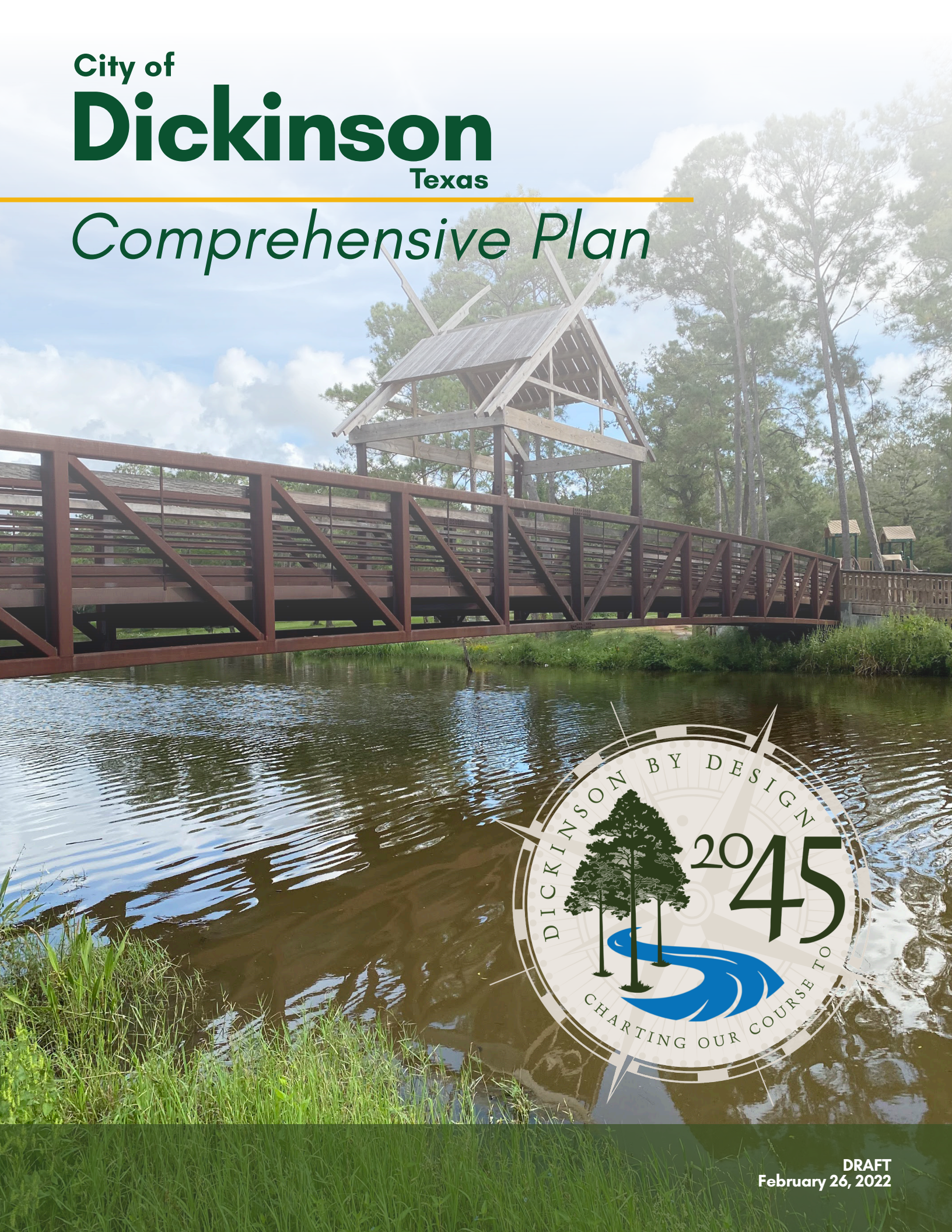


City of
Dickinson
Texas

Comprehensive Plan



Chapter 1

Introduction and Background

“ PLACEHOLDER FOR COMMUNITY SURVEY RESPONDENT QUOTE. ”

- Community Survey Respondent ”

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Purpose

The Dickinson Comprehensive Plan (hereafter referred to as "the Plan") is a long-range policy document establishing guidelines for Dickinson's physical and economic growth and development over the next 20 years. This Plan highlights key planning and policy considerations for the years ahead, summarizes the community's long-term vision for growth, provides data and analysis to inform goals and objectives, and assist in the development of programs, regulations, operational procedures, and public investments in the short and long term.

Engaging in a local comprehensive planning program will enable the City of Dickinson to have a greater measure of control over its future. Planning will enable the City to proactively manage future growth and development / redevelopment as opposed to reacting to development proposals on a case-by-case basis without adequate and necessary consideration of community-wide issues.

Benefits of a Comprehensive Plan

A comprehensive plan is a long-range (20 years), community-based, policy document that lays the groundwork for how communities can take charge of, invest in, and realize their future. The Plan can:



Provide public officials with a greater understanding of existing conditions in their community, the larger trends and forces that are impacting growth and development, and the potential consequences of decisions on land use and infrastructure investments



Establish priorities for implementation strategies and actions to achieve preferred outcomes



Place communities in favorable positions when pursuing and securing grants and capital partnerships



Offer an opportunity for constructive and meaningful public input, education, and engagement through a variety of forums; including one-on-one meetings, focus groups, town hall-style community workshops, and online surveys



Provide policy guidance and legally defensible basis for effective and implementable land development policies and regulations



Provide a framework to enable local officials to make better-informed decisions based upon a coordinated plan to guide the orderly growth and development of their community



Provide the umbrella for weaving together a series of small area plans, through which greater synergies can be achieved

Planning Authority

Unlike other states, municipalities in Texas are not mandated by state government to prepare and maintain local master plans. However, Section 213 of the Texas Local Government Code provides that, “The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality.” The Code also cites the basic reasons for long-range, community planning by stating that, “The powers granted under this chapter are for the purposes of promoting sound development of municipalities and promoting public health, safety

and welfare.” The Code also gives Texas municipalities the freedom to “define the content and design” of their plans, although Section 213 suggests that a master plan may:

- Include, but is not limited to, provisions on land use, transportation, and public facilities;
- Consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- Be used to coordinate and guide the establishment of development regulations.

Plan Approach

The Dickinson Comprehensive Plan follows an Existing City - Future City approach to plan development, providing a thorough understanding of the existing relationships between social, environmental (both natural and built), and economic municipal systems and the synergies therein. As outlined below, this approach involves five key phases:

1. The Existing City
2. Plan Direction and Assumptions
3. The Future City
4. Implementation and Intergovernmental Coordination
5. Plan Finalization and Adoption

The Plan focuses first on providing a regional and historical background, and a snapshot of existing conditions, through the lens of multiple plan elements, culminating in Chapter 1, *Introduction*, and *The Existing City Report*, the latter of which is Appendix A of the Comprehensive Plan. Chapter 1 includes a discussion about the City’s history, location and physical characteristics, and highlights the City’s demographic composition and trends. A summary of key demographic indicators, from the latest available U.S. Census data and other sources, illustrate historical and current conditions and context relevant to the Comprehensive Plan. *The Existing City Report* describes the existing conditions of key plan elements, including land use and development patterns, transportation, infrastructure and utilities, housing and neighborhoods, and economic development. *The Existing City report* also characterizes parks, open spaces, and natural resources, including water bodies, and floodplains in the community.

The Existing City report also summarizes existing conditions as well as the status of strategies and recommendations found within previous plans and studies developed by the City, Galveston County, and other entities that provide services to Dickinson residents - what has been implemented, and conversely, what have been the barriers to implementation. Rather than have each plan element and its preferred future conditions siloed into specific chapters, this approach to existing conditions analysis covers all the plan elements together, to further understand the inter-relationships between natural and built systems.



Playground at Paul Hopkins Park
Source: City of Dickinson

The next phase in the comprehensive planning process is *Plan Direction and Assumptions*, where the findings about current conditions within the existing city are summarized and combined with population projections to set the stage for and establish the trajectory of *The Future City* report.

The Plan Direction and Assumptions phase involves:

- Itemizing a core set of assumptions upon which the Dickinson Comprehensive Plan will be based, especially related to projected population;
- Highlighting the key opportunities and challenges the community will face in the years ahead, which the Plan will address; and
- Drafting a series of guiding principles for the plan that will be refined in conjunction with each of the major planning topics considered during *The Future City* report.

As mentioned, comprehensive plans are future-oriented, and prescribe policies that are intended to advance a set of preferred conditions. As such, *The Future City* component and its implementation strategies, recommended programs and projects will be the focus of the Plan. *The Future City* portion of the Dickinson Comprehensive Plan includes recommended strategies, programs and initiatives, actions and projects for accommodating growth, development and redevelopment of the City’s neighborhoods and corridors, enhancing quality of life, creating resilience to flooding and other natural events, and improving economic well-being.

Within the *Implementation and Intergovernmental Coordination* phase, the provisions of *The Future City* report will be consolidated into an overall strategy

for executing the Dickinson Comprehensive Plan, particularly for the highest-priority initiatives that will be first on the community’s action agenda, as well as a longer-term series of implementation efforts anticipated over the next decade. This section will also outline crucial procedures for monitoring and revisiting the plan policies and action priorities every year, and for completing future plan updates at appropriate milestones. These processes provide an essential “feedback loop” into the City’s long-range planning and strategic decision-making, leading to necessary plan adjustments based on implementation successes and challenges and ongoing changes in physical, economic and social conditions in the community and region. Administrative activities include outlining the required organizational framework to ensure successful implementation of the plan, including the presumed roles of elected and appointed officials, departmental staff, boards and commissions, and general public; plus ongoing monitoring and reporting, as well as necessary interaction with other public and private implementation partners:

- Coordinate with City staff to compile from the Draft Plan those action items that are near-term and strategic in nature so they may be addressed in more detail in the Implementation element and focused on during the third and final joint workshop with the City Council, and Comprehensive Plan Advisory Committee (CPAC).
- Clarify respective implementation roles of the City Council, Planning and Zoning Commission, and City staff.
- Highlight opportunities for the City to coordinate implementation efforts with other key agencies and entities, with other jurisdictions as appropriate, and with other private and non-profit partners.
- Embed an annual review and reporting function into the implementation program to provide a means for gauging progress and ensuring accountability.

