

1. 6:00 P.M. 01-12-2016 Council Workshop Meeting Agenda

Documents: [01-12-2016 WORKSHOP MEETING - COMPLETE.PDF](#)

Julie Masters, Mayor
Charles Suderman
Bruce Henderson
Walter Wilson

AGENDA
City of Dickinson
CITY COUNCIL
SPECIAL WORKSHOP
MEETING

Wally Deats, Mayor Pro Tem
Louis Decker
William H. King III
Julie M. Robinson, City
Administrator

January 12, 2016

NOTICE is hereby given of a **SPECIAL WORKSHOP MEETING** of the City Council for the City of Dickinson, County of Galveston, State of Texas, to be held on **TUESDAY, January 12, 2016, at 6:00 p.m.** at 4403 Highway 3, Dickinson, Texas 77539 for the purpose of considering the following numbered items. The City Council of the City of Dickinson, Texas, reserves the right to meet in a closed session on any of the below items should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

ITEM 1.) CALL TO ORDER AND CERTIFICATION OF A QUORUM

ITEM 2.) BRIEFING, DISCUSSION AND DIRECTION CONCERNING: Review Of Revised Drafts Of Introduction And Housing Chapters Of New Comprehensive Plan.

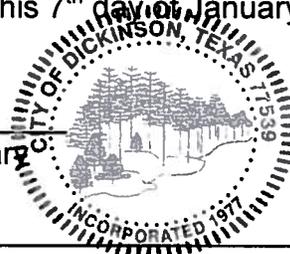
ITEM 3.) ADJOURN

CERTIFICATION

This is to certify that a copy of the Notice of the City Council Workshop Meeting for **TUESDAY, January 12, 2016** was posted on the bulletin board at City Hall, 4403 Highway 3, Dickinson, Texas, on this 7th day of January, 2016, prior to 6:00 p.m.



Carolyn E. Anderson, City Secretary



In compliance with the Americans with Disabilities Act, the City of Dickinson will provide reasonable accommodations for disabled persons attending City Council Meetings. Requests should be received at least 24 hours prior to the scheduled meeting, by contacting the City Secretary's office at 281-337-6217, or by FAX at 281-337-6190.

**Dickinson City Council
Agenda Item Data Sheet**

MEETING DATE January 12, 2016

TOPIC:	BRIEFING, DISCUSSION AND DIRECTION CONCERNING: Review of Draft Introduction and Housing Chapters of New Comprehensive Plan
---------------	--

BACKGROUND:	<p><u>Introduction Chapter</u> During the Workshop Meeting on December 8, 2015, the Council discussed the draft Introduction Chapter and directed the following changes thereto:</p> <ul style="list-style-type: none"> • Delete the word “affordable” throughout the Chapter • Revise the History section of the Chapter, and Mayor Masters volunteered to undertake this task • Remove the paragraph entitled “Historic Population Trends” on Page 2 • Update the population projections to include the area in the extraterritorial jurisdiction that is currently being annexed by the City of Dickinson • Remove Figure 1.1, Population Growth Rate from 1950 to 2030 from Page 3 • Include additional information about Dickinson Independent School District (ie., size of District, growth in student population, etc.) in the Educational Attainment section on Page 5 • Revise the sentence concerning the percentage of the population that has obtained a high school degree more positively • Change the word “hopes” to “plans” in the first line at the top of Page 7 • Revise the driving forces section on Page 7 • Include 2014 in the paragraph about the Open House on Page 8 • Change month for the Plan Completion date in Table 1.1 Participatory Planning Schedule on Page 8 • Delete the vision statement from Page 8 • Compare the Goals for the various chapters on Pages 9 and 10 to the Chapters as they are being revised. <p>A majority of these changes have been included in the Chapter and are reflected in the redlined version of the Chapter included with the packet. Please note that the population projection has not yet been updated to include the area being annexed and the goals on Pages 9-10 particularly for the Land Use and Community Facilities and Services have not been revised yet, but</p>
--------------------	--

ACTIONS TAKEN

APPROVAL <input type="checkbox"/> YES <input type="checkbox"/> NO	READINGS PASSED <input type="checkbox"/> 1 st <input type="checkbox"/> 2 nd <input type="checkbox"/> 3 rd	OTHER
---	--	--------------

**Dickinson City Council
Agenda Item Data Sheet**

these will be prior to finalization of the Chapter. Additional revisions were included to ensure that the content of the Introduction matches the content of other chapters.

Housing Chapter

On Wednesday, December 30, 2015, City Administrator Julie Robinson emailed the Council a revised draft of the Housing Chapter of the City's new Comprehensive Plan. This Chapter was completely rewritten, so a redlined version of the previous version that you had in the packet for the Workshop Meeting on December 8, 2015 has not been provided with this agenda item since it was difficult to see all of the changes. Mrs. Robinson requested that the Council review the revised draft and submit any revisions to her no later than Wednesday, January 6, 2016. Mrs. Robinson received few revisions to the draft; however, a redlined version of the draft revised Housing Chapter reflecting the submitted revisions is provided for your review with this agenda item.

RECOMMENDATION: Staff requests feedback from the Council concerning the revised Introduction and Housing Chapters.

ATTACHMENTS:

- Redlined Version of Chapter 1, Introduction, of the New Comprehensive Plan
- Clean Version of Chapter 1, Introduction, of the New Comprehensive Plan
- Redlined Version of Revised Chapter 4, Housing, of the New Comprehensive Plan Emailed to the City Council on December 30, 2015

FUNDING ISSUES

Not applicable
 Not budgeted
 Full Amount already budgeted.
 Funds to be transferred from Acct.# - -

<p>SUBMITTING STAFF MEMBER</p> <p>Zachary Meadows, Director of Community Development</p>	<p>CITY ADMINISTRATOR APPROVAL</p> 
---	--

ACTIONS TAKEN

<p>APPROVAL</p> <p><input type="checkbox"/> YES <input type="checkbox"/> NO</p>	<p>READINGS PASSED</p> <p><input type="checkbox"/> 1st <input type="checkbox"/> 2nd <input type="checkbox"/> 3rd</p>	<p>OTHER</p>
--	--	---------------------

DIVIDER PAGE

Introduction: State of the Community

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

History

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

~~The City and Dickinson Bayou were named after John Dickinson, who received a land grant from Mexico in 1824 just north of the City. Around 1860, the Galveston, Houston, and Henderson Railroad Company built a stop in Dickinson. In 1890, the U.S. Postal Service built a post office in the town, registered under the name of Dickinson.~~

