

**NOTICE OF MEETING
COMPREHENSIVE PLAN STEERING AD HOC COMMITTEE
OF THE CITY OF GALVESTON
FRIDAY, JULY 10, 2026 - 1:30 PM
to 4:00 PM
Room 204, 2nd Floor of City Hall
823 Rosenberg St.
Galveston, Texas 77550
AGENDA**

One or more members of the Comprehensive Plan Steering Committee may attend the meeting by videoconference.

A quorum of the members of the Comprehensive Plan Steering Committee will be physically present at the meeting location.

1. Call to Order
 - 1.A Roll Call
 - 1.B Declaration of Quorum
2. Approval of Meeting Minutes
 - 2.A May 15, 2026 Comprehensive Plan Steering Committee Minutes
 - 2.B Steering Committee Meeting #1 Summary
3. Role of the Steering Committee (5 min.)
4. Presentation: Recap of Understand Phase (Consultant Team) (30 min.)
 - 4.A Themes and Feedback from Steering Committee Meeting #1
 - 4.B 2011 Comprehensive Plan Retrospective & Progress
 - 4.C Data Collection and Base Studies
5. Discussion: Recap of Understand Phase (55 min.)
 - 5.A Note: This discussion will be chaired by the Chair/Vice Chair. The project team will utilize Slido to provide interactive polling and brainstorming capabilities to guide discussion questions such as:
 - i. Are there data points or statistics that surprise you?
 - ii. What is missing from the 2011 plan that needs to be added to the new plan?
 - iii. What are the “big questions” we need to bring out to the community?
6. Break (10 min.)
7. Information & Discussion: Engagement Process Updates (30 min.)

7.A The project team will provide updates on engagement scheduling and process additions in response to feedback from the last meeting.

8. Public Comment (10 min.)

The public shall be allowed to address the Steering Committee on matters related to the Comprehensive Planning process. Each public comment is limited to three (3) minutes per guest.

9. New Business and Adjournment (10 min.)

9.A Agenda Items & Feedback for Future Meetings

- i. The next meeting will focus on reviewing feedback from the first Community Workshop, refining the plan's vision, and providing guidance on future land use development.

9.B Decide Future Meeting Dates (recommendations below)

- i. Friday, September 18 (Alt: Friday, September 11)
- ii. Friday, November 6 (Alt: Friday, November 13 or 20)

9.C Closing Remarks (Chair)

I certify that the above Notice of Meeting was posted in a place convenient to the public in compliance with Chapter 551 of the Texas Government Code on 07/02/2026 at 04:00 PM

Meeting Official: Karina Rosales, Planning Technician

IN ACCORDANCE WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS IN NEED OF A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHALL, WITHIN THREE (3) DAYS PRIOR TO ANY PROCEEDING, CONTACT THE CITY SECRETARY'S OFFICE, SUITE 201, 823 ROSENBERG, GALVESTON, TEXAS 77550 (409 797-3510).

MEMBERS OF CITY COUNCIL MAY BE ATTENDING AND PARTICIPATING IN THIS MEETING



City of Galveston

MINUTES OF THE COMPREHENSIVE PLAN STEERING COMMITTEE OF THE CITY OF GALVESTON REGULAR MEETING – May 15, 2026

1. CALL TO ORDER

The meeting was called to order at 2:00 p.m by the Convener(Staff), Teresa Evans.

a. Roll Call

Elected Officials:	John Listowski, Mayor
Members Present:	Laura Addison, Mary Branum, Christine Bryant, Darryl Davis, Erica Farmer, Raymond Lewis, Marty Miles, Janae Pulliam, Zurisaday Robbins Briz, William Schuster, Gina Spagnola, Jonathan Zende Del
Members Absent:	Cate Black
Consultants:	Eileen Raese, Andrew Knuppel, Sam Hopper – Goodman
Staff Present:	Teresa Evans, Executive Director of Development Services; Catherine Gorman, AICP, Assistant Director/HPO; Pete Millburn, Senior Project Manager; Daniel Lunsford, Planning Manager; Kyle Clark, Coastal Resources Manager; Marley Montgomery, Coastal Resources Intern; Marissa Barnett, Public Information Officer; Donna Fairweather, Interim City Attorney; Karina Rosales, Planning Technician;

b. Declaration of Quorum

Staff declared a quorum was present.

2. WELCOME AND INTRODUCTION (CITY STAFF) (5 MIN.)

Staff opened the welcome and introduction. In the absence of a Chairperson and Vice-Chairperson, Teresa Evans ran the meeting as the Convener.

***Darryl Davis arrives at 2:07 p.m.

***Laura Addison arrives at 2:09 p.m.

3. PRESENTATION: COMPREHENSIVE PLANNING OVERVIEW (15 MIN.)

Staff opened the “Presentation: Comprehensive Planning Overview” and covered the following items:

- What is a Comprehensive Plan?
- The Comprehensive Planning Process
- 2011 Comprehensive Plan Recap and Progress

4. DISCUSSION: COMMUNITIES PRIORITIES AND PLANNING FOCUSES (45 MIN.)

- a. Staff opened the “Small Group Activity: Identifying Priorities (~25 min.)” discussion item.
- b. Staff opened the “Reconvene and Recap (~20 min.) ” discussion item.

5. BREAK (10 MIN.)

The Committee recessed between 3:14 p.m. and 3:24 p.m.

6. DISCUSSION: ENGAGEMENT AND OUTREACH (15 MIN.)

- a. Staff opened the “How can the planning process best reach residents? ” discussion item.
- b. Staff opened the “How can the Steering Committee and Island institutions help raise awareness of the process? ” discussion item.
- c. Staff opened the “What is the key message (or call to action) for the community? ” discussion item.

7. DISCUSSION: PROJECT BRANDING (10 MIN.)

Staff opened the “Project Branding” and discussed the following items:

- “Galveston in Action
- “Resilient Galveston
- “Our History. Our Future. Our Island: 2050.

The Committee agreed on “Galveston, Our Future”.

8. ACTION: ELECT CHAIR AND VICE CHAIR OF STEERING COMMITTEE (5 MIN.)

Marty Miles nominated Gina Spagnola as Chairperson. Nominations for Raymond Lewis, Laura Addison, Cate Black, and Christine Bryant were made. Raymond Lewis and Christine Bryant declined the nomination. Gina Spagnola accepted the nomination and nominations were closed.

The Convener called for a vote on the nomination of Gina Spagnola and the motion passed with a unanimous vote.

Darryl Davis nominated Christine Bryant as Vice-Chairperson. Nominations for Jonathan Zende Del were made. Christine Bryant accepted the nomination, and Gina Spagnola closed the nominations.

The Chairperson called for a vote on the nomination of Christine Bryant and the motion passed.

9. PUBLIC COMMENT (15 MIN.)

The Chairperson, Gina Spagnola, opened Public Comment. Please see the attached list of presentations made to the Commission.

10. ADJOURNMENT

- a. The Chairperson, Gina Spagnola, opened the “Schedule Next Meeting” item. The committee agreed on Friday, July 10 between 2-4 p.m.
- b. The Chairperson, Gina Spagnola, gave closing remarks.

THE WORKSHOP MEETING ADJOURNED AT 4:13 PM



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Galveston Comprehensive Plan Update Steering Committee Meeting #1 Summary

Date: Friday, May 15, 2026

Time: 2-4 pm

Location: City Hall, Room 204

This memo summarizes the discussions from the first Comprehensive Plan Steering Committee meeting held on May 15, 2026. It was prepared in consultation with The Goodman Corporation team.

Each discussion topic is identified by its own header and summarized into general themes. While it is intended to capture participants' discussion, it was created from meeting notes and not from a recording; accordingly, this is not exhaustive. A full listing of written comments from the Community Priorities and Planning Focuses small group activities is included in the table at the end.

Introduction

Roll Call

Teresa Evans called the meeting to order at 2:00 p.m. and conducted a roll call. The following members were present:

- Raymond Lewis
- Mary Brnum
- Janea Pulliam
- Darryl Davis
- Christine Bryant
- Gina Spagnola
- Jonathan Zende Del
- Erica Farmer
- Laura Addison
- Marty Miles
- William Schuster

With 11 members present, Teresa declared a quorum.

Others present

City of Galveston: Teresa Evans, Pete Milburn, Catherine Gorman, Kyle Clark, Donna Fairweather, Marley Montgomery, Karina Rosales, Daniel Lunsford, Marissa Barnett, Michele Hay;
Mayor, City of Galveston: John Paul Listowski;
Asakura Robinson: Eileen Raese;
The Goodman Corporation: Andrew Knuppel, Sam Hopper;
Members of the public: Mike Gaertner.

Welcome and Introduction (City Staff)

Teresa Evans introduced herself as the Director of Development Services, which includes the Planning Division, and welcomed the group. The consultant team and city staff introduced themselves to the Steering Committee. She then asked everyone to go around the room, introduce themselves, share whether they represented a particular organization, and describe their favorite part of Galveston.

Discussion

Q: What is your favorite thing about Galveston?

- “See someone you know.”
 - Response: Could be good or bad!
- Moody Bank
- Ball High School mentioned twice – parents, teaching.
- Always something to do.
- Chamber is the oldest in Texas.
- History and preservation
- 6th generation, don’t see the same division as other Southern cities.
- Working in our neighborhoods
- The people!

General Themes

- Community and people
- History (established institutions, preservation)
- Local institutions

Presentation: Comprehensive Planning Overview

- Andrew Knuppel from TGC and Eileen Raese from Asakura Robinson presented slides (attached as an appendix).

Community Priorities and Planning Focuses

The consultant facilitators divided the group into two smaller groups and asked them to discuss the following questions: What are Galveston’s successes? What are Galveston’s challenges? What does resilience mean to you? What should this planning process focus on in particular?

Discussion Questions

- What is Galveston doing well today?
- What are Galveston's challenges looking forward?
- What does "resilience" mean for Galveston?
- What are the priority issues this planning process should address?

General Themes

Economic Health

- Several participants highlighted specific economic sectors:
 - Maritime, Port of Galveston
 - New shipbuilding activity with icebreakers
 - Hospitality and tourism
 - UTMB and higher education
- Partnerships and local organizations were mentioned:
 - Strong Chamber representation
 - Workforce partnerships
- There are connections between the local economy, housing, and workforce:
 - Workforce shortages are a concern.
 - Overall cost of living is high - and shaped by earning potential and cost of housing.
 - Insurance costs are significant.
 - Lack of low-income, attainable housing
- The City's budget was mentioned as a concern.
- There was some discussion of the regional nature of the economy and its implications for Galveston.
 - Transportation, housing, workforce are all regional issues.
 - Mindset: currently sometimes insular instead of regional?

Mobility

- Roadway conditions and vehicle traffic were mentioned, including:
 - Traffic flow and signalization could be improved.
 - Managing golf carts along the Seawall
 - Presence of street lighting in neighborhoods
- Parking was an issue discussed in the context of overall mobility and quality of life:
 - Parking challenges for Downtown, historic neighborhood residents – balancing car ownership in areas built before cars.
 - Short-term rentals and parking: no recommendations from STR committee?
 - Presence of permit parking (e.g. near the Seawall)
 - Ties to neighborhood mobility
- Transit was a concern raised by participants:
 - Perception that the current service is not serving well, not cost-effective, limited. Seeing empty buses?

- Are there opportunities for on-demand transit or paratransit?
- Uber sometimes seems more effective.

Development and Infrastructure

- There was some discussion about where development and growth happen. Considerations included:
 - Managing environmental hazards such as flooding
 - Addressing vacancy and disinvestment (e.g. vacant commercial buildings)
 - Recognizing limited area for expansion and existing infrastructure obligations - “overbuilding” with a need to “fix what we have”
 - Incorporating beach access with new development
- Specific locations mentioned include:
 - 61st Street corridor and traffic safety
 - Cherry Hill and East End Flats
- Specific infrastructure topics mentioned include:
 - Potable water
 - Electricity
 - Lack of natural gas service in some areas
 - Communication (e.g. Wi-Fi, cell service, fiber internet) was discussed in Resilience.

Community Cohesion

- The strength of the Galveston community was discussed, with highlights including the strength of the community through disaster recovery and philanthropy.
- Youth engagement and support was discussed.

Resilience

- Participants shared phrasing including:
 - Emphasis on adaptive infrastructure. Not just fixing – preventing, futureproofing.
 - Prepare and not be hit hard.
 - Not after the storm – through it
 - Build back and roll up our sleeves.
 - Do the hard things now.
- Participants identified examples of resilience including:
 - **Social:** strong community and spirit.
 - **Economic:** a diversified economy.
 - **Environmental:** addressing hazards and flooding.
 - **Infrastructural:** a functioning water system and communications systems (e.g. Wi-Fi, cell service, fiber)

The group took a 10-minute break.

Outreach and Engagement

The facilitator then led the group in discussing the engagement plan.

Meeting Considerations

- Timing should be considered when scheduling major events:
 - Many public events (including City Council meetings) held during daytime work hours.
 - Evening hours are also an issue – hospitality workforce misses this!
- Meet people where they are – go to them.
 - Other locations, like the library, are more accessible – people can feel intimidated by City Hall
 - Vision Galveston headshot example – 1000s of participants!
 - Academic institutions are an opportunity.
- Food can be a good draw.
- Language access is important.

Sensitivities and Messaging

- Rebuilding trust is a major issue.
 - “How can [this process] help me”, “oversurveyed” – indicate feelings of disillusionment from prior processes.
 - Trust is linked to action.
 - People don’t feel voice is valued.
 - Feelings of betrayal for/by certain people – broke trust
- A key message is planning, zoning, and development.
- Emphasize bringing people together – residents, business.

Constituencies

- Participants discussed the need for broad, inclusive engagement.
 - Comments that the city feels built for those “who have”, “a playground”, people associated “will always be heard” – there are groups that are already heavily engaged.
- Neighborhood associations – an opportunity but some have low involvement.
- Business community needs to be engaged.
 - Business owners and employees are residents, support schools, nonprofits!
 - Small business is the lifeblood – Chamber involvement.

Discussion: Project Branding

The committee discussed and selected *Galveston: Our Future*.

Action: Elect Chair and Vice Chair of Steering Committee

- Teresa Evans reviewed the process for nominating and electing the chair and vice chair. Nominations for Chair included Gina Spagnola, Raymond Lewis (declined), Cate Black (absent), and Laura Addison (declined).
- Jonathan Zende Del moved to close the nominations, and Mary Branum seconded the motion. The motion passed unanimously, and nominations were closed.
- Teresa conducted a voice vote, and with six votes, Gina Spagnola was elected Chair.
- Gina then led the nomination process for Vice Chair. Nominations included Jonathan Zende Del and Christine Bryant. The nominations were closed, and a motion to hold an election was made by Darryl Davis and seconded by Janea Pulliam. By voice vote, Christine Bryant was elected Vice Chair.

Public Comment

There was one public comment from Mike Gaertner:

- The current plan has problems. This is a roadmap for 20-25 years.
- Environment, hazards missing from the discussion.
 - Tidal zones, wetlands, percolation. Coastal barrier island – drains to gulf. Drainage impacts after storm surge
 - Insurance crisis – windstorm insurance cost

Adjournment

The group discussed scheduling its next meeting and tentatively selected July 10.

Responses from Priorities Activity (Sticky Notes)

Group	Question	Response
1	Doing Well	Tourism, port
1	Doing Well	Economic growth
1	Doing Well	Education opportunities
1	Doing Well	Culture / Social Events
1	Doing Well	Police, Fire, Medical
1	Doing Well	Philanthropy
1	Doing Well	Existing middle/lower class is VERY supportive of each other because they are (forced) to know each other
1	Challenges	Potable water, electricity, roads
1	Challenges	Transportation
1	Challenges	Golf carts on Seawall
1	Challenges	Neighborhood lighting
1	Challenges	Infrastructure
1	Challenges	Traffic flow + lights
1	Challenges	Disinvested communities / neighborhoods
1	Challenges	High priority (too high) - SS + ase Community (sic) Low priority of growth of middle / lower actually working class Dependence on UTMB + Port + beach
1	Resilience	Recovery from storms
1	Resilience	bounce, preparation, recovery FOR ALL
1	Resilience	Environment ready. Forward thinking. Ready to do the HARD things NOW for future payoff
1	Priority Issues	Access to green space
1	Priority Issues	Equity
1	Priority Issues	Working families - bring them back
1	Priority Issues	Investment in people who want to live here. Incentives! Walkability! Green spaces! More family-centric building!
1	Priority Issues	Parking -> More progressive, forward-thinking solutions Especially for downtown residents and near-beach residents. Re-think current system
1	Priority Issues	GROWING, ROBUST, LONG TERM middle class
1	Priority Issues	Basic Infrastructure
1	Priority Issues	Reaching Hispanic community + hospitality who actually keep island running (???? Lower class POC)
1	Priority Issues	Focus on Data!!!
1	Priority Issues	Continue Economic Growth
1	Priority Issues	Vacant commercial buildings Downtown + 41st, U Bowling alley etc
2	Doing Well	Hospitality

2	Doing Well	Maritime industry
2	Doing Well	Career pathtimes
2	Doing Well	Tourist industry
2	Doing Well	Higher education
2	Doing Well	Port, Hospitality, Higher Education, City Infrastructure
2	Doing Well	Our Chamber representing our businesses, giving them tours and resources to survive
2	Doing Well	1) Growing the Port, 2) UTMB Blue Zone
2	Doing Well	Blue Zones
2	Challenges	Housing - mid low income
2	Challenges	Workforce shortage, City budget
2	Challenges	Flooding
2	Challenges	Transportation
2	Challenges	Infrastructure, insurance costs, budget for services
2	Challenges	Cost of living, insurance, city services, transportation
2	Challenges	Workforce
2	Resilience	Adaptive infrastructure
2	Resilience	Economic opportunity that can survive a storm, take a hit. Adaptive infrastructure Move from fixing to prevention
2	Resilience	Wifi and cell service
2	Priority Issues	Housing, transportation
2	Priority Issues	A regional conversation
2	Priority Issues	Transportation
2	Priority Issues	Land use
2	Priority Issues	Transportation
2	Priority Issues	Housing
2	Priority Issues	Underserved communities
2	Priority Issues	More diverse vendors, businesses, grants from city
2	Priority Issues	Improved education, improved parks and rec

City of Galveston Comprehensive Plan Update

PROGRESS GALVESTON (2011) PLAN SUMMARY AND IMPLEMENTATION SCORECARD

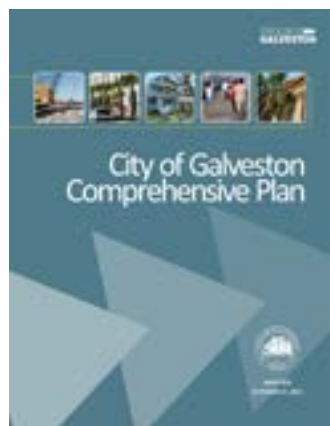
PROGRESS GALVESTON (2011) PLAN SUMMARY

OVERVIEW

The City's current comprehensive plan, Progress Galveston, was adopted in 2011, and has served as a strategic framework guiding city goals, policies, and regulations. The vision developed in the plan is "Galveston is a livable city on a sustainable island, a community that demands excellence".

The plan consists of a series of elements covering a comprehensive set of topics, outlining goals, objectives, and strategies for each. Five of the elements are carried forward from the city's 2001 Comprehensive Plan, including Housing and Neighborhoods, Economic Development, Historic Preservation, Natural Resources Elements, Community Character, and Land Use (the latter two combined into one in the 2011 plan). New elements for the 2011 plan included Transportation, Infrastructure, Disaster Planning, and the Human Element.

The plan was guided by a Steering Committee with subcommittees on each plan element, and engaged the broader public through a plan website, online survey, public workshops, and focus groups. The planning process was carried out following the devastation of Hurricane Ike, which played a big role in guiding the plan including a focus on health, rebuilding, and renewal. After review from the City Planning Commission and Landmark Commission, Galveston City Council officially adopted the plan on October 27, 2011.



Vision Statement:

**"GALVESTON IS A
LIVABLE CITY ON A
SUSTAINABLE ISLAND,
A COMMUNITY
THAT DEMANDS
EXCELLENCE."**

2011 PROGRESS GALVESTON ENGAGEMENT PROCESS

- 2007: City Council appointed Steering Committee of more than 30 members. They formed subcommittees to focus on key strategic directions.
- 2008: Visioning by Steering Committee presented at small-scaled public meetings.
- 2008: Hurricane Ike disrupts the process. Draft goals and objectives were due to be presented. Focus shifts to the development of the Long-Term Community Recovery Plan.
- 2010: Comprehensive Plan process begins again. Steering Committee members shift some since three years have passed. The Committee updates the draft plan elements.
- 2011: Most of the work was completed during 2011:
- January 2011: The City launches the Progress Galveston planning initiative to align public and private actions and update the Comprehensive Plan, specialized plans, and development regulations.
- February 2011: City staff and consultants begin final-stage review of draft plan elements, coordinating with the Steering Committee to refine content and plan the public review process.
- March 2011: Refined draft elements are presented at a joint workshop with City Council, Planning Commission, and other boards, followed by the release of a public review draft.
- April–June 2011: An extensive public engagement process starts, including workshops, online review opportunities, listening sessions, surveys with over 2,100 responses, and focus groups to gather community input.
- May–June 2011: A citywide public opinion survey is conducted and distributed through multiple channels including water bills, GISD and through the Galveston Apartment Association, with results used to guide final revisions to the plan.
- July–August 2011: Staff and consultants work with the Steering Committee to review public feedback, set priorities, and prepare a revised draft for public review that included an implementation plan.
- Fall 2011: The final draft of the Comprehensive Plan was presented to the Planning Commission, Landmark Commission, and City Council for consideration.
- October 27, 2011: The City Council officially adopted the Comprehensive Plan, completing the Progress Galveston planning effort.

PLAN ELEMENTS

HOUSING AND NEIGHBORHOODS ELEMENT

This section discusses housing strategies, with the stated goal to “expand the availability of quality housing to meet the needs of a diverse population & build strong neighborhoods to enhance community character.”

Acknowledging the damage caused by Hurricane Ike to the City’s housing stock and the varied conditions, this element addresses the existing housing stock and identifies needed housing types. Promoting the development of middle-income, workforce, and senior housing are stated focuses alongside revitalization of urban and historic district neighborhoods located within the City’s core and development that responds to Galveston’s unique character. This element blends focuses on specific housing price points and affordability levels with design and location recommendations that address infill and greenfield development. In addition to these land use and design recommendations, several objectives and strategies focus on partnerships and funding structures to encourage desired housing types.

ECONOMIC DEVELOPMENT ELEMENT

The 2011 Comprehensive Plan’s Economic Development element outlines the goal to “diversify & expand the economy, create and retain quality jobs, promote the fiscal health of the City & enhance the quality of life in Galveston.”

This element has strong linkages to the infrastructure, land use, and human element recommendations through focuses on infrastructure improvements, targeted revitalization, and education and workforce development. Economic diversification is another major consideration, building on traditional strengths while identifying potential growth sectors such as information technology research. Implementation focuses include City-led capacity-building and process improvements to create a supportive environment for economic development in Galveston. Updates to this element should consider recent economic development strategic planning efforts such as the 2018 Economic Development Plan and the Port of Galveston 2045 Master Plan.

LAND USE & COMMUNITY CHARACTER ELEMENT

The Land Use and Community Character element provides guidance for the preferred form of growth and development in Galveston. This chapter describes a vision for land use that enhances quality of life and community character while balancing public safety, natural resources, sound economic growth, and functional efficiency. The first objective was to revise the Future Land Use Map, which was last prepared in 1988, however, this has not occurred and the City has accordingly lacked a blueprint to guide future growth. Objectives outline important centers, corridors, and districts including Downtown, Broadway, the Gateway area, Seawall Boulevard, 61st Street, Harborside Drive, and 25th Street as well as new development areas including areas north of Broadway and the East End Flats. This element overlaps significantly with the Housing and Neighborhoods element in its housing-related recommendations. Objective LU-4 discusses “responsible development” in the context of environmentally sensitive areas and identifies assessments, development of incentives and regulations, and preservation strategies to maintain Galveston’s natural character.

HISTORIC PRESERVATION ELEMENT

The Historic Preservation element of the 2011 Comprehensive Plan provides an overview of the role and evolution of historic preservation in the City of Galveston, with a particular focus on its economic impact and current preservation issues and needs. The section’s overarching goal is to “promote the island’s heritage and encourage the preservation and revitalization of historic resources for the educational, cultural and economic benefit of all.” It includes six objectives and a range of supporting strategies related to funding and regulatory tools, communications and outreach, staff capacity, and partnerships. The section also places a strong emphasis on livability and quality of life, which is somewhat unique compared to other historic preservation and comprehensive plans.

NATURAL RESOURCES ELEMENT

The Natural Resources element highlights the need for Galveston to “Preserve & protect the sensitive natural resources of Galveston Island, the Galveston Bay estuary & the Gulf of Mexico”. The objectives and strategies for this element are centered around supporting the diverse and intermixing ecological systems in the area, including scrub, low-lying grasslands, beach dunes, and wetland habitats. Objectives are focused on improving water quality, protecting ecological functions of various habitats, and preserving wetlands. Objectives also focus on addressing land loss, creating an open space network, and incorporating sustainable practices more broadly. This section emphasizes that the benefits to protecting natural resources in and around Galveston are numerous, including supporting wildlife habitat, maintaining water quality, contributing to coastal resilience, supporting economic development, and providing viable park and recreation spaces.

TRANSPORTATION ELEMENT

The Transportation element describes the importance of access and mobility for residents, commuters, and visitors. Though Galveston’s street layout and density lend themselves to lower rates of automobile use than peer communities, gaps and needs still exist within the overall network. Major focuses include regional transportation coordination to support future passenger rail to Houston, transit connectivity to the mainland, and airport connectivity. On the island, strategies to support mobility focus on complete streets that support a wide range of users including pedestrians, cyclists, and persons with disabilities, public transit efficiency and access, and traffic and congestion management. Recommendations from this element supported the development of the Thoroughfare Plan in 2012.

INFRASTRUCTURE ELEMENT

The Infrastructure element focuses primarily on City utilities and services including water, wastewater, stormwater, and solid waste disposal, though privately provided services including energy and communications are discussed. Major focuses include providing adequate capacity for future demand, minimizing environmental impacts, and ensuring resilience during disaster events. Objectives I-1, I-2, and I-3 discuss the City’s water

resources, including conservation and management strategies to ensure adequate potable water supply, sewage treatment capacity, and drainage to support the City’s long-term growth and environmental health. In order to achieve these goals and support planned development, Objective I-5 discusses strategies to ensure adequate facilities and identify sustainable funding sources, while Objective I-6 identifies opportunities to strengthen and increase the resilience of utilities, infrastructure, and public facilities.

DISASTER PLANNING ELEMENT

The Disaster Planning Element emphasizes comprehensive disaster preparedness, mitigation, and recovery by integrating these efforts across all city departments, plans, and operations. It calls for risk-based mitigation strategies focused on vulnerable communities and critical infrastructure, supported by updated planning policies, building codes, development regulations, and increased funding aligned with the city’s Hazard Mitigation Plan. The element also highlights the importance of strong leadership, regional and national partnerships, and coordination with local organizations and businesses. Key recommendations include establishing pre-disaster recovery contracts to eliminate permitting barriers and ensuring local control over recovery decisions related to housing, insurance, historic preservation, and economic redevelopment. Overall, the plan stresses proactive preparation, long-term hazard reduction, and the continuous assessment and updating of strategies to keep Galveston resilient and prepared before disasters occur.

HUMAN ELEMENT

The Human element focuses on improving city services through program upgrades and better coordination with partners. The overarching goal for this section is to “invest in people so everyone can meet their basic needs, build economic prosperity, and participate in creating and maintaining a safe, healthy, educated, just, and caring community.” Objectives for this section zero in on topics such as food and housing security, workforce development/training, public safety, inclusion, and community pride/involvement. There is a big emphasis on partnerships and coordination for this element because some of the objectives sit outside the direct influence of city government.

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PROGRESS GALVESTON (2011) IMPLEMENTATION SCORECARD

ID	Project Name	Description	Element
1	Complete Streets Policy	Development of a Complete Streets Policy will be completed as part of the Mobility and Thoroughfare Plan as part of Progress Galveston initiative.	Transportation
2	Disaster Recovery Plan	Plan to be completed as part of Progress Galveston to address post-event recovery efforts, including partnerships, business recovery, lowering insurance rates, historic resources, and debris management.	Disaster Planning
3	Mobility & Thoroughfare Plan	Plan to be completed as part of Progress Galveston initiative to assess capacity, identify transportation improvements, partnerships with regional and state partners, neighborhood impacts, linkages to regional network, public outreach, and develop a 5-year capital improvement program.	Transportation
4	Sustainability Plan	Plan to be completed as part of Progress Galveston initiative to implement recommendation from Hazard Mitigation Plan and develop comprehensive framework for decision-making with measurable objectives. Plan to address management practices, energy use, City regulations and policies, business development, housing, and other sustainable practices.	Natural Resources
5	Coastal Management & Erosion Response Plans	A LTCRP project that is currently underway as part of the Progress Galveston initiative. These plans will respond to state requirements for beachfront development and dune protection and restoration.	Natural Resources
6	Community Development Resources Evaluation	Study to determine potential resources for community development activities.	Human
7	East End Lagoon Preserve Master Plan Implementation	Implementation program for completed LTCRP project: East End Lagoon Nature Park and Preserve.	Land Use & Community Character
8	Future Land Use Plan	Plan for future growth and development completed as part of Progress Galveston initiative.	Land Use & Community Character
9	Historic Preservation Plan & Design Standards	Plan and regulatory update as part of Progress Galveston initiative to address historic preservation issues including disaster planning, incentives and grant programs staffing, permitting, demolition by neglect, neighborhood conservation, additional district designations, and partnerships.	Historic Preservation
10	LDRs - Conservation Standards & Incentives	Regulatory update as part of Progress Galveston initiative to protection of natural resources through construction and mitigation practices, sustainable development patterns, and open space and wetland protection.	Natural Resources

	Status 2011	Status 2026	Notes
	Funded	Not Started	A policy has not been formally adopted, but Complete Streets concepts were used in the redesign of 23rd, 27th, and 45th Streets.
	Funded	Complete	Completed with Progress Galveston initiative.
	Funded	Complete	Completed with Progress Galveston initiative.
	Funded	Not Started	Resources still to be determined.
	Underway	Complete	See Dune Protection and Beach Access Plan (2024) and Erosion Response Plan (2012).
	Underway	Not Started	Resources still to be determined.
	Underway	Not Started	The Park Board has done some implementation.
	Underway	Underway	To be addressed with current Comprehensive Plan update.
	Underway	Complete	
	Underway	Complete	Completed with 2015 LDRs.

ID	Project Name	Description	Element	
11	LDRs - Crime Prevention through Environmental Design (CPTED) Standards	Regulatory update as part of Progress Galveston initiative to address public safety issues in addressing neighborhood, site, and building design.	Human	
12	LDRs - General Guidance regarding Update	Regulatory update as part of Progress Galveston initiative to address livability and neighborhood quality of life issues and Comprehensive Plan goals and objectives.	Land Use & Community Character	
13	LDRs - Hazard Mitigation Provisions	Regulatory update as part of Progress Galveston initiative to address disaster planning and mitigation issues.	Disaster Planning	
14	LDRs - Infill Development Standards	Regulatory update recommended in LTCRP to be completed as part of Progress Galveston to develop design standards for infill development and reevaluate underlying zoning designations.	Housing & Neighborhoods	
15	LDRs - Landscape & Buffer Standards	Regulatory update as part of Progress Galveston initiative to landscaping standards.	Land Use & Community Character	
16	Noise Ordinance Update	Regulatory update to ensure appropriate monitoring and enforcement of noise regulations.	Housing & Neighborhoods	
17	Parks Master Plan	Plan update to be completed as part of Progress Galveston initiative.	Natural Resources	
18	Airport Master Plan	Update existing plan to address development of airport and surrounding area.	Land Use & Community Character	
19	Beach & Bay Access Improvements	Plan to maintain existing beach and bay access points, improve access and develop new facilities, and identify potential funding sources.	Natural Resources	
20	Broadway Improvement Program	Program to address development and design standards, land uses, public realm improvements, transportation choices, code enforcement, and potential funding sources.	Land Use & Community Character	
21	Business Recruitment & Development Initiative	Initiatives include: LTCRP project: Galveston Business Incubator; small business development, micro-loan program, public-private partnerships, technology-oriented and "green" business recruitment.	Economic Development	
22	Capital Project Financing Strategies	Program to explore new ways to fund capital improvement projects.	Economic Development	
23	Code Compliance & Enforcement Initiative	Program to improve maintenance of properties, reduce blight, protect historic resources, and implement LTCRP project: Sustainable Neighborhoods Code Compliance Strategy.	Housing & Neighborhoods	
24	Comprehensive Housing Program	Program to continue partnerships, develop receivership and homeowner incentive programs, implement LTCRP projects: Housing Market Study, Galveston Housing Rehabilitation and Infill, and Sally Abston Housing Program. (GHA received money from HUD to complete new plan)	Housing & Neighborhoods	
25	Crime Prevention & Public Safety Program	Program to address safety concerns, reduce crime through prevention, and improve perception of public safety.	Human	

	Status 2011	Status 2026	Notes
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	See updates to the Noise section of Municode (Chapter 24) in 2015, 2018, and 2019.
	Underway	Complete	Completed with Progress Galveston initiative.
	Expanded Plan	Complete	This is a recent planning effort.
	Expanded Program	Partially Complete	See Dune Protection and Beach Access Plan (2024).
	Expanded Program	Partially Complete	See Broadway Corridor Streetscape/Redevelopment Plan by Design Workshop in 2018 (completed but not adopted). Also see updates to the Noise section of Municode (Chapter 24) in 2015, 2018, and 2019.
	Expanded Program		
	Expanded Program	Partially Complete	Economic Development policy; Impact fee; Industrial Development Corporation; Grant team.
	Expanded Program		
	Expanded Program	Partially Complete	GHFC/GPFA board is currently developing new program to support attainable housing (workforce) homeownership. Vision Galveston created Build Galveston to address workforce housing.
	Expanded Program		

ID	Project Name	Description	Element	
26	Decision Support Initiatives (IT/IMS/GIS)	Program to expand technology initiatives to support city services including development of IT infrastructure, promote data sharing, improve public access to information, and develop partnerships with regional and educational institutions.	Plan-Wide	
27	Disaster Response Plan Implementation	Program to ensure appropriate staffing, coordination with state and federal agencies, and response activities are in place in post-event situations.	Disaster Planning	
28	Education Programs & Partnerships	Program to support GISD and other educational partners' initiatives and implementation of several LTCRP projects including: Galveston Promise, Galveston Center for Technology and Workforce Development, Vocational-Technical Center, and Galveston Center for Historic Preservation.	Human	
29	Expansion of Support Services to Vulnerable Populations	Program to provide support services to vulnerable populations including the elderly, homeless, and women in crisis.	Human	
30	Hazard Communications Initiative	Program to ensure residents and businesses are adequately prepared before a disaster event and have access to timely information both during and after an event.	Disaster Planning	
31	Hazard Mitigation Plan Implementation	Program to implement LTCRP project to ensure appropriate mitigation and preparedness activities including participation in CRS program, education programs, structural mitigation strategies, and regulatory changes.	Disaster Planning	
32	Infrastructure & Facility Hardening Program	Program to ensure municipal facilities, utilities, and transportation systems are strengthened to increase resiliency.	Infrastructure	
33	North Broadway Neighborhood Revitalization Strategy	Program to expand existing plans to address economic development issues for redevelopment area north of Broadway.	Land Use & Community Character	
34	Preservation Incentive Program	Program to provide funding or financial incentives to promote preservation activities.	Historic Preservation	
35	Public Communication Plan & Initiatives	Program to improve communication between City and residents, developers, and visitors through development of "virtual city hall," public education and awareness campaigns.	Multiple Elements	
36	Seawall Boulevard Enhancement Strategy	Program to implement LTCRP project, which includes development and design standards, land use controls, other management districts and development tools, public realm improvements, and potential funding sources.	Land Use & Community Character	
37	Stormwater Management & Water Quality Improvement Program	Program to address NPDES compliance and maintenance and investments to improve stormwater management on the Island.	Infrastructure & Natural Resources	
38	Waste Disposal & Recycling Program	Program to explore more sustainable waste management options including expansion of recycling program and reuse of building materials.	Infrastructure	
39	Water Conservation Program	Program to implement 2009 plan including public awareness programs, establishing a water budget for City, and developing new landscaping and irrigation standards.	Infrastructure	

	Status 2011	Status 2026	Notes
	Expanded Program	Partially Complete	Accela upgrade for permitting improvements.
	Expanded Program		
	Expanded Program		
	Expanded Program		
	Expanded Program		
	Expanded Program	Underway	HMP update upcoming in 2026/2027.
	Expanded Program	Partially Complete	No formal program but steps to implement this are included in CIP projects (material selection, siting, evaluation, etc.).
	Expanded Program	Partially Complete	Some discussion in 2018 Economic Development Plan, Strategic Investment Area. Vision Galveston has stepped up to take on this effort Potential OPP zone 2.0 for these census tracts.
	Expanded Program	Complete	Adopted 2015.
	Expanded Program		
	Expanded Program	Partially Complete	Seawall Improvement Project in 2015-2016. HDDZ addresses development and design standards.
	Expanded Program	Complete	See 2024 Stormwater Master Plan.
	Expanded Program	Complete	Updated in 2024. Next update in 2029.
	Expanded Program		

ID	Project Name	Description	Element	
40	Wayfinding Signage Program	Program to develop directional signage for visitors.	Transportation	
41	Youth Programs & Partnerships	Program to support City youth through partnerships to develop mentoring and internship programs and increased recreational activities.	Human	
42	61st Street Improvement Plan	Plan to include development and design standards, land use controls, public realm improvements, and potential funding sources.	Land Use & Community Character	
43	Bay Restoration Plan	Plan to address erosion and mitigation issues for bay shoreline and wetlands.	Natural Resources	
44	Carrying Capacity/ Adequate Public Facilities Study	Plan to determine the existing carrying capacity of City to provide services to ensure that the City provides adequate schools, roads, water, and sewer service. Plan to include public safety facility location study.	Infrastructure	
45	East End Flats Development Plan	Plan to address future development of the area north of seawall that is currently used as dredge fill site for USACE.	Land Use & Community Character	
46	FM 3005 Corridor Design Standards	Plan to develop design standards for FM 3005 Corridor west of the Seawall.	Land Use & Community Character	
47	Galveston Port Improvement Plan	Initiatives include: LTCRP project: Galveston Port Improvement Project; partnerships with Port; review development regulations and access, utilities, and parking; cruise ship terminal development	Land Use & Community Character	
48	Harborside Drive Improvement Plan	Plan to include development and design standards, land use controls, public realm improvements, cruise ship terminal improvements, and potential funding sources.	Land Use & Community Character	
49	Sports, Arts & Recreation Master Plan	Initiatives include: LTCRP project: Galveston Master Sports, Arts & Recreation Complex; expand existing recreational and cultural services; and support Commission of the Arts.	Economic Development	
50	Tourism Master Plan	A LTCRP project to support existing visitor attractions, develop eco-tourism, develop public-private partnerships, support special events, support development of cruise ship terminal and welcome center.	Economic Development	
51	Trail Master Plan	Plan to create islandwide trail network by promoting private development, identifying potential funding, and developing a master plan to identify priorities.	Natural Resources	
52	Water & Sewer Master Plan Update	Plan to address potable water supply and distribution, expansion of sanitary sewer system, use of on-site disposal systems, and alternative water sources including desalination and reclaimed water.	Infrastructure	
53	West End Commercial Centers Plan	Plan to include new designated commercial centers with development design standards for neighborhood-serving commercial uses on the West End.	Land Use & Community Character	

	Status 2011	Status 2026	Notes
	Expanded Program	Complete	Wayfinding signage by Park Board 2022-2024. This is underway by the Park Board. Planning complete. Signs under construction. Port of Galveston is also working on wayfinding.
	Expanded Program		
	New Plan	Underway	Ninety percent design. I-45 Widening-2031 Bid.
	New Plan	Complete	Verify this is addressed by Galveston Bay Plan by Galveston Bay Estuary Program.
	New Plan	Not Started	
	New Plan	Not Started	
	New Plan	Underway	FM 3005 from Cove View to 11 Mile Road - development and design standards covered by HDDZ-6.
	New Plan	Underway	See Port of Galveston Strategic Master Plan. Also Pelican Island Bridge replacement and Port of Galveston Masterplan are underway.
	New Plan	Complete	Tied to Port of Galveston Plan.
	New Plan	Partially Complete	See Arts and Culture Plan 2022 and Parks Master Plan 2012. Better parks for Galveston & IDC bond projects for Lasker pool 2012, Little league complex 2015, Soccer complex 2021.
	New Plan	Not Started	Parks Board is looking at this.
	New Plan	Partially Complete	Bike network map from 2019 shows proposed bikeways. Also see Vision Galveston Green Galveston Initiative.
	New Plan	Underway	Ongoing by Freese and Nichols.
	New Plan	Underway	Galveston Island Tree Conservancy and Better Parks for Galveston is looking at this.

