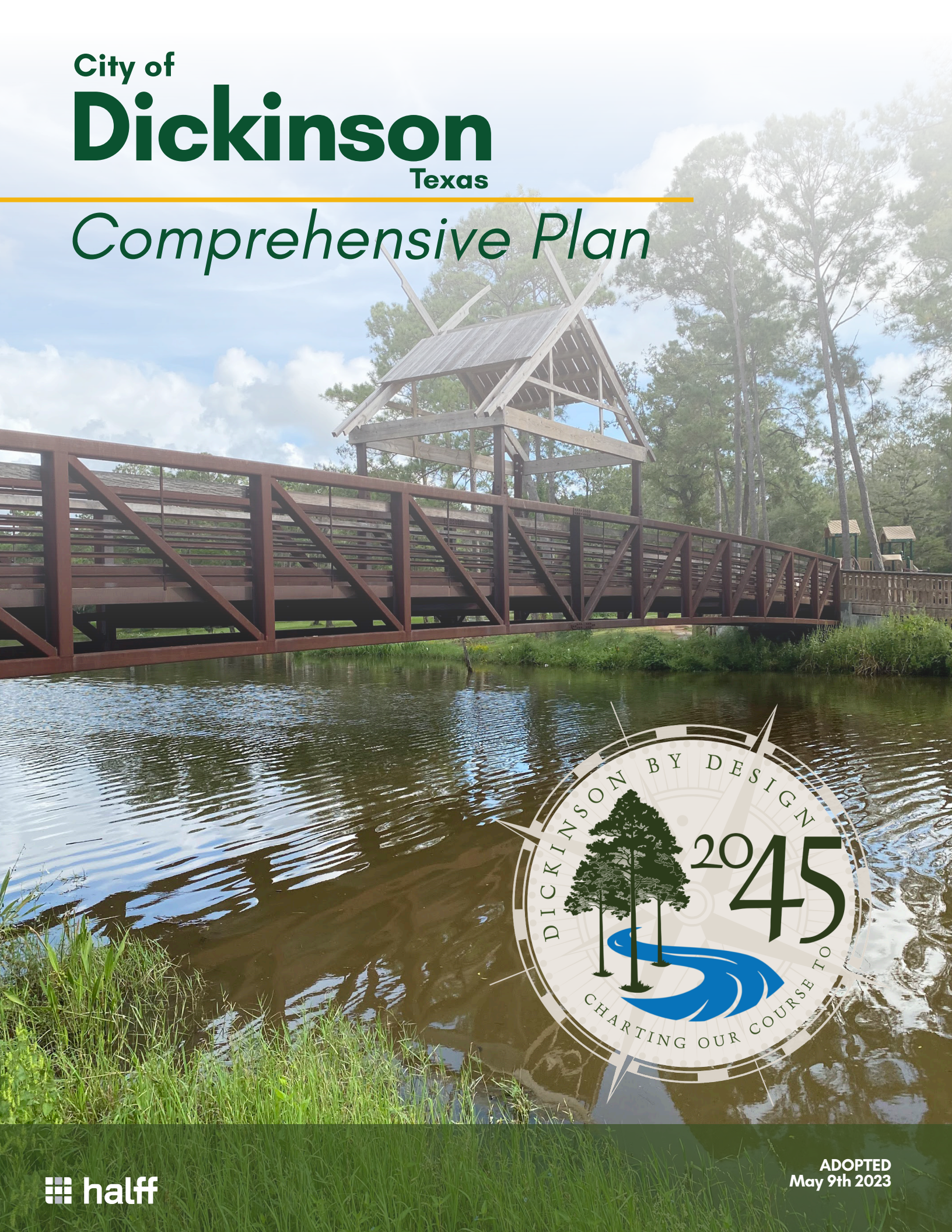


City of
Dickinson
Texas

Comprehensive Plan



Chapter 1

Introduction and Background

“

Dickinson has a "small town" feel and our sense of community makes this a great place to live and raise a family.

- Community Survey Respondent

”

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Purpose

The Dickinson Comprehensive Plan (hereafter referred to as "the Plan") is a long-range policy document that establishes 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 assists in the development of programs, regulations, operational procedures, and public investments in the short and long term.

Engaging in a local comprehensive planning program enables 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 and needs.

Benefits of a Comprehensive Plan

A comprehensive plan is a long-range (20 years), community-based, policy document that lays the groundwork for how a community 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 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, 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 districts, 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’s 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.
- Clarify the respective implementation roles of the City Council, Planning and Zoning Commission, City staff, and others.
- 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 ad hoc Comprehensive Plan Advisory Committee (CPAC), 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, that are woven through *The Existing City* and *The Future City* reports. 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 the full 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.

Parks, Recreation, and Open Space

The *Parks, Recreation and Open Space* element evaluates the community's open space and "green infrastructure" systems and 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 keeps 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

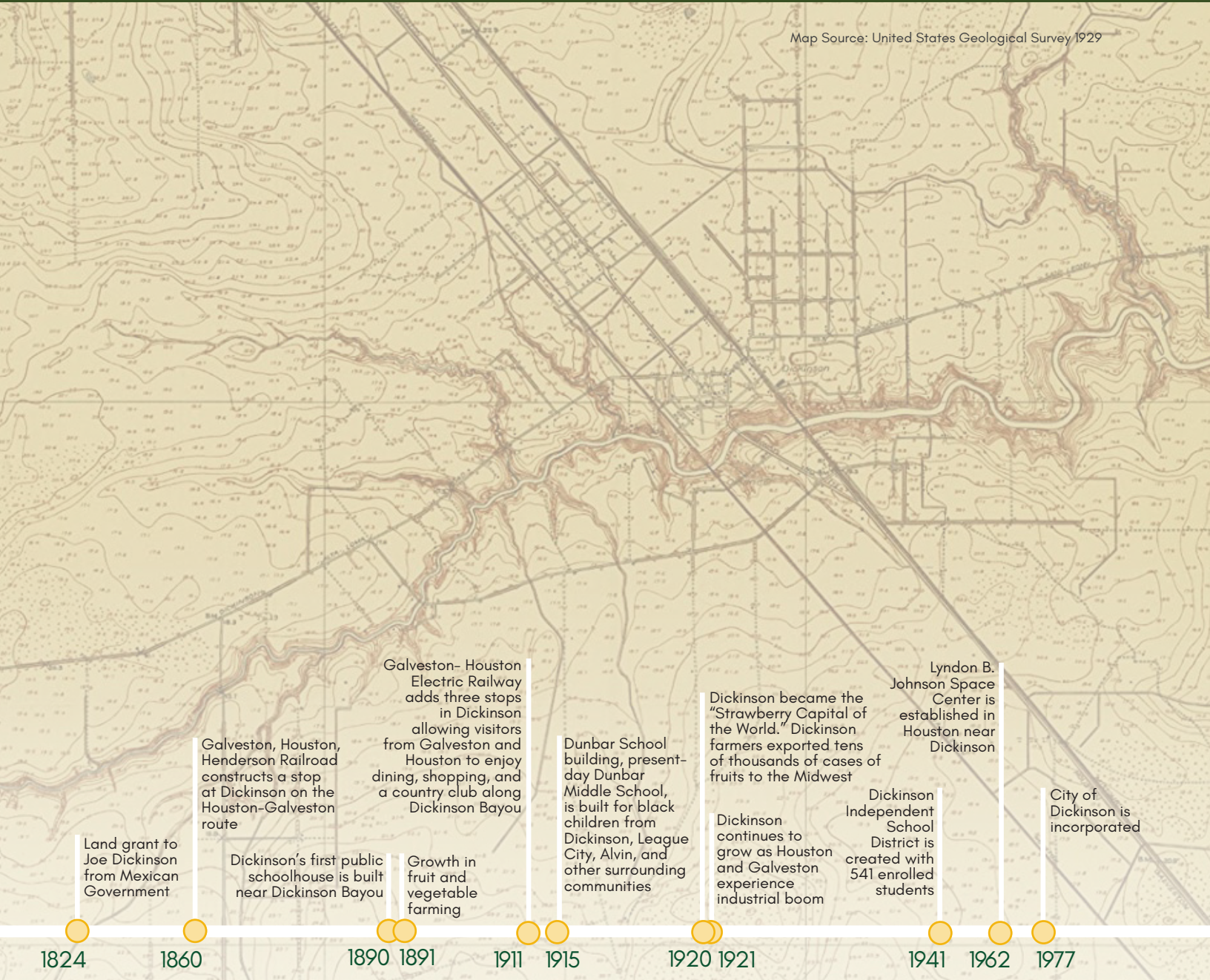
Using conventional and readily available health indicators, the community wellbeing focus area examines the general health of local residents in response to issues pertaining to Dickinson's built environment and access to healthy lifestyles and floodways, and the ability of residents' option to be healthy 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 tax 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 2020 U.S. Census, with a population of 20,847, Dickinson is one of the smaller cities in Galveston County. 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 Interstate 45 (I-45) and other major roadways, and the 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*.



