



**NOTICE OF A REGULAR MEETING  
OF THE MASTER PLAN COMMITTEE  
Tuesday, April 20, 2021  
7:00 PM**

AGENDA

Notice is hereby given as required by Title 5, Chapter 551.041 of the Government Code that the Master Plan Committee will meet Tuesday April 20, 2021 at 7:00 PM at Old Movie House, 255 West Main, Van, TX 75790. The items listed below are placed on the agenda for discussion and/or action.


- I. **CALL MEETING TO ORDER**
- II. **INFORMATION AND DISCUSSION**
  - A. Review Draft of Master Plan Update
- III. **ADJOURN**

CERTIFICATION

I hereby certify that the above notice was posted in the bulletin board at Van City Hall, 113 W. Main, Van, Texas 75790 by 5:00 pm on Friday April 16, 2021

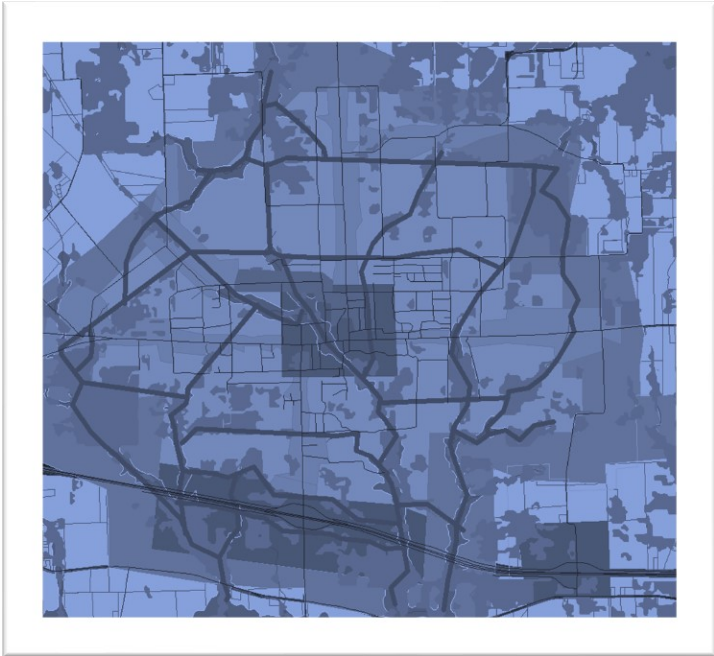
Charles West - City Manager

**NOTE:** If, during the meeting, any discussion of any item on the agenda should be held in a closed meeting, the Council will conduct a closed meeting in accordance with the Texas Open Meetings Act, Texas Government Code, Chapter 551, Subchapters D and E

 *Persons with disabilities who plan to attend this public meeting and who may need auxiliary aid or services are requested to contact the Van City Hall 48 hours in advance, at (903)963-7216, and reasonable accommodations will be made for assistance.*

# *City of Van, Texas*

## *2021 Comprehensive Plan*



**City Council**

Mayor - Don Smith  
Council Member Place 1 - Linzy Neal  
Council Member Place 2 - Amanda Davis (Mayor Pro-Tem)  
Council Member Place 3 - Pete Lucas  
Council Member Place 4 - Ryan Hanson  
Council Member Place 5 - Ernie Burns

**Planning and Zoning Commission**

Jennifer Hudgens  
Lori Thompson  
Pat Hargrave  
Marcos Dos Santos  
Lana Kellar

**Master Plan Committee**

Barbara McMillan  
Danny Morrow  
Chase Penny  
Mark Thompson  
Victoria Tankersley

**Economic Development Corp.**

Kathy Brunson  
Christian Cole  
Sherrie Easley  
Sherran Hillard  
Barbara McMillan  
Mark Thompson  
Allison Young

**City Manager**

Charles West

**Planning & Design Consultants**

Leap Town Planning Services  
Scott Winton, MSCRP  
Gateway Planning Group  
Scott Polikov, FAICP

**Adopted and approved by resolution on the \_\_\_\_\_ day of \_\_\_\_\_, 2021 by the Van City Council, at a Regular City Council meeting, at which a quorum was present.**

\_\_\_\_\_  
**Don Smith, Mayor**

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*We, the citizens of Van, desire to preserve “what is good”; we want a high quality of life; we want to advance but not with a new look; we like the ways things are, yet we are open to progress.*

*We know we are going to grow, and so we want to ensure that growth does not destroy what we love about our town; we believe it is possible to enhance what is here by allowing growth to occur under a standard that matches the existing community fabric and community culture of a smaller town. We believe that this can be accomplished by focusing on preserving access to nature and agriculture within our town and also by enhancing neighborhoods through expanded recreational opportunities, a diversity of housing and maintaining and expanding walkability within a natural context through trails and connected green spaces. We believe this focus will make it possible to maintain great schools and attract businesses and new citizens who want what Van has to offer.*

*We want to be a regional economic center. We want to do so with a focus on Van continuing to grow as a village, a community of opportunity and diversity.*

## **Comprehensive Plans – a Focused Approach for Van**

Texas law requires towns and cities to adopt a comprehensive plan and to update it periodically. The comprehensive plan guides zoning entitlements and urban design, infrastructure and utility capital budgets, environmental protection regulations, neighborhood integrity policies, economic development, general fund budgeting and other related policy and regulatory actions considered and taken by the municipality. This comprehensive plan update is intended to provide such guidance; yet, it does so in two ways somewhat unique to comprehensive planning in Texas.

First, the plan update was undertaken with a “hands-on” approach by the Mayor and City Council through a committee of diverse leaders, which includes the City Manager, Charles Smith, as a committee member. Second, it focuses on priorities that establish the character of Van through a strong physical planning focus that incorporates both nature and economic development as complementary drivers for a future that maintains Van as a Village by harnessing growth rather than reacting to it.

A Comprehensive Plan—focused on prioritized and complementary community goals with a long-term perspective—can harness and support positive market forces. Such a plan can grow a resilient tax base, encourage robust community engagement, reduce incompatible land uses and inequitable provision of infrastructure and services, and prevent citizen apathy. Importantly,

when a comprehensive plan represents a realistic, focused and bold vision, it will be utilized consistently by the City on behalf of its Citizens.

Van adopted a major comprehensive plan in [REDACTED]. The City Manager viewed that plan as inadequate for charting a future for Van, let alone providing guidance for zoning, budgeting and other policy making. Scott Polikov of Gateway Planning was contacted to support creating a comprehensive plan the city leadership sought to represent and provide guidance for an authentic, home-grown future. Scott Polikov brought in Scott Winton of Leap Town to partner in the consulting effort. Scott Winton, Scott Polikov's former classmate and former mayor of Pflugerville, Texas, visited Van and the Master Plan Committee the Fall of 2020. After a robust and engaging session, the City Council considered and approved a professional services agreement with Gateway Planning and Leap Town Planning to support the Committee's efforts to secure a useful and meaningful comprehensive plan.

Unlike most comprehensive plans principally written with generalities and planning jargon, this plan update utilizes a systems approach calibrated to the vision of the leadership for what Van wants to be by building on its authentic strengths and town culture melding agriculture and nature within the fabric of the town itself. It focuses on the enduring human concept of the village and the quality of life that the village represents. Humans, as social beings, evolved social norms while learning how to build an authentic environment to live in as well as facilitating a local economy that reinforces the quality of life desired by the community.

The bringing together of (i) an engaged citizenry focused on social health, (ii) a locally-directed economy and (iii) environmental sustainability serves as the basis for this plan update.

The merging of those three pillars of the plan update—and maintaining their cohesion—necessitates a continuous effort of collaboration within the community and its leadership. The following principles will guide this collaborative approach to community governance in regards to the role of the City of Van as is reflected in the vision of this comprehensive plan update:

- **Nature and natural places respected and integrated into the built environment**
- **Public spaces and places designed for people**
- **Walkability integrated into every aspect of the City**
- **Agriculture as a local food source and an export industry in the new economy**
- **A culture that encourages self-improvement for all members of the community**

Rural communities facing growth tend to adopt a suburban approach like bigger cities to deal with growth. This often is not intended; rather, it manifests as a fallback reaction with no other strategy readily established. This typically results in a loss of what made the town special.

The leadership of Van has said they want Van to be like a village. They want to enhance what is here and preserve the feel of the place. The work of the Committee for the plan update has embodied the spirit of this plan by removing filters of perception of present-day practices prevalent in the growing suburbs of DFW and Houston-Galveston. The Committee has explored the forms of development in those places, much of which is unsustainable.

The City of Van is creating a city of the future with the adoption of this plan. The City is also creating an outline that other communities may follow to plan their future under a new paradigm. The ideas of sustainability fully entered town and community planning a generation ago. The new focus is on resiliency.

Resiliency is different from sustainability in that resiliency involves designing places and systems to provide the ability of a community to withstand and bounce back from social, economic and natural forces that impact the community. Whereas, sustainability deals with the impact we have on the environment and the quality of life of communities. Resiliency and sustainability are overlapping concepts, each providing a different focus.

Resiliency is provided for in this plan update through the systemic approaches as follows:

- A focus on growing food locally reduces dependence on a vulnerable national distribution and supply chain. Concern for the quality of food is increasing the market for high quality food. Food production can be the basis for other industries including greenhouse to table restaurants and other food processing and packaging activities.
- Integration of a community development component in the school curriculum produces students with an understanding of how a community operates; physically, socially, culturally, and economically, thereby increasing the chances they will choose to reside and work here in adulthood. When coupled with helping them identify their passions and ways to make a livelihood doing what they love, new businesses and industries will be created.
- Utilizing urban design principals of walkability and place-making creates a city where one can be independent of automobile reliance. This freedom can increase more disposable income for households, can increase the quality of life of those who cannot drive, and makes a more livable city.

In addition to resiliency as a new focus, an aspect of good planning also now includes transformative planning. Transformative planning is exactly what the Committee and the Community have engaged in to develop this update. The citizens represented by the Committee, City Staff as a stakeholder, the elected officials as full participants, and the consultants are engaged in “transforming” not only a vision-driven future but also themselves personally—individually and collectively—as a real and authentic representation of the thinking and philosophy necessary to realize the vision-driven future represented in this plan update. This plan update represents a start, an aspiration. Accordingly, ongoing efforts with a focus on human development and encouragement of a community environment and attitude of self-improvement. This represents an opportunity, guided by this plan update, to transform how each citizen sees Van—and that may be very different for different people, especially those for example where Spanish or another language is his or her first language; how one sees his or her participation in the planning process going forward—a process that is continuous if it is to engage an ever increasing level of citizen participation; and how one may see the world today, and the future world he or she may want that world embodied back home in Van.

This plan update is intended to guide a set of parallel activities, some undertaken by the City such as implementing ordinances as well as new approaches by business and non-profit organizations that will make the difference in realizing the vision represented in this plan update. Some key specific activities should include investments in human development; integrating this plan update into the curriculum or extra-curricular activities of the schools at all levels so that the young citizens of Van have ownership of Van’s future; and promoting the City’s role in a vision-driven future to both local businesses and residents as well as investors or others who Van would want to come join its bright, authentic and self-directed future.

