



City of Van Alstyne

2003 - 2023
COMMUNITY DEVELOPMENT PLAN

VOLUME I

**POPULATION
HOUSING
LAND USE
DRAINAGE
THOROUGHFARES
CENTRAL BUSINESS DISTRICT**

SOUTHWEST CONSULTANTS

AND

MAURICE SCHWANKE & COMPANY

DISCLAIMER

The Texas Department of Housing and Community Affairs in conjunction with the United States Department of Housing and Urban Development furnished financial support to the activity described in this publication which does not necessarily indicate the concurrence of the Texas Department of Housing and Community Affairs or of the United States Department of Housing and Urban Development with the statements or conclusions contained in this publication.

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PURPOSE

Each Texas town has a unique form and character that are shaped by the response of its community leadership to a localized set of social, physical, and economic attributes. As the City of Van Alstyne ages, each of these, character-shaping attributes will undergo varying degrees of change. This Community Development Plan is designed to provide decision-makers a comprehensive framework for responding to such change, and assist them in evaluating alternative future scenarios, responding to market demands, and formulating proposed actions.

Moreover, the Community Development Plan should aid the City in making important future decisions in a manner that supports the best overall, long term interests of Van Alstyne's citizenry. If actively used and regularly updated, this Plan can give elected and appointed officials a useful tool for: (a) considering the future implications of their actions; and (b) efficiently providing a higher level of service to their constituents. Planning is not new to Van Alstyne. The first Community Development Plan was prepared in 1970 with a subsequent plan prepared in 1992. Significant changes have occurred since previous Plans were prepared and adopted. Also, it should be noted that plans are normally good for only a five to ten year period. The 1992 Planning Effort was prepared by the firm of Southwest Consultants and Maurice Schwanke and Company

LOCATION

Van Alstyne is a small North Central Texas town (population: 2,711 as of 2002), containing a total land area of approximately 2491.9 acres, and located roughly 25 miles north of the suburban outskirts of the Dallas-Fort Worth Metroplex, at an elevation ranging from approximate 670 to 800 feet above sea level. Van Alstyne was developed on flat to gently rolling terrain with scattered trees. Situated adjacent to Collin County to the south and mostly in south central Grayson County, Van Alstyne is about 28 miles south of the Red River (Texas-Oklahoma State line. More particularly, Van Alstyne is traversed by U.S. Highway 75, State Highway Number 5, and Farm to Market Highway 121. By highway, Van Alstyne is approximately 47 miles north of downtown Dallas, 13 miles south of the City of Sherman (the county seat of Grayson County). Sherman-Denison is the closest major economic center. The Van Alstyne area climate produces an annual average daily maximum temperature of 75.4 degrees, and an average annual rainfall is 33.16 inches.

Overall, Van Alstyne's location outside the pressures and restrictions of intense urban life, combined with its excellent physical condition, proud heritage, and relative proximity to major highways and local and regional economic centers, makes Van Alstyne a stable Texas community capable of providing a good, small town quality of life and a healthy environment for raising a family.

INTRODUCTION

A primary intention of this Community Development Plan is to formulate and communicate clear, practical methods for Van Alstyne to use in meeting both the existing and future needs and service demands of its citizenry. The first major step in discerning citizen needs and demands is to understand certain quantitative and qualitative characteristics of the local population. Therefore, analysis of past, current, and future population estimates is a crucial factor in the development of this plan. For example, an increasing population generally signals the need for an increased employment market, an extension of community facilities and utilities, and the allocation of additional acreage to fulfill land use demands; whereas, a stable population mostly requires community planning for maintenance, improvement, and modernization of services and facilities.

For the most part, the amount and general type of potential growth and/or improvement for Van Alstyne is mostly predicated on its population size, composition, and spatial distribution. The population size expresses the overall dimensional requirements of the physical environment, and serves as a basic benchmark by which to estimate and categorize the spatial demands for various land uses. When the element of time is introduced, and future trends in population size are estimated, a rational basis is formed for approximating the timing, sizing, and extent of future public

and private improvements. It is especially important to emphasize that holding capacity projections and facility planning require an understanding of the timing and distribution of future population patterns. In short, projected population demand is the rational basis for sizing infrastructure and estimating the optimal timing of capital expenditures. Suffice it to say, cities cannot properly budget for service delivery without a basic knowledge of its population trends.

PAST POPULATION TRENDS

The existing and past population levels for Van Alstyne are depicted in Table 1. As indicated, between 1930 and 2000 the population growth has been substantial, increasing from 1,453 persons in 1930 to 2,502 persons in 2000. The 2003 estimated population (based on the 2002 housing inventory) is 2,711 persons, which represents a significant increase (8.4%) since the 2000 total population was determined and reported by the census.

TABLE 1

VAN ALSTYNE

POPULATION GROWTH

<u>YEAR</u>	<u>POPULATION</u>
1930	1,453*
1940	1,650*
1950	1,649*
1960	1,608*
1970	1,981*
1980	1,860*
1990	2,090*
2000	2,502
2003	2,711**

* SOURCE: U.S. BUREAU OF THE CENSUS

**BASED ON 2002 HOUSING SURVEY INVENTORY CONDUCTED BY SWC & MSC.

The age composition of a population provides a profile, illustrating when and where the greatest need for various types of public expenditures will be required in order to meet citizen demand. The population pyramid arranges all elements of the population

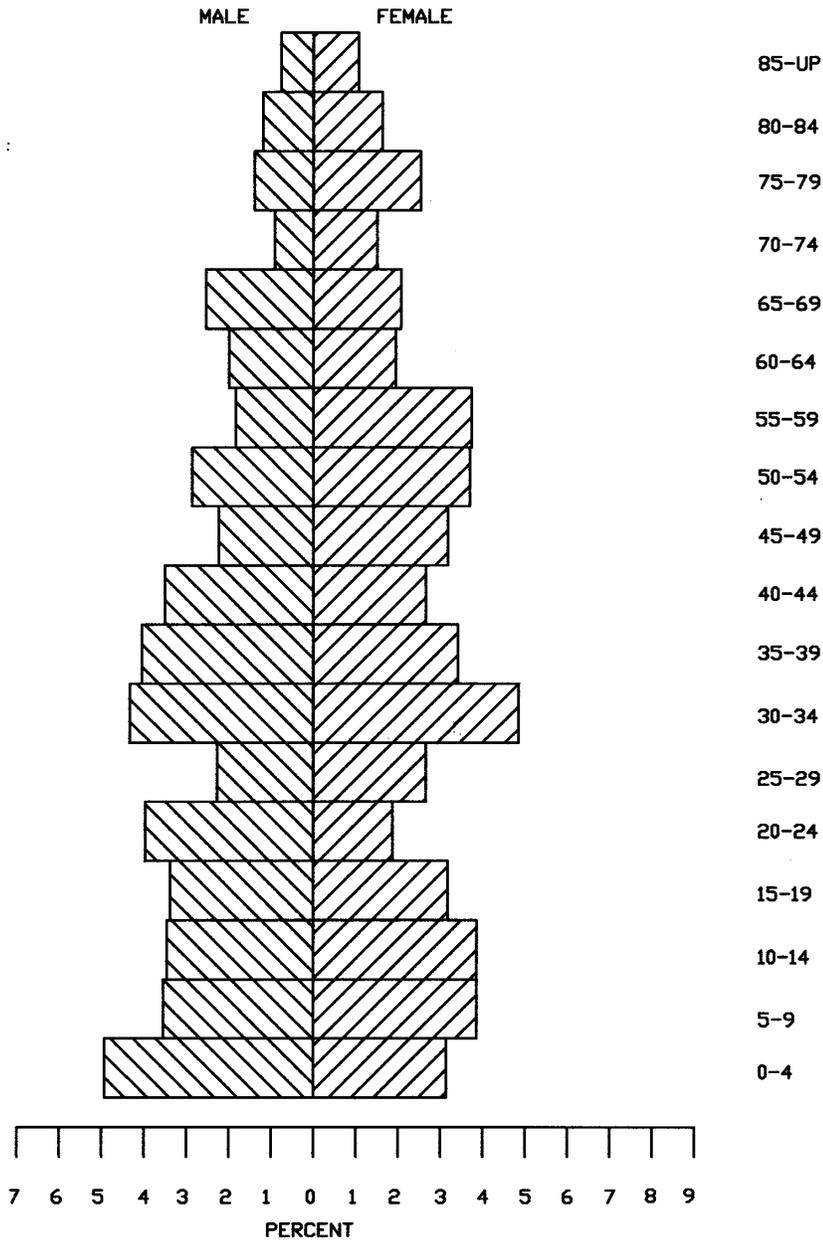
into age groups or cohorts, generally by five-year increments. The population is further divided according to sex.

Figure 1 illustrates the 2000 population pyramid constructed for Van Alstyne. The pyramid indicates that no one age group dominates and that all facets of community facilities will need to be planned for. The median age of the Van Alstyne population is 35.6 years. 51 percent of the total population is female, compared to 49 percent on the male side of the equation. Since 16.3 percent of Van Alstyne's population is over 64 years of age, 27.4 percent is under 18 years old, and 40.1 percent is 25 to 54 years old, it is evident that the demand for City services must meet the needs of a broad range of age groups, including the young and the elderly.

The 2000 population composition is shown in Table 2 and illustrated in Figure 2. As shown, in 2000 Van Alstyne was 90.4 percent White, 3.6 percent black, 7.8 percent Hispanic Origin of any race, 0.2 percent Asian, 1 percent American Indians, and 4.8 percent other. Table 2 also indicates that between 1990 and 2000 there were several significant changes in population composition. As shown, the amount of handicapped residents increased by 8.3 percent and female heads of households grew by 8.1 percent. All other changes were 5 percent or less.

FIGURE 1

2000
POPULATION PYRAMID
VAN ALSTYNE, TEXAS



SOURCE: 2000 U.S. CENSUS

TABLE 2

VAN ALSTYNE

2000 - 1990 POPULATION COMPOSITION*

CLASSIFICATION	1990	%	2000	%	% CHANGE
White	1,911	91.4%	2,262	90.4%	-1.4%
American India	5	0.3%	25	1.0%	0.7%
Asian or Pacific Islanders	2	0.1%	4	0.2%	0.1%
Black	111	5.3%	90	3.6%	-1.7%
Other Race	2	0.1%	121	4.8%	4.7%
Hispanic Origin (of any race)	59	2.8%	195	7.8%	5.0%
Handicapped	123	6.6%	372	14.9%	8.3%
Female Heads of Households	77	4.1%	114	12.2%	8.1%

*Based on 2000 & 1990 U.S. Census

POPULATION PROJECTIONS

Population projections provide the most basic planning assumptions required for strategically meeting future public needs. Any change in population trends is affected by birth rates, death rates, and migration. Because an accurate manner of recording this data has not yet been devised, population projections must be based on potential for growth, local and regional trends, and economic conditions. Four significant assumptions specific to Van Alstyne help form the basis from which to project the 2010, 2015, and 2020 populations, and are listed below:

1. Van Alstyne will continue to exist as a viable community.
2. Van Alstyne's commercial/industrial base will increase.
3. Van Alstyne will provide an appropriate level of basic services to its existing and future citizenry, such as water, sewer, and community facilities.
4. The northward growth of Dallas/Fort Worth and associated suburbs, will maintain the rate of migration into Van Alstyne.

The population projections for Van Alstyne are contained in Table 3 and are graphically illustrated in Figure 3. In addition to the assumptions mentioned

earlier, these projections were based on the five general assumptions listed below:

1. There will be no major depression, war, or plague.
2. There will be no great discovery of natural resources in the area or a change in producing presently discovered resources in such a way that will significantly affect the economy and natural growth of the community.
3. The fertility rate will remain consistent with the present figures.
4. The age at first marriage will not significantly change relative to the present averages.
5. The form of government, economy, and social organization in the city, county, state, and nation will not change considerably.

Over the 73-year period between 1930 and 2003, the Van Alstyne population increased by 1,258 people (a 0.85 percent annual compounded growth rate). Between 1990 and 2003, Van Alstyne grew by 200 people - the average annual compounded growth rate for the thirteen year period was slightly over 2.0%. The 2 percent scenario appears to be what Van Alstyne is currently experiencing. However, that trend is beginning to accelerate and a higher growth rate is expected over the planning period. In developing the population projections for Van Alstyne, past population data and current population trends

were utilized (in addition to the assumptions and analysis above) to project anticipated future population levels. Based on this analysis, the future population of Van Alstyne is expected to be 2,930 residents by 2005, 3,560 residents by 2010, 4,340 residents by 2015, and 5,280 residents by 2020.

It should be understood that regardless of population, the principals of good ongoing planning should still be applied. The changing society, migration, and birth control can change immensely in 20 years; however, the projected population, whether reached five years early or 10 years late, will require basically the same number of facilities for the projected number of people. The City should set and strive to achieve goals for both the desired population levels and the facilities necessary to accommodate the resultant population demands.

Population density is important to numerous facets of the planning program - land use projection, utility projections, planning for schools and parks, all require a knowledge of population density. The demand for public facilities is sometimes created by population location, and other times the population may be the result of the presence or availability of public facilities. The Population Distribution Map locates the existing and projected populations. The number of future residences which will locate in specific areas is unknown due to individual preference; therefore, the location of the density shown could change. The total growth of

the City will still require a specific amount of land area. The population distribution is shown in Figure 4.

TABLE 3

VAN ALSTYNE

POPULATION PROJECTIONS

YEAR	POPULATION
2000	2,502*
2003	2,711**
2005	2,930***
2010	3,560***
2015	4,340***
2020	5,280***

* 2000 U.S. Census

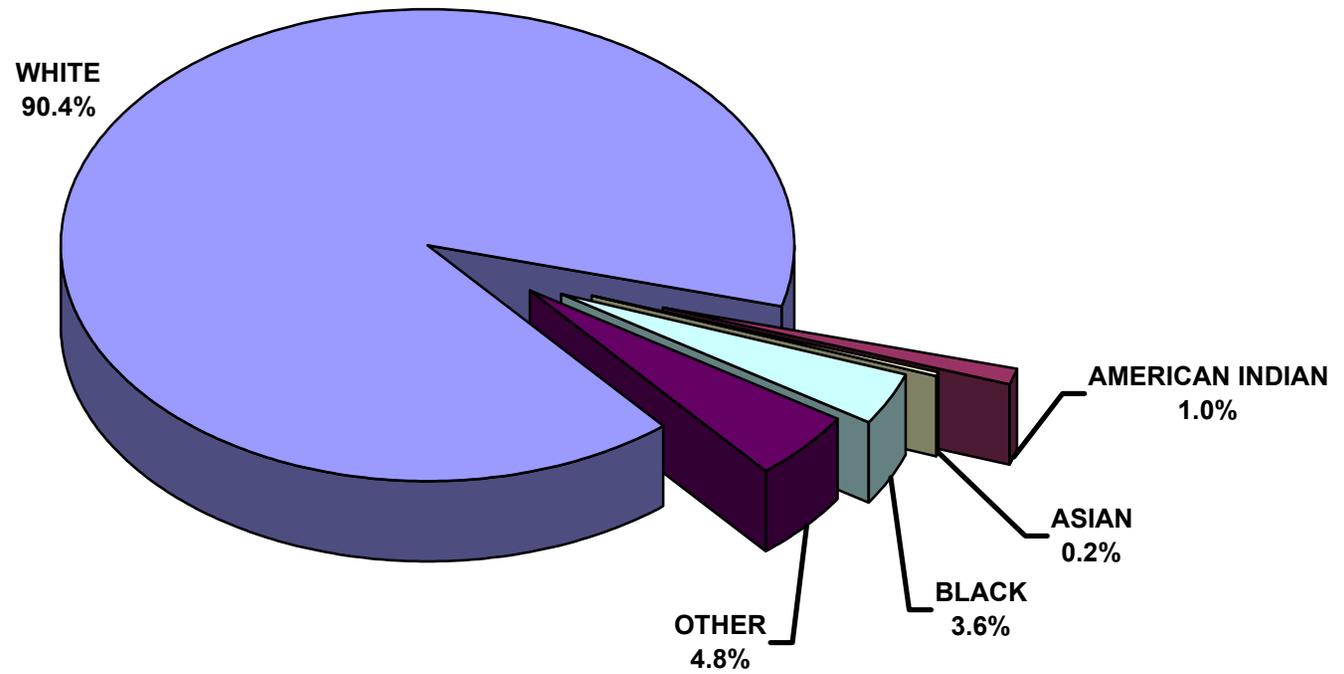
** 2002 Housing Survey by SWC/MSC

*** SWC/MSC Projections

FIGURE 2

CITY OF VAN ALSTYNE

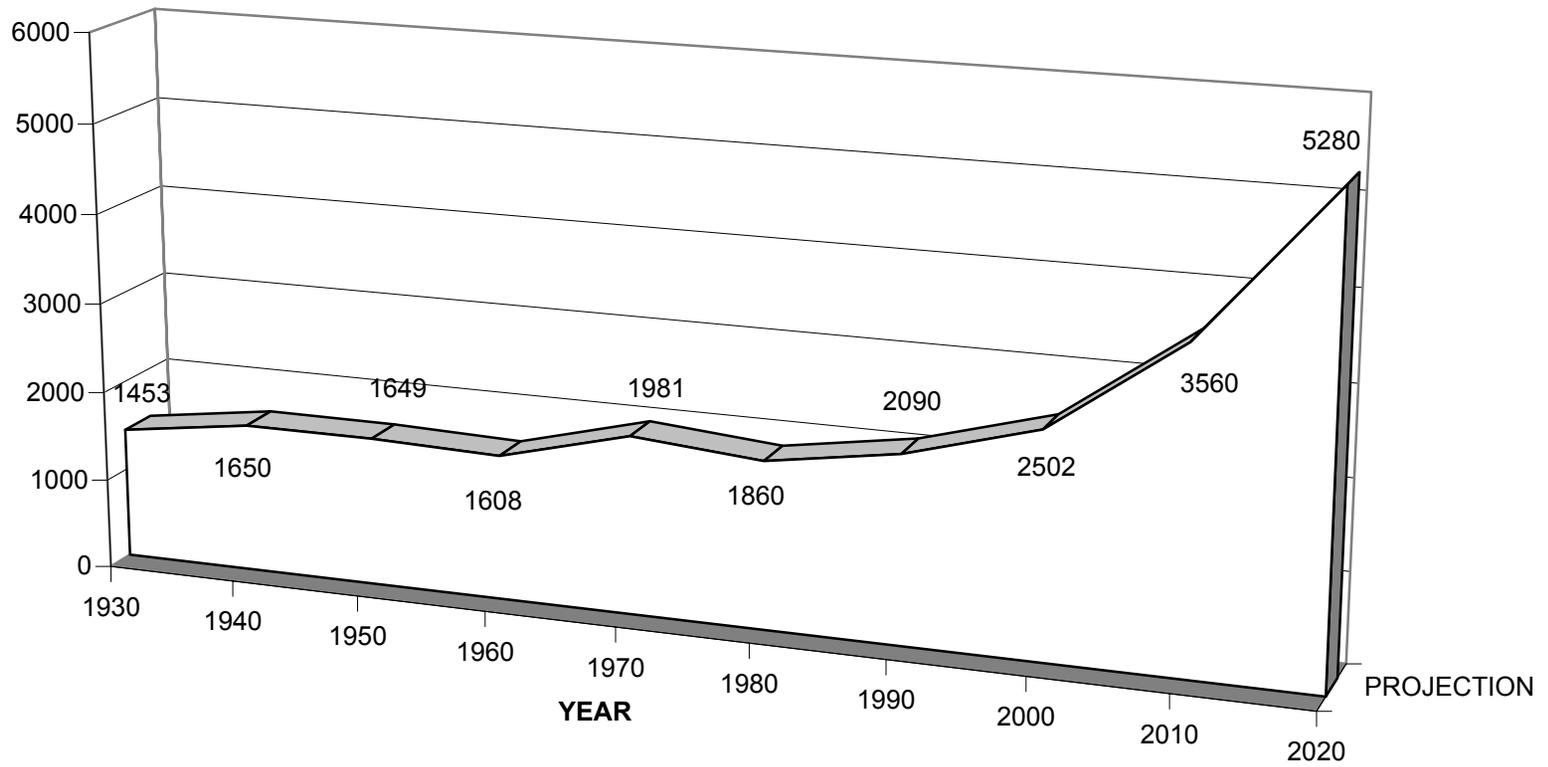
POPULATION COMPOSITION



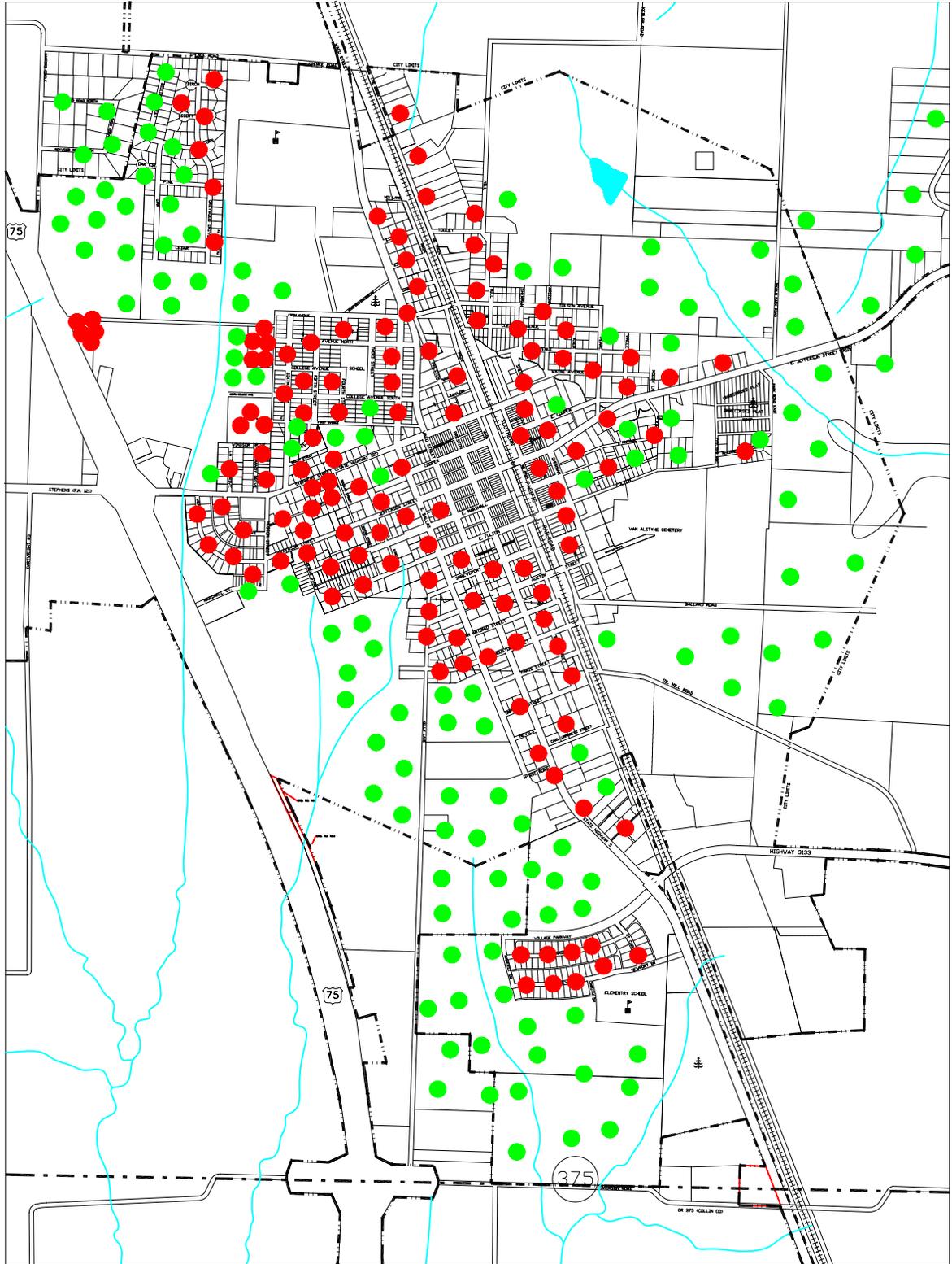
SOURCE: 2000 U.S. CENSUS

FIGURE 3

CITY OF VAN ALSTYNE POPULATION PROJECTIONS



SOURCE: SWC/MSC



POPULATION DISTRIBUTION

- EXISTING 20 PERSONS
- FUTURE 20 PERSONS

CITY OF VAN ALSTYNE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS
 The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

LEGEND

- CITY PARK
- WATER TOWER
- GROUND STORAGE
- SCHOOL



DECEMBER 2002

PREPARED THROUGH A JOINT VENTURE OF
 SOUTHWEST CONSULTANTS
 P.O. BOX 830634
 RICHARDSON, TEXAS
 AND
 MAURICE SCHWANKE & COMPANY
 1209 SOUTHWOOD BLVD.
 ARLINGTON, TEXAS

INTRODUCTION

Providing protection from nature's harsh natural elements by the construction of safe, sanitary shelter is essential for meeting one of our most basic and universal human needs. Addressing this fundamental need is a primary duty of every responsible Texas municipality; it is incumbent upon each community to assure that there is equal and sufficient opportunity for all its citizens to acquire and maintain adequate housing.

Since housing is one of the most prevalent of all urban land uses, housing conditions are crucial to every city's economic future. The physical characteristics of a community's housing stock have become a key indicator of the quality of life enjoyed by its citizens. Further, adequate housing supply is basic to most economic development efforts for any given community or region. Based on the foregoing observations, it is quite apparent that the healthy growth and stability of each Texas community depend on universal availability of safe, attractive housing.

In order for a community to evaluate its relative success in assuring universal availability of good housing, it must assess its existing housing stock. The primary reasons for assessing the housing stock as part of a community development planning process can be summarized as follows:

- (1) to address critical issues affecting the safety, value and attractiveness of housing;
- (2) to determine the availability of units in the housing inventory for purchase and rent by families of lower economic income levels;
- (3) to analyze housing conditions in order to determine whether it is necessary to prepare housing programs and activities for the purpose of upgrading or stabilizing existing housing and neighborhoods within the subject community; and
- (4) to determine the extent of housing inventory within the community which is available for rent or purchase by families migrating into the City, or by local families with changing housing desires or needs.

EXISTING HOUSING CONDITIONS

In order to form a basis for planning activities which provide for adequate housing in the City of Van Alstyne, it is necessary to determine the condition of the existing

housing stock. To compile this information, an exterior survey of the condition of housing structures was conducted in August of 1998. Housing units were further classified using the following four categories:

1. Standard Condition
2. Minor Deterioration
3. Major Deterioration
4. Dilapidated Condition

Further explanation of the structural condition categories is given below for clarity of definition.

Standard Condition: A standard structure is defined as one that basically has no defects.

Minor Deterioration Condition: A structure requiring minor or no apparent structural repair but which, within the planning period, will require such maintenance to retain its value and usefulness. Examples of minor defects are:

1. Light damage to steps or porches or mobile home skirting and siding;
2. Slight wearing away of mortar between bricks or other masonry;
3. Small hairline cracks in the walls, plaster or chimney or mobile home siding separations;
4. Torn screens or cracked window panes;

5. Slight wear of door sills and frames, window sills or window frames; and,
6. Broken gutters or downspouts.

Major Deterioration: Those units exhibiting a need for additional repair that would normally not be provided during a regular course of maintenance. Such units have one or more deficiencies that are of an intermediate nature, and that must be corrected if the unit is to continue providing safe and adequate shelter for the occupants. Examples of intermediate defects are:

1. Holes, open cracks, rotted, loose or missing materials over a small area of the foundation, roof, or wall or siding of mobile home;
2. Shaky or unsafe steps, rails, and porches;
3. Broken or missing window frames;
4. Rotted or loose window frames that are no longer rain or wind-proof;
5. Loose, broken or rotted stair treads, risers, balusters, or rails;
6. Deep wear on doorsills, frames, steps, or porches;
7. Missing bricks or cracks in the chimney, trim on mobile homes; and,
8. Makeshift chimneys, such as stovepipes or other un-insulated pipe leading directly from stoves to the outside through a hole in the window, wall, or roof.

