ORDINANCE NUMBER 858-2016

AN ORDINANCE OF THE CITY OF DICKINSON, TEXAS, ADOPTING THE CITY OF DICKINSON'S COMPREHENSIVE PLAN; PROVIDING FOR THE INCORPORATION OF PREAMBLE; AND PROVIDING A REPEALER CLAUSE, A SEVERABILITY CLAUSE, A SAVINGS CLAUSE, AND AN EFFECTIVE DATE.

WHEREAS, the City Council has been presented with a complete Comprehensive Plan that incorporates all individual chapters that have been previously adopted by the City, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference, and finds that it provides a framework for the planning process and outlines the direction of Dickinson in the next fifteen years; and

WHEREAS, the City Council finds that it is in the public interest, health, safety and general welfare to adopt such complete Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DICKINSON, TEXAS, THAT:

Section 1. The facts and matters set forth in the preamble of this Ordinance are hereby found to be true and correct and are incorporated herein and made a part hereof for all purposes.

Section 2. The Comprehensive Plan, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference, is hereby adopted as the Comprehensive Plan of the City of Dickinson.

Section 3. All provisions of the ordinances of the City of Dickinson in conflict with the provisions of this Ordinance are hereby repealed, and all other provisions of the Ordinances of the City of Dickinson not in conflict with the provisions of this Ordinance shall remain in full force and effect.

Section 4. The repeal of any ordinance or part of ordinances effectuated by the enactment of this Ordinance shall not be construed as abandoning any action now pending under or by virtue of such ordinance or as discontinuing, abating, modifying or altering any penalty accruing or to accrue, or as affecting any rights of the municipality under any section or provisions of any ordinance at the time of passage of this Ordinance.

Section 5. In the event any clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Dickinson, Texas, declares that it would have passed each and every part of

the same notwithstanding the omission of any such part thus declared to be invalid or unconstitutional, whether there be one or more parts.

Section 7. This Ordinance shall become effective upon final reading and adoption of this Ordinance, in accordance with law.

DULY PASSED AND APPROVED on first reading this the 13th day of September, 2016.

DULY PASSED AND APPROVED on second reading this 27th day of September, 2016.

(Third Reading Suspended)

DULY PASSED, APPROVED, AND ADOPTED on third and final reading this ___day of _____, 2016.

Julie Masters, Mayor
City of Dickinson, Texas

ATTEST:

Alun W. Thomas, City Secretary
City of Dickinson, Texas

APPROVED AS TO FORM AND CONTENT:

David W. Olson, City Attorney
City of Dickinson, Texas

EXHIBIT “A”

TO

ORDINANCE 858-2016

DICKINSON
COMPREHENSIVE PLAN

2015 to 2030

Dickinson

DICKINSON COMPREHENSIVE PLAN

2015 to 2030

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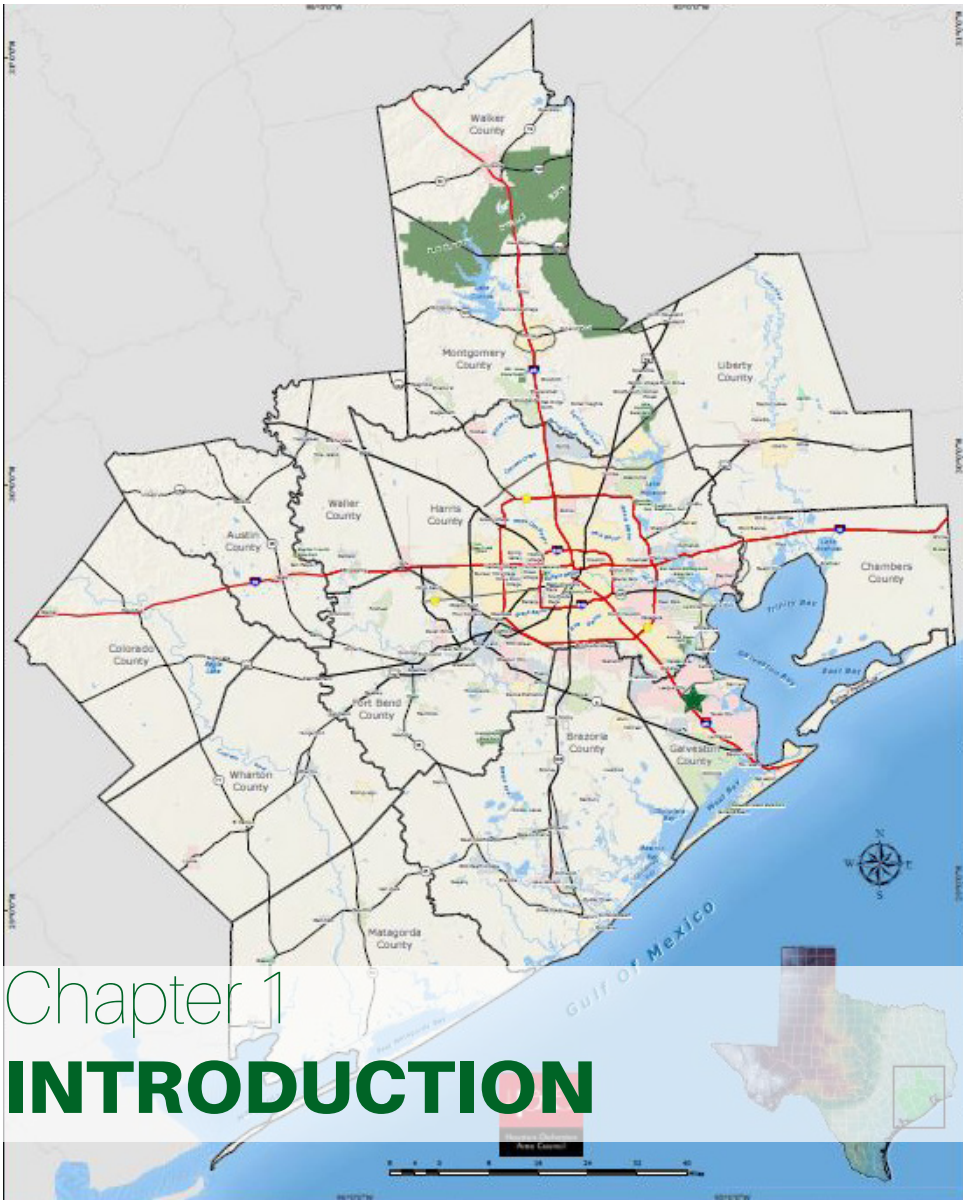


Chapter 1
INTRODUCTION

The City of Dickinson is located in Galveston County and is part of the Houston-The Woodlands-Sugar Land Metropolitan Statistical Area (MSA). The City has historically been a residential community, serving the surrounding major metropolitan areas. The following outlines the history of the City, the current demographic state, and the planning process to develop the comprehensive plan.

HISTORY

Dickinson's colorful past ranges from being inhabited by members of the Kawakawa tribe to being known as the "hub of Galveston County". Settled in 1824, through a land grant from the Mexican Government to John Dickinson, the city remains one of the oldest settlements on the mainland of Galveston County. The primary attraction that drew early settlers to the area was the soil's proven suitability for growing fruits and vegetables. By 1860, the Galveston, Houston, Henderson ("GH&H") Railroad was built to connect the large cities of Galveston and Houston, and a stop in Dickinson gave farmers a quicker, more convenient way to transport people and produce to Galveston and Houston. For decades, large groups came from Houston and Galveston to picnic and holiday on the Dickinson Picnic grounds, a 40 acre park and harness racetrack on Dickinson Bayou. In 1911, the Galveston- Houston Electric Railway, known as the Interurban, had three stops in Dickinson, offering excellent opportunities for prominent Galvestonians to frequent the beautiful city where they dined, shopped, gambled, constructed a country club and built elegant homes along the Bayou's beautiful coastline. Industrialization and growth in the oil industry in the Houston-Galveston area after both World Wars contributed to Dickinson's growth as did the establishment of NASA's Lyndon B. Johnson Space Center in 1962. By the 1970's, Texas City and League City, through aggressive annexation, encroached on Dickinson and after several failed attempts, residents of Dickinson voted to incorporate the City in 1977.

The historic train station.

DEMOGRAPHICS

Population Projections

In order to estimate future population, two factors are considered. First, the rate of population growth based on regional migration trends signals the relative speed at which the city is expected to grow. Two growth rate scenarios were reviewed to estimate the population over the next two decades. The low growth scenario projects that the population would increase by a little over 3,000 by 2030. The high growth scenario projects that the population will increase by about 3,600 by 2030. Figure 1.2 shows the high growth scenario, or 100% migration increase, which is also used by the Houston-Galveston Area Council, in comparison to the County and State growth projections. Dickinson is projected to have a slightly faster growth rate than Galveston County and slightly slower growth rate than the State of Texas through 2030 (Figure 1.2). The population projections by race show a significant increase in the Hispanic and Other population groups by 2030, which is a common trend throughout the state. The white population is expected to decrease gradually. The Black or African American population is expected to increase until 2020, then it is anticipated to decrease.

1st Task Force Meeting held on 9/29/2014

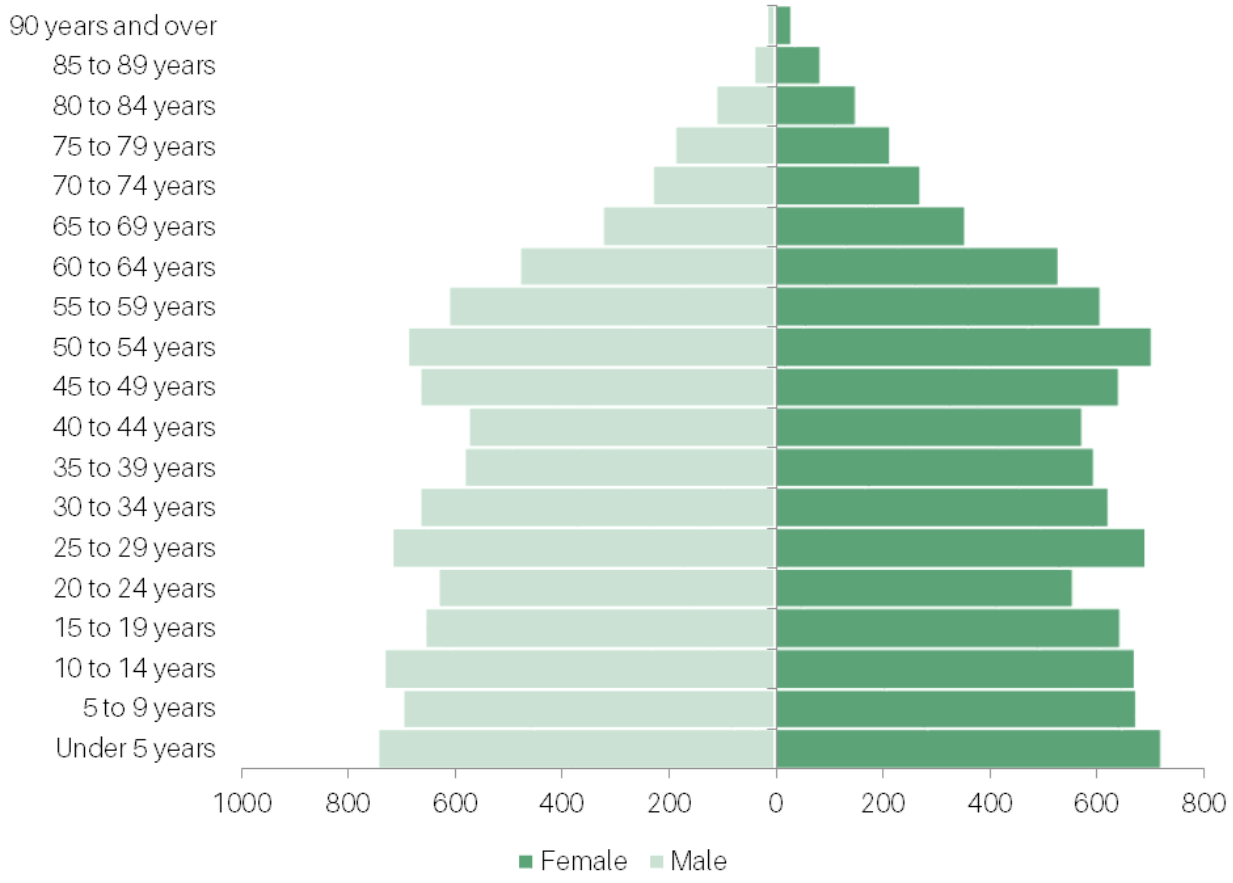
Second, the availability of vacant residential land uses signals the number of new citizens the city can accommodate. Currently, the city has 1,169 acres of vacant land available. Based on the Future Land Use Map and accommodating future roadway areas and minimum lot requirements within the zoning ordinances, the city could accommodate an additional 5,241 dwelling units within west Dickinson and as infill residential development. This would add an estimated 15,724 people to the city of Dickinson, with a build-out population of 35,017. Chapter 2 will explain in more detail the methodology of land supply versus the land demand (in acres) based on the number of persons per household. Both the rate of population growth and the land available to accommodate that growth are key factors to gauge future population. These factors are correlated, whereby the population size depends upon the residential land use available.

2nd Task Force Meeting held on 10/13/2014

Population Age Distribution

According to the U.S. Census Bureau in 2010, 53.2 percent of the population was between 25 and 64 years old and 27 percent of the population was under 18. This indicates a large part of Dickinson's population is of workforce age and made up of households with children (see Figure 1.1). There is also a significant amount of single parents with children. Dickinson has a fairly young population, but there are a few areas of the City that have a large elderly population, as can be seen in Figure 1.1. In 2000 the largest age cohort group was between the ages of 35 to 39.

FIGURE 1.1 POPULATION PYRAMID IN 2010



U.S. Census Bureau, 2010

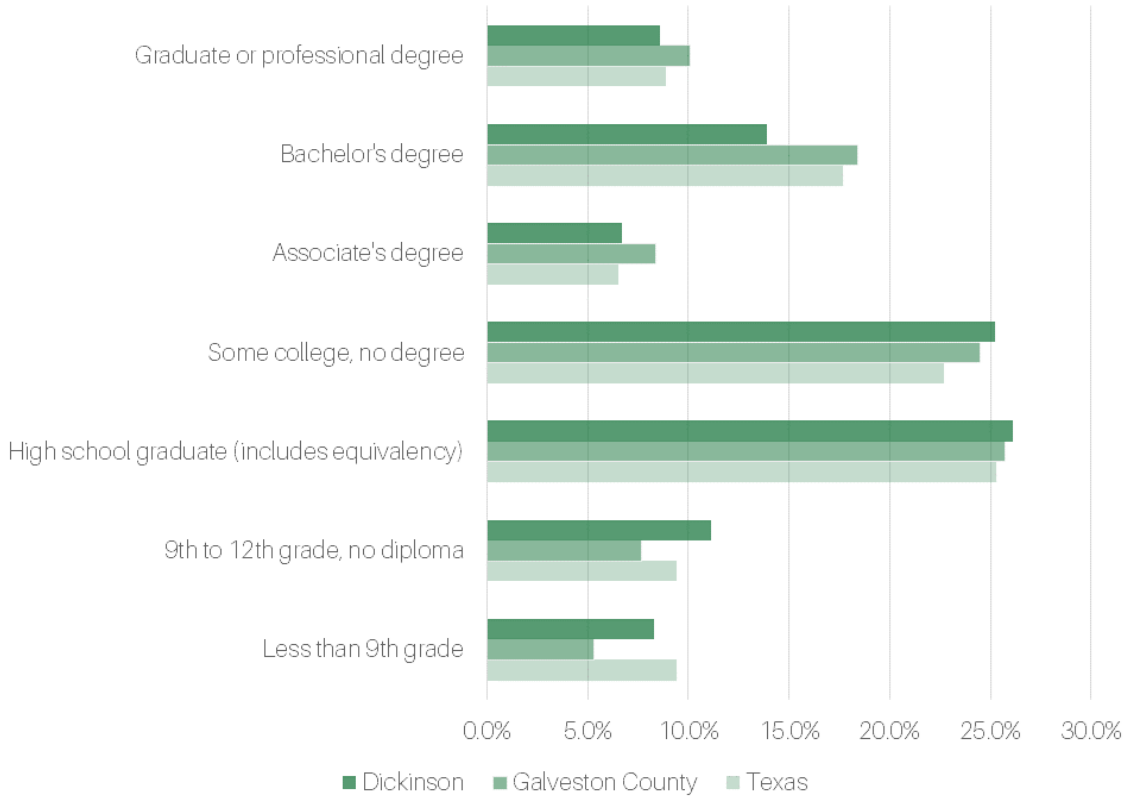
Furthermore, there is a significantly large number of the population which are 18 years old or younger. This is comparable to the State and suggests a healthy number of working families with children. In 2010, males and females were more evenly distributed than in 2000. In 2010, the largest age cohorts were between the ages of 25 to 29 years and 50 to 54 years. When comparing age and sex in 2000 to that in 2010 (see Figure 1.2), you can see the largest age cohort of 2000 (30-40 years) age 10 years in 2010 (40-50 years). If this trend stays consistent throughout the coming years, it can be assumed that the City of Dickinson should see a growth in the elderly population.

Educational Attainment

Dickinson's school-age population is served by the Dickinson Independent School District (DISD) and Santa Fe Independent School District (SFISD) and includes elementary, middle, and high schools. DISD is approximately 61 square miles in size and includes most of the City of Dickinson, and the areas of Galveston County known as Bacliff and San Leon, and parts of League City and Texas City. SFISD serves the portion of Dickinson that is south of Dickinson Bayou and west of I-45, as well as all of Santa Fe, and parts of League City, LaMarque, and Hitchcock. DISD is one of the school districts named a "Destination District" by the Fast Growth Schools Coalition because of its high student enrollment growth. Between the 2009-2010 and 2014-2015 School Years, DISD experienced an increase of 17.35% growth in enrollment – growing from an enrollment of 8,878 to 10,418. In the past two years alone, DISD has grown by approximately 1,000 students, and DISD's current student number is 10,871. This enrollment growth trend is expected to continue over the planning period. The school district also maintains an alternative learning center. Approximately 94.3 percent of DISD students graduate or obtain their GED.

According to the U.S. Census Bureau's American Community Survey (ACS, 2013) data, 81.3 percent of the City's population over 25 have completed high school or higher, compared to 86.8 percent for the County and 80.7 percent for the State (Figure 1.2). When comparing the total amount of the population that has completed some college in Dickinson, Galveston County and the State also have similar attainment rates. The percentage of those who have completed at least some college or higher is 54.2 percent for the City, 61 percent for the County and 55.4 percent for the State. Those with a bachelor degree or higher is 22.2 percent for the City, 28.3 percent for the County and 26.2 percent for the State. Figure 1.2 shows the educational attainment of the population over 25 for the City compared to the State and County.

