

port lavaca COMPREHENSIVE PLAN



PORT LAVACA, TEXAS
COMPREHENSIVE PLAN
DRAFT 12-30-2025



ACKNOWLEDGMENTS

Mayor

The Honorable Jack Whitlow

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District 5 - Rose Bland-Stewart

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Harbor Master - Jim Redellat

Planning Board:

Chair - Justin Weaver

Board Members:

Melinda Cain

Cynthia Escalera

Sheryl Cuellar

Steve Butler

TABLE OF CONTENTS

Chapter 1, Planning Context	2
Chapter 2, Plan Directions and Assumptions	??
Chapter 3, The Future City	??
Chapter 4, Implementation	??
Appendix A, The Existing City	??



chapter one

PLANNING CONTEXT

- 3 Introduction
- 5 Planning Proces
- 7 Planning Area
- 9 Port Lavaca's History
- 13 Past Planning Efforts
- 29 Recent Accomplishments
- 35 Community Profile
- 41 Community Tapestry Segmentation
- 43 Public Engagement Feedback

INTRODUCTION

The City of Port Lavaca, Texas is a coastal community located in Calhoun County along the Gulf about 25 miles from Victoria, 21 miles from the Gulf shoreline, and 60 miles to the east of Rockport. As the City of Port Lavaca embarks on the 2025 update of its Comprehensive Plan, the emphasis is on fostering economic growth embracing coastal heritage, while maintaining the small town feel. By working closely with city staff, officials, residents, local businesses, and other regional stakeholders, this updated plan aims to address the community’s existing needs and create a resilient foundation for Port Lavaca’s future ventures.

PLANNING AUTHORITY

Port Lavaca is guided in its planning and development by several key authorities and legal frameworks. The primary planning authority is the City Council, which works alongside the Planning Board, Development Services Department, and the Public Works Department to oversee community growth and development. The legal foundation for Port Lavaca’s planning efforts is established by the Texas Local Government Code, Chapter 213, which mandates the creation and periodic updating of a comprehensive plan to guide future development. This comprehensive plan addresses various elements such as land use, housing, and transportation, and must involve public participation, as outlined in Section 213.003 of the Code. Public engagement in the planning process is also governed by the Texas Open Meetings Act and the Texas Public Information Act, which are designed to ensure transparency and community involvement.

Additionally, the Port Lavaca Code of Ordinances provides local regulations on subdivision of land and subsequent development, and building permits, while the Texas Administrative Code Title 1, Part 5, Chapter 1 offers state-level guidance on best practices for municipal planning. To keep a plan alive and serving the community's needs, Port Lavaca’s comprehensive plan should be regularly reviewed and updated through a structured process that assesses current conditions, incorporates community feedback, and considers changes as they become necessary. The proposed changes or amendments are proposed by the Development Services Department and placed on the City’s Planning Board for approval. All proposed changes, modifications, or approvals are sent to the City Council for their final approval, which ultimately approves or denies the updates.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a policy and guidance document that outlines Port Lavaca's vision for the future and provides a roadmap for growth over the next 10-20 years and the challenges that may arise with population increases or decreases.. The Plan is intended to serve as the guide for governmental officials, City leaders, and community members. It offers a shared understanding and foundation by which decisions are made. Once finalized, the plan will act as the policy manual for the location and nature of growth and development within Port Lavaca. Comprehensive plans bridge the gap between public and private land interests, addressing the conservation of precious natural resources while planning for necessary infrastructure improvements. Comprehensive plans are also essential in analyzing and addressing various community issues, such as utilities infrastructure, housing and neighborhoods, parks and recreation, and transportation.

Provides a snapshot in time regarding the community’s preferences, needs, and desires



Helps develop and identify a community’s collective vision for the future



Helps plan for strategic investments and improvements



Provides tools and recommendations to improve the city’s character, regulations, and municipal operations



Provides a plan for transportation, utilities, park lands, and other municipal services



Helps identify growth strategies, management practices, and land use improvements



WHAT ARE THE INTENDED OUTCOMES OF THIS PLAN?

1. Shared-Community Vision and Priorities

Foster a shared community vision by actively engaging residents through presentations of concepts and ideas, neighborhood outreach meetings, and collaborative workshops. These efforts build consensus around priorities and ensure that community voices shape the city's future direction.

2. Infrastructure and Flood Mitigation Improvements

Through data analysis and system alignment, the plan recommends targeted infrastructure upgrades and flood mitigation measures. These improvements strengthen service reliability, reduce risk, and create a more resilient foundation for economic development and community growth.

3. Natural Lands, Parkland, and Active Transportation Improvements

Prioritize preserving ecosystems while expanding parkland and active transportation. Enhanced recreational services promote health, engage youth, reduce crime, and support senior participation. Safer routes connect residents to parks, schools, and downtown, while traffic and intersection upgrades improve mobility and efficiency across the community.

4. Placemaking and Cultural Priorities

Enhance Port Lavaca's visual character through strategic placement of regulatory and wayfinding signage and infrastructure upgrades, while celebrating the city's cultural heritage and history with downtown and landmark improvements. Community events, programming, and outreach activities further strengthen civic pride and create vibrant spaces that connect residents and visitors alike.

5. Improved Regulatory Frameworks

Strengthen Port Lavaca's regulatory frameworks by promoting flexible and strategic decision-making and clear prioritization. These improvements enhance local government efficiency and accountability, while continued community involvement, innovative solutions, and partnerships ensure policies remain responsive and effective in addressing future challenges.

PLANNING PROCESS

Developing a comprehensive plan for Port Lavaca, Texas requires a structured approach that clearly defines the community's long-term vision and translates it into actionable steps. The plan begins with an introduction that explains its purpose, scope, and the background of Port Lavaca. A vision and goals section follows, outlining the city's desired future and establishing SMART goals, an acronym which characterizes objectives that are Specific, Measurable, Achievable, Relevant, and Time-bound.

The plan then examines current conditions across key areas such as land use, growth management, utilities infrastructure, housing, economic development, transportation, natural resources, and public facilities. A Future Land Use (FLU) Map identifies growth areas and proposed land use categories, while urban design guidelines suggest improvements to both function and appearance. Transportation strategies include roadway expansions and potential public transit enhancements, and housing policies underscore affordability and diversity. Conservation measures safeguard natural resources, while facility and service plans strengthen public amenities and emergency response systems. The plan's implementation framework details the actions, timelines, funding sources, and responsible parties needed to carry the plan forward.

The planning process itself unfolds in several phases. It begins with stakeholder engagement and the creation of a steering committee (which, for this plan, is the Planning Board), followed by data collection through surveys, workshops, and technical studies. Visioning sessions allow residents to shape a shared statement of community priorities. Drafts of the plan are prepared and open for public review, with revisions made before formal adoption by the City Council. Implementation then moves forward with a detailed action plan, supported by ongoing monitoring and evaluation. Regular updates and amendments ensure the plan remains responsive to new challenges and opportunities.

This comprehensive planning process ensures that Port Lavaca's plan is inclusive, adaptable, and forward-looking thus providing a strong foundation for sustainable growth, improved quality of life, and resilience in the years ahead.



Downtown Port Lavaca
Source: Baxter and Woodman

REPORT STRUCTURE

1 CHAPTER ONE, PLANNING CONTEXT

This chapter provides a comprehensive overview of Port Lavaca, tracing its historical background and development from its origins to the present day. It includes a timeline of key events that have shaped the city's identity, alongside an analysis of community demographics and psychographics based on U.S. Census data and Esri's Community Tapestry Segmentation, which offers insights into local lifestyles and socioeconomic trends. Additionally, the chapter highlights past planning efforts and notable achievements.

2 CHAPTER TWO, PLAN DIRECTION AND ASSUMPTIONS

This chapter summarizes and builds on what was learned from The Existing City Report (Appendix A) and establishes the city's growth trajectory regarding how to accommodate growth and ensure that it emulates the desired future character of the City. The report also provides optional growth scenarios regarding how the community may grow in the future with respect to varieties, intensities, and densities of land use, and multi-modal alternatives.

3 CHAPTER THREE, THE FUTURE CITY

The Future City report consists of seven plan elements, each of which has a dedicated chapter in this plan; and includes the City's growth capacity, development of safe multimodal transportation systems, defining future land use, evaluating the adequacy of public facilities and services, providing strategies and recommendations for housing, and improving the City's resilience to future shocks and stressors.

4 CHAPTER FOUR, IMPLEMENTATION

This final chapter provides steps and actions to help city leaders implement the community-oriented goals and strategies. The chapter also includes a series of benchmarking methods, outlines the amendment process, identifies local and regional action leaders and strategic partnerships. A list of community priorities is provided to help city leaders understand what the community feels is most important. Lastly, an implementation action table is provided with recommended timeframe (short-term, mid-term, and long-term), action leaders / partnerships, the level of effort needed to implement, and order-of-magnitude costs for implementing capital projects.

A APPENDIX, THE EXISTING CITY

The Existing City Report is an appendix to the Comprehensive Plan that provides a snapshot of Port Lavaca as it stands today. The report is composed up of several technical memos, each focused on a specific area. These memos are combined into one cohesive document that covers key aspects of the city, including housing, development regulations, public services, utilities, land use, parks and recreation, community character, and transportation. To help illustrate these topics, the report includes maps, tables, and images.