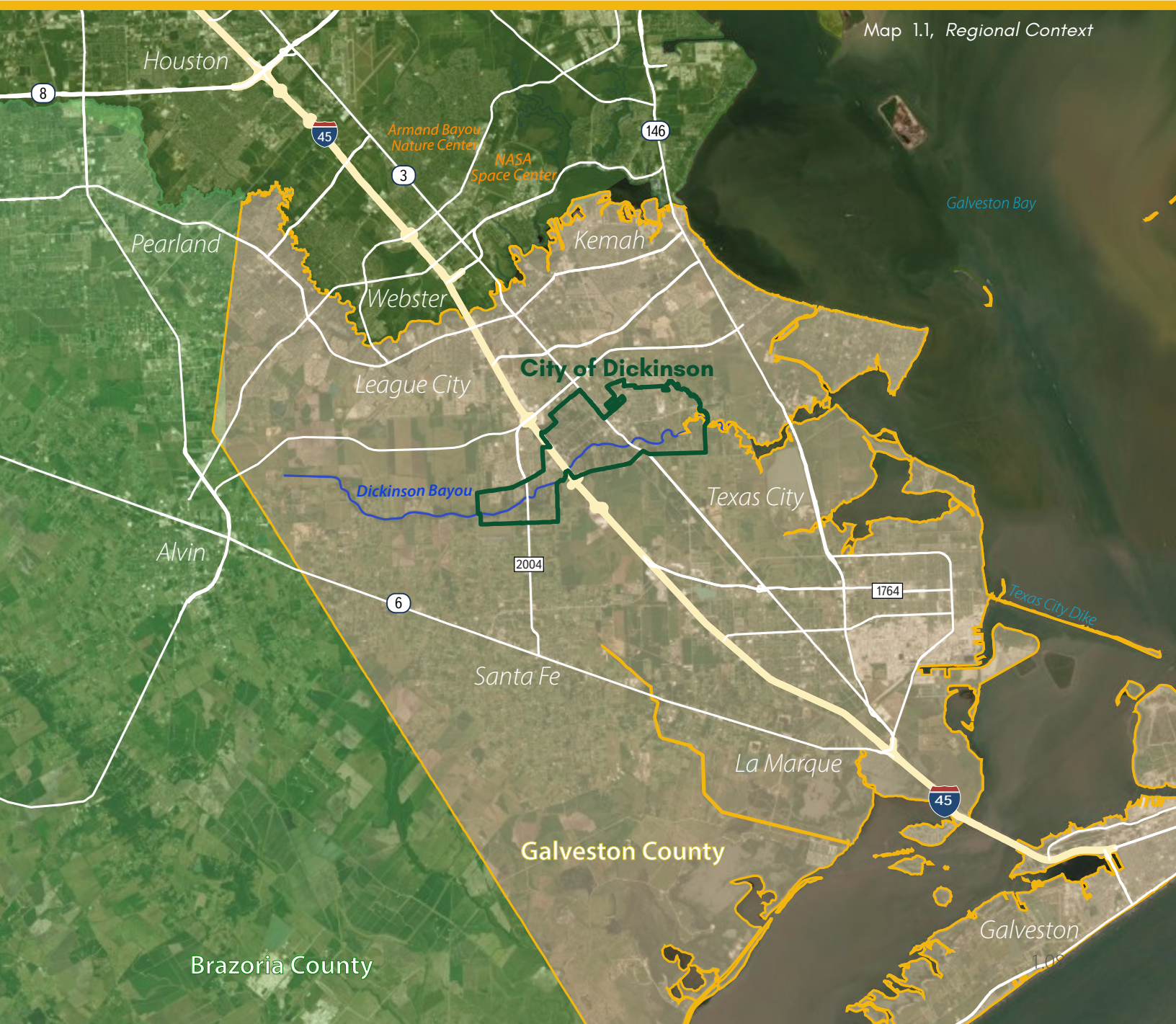
Source: University of Texas at San Antonio Libraries Digital Collection



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 (20 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 x 10⁶ 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: Halff Associates



Aerial view of the diamond fields at Ray Holbrook Park
Source: Halff 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 SH 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 includes a review of existing conditions and roadway and access inventory for FM 517 and SH 3 and provides an 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 Transit District (formerly 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 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 SH 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 SH 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

Children's play area at Dickinson Public Library.
Source: Halff Associates



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 and 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 ever 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 SCBAs (self-contained breathing apparatus) in 2021

City Facilities

- Dickinson Historic Railroad Center undergoes light remodel
- Stabilized foundation issues at Dickinson Public Library
- Coordinated 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 2020 U.S. Census and 2016-2020 American Community Survey to present Dickinson's key demographic and socio-economic characteristics.

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 comparable to 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 approximately 24 percent **higher** than the Houston Metro Area's.

The median household rent is comparable to other geographies.

Dickinson's median home value of owner-occupied units is lower than the state and Houston area median value, indicating greater housing affordability in Dickinson.

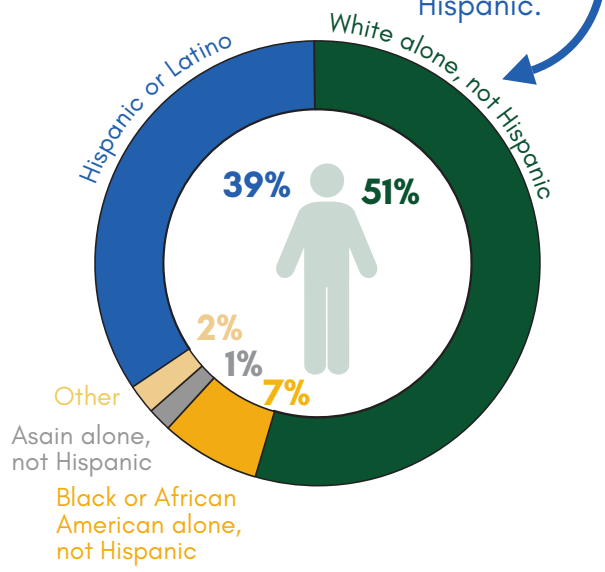
Dickinson has lower rates of poverty compared to the Houston area and state.

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	38.6	33.3	34.8
Average Household Size	2.63	2.61	2.83
Average Family Size	3.20	3.41	3.44
Median Household Income	70,468	53,600	63,826
Median Rent	1,049	1,086	1,082
Median Home Value	168,700	186,800	187,200
Poverty (People Below the Poverty Level)	13.4%	16.4%	14.2%
Labor Force (Labor Force Participation Rate)	69.8%	67.2%	64.7%

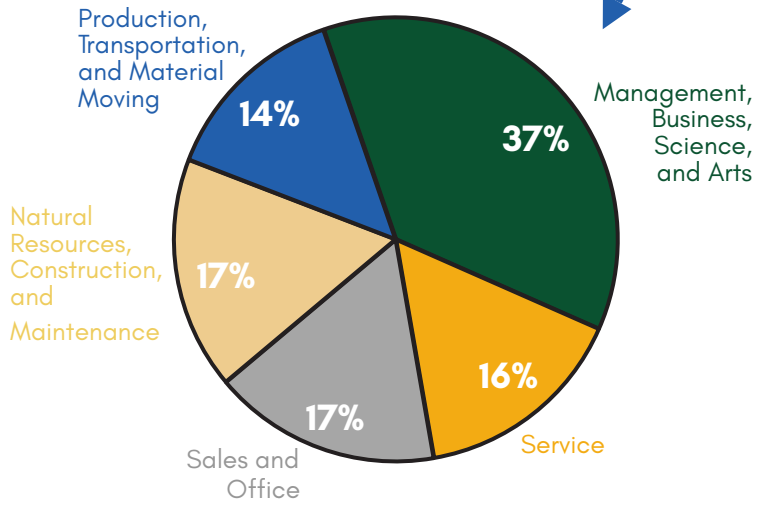
Race and Ethnicity Profile

The majority of Dickinson residents are either White alone or Hispanic.



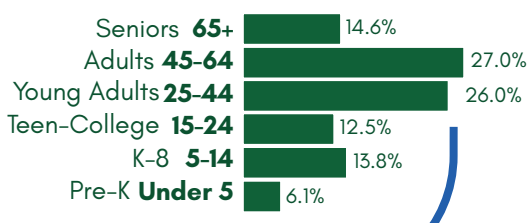
Occupation

Dickinson residents are employed relatively evenly among different occupations.



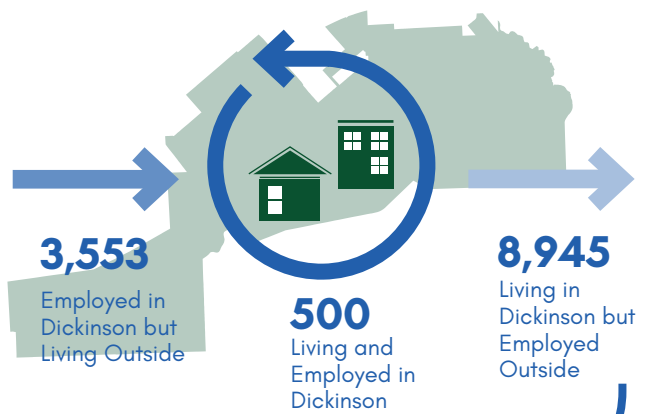
Note: Percentages may not equal 100 percent due to rounding.

Population By Age



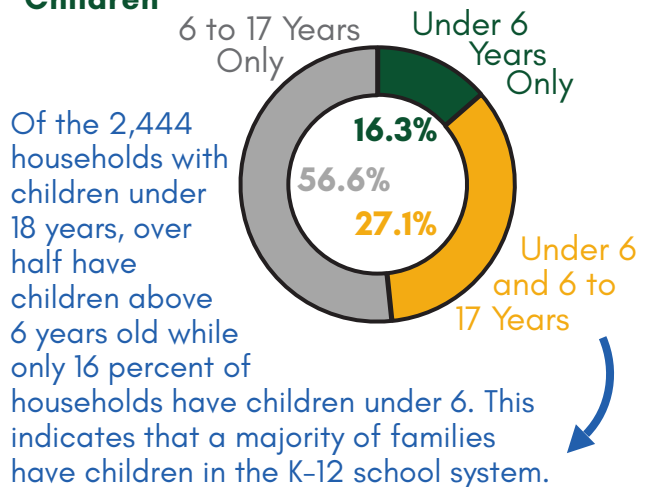
Over 30 percent of Dickinson's population is under 24 years old.

Employment and Resident Inflow and Outflow



A majority (94.7%) of Dickinson's residents leave the community for work.

Households with Children



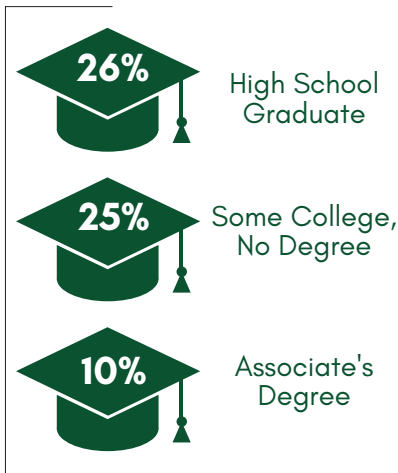
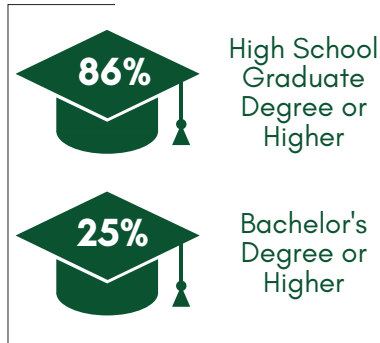
Of the 2,444 households with children under 18 years, over half have children above 6 years old while only 16 percent of households have children under 6. This indicates that a majority of families have children in the K-12 school system.