Dilapidated: Units that, in their present condition, do not provide safe or adequate shelter, and endanger the health, safety, and well being of the occupants. Such units have one or more critical defects, or have a combination of intermediate deficiencies in sufficient number or extent to require considerable repair, or are of inadequate construction. The defects are either so critical or widespread that the structure will have to be extensively repaired, reconstructed, or demolished. Examples of critical defects are:

1. Holes, open cracks, loose, rotted, or missing materials over a large area of the foundation, walls, or roof, including the framework of mobile homes;
2. Sagging roof ridges, eaves, or out of plumb walls, including mobile home walls; and,
3. Extensive damage caused by fire, storms, flooding, termites, etc.

During the course of the housing survey, dwelling structures were also identified according to four basic types: single-family, mobile homes, multi-family, and group quarters. Single-family units were defined as such if they were originally designed to provide living quarters for one family unit and were of a permanent nature. Mobile homes included those housing units which were designed to permit their being transported over public streets and highways with a minimum of effort and congestion and whose original design had not been altered so as to detract from their ability to be

readily moved. Multi-family units include those, which were observed to be originally designed to provide living quarters for two or more families and were of a permanent nature. Group quarters are structures that are normally used as nursing homes, dormitories, or prisons.

HOUSING ANALYSIS

Based on the results of the housing survey, it was determined that a total of 1,122 housing units exists in Van Alstyne. Of this total, 894 units (79.7 percent) are classified as single-family; 26 (2.3 percent) as mobile home; 142 units (12.7 percent) as multi-family; and 60 (5.3 percent) as beds in group quarters.

The housing survey provided the following results concerning housing condition: 571 units, or 89.5 percent, are classified as being in standard condition; 61 units, or 9.6 percent, are classified as having minor deterioration; 6 units, or 0.9 percent, are classified as having major deterioration; and no units, are classified as dilapidated. Existing housing locations and characteristics for Van Alstyne are provided in greater detail in Figures 5, 6, and 7, and in Tables 4, 5, 6, and 7 below.

Though few in number, substandard housing units are scattered throughout the City; there are no significant concentrations of deterioration. Most of these units are classified as having minor deterioration; however, some of the housing units have major deterioration, and should receive priority for repair.

TABLE 4
CITY OF VAN ALSTYNE
EXISTING HOUSING UNITS

Housing Type	Number	% of Total
Single-Family	894	80.6%
Mobile Home	26	2.3%
Multi-Family	130	11.7%
Group Quarters	60	5.4%
Total	1,110	100.0%

Source: Field Survey Conducted by SWC & MSC in 2002

At the time the survey was conducted, 23 single family units were identified as vacant, and are geographically depicted in Figure 7. Of these 23 vacant units, 6 structures were considered to be in a major deterioration condition and 6 additional structures were considered to be in a dilapidated condition.

TABLE 5

CITY OF VAN ALSTYNE

EXISTING HOUSING CONDITIONS

Condition	Single-Family	Multi-Family	Mobile Home	Group Quarters	Total
Standard Condition	628	86	9	60	783
Minor Deterioration	222	44	16	0	282
Major Deterioration	37	0	1	0	38
Dilapidated	7	0	0	0	7
Vacant*	23	6	0	20	49

Source: Field Survey Conducted by SWC & MSC in 20092

*Vacant units are a subset of housing in all conditions.

TABLE 6

CITY OF VAN ALSTYNE

2000 HOUSING OCCUPANCY CHARACTERISTICS

TOTAL PERSONS IN OCCUPIED UNITS	PERSONS IN OWNER OCCUPIED UNITS	PERSONS IN RENTER OCCUPIED UNITS	NUMBER OF VACANT UNITS
2,443	1,747	696	70

SOURCE: U.S. CENSUS BUREAU, 2000

TABLE 7
CITY OF VAN ALSTYNE

2000 GENERAL HOUSING CHARACTERISTICS

TOTAL HOUSING UNITS	OCCUPIED HOUSING	MEDIAN VALUE	MEDIAN RENT	MEDIAN MONTHLY OWNER COSTS	
				W/MORTGAGE	W/O MORTGAGE
1,005	935	\$75,500	\$497	\$896	\$296

SOURCE: U.S. CENSUS BUREAU, 2000

The normally accepted vacancy rate is approximately five percent to ensure an adequate supply of housing is available at all levels of the housing market. Based on the estimate of an average of 2.61 persons per household, allowing for a five percent vacancy rate, assuming no increase in group quarters, and reflecting anticipated future population levels, the estimated future total housing needs for the City of Van Alstyne have been estimated to be 1,178 units by 2005, 1,432 units by 2010, and 2,124 units by 2020 (not including group quarters). If the City grows as projected, and since there are only 7 dilapidated units to be removed, a total of 1,074 new units will need to be added to the housing stock by the year 2020.

29.4 percent of the existing housing stock in Van Alstyne is considered to be in a deteriorating condition, with about 0.4 percent of the single family units needing major repair. Despite the fact that the City housing stock is near the average for most of Texas small communities, the City should educate its citizens about the importance of maintaining the sound condition of housing in order to maintain the excellent condition of Van Alstyne's housing stock. In areas where substandard housing was identified, active code enforcement should be stepped-up. Deteriorating housing should be improved to standard condition. Over a period of time, every housing unit in the City should be brought into compliance with minimum safe housing standards.

HOUSING GOALS

The goals set forth below are presented to ensure decent housing for all citizens.

GOAL 1. ASSURE THAT ALL HOUSING WITHIN THE COMMUNITY IS MAINTAINED IN A DECENT, SAFE, AND SANITARY CONDITION FOR ITS USEFUL LIFE.

Although Van Alstyne will add new dwelling units, the existing units must be adequately maintained in order to meet the local housing demand and foster a stable housing environment. Thus, it is important to direct attention to maintenance of the existing housing stock. Housing should meet appropriate health and safety standards, and comply with the provisions of the local Construction Code for new or existing housing.

Policies:

- * Encourage high-quality construction of all new housing.
- * Assure that the design quality of all housing does not contribute to future, long term blight.
- * Discourage homeowners from neglecting the proper maintenance of their properties.
- * Consider adopting maintenance standards and enforcement methods.
- * Promote housing improvements and well-planned rehabilitation programs.
- * Remove dilapidated structures to help assure the health, safety, and welfare of all citizens.

GOAL 2. A SUFFICIENT CHOICE OF ADEQUATE HOUSING SHOULD BE PROVIDED TO MEET THE NEEDS OF THE INDIVIDUALS OF ALL SOCIOECONOMIC BACKGROUNDS.

Households earning less than 80 percent of the local median income and paying more than 30 percent of their income for housing are considered to have a housing need.

Policies:

- * Develop a range of available housing opportunities within the City.
- * Zone the land in areas with housing needs to promote long term neighborhood stability.
- * Identify and participate in new programs that provide housing assistance to eligible residents.
- * Provide public assistance and/or incentives to foster good quality, low to moderate priced housing.

HOUSING PLAN

Housing needs and some of the potential housing issues/problems within the City have been identified above. The prevention and elimination of housing problems in Van Alstyne will require the development and implementation of an effective housing program. Although this will be an ongoing process, specific actions for the short-term period covering the next five years have been developed. These are listed below:

2003 through 2004

1. Adoption of the Community Development Plan and New Zoning Ordinance.
2. Publishing in a newspaper of general area circulation that Fair Housing is the Law, and designate a month annually as a Fair Housing Month.
3. Beginning a public awareness program on the continued need to preserve the existing housing stock.
4. Apply annually to seek HOME funds to improve housing quality.

2004 through 2005

1. Obtaining annually an updated copy of the State Low Income Housing Plan.
2. Beginning with those units in worst condition, completion of the rehabilitation of at least one-third of the 67 deteriorating housing units in the City by using a combination of the following methods:
 - A. Strict Code Enforcement.
 - B. Seeking HOME funds.
 - C. Establishing Benevolent Groups to help those unable to help themselves.
 - D. Seeking funding from other housing programs (See State Low Income Housing Plan).
3. Obtaining Federal/State financial assistance for housing improvements.
4. Development of strategies to obtain and use the HOME Program created by the National Affordable Housing Act (see State Low Income Housing Plan).
5. Based on the projected population and housing needs, an average of 63 housing units needs to be constructed every 12 months (until a total of 1074 new units are provided to meet the anticipated 2020 housing demand). The

construction of the needed housing units should be provided through private home builders responding to local demand. The City should encourage high quality units subject to adopted zoning and subdivision regulations and building codes.

FAIR HOUSING ACTIVITIES

By resolution the City of Van Alstyne will be designating April of 2003 as a "Fair Housing Month" and Publishing a Notice in a newspaper that Fair Housing is the Law. During February and March of 2003 the citizens of Van Alstyne were given the opportunity to address housing needs during open forum during the initial presentation of this document in a workshop and then to the Van Alstyne City Council and the Planning and Zoning Commission.

FIGURE 5

CITY OF VAN ALSTYNE

HOUSING UNITS

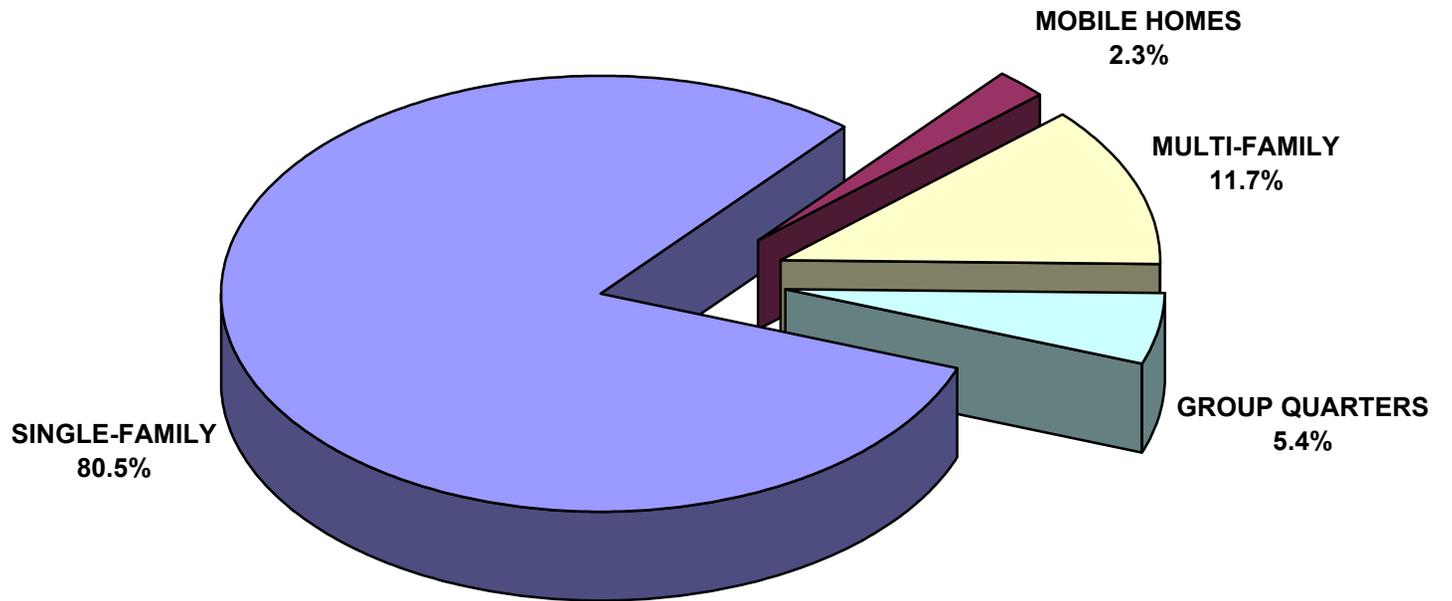
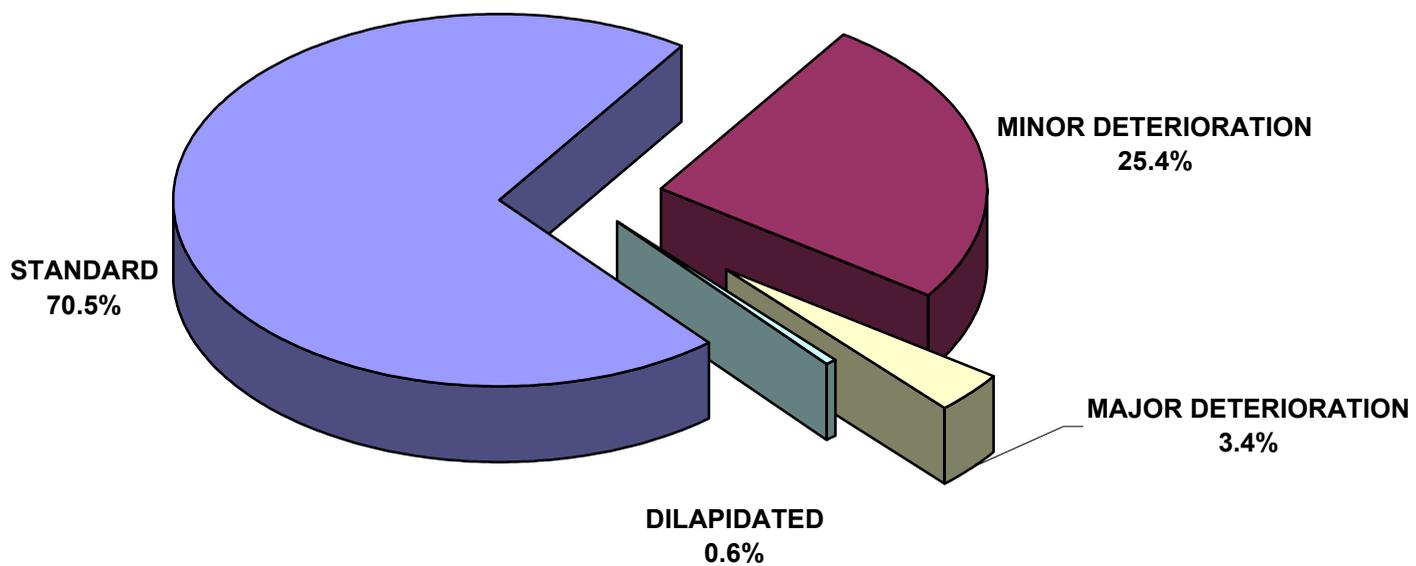
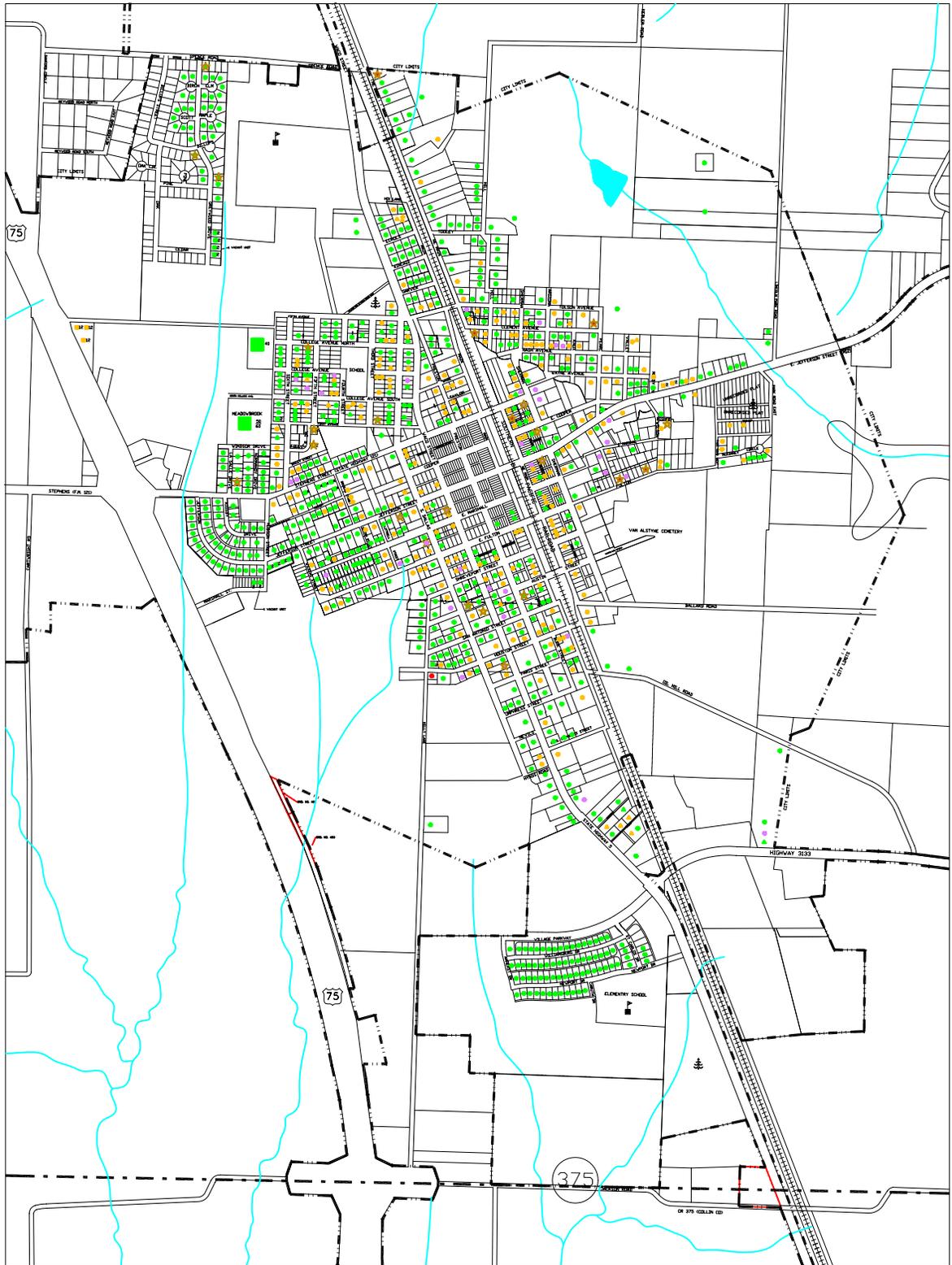


FIGURE 6

CITY OF VAN ALSTYNE HOUSING CONDITION





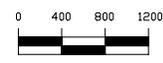
CONDITION	HOUSING CLASSIFICATION
● (Green)	● (Green) SINGLE FAMILY RESIDENTIAL
● (Yellow)	● (Yellow) SINGLE FAMILY RESIDENTIAL
● (Orange)	● (Orange) SINGLE FAMILY RESIDENTIAL
● (Red)	● (Red) SINGLE FAMILY RESIDENTIAL
● (Purple)	● (Purple) SINGLE FAMILY RESIDENTIAL
● (Blue)	● (Blue) SINGLE FAMILY RESIDENTIAL
● (Light Green)	● (Light Green) MULTI-FAMILY RESIDENTIAL
● (Light Yellow)	● (Light Yellow) MULTI-FAMILY RESIDENTIAL
● (Light Orange)	● (Light Orange) MULTI-FAMILY RESIDENTIAL
● (Light Red)	● (Light Red) MULTI-FAMILY RESIDENTIAL
● (Light Purple)	● (Light Purple) MULTI-FAMILY RESIDENTIAL
● (Light Blue)	● (Light Blue) MULTI-FAMILY RESIDENTIAL
▲ (Green)	▲ (Green) MANUFACTURED HOUSING
▲ (Yellow)	▲ (Yellow) MANUFACTURED HOUSING
▲ (Orange)	▲ (Orange) MANUFACTURED HOUSING
▲ (Red)	▲ (Red) MANUFACTURED HOUSING
★ (Yellow)	★ (Yellow) ALL VACANT RESIDENTIAL UNITS ARE INDICATED BY STAR SYMBOL.
■ (Green)	■ (Green) ONLY HOUSING UNITS WITHIN CITY LIMITS IN JANUARY WERE INCLUDED IN THIS INVENTORY OF EXISTING HOUSING UNITS
■ (Yellow)	
■ (Orange)	
■ (Red)	
■ (Purple)	
■ (Blue)	
■ (Light Green)	
■ (Light Yellow)	
■ (Light Orange)	
■ (Light Red)	
■ (Light Purple)	
■ (Light Blue)	

CITY OF VAN ALSTYNE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

- LEGEND**
- ⊕ CITY PARK
 - ⊕ WATER TOWER
 - ⊕ GROUND STORAGE
 - ⊕ SCHOOL



DECEMBER 2002

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS

INTRODUCTION

Urban land use planning in the United States began during the late seventeenth and early eighteenth centuries when the colonial settlers of the new world started building North American cities on the eastern seaboard. These new American towns reflected the European cultural assumptions held by the colonial leadership with regard to human settlement patterns and urban design. Consistent with Euclidean philosophy, communities were spatially surveyed and segmented based on an analysis of human needs, activities, and functional relationships desired for given geographic areas.

The colonial urban designs served the citizens of our new nation quite well, so long as the majority of the population lived and worked on farms, and the uses of urban lands imposed a relatively low impact on the living environment of the urban citizens. However, as the industrial era took hold, populations shifted from farms to cities in order for workers to live in closer proximity to job opportunities. Unfortunately, the operations of these new industrial employers had significant environmental impacts, which especially affected the quality of life experienced by the new job-seeking urban citizens.

The rapid changes in population density and land use intensity presented a new

demand in the United States for changes in urban design which would create more segmentation and separation within the emerging modern land use patterns. As new urban forms evolved in response to market gravity (created by the developing centers of commerce), methods of land use planning also evolved to meet the growing concerns for the health, safety, and welfare of the municipal citizenry. With the industrial age it became especially apparent that a given community's physical future depended on the way the land within its jurisdiction was managed and used. Greater priority had to be given to managing the emerging land use relationships.

The events described in the foregoing history of American urban experience had made it apparent to community leaders that the very quality of life and economic viability of modern communities are greatly affected by the arrangement of its land uses. In fact, today it is obvious to most municipal officials that the degree of harmony, desirability, efficiency, and convenience that a city has to offer to its citizens is largely determined by the quality of public and private land use decision making within its jurisdiction. Therefore, proper planning for healthy growth and change in a given town or city must begin with a sound local land use planning effort.

Consequently, the laws of the State of Texas acknowledge and encourage land use planning as a fundamental activity of responsible local governing bodies. In order to begin a land use planning effort, it is important to establish a common understanding among participants regarding the basic nature of planning. Fundamentally, a plan is

a way of communicating a desired future; a means for transforming thoughts into a reality. In order to produce a plan it is necessary to compare "what is" with "what is desired". Strategies must then be developed to maintain the existing elements deemed desirable, and encourage equitable, healthy change, which addresses those desires that are currently unrealized.

The method a public entity uses for formulating such a plan should reflect the political and socio-economic context of its jurisdiction. Within our system of governing (a democratic republic with a capitalistic economy), it is important for a land use plan to (a) express a vision that is shared by local leadership, and (b) acknowledge and respect private property rights. Further, the plan should be formulated in a manner that enables it to function as a guide for capitalizing on local opportunity.

When considering the dynamics affecting land use planning for the City of Van Alstyne, several factors affecting market processes and responses should be kept in mind. The pattern of land uses existing in Van Alstyne today are developing in response to the on-going and changing needs of the community. The day to day activities and desires of persons living and/or working in Van Alstyne create demand for residential, retail, service, commercial, office, and industrial areas, as well as need for an efficient system of streets and public services. The market and human

response to these demands on the existing land use patterns will impact Van Alstyne's economic development and affect the relationships of existing and future land uses. The evolving relationships between existing and future land uses will shape the character of the community, and create both short term and long-term impacts on the physical, socio-economic, and political future of Van Alstyne.

Additionally, the development of these land use relationships will be important in the provision and management of public services and facilities throughout the community. An orderly and compact land use arrangement can be served more easily and efficiently than a random and scattered association of unrelated uses. Providing for this orderly and efficient use of land should be a major planning consideration in the City of Van Alstyne.

More specifically, in considering future land use, the present use of land must be analyzed. Future decision-making must consider the conditions existing today. For example, in a given city, the land use patterns have generally been established, and an overall market consensus on the reasonable range of property values has been reached. A future land use plan must respect these existing patterns, protect established value ranges, and not jeopardize the socio-economic stability by suggesting adverse changes to land use. A future land use plan also must recognize existing conditions, which may require expansion of certain land uses, as

well as trends influencing development that may require allocation of additional land for new uses in presently undeveloped areas.

In order to analyze the present use of land in Van Alstyne, and enable community leaders to envision future land use arrangements, the specific nature, location, and intensity of all existing land uses must be considered. Therefore, a thorough and comprehensive examination of land uses was undertaken in 2002. All tracts of land within Van Alstyne's city limits and extraterritorial jurisdiction were examined on a parcel-by-parcel basis to determine the nature, extent, and quality of use. This information was recorded on specially prepared base maps. The use of each parcel was also classified within a series of land use categories to reflect the City's current patterns of use. These various land use categories are summarized as follows:

1. Residential:
 - Single-family dwellings
 - Multi-family dwellings
 - Mobile homes
2. Commercial
3. Industrial
4. Parks
5. Public and semi-public areas
6. Streets, Alleys and Railroads

7. Vacant Developed
8. Vacant Undeveloped
9. Agriculture

Each of these categories can be generally defined in the manner described below.

1. Residential: Land on which there exists one or more dwelling units, including accessory buildings; the primary use being for sheltering individuals, families, or groups of persons. The residential land use classification examined three specific types - single-family, multi-family (including group home), and mobile home. Single-family includes those permanent structures, which were originally designed to provide housing for one family unit. Multi-family housing structures include those which were originally designed to house two or more family units, such as duplexes, apartment houses, and group quarters. Mobile homes include those housing structures, which were designed to permit mobility over public streets and highways with a minimum of effort and congestion and have not had significant design alteration (e.g.. setting a unit on a permanent foundation, thereby limiting the ability for easy movement).

2. Commercial: Land or buildings where merchandise or services are offered for sale. The primary purpose of the land is to provide a location for displaying merchandise or communicating services in a manner that enhances the convenient retail sale of goods and services.
Example: grocery stores, clothing sales, car sales, farm equipment sales.
3. Industrial: Land occupied by buildings or open areas primarily being used for storage, transportation, or manufacturing of a product.
Example: manufacturing, construction yards, heavy equipment or material storage, warehousing, wholesale operations, utility stations.
4. Parks: Land devoted to active or passive recreation, or preservation of open space, natural beauty, or environmentally sensitive lands.
5. Public and Semi-Public: Land or buildings occupied by agencies of the government or religious or educational groups. Example: schools, churches, cemeteries, city buildings, post offices, and fire stations.

6. Streets and Alleys: This category includes rights-of-way for highways, streets, and alleys opened for use as thoroughfares, and freight and passenger depots.
7. Vacant developed: Land on which none of the uses in 1 through 6 above are performed and where access to streets, sewer service, and water service is readily available.
8. Vacant undeveloped: Land on which none of the uses in 1 through 6 above are performed and where access to streets, sewer service, and water service is not available.
9. Agricultural: Cultivated and range land (five or more acres).

EXISTING LAND USE COMPOSITION AND ANALYSIS

Land Use Inventory

The land use inventory is an identification of the current uses of land throughout the planning area. The inventory was graphically recorded on a map (See Figure 8),

and the corresponding acreage calculations were tabulated. The land use inventory is not a plan, but rather an important set of data for formulating a plan. To keep the plan current, this inventory should also be kept current. As a new building permit is issued or a tax record is changed, the Existing Land Use Map should be updated and the land use inventory calculations appropriately adjusted. By keeping the land use data current, the City can always assess where it is in relation to its ultimate land use as outlined in the Future Land Use Plan.