The final phase of the planning program is Plan Finalization and Adoption and will involve final public review and input from the City’s Planning and Zoning Commission and City Council, leading to adoption of the Comprehensive Plan. The final Comprehensive Plan document will be structured to comprise of the following:



**Introduction /
Plan Direction and
Assumptions**



**The Future City
Report**



**Implementation
Plan**



**Appendix A:
The Existing City
Report**

Plan Focus Areas

As mentioned, the Comprehensive Plan is organized around key plan elements, or focus areas. Below is a description of each plan element.

Built Environment

Land Use, Character, and Development

The *Land Use, Character, and Development* plan element assesses the community's long-range development outlook and establishes guidance for making policy decisions about the compatibility and appropriateness of individual developments within the context of the larger community. Other considerations include City capabilities for preserving valued areas and lands, protecting the integrity of neighborhoods, and safeguarding and enhancing community character.

Growth Capacity and Infrastructure

The *Growth Capacity and Infrastructure* plan element evaluates the City's direction of growth; opportunities, limitations, and capacities of infrastructure (e.g., water, wastewater, and drainage); and public services (e.g., fire, EMS, and police protection); and projected build-out.

Housing and Neighborhoods

The *Housing and Neighborhoods* element assesses the local housing market and evaluates the design and planning of neighborhoods within the context of the City's current development and federal flood regulations, and the impact this has on housing development, community form, land use compatibility and connectivity. Housing development options, including higher density, 'missing middle' housing typologies, are evaluated and policy adjustments recommended to encourage a variety of housing developments to suit a range of social needs.

Transportation and Mobility

The *Transportation and Mobility* element ensures orderly development and improvement of the City's transportation system, considering facilities for automobiles and other modes of micro-mobility and active transportation (e.g., pedestrian and bicycle circulation), existing and future public transportation needs, and first- and last-mile considerations.

Community Economics and Resources

Economic Development

The *Economic Development* element assesses Dickinson's appeal to prospective employers through examining the City's economic development ecosystem, including industrial composition and major employers; workforce, geographic location

and transportation access; telecommunications and other infrastructure (planned and existing); available shovel-ready sites; and financial incentives. This section summarizes key regional and local economic, social and environmental indicators to illustrate historical / current conditions and context.

Parks, Recreation, and Open Space

The *Parks, Recreation and Open Space* element evaluates the community's open space and "green infrastructure" amenities, particularly the parks and recreation facilities within Dickinson which are owned and administered by Galveston County, open space areas and linkages, and critical natural resources. This analysis identifies any deficiencies in the provision of parks and facilities, and recreational programs; evaluates whether existing facilities are consistent with the community's preferences; ensures future land acquisition for parks and facility improvements keep pace with new development and the recreational needs of the community.

Community Resilience

The *Community Resilience* element analyzes Dickinson's environmental quality, sustainability, and hazard mitigation; and builds on documented flood risk to homes and businesses utilizing National Flood Insurance Program (NFIP) maps. This element will highlight recommendations and strategies for increasing community resilience through local land use and building regulations as well as innovative infrastructure and open space strategies for reducing risks to real property.

Community Wellbeing

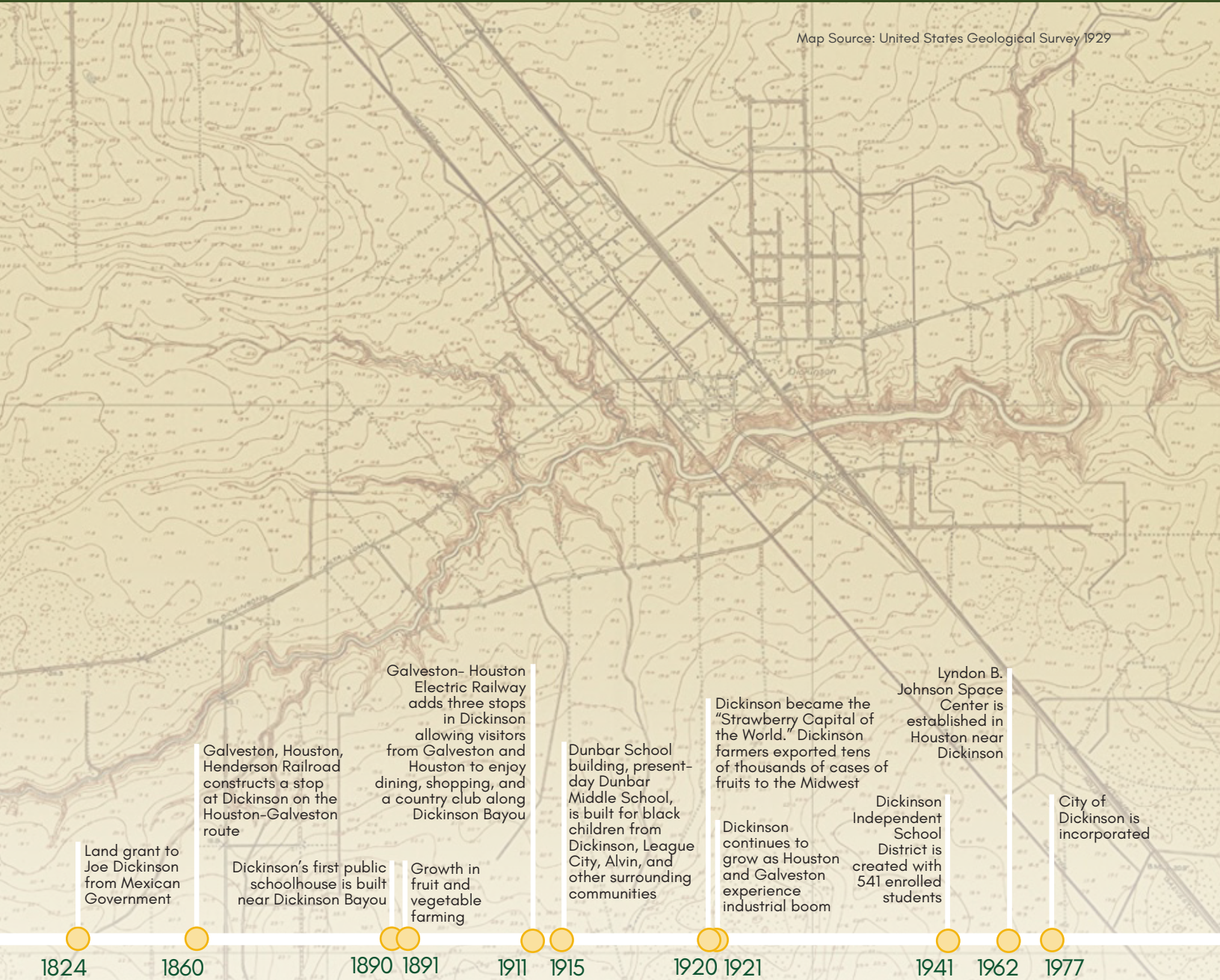
Using conventional and readily available health indicators, the community wellbeing focus area examines the general health of local residents in response to issues pertaining to Dickinson's built environment and access to healthy lifestyles and floodways, and the ability of residents' option to be healthy if they so choose.

Fiscal Impact Assessment

The fiscal impact assessment focus area is a key component of *Implementation and Intergovernmental Coordination* report. The fiscal impact assessment employs property assessment, parcel, and sales tax data to understand and visually display market variability and variation in tax valuations. The analysis includes assessing sales and property tax streams to determine the economic potency of various land uses in Dickinson. An integral component of the fiscal impact assessment will be an evaluation of proposed new developments and the resulting costs and revenues for the City, which will help determine the impacts of various development types on long-term municipal finances and the provision of services by the City.



Map Source: United States Geological Survey 1929



Community Profile

Background and Context

As one of the suburban cities in the southeast of the Houston Metropolitan Area, Dickinson is a tree-lined residential community just north of Galveston. According to the U.S. Census, with a population of 20,754, Dickinson is one of the smaller cities in Galveston County (2015-2019 ACS Community Survey). It is bounded on all sides by other suburban communities, including League City to the north, Texas City to the east and south, and Santa Fe to the west and south. Only three miles away from the Galveston Bay at its eastern boundary, Dickinson spans over 6,585 acres and is bisected by IH-45 and other major roadways, and Dickinson Bayou.

The Dickinson Bayou serves as a significant natural amenity for Dickinson residents as it traverses through the city and flows eastward to Dickinson Bay, a secondary bay of the larger Galveston Bay. Dickinson's topography is defined by flat prairie land and the Dickinson Bayou watershed.

Approximately 70 percent of the city is in the Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The City of Dickinson's extraterritorial jurisdiction (ETJ) is limited to 421 acres at the northeastern border with League City, as illustrated in Map 1.1, *Regional Context*.