## History and Context

Van is located approximately 90 miles east of Dallas on I-20 in Van Zandt County, Texas. Settlers arrived in the area by the 1860s and by 1874 the settlement was known as Ratty Towns, named after a local settler, and later changed to Swindall, for George Swindall, who had donated a school site. In 1894 a post office was established and the town was renamed Van, for Henry Vance, a local school teacher who established the post office, and Vannie Tunnell, a town resident. Oil was discovered in the area in 1929. By 1950, the city had a Humble Oil refinery.

According to the US Census, Van has experienced the following population changes:

<b>Census</b>	<b>Population</b>	<b>% Change</b>
1950	610	
1960	1,103	89.8%
1970	1,593	44.4%
1980	1,881	18.1%
1990	1,854	-1.4%
2000	2,362	27.4%
2010	2,632	11.4%
2019 (est.)	2,741	4.1%

According to the 2019 American Community Survey of the US Census, the ethnic composition of Van is:

- White or Anglo: 80.40%
- Black or African American: 3.60%
- Two or more races: 2.30%
- Hispanic or Latino Race: 13.80%

These ethnic groups identified as communities other than White are often times isolated and are not actively encouraged to be active in the community. This plan assumes that outreach to those groups will be undertaken on an ongoing basis to ensure the strongest, most diverse, community possible.

In 2015 a tornado left a path of destruction through the heart of the city. Two people were killed and 47 injured. Van recovered, and today Van's economy is stable and growing.

According to the 2019 American Community Survey of the US Census, 1,180 people greater than 16 years of age are employed. That employment as a percentage of total employed is shown on the chart below for the regional industries. The average commute to work time is 27.5 minutes.

Civilian employed population 16 years and over 1,180	
Industry	
Agriculture, forestry, fishing and hunting, and mining	1.4%
Construction	5.8%
Manufacturing	6.8%
Wholesale trade	2.4%
Retail trade	12%
Transportation and warehousing, and utilities	1.5%
Information	1.7%
Finance and insurance, and real estate and rental and leasing	6.5%
Professional, scientific, and management, and administrative and waste management services	8.4%
Educational services, and health care and social assistance	32.8%
Arts, entertainment, and recreation, and accommodation and food services	8.1%
Other services, except public administration	10.3%
Public administration	2.4%

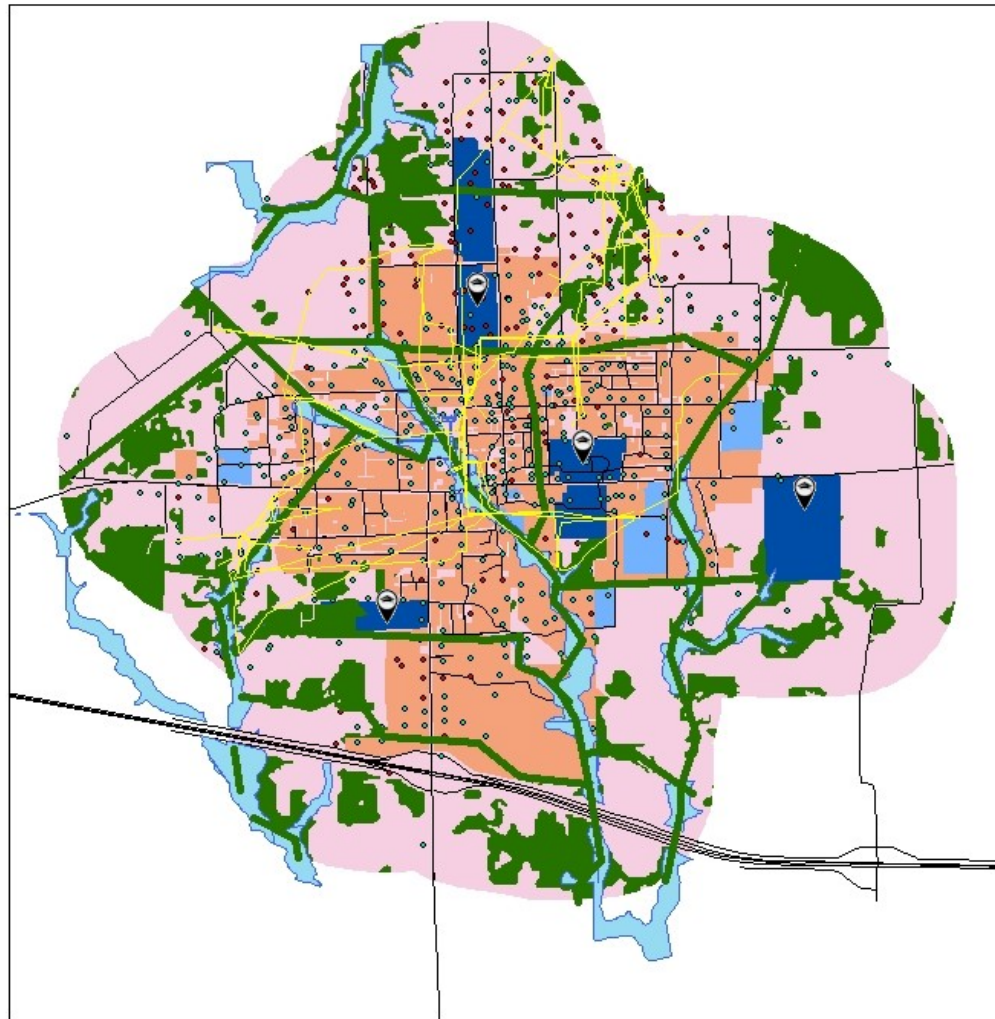
The development of Van and its associated oil and gas industry has left the town with a few producing and many non-producing wells. The wells also resulted in many pipelines traversing through the city. These wells and pipelines, the schools and the various elements provided by nature in the form of drainage ways and vegetation are environmental constraints, and in some instances assets of the community.

The following map shows the distribution of the wells and pipelines and other environmental features to be taken into consideration.

The school facilities serve as destination points, generating trips from within Van, as well as bringing trips from outside the city. These trips can serve as the elemental basis of Van being a regional provider of services and products.

The wells and pipelines offer an opportunity for places for establishing greenhouses for the production of high-quality produce as an export product of the community. This production helps the food resiliency of Van, and provides opportunities to establish food processing, packaging and distribution as additional industries. for the community.

## Environmental Constraints and Civic Features



## Plan Overview

The plan presented is a series of policy statements and Quality of Life Maps.

The policy statements shall guide the City in the development and implementation of ordinances, budgets and other activities to promote an environment focused on, city design, neighborhood vitality, economic and social capacity required for the vision of Van as a place that has much to offer its citizens and those visiting Van for business or fun. These policies are also guides for investments in infrastructure and programs that help achieve the physical environment sought for Van, but also the cultural environment. Until a policy has been enacted into an ordinance or investment of public monies under duly prescribed processes, these are policies.

Yet as policies, they provide guidance for decisions and actions of elected leadership, city management and appointed boards and commissions. Developed by the Committee with support of the consultant team, they provide a thoughtful path of actions the City can take to advance itself to the future it envisions.

These policies can create an expectation for the citizenry as well, and give them a guide as they make investment decisions on their property and businesses. With this plan, the citizens can understand that the City does have a focused and substantive vision; that the plan was duly adopted; and that as citizens, they are encouraged to embrace the spirit of the plan and work towards its achievement through their civic endeavors and private actions.

These policies also represent to others seeking to engage in business or as a mover to Van a realistic and truly focused vision Van has of itself. That vision is a desirable environment for many, and this document can be used to attract diverse quality investments, businesses, and new citizens in furtherance of the vision of the City.

The Quality-of-Life Maps are also a guide. They establish designated and defined areas that have an identifiable character or characteristics to be preserved, enhanced or improved.

Collectively, the policies and maps are the comprehensive plan for the City of Van.

## Anticipated Use of the Plan

Cities are primarily built by the development industry in response to market forces. The industry is collectively made up of specialist who focus on specific land use types, such as retail, industrial, office, multi-family, or single family. Cities regulate the activities of that industry through zoning ordinances, technical manuals and other regulatory methods. Comprehensive plans are implemented as private development decisions are initiated in the context of public improvement decisions and investments; such as the new universally accessible city park under construction at the time of adoption of this plan. Achievement of the plan’s policy and vision is accomplished with effective ordinances and budgeting that reflect the intent of the plan. Accordingly, the City as the next step after adopting this plan will identify and modify select ordinances to ensure successful implementation of the plan.

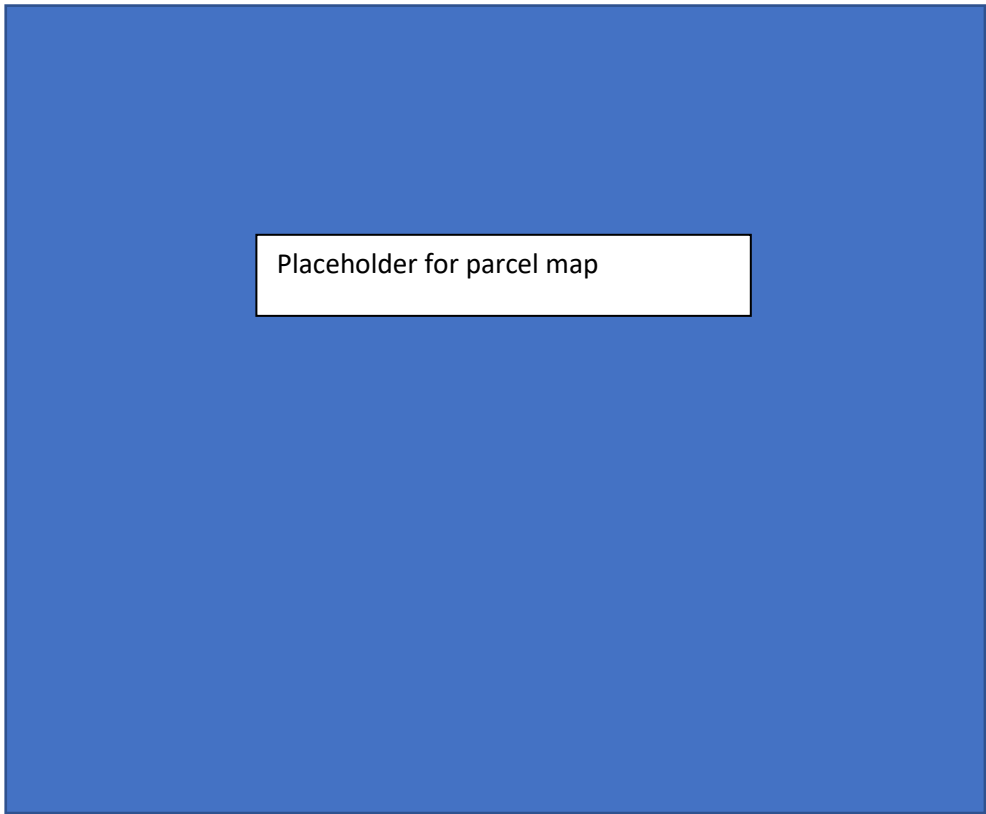
The city will grow into the plan as private and public investments occur. The distinct policy-based areas delineated in the maps will be connected through the subdivision and zoning processes as the parcels containing them develop. As well, non-city initiated actions will be critical. For example, some nature areas can be protected through voluntary conservation easements. Over time, as development occurs, the various areas will be stitched together. This is why the area maps are characterized as Quality of Life Maps.