Van Alstyne is a small North Central Texas town (population: 2,711 as of 2002), containing a total land area of approximately 2,491.9 acres, and located roughly 25 miles north of the suburban outskirts of the Dallas-Fort Worth Metroplex, at an elevation ranging from approximate 670 to 800 feet above sea level. Van Alstyne was developed on flat to gently rolling terrain with scattered trees. Situated adjacent to Collin County to the south and mostly in south central Grayson County, Van Alstyne is about 28 miles south of the Red River (Texas-Oklahoma State line. More particularly, U.S. Highway 75, State Highway Number 5, and Farm traverse Van Alstyne to Market Highway 121. By highway, Van Alstyne is approximately 47 miles north of downtown Dallas, 13 miles south of the City of Sherman (the county seat of Grayson County).

The City of Van Alstyne contains a total of 2,491.9 acres. About 56 percent, or 1,003.5 acres of the City is developed, while the remaining acreage is vacant (without access to streets or utilities) or being used for some agricultural purpose. Agricultural land accounts for 54.4 percent (1,356.6 acres) of the land within the Van Alstyne city limits. Of the developed land, the most prevalent land use (other than streets and alleys) is single-family residential, which occupies about 10.9 percent of the City's total developed land area. The single family acreage is occupied by 894 single family dwelling units.

Commercial land use covers a total of 25.9 acres in the City. Due to customer convenience and good access, most of the future commercial land use in the City is expected to develop along highway frontages with minor commercial development occurring as infill in the downtown (CBD) area.

Some industrial sites have also been developed, and include some 57.3 acres, or 2.6 percent of the developed land in Van Alstyne.

The public/semi-public land use is generally comprised of land supporting the city hall/police station, fire station, churches, schools, future library site, utility sites, county barn, hospital and post office. Public/semi-public land uses in Van Alstyne account for a total of 191.6 acres, or 7.7 percent of all land within the City.

Analysis of Existing Land Use

An analysis of both the existing and future development activity in Van Alstyne should examine the following basic influences: population growth, housing availability, public utilities and facilities, transportation, and development constraints posed by both the natural and man-made environment.

Influence of Population

Van Alstyne's population growth is expected to grow moderately during the 20 year planning period. The 2000 population was 2,502 according to the census data. The 2003 population rose to 2,711 and the 2020-projected population is estimated to be 5,280. The demographic characteristics of the population are not anticipated to change significantly. Figure 3 graphically illustrates the anticipated population growth (see the Population Section of this Community Development Plan for more detail).

TABLE 8

CITY OF VAN ALSTYNE

EXISTING LAND USE CALCULATIONS

LAND USE	ACRES	%OF GROSS	%OF TOTAL DEVELOPED	AC/100 PERSONS
RESIDENTIAL	292.1	11.7%	29.1%	10.8
SINGLE FAMILY	271.9	10.9%	27.1%	10.0
MULTI-FAMILY	14.0	0.6%	1.4%	0.5
MOBILE HOME	6.2	0.2%	0.6%	0.2
COMMERCIAL	25.9	1.0%	2.6%	1.0
INDUSTRIAL	57.3	2.3%	5.7%	2.1
PARKS	32.4	1.3%	3.2%	1.2
PUBLIC/SEMI-PUBLIC	191.6	7.7%	19.1%	7.1
STREETS AND ALLEYS	358.1	14.4%	35.7%	13.2
VACANT DEVELOPED	46.3	1.9%	4.6%	1.7
VACANT UNDEVELOPED	131.8	5.3%		4.9
AGRICULTURAL	1,356.6	54.4%		50.0
TOTAL DEVELOPED	1,003.5	40.3%		37.0
TOTAL	2,491.9	100.0%	100.0%	91.9

Based on 2002 land use survey conducted by SWC & MSC.

The additional residential population will place more demand on city services and utilities. As residential properties develop there will also be a proportional increase in the locally generated demand for retail/services. The City has 1.0 acres of commercial land use per 100 population (2.0 is the normal based on consultant observations). Eventually, future population growth will present good opportunities for growth in retail/service uses primarily serving the local population, tourists, and highway passer-by consumers.

Housing Influence

Van Alstyne provides four types of housing opportunities - single family units on permanent foundations, mobile homes, multi-family, and group quarters. According to the 2000 census, 93.0 percent of Van Alstyne's housing units were occupied. The current occupancy rate for all housing in Van Alstyne is approximately 95.6 percent.

About 894 out of Van Alstyne's 1,110 housing units (80.5%) are single-family, and approximately 29.5 percent of the total dwelling units need repair, with nearly 4.9 percent of the single family units needing major repair (seven need demolition).

With the growth in population, the demand for well-maintained housing of various types will increase. Unless more units are built and maintained, Van Alstyne housing will be in very short supply as evidenced by the population projections, high

occupancy rates, and the required housing units needed during the planning period.

As the City grows, new housing must be planned and constructed, and the existing housing stock must continue to be well maintained. For a more in-depth analysis of housing, see the Housing Section of the Community Development Plan.

Utilities

Water and wastewater systems in the current configuration will be a significant constraint to future growth. As such, Van Alstyne's water and sewer system will need improvement during the planning period. The water and wastewater- related issues are under study, and will be identified in volume II of the Community Development Plan. When setting priorities for future expenditures, it must be kept in mind that attraction of future growth and provision of appropriate levels of service depend on appropriate expansion of the City's wastewater collection and water supply and treatment system.

Public Facilities

Public facilities in Van Alstyne include: a city hall, police station, a fire station, churches, schools, an existing library, utility sites, and a post office. Demands of future populations will require future public facility maintenance and minor expansion.

Transportation

The City of Van Alstyne is served by a United States highway, a farm-to-market road, local streets, and area county roads. An analysis of the street conditions as well as thoroughfare is part of this Community Plan with recommendations in the following section.

With the addition of some pedestrian access facilities, the addition of new thoroughfares and proper maintenance, the transportation facilities will be capable of accommodating anticipated population growth and resultant increases in land use demand created within the existing City Limits for the foreseeable future. Additionally, in the long term, as new areas are developed, a new network of minor streets will need to be planned and constructed.

Van Alstyne provides no local air transportation facilities. The nearest airport outside of Van Alstyne is the Municipal airport at Sherman/Denison which is centrally located in Grayson County. More significant nearby airports include the Dallas/Forth Worth International Airport (about 76 miles to the southwest), and Love Field in Dallas (approximately 84 miles south). The closest major link to international connections and commercial air travel and freight is located at DFW International Airport.

Natural and Man-Made Constraints

Other than the barrier effect of U.S. 75 and the railroad traversing the City, there are no significant man-made constraints affecting development in Van Alstyne; however, the head waters for several creeks impact development of the City. Most notably is the headwaters of Hurricane Creek which traverses the western sector of the city. Additionally, the soils will for development do present Van Alstyne with notable natural.

The creek areas (with associated flood hazard area) provide obvious challenges to development - crossings are difficult, and flood hazard areas are either unbuildable or require limited filling. The flood hazard areas associated with that portion of the above-described creek areas impacting Van Alstyne and its future growth areas are mapped on Flood Insurance Maps for Grayson County and are generally indicated on the Future Land Use Plan (See Figure 9).

A flood hazard area consists of two sections. The center of the flood hazard area is know as the floodway. This area, which includes the actual water channel, is the area which cannot be filled without causing increased flooding elsewhere during a 100-year storm. The area extending from the floodway to the outer edge of the flood hazard area is known as the flooding fringe. This higher area can be developed after appropriate study, but habitable structures must be built one-foot above the

100-year flood elevation. At this time, the delineation between the floodway and the flood fringe has not been determined for Van Alstyne. However, the total flood hazard area has been determined and is shown on the existing and future land use plan.

The Fairlie-Austin-Houston Black Map Unit is the predominate soils impacting the development of Van Alstyne. This association consists of moderately deep and deep, moderately slowly permeable and very slowly permeable, clayey soils. The soils consist of nearly level to gently sloping (0 to 5 percent) on uplands. Additionally, the limitations associated with this association with regard to community development include areas of high shrink-swell and low potential for septic tank filter fields. The City of Van Alstyne should adopt and enforce standards for the design and construction of development in order to mitigate the limitations posed by its soils. Any septic tanks should be carefully controlled and monitored.

LAND USE GOALS AND OBJECTIVES

Van Alstyne's future land use patterns will significantly influence the quality and cost effectiveness of local transportation, provision of public services, energy

consumption, property taxes, land use compatibility, and opportunities for future growth and prosperity. Therefore, the overriding land use goal for the City is to:

GOAL. PROVIDE ADEQUATE LAND AREAS FOR FUTURE DEVELOPMENT AND ENCOURAGE THE ESTABLISHMENT OF LAND USE ARRANGEMENTS THAT PROTECT THE HEALTH, SAFETY, AND WELFARE OF VAN ALSTYNE RESIDENTS AND LAND OWNERS.

Policies:

- * Create and maintain residential neighborhoods which provide pleasant places for all citizens to live by meeting local housing needs and future market demands.

- * Encourage the location of business, office, and industrial centers that: most efficiently utilize local resources; minimize adverse impacts on adjacent uses; and most effectively provide the community with desired products, services, and employment opportunities.

- * Develop zoning and subdivision regulations consistent with the land use plan.

FUTURE LAND USE

Principles and Process

In order to formulate, adopt, and implement a plan that accomplishes the foregoing overall goal and objectives, it is important to incorporate certain basic planning principles and processes into the local future land use planning effort. The Future Land Use Plan expresses projections that are based on sound planning principles, recognizing and supporting existing land uses, community facilities, and physical features. Existing land uses, existing structures, surrounding market areas, transportation patterns, and natural or physical limitations all combine to affect on the planned and actual direction and extent of the City's growth. The needs addressed by the Future Land Use Plan reflect an evaluation of past needs and current trends, as well as the assumption that the City will grow in patterns predicated on those needs and trends. It must be emphasized, that the Future Land Use Plan is intended as a guide to organize the future growth of the City, but does not suggest mandatory compliance.

The plan for Van Alstyne suggests that certain areas be reserved and developed for various land uses. The following general action guidelines were used in developing the land use arrangements expressed by the plan:

1. Establish a pattern of land use which creates sound, functional relationships between working, living, and recreational areas.
2. Establish a pattern of land use which minimizes conflict between potentially incompatible land uses.
3. Establish a pattern of land use which provides a balance between demand for different land uses and the opportunities for supplying a reasonable selection of viable, compatible sites.
4. Establish land use assignments that recognize regional opportunities and constraints that affect the local market.
5. Establish a land use pattern which creates a balance between the provision of public services, and the provision of a reasonable selection of land use arrangements addressing private development demands.

Additionally, the locational requirements and preferences regarding land use arrangements are factors to consider in formulating the guiding principles and standards for anticipating the future location and distribution of uses throughout the City. In more definite terms locational requirements consider: health and safety hazards; relative position of uses in terms of both time and distance; relative compatibility of uses; the social implications for the people of the community; the economic feasibility of developing particular uses in particular locations; and the

affect of use arrangements on the quality of life and general attractiveness of the Community.

Selecting the pattern and distribution of future land use is best accomplished through:

1. The analysis of existing land use characteristics;
2. The affect of existing infrastructure;
3. The location of existing thoroughfares;
4. The affect of the past, current, and future economy; and,
5. The application of recognized planning principles.

These characteristics and principles, then, establish a "determinant" process by which to judge the optimum use by community standards. The advantage of going through such a process is two-fold. First, it results in a land use plan for the City as represented by the Future Land Use Map. This map is a generalized guide to help keep the long-range plans for the community in perspective. Although the Future Land Use Map cannot be used exclusively to identify the proper use for each lot and parcel, it can be used to assure that individual decisions follow a comprehensive pattern. It also helps in the sensitive but necessary evaluation of change with respect to public and private benefits.

Second, and perhaps even more important, the establishment of this process provides the City with a method of logically making subsequent land use decisions. Existing conditions, accepted principles, and current policies should be used in the evaluation of proposed changes. For example, these determinants should be used in considering a rezoning application, selecting the location for a utility line extension, or drafting new development regulations.

It is important to reiterate that the Future Land Use Plan does not attempt to set the specific use for each and every parcel in the planning area. A specific lot-by-lot assignment would both remove the competitive element from the market and suggest overly restrictive limitations to the different uses of a given piece of land. Rather, the Future Land Use Plan should be used to establish the general character and needs of an area. When the Plan is implemented through rezoning, platting, and ultimately development, each parcel should be evaluated by the application of the current policies and recognized planning principles.

Recommended Assignment of Land Uses

The recommendations below are based on the consultant's review and analysis of a combination of: the forgoing general planning principals and existing land use analysis; information from other applicable sections of this plan (as periodically

indicated throughout the text above); the above mentioned goal, objectives, principals, and processes.

RESIDENTIAL:

Residential, commercial, and industrial uses, each have distinct sets of parameters affecting demand and location within the community. Residential land use demand is basically a function of future population level and average household and lot size. Medium to high density development should be used to serve the needs of certain population groups as well as to provide transition between widely varying intensities of use.

With respect to the location of future residential development, convenient access to major streets, commercial areas, and community facilities must be considered. For Van Alstyne, it is anticipated that new residential will be built as: in-fill development/redevelopment, as new subdivisions close to or within current city limits, and as large lot development in sparsely populated areas on the outlying areas surrounding the City.

Based on the future size demand and land supply for residential lots in the City and the anticipated future population and household size, the amount of future demand for single family residential land can be computed. The present average single

family home lot size in Van Alstyne is approximately 13,248 square feet. As future developments occur, and the fringe areas of Van Alstyne develop, the average lot size for single family may decrease. The Market trend with current home construction and land value appears to be driving the lot size downward. The current lot sizes being asked for by developers is 6,000 to 7,200 in the surrounding communities. Additionally, due to the large amount of agricultural land around the Van Alstyne jurisdiction, Van Alstyne could offer one to five acre lots that allow for less density with more privacy, areas for gardening and animals (raising horses), and plenty of room for children to safely play. Taking the foregoing factors into account, the average lot size for future single family may average close to one acre with the bulk of the lots being in the 6,000 to 7,200 square foot range. The present average household size for single family and mobile homes is estimated to be approximately 2.61 persons. As such, when considering projected population growth and adjusting for a 5% vacancy rate, the future minimum total single family residential land use requirement for the City and planning area will be about 1,400 acres by 2020 which means that approximately 1,100 more acres of single family residential (on infill lots and fringe area lots averaging close to 1 acre in size) will need to be developed and served over the next 17 years.

Finally, about 60 to 80 acres of medium to high density residential should also be provided to provide a buffer from existing and future industrial uses in various areas of Van Alstyne.

COMMERCIAL:

Future commercial land uses are often projected according to the anticipated number of acres of commercial land use per 100 persons of future population. The future commercial in Van Alstyne should be designed as (a) in-fill in the old downtown area to serve local needs, and (b) as highway oriented uses along the highway frontages in order to serve regional, commuter, and passer-by highway traffic.

The design of future commercial establishments should provide for low-intensity, single-level structures which are accompanied by on-site parking and loading facilities. As such, due to larger than average historical demand for retail land, and the need to develop tourist/festival services, future commercial land usage is estimated to be approximately 75 to 90 more acres by the end of the planning period (2020) for a total future commercial acreage of around 100 to 115 acres, which will be above of the average 2.0 acres per 100 population standard. Most of the future commercial growth is proposed as infill in existing commercial areas of town along the corridors of U.S. 75.

INDUSTRIAL:

Van Alstyne land use is likely to mostly serve residential, agricultural, and retail/services. However, industrial opportunity should be preserved for the Future. Therefore several areas are recommended to be set aside for such uses. Therefore, an area in the north central sector of the city has been set aside for industrial park uses comprised of 60 to 70 acres and shown on the Future Land Use Plan.

PARKS:

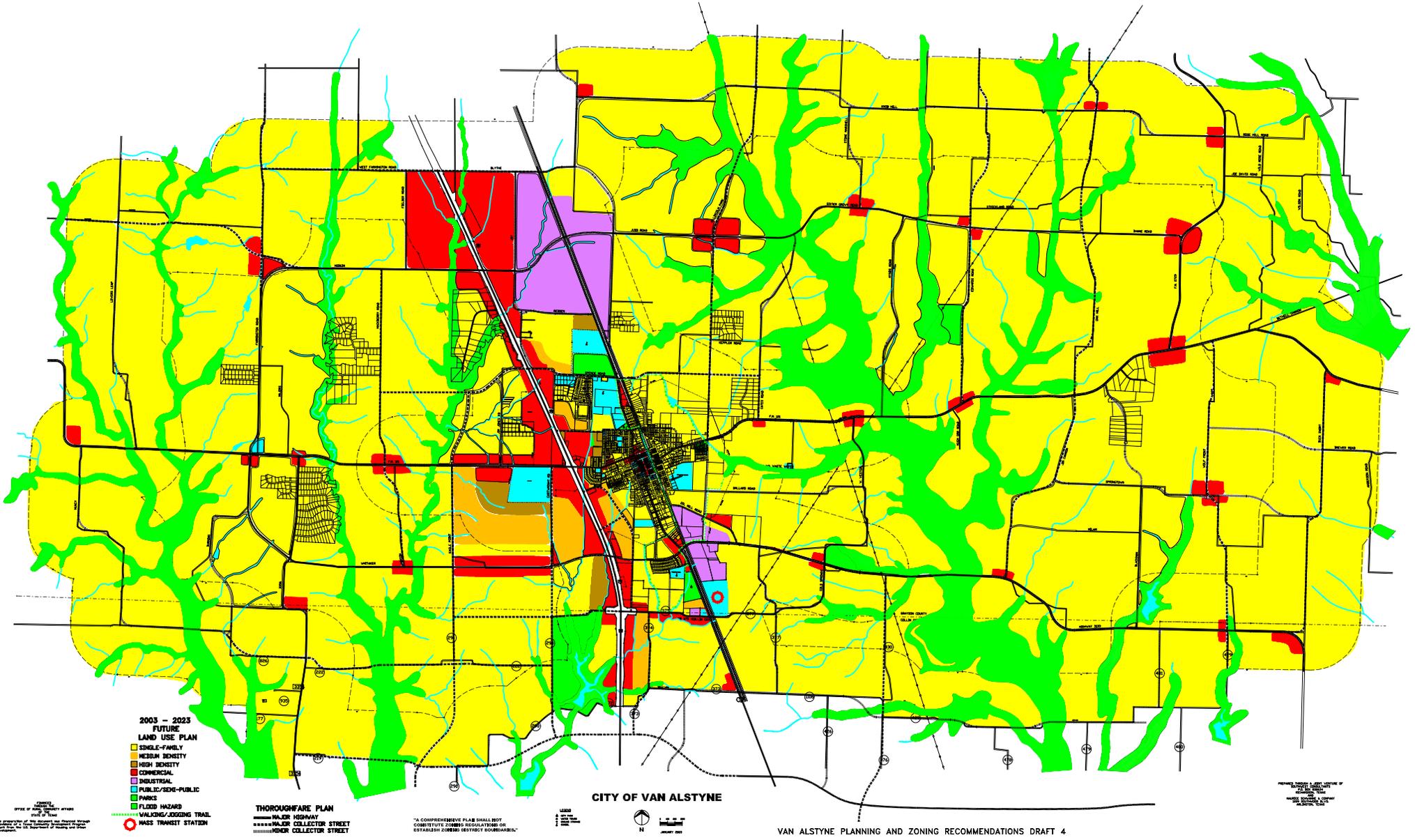
With respect to parks and open space, locally significant park and pedestrian/open space opportunities exist in Van Alstyne. Van Alstyne is currently developing a parks available to their citizens. Additionally, a parks and open space system was adopted in 1998. The Plan has been incorporated into the Future Land Use Plan with additional areas of park and open space potential added.

RECOMMENDED LAND USE PLAN:

The spatial arrangement of the land uses considered in the above recommended land use assignments were designed to address: the land use goals and objectives; the constraint and opportunity analysis of existing land use and future needs; and land use planning principles and processes. The resultant pattern was incorporated into the Future Land Use Plan, and is graphically illustrated in Figure 9.

It should be especially emphasized that the value of the Plan to the decision-making process is good only as long as the Plan is kept current. The inventory of both man-made and natural characteristics must reflect all changes occurring in the community. A current tally of existing conditions in both graphic and tabular form will not only allow for an up-to-date analysis of needs but will also allow for a measurement of success at achieving the Plan.

The Plan, then, must constantly be updated to reflect the conditions and attitudes of the times. Further, the Future Land Use Map should be used as a guide only to keep incremental changes of the community in perspective. The individual decisions which actually shape the community, however, should be evaluated with respect to the characteristics and principles discussed throughout this document.



- 2003 - 2023
FUTURE
LAND USE PLAN
- SINGLE-FAMILY
 - MEDIUM DENSITY
 - HIGH DENSITY
 - COMMERCIAL
 - INDUSTRIAL
 - PUBLIC/SCHOOL-PUBLIC
 - PARKS
 - FLOOD HAZARD
 - WALKING/JOGGING TRAIL
 - MASS TRANSIT STATION

THOROUGHFARE PLAN
 ■ MAJOR HIGHWAY
 ■ MAJOR COLLECTOR STREET
 ■ MINOR COLLECTOR STREET

"A COMPREHENSIVE PLAN SHALL NOT
 CONSTITUTE ZONING REGULATIONS OR
 ESTABLISH ZONING DISTRICT BOUNDARIES."