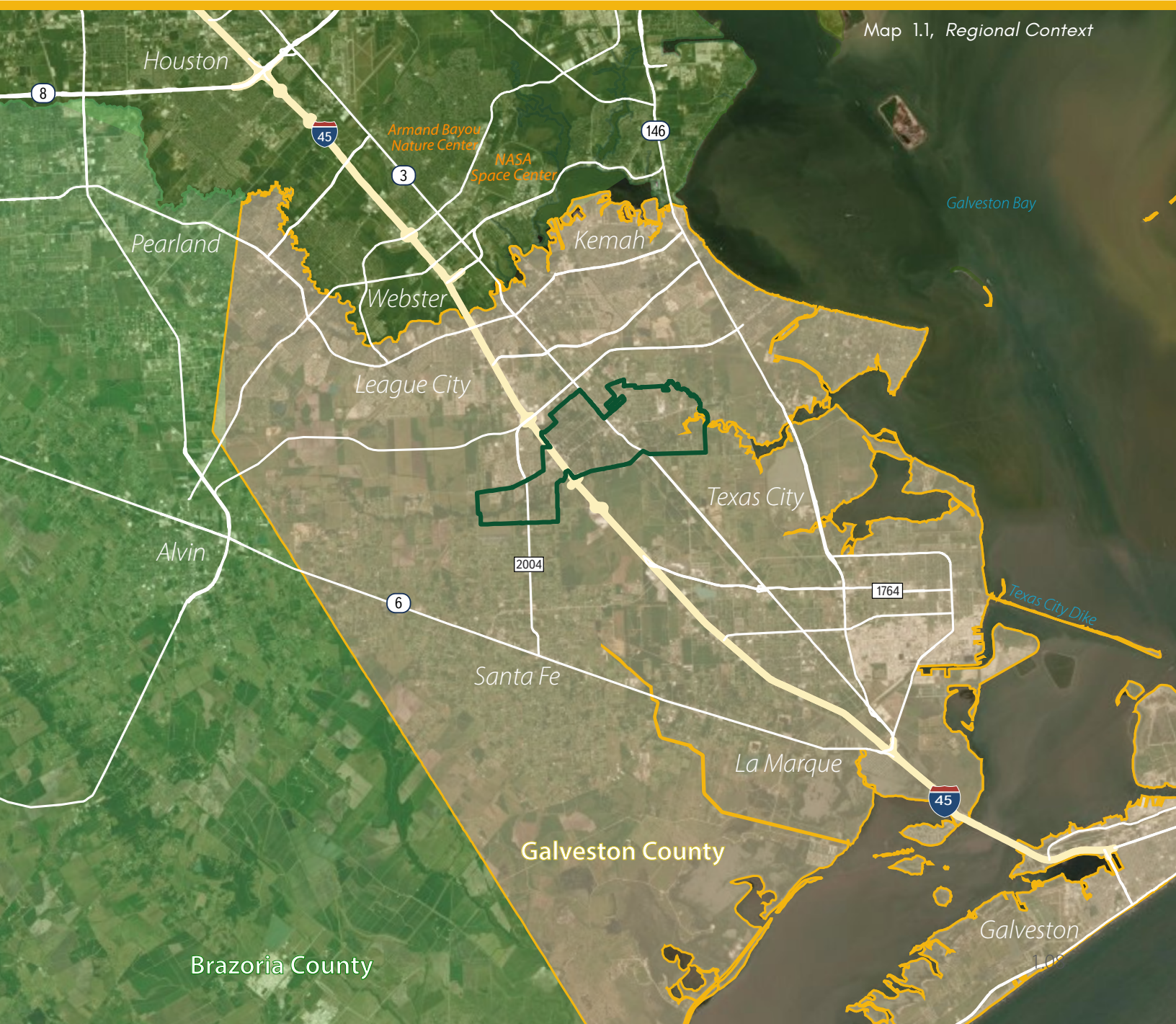
Source: University of Texas at San Antonio Libraries Digital Collection



Source: Dickinson Historical Society



Source: Dickinson Historical Society



Map 1.1, Regional Context

■ Past Planning Efforts

This section presents the key findings from recent local, special district, and county planning efforts impacting Dickinson's growth and development.

2015 Dickinson Comprehensive Plan

Dickinson City Council adopted the Dickinson Comprehensive Plan 2015 to 2030 in September 2016 as the City's official comprehensive plan. This comprehensive planning process included several public engagement activities and input from citizens, organizations, and civic leaders, to establish the following key goals and objectives.

Goals and Objectives:

- Diversify future land use patterns by mixing uses to promote commercial and retail development for job growth and property tax support
- Encourage appropriate commercial and retail development 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
- Promote and increase tourism
- Diversify housing stock to include a full range of housing types and values to accommodate various income levels
- Provide appropriate and desirable city facilities and services
- Encourage sustainability and resiliency
- Improve mobility city-wide to address transportation needs; increase opportunities for multi-modal connectivity

Key Actions:

- Update the City's zoning ordinance to meet desired future growth patterns
- Amend Zoning Ordinance with new zoning districts for Light Industrial, and Highway Commercial
- Acquire key parcels of land for master commercial development
- Encourage and facilitate development within the Highway 3 Overlay District to the greatest extent possible
- Develop the City Center that may serve as a new business incubator
- Partner with commercial property owners, commercial real estate brokers, and community business leaders to facilitate recruitment of targeted businesses
- 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

- Engage in ongoing strategic transportation and mobility planning to help ensure adequate capacity and efficiency for the City's thoroughfare system
- Establish and implement a Parks and Recreation Department within the City
- Facilitate the growth of the commercial property tax base from 22 percent to at least 30 percent of the City's total property tax base by the end of 2020
- Mount a public relations campaign designed to maximize media exposure for significant economic development accomplishments and opportunities
- Market and promote activities that attract outside visitors to Dickinson in support of retail, service and hotel businesses
- Evaluate policies and ordinances to ensure residential developments accommodate a wide array of housing types, including those designed for persons with special needs
- Promote new single family developments
- Evaluate possible revisions to zoning requirements to encourage mixed-use developments
- Using the Planned Development ("PD") process, encourage developers to include different lot sizes and amenities in their developments
- Facilitate construction and expansion of a new Police Station building
- Create a Building Maintenance Plan for all City facilities
- Continue to collaborate with Dickinson Volunteer Fire Department
- Develop a sports complex to include ball fields, tennis courts, a possible swimming pool, concessions, restrooms, and parking
- Construct a new one-way thoroughfare from Sunset Drive to Deats Road between Interstate 45 and the Frostwood Subdivision to enable traffic to proceed from Sunset Drive to Deats Road without passing through the Frostwood Subdivision
- Develop a Master Sign Plan for the City that includes upgrading street signs and adding new wayfinding signage that promotes easy navigation throughout the City
- Develop a plan for constructing and maintaining sidewalk infrastructure, ADA ramps, and crosswalk infrastructure
- Preserve existing and implement new landscape beautification treatments along corridors
- Encourage connectivity with Houston Metro through the Galveston County Transit District

2009 Dickinson Bayou Watershed Protection Plan

Developed by the Dickinson Bayou Watershed Partnership in 2009, the Dickinson Bayou Watershed Protection Plan (DBWPP) outlines a series of actions to help improve the overall health of the watershed and reduce the amount of pollutants entering the Bayou in the short term (five years) and long term (twenty years).

Goals and Objectives:

In the short term, the plan proposes:

- Pollutant reduction targets of 23,394 pounds / year of total nitrogen (six percent reduction), 5,816 pounds / year of total phosphorous (five percent reduction)
- Bacteria reduction target of 1.9×10^6 billion colonies / year of bacteria (15 percent reduction)
- Preserve 1,000 acres of land by utilizing the Clean Water Act Section 319 watershed implementation plan grant

In the long term, the plan proposes:

- Installation of stormwater best management practices, including developing a stormwater treatment wetland
- Land preservation of 4,200 acres of natural areas in the watershed for stormwater detention, wildlife habitat, and maintaining a sense of place and heritage that showcases the Gulf Coast prairie and forest ecosystems
- Developing "liveable centers"



Dickinson Bayou facing east at Union Pacific railroad bridge
Source: Half Associates



Aerial view of the diamond fields at Ray Holbrook Park
Source: Half Associates

2017 Galveston County Parks, Recreation and Open Space Master Plan

The Galveston County *Parks, Recreation and Open Space Master Plan* is an update to the County's 2011 parks master plan. It describes the County's inventory of parks and recreational facilities, demographic trends and population forecast, and undertakes and assessment of needs for parks and recreation.

Key Implementation Strategies:

- Work with area jurisdictions to link County parks to the existing and proposed trail system
- Increase operational and maintenance efficiencies by working with local municipalities on park properties within local jurisdictional boundaries
- Develop an annual capital fund for upgrading playgrounds, park shelters, and picnic areas
- Develop a tree replanting and maintenance program that promotes exemplary tree health
- Build out the remainder of Ray Holbrook Park



2020 Dickinson Independent School District Improvement Plan

The Dickinson Independent School District Improvement Plan undertakes a comprehensive needs assessment, which specifies priorities for addressing the school district's needs in 2020 and upcoming years; and lays the groundwork for campus improvement plans and utilization of federal, state, and local funding. According to the 2020 Dickinson Independent School District Improvement Plan, the Dickinson Independent School District (DISD) serves 11,655 students on 17 campuses in the communities of Dickinson, Bacliff, and San Leon. Identified as a fast-growing school district by the Texas Education Agency, DISD is facing staff quality, recruitment, and retention challenges.