FIGURE 1.2 EDUCATIONAL ATTAINMENT IN 2013 FOR POPULATION OVER 25



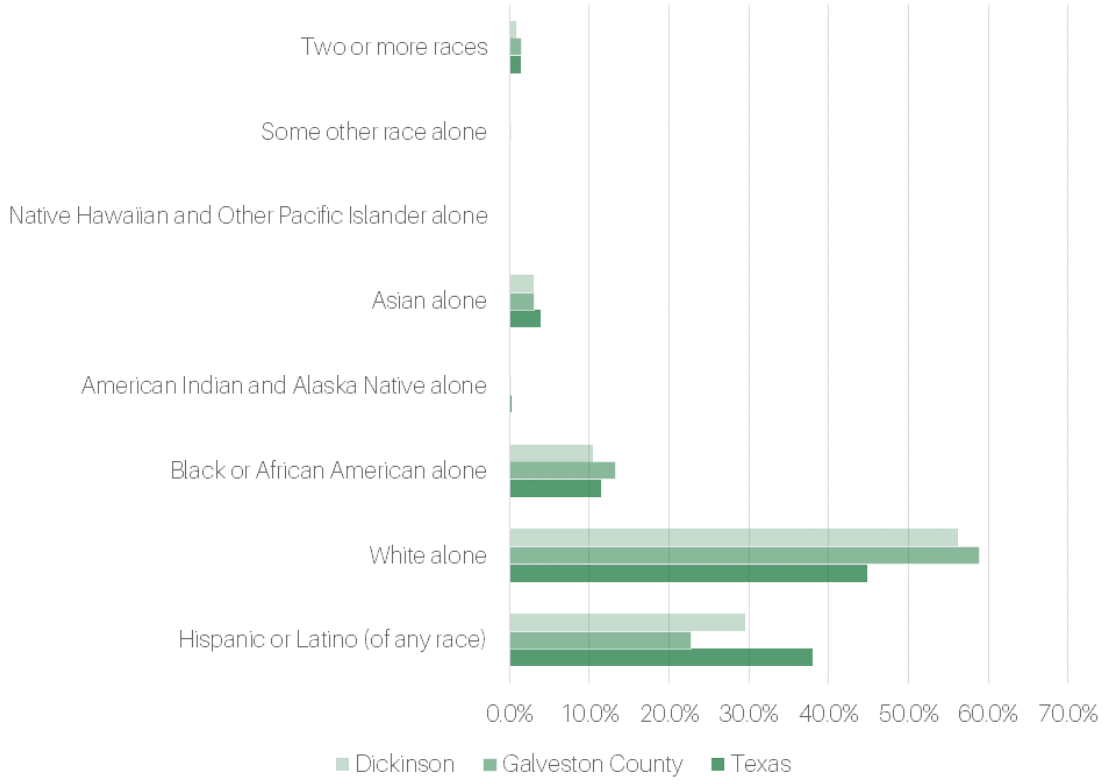
American Community Survey, 2013

Race and Ethnicity Profile

According to the most recent U.S. Census data (2010), the majority of Dickinson's population is White alone at 52.3 percent, compared to the County's 59.3 percent. Dickinson has a higher percentage of Hispanic or Latino than the County with 32.7 percent in Dickinson and 22.4 percent in the County. However, the percentage of Black or African American alone, Asian alone, or other in Dickinson is similar to that of the County.

When compared to the State, Dickinson has a higher percentage of White alone population by approximately 7 percent and slightly less Hispanic or Latino population by approximately 5 percent. Dickinson's Asian alone population is also less than the State's Asian alone population by about 2 percent. The Black or African American alone and other Population is almost identical to the State's proportion of those races. Figure 1.3 shows the racial makeup of the City compared to the County and State.

FIGURE 1.3 PERCENTAGE OF POPULATION BY RACE



American Community Survey, 2013

DRIVING FORCES

The City of Dickinson, like many of the communities surrounding Houston, has a history of serving as a bedroom community for Houston and Galveston. Due to its historical course of development, it has grown to be a city with primarily residential land uses with fewer commercial land uses. Moving forward, the City of Dickinson plans to distinguish itself as a self-sufficient city with local opportunities for life, work, education, and play.

The following list identifies driving forces that the City of Dickinson will face as part of this comprehensive planning process.

Positive Driving Forces

- Equidistant between Houston and Galveston
- Diversification of the housing stock
- Opportunities for infill residential development
- Many young families
- Three high capacity thoroughfares (Interstate 45 & State Highway 3) provide access to surrounding areas to the North and South, and East and West access via FM 517
- Population is growing at a manageable rate

Challenging Driving Forces

- Flood risk due to floodplain
- Some parcels within the City have existing vacant structures
- Limited alternative transportation infrastructure
- Residents largely rely on surrounding communities for employment
- Housing stock is aging

PLANNING: THE PROCESS

Community-based planning is the foundation for any Comprehensive Plan if it is to be successful. Therefore, in order to engage the public during the planning process, a Task Force was organized. The Task Force included residents, local business owners, City Staff, Mayor, City Council member, representative from Dickinson ISD, Building and Standards Commission, Economic Development Board, Planning and Zoning Commission and the Dickinson Management District. The citizens served as the primary public resource when providing input regarding the community's strengths, weaknesses, opportunities, visioning, community values and goals. City staff supported the Task Force by providing information related to current codes and state law.

"The plan should serve as a guide on what the city aspires to be and how it's going to get there."

Smith, H. H. (1993). The citizen's guide to planning.

3rd Task Force Meeting 11/05/2014

The Task Force began meeting in June, 2014, and worked together in the following ten months to accomplish the following;

- Assure that the community's needs and desires for future growth would be represented in the Plan
- Provide input on designated goals to address needs and desires
- Establish objectives to reach those goals

An Open House was held in December of 2014 that offered the general public an opportunity to review and comment on the planning process, and desired goals and objectives of the Plan that had been determined by the Task Force. Table 1.1 lists the meeting schedule that transpired during the ten month development of the Plan.

Table 1.1 Participatory Planning Schedule

Date	Meeting
June, 2014	Project Start
August 24, 2014	Task Force Orientation Meeting
September 29, 2014	Visioning Meeting I
October 13, 2014	Visioning Meeting II
November 5, 2014	Scenario Planning Meeting
December 1, 2014	Open House
February 3, 2015	Transportation Task Force Meeting
March 26, 2015	Transportation Task Force Meeting
2016	Plan Completion

The Task Force participated in an interactive activity that was based on their perception of the City's current Strengths, Weaknesses, Opportunities and Threats ("SWOT analysis"). The purpose of the activity was to record the Task Force members observations and sensitivities as to what they considered crucial aspects regarding the City and its future. Based on the SWOT analysis, goals and objectives were created.

Task force members brainstorm and draft goals based on the community's vision.

GOALS

Below is brief summary of those goals, a more detailed list of goals, objectives and action items can be found in Chapters 2 through 6:

Goal 1 - Land Use

- One of the most important elements in the Plan is future land use. The goal is to diversify future land use patterns by mixing uses for the purpose of encouraging commercial and retail development for job growth and property tax support and for protecting established and forecasted neighborhoods and open spaces.

Goal 2 - Economic Development

- Encourage appropriate commercial and retail development in the City to expand the commercial tax base, increase sales tax revenues, and create jobs in a manner that supports the community character and quality of life, promotes a vigorous, diversified and regionally competitive economy and provides maximum tax relief for homeowners while still responding to demands for quality services.
- Promote and increase tourism.

Goal 3 - Housing

- Provide a diverse housing stock within the City, including a full range of housing types and values to accommodate various income levels for existing and prospective Dickinson residents.

Goal 4 - Community Facilities and Services

- Provide appropriate and desirable City facilities and services that are easily accessible to the citizens of Dickinson.
- Encourage sustainability and resiliency in the community.

Goal 5 - Transportation

- Improve citywide mobility to accommodate present and future transportation needs.
- Increase opportunities for multi-modal connectivity throughout the City and region.

ENDNOTES

1 Cover page image - The Houston-Galveston Area. Retrieved February 2, 2016 from http://www.h-gac.com/community/socioeconomic/land-use-data/default.aspx.
2 Smith, H. H. (1993). The citizen's guide to planning. Chicago: American Planning Association.

Chapter 2

Land Use

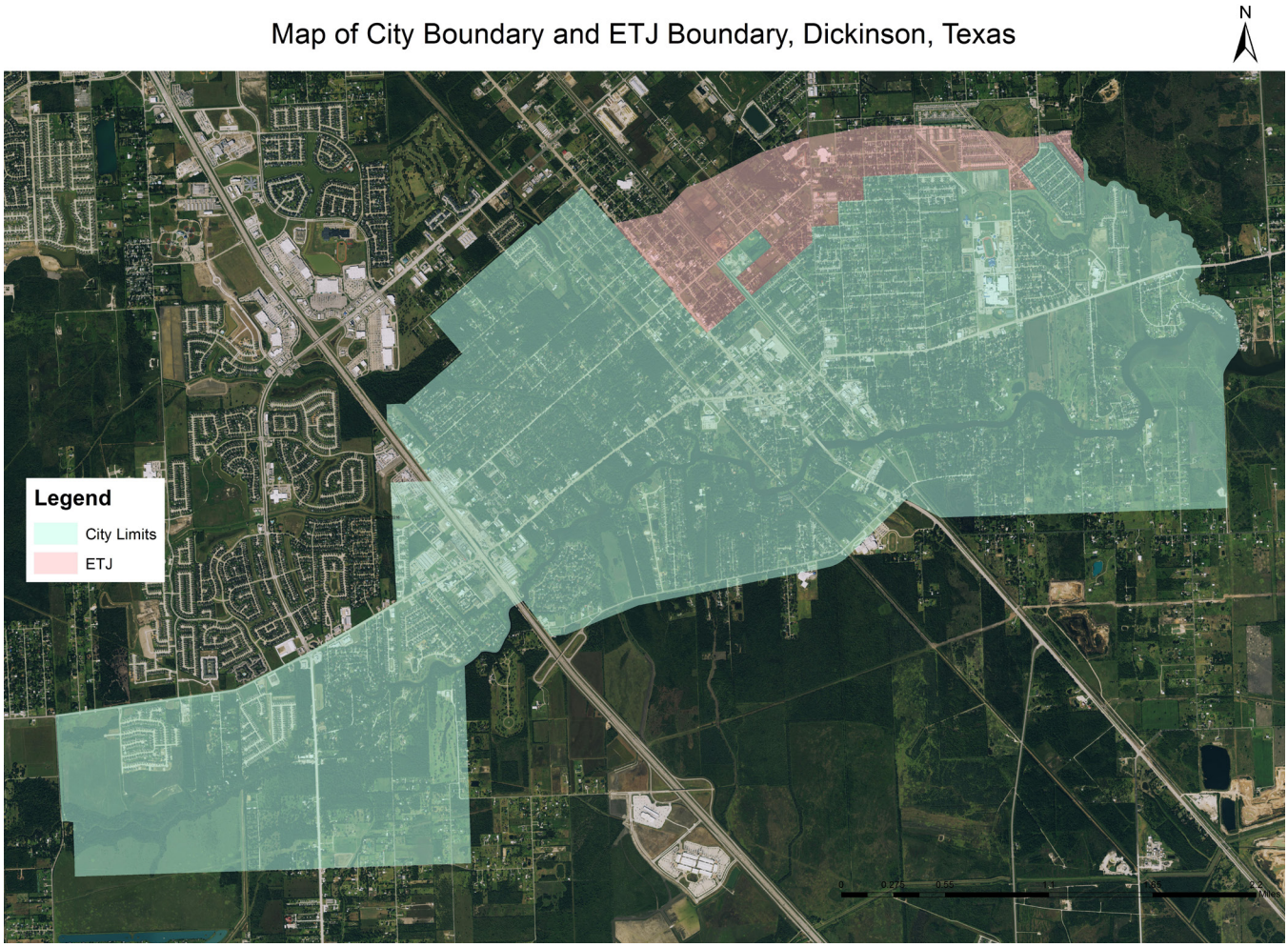
The responsibility of a municipality to manage and regulate land use is rooted in its need to protect the health, safety, and welfare of local citizens. Although only acting as one section of several in the Comprehensive Plan, the Land Use Chapter and the Future Land Use Map will act as a catalyst to guide the future form and development of the City of Dickinson. The land uses designated in this chapter will provide City staff and City officials' guidance in considering development proposals and zoning decisions as well as future development in the City's Extraterritorial Jurisdiction (ETJ).

STATE OF LAND USE

As defined by the Texas Local Government Code, Dickinson is a Home-rule municipality. Dickinson has a total land area of about 6,400 acres and approximately a population of 18,682 according to the 2010 Census. The majority of this land is primarily used for residential purposes, with approximately 70 percent of the City's built-up land area being residential, or almost 2,400 acres. The second highest use within the City is commercial, comprising just under 8 percent. In 2015, Dickinson acquired approximately 580 acres of ETJ land from the City of Texas City (See Figure 2.1). The City of Dickinson began annexing sections of the ETJ in late 2015, with more sections expected over the next few years.

FIGURE 2.1 EXTERRITORIAL JURISDICTION (ETJ) ACQUIRED IN 2015

Map of City Boundary and ETJ Boundary, Dickinson, Texas



Existing Land Use

In 2000, an Existing Land Use inventory was conducted for the City. This process was done in connection with the city's development of its Zoning Ordinance, which was adopted in fall of 2011. At the time the City had no ETJ area, and so the only surveyed areas were within the then current city limits. In addition to the map that was produced back in 2000, the Houston-Galveston Area Council (H-GAC), has a mapping tool, the Regional Land Use Information System (RLUIS) that captures land uses for the whole H-GAC region, including the City of Dickinson, and is updated on a quarterly basis. Based on the H-GAC Land Use System Figure 2.2 - Land Use Map is provided as a more accurate picture of what the land uses are today compared to back in 2000 when the original inventory was taken.

From Figure 2.2, the amount of area of each of the land use categories were captured to gain an understanding of the amount of each land use exists today across the City, this can be found below in table 2.1 – Existing Land Use Acreage.

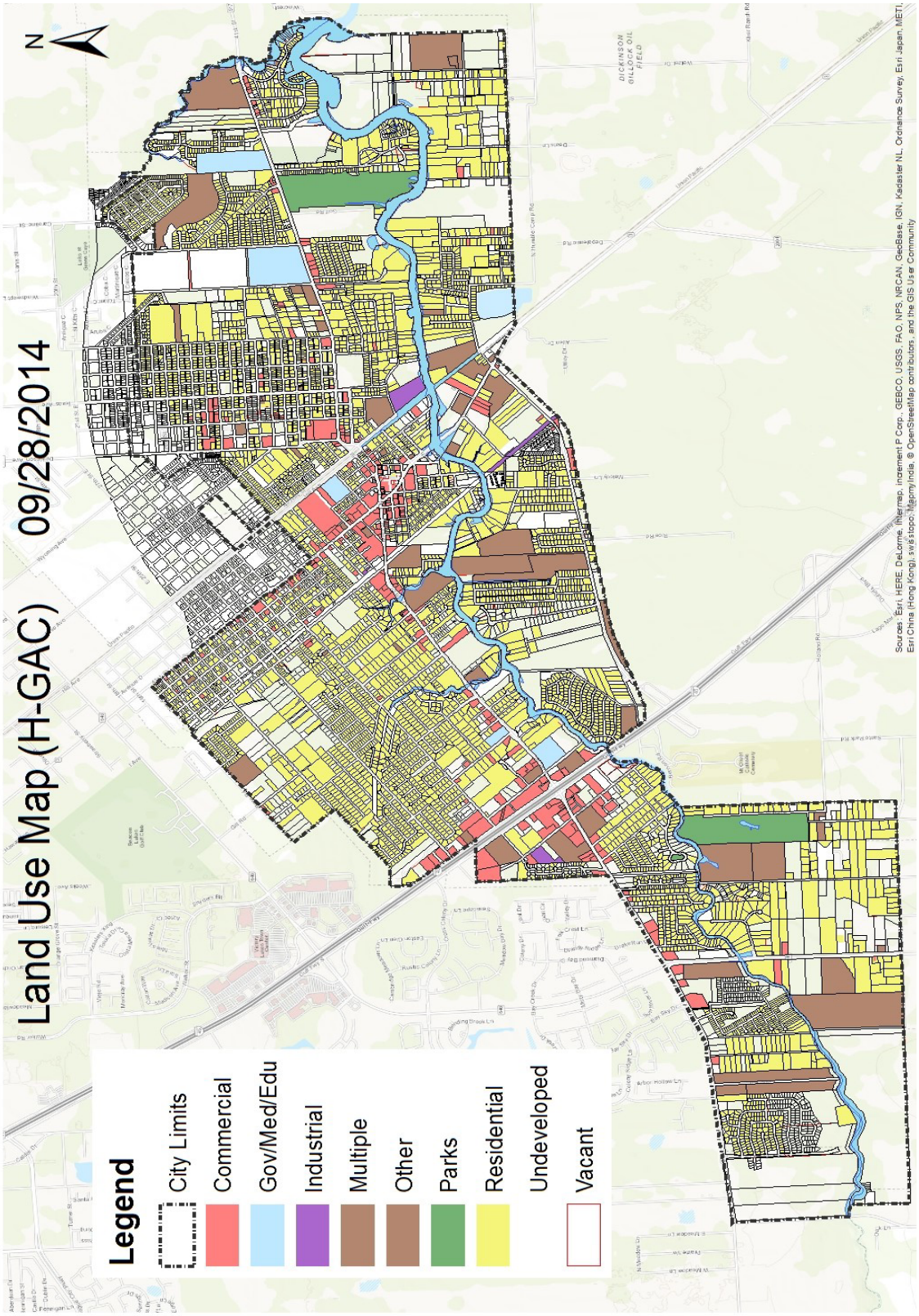
You can find the Regional Land Use Information System (RLUIS) tool at :

https://www.h-gac.com/community/gis/gis-mapping-applications.aspx.