CITY OF VAN ALSTYNE

LEGEND
 1" = 1 MILE
 1" = 1/4 MILE
 1" = 1/8 MILE
 1" = 1/2 MILE
 1" = 1/16 MILE
 1" = 1/32 MILE
 1" = 1/64 MILE
 1" = 1/128 MILE
 1" = 1/256 MILE
 1" = 1/512 MILE
 1" = 1/1024 MILE
 1" = 1/2048 MILE
 1" = 1/4096 MILE
 1" = 1/8192 MILE
 1" = 1/16384 MILE
 1" = 1/32768 MILE
 1" = 1/65536 MILE
 1" = 1/131072 MILE
 1" = 1/262144 MILE
 1" = 1/524288 MILE
 1" = 1/1048576 MILE
 1" = 1/2097152 MILE
 1" = 1/4194304 MILE
 1" = 1/8388608 MILE
 1" = 1/16777216 MILE
 1" = 1/33554432 MILE
 1" = 1/67108864 MILE
 1" = 1/134217728 MILE
 1" = 1/268435456 MILE
 1" = 1/536870912 MILE
 1" = 1/1073741824 MILE
 1" = 1/2147483648 MILE
 1" = 1/4294967296 MILE
 1" = 1/8589934592 MILE
 1" = 1/17179869184 MILE
 1" = 1/34359738368 MILE
 1" = 1/68719476736 MILE
 1" = 1/137438953472 MILE
 1" = 1/274877906944 MILE
 1" = 1/549755813888 MILE
 1" = 1/1099511627776 MILE
 1" = 1/2199023255552 MILE
 1" = 1/4398046511104 MILE
 1" = 1/8796093022208 MILE
 1" = 1/17592186044416 MILE
 1" = 1/35184372088832 MILE
 1" = 1/70368744177664 MILE
 1" = 1/140737488355328 MILE
 1" = 1/281474976710656 MILE
 1" = 1/562949953421312 MILE
 1" = 1/1125899906842624 MILE
 1" = 1/2251799813685248 MILE
 1" = 1/4503599627370496 MILE
 1" = 1/9007199254740992 MILE
 1" = 1/18014398509481984 MILE
 1" = 1/36028797018963968 MILE
 1" = 1/72057594037927936 MILE
 1" = 1/144115188075855872 MILE
 1" = 1/288230376151711744 MILE
 1" = 1/576460752303423488 MILE
 1" = 1/1152921504606846976 MILE
 1" = 1/2305843009213693952 MILE
 1" = 1/4611686018427387904 MILE
 1" = 1/9223372036854775808 MILE
 1" = 1/18446744073709551616 MILE
 1" = 1/36893488147419103232 MILE
 1" = 1/73786976294838206464 MILE
 1" = 1/147573952589676412928 MILE
 1" = 1/295147905179352825856 MILE
 1" = 1/590295810358705651712 MILE
 1" = 1/1180591620717411303424 MILE
 1" = 1/2361183241434822606848 MILE
 1" = 1/4722366482869645213696 MILE
 1" = 1/9444732965739290427392 MILE
 1" = 1/18889465931478580854784 MILE
 1" = 1/37778931862957161709568 MILE
 1" = 1/75557863725914323419136 MILE
 1" = 1/151115727451828646838272 MILE
 1" = 1/302231454903657293676544 MILE
 1" = 1/604462909807314587353088 MILE
 1" = 1/1208925819614629174706176 MILE
 1" = 1/2417851639229258349412352 MILE
 1" = 1/4835703278458516698824704 MILE
 1" = 1/9671406556917033397649408 MILE
 1" = 1/19342813113834066795298816 MILE
 1" = 1/38685626227668133590597632 MILE
 1" = 1/77371252455336267181195264 MILE
 1" = 1/154742504910672534362390528 MILE
 1" = 1/309485009821345068724781056 MILE
 1" = 1/618970019642690137449562112 MILE
 1" = 1/1237940039285380274899124224 MILE
 1" = 1/2475880078570760549798248448 MILE
 1" = 1/4951760157141521099596496896 MILE
 1" = 1/9903520314283042199192993792 MILE
 1" = 1/19807040628566084398385987584 MILE
 1" = 1/39614081257132168796771975168 MILE
 1" = 1/79228162514264337593543950336 MILE
 1" = 1/158456325028528675187087900672 MILE
 1" = 1/316912650057057350374175801344 MILE
 1" = 1/633825300114114700748351602688 MILE
 1" = 1/1267650600228229401496703205376 MILE
 1" = 1/2535301200456458802993406410752 MILE
 1" = 1/5070602400912917605986812821504 MILE
 1" = 1/10141204801825835211973625643008 MILE
 1" = 1/20282409603651670423947251286016 MILE
 1" = 1/40564819207303340847894502572032 MILE
 1" = 1/81129638414606681695789005144064 MILE
 1" = 1/162259276829213363391578010288128 MILE
 1" = 1/324518553658426726783156020576256 MILE
 1" = 1/649037107316853453566312041152512 MILE
 1" = 1/1298074214633706907132624082305024 MILE
 1" = 1/2596148429267413814265248164610048 MILE
 1" = 1/5192296858534827628530496329220096 MILE
 1" = 1/10384593717069655257060992658440192 MILE
 1" = 1/20769187434139310514121985316880384 MILE
 1" = 1/41538374868278621028243970633760768 MILE
 1" = 1/83076749736557242056487941267521536 MILE
 1" = 1/166153499473114484112975882535043072 MILE
 1" = 1/332306998946228968225951765070086144 MILE
 1" = 1/664613997892457936451903530140172288 MILE
 1" = 1/1329227995784915872903807060280344576 MILE
 1" = 1/2658455991569831745807614120560689152 MILE
 1" = 1/5316911983139663491615228241121378304 MILE
 1" = 1/10633823966279326983230456482242756608 MILE
 1" = 1/21267647932558653966460912964485513216 MILE
 1" = 1/42535295865117307932921825928971026432 MILE
 1" = 1/85070591730234615865843651857942052864 MILE
 1" = 1/170141183460469231731687303715884105728 MILE
 1" = 1/340282366920938463463374607431768211456 MILE
 1" = 1/680564733841876926926749214863536422912 MILE
 1" = 1/1361129467683753853853498429727072845824 MILE
 1" = 1/2722258935367507707706996859454145691648 MILE
 1" = 1/5444517870735015415413993718908291383296 MILE
 1" = 1/10889035741470030830827987437816582766592 MILE
 1" = 1/21778071482940061661655974875633165533184 MILE
 1" = 1/43556142965880123323311949751266331066368 MILE
 1" = 1/87112285931760246646623899502532662132736 MILE
 1" = 1/174224571863520493293247799005065324265472 MILE
 1" = 1/348449143727040986586495598010130648530944 MILE
 1" = 1/696898287454081973172991196020261297061888 MILE
 1" = 1/1393796574908163946345982392040522594123776 MILE
 1" = 1/2787593149816327892691964784081045188247552 MILE
 1" = 1/5575186299632655785383929568162090376495104 MILE
 1" = 1/11150372599265311570767859136324180752990208 MILE
 1" = 1/22300745198530623141535718272648361505980416 MILE
 1" = 1/44601490397061246283071436545296723011960832 MILE
 1" = 1/89202980794122492566142873090593446023921664 MILE
 1" = 1/178405961588244985132285746181186892047843328 MILE
 1" = 1/356811923176489970264571492362373784095686656 MILE
 1" = 1/713623846352979940529142984724747568191373312 MILE
 1" = 1/1427247692705959881058285969449495136382746624 MILE
 1" = 1/2854495385411919762116571938898990272765493248 MILE
 1" = 1/5708990770823839524233143877797980545530986496 MILE
 1" = 1/11417981541647679048466287755595961091061972992 MILE
 1" = 1/22835963083295358096932575511191922182123945984 MILE
 1" = 1/45671926166590716193865151022383844364247891968 MILE
 1" = 1/91343852333181432387730302044767688728495783936 MILE
 1" = 1/182687704666362864775460604089535377456991568704 MILE
 1" = 1/365375409332725729550921208179070754913983137408 MILE
 1" = 1/730750818665451459101842416358141509827966274816 MILE
 1" = 1/1461501637330902918203684832716283019655932549632 MILE
 1" = 1/2923003274661805836407369665432566039311865099264 MILE
 1" = 1/5846006549323611672814739330865132078623730198528 MILE
 1" = 1/11692013098647223345629478661730264157247460397056 MILE
 1" = 1/23384026197294446691258957323460528314494920794112 MILE
 1" = 1/46768052394588893382517914646921056628989841588224 MILE
 1" = 1/93536104789177786765035829293842113257979683176448 MILE
 1" = 1/187072209578355573530071658587684226515959366352896 MILE
 1" = 1/374144419156711147060143317175368453031918732705792 MILE
 1" = 1/748288838313422294120286634350736906063837465411584 MILE
 1" = 1/1496577676626844588240573268701473812127674930823168 MILE
 1" = 1/2993155353253689176481146537402947624255349861646336 MILE
 1" = 1/5986310706507378352962293074805895248510699723292672 MILE
 1" = 1/11972621413014756705924586149611790497021399446585344 MILE
 1" = 1/23945242826029513411849172299223580994042798893170688 MILE
 1" = 1/47890485652059026823698344598447161988085597786341376 MILE
 1" = 1/95780971304118053647396689196894323976171195572682752 MILE
 1" = 1/191561942608236107294793378393788647952342391145365504 MILE
 1" = 1/383123885216472214589586756787577295904684782290731008 MILE
 1" = 1/766247770432944429179173513575154591809369564581462016 MILE
 1" = 1/1532495540865888858358347027150309183618739129162924032 MILE
 1" = 1/3064991081731777716716694054300618367237478258325848064 MILE
 1" = 1/6129982163463555433433388108601236734474956516651696128 MILE
 1" = 1/12259964326927110866866776217202473468949913133303392256 MILE
 1" = 1/24519928653854221733733552434404946937899826266606784512 MILE
 1" = 1/49039857307708443467467104868809893875799652533213569024 MILE
 1" = 1/98079714615416886934934209737619787751599305066427138048 MILE
 1" = 1/196159429228833773869868419475239575503198610132854276096 MILE
 1" = 1/392318858457667547739736838950479151006397220265708552192 MILE
 1" = 1/784637716915335095479473677900958302012794440531417104384 MILE
 1" = 1/1569275433830670190958947355801916604025588881062834208768 MILE
 1" = 1/3138550867661340381917894711603833208051177762125668417536 MILE
 1" = 1/6277101735322680763835789423207666416102355524251336835072 MILE
 1" = 1/12554203470645361527671578846415332832204711048502673670144 MILE
 1" = 1/25108406941290723055343157692830665664409422097005347340288 MILE
 1" = 1/50216813882581446110686315385661331328818844194010694680576 MILE
 1" = 1/100433627765162892221372630771322662657637688388021389361152 MILE
 1" = 1/200867255530325784442745261542645325315275376776042778722304 MILE
 1" = 1/401734511060651568885490523085290650630550753552085557444608 MILE
 1" = 1/803469022121303137770981046170581301261101507104171114889216 MILE
 1" = 1/1606938044242606275541962092341162602522203014208342229778432 MILE
 1" = 1/3213876088485212551083924184682325205044406028416684459556864 MILE
 1" = 1/6427752176970425102167848369364650410088812056833368919113728 MILE
 1" = 1/12855504353940850204335696738729300820177624113666737838227456 MILE
 1" = 1/25711008707881700408671393477458601640355248227333475676454912 MILE
 1" = 1/51422017415763400817342786954917203280710496454666951352909824 MILE
 1" = 1/102844034831526801634685573909834406561420992909333902705819488 MILE
 1" = 1/205688069663053603269371147819668813122841985818667805411638976 MILE
 1" = 1/411376139326107206538742295639337626245683971637335610823277952 MILE
 1" = 1/822752278652214413077484591278675252491367943274671221646555904 MILE
 1" = 1/1645504573304428826154969182557350504982735886549342443293111808 MILE
 1" = 1/3291009146608857652309938365114701009965471773098684886586223616 MILE
 1" = 1/6582018293217715304619876730229402019930943546197369773172447232 MILE
 1" = 1/13164036586435430609239753460458804039861887092394739546344894464 MILE
 1" = 1/26328073172870861218479506920917608079723774184789479092689788928 MILE
 1" = 1/52656146345741722436959013841835216159447548369578958185379577856 MILE
 1" = 1/105312292691483444873918027683670432318895096739157916370759155712 MILE
 1" = 1/210624585382966889747836055367340864637790193478315832741518311424 MILE
 1" = 1/421249170765933779495672110734681729275580386956631665483036622848 MILE
 1" = 1/842498341531867558991344221469363458551160773913263330966073245696 MILE
 1" = 1/1684996683063735117982688442938726917102321547826526661932146491392 MILE
 1" = 1/3369993366127470235965376885877453834204643095653053323864292982784 MILE
 1" = 1/6739986732254940471930753771754907668409286191306106647728585965568 MILE
 1" = 1/13479973464509880943861507543509815336818572382612213295457171931136 MILE
 1" = 1/26959946929019761887723015087019630673637144765224426590914343862272 MILE
 1" = 1/53919893858039523775446030174039261347274289530448853181828687724544 MILE
 1" = 1/107839787716079047550892060348078522694548579060897706363657375449088 MILE
 1" = 1/215679575432158095101784120696157045389097158121795412727314750898176 MILE
 1" = 1/431359150864316190203568241392314090778194316243590825454629501796352 MILE
 1" = 1/862718301728632380407136482784628181556388624487181650909259003592704 MILE
 1" = 1/1725436603457264760814272965569256363112777248974363301818518007185408 MILE
 1" = 1/3450873206914529521628545931138512726225554497948726603637036014370816 MILE
 1" = 1/6901746413829059043257091862277025452451108995897453207274072028741632 MILE
 1" = 1/13803492827658118086514183724554050904902217991794906414548144057483264 MILE
 1" = 1/27606985655316236173028367449108101809804435983589812829096288114966528 MILE
 1" = 1/55213971310632472346056734898216203619608871967179625658192576229933056 MILE
 1" = 1/110427942621264944692113469796432407239217743934359251316385152459866112 MILE
 1" = 1/220855885242529889384226939592864814478435487868718502632770304919732224 MILE
 1" = 1/4417117704850597787684538791857296

INTRODUCTION

An adequate transportation network is an essential goal for any city. The Movement of people to various locations within a city is a basic function of a municipality, especially in today's society. People need to be able to travel in an effective manner to work, schools, stores, churches, and many other locations. Perhaps the greatest single factor that accomplishes the goal of efficient movement of people is the street system within a city. A street conveys the vehicles that accommodate the movement of people in today's society. This element of the Community Development Plan will deal with the thoroughfares of Van Alstyne and the overall Planning Area.

Thoroughfare and other rights-of-ways occupy over 35.7 percent of Van Alstyne's total developed area and allow for circulation between all areas within the City. In addition to moving of traffic, streets provide access to and drainage for abutting properties, open space between buildings, and right-of-way for various utilities.

PURPOSE

The chief function of the streets and thoroughfare development plan is to provide guidance in the size, location, classification, standardization, and improvement of streets and thoroughfare facilities. It offers a framework for orderly development that is responsive to present and future traffic demands within the community.

This plan is designed to establish an action oriented thoroughfare plan for the City of Van Alstyne for the period 2003 to 2023. The Thoroughfare Development Plan examines the existing thoroughfare network, route continuity, existing land uses, major traffic generators, traffic volumes, signalized intersections and railroad grade crossings. The study area includes all lands currently incorporated by the City of Van Alstyne as of July 2003, the extra territorial jurisdiction, and the immediately surrounding area.

This plan was developed in conjunction with anticipated area growth trends. It should not, however, be considered inflexible. On the contrary, the plan should be periodically reviewed and updated to guarantee that positive and dynamic responses are made to the ever changing needs of the community.

EXISTING STREET NETWORK

An understanding of the existing street network is essential to the development of a coordinated street and thoroughfare plan. This section of the plan identifies the street network as they currently exist, and provides a benchmark for the future network.

In order to determine the current widths of street pavement sections of all streets and identify system deficiencies, a survey was undertaken. Data was gathered for every street in Van Alstyne, including information on rights-of-way, pavement widths, surface composition, and the location of all curbs and gutters.

The results of the survey, graphically depicted in Figure 10 and catalogued in Table 9 indicates that most of the streets in Van Alstyne have a paved surface of **less than 31'** and most **do not** have curbs and gutters.

STREET HIERARCHY

It is a well accepted principle that a roadway system contains a hierarchy of components, each promoting a different ratio of emphasis on traffic movement and property access. Different type roadways are intended to serve defined needs with a specific balance between movement and access. Various roadway categories have

evolved over time. The categories range from a freeway, which places total emphasis on through traffic movement, to a local street whose primary function is access to adjacent property.

TABLE 9
CITY OF VAN ALSTYNE
STREET LIST

STREET NAME	STREET SECTION	PAVEMENT	CURB AND	CONDITION
		WIDTH (FEET)	GUTTER (YES/NO)	
Amherst Drive	All	26	Yes	Good
Arizona	All	17-18	No	Fair
Austin	Dallas to West End	9	No	Poor
	Preston to NE Main	15	No	Poor
	NE Main to Sherman	17	No	Fair
Bailey	All	17	No	Fair
Ballard	All	18	No	Fair
Billups	All	28	Yes	Poor
Birch	All	28	Yes	Fair

TABLE 9 CONTINUED

CITY OF VAN ALSTYNE

STREET LIST

Bishop	Right a way of Wilson	Gravel	No	Poor
	Park Row West to Park	15	No	Poor
	Row East			
Bowen	All	15	No	Poor
Burk	All	13	Yes/No	Poor
Carl Umphress	West ½	13	No	Fair
	East ½	13	No	Poor
Caruth Drive	All	33	No	Good
Clement	Main to Arizona	15	No	Poor
	Arizona to Pearl	10	No	Poor
Cobb	All	Gravel	No	Poor
College	Waco to Third	19	No	Good
	Fourth to Fifth	16	No	Poor
	Fifth to West End	Gravel	No	Poor
College Avenue	Waco to Sixth	20	No	Good
North	Sixth to End	20	No	Poor
	75 to East End	15	No	Poor
College Avenue	West End to Sixth	Gravel	No	Poor

TABLE 9 CONTINUED

CITY OF VAN ALSTYNE

STREET LIST

South	Sixth to Fourth	20	No	Poor
	Fourth to Third	23	Yes/No	Poor
	Third to Waco	20	No	Good
Cooper	Dallas to Waco	31	No	Fair
	Waco to Preston	37	Yes/No	Fair
	Preston ½	37	Yes	Poor
	Preston ½ to Main	37	Yes	Good
	NE Main to Pearl		No	Fair
	Pearl to East End		No	Good
CR 375	All			Good
	East Main to Jefferson	Gravel	No	Poor
Dallas	Fifth to Stephens	20	No	Good
	Stephens to Jefferson	22	Yes/No	Fair
	Jefferson to East Fulton	22	Yes/No	Good
	East Fulton to Shreveport	35	Yes/No	Good
	Shreveport to Houston	20	Yes/No	Good
	Houston to Hynds	11	No	Poor
Douglas	All	17	No	Poor

TABLE 9 CONTINUED

CITY OF VAN ALSTYNE

STREET LIST

Echols	All	30	Yes	Poor
Elliot	All	Gravel	No	Poor
Elm	All	29	Yes	Good
Fielder	All	26	Yes	Poor
Fifth Street	First Ave. to N. College	17	No	Poor
	N. College to Fifth Ave.	17	No	Fair
Fifth Avenue	Sixth St. to Fifth St.	Gravel	No	Poor
	Fifth St. to Third	23	No	Fair
	Third to S. Dallas	23	No	Poor
First Ave.	West End to Sixth	26	No	Poor
	Sixth to Fourth	18	Yes/No	Poor
	Fourth to Dallas	17	No	Poor
	S. Dallas to Waco	16	No	Poor
Fourth Street	All	17	No	Poor

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

Fulton	West End to Dallas	22	No	Good
--------	--------------------	----	----	------

	Dallas to Waco	41	Yes/No	Poor
	Waco to Preston	41	Yes/No	Fair
	Preston to Main	45	Yes	Fair
	Main to East End	17-18	No	Poor
Garver	All	17	No	Fair
Gentry	Jefferson to Marshall	14	No	Poor
	Marshall to Fulton	Gravel	No	Poor
Greywood	All	33	Yes	Fair to Poor
Harris	All	Gravel	No	Poor
Hill Street	North End to Tolson	18-20	No	Poor
	Tolson to Clement	18-20	No	Good
	Clement to South End	18-20	No	Poor
Hix Lane	All	16	No	
Hobson	Stephens to Jefferson	17	Yes/No	Poor
	Jefferson to Marshall	27	Yes	Good
Hopson	All	17	No	Good

TABLE 9 CONTINUED

CITY OF VAN ALSTYNE

STREET LIST

Houston	West End to S. Dallas	18	No	Good
	S. Dallas to Waco	20	No	Good

	Waco to Preston	19	No	Good
	Preston to Burk	29	Yes	Fair
	Burk to Main	18	Yes/No	Fair
	Main to East End	18	No	Poor
Hynds	All	Gravel	No	Poor
Jefferson	Hwy. 121 to N E Main	25	No	Good
	N E Main to Main	29	No	Good
	Main to Waco	56	Yes	Good
	Waco to S Dallas	23-30	No	Fair
	S Dallas to Douglas	19-21	Yes/No	Fair
	Douglas Intersection	19-21	Yes/No	Poor
	Douglas to Hobson	19-21	Yes/No	Fair
	Hobson to Stephens	30	Yes	Good
Kelly	All	18	no	Good
Kincaid	All	30	Yes	Fair
Knox	All	10	No	Poor

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

La Salle	All	30	Yes	Good
Lee	All	17	No	Fair
Lincoln Park	All	20	No	Good

Littrell	All	11	No	Poor
Main	Oil Mill Rd to Carl Umphress	15	No	Poor
	San Antonio to Oil Mill Rd	18	No	Fair
	Shreveport to San Antonio	21	No	Fair
	E Fulton to Shreveport	26	Yes/No	Fair
	E Marshal to E Fulton	20	No	Fair
	Jefferson to E Marshall	41	Yes	Good
	Cooper to Jefferson	40	Yes/No	Fair
	Stephens to Cooper	36	Yes/No	Good
	Taylor to Stephens	20	No	Fair
	Taylor to Tolson	18	No	Fair
	Tolson north	20	No	Poor
Maple	All	28	Yes	Good

TABLE 9 CONTINUED

CITY OF VAN ALSTYNE

STREET LIST

Marshall	McKinney to East End	12	No	Poor
	NE Main to McKinney		No	Good
	Waco to Main	56	Yes	Good
	Gentry to Waco	20	No	Good

	Wilkins to Gentry	17	No	Good
	Hobson to U.S. 75	19	No	Poor
McKinney	All	13	No	Poor
McKinney Circle	All	28	Yes	Fair
Moody	All	14	No	Poor
Nash	All	15-17	No	Poor
	Sherman to West End	15-17	No	Fair
Nevils	All	17	No	Poor
Newport Drive	All	33	Yes	Good
Normandy	All	30	Yes	Good
North College	All	17	No	Fair

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

North East Main	Toole North	20	No	Fair to Poor
	Toole to Tolson	20	No	Good
	Tolson to Clement	16	No	Poor
	Stephens to E Marshal	16	No	Poor
	Marshal to Austin	15	No	Poor

	Austin to Ballard	15	No	Fair
	Ballard to Old Mill Rd	15	No	Poor
Oil Mill	All	20	No	Fair
Park Road East	All	15	No	Poor
Park Road West	All	15	No	Poor
Paris	West of Waco	17	No	Poor
	Waco to Burk	24	No	Poor
	Burk to East End	18	No	Fair
Pearl	All	18	No	Good

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

Preston	Tolson to Wade	17	No	Poor
	Wade to Stephens	17	No	Fair
	Stephens to Cooper	60	Yes/No	Good
	Cooper to Shreveport	60	Yes/No	Fair
	Shreveport to	23	No	Poor
	San Antonio			

	San Antonio to Paris	25	No	Poor
	Paris to South End	30-40	Yes/No	Poor
Rigsby	Hwy 121 to Hobson	30	Yes	Good
	Hobson to Douglas	12-14	No	Poor
San Antonio	West End to S Dallas	19	No	Good
	S Dallas to Waco	27	Yes/No	Good
	Waco to Preston	27	Yes/No	Poor
	Preston to East End	16	No	Poor
Scott	All	28	Yes	Fair

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

Sherman	North end to Tolson	Gravel	No	Poor
	Tolson to Clement	20	No	Good
	Clement to Nash	20	No	Fair
	Nash to Wayne	21	No	Fair
	Wayne to Cooper	17	No	Fair
	Jefferson to Fulton		No	Good
	Fulton to Ballard	14	No	Poor

Shreveport	Dallas to Waco	19	No	Good
	Waco to NE Main	24-25	No	Good
	NE Main to East End	Gravel	No	Poor
Sixth Street	Fifth to College Ave. N	Gravel	No	Poor
	College Ave. N to College Ave.	21	No	Fair
	College Ave. to First	21	No	Poor
	First to Stephens	21	No	Fair
South College	All	17	No/Yes	Fair
Spence	All		No	Poor
State Hwy 5	All	42	No	Good

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

St Carlos Drive	All	33	Yes	Good
Stephens	West End to 75	25	No	Good
	75 to Waco	47	Yes	Good
	Waco to Preston	24	No	Good
	Preston to Main	24	No	Fair
	Main to East End	18-20	No	Fair
Taylor	All	Gravel	No	Poor
Third Street	Fifth to College Ave. N	17	No	Fair

	College Ave. N to First Ave.	33	Yes/No	Good
Tolson	All	20-22	No	Good
Tooley	All	18	No	Poor
Umphress	West of Waco	15	No	Poor
	East of Waco	30	Yes	Poor
Valley	All	17	No	Poor
Village Parkway	All	22	Yes	Good

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

Waco	South End to San Antonio	47	No	Good
	San Antonio to E Marshall	48	Yes/No	Good
	E Marshall to Stephens	50	Yes/No	God
	Stephens to Wade	46	No	Good
	Wade to Fifth	41	No	Good
	Fifth to Echols	43	No	Good
	Echols to North End	42		Good

Wade	All	18	No	Good
Wayne	All	15-17	No	Poor
West Park Road	All	15	No	Poor
Wilkins	Fulton to Marshall	15	No	Poor
	Marshall to Jefferson	16	No	
Williamsburg Drive	All	26	Yes	Good
Windsor	All	26-28	Yes/No	Good
Wilson	All	12	No	Poor
3133	All	23	No	Good

TABLE 9 CONTINUED
CITY OF VAN ALSTYNE
STREET LIST

U.S. 75	All	Varies	No	Good
---------	-----	--------	----	------

The street classification used in this plan are defined by the National Committee on Urban Transportation. The following four categories are recommended:

Freeway or Expressway (Major Highway) -- This classification devotes total emphasis to the movement of traffic with little or no access to adjacent land. It is characterized by some degree of access control and normally is used for longer trip lengths at higher

speeds. It serves the major centers of activity and high volume traffic corridors. The network formed is integrated and generally offers connections to areas outside the immediate study area.

Major Collector -- Major Collector streets serve major movements of traffic within an urbanized area while still providing some degree of access to adjacent property. They generally move high volumes of traffic through the City and provide access to the freeway and expressway network.

Minor Collector -- The primary function of minor collector streets is to provide land access with secondary function of traffic movement. Basically it "collects" traffic from local areas and distributes it to the major collector network.

The collector minor network primarily serves localized areas. The main difference between minor collector and major collector streets is the length and type of trips accommodated.

Local Collector – The primary function of a local collector is to provide access to major and minor collectors with the secondary function to provide land access. Local collector

Local Street -- The primary function of local streets is property access. They are normally short in length and compose the highest percentage of total street miles within the City. Local streets are designed to serve low traffic volumes. Through traffic movement should be discouraged. Depending upon the type of area served, and the service demands placed upon them, local streets may be subcategorized as residential, industrial and business.

Criteria and guidelines for the designation of specific facility types within each street classification are shown in Table 10.

TABLE 10

CITY OF VAN ALSTYNE

CHARACTERISTICS OF STREET CLASSIFICATIONS

<u>Characteristics</u>	Major		Minor	
	<u>Major Highway</u>	<u>Collector</u>	<u>Collector</u>	<u>Local</u>
Average Trip Length	>3 miles	>1 mile	<1 mile	<1/2 mile
Travel Speed	70 mph	25-45	20-30	25
Access Control	Partial	Partial	Minimum	
Spacing	NA	1 mile	1/2 mile	300-500 ft.

Traffic Volumes (000's)	10-50	2-10	1-2	.1-2
Traffic Controls	Free Flow	Signals	Stop Signs	Yield Signs

Each street within the City assumes certain characteristics based on the way it is used. This accommodates a classification hierarchy upon which an overall thoroughfare network may develop. An important point to realize is that some streets are not suitable for some classifications due to adjacent land uses, etc. The classification system, in conjunction with "sound" planning principles and methods will satisfy the demands of roadway users and will prevent a breakdown of the total thoroughfare system, or parts thereof.

Many streets have become major traffic routes because of usage in their past history, their length, and their surface condition. As an example, a street may come to be used as a major route since it traverses a long distance and is continuous. Such streets tend to adopt a functional classification, which often becomes permanent. If that street is not suitable as a major route, or if there is resistance to expanding the facility to properly accommodate the demand, it is very difficult to revert its usage to a lesser classification. Such attempts tend to disrupt existing traffic flows, but do not necessarily discourage its use. Due to natural growth in the area, traffic usually increases which results in congestion. Therefore, it is important that the existing

street network be carefully examined, a network classification be assigned and a planned program of implementation pursued.

ROUTE CONTINUITY

Many of the streets in Van Alstyne lack the desired overall network continuity because of offsets or physical barriers such as the Southern Pacific Railroad and U.S. 75. At other points, it is due to the original layout of the street network and the subsequent development, which has taken place within the City. The lack of system-wide continuity places limitations on the traffic capacity and the function of the overall network.

LAND USES AND MAJOR TRAFFIC GENERATORS

Van Alstyne contains a well-rounded mix of land uses. The Future Land Use Plan that has been developed includes the Thoroughfare Plan. A Central Business District, recreational facilities, the school system all complement the residential areas of the community. No traffic control data or origin destination information was available. Vehicle trips within the City, resulting from population demand, and trips originating from outside the City for work, recreation and educational purposes, have placed

relatively high traffic volumes on all of Van Alstyne's major streets.

An analysis of the existing street network must consider the major traffic generators within the City, which influence the traffic volumes and flow patterns. The locations of major traffic generators within the City are shown in Figure 11. The major local traffic generators in Van Alstyne include the schools, retail areas, and the central business district. Currently, the generators are adjacent to or are in close proximity to existing major and minor collector streets. This close proximity scheme should continue with the development of the thoroughfare plan. This will allow for the continued concentration of vehicular trips along major routes without negatively impacting local streets. Table 11 provides a listing of the current thoroughfares indicating Pavement widths and conditions.

TABLE 11
CITY OF VAN ALSTYNE
EXISTING THOROUGHFARES

EXISTING THOROUGHFARE NAME	APPROXIMATE WIDTH OF R.O.W./PAVEMENT	SURFACE CONDITION
U.S. HIGHWAY 75	370'± 4-12' LANES	ASPHALT OVER CONCRETE EXCELLENT
STATE HIGHWAY 121	80'±	ASPHALT

(WEST OF U.S. HWY 75)	24'±	EXCELLENT
STATE HIGHWAY 121	60'±	ASPHALT
(U.S. HWY 75 TO S.H. HWY 5)	48'±	EXCELLENT
STATE HIGHWAY 121	80'±	CONCRETE/ASPHALT
(EAST OF S.H. HWY 5)	24'±	EXCELLENT
STATE HIGHWAY 5	100'± - 110'±	ASPHALT
	50'±	EXCELLENT
STATE HIGHWAY 3133	100'±	ASPHALT
	24'±	EXCELLENT

Within Van Alstyne no Truck routes have been designated. Trucks are allowed to traverse the City on all streets at this time. The City should consider adopting ordinances that restrict the through travel of trucks and the parking of trucks on streets (especially residential streets) that are classified as local streets. Additionally, no parking restrictions along streets currently exist. The location of Traffic Control devices on existing identified thoroughfares are shown on Figure 11.

Table 12 provides a guideline for daily vehicle trips for the major land use categories.

Table 12

CITY OF VAN ALSTYNE

TRIP GENERATION BY LAND USE

LAND USE

TRIPS PER UNIT

Residential

Single Family Detached	10 each unit
Duplex/Townhouse	5.2 each unit
Multi-Family	6.1 each unit
<u>Commercial & Office</u>	
Specialty Retail Center	40.7/1000 s.f.
Restaurant	82.0/1000 s.f.
Drive-in Restaurant	74.9/1000 s.f.
Service Station	748/station
Supermarket	125/1000 s.f.
24 hour Open Convenience	625.5/1000 s.f.
General Office	12.3/1000 s.f.
Medical Office	54.6/1000 s.f.
Post Office	139.7/1000 s.f.
Office Park	20.6/1000 s.f.
<u>Industrial</u>	
light Industrial	5.4/1000 s.f.
Heavy Industrial	1.5/1000 s.f.
Industrial Park	7.0/1000 s.f.
Manufacturing	3.8/1000 s.f.

*Average Weekday Trip based on ITE Trip Generation Tables.

EXISTING TRAFFIC VOLUMES

The ability of a street to satisfy traffic demands placed upon it is a measure of how well it operates. If a street is used as an arterial but is limited by its size, congestion is

likely to occur. When congestion becomes severe enough, the users begin seeking alternative routes. Depending upon the alternate route's capacity, or traffic carrying ability, it too may become congested and function improperly.

