourage and promote home-ownership.
- 4) Work to condemn and demolish or repair existing dilapidated and abandoned housing.
- 5) Use code enforcement to address maintenance and safety issues on neglected properties.
- 6) Find funding to allow for the condemnation of structures.
- 7) Consider the creation of a property maintenance code.
- 8) Consider creation of a nuisance abatement board.
- 9) Work to encourage infill development of existing neighborhoods in addition to new housing at the city’s edge.

5.3 Quality of Life

Recreation

Recreational opportunities in the form of parks and trails are a key component to providing the type of high quality of life that attracts and retains residents. This is in large part because proximity to a job is often a secondary concern in deciding where to live. This places Trumann in a position where it must compete against communities throughout the region for new residents.

The city should consider the creation of Master Parks Plan. Such a plan inventories all existing facilities, noting any deficiencies in current facilities. Additionally, the plan identifies needed improvements and needs for facilities. Such a plan is important to ensuring the city makes smart investments in its parks system.

Future development of parks and other recreational opportunities in the city should be closely tied to new development. As the city grows, it will be important to ensure new facilities are built. The city should consider parks during the development review process for the new subdivisions. Oftentimes, many developers are willing to construct park facilities at their own expense and deed these properties over to the city. Exploring these options could allow the city to significantly expand recreational opportunities without incurring great expense. However, the city must evaluate each proposal objectively, and only accept those that would benefit the city and its residents long term.



Neighborhood Reinvestment and Beautification

Another way to increase quality of life is to encourage greater neighborhood reinvestment. The city can take a lead in this area by improving infrastructure in existing neighborhoods. This may come in the form of street repairs, utility line improvements, sidewalk projects, etc. These types of investment are a sign to the community that the city is committed to neighborhood improvement and encourages residents to also reinvest. However, reinvestment may not always take the form of hard infrastructure. It might include soft-scape improvements like landscaping and beautification.

City beautification can instill community pride and make a community more attractive to visitors. However, beautification projects often enjoy much success when the community is engaged and committed. In order to gain community support for beautification projects, the city should work to get the community involved in the effort. If residents have invested their time in beautification projects, they are more likely to support continued efforts by the city. The plan recommends that the city support and help organize community beautification projects to get residents involved. These might include neighborhood clean-up days, Adopt-a-Street programs, a community garden project, or other programs.

Recommended Actions

- 1) Maintain and enhance the city’s existing parks.
- 2) Expand the city park system as the city grows.
- 3) Create a Master Plan for the city’s parks system.
- 4) Work with community organizations to encourage and develop programs aimed at community beautification.
- 5) Reinvest in the infrastructure of existing neighborhoods.
- 6) Work to develop programs such as adopt-a-street and neighborhood cleanup days that use community volunteers to beautify the city.

5.4 Economic Development

In the past Trumann has had success in attracting industrial development. Over time, some industries have left and been replaced. One of the lessons learned is that Trumann community leaders need to work toward creating a local economy that is resilient. This means Trumann should strive to be a community with diverse enough employment that it can sustain the loss of any one employer relatively well. It also means its industrial base should network and dovetail together in a way that strengthens and bolsters all local business and industry.

Trumann rests in a very advantageous position as a nearby suburb to fast-growing Jonesboro. Trumann benefits from the access to jobs and immense efforts to attract jobs to the region by Jonesboro. As Jonesboro grows, so will Trumann. However, Trumann must remain an attractive area for new residents moving into the region. The city can do this by positioning itself as a quality of life community – being a place that is genuinely and objectively a “nice” place to live. To this end, quality of life should be viewed as an economic development tool for the city. It’s important for attracting potential employers and absolutely crucial for attracting new residents. In this sense, investments in parks, trails, schools, and beautification can all be seen as not just community enhancements but also tangible economic development investments.

Considering traditional economic development, community leaders should focus on bringing in employers with a long-term focus and commitment to the city; employers that fill gaps and support the broader regional industrial base, and that take advantage of the city’s local resources. This means focusing on small-scale industries and businesses that usually employ 10-50 workers at one site. It also means working to find industries and businesses that serve to support other employers throughout the region.

One example is, a new edamame processing plant that has located in Mulberry, Arkansas. Edamame is a form of soybean and can be considered a boutique or alternative crop. The plant sources its edamame from within their local area. Given that the Poinsett County is noted for its rice and soybean crops, a similar strategy for attracting a food processing plant for boutique derivatives of local crops is possible. The same approach could apply to identifying an industry or employer that could support an existing industrial plant in the regional area.



Roach Industries is an example of a Trumann industry that is highly committed to the community.

While seeking new industrial development is important, it will also remain important to work toward retaining existing industries within the city. The city and Trumann Chamber of Commerce should work toward supporting industries in

Trumann that retain jobs and investment within the community. Retention of existing industrial employers within the community should remain a top priority, and is key to the city’s continued economic success.

Recommended Actions

- 1) Work to enhance quality of life in the community as a means of economic development.
- 2) Work with community organizations like the Chamber of Commerce to actively recruit new businesses and industries to Trumann.
- 3) In attracting industry and business, target small-scale employers and industries that will complement the skill sets and industry mix of the regional area.
- 4) Work toward developing a resilient local economy.
- 5) Advertise available industrial property using state resources.
- 6) Work with the Arkansas Economic Development Commission and the East Arkansas Planning and Development District to attract potential employers to Trumann and the regional area.
- 7) Work to retain and support existing businesses and industries in Trumann.
- 8) Explore the possibility of creating a revolving loan fund for small business investment.
- 9) Partner with the local banking industry to find ways to make business lending more accessible to would-be entrepreneurs in the city through use of micro-lending and similar programs.

5.5 Infrastructure and Growth

Utilities

Trumann’s water and sewer systems will have a significant role in guiding and enabling the city’s growth. Plan policies support growth in areas that are already serviced by the city water and sewer systems. This means directly encouraging infill development. Infill development is simply new construction that “fills in” existing vacant properties.

The city has some existing vacant platted property. By and large, these properties are turn-key development opportunities, meaning all that is required is a building permit to start development. The street, sewer, and water utilities are typically already all in place.