ID	Project Name	Description	Element	
54	Civic Engagement Initiative	Initiatives to improve social engagement by working with citizens to increase participation and diversity, solve intergenerational issues, and promote volunteerism and community service.	Human	
55	Clean, Green & Smart Galveston Initiative	Initiative includes: two LTCRP projects: Clean, Green, and Smart Galveston and Trees; expansion of recycling programs, code enforcement, beautification efforts; and partnerships with neighborhood organizations and non-profit organizations.	Economic Development & Human	
56	Community-based Service Delivery Initiative	Initiative to create service zones within the City and coordinate full-range of City services through shared facilities and co-location of services, community policing, develop program performance measures, improved communication with residents, and partnerships with non-profits neighborhood organizations, and educational providers.	Human	
57	Cost of Service Program	Program to evaluate cost of service for different housing types and evaluate cost/benefit for proposed developments.	Economic Development	
58	Downtown Plan Implementation Program	Program to implement completed LTCRP project: Downtown Redevelopment Plan including revised development standards.	Land Use & Community Character	
59	Environmental Lands Conservation Program	Program initiatives include: LTCRP projects: Galveston Island Ecosystem Restoration from the Gulf to the Bay, Protecting Island Resources, and West Galveston Island Land Conservation; develop priority system to protect natural resources; connection habitat and wetland systems; incentive and regulatory matrix for property owners; Open Space Network Plan; beachfront acquisition program; potential funding sources; and long-term open space management.	Natural Resources	
60	Food Access Initiative	Program to support access to fresh food including identification of potential funding sources, development of food banks, nutrition programs, community gardens, and farmers' markets, and continued partnership with UTMB's Center to Eliminate Health Disparities.	Human	
61	Gateway Area Plan Update & Implementation Program	Plan and program to address redevelopment of municipal sites in Gateway Area through additional development standards and economic development strategies and tools.	Land Use & Community Character	
62	Healthy Galveston Initiative	Program to support health needs and promote healthy lifestyles through partnerships and implementation of LTCRP project: Health Needs Assessment.	Human	
63	Higher Education & Economic Development Initiative	Initiatives include: LTCRP project: Galveston Center for Technology and Workforce Developments and partnerships with higher education agencies.	Economic Development & Human	

	Status 2011	Status 2026	Notes
	New Program	Started then ended.	Galveston University worked on this.
	New Program		
	New Program	Not Started	Resources still to be determined.
	New Program	Not Started	Resources still to be determined.
	New Program	Partially Complete	Ongoing implementation of capital projects in the Downtown area. Public realm improvements installed and future phases planned for. IDC funded projects - West Market Street (2017). 23rd Street pilot project \$24mil HGAC livable Community grant. Downtown- parking revenue funds amenities, security, and clean efforts.
	New Program	Not Started	Resources still to be determined.
	New Program		
	New Program	Not Started	Incinerator demolished and mediation undertaken.
	New Program	Partially Complete	Blue Zones effort by UTMB is ongoing.
	New Program	Underway	GEDP/UTMB Customs house incubator. Galveston College Workforce - Applied tech ctr opened 2015. Health Sciences ed ctr 2024. Health Education ctr 2021. TAMUG academic facilities - Eng Bldg 2026. Ocean Coastal Study Bldg/ Waterfront pavillion. Academics Bldg & Student ctr.

ID	Project Name	Description	Element	
64	Livable Neighborhoods Partnership	Program to create partnership to address range of issues with owners and neighborhood organizations such as lead paint abatement, public safety, and other health-related and quality of life issues.	Housing & Neighborhoods & Human	
65	Neighborhood Learning Center Program	A LTCRP project to support educational programs and community centers.	Human	
66	Neighborhood Main Streets & Corner Stores Initiative	Program to address development standards and make public realm improvements to address areas with existing neighborhood serving commercial uses.	Land Use & Community Character	
67	Neighborhood Reinvestment Program	Program to address regulatory controls and create financial incentives for infill development and property revitalization projects.	Housing & Neighborhoods	
68	Neighborhood Streetscape Improvement Program	Program to address regulatory controls, create financial incentives, and make targeted investments in neighborhood public amenities.	Neighborhoods & Housing	
69	Public Buildings & Spaces Preservation Initiative	Program to ensure City preserves and maintains city-owned historic resources and makes public realm improvements that are sensitive to historic areas.	Historic Preservation	
70	Rental Housing Program	Program to establish rental housing licensing to improve quality of rental units and institute annual inspections.	Housing & Neighborhoods	
71	Revitalization Authority Formation	A LTCRP project to create a Revitalization Authority and a land bank.	Economic Development	
72	Technology Development Initiative	Initiatives include: development of a smart park; non-profit corporation to promote technology transfer; and partnerships.	Economic Development	
73	Tree Management Program	Program to increase preservation of existing tree canopy and plant new trees through development of new ordinances, city staffing, tree inventories, and participation in national programs.	Natural Resources	
74	Utility Undergrounding Standards & Funding	Program to establish standards for underground utilities and identify potential funding sources.	Infrastructure	
75	Casino Gambling Feasibility Study	A LTCRP project to study the feasibility of casinos on Galveston Island.	Economic Development	
76	Staff Resource Assessment	Study to assess City staffing and resources necessary to support existing and proposed services, plans, and programs.	Multiple Elements	

	Status 2011	Status 2026	Notes
	New Program	Not Started	
	New Program	Not Started	
	New Program	Partially Complete	Ease of corner store development was a goal of the 2015 LDR, UN zoning district.
	New Program	Partially Complete	See Economic Development plan and IDC land bank program.
	New Program		
	New Program		
	New Program	Not Started.	Resources still to be determined.
	New Program	Partially Complete	Some progress with LGCs. Resources still to be determined.
	New Program		
	New Program	Partially Complete	See ReLeaf Strategic Plan implementation. City designated as Tree City USA through the work of the Tree Committee. Tree Preservation regulations adopted in 2015 LDR, strengthened in 2018 and 2020.
	New Program		
	New Study	Complete	See Chamber of Commerce study in 2013 by Community Strategies Inc.
	New Study		

END OF DOCUMENT

City of Galveston Comprehensive Plan Update

TASK 2 UNDERSTAND SECTIONS

**EARLY REVIEW
DRAFT**

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INTRODUCTION

INTRODUCTION

Galveston: Our Future is the City of Galveston's comprehensive plan - its long-term vision and its strategic roadmap.

WHY WE'RE PLANNING TODAY

This plan builds on the City of Galveston's 2011 Comprehensive Plan, *Progress Galveston*, which was initiated in 2008 before being delayed by the landfall and recovery from Hurricane Ike. After resuming in 2010, the plan incorporated a strong focus on recovery and integrating Galveston's *Long-Term Community Recovery Plan* as well as supporting parks and thoroughfare plans.

Over the last 15 years, Galveston has continued to evolve. The Galveston community has faced and overcome adversity, completing its recovery from Ike and adapting through the COVID-19 pandemic. Its tourism economy has evolved, navigating the rise of short-term rentals and booming cruise traffic. The city continues to navigate change, including new development proposals and the departure of long-time employers.

THE PLANNING PROCESS

This plan update was initiated in 2024 with the issuance of a Request for Proposals for planning consulting services. In 2025 and early 2026, the City of Galveston pursued and was successfully awarded grant funds from the Texas General Land Office's Resilient Communities Program to perform this plan update.

Galveston: Our Future will be developed through a community-driven process in 2026 and 2027, bringing together updated data and analysis, community perspectives and stakeholders, and facilitated dialogue to refine the City's vision and create an updated roadmap to manage future change.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a policy document that guides City decision-making. It is adopted by the Galveston City Council and used to inform land use and zoning application review, identify needed capital projects, and provide direction to City staff. Though it does not carry the force of law, the plan is intended to provide a framework for collaboration between the City of Galveston, its partners, and the broader community.

A comprehensive plan discusses the many interconnected topics influenced by local government. Most comprehensive plans, including the City's 2011 comprehensive plan, include elements such as:

- Land Use
- Housing
- Economic Development
- Transportation
- Parks, Recreation, and Open Space
- Historic Preservation
- Natural Resources
- Infrastructure and Utilities
- Community Facilities and Services

These plans are supported by maps and policy recommendations that identify specific locations for future projects and general guidelines for decision-making.

ORGANIZATION

This Community Profile provides a baseline for where Galveston is today, how it arrived at this current moment, and where it is heading.

The next section, **Galveston's Foundations**, is broken into four themes that have shaped Galveston historically, and will shape Galveston into the future: **water, land, people, and economy**.

This organization draws connections across the typical elements found in the plan. Each Foundation theme includes:

- A brief writeup of why this is significant to Galveston and its regional context;
- A snapshot of where Galveston is today and how it is expected to change in the future; and
- A brief description of this Foundation's implications for an updated Comprehensive Plan.

The **Plan and Code Review** describes Galveston's previous and ongoing planning efforts, including how they may influence the development of this plan and future change in Galveston.

The final section, **Our Path Ahead**, identifies key considerations for the plan update including:

- **Emerging Themes:** Based on recent trends and projections, what are some important considerations for Galveston to plan for in the future?
- **Community Priorities:** What are the most important issues for the Galveston community to address?
- **Key Questions:** What are some important questions that this planning process must answer?

2011 COMPREHENSIVE PLAN ELEMENTS

HOUSING AND
NEIGHBORHOODS

ECONOMIC
DEVELOPMENT

LAND USE AND
COMMUNITY
CHARACTER

HISTORIC
PRESERVATION

NATURAL
RESOURCES

TRANSPORTATION

INFRASTRUCTURE

DISASTER
PLANNING

HUMAN

HOW DOES THIS COMMUNITY PROFILE ALIGN WITH THE RESILIENT COMMUNITIES PROGRAM'S PERFORMANCE AND DELIVERABLE REQUIREMENTS?

This planning process is funded through a grant from the Texas General Land Office's Resilient Communities Program. Accordingly, this process must satisfy relevant acceptance criteria and deliverable documentation to meet the grant's performance requirements.

This Community Profile incorporates the Resilient Communities Program (RCP) deliverable requirements throughout the text, rather than in standalone study documents, to provide a holistic, easy-to-read, and actionable narrative that will support the organization of the updated Comprehensive Plan.

- The **Identification of Local Hazard Risks** task is discussed in **Water**.
- The **Land Use Study, Infrastructure Study, and Capital Improvement Plan** are discussed in **Land**.
- The required **Population Study and Housing Study** are discussed in **People**.
- The **Assessment of Current Plans** is discussed in **Plan and Code Review**.

The findings from this Community Profile will directly support the development of the Comprehensive Plan deliverables in later phases of the planning process.

GALVESTON'S FOUR FOUNDATIONS

WATER

Galveston's relationship to the Gulf of Mexico and Galveston Bay defines the city's history and long-term prospects.

LAND

Galveston's unique built and natural environment distinguishes the city from its local and regional peers.

PEOPLE

Galveston's strong, spirited community embodies its rich cultural heritage and diversity.

ECONOMY

Galveston's economy guides how the city's landscape and its people change over time.



GALVESTON'S FOUNDATIONS



WATER

WATER BODIES AND WATERWAYS

Galveston is defined by its relationship to the water.

Surrounded by the Gulf of Mexico, Galveston Bay, and West Bay, Galveston Island is a barrier island and Texas' historic gateway to the Gulf. The Gulf of Mexico provides the island with access to international trade and shipping, and Galveston Bay provides access to the Port of Houston. The waterways connecting the Gulf and Galveston Bay are major shipping routes serving as critical commercial connections between Galveston, Texas, and the world.

The West Bay runs the western length of Galveston Island from the Galveston Causeway to San Luis Pass. Sections of the island fronting the West Bay are generally less developed than the Gulf coastline, and bayous, coves, and inlets are clearly visible among areas of estuarine marshes and wetlands. The West Bay provides water access for recreational users including boaters and fishers. Portions of the coastline have been heavily modified to provide access via channels and canals in residential subdivisions. Preserved areas include Galveston Island State Park and privately maintained conservation areas such as the Artist Boat Coastal Heritage Preserve.

NAVIGABLE WATERWAYS

These waterways are managed by the U.S. Army Corps of Engineers. Beyond shaping Galveston's economy, their dredged materials also shape the island's land and beaches.

BOLIVAR ROADS

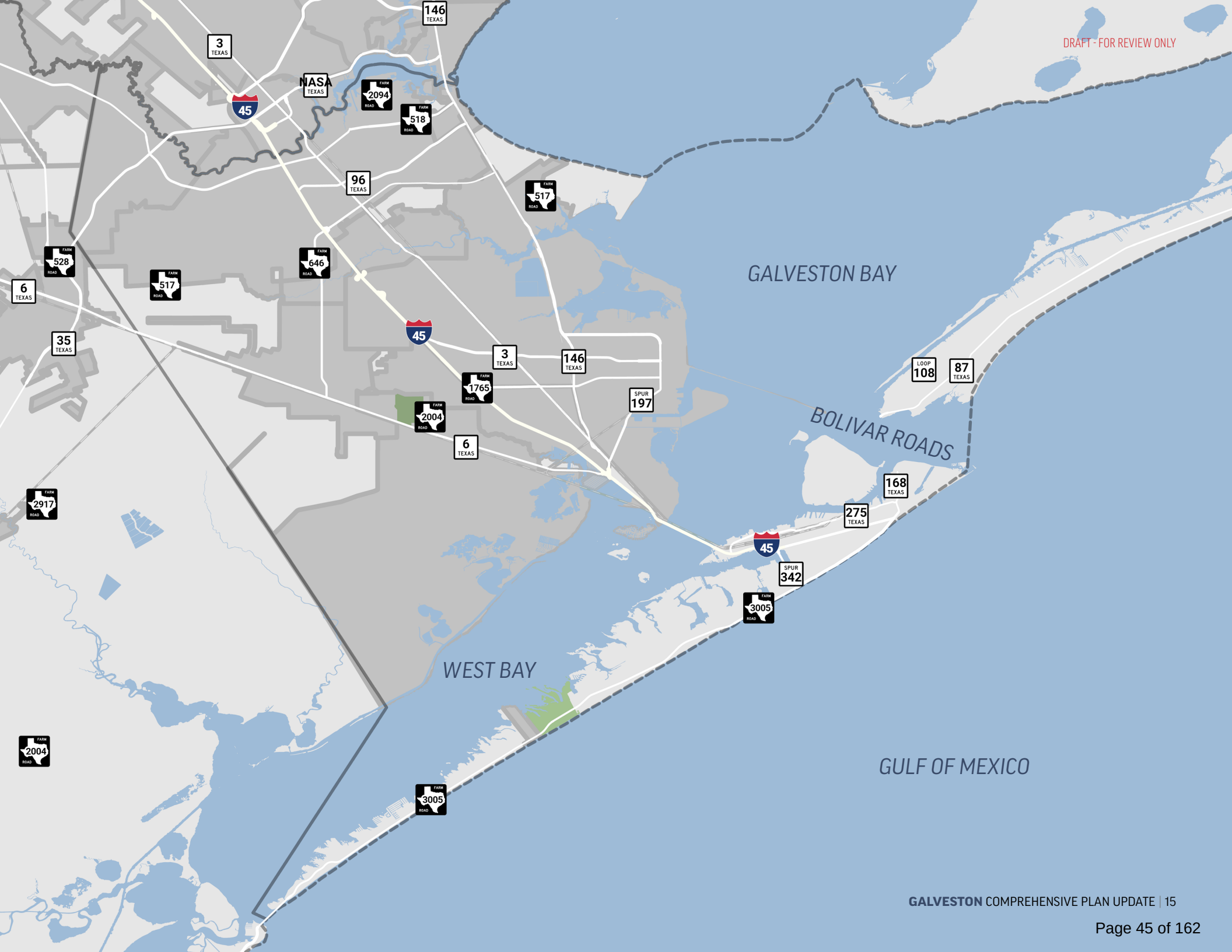
Separating the eastern end of Galveston Island from the Bolivar Peninsula, Bolivar Roads forms the gateway from the Gulf of Mexico to Galveston Bay, and by extension the gateway to the Port of Galveston and its regional peers including the Port of Houston and the Port of Texas City. Bolivar Roads' national strategic and commercial importance makes this waterway a focus for navigation and coastal protection, including a major component of the proposed Coastal Texas Project / Galveston Bay Barrier System. Passenger transportation between Galveston Island and the Bolivar Peninsula is enabled by TxDOT's Galveston-Port Bolivar Ferry, which is a toll-free service that runs 24 hours per day.

GALVESTON CHANNEL

Splitting off from the Bolivar Roads channel, the Galveston Channel runs between Galveston Island and Pelican Island before meeting the Gulf Intracoastal Waterway near the Galveston Causeway. This heavily industrialized waterway is the home of the Port of Galveston and a major destination for both passenger and industrial traffic.

GULF INTRACOASTAL WATERWAY

Running parallel to Galveston Island near the mainland, the Gulf Intracoastal Waterway provides inland connections to other Texas ports including Brownsville, Corpus Christi, and Sabine Pass.



POTABLE WATER AND WASTEWATER

Water and sewerage are essential infrastructure needed to enable development. Groundwater wells are not viable potable water supplies on Galveston Island due to saltwater intrusion and subsidence concerns, and on-site sewage facilities such as septic systems are generally inadequate for dense development and can contribute to water quality issues.

Timely access and adequate capacity directly impact development costs and feasibility. Additionally, as a self-supporting enterprise fund, Galveston's water and sewer fund must bear the costs of capacity expansions as well as routine maintenance and state of good repair activities.

POTABLE WATER

Galveston's water has been supplied from the mainland since 1894, when a 36-inch cast iron line across the Intracoastal Waterway began to provide well water pumped from the Alta Loma well field near Santa Fe. Today, the City of Galveston purchases wholesale potable water from the Gulf Coast Water Authority (GCWA), a regional entity providing water to municipalities and agricultural and industrial users in Brazoria, Fort Bend, and Galveston counties. The GCWA owns and operates the Thomas S. Mackey Water Treatment Plant in Texas City and maintains regional supply and transmission infrastructure, including the supply mains crossing Galveston Bay from Virginia Point.

The City's Capital Improvement Plan identifies the following needs for the City's water system:

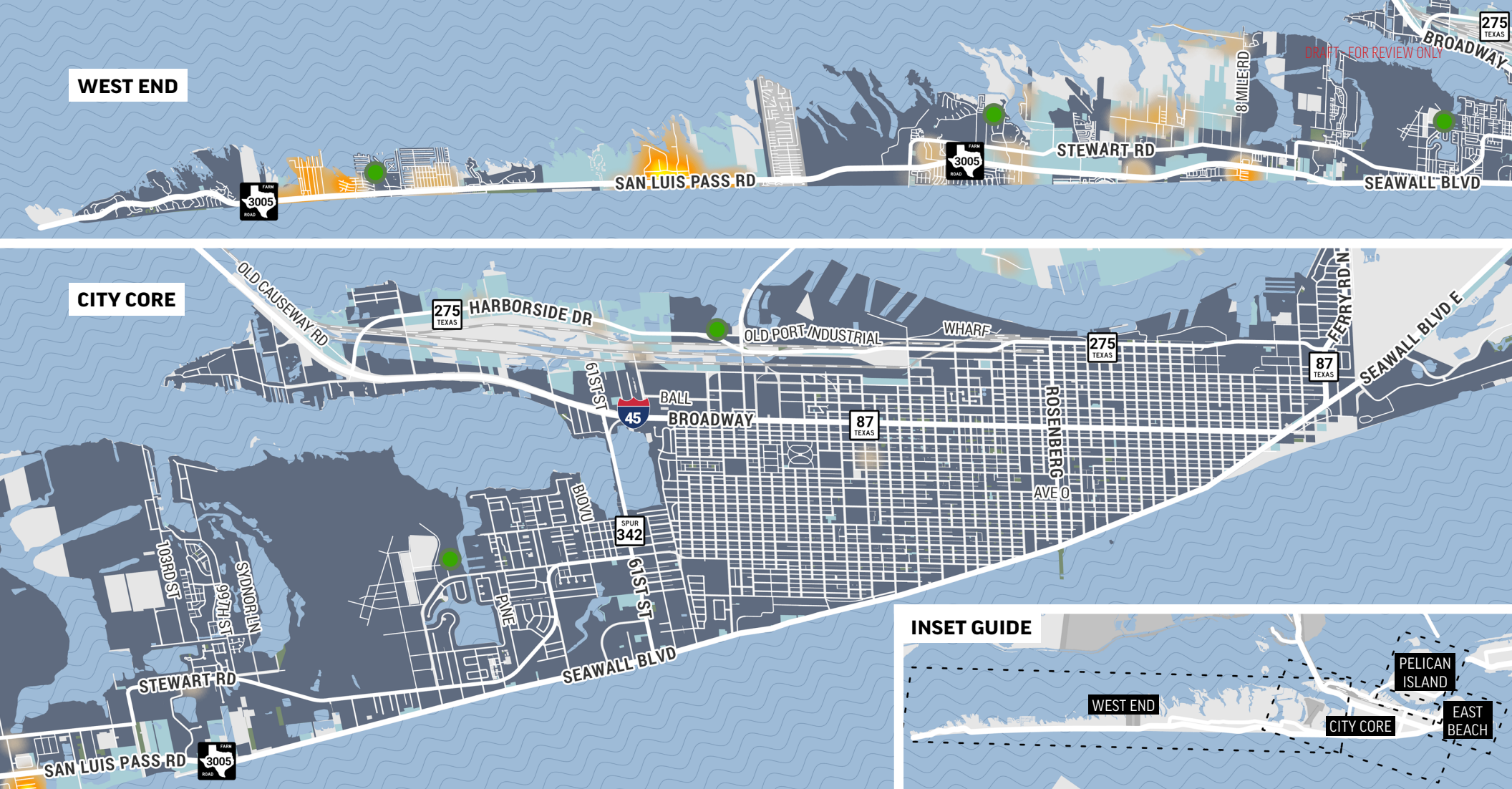
- Replacing the original 1894 waterline with a new supply main.
- Developing an alternate water source to reduce dependency on mainland supply and improve climate resilience.
- Study and potential rehabilitation of the Alta Loma Well Field
- Replacing lead service lines to implement the EPA's Lead and Copper Rule
- Improvements to pump stations, storage tanks, and transmission and distribution infrastructure.

WASTEWATER

The City's main wastewater treatment plant (WWTP) is located near Port Industrial Road and the Pelican Island Causeway. Three other wastewater treatment plants are located on Galveston Island (Airport, Pirates Beach, Terramar) in addition to the Seawolf Park facility on Pelican Island. The City maintains 59 lift stations, 250 miles of gravity sewer lines, and 25 miles of force mains.

The City recently commissioned a new Wastewater Master Plan, which was prepared by Freese and Nichols. The Master Plan's analysis shows that the Main WWTP has adequate capacity for anticipated growth, though inflow and infiltration (I&I) issues may reduce effective plant capacity. I&I refers to the intrusion of stormwater or groundwater into the sanitary sewer system. The age of the city's infrastructure and low-lying elevation contributes to I&I issues in the city's sewer system as water enters the system through openings such as manholes or cracks and joints. High water volumes caused by storm events can contribute to I&I, challenging wastewater treatment plant capacities and contributing to sanitary sewer overflows (SSOs).

Further west, the Airport, Pirates Beach, and Terramar WWTPs may create longer-term constraints for new development. These facilities are approaching their permitted capacities, though expansion of the Pirates Beach WWTP is underway. As new development occurs, the demand for the Airport and Terramar WWTPs may exceed their anticipated design capacities at final expansion. The City anticipates pursuing rating studies to determine actual capacity for the Airport and Terramar plants. A major consideration for West End wastewater treatment is the ability to connect existing structures that are currently served by on-site sewage facilities such as septic systems to the City's wastewater treatment infrastructure and protect local water quality.

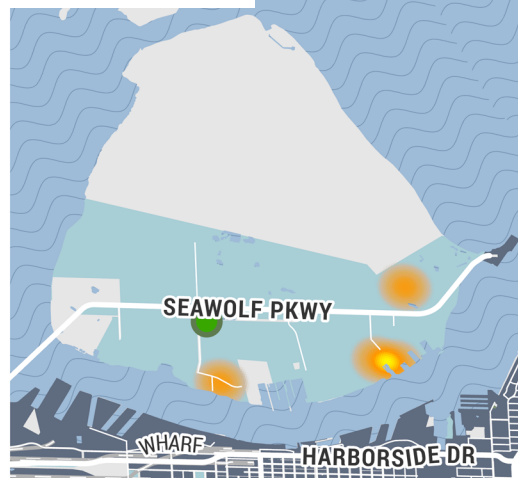


MAP 1. AREAS SERVED BY WATER AND SEWER

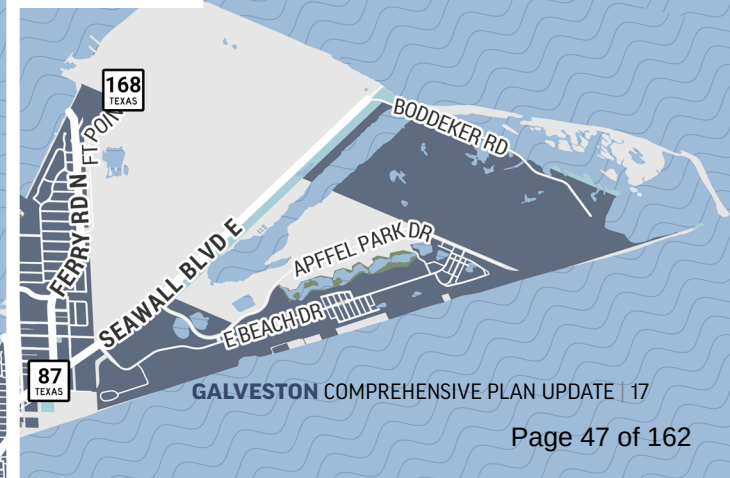
LEGEND

- Areas within 100' of water and sewer
- Areas within 100' of water only
- Areas not within 100' of water or sewer
- Wastewater Treatment Plant
- Areas with permitted on-site sewage facilities
- Dense*
- Sparse*

PELICAN ISLAND



EAST BEACH



LAND SURFACE ELEVATION

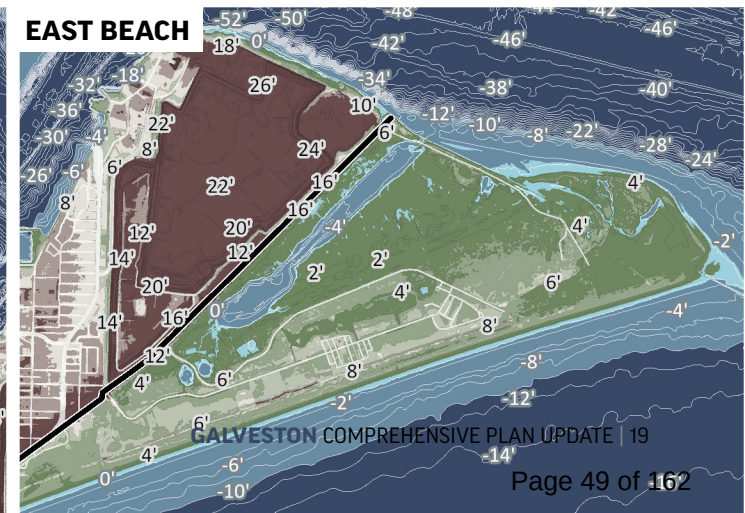
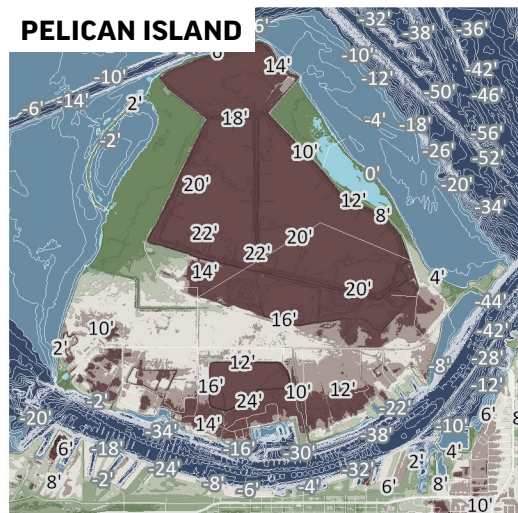
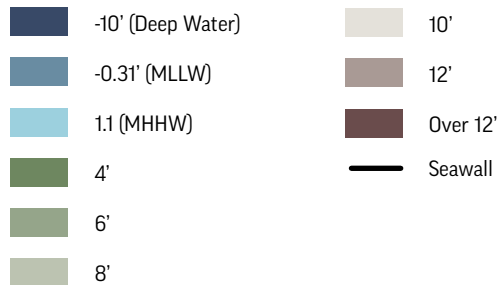
Galveston is a barrier island, sloping up from the coast to a dune ridge and then gradually sloping back down to wetlands along the West Bay. This barrier island elevation pattern has been altered in both the West End and the City Core. The City Core was raised substantially following the 1900 Hurricane. The blocks directly adjacent to the seawall are now 15 to 20 feet ^{NAVD88}. The industrial edge along the Navigational Channel has also been elevated in places by a few feet. The West End has intermittent dunes at 10 to 12 feet ^{NAVD88} interrupted by coastal development. San Luis Pass Road in the West End mostly follows a ridge of high ground around 8 feet ^{NAVD88}. Pelican Island is built on dredge spoil and much of the island is 10 to 20 feet ^{NAVD88}. The East Beach is low with a small coastal dune.



MAP 2. LAND SURFACE ELEVATION

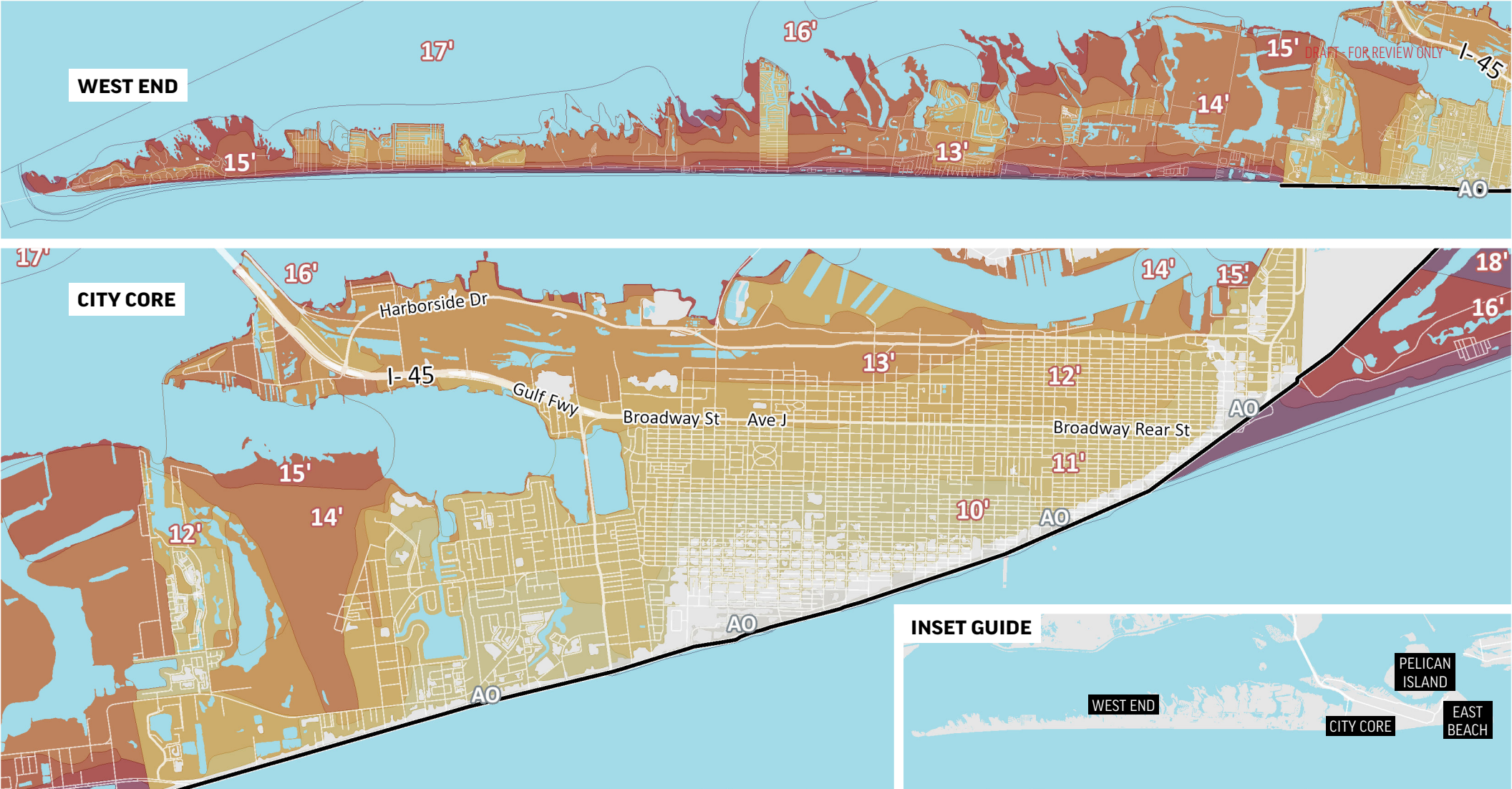
LEGEND

Land Surface Elevation
In Feet NAVD88



FEMA FLOODPLAIN

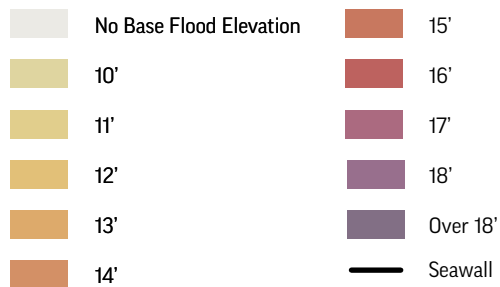
The vast majority of Galveston is in the FEMA 100 year floodplain. In the City Core the seawall buffers flooding from the Gulf side, but storm surge from the West Bay still threatens to inundate much of the land. Only the few blocks adjacent to the seawall are high enough in elevation to avoid being in the floodplain and some of these areas are still in AO Zones and subject to flooding from shallow ponding. The West End is entirely in the floodplain and lacks a seawall or substantial dunes to buffer storm surge from the Gulf side. Due to this direct exposure, wave action and base flood elevation is higher in this zone.



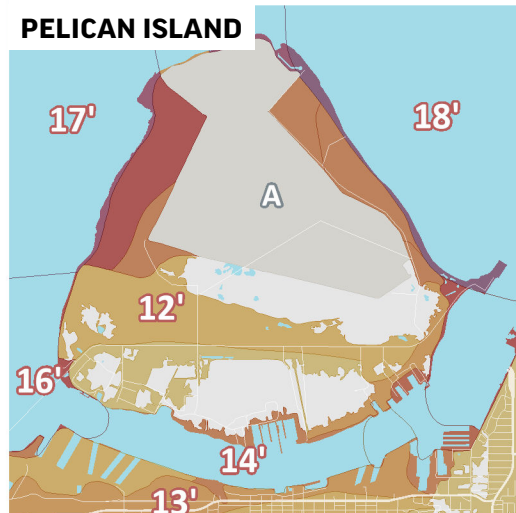
MAP 3. FEMA FLOODPLAIN BASE FLOOD ELEVATION

LEGEND

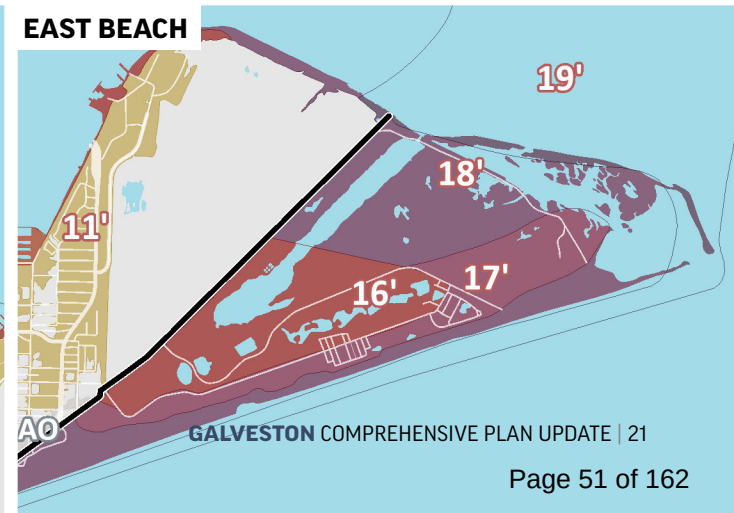
FEMA Floodplain
Base Flood Elevation NAVD88



PELICAN ISLAND



EAST BEACH



CRITICAL DATUMS

In the City Core, land slopes up from the gulf to a beach along the seawall. At the base of the seawall the beach is around 5 feet ^{NAVD88}. The top of the seawall is around 14 feet ^{NAVD88}. The first one or two blocks behind the seawall slope up around 18 to 20 feet ^{NAVD88} before sloping back down to around 10 to 12 feet ^{NAVD88}. From there the City Core gradually slopes down to 3 to 4 feet ^{NAVD88} as the land approaches the Navigational Channel. The industrial edge has been built up in places creating a bowl condition for the lowest land in the City Core.

The West End has little to no high ground. The intermittent coastal dune is 10 to 12 feet ^{NAVD88} in places and there is an inland ridge of high ground around 8 feet ^{NAVD88}. San Luis Pass Road largely follows the ridge. From the high ground the land slopes down to 3 to 4 feet ^{NAVD88} and then transitions to wetlands along the West Bay.

Land below 6 feet ^{NAVD88} is the most vulnerable, this roughly coincides with the 10 year stillwater level today. Over time, land below 6 feet will be inundated more frequently and with greater severity. Without action, this land could be inundated daily by the end of the century, in the NOAA intermediate scenario. Most of the Galveston is within the FEMA floodplain and below both base flood elevation and the 100 year stillwater level (13 feet ^{NAVD88}). The FEMA 100 year stillwater level is around 3 feet higher than Hurricane Ike (10 feet ^{NAVD88}) which inundated much of, but not all of Galveston.