Traffic volumes along an existing route provide an indication of how well the system is serving traffic demands. An understanding of the traffic volumes is necessary in evaluating street and intersection capacities and efficiencies.

The Texas Department of Transportation has traffic counts for the City of Van Alstyne. Such counts provide information necessary to determine overall traffic patterns in the City. They also furnish a historical record of traffic flow. Traffic volumes along selected streets during 1992, and 2001 for comparison purposes are shown in Figure 11. Data for 2002 or 2003 is not available at this time. As anticipated the traffic levels have significantly increased between 1992 and 2001. For example, the volumes on U.S. 75 have dramatically increased from 19,400 vehicle trips in 1992 to 34,000 in 2001.

GEOMETRIC DESIGN STANDARDS

Roadway geometric design standards are composed of various elements, which affect the functional operation of street facilities. Each major element is discussed in detail and specific standards are presented.

Consideration for changes will be given when existing topographic features prohibit reasonable use of specified design requirements. A request for such changes must be made in accordance with requirements in the adopted Subdivision Rules and Regulations, which indicate the minimum acceptable design standards.

DESIGN ELEMENTS & THOROUGHFARE ANALYSIS

The design elements set forth specific goals for thoroughfares within Van Alstyne in comparison to existing thoroughfare conditions.

RIGHT-OF-WAY

Right-of-way width is generally determined by the pavement section (roadway type) required to perform the function for which the thoroughfare is designed. Considerations may also include safety areas, sidewalks, utility locations and other functions. Right-of-way widths for each roadway classification are shown in Table 13.

LANE WIDTHS

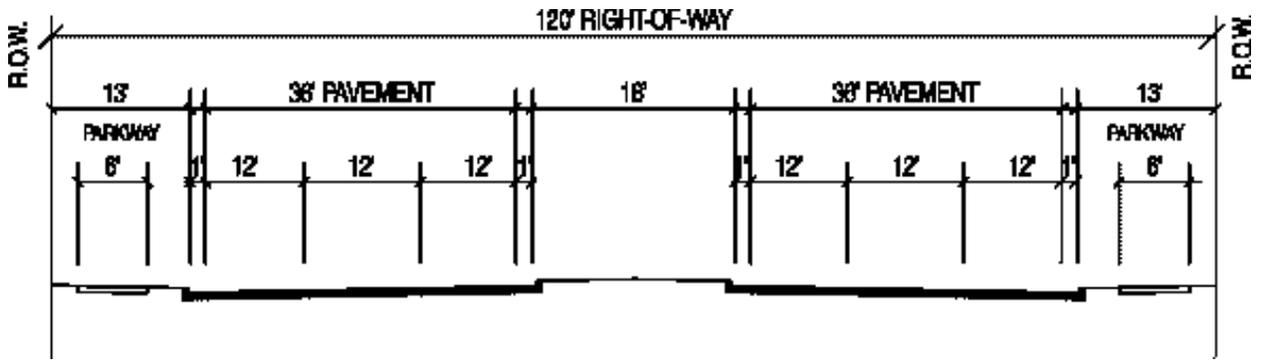
Driving lane widths are generally 11 feet to 13 feet. The standards shown in Table 13 for Minor and Major Collectors do not accommodate curb lane parking and are based upon the premise that full widths, as shown, should be totally usable for moving traffic.

TABLE 13
RIGHT-OF-WAY WIDTHS
CITY OF VAN ALSTYNE

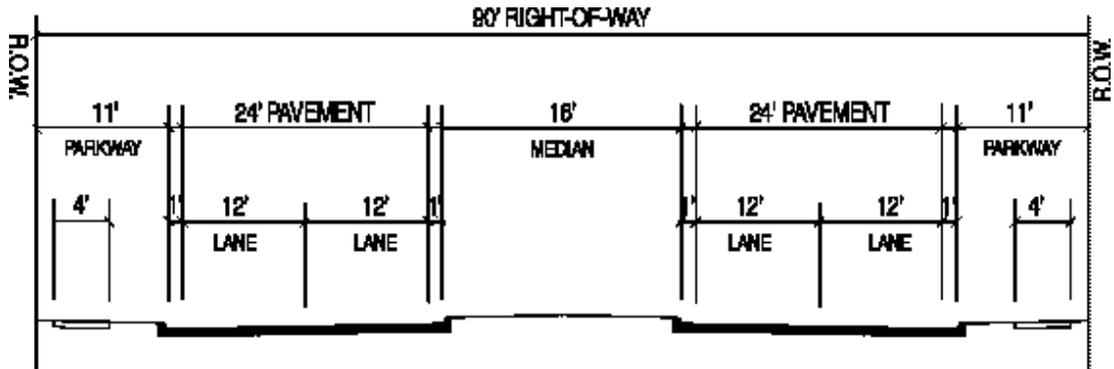
Roadway	No.	Right-of-Way Width	
<u>Classification</u>	<u>Lanes</u>	<u>Normal</u>	<u>Minimum</u>
Major Collector Streets	6	120'	110'
Minor Collector Streets	4	90'	80'
Local Collector Streets	2	60'	60'
Local (Residential)	2	50'	50'

*120' minimum will be required at major intersections.

MAJOR COLLECTOR STREET

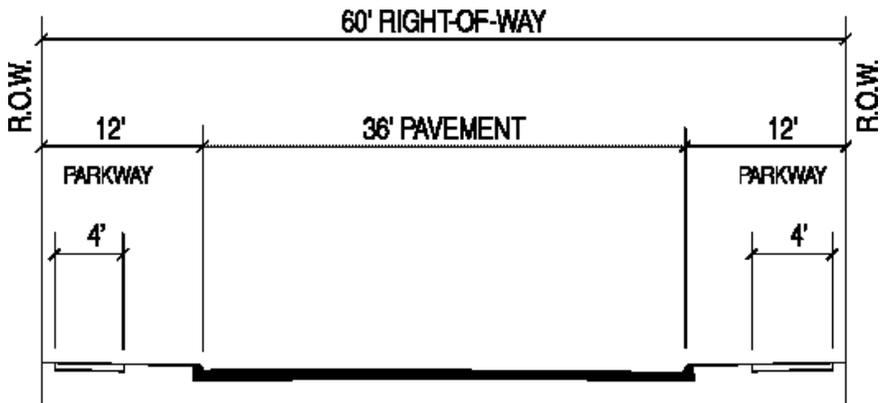


MINOR COLLECTOR STREET

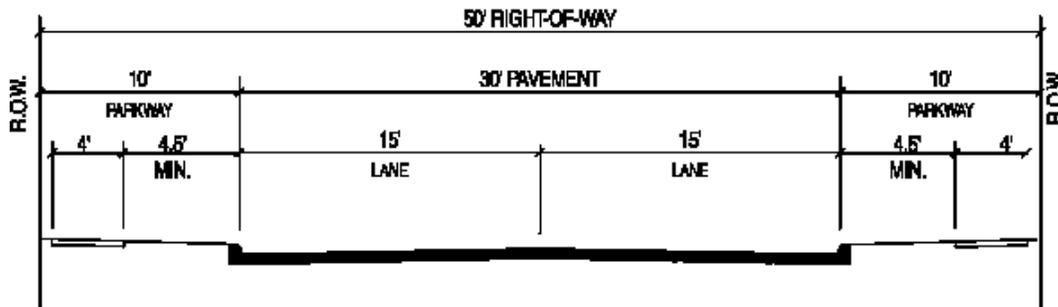


LOCAL

COLLECTOR STREET



LOCAL STREET



Major Collectors are recommended to be divided streets with 2 - 38 feet wide from back of curb to back of curb sections. Minor Collectors are recommended to be divided streets with 2 - 26 feet wide from back of curb to back of curb sections. Collectors are recommended to be 37 feet wide from back of curb to back of curb including two moving traffic lanes and no parking. Local streets are 31 feet back of curb to back of curb with parking permitted.

DESIGN SPEED

Design speed is that speed chosen for the design of a street and the related physical features of a roadway, which influence vehicle operation. These design features include such items as roadway curvature, sight distance and grades. Normally, design speeds are higher on higher-level functional classifications and are higher than the expected running speed of the traffic in order to provide a margin of safety in the design of facilities.

TABLE 14

DESIGN SPEED

CITY OF VAN ALSTYNE

Roadway Classification	Range of Design Speed (MPH)	Average Running Speed (MPH)
Outlying Undeveloped Areas	40-55	40-45
Major Collector	35-40	30-40
Minor Collector	30-40	25-35
Local Collector	25-35	20-30
Local Street	25-35	20-30

Roadway Access Management

The basic objective of access management is to protect the utility (functional ability) of a roadway. This general objective encompasses specific goals such as:

- * To preserve or improve roadway capacity and expedite traffic flow.
- * To reduce traffic hazards and potential accidents.
- * To achieve the best possible balance of benefits among the property owner, the roadway user and the community at large.
- * To protect public investment by preventing premature dysfunctioning.
- * To improve the appearance of a roadway and its adjacent area.

The basic interrelationship between landowners and transportation facilities is illustrated by a continuous cycle of activities. This cycle begins with land use and continues with: on site activities generating trips; trips connecting points of origin and destination and therefore, defining transportation needs; transportation facilities providing additional access to land; land values increasing; more development being placed on the land, and then the cycle begins anew.

It is important that thoroughfare facilities be protected from becoming obsolete and that they continue providing levels of service for which they were designed. Effective policies and standards managing access control contribute to their functional protection.

Intersection Spacing -- Theoretically, the ideal location and spacing of signalized intersections is at points which minimize impacts on major roadways and permit progressive through traffic movements.

Direct Access Driveway Design -- Driveway openings from major thoroughfares should be provided as part of the functional plan for off street parking and for access to parcels of land. Along arterial roadways, where volumes and speeds are higher, driveway designs should correspond with vehicular capabilities in order to facilitate a free flow both on and off the roadway. A curb return should allow a vehicle to follow a path outlined by the curb without jumping the curb. Vehicles entering a driveway should be able to turn right, from the curb lane, without slowing suddenly or encroaching on other travel lanes to their left. Likewise, a vehicle exiting from a driveway should be able to turn into the right lane without encroaching on the adjacent lane.

Most non-residential driveways are intended to allow vehicles to enter and leave at the same time. Sufficient width must be provided to permit this to be done with ease.

In Van Alstyne the Access management is extremely poor since most properties abutting a thoroughfare have direct access to the thoroughfare. This causes a significant reduction in the carrying capacity of the thoroughfares; however, because of

the past rural nature of the City some of these conflicts will continue. It should be noted that future thoroughfares to be added to the system should be constructed to facilitate roadway access management as stated above.

INTERSECTION DESIGN CRITERIA

In any thoroughfare network, a major intersection is a critical point of congestion and delay. While thoroughfare links can accommodate relatively high traffic volumes, the intersection of major arterial streets must serve twice the traffic volumes of any given street link. As a result, it is necessary to place major emphasis on this critical part of the network. This may result in the need for fewer lane miles of city streets, and the need for more special use lanes at certain intersections. Special design considerations may be required to increase intersection capacity. There is a natural conflict, which exists between private needs and additional intersection capacity needs since commercial development traditionally locates at major intersections to gain maximum exposure. An intersection can be described as the actual crossing of two streets plus that portion of the streets within 150 feet of the crossing.

THOROUGHFARE PLAN

GOAL - THIS THOROUGHFARE DEVELOPMENT PLAN IS TO PROVIDE GUIDANCE IN THE SIZE, LOCATION, CLASSIFICATION, AND STANDARDIZATION OF THOROUGHFARE FACILITIES.

Policies:

- * Provide a framework for orderly development based on the Future Land Use Plan, projected population growth and anticipated economic development in order to be responsive to present and future traffic demands within the community.

Figure 12 illustrates the Thoroughfare Plan for the overall planning area. Completion of the system will occur over a period of time as the facilities are warranted, either as the adjacent lands develop or as may be required to accommodate special traffic movements through undeveloped sections.

In areas where development is sparse, the alignments are shown as corridors. Street alignments are approximate and should be formalized as development takes place. The Thoroughfare Development Plan provides continuity of the roadway network within a street classification hierarchy and is based on the Comprehensive Land Use Plan.

The Thoroughfare Development Plan also takes into account proposed land use development potential to the year 2020 and beyond. This has enabled the plan to address future needs of the community as they are presently envisioned. As the Land Use Plan changes, so must the Thoroughfare Development Plan change.

Some of the recommendations involve highway improvements by the Texas Department of Highways. For highway improvements within the City Limits, the City is normally obligated for the costs of right-of-way, utility relocations, and drainage systems, which may be necessary for construction. As these are improvements of major benefit to Van Alstyne, the City should make every effort to assure that such funds are available at the time of construction.

THOROUGHFARE CONCLUSIONS

It is desirable from the standpoint of both circulation and maintenance costs for the City to develop all thoroughfares to adequate standards. However, it is not necessary to construct thoroughfares to their full-anticipated capacity if such capacity conditions will not occur for many years. Improvements should be made according to the proposed standard as the street approaches its anticipated capacity. However, all required

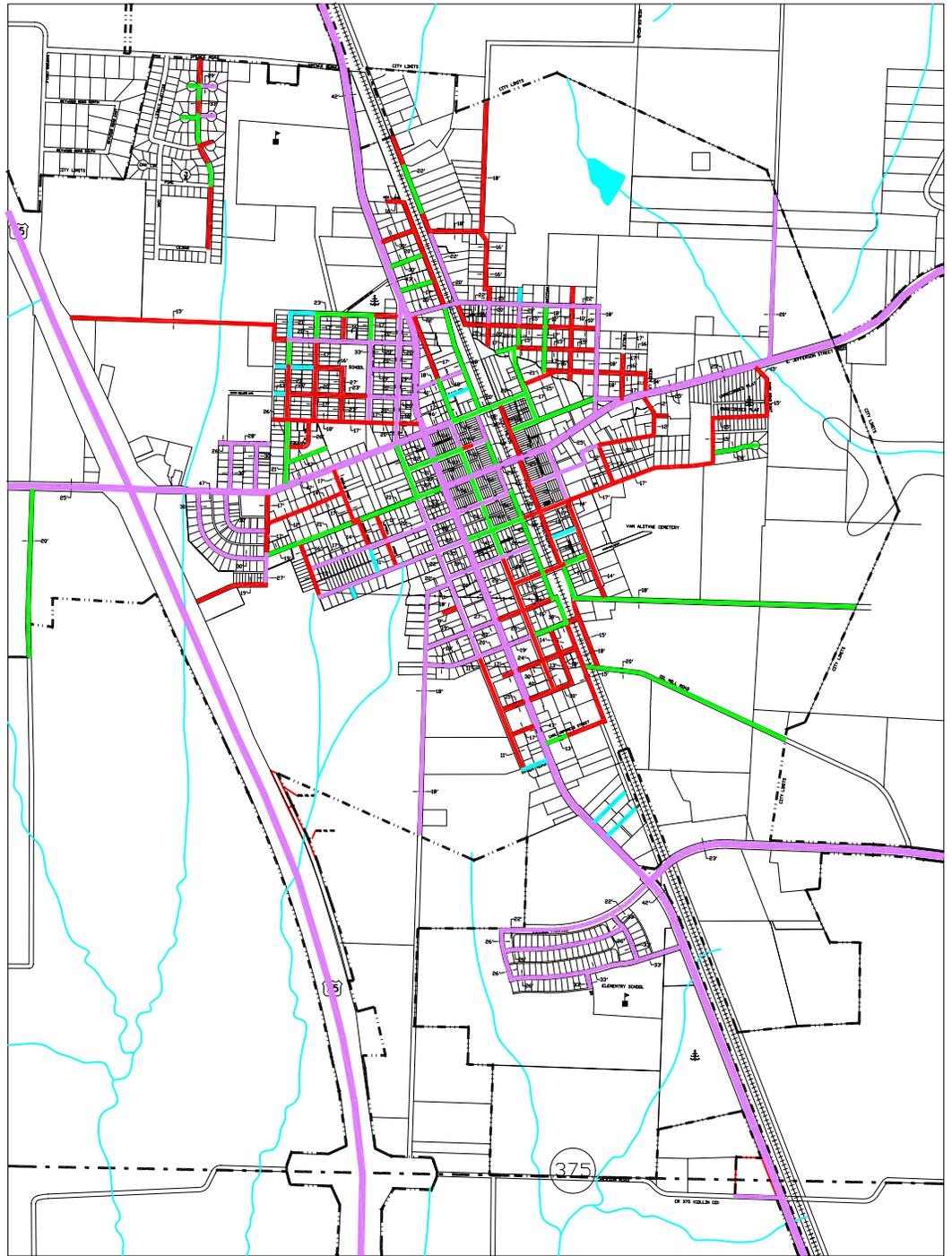
rights-of-way should be designated and dedicated when platted or replatted as soon as possible.

Through use of the Thoroughfare Plan, the designation of rights-of-way for thoroughfares to be constructed in the future will aid the City of Van Alstyne in acquiring adequate rights-of-way as streets are actually developed. The Thoroughfare Plan can put property owners on notice as to the City's intentions to develop the thoroughfare system, and prevent the development of conflicting uses, which might interfere with the system.

State Highways have been integrated into the Thoroughfare Plan. The City should fully utilize the capabilities of the Texas Department of Highways in the expansion of these facilities. As State funds are becoming more limited, the City should make every effort to cooperate in the expansion of highways and farm roads, in accordance with the Thoroughfare Plan, as funds are made available.

The City of Van Alstyne needs to adopt Thoroughfare Impact to facilitate the development of many of the thoroughfares identified on the Plan other than State Highways. Additionally, perimeter streets should be addressed as adjacent property owner develop their land. As such the majority of the Thoroughfare Plan should rely heavily on developer construction of Thoroughfares and should not be included in a

time frame or local budget unless development has already occurred on both sides of the planned improvements.



EXISTING STREET SYSTEM

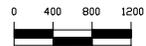
- TYPE A ASPHALT SURFACE IN GOOD CONDITION WITH A MINIMUM RIGHT-OF-WAY OF 70 FEET AND A MINIMUM OF 24 FEET OF PAVEMENT.
- TYPE B ASPHALT SURFACE IN GOOD CONDITION WITH A MINIMUM RIGHT-OF-WAY OF 50 FEET AND A MINIMUM OF 18 FEET OF PAVEMENT.
- TYPE C ASPHALT SURFACE IN FAIR CONDITION WITH A MINIMUM RIGHT-OF-WAY OF 30 FEET AND A MINIMUM OF 12 FEET OF PAVEMENT.
- TYPE D ASPHALT SURFACE IN POOR CONDITION WITH A MINIMUM RIGHT-OF-WAY OF 30 FEET AND A MINIMUM OF 12 FEET OF PAVEMENT.
- TYPE E UNIMPROVED ROADWAY CONSISTING OF DIRT DR GRAVEL.
- CURB & GUTTERS
- PAVEMENT WIDTH

CITY OF VAN ALSTYNE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS

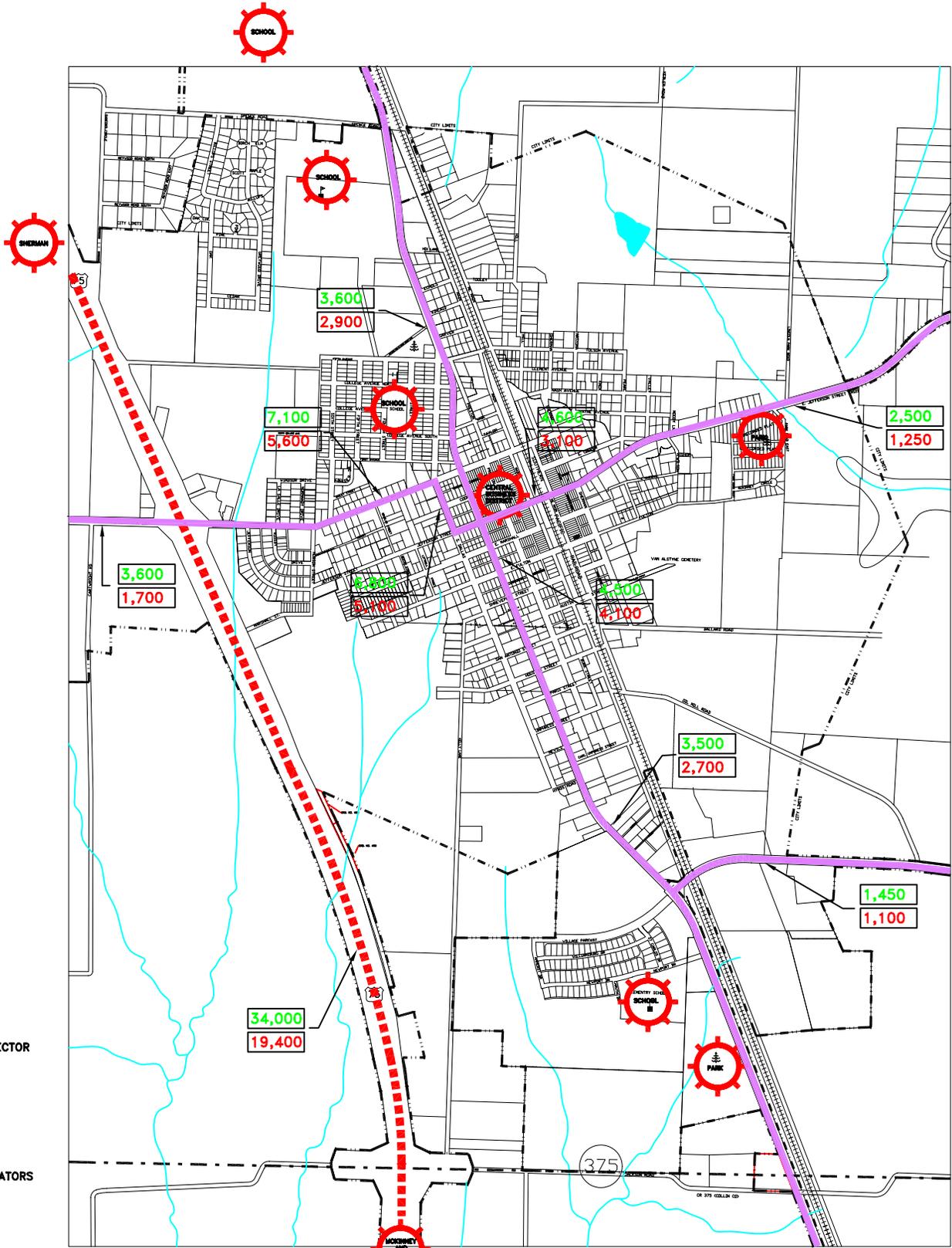
The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

- LEGEND**
- CITY PARK
 - WATER TOWER
 - GROUND STORAGE
 - SCHOOL



DECEMBER 2002

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS



EXISTING THOROUGHFARE INFORMATION

-  EXISTING FREEWAY
-  EXISTING MAJOR COLLECTOR
-  EXISTING ON RAMP
-  EXISTING OFF RAMP
-  2001 TRAFFIC COUNTS
-  1992 TRAFFIC COUNTS
-  MAJOR TRAFFIC GENERATORS

CITY OF VAN ALSTYNE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

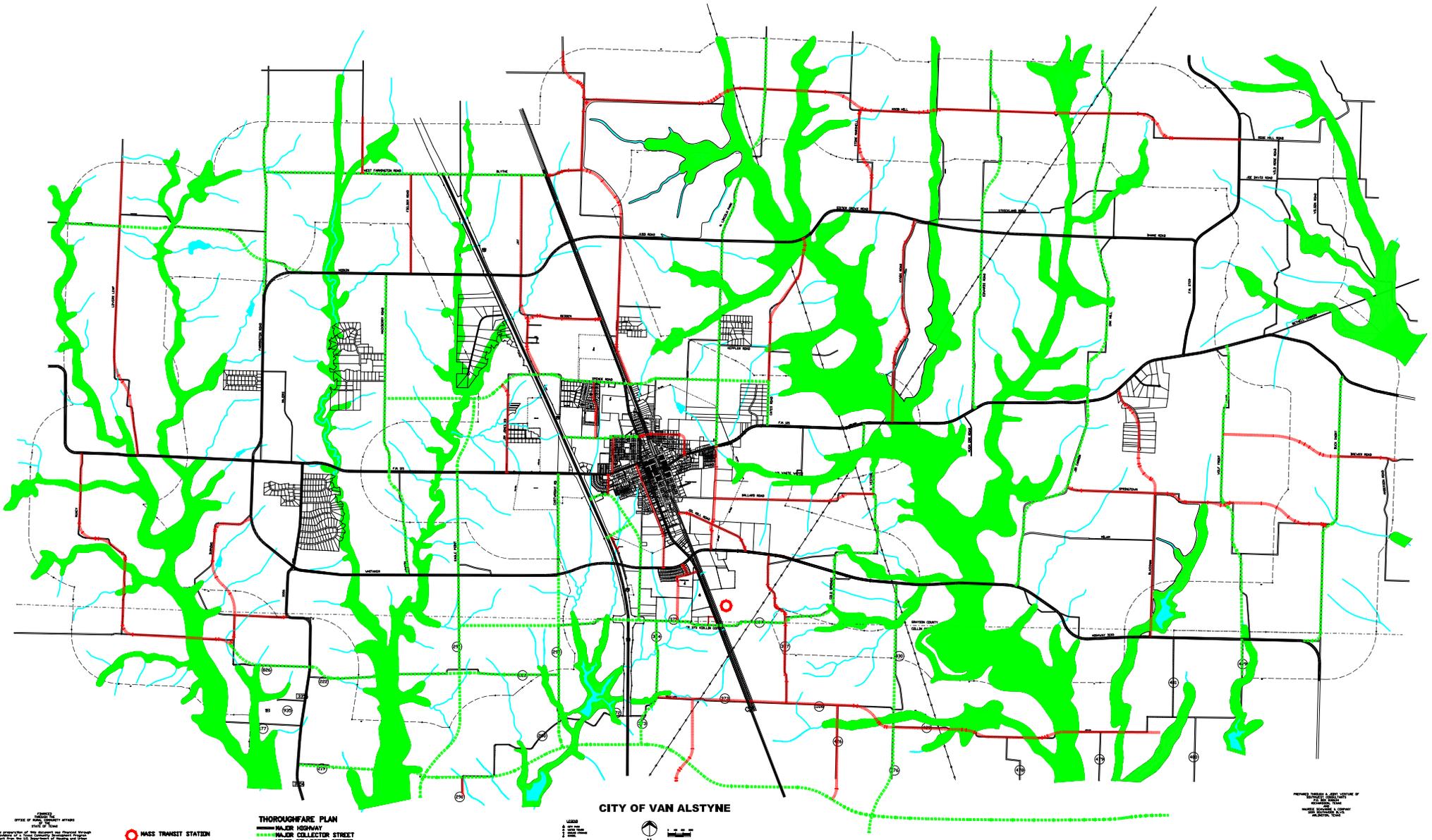
LEGEND

-  CITY PARK
-  WATER TOWER
-  GROUND STORAGE
-  SCHOOL



DECEMBER 2002

PREPARED THROUGH A JOINT VENTURE OF SOUTHWEST CONSULTANTS P.O. BOX 8386-24 RICHARDSON, TEXAS AND MAURICE SCHWANKE & COMPANY 1209 SOUTHWOOD BLVD. ARLINGTON, TEXAS



OFFICE OF
 OFFICE OF THE CITY CLERK
 OFFICE OF THE CITY CLERK
 OFFICE OF THE CITY CLERK
 OFFICE OF THE CITY CLERK

MASS TRANSIT STATION

THOROUGHFARE PLAN
 MAJOR HIGHWAY
 MAJOR COLLECTOR STREET
 LOWER COLLECTOR STREET

LEGEND
 1:1
 1:1
 1:1
 1:1

CITY OF VAN ALSTYNE



PREPARED BY THE OFFICE OF THE CITY CLERK
 OFFICE OF THE CITY CLERK
 OFFICE OF THE CITY CLERK
 OFFICE OF THE CITY CLERK

INTRODUCTION

IMPORTANCE OF THE CBD

Historically, the Central Business Districts of American communities have enabled the development and expression of localized culture, and have been the primary catalysts for growth in commerce and trade. Central Business Districts are typically the outgrowth of concentrated commercial activity, supplying the financial power needed to attract and organize increased population density and associated growth in demand for support services.