	Number of People	Percent of People
Employed in Dickinson	4,053	100.0%
Employed in Dickinson but Living Outside	3,553	87.7%
Employed and Living in Dickinson	500	12.3%

	Number of People	Percent of People
Living in Dickinson	9,445	100.0%
Living in Dickinson but Employed Outside	8,945	94.7%
Living and Employed in Dickinson	500	5.3%

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

■ Educational Attainment

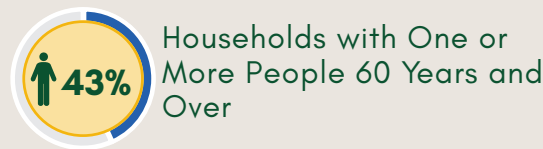


86 percent of Dickinson residents have a high school graduate degree or higher.

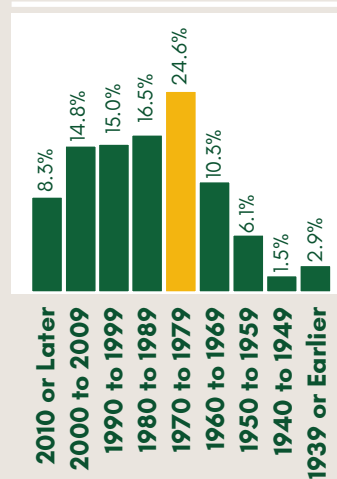
25 percent of Dickinson residents have a Bachelor's Degree or higher.

■ Housing

Over one-third of Dickinson households 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.

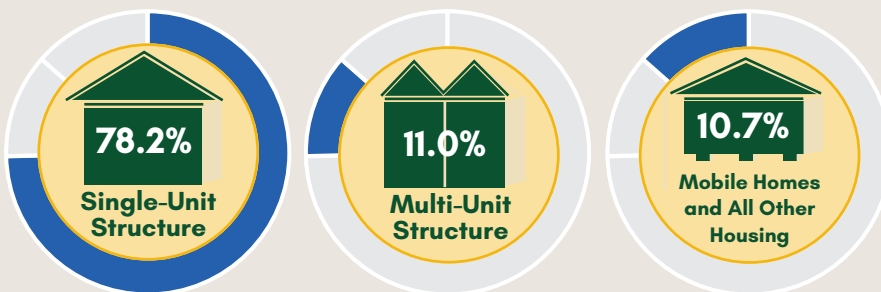


Housing Structure by Year Built



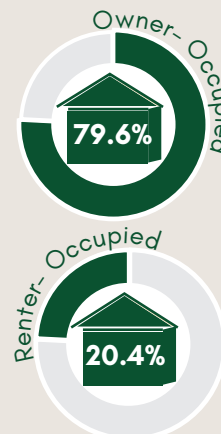
Dickinson had the largest increase in housing stock built from the years 1970 to 1989, compared to other decades of housing development. Specifically, almost 25 percent of housing structures in Dickinson were built between 1970 and 1979.

■ Housing by Unit Type



More than 75 percent of households are single-unit structures, while only 11 percent are multi-unit structures such as apartments or condominiums. Over 10 percent of housing units are mobile homes or other types of units.

■ Housing Tenure



Close to 80 percent of housing units in Dickinson are owner-occupied units, while the remaining 20 percent of housing units are occupied by renters. Homeownership rates in Texas are approximately 62 percent.



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



Psychographic Profile

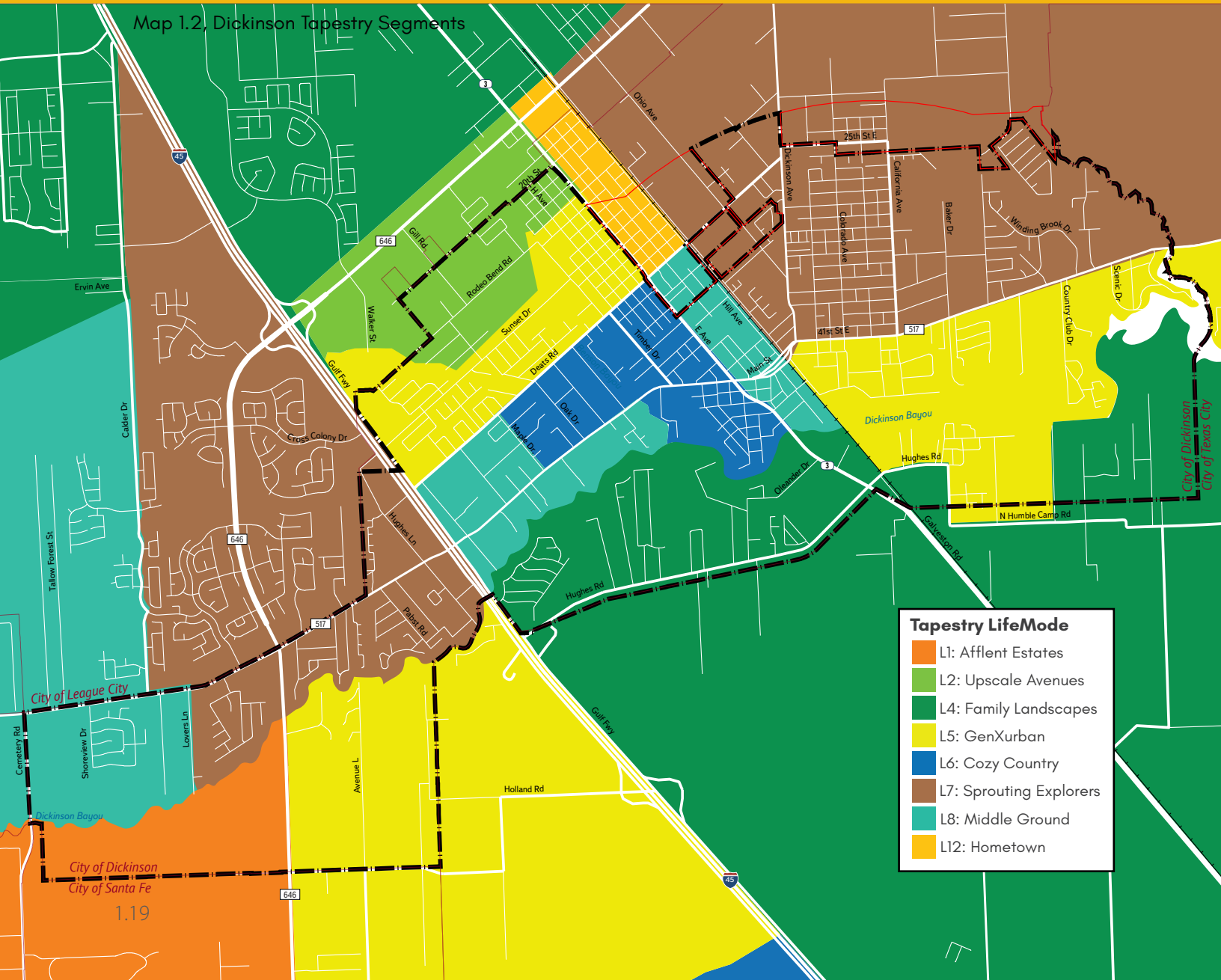
The Dickinson Comprehensive Plan has utilized the Environmental Systems Research Institute's (ESRI's) Business Analyst and ArcGIS, a mapping and spatial analytics framework, to classify neighborhoods into unique segments based on household demographic and socioeconomic characteristics. This classification, referred to as Community 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 segmentation 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.

Map 1.2, Dickinson Tapestry Segments



Tapestry LifeMode

- L1: Affluent Estates
- L2: Upscale Avenues
- L4: Family Landscapes
- L5: GenXurban
- L6: Cozy Country
- L7: Sprouting Explorers
- L8: Middle Ground
- L12: Hometown

L1: Affluent Estates (0.1% of population)

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 (4.5%)

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 (14.7%)

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 (21.3%)

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 (6.8%)

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 (43.6%)

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 (8.9%)

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 (0.1%)

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.

“ I think we have a lot of opportunities to revitalize the city that we need to capitalize on. We definitely need to build up the character of the Hwy 3/ FM 517 intersection as a true downtown. I would model it like Old Town League City or the newly revamped 6th street in Texas City. There are a lot of abandoned buildings and churches along HWY 3 and 517 toward the high school that could be repurposed into boutiques, restaurants, and parking for shops. A lot in that area should be torn down to make room for new development or city beautification. I would love a park/playground near the high school for my family. Hopkins is on the other side of town. Maybe even with a splash pad. ”

- Community Survey Respondent

Existing City Report Summary

The Existing City Report, as summarized on page 1.04, describes existing conditions of Dickinson. The Existing City Report establishes past and present trends in Dickinson pertaining to several key topics of the Comprehensive Plan. These include an analysis of housing and neighborhoods, a spatial and profitability analysis of Dickinson’s land

uses and developments, a mobility analysis of vehicle and pedestrian transportation, a community resource analysis of community infrastructure and the local economy, and current and future employment in Dickinson. A summary of each Existing City Report section is presented below, beginning with Housing and Neighborhoods.

Housing and Neighborhoods



Housing Typology: The predominant pattern of development in Dickinson is fringe growth of single family detached housing in conventional subdivision styles which promotes vehicle use/dependency and multiple, recurring vehicle trips driven by linear, closed-loop designs.



Between 2016 to 2021, substantially all of the building permits issued have been for single-family detached homes in subdivisions. Approximately 70 percent of residential buildings in Dickinson are single family detached, making single family homes the dominant housing type in the city. A significant number of homes (24 percent) were built before 1970 making them over 50 years old.



The median value of owner-occupied homes in Dickinson is \$167,700, which is less than that of owner-occupied homes in Galveston County and Harris County. The above factors drive home rental costs down; the median gross rent for renter-occupied housing in Dickinson is \$938, which is less than median gross rent in Galveston County (\$1,148) and Harris County (\$1,114), indicating that the renter housing in Dickinson is more affordable than renter housing in the surrounding areas.



Multi-family buildings with 20 or more units constitute only 7.6 percent of the City’s housing.



Dickinson Housing Profile

Typical Housing



Source: Halff Associates

Typical Neighborhood / Subdivision



Source: NearMap 2022 Imagery

Built in the 1950s along Dickinson Bayou, the Nicholstone home is the oldest house in Dickinson
Source: Dickinson Historical Society

Land Use and Development

Land Use and Zoning: More than 50 percent of land in Dickinson is devoted to residential uses, followed by 13 percent for farm and ranchland, and 10 percent for commercial uses. Approximately nine percent of Dickinson is undeveloped or vacant. More than 80 percent of land in Dickinson is zoned for residential uses (68 percent Conventional Residential (CR) and 16 percent Rural Residential (RR)). There are 12 base zoning districts established by the City's zoning code, although only nine are currently in use. One Planned Development (PD) was proposed in February 2022 and the other two unused zoning districts are Designated Open Space (DOS) and Interstate Commercial (IC).