Key Recommendations:

- For improved teacher preparation the 2020 Dickinson Independent School District Improvement Plan lays out recommendations for staff members attending a variety of area job fairs and active recruitment from university and colleges throughout Texas and partnering with several universities' teaching programs
- To advance teacher retention, this plan recommends competitive salaries, supportive administration, good benefits, and quality mentoring
- For a rapidly diversifying student population, the plan recommends a focus on improving student attendance and improving disproportionate disciplinary responses for students in special education
- To improve student achievement, the plan identifies Dunbar Middle School in Dickinson among four other campuses for targeted support and improvement



DISD student doing homework
Source: DISD

FM 517 and State Highway 3 Access Management Plan

The FM 517 and State Highway 3 Access Management Plan provides an implementation road map for transportation improvements along FM 517 and State Highway (SH) 3 to help reduce conflict areas, improve mobility, and accommodate existing businesses as well as future development.

Published in 2013 by the Houston-Galveston Area Council (H-GAC) the plan recommends improvements to the two corridors to enhance safety by modifying roadway locations that experience high crash rates as well as improve regional mobility by creating a network with improved vehicular flow to help alleviate some of the congestion that occurs in high-density areas. The planning process included an outreach approach that utilized dynamic communication tools with a steering committee, stakeholders, and the general public to draft community-specific goals.

Key Goals:

- Improve safety for all modes of transportation
- Improve mobility
- Strategize access management without hindering development
- Improve multi-modal connections in the corridors
- An open public process
- Implement a uniform access management policy

The FM 517 and SH 3 Access Management Plan undertakes a review of existing conditions and roadway and access inventory for FM 517 and SH 3 and determines the existing intersection operational analysis for major intersections in the corridors. The plan recommends implementation actions in Dickinson for aesthetic improvements through landmark development, traffic signal improvements through managed and synchronized signal timing and installing traffic signal infrastructure; roadway segment improvements through spaced median openings, new signal installation, and roadway realignment. These improvements are recommended for short, medium and long term implementation on Baker Drive, California Avenue, Dickinson Avenue, Maple Drive, Owens Drive, and Texas Avenue.

2013 Pedestrian / Transit Access Master Plan

The Pedestrian / Transit Access Master Plan was a collaborative effort between the City of Dickinson and the Gulf Coast Center, Dickinson's primary transit service provider in 2013. The transit access plan acknowledges the growing need for improved pedestrian infrastructure and increased transit access in Dickinson and provides a strategy to improve Dickinson's connectivity to local and regional transit while enhancing the walkability of the pedestrian environment.

The Master Plan recommends utilizing federal funding and leveraging local sources to fund the proposed projects. Some of the federal and local funding sources include Federal Highway Administration

Funding, Community Development Block Grants and Section 108 Loan Programs through the Department of Housing and Urban Development.

Key Recommendations:

- Developing Dickinson Park and Ride on State Highway 3 and Mowat Drive as a parking space facility with over 200 parking spaces and three full-sized bus berths for a cost of \$1.3 million
- Streetscape improvements for improved pedestrian access to transit infrastructure along State Highway 3 and FM 517 for \$2.1 million
- Bus stop improvements at all bus stops in Dickinson at a cost of \$1.1 million
- Gateway improvements and landscaping treatments on FM 517 at Gum Bayou at a cost of \$230,080

Installation of new drainage infrastructure
Source: City of Dickinson



Recent Accomplishments

This section presents the key findings from recent local, district, and county planning efforts impacting Dickinson's growth and development from **2016-2020**.

Dickinson Public Library

- Created and implemented a technology plan to support and provide emerging technology for the community.
- Added S.T.E.M and S.T.R.E.A.M programming to enhance learning opportunities for the children in the community.
- Initiated adult makerspace programming to provide creative outlets for adult patrons.
- Initiated the "1,000 Books Before Kindergarten" initiative to promote early literacy.
- Added AWE computers to the children's area to promote engaging and relevant content for children.
- Transitioned the library to being a fine-free library to eliminate access barriers to information for all segments of the service community.
- Created a self-serve station for faxing, copying, scanning and mobile printing to provide technology literacy opportunity to the community.
- Introduced Mango languages database to utilize for English as a Second Language (ESL) classes.

Dickinson Police Department

- Continued to utilize the "Police One Academy" online training program to satisfy mandatory TCOLE (Texas Commission on Law Enforcement) training requirements
- Completed the purchase of the following capital assets: vehicles & associated equipment, Taser replacements, in-car camera upgrades/replacements, ballistic vest replacements, 800MHz radio replacements, back-up server replacement and hand-held firearm transition.
- Worked with TPCA & IACP to reinstate the Federal Equitable Sharing Program (Seized Funds) for local law enforcement agencies.
- Implemented and deployed a comprehensive action plan to address issues related to the approach, duration, and recovery from Hurricane Harvey, the worst natural disaster the City has every experienced.
- Completed multiple projects in 2019 including upgrades to the training room furniture, dispatch console, in-car camera system for all marked units, tablets for investigators, interview room camera system, evidence server and the replacement of five police vehicles within the fleet.
- Completed the Department's second re-recognition of the Texas Police Chief's Association best practices program.

Emergency Medical Services

- First full year of participation in the Texas Ambulance Supplemental Payment Program - first year to start receiving funds from this program.
- Partnered with DISD to train all DISD staff on "Stop the Bleed" training; provided "Stop the Bleed" kits that were placed with every AED (Automated External Defibrillator) at each DISD campus.

Animal Services

- Petco granted Bayou Animal Services \$500,000 for the work done during Hurricane Harvey.

Volunteer Fire Department

- Established of the Fire Protection District through WCID#1 & TCEQ in 2017 to provide mandatory funding on the water bill.
- Replaced a 1978 Ladder truck donated by BP with a newer used 2006 Ladder truck in 2019.
- Replaced 40 non-NFPA compliant SCBA's (self-contained breathing apparatus) in 2021.

City Facilities

- Dickinson Historic Railroad Center undergoes light remodel.
- Stabilized foundation issues at Dickinson Public Library.
- Coordination of contract services such as holiday decorating, lawn care, and custodial services.

City of Dickinson Finance Department

- FOA Distinguished Budget Presentation Award FY16 - FY20.
- Finance Director achieved CGFO (Certified Government Finance Officer) certification.
- FY20-21 transitioned to new provider of banking/financial services.
- FY21-22 adding full time staff position to better serve the City.

City of Dickinson Information Technology (IT) Department

- Migrated the Public Works Department, Bayou Animal Services, and the Historic Railroad Center to the PS Lightwave fiber circuit for Internet access and connectivity to the City's network.
- Implemented a cloud backup system to store and maintain City data.
- Migrated Central Fire Station, Historic Railroad Center and Public Works Facility over to the City's phone network.
- Purchased and installed a new server for storing law enforcement crime scene photos and video evidence.
- Installed the Belarc software to monitor the inventory and installed programs on all city owned computers.

City of Dickinson Public Works Department

- Reconstructed partial drainage outfall into Dickinson Bayou, from Blue Water Lane to Old Castle Lane.
- Removed and replaced large, storm sewers connected to both channel crossings under roadway, replaced metal beam guard fence, and added concrete slope paving and rip-rap at ends of storm sewer on Oleander Drive at both channel crossings.
- Removed and replaced concrete, curb-and-gutter roadways and driveways, including replacements of storm sewers, manholes, and inlets, at Old Bayou Drive and bisecting residential roadways. Utilized Tideflex check valves at upstream end of outfall pipes to Dickinson Bayou (to impede channel back flow into neighborhood).
- Improved/restored sections of Briar Glen Ditch (trapezoidal earthen channel) including the replacement of storm culverts at roadway crossings.
- Removed and replaced asphalt roads with 20 ft. wide concrete at same roadway width and driveway improvements, including adjusted ditches and culverts as necessary; Improvement are along 35th Street, Nebraska Street, Johnson Street, Gill Road, Hollywood Street, Mariner Way, Pine Oak Circle, 29th Street, 26th Street, Luning Road, Winding Way, Benson Street, Chicago Street, Woodlawn Street, Holly Drive, and Timber Lane.



Demographic Profile

This section utilizes data from the U.S. Census to present Dickinson's key demographic and socio-economic characteristics (2015-2019 Community Survey).

The **median age** in Dickinson is significantly **higher** than the median age in the Houston Metropolitan Area and Texas.

Dickinson's **average household size** is **smaller** than that of the Houston area and Texas.

Dickinson's **average family size** is **smaller** than the Houston Area's and Texas'.

Dickinson's **median household income** is over 9 percent **higher** than the Houston Metro Area's.

The median household rent is slightly lower than the state and Houston area.

Dickinson's median home value is lower than the state and Houston area median value. Lower home value, along with lower rent, indicates greater affordability of housing in Dickinson compared to other communities.

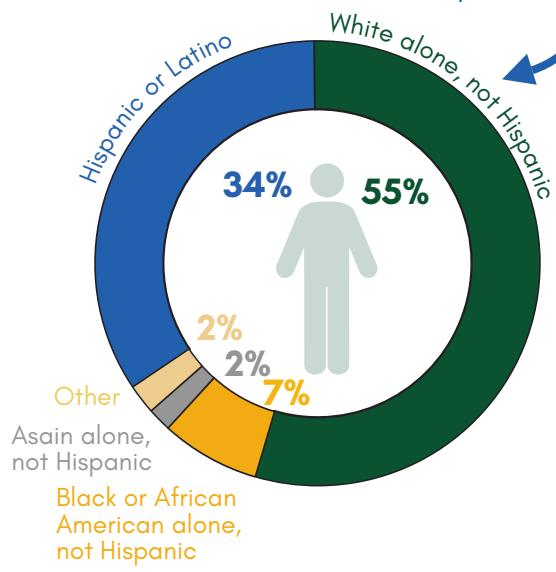
Dickinson has lower rates of poverty compared to the state and Houston area.