~~Nine businessmen came together in the 1890's and organized the Dickinson Land and Improvement Association, which marketed the unoccupied areas of Dickinson. The soil in the area was suitable for growing fruit and berries, and the land was marketed for that purpose. Fred M. Nichols established the first public park in the community, by converting forty acres of his land into the Dickinson Picnic Grounds. Large groups traveled to Dickinson for the three decades afterword to picnic and vacation on the grounds. In 1896, the Texas Coast Fair was established, and by 1911, the Galveston and Houston Electric Railway Company had built three stops in Dickinson.~~

~~In 1900, Italian immigrants, who had originally settled in Bryan, Texas, were forced to seek resettlement with help from the Italian consul, Clemente Nicolini. Nicolini helped these immigrants relocate to the Galveston area, including within the current City of Dickinson. The Italian Ambassador, when searching for a place to direct Italian immigrants to settle, visited Dickinson in 1905. He was greeted by over 100 Italians at the train station and this convinced him to include Dickinson as one of the places to encourage Italian immigrants to settle. Dickinson's growth in the 20th century was due to industrialization and the oil industry. In 1962, the Lyndon B. Johnson Space Center was established just north of Dickinson, in Webster. During the 1960's, the population grew 74 percent, followed by another 129 percent the next decade. Dickinson was incorporated in 1977 when it had a population of around 11,000. In 2013, Dickinson was estimated to have a population of 19,293.~~

Demographics

Historic Population Trends

~~In 1950, Dickinson had a population of 2,704. The population declined considerably from 1970 to 1980, but has since increased to an estimated 19,293 in 2013, according to 2013 U.S. Census American Community Survey (ACS) estimates. Dickinson saw large population growth during its early years when the population grew 74 percent in the 1950's and 129 percent in the 1960's. The City also saw population growth in the 1980's and 1990's, when the population grew by 56 percent and 46 percent, respectively. However, after 2000, the population growth rate has declined and the City is now growing much slower. A declining growth rate is common among cities that are landlocked and have little room for growth. Figure 1.1 shows the historical growth of Dickinson, along with rates for Galveston County and the State. Figure 1.2 shows the total population for each decade according to the U.S. decennial census.~~

~~[Inset Figure 1.1 here, Historical Rate of Population Growth]~~

~~[Insert Figure 1.2 here, Population from 1970 to 2013]~~

Population Projections[CDOT1]

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

to decrease gradually. The Black or African American population is expected to increase until 2020, then it is anticipated to decrease.

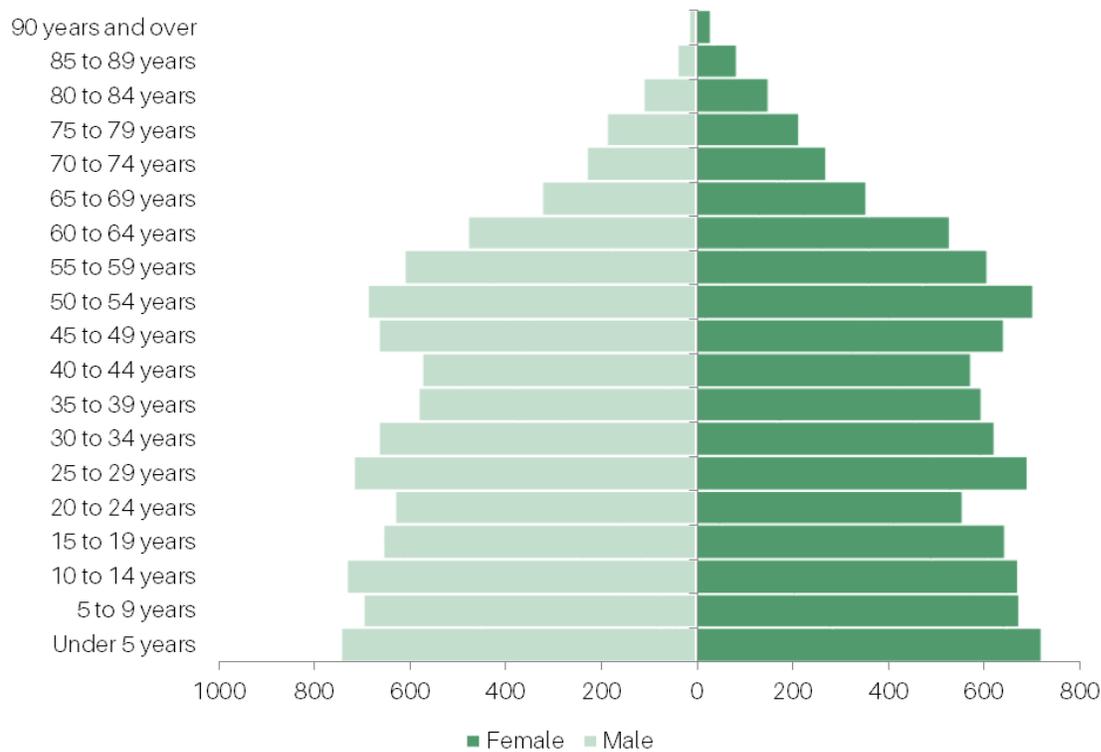
Second, the availability of vacant residential land uses signals the number of new citizens the city can accommodate. Currently, the city has 1,963 acres of vacant land available. Based on the Future Land Use Map and accommodating future roadway areas and minimum lot requirements within the zoning ordinances, the city could accommodate an additional 5,241 dwelling units within west Dickinson and as infill residential development. This would add an estimated 15,724 people to the city of Dickinson, with a build-out population of 35,017. Chapter 2 will explain in more detail the methodology of land supply versus the land demand (in acres) based on the number of persons per household. Both the rate of population growth and the land available to accommodate that growth are key factors to gauge future population. These factors are correlated, whereby the population size depends upon the residential land use available.

~~**Insert Figure 1.1 here, Population Growth Rate from 1950 to 2030**~~

Population Age Distribution

According to the U.S. Census Bureau in 2010, 53.2 percent of the population was between 25 and 64 years old and 27 percent of the population was under 18. This indicates a large part of Dickinson's population is of workforce age and made up of households with children (see Figure 1.2). There is also a significant amount of single parents with children. Dickinson has a fairly young population, but there are a few areas of the City that have a large elderly population, as can be seen in Figure 1.2. In 2000 the largest age cohort group is between the ages of 35 to 39. Furthermore, there is a significantly large number of the population which are 18 years old or younger. This is comparable to the State and suggests a healthy number of working families with children. In 2010, males and females were more evenly distributed than in 2000. In 2010, the largest age cohorts were between the ages of 25 to 29 years and 50 to 54 years. When comparing age and sex in 2000 to that in 2010 (see Figure 1.2), you can see the largest age cohort of 2000 (30-40 years) age 10 years in 2010 (40-50 years). If this trend stays consistent throughout the coming years, it can be assumed that the City of Dickinson should see a growth in the elderly population.