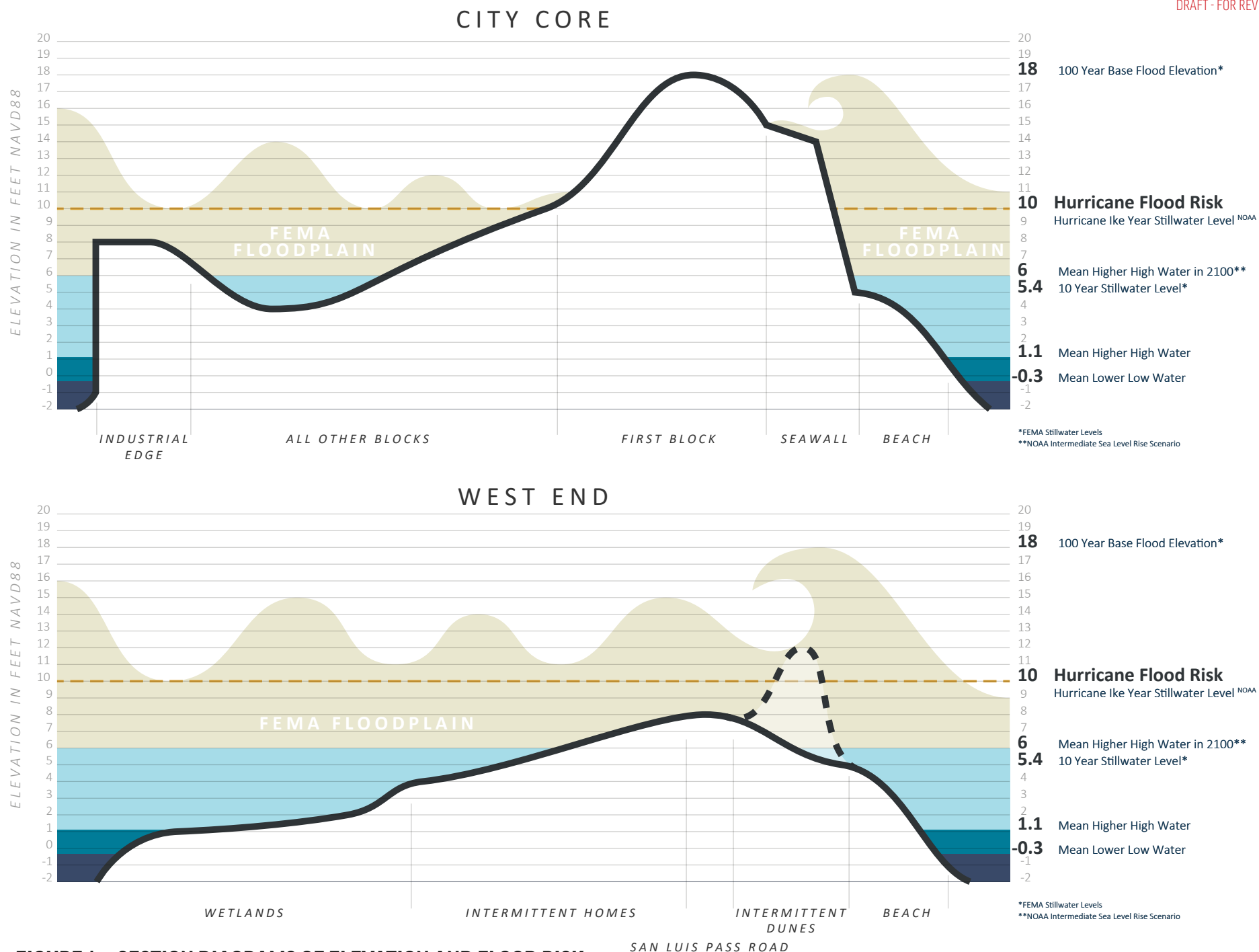
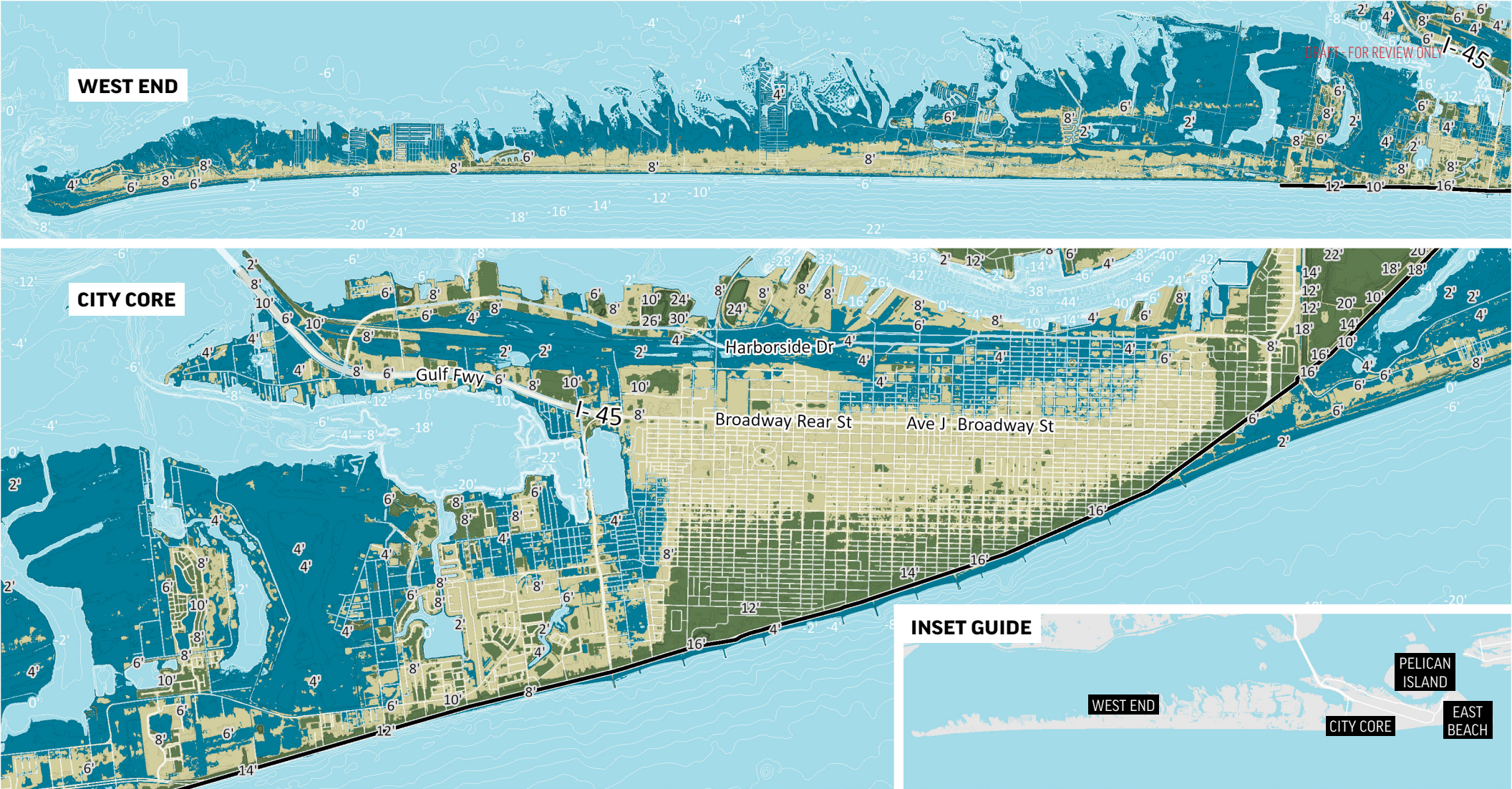


FIGURE 1. SECTION DIAGRAMS OF ELEVATION AND FLOOD RISK

FLOOD RISK ZONES

In the City Core, the land behind the industrial edge of the Navigational Channel is in the **Tidal Flood Risk Zone**. The City Core also has the most **High Ground**. In the West End most of the inhabited land is in the **Hurricane Flood Risk Zone**. The edge along the West Bay is in the **Tidal Flood Risk Zone** and has sporadic development. There is virtually no **High Ground** in the West End.

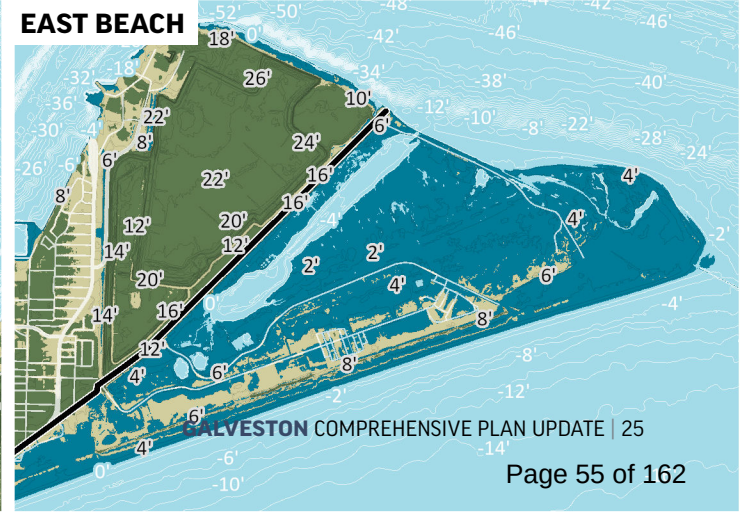
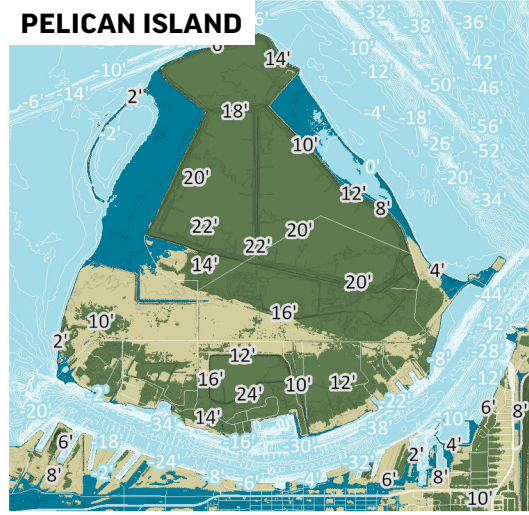


MAP 4. FLOOD RISK ZONES

LEGEND

Flood Risk Zones
In Feet NAVD88

- 1.1' (Mean High Water)
- 6' (Tidal Flood Risk)
- 10' (Hurricane Flood Risk)
- Over 10' (High Ground)
- Seawall



LAND SURFACE ELEVATION, POPULATION & LAND USE

The graphs to the right display land surface elevation distribution in Galveston. Moving from the right to the left, we see 100% of the land is above 1 foot ^{NAVD88} or mean higher high water. As the graph moves to the left there is less and less land the higher the land gets. Around 15% of the land and population in Galveston lives in the High Ground Zone. Much of the elevation above 10 feet is also built on dredge spoil and is uninhabited. Conversely, while nearly half of the land is below 6 feet ^{NAVD88}, 80% of the population lives on higher ground. The lowest land by land use classification is vacant land. The highest land use is institutional with clusters of institutional spaces in the Urban Core and Pelican Island where the land tends to be higher.

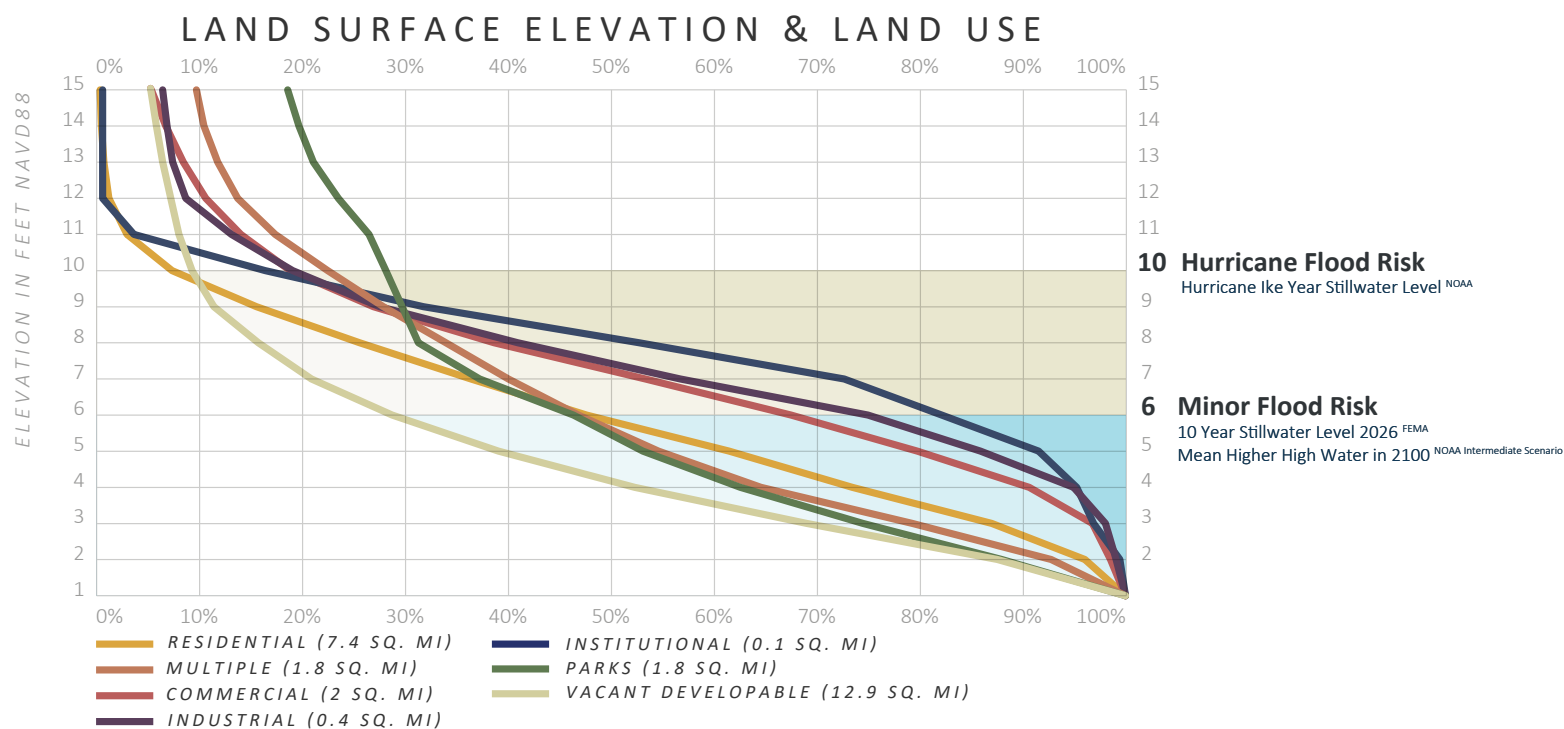
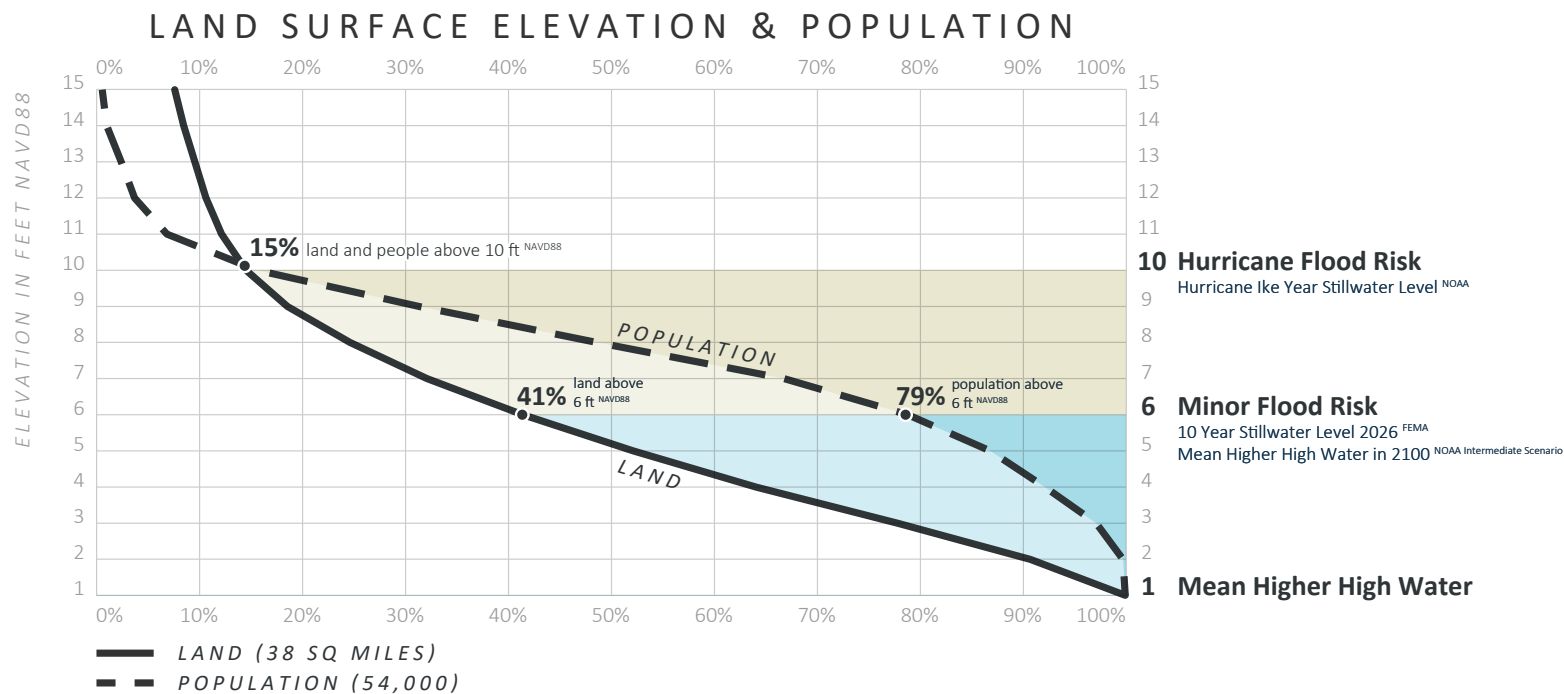


FIGURE 2. LAND SURFACE ELEVATION DISTRIBUTION



LAND

PARKS AND RECREATION

Galveston's park and recreation system provides residents and visitors a wide variety of amenities, including public parks, beaches, swimming pools, natural areas, sports fields, and community and recreation centers. The system is made up of assets owned by the City's Department of Parks and Recreation as well as other partners such as local schools, Galveston County, the State of Texas, and private entities.

City park and recreation assets include two community parks, ten neighborhood parks, five special use parks (i.e. RV park, beach parks, and Moody Gardens Golf Course), and two indoor recreation facilities. The City partners with Galveston Independent School District to utilize 13 different recreation spaces on school properties that help provide additional access to greenspaces, playgrounds, and sports complexes across the island. Regional providers, such as Galveston County and the State of Texas also provide key park and recreation spaces, notably including beach pocket parks, boat ramps, and Galveston Island State Park. Lastly, private entities, such as condominiums and clubs, provide additional park and recreation spaces. Although these facilities are not available to the public, they still provide viable park and recreation spaces for a fee and contribute to the system overall, filling gaps.

Other important park and recreation partners include the City's Park and Recreation Advisory Board and the Galveston Island Board of Trustees. The City's advisory board advises Galveston City Council on the development, management, and programming of city parks and recreation spaces. It plays a key role in identifying community needs and translating needs into action for city parks and recreation centers. The board of trustees is a unique entity originally established by the Texas state legislature in 1962 to promote diversity and natural resources and direct tourism on the island. The Board manages and operates several City and County parks, including R. A. Appfel East Beach Park, Stewart Beach, Seawolf Park, and others.

In addition to providing physical facilities and assets, the City also activates these spaces through recreational programming and events. The City provides programming in athletics, health and fitness, and the arts. Throughout these categories, the city also offers programming for special groups, including older adults and people with disabilities. Galveston is well known for its public events and celebrations. Juneteenth, Mardi Gras, Galveston Sandcastle Festival, Shrimp Festival, and Holiday with the Cranes are just a few annual events hosted by or in partnership with the city, often utilizing public green spaces and beaches.



GALVESTON SAND CASTLE FESTIVAL

Source: Visit Galveston



HOLIDAY WITH THE CRANES

Source: Galveston Island Nature Tourism Council



MAP 5. PARK AND RECREATION SYSTEM

LEGEND

- State Parks
- Municipal Parks
- Non-profit Parks
- Private Parks
- Cemeteries
- Beaches

PELICAN ISLAND



EAST BEACH



NATURAL RESOURCES

Ranging from dramatic, grass-topped coastal dunes and long stretches of beach to verdant coastal prairies and pothole wetlands teeming with life, Galveston is an island rich with natural resources and wildlife that are core to the many ways of life enjoyed by residents and visitors alike. Where all life is shaped by the convergence of land and water, the natural resources of Galveston have played a core role in the City's history, and will continue to be vital to its future as natural infrastructure, economic drivers, and daily sources of joy.

WHERE WATER MEETS LAND

While water systems was covered in the previous section, it's important to understand that all natural resources on and around Galveston Island are interconnected with the Galveston Bay. The Bay and all the land that surrounds it are shaped by tidal and seasonal cycles alongside other natural patterns of change and exchange that foster a vibrant bio-diverse tapestry of life. The natural resources of Galveston are shaped by these cycles as water meets land through a myriad of patterns that give rise to the nature and resources of the island.

AQUATIC RESOURCES

Seagrasses

Wrapping along sections of Galveston's bay side coast, seagrasses are some of the most critical, and threatened, natural resources of the Gulf Coast. They act as a nursery to dozens of fish, shellfish, and other aquatic animals that are deeply linked to the area's economy. Seagrasses also help to stabilize sediment in the shallow waters they occupy, mitigating coastal erosion.

Oyster Reefs

Naturally occurring oyster reefs in the West Bay have long been intertwined with life in Galveston as both recreational and commercial sources of Gulf Coast oysters. Over-harvesting has resulted in degradation of these natural reefs, but ongoing restoration efforts across the broader bay reflect a shift in how oyster reefs are valued. Oysters play an important role in improving water quality, acting as powerful filters that help mitigate different types of pollutants and undesirable sediment.

LAND RESOURCES

The natural resources and landscapes of Galveston are all directly influenced by the water in some way. Tidal cycles transform tidal flats to marshes, and back to tidal flats again, while wetlands take on a variety of forms depending on their connection with Bay and Gulf waters. Beaches, dunes, and coastal prairies cover the rest of the island, and are likewise shaped and reshaped continually by the influence of tides, storms, and coastal winds.

Beaches & Dunes

Integral to island life and one of the City's most popular tourist destinations, Galveston's beaches stretch across the island's southern coast. Dotted with dunes that provide vital stormwater protection, these beaches also provide valuable forage and habitat for shorebirds, crabs, and other marine life. For residents and visitors, beaches are one of the island's greatest pleasures.

Tidal Flats, Marshes, & Estuarine Wetlands

The tides are among the most significant influences on Galveston's landscapes and biodiversity. Tidal flats exposed at low tides are important food sources for shorebirds, while high tides flood marshes and other salt or brackish wetlands that foster an array of other marine life. The island's marshes have significant value in relation to fishing and forage for people and animals alike.

Coastal Prairie

While Galveston may be best known for beaches and other shoreline features coastal prairie is perhaps the most prominent landscape on the island. These prairies vary from higher-elevation grasslands that reach deep into the island's sandy soils to lower-lying salty prairies composed of salt-friendly grasses and wildflowers. Galveston's prairies provide significant ecosystem services for wildlife and offer a compelling inland contrast for nature enjoyers.

Freshwater Wetlands

Spread throughout the island's prairies are dips and depressions that form freshwater wetlands. These wetlands are some of the only freshwater landforms on the island. Small, shallow depressions form emergent wetlands that are only wet seasonally, while larger, deeper depressions maintain more consistent water levels. They are one of the most common forms of historic wetland along the prairies of the Gulf Coast, and are vital for the islands ecosystems and stormwater protection.

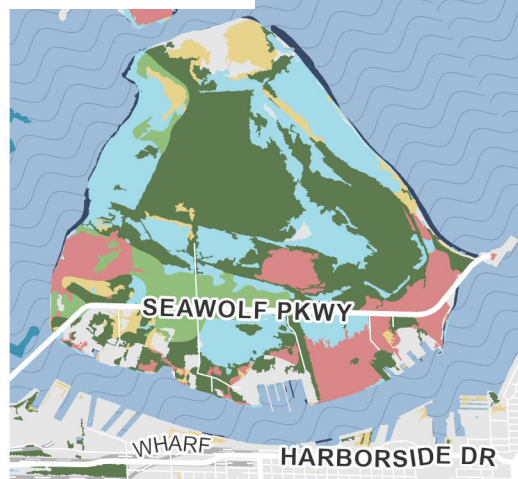


MAP 6. NATURAL RESOURCES OF GALVESTON

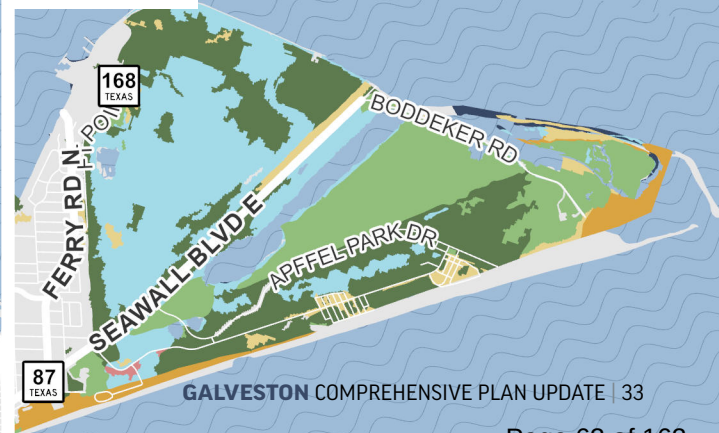
LEGEND

	Salty Prairie		Marshes & Wetlands
	Deep Sand Grasslands		Deep Water Wetlands
	Tidal Flats		Oyster Reefs
	Beaches		Seagrasses
	Invasives & Disturbed Areas		

PELICAN ISLAND



EAST BEACH



THE NATURAL WORLD OF GALVESTON ISLAND

The City of Galveston has some of the largest swathes of intact habitats and natural areas in Galveston County. Thanks to public and private efforts, the island is home to many nature preserves, conservation lands, and restored areas that help to ensure Galveston residents have access to nature. These habitats are critical for preserving the natural world of Galveston Island, providing both ecological and economic value and contributing significantly to the quality of island life. Preservation efforts also play a critical role in maintaining a vibrant ecotourism economy.

FLORA AND FAUNA OF GALVESTON

Birds

As an official Bird City, Galveston is a haven for migrating and year-round birds that draw thousands of visitors every year. More than 200 bird species migrate through the island every year due to its location along major migration routes, and there are over 300 species total that live or visit the island annually.

Turtles

Turtles are a common fixture of Galveston waters, inspiring joy and fascination for residents and visitors alike. The Texas Diamondback Terrapin thrives in the brackish waters of the West Bay. Galveston waters are also in the range of the Kemp's Ridley Sea Turtle, the most endangered species of turtle in the world.

Endangered Species

More than a dozen endangered species take refuge on Galveston Island, such as the Eastern Black Rail and Piping Plover, as well as the Kemp's Ridley Sea Turtle. Among the most adorable is the Plains Spotted Skunk, which is known for its iconic handstand poses.

WHY THEY MATTER

Wildlife has significant economic value, in addition to the intrinsic value enjoyed by residents and visitors alike. Across the Gulf Coast, wildlife tourism supports approximately 2.6 million jobs, including up to 35% of private sector jobs for coastal communities, and generates billions in both tourist spending and tax revenues, according to a 2013 study by Datu Research.

PRESERVING GALVESTON NATURE

Numerous nature preserves and conservation lands are spread across Galveston, made possible by a combination of public and private investment. Many of these lands overlap with habitats for species of greatest conservation need, further emphasizing the importance of conservation efforts.

PUBLIC PRESERVATION

One of the most important nature preserves on the island is the Galveston Island State Park, which offers multiple ways to engage with over 2,000 acres of preserved prairie, marshes, and beaches. The East End Lagoon is another premier public nature preserve, made possible by a multi-agency partnership between the City of Galveston, Galveston Parks Board, and Galveston Island Nature Tourism Council.

PRIVATE PRESERVATION

Community organizations and private landowners are key players in a shared effort to protect Galveston's natural resources. The local non-profit Artist Boat has assembled and preserved 1,039 acres of coastal habitat since its founding in 2003, and is in the process adding hundreds of additional acres. Another private conservation highlight is Lafitte's Cove Nature Preserve. Originally preserved by Galvestonian Eva Fritiofson, this roughly 1,400 acre preserve is funded largely by the Lafitte's Cove Nature Society, which collects annual dues of \$200 from residents of the Lafitte's Cove neighborhood. The Cove is an exemplary display of how local communities play a role in preserving Galveston nature.



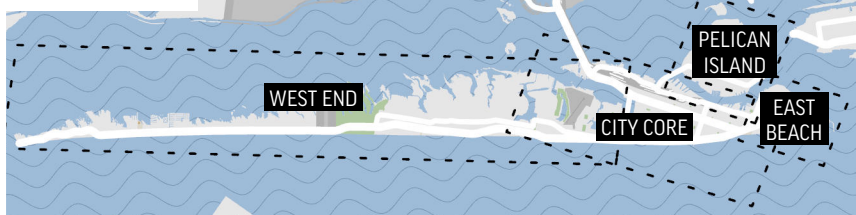


MAP 7. INTACT NATURAL LAND AND HABITAT AREAS

LEGEND

- Intact Habitat Cores
- Nature Parks, Preserves, and Conservation Lands
- Species of Greatest Conservation Need Habitats

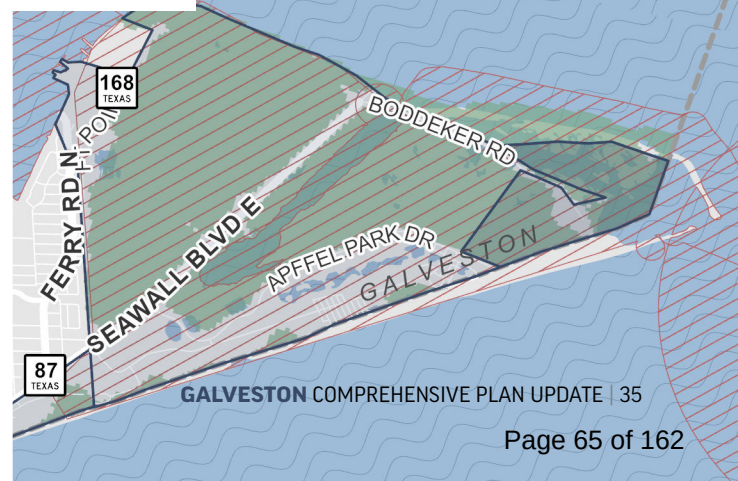
INSET GUIDE



PELICAN ISLAND



EAST BEACH



CURRENT LAND USE AND ZONING

The Comprehensive Plan guides the future use of land and development in Galveston, and understanding current land use and zoning provides an important baseline for plan development.

CURRENT LAND USE

The project team developed a Current Land Use Inventory that provides generalized, parcel-level designations characterizing the use of land in Galveston.

The inventory was created using Galveston Central Appraisal District 2025 parcel data as the primary dataset. Land use codes, improvement values, exemption statuses, and owner names were reviewed and validated with aerial and street-level photography to categorize current land uses into 21 designations. These designations help characterize local nuances including institutional land owners, housing types, and the nature of open space uses.

Of Galveston's total land area, about 55% is developed, dedicated as right-of-way, or held by major public institutions. Approximately 15% of the island's land area is preserved as parks or privately owned conservation areas, leaving about 30% of Galveston's land area as vacant or undeveloped.

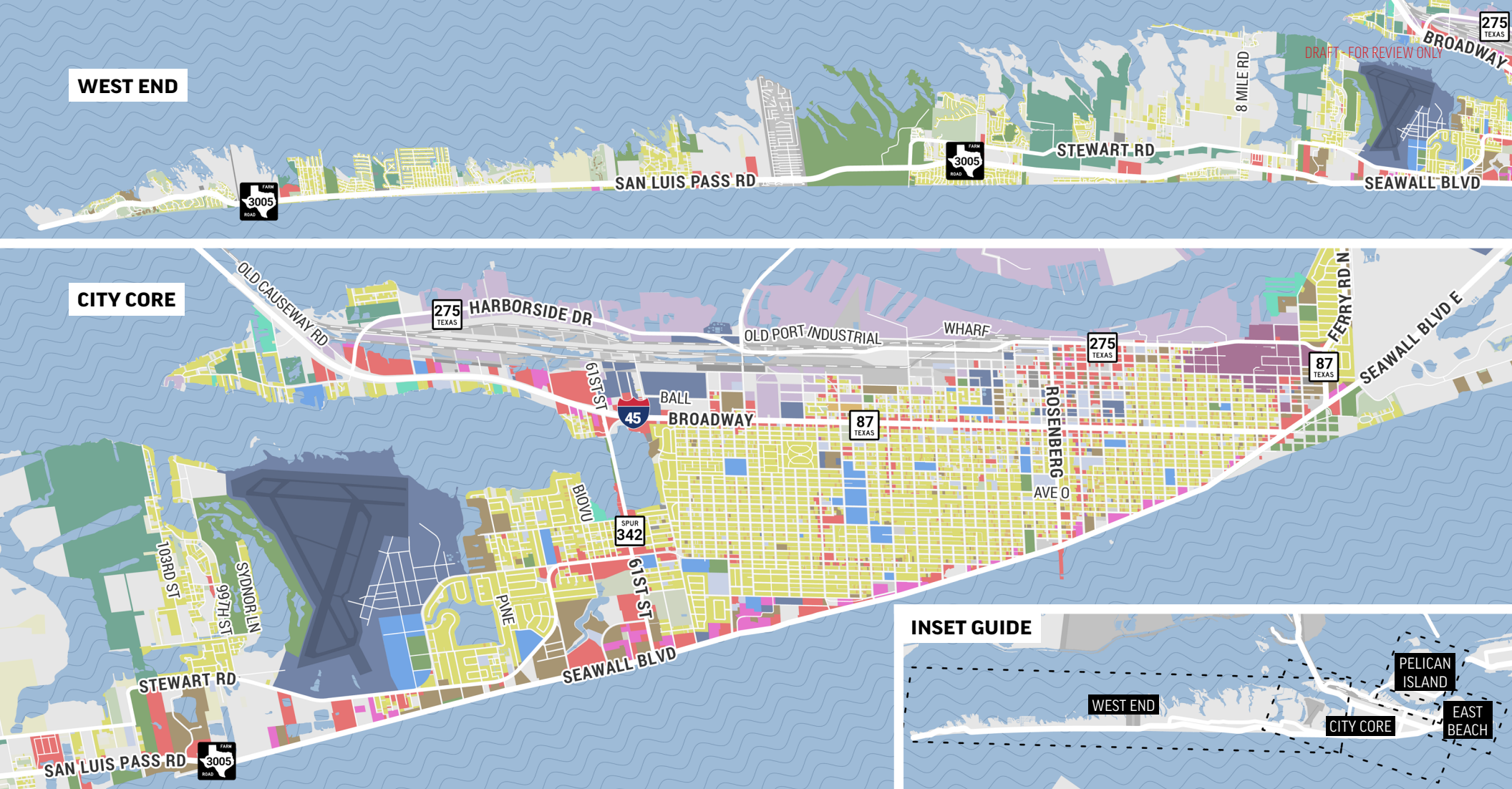
Areas with significant vacant or undeveloped acreage include the large portions of Pelican Island and the East End flats, which are dredge placement areas owned by the federal government. The West End includes acreage that includes marsh areas between the West Bay and FM 3005 and is scattered between subdivisions and rural homesites.

Major institutions including the City of Galveston, Galveston County, Galveston ISD, UTMB, and the federal government comprise about 7% of the city's overall land area, not including vacant acreage held by these entities.

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TABLE 1. CURRENT LAND USE

Designation	Description	Acreage	Percentage
Residential			
Rural Homesite	Rural residences, camps, and ranches located outside the city core and sited on acreage.	715	2.72%
Single-Family	Single-family housing units, including some townhomes.	3,113	11.85%
Middle Housing	Duplexes, fourplexes, and small apartment complexes typically found in established neighborhoods.	99	0.38%
Multifamily	Apartments and residential condominiums. Includes low-rise (e.g. garden apartments) and high-rise units.	450	1.71%
Commercial and Industrial			
Commercial	General commercial uses including retail, service, and office uses. Includes mixed-use buildings with residential uses.	733	2.79%
Lodging	Hotels, motels, resorts, and larger short-term lodging.	116	0.44%
Industrial	Heavy commercial and industrial uses. Primarily includes Port of Galveston and areas north of Broadway.	1,140	4.34%
Institutions			
Private Institutions	Religious institutions, non-profit institutions, and clubs.	138	0.52%
Education	Public and private schools and educational institutions including colleges and universities.	341	1.30%
Public	City, county, state, and federal properties with existing uses. Includes government offices and facilities with regular staffing.	1,431	5.45%
UTMB	Properties owned by or associated with UTMB and the hospital complex.	132	0.50%
Open Space			
Public Park	Public parks and open spaces, as well as parcels opened by private entities and open to public use.	2,253	8.57%
Private Common Area	Open space and common areas owned and/or maintained by homeowners/property owners associations, clubs, and private institutions. Generally assumed to be maintained as open space use (e.g. through deed restrictions) in the long-term.	889	3.38%
Marina	Marinas, wet slips, and boat storage areas. Combines open space characteristics with some heavy commercial uses such as repair.	43	0.16%
Conservation	Open space areas owned by conservancy groups.	1,594	6.07%
Cemetery	Established cemeteries.	65	0.25%
Vacant and Utility			
Residential Inventory	Unbuilt or vacant lots in residential subdivisions and zoning districts. May include lots where a home no longer exists, or lots that have been subdivided but not built.	646	2.46%
Vacant / Undeveloped	Unbuilt, vacant, or unimproved lots. Includes previously divided lots in non-residential areas and acreage.	7,871	29.96%
Railroad	Railroad yards and parcels owned by railroad companies.	215	0.82%
Utility	Electric, natural gas, and telecommunications transmission and distribution facilities. Also includes unmanned municipal water and sewerage infrastructure (e.g. lift stations, water towers.)	91	0.34%
Parking	Standalone parking lots, parking structures, and other property clearly used for parking.	91	0.35%
Source: The Goodman Corporation			



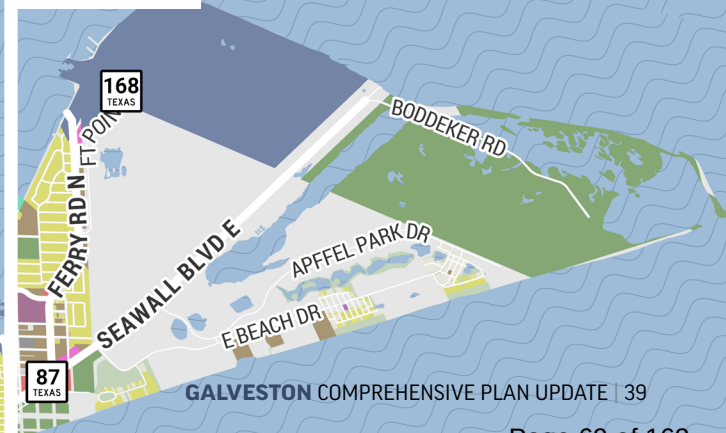
MAP 8. CURRENT LAND USE

A legend can be found using the Current Land Use table, at left.