TABLE 2.1 LAND USE ACREAGE (BASED ON H-GAC LAND USE MAP)

Category	Acres	Percent
Commercial (Red)	262.2	4.7%
Industrial (Purple)	21.0	0.4%
Residential (Yellow)	2365.7	42.3%
Gov/Med/Edu (Blue)	78.2	1.4%
Multiple/Other (Brown)	504.3	8.9%
Parks and Open Space (Green)	121.4	2.2%
Undeveloped (White)	326.6	5.8%
Vacant (White/Red Outline)	1636.5	29.3%
Water	278.1	5.0%
Subtotal	5594.0	100.00%

FIGURE 2.2 LAND USE MAP (AS PRODUCED BY H-GAC)



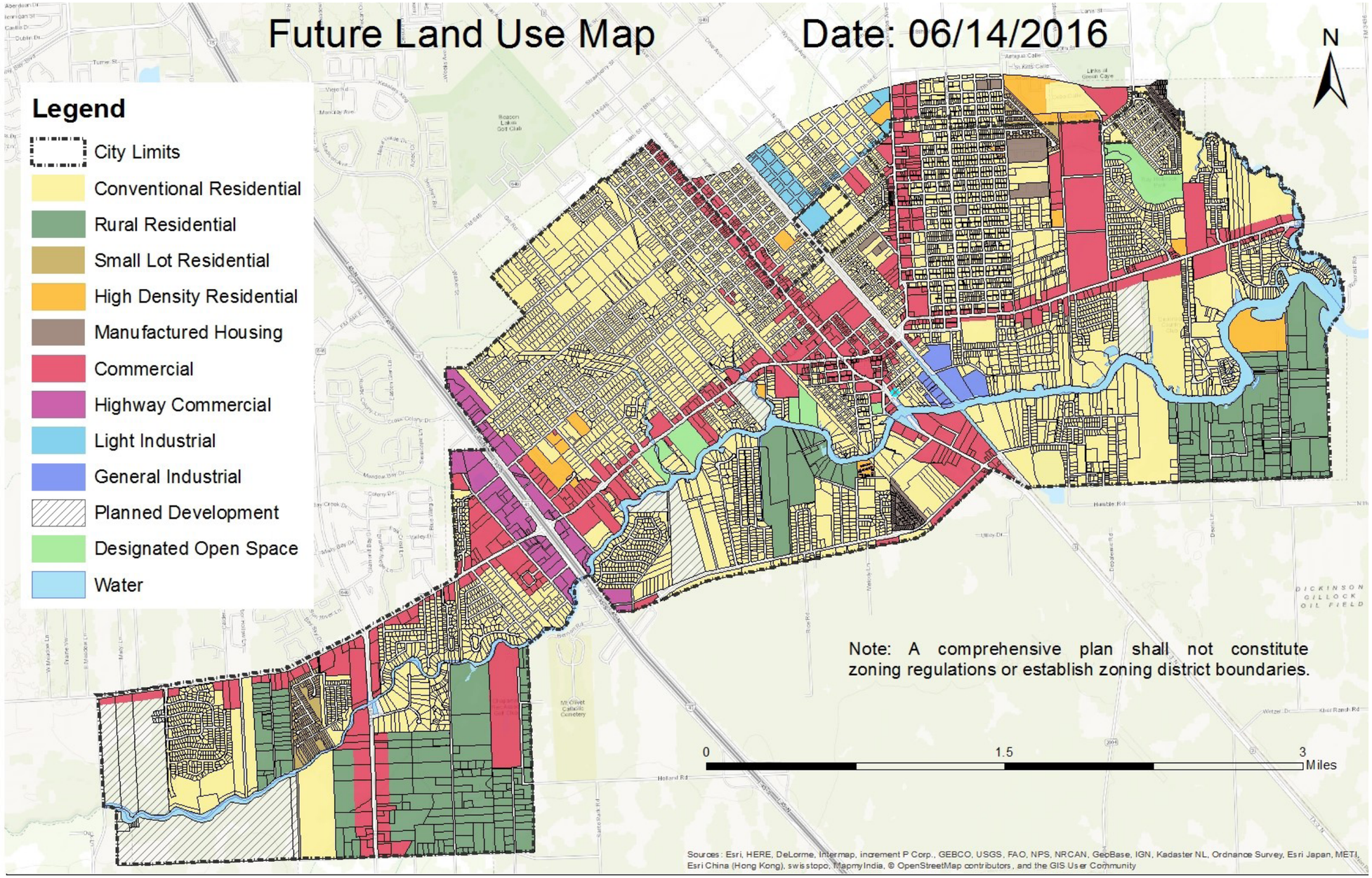
FUTURE LAND USE PLAN

The Future Land Use Plan reflects the desired pattern of growth over a given time within the City and its ETJ. The Future Land Use Plan was developed with City Council, the Planning & Zoning Commission, City Staff, the Task Force, and citizen input. The purpose of the plan is to ensure the orderly and efficient development of the City and will serve as a guide in evaluating development proposals. The Future Land Use Plan should be considered as a conceptual plan, and not intended to be parcel specific.

Future build-out population projections have been provided for the City based on the proposed residential densities provided in the Future Land Use Plan. To determine future populations based on land uses, land supply and capacity is calculated. First, to determine land supply, geographical information systems software is used to determine the exact acreage of current land uses. The acreage of all vacant land (subtracted from water bodies, and other environmental features) is subtracted from 20% of the total acreage to estimate amount of future roadways and rights-of-way on the land. In total, the available land supply is 1,054 acres within the city limits and 115 acres within the ETJ. Second, land capacity is determined by multiplying the number of possible dwelling units per acre and household size according to the 2010 census (2.83 persons). According to this formula it can be determined that if Dickinson were to develop according to its current land uses, without any changes, the City could accommodate 5,704 additional dwelling units within the city limits. However based on the changes introduced in the proposed Future Land Use Plan, the City would add 8,941 residential dwellings or 26,824 residents to Dickinson and 65,259 new jobs within the city limits and 1,839 residential dwelling units or 5,518 residents and 6,013 new jobs in the ETJ.

In addition to the land uses shown on the Existing Land Use Map as generated by H-GAC, additional land uses shown on the Future Land Use Map include: Rural Residential, Small Lot Residential, Highway Commercial, Light Industrial, and Planned Development. Although Rural Residential, Small Lot Residential, and Planned Development land uses are zoning districts recognized in the city's Zoning Ordinance, such land uses have not been indicated on previous land use map. The Light Industrial land use is to accommodate industrial business that do not

FIGURE 2.3 FUTURE LAND USE MAP



use outside storage of materials/equipment or create an environment that promotes noise, smell, or other common nuisances typical of industrial uses. This land use is concentrated in the current ETJ area of the City along Deats Road, FM 1266, and the Galveston, Houston, and Henderson (G, H, & H) Railroad Line. The Highway Commercial land use is located only along IH-45, where development patterns should be different than other area throughout the city.

Future Land Use Map

It is important to note that the Future Land Use Map is not a zoning map, which legally regulates specific development requirements on individual parcels. The future Land Use Map can be found graphically in Figure 2.2; however this section will explain various aspects that are shown in the map compared to existing land uses that may be found in the City.

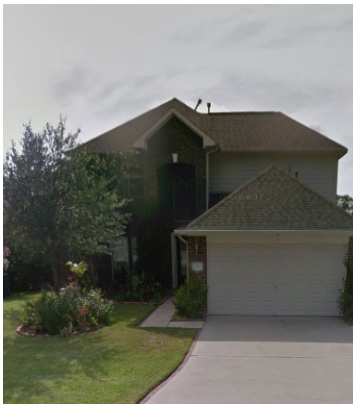
Future Land Use Categories

Below are the recommended land use categories as shown on the Future Land Use Map. The land uses have been grouped into two larger categories – Residential land uses and Nonresidential land uses. Each category is shown with the corresponding current zoning district in effect at the time of the Plan's adoption.

Residential

It is recommended that single family residential land use be the prominent type of residence within Dickinson, with a blend of high density residential.

Conventional Residential: This category accommodates for conventional detached single-family dwellings. The purpose of this category is to accommodate for development of standard low-density residential developments, in areas where adequate public facilities exist, and residential development is appropriate given the surrounding land uses and neighborhood.



Single family residential land use is prominent type of residence within Dickinson.

Image Courtesy of Google Maps (2016).

Rural Residential: This category accommodates for conventional detached single-family dwellings at a density not exceeding one dwelling unit per acre. It should include existing large lots, un-platted tracts of land, areas where adequate public facilities are not available to support higher density urban development, and areas that are appropriate for large lot development given the surrounding land uses and zoning.

Small Lot Residential: This category accommodates for conventional detached single-family dwellings on small lots and patio homes with zero lot lines. Zero lot line development allows for homes on one side lot line to consolidate yard space and enhance privacy in exchange for an increase in lot coverage. The purpose of the small lot residential category is to allow efficient utilization of land, encourage affordable housing opportunities, and allow traditional neighborhood developments.

High density residential land use include conventional single- and two- family residences as well as multiple family dwelling

High Density Residential: This category accommodates various types of residential development, including conventional single- and two-family residences and multiple family dwellings such as duplexes, triplexes, town homes, condominiums, and apartments. The purpose of this category is to provide for development of quality apartments in a high density setting, while ensuring livability, property values, open space, design quality and landscaping, safety and the general welfare of its residents. This district allows development up to eighteen (18) units per acre.

Manufactured Home: This category accommodates the development of a manufactured home subdivision or manufactured home community. The purpose of this category is to allow for a means of affordable housing within a well-managed, compatible and cohesive manufactured home environment.

Nonresidential

Nonresidential land uses provide places of employment, retail uses that generate sales tax revenue for the City, and community parks.

Commercial: This land use is used to accommodate a range of business types from retail, service uses and professional office activities that aim to meet the needs of residents in the immediate vicinity to servicing larger parcels of land and residents in a three to five mile radius (i.e. grocery/ supermarket stores, business parks, and restaurants). Retail development

should be throughout the city and convenient to residential areas and accessible by both vehicles and pedestrians. This category can also be used in conjunction with those high density residential developments that are concentrated in pedestrian-oriented, mixed use area of the city.

Highway commercial creates high quality mixture of landuse along major highways.

Image Courtesy of Google Maps (2016).

Highway Commercial: This category is used to accommodate for a variety of office, retail, and service uses for the purpose of creating a high quality mixture of land uses along major highways. It is used to allow for multi-story construction. Regulations are used to permit different construction standards, landscaping and screening, and setback requirements than other areas throughout the city used for commercial purposes.

Light Industrial: This category is used to accommodate light manufacturing, wholesaling, assembling, and fabrication operations. This category is used to permit uses that do not use large amounts of outside storage of materials/equipment, and do not create an environment that promote noise, smell, or other common nuisances typical of industrial uses.

General Industrial: This category accommodates a wide variety of heavy industrial uses including office warehousing, manufacturing, and product assembly. Most activities shall occur inside a building, however, outside storage of materials and displays may be permitted subject to performance standards.

Parks and Open Space: This category identifies public parks, open spaces and preservation areas within the City. The areas shown with this land use designation are existing Paul Hopkins and Ray Holbrook Parks, a land trust property off of FM 517, the Dickinson Cemetery, and an open space property located behind Dickinson Independent School Districts (DISD) Education Support Center. No additional areas were shown on the Future Land Use Map other than those indicated above, however it is understood that as the City grows and develops the need for areas to recreate could be needed.

As Dickinson city grows and develops, more parks and open space areas could be needed for recreational purpose.

Planned Development: This land use category is intended to provide for combining and mixing of uses (Residential and Nonresidential land uses) with appropriate regulations to permit growth flexibility in the use and design of land and buildings and to allow for new and innovative concepts in land utilization.

The following Table 2.2 describes the acreage of each land use category on the Future Land Use Map.

TABLE 2.2 FUTURE LAND USE MAP ACREAGE

Category	Acres	Percent
Conventional Residential (Yellow)	3377.9	52.8%
Rural Residential(Dark Green)	830.6	13.0%
Small Lot Residential (Light Brown)	59.8	0.9%
High Density Residental (Orange)	112.6	1.8%
Manufactured Housing (Dark Brown)	85.7	1.3%
Commercial (Red)	948.0	14.8%
Highway Commercial (Purple)	136.2	2.1%
Light Industrial (Light Blue)	55.5	0.9%
General Industrial (Dark Blue)	35.2	0.6%
Planned Development (White/Grey Lines)	397.3	6.2%
Designated Open Space (Light Green)	76.6	1.2%
Subtotal	6392.9	100.00%

RELATIONSHIP OF LAND USE TO ZONING

The City adopted its first Zoning Ordinance in 2001. Zoning has traditionally been used as a tool to control development of land. There are ten designated zoning districts within the City's Zoning Ordinance:

Residential Zoning Districts

- Rural Residential (RR)
- Conventional Residential (CR)
- Small Lot Residential (SR)
- High Density Residential (HR)
- Manufactured Housing (MH)

Commercial Zoning Districts

- Neighborhood Commercial (NC)
- General Commercial (GC)

Industrial Zoning Districts

- General Industrial (GI)

Other Zoning Districts

- Planned Development (PD)
- Designated Open Space (DOS)

Based on the Future Land Use Map, it is suggested that the City adopt two new zoning district categories: Highway Commercial and Light Industrial.

The Future Land Use Plan and Future Land Use Map should never be confused with the Zoning Ordinance or Zoning Map for the City of Dickinson. The Zoning Map expresses the permitted uses of properties city-wide. The use of the Future Land Use Map in the decision making process relating to zoning and subdivision approvals is to ensure that the development of the land is in accordance with the City's adopted Comprehensive Plan. It is recommended that the City continually review the Future Land Use Map and make changes according to the zoning decisions that are made by the governing body.

GOALS, OBJECTIVES, AND ACTION ITEMS

Goal 2.1 Achieve a balanced and desirable pattern of land uses within the City.

Objective 2.1.1 Provide a range of different land use types in suitable locations, densities, and arrangements consistent with local values and sound land use planning principles and practices.

Action 2.1.1.1 Update zoning ordinance to meet desired future growth patterns.

Action 2.1.1.2 Update City's zoning map to reflect the Future Land Use Map.

Action 2.1.1.3 Amend Zoning Ordinance with new zoning districts for Light Industrial, and Highway Commercial.

Action 2.1.1.4 Review and update the existing development codes and procedures periodically to more efficiently guide growth and development in the community.

Goal 2.2 Preserve the integrity of existing neighborhoods to ensure quality residential areas.

Objective 2.2.1 Protect existing and future residential development from encroaching or adjacent incompatible land uses.

Action 2.2.1.1 Continue to enforce standards for providing effective buffering of nonresidential land uses adjacent to residential land uses.

Action 2.2.1.2 Continue to promote the utilization of Planned Development districts to allow site design flexibility and to address development characteristics such as building height, density, orientation and other site design related issues.

Chapter 3

ECONOMIC DEVELOPMENT

Economic development is, of necessity, a partnership between public and private interests to promote extensive and prolonged private investment. Available land, customer base, workforce, financing options, retention and expansion of existing businesses, and supporting community incentives are factors necessary to take advantage of the expanding local economy. The City of Dickinson has historically had limited commercial development. However, in light of the projected population growth within its Primary Trade Area, the City is poised for explosive commercial/retail growth within the next five years. Dickinson's Primary Trade Area includes an estimated population in 2015 of 125,529[1].

The growth in Dickinson's Primary Trade Area has been anticipated for several years, and, in order to prepare for such growth, the City has undertaken a number of long-term planning efforts, projects and established programs to encourage and facilitate growth. Some of Dickinson's efforts include:

The Dickinson Economic Development Corporation is a proud member of the economic partnerships.

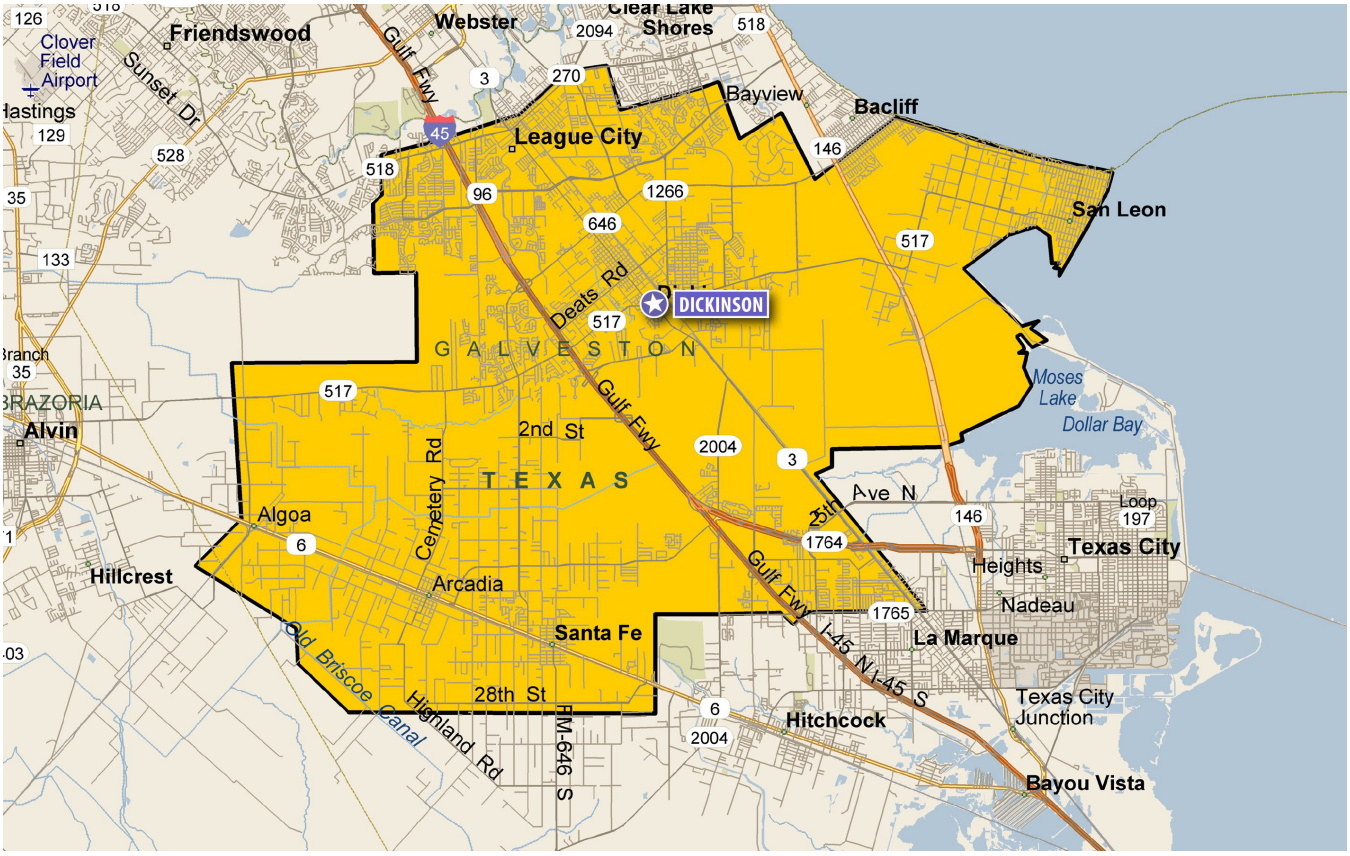
- Creation of Dickinson Economic Development Corporation which allows a portion of the City's sales tax to be utilized for economic development and quality of life projects. The responsibility of the Dickinson Economic Development Corporation is to reinvest these funds in Dickinson to expand the City's tax base and create quality job opportunities for Dickinson residents.
- Development of Highway 3 Overlay District and Corresponding Highway 3 Overlay District Property Improvement Program funded through Dickinson Economic Development Corporation to encourage and incentive both new and existing businesses in building and/or upgrading to the new Overlay District standardsCreation of a Planned Development Zoning District specifically to provide a mechanism through which mixed use developments may be created.
- Creation of a Planned Development Zoning District specifically to provide a mechanism through which mixed use developments may be created.
- Development of a Comprehensive Drainage Study through which major drainage infrastructure improvements were identified and projects undertaken to implement the infrastructure improvements.
- Submission of and approval by Dickinson voters of a ¼ cent Street Maintenance Sales Tax in May of 2011, and reapproval in 2015, to create a dedicated funding source of street infrastructure repairs and reconstruction. Since approval of the Street Maintenance Sales Tax in 2011, Dickinson has undertaken $3,613,908 in street reconstruction projects, and an additional $6,383,091 in street reconstruction projects are scheduled over the next 5 years.
- Approval of Revised Tax Abatement Program to encourage green building for commercial developments.

The beautiful historic train station is a tourist attraction.

- Approval of a Revised Economic Development Incentives Program that allows for making loans and grants of public money and providing personnel and services of the City to promote economic development and stimulate business and commercialactivity in the City. Since 2012, the use of economic development incentives has resulted in over $5.6 million for the City and over $1.8 million for Dickinson Management District No. 1 in net sales tax revenues.

In 2008, City Council authorized the Dickinson Management District No. 1 to levy the remaining one half cent sales tax available to the City of Dickinson to allow commercial property owners to work together to supplement City services and improvements to promote economic growth. The DMD No.1 may fund a variety of improvements and services within its district including public safety, maintenance, and business recruitment, relief of traffic congestion, recreation, and cultural enhancement projects.

FIGURE 3.1 PRIMARY TRADE AREA



The Retail Coach, 2015

With the anticipated growth of a vibrant commercial/retail tax base, the City must consider goals, objectives and actions that will attract and sustain desirable businesses. Commercial establishments will, in turn, begin to provide additional tax revenues that will ultimately support the community's quality of life. Specifically, the City must partner with its commercial property owners to attract businesses that will provide jobs and/or goods and services for its citizens. These businesses should be of sufficient caliber as to attract shoppers and patrons from the surrounding residential areas who will contribute substantially to the tax base.