Infill development doesn’t just make sense for developers, however. It also helps ensure that existing improvements the city has made to its utility systems remain cost-efficient and in turn maintain low rates for users. This is because the city does not have to maintain new lines or pump stations over a greater area. This also means that as the city reinvests in the infrastructure of existing neighborhoods it will be getting a greater return for the tax dollars that are spent.

Trumann’s unique geology makes expansion of the city’s sewer system costly and difficult. Infill development poses a great opportunity to take full advantage of the city’s existing utilities and infrastructure.

It is also recommended the city establish formal utility service boundaries for water and wastewater utilities. Once formally established the service boundaries should be filed with the county recorder. The water service boundaries should also be filed with the state and appended to the state water plan. This will allow the service boundaries to become officially recognized and prevent encroachment from other water service providers. Additionally, the city should adopt formal policies with regard to service extension outside of the city limits. Such a policy might state that city services may not be extended without annexation or a pre-annexation agreement if not currently contiguous with the city limits. Adopting such policies will work to provide greater incentive for annexation into the city, and ensure the city receives a mutual benefit from those it provides services to in the form of tax revenue.

Stormwater Management

Though often ignored, proper stormwater management is an important component to guiding future urban growth. Communities often do not take the issue seriously until drainage problems create localized flooding or degrade water quality in nearby streams, rivers, and municipal water supplies. Localized flooding generally occurs due to irresponsible land development of commercial sites and residential subdivisions. Poor development practices disrupt

the natural hydrological functions of land by pushing stormwater off a property more quickly and in greater quantities. If these irresponsible development practices become common-place, the problems only magnify as more water is quickly pushed off more and more properties creating greater flood hazards.

Proper development practices seek to slow the run-off of stormwater by either retaining or detaining it on-site. This prevents flooding from excess run-off at drainage choke points downstream. To ensure responsible development practices occur, the city should carefully consider drafting stormwater regulations. While potentially unpopular, such regulations will save money and heartache for both the city and its residents in the long-run.

Annexation

Municipalities in Arkansas may annex adjacent land by one of three methods. The first method is by direct election determined by a majority of the qualified electors voting on the issue, i.e. the voters of the municipality and the voters of the area proposed for annexation. Section 14-40-302 of the Arkansas Code, Annotated, sets forth the authority.

The second method of annexation deals with land surrounded by a city's boundaries. These "islands" may be annexed by the passage of an ordinance calling for the annexation of the surrounded land in accordance with A.C.A. § 14-40-501 et. seq.

The third method of annexation is by the petition of a majority of the real estate owners of any part of a county contiguous to and adjoining any part of the city. The process must conform to the provisions set forth in A.C.A. § 14-40-601 et. seq.

Of these methods, annexation by petition is the most common and generally the least controversial. Continued reliance on this method, however, tends to produce irregular corporate limits. Such irregularity can, in turn, cause problems providing public safety and other municipal services. A common misunderstanding is that annexation by petition is done by one property owner. In reality, a majority of owners of the majority of a given area may secure a petition for annexation without the agreement of other property owners in the given area.

There is already adequate land inside the city limits of Trumann to accommodate all the city's planned growth over the next 20-25 years.

Annexation by election allows the municipality to select the configuration it feels is suitable for urbanization. It gives the city the greatest control in deciding which lands should be annexed for which the city can provide effective and efficient delivery of public services. Furthermore, strategic use of this annexation method enables the city to grow in a rational manner in terms of land area.

The city should carefully examine all annexation requests using cost-benefit analyses, and only accept those that may strategically benefit the city. These analyses should consider both those economic considerations that can be measured and political considerations which cannot be as easily measured. Such examinations should provide cost outlays for additional city service provision and/or potential sales tax revenue increases as well as acknowledge the long-term political ramifications for an annexation. Using these types of analyses would allow the city to see the impacts of annexation in a more transparent way.

There is enough vacant land in Trumann to accommodate all future growth in the next 20 years. However, land is not always fully utilized, or in some cases never utilized at all. This reality combined with the existence of spill-over residential and commercial growth occurring outside Trumann's city limits, means annexation could be a necessary reality in the future. However, annexation should be pursued very cautiously.

Recommended Actions

- 1) Encourage infill development as a means to provide utility services in a more cost-effective manner.
- 2) Develop a long-term plan for the development and improvement of the city's utility system.
- 3) Use water and sewer rates as a way to make annexation into Trumann financially advantageous.
- 4) Establish formal utility service boundaries and file them with the Poinsett County Recorder and Arkansas Natural Resources Commission.

- 5) Control the extension and provision of utilities as a means of carrying out the provisions and goals of this plan.
- 6) Require that all developments within the Planning Area Boundary be served by central water and wastewater service, if technically feasible.
- 7) Require all developments within the Planning Area Boundary that request city utilities to become annexed as a condition of providing city utilities.
- 8) Work to preserve and protect the city's creeks and flood hazard areas from the encroachment of development.
- 9) Consider developing regulations to control stormwater drainage.

5.6 Transportation

Master Street Plan

On the Comprehensive Plan Map is contained the city's Master Street Plan. This plan indicates the location of proposed new roads as well as those streets that should be widened in the future. The street classification system is broken down into three types: local, collector, and arterial streets. Overall, a street system should represent a well-planned network operating like a circulatory system.

Local - Local streets have the lowest speed and carrying capacity, and filter traffic to collector streets. Local streets also are primarily designed to permit access to abutting property. Easy Street is an example of a local street.

Collector - Collector streets allot for more traffic and higher speeds, and serve as primary connections to arterial streets. Collector streets are designed to balance access to abutting property and providing sufficient traffic flow to permit greater mobility within the city. Main Street serves as a collector street.

Arterial - Arterial streets have the highest carrying capacities and primarily serve to permit through traffic and connect the city to outside destinations. These roads are typically designed around permitting unimpeded traffic flow, and are not primarily designed to provide high property access. Drive spacing requirements and access limitations are common to arterial streets. Highway 463 is an example of an arterial road.