PLANNING AREA

The City of Port Lavaca's Planning Area includes all land within city limits plus a one-mile-wide Extraterritorial Jurisdiction (ETJ), enabling the city to guide development and infrastructure in adjacent unincorporated areas. The Planning Area spans approximately 19.16 square miles, which includes approximately 8.39 square miles of City Limits and approximately 10.76 square miles of ETJ, encompassing a diverse mix of coastal landscapes, residential neighborhoods, commercial corridors, and industrial zones. Located along State Highway (SH) 35, Port Lavaca offers direct access to nearby communities such as Victoria, Point Comfort, and Bloomington, as well as broader connections across the Texas Gulf Coast.

Port Lavaca's position on Lavaca Bay is a defining feature, shaping both its economic base and infrastructure priorities. The city benefits from tourism tied to fishing, birding, and coastal recreation, while also supporting petrochemical industry that contribute to regional employment and investment. The historic Original Townsite, which includes the downtown core, remains a focal point of civic identity and urban form.

Port Lavaca's economy is anchored by a mix of agriculture, manufacturing, retail, and energy, all of which contribute to its long-term vitality. The plan promotes sustainable development practices to protect key resources such as parks, waterways, and wildlife habitat.

However, the region faces challenges, particularly flooding risks due to its flat terrain, coastal proximity, and exposure to extreme weather events. By engaging residents, businesses, and regional partners, Port Lavaca's Comprehensive Plan seeks to address current needs while preparing for future resilience. Through thoughtful planning and community collaboration, the city is positioned to foster economic growth, enhance quality of life, and preserve its unique coastal character for generations to come.

Environmental Setting and Coastal Influence

Port Lavaca is located within the Texas Gulf Coast region, a landscape defined by coastal plains, wetlands, and proximity to the Gulf of Mexico. This environment shapes the city's climate, natural resources, and recreational opportunities, with warm, humid conditions and exposure to seasonal storms. Port Lavaca's position on Lavaca Bay supports diverse ecosystems, such as estuaries and marshlands, that provide critical habitats for native wildlife. These natural features also influence the city's infrastructure and planning

priorities, emphasizing the need for resilience, conservation and sustainable development.

Calhoun County and Neighboring Communities

Calhoun County, situated along the Texas Gulf Coast, is a dynamic region known for its rich history, coastal landscapes, and thriving industries tied to Lavaca Bay. The bay plays a central role in shaping the county's economy, supporting sectors such as shipping, energy, fishing, and tourism. Port Lavaca, the county seat, serves as the administrative and economic hub of Calhoun County, with strong connections to surrounding communities and regional infrastructure.

Port Lavaca is surrounded by a network of nearby communities that contribute to the region's character and economy. Point Comfort, located just across Lavaca Bay, is home to major industrial and port operations. Seadrift and Port O'Connor are coastal towns known for commercial fishing, boating, and seasonal tourism. Magnolia Beach, Alamo Beach, and Indianola offer public beach access, RV parks, and vacation homes, drawing visitors during peak seasons and enhancing the area's recreational appeal. To the northwest, Victoria serves as the closest major city, providing expanded access to healthcare, education, retail, and employment opportunities that complement Port Lavaca's local offerings.

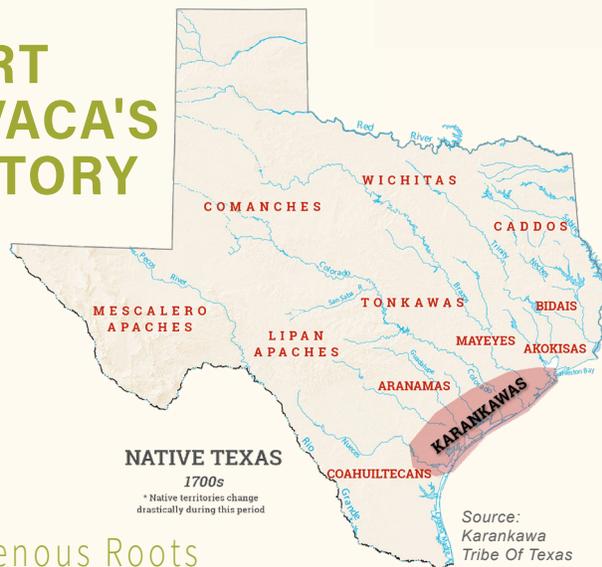
Port Lavaca's Jurisdictional Limits

Port Lavaca's city limits form the core of its Planning Area, encompassing the majority of the population and key infrastructure corridors, particularly SH 35. The city also includes parcels of coastal and rural land, with extensions reaching toward Lavaca Bay and adjacent natural features. These areas consist of residential neighborhoods, undeveloped open space, and environmentally sensitive zones such as bayous and wetlands.

In addition to land within the city limits, Port Lavaca exercises limited authority over its ETJ which include subdivision and development stands (ex: lot size, street layout, and drainage requirements), billboards/signs, cemeteries, utility systems, pollution control and abatement, and annexation. This authority allows Port Lavaca to guide development, infrastructure, and land use in nearby unincorporated areas, helping to manage growth and protect natural resources beyond its formal boundaries. Calhoun County is responsible for road maintenance, law enforcement, and county services within the ETJ. State agencies handle the remaining services.



PORT LAVACA'S HISTORY



Indigenous Roots

Port Lavaca, nestled along the Texas Gulf Coast, carries a rich legacy shaped by Indigenous tribes, early Anglo settlers, and the ever-changing tides of commerce and conflict. For centuries, the lands that now make up Texas were home to many Native American groups. Along the Gulf Coast, the Karankawa people thrived as nomadic coastal hunter-gatherers. Their name is believed to mean “dog-lovers” or “dog-raisers,” a reflection of the fox-like dogs they kept. Seasonally, the Karankawa migrated between the mainland and barrier islands, following abundant food sources: fish, shellfish, deer, bison, and alligator.

Later, the Comanche and Tonkawa tribes entered the region, leading to territorial disputes between all the tribes. The Tonkawa and Comanche tribes were rivals, with the Tonkawa aligning themselves with Anglo-American settlers. By the 1500s, the arrival of Spanish and French explorers ignited centuries of conflict. The influx of Anglo-American settlers in the early 1800s, coupled with colonization, disease, and warfare, drastically reduced the Karankawa population. Yet today, along the Gulf Coast, descendants of the Karankawa actively preserve and share their heritage and continue their legacy.

The Linnville Raid of 1840

The 1840 Comanche Raid was a retaliatory strike following the failed peace talks at the Council House Fight in March, during which Comanche delegates were taken hostage when they did not return all Texas captives. The confrontation led to the killing of the Comanche emissaries, sparking outrage among the tribe. On August 6th, Chief Buffalo Hump led a force of nearly 1,000 Comanches in attacks on Victoria, followed by the looting and burning of Linnville two days later. The response from Texans resulted in the Battle of Plum Creek, which marked a turning point in Texas-Comanche relations and reshaped frontier defense strategies.

Rise of a Port Town and the Civil War

The Town of Lavaca (La vaca meaning “the cow” in Spanish) emerged from the ashes of Linnville, quickly establishing itself as a premier shipping hub thanks to its strategic coastal location. Multiple sources claim different origins of the town’s name, but they were either named for the American Bison residing there or for the town’s role in exporting cattle. In 1857, the San Antonio Mexican Gulf Railroad opened a rail line connecting Lavaca to Victoria. By the mid-19th century, its docks shipped out exports such as cattle by-products, cotton, wool, pecans, and copper, as well as silver and lead, which had been imported from Mexico. According to the Texas State Historical Association (TSHA) archives, at this time, Lavaca had a population of 315 people, including 84 enslaved individuals.

During the Civil War, Lavaca transitioned into a key military outpost, housing a large Confederate arsenal and a small-arms manufacturing facility. This strategic importance drew Union attention, which resulted in a naval occupation designed to stifle Confederate trade. In the winter of 1862–1863, Union forces intensified their campaign by destroying the town’s wharves and severing its railroad connection. Despite the challenges of reconstruction following the war, Lavaca demonstrated its resilient spirit and emerged as a center for trade and commerce in the new era. In 1879, Lavaca officially changed its name to Port Lavaca.

An Economic Comeback

The Civil War severely damaged Port Lavaca’s trade infrastructure, causing trade disruptions. During this time, the population of Port Lavaca fell from 778 in 1870 to 100 in 1880 and then decreased to 70 in 1884 as the Town of Indianola emerged as the Calhoun County Seat post-Civil War. Over the decades, Port Lavaca competed with Indianola for dominance as the county seat. The devastating 1886 Indianola Hurricane, which is the 8th most intense hurricane on record to make landfall in the U.S., provided the opportunity to overtake the now destroyed Indianola permanently. By 1896, the estimated population of Port Lavaca had grown to 800 residents.