Ordinances and Permitting: The existing platting process lacks permit application documents that clearly explain submittal deadlines, architectural and engineering standards. Dickinson is currently updating their Unified Development Code to consolidate development standards across the Code of Ordinances, clarify regulations and correct errors wherever necessary.

Economic Concentration: Dickinson's economic activity is primarily concentrated along major corridors, such as IH-45, SH 3, and FM 517, consisting mostly of commercial-retail. Dickinson has limited office, business park, manufacturing-industrial, and small specialty store centers for employment.

Development Potential: Based on Galveston County Appraisal District data, more than 40 percent of Dickinson qualifies for redevelopment based on a ratio of parcel improvement value to total parcel value.

Dickinson is a mostly built-out community. Growth in Dickinson will need to be directed toward infill locations because Dickinson is surrounded by municipalities and their corresponding extraterritorial jurisdictions on all sides.

Water Management and Engineering: 74 percent of the City is in the 100-year floodplain. Between 90 to 100 percent of the City is within the 500-year floodplain, meaning that almost all of Dickinson is at risk of flooding. The bayou and its tributaries are Dickinson's defining features and a major draw to living in Dickinson. However, these waterbodies contain elevated bacteria and toxic pollutants, and have depressed dissolved oxygen levels, which impedes their utilization for recreational purposes like swimming, kayaking, and fishing.

Utility Infrastructure: *Potable, Wastewater, and Stormwater Utility Infrastructure:* Aged infrastructure. About 180 dead-end water lines need to continuously be flushed to maintain water quality, and water tanks need additional agitation equipment to prevent water stagnation. The water main along FM 517 West is undersized resulting in decreased service reliability to the western half of Dickinson under the I-45 overpass, where several water mains of varying widths converge into a 10" diameter water main. Dickinson's wastewater treatment plant has a daily wastewater treatment currently operates at approximately 37 percent of total treatment capacity, which means surplus daily wastewater treatment capacity can support up to 53 percent additional growth.

Approximately eight miles of cast iron and six miles of asbestos concrete piping need immediate replacement due to damage resulting from excessive rain events.

Dickinson Land Use and Development Profile

Typical Economic Zones



Typical Utility Infrastructure



Source: Halff Associates

Mobility



Broader Adoption of Gulf Coast Transit District (GCTD): The existing GCTD network is available to approximately 60 percent of all residences within a one-quarter mile walkshed of a bus stop, or 84 percent of residences at the one-half mile walkshed distance. This means that between 60 and 84 percent of Dickinson’s residential areas are within walking distance of a bus stop. However, according to the community survey, more than 95 percent of survey respondents do not use the service, citing the need for better service promotion, visible bus stops, schedule awareness or the need for a park-and-ride location as opportunities for improvement.



Traffic Congestion and Transportation Safety: According to TxDOT Crash Records Information System (CRIS) between 2016 and 2021, 1,949 vehicle crashes occurred in Dickinson, of which more than 60 percent occurred on three roadways: FM 517, Dickinson Avenue, and SH 3. These roads serve as Dickinson’s primary north-south and east-west corridors. According to TxDOT, between 2015 and 2019, annual traffic counts increased by approximately 14 percent, indicating higher traffic volume along primary roads in Dickinson, and characterizing traffic congestion at critical intersections. Upcoming TxDOT improvements to remediate traffic conditions include widening I-45, safety improvements on SH 3 and expansions to FM 517.



Pedestrian Infrastructure, Connectivity and Accessibility: Dickinson’s existing pedestrian infrastructure network including sidewalks and bicycle infrastructure is largely incomplete and discontinuous. Sidewalks are uncomfortable due to narrow sidewalk width and proximity to the roadway shoulder. Many of the new subdivisions include interior sidewalks only, but not along the perimeter and often immediately terminate at the subdivision entrance. As drainage ditches are common along many of the streets throughout Dickinson, construction of sidewalk infrastructure may be prohibitively expensive or not feasible. Additionally, there are no on-street bicycle

GCTA bus stop at Dickinson Public Library
Source: The Goodman Corporation



Dickinson Mobility Profile Typical Transit Infrastructure



Bus Stop Shelter
Source: AI Construction Services



Typical bus stop location
Source: Greenwood King

Typical Street Infrastructure



Source: Half Associates

Intersection of FM 517 and SH 3
Source: HGAC FM5217 and SH 3 Access Management Plan 2013



Community Resources and Local Economy



K-12 Education: Dickinson Independent School District (DISD) officials project a 15-20 percent increase in enrollment by 2031, with all new school buildings being constructed outside of Dickinson's corporate limits. However, Dickinson lacks the requisite pedestrian infrastructure to support students, forcing students to either depend on district-provided school buses for transportation or be driven to school.



Park Network: The Park network is deficient by several acres of park land needed to sufficiently serve existing the population of Dickinson residents, and this deficiency is expected to widen in the future as the population continues to grow. The park network serves less than 10 percent of all residences within a one-quarter mile walkshed of a park, or 21 percent at the one-half mile walkshed distance. Between 80 to 90 percent of Dickinson is not within walking distance of a park.



Interstate 45: Dickinson is positioned within a highly competitive retail market and is afforded frontage along I-45. Some of Dickinson's greatest assets with regard to potential retail development include the natural environment as an amenity, access to a large regional population, and some key market segment opportunities, most notably a grocery store.



Land Tax: Galveston County has 18 percent non-taxable land. This is higher than Dickinson, which only has 10 percent non-taxable land. Downtown Dickinson's non-taxable percentage is significantly higher at 45 percent. This is due to multiple government-related facilities and tax-exempt organizations operating in downtown Dickinson. Downtown Dickinson has a small geographic footprint with ambiguous boundaries and has a similar value per acre productivity relative to the entire city. Dickinson's relatively low productivity on a value per acre basis indicates an opportunity for growth and redevelopment which could benefit the whole City.



Health and Environment: According to the CDC, Dickinson residents are statistically more likely to have: higher diagnoses of asthma, high blood pressure, diabetes, and kidney disease, episodes of stroke, and bouts of poor mental or physical health lasting two weeks or more.

Central Dickinson boasts abundant tree canopy, contributing to walkable conditions in many parts of the city if there were adequate pedestrian facilities.

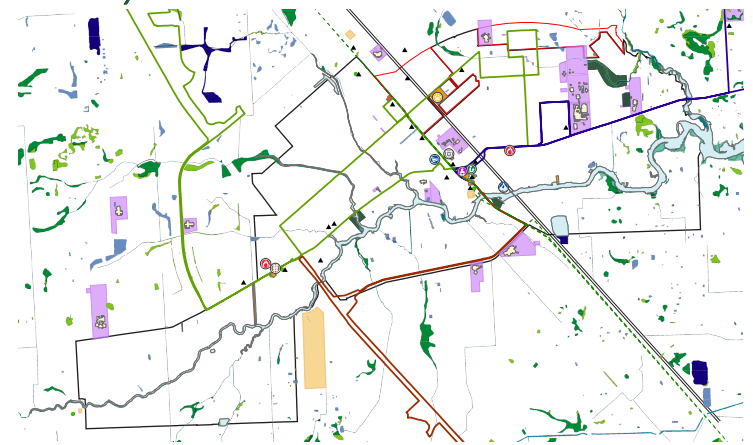
Dickinson Bayou is within one and one-half miles (1.5 miles) distance to all Dickinson residents.



Paul Hopkins Park bridge

Source: Halff Associates

Community Resources Distribution



Dickinson Bayou



Source: Halff Associates

Interstate 45 Corridor



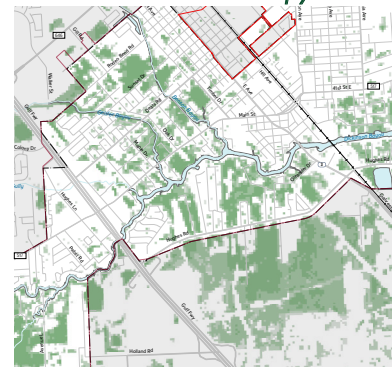
Source: Halff Associates

Ray Holbrook Park



Source: Halff Associates, Galveston County

Central Dickinson Canopy



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*, H-GAC calculated Dickinson's household population in 2018 to be 32,259 residents (which is notably higher than the U.S. census' population count). As depicted in Map 1.2, *Traffic Analysis Zones (TAZ) 2018 Population*, Dickinson's population is concentrated 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

