ORDINANCE NUMBER 833-2016

AN ORDINANCE OF THE CITY OF DICKINSON, TEXAS, ADOPTING CHAPTER 1, INTRODUCTION, OF THE COMPREHENSIVE PLAN; PROVIDING FOR THE INCORPORATION OF PREMABLE; AND PROVIDING A REPEALER CLAUSE, A SEVERABILITY CLAUSE, A SAVINGS CLAUSE, AND AN EFFECTIVE DATE.

WHEREAS, the City Council has been presented with a proposed Chapter 1, Introduction, of the new Comprehensive Plan, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference, and finds that it provides a framework for the planning process and outline of the comprehensive plan as a whole within the City; and

WHEREAS, the City Council finds that it is in the public interest, health, safety and general welfare to adopt such Chapter 1, Introduction, of the Comprehensive Plan.

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

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

Section 2. Chapter 1, Introduction, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference, is hereby adopted as Chapter 1, Introduction, of the Comprehensive Plan of the City of Dickinson.

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All provisions of the ordinances of the City of Dickinson in conflict with the provisions of this Ordinance are hereby repealed, and all other provisions of the Ordinances of the City of Dickinson not in conflict with the provisions of this Ordinance shall remain in full force and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

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

Section 6. In the event any clause, phrase, provision, sentence, or part of this Ordinance or the application of the same to any person or circumstance shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair, or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Dickinson, Texas, declares that it would have passed each and every part of

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

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

DULY PASSED AND APPROVED on first reading this the 26thday of January, 2016.

DULY PASSED AND APPROVED on second reading this 9th day of February, 2016.

(Third Reading Suspended)

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

Julie Masters, Mayor
City of Dickinson, Texas

ATTEST:

Carolyn E. Anderson, City Secretary
City of Dickinson, Texas

CITY OF DICKINSON, TEXAS 77539 INCORPORATED 1977

APPROVED AS TO FORM AND CONTENT:

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

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

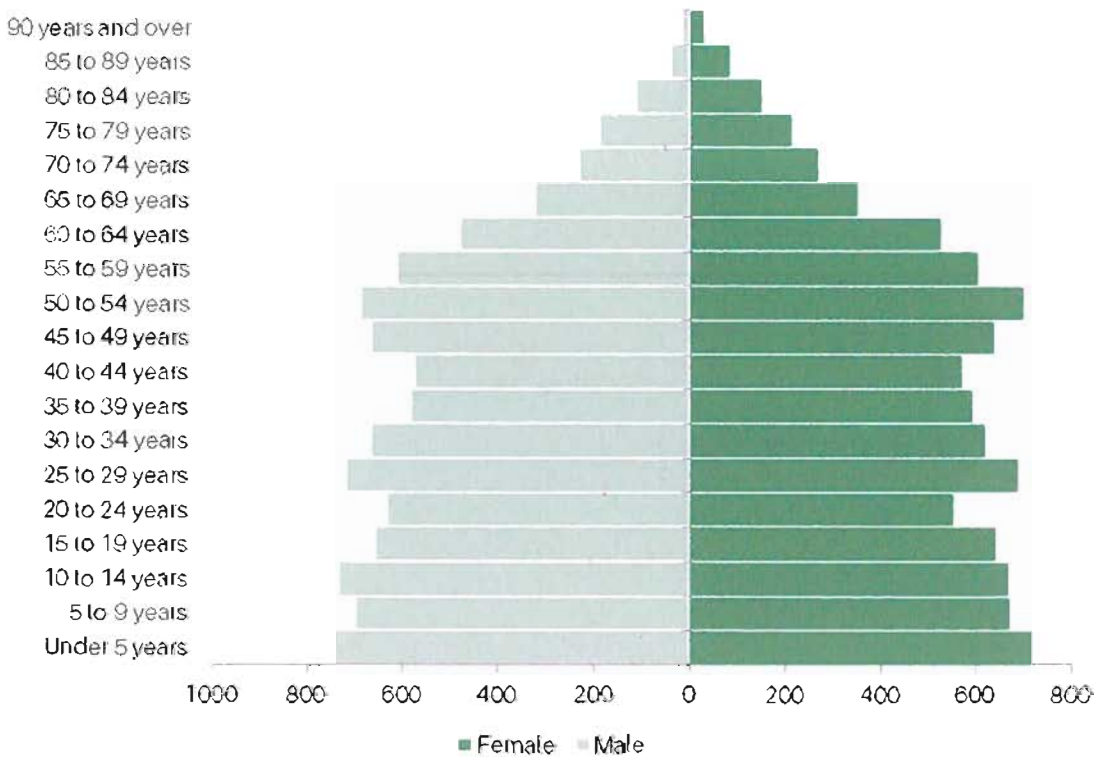
population projections by race show a significant increase in the Hispanic and Other population groups by 2030, which is a common trend throughout the state. The white population is expected to decrease gradually. The Black or African American population is expected to increase until 2020, then it is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