GUIDING PRINCIPLES

The City of Dickinson promotes small business owners and seeks to create jobs.

Principles serve as guides for decision-making and the development of goals and objectives. They should be a continual reference for City officials and City staff and should be used to assure that goals, objectives, and actions are addressed when reviewing new economic development opportunities. During the planning task force meetings, members explained that many residents leave the community daily for employment in the region. They spoke of the opportunity to encourage local job creation, which will stimulate the local economy. Other opportunities include the City's great proximity and easy access to Houston and Galveston, the number of vacant parcels, and Dickinson's unique, small town charm. Task force members also expressed the opportunity of the Highway 3 Overlay District2, which encourages the development of a central downtown area, where commercial development can be focused. Guidance from the Planning Task Force and in cooperation with the Dickinson Economic Development Corporation, the following are guiding principles, which include:

- Creating new jobs.
- Retaining existing jobs and strengthening of existing businesses.
- Assuring new economic activity will have a good community or cultural "fit"; that economic growth will be of a scale and type that can draw on existing human resources and is compatible with community character and environmental quality.
- Decreasing the property tax burden for Dickinson residents.
- Diversifying Dickinson Tax Base by increasing Commercial Development and Sales Tax Generators.
- Maintaining fiscal stability for City government.

- Continuing development and improvement of community resources that will contribute to a favorable business environment.
- Maintaining a local economy characterized by resilience, creativity, innovativeness and initiative; an economy that promotes entrepreneurship and new business formation (i.e. "startup" businesses) that does not cause undue risk to the City.
- Undertaking efforts to engage businesses as active members of the community.
- Encouraging development within the Highway 3 Overlay District of specialty retail, restaurants, and office space to create a Main Street/City Center area.
- Maintaining and enhancing neighborhood commercial and business centers.
- Creating community qualities and a community image that are attractive to businesses as well as residents and visitors.
- Promoting commercial development appropriate in the areas of FM 646 and FM 517 and FM 517 east of FM 1266 to meet day-to-day retail and service needs of nearby residents.
- Encouraging infill development of vacant and underutilized land designated for development as a way of meeting housig and employment needs.
- Promoting mixed use by encouraging office and/or residential units on upper floors in commercial areas.
- Maintaining and enhancing a Business-Friendly Environment and Reputation.

The City of Dickinson has a strong history of promoting economic development.

Commercial and retail spaces currently under construction in the City of Dickinson.

RECOMMENDATIONS

To boost economic growth and increase the City's property and sales tax base, it is important for the City to grow its commercial base. This can be done through a series of policies that encourage the establishment of new business within the City.

City Center

The City is currently developing the City Center district through the Highway 3 Overlay District. This district can spur economic growth, increase walkability and connectivity, and encourage the City's uniqueness and small town charm. The district will offer mixed-use development for both commercial and residential uses and aligns with the City's current Highway 3 Overlay District (more information can be found in Part II, Chapter 18, Article XI of the City's Code of Ordinances).

Business Park

The Business Park has been identified as an appropriate use for a portion of a large site along Hughes Road. The Business Park would be part of a much larger development, offering a place for small business to locate. The Business Park would be an appropriate location for insurance agencies, hair salons, law offices, dentist and other medical offices and other local establishments..

The City of Dickinson seeks to create a small town main street, where small business flourish and local residents have a destination.
As can be seen in this example from the City Center, New Jersey, NJ.

Commercial on the Bayou

The Commercial on the Bayou district would offer a variety of possibilities for use, but the overall goal is to create an area that attracts both local and regional users. The site would ideally be located at the intersection of IH 45 and Dickinson Bayou, offering prime access to drivers on IH 45.

GOALS, OBJECTIVES, AND ACTION ITEMS

The following goals, objectives, and action items were developed in co- ordination with the Dickinson Economic Development Corporation, to ensure alignment between the City and the DEDC.

Goal 3.1 Encourage appropriate commercial and retail development in the City to expand the commercial tax base, increase sales tax revenues, and create jobs in a manner that supports the community character and quality of life, promotes a vigorous, diversified and regionally competitive economy and provides maximum tax relief for homeowners while still responding to demands for quality services.

Objective 3.1.1 Guide location of commercial areas through land use planning.

Action 3.1.1.1 Locate commercial development in conformance with the approved Land Use Plan.

Action 3.1.1.2 Acquire key parcels of land for master commercial development, as appropriate.

Action 3.1.1.3 Encourage and facilitate development within the Highway 3 Overlay District to the greatest extent possible.

Objective 3.1.2 Attract desirable businesses to locate within appropriate commercial areas to complement the City's image and quality lifestyle and increase a sense of community.

Action 3.1.2.1 Identify targeted business categories on which to focus recruitment efforts.

Action 3.1.2.2 Partner with commercial property owners, commer-

cial real estate brokers, and community business leaders to facilitate recruitment of targeted businesses through the use of effective recruiting and promotional techniques, appropriate incentive offerings, and responsiveness to business needs.

Action 3.1.2.3 Host special events designed to promote the public exposure of new businesses and the recognition of awards or special achievements for existing businesses.

Action 3.1.2.4 Develop the City Center that may serve as a new business incubator and retain a management company to provide year-round programming for any facility that may be developed.

Action 3.1.2.5 Create a campaign to proactively recruit, incentivize, and nurture the success of entrepreneurs in new business startups or opening a second location in Dickinson focusing on, but not limited to, the Highway 3 Overlay District and unique businesses not currently found in the Primary Trade Area.

Action 3.1.2.6 Actively promote Dickinson properties to hotel and/or motel developers.

Action 3.1.2.7 Develop economic incentive packages that will encourage the development of select service and/or full service hotels.

Objective 3.1.3 Support and promote existing businesses.

Action 3.1.3.1 Create a campaign to encourage residents to shop locally and to increase public awareness of the importance of sales tax revenue.

Action 3.1.3.2 Establish comprehensive business retention pro- gram for existing businesses.

Action 3.1.3.3 Establish strong working relationships with existing businesses to learn about their businesses, any concerns or needs, and how the City and Dickinson Economic Development Corporation may assist in supporting and expanding their businesses.

Objective 3.1.4 Develop and improve community resources that con- tribute to a favorable business environment and encourage high quality commercial development.

Action 3.1.4.1 Continue to offer economic incentives that are fiscally sound, commensurate with anticipated benefits, and competitive with other communities.

Action 3.1.4.2 Work to ensure responsive and efficient regulatory and development processes that balance customer service excellence with public accountability.

Action 3.1.4.3 Foster an organizational culture of the City that maximizes employee motivation and proficiency through recognition, training and team building programs.

Action 3.1.4.4 Proactively identify and prioritize as part of the City's Capital Improvement Program those infrastructure projects needed to establish a foundation for subsequent development and infrastructure expansion.

Action 3.1.4.5 Engage in ongoing strategic transportation and mobility planning to help ensure adequate capacity and efficiency for the City's thoroughfare system.

Action 3.1.4.6 Evaluate City's ability to absorb County parks located within Dickinson in accordance with the approved Community Facilities and Services Chapter of the Comprehensive Plan.

Action 3.1.4.7 Contingent upon the determination by the City Council of the City's ability to absorb County parks located with in Dickinson, develop and maintain a comprehensive park system to provide diverse leisure opportunities for all of Dickinson.

Action 3.1.4.8 Actively promote the success and expansion of all public festivals and seasonal events.

Action 3.1.4.9 Continue to maintain and enhance strategic partnerships with other regional economic development organizations including Bay Area Houston Economic Partnership (BAHEP) and Galveston County Economic Alliance (GCEA).

Action 3.1.4.10 Encourage and support skill development, internship, mentoring and job fair programs offered by educational institutions for students to ensure adequate workforce development opportunities.

Objective 3.1.5 Reduce the tax burden of residential property owners.

Action 3.1.5.1 Facilitate the growth of the commercial property tax base from 22% to at least 30 percent of the City's total property tax base by the end of 2020.

Action 3.1.5.2 Facilitate the construction of at least 10,000 square feet of commercial, retail and office space within the Highway 3 Overlay District by the end of 2020.

Objective 3.1.6 Create an aggressive marketing program to encourage the attraction of targeted commercial and retail developments.

Action 3.1.6.1 Focus marketing efforts primarily on the retail uses identified in the City's Retail Trade Area Analysis and Leakage Analysis.

Action 3.1.6.2 Communicate the City's strategic advantages and development opportunities to commercial real estate brokers/ developers, site location consultants, corporate real estate executives, regional marketing allies, elected representatives, local business leaders and commercial landowners.

Action 3.1.6.3 Invest in enhanced technical assets and capabilities such as specialized software and/or subscription services and maintain a dedicated economic development website.

Action 3.1.6.4 Continuously research, collect and analyze all demographic, tax rate, and competitive comparison data needed to demonstrate the City's strategic advantages.

Action 3.1.6.5 Maintain a current collection of printed and electronic marketing materials, distribution lists, and promotional items for the City and Dickinson Economic Development Corporation.

Action 3.1.6.6 Mount a public relations campaign designed to maximize media exposure for significant economic development accomplishments and opportunities.

Action 3.1.6.7 Establish a continuous advertising presence in those trade publications, websites, conferences and other information sources that are most frequently used by our targeted audiences.

Action 3.1.6.8 Pursue a variety of direct marketing efforts including email and postal solicitations, social media, routine cold calls, public speaking events, and participation in ICSC and other commercial broker events.

Action 3.1.6.9 Maintain an active membership in select economic development, commercial real estate, and target industry associations and attend meetings and networking functions on a regular basis.

Goal 3.2 Promote and increase tourism

Objective 3.2.1 Market and promote activities that attract outside visitors to Dickinson in support of retail, service and hotel businesses.

Action 3.2.1.1 Coordinate City of Dickinson tourism brochure to market key events, activities and destinations throughout the year.

Action 3.2.1.2 Actively promote the success and expansion of all public festivals and seasonal events.

Action 3.2.1.3 Develop new tourism initiatives including geocaching, arts, culture and heritage tourism, agricultural and culinary tourism, and nature based and ecotourism.

Action 3.2.1.4 Identify, encourage development of, and promote under tapped niche visitor markets and experiences.

Action 3.2.1.5 Market the Dickinson Historic Railroad Center for tourism initiatives and special events.

Action 3.2.1.6 Review current sign placement throughout City and evaluate relocation and/or improvement needed.

Action 3.2.1.7 Develop Master Sign Plan that includes Wayfinding Signs consistent with branding.

Action 3.2.1.8 Actively promote Dickinson properties to hotel/ motel developers.

Action 3.2.1.9 Develop economic incentive packages that will encourage the development of select service and/or full service hotels.

Action 3.2.1.10 Support the enhancement and marketing of the Dickinson Bayou Boat Ramp area for fishing, boating, kayaking, canoeing and other venue appropriate events.

Action 3.2.1.11 Support the development and enhancement of community facilities and projects that improve the quality of life within the City of Dickinson, including connectivity, streetscapes, and building a sense of place.

ENDNOTES

[1] The Retail Coach. (2014) Retail Trade Area Gap/Opportunity Analysis.

[2] The City of Dickinson. (2014) Code of Ordinances, Chapter 18, Part II, Article XI.

Chapter 4

HOUSING

This chapter identifies current housing trends and guides development, maintenance and redevelopment of housing resources in Dickinson. The City of Dickinson is a community of viable neighborhoods that emphasizes housing variety and opportunity. The impact of changing demographics on the provision of housing is highlighted. As the City grows, an emphasis can be placed on both maintenance and updates to the current housing stock, as well as new residential development opportunities. In addition, as new housing is being constructed, it is important that considerations be made about the sustainability of structures, the environment surrounding it, and the community impact of the property.

STATE OF HOUSING

Median Rent and Housing Value

Dickinson's rent and housing values are almost identical to the State's, but are slightly lower than Galveston County's as a whole. The median rent within Dickinson is $776, $134 less than the median for Galveston County and $94 less than the State's median, as can be seen in Table 4.1.

TABLE 4.1 GROSS RENT

	Dickinson	Galveston County	Texas
Occupied Units Paying Rent	96%	94.4%	94.4%
No Rent Paid	6.5%	5.6%	6.6%
Less than $200	0.0%	0.8%	1.3%
$200 to $299	0.0%	2.4%	2.2%
$300 to $499	10.0%	4.8%	6.3%
$500 to $749	34.1%	21.4%	25.4%
$750 to $999	24.1%	29.2%	28.9%
$1,000 to $1,499	25.5%	30.6%	26.1%
$1,500 or More	4.0%	10.7%	9.7%
Median	$776	$910	$870

American Community Survey, 2014

The median housing value for Dickinson of $130,600 is about the same as the State's median housing value, but it is $19,700 lower than the County's. Table 4.2 shows the median housing value for Dickinson in 2014 compared to the County and State.

The City of Dickinson is a community of viable neighborhoods.
Image Courtesy of Google Maps (2016).

TABLE 4.2 HOUSING VALUES

	Dickinson	Galveston County	Texas
Owner-Occupied Units			
Less than $50,000	12.5%	8.8%	12.3%
$50,000 to $99,999	19.4%	19.4%	23.7%
$100,000 to $149,999	28.8%	21.6%	21.2%
$150,000 to $199,999	19.3%	19.7%	15.9%
$200,000 to $299,999	13.6%	18.5%	14.1%
$300,000 to $499,999	5.2%	8.9%	8.5%
$500,000 to $999,999	1.0%	2.6%	3.3%
$1,000,000 or More	0.2%	0.4%	1.0%
Median (dollars)	$130,600	$150,300	$131,400

American Community Survey, 2014

Housing Affordability

In order to determine if housing costs are affordable for the household, monthly housing costs are compared to monthly household income. According to the Department of Housing and Urban Development (HUD), if a household is spending more than 30 percent of its monthly household income on housing costs, then it is considered to be housing cost burdened. It is a common trend in the United States for renter occupied households to have higher rates of housing cost burdened households than for owner occupied households. Three categories were examined within Dickinson: owner occupied households with a mortgage, owner occupied households without a mortgage, and renter occupied households.

About one quarter of owner occupied households with a mortgage are considered housing cost burdened in Dickinson. This rate is about two percent lower than Galveston County and about five percent lower than for the State. Owner occupied households without a mortgage are the least housing cost burdened, with 95 percent paying 30 percent or less of their total monthly household income towards housing costs. This rate is lower than both the County and State rates of about 85 percent and 87 percent, respectively.

Dickinson, Galveston County, and the State have similar portions of renter occupied households which are housing cost burdened at about 51 percent.

TABLE 4.3 GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME[1]

		Dickinson	Galveston County	Texas
Owner Occupied with a Mortgage	Total Housing Units	2,593	46,150	3,404,272
	less than 20%	47.9%	45.3%	42.6%
	20 to 24.9%	14.6%	14.7%	16.7%
	25 to 29.9%	11.1%	13.0%	11.2%
	30 to 34.9%	5.3%	7.1%	7.3%
	35% or more	21.1%	19.9%	22.3%
	Under 30%	73.6%	73.0%	70.7%
Owner Occupied without Mortgage	Total Housing Units	1,899	28,675	2,200,302
	less than 10%	55.0%	42.3%	42.0%
	10 to 14.9%	15.1%	21.4%	20.8%
	15 to 19.9%	10.5%	10.1%	12.0%
	20 to 24.9%	9.0%	8.1%	7.3%
	25 to 29.9%	5.3%	3.8%	4.6%
	30 to 34.9%	0.8%	3.6%	3.1%
	35% or more	4.3%	10.8%	10.2%
	Under 30%	94.9%	85.6%	86.7%
Renter Occupied	Total Housing Units	1,862	33,774	3,102,763
	less than 15%	11.1%	14.4%	13.1%
	15 to 19.9%	11.5%	12.5%	13.3%
	20 to 24.9%	16.1%	13.4%	13.3%
	25 to 29.9%	10.2%	8.9%	11.4%
	30 to 34.9%	8.6%	8.3%	8.9%
	35% or more	42.5%	42.5%	40.0%
	Under 30%	51.1%	49.2%	51.1%

American Community Survey, 2014

1 The total of all housing units paying rent or mortgage does not include housing units which are vacant.

Housing Tenure and Vacancy Patterns

In 2014, the majority of households in the City were owner occupied households, at 69.7 percent—above both the County (67.7%) and State (62.7%)--and 30.3 percent were renter occupied. Inversely, the percentage of renter occupied households was below both the County and the State. The vacancy rate for both types of housing units in Dickinson is similar to the State (10.3%) and lower than the County rate (14.1%), with 10.8 percent vacant in Dickinson.

HOUSING TENURE

Owner-Occupied	69.7%
Renter-Occupied	30.3%
Total Occupied Housing Units	100.0%

American Community Survey, 2014

Housing Units by Type

According to the U.S. Census American Community Survey (ACS) 2014, the majority of the homes in Dickinson are single family homes, at 72.6 percent. This is higher than both the County at 73.5 percent and higher than the State at 68.0 percent. The percentage of multi-family housing in the City is lower than the County and the State at 15.4 percent. Dickinson has a high percentage of manufactured homes at 12.0 percent, higher than both County (4.5%) and State (7.5%) levels.

TABLE 4.4 HOUSING UNITS BY TYPE

Total Housing Units	7,272	100%
Single Family, 1 unit, detached	5184	71.3%
Single Family, 1 unit attached	95	1.3%
2 units	12	0.2%
3 or 4 units	235	3.2%
5 to 9 units	311	4.3%
10 to 19 units	271	3.7%
20 or more units	292	4.0%
Manufactured home	872	12.0%
Boat, RV, Van, Etc.	0	0%

American Community Survey, 2014

The City of Dickinson has high housing demand.

Construction Patterns

The majority of Dickinson's housing stock was constructed between the 1960s and 1980s, with a major peak in the 1970s, as can be seen in Figure 4.1 and Table 4.5. Growth slowed during the 1990s, but increased rapidly again during the first decade of the 2000s. Since 2010, there have been more than 176 housing units constructed. Dickinson followed both County and States trends overall, but with much more dramatic peaks during the 1970s and 1990s.