PELICAN ISLAND



EAST BEACH



CURRENT ZONING

The City of Galveston's most recent Land Development Regulations (LDRs) were adopted in 2015, codifying the City's zoning ordinances and replacing the 1991 zoning regulations. Zoning carries the force of law, with a map dividing the city into different zones, or districts, and ordinance text prescribing the permitted uses of property in each district as well as standards for building placement, site design, and required improvements.

The LDRs define 13 base zoning districts which can be generally categorized into residential, commercial, and industrial districts. Some districts permit a mix of uses: for example, the CB Central Business district encourages compatible downtown commercial development with housing located on upper floors, while the UN Urban Neighborhood – Neighborhood Commercial district supports the range of housing types that are found in the City's historic neighborhoods while permitting some limited commercial uses such as corner stores and small services. Others, like the R-0 Restricted Residential, Single-family district and HI Industrial-Heavy district, reflect an approach towards separating uses. While these districts are on opposite ends of the intensity spectrum, they both serve the purpose of discouraging conflicts and negative impacts caused by "incompatible" uses such as noise and traffic.

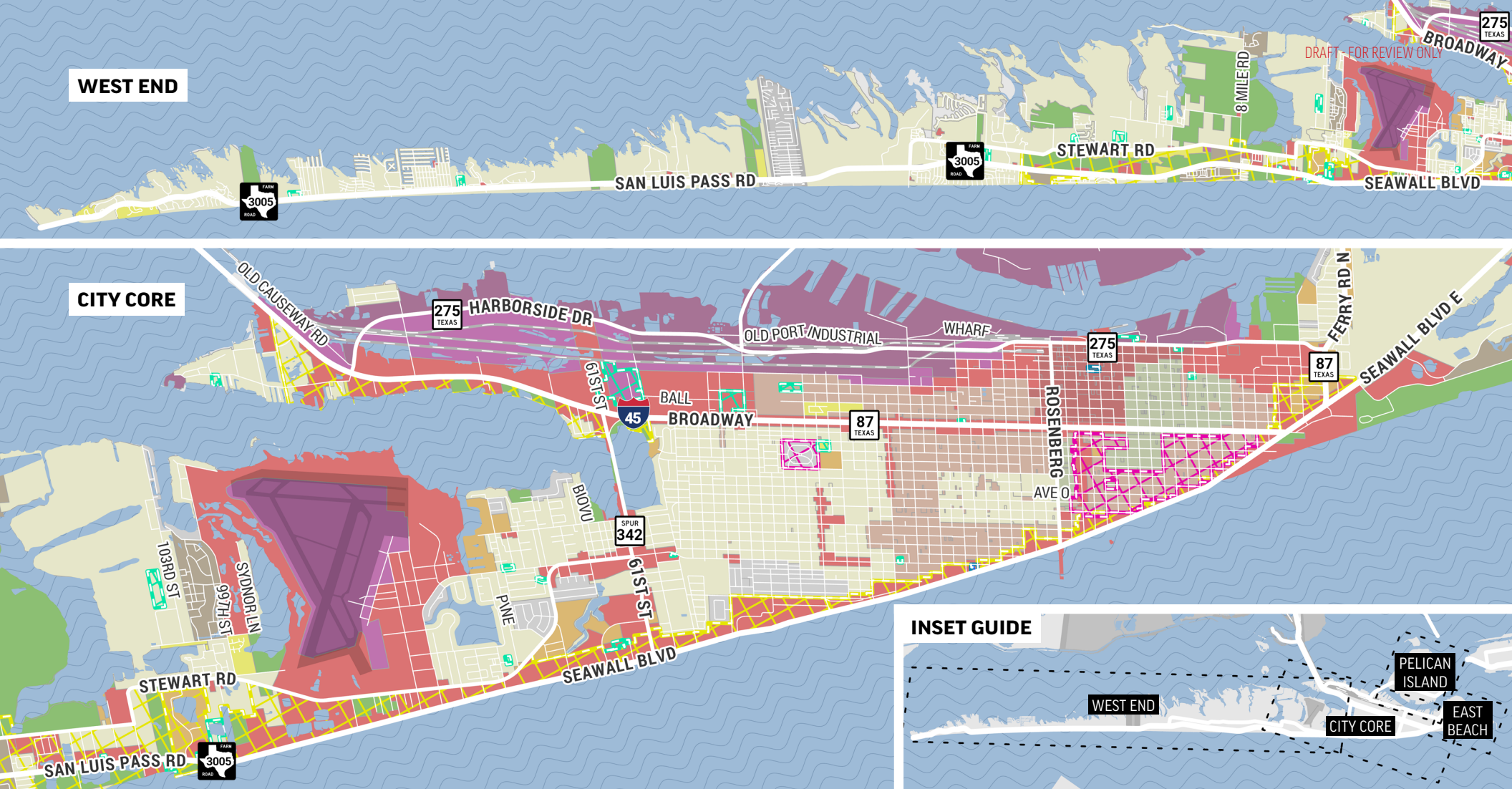
Four overlay districts provide additional standards or flexibility in specific geographic areas, such as historic areas or neighborhood conservation districts where new development may merit a higher level of review, or in targeted corridors where additional height or density may be appropriate.

HISTORIC PRESERVATION REGULATIONS

Procedures for designated historic properties are included in Article 10 of the LDRs, which prescribes standards for Galveston Landmarks and Historic Overlay Districts. Modifications to Galveston Landmarks are governed by a Certificate of Appropriateness process, which is overseen by an appointed Landmark Commission.

TABLE 2. CURRENT ZONING DISTRICTS

District Abbreviation	District Name	Acreage	Percentage
R-0	Restricted Residential, Single-Family	303	1.0%
R-1	Residential, Single-Family	14,379	46.7%
R-2	Residential, Townhouse	444	1.4%
R-3	Residential, Single-Family - Historic	268	0.9%
MF	Multifamily	307	1.0%
UN	Urban Neighborhood	915	3.0%
TN	Traditional Neighborhood	915	3.0%
C	Commercial-Mixed Use	4,246	13.8%
CB	Central Business	211	0.7%
RES/REC	Resort/Recreation	2,784	9.0%
LI	Industrial, Light	1,002	3.3%
HI	Industrial, Heavy	5,300	17.2%
Overlay Zoning Districts			
-PUD	Planned Unit Development	257	
-NCD	Neighborhood Conservation District	248	
-HDDZ	Height and Density Development Zone	2,464	
Source: The Goodman Corporation Note: The NS Neighborhood Services district has not been mapped to date.			

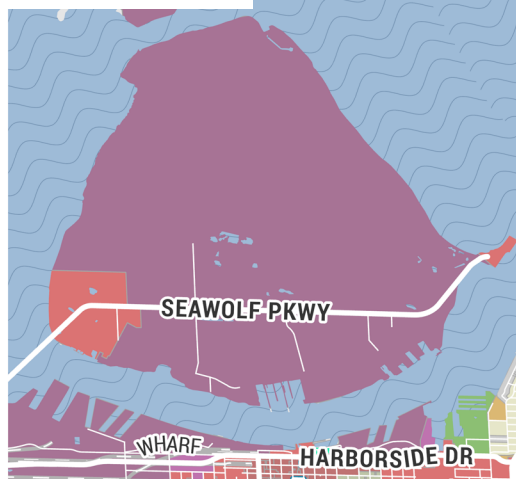


MAP 9. CURRENT ZONING

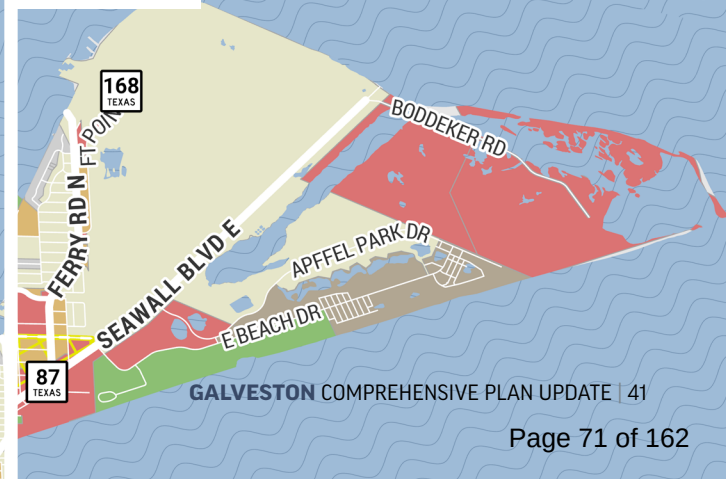
A legend for the based zoning districts can be found using the Current Zoning Districts table, at left.

Overlay districts are shown with a hatched pattern.

PELICAN ISLAND



EAST BEACH



IMPLICATIONS FOR FUTURE LAND USE

ZONING

A property's zoning shapes the present and future use of land. Accordingly, zoning is one of the City's most powerful tools to guide and manage development and growth.

The majority of Galveston's vacant land is zoned either R-1 Residential, Single-Family or HI Industrial, Heavy: these two districts represent opposite ends of the land use spectrum, from low-density, restrictive single-family zoning to highly permissive heavy industrial zoning. A significant portion of the industrial zoning is on Pelican Island's spoil areas.

Current zoning provides property owners with "by-right" permitted uses of their land based on the district's regulations. The development of a future land use plan in Galveston will need to consider existing zoning permissions and their relationship to the City's desired land use outcomes in order to avoid potential regulatory takings issues.

ECONOMIC VIABILITY

The decision to develop private land is ultimately driven by the property owner. Just because a vacant property is zoned for commercial use does not mean a commercial use will be constructed: this decision and investment is made by the owner, who may develop the property in line with permitted uses, seek permission from the Galveston City Council for a different use, or leave the property vacant.

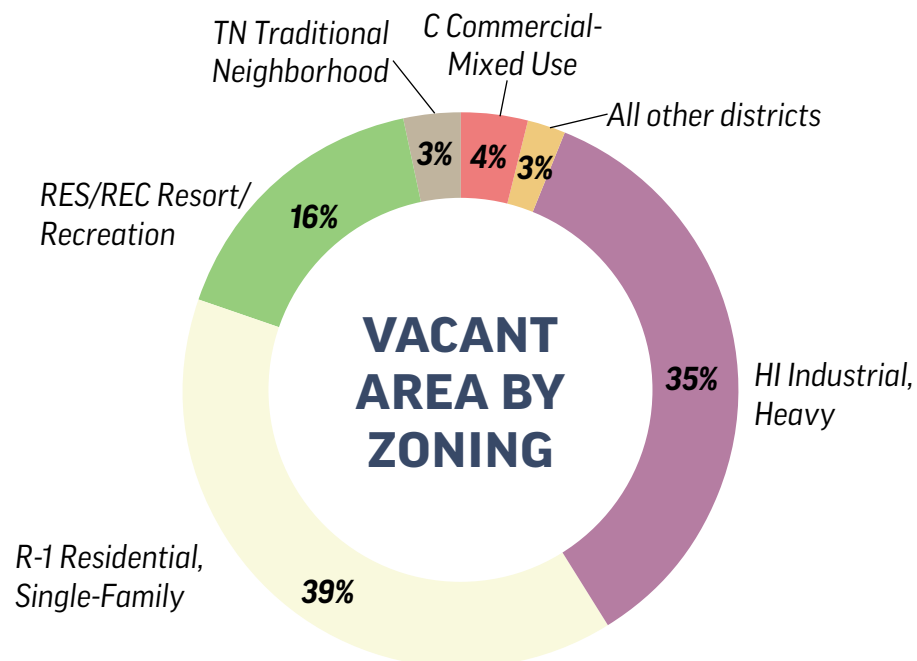
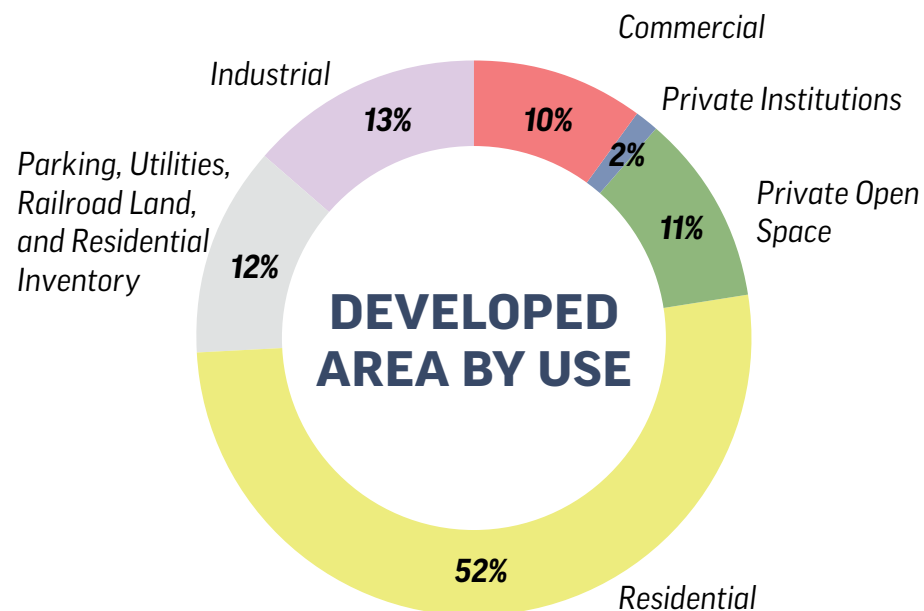
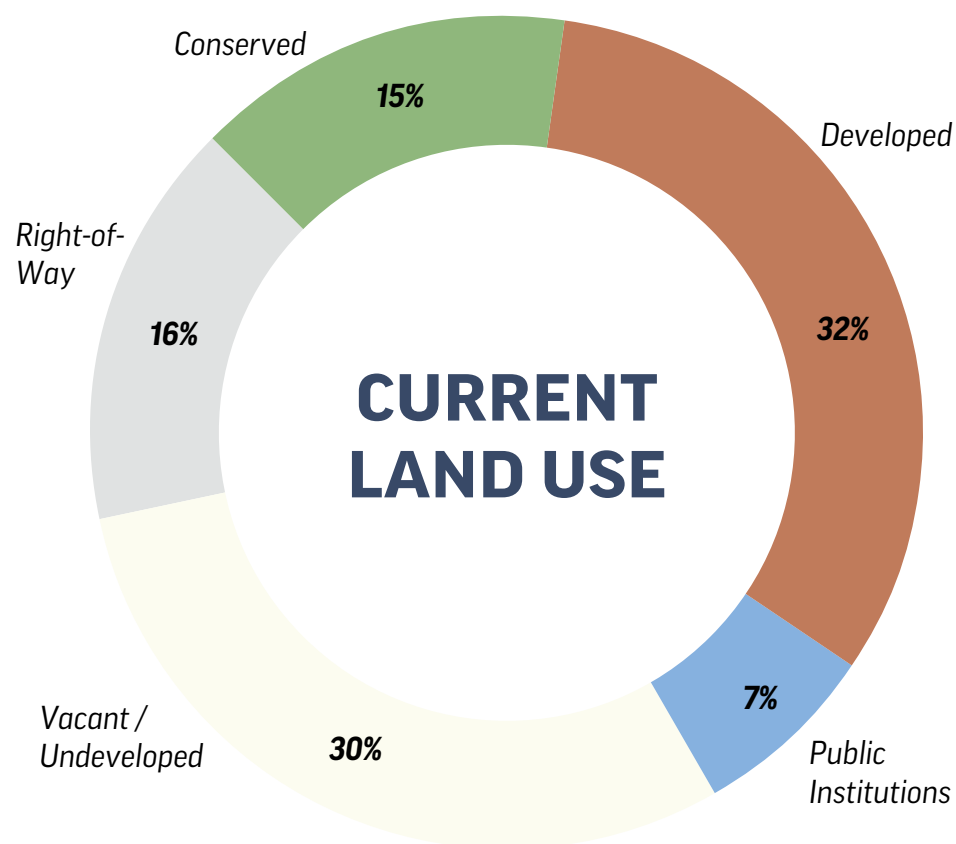
Economic factors including land and construction costs, interest rates, and potential rents play a significant role in determining a project's feasibility. A developer may be able to command higher rents or sale prices in a highly desirable, more built-up area, but this will be balanced with potentially higher land and construction costs. On the other hand, a large, undeveloped parcel may be bought cheaply, but will have much higher utility and infrastructure costs.

NATURAL HAZARDS

Another significant economic factor in Galveston is the risk presented by natural hazards. As a barrier island, Galveston is highly exposed to hurricane winds, storm surge, and flooding. Modern codes require that buildings and developments are designed to withstand these hazards and protect life and property through mitigation practices such as wind-resistant construction, raising buildings above the base flood elevation, or providing adequate detention and drainage facilities. Mitigation has short-term and long-term financial implications: building to a protected standard may cost more compared to other areas, but the owner may benefit through reduced insurance premiums or not having to rebuild after a major storm. Areas in Galveston with existing mitigation and coastal defense systems, such as those behind the Seawall and raised during the rebuilding of the city after the 1900 storm, may have lower hazard-related costs.

Future land use, and by extension zoning, must consider the city's desired form, development potential and construction costs, and the long-term implications of Galveston's natural hazards.

FIGURE 3. LAND USE AND ZONING



MAJOR THOROUGHFARES

Galveston's 2012 Thoroughfare Plan identifies a system of arterial, collector, and local streets that provide access and mobility throughout the island. Almost all of Galveston's arterials are maintained by the Texas Department of Transportation.

FREEWAYS

Galveston Causeway / Gulf Freeway (Interstate 45)

Interstate 45 is Galveston's primary link to the mainland. Beginning at 61st Street in Galveston, Interstate 45 provides a critical connection to Houston before proceeding to Dallas, where it ends nearly 285 miles northwest of Galveston at Interstate 30. Though formally an interstate highway for less than three miles on Galveston Island, it provides access to Harborside Drive / Teichman Road and 61st Street before transitioning to Broadway / State Highway 87.

ARTERIALS

Broadway / Avenue J / Ferry Road (State Highway 87)

State Highway 87 begins at the end of Interstate 45 at 61st Street, traveling east along Broadway / Avenue J through the city's core. When Broadway ends at Seawall Boulevard, the highway follows Seawall Boulevard to Ferry Road and the Port Bolivar – Galveston ferry landing, where it crosses Bolivar Roads and continues east.

Broadway / Avenue J is Galveston's central thoroughfare and a divided urban boulevard that provides access to the city's downtown area and neighborhoods.

Harborside Drive (State Highway 275)

Harborside Drive begins at Interstate 45 / the Gulf Freeway near Teichman Road and provides access to the Port of Galveston, follows the industrialized coastline on the north side of the island. As it progresses eastward, this roadway provides access to Pelican Island (via the Pelican Island Causeway), the downtown area, passenger cruise terminals, and UTMB before terminating at Ferry Road.

Harborside Drive is a critical route that serves port freight and passenger traffic. Several intersection improvements identified in previous City plans are

intended to improve access and traffic management, including the addition of flyover ramps near its intersection with 51st Street / Pelican Island Causeway and signal improvements near the Downtown area. Port Industrial Boulevard provides an alternative route with local access to the port's cargo areas.

61st Street (Spur 342)

61st Street begins at Interstate 45, crossing Offatt's Bayou en route to Seawall Boulevard / FM 3005. 61st Street is a major commercial corridor providing direct access between Interstate 45, Seawall Boulevard, and the West End. Between Stewart Road and Seawall Boulevard, 61st Street provides access to large-format retailers serving the entire island.

FM 3005

This coastal roadway provides access to Galveston's beaches and the West End. FM 3005 formally begins at 61st Street and continues west along the length of Galveston Island before crossing into Brazoria County at San Luis Pass. Between its split with Seawall Boulevard and 15 Mile Road, FM 3005 is a divided highway providing access to residential areas before switching to a two-lane section through the end of the island.

Seawall Boulevard serves Galveston's public beaches and a range of hospitality and tourism uses along its length. Though FM 3005 ends at 61st Street, the locally maintained portion to East Beach Drive serves as one of Galveston's major tourism and entertainment corridors.

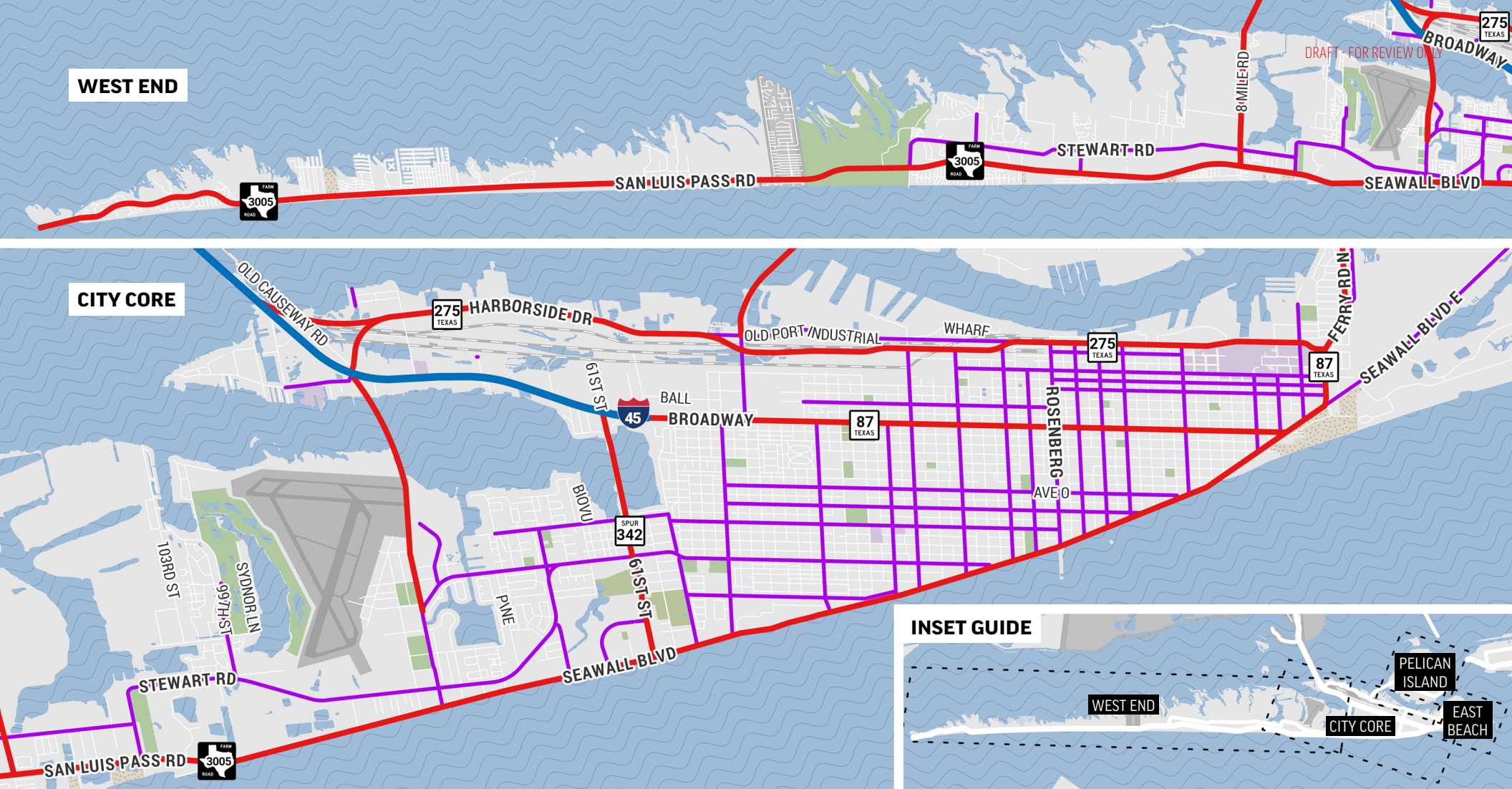
OTHER TXDOT ROADWAYS

State Highway 168

This short roadway provides connectivity from Ferry Road to the U.S. Army Corps of Engineers' Galveston District Headquarters and U.S. Coast Guard Station Galveston. Local from this roadway is limited, with gates restricting access.

FM 188 (Teichman Road)

This roadway starts on the south side of Interstate 45 and runs to Teichman Point. The section of this roadway between Interstate 45 and 89th Street is designated as FM 188.

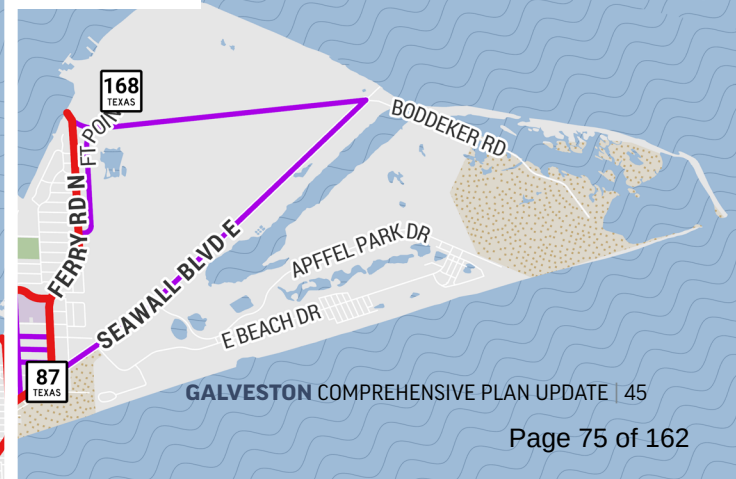


MAP 10. THOROUGHFARE FUNCTIONAL CLASSIFICATION PELICAN ISLAND

- LEGEND**
- Freeway
 - Arterial
 - Collector



EAST BEACH



SYSTEM UTILIZATION AND PERFORMANCE

TRAFFIC VOLUMES

Galveston's transportation network is generally organized around access to Interstate 45 and Broadway (State Highway 87). Interstate 45 is the primary vehicular access to Galveston Island, connecting Galveston with mainland Galveston County, with the San Luis Pass-Vacek Bridge connecting Galveston to Brazoria County and the Galveston-Port Bolivar Ferry providing a connection to the Bolivar Peninsula.

Interstate 45 is Galveston's most significant functional connection and is listed as both a major hurricane evacuation route and part of the National Highway Freight Network. Secondary freight routes include State Highway 87, Harborside Drive, 61st Street, and portions of FM 3005. These connections are also among Galveston's highest-volume roadways.

Broadway, 61st Street, and Harborside Drive act as critical arterials that distribute traffic to Galveston's primary activity centers including Downtown, UTMB, the Port of Galveston, and the Seawall area.

ROADWAY SAFETY

Galveston developed a Comprehensive Safety Action Plan in 2024 and 2025 with assistance from Kimley-Horn, using federal Safe Streets and Roads for All (SS4A) planning grant funds. This detailed study uses a data-driven approach to identify the city's high-injury network (HIN) and countermeasures to improve safety for all users. The Action Plan identifies three groups of project types, including corridor projects, systemic projects that can be deployed at many locations, and non-infrastructure policy and design guidance. Over 50% of crashes occur on five roadways, which were selected for corridor projects:

- Avenues O & P
- Stewart Road
- Seawall Boulevard
- Broadway
- 61st Street

PARKING

Owing to the City's pre-automobile history and layout, many properties within Galveston's historic core lack off-street parking. Managing parking for residents and visitors is a mobility concern within much of the historic street grid.

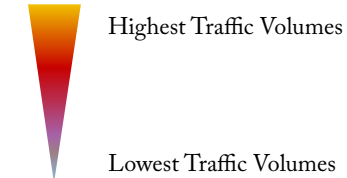
The City of Galveston has designated multiple parking districts, particularly in high-activity areas such as the Seawall and Downtown and their adjoining residential areas, to manage parking availability. Residential parking passes are available online and are free for residents with proof of residency. Paid parking districts in the Downtown area and the Seawall are used to manage visitor demand and encourage alternative modes of transportation including walking, biking, transit, and ridesharing.

Other major off-street parking areas include paid lots near the Seawall and the Downtown areas. Cruise parking is a major land use near the Port of Galveston's cruise terminals, including parking areas owned by the Port and a variety of privately owned facilities.

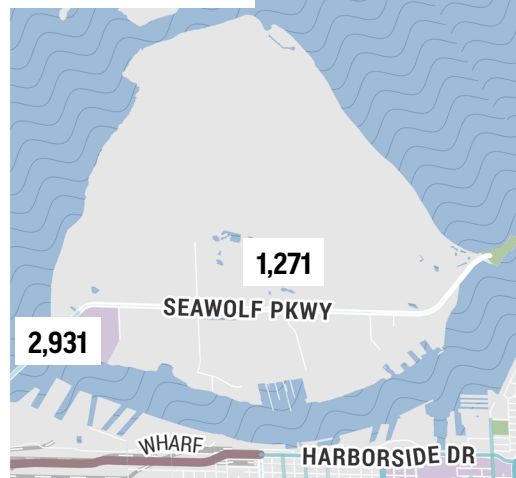


MAP 11. TRAFFIC VOLUMES (AADT)

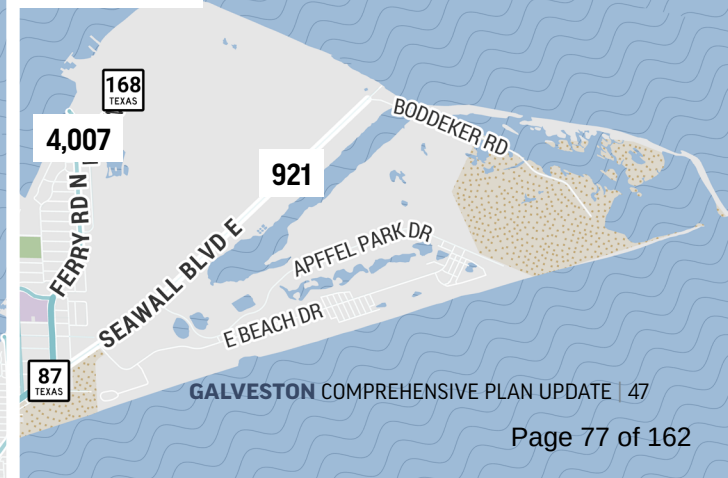
LEGEND



PELICAN ISLAND



EAST BEACH



MULTIMODAL TRANSPORTATION

PUBLIC TRANSPORTATION

Galveston's public transportation system has a long history, starting from mule-drawn cars in the late 19th century through electric streetcars and an interurban rail service connecting to Houston.

The city's modern system is operated by Island Transit and includes paratransit, fixed-route bus service, and a revived historic trolley service which reopened in 1988. The core of the city's transit network are six bus routes, which operate from 6:00 am to 6:00 pm on weekdays with hourly service, with reduced bus service available on Saturdays. The historic trolley service that includes the Downtown rail trolley and the Seawall route runs every 30 minutes and is primarily limited to weekend service during off-peak seasons (September-February), with increased service during the spring and summer. ADA Paratransit Services are also available on request for \$2.00 each way.

The Gulf Coast Transit District, which primarily serves mainland Galveston County and Brazoria County, operates the Splash, which provides hourly service between the GCTD Terminal in Texas City and the Galveston Island Transit Terminal.

AIR AND RAIL SERVICE

SCHOLES INTERNATIONAL AIRPORT

Scholes International Airport is a general aviation airport and is classified by the National Plan of Integrated Airport Systems as a reliever airport. Currently, the airport supports general aviation traffic, a flight school, and air taxi and transportation services supporting offshore oil and gas industry in the Gulf of Mexico.

As of 2026, the airport is undertaking a series of upgrades including pavement upgrades, safety improvements, and parking areas that will eventually allow the airport to achieve FAA Part 139 airport certification, a critical step towards allowing potential air carrier passenger operations.

RAILROADS

Galveston has been served by rail since 1860, when a trestle spanning Galveston Bay connected the Port of Galveston to Houston and points beyond. Passenger rail last reached the island in the 1967, with the former Santa Fe Union Station now housing the Galveston Railroad Museum and providing a link to this past.

While the importance of Galveston's port for freight declined through the 20th century as it lost ground to other ports, Galveston maintains this historic connection. The Union Pacific Railroad and BNSF Railway access Galveston before interchanging with the Galveston Railroad, a short line switching railroad that serves the Port of Galveston. Railroad access remains an important site selection consideration for major industrial users.



MAP 12. TRANSIT SYSTEM

BICYCLE AND PEDESTRIAN FACILITIES

The street grid and development density in Galveston's core lends itself to walkability and bikeability, reflecting the period of island life predating automobile access. Neighborhood commercial corridors and corner stores provided services and goods within walking distance of many homes, and the downtown area's broad, often covered sidewalks create a comfortable walking environment for locals and visitors. Today, Galveston's sidewalk network is most densely concentrated in the sections of the city east of 43rd Street. Though Galveston is home to the longest continuous sidewalk in the United States - the 10.3 mile long Seawall - sidewalk access is fragmented outside the city core, with networks clearly visible in some subdivisions and lacking on other roadways.

Galveston's bicycle network is also primarily limited to the core, with striped on-street bicycle lanes providing north-south access along some lower-traffic numbered streets as well as along portions of Stewart Road west of Pine Street. East-west connections are relatively limited, with some signed shared roadway connections proposed in previous city plans.

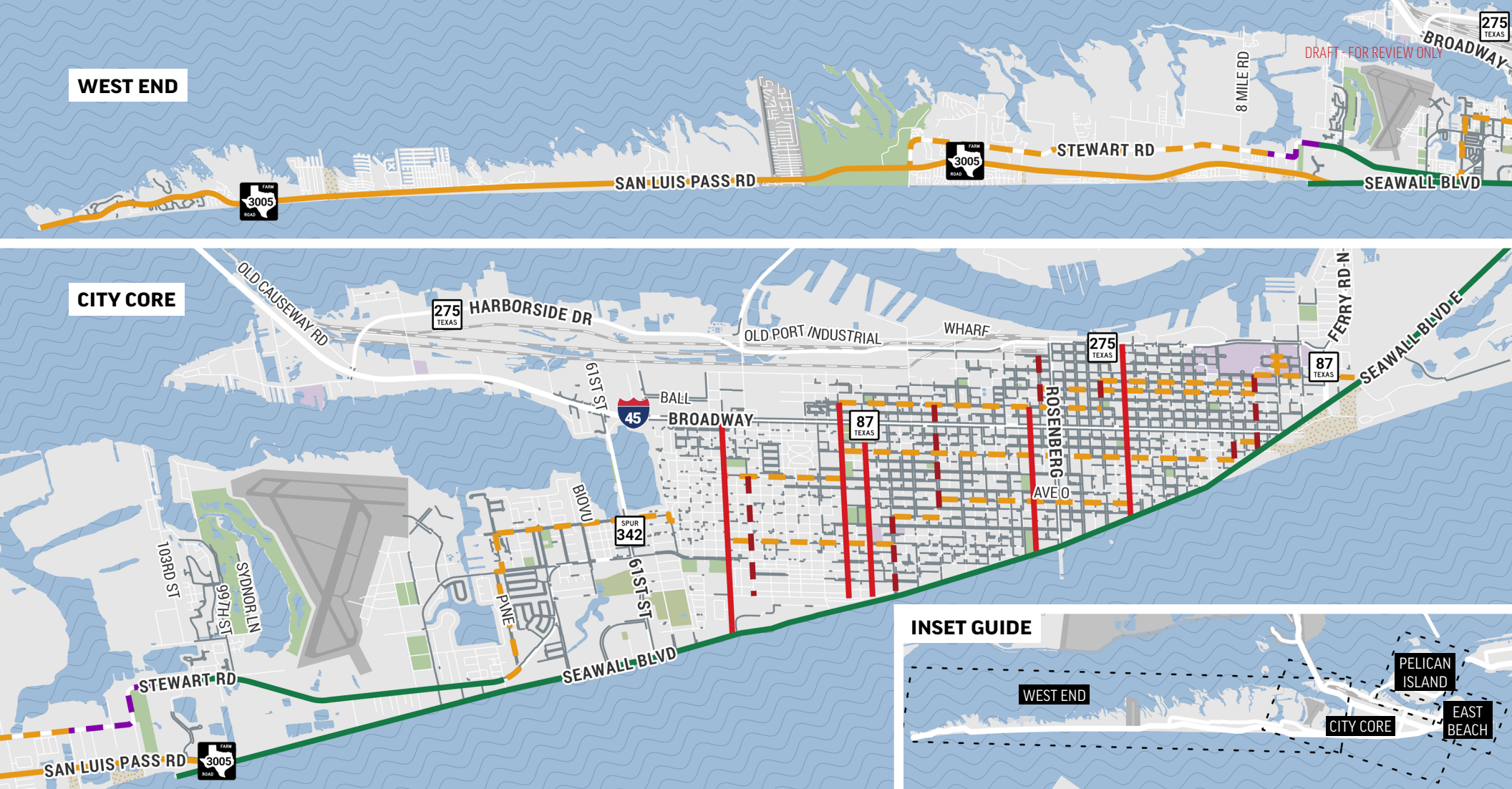
PLANNED IMPROVEMENTS

Galveston's 2012 thoroughfare plan provided a useful guide for mobility project identification, development, and funding source identification. A 2024 status update found that of the 23 recommended projects, 9 had been completed, 2 were in progress, and 5 were infeasible, leaving a total of 7 outstanding projects awaiting further action. The following projects were determined to be infeasible:

- Avenue H Extension (59th Street to 61st Street): Infeasible due to environmental issues associated with the incinerator site.
- Offatt's Bayou Crossing (Interstate 45 to Seawall Boulevard): Infeasible due to project scale's multi-jurisdictional approach.
- West End Bridge (Interstate 45 to 8 Mile Road to FM 3005): Infeasible due to project scale's multi-jurisdictional approach.
- Heards Lane Extension (61st Street to 73rd Street): Infeasible due to Moody Gardens construction in path of proposed extension.

The City has advocated for the inclusion of several regionally significant projects within regional planning documents including the Houston-Galveston Area Council's Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Inclusion in the RTP ensures that projects are considered for long-term investment, and the TIP provides a four-year horizon where funding is available or committed.

In addition to pursuing regional funding sources, the City implements major locally funded projects through its 5-year Capital Improvement Program (CIP). Routine maintenance and repair is typically performed by City of Galveston personnel or outside contractors through operating funds.