The mass expansion of Texas’s railroad network during the 1880s resulted in a decline in Port Lavaca’s prominence for shipping cattle. The Port began focusing on exporting seafood, which included shrimp and fish. Additionally, during this period, the reconnected railways attracted weekend visitors from larger cities, such as Victoria, Houston, and San Antonio, who enjoyed recreational activities like oyster roasts, sport fishing, and hunting. However, passenger rail services ended in 1935. The Gulf Intracoastal Waterway (GIWW) connected to the town in 1913, which further boosted its maritime trading potential.

Other infrastructure improvements during this period included the construction of Texas SH 35 in 1917. The seawall was built in 1920 to protect the Port from high water and erosion, and several county road surfacing projects were completed, along with the Port Lavaca Causeway in 1931, which connected Port Lavaca with Point Comfort.

The discovery of local oil and natural gas in the 1930s marked a new period of economic growth for Port Lavaca. In 1940, the population of Port Lavaca had grown to 2,069 residents and counting. From the 1940s onward, this new industry diversified Port Lavaca's market, which led to the growth of national manufacturing facilities. Companies that established factories in the area include Aluminum Company of America (ALCOA) in 1948, Union Carbide in 1953, and Formosa in 1983. With all this new industry, ships needed easy access to Lavaca Bay. The Matagorda Ship Channel construction was completed in 1966 and is a crucial component of maritime infrastructure, allowing ship access into Matagorda Bay and connecting to Port Lavaca and Port Comfort.

Population Growth then Decline

Port Lavaca and the Gulf Coast are no strangers to hurricanes. Since 1850, the Texas coast has experienced 111 tropical systems that made landfall (Adams 2024). The most recent storm to make landfall near Port Lavaca was Hurricane Beryl in 2024. Despite devastating tropical cyclones throughout the next several decades, Port Lavaca



Port Lavaca Main Street
Source: *Cinema Treasures*



Original Port Lavaca Lighthouse
Source: *Calhoun County Museum*

continued to grow. For example, Category Four Hurricane Carla produced a strong windstorm with peak gusts of 175 mph in 1961 in Port Lavaca ("Hurricane Carla - 50th Anniversary" 2011). During this time, the original wooden Port Lavaca Causeway was destroyed and later rebuilt with concrete that same year.

Despite continued storm events, between 1940 and 1970, Port Lavaca's population grew to between 2,000 and 3,000 people every decade. However, between 1970 and 2010, population growth began to stagnate, only gaining or losing 500 people each decade. The population reached its peak in 2010, with 12,248 residents. With the closure of the ALCOA plant, however, the City experienced a four percent population decrease to 11,557, as indicated in the 2020 U.S. Census.

The Future

Port Lavaca's future will be built on honoring its resilient past and boldly forging new paths forward. From deep indigenous roots and 19th-century trials to its rise as a vital hub for trade and industry, the City has repeatedly proven its ability to recover, adapt, and thrive. With a legacy of reinvention, Port Lavaca is ready to enter its Revival Era! So, it is time to embrace the next chapter for the City with vision, determination, and hope.



Postcard featuring the opening of the original Lavaca Bay Causeway: Military vehicles crossing.
Source: *Portal to Texas History*



Postcard of the view from City Hall.
Source: *Portal to Texas History*

HISTORICAL TIMELINE OF EVENTS

- Pre 1800s:** ● Karankawa tribes are the first inhabitants to Gulf Coast region
- 1831-40:** ● The Town of Linnville is a center for commerce and warehousing.
- 1840:** ● The Town of Linville is destroyed in the Great Comanche Raid.
- 1840:** ● The Town of Lavaca is founded.
- 1840s-50s:** ● During this period of growth, Lavaca had seven wharves, where ships could dock.
- 1846-52:** ● Lavaca is the first county seat for the newly formed Calhoun County.
- 1849:** ● Presbyterian Church School is the first school built in Calhoun County.
- 1857:** ● San Antonio Mexican Gulf Railroad opens line connecting Port Lavaca to Victoria.
- 1858:** ● Halfmoon Reef Lighthouse is built on Lighthouse Beach.
- 1862-63:** ● Port Lavaca trade infrastructure is damaged during the Civil War.
- 1879:** ● The City is officially named “Port Lavaca.”
- Late 1880s:** ● Period of economic prosperity due to trade and tourism.
- 1886:** ● The Indianola Hurricane destroys Indianola.
- 1907:** ● The St. Louis, Brownsville, and Mexico Railway chartered and served 200 miles along the Gulf Coast.
- 1909:** ● Port Lavaca becomes a general law city.
- 1913:** ● The Gulf Intracoastal Waterway (GIWW) connects to Port Lavaca.
- 1917:** ● Construction of Texas State Hwy 35 is completed and becomes operational.
- 1920:** ● The City’s Seawall is constructed to protect the City from Gulf storms.
- 1931:** ● The Lavaca Bay causeway is built as part of the Texas SH 35 route.
- 1934-35:** ● Natural gas and oil are discovered in Port Lavaca.
- 1935:** ● US 87, a north-south route, opens and begins in Port Lavaca.
- 1948:** ● The ALCOA plant brought industrial jobs to the area, drawn by barge access on the GIWW.
- 1948:** ● Calhoun County Independent School District (CCISD) is formed. Calhoun High School is established.
- 1952:** ● Union Carbide joins the local petrochemical industry.
- 1956:** ● Port Lavaca became a home rule-chartered city.
- 1961:** ● Category 4 Hurricane Carla makes landfall in Calhoun County.
- 1966:** ● The Matagorda Ship Channel construction is completed.
- 1983:** ● Matagorda Island State Park is established as a natural protected area.
- 1983:** ● Formosa Plastic Corporation’s first petrochemical plant opened.
- 2019:** ● ALCOA Refinery Plant in Point Comfort officially closed.



Bay Trading Company by Percy Parks
Source: Calhoun County Museum



PAST PLANNING EFFORTS

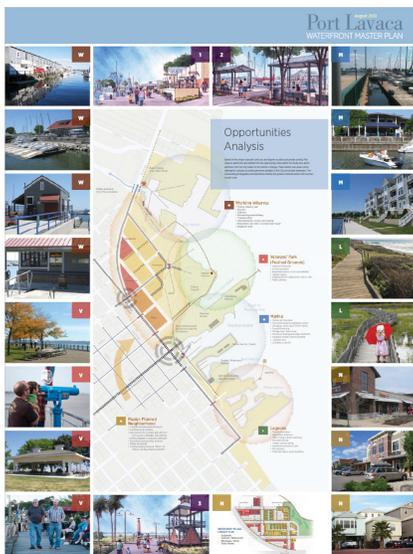
REVIEW OF PAST PLANS AND STUDIES

The following Plans and Studies were reviewed and have been summarized below:

- Port Lavaca Waterfront Master Plan (August 2012)
- Plan Port Lavaca Comprehensive Plan (2016)
- Port Lavaca Downtown Waterfront Final Master Plan (August 2023)
- USDA Rural Placemaking Innovation Challenge (2024)
- Calhoun County Multijurisdictional Hazard Mitigation Plan 2023-2028 (2023)

Port Lavaca Waterfront Master Plan (adopted August 2012)

The Plan’s Existing Conditions Analysis subdivided Port Lavaca’s waterfront into several distinct sectors and analyzed the assets, opportunities, and constraints inherent within each sector, and included the following findings: Waterfront Trail – Central to the Plan’s recommendations is providing greater public access and connectivity to key areas that compose the City’s waterfront. A multi-use waterfront trail is proposed that would link together several vacant parcels, some of which would include trailheads and parking areas. The trail would also provide opportunities for outdoor interpretive education, wildlife viewing, and fishing stations.



Source: Port Lavaca Waterfront Master Plan

Clement Cove Harbor – This area is held under single ownership and could conceivably be redeveloped into residential infill development. Unfortunately, in order to access this area homeowners would have to pass through neighborhoods composed of deteriorated homes and under-maintained properties.

Downtown Main Street – Main Street is composed of high-quality anchors, including a variety of historically significant structures, including the Seascapes Apartments, the 1936-era

Port Lavaca Main Street Theatre, and the Texas Traditions Cafe. There is an opportunity to expand niche retail uses, such as limited-service, sit-down restaurants and boutique clothing stores. Unfortunately, most buildings along this corridor are in need of extensive renovation before tenants can occupy these spaces.

Virginia and Commerce Streets – These thoroughfares link Port Lavaca’s waterfront tourism and industry to regional markets. Destinations along these corridors include the Memorial Medical center, Bauer Community Center, City Hall, and Lighthouse Beach. There is an opportunity for streetscape improvements. Another constraint includes the amount of truck traffic that emanates from the Harbor of Refuge and travels along these principal routes.

Fisher Harbor – Though largely undeveloped, property owners in adjoining neighborhoods are concerned about current development (oyster producer) that may exacerbate negative externalities, such as view obstruction, truck traffic, noise and odors. Any new residential, commercial, or industrial development may minimize public access to the waterfront.

Harbor of Refuge - Unlike other waterfront areas to the north, Harbor of Refuge has been publicly accepted as a general industrial area. The use of properties just outside the harbor are of more concern, given their transitional location between industrial and residential uses. As harbor activity increases, spin-off development, such as storage tanks has expanded the harbor’s area of influence. Nearby residents want protection from conflicting uses and encroachment.