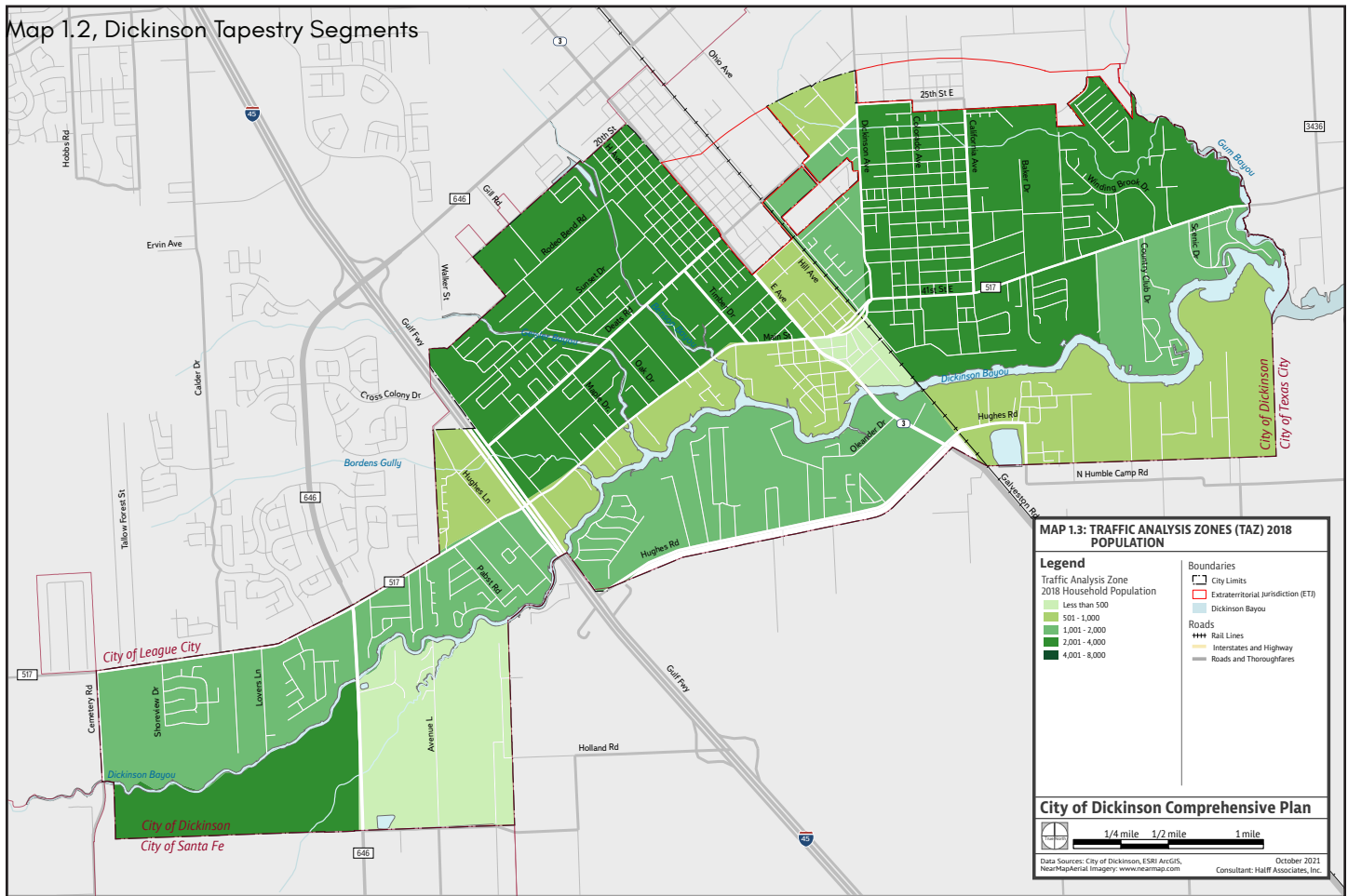
As shown in Map 1.3, *Traffic Analysis Zones (TAZ) 2045 Population*, household population in 2045 is estimated to be 54,268 residents (which is significantly higher than the this Plan's projected population of 28,747, as described on page 1.29). Dickinson's future housing distribution is projected to 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

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.

Map 1.2, Dickinson Tapestry Segments



MAP 1.3: TRAFFIC ANALYSIS ZONES (TAZ) 2018 POPULATION

Legend

Traffic Analysis Zone
2018 Household Population

- Less than 500
- 501 - 1,000
- 1,001 - 2,000
- 2,001 - 4,000
- 4,001 - 8,000

Boundaries

- City Limits
- Extraterritorial Jurisdiction (ETJ)
- Dickinson Bayou

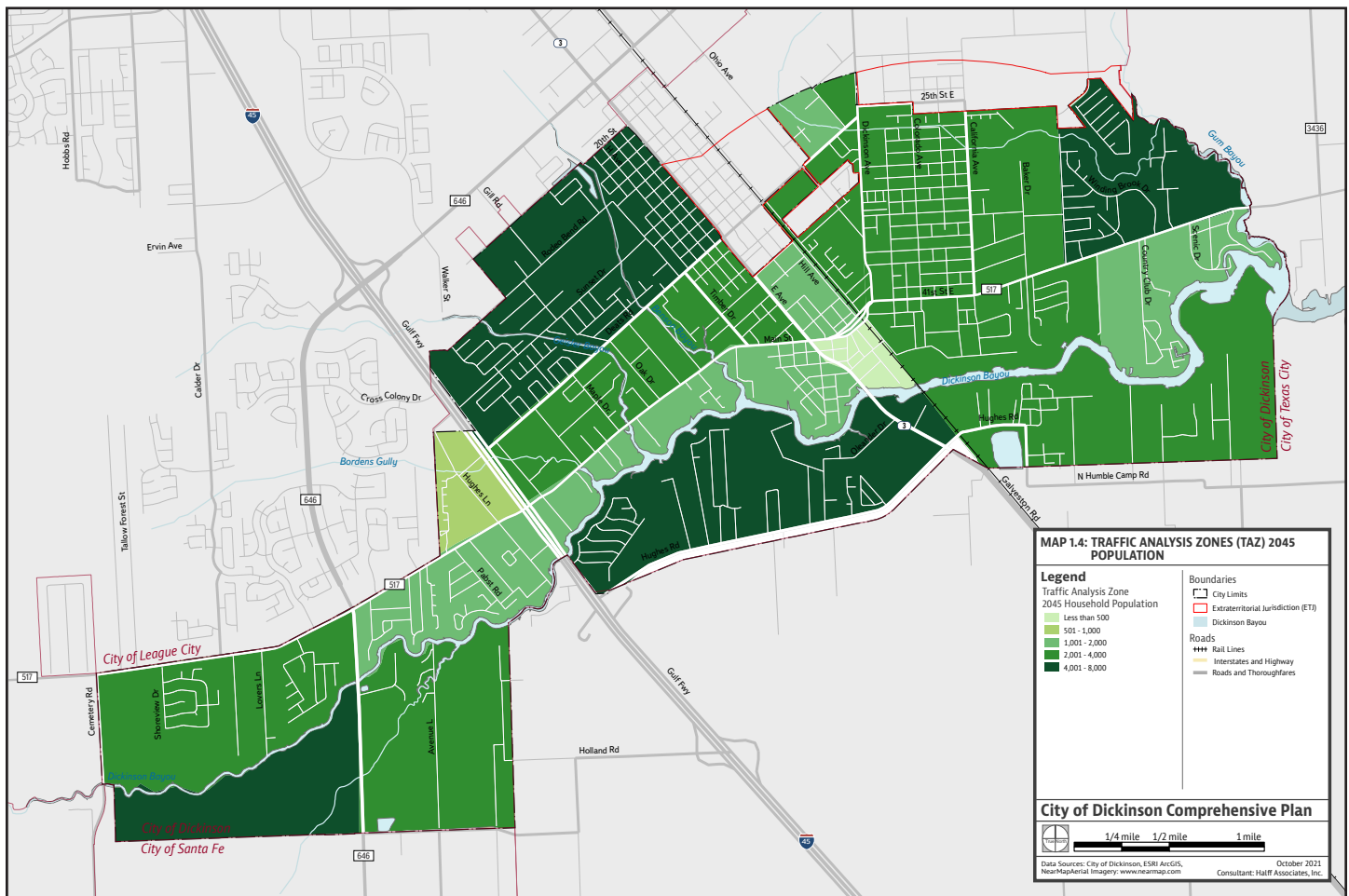
Roads

- Rail Lines
- Interstates and Highway
- Roads and Thoroughfares

City of Dickinson Comprehensive Plan

1/4 mile 1/2 mile 1 mile

Data Sources: City of Dickinson, ESRI ArcGIS, NearMap/aerial Imagery: www.nearmap.com October 2021 Consultant: Half Associates, Inc.



MAP 1.4: TRAFFIC ANALYSIS ZONES (TAZ) 2045 POPULATION

Legend

Traffic Analysis Zone
2045 Household Population

- Less than 500
- 501 - 1,000
- 1,001 - 2,000
- 2,001 - 4,000
- 4,001 - 8,000

Boundaries

- City Limits
- Extraterritorial Jurisdiction (ETJ)
- Dickinson Bayou

Roads

- Rail Lines
- Interstates and Highway
- Roads and Thoroughfares

City of Dickinson Comprehensive Plan

1/4 mile 1/2 mile 1 mile

Data Sources: City of Dickinson, ESRI ArcGIS, NearMap/aerial Imagery: www.nearmap.com October 2021 Consultant: Half Associates, Inc.

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 Table 1.2, *City of Dickinson Employment by Traffic Analysis Zone*, current employment levels in 2018 are estimated to be 7,375 jobs. As depicted in Map 1.4, *Traffic Analysis Zones (TAZ) 2018 Employment*, employment in Dickinson is spatially concentrated on the northwest-central corridor, which captures major commercial corridors along I-45 and FM 517.