The challenge is harnessing the growth that will occur so that the vision within the plan can be achieved. In this regard, the chart below and the associated map indicates that there are currently 450 vacant parcels that are less than ½ acre in size within Van’s jurisdiction. There are an additional 63 vacant parcels between ½ acre and 1 acre in size and another 131 vacant parcels that are between 1 acre and 5 acres in size. These vacant parcels represent the places new residential construction could and should occur, possibly creating at least 644 new homes and an increased population of 1,500 people.

There are also 136 parcels comprising almost 4,000 acres that are considered vacant. This represents a challenge for the city to ensure future development is compatible with the elements of this plan. These conditions should create a sense of urgency for the city to adapt their land use regulations to be in conformance with the plan.

This also represents an opportunity to promote this plan and its sensitivities to those parcel owners so they are aware of and can share the expectations for their property, a true win-win. Collectively, implementation of the plan benefits all property owners by creating a place that will result in increasing values and tax base to provide for successful investment and sufficient revenue for expected city services.

<b>Vacant Parcel Status</b>	<b>Total</b>	<b>&lt; 1/2 Acre</b>	<b>1/2 - 1 Acre</b>	<b>1-5 Acres</b>	<b>5-20 Acres</b>	<b>20-100 Acres</b>	<b>&gt;100 Acres</b>
Number of Parcels	780	450	63	131	69	63	4
Total Acreage	4361	71	45	316	755	2689	483



Van’s vision does embrace quality growth. Thus, possible population scenarios are shown in the following chart. Three population forecasts are provided using assumptions of various dwelling units per acre in the identified areas. The potential build-out population of Van could be between 27,000 to possibly—yet unlikely—as high as 96,000. These potential estimates assume the geographical area of Van’s jurisdiction would remain unchanged, utilizing the village concepts of walkable neighborhoods with a variety of different housing types. These projections are based on a 40 to 50-year period.

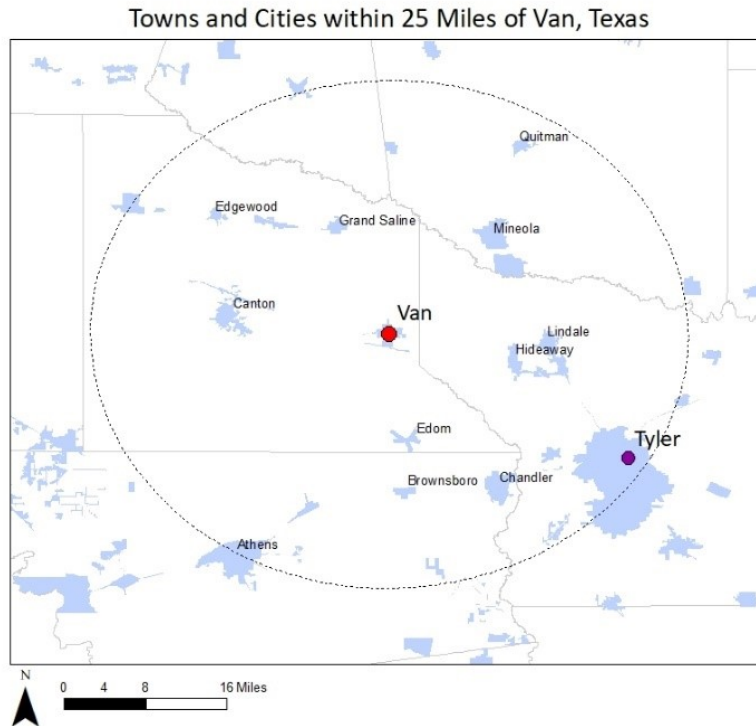
Character area	Low		Med		High	
	Units Per Acre	Projected Population	Units Per Acre	Projected Population	Units Per Acre	Projected Population
Nature area	0	0	0	0	0	0
Major Corridors	2	1,487	4	2,975	8	5,950
Connector Areas	4	484	8	969	10	1,211
Downtown	8	1,846	12	2,770	20	4,616
Rural areas	0.05	108	0.1	217	0.2	433
I-20 Gateway	0	0	0	0	0	0
Town areas	4	9,608	8	19,216	12	28,824

<b>Total Potential Housing Units</b>	13,535	26,146	41,034
<b>Potential Population @ 2.35 People Per Unit</b>	31,806	61,441	96,430
<b>Potential Population @ 2 People Per Unit</b>	27,069	52,292	82,068

Predicting the future for small towns in 2021 is difficult, if not impossible. The COVID-19 virus and the associated pandemic has changed fundamentally how people work and play. Working from home is a reality for a lot of people, and becoming a preference for some employees and employers. This gives the employee the choice to live where they choose, provided they have internet access. There has also surfaced a desire for some to simplify their lives. The COVID gave them an opportunity to experience that simplified life style, and some recognize it may be preferable and more achievable in a smaller community. But what COVID has also done for many, has been an awakening that perhaps we should alter some fundamental elements of how humans interact with the planet.

Van is also uniquely positioned with DFW to the west with an acceptable commuting distance for some. There are smaller population centers less than an hour away from Van, as shown on the following map. Additional population estimates within identified distances from the center of Van are shown below. With over 800,000 people within 50 miles, less than an hour drive, the potential markets Van can serve are numerous. It also shows that Van is within an area experiencing growth, and the city will naturally capture a portion of that growth.

	<b>Population (2019)</b>	<b>Growth, 2010-2019</b>
<b>Within 25 miles of City center</b>	151,841	7.30%
<b>50 miles</b>	806,878	17.10%
<b>75 miles</b>	5,172,067	16.40%
<b>100 miles</b>	8,830,989	17.70%



Van is positioned with over 150,000 people within 25 miles of downtown Van, as of 2019. That area experienced a 7.3% growth rate between 2010 and 2019. The city can find ways to attract investment and gain the type of residential and resulting commercial growth it desires.

A simple description of a strategy to consider is to perform a housing study for the region to identify what market segments are going unserved. The Economic Development Corporation (EDC) would purchase a parcel, or parcels, that could help serve the identified housing demand. The EDC could entitle the property to the standards of the community and sell the entitled parcel to a developer, who would build with potential shared public and private infrastructure investments. This would help to reduce the risk to the developer while increasing the quality of development; and the EDC could earn a return on its efforts, which could be put back into other projects. They can start out small and incrementally scale up the program.

Van is located in a dynamic region. Taking actions today will determine the future of Van. Proactive action will ensure the City develops as envisioned in this plan.

## Policies

### Nature

It is the policy of the city of Van that nature be respected in all land use decisions, public improvement projects, equipment and vehicle purchases, public and private utility construction projects, and land and building development regulations. This respect for nature includes:

- Regulating the minimizing of soil disturbances, through protection of grasses, shrubbery, and trees, and their associated drip areas, and the habitat they provide.
- Preservation of natural drainage ways and provisions that address stormwater quality, the use of graywater wastewater systems, low water use landscaping, and rain gardens and bio-swales.
- Air quality improvement by encouraging alternative transportation choices and alternatives to burning wood and brush cut from pruning and clearing.
- Energy efficiency of buildings through the use of energy codes for new and remodel construction, and regulations for the preservation of existing buildings.

### Urban Design Policies

It is the policy of the city of Van that changes in the built and natural environment will enhance the physical character of the city through regulations that address:

- street types, building types and their placements; housing options, mixed-use structures, human scaled commercial areas, open space, natural vegetation
- Provisions for pedestrian, bicycle, and E-vehicle transportation options.
- Creation of a defined city edge

Regulations and incentives will be aligned to create a human scaled public realm, a diversity of housing options, a protected environment, and multiple transportation options with proper connectivity.

The city should adopt a form-based code for land use regulations, rather than a conventional zoning code.

### Transportation Policies

It is the policy of the city of Van that pedestrian oriented design is the foundational transportation planning scale implemented for all public and private improvements, with a hierarchy of facilities offering a spectrum of transportation options including:

- Walking, riding a bike, riding an E-vehicle, riding a motorcycle, driving a car or truck, riding transit (when made available)

Regulations will be established that address:

- Connectivity; street cross sections; building setbacks, massing, and articulation; shading; land uses and their associated roadway, sidewalk, and landscape characteristics; parking provisions and locations, access to public facilities.

## Housing Policies

It is the policy of the city of Van that all site built, and select manufactured homes are allowed and encouraged, regardless of their sizes, configurations, and groupings.

Possible residential building types include:

- Modular housing meeting specific standards, tiny homes, small cottages, detached houses, boarding houses, live-work units, attached units in 2 or more units per building, apartment buildings, apartment complexes, apartments above non-residential

Possible neighborhood and multi-building development types include:

- Mixed housing unit developments, bungalow courtyards, co-ops, co-housing configurations, single lot size subdivisions, multi-lot size subdivisions, accessory dwelling units, accessory commercial units, gated communities, RV parks, manufactured housing development with specifications

The city of Van encourages alternative and conventional construction techniques that advance the science of energy efficient construction and conservation including:

- Strawbale homes, rammed earth and earth bermed homes, adobe homes, passive solar homes and associated technologies, frame construction, modular construction, panel construction including SIPS, graywater wastewater systems, rain water harvesting, groundwater heat pumps and geothermal

The city also encourages the use of distinctive architectural styles in all building designs.

Regulations will align this policy with design standards to achieve an enhancement of the desired “village” environment. The size and type of developments throughout the community will determine the diversity of housing options, access to external and internal open space, commercial services, and transitional boundaries. A scale of standards will be developed that addresses the housing mix, open space, non-residential use requirements, and transition boundaries as the size of the development changes. Neighborhoods will be developed with a diversity of home sizes and configurations so that as a person goes through changes in life, a housing option would exist for their various life stages.

## Economic Development Policies

It is the policy of the City of Van that economic activities are welcome and encouraged. The community will maximize capitalizing on its assets, which include a beautiful natural setting, the Van ISD School Campuses and administrative facilities, a charming downtown, spacious neighborhoods, and the I-20 interchanges and frontage. Employment and employed populations can be attracted and created in Van by:

- Developing regional recreational choices,
- Encouraging diversified housing,
- Preserving and enhancing the physical community character,
- Fostering an environment that facilitates and supports local business start-ups and applauds their success,
- Integrating a community development curriculum in the school system,
- Offering skill development opportunities for all citizens
- Helping existing businesses with best practices, including succession plans
- Entering into Public-Private-Partnerships (PPP) agreements that help create the housing and retail options desired

Identified industries to develop include:

- Aquaponic and natural food cultivation, packaging, and preparation,
- Home building and construction
- Recreation
- Eco-Tourism
- Retirement
- Adult education and trade skill provider
- Health and medicine
- Rehabilitation and Recovery Services
- Green Economy product retailers, distributors, and manufacturers
- Work from home populations

Incentives may be made available to established businesses wishing to locate to Van, which will be determined on a case-by-case basis. The preference of the city is that businesses wishing to locate to Van recognize the advantages in the quality of life and natural environment of the community, and they want to contribute to the prosperity, rather than drain from it. Resources will be devoted to cultivating internally created and community-based businesses. An opportunity to explore is self-employed medical and health practitioners. Regional health care needs should be assessed to determine Van's locational advantage it may have for attraction of medical services.