FIGURE 4.1 CONSTRUCTION PATTERNS

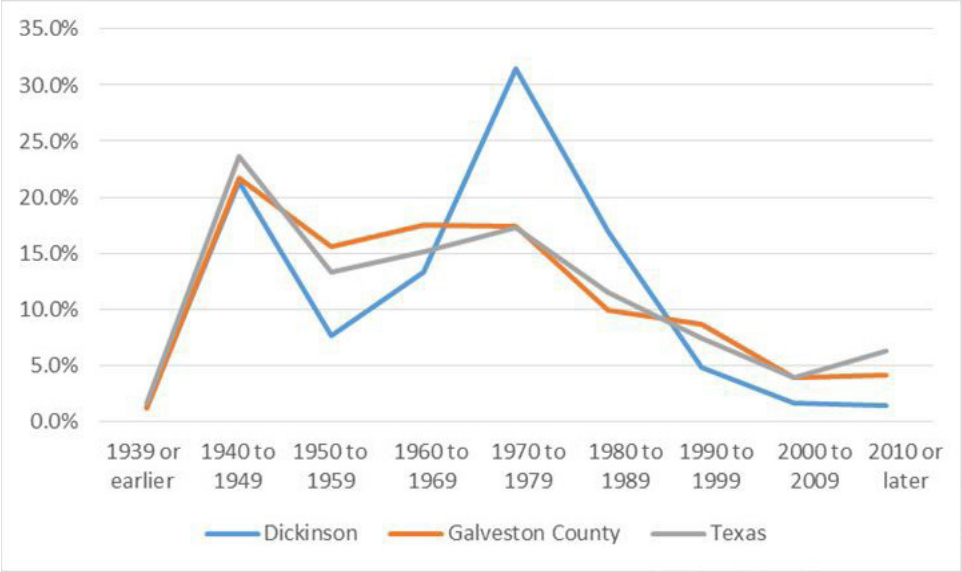


TABLE 4.5 AGE OF HOUSING UNITS

Year Built	Units	Ratio to Total Units
2010 or later	176	2.4
2000-2009	1,425	19.6%
1990-1999	645	8.9%
1980 - 1989	1,005	13.8%
1970-1979	2,293	31.5%
1960 - 1969	1,208	16.6%
Before 1959	520	7.2%
TOTAL	7,272	100%

American Community Survey, 2014

HOUSING SUPPLY AND DEMAND

Dickinson has a large housing stock, and it is very affordable to homeowners. There are many young families within the community who are attracted to the small town and community feel that exists in Dickinson. Because of this, Dickinson has many families who have been there for generations. Although Dickinson's housing is in high demand, the opportunities to build new homes on undeveloped land are diminishing. Only 716.2 acres of undeveloped land zoned for all types of residential uses remains.

INFILL HOUSING AND REDEVELOPMENT

Infill housing is defined as new housing units constructed on lots within the City limits that are either vacant or are being redeveloped and are surrounded by developed properties. Redevelopment refers to demolition and replacement of existing structures.

Infill development utilizes vacant lots within the city limits, as seen in this example.
Image Courtesy of Blue-green Building.[a]

The promotion of infill housing is considered a win-win situation for Dickinson because it:

- Provides a mechanism for increasing the population within the City limits, rather than the ETJ. Dickinson currently has a fixed ETJ of 524.84 acres.
- Reduces the City's infrastructure costs as it is less expensive for the City to provide a connection to an existing line in a developed area than to construct a new line for an individual user.
- Supports efforts toward revitalizing old areas of the City.

Infill development is an important part of neighborhood revitalization.
Image Courtesy of Center for Housing Policy (2016).[b]

Infill and redevelopment will become the primary opportunities for new housing in the future for Dickinson. There are some small parcels of land within the City that for various reasons have yet to be developed. Existing development may become obsolete, thus providing the opportunity to replace it with new housing. It will be important to ensure that potential infill and redevelopment projects complement and enhance development already in place through the review of subdivision and zoning regulations and standards.

Some issues that could deter infill and redevelopment include:

- Size and configuration of prospective tracts of land.
- Costs associated with redeveloping properties, such as demolition and utility upgrades and relocations.
- The existing zoning of a location does not allow for residential use.

CHANGING DEMOGRAPHICS

A major issue that impacts housing demand and supply is changing demographics. A summary of the dramatic changes in Dickinson's population between the 2000 and 2010 Census is as follows:

- The overall population increased by 9.28 %, as compared to the retail trade area: League City, 83.9%; Texas City, 8.6%; La Marque, 6%; Friendswood, 23%; Alvin, 13%.
- The median age of the population increased from 33.5 to 34.7 years and the percentage growth of age groups over 45 was 1.69 times that of those under 45.
- The population became more diverse with the percentage of the minority population increasing from 23.4% to over 31.8% of the City's total population.
- The percentage of households in Dickinson with children under 18 decreased from 36.6% to 33.7%.

Tables 4.6 through 4.8 provide a record of the demographics changes from past censuses regarding total population, household size, age distribution, and household composition.

TABLE 4.6 POPULATION AND HOUSEHOLD SIZE

	1980	1990	2000	2010
Population	7,505	11,692	17,093	18,608
Households	4,021	5096	6,162	6,599
Persons per Household	no data	2.35	2.76	2.82
% of Occupied Housing Units	NA	86.4%	94 %	91.8 %

U.S. Census Bureau

TABLE 4.7 AGE OF POPULATION : 2000 AND 2010

Age in Years	2000	Percent	2010	Percent	% Change
0 to 18	5,372	31.4%	5,024	27.0%	-6.47%
18 to 24	1,137	6.7%	1,675	9.0%	47.31%
25 to 44	5,216	30.5%	5,043	27.1%	-3.31%
45 to 64	3,734	21.8%	4,857	16.1%	30.07%
65+	1,634	9.6%	1,824	9.8%	11.62%
TOTAL	17,093	100.0%	18,608	100%	-
Median Age	33.5	-	34.7	-	-

U.S. Census Bureau

TABLE 4.8 HOUSEHOLD COMPOSITION

Households	2000	Percent	2010	Percent
With Children Present	2,254	36.6%	2,225	33.7%
Without Children Present	3,908	63.4%	4,374	66.3%
TOTAL	6,162	100%	6,599	100%

U.S. Census Bureau

The Census data suggest that different housing types and neighborhoods may be needed to accommodate changing demographics. The population is expected to shift towards both an increase in young families and elderly residents—both with unique needs.

There is a general need to expand the housing stock despite limited land availability. Dickinson has an abundance of housing for traditional families. Yet there are not enough housing opportunities to accommodate an increasing demand of smaller households resulting from growth in the elderly population and households with no children present.

Special Housing Needs

Dickinson's changing demographics highlight the need for the City to become a full "life cycle" community. This will require a variety of housing options to address the various stages in the human life process along with the accommodation of different lifestyles. Some issues to consider include:

- Allowing older people to comfortably age in place or find other suitable housing within Dickinson.
- Providing housing for people who have physical conditions that require special housing needs.
- Accommodating housing for different cultures where extended family households are more common.

Here are some ideas that could be used to address these issues:

- Assistance with home repair for older residents who need adjustments to existing homes to allow them to age in place.
- Expand housing opportunities for elderly residents who wish to move out of their homes and still live independent lives.
- Expand housing opportunities for older people requiring specialized care for conditions that affect their mental and physical acuity.
- Collaborating with Southeast Texas Housing Finance Corporation and other housing assistance organizations to implement housing assistance programs and special needs housing to accommodate future needs.
- Provide for accessory housing units so that elderly persons might live in fully-functional units attached to main housing structures.

Serenity Gardens Assisted Living in the City of Dickinson specializes in the care of residents with Alzheimer's and other related dementia.
Image Courtesy of findhoustonseniorcare.com.[c]

NEIGHBORHOOD INTEGRITY PROGRAMS

Overall, Dickinson has an outstanding level of high quality new and older neighborhoods and does not have major issues with the quality of housing stock within its neighborhoods. The vast majority of the neighborhoods, regardless of price or age, have been well-kept. This fact will continue to make Dickinson an attractive place to live and should be marketed to new residents and businesses.

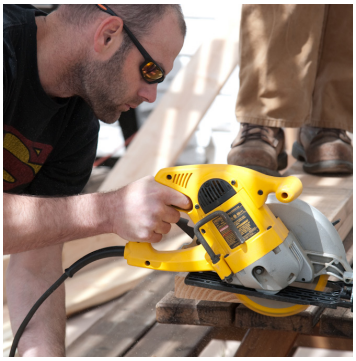
The City of Dickinson has high quality of housing stock .
Image Courtesy of Google Maps (2016).

To aid in preserving and rehabilitating existing single family housing units, four action strategies are recommended: Neighborhood Preservation, Housing Maintenance, Housing Rehabilitation, and Redevelopment.

Neighborhood Preservation

Typical neighborhoods are the "building blocks" of a community, and, as Dickinson matures, it will be important to maintain neighborhood stability. Typical neighborhoods comprise almost 72% of all residential uses, 50% of all developed areas in the City, and 32 % of all land area (developed and vacant) in the City. Most of Dickinson's population resides within the typical neighborhoods. The following impact neighborhood stability:

- By 2020, over 57 % of the housing stock will be 40 years or older (see Table 4.3).
- Aging of housing and level of maintenance and reinvestment in homes.
- Upkeep of privately-owned amenities such as entryway features, open space, and recreational facilities.



Neighborhood Preservation, Housing Maintenance, Housing Rehabilitation, and Redevelopment will help the City to preserve and rehabilitate existing housing stock.

Image Courtesy of Danny Gromer, Flickr (2009).[d]

A preservation strategy is appropriate for those areas identified with predominately sound, quality housing. In areas identified for Neighborhood Preservation, the City should adopt policies to sustain and protect existing desirable conditions.

- This can most successfully be achieved by proactive code compliance in and around these areas.
- Also important is ensuring that a complementary relationship with adjacent land uses is provided through careful review of development proposals in proximity to the identified areas.
- An effective Neighborhood Preservation strategy includes the continued provision and maintenance of adequate utilities and community facilities, such as streets, schools and parks.
- Preservation efforts by Dickinson within these areas should minimize the need for future rehabilitation programs. Appropriate City departments, as part of normal planning, community development and code compliance practices, can implement the Neighborhood Preservation strategies.

The Neighborhood Intergrity Program requires involvement of residents.

The City's Code Compliance Division of the Community Development Department will be crucial in aiding with the preservation of mature neighborhoods. The Code Compliance Division administers code compliance for the City of Dickinson, including high weeds and grass, deteriorating exterior conditions of a housing structure, housing overcrowding, and outside storage. The Code Compliance Division works directly with the Building Standards Commission to address deteriorated and substandard buildings.

Housing Maintenance

The Housing Maintenance strategy is appropriate in areas where the housing units are substantially sound but are in need of minor repairs (maintenance that homeowners can accomplish themselves, such as paint). The intent of the Housing Maintenance strategy is to target areas wherein a relatively small amount of effort could be expended to improve the quality of housing and reduce the likelihood of further deterioration of the units.

The City should encourage homeowner maintenance in these areas. Code compliance should continue its efforts to have overgrown lots cleaned up, junk cars removed, and thorough neighborhood interaction. Proactive intervention can result in housing units being improved, which would enhance the overall image of the neighborhood and Dickinson, while working to preserve the housing stock.

The Center for Housing Policy of the National Housing Conference explores many tools for housing. They provide examples of proven solutions as expressed in this chapter. Learn more at : housingpolicy.org

Housing Rehabilitation

The Housing Rehabilitation strategy is appropriate in areas where the housing units are in need of more intensive repair, such as a new roof or a structural repair. (For purposes of discussions herein, intensive or major repairs are generally those that require a professional to complete.) The primary intent of this strategy is to reduce the likelihood of further decline of units in the identified areas.

If the necessary repairs are not accomplished, these units may fall into the lowest category (ie., Redevelopment), making them virtually uninhabitable. The City should not allow such units to become a serious public safety concern. Also important is the effect that these units can have on sound, quality neighborhoods nearby – if the deterioration of housing units within a neighborhood is not addressed, in time the decline will begin to have a negative impact on adjoining areas.

Redevelopment

Redevelopment involves the clearance of structures and preparation of the lots for new construction. Such a strategy is necessary when a housing unit reaches a state of deterioration that rehabilitation becomes unfeasible. At the point where housing units need to be cleared, they post a significant health and safety issue for local citizens. The City, therefore, should continue to be proactive in addressing such structures. It is recommended that the City identify a set number of units per year that are targeted for demolition and allocate funds accordingly within areas designated for redevelopment.

GOALS, OBJECTIVES, AND ACTION ITEMS

Goal 4.1 Provide a diverse housing stock within the City, provide a full range of housing types and values to accommodate various income levels for existing and prospective Dickinson residents.

Objective 4.1.1 Encourage construction of a variety of housing opportunities to meet the 2030 long range growth projections found in the Chapter 1 and the needs of Dickinson's changing demographics.

Action 4.1.1.1 Review Dickinson's development regulations to en sure that a variety of housing types and styles can be developed in Dickinson.

Action 4.1.1.2 Evaluate policies and ordinances to ensure they accommodate a wide array of housing types, including those for persons with special needs. Make sure these policies are consistent with changing development trends.

Action 4.1.1.3 Through the City of Dickinson's Fair Housing Work Group, work with Southeast Texas Housing Finance Corporation and other housing assistance organizations to compare future requirements for special needs housing with current assistance programs and identify potential gaps.

Action 4.1.1.4 Continue to work with real estate agents, brokers, developers, and property owners to market land and identify possible builders and master-plan developers.

Objective 4.1.2 Ensure quality housing is built within the City.

Action 4.1.2.2 Continue to enforce the International Residential Code (IRC) and the International Building Code (IBC) for all new construction.

Action 4.1.2.2 Evaluate costs and benefits of updating IRC and IBC to newest quality construction standard as appropriate.

Objective 4.1.3 Create new housing opportunities that compliment and support existing residential development.

Action 4.1.3.1 Evaluate policies and ordinances to ensure that they do not discourage appropriate opportunities for infill housing and redevelopment.

Action 4.1.3.2 Evaluate possibility and benefits of offering incentives to developers who build on parcels that have existing structures on them.

Objection 4.1.4 Promote the increase of owner-occupied housing units from its current level of 69.7% to 75%.

Action 4.1.4.1 Promote new single family developments.

Action 4.1.4.2 Through the Dickinson Fair Housing Work Group, continue to actively promote and grow the Dickinson Housing Family Fair to provide educational opportunities for residents regarding home ownership.

Action 4.1.4.3 Through the Dickinson Fair Housing Work Group, investigate additional educational opportunities the City may host for residents regarding home ownership.

Objective 4.1.5 Encourage developers to build mixed-use developments.

Action 4.1.5.1 Working with Dickinson Economic Development Corporation ("DEDC"), actively recruit quality developers that can provide diverse retail and housing projects.

Action 4.1.5.2 Evaluate possible revisions to zoning requirements to encourage mixed-use developments.

Action 4.1.5.3 Continue to publicize and market the Highway 3 Overlay District Property Improvement Program to encourage mixed use development and renovation and/or redevelopment of existing commercial properties within the Highway 3 Overlay District and City Center.

Objective 4.1.5 Allow for subdivisions with a mixture of different lot sizes and amenities.

Action 4.1.5.1 Using the Planned Development ("PD") process, encourage developers to include different lot sizes and amenities into their developments.

Objective 4.1.6 Actively encourage and support preservation of neighborhood and community character.

Action 4.1.6.1 Actively enforce the International Property Maintenance Code ("IPMC") to ensure that properties are maintained throughout the City.

Action 4.1.6.2 Encourage improvements to existing structures when proceeding with repairs and reconstruction.

Action 4.1.6.3 Develop working relationship with local landlords to facilitate discussions about improvements to rental properties.

Action 4.1.6.4 Develop working relationship with homeowner associations and neighborhood groups to inform them about code enforcement or preservation efforts and work collaboratively to identify and address code issues in their neighborhoods.

Action 4.1.6.5 Evaluate possible property improvement program for residential properties to encourage current property owners and/or tenants to make improvements to their property.

Action 4.1.6.6 Maintain zoning and building codes and enforcement procedures to establish and maintain attractive neighborhoods.

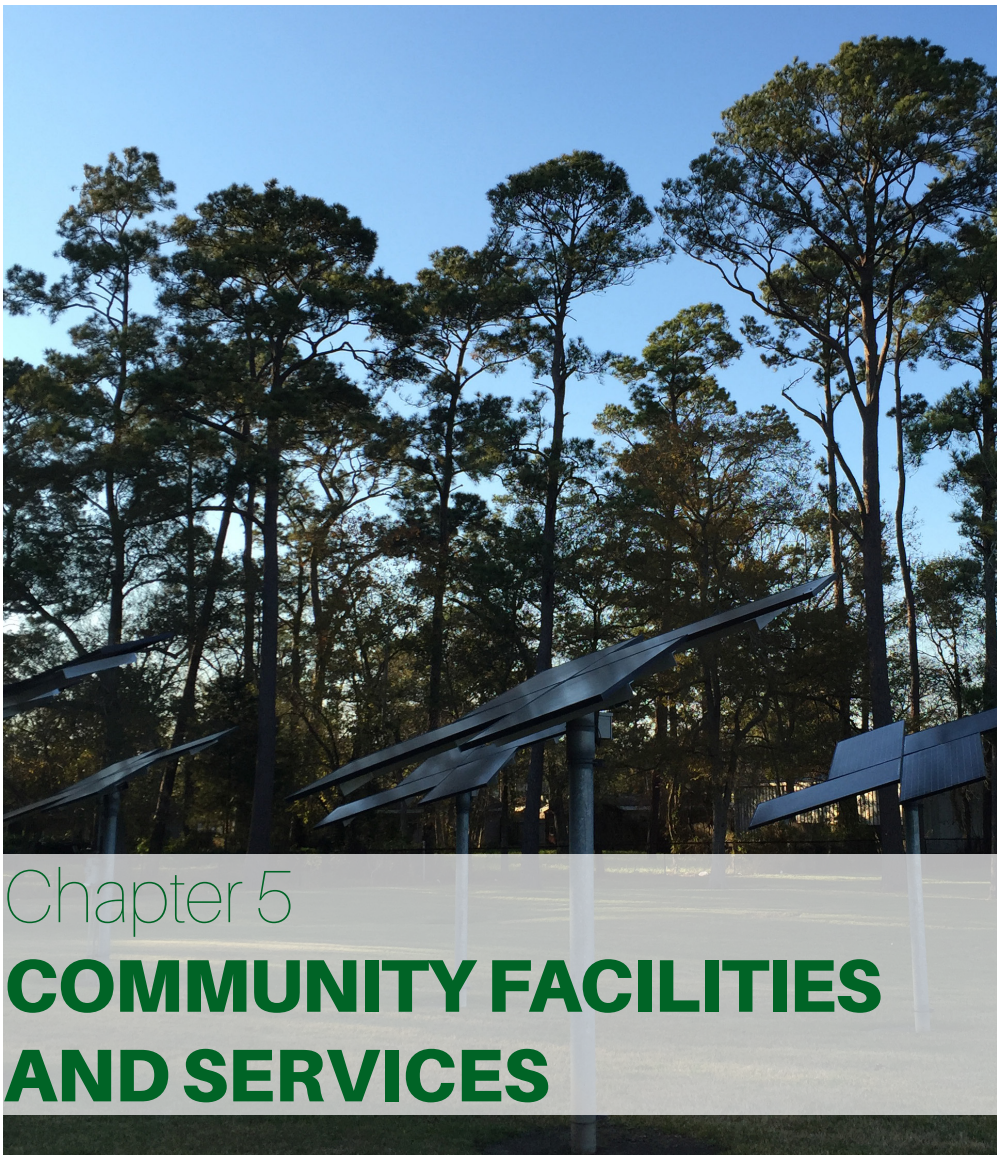
ENDNOTES

[a] "Infill housing, Clayton, Pittsburg, Walnut Creek", Blue-Green Building. Accessed 3 March 2016. http://bluegreenbldg.org/biofilters-dense-housing/infill-housing-clayton-pittsburg/

[b] "Gallery of Affordable Housing", Center for Housing Policy. 2016. Accessed 3 March 2016. http://www.housingpolicy.org/gallery/entries/Eaton_Row.html

[c] "Serenity Garden Assisted Living", Find Houston Senior Care. Accessed 1 March 2016. http://findhoustonseniorcare.com/listing serenity-gardens-assisted-living-alzheimers-dementia/

[d] "Patio Cover Repair" by Dagny Gromer. Licensed under a Creative Commons Attribution 2.0 Generic (CC BY-NC-ND 2.0). Accessed 2 March 2016. https://www.flickr.com/photos/dagnygromer/3494224553/



Chapter 5

COMMUNITY FACILITIES AND SERVICES

As Dickinson continues to grow and attract new residents and businesses, the standard of services and facilities that these individuals will interact with play a major part in the continued success of Dickinson. This chapter provides general direction for the development of community facilities necessary or desirable to support changing land use patterns and projected needs of the community. Coordination with other local governments, special districts, school districts and state and federal agencies may provide for multi-purpose facilities and help address concerns of the community.