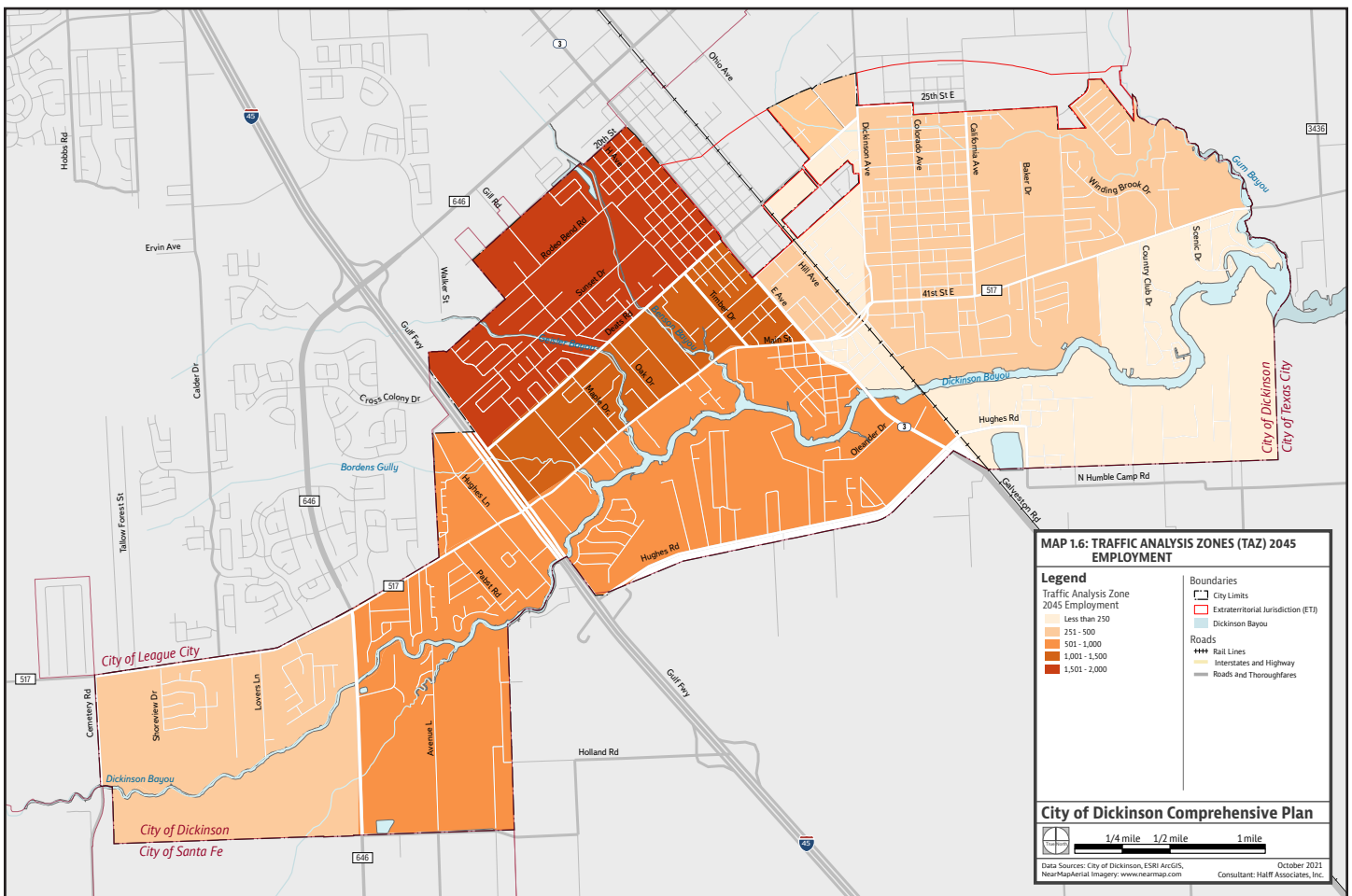
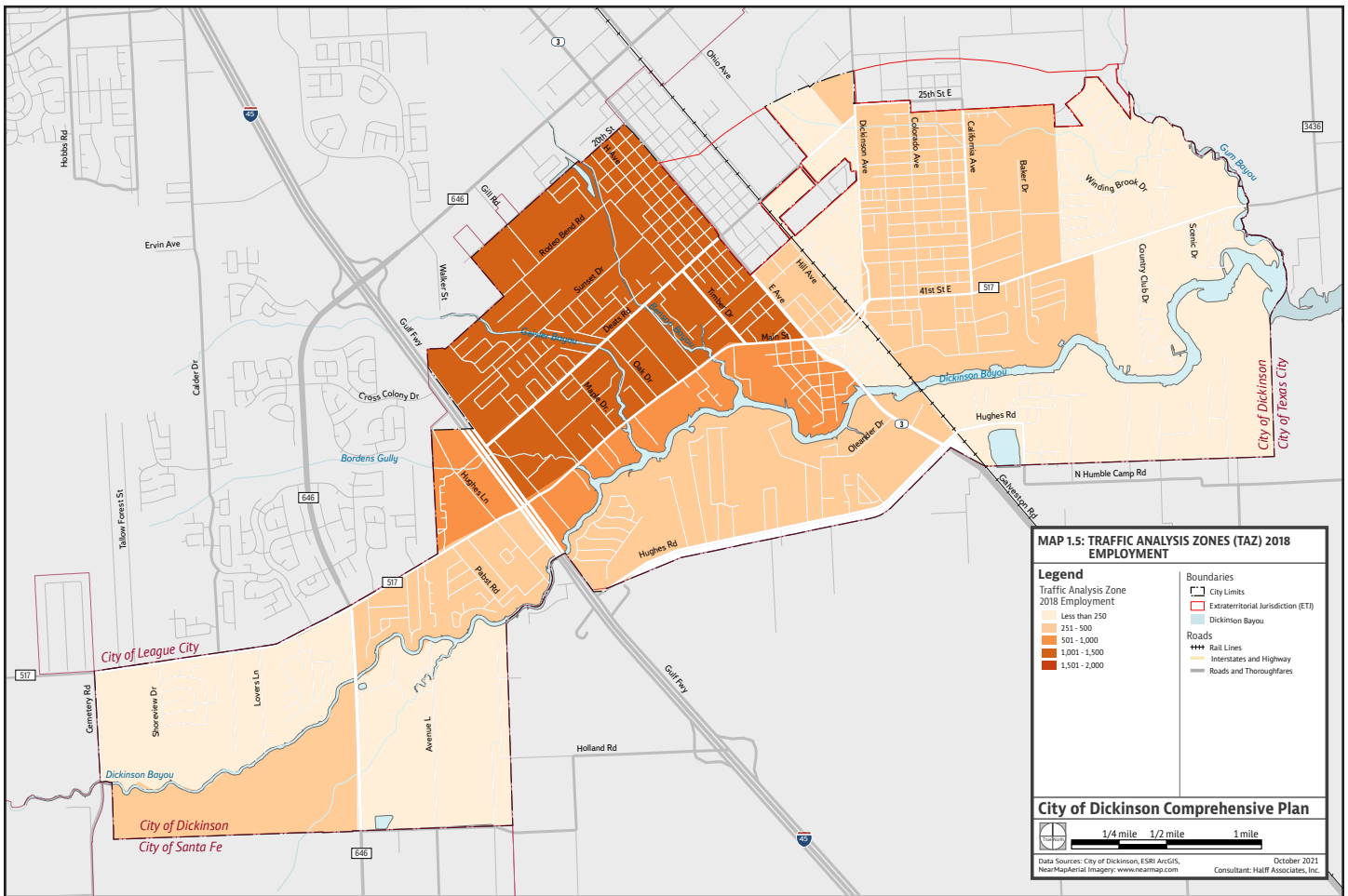
Future Employment, 2045

As shown in Map 1.5, *Traffic Analysis Zones (TAZ) 2045 Employment*, future employment levels in 2045 are projected to reach 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.





Population Projections

A population projection was developed for the City of Dickinson to facilitate the modeling of alternative future scenarios to examine potential future spatial development patterns. The population projection extends from 2020 to Future Year (FY) 2045. As depicted in Figure 1.2 and Table 1.3, eight data sources were used to develop this Plan's population projection. Due to the different assumptions, boundaries, and date of development that categorizes each of these projections, a Compound Annual Growth Rate (CAGR) was calculated for each data set. Utilizing seven of the eight population projections' individual implied growth rates or CAGR, an average CAGR of 1.29 percent was developed, applied to the Base Year 2020 total population (20,847) derived from the 2020 U.S. Decennial Census, and extrapolated to FYs 2045 and 2050. **Thus, the City of Dickinson is projected to have 28,747 people in 2045, representing an absolute growth of 7,900 persons.**

The projected population for the City of Dickinson will serve as an important determinant in future decisions. The information will be used to:



Quantify the demands on public facilities and services, such as fire and police protection, water and wastewater facilities, transportation, and drainage infrastructure, parks and open space, and municipal buildings and staff, among other development impacts.



Determine estimated future land uses growth, guide advanced planning for new development, coordinate timely provision of adequate infrastructure, and appropriately direct available resources.



Create an economic development strategy to seize opportunities and overcome foreseen challenges.



Inform regional agencies of changes and demands to local- and region-wide networks.

Data Sets Utilized

The population projection developed as a component of this plan (Table 1.3) was derived from seven of eight data sources reviewed for this Plan:

U.S. Census Bureau: Historical city population growth was calculated using 2000, 2010, and 2020 US Decennial Census data. Every 10 years, the U.S. Census Bureau conducts a census to determine the number of people living in the United States. The U.S. Census Bureau is believed to have the most accurate information pertaining to population and households. According to the U.S. Census, the population in Dickinson grew by 1.04 percent from 2000 to 2020.

2018 Houston-Galveston Area Council (H-GAC) Growth Forecast: The metropolitan planning organization's Regional Growth Forecast of population, employment, and land use data for the eight-county H-GAC Transportation Management Area (Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties) incorporates the latest available information on planned and announced developments, population and employment data, and feedback received from forecast users. This model shows that from 2020 to 2045, the City of Dickinson is expected to grow annually at a 1.3 percent rate.

2021 Regional Water Plan (Region H Water Planning Group): Population projections for several counties, including Galveston County, where the City of Dickinson is located, were developed by the Region H Regional Water Planning Group in coordination with the Harris-Galveston Subsidence District, Fort Bend Subsidence District and the Lone Star Groundwater

Conservation District and redistributed to align with new Water User Group boundaries. The model indicates that Dickinson will grow at 1.15 percent CAGR, which represents the median of all population projections reviewed.

Buxton Demographic Report: Buxton is an analytics platform that enables organizations and companies realize growth potential via a variety of data analysis. It develops five-year population projections utilizing the latest U.S. Decennial Census. This projection shows conservative growth with a 1.08 percent CAGR. The CAGR is used to extrapolate to 2045.

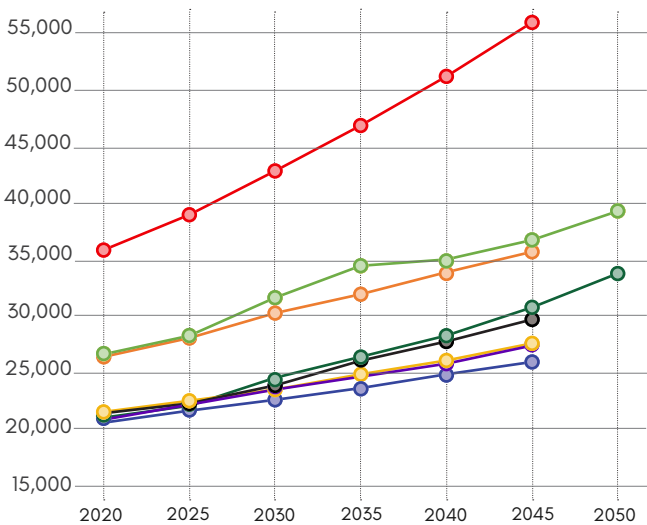
2021-2026 ArcGIS Business Analyst Demographic Projections: ArcGIS Business Analyst develops five-year population projections utilizing the latest U.S. Decennial Census. This projection shows modest growth with a 0.98 percent CAGR. The CAGR is used to extrapolate to 2045.

Traffic Analysis Zones (TAZ): The Traffic Analysis Zones in the region are special areas delineated by H-GAC to tabulate and model vehicular trip generation-related data, in particular journey-to-work and place-of-work statistics. This model reflects outputs in five-year increments from 2015-2045.