Figure 1.2 Population Pyramid in 2010



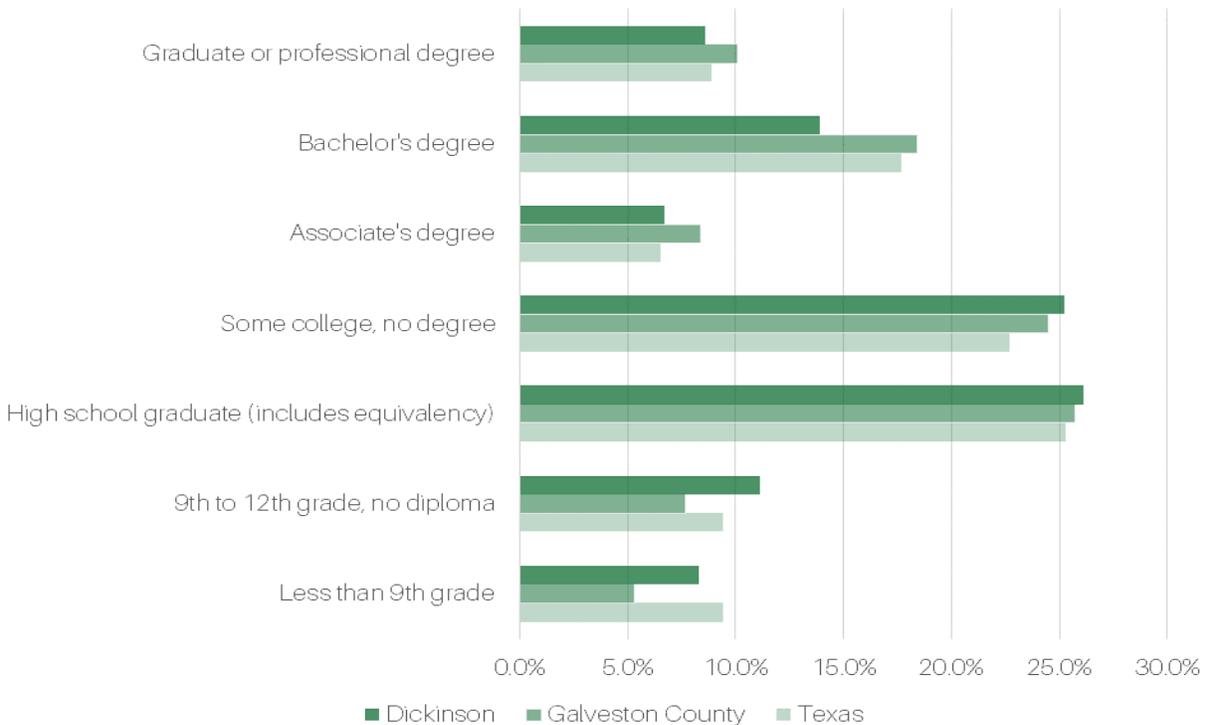
[Insert Figure 1.2 here, Population Pyramid in 2010]

Educational Attainment

Dickinson’s school-age population is served by the Dickinson Independent School District (DISD) and includes elementary, middle, and high schools. DISD is approximately 61 square miles in size and includes all of the City of Dickinson and the areas of Galveston County known as Bacliff and San Leon, and parts of League City and Texas City. DISD is one of the school districts named a “Destination District” by the Fast Growth Schools Coalition because of its high student enrollment growth. Between the 2009-2010 and 2014-2015 School Years, DISD experienced an increase of 17.35% growth in enrollment – growing from an enrollment of 8,878 to 10,418. In the past two years alone, DISD has grown by approximately 1,000 students, and DISD’s current student number is 10,871. This enrollment growth trend is expected to continue over the planning period. The school district also maintains an alternative learning center. Approximately 94.3 percent of DISD students graduate or obtain their GED. According to the U.S. Census Bureau’s ACS data, 81.3 percent of the City’s population over 25 have completed high school or higher, compared to 86.8 percent for the County and 80.7 percent for the State (Figure 1.3). There is still a significant amount of the population over 25 that have less than a high school degree. ~~Figure 1.3 shows that there are a few concentrated areas where a large portion of the population has less than a high school degree.~~ When comparing the total amount of the population that has completed some college in Dickinson, Galveston County and the State also have similar attainment rates. The percentage of those who have completed at least some

college or higher is 54.2 percent for the City, 61 percent for the County and 55.4 percent for the State. Dickinson has a lower percentage of its population attaining a bachelor's degree or higher. Those with a bachelor degree or higher is 22.2 percent for the City, 28.3 percent for the County and 26.2 percent for the State. Figure 1.3 shows the educational attainment of the population over 25 for the City compared to the State and County.

Figure 1.3 Educational Attainment in 2013 for Population over 25



[Insert Figure 1.3 here, Educational Attainment in 2013 for Population over 25]

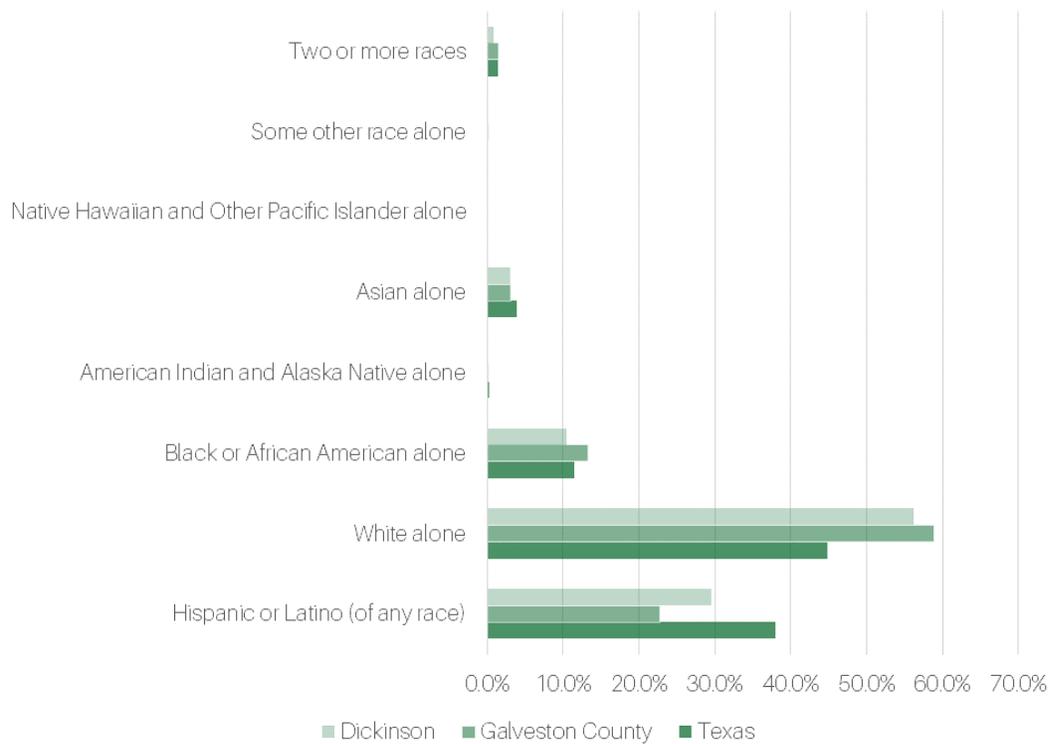
Race and Ethnicity Profile

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

When compared to the State, Dickinson has a higher percentage of White alone population by approximately 7 percent and slightly less Hispanic or Latino population by approximately 5 percent. Dickinson's Asian alone population is also less than the State's Asian alone population by about 2 percent. The Black or African American alone and other Population is almost

identical to the State's proportion of those races. Figure 1.4 shows the racial makeup of the City compared to the County and State.