INVENTORY OF EXISTING COMMUNITY FACILITIES

Dickinson City Hall and Library Complex

Dickinson City Hall and Library Complex

The Dickinson City Hall and Library complex is located at 4403 and 4411 State Highway 3, just south of the intersection of State Highway 3 and FM 517, and was completed in 2009. Dickinson City Hall is approximately 22,770 square feet in size and houses the City Council

Chambers, Municipal Court, and offices for the City's Administration, Finance, Community Development, Municipal Court, and Fire Marshal Departments. Dickinson City Hall also houses the Galveston County Office for the Texas Alcoholic Beverage Commission. The east end of the City Hall building includes the offices for Galveston County Water Control & Improvement District Number 1 ("GCWCID #1"), the water and sewer provider for the City of Dickinson, and Keep Dickinson Beautiful.

Dickinson Public Library is approximately 12,388 square feet in size and houses a collection of over 40,000 materials ranging from books to movies that may be checked out by Library members as well as historical documents that have been collected by the Dickinson Historical Society. In addition, Dickinson Public Library provides 16 computers for public use, complimentary WiFi, and a Community Room that is used for a variety of events and classes.

The Dickinson City Hall and Dickinson Public Library buildings were built to accommodate future growth of the City and allow City staff to meet the future needs of and provide additional services for the citizens.

Dickinson Police Station

Dickinson Police Station, located at 4000 Liggio Street, was built in 2002 and is approximately 10,227 square feet in size. The Police Station houses all of the City's law enforcement employees, dispatch operations, a jail, and the law enforcement fleet, and serves as the City of Dickinson Emergency Operations Center (EOC).

Dickinson Central Fire Station

Dickinson Central Fire Station, located at 4500 FM 517, was completed in 2007 and is approximately 11,207 square feet in size. The Central Fire Station is the main station for Dickinson Volunteer Fire Department (DVFD), the fire services provider for the City of Dickinson, and houses Dickinson Emergency Medical Services Department (EMS).

Dickinson Public Works (Louis Gill Service Center)

Dickinson Public Works, located at 3120 Deats Road, was completed in 2007 and is approximately 13,006 square feet in size. The Public Works Department is comprised of 3 divisions: Streets, Drainage, and Stormwater Management. This facility also provides a Tire Recycling Program that is operated in conjunction with Galveston County.

Dickinson Historic Railroad Center

Dickinson Historic Railroad Center, located at 218 FM 517, was completed in 2007 and consists of two buildings (formerly the Dickinson Depot and the League City Depot associated with the Galveston Houston & Henderson Railroad) and a gazebo with a total of approximately 3,588 square feet of space. The Dickinson Historic Railroad Center serves as a Visitor Center and houses the City of Dickinson Tourism & Museum Department as well as offices for Dickinson Economic Development Corporation and Dickinson Historical Society. The Historic Railroad Center includes a Community Room that may be rented and is frequently used for events of all kinds including birthday parties, weddings and receptions, a museum exhibit that takes visitors back in time to historic Dickinson, and a gift shop operated by Dickinson Historical Society.

Dickinson Histroic Railroad Center

Parks and Recreational Facilities

There are two main parks within the City limits, and both are owned and operated by Galveston County Parks Department: Paul Hopkins Park at 1000A FM 517, and Ray Holbrook Park located at 3000 Owens Drive. Galveston County also owns and operates a public boat ramp for accessing Dickinson Bayou on the north side of Dickinson Bayou and west side of Highway 3 near 48th Street as well as the Dickinson Community Center at 2714 Highway 3 where a variety of senior programs are offered. Information about the Galveston County Parks and Recreational Facilities may be found at on their webpage[1].

Schools

Dickinson's school-age population is served by Dickinson Independent School District ("DISD") and Santa Fe Independent School District ("SFISD") and includes elementary, middle, and high schools. DISD is approximately 61 square miles in size and includes most of the City of Dickinson, and the areas of Galveston County known as Bacliff and San Leon, and parts of League City and Texas City. SFISD serves the portion of Dickinson that is south of Dickinson Bayou and west of I-45, as well as all of Santa Fe, and parts of League City, LaMarque, and Hitchcock. DISD's Education Support Center located at 2218 FM 517 East houses the District Administration offices. Within the City limits, DISD has Dunbar Elementary School, Barber Middle School, Dickinson High School, Dickinson Continuation Center, and Dickinson Alternative Learning Center. SFISD has no facilities within the City limits at this time.

Dickinson Independent School Distract Service Center

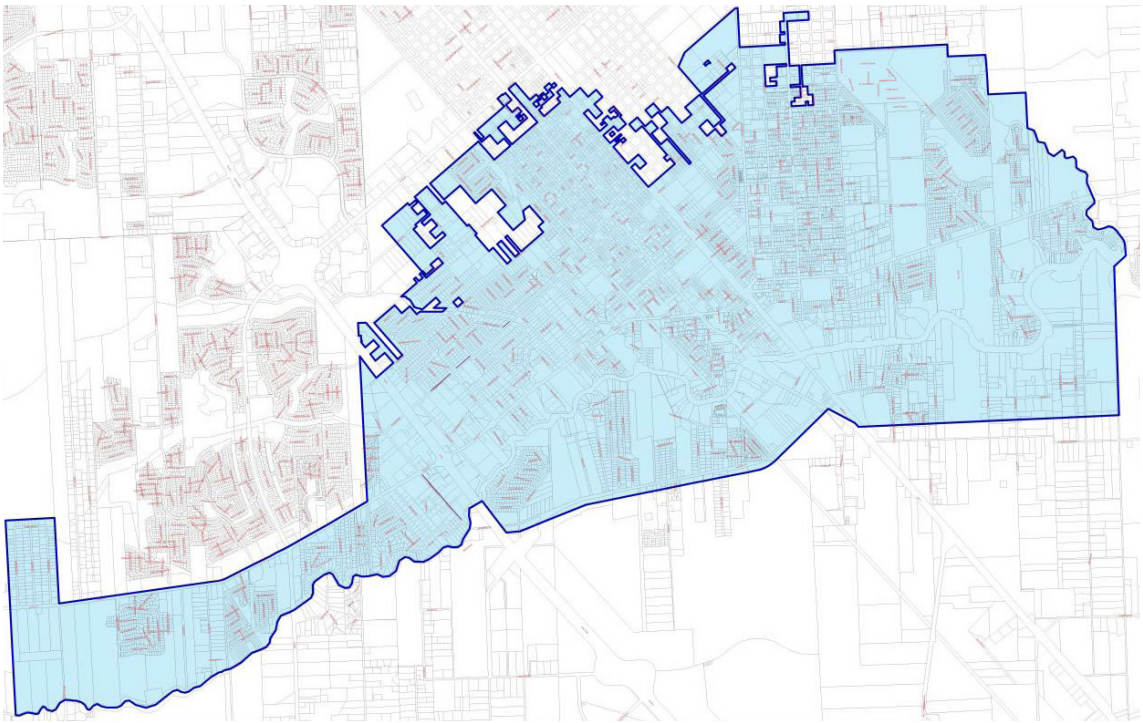
INVENTORY OF EXISTING COMMUNITY SERVICES

Water and Wastewater Management

Water and wastewater (sewer) service in the City of Dickinson is provided by Galveston County Water Control and Improvement District #1 ("GCWCID #1"), and GCWCID #1's offices are located on the east end of the Dickinson City Hall building. GCWCID #1 is the oldest Water Control & Improvement District in the State of Texas and therefore has primary water rights that serve the City of Dickinson well. GCWCID #1's boundaries include most of the City limits of the City of Dickinson, with the exception of a portion of the City that is south of Dickinson Bayou and west of Interstate 45, all of the land in Dickinson's extraterritorial jurisdiction, and sections of land in neighboring cities' extraterritorial jurisdiction.

While a majority of the City limits are included within the GCWCID#1 boundaries, the properties south of Dickinson Bayou and west of Interstate 45 are not within the GCWCID #1 boundaries and are currently on well water and septic systems.

FIGURE 5.1 GCWCID #1 BOUNDARY MAP



Other Utilities

Texas-New Mexico Power and CenterPoint Electric are the electrical transmission providers within the City of Dickinson. CenterPoint Gas is the natural gas provider. Cable and telephone services are offered by a number of different providers.

Fire Services

Dickinson Volunteer Fire Department (DVFD), established in 1951, provides 24-hour fire services within the City of Dickinson and the boundaries of the GCWCID #1. The main station for DVFD is located at Dickinson Central Fire Station, and a second Fire Station located on the west side of Interstate 45 at 221 West FM 517. The City of Dickinson's Fire Marshal's Office provides investigation services for DVFD incidents.

Emergency Medical Services (EMS)

The City of Dickinson provides emergency medical services throughout the City limits, extraterritorial jurisdiction, and parts of Galveston County adjacent to the City limits. Ambulances are staffed with trained paramedics 24 hours a day operating out of Dickinson Central Fire Station. The Dickinson EMS response area is approximately 15 square miles.

Trash and Recycling

Republic Services is the current provider for all residential and commercial trash and recycling services within the City of Dickinson.

Environment and Natural Resources

The environment is one of Dickinson's most valued assets. The beautiful pine trees and Dickinson Bayou are a major part of what makes Dickinson a unique community in the Houston-Galveston region. Dickinson Bayou offers its residents opportunities for boating, fishing, water skiing, and other recreational activities. In addition to recreational opportunities, Dickinson offers a habitat for various bird species including being a stop on the Great Texas Coastal Birding Trail where enthusiasts can catch glimpses of Red-Shouldered hawks and other eastern woodland birds.

FUTURE COMMUNITY FACILITIES AND SERVICES

As Dickinson grows, there will be additional services and facilities desired by its residents. The following are facilities and services that may be desirable for Dickinson as the City grows:

Expansion of the Police Station

With the growth in population that is already occurring and an anticipated build out population of just over 35,000, it will be necessary to expand the Police Station. A Needs Assessment for the Police Department and Police Station is already being developed, and a final report is anticipated in 2016.

Multi-Jurisdictional Facility

The City of Dickinson has identified a need for a small multi-jurisdictional facility to be located west of IH-45 to accommodate the large amount of residential and commercial growth that is occurring and is expected to continue on the west side of Dickinson. The location of the Multi-Jurisdictional Facility as well as the entities and services to be included in such a facility will be determined in the future.

Parks and Recreational Facilities

As Dickinson continues to grow, new residents will require and desire places for recreational activities. Parks are quality-of-life factors that impact whether residents and businesses move to a community. However, the provision of parks and recreation facilities comes with the requirement to operate and maintain these spaces.

TYPES OF PARKS

A variety of sizes and types of parks and recreation facilities are recommended to satisfy diverse individual interests, ensure adequate and equal opportunity and ultimately encourage use by all demographics. The following are several types of parks that might be considered in Dickinson:

Parklet - A parklet is a concept focused on introducing public spaces for interaction of pedestrians, typically located in urban areas where open space is lacking. Parklets are used to "...benefit local businesses, residents, and visitors by providing unique public spaces that attract customers and foster community conversation[1]." Parklets can be designed to be temporary or permanent and offer a unique way for cities to add additional open space.

Pocket Parks – A pocket park should be used to address specific local recreation needs such as in a small neighborhood or shopping area. Amenities in pocket parks range in variety, but typically include benches, landscaping, playground equipment, and other basic features, and user input should be a primary determinant for the amenities provided. This park type is typically ¼ to 1 acre in size and is privately maintained.

Neighborhood Parks – Neighborhood parks provide facilities and amenities to accommodate use by more than one neighborhood. Ease of access from surrounding neighborhoods, central location, pedestrian linkages, and accommodating both active and passive recreation uses are key concerns when developing a neighborhood park. A neighborhood park may be public or private and range in size from one to two acres.

Community Parks – Community parks are typically the largest park in a park and open space system and are generally five to ten acres in size. Recreation opportunities should be tailored to allow for heavy use by all demographics. Typically, community parks are accessed by automobiles and parking accessibility should reflect as such. Amenities can include covered picnic areas with grills,

restrooms, playground equipment, and jogging/exercise/nature trails.

Special Use Parks – Special Use Parks are designed to accommodate specialized recreational activities. These parks look different in every community, but some examples include swimming pools/ aquatic centers, skate parks, golf courses, linear parks, and nature reserves. Other alternatives to Special Use Parks are to incorporate designated areas into larger community parks.

Linear Trails or Greenways – The development of greenways to link parks and park components to form an overall system will provide for uninterrupted and safe pedestrian movement between parks and throughout the community. They provide outdoor recreational opportunities and experiences that reflect the requests of the citizens of the City.

GOALS, OBJECTIVES, AND ACTION ITEMS

Goal 5.1 Provide and maintain City facilities and services that will adequately serve current and future generations.

Objective 5.1.1 Expand the Dickinson Police Station to address current and future space requirements.

Action 5.1.1.1 Complete Police Department Needs Assessment.

Action 5.1.1.2 Determine and implement financing mechanism for needed expansion.

Action 5.1.1.3 Facilitate construction of expansion of Police Station.

Objective 5.1.2 Create a Building Maintenance Plan for all City facilities.

Action 5.1.2.1 Assess current and future building maintenance issues regarding upkeep and preventative measures that will ensure all City facilities are well maintained, safe, clean and presentable to the public, including, but not limited to, carpeting, painting, ceiling tiles, etc.

Action 5.1.2.2 Routinely assess City facility infrastructure, such as HVAC, roof, plumbing and electrical equipment, to avoid costly,

and unbudgeted surprises. Action 5.1.2.3 Evaluate and implement policy and procedures to reduce energy consumption in all City facilities.

Objective 5.1.3 In partnership with Dickinson Volunteer Fire Department, continue to provide appropriate and adequate fire protection and rescue services to all residents of Dickinson.

Action 5.1.3.1 Assist Dickinson Volunteer Fire Department in seeking revenue sources as needed including, but not limited to, applying for various grants.

Action 5.1.3.2 Continue to work cooperatively with Dickinson Volunteer Fire Department.

Objective 5.1.4 Provide adequate parks and recreational facilities and open space to improve quality of life for residents and contribute to storm water mitigation.

Action 5.1.4.1 Evaluate possible acquisition of Galveston County parks located within the City limits, including negotiation and implementation of acquisition as approved by the City Council.

Action 5.1.4.2 Partner with Dickinson Independent School District to develop joint parks, including the pursuit of grant funding for approved projects.

Action 5.1.4.3 Develop a Parks Master Plan to guide park development.

Action 5.1.4.4 Develop a sports complex to include ball fields, tennis courts, a possible swimming pool, concession stand, restrooms, and parking.

Action 5.1.4.5 Establish and implement a Parks and Recreation service within the City organization.

Action 5.1.4.6 Evaluate possible acquisition of and, based on the direction of the City Council, acquire and maintain the Dickinson Cemetery.

Objective 5.1.5 Ensure appropriate and adequate water and wastewater facilities are provided to all residents of Dickinson in an efficient and effective manner.

Action 5.1.5.1 Maintain and continue to build solid working relationship with GCWCID #1.

Action 5.1.5.2 Coordinate with GCWCID #1 to include annual capital improvements to its system in Dickinson.

Action 5.1.5.3 Continue to include GCWCID #1 in the City's quarterly Utility Coordination Meeting to ensure coordination of City and GCWCID #1 capital projects.

Action 5.1.5.4 Work with GCWCID #1 to encourage and facilitate the development of systems capable of providing fire protection in an urban environment.

Objective 5.1.6 Provide and maintain exceptional City services.

Action 5.1.6.1 Continually evaluate and implement innovative ways to improve City services in all City Departments.

Action 5.1.6.2 Continue to encourage staff participation in relevant educational opportunities.

Action 5.1.6.3 Develop and implement a proactive Communications Plan to engage citizens and citizen groups to enable them to effectively become a part of the City's decision making process.

ENDNOTES

[1] County of Galveston. (2016) Parks and Cultural Serivices. Retrieved from http://www.galvestoncountytx.gov/PS/Pages/default.aspx

[2] San Fransisco Planning Department. (2015) San Fransisco Parklet Manuel, Version 2.2. San Fransisco: Pavement to Parks, City of San Fransisco.

Chapter 6
TRANSPORTATION

This chapter of the Comprehensive Plan provides an efficient and structured framework for planning and guiding the rational and orderly development of the City of Dickinson's thoroughfare system, including Interstate Freeways, Minor Arterials-Major Roads, Major Collector-Frontage Roads, and Local Streets, to accommodate future growth and development. It works in concert with the Future Land Use Plan and includes an overview of existing transportation facilities and services, analyses of travel characteristics and development of the thoroughfare system plan for the City of Dickinson. It encompasses the same geographic area, the City limits and Extraterritorial Jurisdiction ("ETJ"), as other elements of the Comprehen-

sive Plan. In addition to recommendations by the City of Dickinson, this Chapter also incorporates information and recommendations from two planning studies, the Farm to Market Road 517 and State Highway 3 Access Management Plan ("AMP"), and the City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan ("PTMP") that were completed for the City of Dickinson and contain a host of goals and recommendations that are summarized in this chapter.

EXISTING CONDITIONS

Authority for Planning and Regulation of Thoroughfares

Under the provisions of Article XI, Section 5, of the Texas Constitution, and Title 7, Chapter 212 of the Texas Local Government Code, the City of Dickinson may require that development plans and subdivision plats must conform "...the general plan of the municipality and its current and future streets..." and, "...the general plan for extension of the municipality and its roads, streets, and public highways within the municipality and its extraterritorial jurisdiction..." Requirements for right-of-way dedication and construction of street improvements apply to all subdivision of land within the City's incorporated area.

Existing and Programmed Transportation System

The development of this chapter for the Comprehensive Plan includes analysis and evaluation of the City of Dickinson's existing transportation system. A considerable amount of information concerning FM 517 and Highway 3 has been provided through the FM 517 and State Highway 3 Access Management Plan ("AMP"), developed by the Houston-Galveston Area Council on behalf of the City of Dickinson. The AMP will be discussed later in this Chapter.

Overview of Major Roadways

The predominant mode of transportation for Dickinson residents is the automobile which is served through a utilitarian roadway network that includes Interstate 45 ("IH 45"), flanked by northbound and southbound feeder roads, several State roadways, and local streets.

State Maintained Roadways

• Interstate Highway 45: IH 45 passes through Dickinson for 1.06 miles, and is the major artery from Houston to Galveston. Northbound or southbound motorists on IH 45 can access Dickinson at Exit 19. IH 45 is also a major hurricane evacuation route.

• State Highway 3: State Highway 3 ("SH 3"), which is a major north-south thoroughfare between League City to the north and Texas City to the south.