Texas Demographic Center: The Texas Population Projections Program produces projections of the population of the state and all counties in the state by age, sex and race/ethnicity. These projections are used extensively by public and private entities. The smallest geographic boundary for this projection is at the county level. This projection shows the most dramatic growth in the area at 1.65 percent CAGR.

Dickinson Independent School District (ISD) 2030 Student Enrollment Projections: This projection consists of Dickinson ISD’s student enrollment numbers from 2020 to 2030. Dickinson ISD projects that student enrollment will dramatically grow by 2.45 percent annually. Because students are a subset (school-aged children from 5- to 18-year-old) of the total population of a place, the CAGR for this projection was not used. Furthermore, the boundaries of the ISD go far beyond the City’s boundaries as only 30 percent of Dickinson ISD students live in the City of Dickinson.

Figure 1.2, Dickinson Population Projection



Existing ranchland and new development, facing western Dickinson
Source: Reward Realty, Annie Stephens

Table 1.3, Dickinson Population Projection, showcases historical city population growth, original data points from the seven population projections, and the projection calculated for this effort. Figure 1.2 illustrates the same data from Table 1.3.

Table 1.3, Dickinson Population Projection

Year	Projection Data							
	2018 HGAC Growth Forecast	GCWCID No. 1 - 2021 Region H Plan	Buxton Demographic Report	Business Analyst (ArcGIS Online)	TAZ Analysis	Texas Demographic Center	DISD Emrolment Projections	U.S. Census Growth Trends
2000	-	-	-	-	-	-	-	16,946
2010	-	-	-	-	-	-	-	18,680
2015	-	-	-	-	-	-	-	19,355
2020	26,495	26,675	21,029	20,603	35,705	20,847	11,529	20,847
2025	28,273	28,402	22,192	21,628	39,101	22,624	13,011	21,955
2030	31,668	30,240	23,419	22,485	42,821	24,552	14,684	23,122
2035	34,357	31,972	24,715	23,603	46,893	26,645	16,572	24,352
2040	34,873	33,803	26,081	24,777	51,354	28,916	18,702	25,646
2045	36,756	35,542	27,524	26,010	56,238	31,381	21,107	28,747
2050	-	29,417	-	-	-	34,056	-	-

- 1.32% 2018 HGAC Growth Forecast
- 1.15% GCWCID No. 1 - 2021 Region H Plan
- 1.08% Buxton Demographic Report by the Economic Development Corporation
- 0.98% Business Analyst (ArcGIS Online)
- 1.83% TAZ Analysis, RFG GIS Data from H-GAC
- 1.65% Texas Demographic Center Population Projection at County Growth Rate
- 2.45% DISD Emrolment Projections, 2020 Bond Dickinson ISD
- 1.04% Population Projection based on U.S. Census Growth Trends
- Average of all Projections



Public Engagement Findings

Engagement Process

A series of public engagement events and methods were undertaken throughout the comprehensive planning process. Listening sessions took place during the findings phase of the planning process and consisted of community stakeholders and groups. Comprehensive Plan Advisory Committee (CPAC) meetings took place throughout the process to provide feedback to drafted recommendations and analysis. An online community survey took place from February 2022 to August 2022 where residents were asked

a series of questions retaining to Dickinson’s current issues, needs, and future. A summary of the 2020 Management Survey was included as well, which highlights residents’ perceptions and options of City operations. Lastly, community feedback was received at multiple community events including a formal Open House, attendance at a City staff stakeholder retreat, and dot- and map-board activities at the Red White and Bayou Labor Day event. Findings from the public engagement process are the main basis for the drafted goals, recommendations, and strategies starting on page 2.11.

Listening Sessions

Summary of Findings

Social Need for...

- Additional City social media and online communications
- Demand for multi-family homes and non-single-family properties
- Additional protection of existing wetlands and tree canopy
- Senior care medical and activity facilities
- Community gathering spaces and community events
- Additional parks and sports associations
- Placemaking elements

Infrastructural Need for...

- Street paving and ditch drainage improvements
- Additional storm and flood water retention / mitigation techniques
- Expanded utilities along future commercial corridors
- Community parks and existing park safety / condition improvements
- Widening of State and County roads
- A comprehensive thoroughfare and infrastructure plan

Economic Need for...

- A clear, comprehensive, and easy permitting process and handbook for developers
- More transparency and access to existing grants and city collaborative opportunities
- Revisions to signage and building standards, and overlay districts requirements, regarding affordability for small business development
- Development / construction funding support due to additional FEMA and flood-safety requirements
- Special grants and funding for DISD students and community education
- Access to small, locally owned businesses

Mobility Need for...

- Improved sidewalk and pedestrian connectivity
- Improved bus stop signage, bus shelters, sidewalk connectivity, and clarity of stop locations
- Wayfinding, gateways, and signage elements
- Bayou access west of I-45
- Additional and continued collaboration between METRO Houston, Galveston County, and Harris County
- Additional collaboration between Gulf Coast Transit Department and the City

Stakeholder Retreat Event with City staff and elected officials
Source: Half Associates



Comprehensive Plan Advisory Committee (CPAC) Meetings

Strengths, Weaknesses, Opportunities, and Threats in Dickinson

STRENGTHS

- Proximity to Houston metro, Gulf Coast, highways, airports, a medical center, and Galveston beach
- Navigable bayou and natural resources, e.g., trees
- Large homes and large lots
- A thriving ecosystem, native advocacy, and Post-disaster innovation
- Dickinson ISD, first responders, and City Library
- Small-town feel with proximity to big-city facilities
- Low crime rates
- Grassroots civic engagement
- Developable area in west Dickinson
- Strong history and heritage
- Award-winning Keep Dickinson Beautiful

WEAKNESSES

- Flooding
- Blight / unoccupied parcels
- Limited code enforcement
- Missing downtown / retail
- Lack of public park space
- Lack of access to the bayou
- Reliance on destination sourcing tax revenue (rebuild tax revenue stream)
- Damaged streets and infrastructure
- Limited city water and sewer services
- Limited space for new subdivision development
- Ambiguous codes for property developers
- Lack of a City brand and communication with the public
- Lack of recreation center and recreation opportunities for the youth

OPPORTUNITIES

- Availability of grant funding after Hurricane Harvey
- Eco-tourism destination
- Rebranding and growing City reputation
- Waterfront property
- Redevelopment of existing City destinations
- DISD families (who have students enrolled in the middle and high school inside city boundaries)
- City and third-party social media / public engagement
- Embracing technology for a smart city
- Emancipation Trail (Houston to Galveston Trail)
- Promise Scholarship
- Ecological improvements and flood mitigation techniques

THREATS

- Negative perception of the area
- 380 Agreement / demographic change
- Natural disasters / climate change
- Lack of retention of high-income households
- Aging infrastructure

Summary of Findings

Social Need for...

- Additional retail, grocery stores, and dining
- Access to parkland and recreation, including indoor recreation
- Smaller lots, more diverse housing types, assisted living, and higher quality housing
- Community events, live entertainment, and food trucks
- Access to Dickinson Bayou and water frontages
- Walkable areas that embrace a small-town feel and environmental embracement

Infrastructural Need for...

- Flood abatement infrastructure and flood management techniques
- Expanded recreational opportunities, such as water-sports, boating, public pools, splash-pads, dog parks, and sports courts
- Safer and more efficient intersections along major corridors such as FM 517, I-45, FM 646, SH 3, and Dickinson Avenue
- Burying transmission lines, improving street drainage, ditches, and retention basins
- Expand and improve existing sewage, water, and electrical infrastructure

Economic Need for...

- Additional retail, grocery stores, and dining
- New businesses catering to water sports and equipment
- Professional class businesses
- Developing catalyst nodes for new development
- Redeveloping existing buildings and sites
- Outdoor recreation and tourism branding strategies
- Closer coordination between City projects and partnerships

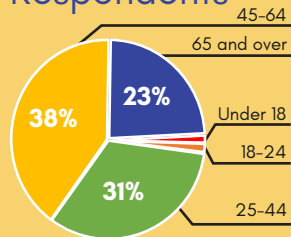
Mobility Need for...

- Bicycle lanes and trails
- Improved sidewalk quality and expanded connectivity
- Additional connections to destinations and parks
- Uniform signage, lighting, wayfinding, and infrastructure
- Improved marketing for existing public transportation
- Improved street maintenance and paving

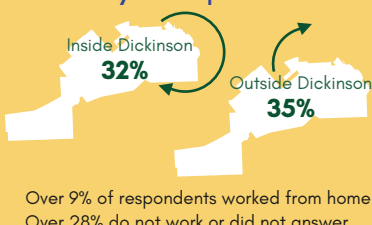


Community Survey Results

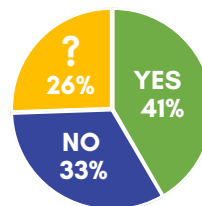
Age of Survey Respondents



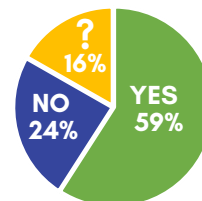
Employment of Survey Respondents



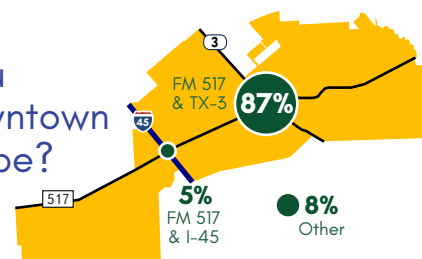
Is there enough housing choice (i.e., variety of market options) current available in Dickinson?



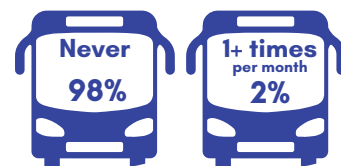
Is the housing reasonably priced in Dickinson?



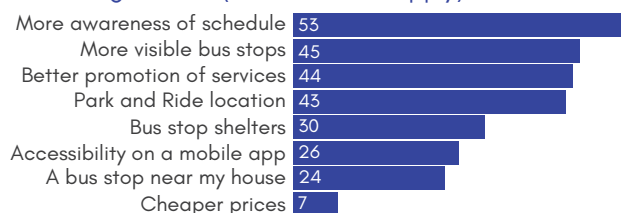
Where do you consider Downtown Dickinson to be?



How often do you use the Gulf Coast Transit District (GCTD) buses?



For respondents that answered 'never', what additional services or features would you need to consider using GCTD? (select all that apply)



Community Survey Summary Findings

What should the Dickinson Comprehensive Plan address?