Figure 1.4 Percentage of Population by Race



[Insert Figure 1.4 here, Percentage of Population by Race]

Driving Forces

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

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

+Positive Driving Forces

- ~~Great proximity to Equidistant between~~ Houston and Galveston
- ~~Redevelopment of current housing would maintain housing affordability for homeowners~~

- Diversification of the housing stock
- Opportunities for infill residential development
- Many young families
- ~~Two-Three~~ high capacity thoroughfares (Interstate 45 & State Highway 3) provide access to surrounding areas to the North and South, and East and West access via FM 517~~with East and West~~
- Population is growing, ~~but not at an overwhelming~~ at a manageable rate

-Challenging Driving Forces

- Major flood risk due to floodplain and high velocity wave action zone
- City is landlocked, and there is limited vacant land for future development
- ~~Many of the current v~~ vacant parcels within the City have ing existing structures
- Limited alternative transportation infrastructure
- Residents largely rely on surrounding communities for employment
- Housing stock is aging

Planning: The Process

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

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

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

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

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

- Establish objectives to reach those goals

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

~~Below is the meeting schedule that transpired during the ten month development of the Plan.~~

Table 1.1 Participatory Planning Schedule

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



[Figure 1.5 Task Force members brainstorm and draft goals based on the community's vision.](#)

[Visioning](#)

~~A Vision Statement is the overall declaration of what Dickinson aspires to be in the long term. The Task Force began the process of creating a vision for Dickinson by performing a SWOT analysis. Members participated in an interactive activity which that was based on their perception of the Ceity's current Strengths, Weaknesses, Opportunities and TrafficThreats ("SWOT analysis"). The purpose of the activity was to record the Task Force members observations and sensitivities as to what they considered crucial aspects regarding the City and its future. Based on the SWOT analysis, goals and objectives were created, members were asked to use that information and formulate a Vision Statement that would describe the Dickinson of tomorrow. The Task Force developed the following statement:~~

~~"Dickinson is a unique, beautiful, vibrant community with excellent opportunities for life, work, education and play."~~

Goals

~~Following the development of the Vision Statement, the Task Force members contemplated and discussed goals that would address the issues in the SWOT analysis and ultimately, result in a Plan that would reflect the Vision they anticipated for the City. Below is brief summary of those goals, a more detailed list of goals, objectives and action items can be found in Chapters 2 through 6.~~

Goal 1 – Land Use

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

Goal 2 – Economic Development

- ~~Encourage appropriate commercial and retail development in the City to expand the commercial tax base, increase sales tax revenues, and create jobs in a manner that supports the community character and quality of life, promotes a vigorous, diversified and regionally competitive economy and provides maximum tax relief for homeowners while still responding to demands for quality services.~~ Encourage appropriate 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 a vigorous, diversified and regionally competitive economy that will provide maximum tax relief for home and business owners while continuing to respond to the demands for quality service.~~
- ~~Promote and i~~ Increase day trip tourism to allow Dickinson to set itself apart from other cities and become a destination that people will want to spend the day.

Goal 3 – Housing

- Provide a diverse housing stock within the City, including a full range of housing types and values to accommodate various income levels for existing and prospective Dickinson residents. Build housing, which will maintain a healthy revenue stream for the city, and ensure a safe, sustainable quality product. Housing should include alternatives for residents of all socio-economic backgrounds transitioning to various lifestyle stages.

Goal 4 – ~~Infrastructure~~ Community Facilities and Services

- Provide appropriate and desirable City facilities and services that are easily accessible to the citizens of Dickinson.
- Encourage sustainability and resiliency in the community.
- ~~Provide quality infrastructure improvements and maintenance projects that consider Dickinson's current population and projected growth. Infrastructure includes but is not limited to: streets, street lighting, sidewalks, drainage, public buildings and open space.~~

Goal 5 – ~~Public Health and Safety~~

- ~~Protect human life, private property and public investment from the effects of hurricanes and other natural hazards with the continued use of enhanced Code Enforcement and inspections.~~
- ~~Provide and enhance emergency services including police, fire, EMS, animal control, and emergency management to accommodate growth and ensure rapid response and the continued safety of our citizens.~~

Goal ~~5~~6 – Transportation

- Improve citywide mobility to accommodate present and future transportation needs. Provide a safe, attractive and efficient citywide transportation system that will increase connectivity and accommodate current and future mobility needs for pedestrians and vehicles.
- Increase opportunities for multi-modal connectivity throughout the City and region.