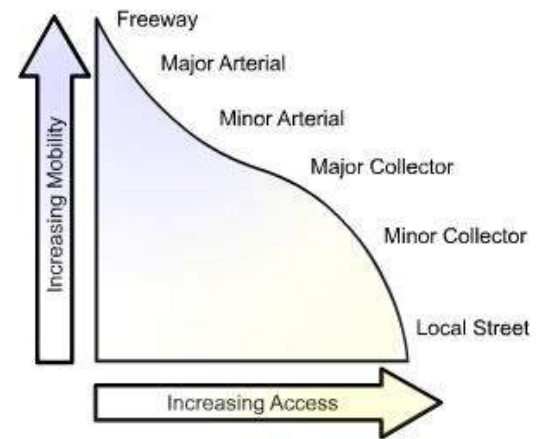
These street classifications correspond to the street cross sections shown in Chapter Six of this plan document. These cross sections dictate the standards of how new streets should be constructed. They also dictate the standards for how existing streets should be improved.

While the plan proposes the construction of numerous roads, it is intended that most of these road projects be built and constructed as property is developed. In this way, existing residents and the tax payers will not be burdened with handling costs for these road projects. Rather, those costs will be borne by the developers that create the necessity for the new roads and which stand to gain from their construction. However, circumstances may arise where it is advantageous for the city to be proactive in widening or constructing roads to meet the needs of the community and help direct growth in an orderly manner.

Sidewalks and Trails

Although providing adequate roadways for automobiles is very important, it is also necessary to adequately provide for the needs of pedestrians. Sidewalks and trails are often overlooked within many cities' transportation systems. This can leave many people in the city without safe means of getting from their homes to school, to work, or to shop. As such, this plan recommends further development of the city's sidewalk system.

The city currently has few sidewalks throughout many portions of the city. Where sidewalks exist, many are old and beginning to deteriorate. Continued maintenance of existing facilities is important, and reinvestment in these



sidewalks should continue to take precedence over the building of new sidewalks. This type of reinvestment also sends a positive message to property owners that older neighborhoods remain an important part of the city's fabric and can lead to further private investment.

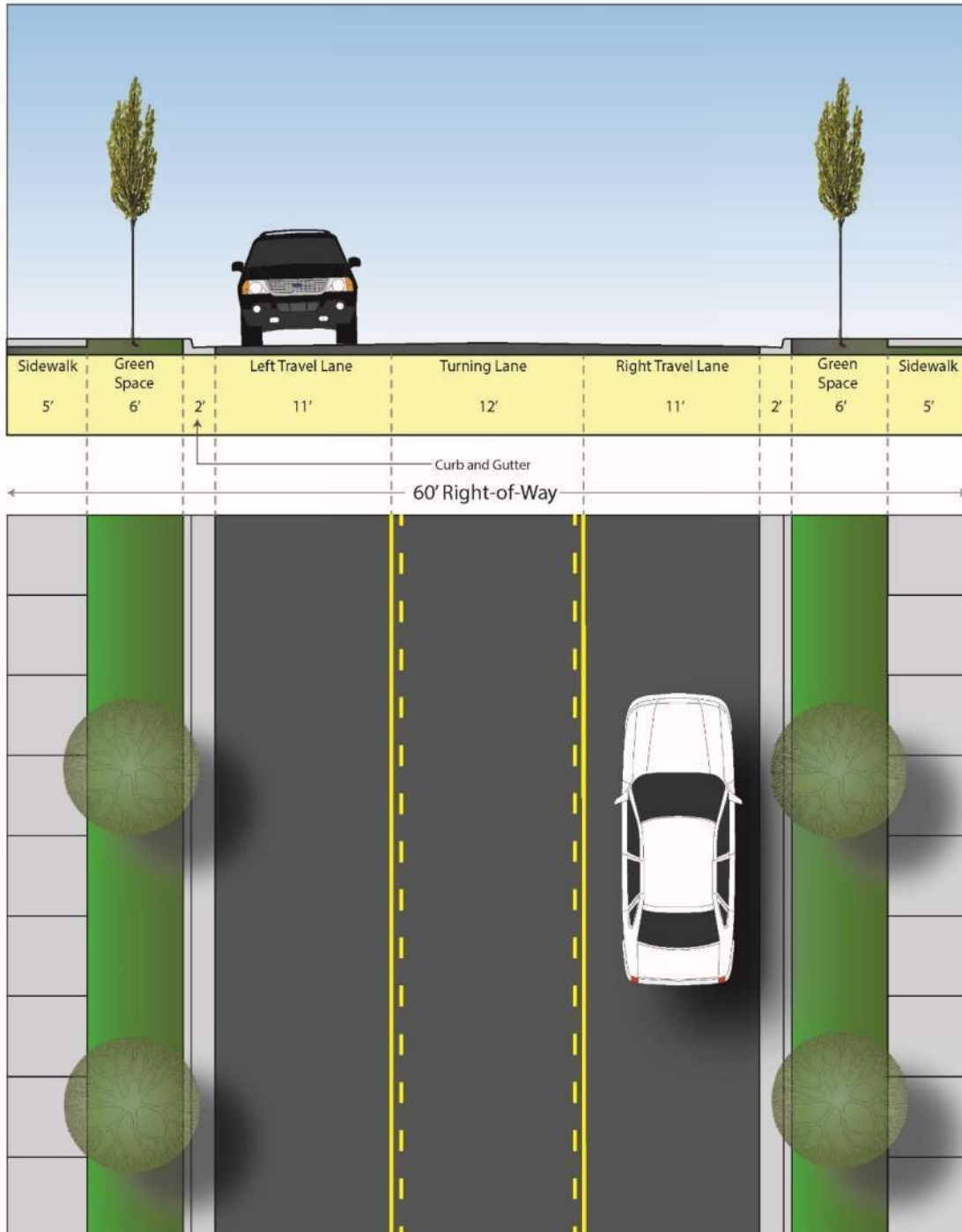
Recommended Actions

- 1) Utilize the Master Street Plan component of this plan to direct the improvement and construction of streets in the city.
- 2) Adopt revised Subdivision Regulations to carry out the provisions of the Master Street Plan component in this plan.
- 3) Use the Comprehensive Plan as a guide in evaluating all development proposals to ensure compliance with the Master Street Plan.
- 4) Use city resources to expand and repair the city's street network.
- 5) Develop a city trail system.
- 6) Invest in infrastructure that will protect and encourage pedestrian activity.
- 7) Seek funding for trail/sidewalk projects via grant programs managed by AHTD.