City Harbor - City Harbor has historically functioned as the City’s working waterfront. The shrimp and oyster industries that are part of the City’s cultural identity contribute to the waterfront’s authenticity – unlike commercially driven development. The presence of a working waterfront can serve as a foundation to boost restaurant and recreation activity. This might include everything from “eat your own” oysters to kayaking trails.

Bayfront Peninsula Park - The park is located on a large peninsula adjacent to Nautical Landings marina and the terminus of Downtown. Its central location and proximity to non-recreational uses make it an authentic “destination,”

offering opportunities for users to park for the day and visit multiple venues within walking distance. Although the City has plans to improve this park with additional amenities there are recreational and boating limitations, including very shallow waters and large pieces of submerged debris which limit boating access.

Nautical and Smith Harbors - Nautical Harbor is surrounded by Bayfront Peninsula Park, Nautical Landings building and marina, and the Smith tract. Its close proximity to the park, marina, and Downtown position it as a key redevelopment area. Smith Harbor is located to the immediate south of Nautical Harbor and shares a peninsula of the Smith tract. Nautical Landings' parking lot can accommodate approximately 65 to 75 cars, and can help to support Downtown shopping, community festivals, and trailhead parking.

Existing Conditions Analysis

The Existing Conditions Analysis includes a Conditions & Characterization section, which identifies edge conditions along the City's waterfront (e.g., engineered bulkhead versus natural edge); areas that possessed significant historic character; areas that suffered from blighted conditions; vacant, buildable areas; vacant areas that embody significant topographic relief; areas predominantly containing compacted dirt; and areas ripe for new investment.

The Waterfront Master Plan's Opportunities Analysis focuses on the development of five (5) principal opportunity zones along Port Lavaca's waterfront, each with multiple recommended improvements, including the following:

Working Wharves

- Fishing industry hub, including charters and "Cannery Row" style seafood wholesaling and retailing
- Improved public access and viewing
- Restoration, adaptive reuse and infill development

Veterans' Park (Festival Grounds)

- Veterans' memorial
- Active recreation – basketball, tennis, multi-use ballfields
- "Kiddie" beach
- Staging area for large public events, fairs
- Public parking

Marina

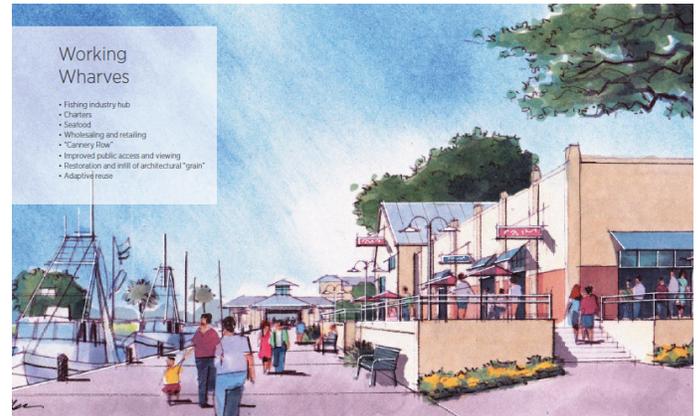
- Marina services area with motorized boating and sailing center
- Dredging and widening of Smith Harbor with dredge-spoil donor area
- Peninsula shaping and seawall armoring edge treatment
- Elevated marina building
- Lowland trails

Lagoons

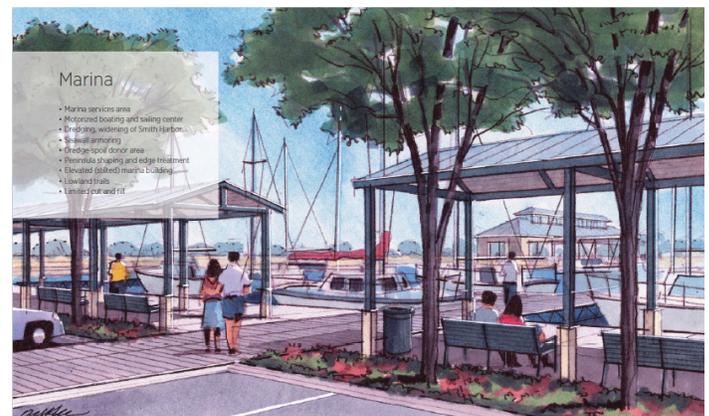
- Passive recreation
- Nature/eco-preserve
- Trails, hiking, nature-watching
- Mountain biking and paddle sports, sailing
- Elevated interpretive trails
- RV camping
- Potential nature center building

Master Planned Neighborhood

- Long-term redevelopment areas
- Land-banking initiative
- Reconstruction of street grid
- Street/sidewalk connections between Downtown and working wharves, with mixed residential
- Cantilevered overlook at "elbow" of Mahan and Bay



Source: Port Lavaca Waterfront Master Plan



Source: Port Lavaca Waterfront Master Plan



Source: Port Lavaca Waterfront Master Plan

Waterfront Development Ordinance

As summarized in the *Plan Port Lavaca Comprehensive Plan*, the *Waterfront Master Plan* proposed establishing a Waterfront Development Ordinance (WDO) as an important tool through which to implement the Plan. As of the drafting

the Comprehensive Plan in 2016, these regulations had not been formally adopted by the City, would be instrumental in determining the type of development to be located along Port Lavaca’s premier waterfront areas; and would regulate specific building characteristics like height, density, aesthetic quality and site orientation; in order to promote higher-quality development along the waterfront, and ensure the safety of the environment, and preserve community character. As stated in the WDO, the provisions are generally intended to:

1. Implement the vision, principles and objectives of the Waterfront Master Plan, adopted by the City Council.
2. Acknowledge the waterfront as a place of local significance, including its historical, cultural and architectural assets and their importance to the City.
3. Facilitate development, redevelopment and public infrastructure improvement projects in manners that are consistent with the Comprehensive Plan and its policies and recommendations.
4. Provide for development and redevelopment that is compatible with existing and planned future development and generally cohesive from site to site.
5. Encourage development of vacant lots or parcels and redevelopment or reuse of vacant or underutilized buildings in manners that further the implementation of the City’s plans and which contribute positively to a quality character.
6. Strengthen the City’s tax base through the development of quality, owner-occupied housing; stable, safe and highly livable neighborhood environments; growing sustainable businesses; and increased tourism of the improved, publicly accessible waterfront.
7. Add value to the waterfront and its environs for local residents, businesses and visitors through new public facilities and improvements, better access and opportunities for business and recreation.
8. Preserve the natural environs and conserve valuable resources through sound engineering and good land planning practices.
9. Improve the place qualities to achieve broad recognition as a destination on the Texas Gulf Coast.

Specifically, the WDO designates the waterfront area as a place of historical, cultural and architectural significance to the City of Port Lavaca. The WDO also provides the City with regulations to guide desirable development, thereby protecting Port Lavaca’s valuable and most popular assets from the potential harmful effects of growth (Comp Plan, page 20). The WDO proposes three waterfront zoning districts – residential, commercial, and waterfront business (Comp Plan, page 60).

Plan Port Lavaca Comprehensive Plan (adopted 2016)

Plan Port Lavaca is a nine-chapter Comprehensive Plan that provides findings and recommendations on the physical and economic aspects of growth and development over a 10- to 20-year planning horizon. The plan will serve as the guiding document for public officials, City staff, developers, and others who make the daily decisions and choices that will ultimately determine the future direction, fiscal stability, and quality-of-life of the community. As summarized within Chapter 1, Introduction, *Plan Port Lavaca* will be achieved through implementing the following actions:

- Major public improvements and land acquisitions financed through the general fund and other public finance tools
- New and amended City ordinances and regulations that are closely partnered with the plan’s objectives
- Departmental work plans and staffing in key areas
- Targeted programs and spending prioritized by the City’s annual budgeting process, including everyday services like code enforcement and park maintenance
- Support for on-going planning and studies that will further identify community needs and action strategies, including the City Council and staff’s own strategic planning
- Applying for external grant funding to supplement local funds and/or advance projects
- Pursuing initiatives with public and private partners to leverage resources and achieve successes that neither could have experienced alone (page 1).



Source: *Plan Port Lavaca Comprehensive Plan*

Chapter 1 provides annotated summaries to the Plan's principal chapters, including the following:

- **Chapter 2, *Snapshot***, serves as the reconnaissance stage for the planning process. Historical population trends, demographics, existing conditions, physical constraints, and past planning efforts establish the baseline from which decisions are made.
- **Chapter 3, *Vision***, establishes the community's vision for the future, and is reflective of the many characteristics and values that Port Lavaca desires to preserve and provide for current residents and future generations. This section identifies the primary issues, goals, and objectives derived from stakeholder consensus.
- **Chapter 4, *Land Use and Recreation***, evaluates the land use patterns and needs, with an emphasis on recreational land uses by providing general guidance for future parks and open space improvements.
- **Chapter 5, *Transportation and Circulation***, provides a transportation framework that will serve as a guide for future transportation and other development decisions within Port Lavaca.
- **Chapter 6, *Infrastructure***, reviews existing conditions for water and wastewater infrastructure and recommends strategies to incrementally expand Port Lavaca's facilities appropriately to adequately provide for future growth and redevelopment.
- **Chapter 7, *Community Character***, summarizes the characteristics that contribute to a residential neighborhood's quality of life.
- **Chapter 8, *Economic Development***, examines the current economic conditions and proposes strategies for business retention, business attraction, and tourism.
- **Chapter 9, *Action Plan***, organizes and prioritizes the recommendations contained within the various plan elements into an understandable action plan.