Biography

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

DIVIDER PAGE

Introduction: State of the Community

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

History

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

Demographics

Population Projections

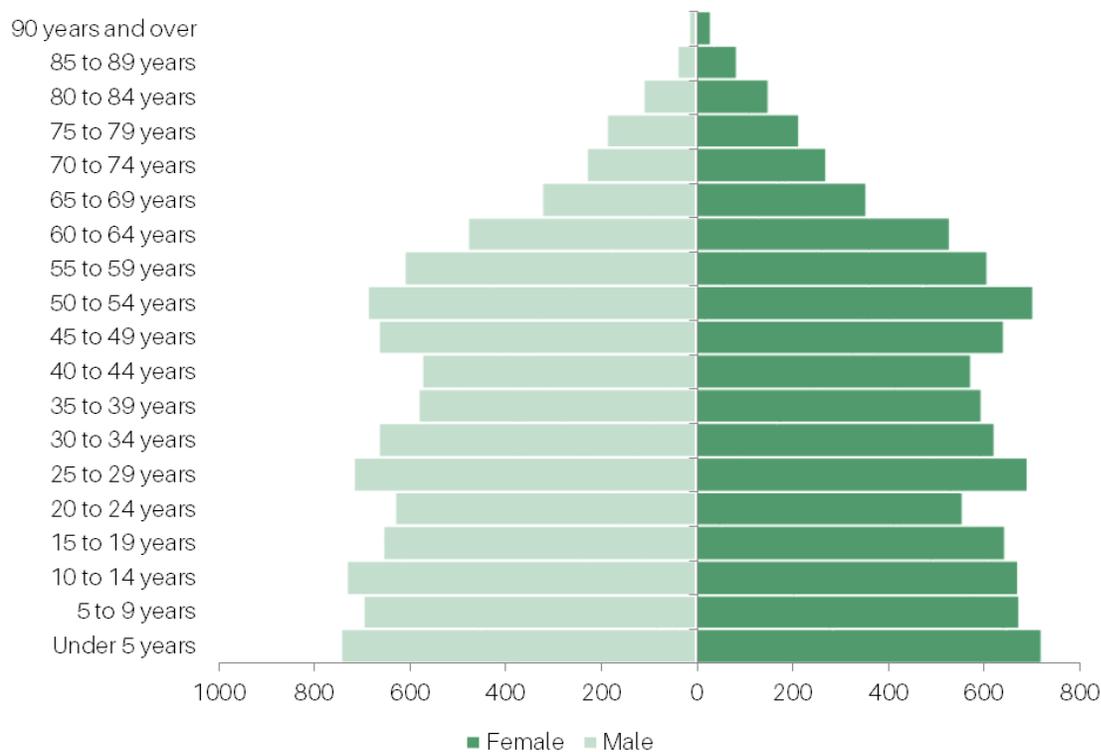
In order to estimate future population, two factors are considered. First, the rate of population growth based on regional migration trends signals the relative speed at which the city is expected to grow. Two growth rate scenarios were reviewed to estimate the population over the next two decades. The low growth scenario projects that the population would increase by a little over 3,000 by 2030. The high growth scenario projects that the population will increase by about 3,600 by 2030. Figure 1.2 shows the high growth scenario, or 100% migration increase, which is also used by the Houston Galveston Area Council, in comparison to the County and State growth projections. Dickinson is projected to have a slightly faster growth rate than Galveston County and slightly slower growth rate than the State of Texas through 2030 (Figure 1.2). The

population projections by race show a significant increase in the Hispanic and Other population groups by 2030, which is a common trend throughout the state. The white population is expected to decrease gradually. The Black or African American population is expected to increase until 2020, then it is anticipated to decrease.

Second, the availability of vacant residential land uses signals the number of new citizens the city can accommodate. Currently, the city has 1,963 acres of vacant land available. Based on the Future Land Use Map and accommodating future roadway areas and minimum lot requirements within the zoning ordinances, the city could accommodate an additional 5,241 dwelling units within west Dickinson and as infill residential development. This would add an estimated 15,724 people to the city of Dickinson, with a build-out population of 35,017. Chapter 2 will explain in more detail the methodology of land supply versus the land demand (in acres) based on the number of persons per household. Both the rate of population growth and the land available to accommodate that growth are key factors to gauge future population. These factors are correlated, whereby the population size depends upon the residential land use available.

Population Age Distribution

According to the U.S. Census Bureau in 2010, 53.2 percent of the population was between 25 and 64 years old and 27 percent of the population was under 18. This indicates a large part of Dickinson's population is of workforce age and made up of households with children (see Figure 1.2). There is also a significant amount of single parents with children. Dickinson has a fairly young population, but there are a few areas of the City that have a large elderly population, as can be seen in Figure 1.2. In 2000 the largest age cohort group is between the ages of 35 to 39. Furthermore, there is a significantly large number of the population which are 18 years old or younger. This is comparable to the State and suggests a healthy number of working families with children. In 2010, males and females were more evenly distributed than in 2000. In 2010, the largest age cohorts were between the ages of 25 to 29 years and 50 to 54 years. When comparing age and sex in 2000 to that in 2010 (see Figure 1.2), you can see the largest age cohort of 2000 (30-40 years) age 10 years in 2010 (40-50 years). If this trend stays consistent throughout the coming years, it can be assumed that the City of Dickinson should see a growth in the elderly population.