## Infrastructure Policies

It is the policy of the City of Van to use its utility capabilities in ways that encourage adherence to the goals of the community while minimizing a financial impact on existing residents and businesses, as determined by a financial impact analysis. The decisions for expansions of the city utility systems, roadways, parks, should be made by a recommending body to the city council for final approval. In the event impact fees are considered, state law requires a land use committee make recommendations for the amount and type of fees to collect. State law also regulates how an impact fee is calculated. A capital improvement committee may be established to identify needs, projects, and funding sources.

Public improvement projects should insure minimizing the impact on nature while maximizing the benefit to the city population. Each element of a project should be evaluated to determine if modifications could be made to gain secondary benefits that might enhance the human experience or the impact on the natural environment.

When considering rebuilding streets in the older parts of town, look for ways to eliminate or reduce pavement. Convert that right-of-way into rain gardens planted with trees to enhance the Van feeling and to advance towns=ds a tree canopy over streets and walkways.

## Public Services

It is the policy of Van to offer high quality services at a competitive cost. As the town grows and service needs are realized, and as resources become available, services will be added. The city will look for ways to advance to the future in the use of technologies and in operational best practices of providing services. The city will monitor its population levels and regionally accepted ratios of services to population to ensure the citizenry is properly served.

The city expects citizens to participate in the establishment and policy recommendations for some public services such as parks and recreation, libraries, fire and public safety, and other public services. Citizen involvement is imperative for a growing community. Board, commission, and committee membership and participation is the training ground for future city councilmembers. Citizen involvement should be encouraged and expanded where ever possible. There needs to be an attitude of welcoming to those who want to participate in local government or in the influence of the provision of public services. Critique is not always bad, and while it might be painful when it is valid, members of a community with an environment of self-improvement can expect that critique is an opportunity for self-reflection and a chance to get better.

The city will maintain an inventory of streets and their respective condition and develop a maintenance schedule. Those streets requiring reconstruction will be evaluated to determine if pavement widths can be reduced and rain gardens for a street tree canopy added. They will also be redesigned at a pedestrian scale.

## Education Policies

It is the policy of the City of Van to work with Van ISD to develop a unit of curriculum for K-12 students that addresses personal and community development for students to have a well-rounded understanding of how a community operates and how they may make a happy and successful life in the community. Included in the personal development are programs to help students identify passions they may possess and ways that passion can be cultivated into a livelihood. The student will be exposed throughout their enrollment with the ideas of possibility thinking and tools they can use to build the life they can envision for themselves. Materials will be sent home that takes the message into the household.

The City and ISD will develop programs that allows the older students to participate in community planning activities. For instance, the creation of this plan poses a chance to engage students in conducting surveys, interviews, corridor characteristic identification, and other activities. Younger students could participate in a simple visioning exercise. These activities help bind a student to the town so they most likely will stay, or return when they are ready to settle down. When groups share an experience, a bond of community is formed as well.

A needs assessment should be conducted to identify opportunities for adult education and skill development of those wishing to advance themselves. When possible, members of the community will be used to conduct the training and education. Funding sources need to be identified, such as EDC funds, as this is vital for creating the environment of self-improvement in the community, and for business attraction and incubation. Adult education and skill development need to be foundational activities to insure systemic positive community development.

## Health care

It is the policy of the City of Van that availability of healthcare services to the city residents and the region are vital for the success of the community and that the city will develop a program to attract medical and health related services. Activities in this program include:

- Maintaining relationships with regional health care providers such as hospitals and clinics; and ancillary services such as labs and therapeutic providers.
- Identify and attract doctors who may want a practice in a small town, but still close to a major city.
- Identify and attract self-employed health and therapy providers
- Sponsor a series of activities or programs that keep Van in the awareness of the identified professionals
- Establish a clinic that visiting professionals can use on a rotational basis.
- Access data on healthcare needs to target specialists.

## Human Development

It is a policy of the City of Van that human development is vital for developing a city that is sustainable, resilient, desirable, affordable, and environmentally conscious. Van will encourage and support development of its employees, community organizations, the school district, and the general citizenry. Needs assessments and surveys will be conducted to identify the needs within the community to develop ways to increase skills, experiences, and certifications that can result in increased wages. of community individuals.

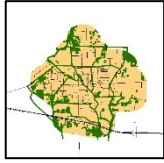
Communities are built by individuals building their lives and livelihoods within the community. Opportunities for entrepreneurial efforts need to be available. Attitudes of success and support, rather than resentment and negativity need to be the norm for the community. Residents need to have ways their passions can be turned into livelihoods and have access to guidance and support as they make business decisions.

There are people in the community with skills that others want to learn. Programs should be developed to match these people with each other.

The difference between towns that have experienced growth and prosperity while others with similar constraints and assets have declined, is the quality of the environment for personal growth that exists in that community. This will determine the long-term future of Van.

## Quality of Life Area Maps and Charts

*The City of Van jurisdiction is broken into 7 different character-defined areas or corridor types. Each area or corridor represents a special or distinctive area of Van.*



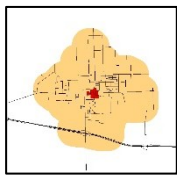
**Nature Areas** serve as greenways running through the city and become a network of trails and easy access to nature.



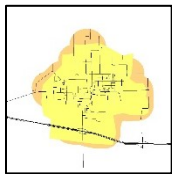
**Major Corridors** connect the city to the outside world.



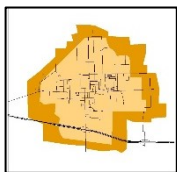
**Connector Areas** offer opportunities for linkages and transitions between areas and activities.



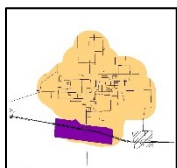
**Downtown** is the heart of the city where people live, work, shop, and play.