At the time of this plan's development, Port Lavaca's and Calhoun County's population was expected to increase from 12,281 and 21,762, in 2104, respectively, to 16,969 and 29,622 by 2040; according to Texas State Data Center and Texas Water Development Board estimates.

Chapter 1 also summarized the goals outlined in a Strategic Plan the City developed in 2012, which included the following (page 16):

Governance - Port Lavaca residents are well informed and involved with the affairs of local city government.

Infrastructure - Port Lavaca residents enjoy new streets, sidewalks and other improvements year after year.

Business Development - Port Lavaca is known for creating a business development program that is responsive to existing business needs

Community Development - Port Lavaca is a culturally diverse community actively promoting tourism and economic development opportunities

Quality of Life - Port Lavaca residents enjoy a safe community with great amenities and affordable living.

The Strategic Plan was subsequently updated in 2014 and included the results of a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis (page 17):

Strengths:

- Physical climate
- Strong leadership
- Fiscally sound
- Growth potential
- Friendly/small-town feel
- Geographic location/waterfront
- Eco-tourism
- Good schools/good hospital
- Reliable City services
- Secure water supply
- Civic pride
- "Braiding" between city/county/school district
- Ties with other communities
- Teamwork
- Historical significance/diverse culture
- Continuous public improvements

Weaknesses:

- Lack of housing/investment in housing
- No major retail
- Improvements to the infrastructure
- Lack of entertainment
- Unwillingness to change by some
- Limited industry within the city limits
- Shared sales tax
- Additional infrastructure
- Few sit-down restaurants
- Code of Ordinances
- High tax and water and sewer rates as compared to cities our size
- Occasional mixed signals from council
- Unable to attract new businesses
- Lack of parks and youth activities
- Lack of involvement among the police Officers in the community
- Lack of communication with the public
- Staff setting the example
- Maintenance of City properties

Opportunities:

- Host business conferences with potential
- Housing developers
- Seek grants for infrastructure construction

- Partner with community colleges, universities and trade schools for job conferences, training and apprenticeships to be held and conducted in Port Lavaca
- Host conferences with potential businesses
- Develop/purchase land in/around the port
- Partner with the Navigation District in the development of container handling facilities
- Partner with the area’s large industry plants to expand current training for Mill-rights
- Determine economic willingness of the community to add quality-of-life amenities
- Develop community events that highlight the diverse cultures of the area
- Entertainment venues in downtown area

Threats:

- Adequate funding
- Natural disasters/drought
- Unstable economy
- Indifference/unwillingness to change
- Avoiding the challenges
- Avoiding decision-making
- No follow-through
- Lack of courage
- Close-mindedness
- Opposition

Plan Port Lavaca’s Chapter 3, Vision:

Chapter Three summarizes the results of the plan’s public engagement process, which culminated in a specific Mission Statement and Vision for the future of the community. Major themes identified from the public engagement process included the following (page 41):

Housing	Port Lavaca’s housing stock offers a limited selection. Quality homes are generally expensive, while many of the affordable homes are in poor condition. Residents identified a need for a variety of housing types with adequate affordable inventory to meet current demand.
Beautification	To support future growth, attract new business and residents, and increase commerce, targeted beautification efforts were identified. Participants recommended improvement of residential and commercial attractiveness. The deterioration of many structures affects the natural beauty of the city. Additionally, Commerce Street, 87 South, Lighthouse Beach and Old Firehouse were identified for beautification projects.

Downtown	Downtown Port Lavaca has many assets. Main Street Theatre and available properties with potential for investment opportunities. In many ways, Downtown is a blank slate that can be converted to meet the vision of the citizens. Revitalization of Downtown was a key issue repeatedly mentioned by participants. Downtown revitalization as defined by the participants would include infrastructure improvements such as sidewalks, parking, lighting, water, sewer, and drainage improvements. Participants identified a desire to preserve historic buildings, and create a connection between Downtown and the Waterfront. These two areas could essentially create an entertainment district for the City of Port Lavaca.
Waterfront	A need to better utilize the assets of the waterfront was a key theme throughout the discussion. This may be accomplished in a variety of ways however, the most dominant ideas presented by participants were, 1) providing waterfront restaurants, shopping, and water related activities such as paddle boats and kayaks; and 2) preservation of natural resources was also important to participants. Improving the bird habitat along the coastline was suggested as an opportunity to encourage ecotourism.
Infrastructure	Citywide infrastructure improvements were a key topic of discussion among the participants. The items identified as needing improvements were street maintenance and repair, sidewalks to provide safe pedestrian facilities, water and wastewater infrastructure, and drainage.
Economic Development	Ideas to improve economic conditions in the City were abundant and participants provided great insight into the opportunities for improvement. A focus on creating tourism revenue was of high priority. The ideas for achieving this economic initiative were focused on the waterfront and water-related activities. These included fishing related activities and the ancillary businesses associated with the recreational fishing industry. As expected, restaurants, retail, swimming, and water sports were all mentioned. Participants described a need

for additional restaurants throughout the City with a mix of chain and locally owned restaurants. Workforce development was also a key theme. The need to attract new talent, retain young talented workers, and incorporate high tech industry job opportunities were all ideas presented by participants.

Parks and Recreation

Participants identified a desire for more recreational facilities throughout the City. These facilities would provide adequate activities for the youth of Port Lavaca. The recommended facilities were: swimming pool, tennis courts, skate park, new baseball fields, and a City sports complex. In addition, small pocket parks, bike trails and additional green space were all discussed by participants.

Community Activities

Community activities are important to the participants of the meeting. The overarching theme was a general need for more entertainment options in the City. These may include, but are not limited to outdoor sponsored events such as festivals, live music, and community events.

Regulations And Policies

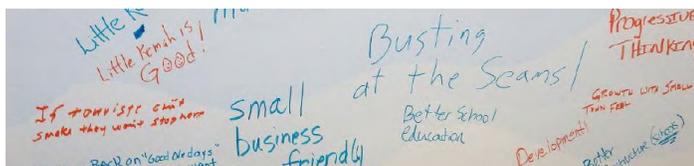
A need for zoning was a key issue discussed during the meeting. Additionally, design guidelines, sign regulations, and code enforcement were also considered as areas of focus.

Mission Statement

Our mission is to make Port Lavaca a desirable place to live through quality services, responsible use of public resources, and a progressive attitude toward community development. With enthusiasm, integrity and vision, we will maintain a safe environment and continually improve the quality of life for all citizens.

Vision

The Mayor and the City Council envision a friendly town on Lavaca Bay where economic and recreational opportunities abound, providing for a wonderful quality of life for both citizens and tourists, rich in history and looking toward a vibrant future!



Source: Plan Port Lavaca Comprehensive Plan

Plan Port Lavaca’s Goals and Objectives include the following:

Goal #1: Promoting Quality of Life

Quality of life refers to the tangible and intangible characteristics that make a community a great place to live. Quality of life also includes the look and feel of the City. Improving the community’s aesthetics was an overwhelming theme from all sources of public input. In today’s competitive and global economy, quality of life is a major consideration when a business, industry, or resident chooses to locate in one city over another. Many relocations specifically look at a city’s quality of life as part of its decision-making process. Competitive cities are those that not only meet the basic functional needs of the city; they also provide a high quality of life for residents (page 45).

Objective 1: Connected neighborhoods for pedestrians and vehicles

Objective 2: Housing choices for young professionals and seniors

Objective 3: Recreation opportunities for youth, adults, and visitors

Objective 4: Adequate infrastructure to support future development

Goal #2: Protecting Investments

Protect (and thereby encourage) public and private investment in Port Lavaca. Investments tend to encourage future investments. When the future development pattern of an area is more certain, private property owners are more likely to invest in their properties and quality development is more likely to occur. The lack of zoning regulations in Port Lavaca creates a significant challenge in terms of beautification, quality of development, and appropriate land use types. While the City has actively pursued code enforcement and other community improvement efforts, the City’s resources are limited. Community empowerment, pride, and involvement to support the City’s efforts is critical for the City to continue to improve over time (page 45).

Objective 5: Compatible uses to reduce conflict

Objective 6: Beautiful community

Objective 7: Resilient waterfront that serves as an asset

Objective 8: Community empowerment to encourage ownership, pride, and involvement

Goal #3: Supporting Economic Development

In order to remain competitive in the region, the City must continue and enhance its proactive economic development strategy. Economic development planning is the process by which a community organizes, analyzes, plans, and then applies its energies to the tasks of improving the economic well-being and quality of life for those in the community. Economic development focuses on retaining existing

businesses, securing new businesses, and attracting tourism into the community (page 45).