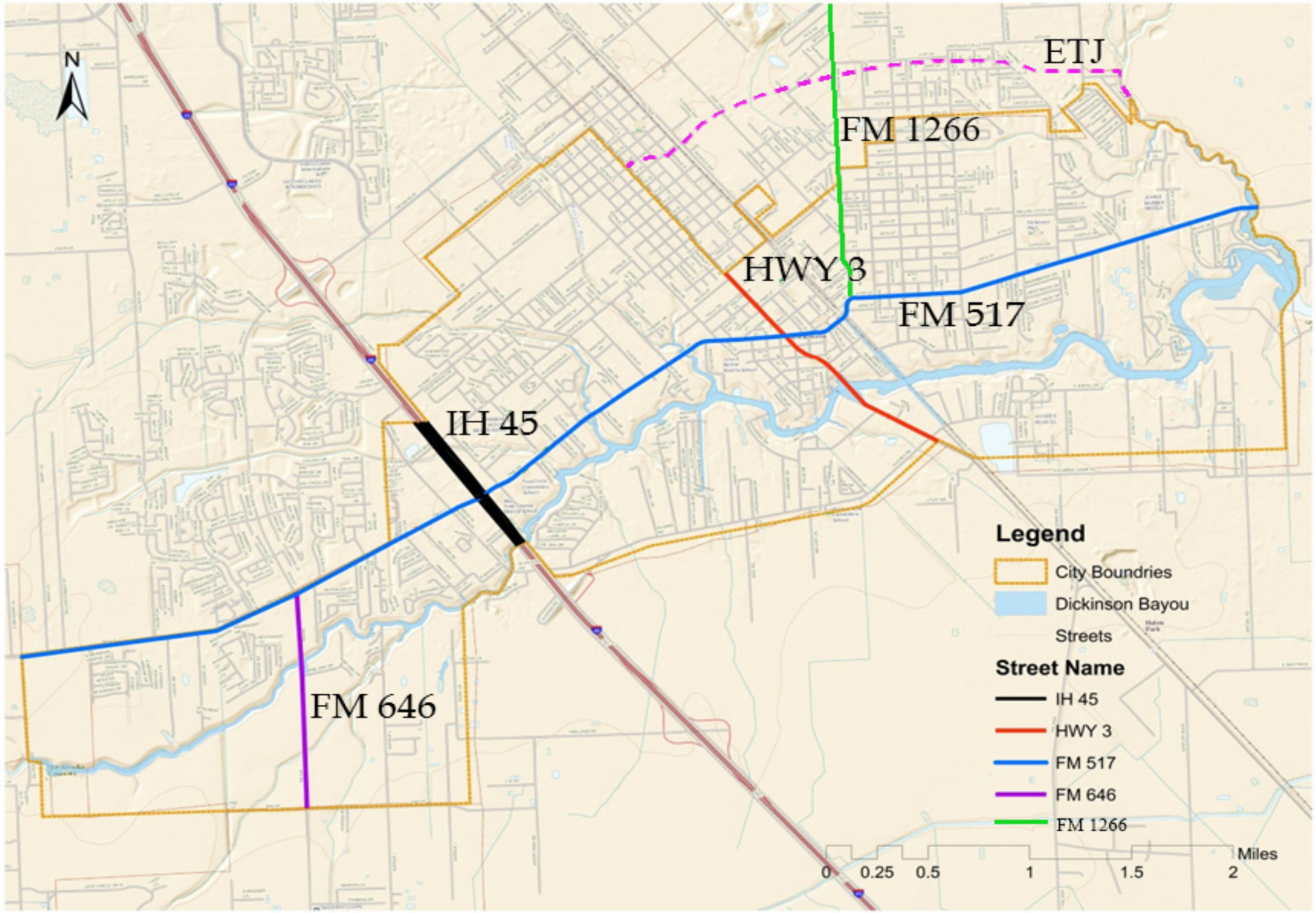
• FM 517: This Farm-to-Market road is the only road in the City that runs the length of the city from east to west.

• FM 646: This Farm-to-Market road is located on the west side of the City and runs from north to south between League City to the north and Santa Fe to the south. The only portion of this road within the City is south of FM 517.

• FM 1266: This Farm-to-Market road is located on the east side of the City, less than a mile from SH 3 and runs north to League City. FM 1266 intersects with FM 517 and motorists must then travel either east or west along FM 517.

IH 45 is the major artery from Houston to Galveston passing through Dickinson.
Image Courtesy of Google Maps (2016).

FIGURE 6.1 MAJOR ROADWAYS IN CITY OF DICKINSON



Planned Transportation System Changes

Major traffic generators are identified and considered in reviewing the transportation system and developing the Future Thoroughfare Plan and other elements of this Chapter. The planned widening and associated ramp flipping of IH 45 through Dickinson, as well as the widening of FM 517 west of FM 646 by Texas Department of Transportation ("TxDOT") will impact mobility in future years. In 2015, the City was notified that TxDOT anticipates bid letting the IH 45 expansion project for construction in the fall of 2016.

FM 517 west of FM 646 is proposed to be widened by TxDOT.

Image Courtesy of Google Maps (2016).

The proposed widening of FM 517 west of FM 646, as well as the FM 517 and State Highway 3 Access Management Plan's ("AMP") recommendation of a third lane from IH 45 to FM 646, will improve the traffic needs generated by significant development on the far west end of Dickinson and the portion of League City that abuts the north side of FM 517. With additional new residential developments as well as new commercial development that are expected in this area of Dickinson, including a new elementary and middle school complex on Calder Road by Dickinson Independent School District (DISD), the traffic volumes will continue to grow.

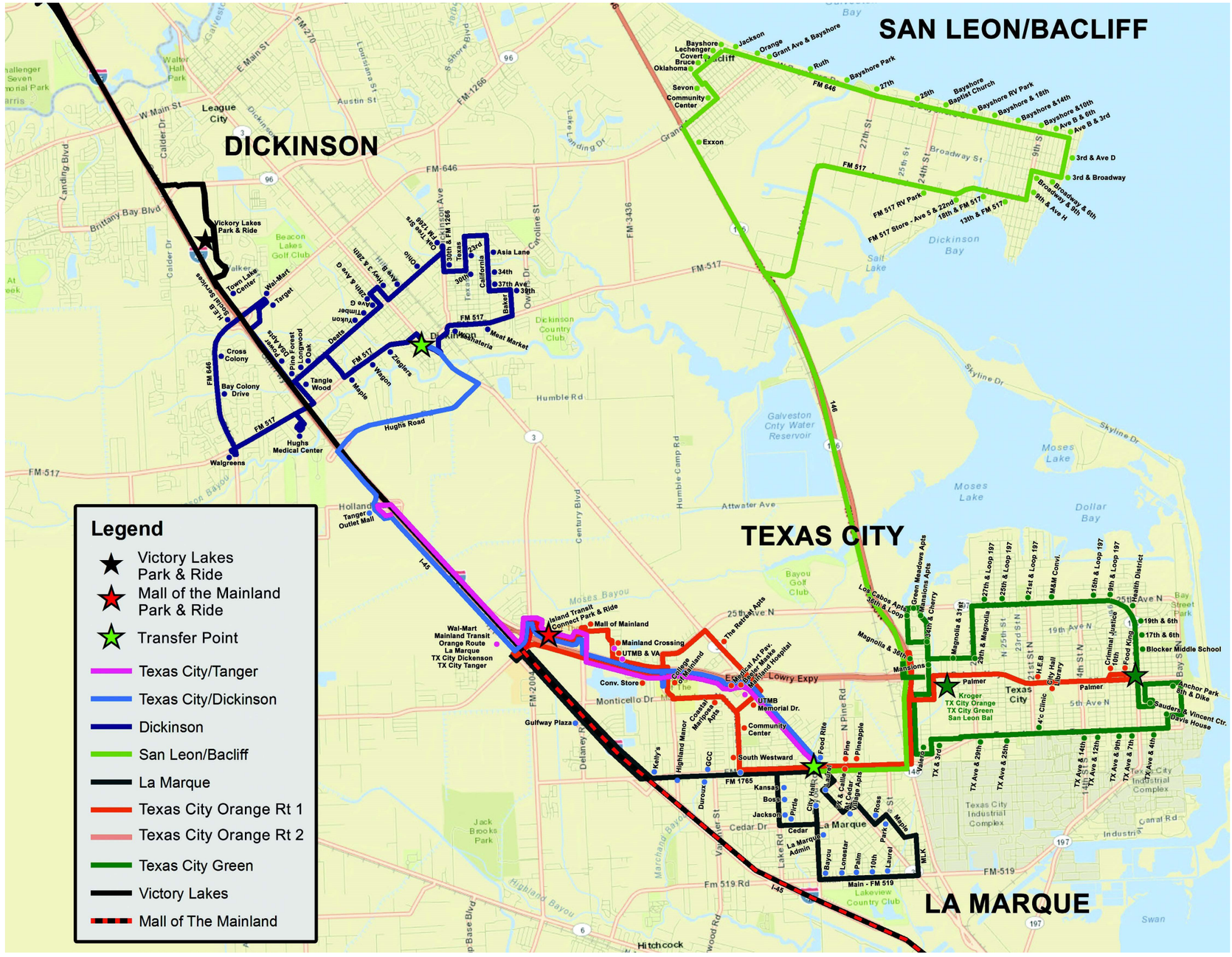
Pedestrian and Public Transit Conditions

In the spring of 2010, the City of Dickinson began providing fixed route bus service throughout the City by Connect Transit, the mass transit provider for Galveston and Brazoria Counties. The Gator Run, the City's fixed route transit service, provides a transportation alternative to a variety of service and retail providers. The Gator Run also connects to other routes offered by Connect Transit to enable riders to move from Dickinson north to NASA Road 1 and south to Galveston at an affordable cost. Figure 6.2 shows the Gator Run Route, as well as how it connects to other regional routes.

Connect Transit provides fixed rote bus service.

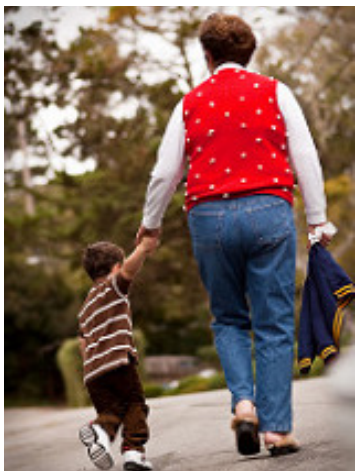
Image Courtesy of Gulf Coast Center (2016).

FIGURE 6.2 REGIONAL CONNECT TRANSIT FIXED ROUTE MAP



While the City does not currently have public transit stop infrastructure in place, the City and Connect Transit have developed a multi-year plan for the construction of public transit stop infrastructure, and Dickinson Management District #1 is providing annual local match funding for the installation of the infrastructure. The installation of the infrastructure will provide visitors and residents alike with visible landmarks to determine where to board the bus. In addition to public transit options, private taxi services are available.

For pedestrians, there are limited sidewalks in the City, and sidewalk conditions are diverse. Historically, the construction of sidewalks has been handled by TxDOT, since the majority of sidewalks in Dickinson are along FM 517 and SH 3. The only non-TxDOT major road that has a continuous section of sidewalk is Deats Road. Newer subdivisions are required to include sidewalks for residents. In older residential areas, sidewalks are noncontiguous and in most places nonexistent. The installation of sidewalks throughout the City could present an expensive hurdle since borrow ditches are common throughout the City, and property lines sometimes extend to the street, which in turn presents a lack of right-of-way for the City to construct a sidewalk.



Sidewalks and pedestrian facilities promote walkability for all ages.

Image Courtesy of David Goehringm, Flickr (2016). [2]

LOCAL AND REGIONAL PLANNING INITIATIVES

The State Highway 3 and FM 517 Access Management Plan ("AMP") was conducted in 2012 and 2013 with the purpose of developing an implementation plan of transportation improvements along these roadways to reduce crashes and improve mobility. [1] The City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan ("PTMP") was prepared for The City of Dickinson and Gulf Coast Center by The Goodman Corporation in 2013 for the purpose of providing a strategy to improve connectivity to local and regional transit opportunities as well as identifying infrastructure upgrades to promote walkability for pedestrians. The third study is the Regional Hike and Bike Trails Plan produced by H-GAC. Each of these studies provide information that assists the City in decision making concerning its comprehensive transportation strategy, and the plans are explained in further detail below. Copies of these studies are available on the City of Dickinson website in addition to hard copies that can be acquired from the Community Development Department at Dickinson City Hall.

State Highway 3 and FM 517 Access Management Plan ("AMP")

FM 517 and SH 3
Access Management Plan

The FM 517 and SH 3 Access Management Plan was developed by H-GAC, TxDot, Galveston County, Connect Transit, and the City of Dickinson along with League City

The SH 3 and FM 517 Access Management Plan was developed by the Houston-Galveston Area Council ("H-GAC") in 2012 and 2013, in partnership with Texas Department of Transportation ("TxDOT"), Galveston County, Connect Transit and the Cities of Dickinson and League City. H-GAC engaged stakeholders, a steering committee and the general public in the process of decision making. The development of the AMP included: a description and catalog of conditions along FM 517 and SH 3, including traffic volume, traffic calming and congestion level, speed limits, accident data and analysis, right-of-way, signalization, transportation-related policies, level of service for segments and intersections, and safety concerns, data collection from those who are affected by alteration of FM 517 and SH 3, analysis of current conditions, and provision of goals and recommendations for future improvements. The AMP was approved by the Dickinson City Council in November of 2013.

The AMP includes various short (0-5 years), medium (5-15 years), and long (15+ years) term recommendations as shown in Table 6.1.

TABLE 6.1 SH3 AND FM517 ACCESS MANAGEMENT PLAN RECOMMENDATION

	Short	Medium	Long
Traffic signal at Hughes Lane/Medical Park Drive	x		
Interection lane configuration and turn bay storage	x	x	
Upgrade intersection signal equipment	x	x	
Construct seperate speed differential lanes IH45 & FM 517 and FM517 & SH3	x	x	
Convert continuous turn lanes to raised medians	x	x	x
Add continuous sidewalks	x	x	x
Right-of-way acqusition	x	x	x
Addition of lanes		x	
Side street realignment		x	x
Thoroughfare planning to enhance connectivity and spacing	x		
Enhance landmark and aesthetic features	x	x	x
Grade seperation at intersections		x	x
Reconfiguration of IH 45 ramps		x	
Future development plans			x

The City of Dickinson Park & Ride and Pedestrian/ Transit Access Master Plan

The City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan ("PTMP") was developed by the Gulf Coast Center and The Goodman Corporation in 2013 and is based on guidelines provided by the Federal Transit Administration's Livable Communities Initiative (LCI)[3] .

The PTMP is organized into five general sections. The first is a study of the current transit service condition, followed by an analysis of demand for each commuter service. The study includes modeling of four major components: Dickinson Park & Ride, LCI streetscape improvements, bus stop improvements, and gateway treatments. The third step is a site proposal for a future park and ride facility. A benefit/cost analysis was used to estimate the cost of recommended bus stop infrastructure improvements. An outline of a multi-phased strategy to fund and implement the plan was included.

The PTMP provided the following recommendations:

Location of a future Dickinson Park & Ride on SH 3 at Mowat Drive. This would be implemented in two construction phases: phase one would consist of 201 parking spaces and phase two would consist of an additional 151 parking spaces, to accommodate future expansions.

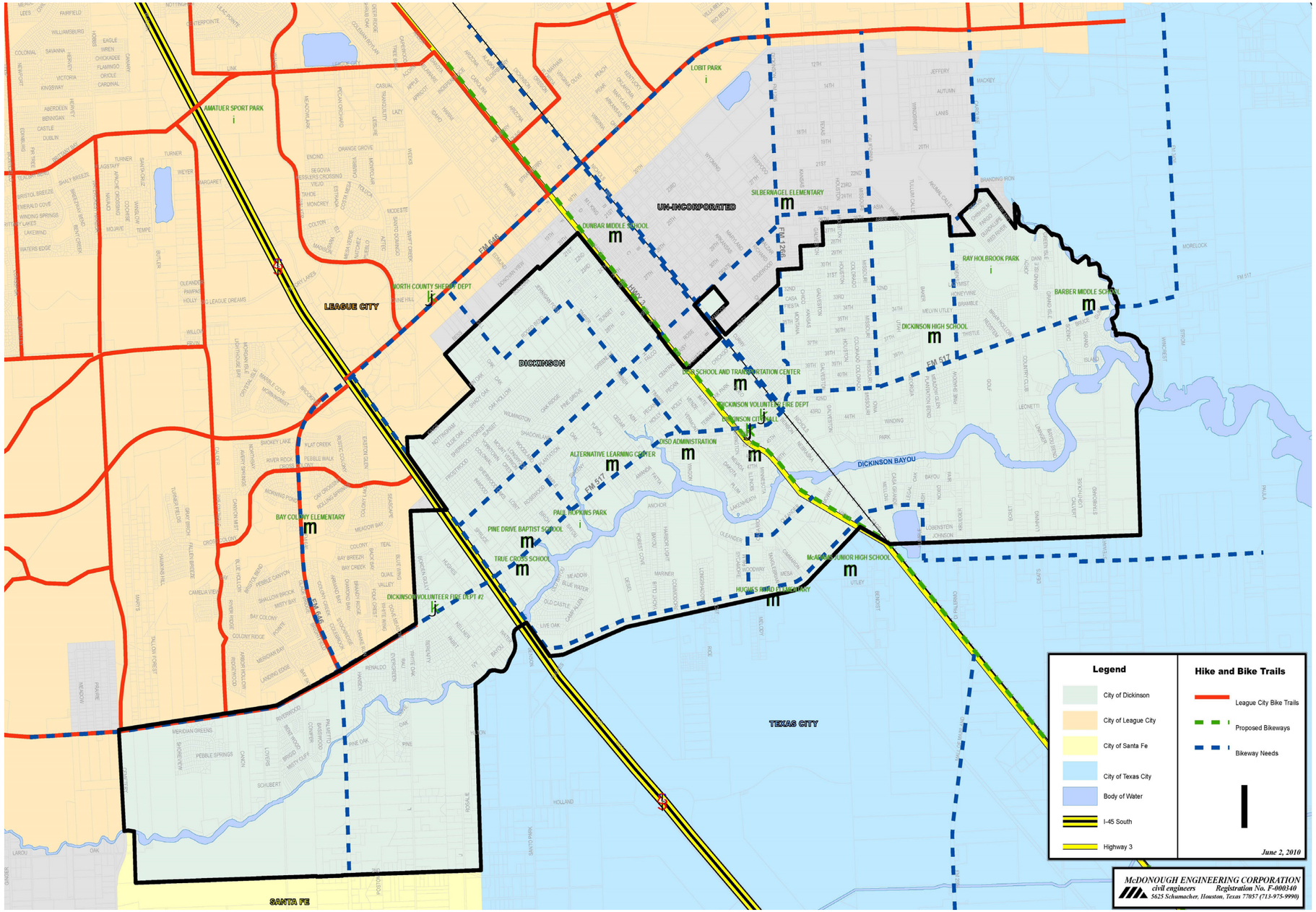
Improvement of pedestrian and transit streetscape infrastructure in the four following corridors:

- FM 517: Timber Drive to Liggio Street
- SH 3: Deats Road to FM 517
- SH 3: North of Deats Road to 21st Street
- SH 3: South of FM 517 to Oleander Drive

Construction of infrastructure for 40 bus stops located in Dickinson that would include Americans with Disability Act compliant ramps, pedestrian lighting, landscaping, bus stop signage and other related amenities depending on the needs of each bus stop.

Federal Transit Administration's Livable Communities Initiative provides guidelines for more transportation choices. Learn more at : www.fhwa.dot.gov/livability/

FIGURE 6.3 REGIONAL HIKE AND BIKE TRAILS PLAN



(H-GAC. 2010)

Dickinson, working in conjunction with The Goodman Corporation on behalf of Connect Transit and the Gulf Coast Center, has developed a 5-year plan for implementing bus stop infrastructure throughout the City, and Dickinson Management District #1 has set a policy of allocating $20,000.00 annually to be used as matching funds for grants that may be utilized by Gulf Coast Center for the bus stop infrastructure improvements.