**Town Areas** are where most people live in connected and diverse neighborhoods with a variety of housing choices.

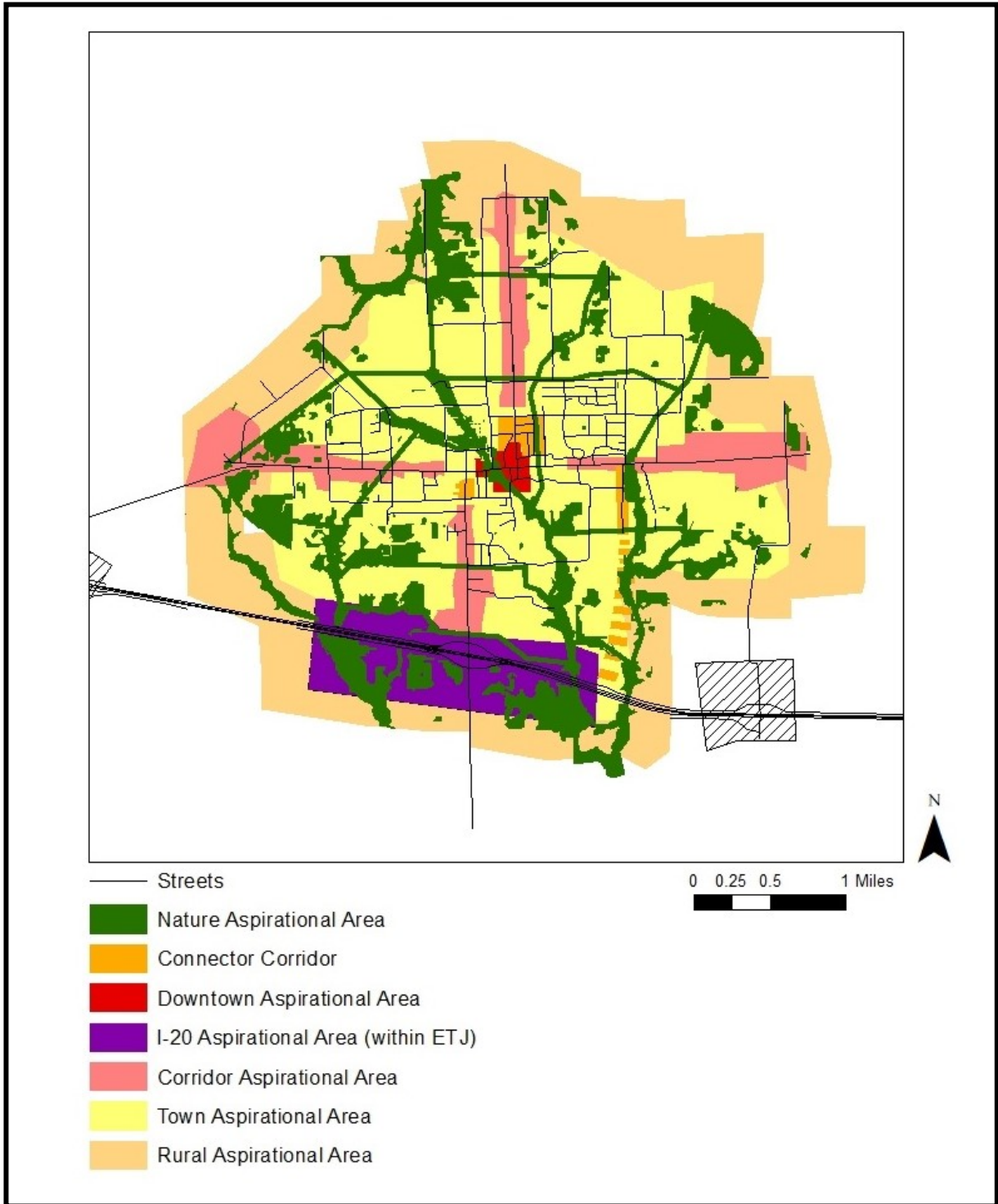


**Rural Areas** are the edge that distinguishes Van as a special place. Food products are grown here.



**I-20 Corridor** is the gateway to Van and an opportunity with multiple potential benefits to capitalize on.

# Quality of Life Comprehensive Map

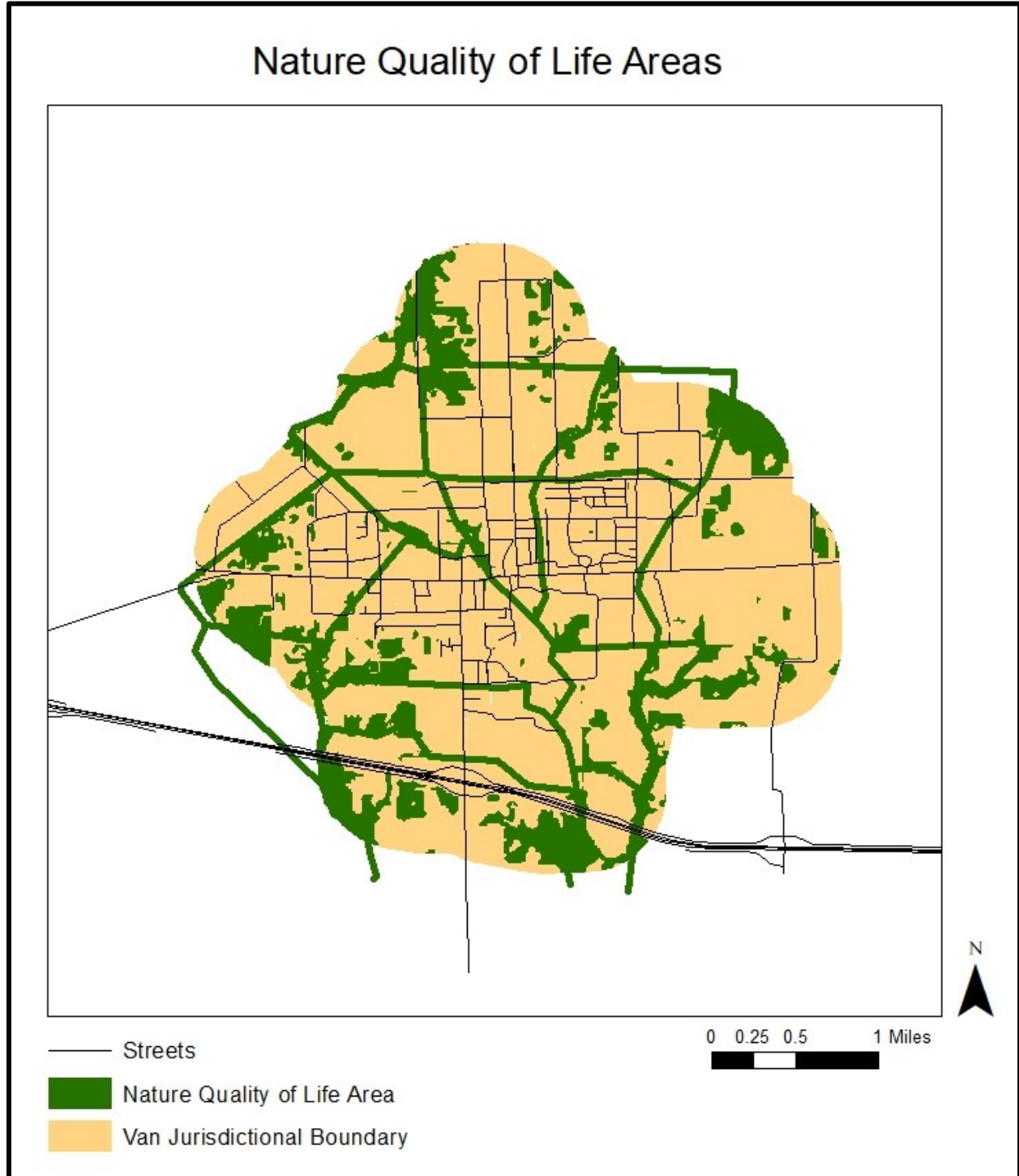


## Nature Areas

*This area consists of floodplains, flood prone areas, wetlands, woodland areas, and groupings of trees and shrubbery. These areas are expected to be kept in their natural condition, other than trail and walkway development.*



## Nature Areas



1,260 Acres

27 Miles of greenways

*The delineation of those physical conditions and context cannot be relied upon for purposes of surveying, flood mitigation or similar analysis. Further mapping and reference to source data should occur.*

### Nature Areas

	<u>Building Spacing</u> <i>Buildings are sporadic</i>	<u>Vegetation</u> <i>Extensive and Diverse</i>	<u>Building Types</u> <i>Predominately Agricultural</i>	
Development Activities Allowed	<u>Grading</u>  <i>For Access Only or downtown redevelopment</i>	<u>Vegetation Removal</u>  <i>Only for access, fire prevention, and public safety</i>	<u>Building Construction</u>  <i>Limited/Accessory Needs and downtown redevelopment.</i>	<u>Temporary Structures and Activities</u>  <i>Limited/Events</i>
Street ROW	<u>Pavement Width</u> <i>Street specific for existing, 18' for new.</i>	<u>Parkway Width</u> <i>Street specific for existing</i>	<u>Pedestrian Facilities</u> <i>Street may be the walkway or trail</i>	
Building Regulations	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	N/A	N/A	N/A	
Building Heights	N/A	N/A	N/A	
Lot Frontage Coverage	N/A	N/A	N/A	
<u>Preservation Notes</u> <i>Development of parcels with these areas can be done in a way that maximizes value while preserving the spaces.</i>	<u>Vistas</u>  <i>These spaces are the vistas. They are what gives the area the feel it has.</i>	<u>Existing Buildings</u>  <i>Existing buildings in floodplains need to be removed.</i>	<u>Vegetation</u>  <i>The vegetation needs to be preserved. It is habitat, it is an air conditioner and filter.</i>	
<u>Enhancement Opportunities</u>  <i>The floodplains and woodland areas should form a network of greenways that traverse the city. It provides convenient access to nature to all citizens. The greenways form the spine of a pedestrian, off road network.</i>	<u>Landscaping</u>  <i>Areas used for trails and paths shall be landscaped with shade trees to create as much of a tree shaded experience as possible.</i>	<u>Road and Pedestrian Configurations</u>  <i>In many instances trails will be 10' in width to allow vehicular access if necessary. Trails crossings on roads will be grade separated when practical.</i>	<u>New Structures</u>  <i>Any new structures would be for the purpose of servicing activities with the character-defined area. Private developments could be allowed within woodland areas under special design criteria on a case-by-case basis.</i>	<u>Existing Structure Use Changes</u>  <i>Any existing structures within floodplains should be removed.</i>

## Major Corridors

*These corridors represent the major roadways and adjacent lands that lead into and through town. They provide the first impression to visitors, and are the areas that residents see as they travel about town. The characteristics of these corridors represent part of what needs to be preserved and enhanced. Development of a different intensity may occur within these corridors. Each corridor also has its own characteristics and pressures that may cause it to change in an undesirable way. The major corridors become a living, master structure of Van because of these characteristics and the other character-defined areas should be seen in this context.*



## Major Corridors



1,044 Acres

## Major Corridors

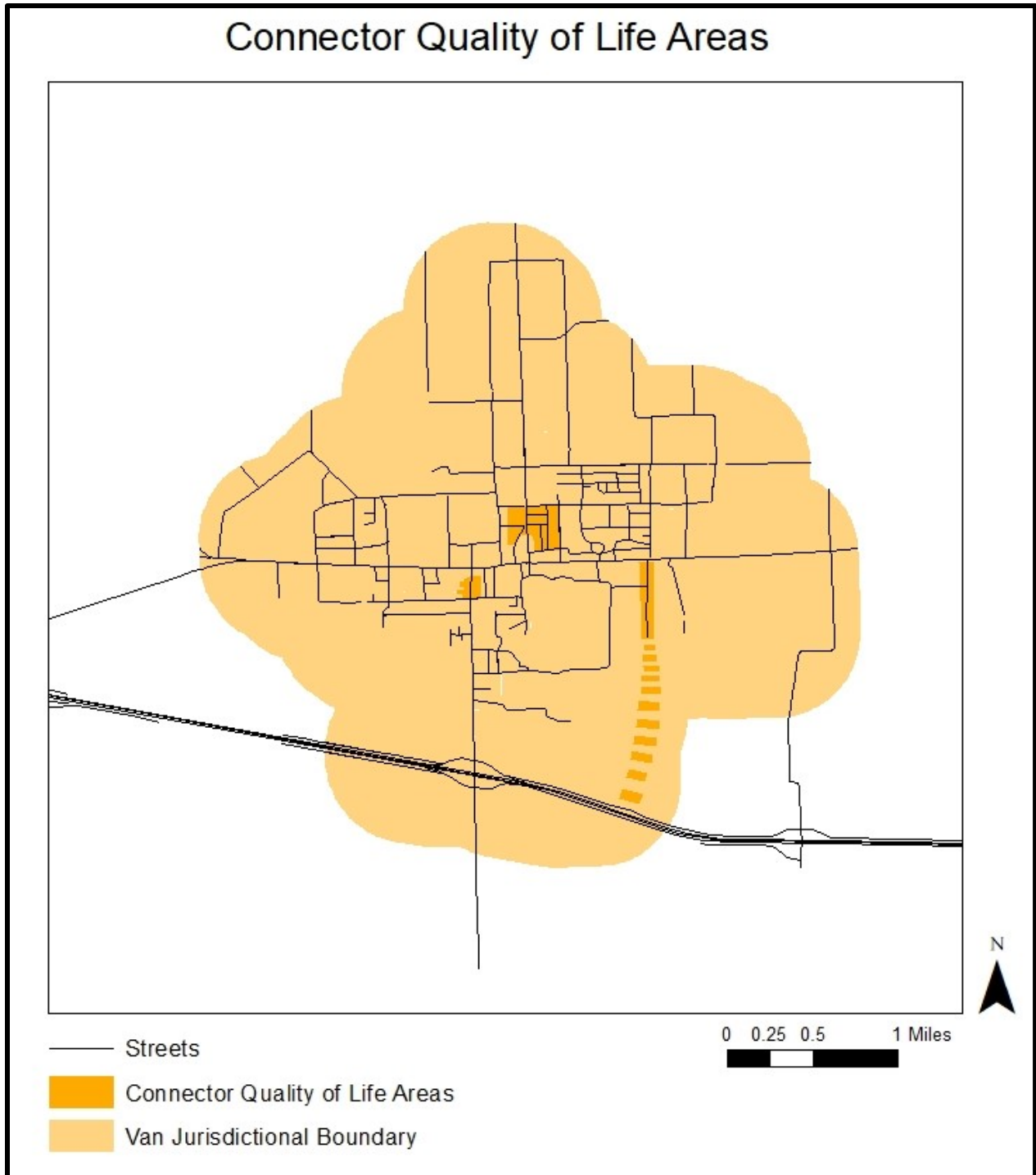
	<u>Building Spacing</u>  <i>Various 25' to 100'</i>	<u>Vegetation</u> <i>Various Intensities, some specimen trees, some cultivated, some pasture.</i>	<u>Building Types</u>  <i>Primarily residential, some commercial</i>	
<b>Development Activities Allowed</b>	<u>Grading</u>  <i>Allowed for driveways, building pads, no lot leveling, limited terracing</i>	<u>Vegetation Removal</u>  <i>Limited to grading area. Requests for grading must include a vegetation survey</i>	<u>Building Construction</u>  <i>Yes, provided it matches the more immediate character of the corridor. ADUs and ACUs are allowed</i>	<u>Temporary Structures and Activities</u>  <i>Yes, for pop-ups vendor stands, food trucks.</i>
<b>Street ROW</b>	<u>Pavement Width</u>  <i>Varied per state and county standards City standards would be for 24' feet of pavement width.</i>	<u>Parkway Width</u>  <i>10' as unimproved shoulder on state and county roads. City standard would be 10' plus sidewalk width.</i>	<u>Pedestrian Facilities</u>  <i>10' sidewalk of concrete or asphalt. ADA Compliance for new buildings and Use changes.</i>	
<b>Building Regulations</b>	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	<i>0-35', dependent upon building width</i>	<i>35'</i>	<i>35'</i>	
Building Heights	<i>45'</i>	<i>45'</i>	<i>35'</i>	
Lot Frontage Coverage	<i>A function of building width and distance to ROW</i>	<i>A function of building width and distance to ROW</i>	<i>A function of building width and distance to ROW</i>	
<u>Preservation Notes</u> <i>Each corridor is distinct. A corridor plan should be developed for each one.</i>	<u>Vistas</u>  <i>Identify vistas and those worthy of saving.</i>	<u>Existing Buildings</u>  <i>Preserve existing building when possible.</i>	<u>Vegetation</u>  <i>Preserve</i>	
<u>Enhancement Opportunities</u>  <i>Preservation is the best enhancement for some areas as it represents that which is good about Van.</i>	<u>Landscaping</u>  <i>Add landscaping for shade along walkways and to cultivate fall color and tourists</i>	<u>Road and Pedestrian Configurations</u>  <i>Use minimum pavement widths, open drainage, 10' sidewalks</i>	<u>New Structures</u>  <i>Need to match the corridor. Put parking in the rear.</i>	<u>Existing Structure Use Changes</u>  <i>Attempt to preserve existing structures as use change is happening.</i>