Objective 9: Destination to attract visitors

Objective 10: Employment and entertainment opportunities

Objective 11: Exciting Waterfront amenities that generate activity and income

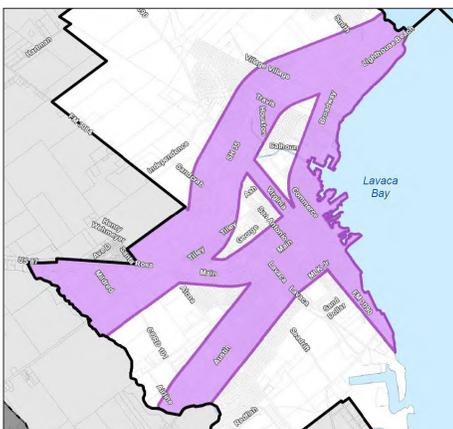
Objective 12: Active and unique downtown

Beyond providing Figure 11, *Existing Land Use Map* (page 50) and Figure 16, *Future Land Use Map* (page 58), *Plan Port Lavaca's* Chapter 4, *Land Use and Recreation*, provides a section on zoning, and defines “zoning regulations” as including “any requirements or restrictions adopted by the City Council to regulate future development. This often includes regulations addressing land use types, lot and building sizes, commercial building materials, landscaping, and many other topics. Zoning protects property values, promotes desirable neighborhoods, and contributes to the overall quality of life by enhancing aesthetics and reducing nuisances” (page 59). As summarized in a text box, “Zoning regulations could have a very strong positive impact on Port Lavaca, specifically related to the following issues identified by the community:

- Creating a more attractive community appearance
- Encouraging investments because property owners would be confident of the type and quality of future neighboring development
- Improving the mix of housing available in Port Lavaca
- Preventing future incompatible uses, such as a manufacturing business next to a home
- Ensuring that only desirable, pedestrian-oriented uses located in the downtown

Figure 1 (below), *Suggested Areas for Development Regulations Near-Term Consideration*, depicts areas where zoning could be most impactful in influencing and regulating

Figure 1, Suggested Areas for Development Regulations Near-Term Consideration



Source: *Plan Port Lavaca Comprehensive Plan*

community’s appearance and vitality; and focuses on the major corridors, entryways into the City, downtown, and the large residential lots to the south.

Chapter 4, Land Use and Recreation:

Recommendations include the following:

- Continue to use the Future Land Use Map when making development and infrastructure decisions. Ensure that the map is reviewed by the Planning Commission annually.
- Define the area to be included in the regulations – citywide, downtown, along corridors, or the priority area in Figure 17 (page 60).
- Use the Future Land Use map to develop a zoning map to be adopted by City Council.
- Adopt the Waterfront Development Ordinance to work toward the vision of the Waterfront Implementation Plan.
- Provide an informational page on the City’s website to explain the purpose and impacts of zoning.
- Plan and budget to acquire future parkland as the population increases. Park locations should consider the underserved zones identified in Table 12 (page 62).
- Develop a detailed parks and trails master plan to ensure that recreation amenities grow with the future population.
- Adopt a parkland and trail dedication ordinance that requires land dedication (or fee-in-lieu) for parks and improvements. The ordinance should also require developers to dedicate and construct trails in accordance with the trails master plan.
- Identify a location for a teen activity center that is convenient to Travis Middle School and Calhoun High School. Consider a public-private partnership to share space with an existing facility/business. Appoint citizen volunteers to staff the teen activity center and to research grant/funding opportunities for the center.
- Allocate budget each year to replace aging playground equipment and install new types of facilities, which could be supplemented by park dedication improvement fees.
- Improve Lighthouse Beach by increasing signage at SH 35 and Broadway Street, encouraging food trucks to be present on a regular schedule, and considering implementing zoning regulations.
- Complete the planned improvements at Wilson Park and Bayfront Park.
- Develop recreational marketing materials that the City and Chamber of Commerce could distribute to residents and visitors to increase awareness and use of the City’s existing recreation amenities.

Chapter 4 also examines Port Lavaca’s current supply of parks and level of service for each park type; with respect to NRPA-recommended number of acres per capita. The current Mini and Neighborhood Park acreage provides an appropriate level of service for the City’s 2014 population; however the current park system does not meet the recommended

level of service for Regional Parks. Approximately 71 total acres of parkland should be acquired by 2020 – one acre of Mini Parks, one acre of Neighborhood Parks, nine acres of Community Parks, and 60 acres of Regional Parks. Some of the key parks and recreation-related recommendations include the following:

- Develop a Parks and Trails Master Plan to guide the future of park development. Building upon the priorities designated by the city, the Parks Master Plan will provide a long-term vision and guidance to make informed policy decisions. As of the drafting of this Comprehensive Plan Update, the City is currently in the process of developing a Parks and Recreation Master Plan (page 63).
- Adopt a park, trail, and improvements dedication ordinance to support efforts to expand the existing parks system. This ordinance would require developers to provide a certain amount of parkland and associated improvements to the City based on the size of development. Additionally, developers would be required to construct any trails that are shown on the Master Plan (page 63).
- Consider developing a new teen activity center, which would create place for youth to gather in a safe environment and participate in after-school activities. The activity center could provide both indoor and outdoor activities – sports, homework assistance, video games, exercise facilities, and computer access (page 63).
- Allocate budget each year to replace aging playground equipment and install new types of facilities, which could be supplemented by park dedication improvement fees (page 67).
- Improve Lighthouse Beach by increasing signage at SH 35 and Broadway Street, encouraging food trucks to present on a regular schedule, and considering implementing zoning regulations (page 67).
- Complete the planned improvements at Wilson Park and Bayfront Park (page 67).
- Develop recreational marketing materials that the City and Chamber of Commerce could distribute to residents and visitors to increase awareness and use of the City's existing recreation amenities (page 67).

According to Chapter 5, *Transportation and Circulation*:

The top issues include limited sidewalks, lack of public transit, and inadequate landscaping and maintenance. Major Traffic Generators include development along Highway 87 / Main Street and SH 35. In addition to these corridors, there are several other specific traffic generators around the City, including (page 70):

- Calhoun Plaza shopping center
- Lighthouse Beach
- Calhoun County ISD Schools
- Memorial Medical Center
- Calhoun County Offices

Chapter 5 provides crash data, traffic counts, thoroughfare functional classification, and the location of traffic signals. The chapter also provides recommendations related to the following topics (pages 85-86):

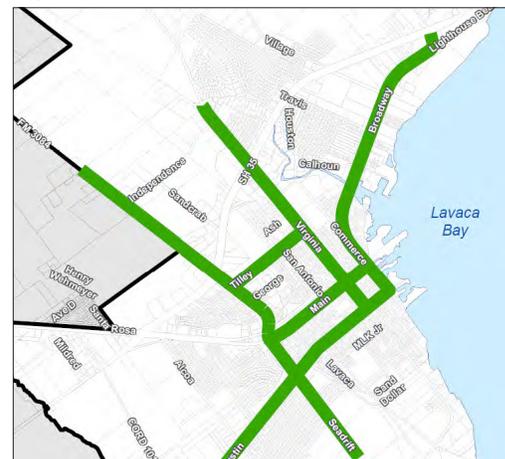
Roadway Network (page 75)

- Plan for extensions of Smith Road and Village Road (refer to the Plan's Figure 22).
- Focus corridor beautification efforts along the key corridors of SH 35, US 87, and Broadway.

Alternative Transportation (page 76)

- Develop a citywide sidewalk plan. Conduct an inventory of existing sidewalks and document current conditions. Identify priority areas for sidewalks by evaluating popular routes, missing connections, density, funding opportunities, and safety concerns.
- Evaluate the current traffic volumes, roadway and right-of-way width, ownership patterns, roadway conditions, and adjacent destination points along Virginia Street and Half League Road to determine appropriateness for Complete Streets retrofitting.

Figure 2, *Potential Roadways for Complete Streets*



Source: *Plan Port Lavaca Comprehensive Plan*

- Allocate CIP budget regularly for retrofitting areas with sidewalks.
- As a component of the recommended sidewalk plan, identify key locations for pedestrian upgrades. Suggested target areas include the SH 35, US 87, and Broadway priority area, park access points, and school routes. Continue to pursue grant funding, such as the Safe Routes to Schools program.
- Revise the existing roadway cross-sections to include alternatives for the inclusion of on- or off-street bike lanes on future roadways.
- Conduct a community-wide survey, review the ridership records from the R-Transit service, and/or conduct a feasibility analysis to assess additional demand for local transit. If local demand warrants additional service, consider an agreement with R-Transit to increase services to accommodate the need. Confirm that residents are familiar with the existing R-Transit service. Any regular

routing service should include access to the waterfront and the Greyhound station along SH 35.

- Require 5 ft. wide sidewalks along at least one side of the roadway in all new residential developments.

Corridor Enhancements (page 78)

- Develop landscaping regulations for nonresidential and multiple family developments, particularly within the priority area. Develop and maintain a list of approved plant species that are appropriate for the region and drought tolerant.
- Establish an adopt-a-highway program to help maintain the medians and roadways, especially in the priority area.
- Continue to build welcoming entryway features and update the existing entry signage along US 87 in the eastern part of the City and on SH 35 near the Causeway. The signage should build upon Port Lavaca’s waterfront character.

Access Management (page 84)

- Establish a minimum distance between median cuts (e.g., “at least 500 feet between median openings”).
- Require new nonresidential developments along major thoroughfares and collector roadways to provide cross-access to adjacent developments to reduce the number of curb-cuts.