Form is given to the CBD by the land uses it attracts. Common uses include: banks; offices; centers of government; post offices; centers of communication; retail stores; restaurants; personal services; places for cultural expression; meeting places of civic and social groups; streetscapes; and systems of supporting infrastructure. So long as the financial pull persists, the CBD maintains its vibrant, dynamic form.

So, from many standpoints, the CBD is the most powerful section of a city. A healthy, safe, attractive, and successful downtown area is a key factor in a community's image, growth and prosperity. Further, the CBD of every city is

unique, serving as a collective face for a community that expresses identity, character, vitality, and local values. When a community asks where it is in its process of growth and development, or what the community aspires to be in the future, very often it is the image of the local CBD that first comes to mind.

GENERAL ISSUES

The following statements outline overriding observations which each community typically must consider relative to their own CBD. Sincere, organized discussion of such issues by local downtown merchants, City officials, and the general public usually will lead to productive public and private actions that are beneficial to the community.

1. There is a strong need to develop a Central Business District which is a safe, attractive and functional place for shopping, civic functions, cultural experience, and a wide range of other activities.
2. It is important to seek redevelopment opportunities as well as new development in the Central Business District which preserve the local identity and enhance the existing character of the community.

Generally speaking, the trend in most small town CBD's over the past two or three decades has been one of general decline, as demonstrated by large numbers of vacant and under-utilized buildings, deteriorating infrastructure, vacant lots, and a general lack of use and vitality. These conditions are frequently symptomatic of the CBD's inability to compete with newer shopping centers, regional malls, and/or the commercialization of bypass highways. Additionally, because there is little economic incentive, vacant buildings and lots and associated infrastructure are usually poorly maintained, thus contributing to a CBD's unfortunate, common tendency to have a shabby, unattractive appearance. The primary difference between most struggling CBD's is the scale or degree of these symptomatic problems.

Stated another way, a scenario followed by many CBD's can be described as follows:

(a) At a strategic connection to transportation, the Central Business District springs into being for practical, economic reasons, becoming the heart of a local post agricultural human settlement pattern.

(b) The typical CBD thrives as a center of specialized activity, where people share news on the street corners, wares are marketed, services provided, essential supplies purchased, and social/cultural interaction is

sought.

(c) As the overall town grows, and transportation technology evolves, the commercial land uses often migrate toward the more modern transportation network, creating new activity nodes and enabling larger expanses of urbanized areas. As such land use migration occurs, the bypassed CBD is no longer the center of activity.

(d) Communities normally realize too late that their CBD (and often their unique identity) has been replaced by shopping malls, discount centers, dispersed shopping areas, and strip commercial development serving passerby traffic.

The best solution to the all too frequent scenario described above is prevention. However, even if the scenario of deterioration has already run its course, most CBD's can once again become a vital part of the community, especially if the remnants of the CBD are desirably located, and are maintained and rehabilitated in a manner that is attractive to the trade area. The rejuvenation depends on a concerted effort of business owners, city officials, and customers. A dying CBD made active again can have a youthful,

exciting effect on the entire community. Working toward realization of such a common community vision requires participation of community leaders in implementing a viable plan.

PURPOSE OF A CBD PLAN

The purpose of the Central Business District Plan is multi-fold. The CBD Plan should first provide the vision and incentives to inspire coordinated, positive action by local leadership. The Plan should serve as a long-range guide for scheduling improvements in the CBD, and for evaluating proposals for physical changes affecting the CBD. The Plan should also be used as a framework for developing policies for zoning, building codes, and other regulatory instruments. A plan can be used as a guide for making recommendations and establishing priorities regarding capital improvement programs for the CBD. So, the CBD Plan should serve as an information source and a policy guide that will be useful to citizens and business owners in making private investment decisions. Hopefully, the Plan will also create confidence in a positive socio-economic future for the entire community.

OPPORTUNITIES FOR THE SMALL CBD

A small group of businesses which are part of a town center have a set of potential advantages all their own. The more of these factors present, the more easily a CBD can become commercially potent and vitalized. The potential advantages of these small groups in a CBD are summarized as follows:

1. Quick access to frequently needed items such as everyday retail purchases, personal services, etc. without requiring a significant travel;
2. Availability of selected goods and services not supplied by the typical outlet, such as a specialty line of clothing, a quality gift shop, a fresh fish market, etc.;
3. Opportunity for personal relationships with customers, clients, and patients, (and an intimate knowledge of their preferences, needs, and credit standing), and conversely, the customer's knowledge of where to find a trustworthy product or professional;

4. Accessibility for bicyclists/walkers, especially the elderly and the young;
5. An unhurried, low-pressure atmosphere, which turns errands into excuses for social outings instead of rushed pursuits;
6. Relative safety in a familiar and uncrowded area where parents can keep track of children and the elderly are not intimidated;
7. Entertainment value found in any special features the place may have, such as bandstand concerts, an outdoor cafe, or a sidewalk fair;
8. Prevalence of unique character, flavor and surprises offered by a city center which has evolved over the years, as contrasted to the cookie-cutter package design of even the best malls;
9. Presence of locally-oriented services such as the community post office, banks, utility companies, library, etc.;
10. A safe place for community activities, whether political, ceremonial, artistic or institutional, and an interesting place for informal daily

contacts;

11. Development which can serve as the civic symbol, a sense of place, of character, of history, of culture; and,

12. A source of human resources for volunteer services, such as volunteer fire fighters or service clubs.

INVENTORY & ANALYSIS

BACKGROUND

Van Alstyne's existing Central Business District is generally defined as a compact 32.2 acre area containing primarily governmental, church, retail and service uses. The perimeter of the Van Alstyne CBD is formed by the north side of lots facing Stephens Street to the north, Fulton Street to the south, the railroad to the east and the lots facing Waco Street on the west. Furthermore, the CBD is located close to the geographic center of the developed portion of Van Alstyne, with most of the Van Alstyne population

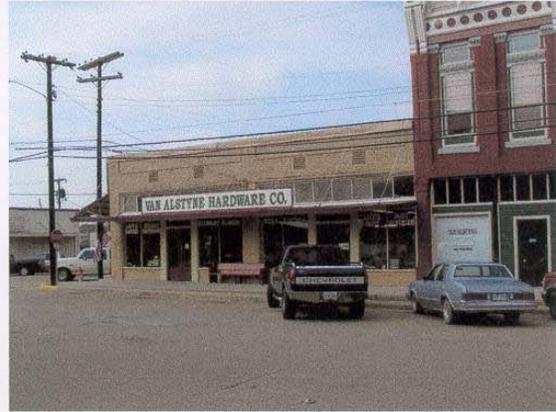
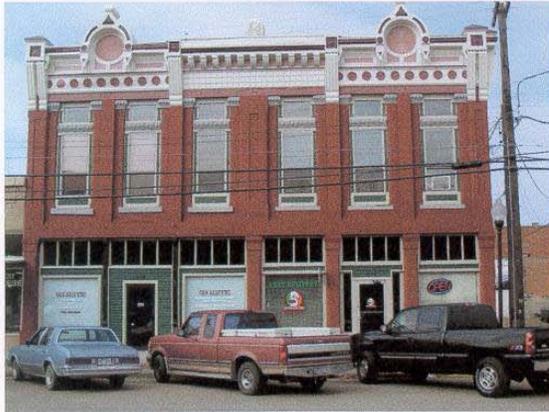
being located within a mile radius of the CBD. **The following 2 pages are photographs that show the overall character of The Van Alstyne CBD.**

Overall, the CBD is a well-defined, readily identifiable, almost rectangular area convenient to the Van Alstyne citizenry. For Van Alstyne, the CBD is very compact and manageable. Though there are some exceptions, the buildings are mostly in sound to building with just minor deterioration. The streets of the CBD are in mostly good condition.

The buildings within the CBD are low rise (1 to 2 stories), with many of the buildings having historic preservation potential. The walkways are generally wide enough to accommodate comfortable pedestrian access to buildings.

The general land use pattern in the vicinity around the CBD consists primarily residential, churches and industrial land uses.

The majority of competing commercial uses within Van Alstyne are primarily located west of the Central Business district along U.S. 75 with F.M. 121(see Figure 13 for competing commercial development). Housing near the CBD is found to be in mostly good condition with some minor to major stages of deterioration. For a more in-depth analysis of housing, see the Housing





section in this Plan.

Like many Texas CBD's, the Van Alstyne CBD is experiencing some vacancy which may be attributable to larger scale retail opportunities within a reasonable driving distance of Van Alstyne. The primary competing CBD's and major shopping areas for Van Alstyne are located in Sherman (11 miles to the north). Van Alstyne will have to assure a pleasant, unique retail, service, and entertainment opportunities to attract and maintain businesses and customers from their greater service area in order to address their CBD building vacancy rate (see OPPORTUNITIES FOR THE SMALL CBD above).

Also, coordination of CBD plans and policies with future economic development efforts will be imperative. It should be noted that several businesses have moved out of the CBD to areas near U.S. 75, however, several businesses and other activities have moved into the CBD area. A recent addition to the eastern edge of the CBD is the Grayson County Sub-Court house.

EXISTING LAND USE

As shown in Figure 14, existing land use in Van Alstyne's CBD is typical of many small town CBD's. Small-scale heavy commercial, retail, service, and municipal/public uses are concentrated in the CBD. Vacancies in the CBD allows for adequate land use planning options for future CBD enhancement. The land use pattern in the CBD is organized around four east/west streets and three north/south streets in a fairly logical and orderly fashion. Also noteworthy is that Van Alstyne has a mix of appropriate businesses that enhance the advantages of a small downtown, has some historic structures, and has a small park.

The building conditions, as illustrated by Figure 15, offer opportunities for feasible improvement. Since some of the buildings have a pleasing character, there is opportunity for historic preservation upon improvement of building conditions. The buildings designated as structures with major deterioration need to be removed or, if economically viable, completely renovated as soon as possible, as such structures are unsightly, sometimes unsafe, and often an economic liability to the CBD.

The CBD area, as defined contains approximately 102,980 square feet of total non-residential/church/public/semi-public floor space. The vacant floor space

is approximately 16,950 square feet, which is about 16 percent of the available non-public/non-semi-public floor space. Increased occupancy in the near future will hopefully be achieved so that the costs and blight effect associated with future deterioration can continue to be avoided. Additionally, it should be emphasized that the ratio of total used space to vacant space in the CBD is 5:1, which should be improved to assure the future vitality of a CBD.

Existing city-wide commercial acreage stands at 25.9 acres, according to the existing land use plan. Of this total commercial acreage, 5.0 acres of gross land area are currently used for commercial/service uses in the CBD Study Area. Therefore, the CBD accounts for 10.5 percent of the total commercial land use in the City. Over the course of time many new retail establishments will develop along the U.S. 75 frontage. However, public facilities, antique stores, small clothing boutiques, sit down restaurants, should be encourage to remain or locate to the CBD. New commercial development serving *local* retail needs, in Van Alstyne's downtown must be encouraged if Van Alstyne's CBD is to grow in strength. **Highway oriented commercial is the only commercial recommended outside the CBD.**

EXISTING ACCESS FACILITIES

As indicated in Figure 16, traffic comes in and out of Van Alstyne's CBD from all directions. According to the 2001 Texas Department of Transportation estimates, the average daily traffic count just east of the CBD on F.M. 121 is 7,100, and falls off west of town to 4,600 ADT. S.H. 5 north of the CBD carries an ADT of 3,600 while south of the CBD the same facility carries 6,800 ADT.

Upon further analysis of the foregoing Texas Department of Transportation ADT volumes, several observations are in order. The street widths and configurations in Van Alstyne CBD are adequate for the existing traffic volumes and have enough excess capacity to service a rejuvenated CBD. The traffic volumes seem to indicate that the Van Alstyne CBD serves a fairly significant portion of the **local** market area. In terms of any future changes to the existing thoroughfare configuration, there appears to be no need for modification within the CBD. In terms of future land use, there are numerous configurations that may be considered, as there is enough excess thoroughfare capacity to consider many options.

In summary, thoroughfares are not a constraint for planning the Van Alstyne CBD. Fortunately, most streets in the CBD are in fair to good condition, have adequate width, and are two-way.

As illustrated by Figure 16, traffic controls serving the CBD consist of stop signs, yield signs, and 2 signalized intersection. All normal turning movements are allowed in the CBD. The traffic controls appear to be adequate for existing and future traffic volumes and traffic patterns.

The current parking pattern is shown in Figure 17. Most of the CBD is served with parallel and angle on-street parking along most of both sides of the majority of the streets of the CBD. The CBD has existing off street parking as well. Also, locations of handicapped parking and ramping are shown on Figure 16 and are inadequate in number and location (see ADA discussion below).

Also indicated in Figure 16 are the locations of curb and gutter in the CBD, which we found to mostly be in fairly good condition. Sidewalks vary from property to property in the CBD (see Figure 17 and 18). The CBD sidewalk system needs some improvement. Sidewalks of appropriate widths and in good condition need to be provided to serve every property in the CBD. Sidewalk furnishings, lamps, and fixtures as well as special treatments and pavement patterns are especially needed to further enhance pedestrian environment and historic redevelopment of the CBD.

With regard to American Disabilities Act (ADA) requirements, the Van Alstyne CBD Has been working towards accommodating of the needs of handicapped persons. The inventory of handicapped parking spaces and ramps shown on Figure 16 illustrates that ramps have been provided in various locations. However, only 14 identified handicap spaces exist in the Central Business district. It is recommended that a comprehensive handicapped ramp and space program be implemented. Appendix A, which contains an excerpt from **THE ELIMINATION OF ARCHITECTURAL BARRIERS PROGRAM**, as established by Article 7, Article 601b of Texas Revised Civil Statutes identifies various curb ramp solutions. These standards along with ADA standards should be used when constructing the handicap related improvements.

OTHER EXISTING CONDITIONS

The core of the CBD has several attributes that contribute to a negative appearance. These attributes include the power lines in front of building, boarded up windows, deteriorating awnings, and lack of quality street furniture including trash receptacles. Several examples of these elements are shown in the following three pages of pictures of the Central Business District.

Other areas lacking urban design elements impacting the economics and functional ambiance or identity of the Van Alstyne CBD which need to be addressed include: historic preservation of buildings (several have already been restored); street and sidewalk furniture; public and private signage, awnings and cornices; sidewalk, intersection paving patterns, and additional Parking.

CENTRAL BUSINESS DISTRICT PLAN

GOALS

Based on the perspective contained in the introduction and the foregoing analysis of the existing conditions, the following more specific goals have been formulated:

GOAL 1: TO ENABLE THE ECONOMY OF VAN ALSTYNE TO PROVIDE SUFFICIENT AND VARIED GOODS, SERVICES, AND CULTURAL OPPORTUNITIES THAT MEET THE NEEDS OF THE COMMUNITY AND

PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS.

GOAL 2: TO PRESERVE AND ENHANCE THE INTEGRITY OF THE PROPERTY VALUES THAT CURRENTLY EXIST WITHIN THE CENTRAL BUSINESS DISTRICT.

GOAL 3: TO CREATE NEW DEVELOPMENT AND REDEVELOPMENT OPPORTUNITIES THAT WILL ENERGIZE THE CBD AND HELP IT BECOME AN ATTRACTIVE FOCUS AREA AND A DESTINATION FOR A WIDER REGIONAL CLIENTELE.

GOAL 4: TO CREATE A VIABLE, ACTIVE, AND SECURE PEDESTRIAN ENVIRONMENT THAT: ENLIVENS THE CBD EXPERIENCE; PROVIDES OPPORTUNITIES FOR GREATER CULTURAL EXPERIENCE AND SOCIAL INTERACTION; AND PROMOTES VISUALLY EXCITING URBAN ACTIVITY.

GOAL 5: TO ATTRACT PRIVATE INVESTMENT WITH PUBLIC FACILITIES AND PUBLIC ENCOURAGEMENT OF LAND USES THAT CREATE MARKET DEMAND.

Contained within the following section of the Central Business District Plan are short and long-range objectives and associated recommendations to carry out the above identified specific goals for the CBD.

OBJECTIVES/RECOMMENDATIONS

1) Organization

A. By late -2003, form a representative CBD implementation Committee of dedicated individuals to: (a) oversee the implementation of the CBD goals, objectives, and recommendations; and (b) coordinate with the Economic Development Board.

*** Recommendations**

- Appoint special task forces (each chaired by a member of the Implementation Committee) to lead special interests and skilled professional assistance in addressing the following areas of plan implementation: Land Use; Access; Public Facilities; Urban Design; and Marketing. (Within 1 year)

- Top priority must be given to obtaining community "buy-in" and commitment

to all phases of plan implementation. Key opinion leaders and City officials must be in support of the implementation effort in order to maximize success. Education of the citizenry and the merchants, as well as incentive offerings are critically important. (Within 1 year)

- The implementation Committee should direct the effort to obtain public and private grants, as well as other funds and incentives needed to implement the various elements of the CBD plan. (Within 10 years)

- Coordination of the efforts of the various special task forces must be given high priority in order to assure a consistent, comprehensive perspective, and to encourage synergistic relationships among the individual task forces. (Continuous)

2) Land Use

A. By mid-2003, adopt land use policies that are consistent with the goals section of this plan and apply the adopted policies as a guide for investment

and establish zoning districts affecting the entire City.

*Recommendations

- Encourage sit-down restaurants, professional and municipal offices, retail stores, cultural uses and activities, personal services, and pedestrian oriented land uses to locate and/or remain within the CBD. Locating large retail facilities (serving mostly local needs) outside the CBD is a certain way to thwart the revitalization of the CBD. The U.S. Highway 75 frontage outside the CBD is best used for highway oriented uses (e.g. motels, gas stations, car lots and small drive-thru, fast food restaurants). (Within 5 years)

B. By the end of 2003 adopt and begin monitoring and influencing the implementation of the CBD future land use plan as illustrated in Figure 18.

*Recommendations

- It is important for members of the land use committee to maintain a broad planning perspective and maintain an overall view of the relationship of the CBD to the rest of the community. (Continuous)

- Make sure short range decisions affecting land use in the CBD complement longer range implementation measures, including the provision of amenities in

public open space, expansion of parking, creation of a lively pedestrian environment, and encouragement of new near-town residential opportunities. (Within 5 years)

- Encourage the appropriate evolution of uses in the CBD. Uses locating in the CBD should be those which enhance the pedestrian/tourist experience such as retail shops and boutiques; restaurants with outdoor seating; galleries and museums; performing arts; tourist services; hotels/inns, craft shops; and professional offices with a historic appearance. (Within 10 years)

3) Access

A. In accordance with the schedule in the phased improvements portion of this plan, encourage appropriate parties to bring and maintain all streets, curbs, gutters and sidewalks in the CBD into good condition and in conformance with all ADA requirements. (Within 5 years)

*Recommendation

- Make sure that the **design of improvements in the CBD reflect the historic** and planned urban design character of the area. (Within 5 years)

- Coordinate the final design with the Urban Design Committee. (Within 3 years)

- Handicapped parking should be well disbursed throughout the CBD, meet all ADA requirements and be convenient to ramping for required grade changes. (Within 2 years)

* Recommendations

- Coordinate all design efforts with the Urban Design Committee and city hall. (Continuous)

4) Public Facilities

A. By the end of 2008, in order to embrace the 21st century, honor the past, build community spirit, and create a sense of CBD identity, complete the construction of a "**Town Clock**" focal point at the southeast corner of the intersection of Stephens Street with Waco Street (Figure 19 & 20). Incorporate a CBD trail node and section that gives the pedestrian a sense of arrival into an historic downtown, using such features as: brick paving patterns; an ornate bicycle rack and drinking fountain; a kiosk with a map and information for discovering the history and merchants of downtown; and old-fashioned street

lamps (Several have been incorporated within the CBD but many more need to be added). (Within 5 years) This location is one of the main focal points of the CBD. The site is currently occupied by an automobile repair garage. The image it presents is not positive. If the site cannot be purchased for a park a high-end retail establishment is recommended.

* Recommendations

- In a joint effort lead by City Officials, make sure the design of the Town Clock: acts as an attractive, festive focal point; memorializes past leadership and/or events; and reflects the historic character of the CBD. (Within 3 year)

- Be creative and symbolic in designing the Town Clock. For example, one side of the clock could represent the past and the other side the future, thus symbolizing the community's journey through time; and/or provide special chimes that can be scheduled to go off at any chosen moment in time to signalize special events. (Within 4 year)

- Use decorative plaques commemorating or expressing culture and history to add interest to the pedestrian experience in front of the CBD, and to maintain community spirit. Inset sidewalk plaques to honor past business leaders and take the pedestrian on a walk through time.

(Within 10 years)

B. Construct an interurban train park on the vacant park property east of west main (Figure 21). (Within 1 Year)

- Park should be constructed as per existing plans to commemorate the history of the Area. Existing interurban tracks exist under Preston Street

5) Urban Design

A. By late-2003, appoint an Architectural/Historic Preservation Review Committee (AHPRC) to lead the implementation effort for CBD, and by the early-2004 adopt Urban Design Guidelines for AHPRC review of all CBD proposals for: redevelopment; new development; public facility improvements; and improvement of the pedestrian experience within the CBD.

*** Recommendations**

- Seek opportunities to integrate marketing themes, logo, and area identity developed by the Marketing Task Force into the urban design features addressed in the design guideline recommendations. Colorful banners or flags bearing the logo can be used to create a festive atmosphere. (Within 1

year)

- Add old-fashioned street lamps at key locations around the CBD (matching existing installed lights). (Within 4 years)

- Additional Historic buildings should be scheduled for restoration (See historic element of this Plan). (Within 15 years)

- Special attention should be paid to restoring interesting architectural features such as building cornices. (Within 20 years)

- Make all awnings of a continuous, consistent design that do not detract from the cornices and historic character of the buildings. (e.g. a canvas awning system with a planned color and building identification/address system). Remove all existing canopies, awnings, and store front surfacing that are not consistent with the chosen awning system and the historic character of the buildings. (Within 10 years)

- Make all sidewalks as wide as possible (6 foot minimum) to provide room for pedestrians, and where possible, provide street furnishings, trees (existing street trees should be pruned and landscaped around their base), other

landscape, and entertainment. Walks should: have a maximum grade of 5%; be of a continuous surface, not be interrupted by steps or abrupt level changes; be ramped to road level at crosswalks and changed in texture for the blind; be of a non-slip surface; and be attractive in appearance (Figure 22). (Within 5 years)

- Provide distinctive sidewalk, crosswalk, and street surfaces (e.g. intermittent or solid special paving patterns), placing the greatest emphasis on the entrances to the CBD. (Within 1 year)

- Provide street furnishings with historic character such as benches, sculptures, trash receptacles, light bollards, and designer sign posts. (Within 5 years)

- Encourage all signage to be small, artistic, and inviting. (Within 1 year)

- Encourage sidewalk entertainment, sidewalk art, and vendors during special events. Thematic chalk work of school-aged children can add indigenous character and entertainment to many events. (Within 1 year)

- Encourage the use of murals to dress up the sides and rears of buildings, to

reflect the history of Van Alstyne and enhance the pedestrian experience.

(Within 1 year)

- Encourage shop owners to "spill" their goods and services out of their buildings toward the street for browsing pedestrians during operating hours.

Also encourage late weekend night hours and sidewalk seating. (Within 1 year)

- Create and maintain a safe, festive atmosphere using ample lighting, volunteer bicycle patrols, banners, scheduled entertainment, etc. (Within 5 years)

B. By the early-2004, review all City Codes and suggest any necessary changes for implementing the CBD Plan.

* Recommendations

- Create an overlay district for the CBD that offers incentives and necessary flexibility for meeting design guidelines. (Within 2 years)

6) Marketing

A. By mid-2003, assess the strengths and weaknesses, opportunities and constraints in the CBD market, identifying any "holes" or "niches" in the overall regional market the CBD fills or may fill (as the CBD Plan is implemented), as well as determining short and long term local market needs. This effort must be coordinated with all economic development efforts.

B. By the late-2003, identify strategies consistent with the CBD Plan to increase the market share of the CBD in the overall regional economy.

* Recommendations

- Establish an enticing theme, identity, slogan, and logo that communicates well with both local citizens and those players key to implementing marketing strategies. (Within 2 years)

- Target markets that are most likely to be receptive to marketing efforts, and design the marketing information to appeal to those targeted markets. (Within 2 years)

- "Get the word out" using well-crafted messages for: networks of contacts associated with community leadership; advertising media; quality brochures;

and trade show and association information. (Within 1 year)

C. In mid-2004, begin work on strategies for developing and maintaining local interest in participating in and promoting CBD revitalization, and begin implementing those strategies by mid-2005.

* Recommendations

- Develop a Shop Van Alstyne Program to help bring back customers from other competitors. (Within 1 year)

- Where feasible, enhance and add to the existing calendar of events, emphasizing coordinated efforts such as: sales promotions (e.g. dollar days, sidewalk sales, midnight madness, clearance sales, etc.) grand openings, seasonal promotions (coordinated decoration program) and special events (e.g. holiday events, concerts, street fairs, fund raisers, arts and craft shows, antique days, festivals, farmer's markets, parades, etc.) (Within 5 years)

- Involve the community in efforts "showcasing" the community in unique efforts that reflect local culture and draw tourism. (Within 1 year)

- Hold gala celebrations that mark each key success in implementing the CBD

plan. (Continuous)

CBD PHASED IMPROVEMENTS

The improvements set forth in the Central Business District Plan are very good projects for the City; however, they would be classified in the "Wanted" category of the recommended Capital Improvements Program. Funding alternatives other than the use of Capital Improvement Programming include: (1) formation of a district where dues are collected for improvements, (2) private donations, (3) utilization of economic development sales tax revenue, and (4) the establishment of a Tax increment Fund area. Tax Increment Financing is utilized to establish a reinvestment zone for making improvements. The City makes improvements, which are financed by General Obligation or Revenue Bonds. The total property value at the time the zone is created becomes the base value. The taxing entities continue to receive taxes generated from the base property value, but all future tax revenues above the base value are assigned to the Tax Increment Fund, which is used to retire the bonds.

Improvements identified as priorities to be implemented by the City of Van

Alstyne during the first five years of the planning period are ranked according to priority for implementation as follows:

1. Construct Interurban Train Park.

Cost: \$25,000 to \$35,000

Source of Funds: City of Van Alstyne general obligation bonds;
Civic clubs; private donations; matching grants.

2. Construct recommended new off-street parking areas and amenities.

Cost: \$85,000 to \$95,000

Source of Funds: City of Van Alstyne general obligation bonds.

3. Construct new and improved handicapped ramps and corner islands for pedestrian crossings at presently unserved or under served street intersections and restripe existing parking to incorporate handicapped spaces.