MAP 13. BICYCLE AND PEDESTRIAN FACILITIES

LEGEND

- Existing Bike Lanes (On-Street)
- Existing Shared Use Path/Trail
- Existing Signed Shared Roadway
- Proposed Bike Lanes (On-Street)
- Proposed Signed Shared Roadway
- Proposed Signed Shoulder Route
- Existing Sidewalk

PLANNED IMPROVEMENTS

TABLE 3. PLANNED IMPROVEMENTS

Source	Project Name	Project Type	Description
In Progress			
Thoroughfare Plan #9	Harborside Drive / I-45 Flyover	Capacity	Port of Galveston has received grant funding to study the feasibility of a flyover from Interstate 45 to the Port's internal roadway, improving cruise and cargo traffic flow and reducing congestion on Harborside Drive.
Thoroughfare Plan #23	Bluewater Highway San Luis Pass Bridge Improvement and Elevation to Surfside with Connection to SH 288	Mitigation	County project. The current bridge, a vital connection between Galveston Island and the mainland, has been in service for decades and requires modernization to meet current safety and capacity standards. The proposed replacement aims to enhance structural integrity, accommodate increased traffic, and improve evacuation routes during emergencies.
CIP #IDCDOW	Downtown Streetscape Improvements (Livable Communities Initiative)	Multimodal	Ongoing pedestrian and bicycle, accessibility, drainage, lighting, wake breaks, and shade improvements to downtown streets in the area bounded by Harborside, Church, 19th, and 27th Streets.
CIP #ST2502	Seawall Boulevard Multimodal Path and Transit Station Study	Multimodal	The City is conducting a study to develop a new multi-modal pathway along Seawall Blvd. from San Luis Pass to Broadway and include the development of a master parking plan, transit stops, and a transit station.
CIP #ST2201	Seawall Boulevard Pedestrian Safety and Traffic Calming (61st to 103rd)	Multimodal	This proposed project will add a new low linear barrier along the north side of Seawall Blvd and new traffic calming measures incorporating medians, curb bump outs and high visibility crosswalks at 5 intersections along Seawall Blvd.
CIP #ST2503	Galveston Rapid Evacuation and Transportation (GREAT), Advanced Traffic Management System (ATMS)	Operations	The City has received federal funding to plan, design, and integrate an Advanced Traffic Management System that will provide adaptive signal timing for 106 intersections in the city. Consultant services were procured in 2025.
CIP #TR2502	Harborside Drive Traffic Signals (16th, 33rd)	Operations	This project will add new traffic signals at the intersections of 16th & Harborside Dr., and 33rd & Harborside Dr.
CIP #ST2003	35th Street Resurfacing (Postoffice to Broadway)	Resurfacing	Repaving of 35th Street from Postoffice to Broadway, an overall length of approximately 1,600 feet. Mill, replacement of the asphalt surface, extension of the storm sewer main.
CIP #ST1901-1902	37th Street Resurfacing (Broadway to Seawall)	Resurfacing	Repaving of 37th Street from Broadway to Seawall Boulevard, an overall length of approximately 5,830 feet. Mill, replacement of the asphalt surface, extension of the storm sewer main.
CIP #ST2501	Seawall Boulevard Mill and Overlay (61st Street to Broadway)	Resurfacing	This project will conduct a mill and overlay of the entire roadway surface of Seawall Blvd. from 61st Street to Broadway, including the parking areas and restoration of pavement markings.
Thoroughfare Plan #5, CIP #ST2603	Stewart Road Mill and Overlay (7 1/2 Mile Rd to FM 3005)	Resurfacing	This project will conduct a mill and overlay of the entire roadway surface from 7 1/2 Mile Road where the pavement transitions from concrete to asphalt to FM 3005, including 13 Mile Road.
TxDOT	FM 3005 Safety Improvements, Landscape and Scenic Enhancements	Safety, Landscape & Scenic Enhancement	Safety lighting and landscaping between Seawall Boulevard and San Luis Pass.
Source: The Goodman Corporation			

Source	Project Name	Project Type	Description
Programmed			
Thoroughfare Plan #2	Interstate 45 Reconstruction and 61st Street Connector	Capacity	Construction programmed in TIP. Reconstruction and widening of Interstate 45, including construction of a direct connector ramp from northbound 61st Street to westbound Interstate 45.
Thoroughfare Plan #7	Pelican Island Causeway Bridge	Capacity	Plans, specifications and estimate (PS&E) programmed in TIP. Improve access to Pelican Island and Port of Galveston through reconstruction of the bridge at a new location.
CIP #ST2302	Avenues O & P Corridor Safety Improvements (53rd to Seawall)	Multimodal	Construction programmed in CIP. Install curb extensions, sidewalks/multi-use trail, install ADA ramps, perform traffic signal upgrades, construct storm sewer improvements to accommodate drainage modifications due to improvements made, improve roadway signage and striping for enhanced visibility and safety.
Thoroughfare Plan #19	Seawall Boulevard Signals (75th, 89th Streets)	Operations	Programmed in CIP. This proposed project will add a new traffic signal at the intersection of 75th Street & Seawall Blvd and a new traffic signal at the intersection of 89th Street & Seawall Blvd.
CIP #TR2301	Seawall Boulevard Signal (33rd Street)	Operations	Programmed in CIP. This proposed project will add a new traffic signal at the intersection of 33rd & Seawall.
CIP #ST2301	Stewart Road Corridor Improvements (61st to 75th)	Reconstruction	Programmed in CIP. This proposed project will add a new traffic signal at the intersection of 33rd & Seawall. Full reconstruction to include a two-way left turn lane, pedestrian improvements (e.g. sidewalks, ADA ramps), traffic signal upgrades, replacement of water and sanitary sewer infrastructure, storm sewer system improvements, purchase of right of way.
Planned			
Thoroughfare Plan #15	Stewart Road (7 1/2 Mile Rd to FM 3005)	Capacity	Add capacity to extend improvements west to FM 3005 at 13 Mile Rd.
Thoroughfare Plan #21	Harborside Drive / 41st Street	Capacity	Galveston Wharves project to increase capacity. Intersection does not yet exist.
RTP MPOID # 15492	Harborside Drive / 51st Street Flyover	Capacity	Shown in RTP. Construct flyover to Harborside Drive.
RTP MPOID # 19337	Seawall Boulevard Streetscape (12th to 61st)	Multimodal	Shown in RTP. This proposed project will add a new low linear barrier along the north side of Seawall and new traffic calming measures incorporating medians, curb bump outs and high visibility crosswalks at 4 intersections along Seawall Blvd.
Thoroughfare Plan #3	61st Street Extension (Harborside Drive to Broadway)	New Roadway	Shown in RTP. Create connection between Harborside Drive and Broadway. Feasibility study completed in 2005.
RTP MPOID # 15492	Harborside Drive / 37th Street Intersection Improvements	Operations	Shown in RTP. Intersection improvements including signalization, crosswalks, curb ramps, and sidewalks.
CIP #ST1802	16th Street Reconstruction (Broadway to Avenue N 1/2)	Reconstruction	Repave 16th Street from Broadway to Ave N 1/2 to include the water, sewer, and stormwater upgrades.
CIP #ST1805	83rd Street Reconstruction (Cessna to Stewart)	Reconstruction	Reconstruct 83rd Street.
Source: The Goodman Corporation			

COMMUNITY FACILITIES

The City of Galveston provides several community facilities to serve the needs of its residents and visitors. Educational facilities including universities, colleges, schools, and libraries are discussed in Education.

GENERAL GOVERNMENT OPERATIONS

OFFICES AND ADMINISTRATIVE BUILDINGS

Galveston's historic 1916 City Hall is located near the downtown area on Rosenberg Avenue, housing various administrative departments as well as the City Council chambers. Some departments and services are located in annexes or free-standing facilities outside City Hall to provide efficient access to residents, such as the West End Municipal Annex (13805 Stewart Road) which is co-located with Fire Station #7.

MUNICIPAL SERVICES

The Municipal Services department is the City's largest department and includes Municipal Utilities, Public Works, Engineering, and Construction Services, and Sanitation. Municipal Services and the Development Services department are housed in the Public Works building on Market Street. Several related service facilities are located nearby, including the City Garage, Island Transit, the 30th Street Pump Station, the Traffic Division, and the Collection and Distribution Division. These facilities comprise one of the main centers of institutional land use within the core of the city, with additional water, wastewater, and sanitation facilities located across the island, including the Galveston Recycling Center on 61st Street and transfer station on Harborside Drive.

PUBLIC SAFETY

POLICE

The Galveston Police Department (GPD) employs **XXX** officers and **XX** civilian staff. The department is headquartered at the Joe Max Taylor Galveston Law Enforcement Facility, which is shared with Galveston County Sheriff's Office. GPD has three patrol divisions:

- East Isle: east of 35th Street
- West Isle: west of 61st Street
- Midtown

FIRE

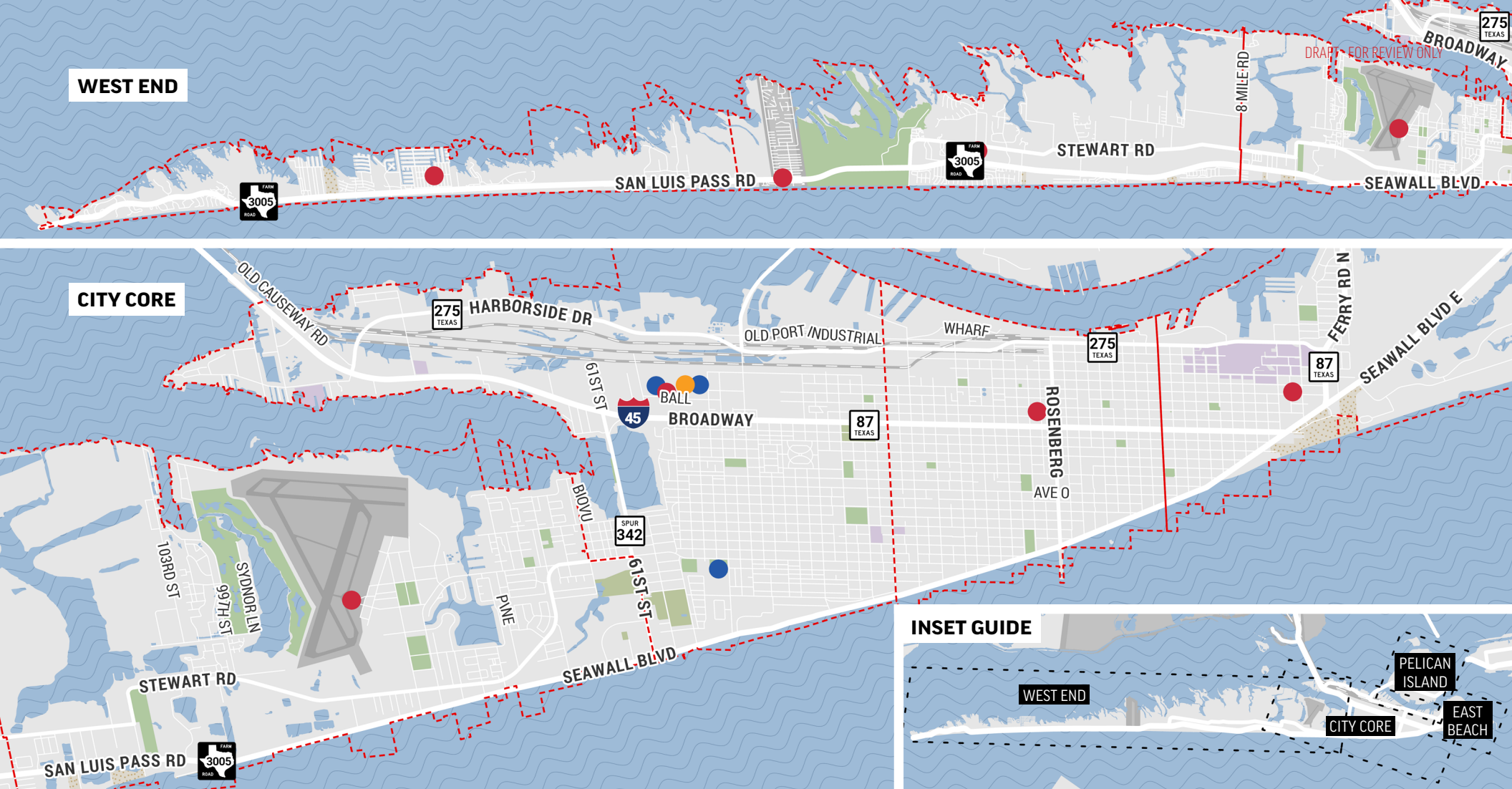
The Galveston Fire Department (GFD) employs **XXX** firefighters and **XX** civilian staff who are located at 6 fire stations located across the island.

[NEED INFO FROM COG - # firefighters, # civilian staff, # vehicles, ISO rating]

- Station 1: Downtown / Sealy Street
- Station 2: East End / Church Street
- Station 4: Scholes Airport
- Station 5: Midtown / Ball Street
- Station 7: Pirates Beach
- Station 8: Sea Isle

EMERGENCY MEDICAL SERVICES

Emergency medical services are provided through the Galveston County Health District EMS, which partners with the Galveston Fire Department and the Galveston Island Beach Patrol.

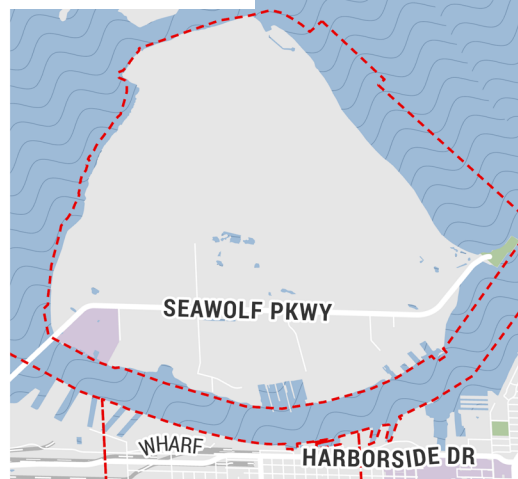


MAP 14. COMMUNITY FACILITIES

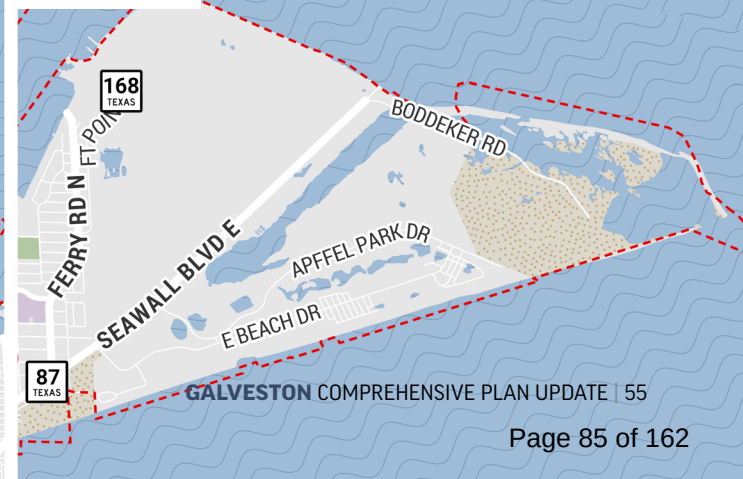
LEGEND

- Police Station
- Emergency Operations Center
- Fire Station
- - - Fire District Boundary

PELICAN ISLAND



EAST BEACH



PRIVATE UTILITIES AND SERVICES

Other utilities owned and operated by private entities provide critical services for Galveston residents.

ELECTRICITY

CenterPoint Energy owns and operates electric distribution infrastructure on Galveston Island. CenterPoint is undertaking a series of actions as part of its Greater Houston Resiliency Initiative on Galveston Island, including but not limited to tree trimming, replacement of existing poles and equipment with storm-resilient versions, and automation and intelligence improvements to allow CenterPoint to reduce the impact of outages and improve restoration times. Undergrounding work is relatively limited.

NATURAL GAS

The Texas Gas Service Company provides natural gas services on Galveston Island: the most recent Gas Utility Statistics Report available from the Railroad Commission of Texas in 2023 showed that Texas Gas Service had 13,364 residential and 697 small commercial and industrial customers in Galveston. Not all properties in Galveston are served by natural gas, particularly remote or rural properties on the West End, though maps are not publicly available to determine the extent of service.

TELECOMMUNICATIONS

The FCC’s National Broadband Map estimates that 99.3% of Galveston’s housing units are served by cable or fiber broadband with 250/25 mbps download/upload speeds, though drops to about 95% for the 1,256 units located within Galveston’s “rural” areas. This figure drops for gigabit internet (1000/100 download/upload speeds) to about 58.7% in “urban” areas and 25.8% in “rural” areas, reflecting lower fiber availability in many areas of Galveston. Similarly, 99.3% of Galveston businesses are served by cable or fiber broadband with 250/25 mbps download/upload speeds, with 58.9% having access to gigabit internet.

TABLE 4. COMPUTER AND INTERNET ACCESS

Household Status	Percentage of Households
Access to one or more types of computing devices	
Desktop or laptop	75.4%
Desktop or laptop alone	2.5%
Smartphone	92.2%
Smartphone alone	14.6%
Tablet or other	56.9%
No computer	3.90%
Internet subscriptions	
With an Internet subscription	91.5%
Cellular data plan	87.6%
Cellular data plan alone	20.5%
Broadband such as cable, fiber optic, or DSL	67.3%
Satellite internet service	6.2%
Without an Internet subscription	8.5%
Household Income in the Past 12 Months	
Less than \$20,000 without an internet subscription	14.4%
\$20,000 to \$74,999 without an internet subscription	10.5%
\$75,000 or more without an internet subscription	3.4%
Source: American Community Survey, 2024 5-Year Estimates, Table S2801	





PEOPLE

POPULATION TRENDS

REGIONAL CONTEXT

Texas has experienced significant population growth in recent decades, outpacing the nation in terms of annual growth rates. This growth is primarily concentrated in the “Texas Triangle” anchored by the state’s major metropolitan areas in Houston, Dallas, Austin, and San Antonio, as well as smaller cities including Waco and the Bryan-College Station area.

The Census Bureau uses metropolitan statistical areas (MSAs) to define urbanized regions. Galveston is located within the Houston-Pasadena-The Woodlands metropolitan statistical area (Houston MSA) and is listed as one of the MSA’s eight principal communities, alongside Houston, Pasadena, The Woodlands, Sugar Land, Conroe, Baytown, and Texas City. The Houston MSA includes ten counties: Harris, Fort Bend, Montgomery, Brazoria, Galveston, Liberty, Waller, Chambers, Austin, and San Jacinto.

MSA population trends are useful to contextualize population and job growth within the regional market area, recognizing that residents may live outside the jurisdiction they are employed in. Galveston County anchors the southeast portion of the Houston MSA, with Interstate 45 serving as the county’s primary economic corridor. Its proximity and economic ties with nearby Harris County and Brazoria County support their inclusion for comparisons.

HISTORIC CONTEXT

Galveston’s long-term growth trajectory has been shaped by its role as a center for Galveston County, where it has long served as the county seat and its primary population, economic, and cultural center. This is reflected in its large share of Galveston County’s population through the early 20th century.

Galveston experienced steady growth through its peak population in 1960, excepting the period between 1900 and 1910 when the city was recurring from the 1900 Storm. Starting in 1930, Galveston began to see its overall share of the county’s population begin to drop, though the city continued to grow through 1960. This period roughly aligns with the rise

of Texas City as an industrial center and the opening of major oil and gas refineries and World War II-era war production efforts in that area.

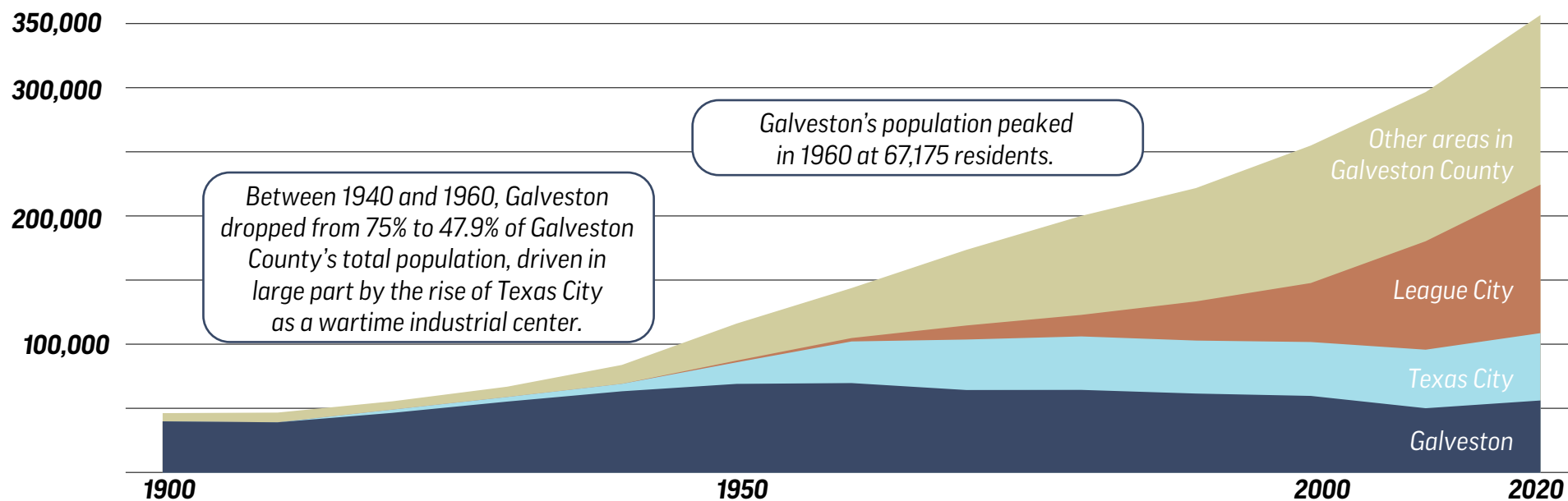
With its peak in 1960, Galveston soon faced recovery from Hurricane Carla and increasing suburban development in northern Galveston County spurred by the announced construction of NASA’s Manned Spacecraft Center (today’s Johnson Space Center) in the Clear Lake area in 1961. Suburban master-planned developments including Clear Lake City and Friendswood were initially developed during this period, boosting growth in the League City area. Paired with the construction of the Gulf Freeway, new housing and employment opportunities in Galveston shifted towards this freeway corridor, supporting the growth of a suburban population seeking convenient access to employment centers in Houston and Harris County as well as a growing white-collar workforce.

Through the 2010s, this shift from historic population centers to suburban locales continued across the Houston region, driven by regional economic forces. Similarly positioned counties including Fort Bend, Montgomery, and Brazoria experienced rapid growth in master-planned communities such as Sugar Land and The Woodlands and the relocation of major employers to the Energy Corridor and Spring areas. Galveston experienced a population decline from 1960 until reaching its measured low point in 2010, compounded by the arrival of Hurricane Ike in 2008. Ike made landfall on September 13, 2008, causing severe flooding and storm surge and resulting in major destruction of property and displacement of Galveston residents. Galveston experienced a rebound in population between 2010 and 2020, though it is still lower than its pre-2000 population and lagged behind its peers in overall growth rate.

TABLE 5. NATIONAL, STATE, AND METRO AREA RETROSPECTIVE

Geography	Population				Percent Change		
	1990	2000	2010	2020	1990-2000	2000-2010	2010-2020
United States	248,709,873	281,421,906	308,745,538	331,449,281	13.15%	9.71%	7.35%
Texas	16,986,510	20,851,820	25,145,561	29,145,505	22.76%	20.59%	15.91%
Houston MSA	3,767,335	4,715,407	5,946,800	7,149,642	25.17%	26.11%	20.23%
Harris County	2,818,199	3,400,578	4,092,459	4,731,145	20.66%	20.35%	15.61%
Brazoria County	191,707	241,767	313,166	372,031	26.11%	29.53%	18.80%
Galveston County	217,399	250,158	291,309	350,682	15.07%	16.45%	20.38%
Galveston	59,070	57,247	47,743	53,695	-3.09%	-16.60%	12.47%
League City	30,159	45,444	83,560	114,392	50.68%	83.87%	36.90%
Texas City	40,822	41,521	45,099	51,898	1.71%	8.62%	15.08%

Source: Decennial Census

FIGURE 4. GALVESTON COUNTY RETROSPECTIVE

RECENT ESTIMATES

Since 2020, estimates from the Census Bureau's Population Estimates Program (PEP) and the Texas Demographic Center (TDC) indicate that Galveston's population has fluctuated from year to year, while Texas City and League City have experienced continued growth. These estimates utilize cohort-based methodologies that estimate population change based on natural increase (the net difference between births and deaths) and net migration. While not exact counts, county-level estimates from the PEP indicate that of Galveston County's estimated cumulative growth from 2020 to 2025 (21,525 residents), roughly 13% of this growth (2,788) can be attributed to natural increase and about 66% (14,361) can be attributed to domestic in-migration, with the remainder attributable to international in-migration.

POPULATION PROJECTIONS

Three population projections created by regional and state entities were reviewed:

- Texas Demographic Center Vintage 2024 Population Projections (TDC)
- Texas Water Development Board 2026 Regional Water Plan Board-Adopted Population and Municipal Demand Projections (TWDB)
- Houston-Galveston Area Council (H-GAC) 2024 Regional Growth Forecast (RGF)

These projections vary in their methods, geographies, and dates: TDC projections are only available at the county level at 10-year intervals, while TWDB projections are available at the city and county level in 10-year intervals. The H-GAC forecast is provided in 5-year intervals. TDC projections were adapted to the city level using a step-down method using the ratio of city to county population in the TWDB projections, which estimate that Galveston will have 15.1% of the overall county population in 2030, 14.7% in 2040, and 14.5% in 2050.

It is worth noting that Galveston's population estimates have generally remained stable, undershooting H-GAC's 2025 forecasted population. Galveston's changing household composition and the rise of short-term rentals and second homes as an overall percentage may play a role in this discrepancy: one potential explanation may be that Galveston's estimated natural increase in population is lower than projected, as the city's population grows older and with smaller households.

TABLE 6. INTERCENSAL POPULATION ESTIMATES

Geography	Population Estimates					
	2020	2021	2022	2023	2024	2025
Galveston	53,695	53,292	53,806	54,068	53,546	53,389
Texas City	51,867	54,791	54,897	56,005	57,581	58,356
League City	114,332	116,375	117,655	116,283	117,338	117,859
Galveston County	350,682	353,097	357,856	363,298	367,004	368,857
Houston MSA	7,150,227	7,169,284	7,248,044	7,406,285	7,587,646	7,777,907
<i>Source: Texas Demographic Center</i>						

TABLE 7. POPULATION PROJECTIONS

Geography	Population Projections						
	2020 Census (Base)	2025	2030	2035	2040	2045	2050
TDC High (Step-Down)	53,695		61,259		68,410		75,895
TDC Mid (Step-Down)	53,695		60,697		66,813		73,053
TDC Low (Step-Down)	53,695		60,353		65,792		71,207
TWDB	53,695		57,160		57,523		58,340
H-GAC RGF	53,695	57,353	61,062	64,226	64,930	66,686	67,674
<i>Source: Texas Demographic Center, Texas Water Development Board, Houston-Galveston Area Council</i>							

DEMOGRAPHICS

RACE AND ETHNICITY

Galveston is known for its diversity: today, the city remains relatively more diverse than its Galveston County peers, though less than the overall Houston metro.

Since 1990, Galveston’s racial composition has shifted with the overall population of the city. While the city’s Hispanic and Latino population has steadily increased over time, Galveston has seen a disproportionate decrease in its Black population. In 1990, there were 17,161 Black residents in the city, dropping to 14,456 in 2000, 9,145 in 2010, and 9,030 in 2020 - a nearly 47% decrease between 1990 and 2020, outpacing the 19% decrease of the city’s white population and 9% decrease of its overall population.

Galveston’s racial and ethnic composition also varies by neighborhood: while much of the city is integrated, population concentrations are visible in some areas as shown in the map at right.

FIGURE 5. RACE AND ETHNICITY, 1990-2020

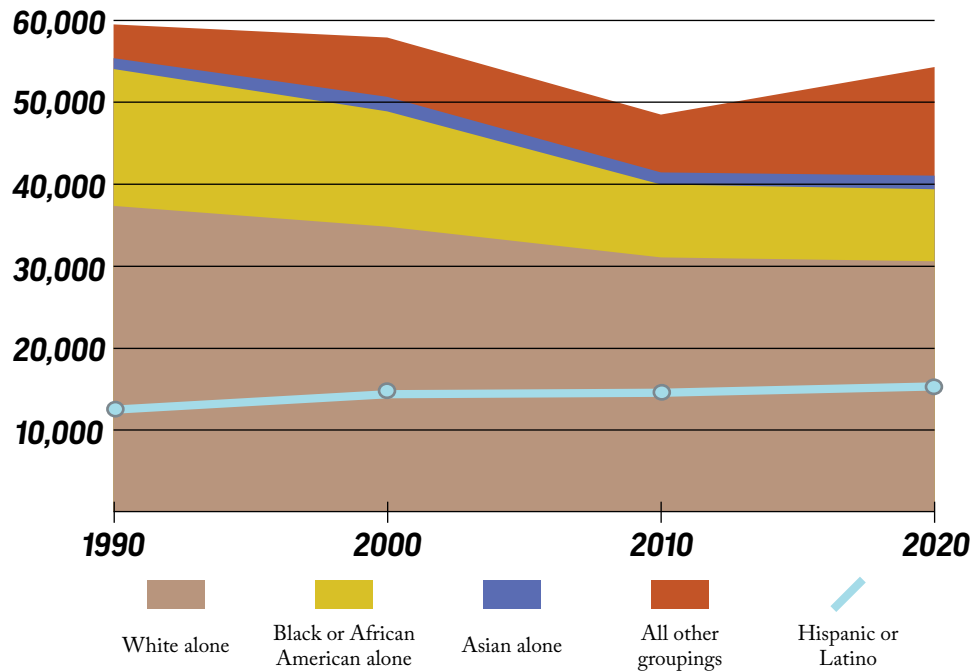
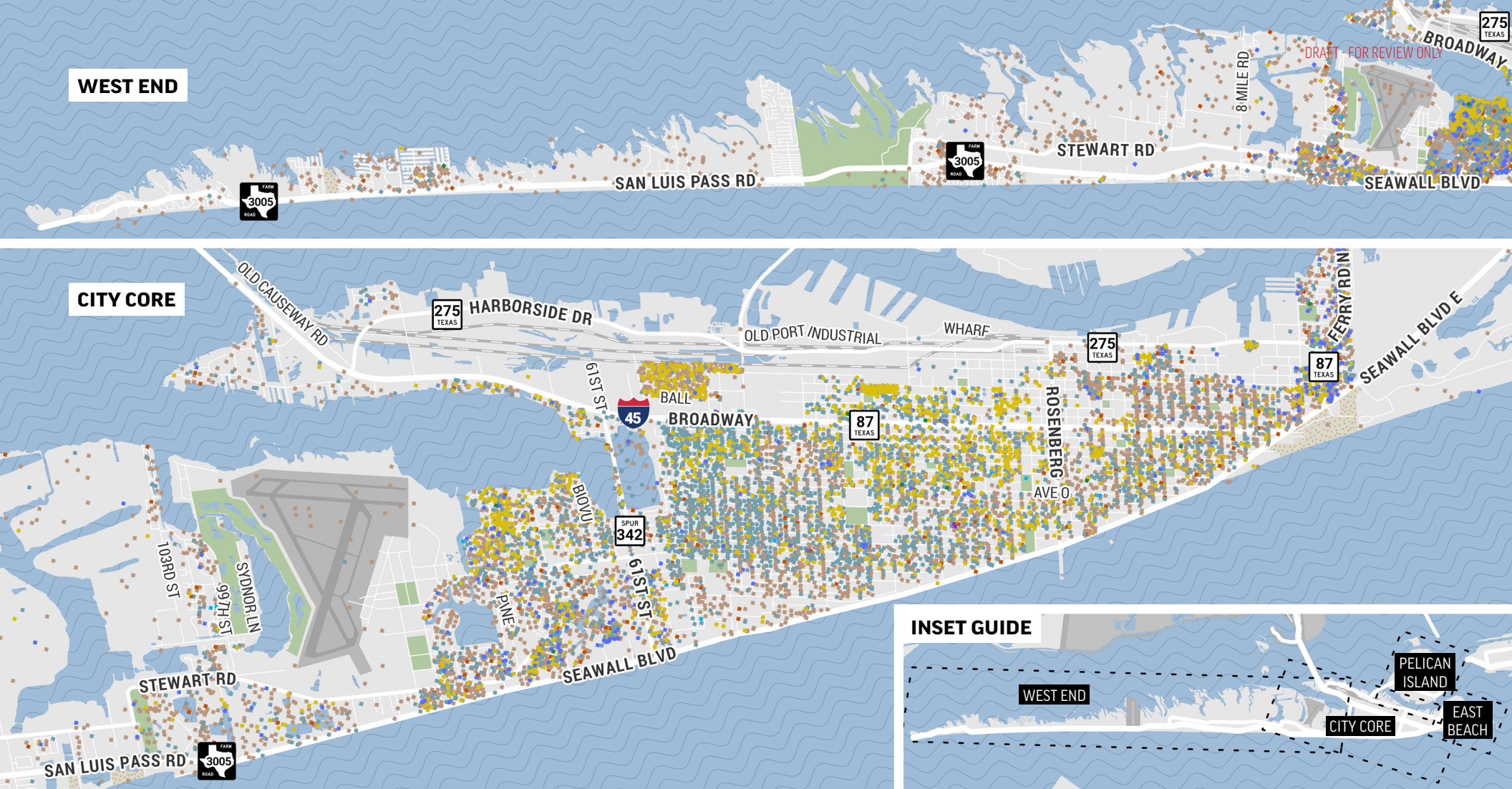


TABLE 8. RACE AND ETHNICITY

Geography	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino
Galveston	54.7%	15.4%	0.7%	2.8%	0.3%	3.7%	22.4%	29.3%
Texas City	46.0%	26.5%	0.6%	1.5%	0.0%	4.7%	20.8%	31.9%
League City	67.1%	7.2%	0.2%	6.2%	0.0%	4.0%	15.3%	20.3%
Galveston County	60.3%	12.3%	0.5%	3.4%	0.1%	5.0%	18.4%	26.4%
Houston MSA	40.2%	17.3%	0.8%	8.3%	0.1%	11.5%	21.8%	38.2%

Source: American Community Survey 2024 5-Year Estimates, Table B02001

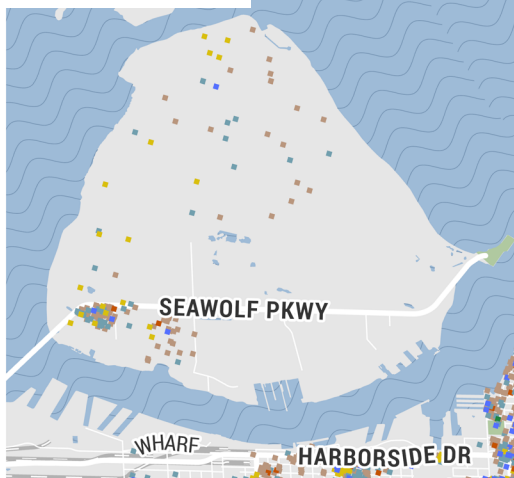


MAP 15. RACE AND ETHNICITY

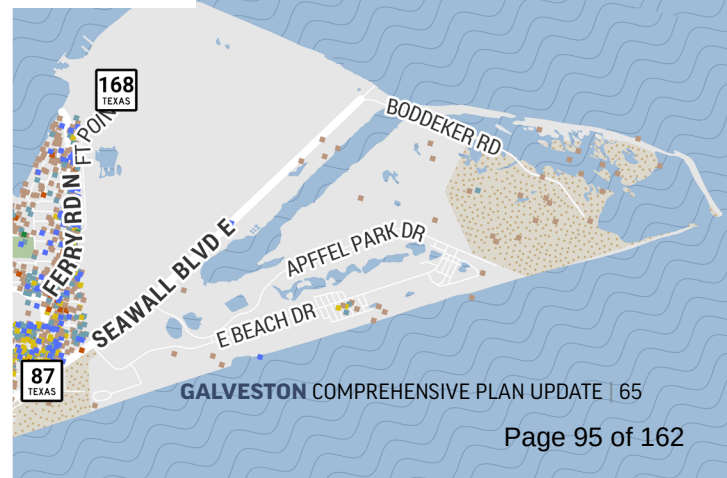
LEGEND

- 1 Dot = 5 People
- Asian alone
- Black or African American alone
- Two or more races
- White alone
- Hispanic or Latino

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AGE

Galveston's population is older relative to its peers, with a median age of 41.5. The city's age distribution can be characterized by four key variations from its regional peers:

- A relatively small proportion (14.7%) of Galveston residents are under the age of 18 compared to peer localities.
- Galveston is home to a greater proportion of young adults aged 18 to 34 (28.1%) than its peer communities.
- While Galveston's median age is 41.5, the cohort aged 35 to 64 comprises a smaller proportion of Galveston's population (36.2%).
- 20.9% of Galveston residents are 65 or older, compared with 15.8% in Galveston County and 12.3% in the broader Houston region.

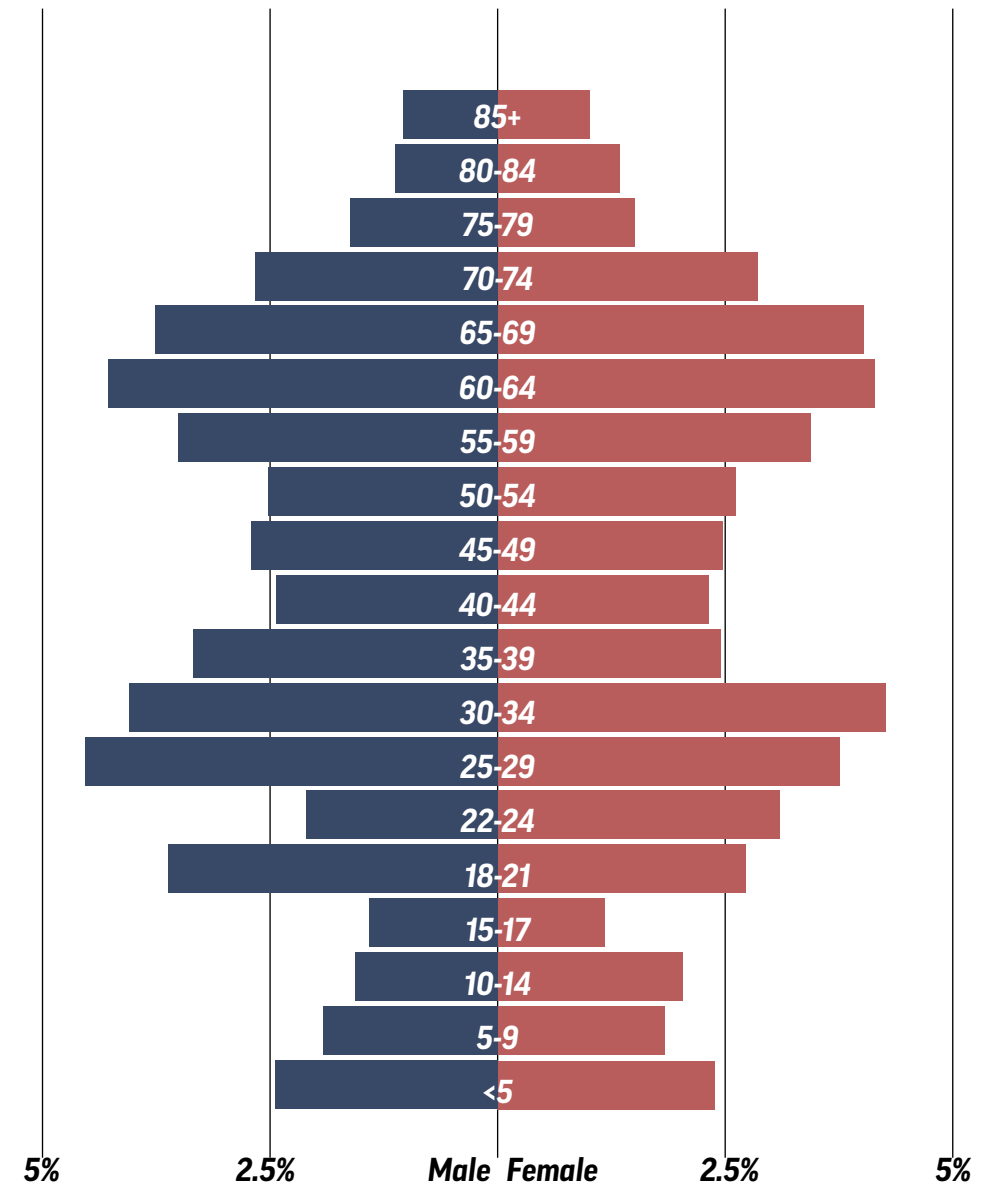
EDUCATION: ENROLLMENT AND ATTAINMENT

Closely linked to Galveston's age distribution is its school enrollment: an estimated 22.4% of Galveston residents are enrolled in school. Fewer than half of these students are enrolled in primary and secondary schools: a majority of Galveston's students (11.6% of the total population) includes undergraduate, graduate, and professional students who are likely enrolled at Texas A&M University at Galveston and the University of Texas Medical Branch. Accordingly, Galveston has a relatively high percentage of residents with graduate or professional degrees.