Connector Areas

*These corridors are the areas where special attention must be given because of the opportunities they represent, or because they are currently, or possibly will soon be experiencing a transition of its characteristics. **Connections, transitions, etc***



## Connector Areas



170 Acres

## Connector Areas

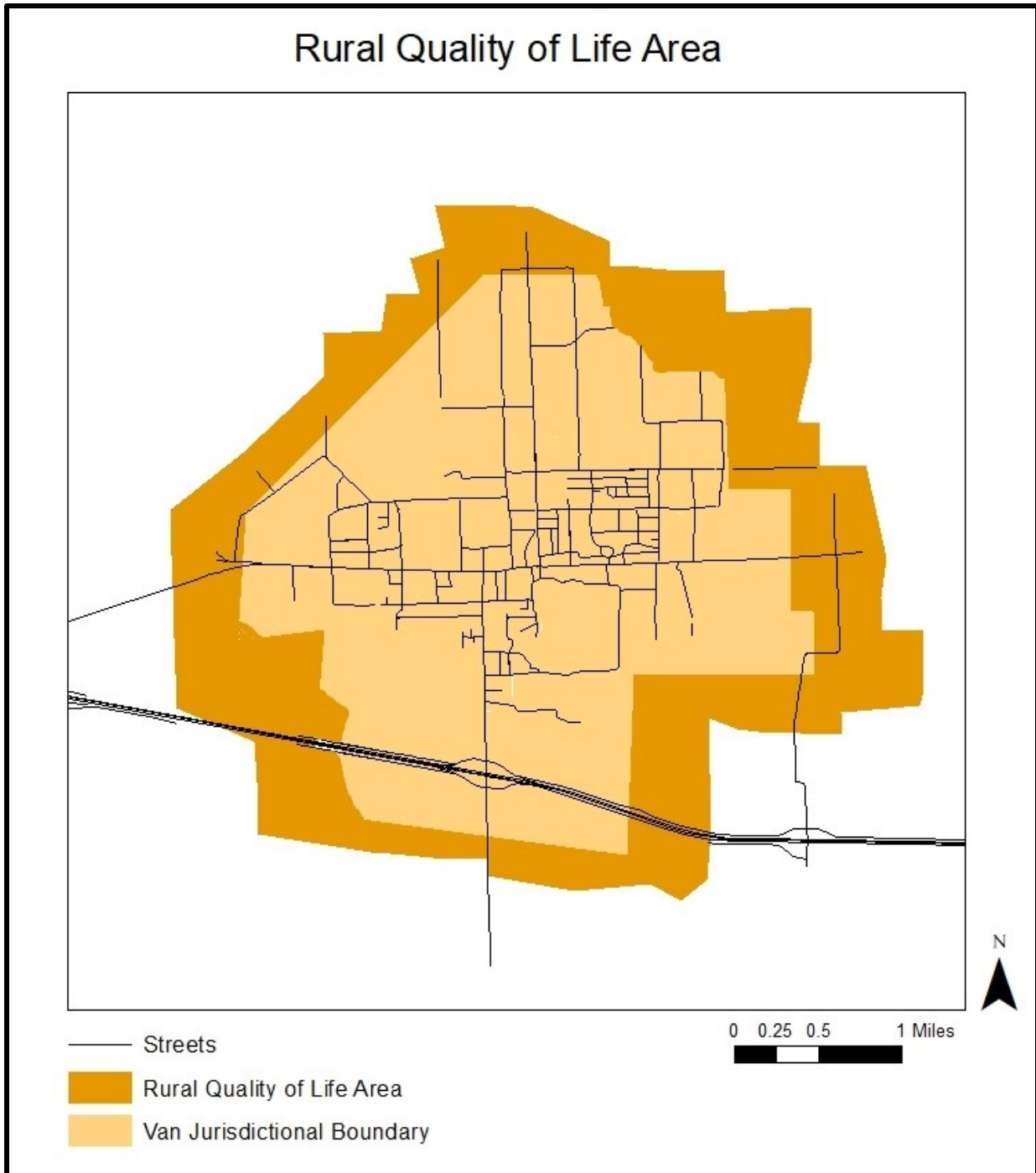
	<u>Building Spacing</u> <i>Various 25' to 100'</i>	<u>Vegetation</u> <i>Various Intensities, some specimen trees.</i>	<u>Building Types</u> <i>Primarily residential, some commercial</i>	
Development Activities Allowed	<u>Grading</u>  <i>For streets, drives, and building pads.</i>	<u>Vegetation Removal</u>  <i>Limited, based upon vegetation survey and developer intent.</i>	<u>Building Construction</u>  <i>Yes, for structures that match or enhance the character. Architecture style and intended use are critical to make this area effective</i>	<u>Temporary Structures and Activities</u>  <i>Yes, for events, activities, and incremental activities to cultivate a market.</i>
Street ROW	<u>Pavement Width</u> <i>20' with ribbon curb and open drainage.</i>	<u>Parkway Width</u> <i>Open Drainage 10'+</i>	<u>Pedestrian Facilities</u> <i>10' sidewalks</i>	
Building Regulations	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	<i>0-35', dependent upon building width</i>	<i>35' front, sides site specific</i>	<i>35'</i>	
Building Heights	<i>45'</i>	<i>45'</i>	<i>35'</i>	
Lot Frontage Coverage	<i>A function of building width and distance to ROW</i>	<i>A function of building width and distance to ROW</i>	<i>A function of building width and distance to ROW</i>	
<u>Preservation Notes</u>  <i>Each connector area should have a regulation specific to it, as each one is unique.</i>	<u>Vistas</u>  <i>Vistas should be identified and preserved when practical.</i>	<u>Existing Buildings</u>  <i>Decent buildings need to be preserved as uses change. New buildings need to match and enhance.</i>	<u>Vegetation</u>  <i>Existing vegetation should be preserved, possibly used as screening.</i>	
<u>Enhancement Opportunities</u>  <i>If change of use is occurring, try to develop as live/work units.</i>	<u>Landscaping</u>  <i>Landscaping can fill voids, Plant streets along sidewalks for shade and fall foliage</i>	<u>Road and Pedestrian Configurations</u>  <i>There needs to be a generous parkway between the sidewalk and pavement edge.</i>	<u>New Structures</u>  <i>Use a distinct architectural style and conform to the more immediate setbacks. A change in use to commercial could possibly be built to the sidewalk edge.</i>	<u>Existing Structure Use Changes</u>  <i>Save structures when possible.</i>

## Rural Areas

*These are areas that should realize only limited development. They consist of larger parcels. Some existing parcels are as small as ½ acre, but the ideal size is 10 acres or larger. A portion of these areas are and should be utilized for food production, including animal, grain, fruits, nuts, and produce. These areas are important because it helps define the edge of Van. The edge is where the distinction of Van begins. It can be imagined as a perimeter with multi-layered benefits. Those include: establishes a visually appealing entry to town, provides a location for animal and grain production, provides a stopping point for development and avoiding isolated “suburban” type residential with disconnected yards rather than connected natural areas; this pattern of conservation will provide for a concentration and effective delivery of municipal services, and it helps provide a cooling mechanism and air cleaning function through transpiration and carbon absorption.*