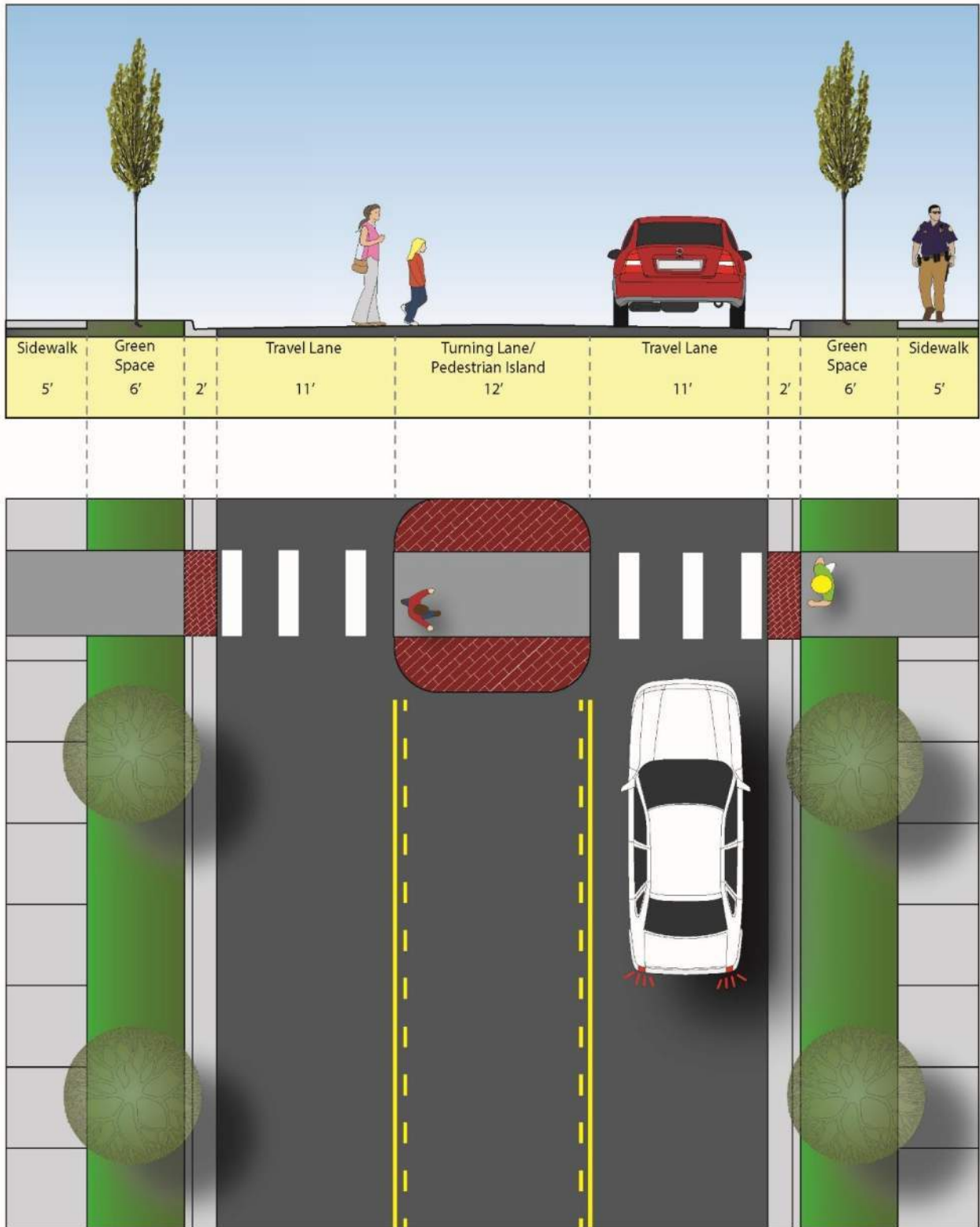
Chapter Six: Street Standards

All arterial streets are state-managed highways and shall be constructed to the Arkansas State Highway and Transportation Department's standards. Any state highway deemed a collector shall also be constructed to the Arkansas Department of Transportation's standards.