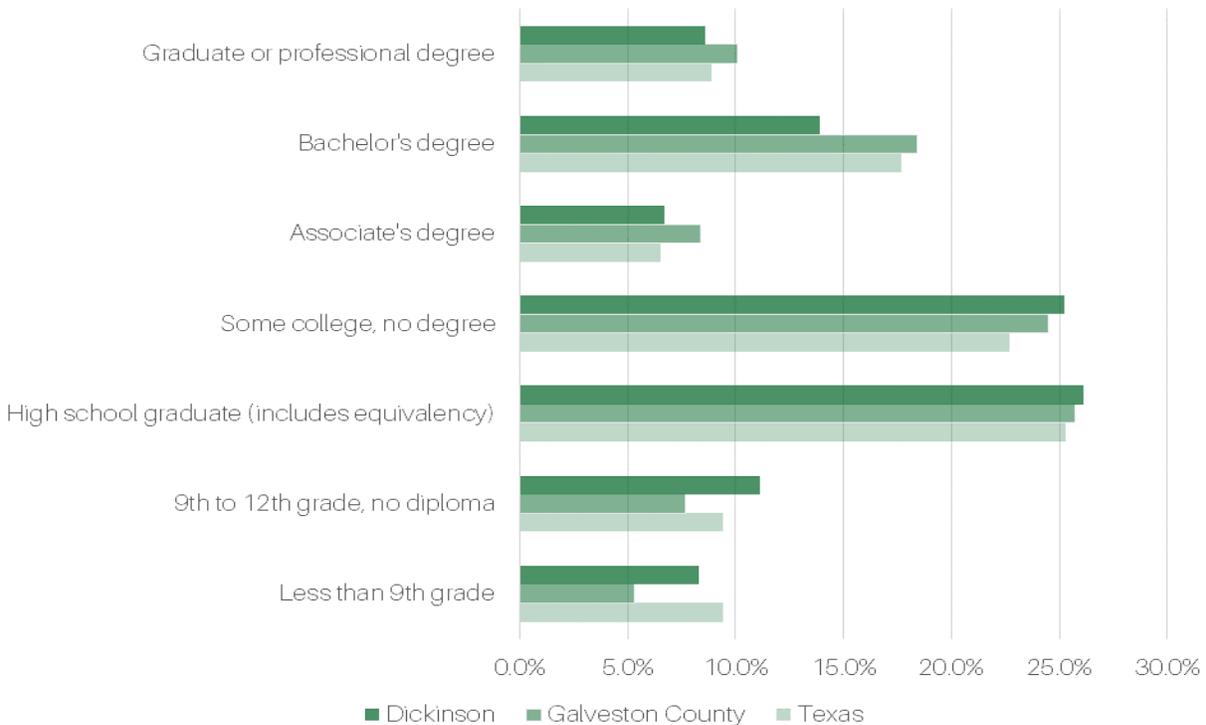
Figure 1.2 Population Pyramid in 2010

Educational Attainment

Dickinson’s school-age population is served by the Dickinson Independent School District (DISD) and includes elementary, middle, and high schools. DISD is approximately 61 square miles in size and includes all of the City of Dickinson and the areas of Galveston County known as Bacliff and San Leon, and parts of League City and Texas City. DISD is one of the school districts named a “Destination District” by the Fast Growth Schools Coalition because of its high student enrollment growth. Between the 2009-2010 and 2014-2015 School Years, DISD experienced an increase of 17.35% growth in enrollment – growing from an enrollment of 8,878 to 10,418. In the past two years alone, DISD has grown by approximately 1,000 students, and DISD’s current student number is 10,871. This enrollment growth trend is expected to continue over the planning period. The school district also maintains an alternative learning center. Approximately 94.3 percent of DISD students graduate or obtain their GED. According to the U.S. Census Bureau’s ACS data, 81.3 percent of the City’s population over 25 have completed high school or higher, compared to 86.8 percent for the County and 80.7 percent for the State (Figure 1.3). When comparing the total amount of the population that has completed some college in Dickinson, Galveston County and the State also have similar attainment rates. The percentage of those who have completed at least some college or higher is 54.2 percent for the

City, 61 percent for the County and 55.4 percent for the State. Dickinson has a lower percentage of its population attaining a bachelor's degree or higher. Those with a bachelor degree or higher is 22.2 percent for the City, 28.3 percent for the County and 26.2 percent for the State. Figure 1.3 shows the educational attainment of the population over 25 for the City compared to the State and County.

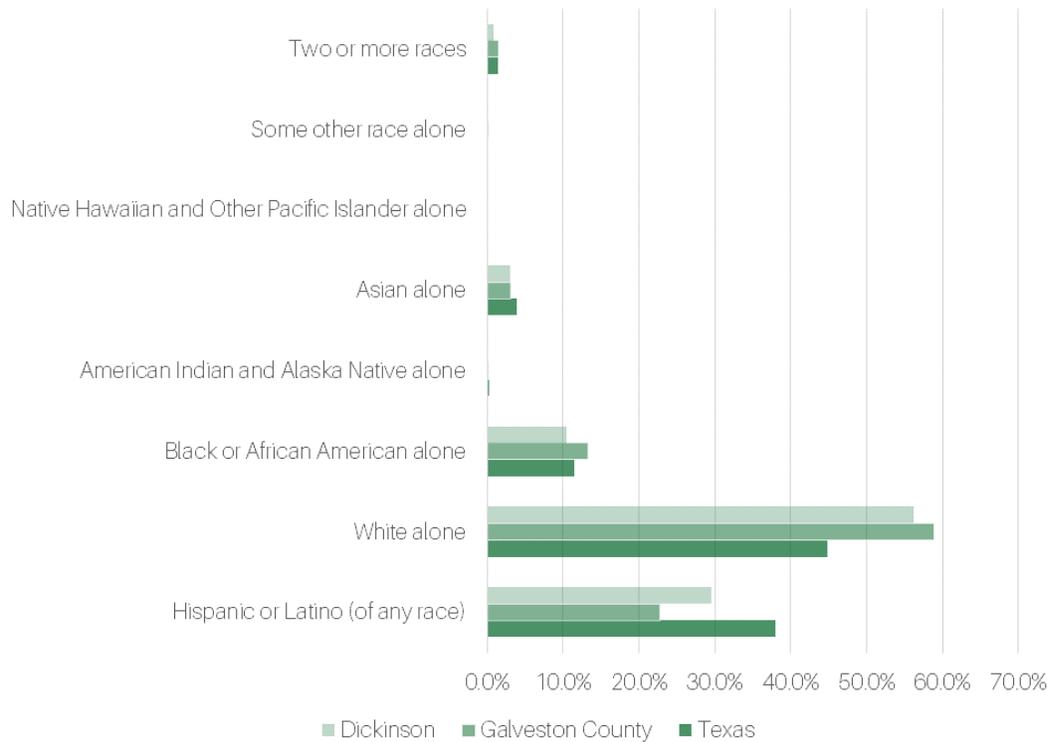
Figure 1.3 Educational Attainment in 2013 for Population over 25



Race and Ethnicity Profile

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

When compared to the State, Dickinson has a higher percentage of White alone population by approximately 7 percent and slightly less Hispanic or Latino population by approximately 5 percent. Dickinson's Asian alone population is also less than the State's Asian alone population by about 2 percent. The Black or African American alone and other Population is almost identical to the State's proportion of those races. Figure 1.4 shows the racial makeup of the City compared to the County and State.

Figure 1.4 Percentage of Population by Race

Driving Forces

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

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

Positive Driving Forces

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

- Population is growing at a manageable rate

Challenging Driving Forces

- Major flood risk due to floodplain
- City is landlocked, and there is limited vacant land for future development
- Vacant parcels within the City have existing structures
- Limited alternative transportation infrastructure
- Residents largely rely on surrounding communities for employment
- Housing stock is aging

Planning: The Process

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

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

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

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

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

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

Table 1.1 Participatory Planning Schedule

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



Figure 1.5 Task Force members brainstorm and draft goals based on the community's vision.

The Task Force participated in an interactive activity that was based on their perception of the City's current **S**trengths, **W**eaknesses, **O**pportunities and **T**hreats ("SWOT analysis"). The purpose of the activity was to record the Task Force members observations and sensitivities as to what they considered crucial aspects regarding the City and its future. Based on the SWOT analysis, goals and objectives were created.

Goals

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

Goal 1 – Land Use

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

Goal 2 – Economic Development

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

Goal 3 – Housing

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

Goal 4 – Community Facilities and Services

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

Goal 5 – Transportation

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

DIVIDER PAGE

Chapter 4 Housing

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

State of Housing

Median Rent and Housing Value

Dickinson's rent and housing values are almost identical to the State's, but are slightly lower than Galveston County's as a whole. The median rent within Dickinson is \$792, \$108 less than the median for Galveston County and \$59 less than the State's median, as can be seen in Table 4.1A.

TABLE 4.1A GROSS RENT

	Dickinson	Galveston County	Texas
Occupied Units Paying Rent	93.5%	94.4%	94.3%
No Rent Paid	6.5%	5.6%	5.7%
Less than \$200	0.0%	0.9%	1.4%
\$200 to \$299	0.0%	2.3%	2.3%
\$300 to \$499	9.0%	5.0%	6.8%
\$500 to \$749	33.0%	22.3%	26.8%
\$750 to \$999	28.1%	30.1%	28.9%
\$1,000 to \$1,499	20.9%	30.1%	25.0%
\$1,500 or More	9.0%	9.3%	8.7%
<i>Median</i>	\$792	\$900	\$851

American Community Survey, 2013

The median housing value for Dickinson of \$127,000 is about the same as the State's median housing value, but it is \$20,900 lower than the County's. Table 4.1B shows the median housing value for Dickinson in 2013 compared to the County and State.