LABOR FORCE PARTICIPATION

Owing to Galveston's sizable student and senior populations, Galveston's population over 16 participates in the labor force at a lower rate than peer communities. Galveston's unemployment rate, which is the percentage of residents in the workforce who are unemployed and actively seeking work, is generally aligned with Galveston County as a whole and below the Houston metro area.

FIGURE 6. AGE DISTRIBUTION



Source: American Community Survey 2024 5-Year Estimates, Table B01001

TABLE 9. SCHOOL ENROLLMENT

Geography	% Enrolled in School	Nursery School, Preschool	Kindergarten	1-4	5-8	9-12	Total PreK-12	College, undergraduate	Graduate or Professional School
Galveston	22.4%	1.3%	0.5%	2.8%	3.1%	3.0%	10.8%	8.6%	3.0%
Texas City	25.9%	1.4%	1.0%	4.4%	6.4%	5.7%	18.9%	6.1%	0.9%
League City	28.8%	1.6%	1.7%	7.2%	6.0%	6.4%	22.8%	4.3%	1.7%
Galveston County	26.4%	1.4%	1.2%	5.6%	5.7%	5.9%	19.8%	5.2%	1.4%
Houston MSA	27.8%	1.6%	1.5%	6.0%	6.1%	6.3%	21.5%	4.9%	1.4%
Source: American Community Survey 2024 5-Year Estimates, Table B14001									

TABLE 10. EDUCATIONAL ATTAINMENT

Geography	Less than 9th grade	9th to 12th grade, no diploma	High school graduate	Some college, no degree	Associate's degree	Bachelor's degree	Graduate or professional degree
Galveston	5.0%	6.7%	22.8%	21.0%	8.5%	20.8%	15.2%
Texas City	5.7%	8.0%	30.1%	25.3%	10.9%	13.8%	6.2%
League City	2.1%	2.7%	16.3%	21.2%	10.1%	32.9%	14.7%
Galveston County	4.2%	5.9%	22.5%	22.7%	9.9%	23.2%	11.6%
Houston MSA	8.4%	6.5%	22.6%	19.0%	7.5%	22.3%	13.7%
Source: American Community Survey 2024 5-Year Estimates, Table S1501							

TABLE 11. LABOR FORCE PARTICIPATION AND UNEMPLOYMENT

Geography	% of Population Over 16 in Labor Force (Labor Force Participation Rate)	Civilian Labor Force (Employed)	Civilian Labor Force (Unemployed)	Armed Forces	Unemployment Rate
Galveston	56.6%	53.1%	3.2%	0.2%	5.7%
Texas City	62.3%	58.0%	4.0%	0.3%	6.4%
League City	69.5%	66.3%	2.6%	0.6%	3.8%
Galveston County	63.9%	59.9%	3.6%	0.3%	5.7%
Houston MSA	66.4%	62.2%	4.1%	0.1%	6.2%
Source: American Community Survey 2024 5-Year Estimates, Table B23025					

HOUSEHOLD COMPOSITION

Galveston's households are smaller than the region's, with an average household size of 1.98 residents per household and an average family size of 2.71.

Of Galveston's 25,198 households, 4,149 (16.5%) include one or more people under 18 years of age and 8,623 (34.2%) include one or more people over 65 years of age. 15.5% of households are persons 65 years of age or older who are living alone.

Single-person households comprise a plurality of Galveston's households, followed by married-couple family households, other family households (persons related by birth or adoption but not including a married couple), and nonfamily households where unrelated persons are living together.

Residents not included in household calculations reside in group quarters such as correctional facilities, nursing facilities, and student housing and dormitories. As of the 2020 Census, 3,146 residents, or about 5.9% of Galveston's resident population, resided in group quarters. Roughly two-thirds of the group quarters population resides in correctional and juvenile facilities such as the Galveston County Jail.

TABLE 12. HOUSEHOLD SIZES

Geography	Average Household Size	Average Owner Household Size	Average Renter Household Size	Average Family Size	Households with 1+ Under 18	Households with 1+ Over 65
Galveston	1.98	2.16	1.82	2.71	16.5%	34.2%
Texas City	2.49	2.57	2.38	3.06	28.6%	28.6%
League City	2.69	2.89	2.11	3.21	37.4%	25.1%
Galveston County	2.51	2.67	2.18	3.09	31.1%	29.1%
Houston MSA	2.76	2.97	2.44	3.35	36.4%	25.2%
Source: American Community Survey 2024 5-Year Estimates, Table S1101, DP04						

TABLE 13. FAMILY AND NONFAMILY HOUSEHOLDS

Geography	Married-Couple Family Households	Other Family Households	Nonfamily Households (Householder living alone)	Nonfamily Households (Householder not living alone)
Galveston	34.7%	15.3%	42.2%	7.9%
Texas City	43.4%	22.8%	27.0%	6.8%
League City	61.7%	10.8%	23.6%	3.9%
Galveston County	51.3%	15.8%	27.7%	5.2%
Houston MSA	49.7%	19.7%	25.2%	5.5%
Source: American Community Survey 2024 5-Year Estimates, Table B11001				

TABLE 14. GROUP QUARTERS

Geography	Total Population in Group Quarters	Correctional and Juvenile Facilities	Nursing and Skilled Nursing Facilities	College / University Student Housing	Other noninstitutional facilities
Galveston	3,146	2,052	136	818	140
Source: 2020 Decennial Census, Redistricting Data (PL94-171), Table P5					

SOCIOECONOMIC CHARACTERISTICS

INCOME

Income is defined by the Census Bureau as the income received on a pre-tax, pre-deduction basis. It includes income from:

- Employment: wages, salary, commissions, bonuses, and tips;
- Self-employment income;
- Investment income: interest, dividends, net rental income, or income from estates and trusts;
- Monetary public assistance and benefits: Social Security income, supplemental security income, retirement, survivor, or disability benefits, disability benefits, unemployment benefits.

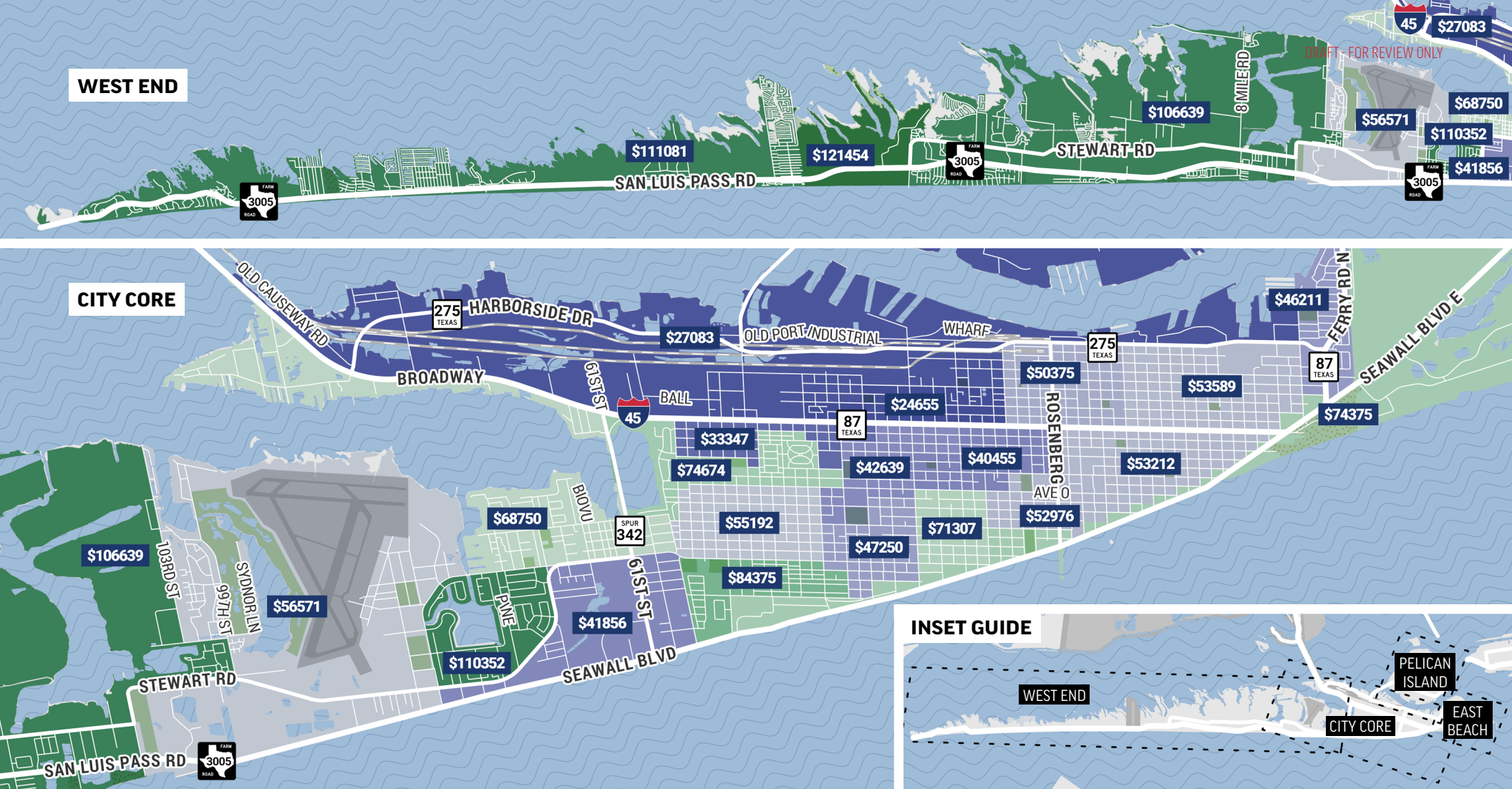
Income does not necessarily reflect wealth or net assets, such as household value or retirement savings (besides what is distributed).

Galveston’s median and mean incomes for both households and families are lower than Galveston County and the Houston metro area. When compared with Texas City, Galveston households typically have lower median and mean incomes while Galveston families have higher median and mean incomes. This may be partially attributable to Galveston’s higher proportion of lower-earning households, but also higher proportion of higher-earning families.

TABLE 15. INCOME

Geography	Median Income		Mean Income		Below \$50,000		\$150,000 and Above	
	Households	Families	Households	Families	Households	Families	Households	Families
Galveston	\$55,631	\$89,131	\$85,478	\$117,790	46.40%	31.50%	16.10%	26.50%
Texas City	\$68,776	\$83,012	\$86,866	\$102,627	36.00%	28.70%	13.90%	18.70%
League City	\$121,099	\$146,628	\$143,163	\$165,773	17.50%	8.00%	39.00%	48.40%
Galveston County	\$86,105	\$110,721	\$114,254	\$137,007	30.00%	19.50%	26.60%	34.80%
Houston MSA	\$82,168	\$98,582	\$117,827	\$135,023	30.40%	24.10%	24.60%	30.30%

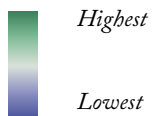
Source: American Community Survey 2024 5-Year Estimates, Table S1901



MAP 16. MEDIAN HOUSEHOLD INCOME

LEGEND

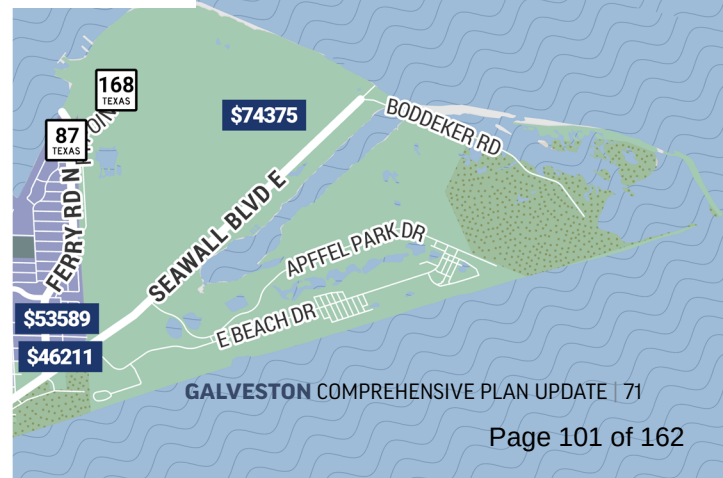
Median Household Income



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POVERTY

The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine the poverty level. Galveston residents experience higher poverty levels than their peer communities.

Another measure is the United Way’s ALICE (Asset Limited, Income Constrained, Employed) metric, which identifies the proportion of households that earn more than the Federal Poverty Level, but otherwise face challenges affording basic needs in their community. The ALICE measure integrates a basic household budget that considers housing, food, transportation, health care, and communications (e.g. smartphone and broadband), allowing it to incorporate local cost of living. An estimated 7,878 (52%) Galveston households are below the ALICE threshold, compared with 4,986 (20.3%) below the poverty level.

SOCIAL VULNERABILITY

Another measure of socioeconomic status is social vulnerability, which incorporates demographic and socioeconomic factors (poverty, transportation access, housing crowding). The Centers for Disease Control and Prevention and Agency for Toxic Substances and Disease Registry Social Vulnerability Index (SVI) provides a standardized benchmark to assess communities’ relative vulnerability. Scored from 0 to 1, the index reflects a community’s percentile ranking, with 0 indicating lowest social vulnerability and 1 indicating highest social vulnerability.

At the tract level, Galveston can be characterized by disparity, with tracts ranging from 0.079 to 0.9844. While this geography may preclude analysis of individual neighborhoods, it highlights areas of relative vulnerability in Galveston.

TABLE 16. POVERTY

Geography	Below Poverty Level	Below 50% of Poverty Level	Below 150% of Poverty Level	Under 18 in Poverty	65 and Over In Poverty	Employed Individuals in Poverty	Full-Time Workers	Part-Time Workers
Galveston	21.4%	11.6%	29.5%	35.7%	14.7%	9.3%	4.6%	24.4%
Texas City	16.2%	7.9%	25.5%	20.8%	15.1%	6.5%	2.8%	18.1%
League City	5.4%	2.5%	8.3%	5.3%	10.1%	3.1%	1.7%	7.7%
Galveston County	11.7%	5.7%	18.5%	14.6%	11.8%	5.4%	2.4%	14.8%
Houston MSA	13.9%	6.6%	22.4%	19.4%	12.0%	6.5%	3.3%	16.8%

Source: American Community Survey 2024 5-Year Estimates, Table S1701

HOUSING

While Galveston remains the center of a regional economy, its housing stock and occupancy trends reflect a long-term bifurcation: the city is home to a sizable class of students, service workers, and lower-income residents; as well as a growing group of retirees and high net worth households attracted to the island for its amenity value.

OCCUPANCY CHARACTERISTICS

Galveston's housing occupancy is characterized by the large presence of renter households as well as second homes. A majority of the city's occupied housing units are occupied by renter households (53.8%); however, Galveston's overall vacancy rate (29.6%) is higher than its surrounding community and region.

Galveston has a fairly balanced split between owners and renters among its occupied housing units: while a slight majority of these units are renter-occupied (53.8%), the population split is nearly even with 49.55% of the island's residents living in renter households and 50.45% living in owner households. This difference reflects larger household sizes in owner-occupied households.

A higher proportion of the island's overall housing stock is for rent or for sale relative to its peers. Galveston's vacancy statistics are dominated by the presence of units kept for seasonal, recreational, or occasional use, which comprise 54% of all vacant units and 16% of Galveston's overall housing stock. A higher proportion of units are also characterized as "other vacant" relative to other areas, which may indicate units that are not inhabitable or are being held as investments.

TABLE 17. OWNER AND RENTER-OCCUPIED UNITS

Geography	Owner-Occupied Units	Renter-Occupied Units	Population in Owner-Occupied Units		Population in Renter-Occupied Units	
Galveston	11,654	13,544	25,152	50.45%	24,706	49.55%
Texas City	12,348	9,497	31,787	58.46%	22,590	41.54%
League City	32,090	10,860	92,693	80.17%	22,929	19.83%
Galveston County	95,138	45,522	254,165	71.95%	99,097	28.05%
Houston MSA	1,630,188	1,031,551	4,838,909	65.77%	2,518,718	34.23%

Source: American Community Survey 2024 5-Year Estimates, Table B25008

TABLE 18. HOUSING UNIT OCCUPANCY

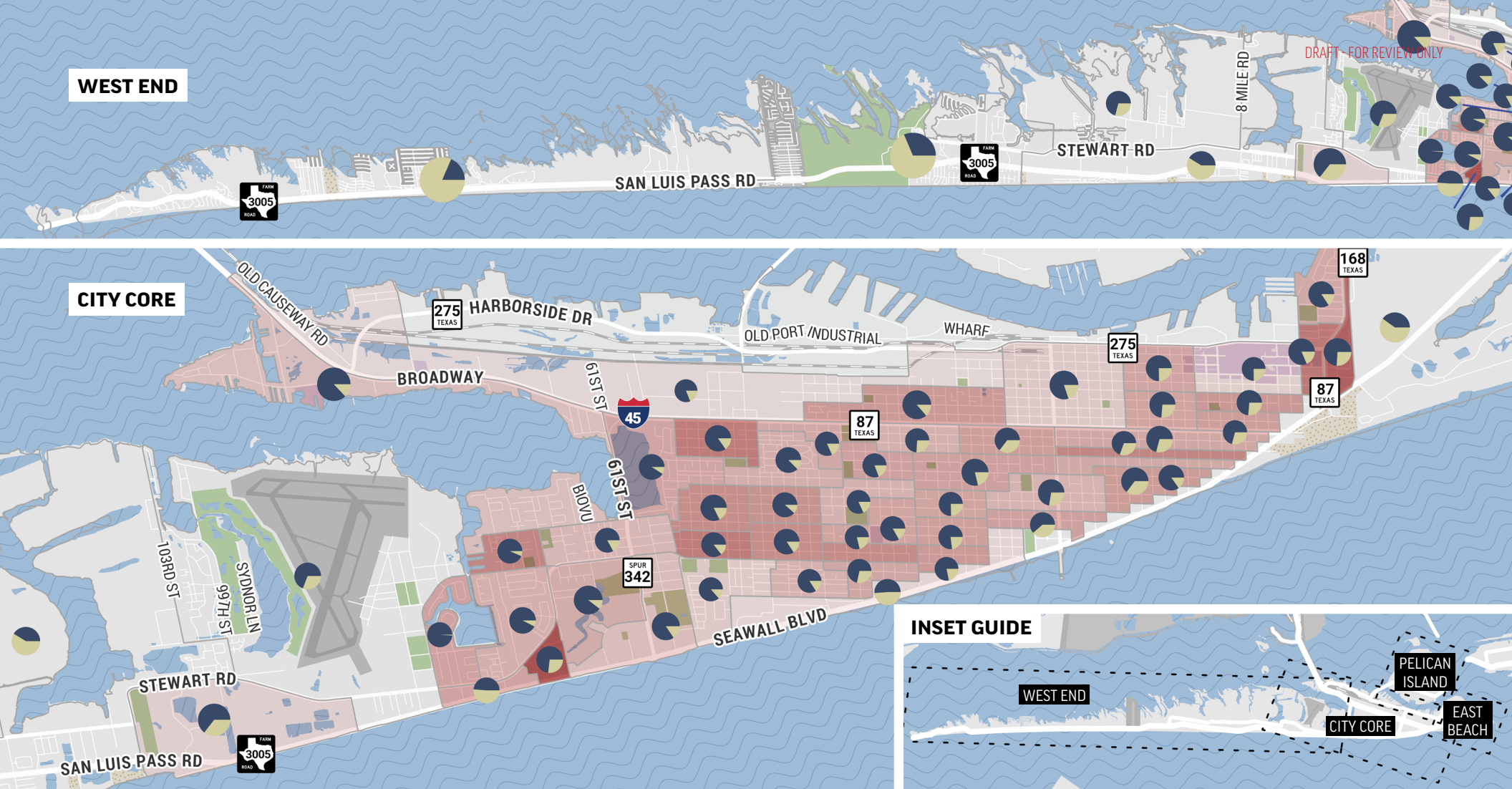
Geography	Total Units	Occupied Units	% Owner-Occupied	% Renter-Occupied	Vacancy Rate
Galveston	35,776	25,198	46.2%	53.8%	29.6%
Texas City	23,618	21,845	56.5%	43.5%	7.5%
League City	44,942	42,950	74.7%	25.3%	4.4%
Galveston County	161,868	140,660	67.6%	32.4%	13.1%
Houston MSA	2,906,364	2,661,739	61.2%	38.8%	8.4%

Source: American Community Survey 2024 5-Year Estimates, Table B25002, B25003

TABLE 19. VACANCY STATUS

Geography	Total Units	Vacant Units	% For Rent, For Sale		% For seasonal, recreational, or occasional use	
			% of total	% of vacant	% of total	% of vacant
Galveston	35,776	10,578	7.5%	25.5%	16.0%	54.0%
Texas City	23,618	1,773	3.0%	40.0%	0.0%	0.0%
League City	44,942	1,992	2.8%	64.1%	0.3%	5.8%
Galveston County	161,868	21,208	3.7%	28.3%	5.7%	43.2%
Houston MSA	2,906,364	244,625	4.2%	50.2%	0.9%	10.2%

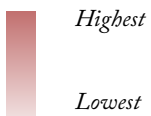
Source: American Community Survey 2024 5-Year Estimates, Table B25004



MAP 18. POPULATION DENSITY AND HOUSING OCCUPANCY

LEGEND

Population Density



The size of the pie chart is associated with the number of housing units in the block group.

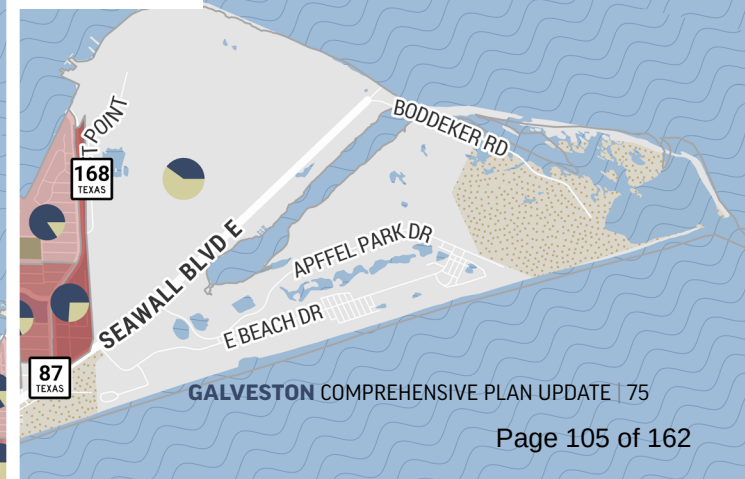
Portions shown in blue represent the share of occupied housing units in the block group.

Portions shown in gold represent the share of vacant housing units in the block group.

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PHYSICAL CHARACTERISTICS

Galveston's housing stock is generally denser than the region's: only 58.4% of housing units are single-family detached or attached units. Duplexes, threeplexes, and fourplexes comprise more than 10% of the island's housing stock, and nearly a quarter (24.7%) of Galveston's housing units are located in structures with more than 10 units. Galveston's "middle" housing stock, including small apartment buildings, represent a critical segment of Galveston's housing stocks. These units typically have smaller sizes and occupy less land area per unit, making them a dense and space-efficient way to provide housing in an urban area.

This housing variety is also a feature of the island's history, as Galveston's housing stock is older than its peers. Its inventory likely reflects the city's peak population in 1960. Galveston is also unique in that the median owner-occupied structure's age is older than the median renter-occupied structure's age. While this may reflect a preference for historic homes, housing age may also indicate a need for reinvestment to address long-term maintenance and upkeep needs.

TABLE 20. HOUSING UNIT TYPES

Geography	1-unit	2-4 unit	5-9 units	10-19 units	20-49 units	50+ units
Galveston	58.4%	10.5%	5.9%	9.3%	4.0%	11.3%
Texas City	70.5%	3.0%	6.1%	6.7%	3.9%	8.4%
League City	79.1%	1.7%	2.1%	4.6%	3.1%	8.1%
Galveston County	73.4%	4.4%	3.4%	5.2%	2.6%	6.9%
Houston MSA	65.6%	4.2%	4.3%	6.8%	4.0%	10.5%
Source: American Community Survey 2024 5-Year Estimates, Table B25024						

TABLE 21. OWNER AND RENTER-OCCUPIED UNITS

Geography	Median Year Structure Built	Median Year Structure Built – Owner-Occupied	Median Year Structure Built – Renter-Occupied	% of Owner Households in Pre-1970 Housing	% of Renter Households in Pre-1970 Housing
Galveston	1973	1966	1975	56.5%	40.4%
Texas City	1984	1985	1985	27.6%	24.5%
League City	2003	2003	2000	5.0%	8.4%
Galveston County	1990	1994	1986	19.1%	24.6%
Houston MSA	1993	1996	1990	16.3%	16.4%
Source: American Community Survey 2024 5-Year Estimates, Table B25036					

HOUSING COSTS

Galveston's owner-occupied housing has higher values relative to many of its peers, though this is also accompanied by a higher percentage of household income paid by owner households with mortgages. League City leads in housing values, likely reflecting its newer housing stock, though selected monthly owner costs are a lower percentage of household income, also reflecting higher earners.

A higher percentage of Galveston households are cost-burdened relative to the region. This trend is primarily driven by the City's renter households, 27.1% of whom are cost-burdened and 16.4% are severely cost-burdened.

FACTORS INFLUENCING HOUSING COSTS AND COST BURDENS

Housing cost and rent burden statistics attempt to capture the full cost of housing, not just mortgage payments and rent. For owners, selected monthly owner costs (SMOC) include mortgage principal and interest, property taxes, insurance, utilities and fuels, and other fees such as homeowners association dues. For renters, these costs are measured as gross rent, which includes the contract rent and monthly costs of utilities and fuels.

Insurance costs play a major role in Galveston's housing costs. According to LendingTree.com, Galveston has the highest home insurance premiums in Texas at \$11,975 per year. Much of coastal Galveston and Harris counties pay more than \$10,000 per year in insurance costs, with mainland communities including Texas City (\$9,292) and League City (\$8,144) coming in under Galveston but higher than inland communities like Houston (\$5,624). Homes and businesses with federally backed mortgages that are located in high-flood risk areas are required to maintain flood insurance through the National Flood Insurance Program (NFIP). The NFIP's recent pricing modernization initiative, Risk Rating 2.0, is intended to ensure that premium pricing reflects a property's true flood risk and considers property-specific variables including flooding types, structure characteristics

such as foundation type and elevations, and historic flooding data. Most insurers also require homeowners to maintain windstorm insurance.

Two additional factors that are not captured in the Census Bureau's definitions for cost burden include routine maintenance and transportation.

According to the American Housing Survey's 2023 Houston MSA Housing Quality Data, 96% of the region's overall occupied housing stock can be characterized as adequate by HUD standards. While all newly constructed housing is typically considered adequate, this percentage drops to 94% for housing constructed between 1970 and 1979 and 91% for housing constructed in 1939 or earlier. Due to its age as well as its vulnerability to natural hazards, Galveston's housing stock likely has higher routine maintenance and upkeep costs than its peers.

Many households choose to reside in a different location from where they work to access more affordable housing, or for lifestyle choices and amenities available elsewhere. Some metrics estimate combined housing and transportation costs in order to account for costs incurred as a result of commuting.

When measured as a percentage of household income, this can reveal the relationship between housing and transportation as an overall cost. According to the Center for Neighborhood Technology's Housing + Transportation Affordability Index's data for cities over 10,000 population in the Houston MSA, transportation costs for Galveston residents are somewhat lower than many peers. Galveston has the 4th-highest percentage of residents utilizing transit, after highly-transit-served communities including Houston, Bellaire, and West University Place. Galveston households at 80% of the area median income spend an estimated 23% of their income on transportation costs, the lowest in Galveston County, a figure which rises to 24 to 27% for other cities in the county. The presence of transit and shorter trips enables Galveston residents to have smaller carbon footprints and automobile ownership rates than many of its peers.

TABLE 22. GROSS RENTS

Geography	Gross Rent (1st Quartile)	Gross Rent (Median)	Gross Rent (3rd Quartile)	Median Gross Rent as % of household income
Galveston	\$980	\$1,298	\$1,683	33.7%
Texas City	\$1,035	\$1,307	\$1,550	30.9%
League City	\$1,368	\$1,684	\$1,990	30.5%
Galveston County	\$1,084	\$1,404	\$1,808	32.6%
Houston MSA	\$1,095	\$1,430	\$1,873	31.7%
Source: American Community Survey 2024 5-Year Estimates, Table B25138				

TABLE 23. OWNER-OCCUPIED HOUSING VALUE AND COSTS

Geography	Lower Value Quartile	Median Value	Upper Value Quartile	Selected Monthly Owner Costs as % of Household Income in Past 12 Months – with a mortgage
Galveston	\$221,000	\$326,000	\$483,700	26.2%
Texas City	\$152,400	\$217,300	\$311,900	22.5%
League City	\$277,100	\$360,000	\$459,100	20.4%
Galveston County	\$208,400	\$314,600	\$443,300	21.6%
Houston MSA	\$202,800	\$298,000	\$441,600	21.9%
Source: American Community Survey 2024 5-Year Estimates, Table B25076, B25077, B25078, B25092				

TABLE 24. COST BURDENS

Geography	Total % with Cost Burdens	Cost Burdened (30%+) Owned Units with Mortgage (% of All Housing)	Severe Cost Burdened (50%+) Owned Units with Mortgage	Cost Burdened (30%+) Owned Units without Mortgage	Severe Cost Burdened (50%+) Owned Units without Mortgage	Cost Burdened (30%+) Rented	Severe Cost Burdened (50%+) Rented
Galveston	62.4%	8.1%	3.9%	4.4%	2.5%	27.1%	16.4%
Texas City	55.6%	10.5%	5.4%	4.3%	3.2%	20.0%	12.2%
League City	39.4%	12.3%	4.8%	2.8%	1.8%	11.9%	5.8%
Galveston County	47.0%	10.3%	4.7%	4.2%	2.6%	16.0%	9.1%
Houston MSA	47.9%	10.0%	4.2%	3.6%	1.8%	18.8%	9.5%
Source: American Community Survey 2024 5-Year Estimates, Table B25140							

EDUCATION

Galveston is home to a range of educational institutions. In addition to public schools operated by the Galveston Independent School District (ISD), several charter and private schools provide educational opportunities for the city's youth, and Galveston College offers certificates, associate degrees, and some bachelor's degree programs to support academic advancement and workforce development.

In addition, Galveston is home to two state university branch campuses that provide higher education and specialized degree programs that attract not just Galveston residents, but students from across the state and nation: Texas A&M University at Galveston, and the University of Texas Medical Branch. These institutions are collectively home to around 6,000 students and are major employers in the city.

The Rosenberg Library serves as the City of Galveston's public library, and is the oldest continuously operating library in Texas.

TABLE 25. GALVESTON ISD SCHOOLS

Label	School	Grades Served	TEA Grade (2024-25)	Enrollment (2024-25)
Elementary				
E1	Austin	Early Education - Grade 4	B	784
E2	Burnet	Early Education - Grade 4	D	562
E3	Oppe	Pre-Kindergarten - Grade 4	A	669
E4	Parker	Early Education - Grade 4	A	435
E5	Moody Early Childhood Center	Early Education - Pre-Kindergarten	C	160
Middle				
M1	Central	Grades 7-8	D	785
M2	Weis	Grades 5-6	C	844
High				
H1	Ball	Grades 9-12	C	1,905
H2	AIM College and Career Prep	Grades 8-12	A	101
Source: Texas Education Agency				

TABLE 26. OTHER SCHOOLS

Label	School	Grades Served	Enrollment
Charter			
C1	Ambassadors Prep Academy	Pre-Kindergarten - Grade 8	167
C2	Odyssey Academy	Pre-Kindergarten - Grade 12	795
Private			
P1	Holy Family Catholic School	Pre-Kindergarten - Grade 8	53
P2	O'Connell College Preparatory School	Grades 9-12	80
P3	Trinity Episcopal School	Pre-Kindergarten - Grade 8	N/A
P4	Upward Hope Academy	Grades 9-12	83
Source: National Center for Education Statistics			



MAP 19. EDUCATIONAL FACILITIES



ECONOMY

EMPLOYMENT CHARACTERISTICS

LOCAL EMPLOYMENT AND DAYTIME POPULATION

Galveston is a local and regional employment center, and the city grows during the daytime as workers travel to the island for their jobs.

Data from the Census Bureau’s Longitudinal Employer-Household Dynamics (LEHD) program estimates that there were 41,936 jobs in Galveston in 2023. An estimated 11,564 of these jobs (27.6%) are filled by workers who live in Galveston, with 30,372 jobs filled by workers who live outside of Galveston. With 11,851 Galveston residents employed outside the island, this estimate shows Galveston’s population growing by 18,521 workers during the daytime. On the other hand, ESRI 2025 daytime population estimates tell a slightly different story, with 26,091 daytime residents and 68,334 daytime workers for a total daytime population of 94,425 and a total (“evening”) resident population of 53,059.

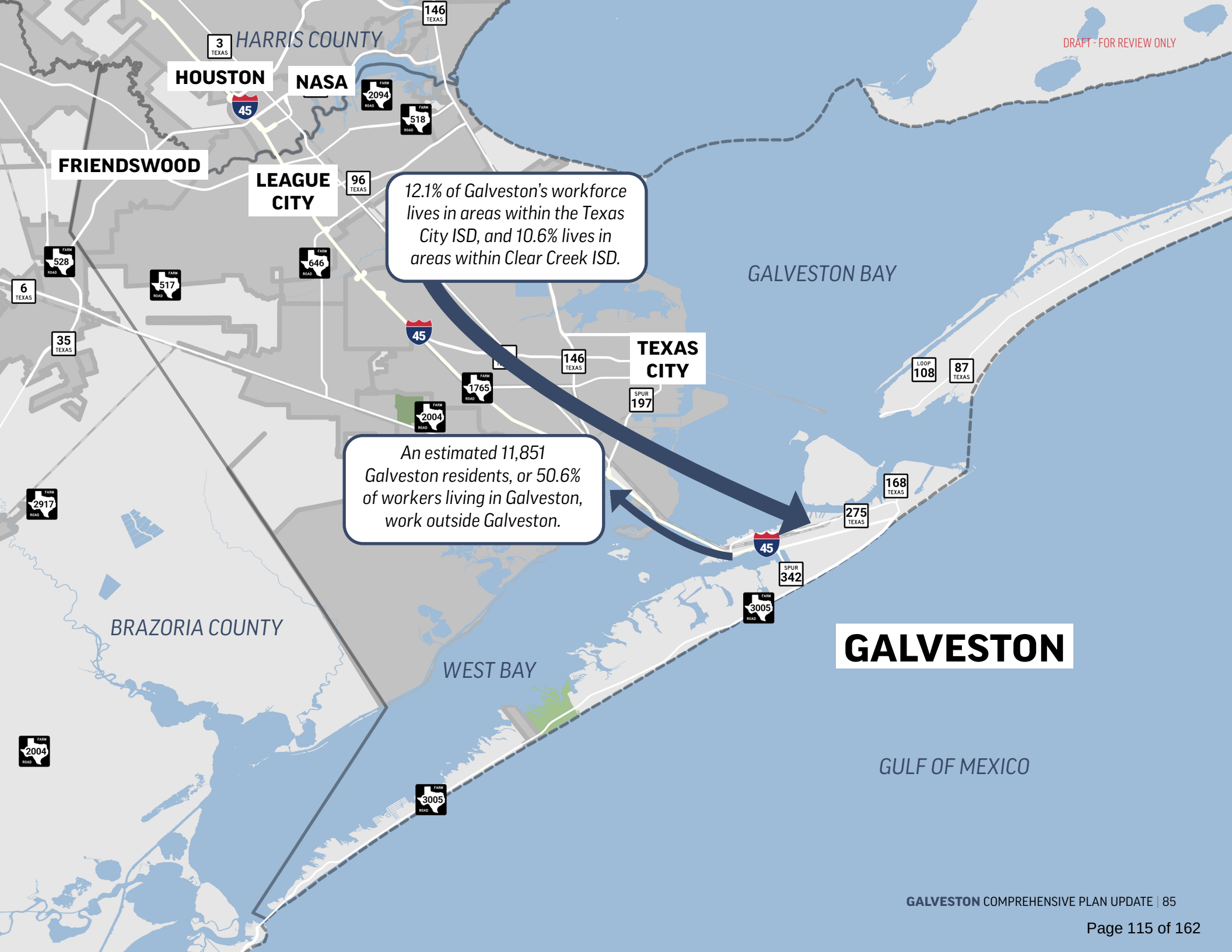
The LEHD and ESRI estimates utilize different data sources, preventing direct comparison and requiring different caveats. Though LEHD does not include self-employed workers or informally employed workers, it provides useful information regarding commuting trends and the general composition of a city’s employment base. However, its location coding method can create issues when there are major employers located in a jurisdiction. Due to the data sources used which include unemployment insurance wage records, LEHD can code all employees of a larger, multi-location employer at the location of the primary human resources or payroll office. For example, the Census block containing UTMB shows 16,423 jobs in 2023. Of these, 15,208 are shown within NAICS sector 61, Educational Services. While UTMB is the largest single employer in Galveston, local employment is likely much lower: the Houston Business Journal lists UTMB’s local employment at 9,892, which may still include Galveston County-area employees. This continued growth also tracks with the opening of UTMB Health’s League City Campus Hospital in 2016 and its expansion in 2020.

MAJOR EMPLOYERS

Galveston’s major employers include public anchor institutions and a variety of private hospitality groups and retailers. The University of Texas Medical Branch (UTMB) is the City’s largest employer, with the teaching hospitals, clinics, educational facilities, and research centers at this health sciences complex employing nearly 10,000 local residents per a Houston Business Journal ranking of Galveston and the Bay area’s largest employers. Educational institutions including Texas A&M University at Galveston, Galveston College, and Galveston Independent School District comprise the other major portion of Galveston’s bedrock educational services sector, and Galveston County and the City of Galveston are both major employers. Though private employment counts are more difficult to establish, other significant employers are associated with Galveston’s hospitality industry including Landry’s, Moody Gardens, and Schlitterbahn.

TABLE 27. MAJOR EMPLOYERS

Company or Organization Name	Local Employment
The University of Texas Medical Branch	9,892
Galveston County	1,469
Galveston ISD	1,079
Texas A&M University at Galveston	350
Galveston College	250
American National Insurance	Not Listed
City of Galveston	Not Listed
Landry’s Inc.	Not Listed
Moody Gardens	Not Listed
Schlitterbahn Waterpark	Not Listed
Walmart	Not Listed
Source: Houston Business Journal, Galveston Regional Chamber of Commerce	



MAJOR EMPLOYMENT SECTORS

Compared with Galveston County as a whole, the City of Galveston holds relative specializations in transportation and warehousing, hospitality and tourism-related sectors including accommodation and food services and arts, entertainment, and recreation, and educational services.

Long-term (2003 to 2023) growth sectors in Galveston include transportation and warehousing (NAICS sectors 48-49), accommodation and food service (NAICS sector 72), and administrative and support and waste management and remediation services (NAICS sector 56).

On the other hand, the Finance and Insurance sector (NAICS sector 52), long anchored by the Galveston-based American National Insurance Company, has generally declined since 2003. Since the sale of American National to Brookfield Asset Management in 2022, the company has proceeded to place its downtown office tower for sale in early 2026, representing a long-term shift of this industry away from Galveston Island.