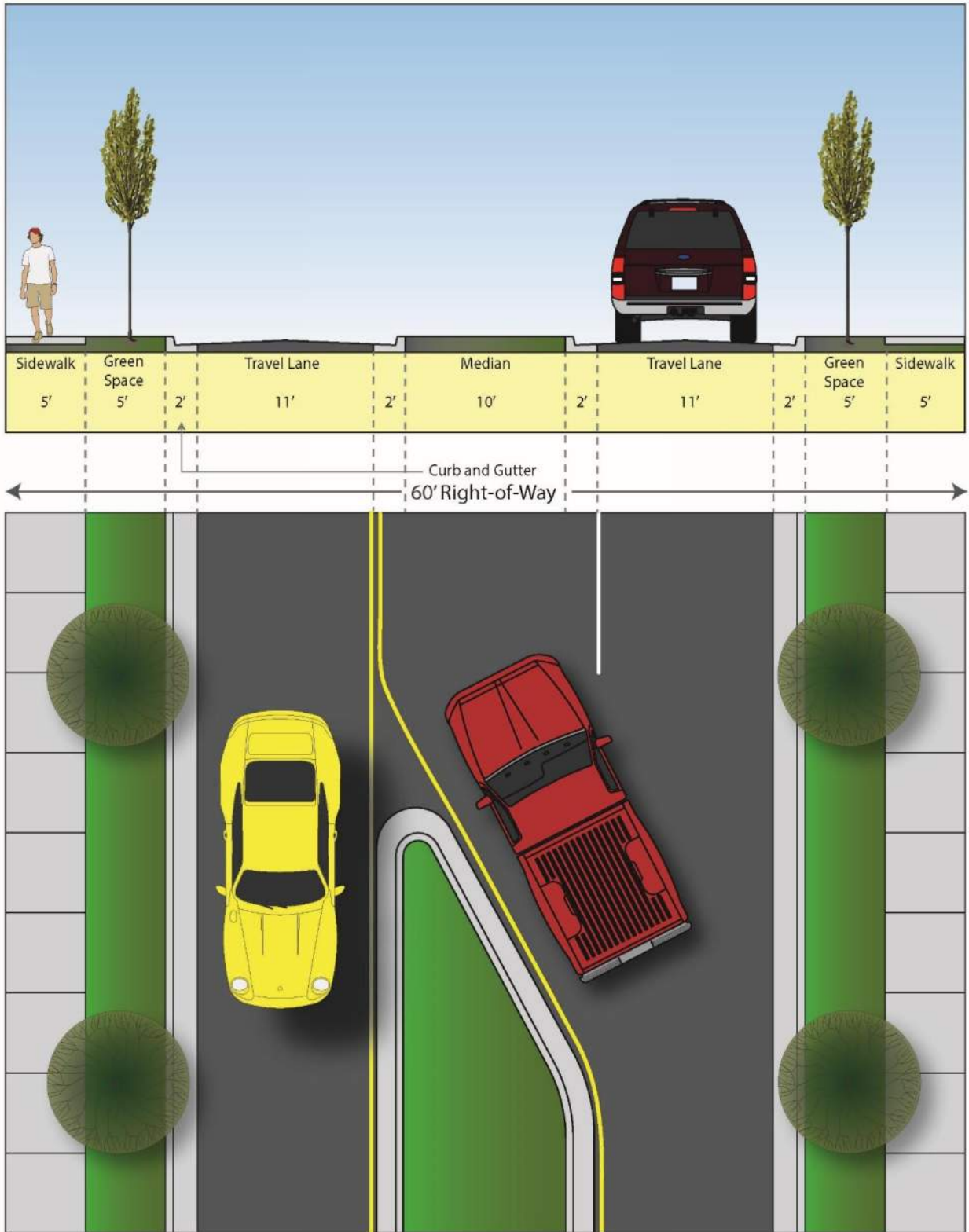
C1.0 – Collector



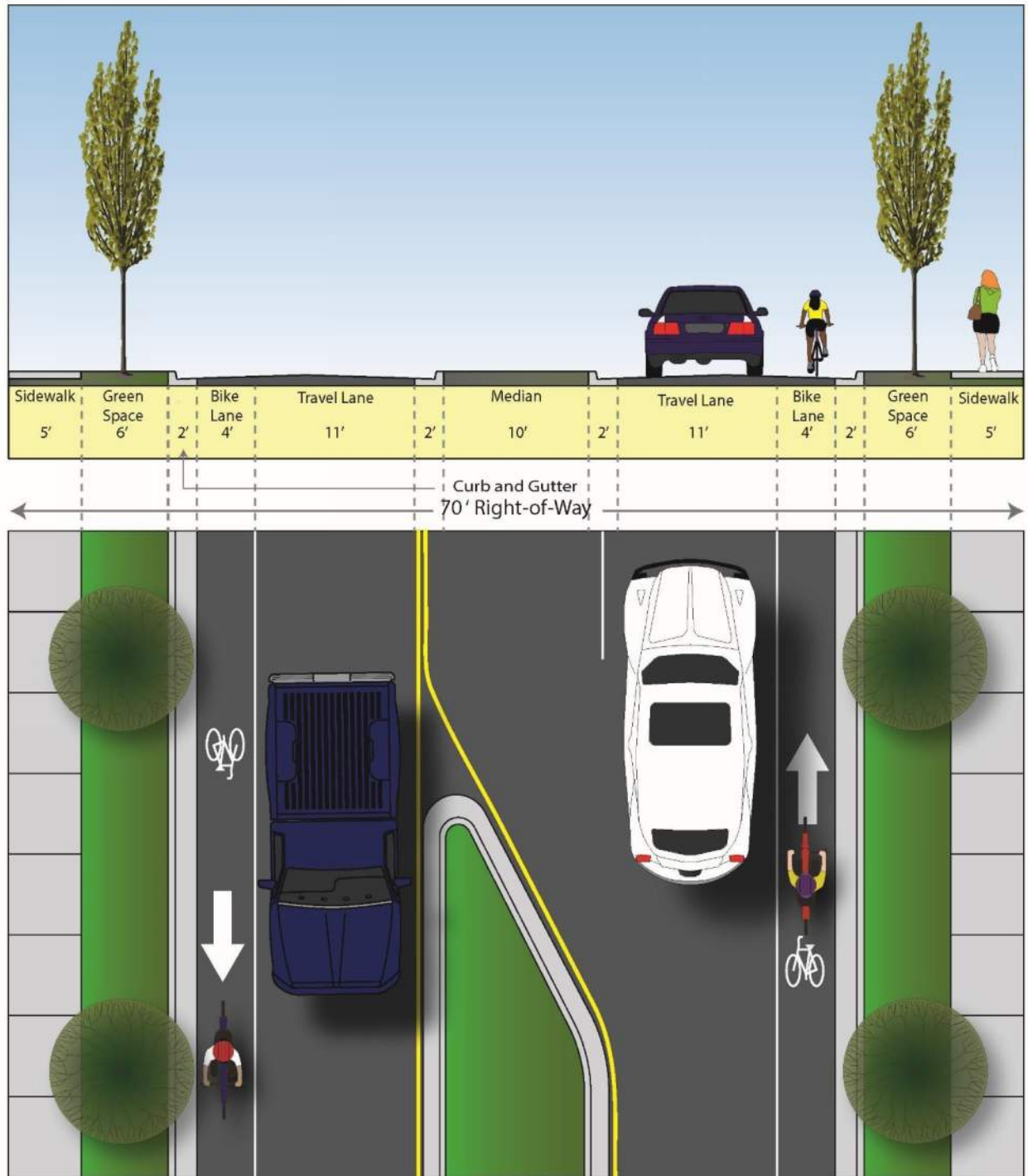
C1.1 – Collector with Mid-Block Crossing