TABLE 4.1B HOUSING VALUES

	Dickinson	Galveston County	Texas
Owner-Occupied Units			
Less than \$50,000	10.3%	8.5%	12.4%
\$50,000 to \$99,999	21.0%	19.8%	24.1%

\$100,000 to \$149,999	31.4%	22.3%	21.8%
\$150,000 to \$199,999	18.9%	20.1%	15.9%
\$200,000 to \$299,999	13.7%	18.0%	13.8%
\$300,000 to \$499,999	4.2%	8.5%	8.1%
\$500,000 to \$999,999	0.2%	2.2%	3.1%
\$1,000,000 or More	0.2%	0.5%	0.9%
<i>Median (dollars)</i>	<i>\$127,700</i>	<i>\$148,600</i>	<i>\$128,900</i>

American Community Survey, 2013

There is an abundance of reasonably priced homes in Dickinson with 58.3% of owner-occupied homes valued at less than \$150,000. Because of this, Dickinson has a need and opportunity to diversify its housing stock by promoting housing that attracts mid-to-high level business professionals to the City. As discussed in a previous chapter, Dickinson is located in convenient proximity to both Houston and Galveston as well the surrounding areas. Many business professionals do not desire to live in dense areas with a high cost of living such as Downtown Houston. Additionally, as part of being a full “life cycle” community, more opportunities for higher end housing will allow current residents to remain in Dickinson as they move through their careers and their housing desires change. New single family housing is recommended to attract and accommodate high-level business professionals. This new housing recommendation is intended to add new homes to the single family housing stock that will slightly increase the overall home value. However, it should be noted that not all new single family housing needs to be focused on attracting mid-to-high level business professionals.

Housing Affordability

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

About one quarter of owner occupied households with a mortgage are considered housing cost burdened in Dickinson. This rate is about two percent lower than Galveston County and about five percent lower than for the State. Owner occupied households without a mortgage are the least housing cost burdened, with 92 percent paying 30 percent or less of their total monthly household income towards housing costs. This rate is lower than both the County and State rates of about 85 percent and 87 percent, respectively.

Both Dickinson and Galveston County have similar portions of renter occupied households which are housing cost burdened at about 44 percent. This rate is about five percent lower than the State's.

TABLE 4.2 GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME

		Dickinson	Galveston County	Texas
Owner Occupied with a Mortgage				
Total Housing Units		2,905	47,561	3,441,117
less than 20%		47.9%	44.2%	41.5%
20 to 24.9%		16.8%	14.8%	16.7%
25 to 29.9%		11.0%	13.1%	11.4%
30 to 34.9%		7.5%	7.7%	7.6%
35% or more		16.8%	20.3%	22.9%
<i>Under 30%</i>		<i>75.7%</i>	<i>72.1%</i>	<i>69.6%</i>
Owner Occupied without a Mortgage				
Total Housing Units		1,739	27,570	2,136,382
less than 10%		50.1%	41.6%	41.5%
10 to 14.9%		14.8%	20.6%	20.9%
15 to 19.9%		15.2%	10.6%	12.1%
20 to 24.9%		7.2%	8.2%	7.3%
25 to 29.9%		4.7%	3.8%	4.8%
30 to 34.9%		1.7%	4.1%	3.1%
35% or more		6.3%	11.0%	10.3%
<i>Under 30%</i>		<i>92.0%</i>	<i>84.8%</i>	<i>74.5%</i>
Renter Occupied				
Total Housing Units		1,661	31,793	3,007,664
less than 15%		5.5%	13.6%	13.0%
15 to 19.9%		11.4%	11.8%	13.2%
20 to 24.9%		17.2%	12.8%	13.3%
25 to 29.9%		14.0%	9.9%	11.4%
30 to 34.9%		7.5%	7.6%	9.0%
35% or more		44.5%	44.3%	40.1%
<i>Under 30%</i>		<i>48.1%</i>	<i>48.1%</i>	<i>50.9%</i>

American Community Survey, 2013

Housing Tenure and Vacancy Patterns

In 2013, the majority of households in the City were owner occupied households, at 71.9 percent—above both the County and State, and 28.1 percent were renter occupied. Inversely, the percentage of renter occupied households was below both the County and the State. The vacancy rate for both types of housing units in Dickinson is lower than the County rate and the same as the State rate, with 11.8 percent vacant in Dickinson, 18.2 percent for the County, and 11.8 percent for the State.

**TABLE 4.3
HOUSING TENURE**

Owner-Occupied		71.9%
Renter-Occupied		28.1%
Total Occupied Housing Units		100.0%

Housing Units by Type

According to the U.S. Census American Community Survey (“ACS”) 2008-2012, the majority of the homes in Dickinson are single family homes, at 75.5 percent. This is higher than both the County at 74 percent and higher than the State at 68.2 percent. The percentage of multi-family housing in the City is lower than the County and the State at 13.2 percent. Dickinson has a high percentage of manufactured homes at 11.3 percent, higher than both County and State levels.

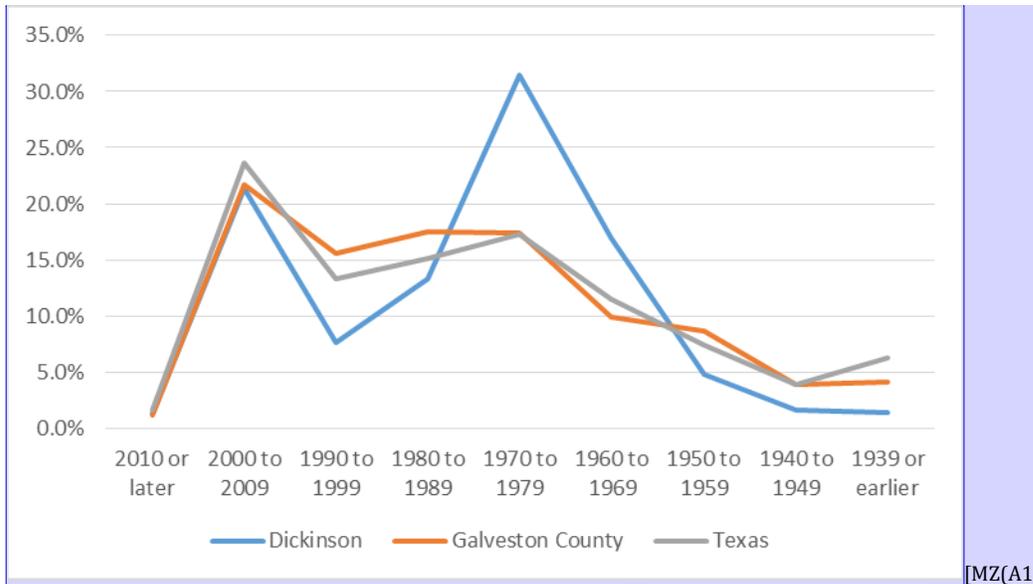
**TABLE 4.3
HOUSING UNITS BY TYPE**

Total Housing Units		%
Single Family, 1 unit, detached		
Single Family, 1 unit attached		
2 units		
3 or 4 units		
5 to 9 units		
10 to 19 units		
20 or more units		
Manufactured home		
Boat, RV, Van, Etc.		