As summarized in Chapter 6, Infrastructure:

The top issues related to infrastructure include:

- Lack of water and wastewater master plans
- Deteriorating cast iron and asbestos cement water pipelines
- Infiltration and inflow into wastewater pipelines
- Lack of control over City’s water distribution system
- Inadequate lift stations result in overflows during heavy rain events

As shown in Figure 26, Water System Map (page 90), Port Lavaca’s water supply is provided by the Guadalupe-Blanco River Authority (GBRA), which diverts water from the Guadalupe River near Tivoli through the Calhoun Canal System. A 44.0 MG raw water reservoir is located onsite. GBRA built the Port Lavaca Surface Water Treatment Plant in 1970 with a 4.0 MGD capacity, expanded in 1993 to 6.0 MGD, and capable of future expansion to 9.0 MGD. The City has secured a treated water supply contract with GBRA for a firm supply of 3.2 MGD.

The City operates on a single pressure plane with two 0.5 MG elevated storage tanks. GBRA reserves capacity for their ground storage tank to meet the City’s TCEQ storage requirements. The City’s distribution system has nine meters interconnects used by GBRA to pass water through the City to rural water customers.

The Texas Commission for Environmental Quality (TCEQ) requires 200 gallons per connection of storage of which 100

gallons must be elevated storage. The City currently has 1.0 million gallons of elevated storage capacity and GBRA reserves capacity in their ground storage tank. Since the limiting factor in this case is the elevated storage capacity, based on the current elevated capacity of 1.0 MG, the number of connections that would be allowed by TCEQ is 5,000. The City currently has 4,300 connections (page 88).

As shown in Figure 27, Wastewater System Map (page 92), Port Lavaca is served by the Lynn Bayou Wastewater Treatment Plant at 800 N. Commerce St. The plant has a permitted average capacity of 2.0 MGD under Permit WQ0010251001, with an average daily flow of about 1.3 MGD, and discharges to Lynn Bayou. The City has approximately 3,840 connections to the wastewater system and maintains a network of 40 miles of wastewater collection lines.

The City recently completed an infiltration and inflow (I/I) study of the wastewater system. The results of the study are being used to proactively target areas to identify and eliminate I/I sources. A rehabilitation program is also in place to replace aging sewer lines.

The Plan’s infrastructure recommendations are grouped according to the following topics (page 94):

Water Ground Storage Tank Construction

- A 1.0 MG ground storage tank within the City would benefit both GBRA and Port Lavaca, allowing GBRA to pump to the tank and giving the City flexibility to control their own distribution system.
- Enlist the services of a consulting firm to develop a cost estimate and design for the new ground storage tank. Allocate budget in future CIPs to construct a new ground storage tank.

Wastewater Treatment Plant UV System Upgrade

- The ultraviolet (UV) disinfection system at the Lynn Bayou Wastewater Treatment Plant is no longer serviceable, is nearing the end of its useful life, and should be upgraded within the next year.
- Allocate budget in the CIP to replace the existing UV disinfection system at the Wastewater Treatment Plant.

Water and Wastewater Pipeline Completion

- The City should continue to pursue its five-year plan to rehab or replace the current cast iron or asbestos cement water lines to reduce the occurrence of water main breaks. The City should continue its efforts to rehab or replace wastewater lines as necessary to reduce system infiltration and/or inflow (I/I).
- Continue to fund, prioritize, and conduct replacement/rehab of current cast iron or asbestos cement water lines.

Lift Station Rehab

- City staff indicated that many residents experience problems with overflows during heavy rain events and

need larger wet wells and pumps to pass rain events. The City should begin rehab and/or replacement of lift stations to reduce overflows during heavy rain events.

- Allocate budget in future CIPs to rehab/replace lift stations, as prioritized by the condition assessment.

Water and Wastewater Master Plan

- The City should consider developing a Water and Wastewater Master Plan that takes into account current population levels, projected growth, updated future land use, and usage characteristics to develop solutions for operational issues. Additionally, the Supervisory Control and Data Acquisition (SCADA) system at the GBRA Port Lavaca Water Treatment Plant indicates that the water level in the George Street elevated tank must reach a certain level before the Village Road elevated tank begins to fill. Operational issues such as these could be reviewed and solutions developed in a Water and Wastewater Master Plan.
- Allocate budget in the CIP to develop a Water and Wastewater Master Plan. Enlist the services of a consulting firm to develop a Water and Wastewater Master Plan. Allocate budget in the CIP to fund the improvements recommended in the Water and Wastewater Master Plan.

Top issues covered in Chapter 7, *Community Charter*:

Chapter Seven includes issues (page 97):

- Limited housing choices
- Lack of quality affordable housing for young professionals, middle-class, and retirees
- Lack of property maintenance in some areas
- Need for community empowerment and organization to support the City's efforts
- Limited resources and amenities for seniors
- 78 percent of survey respondents rated the City's appearance as fair or poor
- 81 percent of survey respondents indicated that the City's appearance is important or very important

Figure 3, *Housing & Neighborhood Conditions* (depicted right), identifies the general conditions of neighborhoods within Port Lavaca, based on housing condition, yard maintenance, and overall upkeep. The figure delineates areas within the city that are worthy of preservation, restoration, and rehabilitation. The chapter outlines recommendations related to the following topics:

Neighborhood Preservation, Restoration, and Rehabilitation

- Neighborhood strategies vary based on the predominant type and condition of housing in the neighborhood. It is important to keep in mind that these strategies apply based on the character of the neighborhood as a whole; individual homes may be in better or worse condition than the overall neighborhood. Table 13, *Neighborhood Strategies*, outlines possible applications, goals, and

strategies for ensuring healthy neighborhoods in the City (page 100).

- Maintain or increase the number of code enforcement actions.
- Provide information to property owners regarding the establishment of voluntary HOAs and other similar neighborhood organizations.
- Evaluate the feasibility of offering a City-sponsored housing improvement grant to match homeowners' contributions toward renovations in "Rehabilitation" areas.
- Allocate budget for future demolitions of unsafe structures.

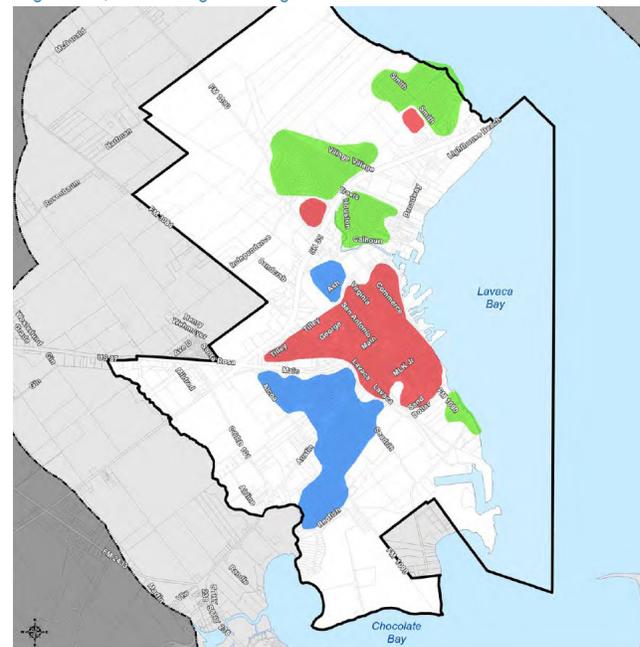
Housing Choices

- Figure 29, *Dwelling Types* (page 105), shows the range of housing across the city. While options exist, quality multi-family units are limited, with many dated or deteriorating complexes that fail to attract young professionals or empty nesters. The City may wish to encourage redevelopment of these properties into more modern apartment complexes or townhomes to accommodate the demand for housing variety. While the City's opportunities for ensuring an appropriate mix of housing are limited by the lack of zoning regulations, the City could offer incentives to attract desirable development types (page 103).

Quality Neighborhood Designs

- The Plan advocates for heavily amenitized Traditional Neighborhood Design (TND) development patterns.

Figure 3, *Housing & Neighborhood Conditions*



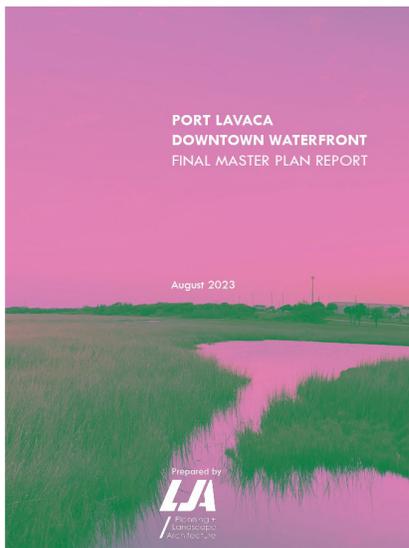
PLAN
PORT LAVACA

Green: Preservation
Blue: Restoration
Red: Rehabilitation

Source: *Plan Port Lavaca Comprehensive Plan*

Port Lavaca Downtown Waterfront Master Plan (2023)

The 2023 *Port Lavaca Downtown Waterfront Master Plan* was created to transform the city’s waterfront and downtown into a vibrant, accessible, and economically sustainable destination. The plan focuses on creating spaces that serve both residents and visitors, preserving the natural beauty and ecological integrity of the area, and integrating recreation, tourism, and community development in ways that enhance quality of life while celebrating Port Lavaca’s coastal identity.