Regional Hike and Bike Trails Plan

Although there are currently very limited facilities dedicated to non-motorized travel modes, there is a growing demand for walking, jogging and bicycling trails. In 2010, the Houston-Galveston Area Council created a Regional Hike and Bike Trails Plan that included the City of Dickinson and a proposed future Bike Lane was identified for SH 3 as reflected in Figure 6.3.

The H-GAC Regional Hike and Bike Trails Plan proposes future bike lane for SH-3

Future Thoroughfare Plan

Thoroughfare Systems Planning is the process used by cities and other governmental entities to assure development of the most efficient, safe, and appropriate street system to meet existing and future mobility needs of the public. Thoroughfare planning is interrelated with other components of comprehensive planning and urban development such as land use, housing, environment and public utilities.

The plans' purpose is to identify how streets and roads operate and are intended to operate, to provide guidance to local officials and property owners in the decision making process and to help ensure the construction of a safe, complete and functional roadway network. Through the use of functional classification, the Thoroughfare Plan provides a uniform and consistent design for all new or improved roadway facilities, which helps provide guidance to motorists with respect to utility, speed and land use. While the Thoroughfare Plan does not identify who is responsible for funding and, or building proposed thoroughfare improvements, including new roadways, it shall be considered to be standard operating procedure that developers are responsible for constructing and, or improving that portion of all roadways within or adjacent to their development, regardless of functional classification.

It is important to recognize that the alignments shown for proposed facilities represent desired corridors and are merely illustrative. The approximate alignments and right-of-way requirements for planned thoroughfares shown on the Plan should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways.

A number of elements must be considered in the process of developing a Thoroughfare Plan, including the Future Land Use Plan, travel demands, traffic and pedestrian movement and access requirements, and existing physical constraints to roadway construction. Moreover, special efforts will be required in the thoroughfare planning process to ensure that the integrity of residential neighborhoods are protected from unwanted and undesired vehicular traffic where possible.

EXISTING FUNCTIONAL CLASSIFICATIONS

Dickinson does not currently have a functional classification system for its thoroughfares, and the functional classifications of Dickinson established by TxDOT and Houston-Galveston Area Council ("H-GAC") are inconsistent. Consequently, this Transportation Chapter classifies Dickinson's roads and streets using a traditional roadway classification approach.

Streets in a community are categorized according to their function. In regard to motorized vehicles, streets have two major characteristics — they serve to provide mobility and to provide a path for motorists to access businesses, homes, schools and other destinations. In a Thoroughfare Plan, roadways are assigned a functional classification, which is a system used to categorize roadways based on a hierarchy that identifies its function as it relates to its posted speed limits, its Annual Average Daily Traffic ("AADT") and how many lanes it has.

Some streets, such as freeways and arterials, are designed with mobility in mind, and have limited access to decrease congestion and maximize mobility. Other streets, such as local streets, are designed with access in mind. Street classification can help property developers identify what type of traffic they can expect in the near or long term future. A clear and concise street classification system provides order and comprehension of how the roads are planned to function within an area.

Dickinson's Functional Road Classifications

The functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional road classes can be subdivided further into major and minor designations to further detail their role in the community. Dickinson's Road Classification Plan is graphically represented in Figure 6.4.

•Highway/Freeway: Permits movement for all sizes of vehicles (motor bike, private cars, buses and trucks) with posted speed limits above 50 MPH. It has limited access to other streets and guides traffic toward cities or towns through bridges or tunnels. This class does not have sidewalks or bike lanes.

•Major Arterial: Provide traffic movement through and between different areas within the city and access to adjacent land uses. Access is more controllable because driveway spacing requirements are much greater and, if safety dictates, overall access can be limited to specific turning movements.

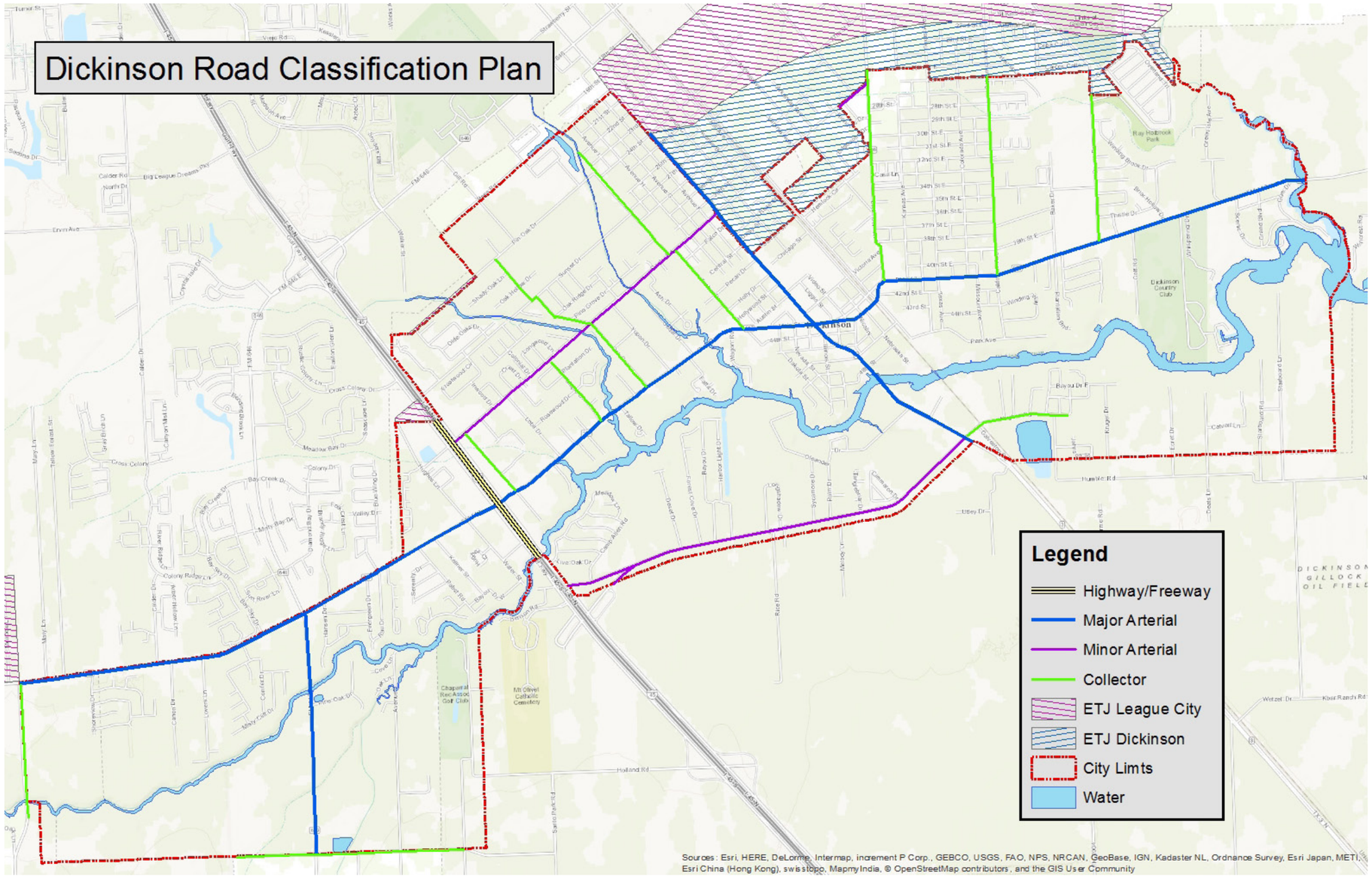
•Minor Arterial: Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connection of lower functional classifications and major Arterials.

•Collector: These streets are intended to balance traffic between arterial streets and local streets. Collector streets tend to carry a high volume of traffic over shorter distances, providing access and movement between neighborhoods, parks, schools, retail areas and the arterial street system

•Local Streets: Provide access adjoining properties by collecting the traffic from surrounding areas and distributing it to adjoining collectors or arterial streets.

The use of a traditional classification helps Dickinson understand the general nature of the existing roadways within the city limits.

FIGURE 6.4 CITY OF DICKINSON ROAD CLASSIFICATION PLAN



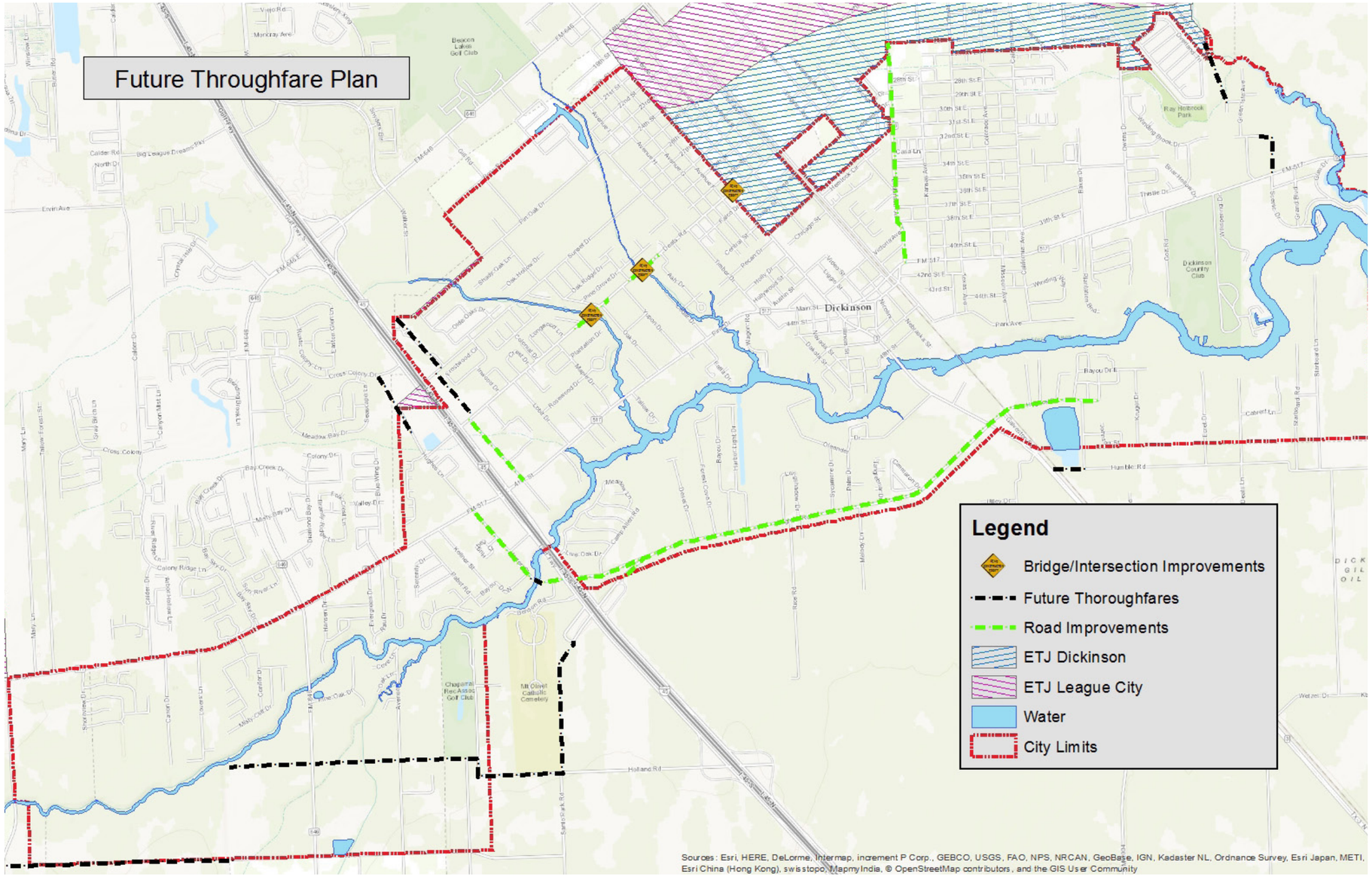
IMPLEMENTATION OF THE FUTURE THOROUGHFARE PLAN

Implementation of future thoroughfare system improvements occurs over many years and builds towards the ultimate thoroughfare system shown in the Future Thoroughfare Plan. The fact that a planned thoroughfare is shown in the Future Thoroughfare Plan does not represent a commitment to a specific timeframe for construction, nor that the City of Dickinson will build the roadway improvement.

The City of Dickinson, Dickinson Management District #1, Dickinson Economic Development Corporation, Galveston County Water Control & Improvement District #1, Galveston County, and Texas Department of Transportation, as well as private developers and land owners, can utilize the Future Thoroughfare Plan in making decisions relating to the planning, coordination and programming of future development and transportation improvements. By identifying future thoroughfare locations where right-of-way is needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public right-of-way and provision of setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing and planned thoroughfares.

The Thoroughfare Plan has long reaching effects on the growth and development in the Dickinson area since it guides the reservation of rights-of-way needed for future thoroughfare improvements. While other elements of the Comprehensive Plan look at foreseeable changes and needs over a 20-year period, thoroughfare planning requires an even longer-range perspective extending into the very long-term future. Future changes in transportation technology, cost structure, service demands for the transportation system and resulting long-term shifts in urban growth and development patterns require a farsighted and visionary approach to thoroughfare planning decisions.

FIGURE 6.5 CITY OF DICKINSON FUTURE THOROUGHFARE PLAN



Community Wayfinding Systems

In addition to pedestrian and transit systems, there is a need for the development of a community wayfinding system. A community wayfinding system is a coordinated and continuous system of signs, lighting fixtures, architectural style throughout a City that direct tourists and other road users to key civic, cultural, visitor, recreational attractions, and other destinations within a city or a local urbanized or downtown area. [4] Community wayfinding systems which include streets signs help to establish a sense of place and direction for pedestrians and motorists, as well as attract and retain potential shoppers to a specific area within a city.

GOALS, OBJECTIVES, AND ACTION ITEMS

Goal 8.1 Improve citywide mobility to accommodate present and future transportation needs

Objective 8.1.1 Ensure adequate connectivity and access throughout the city.

Action 8.1.1.1 Construct a new one-way thoroughfare from Sunset Drive south to Deats Road between Interstate 45 and the Frostwood Subdivision to provide for traffic to proceed south from Sunset Drive to Deats Road without having to travel through the Frostwood Subdivision.

Action 8.1.1.2 Extend Water Street/Medical Park Drive south across Dickinson Bayou to provide connectivity from the southbound feeder road of Interstate 45 to FM 517.

Action 8.1.1.3 Extend Hughes Lane north to Cross Colony Drive in League City, Texas to provide additional connectivity from FM 517 north.

Action 8.1.1.4 Develop a Master Sign Plan for the City that includes upgrading street signs and adding new wayfinding signage and promotes easy navigation throughout the City.

Action 8.1.1.5 Identify funding and implement the Master Sign Plan, including street signs throughout the City using a consistent look.

Objective 8.1.2 Reduce traffic congestion, improve safety of traveling public, and increase level of service in main traffic corridors.

Action 8.1.2.1 Work with TxDOT to eliminate a large portion of the continuous turn lanes through construction of raised medians from FM 646 to Spruce Street on FM 517 as recommended by the AMP by 2018.

Action 8.1.2.2 As TxDOT implements construction on the additional lanes for FM 517, encourage increasing the width of the raised medians and the addition of continuous sidewalks to increase pedestrian mobility as recommended by the AMP.

Action 8.1.2.3 Work with business owners to eliminate curb cuts to reduce the amount of entry and exit points on major roadways to decrease motor vehicle conflict points as recommended by the AMP.

Action 8.1.2.4 Coordinate with TxDOT to provide possible new traffic signal installation and provide adequate signal timing for motorists to enter businesses across high traffic volume intersections as recommended in the AMP.

Action 8.1.2.5 Work with TxDOT to update traffic signals throughout the City to pole and mast arm as roadway improvements are completed as recommended in the AMP.

Action 8.1.2.6 Work with TxDOT to improve traffic light signalization at the I-45 and FM 517 intersection.

Goal 8.2 Increase opportunities for multi-modal connectivity throughout the City and region

Objective 8.2.1 Promote citywide pedestrian mobility and livability.

Action 8.2.1.1 Expand the sidewalk inventory contained in the PTMP to capture data throughout the City.

Action 8.2.1.2. Develop a plan for constructing and maintaining sidewalk infrastructure, ADA ramps, and crosswalk infrastructure throughout the City to ensure pedestrian mobility is promoted City-wide.

Action 8.2.1.3 Target funding sources, submit grant applications for, and construct pedestrian improvements.

Action 8.2.1.4 Initiate a ranking process utilizing Pedestrian Level of Ser-

vice (PLOS) demonstration data as outlined in the Dickinson Park & Ride and Pedestrian/Transit Master Plan to select which sidewalk segments to submit to the Federal Transit Administration (FTA) for inclusion within a capital grant application.

Action 8.2.1.5 Utilize Letter of No Prejudice as basis to expend City funds towards pedestrian improvements that improve sidewalk infrastructure along SH 3 and FM 517, as identified in the Dickinson Park & Ride and Pedestrian/Transit Master Plan.

Action 8.2.1.6 Develop citywide wayfinding system and implement the signage program including street signs to direct vehicular and pedestrian traffic.

Action 8.2.1.7 Preserve existing and implement new beautification treatments along corridors.

Objective 8.2.2 Enhance regional mobility and connectivity options through public transportation.

Action 8.2.2.1. Continue to actively participate in the Galveston County Transit District.

Action 8.2.2.2 Identify funding for development of a potential park and ride facility as the inter-modal stops for Houston Metro, Gator Run buses, and future commuter rail services and as provided in the PTMP.

Action 8.2.2.3 Work with the Gulf Coast Center and the Goodman Corporation to implement a 5-year plan for all bus stop improvements for the Gator Run System.

Action 8.2.2.4 Continually reevaluate bus stops utilized by the Gator Run System with the Gulf Coast Center and the Goodman Corporation.

Action 8.2.2.5 Continue to actively participate in the Transportation Policy Council through the Houston-Galveston Area Council and request inclusion in the Galveston Corridor Planning Efforts as appropriate.

Action 8.2.2.6 Encourage connectivity between Connect Transit and Houston Metro through the Galveston County Transit District

ENDNOTES

[1] Kimley-Horn & Associates, I., CJ Hensch & Associates, I., AIA Engineers, Ltd., & Knudson, LP. (2013). FM 517 and SH 3 Access Management Plan. City of League City & Dickinson: H-GAC, TxDOT, City of Dickinson, City of League City & Connect Transit.pp.1-4

[2] "Neighborhood Walk, Excitedly" by David Goehring. Licensed under a Creative Commons Attribution 2.0 Generic (CC BY-NC-ND 2.0). Accessed 7 April 2016. https://creativecommons.org/licenses/by/2.0/

[3] The Goodman Corporation. (2013). The City of Dickinson Park & Ride and Pedestrian/Transit Access Master Plan. The City of Dickinson & Gulf Coast Center: the Goodman Corporation. p.ES-1.

[4] FHWA. (2009). 2009 Edition Chapter 2D. Guide Signs—Conventional Roads. (U.S. Department of Transportation Federal Highway Administration) Retrieved from Manual on Uniform Traffic Control Devices (MUTCD): http://mutcd.fhwa.dot.gov/htm/2009/part2/part2d.htm)