Cost: \$90,000 to \$110,000

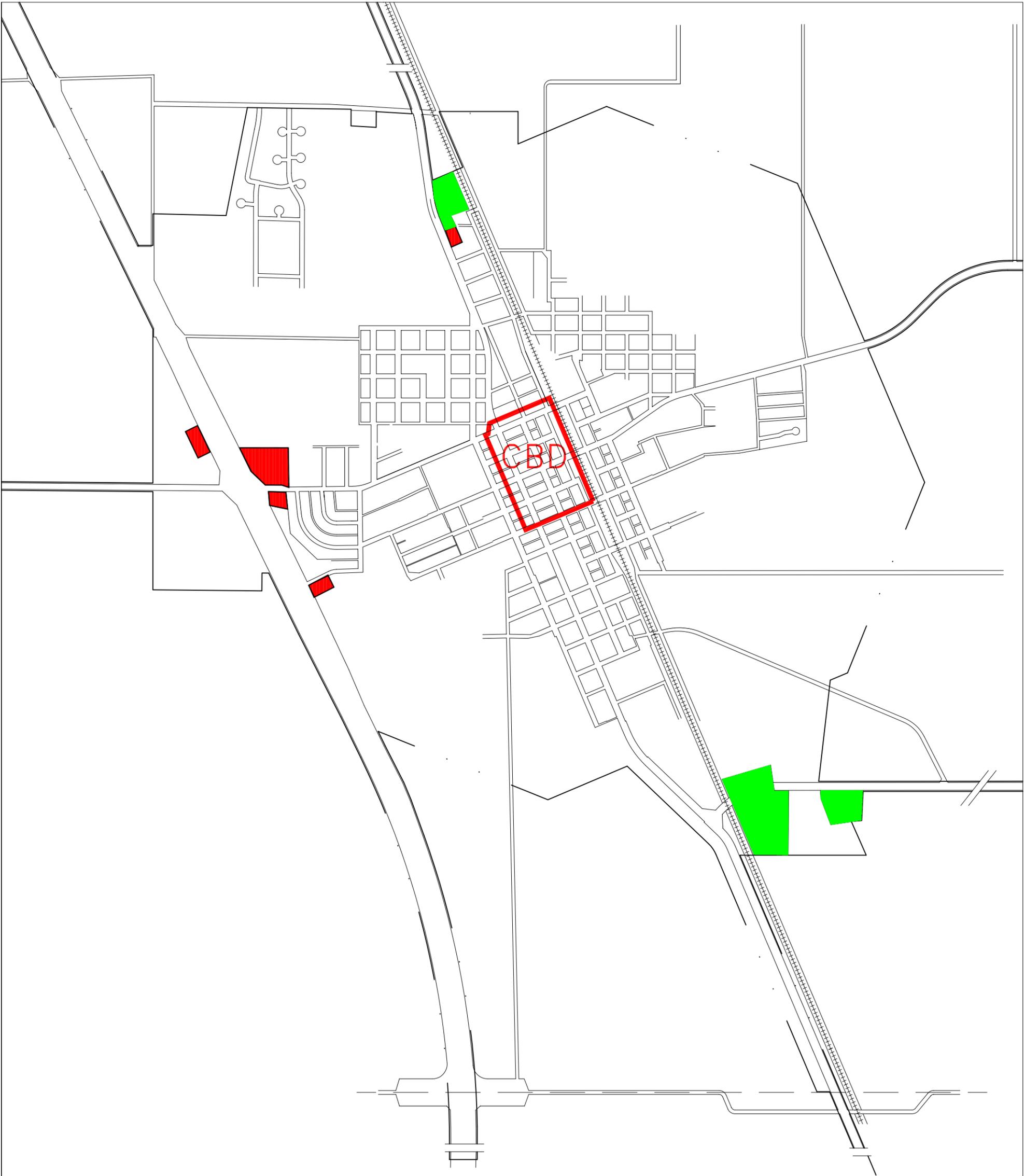
Source of Funds: City of Van Alstyne general obligation bonds.

4-5. Construct Town Clock Park.

Cost: \$130,000 to \$150,000

Source of Funds: Civic clubs; private donations; matching grants.

Other cost for CBD improvements during the planning period will be private but coordinated expense. Additionally, Van Alstyne is a graduate of the Texas Main Street Program. Through this program significant changes and education in the overall composition of the CBD was achieved. The citizens should continue with what was started.



CITY OF VAN ALSTYNE

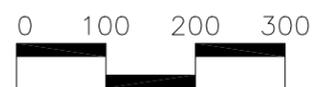
FINANCED
THROUGH THE
OFFICE OF RURAL COMMUNITY DEVELOPMENT
OF THE
STATE OF TEXAS

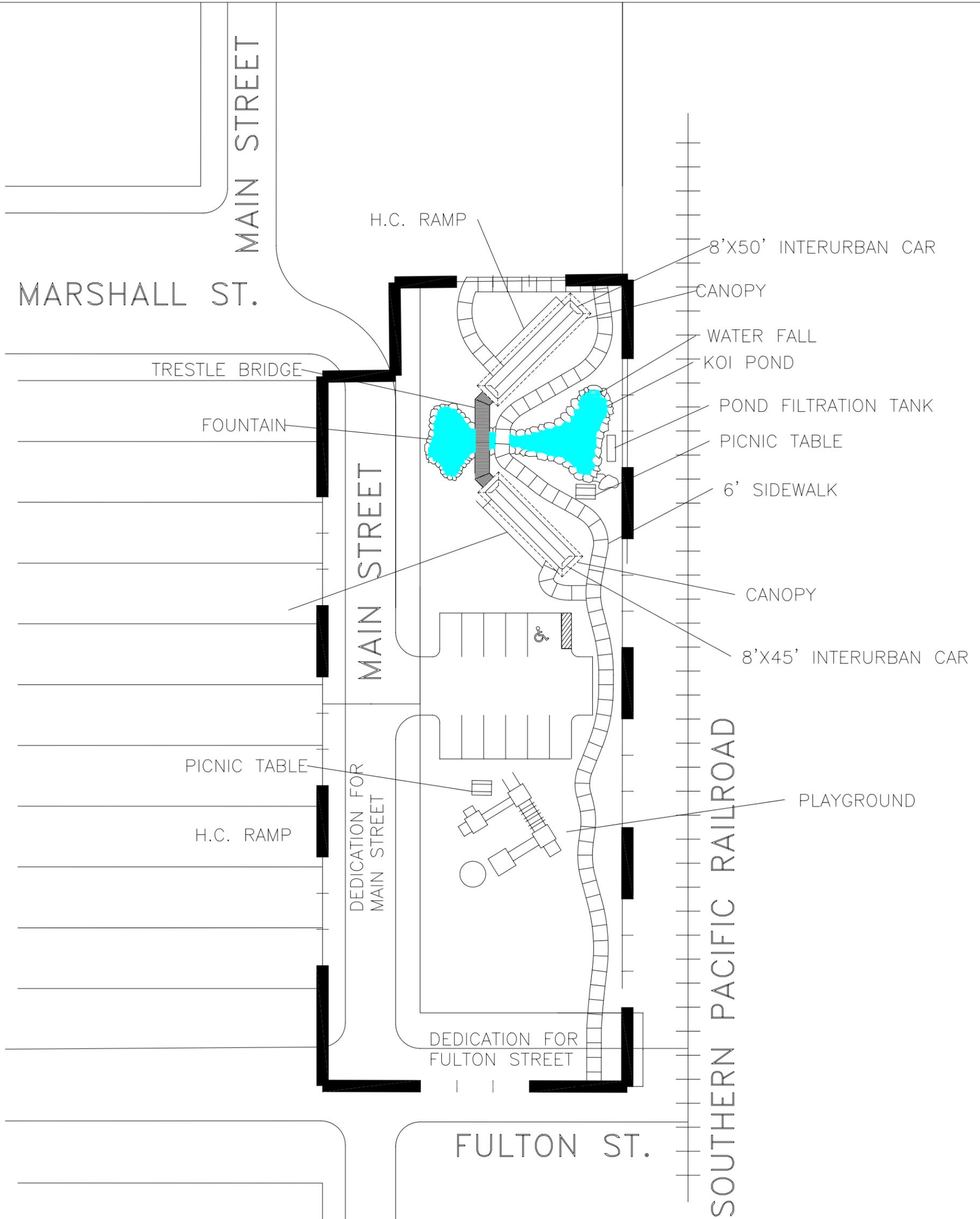
The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS

FIGURE 13
CENTRAL BUSINESS DISTRICT
SUPPORTIVE AND COMPETITIVE
DEVELOPMENT TO CBD

- COMMERCIAL DEVELOPMENT
- INDUSTRIAL DEVELOPMENT





CITY OF
VAN ALSTYNE

FINANCED
THROUGH THE
OFFICE OF RURAL COMMUNITY DEVELOPMENT
OF THE
STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS

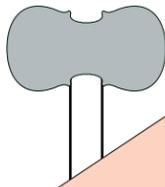
FIGURE 21
CENTRAL BUSINESS DISTRICT
INTERURBAN SITE PLAN



N

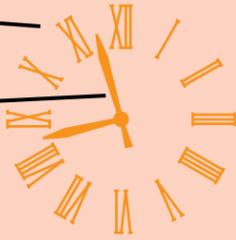


CHIME



BRASS INSETS

BRASS HANDS



GRANITE SLAB

ETCHED INSCRIPTIONS

Historically, for most of America, the Central Business Districts of our communities have served as primary focal points for regional commerce and trade, which in turn, create opportunities for localized cultural development and expression. A Central Business District (CBD) is born by concentrated commercial activity, which serves as an organizing financial magnet, attracting population density and associated demands for support services. Form is given to the CBD by the uses it attracts, including: banks; offices; centers of government; post offices; centers of communication; retail stores; restaurants; personal services; places for cultural expression; meeting places of civic and social groups; street scapes; and systems of supporting infrastructure. So long as the financial gravity persists, the CBD holds together in its vibrant, dynamic form.

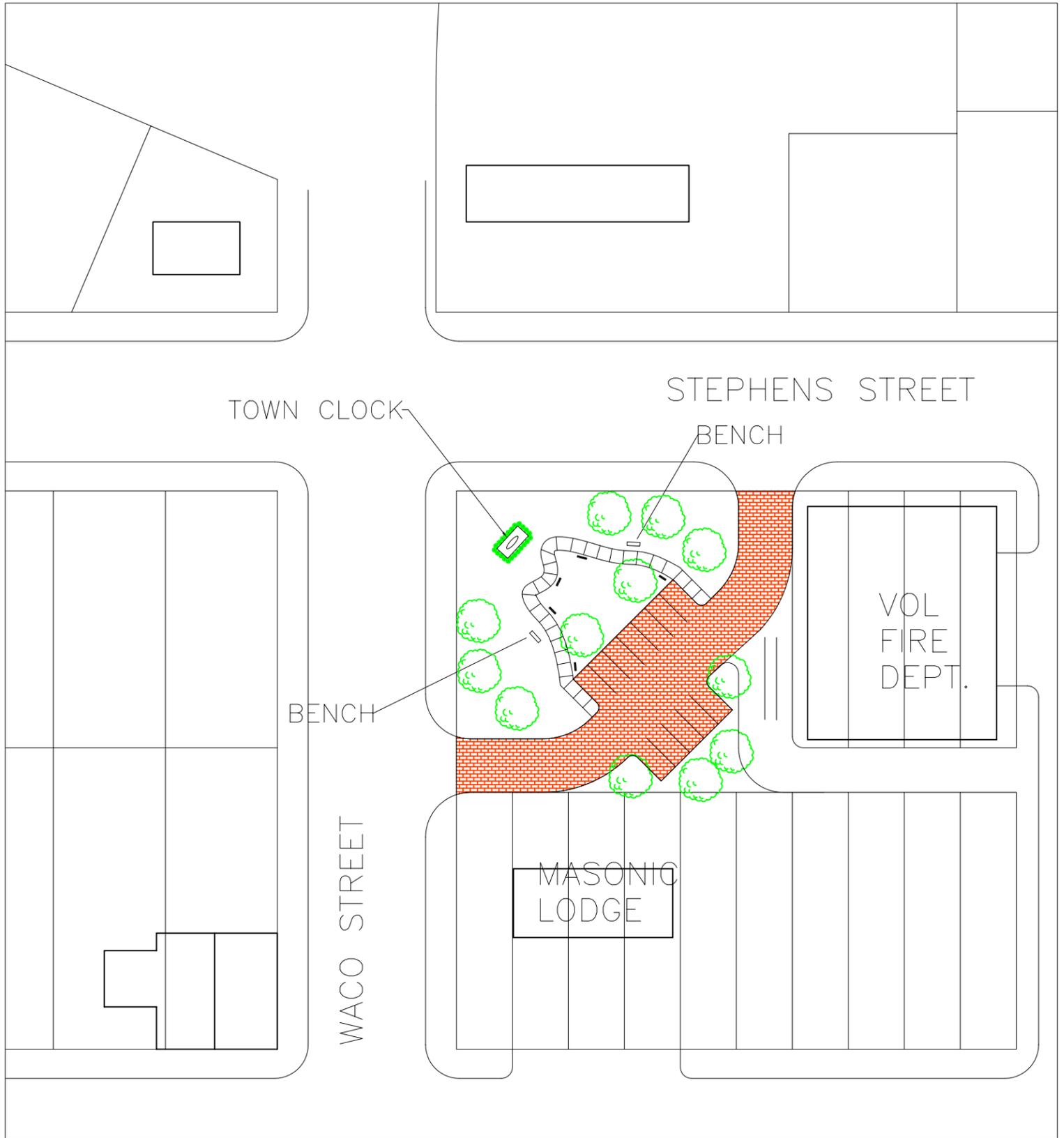


REINFORCED CONCRETE FOUNDATION



TOWN CLOCK

NOTE: CLOCK FACE & INSCRIPTIONS ARE ON BOTH SIDES.



CITY OF VAN ALSTYNE

FIGURE 19
CENTRAL BUSINESS DISTRICT
TOWN CLOCK PARK PLAN

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY DEVELOPMENT OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS



N





CITY OF VAN ALSTYNE

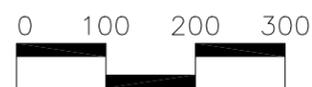
FIGURE 18
CENTRAL BUSINESS DISTRICT
FUTURE LAND USE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY DEVELOPMENT OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS

- RETAIL/COMMERCIAL
- INSTITUTIONAL
- INDUSTRIAL
- OPEN SPACE
- RESIDENTIAL





CITY OF VAN ALSTYNE

FIGURE 17
CENTRAL BUSINESS DISTRICT
PARKING PATTERN

- ○ ○ ○ ○ OFF STREET PAVED PARKING SPACES
- x x x x x ON STREET PARALLEL PARKING SPACES
- ////// ON STREET PARALLEL PARKING SPACES
- - - - CURB & GUTTER
- ==> ALLOWED TRAFFIC MOVEMENTS

NOTE: ALL TURNING MOVEMENTS ARE ALLOWED

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY DEVELOPMENT OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS



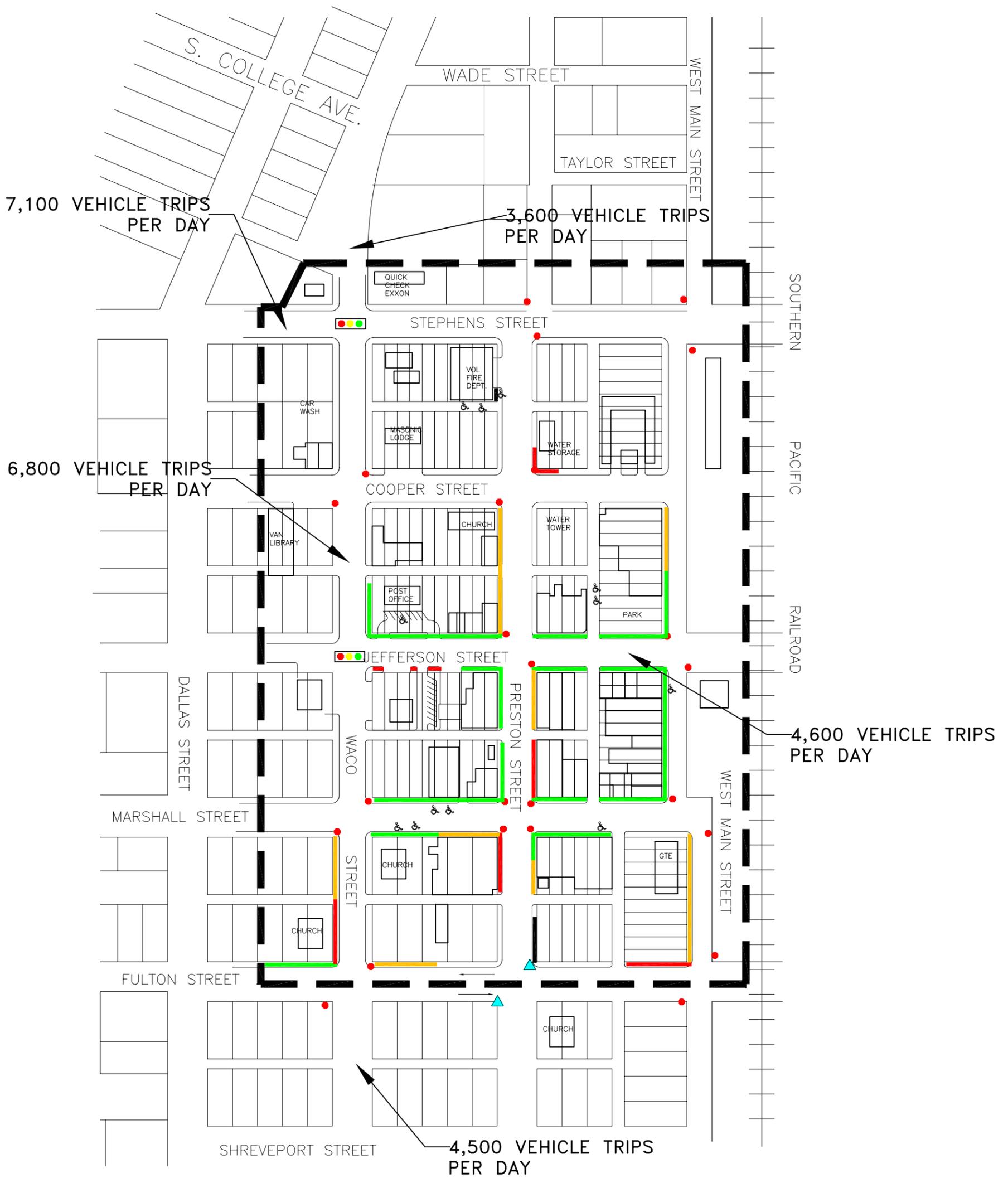


FIGURE 16

CITY OF VAN ALSTYNE

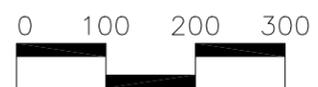
CENTRAL BUSINESS DISTRICT SIDEWALK CONDITION, HANDICAP PARKING, TRAFFIC CONTROLS, AND CURBS

SIDEWALK

- █ GOOD CONDITON
- █ FAIR CONDITION
- █ POOR CONDITON

- STOP SIGN
- ▲ YIELD SIGN
- HANDICAPPED RAMP
- ■ ■ TRAFFIC LIGHT

NOTE: ALL TRAFFIC IS TWO WAY



FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY DEVELOPMENT OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS



CITY OF VAN ALSTYNE

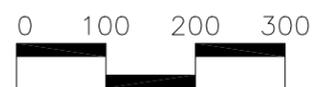
FIGURE 15
CENTRAL BUSINESS DISTRICT
BUILDING CONDITION

- SOUND
- MINOR DETERIORATION
- MAJOR DETERIORATION

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY DEVELOPMENT OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS





CITY OF VAN ALSTYNE

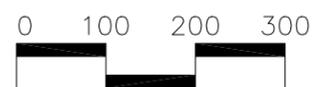
FIGURE 14
CENTRAL BUSINESS DISTRICT
EXISTING LAND USE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY DEVELOPMENT OF THE STATE OF TEXAS

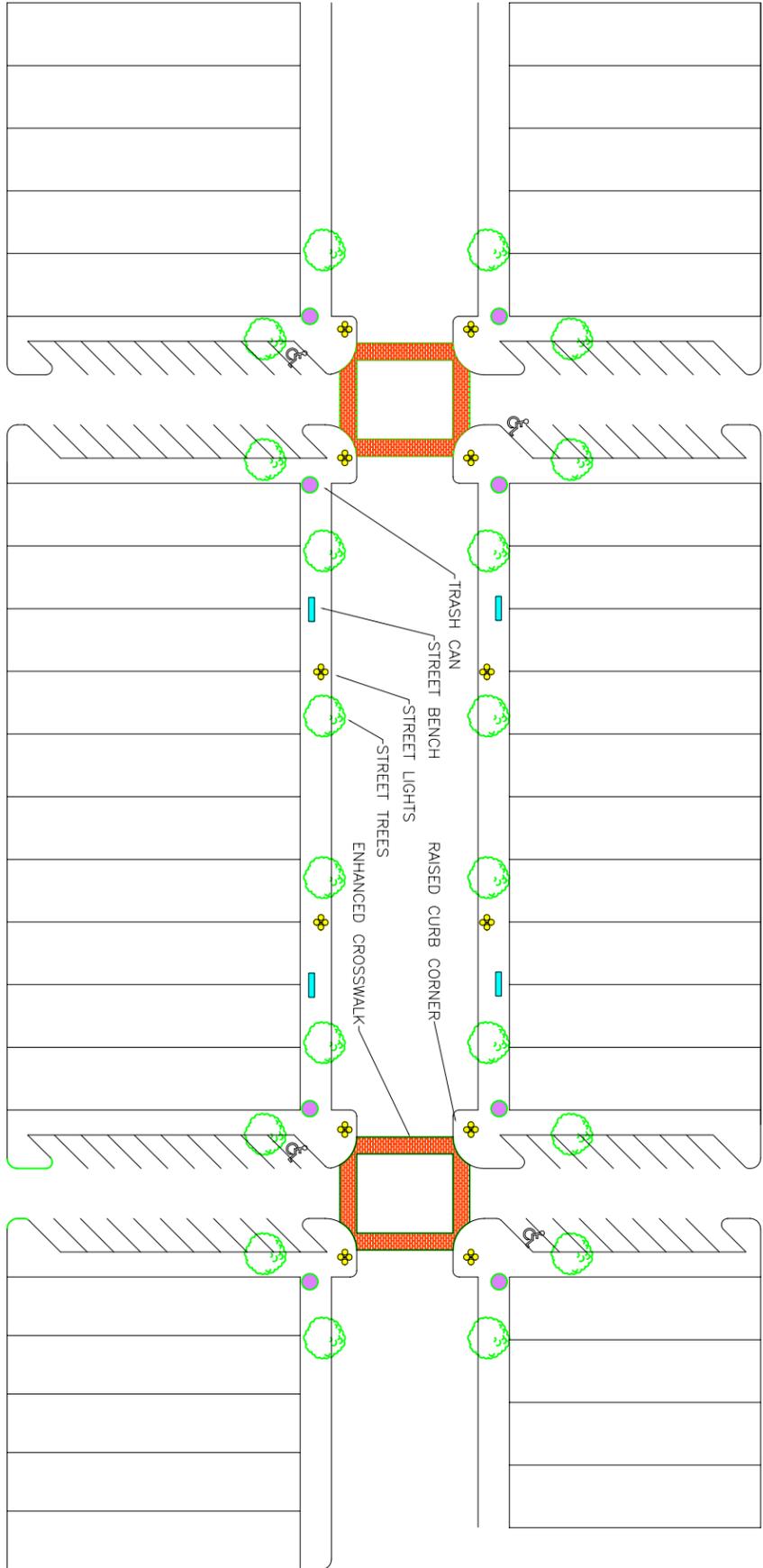
The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS

- COMMERCIAL
- RESIDENTIAL
- PUBLIC/SEMI-PUBLIC
- INDUSTRIAL/HEAVY COMMERCIAL
- VACANT LAND



PROPOSED STREET FURNITURE AND IMPROVEMENTS OPTIONS



CITY OF
VAN ALSTYNE

FINANCED
THROUGH THE
OFFICE OF RURAL COMMUNITY DEVELOPMENT
OF THE
STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development .

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS

FIGURE 22
CENTRAL BUSINESS DISTRICT
IMPROVEMENT OPTIONS



INTRODUCTION

To help minimize property damage from flooding during periods of intense rainfall, the drainage system for a community must be addressed sized and properly maintained. The public has come to expect that no damage will result to property from storm drainage or high water, and gives no thought to the location of neighborhoods in relation to ground elevation drainage flows, etc., all of which directly affect the surface storm drainage immediately adjacent to homes or business structures. Storm drainage facilities required for a city may include inlets, storm sewers, culverts, bridges, concrete lined channels, natural drainage channels, overflow swales, creeks, rivers, and lakes.

It is the purpose of this report to present short range and long range plans for the development and construction of facilities to meet the needs of the population and to make recommendations concerning the implementation of those plans. It should be noted than any plan is subject to change with changing economic and growth conditions, and frequent evaluations should be made in order to prevent the plan from being outdated. Revisions, additions, and deletions should be made as conditions warrant.

STORM DRAINAGE INVENTORY

The storm drainage system of Van Alstyne currently consists of a system of open gutters, ditches, and culverts and underground storm drains. These facilities carry storm water run-off within Van Alstyne to the eventual terminus outside the city limits. Since Van Alstyne is built on a ridge line the current urbanized area is affected by the headwaters of the East Prong of Whites Creek, Hurricane Creek, and the West Prong of Sister Grove Creek. Rain that falls in the urbanized area of Van Alstyne flows in all directions. A minimal amount of Flood Hazard area exists inside the City Limits of Van Alstyne. However, the Van Alstyne Planning Area contains a large amount of Van Alstyne has a large amount of flood hazard area. The drainage study identifying this area was prepared by the U.S. Department of Housing and Urban Development's Federal Insurance Administration Flood Insurance Rate Maps for Grayson County.

In 2002 the City's existing storm water facilities were catalogued. They are detailed in Table 15 and graphically shown in Figure 23. The approximate length, size and type of every public drainage structure has been identified. All drainage in Van Alstyne is currently surface oriented.