*Rural Areas*



3,042 Acres

## Rural Areas

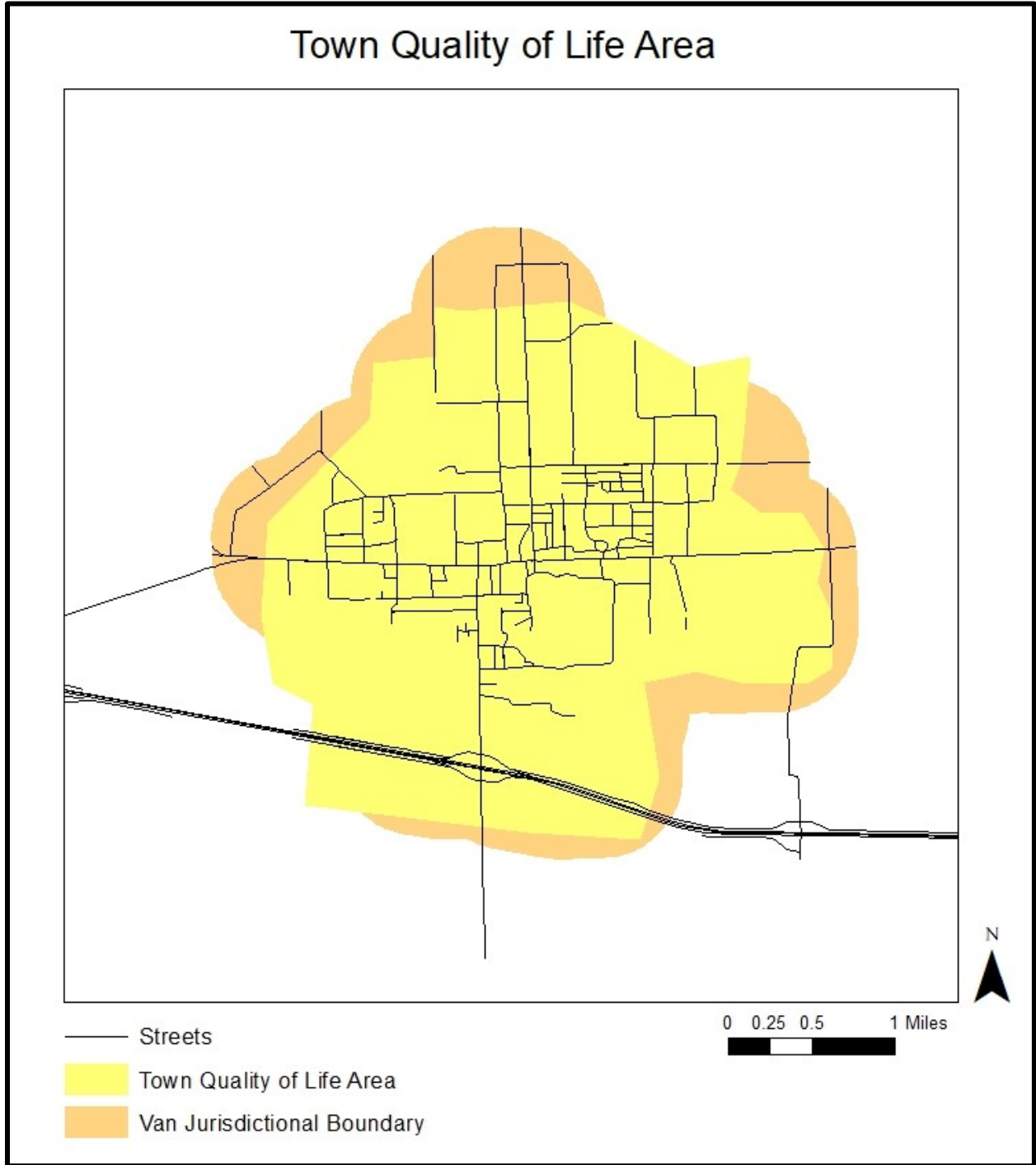
	<u>Building Spacing</u> <i>Various 25' to 100+'</i>	<u>Vegetation</u> <i>Various Intensities, some specimen trees.</i>	<u>Building Types</u> <i>Primarily agricultural, with some residences</i>	
Development Activities Allowed	<u>Grading</u>  <i>For drives, building pads, roads</i>	<u>Vegetation Removal</u>  <i>Limited to grading area. Requests for grading must include a vegetation survey</i>	<u>Building Construction</u>  <i>Yes, for agricultural use, residences, agricultural accessory buildings.</i>	<u>Temporary Structures and Activities</u>  <i>Yes, as popups, food stands, special events</i>
Street ROW	<u>Pavement Width</u> <i>Existing road widths remain, new roads, 20', open drainage</i>	<u>Parkway Width</u>  <i>Per conditions</i>	<u>Pedestrian Facilities</u>  <i>Along greenways in these areas</i>	
Building Regulations	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	<i>Per conditions</i>	<i>Per conditions</i>	<i>Per conditions</i>	
Building Heights	<i>Per conditions</i>	<i>Per conditions</i>	<i>Per conditions</i>	
Lot Frontage Coverage	<i>Per conditions</i>	<i>Per conditions</i>	<i>Per conditions</i>	
<u>Preservation Notes</u>  <i>Maintaining a rural edge is critical for environmental, cultural, and identify purposes.</i>	<u>Vistas</u>  <i>The rural areas have vistas and serve as vista termination points. These can be enhanced with selective building placement.</i>	<u>Existing Buildings</u>  <i>Existing buildings should be preserved. When accessory uses are contemplated, or additions, they should match the architectural style and period.</i>	<u>Vegetation</u>  <i>All vegetation should be preserved.</i>	
<u>Enhancement Opportunities</u>  <i>Building placement, increased farming, greenhouses.</i>	<u>Landscaping</u>  <i>Add trees for fall foliage and shade along greenway trails.</i>	<u>Road and Pedestrian Configurations</u>  <i>Avoid pedestrians along rural roads unless within a subdivision. In that instance the road is the pedestrian way.</i>	<u>New Structures</u>  <i>These need to be cute and rural, and be an enhancement of a rural setting. Fencing is important for creating that feel.</i>	<u>Existing Structure Use Changes</u>  <i>Preserve structures when a change of use is sought.</i>

## Town Areas

*These town areas are adjacent to the corridors and the downtown. They have a variety of lot sizes, housing types and spacing, and neighborhoods. It is where most of the residents live with access, by all modes including cycling and walking to small neighborhood serving retail and businesses. Most of the housing today is detached and was built between 1930 and 2000. It is the area Van is growing within; but should do so with a new pattern and a greater variety of infill housing. It is critical that as it grows, the proper connectivity is provided and property street types.*



*Town Areas*



4,910 Acres

## Town Areas

	<u>Building Spacing</u> <i>Various 25' to 100'</i>	<u>Vegetation</u> <i>Various Intensities, some specimen trees.</i>	<u>Building Types</u> <i>Primarily residential, some commercial</i>	
Development Activities Allowed	<u>Grading</u>  <i>For drives, building pads, roads</i>	<u>Vegetation Removal</u>  <i>Limited to grading area. Requests for grading must include a vegetation survey</i>	<u>Building Construction</u>  <i>Yes, residences, limited businesses. ADUs allowed and some ACU</i>	<u>Temporary Structures and Activities</u>  <i>Yes, as popups, food stands, special events</i>
Street ROW	<u>Pavement Width</u>  <i>20' with ribbon curb and open drainage.</i>	<u>Parkway Width</u>  <i>Open Drainage 10'+</i>	<u>Pedestrian Facilities</u>  <i>10' sidewalks in limited instances, otherwise the local streets serve as the pedestrian facilities</i>	
Building Regulations	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	<i>0-35', dependent upon building width, site specific, commercial cannot be built just anywhere</i>	<i>35' front, sides site specific, no less than 10'</i>	<i>35' front, sides site specific, no less than 10'</i>	
Building Heights	45'	45'	35'	
Lot Frontage Coverage	<i>A function of building width and distance to ROW</i>	<i>A function of building width and distance to ROW</i>	<i>A function of building width and distance to ROW</i>	
<u>Preservation Notes</u>	<u>Vistas</u>	<u>Existing Buildings</u>	<u>Vegetation</u>	
<i>The privacy and seclusion of the neighborhoods need to be preserved.</i>	<i>In some neighborhoods the vistas are the tree shaded streets.</i>	<i>Existing buildings help make up the character of Van. Preserve them and when added onto, match them.</i>	<i>There are some beautiful specimen trees in people's yards. Identify and map them and put them on a walking tour.</i>	
<u>Enhancement Opportunities</u>	<u>Landscaping</u>	<u>Road and Pedestrian Configurations</u>	<u>New Structures</u>	<u>Existing Structure Use Changes</u>
<i>Identify parcels that can be developed to achieve housing goals. Find PPP partners to implement.</i>	<i>The idea of street trees should be expanded through all of town. Trees with fall foliage could be a tourism enhancer.</i>	<i>As parcels subdivide, insure extension of a grid network of streets. Use rain gardens to achieve a tree canopy. Intersection spacing for should 300 to 450 feet apart for ideal pedestrian connectivity. Block lengths could be longer if mid-block walkways are used.</i>	<i>Encourage distinct architectural styles. New neighborhoods need a diversity of house sizes and types.</i>	<i>Preserve existing structures.</i>

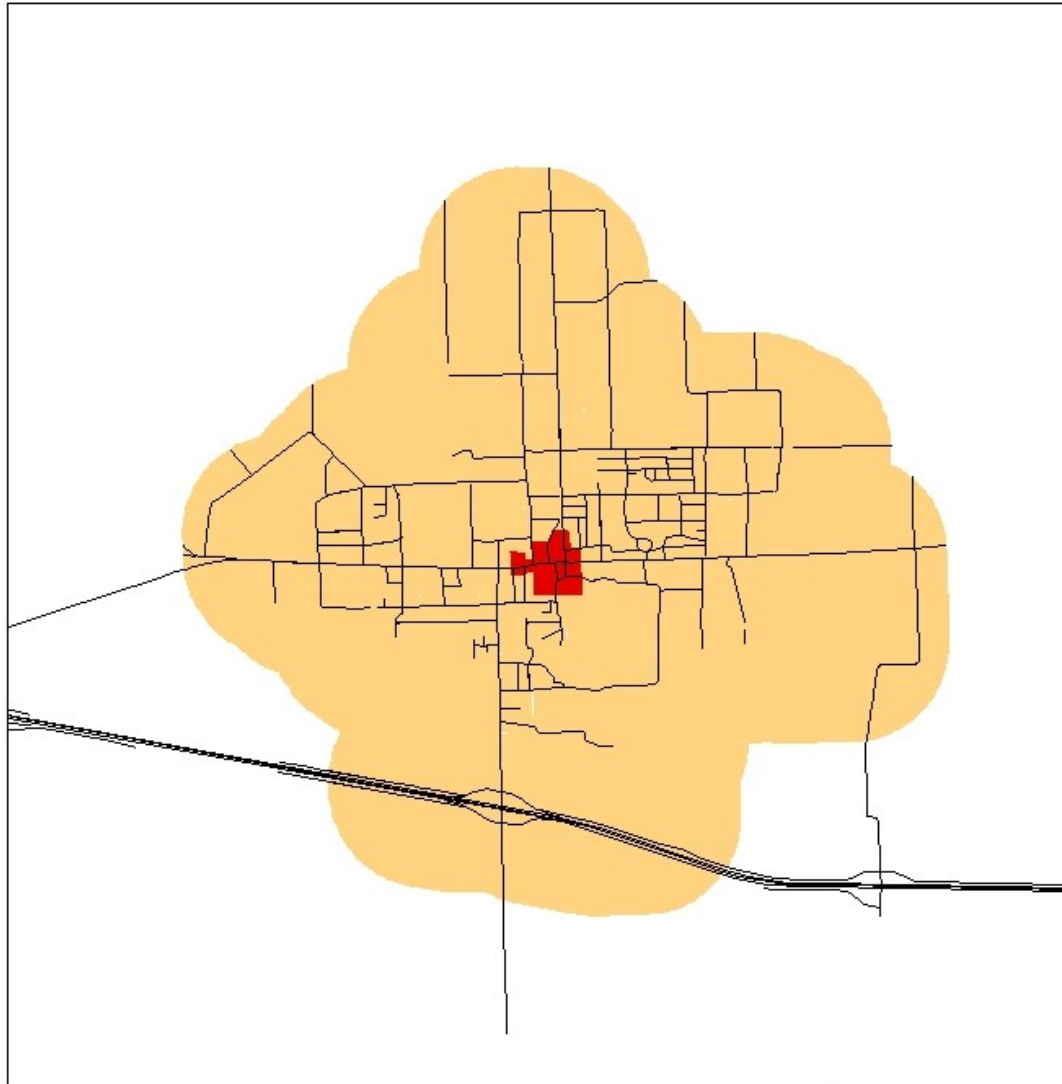
## Downtown

*Downtown is the cultural center of Van. With restaurants and other local services, Downtown is where people meet, enjoy one another, do business and seek new opportunities. It is also where most of the oldest buildings in Van are located. This area has a responsibility of representing the community by the buildings, their condition, as well as new public spaces to provide places for citizens to enjoy life.*