The City of Galveston has identified three industry clusters to guide its economic development planning strategy:

- Education and Healthcare
- Tourism
- Maritime

These clusters are described further in the following pages.

TABLE 28. MAJOR EMPLOYMENT SECTORS (2023)

Employment Sector	City		County	
	Count	Share	Count	Share
Manufacturing	523	1.2%	6,064	4.9%
Retail Trade	2,099	5.0%	12,633	10.3%
Transportation and Warehousing	2,869	6.8%	4,454	3.6%
Finance and Insurance	1,671	4.0%	5,026	4.1%
Administrative and Support and Waste Management and Remediation Services	2,409	5.7%	5,268	4.3%
Educational Services	16,664	39.7%	30,967	25.3%
Health Care and Social Assistance	2,498	6.0%	10,507	8.6%
Arts, Entertainment, and Recreation	2,021	4.8%	3,281	2.7%
Accommodation and Food Services	6,793	16.2%	17,304	14.1%
Other Services (excluding Public Administration)	564	1.3%	4,862	4.0%
Public Administration	789	1.9%	2,629	2.1%
Source: Texas Demographic Center				

SELECTED SECTOR DEFINITIONS

The **Administrative and Support and Waste Management and Remediation Services** sector comprises establishments performing routine support activities for the day-to-day operations of other organizations. These essential activities are often undertaken in-house by establishments in many sectors of the economy. The establishments in this sector specialize in one or more of these support activities and provide these services to clients in a variety of industries and, in some cases, to households. Activities performed include: office administration, hiring and placing of personnel, document preparation and similar clerical services, solicitation, collection, security and surveillance services, cleaning, and waste disposal services.

The **Transportation and Warehousing** sector includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. Establishments in these industries use transportation equipment or transportation related facilities as a productive asset. The type of equipment depends on the mode of transportation. The modes of transportation are air, rail, water, road, and pipeline.

The **Arts, Entertainment, and Recreation** sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons. This sector comprises (1) establishments that are involved in producing, promoting, or participating in live performances, events, or exhibits intended for public viewing; (2) establishments that preserve and exhibit objects and sites of historical, cultural, or educational interest; and (3) establishments that operate facilities or provide services that enable patrons to participate in recreational activities or pursue amusement, hobby, and leisure-time interests.

The **Accommodation and Food Services** sector comprises establishments providing customers with lodging and/or preparing meals, snacks, and beverages for immediate consumption. The sector includes both accommodation and food services establishments because the two activities are often combined at the same establishment.

EDUCATION AND HEALTHCARE

The largest single employment sector in Galveston is Educational Services, with an estimated 16,664 jobs in the city. While this figure likely reflects some employment within the overall UTMB system located outside of Galveston, the presence of the University of Texas Medical Branch, Texas A&M University at Galveston, and Galveston College, in addition to the Galveston Independent School District, provide a strong economic base for Galveston.

While Galveston's educational offerings and sizable student population contribute to its higher level of graduate and professional degree attainment, there is a high degree of variability in wages within these sectors by occupation. Though positions that require significant training and licensure can provide substantial salaries, support roles may only pay a fraction of these high-earning professional roles.

TABLE 29. TOP OCCUPATIONS FOR NAICS 61 EDUCATIONAL SERVICES (TEXAS)

Subsector / Occupation (Major Groups)	Occupation as % of Overall Subsector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Elementary and Secondary Schools / Educational Instruction and Library Occupations	62.51%	\$58,270	\$62,050	\$66,440
Colleges, Universities, and Professional Schools / Educational Instruction and Library Occupations	34.67%	\$92,140	\$76,030	\$105,790
Colleges, Universities, and Professional Schools/ Office and Administrative Support Occupations	15.61%	\$44,420	\$44,560	\$51,800
Sector-Wide / Office and Administrative Support Occupations	9.77%	\$44,030	\$40,390	\$50,650

Source: May 2025 Occupational Employment and Wage Statistics State-Industry Estimates

TABLE 30. SELECTED OCCUPATIONS FOR NAICS 622 HOSPITALS (TEXAS)

Occupation (Detailed Groups)	Occupation as % of Overall Sector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Registered Nurses	32.67%	\$97,220	\$98,590	\$106,550
Nursing Assistants	6.87%	\$40,690	\$38,760	\$46,090
Medical and Health Services Managers	3.51%	\$139,410	\$129,170	\$162,730
Medical Secretaries and Administrative Assistants	2.76%	\$45,390	\$46,260	\$48,410
Clinical Laboratory Technologists and Technicians	2.25%	\$69,420	\$66,360	\$82,000
Licensed Practical and Licensed Vocational Nurses	2.23%	\$59,590	\$60,800	\$64,860
Pharmacists	1.51%	\$148,170	\$154,850	\$167,180
General Internal Medicine Physicians	0.09%	\$233,970	\$243,500	\$368,090

Source: May 2025 Occupational Employment and Wage Statistics State-Industry Estimates



HOSPITALITY AND TOURISM

The growth in the accommodation and food service and administrative sectors reflects the growth of the City's tourism and hospitality economy and supporting administrative, clerical, and cleaning services.

Though these sectors contribute heavily to the City of Galveston's revenues through sales and hotel occupancy taxes, wages are generally lower and this sector can be highly sensitive to economic downturns that decrease household discretionary spending.

TABLE 31. TOP 3 OCCUPATIONS FOR NAICS 72 ACCOMMODATIONS AND FOOD SERVICES (TEXAS)

Occupation (Major Groups)	Occupation as % of Overall Sector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Food Preparation and Serving Related Occupations	81.12%	\$30,490	\$28,300	\$35,490
Management Occupations	4.42%	\$74,660	\$61,810	\$81,460
Building and Grounds Cleaning and Maintenance Occupations	3.18%	\$30,280	\$29,500	\$34,150
Source: May 2025 Occupational Employment and Wage Statistics State-Industry Estimates				

TABLE 32. TOP 3 OCCUPATIONS FOR NAICS 71 ARTS, ENTERTAINMENT, AND RECREATION (TEXAS)

Occupation (Major Groups)	Occupation as % of Overall Sector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Personal Care and Service Occupations	31.26%	\$33,460	\$28,990	\$37,100
Food Preparation and Serving Related Occupations	13.61%	\$32,120	\$29,780	\$37,370
Office and Administrative Support Occupations	10.24%	\$35,370	\$30,850	\$39,740
Source: May 2025 Occupational Employment and Wage Statistics State-Industry Estimates				

TABLE 33. TOP 3 OCCUPATIONS FOR NAICS 561000 ADMINISTRATIVE AND SUPPORT SERVICES (TEXAS)

Occupation (Major Groups)	Occupation as % of Overall Sector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Building and Grounds Cleaning and Maintenance Occupations	19.75%	\$35,780	\$35,300	\$38,930
Office and Administrative Support Occupations	19.56%	\$43,660	\$38,560	\$47,740
Transportation and Material Moving Occupations	10.89%	\$35,570	\$34,360	\$37,360
Source: May 2025 Occupational Employment and Wage Statistics State-Industry Estimates				



MARITIME

Maritime sectors are an important segment of Galveston’s economy, providing a distinct competitive advantage for the city and well-paying jobs for a blue-collar workforce. Galveston’s transportation and logistics sectors center around the Port of Galveston, with NAICS Sector 48 including 483 Water Transportation and 488 Support Activities for Transportation, which includes port operations and cargo handling.

In coming years, an industry group with the potential to reshape Galveston and the region’s workforce is the Ship and Boat Building portion of the Manufacturing sector. Davie Defense’s 2025 acquisition of the Gulf Copper shipyard on Pelican Island and the June 2026 groundbreaking of production facilities to produce Arctic icebreakers represents Texas’ first complex shipbuilding project in decades. Production facilities in Galveston and Port Arthur are expected to create approximately 2,400 new jobs, including skilled production, construction, and engineering occupations.

TABLE 34. TOP 3 OCCUPATIONS FOR NAICS 488300 SUPPORT ACTIVITIES FOR WATER TRANSPORTATION (TEXAS)

Occupation (Major Groups)	Occupation as % of Overall Sector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Transportation and Material Moving Occupations	63.40%	\$75,730	\$65,940	\$79,820
Office and Administrative Support Occupations	11.76%	\$62,670	\$57,160	\$63,180
Installation, Maintenance, and Repair Occupations	8.40%	\$66,780	\$62,030	\$74,290
Source: May 2025 Occupational Employment and Wage Statistics State-Industry Estimates				

TABLE 35. TOP 3 OCCUPATIONS FOR NAICS 336600 SHIP AND BOAT BUILDING (NATIONAL)

Occupation (Major Groups)	Occupation as % of Overall Sector	Mean Annual Wage	Median Annual Wage	3rd Quartile Annual Wage
Production Occupations	40.41%	\$59,740	\$57,320	\$66,100
Construction and Extraction Occupations	15.78%	\$63,600	\$63,040	\$73,920
Architecture and Engineering Occupations	11.02%	\$102,310	\$98,380	\$125,490
Source: May 2025 Occupational Employment and Wage Statistics				





PLAN AND CODE REVIEW

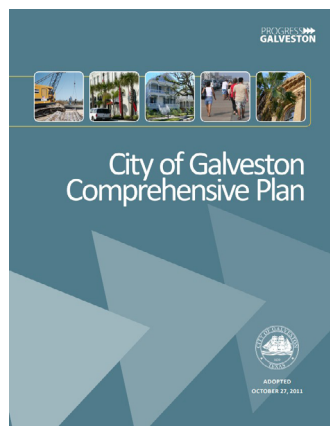
PROGRESS GALVESTON (2011) PLAN SUMMARY

OVERVIEW

The City's current comprehensive plan, Progress Galveston, was adopted in 2011, and has served as a strategic framework guiding city goals, policies, and regulations. The vision developed in the plan is "Galveston is a livable city on a sustainable island, a community that demands excellence".

The plan consists of a series of elements covering a comprehensive set of topics, outlining goals, objectives, and strategies for each. Five of the elements are carried forward from the city's 2001 Comprehensive Plan, including Housing and Neighborhoods, Economic Development, Historic Preservation, Natural Resources Elements, Community Character, and Land Use (the latter two combined into one in the 2011 plan). New elements for the 2011 plan included Transportation, Infrastructure, Disaster Planning, and the Human Element.

The plan was guided by a Steering Committee with subcommittees on each plan element, and engaged the broader public through a plan website, online survey, public workshops, and focus groups. The planning process was carried out following the devastation of Hurricane Ike, which played a big role in guiding the plan including a focus on health, rebuilding, and renewal. After review from the City Planning Commission and Landmark Commission, Galveston City Council officially adopted the plan on October 27, 2011.



Vision Statement:

**"GALVESTON IS A
LIVABLE CITY ON A
SUSTAINABLE ISLAND,
A COMMUNITY
THAT DEMANDS
EXCELLENCE."**

2011 PROGRESS GALVESTON ENGAGEMENT PROCESS

- 2007: City Council appointed Steering Committee of more than 30 members. They formed subcommittees to focus on key strategic directions.
- 2008: Visioning by Steering Committee presented at small-scaled public meetings.
- 2008: Hurricane Ike disrupts the process. Draft goals and objectives were due to be presented. Focus shifts to the development of the Long-Term Community Recovery Plan.
- 2010: Comprehensive Plan process begins again. Steering Committee members shift some since three years have passed. The Committee updates the draft plan elements.
- 2011: Most of the work was completed during 2011:
- January 2011: The City launches the Progress Galveston planning initiative to align public and private actions and update the Comprehensive Plan, specialized plans, and development regulations.
- February 2011: City staff and consultants begin final-stage review of draft plan elements, coordinating with the Steering Committee to refine content and plan the public review process.
- March 2011: Refined draft elements are presented at a joint workshop with City Council, Planning Commission, and other boards, followed by the release of a public review draft.
- April–June 2011: An extensive public engagement process starts, including workshops, online review opportunities, listening sessions, surveys with over 2,100 responses, and focus groups to gather community input.
- May–June 2011: A citywide public opinion survey is conducted and distributed through multiple channels including water bills, GISD and through the Galveston Apartment Association, with results used to guide final revisions to the plan.
- July–August 2011: Staff and consultants work with the Steering Committee to review public feedback, set priorities, and prepare a revised draft for public review that included an implementation plan.
- Fall 2011: The final draft of the Comprehensive Plan was presented to the Planning Commission, Landmark Commission, and City Council for consideration.
- October 27, 2011: The City Council officially adopted the Comprehensive Plan, completing the Progress Galveston planning effort.

PLAN ELEMENTS

HOUSING AND NEIGHBORHOODS ELEMENT

This section discusses housing strategies, with the stated goal to “expand the availability of quality housing to meet the needs of a diverse population & build strong neighborhoods to enhance community character.”

Acknowledging the damage caused by Hurricane Ike to the City’s housing stock and the varied conditions, this element addresses the existing housing stock and identifies needed housing types. Promoting the development of middle-income, workforce, and senior housing are stated focuses alongside revitalization of urban and historic district neighborhoods located within the City’s core and development that responds to Galveston’s unique character. This element blends focuses on specific housing price points and affordability levels with design and location recommendations that address infill and greenfield development. In addition to these land use and design recommendations, several objectives and strategies focus on partnerships and funding structures to encourage desired housing types.

ECONOMIC DEVELOPMENT ELEMENT

The 2011 Comprehensive Plan’s Economic Development element outlines the goal to “diversify & expand the economy, create and retain quality jobs, promote the fiscal health of the City & enhance the quality of life in Galveston.”

This element has strong linkages to the infrastructure, land use, and human element recommendations through focuses on infrastructure improvements, targeted revitalization, and education and workforce development. Economic diversification is another major consideration, building on traditional strengths while identifying potential growth sectors such as information technology research. Implementation focuses include City-led capacity-building and process improvements to create a supportive environment for economic development in Galveston. Updates to this element should consider recent economic development strategic planning efforts such as the 2018 Economic Development Plan and the Port of Galveston 2045 Master Plan.

LAND USE & COMMUNITY CHARACTER ELEMENT

The Land Use and Community Character element provides guidance for the preferred form of growth and development in Galveston. This chapter describes a vision for land use that enhances quality of life and community character while balancing public safety, natural resources, sound economic growth, and functional efficiency. The first objective was to revise the Future Land Use Map, which was last prepared in 1988, however, this has not occurred and the City has accordingly lacked a blueprint to guide future growth. Objectives outline important centers, corridors, and districts including Downtown, Broadway, the Gateway area, Seawall Boulevard, 61st Street, Harborside Drive, and 25th Street as well as new development areas including areas north of Broadway and the East End Flats. This element overlaps significantly with the Housing and Neighborhoods element in its housing-related recommendations. Objective LU-4 discusses “responsible development” in the context of environmentally sensitive areas and identifies assessments, development of incentives and regulations, and preservation strategies to maintain Galveston’s natural character.

HISTORIC PRESERVATION ELEMENT

The Historic Preservation element of the 2011 Comprehensive Plan provides an overview of the role and evolution of historic preservation in the City of Galveston, with a particular focus on its economic impact and current preservation issues and needs. The section’s overarching goal is to “promote the island’s heritage and encourage the preservation and revitalization of historic resources for the educational, cultural and economic benefit of all.” It includes six objectives and a range of supporting strategies related to funding and regulatory tools, communications and outreach, staff capacity, and partnerships. The section also places a strong emphasis on livability and quality of life, which is somewhat unique compared to other historic preservation and comprehensive plans.

NATURAL RESOURCES ELEMENT

The Natural Resources element highlights the need for Galveston to “Preserve & protect the sensitive natural resources of Galveston Island, the Galveston Bay estuary & the Gulf of Mexico”. The objectives and strategies for this element are centered around supporting the diverse and intermixing ecological systems in the area, including scrub, low-lying grasslands, beach dunes, and wetland habitats. Objectives are focused on improving water quality, protecting ecological functions of various habitats, and preserving wetlands. Objectives also focus on addressing land loss, creating an open space network, and incorporating sustainable practices more broadly. This section emphasizes that the benefits to protecting natural resources in and around Galveston are numerous, including supporting wildlife habitat, maintaining water quality, contributing to coastal resilience, supporting economic development, and providing viable park and recreation spaces.

TRANSPORTATION ELEMENT

The Transportation element describes the importance of access and mobility for residents, commuters, and visitors. Though Galveston’s street layout and density lend themselves to lower rates of automobile use than peer communities, gaps and needs still exist within the overall network. Major focuses include regional transportation coordination to support future passenger rail to Houston, transit connectivity to the mainland, and airport connectivity. On the island, strategies to support mobility focus on complete streets that support a wide range of users including pedestrians, cyclists, and persons with disabilities, public transit efficiency and access, and traffic and congestion management. Recommendations from this element supported the development of the Thoroughfare Plan in 2012.

INFRASTRUCTURE ELEMENT

The Infrastructure element focuses primarily on City utilities and services including water, wastewater, stormwater, and solid waste disposal, though privately provided services including energy and communications are discussed. Major focuses include providing adequate capacity for future demand, minimizing environmental impacts, and ensuring resilience during disaster events. Objectives I-1, I-2, and I-3 discuss the City’s water

resources, including conservation and management strategies to ensure adequate potable water supply, sewage treatment capacity, and drainage to support the City’s long-term growth and environmental health. In order to achieve these goals and support planned development, Objective I-5 discusses strategies to ensure adequate facilities and identify sustainable funding sources, while Objective I-6 identifies opportunities to strengthen and increase the resilience of utilities, infrastructure, and public facilities.

DISASTER PLANNING ELEMENT

The Disaster Planning Element emphasizes comprehensive disaster preparedness, mitigation, and recovery by integrating these efforts across all city departments, plans, and operations. It calls for risk-based mitigation strategies focused on vulnerable communities and critical infrastructure, supported by updated planning policies, building codes, development regulations, and increased funding aligned with the city’s Hazard Mitigation Plan. The element also highlights the importance of strong leadership, regional and national partnerships, and coordination with local organizations and businesses. Key recommendations include establishing pre-disaster recovery contracts to eliminate permitting barriers and ensuring local control over recovery decisions related to housing, insurance, historic preservation, and economic redevelopment. Overall, the plan stresses proactive preparation, long-term hazard reduction, and the continuous assessment and updating of strategies to keep Galveston resilient and prepared before disasters occur.

HUMAN ELEMENT

The Human element focuses on improving city services through program upgrades and better coordination with partners. The overarching goal for this section is to “invest in people so everyone can meet their basic needs, build economic prosperity, and participate in creating and maintaining a safe, healthy, educated, just, and caring community.” Objectives for this section zero in on topics such as food and housing security, workforce development/training, public safety, inclusion, and community pride/involvement. There is a big emphasis on partnerships and coordination for this element because some of the objectives sit outside the direct influence of city government.

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PROGRESS GALVESTON (2011) IMPLEMENTATION SCORECARD

ID	Project Name	Description	Element
1	Complete Streets Policy	Development of a Complete Streets Policy will be completed as part of the Mobility and Thoroughfare Plan as part of Progress Galveston initiative.	Transportation
2	Disaster Recovery Plan	Plan to be completed as part of Progress Galveston to address post-event recovery efforts, including partnerships, business recovery, lowering insurance rates, historic resources, and debris management.	Disaster Planning
3	Mobility & Thoroughfare Plan	Plan to be completed as part of Progress Galveston initiative to assess capacity, identify transportation improvements, partnerships with regional and state partners, neighborhood impacts, linkages to regional network, public outreach, and develop a 5-year capital improvement program.	Transportation
4	Sustainability Plan	Plan to be completed as part of Progress Galveston initiative to implement recommendation from Hazard Mitigation Plan and develop comprehensive framework for decision-making with measurable objectives. Plan to address management practices, energy use, City regulations and policies, business development, housing, and other sustainable practices.	Natural Resources
5	Coastal Management & Erosion Response Plans	A LTCRP project that is currently underway as part of the Progress Galveston initiative. These plans will respond to state requirements for beachfront development and dune protection and restoration.	Natural Resources
6	Community Development Resources Evaluation	Study to determine potential resources for community development activities.	Human
7	East End Lagoon Preserve Master Plan Implementation	Implementation program for completed LTCRP project: East End Lagoon Nature Park and Preserve.	Land Use & Community Character
8	Future Land Use Plan	Plan for future growth and development completed as part of Progress Galveston initiative.	Land Use & Community Character
9	Historic Preservation Plan & Design Standards	Plan and regulatory update as part of Progress Galveston initiative to address historic preservation issues including disaster planning, incentives and grant programs staffing, permitting, demolition by neglect, neighborhood conservation, additional district designations, and partnerships.	Historic Preservation
10	LDRs - Conservation Standards & Incentives	Regulatory update as part of Progress Galveston initiative to protection of natural resources through construction and mitigation practices, sustainable development patterns, and open space and wetland protection.	Natural Resources

	Status 2011	Status 2026	Notes
	Funded	Not Started	A policy has not been formally adopted, but Complete Streets concepts were used in the redesign of 23rd, 27th, and 45th Streets.
	Funded	Complete	Completed with Progress Galveston initiative.
	Funded	Complete	Completed with Progress Galveston initiative.
	Funded	Not Started	Resources still to be determined.
	Underway	Complete	The Park Board has done some implementation Also see Dune Protection and Beach Access Plan (2024), Erosion Response Plan (2012)
	Underway	Not Started	Resources still to be determined.
	Underway	Not Started	
	Underway	Underway	To be addressed with current Comprehensive Plan update.
	Underway	Complete	
	Underway	Complete	Completed with 2015 LDRs.

ID	Project Name	Description	Element	
11	LDRs - Crime Prevention through Environmental Design (CPTED) Standards	Regulatory update as part of Progress Galveston initiative to address public safety issues in addressing neighborhood, site, and building design.	Human	
12	LDRs - General Guidance regarding Update	Regulatory update as part of Progress Galveston initiative to address livability and neighborhood quality of life issues and Comprehensive Plan goals and objectives.	Land Use & Community Character	
13	LDRs - Hazard Mitigation Provisions	Regulatory update as part of Progress Galveston initiative to address disaster planning and mitigation issues.	Disaster Planning	
14	LDRs - Infill Development Standards	Regulatory update recommended in LTCRP to be completed as part of Progress Galveston to develop design standards for infill development and reevaluate underlying zoning designations.	Housing & Neighborhoods	
15	LDRs - Landscape & Buffer Standards	Regulatory update as part of Progress Galveston initiative to landscaping standards.	Land Use & Community Character	
16	Noise Ordinance Update	Regulatory update to ensure appropriate monitoring and enforcement of noise regulations.	Housing & Neighborhoods	
17	Parks Master Plan	Plan update to be completed as part of Progress Galveston initiative.	Natural Resources	
18	Airport Master Plan	Update existing plan to address development of airport and surrounding area.	Land Use & Community Character	
19	Beach & Bay Access Improvements	Plan to maintain existing beach and bay access points, improve access and develop new facilities, and identify potential funding sources.	Natural Resources	
20	Broadway Improvement Program	Program to address development and design standards, land uses, public realm improvements, transportation choices, code enforcement, and potential funding sources.	Land Use & Community Character	
21	Business Recruitment & Development Initiative	Initiatives include: LTCRP project: Galveston Business Incubator; small business development, micro-loan program, public-private partnerships, technology-oriented and "green" business recruitment.	Economic Development	
22	Capital Project Financing Strategies	Program to explore new ways to fund capital improvement projects.	Economic Development	
23	Code Compliance & Enforcement Initiative	Program to improve maintenance of properties, reduce blight, protect historic resources, and implement LTCRP project: Sustainable Neighborhoods Code Compliance Strategy.	Housing & Neighborhoods	
24	Comprehensive Housing Program	Program to continue partnerships, develop receivership and homeowner incentive programs, implement LTCRP projects: Housing Market Study, Galveston Housing Rehabilitation and Infill, and Sally Abston Housing Program. (GHA received money from HUD to complete new plan)	Housing & Neighborhoods	
25	Crime Prevention & Public Safety Program	Program to address safety concerns, reduce crime through prevention, and improve perception of public safety.	Human	

	Status 2011	Status 2026	Notes
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	Completed with 2015 LDRs.
	Underway	Complete	See updates to the Noise section of Municode (Chapter 24) in 2015, 2018, and 2019.
	Underway	Complete	Completed with Progress Galveston initiative.
	Expanded Plan	Complete	This is a recent planning effort.
	Expanded Program	Complete	See Dune Protection and Beach Access Plan (2024).
	Expanded Program	Partially Complete	See Broadway Corridor Streetscape/Redevelopment Plan by Design Workshop in 2018 (completed but not adopted). Also see updates to the Noise section of Municode (Chapter 24) in 2015, 2018, and 2019.
	Expanded Program		
	Expanded Program	Complete	Economic Development policy; Impact fee; Industrial Development Corporation; Grant team.
	Expanded Program		
	Expanded Program	Partially Complete	Verify progress by GHA and partners.
	Expanded Program		

ID	Project Name	Description	Element	
26	Decision Support Initiatives (IT/IMS/GIS)	Program to expand technology initiatives to support city services including development of IT infrastructure, promote data sharing, improve public access to information, and develop partnerships with regional and educational institutions.	Plan-Wide	
27	Disaster Response Plan Implementation	Program to ensure appropriate staffing, coordination with state and federal agencies, and response activities are in place in post-event situations.	Disaster Planning	
28	Education Programs & Partnerships	Program to support GISD and other educational partners' initiatives and implementation of several LTCRP projects including: Galveston Promise, Galveston Center for Technology and Workforce Development, Vocational-Technical Center, and Galveston Center for Historic Preservation.	Human	
29	Expansion of Support Services to Vulnerable Populations	Program to provide support services to vulnerable populations including the elderly, homeless, and women in crisis.	Human	
30	Hazard Communications Initiative	Program to ensure residents and businesses are adequately prepared before a disaster event and have access to timely information both during and after an event.	Disaster Planning	
31	Hazard Mitigation Plan Implementation	Program to implement LTCRP project to ensure appropriate mitigation and preparedness activities including participation in CRS program, education programs, structural mitigation strategies, and regulatory changes.	Disaster Planning	
32	Infrastructure & Facility Hardening Program	Program to ensure municipal facilities, utilities, and transportation systems are strengthened to increase resiliency.	Infrastructure	
33	North Broadway Neighborhood Revitalization Strategy	Program to expand existing plans to address economic development issues for redevelopment area north of Broadway.	Land Use & Community Character	
34	Preservation Incentive Program	Program to provide funding or financial incentives to promote preservation activities.	Historic Preservation	
35	Public Communication Plan & Initiatives	Program to improve communication between City and residents, developers, and visitors through development of "virtual city hall," public education and awareness campaigns.	Multiple Elements	
36	Seawall Boulevard Enhancement Strategy	Program to implement LTCRP project, which includes development and design standards, land use controls, other management districts and development tools, public realm improvements, and potential funding sources.	Land Use & Community Character	
37	Stormwater Management & Water Quality Improvement Program	Program to address NPDES compliance and maintenance and investments to improve stormwater management on the Island.	Infrastructure & Natural Resources	
38	Waste Disposal & Recycling Program	Program to explore more sustainable waste management options including expansion of recycling program and reuse of building materials.	Infrastructure	
39	Water Conservation Program	Program to implement 2009 plan including public awareness programs, establishing a water budget for City, and developing new landscaping and irrigation standards.	Infrastructure	
40	Wayfinding Signage Program	Program to develop directional signage for visitors.	Transportation	

	Status 2011	Status 2026	Notes
	Expanded Program		
	Expanded Program		
	Expanded Program		
	Expanded Program		
	Expanded Program		
	Expanded Program	Underway	HMP update upcoming in 2026/2027.
	Expanded Program		
	Expanded Program	Not Started	Some discussion in 2018 Economic Development Plan.
	Expanded Program		Adopted 2015.
	Expanded Program		
	Expanded Program	Partially Complete	Seawall Improvement Project in 2015-2016. HDDZ addresses development and design standards.
	Expanded Program	Complete	See Stormwater Master Plan.
	Expanded Program	Complete	Updated in 2024. Next update in 2029.
	Expanded Program		
	Expanded Program	Complete	Wayfinding signage by Park Board 2022-2024. This is underway by the Park Board. Planning complete. Signs under construction.

ID	Project Name	Description	Element	
41	Youth Programs & Partnerships	Program to support City youth through partnerships to develop mentoring and internship programs and increased recreational activities.	Human	
42	61st Street Improvement Plan	Plan to include development and design standards, land use controls, public realm improvements, and potential funding sources.	Land Use & Community Character	
43	Bay Restoration Plan	Plan to address erosion and mitigation issues for bay shoreline and wetlands.	Natural Resources	
44	Carrying Capacity/ Adequate Public Facilities Study	Plan to determine the existing carrying capacity of City to provide services to ensure that the City provides adequate schools, roads, water, and sewer service. Plan to include public safety facility location study.	Infrastructure	
45	East End Flats Development Plan	Plan to address future development of the area north of seawall that is currently used as dredge fill site for USACE.	Land Use & Community Character	
46	FM 3005 Corridor Design Standards	Plan to develop design standards for FM 3005 Corridor west of the Seawall.	Land Use & Community Character	
47	Galveston Port Improvement Plan	Initiatives include: LTCRP project: Galveston Port Improvement Project; partnerships with Port; review development regulations and access, utilities, and parking; cruise ship terminal development	Land Use & Community Character	
48	Harborside Drive Improvement Plan	Plan to include development and design standards, land use controls, public realm improvements, cruise ship terminal improvements, and potential funding sources.	Land Use & Community Character	
49	Sports, Arts & Recreation Master Plan	Initiatives include: LTCRP project: Galveston Master Sports, Arts & Recreation Complex; expand existing recreational and cultural services; and support Commission of the Arts.	Economic Development	
50	Tourism Master Plan	A LTCRP project to support existing visitor attractions, develop eco-tourism, develop public-private partnerships, support special events, support development of cruise ship terminal and welcome center.	Economic Development	
51	Trail Master Plan	Plan to create islandwide trail network by promoting private development, identifying potential funding, and developing a master plan to identify priorities.	Natural Resources	
52	Water & Sewer Master Plan Update	Plan to address potable water supply and distribution, expansion of sanitary sewer system, use of on-site disposal systems, and alternative water sources including desalination and reclaimed water.	Infrastructure	
53	West End Commercial Centers Plan	Plan to include new designated commercial centers with development design standards for neighborhood-serving commercial uses on the West End.	Land Use & Community Character	
54	Civic Engagement Initiative	Initiatives to improve social engagement by working with citizens to increase participation and diversity, solve intergenerational issues, and promote volunteerism and community service.	Human	

	Status 2011	Status 2026	Notes
	Expanded Program		
	New Plan	Underway	Ninety percent design. I-45 Widening-2031 Bid.
	New Plan	Complete	Verify this is addressed by Galveston Bay Plan by Galveston Bay Estuary Program.
	New Plan	Not Started	
	New Plan	Not Started	
	New Plan	Not Started	FM 3005 from Cove View to 11 Mile Road - development and design standards covered by HDDZ-6.
	New Plan	Not Started	See Port of Galveston Strategic Master Plan.
	New Plan	Complete	Tied to Port of Galveston Plan
	New Plan	Partially Complete	See Arts and Culture Plan 2022.
	New Plan	Not Started	
	New Plan	Partially Complete	Bike network map from 2019 shows proposed bikeways.
	New Plan	Underway	Ongoing by Freese and Nichols.
	New Plan	Not Started	
	New Program	Started then ended.	Galveston University

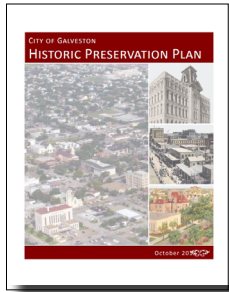
ID	Project Name	Description	Element	
55	Clean, Green & Smart Galveston Initiative	Initiative includes: two LTCRP projects: Clean, Green, and Smart Galveston and Trees; expansion of recycling programs, code enforcement, beautification efforts; and partnerships with neighborhood organizations and non-profit organizations.	Economic Development & Human	
56	Community-based Service Delivery Initiative	Initiative to create service zones within the City and coordinate full-range of City services through shared facilities and co-location of services, community policing, develop program performance measures, improved communication with residents, and partnerships with non-profits neighborhood organizations, and educational providers.	Human	
57	Cost of Service Program	Program to evaluate cost of service for different housing types and evaluate cost/benefit for proposed developments.	Economic Development	
58	Downtown Plan Implementation Program	Program to implement completed LTCRP project: Downtown Redevelopment Plan including revised development standards.	Land Use & Community Character	
59	Environmental Lands Conservation Program	Program initiatives include: LTCRP projects: Galveston Island Ecosystem Restoration from the Gulf to the Bay, Protecting Island Resources, and West Galveston Island Land Conservation; develop priority system to protect natural resources; connection habitat and wetland systems; incentive and regulatory matrix for property owners; Open Space Network Plan; beachfront acquisition program; potential funding sources; and long-term open space management.	Natural Resources	
60	Food Access Initiative	Program to support access to fresh food including identification of potential funding sources, development of food banks, nutrition programs, community gardens, and farmers' markets, and continued partnership with UTMB's Center to Eliminate Health Disparities.	Human	
61	Gateway Area Plan Update & Implementation Program	Plan and program to address redevelopment of municipal sites in Gateway Area through additional development standards and economic development strategies and tools.	Land Use & Community Character	
62	Healthy Galveston Initiative	Program to support health needs and promote healthy lifestyles through partnerships and implementation of LTCRP project: Health Needs Assessment.	Human	
63	Higher Education & Economic Development Initiative	Initiatives include: LTCRP project: Galveston Center for Technology and Workforce Developments and partnerships with higher education agencies.	Economic Development & Human	
64	Livable Neighborhoods Partnership	Program to create partnership to address range of issues with owners and neighborhood organizations such as lead paint abatement, public safety, and other health-related and quality of life issues.	Housing & Neighborhoods & Human	
65	Neighborhood Learning Center Program	A LTCRP project to support educational programs and community centers.	Human	
66	Neighborhood Main Streets & Corner Stores Initiative	Program to address development standards and make public realm improvements to address areas with existing neighborhood serving commercial uses.	Land Use & Community Character	
67	Neighborhood Reinvestment Program	Program to address regulatory controls and create financial incentives for infill development and property revitalization projects.	Housing & Neighborhoods	

	Status 2011	Status 2026	Notes
	New Program		
	New Program	Not Started	Resources still to be determined.
	New Program	Not Started	Resources still to be determined.
	New Program	Partially Complete	Ongoing implementation of capital projects in the Downtown area. Public realm improvements installed and future phases planned for.
	New Program	Not Started	Resources still to be determined.
	New Program		
	New Program	Not Started	Incinerator demolished and mediation undertaken.
	New Program	Partially Complete	Blue Zones effort by UTMB is ongoing.
	New Program		
	New Program	Not Started	
	New Program	Not Started	
	New Program	Partially Complete	Ease of corner store development was a goal of the 2015 LDR, UN zoning district.
	New Program		

ID	Project Name	Description	Element	
68	Neighborhood Streetscape Improvement Program	Program to address regulatory controls, create financial incentives, and make targeted investments in neighborhood public amenities.	Neighborhoods & Housing	
69	Public Buildings & Spaces Preservation Initiative	Program to ensure City preserves and maintains city-owned historic resources and makes public realm improvements that are sensitive to historic areas.	Historic Preservation	
70	Rental Housing Program	Program to establish rental housing licensing to improve quality of rental units and institute annual inspections.	Housing & Neighborhoods	
71	Revitalization Authority Formation	A LTCRP project to create a Revitalization Authority and a land bank.	Economic Development	
72	Technology Development Initiative	Initiatives include: development of a smart park; non-profit corporation to promote technology transfer; and partnerships.	Economic Development	
73	Tree Management Program	Program to increase preservation of existing tree canopy and plant new trees through development of new ordinances, city staffing, tree inventories, and participation in national programs.	Natural Resources	
74	Utility Undergrounding Standards & Funding	Program to establish standards for underground utilities and identify potential funding sources.	Infrastructure	
75	Casino Gambling Feasibility Study	A LTCRP project to study the feasibility of casinos on Galveston Island.	Economic Development	
76	Staff Resource Assessment	Study to assess City staffing and resources necessary to support existing and proposed services, plans, and programs.	Multiple Elements	

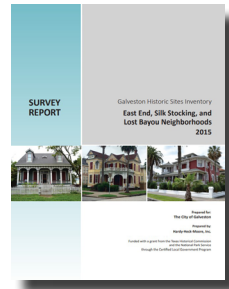
	Status 2011	Status 2026	Notes
	New Program		
	New Program		
	New Program	Not Started.	Resources still to be determined.
	New Program	Partially Complete	Some progress with LGCs. Resources still to be determined.
	New Program		
	New Program	Partially Complete	See ReLeaf Strategic Plan implementation. City designated as Tree City USA through the work of the Tree Committee. Tree Preservation regulations adopted in 2015 LDR, strengthened in 2018 and 2020
	New Program		
	New Study	Complete	See Chamber study in 2013 by Community Strategies Inc.
	New Study		

PLAN REVIEW



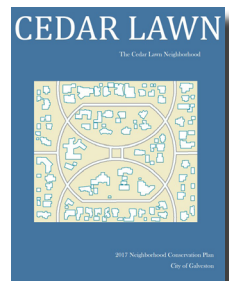
HISTORIC PRESERVATION PLAN (2013)

The Historic Preservation Plan, adopted in October 2013, was prepared by Winter & Company and HDR Engineering for the city of Galveston, with technical assistance from Kendig Keast Collaborative and the Law Offices of Kimberley Mickelson. The plan was created as a follow-up to the Progress Galveston planning initiative and provides a vision for the city's preservation efforts focused on economic, environmental, and cultural/social sustainability. It includes an overview of the city's historic resources, such as historic landmarks and districts at the local, state, and federal levels, and summarizes preservation goals, policies, and actions to be carried out by the city and its partners. For example, one goal is "a sustainable community supported by preservation efforts," with a policy to "promote economic sustainability through historic preservation" and an action to "promote adaptive reuse of historic properties." The plan also organizes actions into an implementation matrix to help prioritize efforts and coordinate with future projects. This plan (and the additional historic preservation plans) will help with the inventory of historic landmarks and provide context for current historic preservation practices and recommendations in the 2026 planning effort.



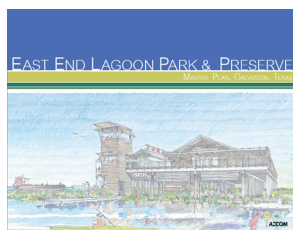
HISTORIC DISTRICT SURVEY REPORT (2015)

The 2015 Historic District Survey Report, prepared by Hardy-Heck-Moore, Inc. for the city of Galveston and funded by the Texas Historical Commission and the National Park Service, summarized a property survey effort across three of Galveston's historic districts: East End, Silk Stocking, and Lost Bayou. East End and Silk Stocking are listed on the National Register of Historic Places, while Lost Bayou has local landmark status. Due to limited funding, the study focused on higher level assessments of each property, including photographs and reviews of key physical features, to evaluate National Register eligibility and local preservation priorities. The effort was completed to reassess historic resources, update district documentation, confirm National Register eligibility, and determine whether the Lost Bayou district should receive national recognition.



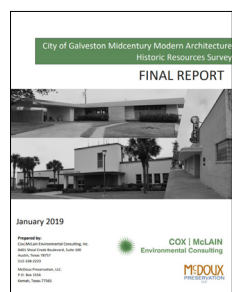
CEDAR LAWN NEIGHBORHOOD PLAN (2017)

The Cedar Lawn Neighborhood Plan, adopted in September 2017 by the City of Galveston, makes the case for designating the Cedar Lawn area as a Neighborhood Conservation District, a zoning overlay district intended to preserve the unique character and architectural style of residential neighborhoods. The plan from the City of Galveston explains that Cedar Lawn is significant as the city's first fully planned residential community, designed in a distinctive butterfly street pattern and developed throughout the early and mid-20th century. It also includes design standards for the nine-block area, with guidelines and restrictions for new construction relating to setbacks, accessory structures, fences, sidewalks, and other neighborhood features. The purpose of the effort was to formally designate Cedar Lawn as a Neighborhood Conservation District.