Dickinson has a higher percentage of population over the age of 18 participating in the labor force compared to the state and Houston area.

	City of Dickinson	Houston Metropolitan Area	Texas
Median Age	40.2	34.9	34.4
Average Household Size	2.62	2.87	2.85
Average Family Size	3.16	3.46	3.46
Median Household Income	\$61,541	\$55,910	\$61,874
Median Rent	\$935	\$1,101	\$1,045
Median Home Value	\$159,300	\$193,900	\$172,500
Poverty	11.8%	16.4%	14.7%
Labor Force	69.8%	67.2%	64.7%

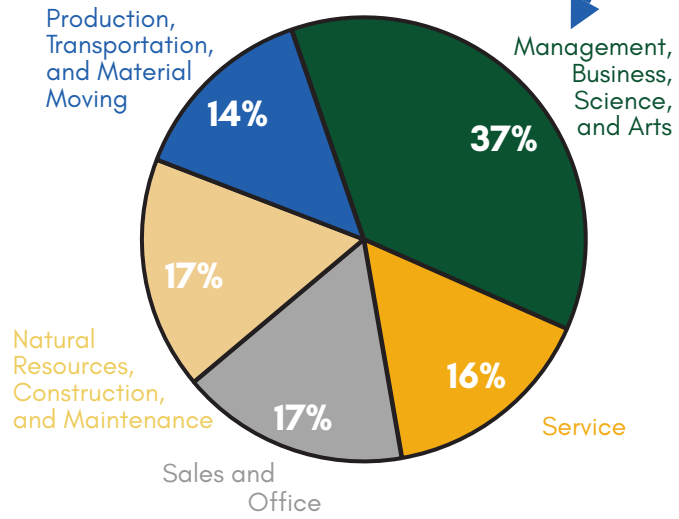
Race and Ethnicity Profile

A majority of Dickinson residents are 'White alone or Hispanic.'



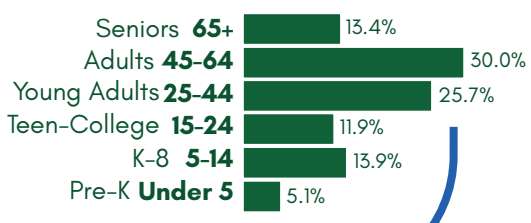
Occupation

Dickinson residents are employed relatively evenly among different occupations.



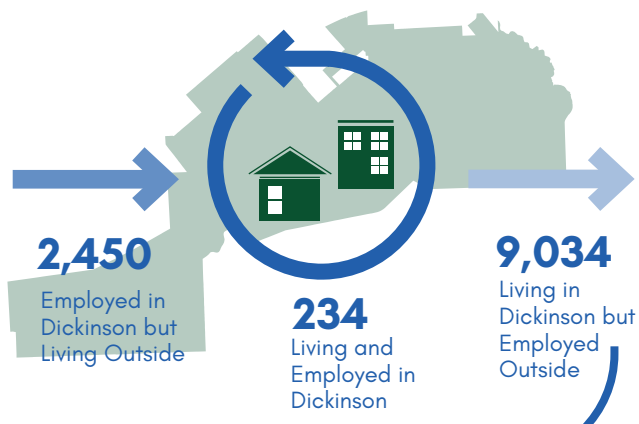
Note: Percentages may not equal 100 percent due to rounding.

Population By Age



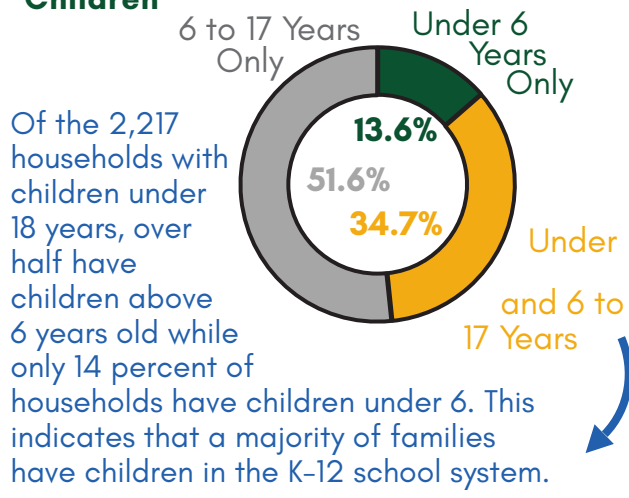
Over 30 percent of Dickinson's population is under 24 years old.

Employment and Resident Inflow and Outflow



A majority of Dickinson's residents leave the community for work.

Households with Children



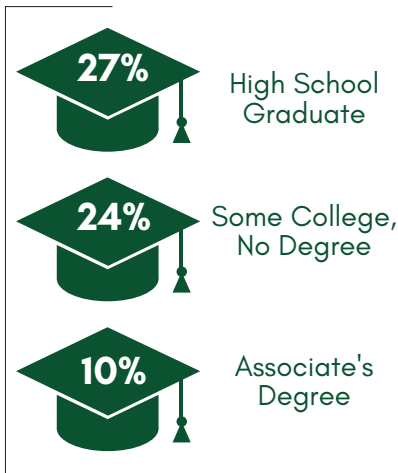
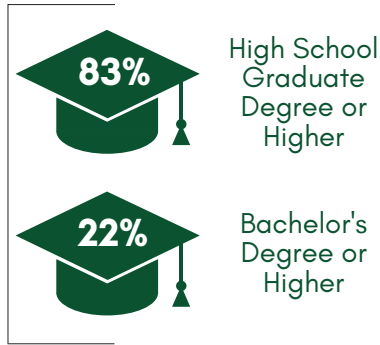
Of the 2,217 households with children under 18 years, over half have children above 6 years old while only 14 percent of households have children under 6. This indicates that a majority of families have children in the K-12 school system.

	Number of People	Percent of People
Employed in Dickinson	2,684	100.0%
Employed in Dickinson but Living Outside	2,450	91.3%
Employed and Living in Dickinson	234	8.7%

	Number of People	Percent of People
Living in Dickinson	9,268	100.0%
Living in Dickinson but Employed Outside	9,034	97.5%
Living and Employed in Dickinson	234	2.5%

Note: Percentages may not equal 100 percent due to rounding.

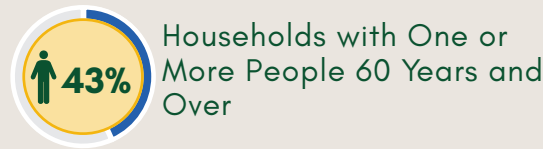
■ Educational Attainment



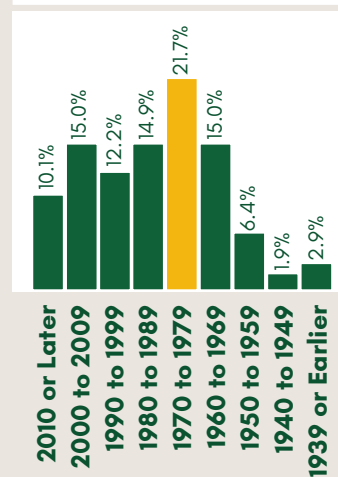
83 percent of Dickinson residents have a high school graduate degree or higher. 22 percent of Dickinson residents have a Bachelor's Degree or higher, which is a lower attainment rate than the national rate of 33.1 percent (2019 American Community Survey).

■ Housing

Almost a third of households in Dickinson have one or more people under 18 years of age, while 43 percent of households have one or more people 60 years of age or over.

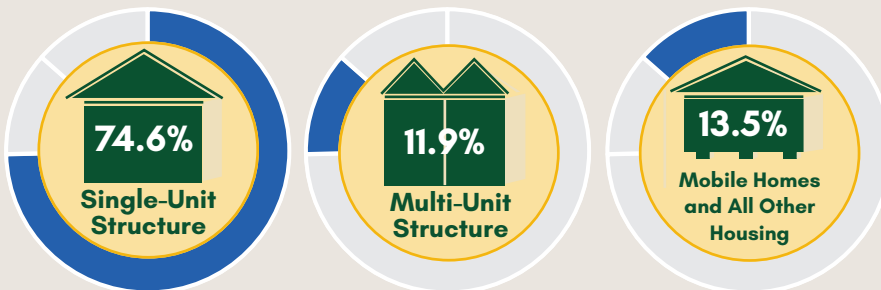


Housing Structure by Year Built



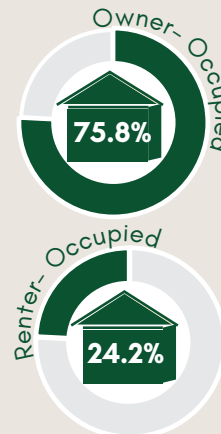
Dickinson had the largest increase in housing stock built from the years 1960 to 1989. Specifically, almost 25 percent of housing structures in Dickinson were built between 1980 and 1989.

■ Housing by Unit Type



A majority (almost 75 percent) of households are single-unit structures, while only 12 percent are multi-unit structures such as apartments or condominiums. Over 13 percent of housing units are mobile homes or other types of units, which is substantially higher than the State's rate of 6.4 percent (2019 American Community Survey).

■ Housing Tenure



Over three-quarters (75 percent) of housing units in Dickinson are owner-occupied units, while almost a quarter (25 percent) are renter-occupied units.