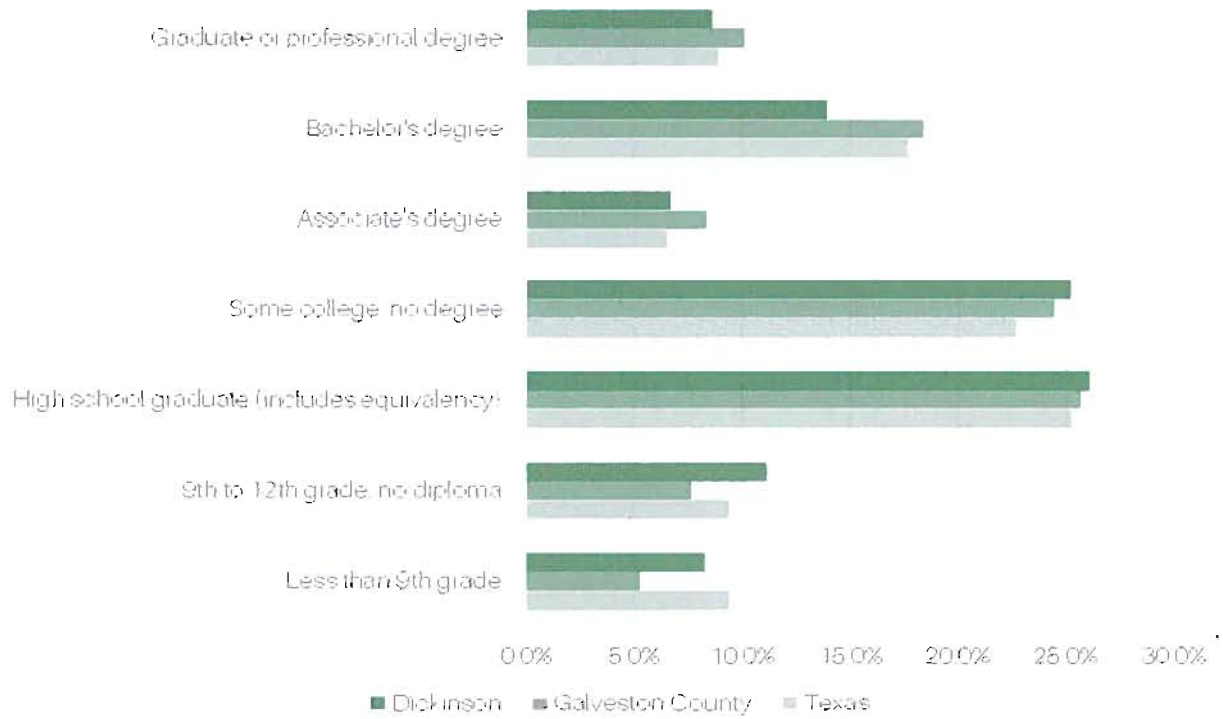


Educational Attainment

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

According to the U.S. Census Bureau's 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. 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



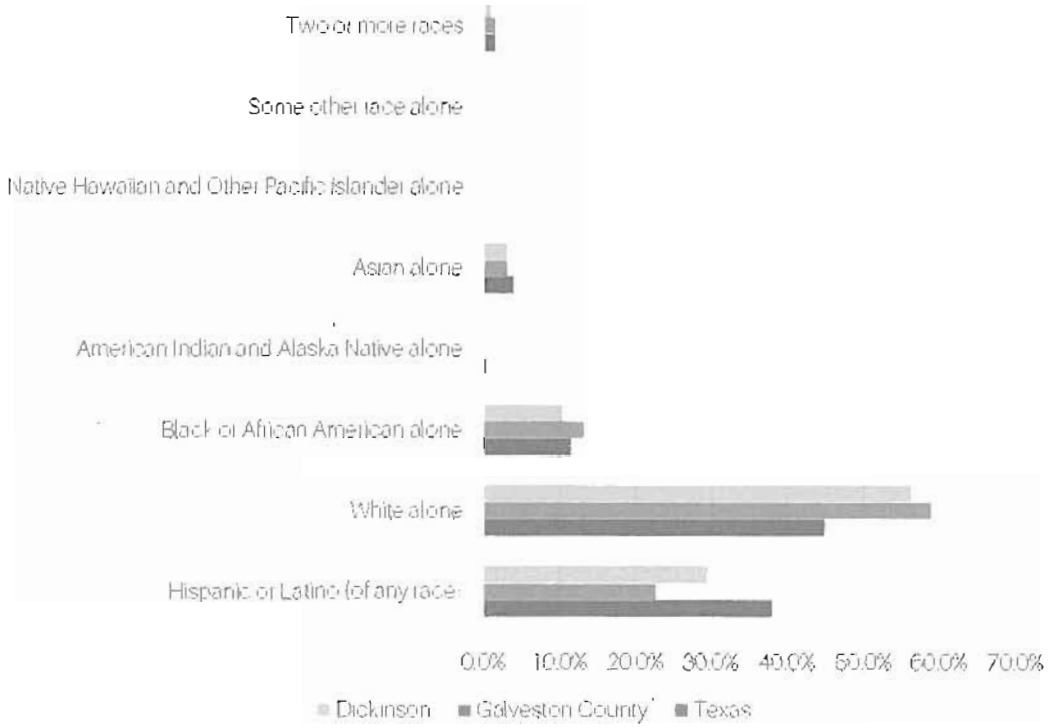
Race and Ethnicity Profile

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

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

Planning: The Process

Community-based planning is the foundation for any Comprehensive Plan if it is to be successful. Therefore, in order to engage the public during the planning process, a Task Force was organized. The Task Force included residents, local business owners, City Staff, Mayor, City 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 Strengths, Weaknesses, Opportunities and Threats ("SWOT analysis"). The purpose of the activity was to record the Task Force members observations and sensitivities as to what they considered crucial aspects regarding the City and its future. Based on the SWOT analysis, goals and objectives were created.

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.

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DULY PASSED AND APPROVED on first and final reading this the 9th day of February, 2016.

/S/ Julie Masters, Mayor
City of Dickinson, Texas

ATTEST:
/S/ Carolyn E. Anderson,
City Secretary
City of Dickinson, Texas

APPROVED AS TO FORM AND CONTENT:
/S/ David Olson,
City Attorney
City of Dickinson, Texas

A full copy of Ordinance 833-2016 is on file in the Dickinson City Secretary's Office and can be obtained by contacting Carolyn E. Anderson at 281-337-6217 or by email at canderson@ci.dickinson.tx.us

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