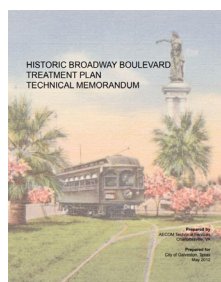
EAST END LAGOON PARK AND PRESERVE MASTER PLAN (2011)

The East End Lagoon Park and Preserve Master Plan, adopted in 2011, was prepared for the City of Galveston by AECOM, with involvement from M2L Associates, Main Street Design, and Lake Flato. The plan provides a master plan for the nearly 700-acre publicly owned East End Lagoon site on the easternmost side of Galveston Island, one of the few remaining undeveloped areas on the island and home to coastal prairie and salt marsh habitats. The plan set out to develop a world class and sustainable natural recreation area and nature preserve. Central to the plan is a raised nature education center and parking area intended to serve residents and visitors, along with land and water trails, campsites, restoration areas, and interpretive programming. The planning process included multiple opportunities for public input as well as economic and financial analyses to estimate the costs of permitting, construction, and long-term operations. As of 2026, the East End Lagoon Nature Park and Preserve is open to the public and has parking and trails, but an interpretative nature center has not yet been constructed.



MIDCENTURY MODERN ARCHITECTURE HISTORIC RESOURCE SURVEY (2019)

The Midcentury Modern Architecture Historic Resource Survey, written in January 2019 by Cox McLain Environmental Consulting and McDoux Preservation LLC, summarized a survey of mid-century modern buildings constructed between 1940 and 1975 in Galveston. The effort was completed after the city proposed demolishing the City Hall Annex and using CDBG disaster recovery funds to construct a new facility, but the Texas Historical Commission determined the building was eligible for listing on the National Register of Historic Places because it was designed by Raymond R. Rapp Jr. in 1965. To address the adverse effects of the project, the city agreed to complete a historic resource survey. Because surveying all mid-century modern properties on the island would have been too costly, the study focused on buildings in the Harbor View subdivision, properties designed by Raymond R. Rapp Jr., and other selected buildings across the island. The survey documented 261 resources through property research and photographs, and recommended 36 properties for designation.



HISTORIC BROADWAY BOULEVARD TREATMENT PLAN (2012)

The Historic Broadway Boulevard Treatment Plan, written in May 2012, was prepared by AECOM (Charlottesville Office) for the City of Galveston, with involvement from Cox McLain Environmental Consulting, Inc. and Davey Resources Group/The Care of Trees, and funded by the Galveston Island Tree Conservancy and the Preserve America Grant Program. The technical report provided treatment guidance for replacing historic trees along Broadway Boulevard that were damaged by Hurricane Ike. The study area extended from 6th Street to 59th Street along Broadway Avenue (Highway 87), and the report outlined guidelines intended to maintain and strengthen the corridor's historic integrity and character, including recommendations related to the esplanade shape and alignment, spatial organization, utilities, lighting, sidewalks, vegetation, and other features. The effort was completed as a subtask under the larger Cultural Landscape Rehabilitation and Maintenance Plan project, which aimed to guide the re-vegetation of Broadway Boulevard while preserving its historic character after the damage caused by Hurricane Ike in 2008. The report also recommended nominating Broadway for the National Register of Historic Places, a designation that does not currently exist for corridor as a whole.

NEIGHBORHOOD MASTER PLANS (NOT ADOPTED)

A key recommendation of the 2011 Comprehensive Plan and the Long-Term Community Recovery Plans was the development of a Master Neighborhood Plan implementation program that would identify neighborhood-level strategies aligned with the Comprehensive Plan's vision and recommendations. Sixteen neighborhood plans were developed by CDM in 2011, though they were not adopted by the City Council. These neighborhood plans were for Bayou Shores-Kinneys; Driftwood; Lake Madeline; Rober Cohen; Old Central-Carver Park; University; West End; East End; Denver Court; Channelview-Pruitt; Ostermeyer-Sportsman; Hollywood Heights; San Jacinto; Teichman Point; 103rd Street Area; and Lasker Park. These plans include additional research and inventories that could support area planning efforts.

VISION GALVESTON (2019)

Vision Galveston is a comprehensive visioning assessment of the City of Galveston funded and written in 2019 by a nonprofit organization, also called Vision Galveston, that offers 78 recommendations. The plan detailed existing conditions grouped by housing, education, open space, parks wildlife, and ecosystems, tree canopy, risk and resiliency, employment, retail, built environment including land use, transportation, economic conditions, tourism, and other sectors. The 78 recommendations were grouped into the following panoramic themes:

- A historic walkable Gulf Coast city embedded in nature
- A knowledge center for coastal resilience action and innovation
- A great place to visit—because it's a great place to live
- A place where residents can find quality jobs and where all workers can find quality places to live
- A city that is valued for its contributions to the Houston region, the state of Texas and the nation

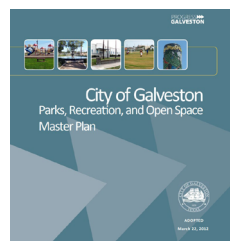


VISION
GALVESTON

Key Pillars:

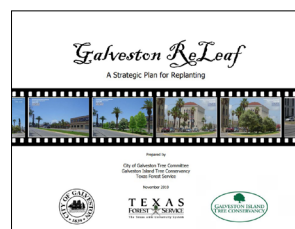
NATURE
RESILIENCE
LIVABILITY
OPPORTUNITY
IDENTITY

The plan process included extensive outreach, eventually reaching more than 8,500 residents or more than 15 percent of the population. The organization developed four strategic initiatives based on the Vision Galveston Plan called GREEN Galveston, BUILD Galveston, INCUBATE Galveston, and MEASURE Galveston are continuations of the plan in action. The nonprofit Vision Galveston continues to work on bringing these initiatives to fruition and hosts regular meetings and events. The work of Vision Galveston is an important resource as this City-led comprehensive plan is updated and the organization can be considered an important partner in engagement and data collection as well as implementation.



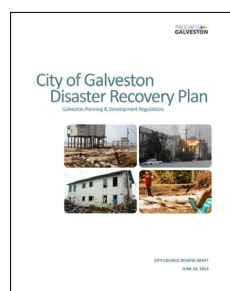
PARKS, RECREATION, AND OPEN SPACE MASTER PLAN (2012)

This plan is part of additional planning documents stemming from the 2011 Comprehensive Plan, Progress Galveston. It is an update to the previous 2001 Parks Master Plan and was adopted by the City Council in 2012. The plan identifies all park assets and provides an inventory of the quality of all assets. The plan details the history of the park system and identifies strategic goals and objectives. It also lists key priorities including specific upgrades to two parks, upgrades to programming including swimming lessons, arts and crafts, kids' camps, and others. Neither park that was identified for upgrades has received them: Gus Allen, Sr. Park has seen little improvement—and McGuire-Dent Recreation Center Park has been upgraded partially including a new playground and splashpad, but no pool or performance pavilion, though other many other park improvements throughout the city are noted, as well as the programming improvements this plan recommended. The planned improvements and recommendations in this plan that have not been completed should be noted in the development of this current comprehensive plan. This plan was funded in part from U.S. Housing and Urban Development and by Kendig Keast Collaborative for Galveston.



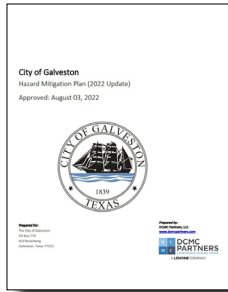
GALVESTON RELEAF (2010)

Although this plan was adopted before the 2011 Comprehensive Plan, it was completed after Hurricane Ike and is an important documentation of the loss to tree canopy following the storm, and the plan for “releafing” the city. This plan estimates the loss of the number of trees after the hurricane at 39 percent and the tree canopy loss more than 47 percent. The goal of this plan was to restore shade and plan 25,000 trees over five years on public and private property. The plan identifies partners, tree sizes by location, location suggestions, obstacles, and best practices for tree success and community buy-in. The plan was prepared and funded by the City of Galveston Tree Committee, Galveston Island Tree Conservancy, and the Texas Forest Service. The plan, released in November 2010, has important benchmarks for the Comprehensive Plan update to assess.



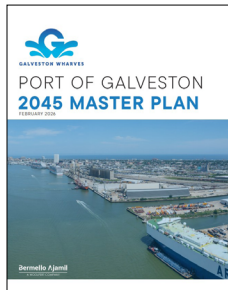
CITY OF GALVESTON DISASTER RECOVERY PLAN (2013)

This plan was part of the 2011 Comprehensive Plan, Progress Galveston, and is a short document for city staff and decision-makers to help after the initial emergency response on actions the City will take to smooth the process. The plan is a guidance document alongside other disaster related documents such as the Hazard Mitigation Plan and Emergency Operations Plan. It includes recommendations on standing up long-term recovery structures for staffing, social and economic needs, developing communication plans, debris removal planning, ordinance creation for easing permitting and inspections in the rebuilding process. It also discusses how to assess damage and record it, interactions with FEMA, and generally how to structure the longer period of recovery after a disaster. It notes the plan should be reevaluated yearly and updated as needed.



CITY OF GALVESTON HAZARD MITIGATION PLAN (2022)

The City of Galveston's most recent Hazard Mitigation Plan (HMP) was adopted on August 3, 2022, and prepared by DCMC Partners. This plan is required to access federal disaster recovery funding opportunities including Hazard Mitigation Grant Program (HMGP), Flood Mitigation Assistance (FMA), and permanent work categories through the Public Assistance (PA) program and must be updated every 5 years. Since 2011, the City of Galveston has maintained its own plan. The HMP identifies 18 hazards, 7 of which were highlighted for more detailed risk assessment: coastal erosion, environmental disasters, wild and urban fires, flooding, hurricanes and tropical systems, tornadoes and waterspouts, and windstorms. Given Galveston's status as a barrier island, the HMP includes significant focuses on flooding and wind events, including hurricanes and tropical systems. The HMP documents the impacts of previous events including the 1900 Storm and Hurricane Ike and quantifies certain risks, including 580 repetitive loss and 108 severe repetitive loss properties. Major mitigation categories include education and outreach, capability expansions, policies and programs, and structural projects. In addition to building code and infrastructure improvements, highlighted projects that relate directly to the Comprehensive Plan include land use mapping for hazard assessment and a Greenprinting Plan for portions of the island. Related transportation projects that shape land use outcomes include elevation/protection of key evacuation routes and critical roadways and some streetscape improvements. The plan's next five-year update will begin in 2026 and advance concurrently with the Comprehensive Plan process.



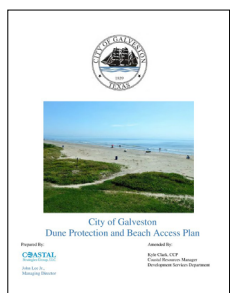
PORT OF GALVESTON 2045 MASTER PLAN (2026)

The Galveston Wharves Board of Trustees adopted the Port of Galveston's strategic master plan in February 2026. The plan was prepared by a consultant team led by Bermello Ajamil and reviews existing conditions and market opportunities to outline a preferred strategic plan, funding strategy, and implementation strategy. Recognizing the continued growth of Galveston's status as a leading cruise port (4th busiest in the United States) while supporting cargo and offshore energy operations, the plan identifies six strategic focus areas: Balanced Port Investments, Pelican Island Development, Modernization & Resilience, Data-Driven Planning, Community & Environmental Alignment, and Regulatory Compliance. Focuses include modernization and rehabilitation of aging piers and cargo area expansion at West Port, improvements to Pelican Island access and utilities, additional cruise berths and supporting facilities, and new commercial development in the East Port area. The Comprehensive Plan should consider land use and transportation planning implications in the port's vicinity to support its continued growth.



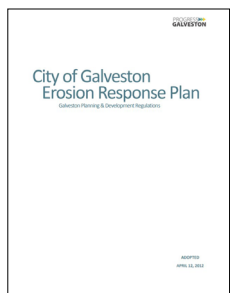
ECONOMIC DEVELOPMENT PLAN (2018)

This plan was prepared for the City of Galveston Industrial Development Corporation (IDC) by the Galveston Economic Development Partnership (GEDP). Building on a review of the 2011 Comprehensive Plan, it identifies tools and resources and documents the city's economic climate and market profile. The central element of the plan includes objectives and recommendations, target sectors, and strategic investment areas to guide City efforts. Galveston's target sectors include Maritime, Tourism, Education/Healthcare and Emerging Technology, and Retail/Commercial. The plan also identifies 9 strategic investment areas: the Gateway District, the North Broadway District, the Broadway Corridor, Strand-UTMB, Pelican Island's Port of Galveston and Port of Houston holdings, East Beach, and the Moody Gardens and residential areas near the airport. This plan influences the Comprehensive Plan by shaping the city's economic environment and identifying strategic investment areas, representing important areas for land use planning and coordination with anticipated site needs.



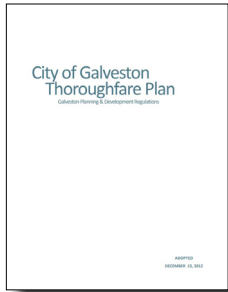
DUNE PROTECTION AND BEACH ACCESS PLAN (2024)

Under Texas state law, the City of Galveston is required to adopt dune protection and beach access plans within its jurisdiction. This document provides standards to prevent and mitigate erosion and degradation caused by human activities, including permitting procedures, dune vegetation protocols, and technical standards including walkover construction standards. Public beach use and access is also a major focus on the plan, which outlines requirements for new developments near the beach, areas where user fees may be charged, and identifies beach access points and parking areas. This plan is enforced by the City's Coastal Resources Division, and the Comprehensive Plan's land use recommendations should consider the plan's recommendations in the development of land use policies.



EROSION RESPONSE PLAN (2012)

Developed as part of the Progress Galveston initiative and adopted as Appendix C to the Dune Protection and Beach Access Plan, this plan was developed in accordance with a 2009 state law requiring coastal local governments to develop plans for reducing public expenditures for erosion and storm damage losses. The plan identifies 15 aggregate shoreline change zones to document the relative stability, erosion, or accretion trends across the island as well as beach and dune profiles and recommended conservation areas and construction zones with supporting construction standards to preserve existing dunes and mitigate damage. The plan also discusses beach access construction and design, dune preservation, restoration, and enhancement strategies, and instances where voluntary property acquisition may be suitable. This plan supports the Comprehensive Plan's Land Use, Natural Resources, and Infrastructure elements by providing detailed strategies and information to support future implementation projects.



CITY OF GALVESTON THOROUGHFARE PLAN (2012)

The City of Galveston Thoroughfare Plan, adopted in 2012, establishes the City’s planned roadway network with a focus on improving capacity, access, and connectivity. The plan identifies and prioritizes roadway improvements along key corridors such as I-45, Harborside Drive, and 61st Street, while also addressing access to major economic hubs including Pelican Island and the Port of Galveston. It incorporates strategies to reduce congestion through intersection improvements and signalization, as well as considerations for evacuation planning and flood mitigation to enhance system resilience. A 2017 update introduced multimodal elements, including a multi-use trail network. The purpose of the effort was to provide a long-term framework to guide transportation investments that support mobility, economic development, and safety. While the plan has successfully guided several completed and ongoing projects, a number of recommendations remain unimplemented or infeasible, highlighting ongoing challenges related to funding, feasibility, and evolving priorities.

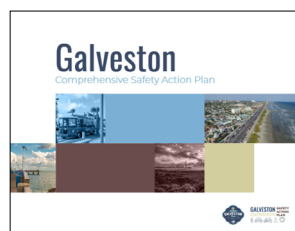


H-GAC 2045 REGIONAL TRANSPORTATION PLAN UPDATE (2023)

The Houston-Galveston Area Council (H-GAC) 2045 Regional Transportation Plan (RTP) is a federally required, fiscally constrained long-range plan that establishes a vision for a safe, resilient, equitable, and reliable multimodal transportation system across the Houston–Galveston region through 2045. The plan guides investment decisions based on performance measures and regional priorities, including safety, mobility, system reliability, economic competitiveness, and environmental stewardship. It identifies major infrastructure investments in Galveston, such as the I-45 South improvements critical to Galveston access and projects to support the tourism, freight, and economic activity associated with the Port of Galveston and Downtown Galveston. The RTP provides a regional framework for aligning local projects with funding opportunities, incorporates safety and active transportation strategies, and reinforces prior planning efforts. Overall, the plan serves as a key coordination and implementation tool by ensuring Galveston’s needs are represented in regional planning and funding decisions. An update to the RTP is underway as of June 2026.

H-GAC 2045 ACTIVE TRANSPORTATION PLAN (2023)

The 2045 Active Transportation Plan (ATP) supports and complements the H-GAC Regional Transportation Plan by providing a strategic framework to enhance walking and bicycling infrastructure across the Houston–Galveston region. The plan identifies existing gaps and outlines recommendations to create a safe, connected, and equitable active transportation network for users of all ages and abilities. It emphasizes improving access to key destinations such as employment centers, transit, and tourist areas, while advancing regional goals related to safety, public health, sustainability, and quality of life. Multiple areas in Galveston, including the Downtown area, UTMB, and 61st Street/Stewart road area, are ranked among the highest-need pedestrian and bicycle focus areas outside Harris County. The ATP also serves as an important tool for guiding investment decisions and coordinating efforts among local agencies to implement bicycle and pedestrian improvements.



GALVESTON COMPREHENSIVE SAFETY ACTION PLAN (2025)

The Galveston Safety Action Plan was developed using federal funds available through a Safe Streets and Roads for All (SS4A) Planning Grant. The plan follows a data-driven and community informed framework to improve roadway safety and reduce traffic fatalities or serious injuries across the island. Grounded in the Safe Systems approach, the plan identifies a high injury network and targeted countermeasures for priority focus corridors to enhance safety for all roadway users. It highlights safety needs, incorporates community demographics related to transportation use and burden, equity consideration for underserved population, and provides recommendations across corridor, systemic, and non-infrastructure improvements project types. Focus corridors identified in the plan include Broadway, Avenues O/P, FM 3005, Seawall Boulevard, 61st Street, and Stewart Road.

To: City of Galveston
From: Andrew Knuppel, AICP, CFM – TGC
Date: June 30, 2026
Re: **Galveston: Our Future | “Big Questions” and Emerging Themes**

The Comprehensive Plan provides the City of Galveston’s 20-year vision and a 5-year implementation strategy. It reviews the City’s broader context, connecting these external forces to actions and strategies within the City’s control. The plan is intended to provide a guide for coordination and collaboration with the broader Galveston community, including government, business, philanthropy, major institutions, and community organizations.

The Comprehensive Plan Update builds on the 2011 Comprehensive Plan’s vision while refining its elements and implementation strategies. Specific required deliverables include a **future land use map, resiliency and hazard mitigation measures, and an integrated mobility plan**. These deliverable requirements are required by the grant funding this project.

“Big Questions” for the Comprehensive Plan

Based on the project scope and the Emerging Themes and Initial Observations discussed later, the consultant team has identified 5 “big questions” that will need to be answered through community engagement:

- **Future Land Use: How – and where – should Galveston grow?**
 - How should the City of Galveston encourage this desired growth pattern through its available tools, including the Land Development Regulations, capital projects, financial incentives, and government programs?
- **Housing and Transportation: How should Galveston address the housing and transportation needs of its regional workforce and its current and future residents?**
 - What are the different strategies needed to support Galveston’s diverse residents?
- **Resource Protection and Resilience: What are Galveston’s priorities for preserving its unique character, including its historic and natural resources?**
 - What is the appropriate balance between these resources’ intrinsic value and economic value and property rights?
- **Infrastructure and Facilities: How should City investments in transportation, utilities, parks, and community facilities coordinate with and support the Future Land Use Map?**
- **Implementation: What actions should the City of Galveston prioritize in the next five years?**
 - How will the City pay for it, and what are the roles of partner organizations?

Emerging Themes and Initial Observations

The themes below were identified through the Steering Committee’s first meeting, interviews with individual City Council members and staff, and analysis of existing conditions data and current plans and codes.

Economic Health (Employment)

Galveston has a growing employment base in its target industry clusters – maritime, tourism, and education and healthcare (eds and meds).

- **Galveston’s maritime sector is growing and creates the opportunity to expand the City’s economic base.**
 - The ongoing Davie Defense shipyard modernization will support complex shipbuilding, which will require skilled labor and create an estimated 2,400 jobs.
 - The Port of Galveston’s Strategic Master Plan anticipates continued investment and growth, including additional cruise berths and industrial expansion on Pelican Island.
- **Tourism has experienced long-term growth and a boom in recent years but is beginning to slow.**
 - Tourism-related sectors including hospitality are some of Galveston’s largest sectors by employment – but wages are generally low in service occupations.
 - Tourism and hospitality are tied heavily to the health of the national economy and household discretionary spending.
 - Hospitality spending contributes significantly to City finances through sales and hotel occupancy taxes.
- **Education and healthcare have generally remained stable over time.**
 - UTMB is the largest player locally. UTMB and TAMUG are statewide anchors and bring students and workers to Galveston.
 - Galveston College, Galveston ISD are largely dependent on local population trends – the long-term enrollment decline in GISD is closely linked to Galveston’s shrinking youth population and growing senior population.

Galveston’s workforce is a regional issue with transportation and housing implications.

- Most jobs in Galveston are filled by workers who live outside Galveston.
- Cost of living and housing availability are anecdotally noted as major considerations in household location decisions.

Economic Health (Housing and Cost of Living)

Galveston has a lower median household income and higher poverty rates than Galveston County and the Houston metro area.

A majority of Galveston's households are renters, and a majority are cost-burdened (spending more than 30% of their income on housing).

- Cost burden is a function of high housing costs (including insurance, maintenance, and land values) and low incomes.
 - Insurance costs are an increasing, ongoing expense and are highly tied to a property's exposure to natural hazards such as flooding and wind.
 - The median housing structure in Galveston was built in 1973: an aging housing stock contributes to increased property maintenance needs.
 - Competition for housing from higher-wealth buyers, investors (AirBNBs, second homes, retirees) drives up housing prices, though the market is beginning to soften.

Galveston's housing stock has several unique needs and potential gaps.

- Low incomes point to the need for "deep" affordability, including the potential expansion and preservation of public or subsidized housing units.
- Sizeable student populations at UTMB and TAMUG contribute to needs for rental housing.
- Market-rate housing remains out of reach for much of Galveston's middle-income workforce (e.g., public safety personnel, port workers).
- Increased competition for housing has contributed to the loss of "naturally occurring affordable housing" or "starter homes," which are typically smaller, older, lower-quality units.
- Families and seniors have specific housing type and size needs.
 - Families with children may require homes with more space (e.g., bedrooms) and proximity to schools and amenities. Accessibility and single-floor living may be desirable for families with young children.
 - Seniors may require less space (reflecting smaller household sizes) and accessible layouts to be able to age in place.

16% of Galveston's housing units are kept for seasonal, recreational, or occasional use – compared with 0.9% across the Houston metro area.

Economic Health (City Budget / Fiscal Health)

Sales and hotel occupancy taxes comprise a significant portion of City revenues – but are highly variable and limited in their permitted uses by state law.

- Type B sales tax revenues are earmarked for parks and park facilities, beach, infrastructure, and economic development projects.
- Hotel occupancy tax revenues must be used to directly enhance and promote the tourism, convention, hotel industries under state law, limiting their ability to fund other City needs.
- These revenues are highly sensitive to economic pressures that impact discretionary spending, and the City is anticipating slowing revenues in coming years.

The city's General Fund provides the most flexibility to pay for City projects and services, but it is challenged by major obligations.

- Public safety costs comprise ~60% of the general fund's expenditures, driven partially by increased pay and pension obligations.
- Mandatory funding obligations include growing Infrastructure and Debt Service Fund, contributions to City's self-insured health benefits plan.
- The growth and diversification of Galveston's ad valorem / property tax base is an important consideration in decision-making.
 - Second homes and commercial properties often generate more net tax revenue as higher-value improvements while requiring fewer City services.

The city is facing structural challenges with some enterprise funds including water and sewer, and sanitation. Expenditures are expected to outpace revenue in the coming years, resulting in fund balance deficits.

- The City is currently working to study and address these structural financial issues.
- Expansion of wastewater plants and extension of sewer lines will be needed outside the urban core to support anticipated growth and address capacity issues. These projects will have major capital costs, underscoring the need for sustainable funding.

Development

Galveston's historic city core is largely developed, with vacant sites generally limited to small lots or brownfields.

- Scattered sites are already served by infrastructure but are more expensive to develop when compared to builders' economies of scale in larger developments.
- North of Broadway, soil and groundwater contamination issues related to Galveston's industrial history, as well as lower elevations, challenge infill.
- Sophisticated historic preservation regulations protect some neighborhoods in the city core.

Lack of infrastructure challenges development outside the urban core.

- Greenfield sites are generally not protected by the Seawall or well-served by utilities or services.
 - Major sites include Pelican Island and East End dredge spoils sites, which are owned by other government entities and will require additional geotechnical and civil engineering.
 - The West End has wastewater utility constraints and poorer access to services, transit, and evacuation routes.
- Higher up-front development and construction costs and long-term insurance costs, as well as lower access to community facilities, impacts the viability and effectiveness of housing strategies in these areas.

The 2011 Comprehensive Plan lacks a Future Land Use Map and clear, measurable outcomes to guide zoning review.

- A lack of guidance adds uncertainty for developers and residents during the rezoning process.
- The Planned Unit Development (PUD) process is intended to provide flexibility and support creative site design, but lacks clear, measurable goals and outcomes.

Environmental resources are not consistently mapped in the 2011 Comprehensive Plan or considered in the City's Land Development Regulations.

- The 2011 plan provides guidance for future mapping and regulatory updates, but implementation has been limited. Paired with the lack of Future Land Use Map, there is little guidance on natural resource conservation priorities.
- The City has strong coastal resource protections for beachfront construction, dune protection, and erosion response in line with state law.
- Wetlands and marshes are prevalent along the West Bay shoreline in the West End but are primarily managed through federal review processes and mitigation requirements. There are few local regulations or incentives for preservation of these resources.
 - The Height and Density Development Zone Overlay (HDDZ) and Traditional Neighborhood (TN) zoning districts exclude wetlands and other resources in density and floor area ratio calculations. The HDDZ overlay includes buffer requirements.

Mobility and Infrastructure

The City of Galveston has made strong progress on previously identified transportation projects.

- Several capacity expansion projects have been successfully identified and included in regional mobility plans, many of which are associated with TxDOT roadways including Interstate 45 and Harborside Drive.
- Galveston completed its Comprehensive Safety Action Plan in 2025. A variety of safety improvement projects identified in the plan including neighborhood streets and improved crossings are underway.
- The Thoroughfare Plan identified multiple roadway extensions or new bridges, most of which were determined to not be viable due to environmental or jurisdictional constraints.

Traffic flow and parking availability were mentioned as frustrations at the first Steering Committee meeting.

- The development of the Galveston Rapid Evacuation and Transportation System (GREATS) is underway. This suite of projects will automate and improve traffic management, including intersection and signal operations.

Galveston faces existing infrastructure maintenance needs as well as pressure to extend infrastructure to support continued tax base growth.

- Galveston's budget must support capital construction costs as well as long-term state of good repair and maintenance obligations.
- Water and wastewater capacity and service issues are discussed in City Budget and Development sections.

Almost all of Galveston is exposed to natural hazards, though some areas are less vulnerable due to structural mitigation projects.

- The Seawall and grade raising are classic examples of a structural mitigation projects, as these infrastructure projects protect much of Galveston's urban core from storm surge from the Gulf.
- Stormwater Master Plan implementation projects are underway, including the South Shore Drainage Project. Structural mitigation projects identified in the plan will provide localized, watershed-level benefits.
- Flood insurance approaches are becoming more nuanced with Risk Rating 2.0 and enhanced mapping and modeling. Building elevations and foundation types are increasingly important for insurance rates: additional elevation of the finished floor above the base flood elevation (freeboard) provides an extra margin of protection. Pier and beam foundations allow floodwaters to pass below the structure and are typically easier to raise than slab-on-grade foundations.

Private utilities (electricity, natural gas, communications) are generally available throughout Galveston Island, though portions of the West End are not served due to low development density.

To: City of Galveston
From: Andrew Knuppel, AICP, CFM
Date: June 11, 2026
Re: Galveston Comprehensive Plan – Engagement Process Design Considerations

Since the initiation of the City’s comprehensive plan update process in early 2024, the community engagement process has evolved alongside the project funding source and timeline.

This memo outlines the consultant team’s understanding of the engagement process and considerations for process design. Community engagement is a critical element of a comprehensive planning process, though it must be strategically aligned with the plan’s scope, deliverables, and required timeline.

Key Takeaways

- This update to the 2011 plan will build on its vision while developing future land use and mobility plans that address how Galveston will develop in the future. These deliverable requirements are required by the grant funding this project.
- The planning process, as well as the funding source, anticipates three broad rounds of public engagement that include community workshops, asynchronous/online engagement opportunities, and the steering committee. Additional engagement opportunities can supplement these engagement rounds but would require additional resources.
- Additional engagement opportunities can support the three rounds of engagement through:
 - “Supplemental” engagement throughout the entire process to achieve broader reach and awareness in the community.
 - “Deep dive” engagement between the second and third community workshops to allow for additional dialogue and collaboration with key implementation partners and constituencies.

Project Scope and Outcomes

What are we working towards?

The comprehensive plan is a policy document adopted by the Galveston City Council. It articulates the community's 20-year vision and the City's 5-year strategic roadmap. While it primarily guides the City's work program and policy, it also provides a framework to coordinate public-private partnerships and collaboration with community institutions and organizations, making broad collaboration and engagement critical to the plan's development.

What are the required deliverables and timeline?

This comprehensive plan is funded by the Texas General Land Office's Resilient Communities Program. Eligible awards were up to \$300,000 with no local match required. This grant program's design reflects a fairly conventional, basic, "rational" comprehensive planning process with emphases on physical planning and hazard mitigation. The process requirements are not varied by the community size.

The program **requires three rounds of public meetings** aligned with the completion of existing condition base studies, a 50% draft plan, and the finalization and adoption of the plan. Required deliverables include **plans and maps for future land use, transportation and mobility, infrastructure and capital improvements, and community facilities**. The City of Galveston **must adopt the comprehensive plan and updated zoning regulations** to implement the plan. The plan must be adopted within 30 months of contract execution, or funds will be recaptured.

In addition to the three public meetings, the City of Galveston included a steering committee with 3 meetings and a pop-up style engagement activity in the executed contract's public engagement scope.

What is the relationship with the 2011 comprehensive plan?

This plan is an **update** to the 2011 comprehensive plan, which provides broad policy guidance organized in nine elements. **The current plan does not include the maps required for the Resilient Communities Program**. While the plan's policy direction will be reviewed and updated to reflect community changes since 2011, **major focuses will include the development of the future land use map and mobility plans**.

Engagement Process

What are the focuses of each round of engagement?

Round 1 / Workshop 1 (Intro and Visioning)

- This round focuses on initial education, visioning, and issue identification.
 - *Where are we today?*
 - *What do we see as our focuses and priorities for the future?*
- This round will support the Draft Goals, Objectives, and Policies as well as preliminary analysis for the Future Land Use Map.

Round 2 / Workshop 2 (Design and Alternatives Development)

- This round focuses on designing the plan's physical recommendations (e.g. future land use and transportation priorities) while affirming the outcomes from the first workshop.
 - *How and where should Galveston guide new development?*
 - *Did we get the major themes and priorities right?*
- This round will support the preliminary (50%) draft of the comprehensive plan.

Round 3 / Workshop 3 (Implementation)

- This round focuses on refining specific recommendations and developing action items and implementation strategies.
 - *How should the draft plan + maps be refined?*
 - *What are the actions we should take in the next five years?*
 - *How should we manage constrained resources?*
- This round will support the development of the final draft of the comprehensive plan that will be presented to the City Council for consideration and adoption.

What additional engagement types and opportunities might support this process?

The planning process as originally designed primarily focuses on broad engagement and dialogue around citywide issues. Multiple feedback loops and rounds of engagement are punctuated by community workshops, which provide the largest forums for collaboration and dialogue. Each workshop will be supplemented by online engagement opportunities and continued outreach by City elected officials and staff.

Feedback collected from each round of engagement will be summarized and conveyed to the Steering Committee with a project team recommendation. The Steering Committee will provide input and feedback to advise the staff team and make recommendations to the City Council.

The following alternatives would allow the City to proceed with the planned process while expanding engagement opportunities.

“Supplemental” Engagement

These types build on the community workshop process to bring their content to a greater number of participants through additional events.

Community Workshop “Roadshows”

The workshops are intended to be broadly accessible to City residents and stakeholders: feedback activities will focus on citywide issues. **A “roadshow” approach could be used to bring workshop contents to multiple locations around the City in quick succession. For example – the City of Hattiesburg held 9 open houses in a 3-day period to share out its draft comprehensive plan. Cost factors include workshop locations, staffing, and material printing and production.**

Pop-Ups at Community Events

One pop-up is currently budgeted in the consultant team scope. Pop-ups typically bring activities or informational materials from the Community Workshops to community events, allowing the project team to reach people “where they are.” **Additional pop-ups could be led by the consultant team or by City staff. These typically use lower staffing and are more affordable, though effectiveness can vary by event. These can also be done relatively informally at neighborhood association and community organization meetings.**

Meeting-in-a-Box

These activities make workshop content and structured activities available for community organizations to lead and facilitate on their own. The facilitator then shares the activity feedback with the project team. **These activities take additional time and resources to produce, but use a lower amount of staff time per activity. These work well when they can be easily provided or shared with community groups.**

“Deep Dive” Engagement Opportunities

Additional engagement can be used to engage key constituencies and develop more detailed recommendations.

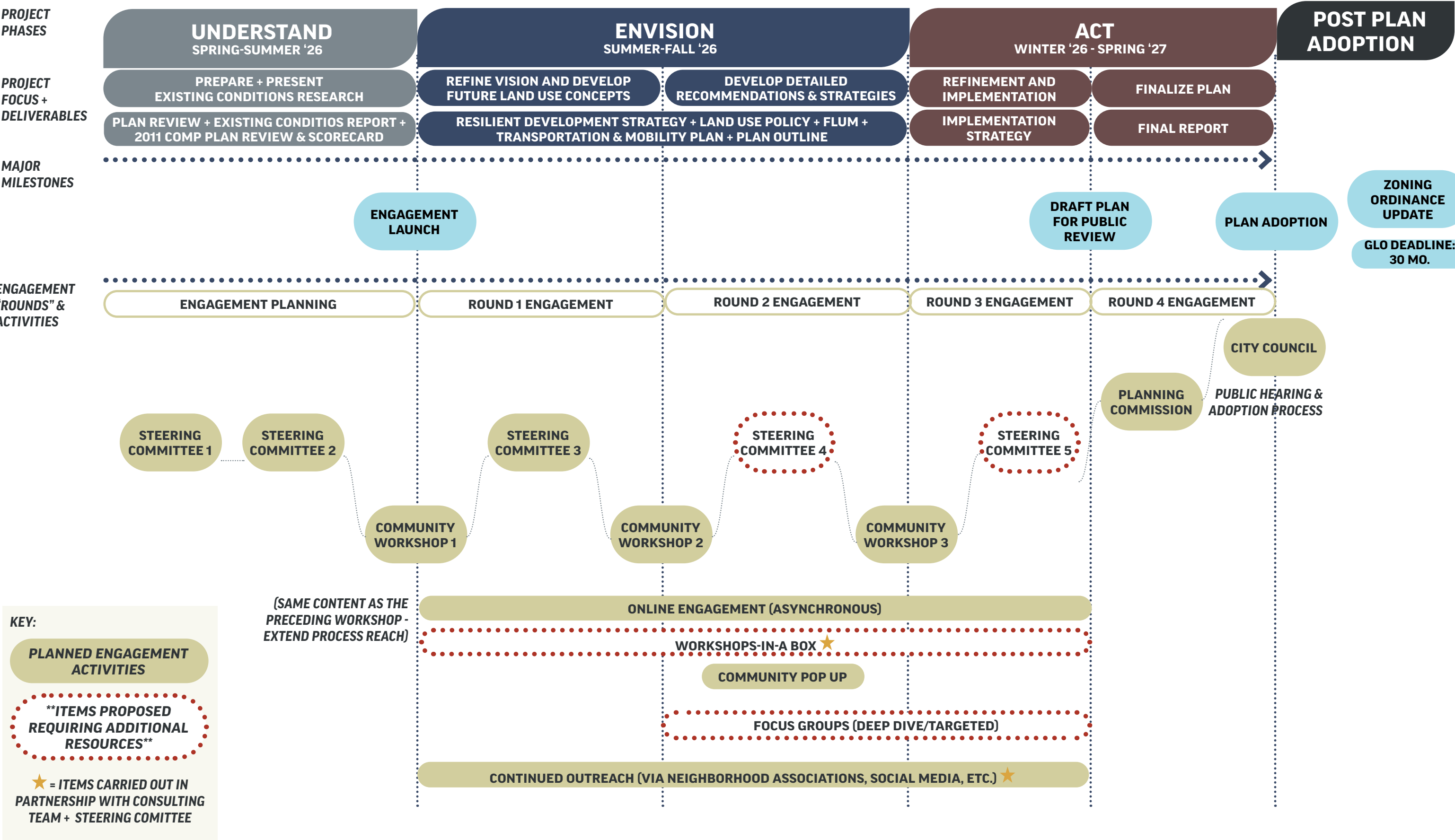
Neighborhood / Area Planning Workshops

Similar to the roadshow approach, a series of workshops held in various locations through Galveston could provide an opportunity to engage community members more fully in the development of area recommendations related to land use and transportation. **This approach would require neighborhood-level coordination and stakeholder identification/outreach to be effective. This would be most effective between the second and third workshops and could support the startup of a neighborhood planning program.**

Focus Groups and Stakeholder Listening Sessions

The comprehensive plan is implemented not just by the City, but by the broader community including business, philanthropy, institutions, and community groups. Stakeholder listening sessions can support the development of a collective impact approach. Focus groups can be used to engage stakeholder groups around specific topics or planning issues. **Maintaining neutrality is important for the process’s credibility and avoiding the appearance of undue influence in the planning process. The project team should consider the overall distribution of groups targeted by these sessions, as well as the desired feedback types, to ensure that outreach serves a specific purpose. Community organizations can provide in-kind assistance to organize and convene their membership and stakeholders. These activities should generally be led by City staff or the consultant team. This would be most effective between the second and third workshops to support the development of implementation strategies.**

GALVESTON COMPREHENSIVE PLANNING PROCESS - UPDATED 6/30/26



GALVESTON COMPREHENSIVE PLAN PROPOSED MEETING DATES - UPDATED 6/30/26

STEERING COMMITTEE 2

Friday July 10th

WORKSHOP 1

Saturday August 29th

STEERING COMMITTEE 3

Friday September 18th (Alt. Friday September 11)

WORKSHOP 2

Saturday October 17th (Alt. Saturday October 24th)

STEERING COMMITTEE 4

Friday November 6th (Alt. Friday November 13th or 20th)

WORKSHOP 3

Saturday January 16th (Alt. Saturday January 23rd or 30th)

STEERING COMMITTEE 5

Date TBD - Winter/Spring 2027

KEY:

PLANNED ENGAGEMENT ACTIVITIES

ITEMS PROPOSED REQUIRING ADDITIONAL RESOURCES