Dickinson Volunteer Fire Department Central Fire Station #1
Source: Halff Associates

Current and Future Population 2018-2045

Background

A traffic analysis zone (TAZ) is a special area delineated by state and/or local transportation officials (in this case, the Houston-Galveston Area Council) for tabulating and modeling vehicular trip generation-related data, especially journey-to-work and place-of-work statistics.

A TAZ usually consists of one or more census blocks, block groups, or census tracts. The City of Dickinson is represented by 20 TAZs over the City's approximately 16 square miles.

Traffic Analysis Zone (TAZ) population and employment trip generation forecasts reflect outputs in five-year increments from 2015 through 2045.

Each updated release of estimates incorporates the latest available information on planned and announced developments, population and employment data, and feedback received from forecast users.

The 2018 release incorporates the latest regional travel network data, plus several refinements made to our growth model pertaining to accessibility and household location choice model (<https://www.h-gac.com/regional-growth-forecast>).

Current Population, 2018

As shown in Table 1.1, *City of Dickinson Household Population by Traffic Analysis Zone*, Dickinson's household population in 2018 was calculated to be 32,259 residents. The TAZs with the most population are to the north of FM 517 and toward the northern edge of the city where the majority of housing stock is single-family residential and manufactured housing.

Future Population, 2045

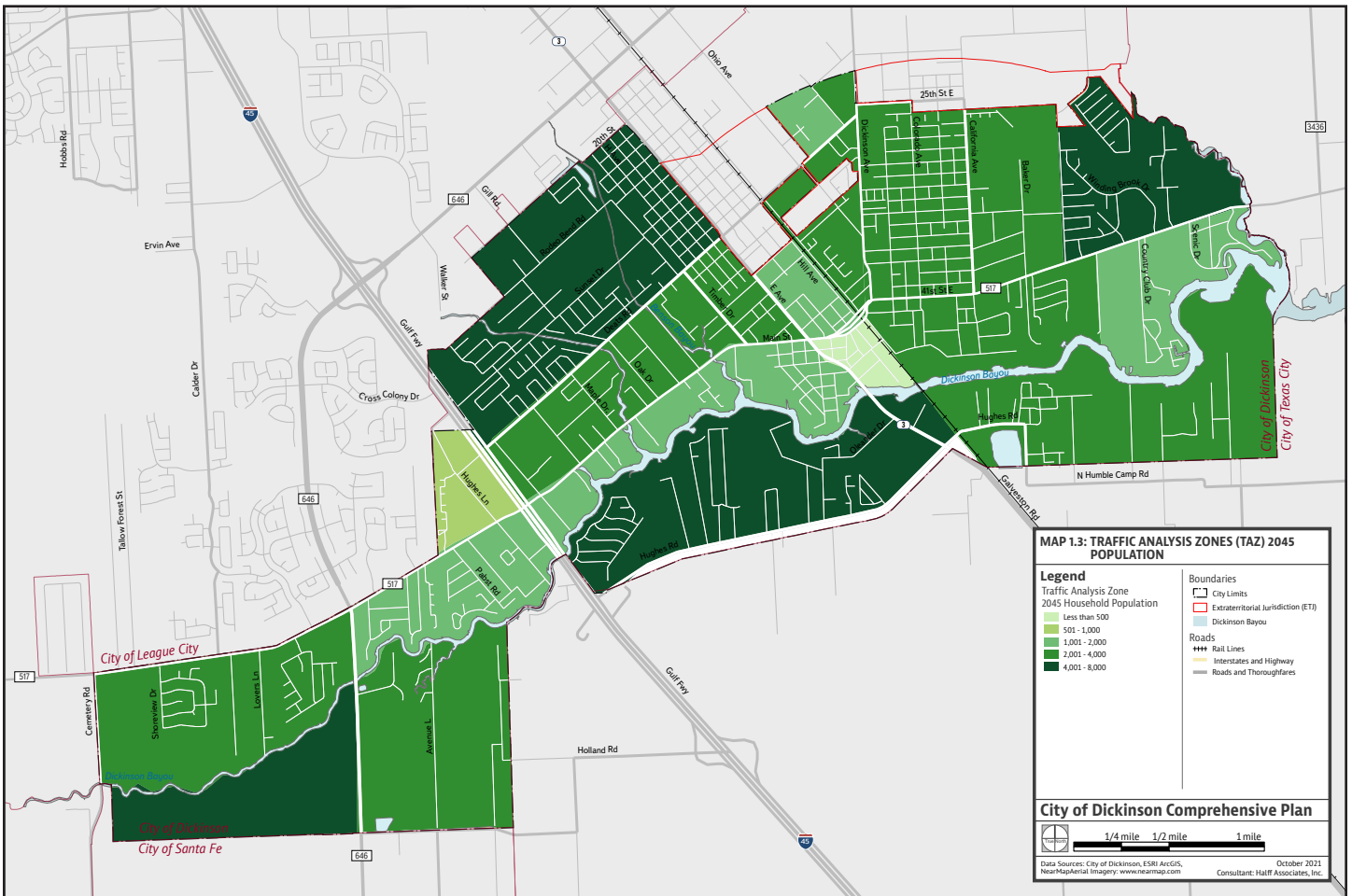
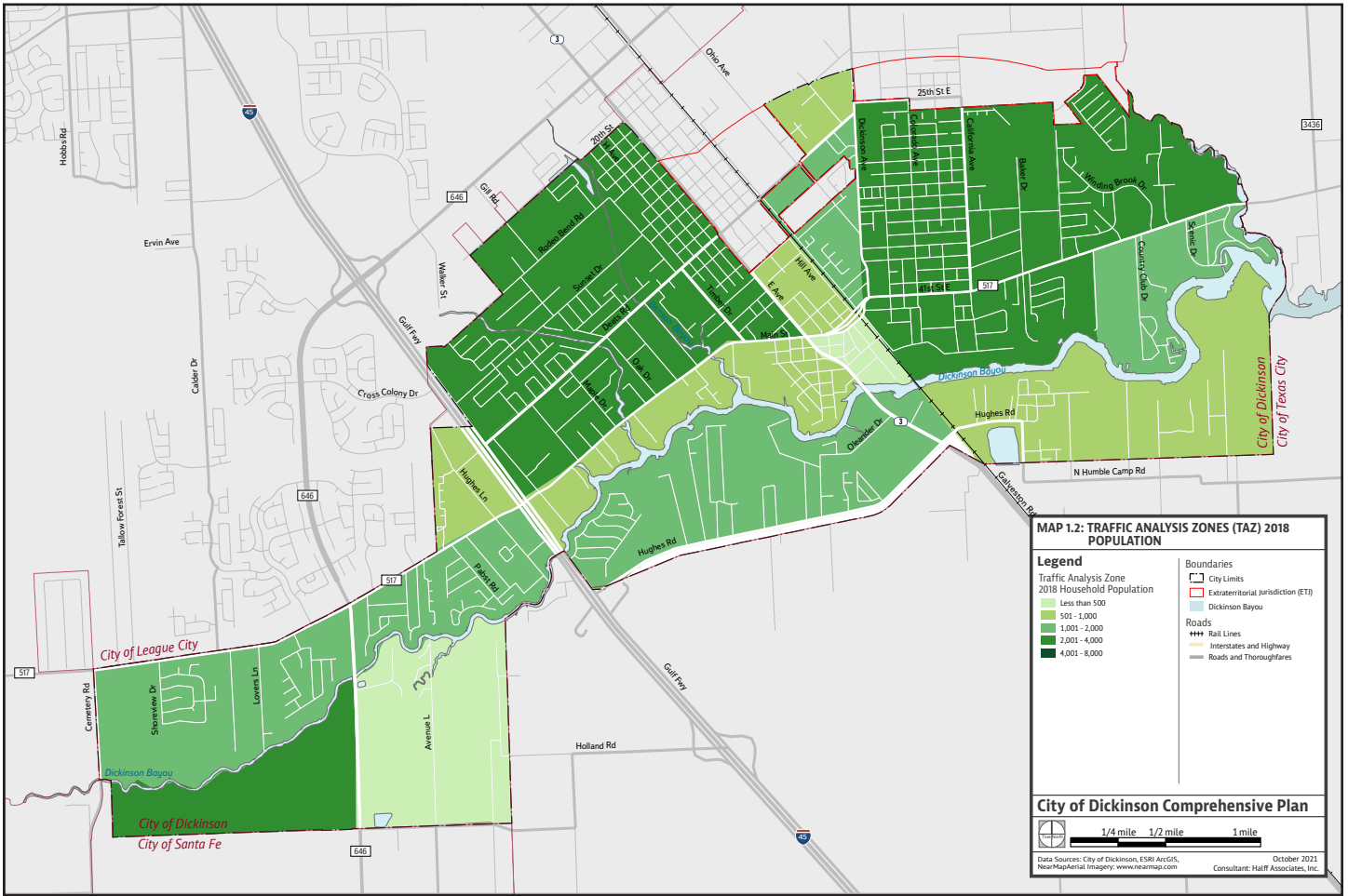
As shown in Map 1.3, *Traffic Analysis Zones (TAZ) 2045 Population*, household population in 2045 is estimated to be 54,268 residents. Dickinson's future housing distribution is projected to be spatially concentrated to the south of FM 517, where most existing land is currently vacant and developable. Household population is projected to migrate from areas that are saturated with housing stock north of FM 517 to vacant developable land south of FM 517.