## Downtown

# Downtown Quality of Life Area



— Streets

Downtown Quality of Life Area

Van Jurisdictional Boundary

0 0.25 0.5 1 Miles



324 Acres

## Downtown

	<u>Building Spacing</u> <i>Various 0' to 100'</i>	<u>Vegetation</u> <i>Various Intensities, some specimen trees.</i>	<u>Building Types</u> <i>Primarily commercial</i>	
Development Activities Allowed	<u>Grading</u>  <i>Yes, for all activities.</i>	<u>Vegetation Removal</u>  <i>Preserve as much vegetation as possible. Provide a vegetation survey at grading application.</i>	<u>Building Construction</u>  Yes	<u>Temporary Structures and Activities</u>  Yes
Street ROW	<u>Pavement Width</u>  <i>State road determined by state, local 20' to 40"</i>	<u>Parkway Width</u>  <i>Typically no parkway, if so, its paved for parking. Otherwise, 5' planter strip.</i>	<u>Pedestrian Facilities</u>  <i>10' to 25' sidewalks</i>	
Building Regulations	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	<i>0' 45' and higher for landmark structures like steeples or towers.</i>	<i>0'</i>	<i>5'</i>	
Building Heights		<i>4 stories.</i>	<i>3 stories</i>	
Lot Frontage Coverage	<i>100%</i>	<i>100%</i>	<i>90%</i>	
<u>Preservation Notes</u>  <i>The small scale downtown is part of the feel of Van. Find ways to preserve it..</i>	<u>Vistas</u>  <i>Identify and preserve. What is the view at 30'?</i>	<u>Existing Buildings</u>  <i>Preserve existing buildings. The façade can be retained and additional structures built above and behind. .</i>	<u>Vegetation</u>  <i>Preserve as much vegetation as possible. Include it in the design for making shaded places.</i>	
<u>Enhancement Opportunities</u>  <i>Find a way to incorporate the flood plain into a water feature, perhaps lined with buildings like the San Antonio Riverwalk. Connect the abandoned railbed to Grand Saline as a trail.</i>	<u>Landscaping</u>  <i>Provide street trees in tree wells</i>	<u>Road and Pedestrian Configurations</u>  <i>Expand the grid all streets need sidewalks. Ideal block size spacing is 250' to 350' for a downtown area. Sidewalks should be a minimum of 10' width.</i>	<u>New Structures</u>  <i>Buildings can be designed and placed to be the vistas. New buildings need to be built to the sidewalk line to maintain the façade of the streetscape. Consider canopies over the sidewalk as a standard. .</i>	<u>Existing Structure Use Changes</u>  <i>Due to the limited number of multi-story buildings, upper story setback may be desired to maintain the open feel of single story building lined streets</i>

## I-20 Gateway

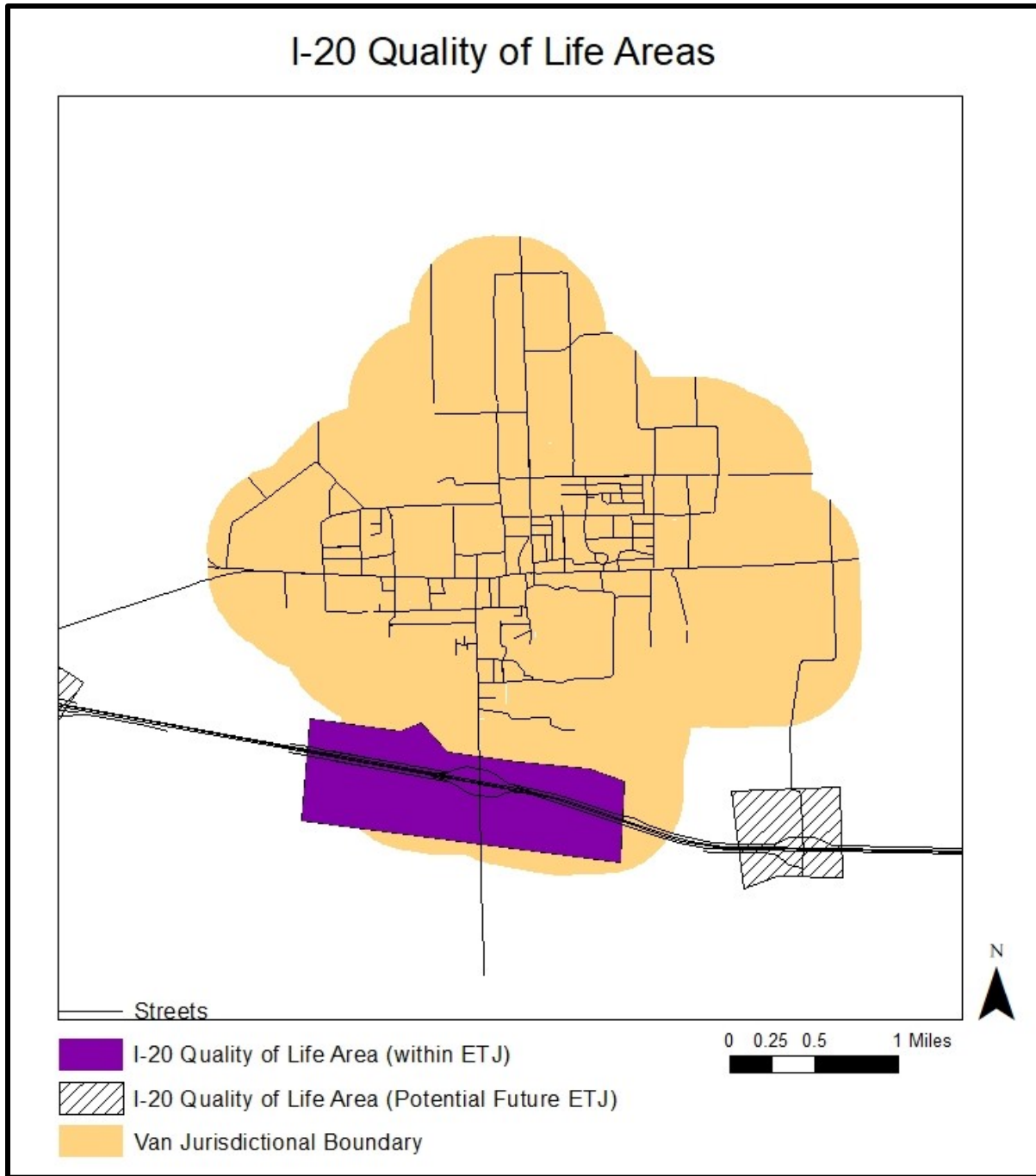
*This area around the interchanges of I-20 is the gateway to Van. This corridor can be considered the major entryways into Van and are the first chance a first impression will be created by the first-time visitor. It is also the area that will be the most difficult to implement a unique village feel within; but it can be accomplished with certain design features such as fencing, landscaping and a coherent traffic pattern for cars and trucks. See first image below from a project proposed in Durham, NC. Jobs will be created here, tax revenues generated here, and those businesses and jobs can be enhanced through a stakeholder driven approach to a comprehensive design and traffic strategy.*

*It is important the city pursue through annexations the opportunity to get two additional interchanges into the city's jurisdiction. This will provide sales tax collection opportunities and the ability to determine the character of these gateways into the community.*



City of Van Comprehensive Plan - Page 42

# I-20 Gateway



1,520 Acres

## I-20 Gateway

	<u>Building Spacing</u> <i>Various 25' to 100'</i>	<u>Vegetation</u> <i>Various Intensities, many woodlands.</i>	<u>Building Types</u> <i>Primarily travel related, Truck stop, fast food.</i>	
Development Activities Allowed	<u>Grading</u>  Yes	<u>Vegetation Removal</u>  <i>Limited to grading area. Requests for grading must include a vegetation survey</i>	<u>Building Construction</u>  Yes	<u>Temporary Structures and Activities</u>  Yes
Street ROW	<u>Pavement Width</u> <i>Properly accommodate 18-wheel truck traffic.</i>	<u>Parkway Width</u>  35'	<u>Pedestrian Facilities</u> <i>Effective so once one parks, they can walk to their destinations.</i>	
Building Regulations	<u>Commercial</u>	<u>Attached Residential</u>	<u>Detached Residential</u>	
Building Setbacks	<i>0' to 100'+</i>	<i>0'</i>	<i>25'</i>	
Building Heights	<i>8 story</i>	<i>8 story</i>	<i>8 story</i>	
Lot Frontage Coverage	<i>100%</i>	<i>100%</i>	<i>75%</i>	
<u>Preservation Notes</u>  N/A	<u>Vistas</u>  N/A	<u>Existing Buildings</u>  N/A	<u>Vegetation</u>  N/A	
<u>Enhancement Opportunities</u>  <i>This should become the best set of exits on I-20 to accommodate truckers and RV travelers. If they want to stay close to the freeway they can park once and have easy access to town.</i>	<u>Landscaping</u>  <i>Add fall foliage. Add shade trees.</i>	<u>Road and Pedestrian Configurations</u> <i>Identify area that is trucker friendly for maneuvering, parking etc. Give an easy pedestrian access to dining and entertainment. Block lengths should be no greater than 450'.</i>	<u>New Structures</u>  <i>Increase hotels, develop RV parks, restaurants, a destination retailer, amusement parks, experience shopping, Park Once</i>	<u>Existing Structure Use Changes</u>  N/A

## Strategic Direction

Add additional I-20 interchanges in Van's jurisdiction, It is important the city pursue through annexations the opportunity to get two additional interchanges into the city's jurisdiction. This will provide sales tax collection opportunities and the ability to determine the character of these gateways into the community.

Attempt to get parcels straddling the ETJ line to be included in Van's jurisdiction. This will create a better-defined jurisdictional boundary, it will minimize jurisdictional conflict, it will be an opportunity to establish better relationships with property owners. without no jurisdictional conflict

Practice an annual strategic planning process. It is important to regularly visit where the city wants to go and the progress made. It smooths over transitions of political change and gives an opportunity for citizens and staff to know where the leadership is taking the city. It increases the opportunities for the council to be an effective working body.

Establish relationships with healthcare organizations. Healthcare will always be important for the present-day Van citizens and for future growth of the city. The community needs to establish and actively maintain relationships with regional healthcare providers, as those are the ones who will build a hospital and make other investments in the community. The relationship will also help keep the community informed on the plans and hopes of those organizations, putting the city in a better position to possibly help them achieve their growth goals.

Establish relationship with land trusts to find partners for conservation easements. The nature and rural areas can be secured through conservation easements. These are covenants a property owner will voluntarily place on their land that limits what can be done with the land. Typically, these are in the form of conservation easements and a third-party land conservation organization holds and enforces the easement.

Create community development component for school curriculum. Building people is how communities are built. Educating the youth about the community and encouraging them to invest their future in the community can help create a sustainable source of new ideas, new products, and new businesses.

Create and encourage more opportunities for community involvement. The city needs to create boards, commissions, advisory committees and other opportunities for citizens to be involved. These are the places future councilmembers come from, and with prior involvement, they are more knowledgeable when they take office. The involved citizenry are also able to take the vision and actions of the city to their sphere of influence in the community and better disseminate accurate news and activities.

Perform a housing study to identify voids in the market that can be fulfilled with PPPs. Public-Private-Partnerships can be the most effective way to achieve the vision of the city through targeted efforts. A housing study can be used to entitle parcels to meet the identified need and to attract private developers to implement.