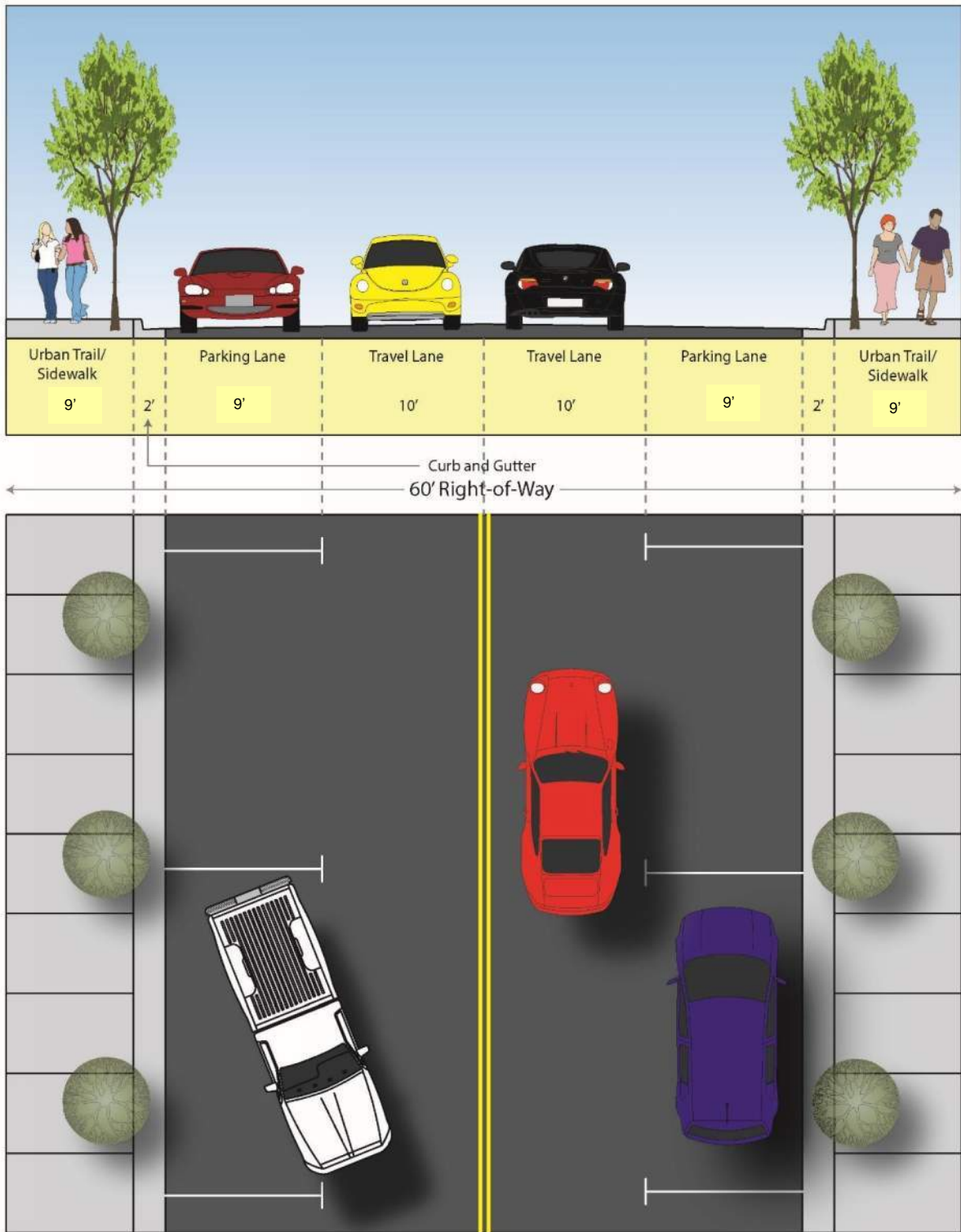
C2.0 – Collector Boulevard



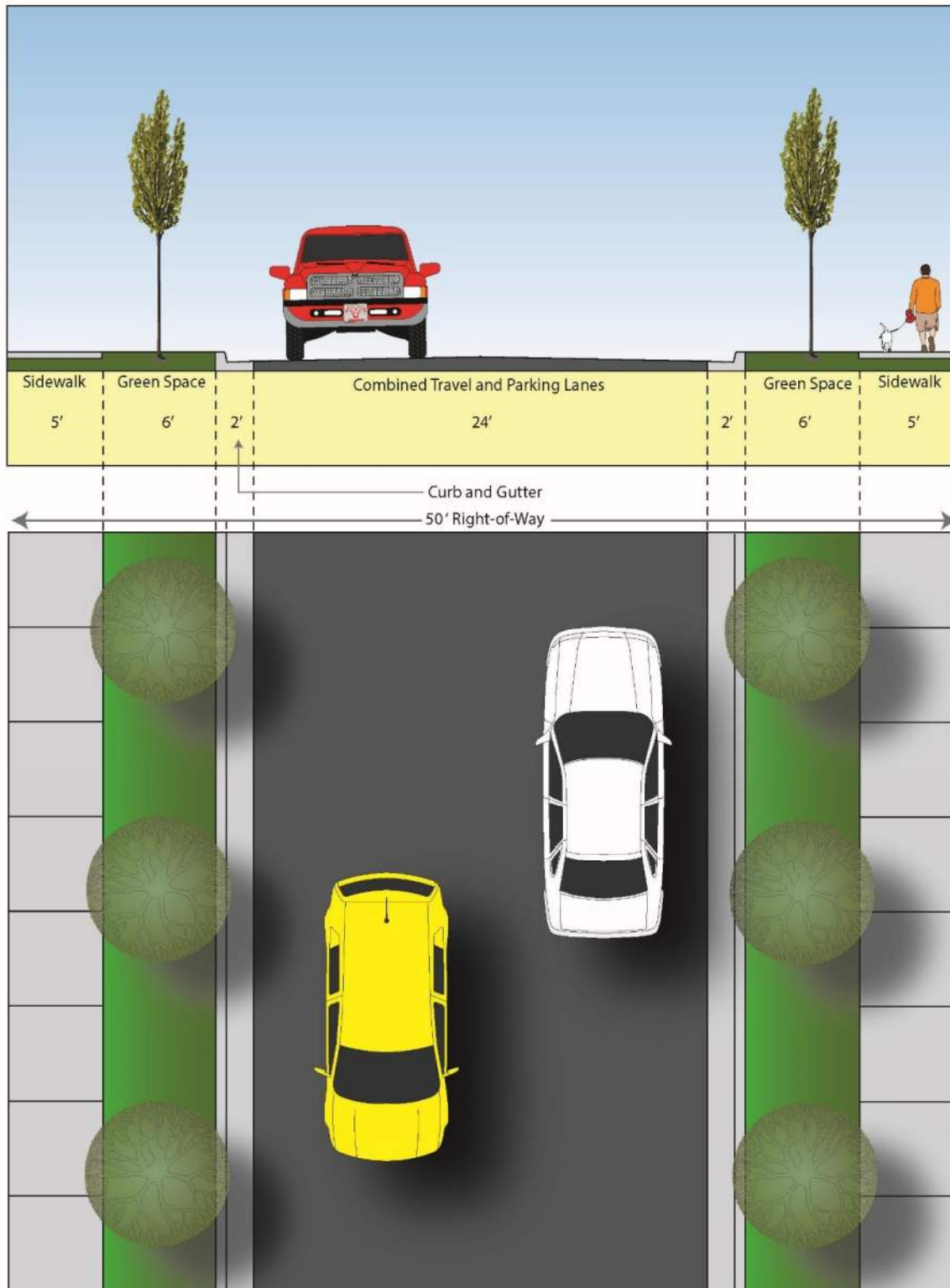
C2.1 – Collector Boulevard with Bike Lanes