TABLE 15

CITY OF VAN ALSTYNE

EXISTING STRUCTURE INVENTORY

STRUCTURE		APPROX.		
NUMBER	SIZE	LENGTH	TYPE	REMARKS
1	-	120'	GRASS	FLUME
2	-	120'	GRASS	FLUME-STANDING WATER IN CUL-DE-SAC & FLUME
3	18"	30'	CMP	$\frac{3}{4}$ PLUGGED, ONE END 90% PLUGGED
4	2'X 3'	45'	BOX	W/HEADWALLS
5	36"	27'	CMP	ROAD NARROWS BAD DROPOFF, STANDING WATER, BRUSH
6	36"	30'	CMP	$\frac{1}{4}$ COLLAPSED, STANDING WATER, BRUSH
7	18"	38'	RCP	$\frac{1}{4}$ PLUGGED
8	18"	41'	RCP	$\frac{1}{2}$ PLUGGED ONE END, OTHER END PLUGGED
9	18"	25'	RCP	$\frac{1}{2}$ PLUGGED
10	2' X 3'	58'	BOX	$\frac{1}{4}$ PLUGGED, STANDING WATER, BRUSH
11	18"	30'	CMP	$\frac{1}{4}$ PLUGGED
12	12"	21'	CPP	$\frac{3}{4}$ PLUGGED

13	12"	21'	CPP	¾ PLUGGED
14	18"	25'	CMP/RCP	¾ PLUGGED, HOLE IN NORTH END
15	24"	35'	CPP	NO HEADWALL DEBRIS PLUGGING OPENING
16	16"	26'	RCP	COMPLETELY PLUGGED
17	18"	30'	CMP	¾ PLUGGED
18	36"	30'	CMP	VEGETATION, STANDING WATER
19	24"	62'	CMP	CONCRETE HEADWALL ONE END
20	24"	36'	CMP	¾ PLUGGED
21	14"	30'	CPP	½ PLUGGED
22	9"	27'	RCP	W/HEADWALL ¾ PLUGGED
23	12"	22'	RCP	POOR WEED CONTROL, PLUGGED ON ONE END
24	18"	35'	RCP/PVC	CONCRETE HEADWALL
25	18"	20'	CMP	COMPLETELY CRUSHED/PLUGGED
26	16"	21'	RCP	-
27	18"	23'	RCP	STANDING WATER, W. SIDE CATCH BOX 4'X4-½"
28	12"	25'	CMP	¾ PLUGGED
29	18"	37'	CMP	NEW HEADWALLS
30	16"	28'	CMP	¾ PLUGGED
31	12"	26'	CMP	100% PLUGGED

32	24"	26'	CMP	COMPLETELY COLLAPSED, HOLES
33	20"	24'	CMP	½ COLLAPSED, HOLES
34	30"	30'	CMP	¼ PLUGGED
35	20"	161'	RCP	HEADWALL ON NORTH SIDE, ½ PLUGGED
36	12"	25'	RCP/CMP	STANDING WATER PLUGGED, STANDING WATER
37	36"	35'	CMP	HEAVY VEGETATION, RUNNING WATER
38	12"	25'	RCP	¾ PLUGGED
39	12"	41'	RCP/CMP	½ PLUGGED
40	48"	32'	CMP	-
41	3' X 5'	21'	BOX	W/HEADWALL & VEGETATION, STANDING WATER
42	3' X 5'	29'	BOX	W/HEADWALL, RUNNING WATER
43	12"	28'	RCP	COMPLETELY PLUGGED
44	12"	35'	CMP	COMPLETELY PLUGGED
45	15"	33'	CMP	SMASHED BOTH ENDS, COMPLETELY PLUGGED
46	18"	30'	CMP	PLUGGED/ VEGETATION
47	3' X 5'	20'	BOX	½ PLUGGED
48	18"	20'	CMP	1/4 PLUGGED/

				VEGETATION
49	14"	25'	RCP	-
50	20"	26'	CMP	HEAVY VEGETATION
51	22"	22'	CMP	¼ CRUSHED
52	15"	24'	CMP	COMPLETELY PLUGGED
53	18"	18'	CMP	½ PLUGGED, VEGETATION
54	4' X 8'	54'	BOX	W/FLUME, STANDING WATER
55	2-3' X 4'	45'	BOX	¼ PLUGGED, LOG JAM/ HEAVY VEGETATION
56	18"	46'	CMP	½ PLUGGED, DAMAGED
57	18"	33'	CMP	½ SMASHED/ PLUGGED
58	2-36"	37'	CMP	RUNNING WATER, DEBRIS
59	2-36"	62'	CMP	STANDING WATER, HEADWALL
60	18"	41'	CMP	1/2 PLUGGED
61	30"	35'	CMP	DROP INLET/ RUNNING WATER
62	12"	35'	CMP	S.END W/HEADWALL ½ PLUGGED
63	20"	30'	CMP	½ PLUGGED
64	12"	120'	CMP	STAGNANT WATER, ½ PLUG
65	12"	140'	CMP	-
66	8'	36'	CMP	DETERIORATING WOOD BRIDGE

67	7'	29'	METAL	-
68	42"	42'	CMP	-
69	12"	20'	CMP	-
70	12"	20'	CMP	COMPLETELY PLUGGED
71	12"	23'	CMP	¾ PLUGGED, STANDING WATER
72	10"	25'	RCP	OPEN SEAMS IN STREET, COMPLETELY PLUGGED
73	24"	39'	RCP	W/HEADWALL, ¾ PLUGGED
74	12"	25'	RCP	½ PLUGGED
75	10"	25'	RCP	COMPLETELY PLUGGED
76	12"	27'	RCP	¾ PLUGGED
77	12"	33'	CMP	COMPLETELY PLUGGED
78	14"	41'	CMP	¾ PLUGGED
79	1' X 3'	70'	BOX	¾ PLUGGED
80	18"	30'	RCP	½ PLUGGED
81	5' X 5'	30'	BOX	-
82	36"	30'	CMP	-
83	24"	30'	CMP	W/HEADWALL
84	16"	27'	CMP	½ PLUGGED
85	12"	20'	CMP	½ PLUGGED
86	2-2' X 5'	20'	BOX	W/HEADWALL
87	2' X 3'	70'	BOX	W/HEADWALL
88	12"	34'	CMP	½ PLUGGED, BUSTED HEADWALL
89	26"	51'	CMP	-

90	2' X 3'	80'	BOX	-
91	20"	50'	RCP/CMP	-
92	1' X 3'	52'	BOX	-
93	32"	250'	RCP	W/INLET
94	24"	60'	CMP	-
95	16"/18"	29'	RCP/CMP	¼ PLUGGED
96	36"	84'	CMP	½ PLUGGED
97	3' X 5'	21'	BOX	W/INLET, N.S. ½ PLUGGED
98	10" X 20"	24'	BOX	COMPLETELY PLUGGED
99	36"	74'	RCP	½ PLUGGED
100	16"	20'	CMP	-
101	12"	28'	RCP	½ PLUGGED
102	12"	20'	CPP	½ PLUGGED
103	30" X 5'	24'	BOX	ABOVE FLOW LINE
104	18"	30'	RCP	COMPLETELY PLUGGED
105	36"	40'	CMP	ABOVE FLOW LINE
106	12"	24'	RCP	½ PLUGGED
107	2-36"	37'	CMP	¼ PLUGGED
108	12"	20'	RCP	½ PLUGGED
109	24"	30'	RCP	W. SIDE BROKEN
110	16"	25'	RCP	-
111	2' X 5'	30'	BOX	½ VEGETATION
112	28"	45'	RCP	VEGETATION
113	18"	120'	RCP	W/INLET
114	12"	260'	RCP	W/INLETS
115	2-5' X 5'	60'	BOX	W/HEADWALL, VEGETATION

116	18"	130'	RCP	W/INLET
117	22"/18"	22'	RCP/CMP	1/4 PLUGGED
118	2-16"	25'	RCP	W/HEADWALL, STANDING WATER, 1/4 PLUGGED
119	12"	20'	CMP	COMPLETELY PLUGGED
120	32"	43'	CMP/RCP	1/4 PLUGGED, STANDING WATER
121	12"	30'	CMP	1/2 PLUGGED, CRUSHED 1/2 BOTH ENDS
122	1' X 2'	21'	BOX	1/2 PLUGGED, STANDING WATER
123	16"	23'	RCP	1/2 PLUGGED
124	18"	22'	CMP	W/HEADWALL COMPLETELY PLUGGED
125	12"	20'	CMP	1/2 PLUGGED SEPARATIONS IN STREET
126	12"	27'	RCP	PLUGGED, STANDING WATER
127	12"	25'	RCP	1/2 PLUGGED, ONE END COMPLETELY PLUGGED
128	12"	22'	RCP	COMPLETELY PLUGGED, STANDING WATER
129	18"	30'	CMP	W/HEADWALL, 1/4 PLUGGED
130	18"	25'	CMP	COMPLETELY BLOCKED

131	1' X 2'	25'	BOX	½ PLUGGED/ DAMAGED
132	18"	26'	RCP	ONE SIDE BROKEN, ½ PLUGGED
133	12"	20'	CMP	½ PLUGGED
134	2-12"	29'	CMP/RCP	½ PLUGGED, STANDING WATER
135	12"	25'	RCP	¼ PLUGGED
136	16"	25'	RCP/CMP	½ PLUGGED
137	12"	24'	RCP	BURIED
138	16"	24'	CMP	½ PLUGGED, WATER
139	16"	25'	CMP	PLUGGED
140	1' X 2'	24'	BOX	W/HEADWALL, COMPLETELY PLUGGED
141	1' X 2'	24'	BOX	¾ PLUGGED
142	16"	30'	CMP	W/HEADWALL, ½ PLUGGED, STANDING WATER
143	1' X 2'	25'	BOX	EDGE BREAKING, ½ PLUGGED
144	1' X 2'	24'	BOX	½ PLUGGED
145	12"	23'	CMP	COMPLETELY PLUGGED
146	16"	26'	CMP	W/HEADWALL, ½ PLUGGED, STANDING WATER
147	12"	37'	CMP	COMPLETELY PLUGGED
148	12"	34'	RCP	½ PLUGGED, STANDING WATER

149	2-48"	32'	CMP	SEPARATED ON SHOULDER, STANDING WATER 2' DEEP, DAMAGE TO ONE PIPE
150	18"	34'	RCP	½ PLUGGED, HEADWALL, STANDING WATER
151	3'X3'	52'	BOX	W/HEADWALL, CLEAN (STATE HWY 5)
152	12"	28'	STEELE	ONE END COMPLETELY PLUGGED
153	12"	30'	CMP	¾ PLUGGED
154	12"	30'	CMP	¾ PLUGGED
155		15"	107'	RCP PIPE RUNS IN THE DITCH DOWN NORTH SIDE OF WAYNE AND CROSSES AT MOODY, ½ PLUGGED
156	18"	17'	CMP	¼ PLUGGED
157	15"	24'	RCP	½ PLUGGED
158	30"	62'	CMP	HEADWALL, STANDING WATER ON SOUTH END
159	32"	62'	RCP	HEADWALL, ½ PLUGGED, VEGETATION & WATER

160	32"	57'	RCP	STORM DRAIN INLET 8"X5', SOUTH END – STANDING WATER & VEGETATION
161	32"	122'	RCP	STANDING WATER & VEGETATION, STORM DRAIN INLET – 8"X15', HEADWALL, WEST END ½ PLUGGED
162	20"	87'	RCP	STORM DRAIN W/ HEADWALL (WEST END) INLET 9'X8", ¾ PLUGGED
163	32"	51'	CMP	HEADWALLS, STANDING WATER
164	6'X5'	60'	BOX	RUNNING WATER, HEADWALLS, 1' MUD
165	3'X3'	46'	BOX	HEADWALL, STANDING WATER– BOTH SIDES
166	2-18"	26'	CMP	ONE PIPE ½ PLUGGED, SMASHED, THE OTHER BLOCK – RUNNING WATER
167	3'X2'	45'	BOX	BROKEN HEADWALL, ¼ PLUGGED, STANDING WATER
168	32"	73'	CMP	SMASHED ON TOP- STANDING WATER,

				½ PLUGGED
169	24"	64'	CMP	BRUSH, RUNNING WATER
170	2'X14"	22'	BOX	HEADWALL, STANDING WATER, ¼ PLUGGED
171	3'X18"	31'	BOX	STANDING WATER, VEGETATION
172	2'X5'	132'	BOX	
1A	3' X 5'	60'	BOX	W/HEADWALL & INLETS, RUNNING WATER
2A	4' X 5'	60'	BOX	W/INLET
1B	24"/18"	201'	CMP/PVC	½ PLUGGED
2B	12"	-	CMP	½ PLUGGED
3B	18"	38'	CMP	½ PLUGGED, STANDING WATER
4B	2-30"	154'	RCP	W/INLETS
5B	4' X 4'	48'	BOX	¼ PLUGGED, STANDING WATER
6B	24"	48'	CMP	STANDING WATER, HEADWALL
7B	20"	52'	CMP	ELEVATED, STANDING WATER
8B	20"	32'	CMP	ELEVATED
9B	12"	33'	CMP	STANDING WATER
10B	1' X 2'	23'	BOX	½ PLUGGED, HEADWALLS BROKEN
11B	18" X 4'	-	BOX	W/INLETS BROKEN

12B	12"	72'	CMP	W/INLETS, BOTH HAVE TRASH ON THEM AND WATER
13B	12"	55'	RCP	W/INLETS
14B	12"	222'	CMP	W/INLETS, COLASPED
15B	24"	237'	CMP	W/INLETS, VEGETATION
16B	2'X3'	101'	BOX	W/INLETS, W SIDE BOX PLUGGED
17B	6'	271'	FLUME	HEADWALLS

RCP = REINFORCED CONCRETE PIPE BOX = BOX CULVERT CI = CAST IRON

CMP = CORRUGATED METAL PIPE CT = CLAY TILE CPP= CORRUGATED PLASTIC PIPE

STORM DRAINAGE ANALYSIS

At present, the City of Van Alstyne only has underground storm drainage systems in the newer subdivisions and in the Central Business District. The majority storm water drainage is carried on the surface within bar ditches, gutters and well-defined unimproved drainage channels. Within Van Alstyne the topography is rolling with 130 foot of elevation change. Additionally, the City is built on a ridgeline that separates the aforementioned drainage areas. The flooding problems that occur in

Van Alstyne are associated with intermittent drainageways and with man-made bar ditches and culverts when rain water flows off adjacent properties and follow the natural topographical lay of the City.

Over the years, the bar ditches have become choked with silt and have lost their capacity to carry water. After rains have subsided, water is left standing in intersections and yards of homes. This water is a breeding ground for mosquitoes and a visual blight on the city. See the following pages containing pictures that are typical of the Van Alstyne drainage system.

The locally ranked problems identified in 2002 by the City Council have been ranked as follows:

- 1) existing bar ditches throughout city are full of silt, vegetation, and need to be reshaped,
- 2) areas throughout the City do not have bar ditches,
- 3) existing drainage channels are full of silt and vegetation.

In an attempt to identify problems and make needed recommendations, a complete inventory of drainage facilities within the City of Van Alstyne was conducted. As a result, a total of 191 city maintained facilities have been identified. Of this number all







have problems with siltation, crushed or can be characterized as overgrown with vegetation (see Table 15 under "Remarks").

To implement needed improvements, the following actions should be taken:

- 1) existing culverts which are blocked with silt should be cleaned out when possible,
- 2) when siltation is beyond removal and pipes are collapsed beyond repair, new culverts should be installed,
- 3) new culverts should be constructed where needed,
- 4) drainage ways should be reshaped and cleaned, and
- 5) All new development should handle storm event run-off in such a manner as not to significantly increase the amount of downstream flows.

In regard to the drainage facilities of Van Alstyne problems with culverts were identified city wide. Most of the facilities identified need maintenance. For this reason, it is recommended that improvements be made to increase the capacity of these existing facilities to expedite run-off past these areas to the natural drainage ways. This lack of maintenance causes localized flooding along most streets, however no homes are being inundated with water due to culvert siltation. It should

be noted that many streets in the city are in poor condition and in many cases marked by erosion.

STORM DRAINAGE PLAN

GOAL: The goal of this plan is to effectively transport storm water run-off downstream in a manner which minimizes damage to property and inconvenience to residents.

POLICIES

- * Require new development to handle new run-off generated.
- * Clean areas of silt where storm drainage flow is hampered.
- * Install necessary storm drain facilities where necessary.
- * Replace storm drain facilities where necessary.

As part of this Study, a Five-Year Action Plan listing priorities, estimated costs, and possible funding sources has been developed and presented. The physical aspects of the plan are also graphically presented in Figure 24.

First Priority

The first year of the Five-Year Action Plan should include improvements to the following specific facility numbers 2, 3, 12, 13, 14, 15, 17, 20, 22, 23, 25, 28, 30, 31, 32, 36, 38, 43, 44, 45, 46, 52, 70, 71, 72, 73, 76, 77, 78, 79, 98, 104, 119, 124, 126, 127, 128, 130, 137, 139, 140, 141, 145, 147, 152, 153, 154, 162, and 16B. It is recommended that improvements be made to these culverts to increase the water carrying capacity. The cost of the first year project will be approximately \$5,200. This cost could be reduced if people required to perform community service are used to clean out existing plugged facilities that are not damaged or deteriorated. The more stable funding source will be from the general fund as monies are budgeted and available.

Second Priority

The second year of the Five-Year Action Plan should include improvements to the following specific facility numbers 8, 9, 21, 33, 39, 47, 53, 56, 57, 60, 62, 63, 64, 74, 80, 84, 85, 88, 96, 97, 99, 101, 102, 106, 108, 111, 117, 118, 120, 121, 122, 123, 125, 131, 132, 133, 134, 136, 138, 142, 143, 144, 146, 148, 150, 155, 157, 158, 159, 161, 166, 168, 170, 1B, 2B, 3B, and 10B. It is recommended that improvements be made to these culverts to increase the water carrying capacity. The cost of the second year project will be approximately \$6,500. This cost could be reduced if

people required to perform community service are used to clean out existing plugged facilities that are not damaged or deteriorated. The more stable funding source will be from the general fund as monies are budgeted and available.

Third Priority

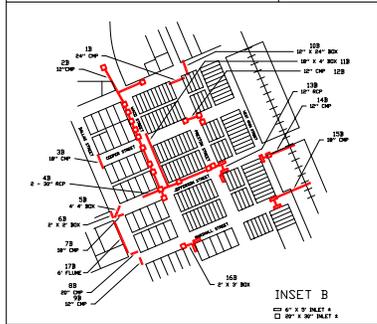
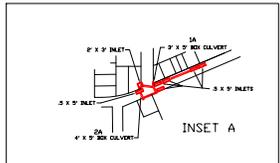
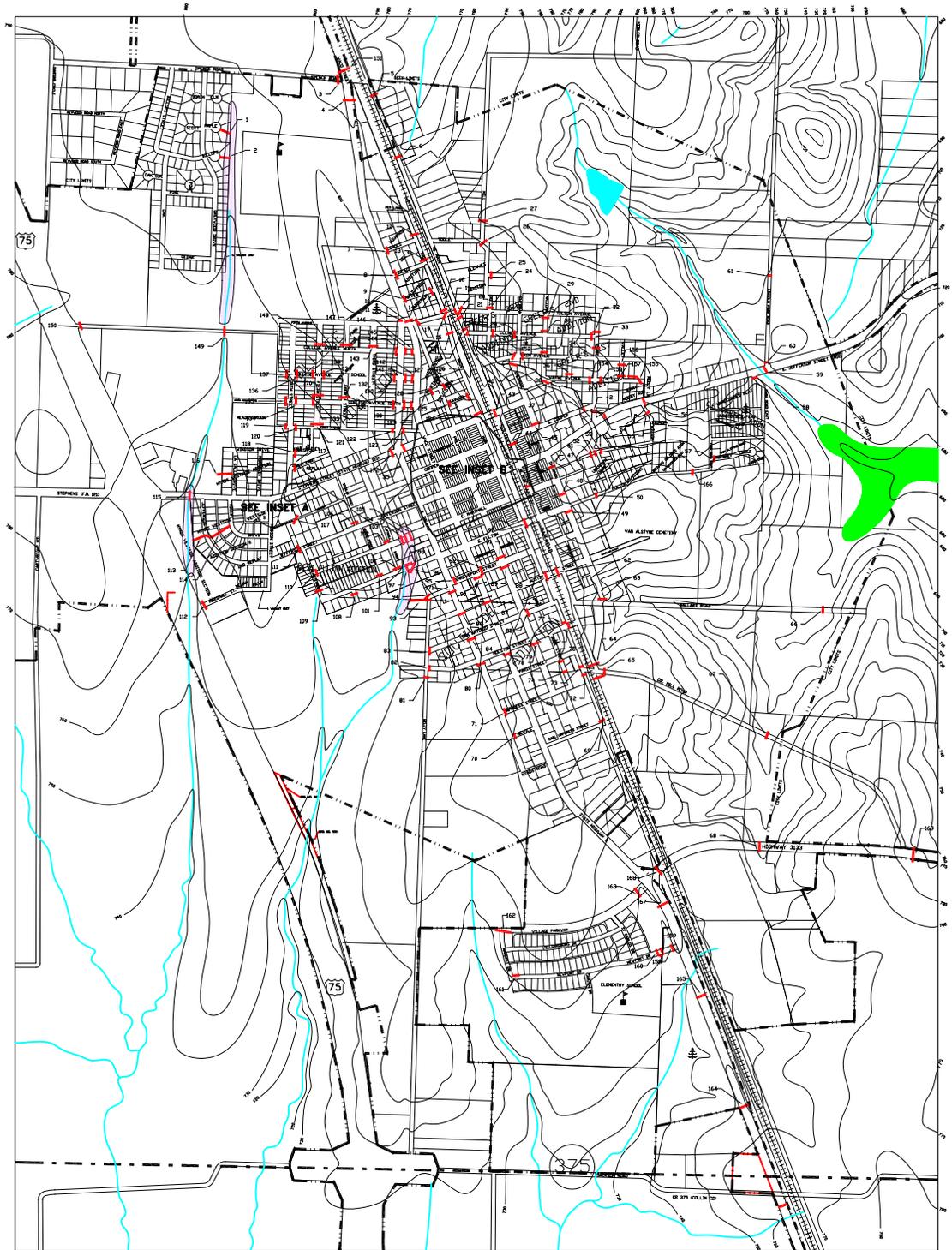
The third year of the Five-Year Action Plan should include improvements to the following specific facility numbers 6, 7, 10, 11, 18, 34, 35, 48, 51, 55, 95, 107, 117, 118, 120, 129, 135, 156, 167, 170, and 5B. It is recommended that improvements be made to these culverts to increase the water carrying capacity. The cost of the third year project will be approximately \$2,500. This cost could be reduced if people required to perform community service are used to clean out existing plugged facilities that are not damaged or deteriorated. The more stable funding source will be from the general fund as monies are budgeted and available.

Fourth - Fifth Priorities

To enable existing and proposed drainage facilities to carry the maximum possible flow without entering into a major capital improvement program, a ditch maintenance program should be initiated. This program should include reworking and deepening existing bar ditches and cleaning out or replacing deteriorated and silted culverts.

After the initial improvements, the process should be continued by undertaking a periodic maintenance program which would include removal of debris, mowing of bar ditches and minor culvert repair. The approximate cost for this program is \$3.50/linear foot, excluding driveway drain pipe. A significant portion of this cost can be offset by participating with local governmental units and the Grayson County judicial system by using labor from individuals who are required to perform community service. The more stable funding source will be from the general fund as monies are budgeted and available.

Following implementation of improvements of the Five-Year Action Plan, the City of Van Alstyne should continue its established program of bar ditch and channel maintenance. Not only will this assist with water control, mosquito infestation will be brought under control, the area will be visually enhanced. A drainage ordinance will also ensure that future development will not adversely impact existing development. If all of the proposed improvements outlined in the Storm Drainage Plan are implemented, major drainage problems facing the City should be resolved.



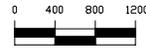
- EXISTING DRAINAGE SYSTEM**
- CONTOUR LINES
 - DRAINAGE FACILITY
 - REFERENCE TO DRAINAGE STRUCTURE (SEE TABLE 15)
 - PROBLEM AREA
 - FLOOD HAZARD AREA

CITY OF VAN ALSTYNE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS

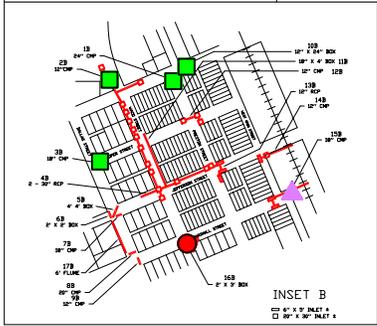
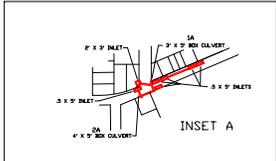
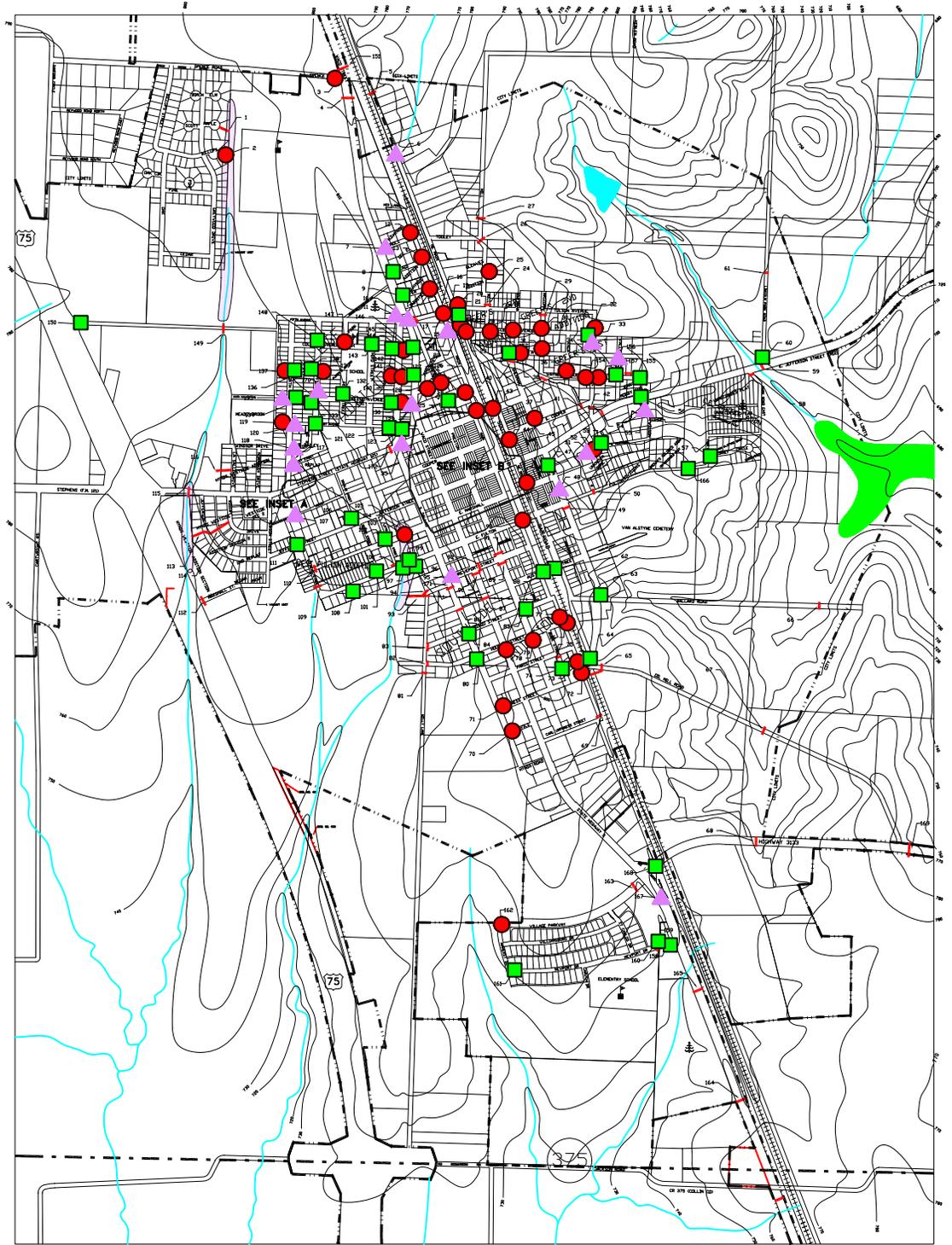
The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

- LEGEND**
- CITY PARK
 - WATER TOWER
 - GROUND STORAGE
 - SCHOOL



DECEMBER 2002

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS



DRAINAGE SYSTEM PLAN

- YEAR 1 IMPROVEMENTS
- YEAR 2 IMPROVEMENTS
- ▲ YEAR 3 IMPROVEMENTS
- ▭ DITCH MAINTENANCE YEAR 4 - 5

EXISTING DRAINAGE SYSTEM

- CONTOUR LINES
- DRAINAGE FACILITY
- REFERENCE TO DRAINAGE STRUCTURE (SEE TABLE 15)
- PROBLEM AREA
- FLOOD HAZARD AREA

CITY OF VAN ALSTYNE

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS

The preparation of this document was financed through provisions of a Texas Community Development Program Grant from the U.S. Department of Housing and Urban Development.

LEGEND

- CITY PARK
- WATER TOWER
- GROUND STORAGE
- SCHOOL



DECEMBER 2002

PREPARED THROUGH A JOINT VENTURE OF
SOUTHWEST CONSULTANTS
P.O. BOX 830634
RICHARDSON, TEXAS
AND
MAURICE SCHWANKE & COMPANY
1209 SOUTHWOOD BLVD.
ARLINGTON, TEXAS