Table 1.1, City of Dickinson Household Population by Traffic Analysis Zone

Traffic Analysis Zone	Area (Square Miles)	Household Population (Number of Residents)		
		2018	2045	% Change
4745	1.54	495	2,188	342%
4730	1.06	1,258	4,332	244%
4764	1.83	860	2,464	187%
4703	0.48	939	2,589	176%
4702	0.61	548	1,393	154%
4708	1.24	3,554	7,694	116%
4742	1.85	2,283	4,415	93%
4663	0.79	1,417	2,715	92%
4724	1.71	2,789	4,918	76%
4732	0.61	1,087	1,728	59%
4731	0.50	2,385	3,573	50%
4728	0.53	907	1,289	42%
4729	0.72	2,546	3,377	33%
4706	0.67	2,992	3,476	16%
4670	0.19	577	646	12%
4727	0.22	953	1,012	6%
4726	0.11	205	213	4%
4704	0.29	1,963	2,035	4%
4668	0.46	1,026	1,048	2%
4705	0.71	3,475	3,163	-9%
TOTAL	16.10	32,259	54,268	68%

Note: Population projections are calculated based on H-GAC regional travel network data.

Home construction at Bayou Bend Estates
Source: Halff Associates



Current and Future Employment 2018-2045

Background

Transportation planners will input Base Year Traffic Analysis Zone data, based on existing land uses, and compare it with Future TAZ estimates, based on a Future Land Use Plan, to analyze trip generation, thoroughfare capacities, and levels of service; in order to estimate the likelihood of needed roadways and roadway expansion in the future, based on anticipated development trends. This is how TAZ boundaries are used to measure trip generation over a projection period.

Traffic Analysis Zone (TAZ) population and employment trip generation forecasts reflect outputs in five-year increments from 2015 through 2045.

Each updated release of estimates incorporates the latest available information on planned and announced developments, population and employment data, and feedback received from forecast users.

The 2018 release incorporates the latest regional travel network data, plus several refinements made to our growth model pertaining to accessibility and household location choice model (<https://www.h-gac.com/regional-growth-forecast>).

Current Employment, 2018

As shown in Map 1.4, *Traffic Analysis Zones (TAZ) 2018 Employment*, current employment levels in 2018 are estimated to be 7,375 jobs. Employment in Dickinson is spatially concentrated on the northwest side of the city, which captures major commercial corridors along IH-45 and FM 517.

Future Employment, 2045

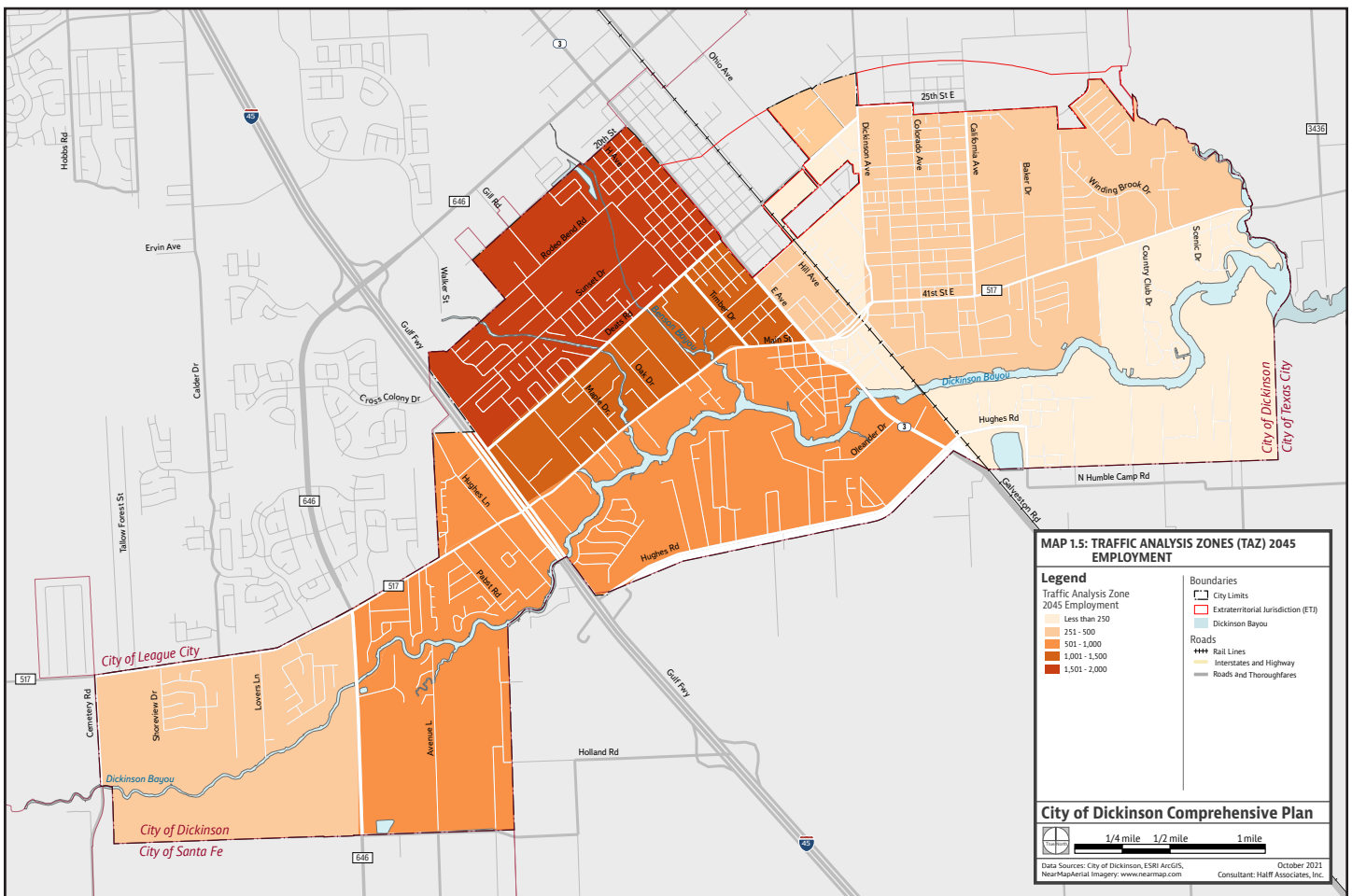
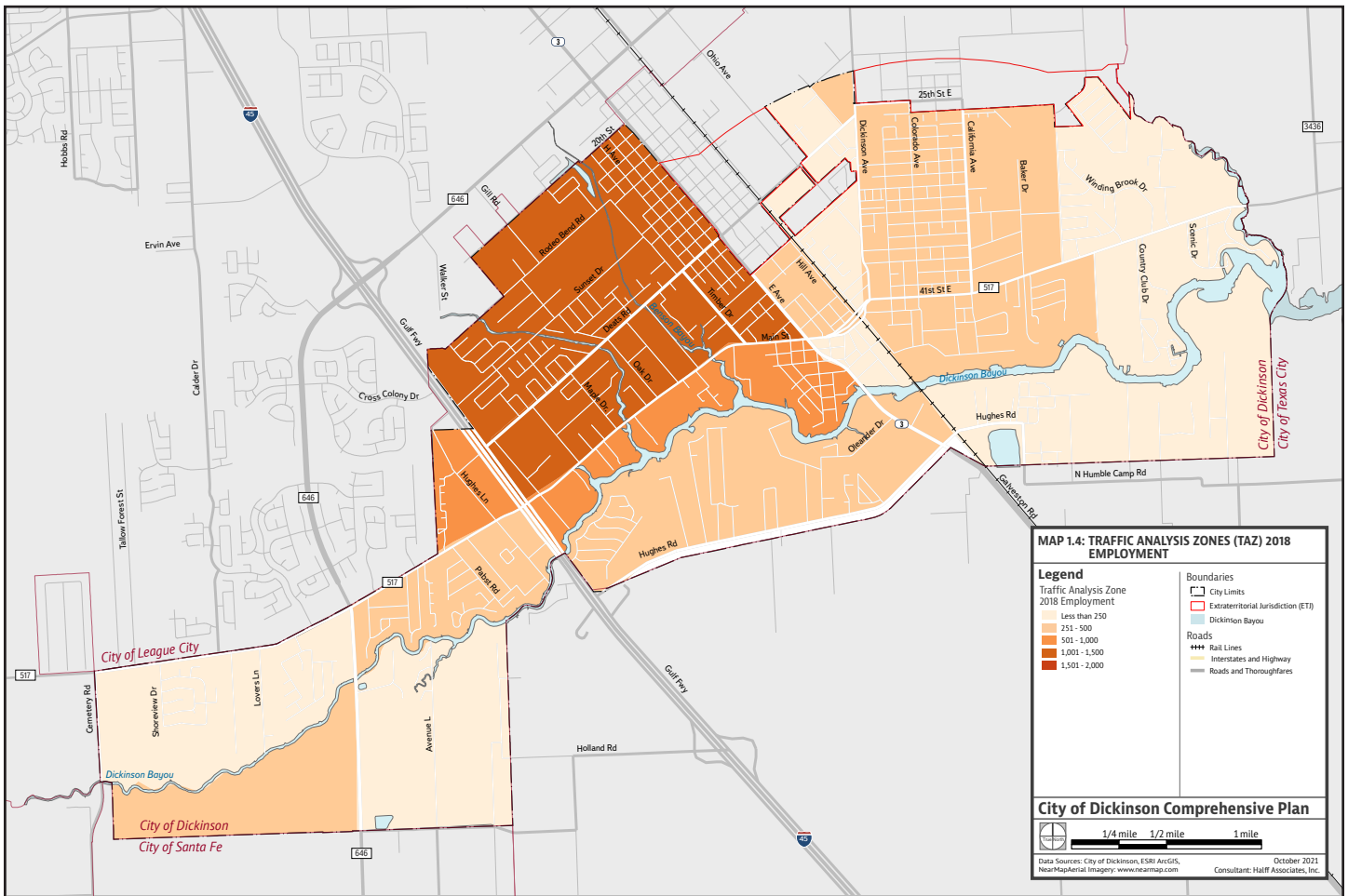
As shown in Map 1.5, *Traffic Analysis Zones (TAZ) 2045 Employment*, future employment levels in 2045 are projected to be 10,718 jobs. Employment is projected to increase around Dickinson’s outer perimeter on the southwestern side of the city, where most of the existing land is vacant and can be developed for commercial or retail use.