1. Increased walkability and bikeability with sidewalks and trails
2. Increased storm / flood protections and green space for parks
3. Improved quality and character of streets, buildings, and City amenities
4. Established locally-based grocery stores, restaurants, and shops
5. Increased housing quality, housing options, and access to retail and parks
6. Increased placemaking, community identity, and historical / environmental preservation

Special Places in Dickinson

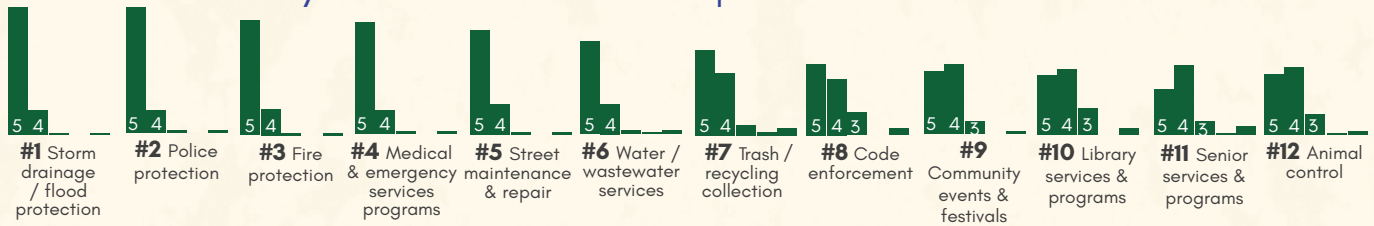


Favorite Thing About Dickinson



On a scale of 1 to 5 (with 5 being very important, 1 being very unimportant)

What services do you feel are the most important?



What industrial uses do you feel are the most important?

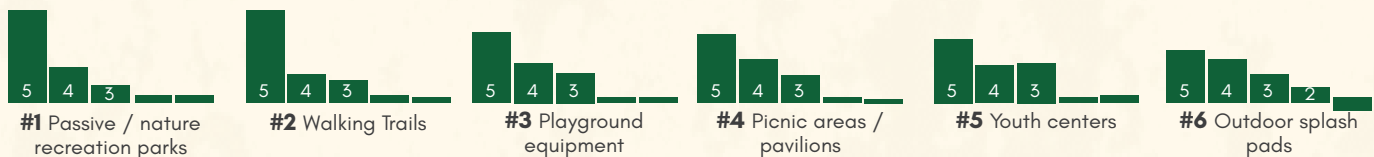


What commercial uses do you feel are the most important?



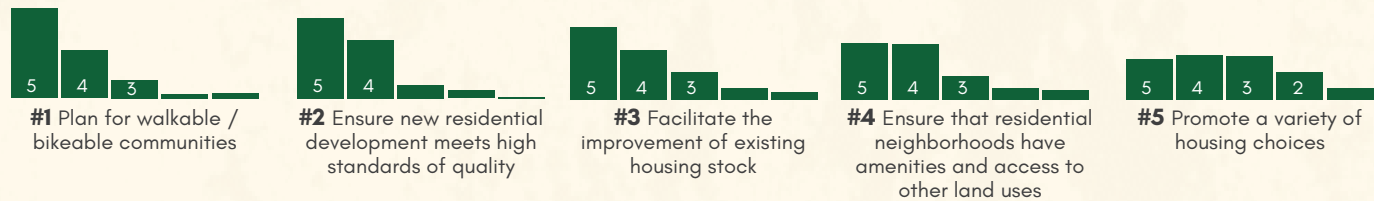
What recreational amenities do you feel are the most important?

(depicting the top six responses)



What neighborhood / housing objectives do you feel are the most important?

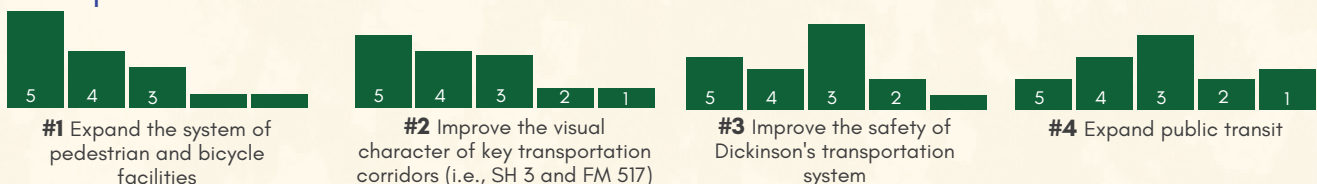
(depicting the top five responses)



What economic development objectives do you feel are the most important?



How important is it that the Comprehensive Plan address the following transportation related issues?

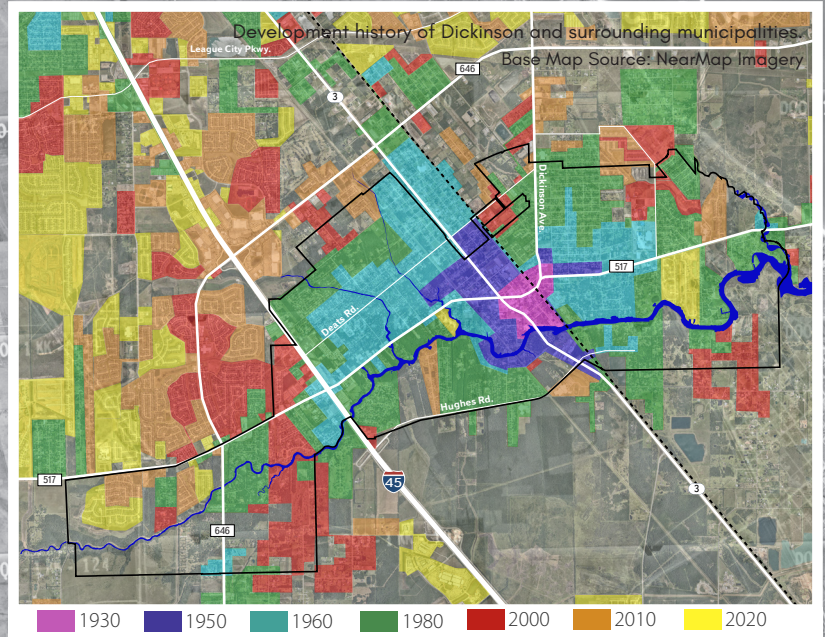




Reminders of the Past

Dickinson was first settled around 1850 along the Dickinson Bayou. In 1857 the Galveston-Houston-Henderson Railroad was built connecting Dickinson to League City (north) and Texas City (south). Later, Highway 3 was constructed through Dickinson directly connecting Galveston and Houston. Dickinson's early history was defined by small population growth, railroad stops, fruit farming, gambling clubs, and the Texas Coast Fair and racetrack.

Dickinson's population growth was steady but remained under 750 residents until 1931. A majority of the early growth was concentrated around the first settlement site along Highway 3. Two additional grid-platted zones were added to Dickinson after this time. One new section followed north along Highway 3, between Timber Drive and Hill Avenue. The second new section is the gridded streets between Dickinson Avenue and California Avenue north of FM 517.



As Downtown / Old Town Dickinson and the two gridded plats began to be developed, additional single-family development started to occur mostly to the north and west of Dickinson. By 1970, Dickinson's population reached 10,776 residents jumping over 500% from 1950-1970. This period saw the first large scale population growth for the City and area. Up until this point Dickinson was one of the largest settlements in the area, surpassing Friendswood, Pearland, League City, and La Porte.

In 1971, Interstate 45 between Galveston and Houston finished construction. This set off an additional wave of continually increasing development during the 1970s and 1980s. By 1980 suburban development from the Houston Metropolitan Area / League City began to merge with Dickinson's northern residential development.

In recent years, flood-risks and flood concerns have grown among community members. Hurricane Ike (2008) and large thunderstorm events since 1980 have pushed water into the Galveston Bay and up Dickinson Bayou. In 2017, 80% of Dickinson (7,000 structure) was flooded by Hurricane Harvey. Flooding and sea level rise are some of the most impactful challenges facing the future of Dickinson.

Today, Dickinson is a mid-sized suburban community distinguished for its turn-of-the-century street grid design, abundant tree canopy, and mid-century housing stock. Much of Dickinson's development has occurred before large suburban growth of neighboring communities post-1990. This provides Dickinson with a unique community identity different than newer suburban-tract communities.

Background Map Source: United States Department of Agriculture 1955 Land Survey

Dickinson Existing Conditions, Public Engagement, and Existing City Report Summary Findings

Based on findings from the Existing City Report, the Community Engagement process, review of Dickinson's accomplishments, and the population projection analysis, a series of needs and challenges were consistently presented. The findings, listed below, should guide the Future City goals and future decision making from City staff and community leaders.

- Address Flood Risks to Residential, Commercial, and Public Property**
- Provide Additional Parkland and Recreational Opportunities**
- Establish Mixed-use Activity Centers**
- Protect and Enhance Existing Tree Canopy and Natural Spaces**
- Improve Vehicular Infrastructure**
- Establish a Downtown 'Central Core' with Mix-use Development and Opportunities for Public Gathering**
- Provide a Variety of Housing Typologies that cater to the Needs of Different Populations**
- Provide Additional Social and Recreational Programming for Youth**
- Develop a System of Active Transportation Facilities, including Trails and Shared-use Paths**
- Expand Utilities Infrastructure Capacities**
- Increase Placemaking and Community Identity**



VISION FOR DICKINSON

Dickinson is built upon deep and lasting connections. Shared connections with history, with the land and water, and connections between the people who reside in the community and call Dickinson home. Dickinson's residents have also cultivated a shared vision for a preferred future which drives this planning program.

Destination Dickinson

Dickinson is a place where inclusive and equitable development is in harmony with the natural environment. The Dickinson Bayou and its tributaries provide recreational opportunities, scenic value, and contributes to the community's identity.

Dickinson is an innovative community that addresses change through thoughtful planning and effective governance. Growth and development are guided by community values, fiscal responsibility, and strategic investments in services and infrastructure.

Dickinson residents support a lively Downtown, safe neighborhoods, and a healthy economy. Diverse housing and varied employment opportunities, excellent schools, and recreational facilities offer residents the ability to live, work, and recreate within the community. Vibrant activity centers provide a dynamic and attractive business climate with a mix of commercial, residential, civic, and cultural amenities which contribute to Dickinson's character and secure its standing as a regional destination.





Ray Holbrook Park facing northwest
Source: Half Associates