Construction Patterns

The majority of Dickinson’s housing stock was constructed between the 1960s and 1980s, with a major peak in the 1970s, as can be seen in Figure 4.1. Growth slowed during the 1990s, but increased rapidly again during the first decade of the 2000s. Since 2010, there have been more than 350 housing units constructed. Dickinson followed both County and States trends overall, but with much more dramatic peaks during the 1970s and 1990s.

**FIGURE 4.1
CONSTRUCTION PATTERNS**



Housing Supply and Demand

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

**TABLE 4.3
AGE OF HOUSING UNITS**

Year Built	Units	Ratio to Total Units
2000s		
1990s		
1980s		
1970s		
Before 1970		
TOTAL		

Infill Housing and Redevelopment

Infill housing is defined as new housing units constructed on lots within the City limits that are either vacant or are being redeveloped and are surrounded by developed properties. Redevelopment refers to demolition and replacement of existing structures. The promotion of infill housing is considered a win-win situation for Dickinson because it:

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

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

Some issues that could deter infill and redevelopment include:

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

Changing Demographics

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

- The overall population decreased/increased by _____-%, one of the lowest/highest rates of growth in the region among cities with populations exceeding _____.
- The median age of the population decreased/increased by ____ years and the percentage growth of age groups over 45 was _____ times that of those under 45.
- The population became more diverse with the percentage of the minority population increasing to over ____% of the City's total population.

- The percentage of households in Dickinson with children under 18 decreased/increased from _____% to _____%.

Tables 4.4 through 4.6 provide a record of the demographics changes from past censuses regarding total population, household size, age distribution, and household composition.

**TABLE 4.4
POPULATION AND HOUSEHOLD SIZE**

	1980	1990	2000	2010
Population				
Households				
Persons per Household				
% of One and Two Person Households				

**TABLE 4.5
AGE OF POPULATION: 2000 AND 2010**

Age in Years	2000	Percent	2010	Percent	% Change
0 to 20					
21 to 44					
45 to 64					
65+					
TOTAL					
Median Age					

**TABLE 4.6
HOUSEHOLD COMPOSITION**

Households	2000	Percent	2010	Percent
With Children Present				
Without Children Present				
TOTAL				

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

There is a general need to expand the housing stock despite limited land availability. Dickinson has an abundance of housing for traditional families. Yet there are not enough housing opportunities to accommodate an increasing demand of smaller households

resulting from growth in the elderly population and households with no children present.

Special-Additional Housing Needs

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

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

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

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

Neighborhood Integrity Programs

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

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

Neighborhood Preservation

Typical neighborhoods are the “building blocks” of a community, and, as Dickinson matures, it will be important to maintain neighborhood stability. Typical neighborhoods comprise almost ____% of the land area of the City. Most of Dickinson’s population resides within the typical neighborhoods. The following impact neighborhood stability:

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

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

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

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

Housing Maintenance

The Housing Maintenance strategy is appropriate in areas where the housing units are substantially sound but are in need of minor repairs (maintenance that homeowners can accomplish themselves, such as paint). The intent of the Housing Maintenance strategy

is to target areas wherein a relatively small amount of effort could be expended to improve the quality of housing and reduce the likelihood of further deterioration of the units.

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

Housing Rehabilitation

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

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

Redevelopment

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

Goals, Objectives, and Action Items

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

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

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

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

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

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

Objective 4.1.2 Ensure quality housing is built within the City.

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

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

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

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

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

Objective 4.1.4 Encourage the development of higher-end neighborhoods and higher-end level housing options.

Action 4.1.4.1 Identify areas where higher-end level housing would be suitable and economically viable.

Action 4.1.4.2 Ensure the zoning map supports areas suitable for higher-end level housing by having the proper zoning.

Action 4.1.4.3 Actively recruit quality developers that can create higher-end subdivisions and housing options.

Objection 4.1.54 Promote the increase of owner-occupied housing units from its current level of 71.9% to 75%.

Action 4.1.4.1

Action 4.1.54.1 Promote new single family developments.

Action 4.1.54.2 Through the Dickinson Fair Housing Work Group, continue to actively promote and grow the Dickinson Housing Family Fair to provide educational opportunities for residents regarding home ownership.

Action 4.1.54.3 Through the Dickinson Fair Housing Work Group, investigate additional educational opportunities the City may host for residents regarding home ownership.

Objective 4.1.65 Encourage developers to build mixed-use developments.

4.1.65.1 Working with Dickinson Economic Development Corporation (“DEDC”), actively recruit quality developers that can provide diverse retail and housing projects.

Action 4.1.65.2 Evaluate possible revisions to zoning requirements to encourage mixed-use developments.

Action 4.1.65.3 Continue to publicize and market the Highway 3 Overlay District Property Improvement Program to encourage mixed use development and renovation and/or redevelopment of existing commercial properties within the Highway 3 Overlay District and City Center.

Objective 4.1.75 Allow for subdivisions with a mixture of different lot sizes and amenities.

Action 4.1.75.1 Using the Planned Development (“PD”) process, encourage developers to include different lot sizes and amenities into their developments.

Objective 4.1.86 Actively encourage and support preservation of neighborhood and community character.

Action 4.1.86.1 Actively enforce the International Property Maintenance Code (“IPMC”) to ensure that properties are maintained throughout the City.

Action 4.1.86.2 Encourage improvements to existing structures when proceeding with repairs and reconstruction.

Action 4.1.86.3 Develop working relationship with local landlords to facilitate discussions about improvements to rental properties.

Action 4.1.86.4 Develop working relationship with homeowner associations and neighborhood groups to inform them about code enforcement or preservation efforts and work collaboratively to identify and address code issues in their neighborhoods.

Action 4.1.86.5 Evaluate possible property improvement program for residential properties to encourage current property owners and/or tenants to make improvements to their property and implement approved program.

Action 4.1.86.6 Maintain zoning and building codes and enforcement procedures to establish and maintain attractive neighborhoods.

Action 4.1.8.7 Evaluate possible rental inspection program.

DRAFT