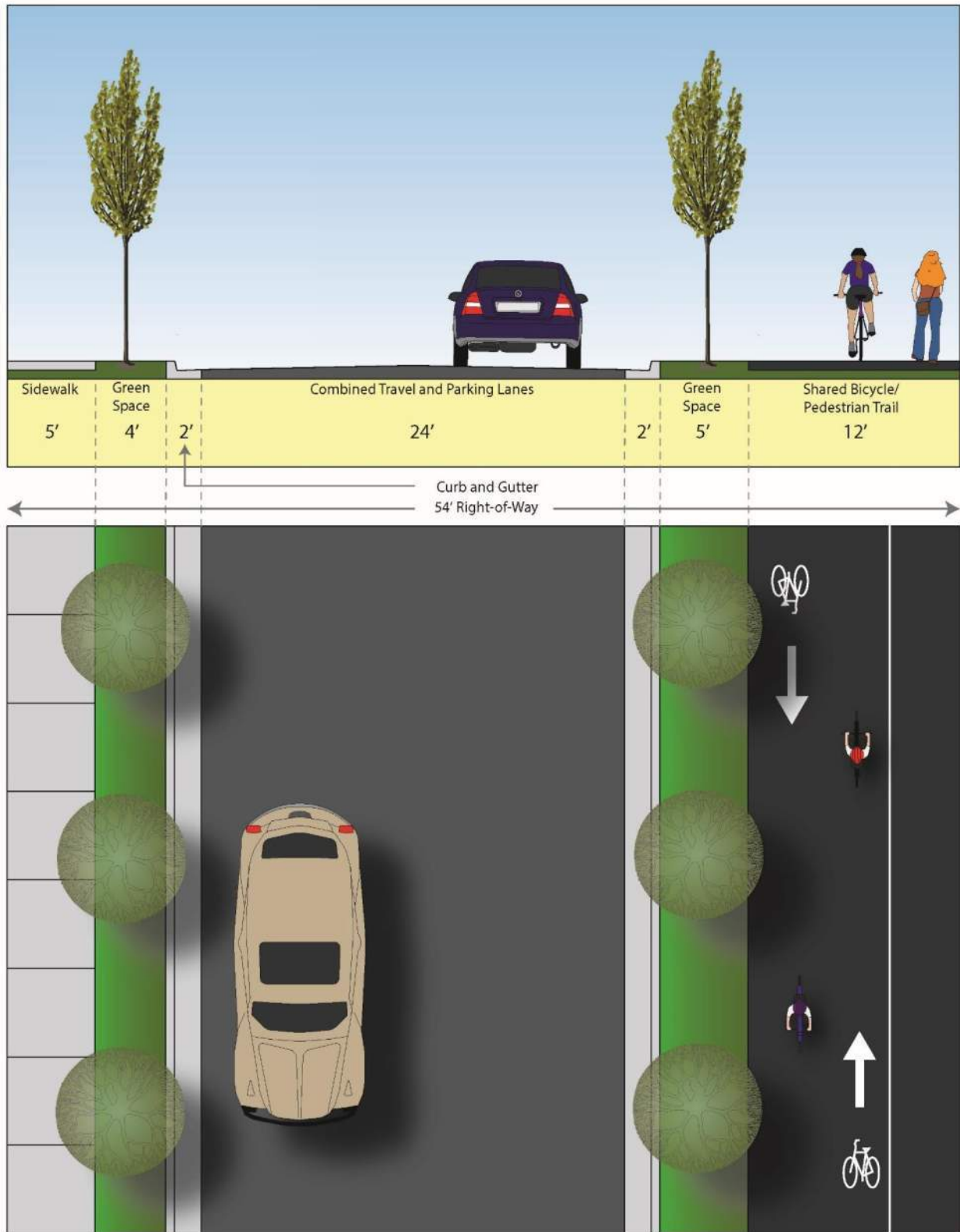
C3.0 – Urban Collector



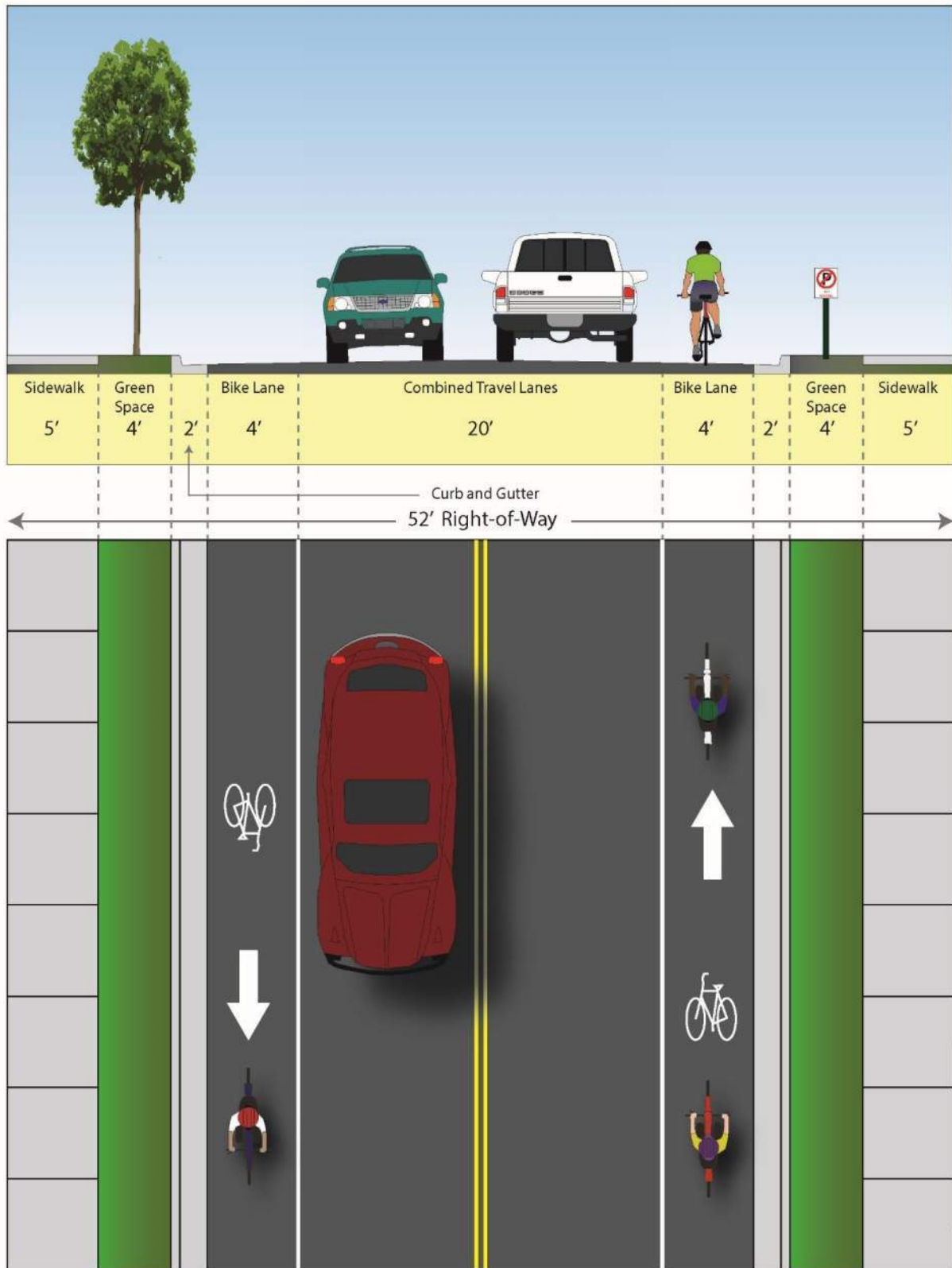
L1.0 – Local Street



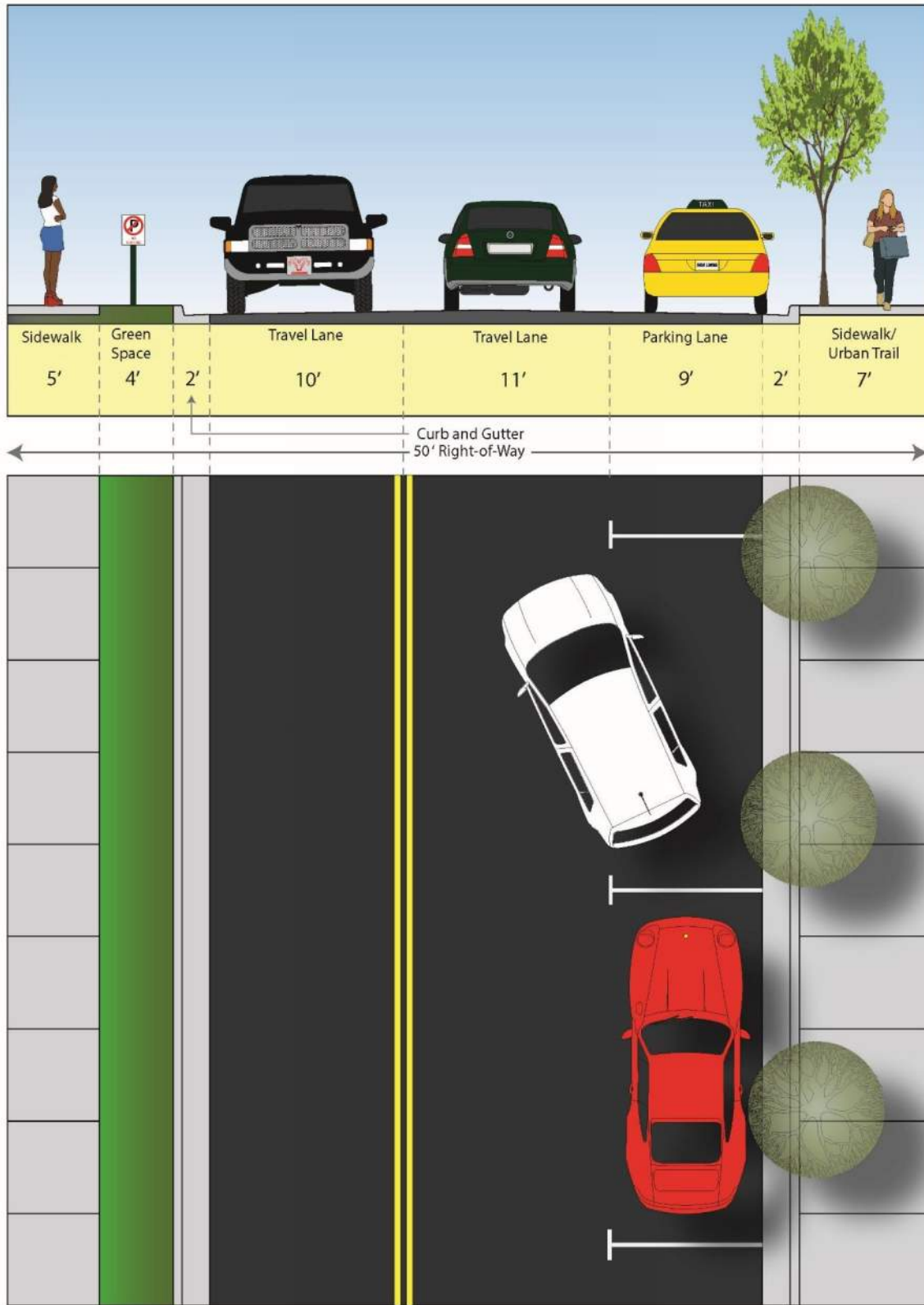
L1.1 – Local Street with Trail



L1.2 – Local Street with Bike Lanes



L2.0 – Local Street with Parking Lane



L3.0 – Local Street – No Curb and Gutter