Table 1.2, City of Dickinson Employment by Traffic Analysis Zone

Traffic Analysis Zone	Area (Square Miles)	Employment (Number of Jobs)		
		2018	2045	% Change
4729	0.72	1,245	1,245	-
4731	0.50	268	268	-
4705	0.71	253	253	-
4726	0.11	212	212	-
4704	0.29	69	69	-
4732	0.61	42	219	421%
4745	1.54	118	609	416%
4663	0.79	94	458	387%
4764	1.83	33	124	276%
4730	1.06	319	693	117%
4708	1.24	175	348	99%
4702	0.61	215	394	83%
4724	1.71	1,236	1,991	61%
4742	1.85	274	439	60%
4728	0.53	673	937	39%
4703	0.48	285	371	30%
4668	0.46	477	565	18%
4670	0.19	684	785	15%
4706	0.67	312	337	8%
4727	0.22	391	401	3%
TOTAL	16.10	7,375	10,718	45%

Note: Employment projections are calculated based on H-GAC regional travel network data.

Intersection of Farm to Market 646 Road and Farm to Market 517 Road West
Source: Halff Associates





Psychographic Profile

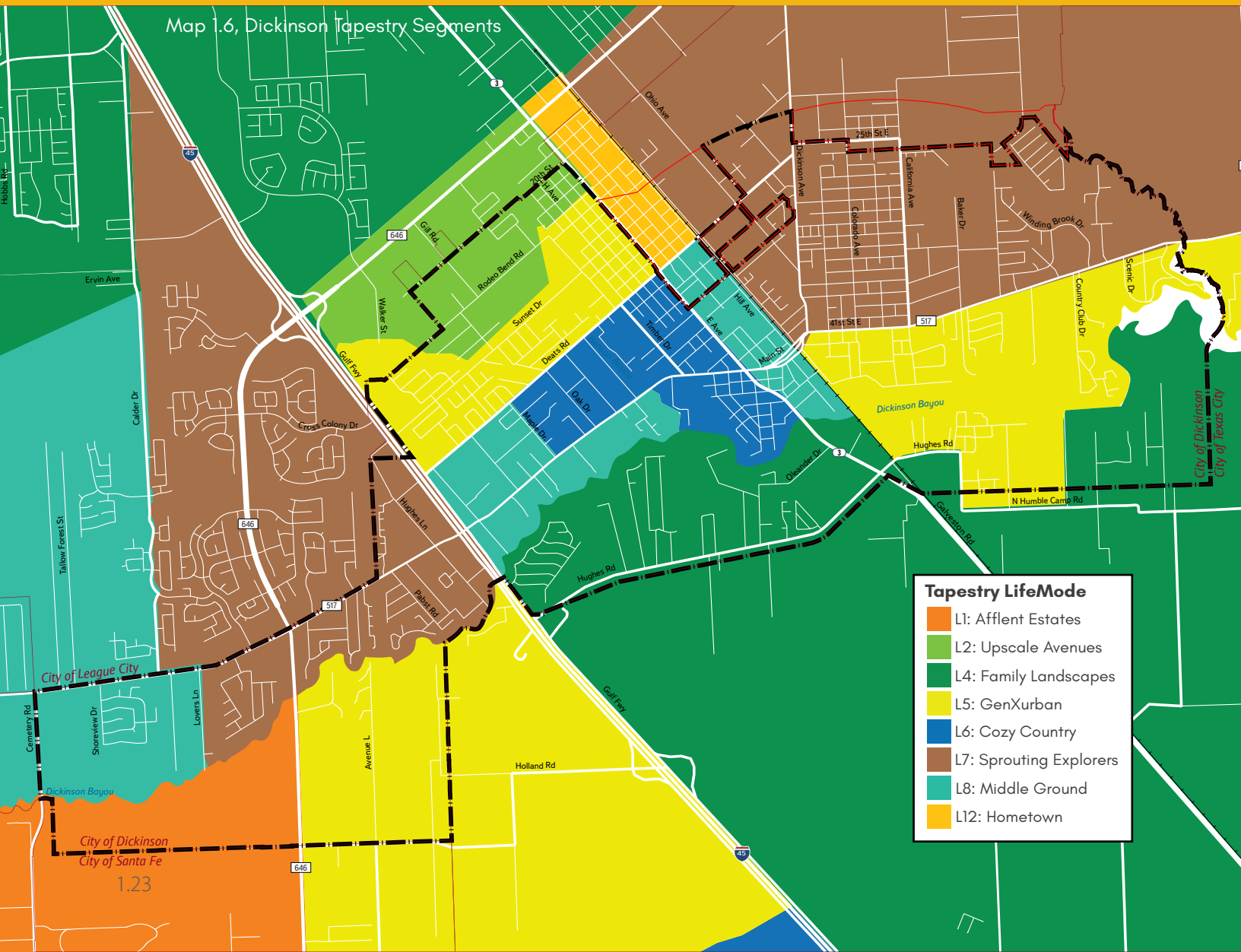
The Dickinson Comprehensive Plan has utilized the Environmental Systems Research Institute's (ESRI's) Business Analyst and ArcGIS, a mapping and spatial analytics framework, to classify neighborhoods into unique segments based on household demographic and socioeconomic characteristics. This classification, also known as Tapestry Segmentation, provides additional information on community dynamics, demographics, housing types, household size, and income.

The community tapestry segmentation, as illustrated in Map 1.6, *Dickinson Tapestry Segments*, classifies the census blocks in Dickinson by the dominant community segment in that group. Dickinson's tapestry segments can help inform the different needs residents may have based on their demography, lifestyles, economics, and

location of their neighborhoods. Information gained from the Tapestry Segment's may inform city officials of the city's changing demographics, as well as the best locations for community services and resources. These may include locations for parks and different park facilities, community center locations, where health services may be most needed, and where additional business and job development should be targeted.

Descriptions of the Tapestry Segment LifeMode groups for households in Dickinson are on the facing page.

For more information on the Community Tapestry Segmentation, refer to Appendix C.



L1: Affluent Estates

Affluent Estates consist of majority homeowners (almost 90 percent) with children ranging from grade school to college. This LifeMode group also has higher rates of education and are likely to participate activity in their community. In Dickinson, this group is the smallest and consists of residents living south of Dickinson Bayou and west of FM 646.

L2: Upscale Avenues

Upscale Avenues consist of older couples living in suburban enclaves, many with older children. This LifeMode group are majority homeowners (70 percent), prefer a more suburban setting with older homes or town homes, and are active in fitness such as cycling and jogging. In Dickinson, this group is concentrated along Gill Road and Pin Oak Road with ranch homes and larger properties.

L4: Family Landscapes

Family Landscapes consist of mainly young families in their first homes with a homeownership rate of 79 percent. This LifeMode Group has the second highest labor force participation rate with the average household have two incomes. Family Landscapes are more likely to participate in paid sporting events, home improvements, and active in the communities K-12 school system. In Dickinson, this group is concentrated along Hughes Road between SH 3 and IH-45.

L5: GenXurban

GenXurban consists of middle-aged families with fewer kids. This LifeMode group is more likely to invest in retirement income, desire shorter commute times, and enjoy dining out, running, and museums. In Dickinson, this group is concentrated along Deats Road and south of FM 517, including older homes on California Avenue and new subdivisions such as Bayou Maison.

L6: Cozy Country

Cozy Country consists of mostly empty nesters in single family homes, with a preference for larger properties and privacy. This LifeMode group is more likely to eat at home, own more than three cars, and enjoy outdoor activities such as boating and fishing. In Dickinson, this group is concentrated between FM 517, Deats Road, and SH 3 near Downtown.

L7: Sprouting Explorers

Sprouting Explorers consists of young homeowners with families residing in homes built primarily after 1980. This LifeMode group is more likely to be multi-lingual and come from third or fourth generation Hispanic families. They spend a large portion of income on their children and family activities. In Dickinson, this group is concentrated west of IH-45 and north of FM 517 near Dickinson High School and new residential development.

L8: Middle Ground

Middle Ground consists of early middle aged single and married households. This LifeMode group lived in a mix of housing types including single family homes, apartments, and townhomes. They spend a majority of disposable income on going out to eat, sporting events, and technology related goods. In Dickinson, this group is found between the rail line and SH 3, along Deats Road, and new residential development such as Bayou Lakes.

L12: Hometown

Hometown consists of majority single householders, many with children, who are more likely to have grown up in the region. This LifeMode group spends a higher percentage of income on housing and vehicle ownership, tending to prefer close-knit communities and local stores. In Dickinson, this group is concentrated along H Avenue and Avenue F, north of Deats Road, living in smaller and older single family homes.

“ PLACEHOLDER FOR COMMUNITY SURVEY RESPONDENT QUOTE. ”
- Community Survey Respondent

■ Conclusion

The Conclusion will be added following the completion of Phase 2: Plan Direction and Assumptions.