Source: Port Lavaca Downtown Waterfront Master Plan

The vision of the 2022 Port Lavaca Downtown Waterfront Master Plan is to create a dynamic, inclusive, and economically thriving destination that strengthens community identity and fosters sustainable growth. Figure X, *Downtown Waterfront District*, shows the districts along the Downtown Waterfront section.

Key Goals for this Plan include:

1. Enhancing Public Access to the Waterfront

This includes expanding pedestrian connectivity between downtown and the shoreline through the construction of new sidewalks, trails, and ADA-compliant pathways. By making the waterfront more walkable and inclusive, the city aims to foster community engagement and promote outdoor activities.

2. Activating Waterfront Spaces, Introducing Multi-use Areas for Events, Markets, and Recreation

These spaces will feature amenities such as seating, shade structures, and landscaping to create a welcoming environment for gatherings and leisure.

3. Supporting Economic Development Activity

The strategy involves supporting local businesses through mixed-use development opportunities and attracting tourism with improved signage and waterfront attractions. Enhancing the downtown streetscape with lighting, landscaping, and wayfinding will help create a more inviting and walkable environment, encouraging visitors to explore local shops and restaurants.

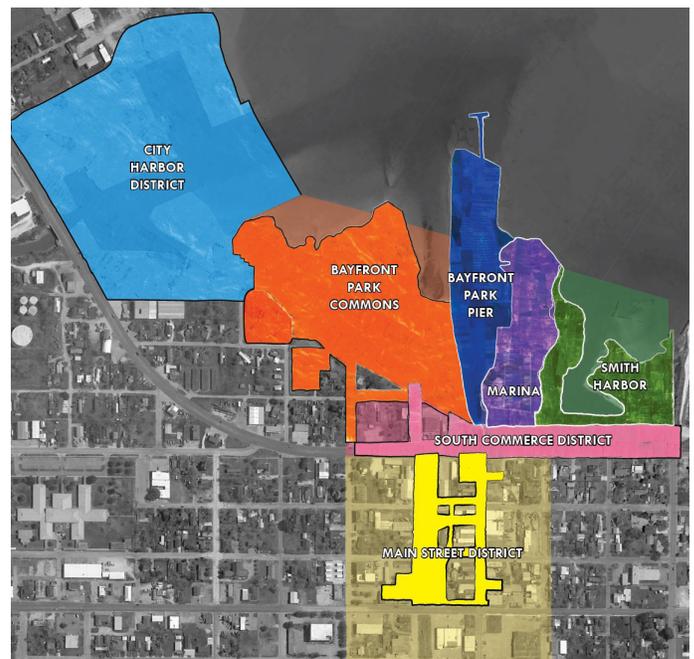
4. Resiliency & Sustainability

Prioritizing resiliency and sustainability, incorporating flood mitigation measures, stormwater management systems, and native landscaping to protect the area from environmental risks while maintaining its natural character.

Key components of the plan include:

- Harbor & Marina Improvements: Upgrade docks, boat slips, and fishing areas to attract recreational boating and tourism.
- Downtown Streetscape Enhancements: Beautify streets with lighting, landscaping, and wayfinding to create a walkable environment.
- Event & Gathering Spaces: Design flexible spaces for festivals, farmers’ markets, and community events.
- Transportation & Parking: Improve traffic flow and add parking near waterfront and downtown hubs.
- Implementation will occur in phases, while funding is from a combination of city resources, grants, and public-private partnerships:
- Short-term projects focus on sidewalks, signage, and

Figure 4, *Downtown Waterfront Districts*



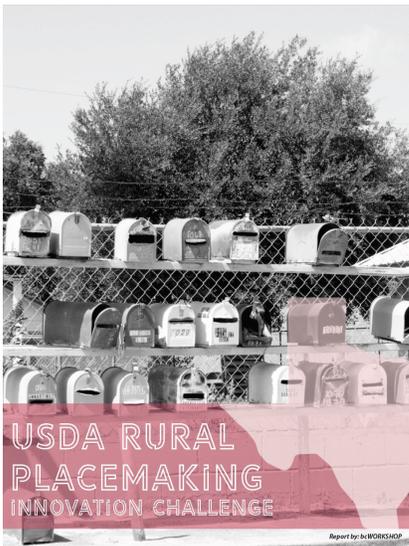
Source: Port Lavaca Downtown Waterfront Master Plan

USDA Rural Placemaking Innovation Challenge (Dec. 2024)

Purpose & Background

The *USDA Rural Placemaking Innovation Challenge* (RPIC) aimed to help rural Texas communities address housing challenges and strengthen placemaking capacity. bcWORKSHOP partnered with three geographies in Denison, Port Lavaca, and Starr County in Texas to develop strategies for affordable housing, community engagement, and equitable development. Rising housing costs, aging infrastructure, and limited local resources have created significant barriers for rural residents, especially seniors and low-income households. The RPIC program provided technical assistance and planning support to address these issues while promoting inclusive and equitable development.

The vision was to build inclusive, resilient rural communities where residents have access to safe housing, vibrant public spaces, and opportunities for economic and social growth.



Source: USDA Rural Placemaking Innovation Challenge



Source: USDA Rural Placemaking Innovation Challenge

Project Objectives

- Build capacity in rural communities to address housing and placemaking challenges to develop Housing Guides for each geography with actionable strategies for improving housing stock and guiding new development.
- Support understanding of broadband access and other resource gaps.
- Provide tools for complementary placemaking topics (public space, economic development, Main Street design).
- Share lessons learned with other rural Texas communities to create replicable models for success.

Key Challenges

- Lack of affordable, quality housing options; homes falling into disrepair; title clearance issues.
- Limited infrastructure and public spaces.
- Gaps in community leadership and access to resources.

Community Engagement

- Over two years, bcWORKSHOP conducted workshops, surveys, and working groups to gather input and co-create solutions. Outreach included bilingual materials, door-to-door engagement, and partnerships with local organizations. Workshops focused on housing stabilization, broadband access, and preserving neighborhood identity.

Major Strategies & Tools

- Housing: Rental registration programs, ADU development, housing rehab assistance, community land trusts, mixed-income housing, and financing tools (gap funding, housing trust funds).
- Decision-Making: Community organizing, leadership training, data-driven planning, and development incentives.
- Place/Neighborhood: Creative placemaking through public art, walking tours, open space plans, and neighborhood branding.
- Access to Resources: Broadband expansion, financial literacy programs, legal aid for title clearance, and resource networks.

The impact of the RPIC project was significant. Each community received tailored Housing Guides and placemaking strategies, strengthening local capacity for equitable development and long-term planning. Partnerships among city governments, nonprofits, and residents were deepened, creating a foundation for sustainable growth. Ultimately, the vision of this initiative is to build inclusive, resilient rural communities where residents have access to safe housing, vibrant public spaces,

Calhoun County Multijurisdictional Hazard Mitigation Plan 2023-2028

Summary of Plan

The updated *Hazard Mitigation Plan* (HMP) for Calhoun County and its cities including Port Lavaca, Seadrift, and Point Comfort, aims to reduce long-term risks to life and property from natural and human-caused hazards. This revision, prepared by KSBR, LLC in collaboration with local jurisdictions and stakeholders, builds on previous plans and incorporates current data, climate considerations, and community input.

Plan Maintenance and Integration

The HMP will be integrated into local planning mechanisms such as annual budgets, emergency plans, and capital improvement programs. Jurisdictions will monitor progress annually, update as needed, and conduct a comprehensive review every five years. Public involvement will continue through surveys and online access to the plan. Actions are prioritized as High, Moderate, or Low based on cost-benefit analysis and feasibility. Funding sources include grants, loans, and local funds.

Key Takeaways

- Calhoun County faces significant risks from hurricanes, flooding, and coastal erosion, compounded by climate change impacts.
- The plan emphasizes proactive measures, intergovernmental collaboration, and public engagement.
- Implementation depends on securing funding and maintaining compliance with federal and state standards.
- Continuous monitoring and integration into local governance will ensure resilience and preparedness for future hazards.

Purpose & Scope

The Plan prioritizes The updated *Hazard Mitigation Plan* (HMP) for Calhoun County and the cities of Port Lavaca, Seadrift, and Point Comfort builds upon previous plans from 2017 and regional efforts by the Guadalupe Blanco River Authority. Its primary goal is to reduce long-term risks to life and property from natural and human-caused hazards through coordinated mitigation strategies. The plan complies with Federal Emergency Management Agency FEMA and the Texas Division of Emergency Management (TDEM), and with federal regulations under the Disaster Mitigation Act of 2000, and integrates standards from the National Flood Insurance Program (NFIP) and FEMA's Community Rating System.

The plan prioritizes hazards classified as high or moderate risk, while low-risk hazards will be addressed in future updates. It emphasizes collaboration among jurisdictions, public engagement, and stakeholder involvement to ensure effective implementation.

Planning Process

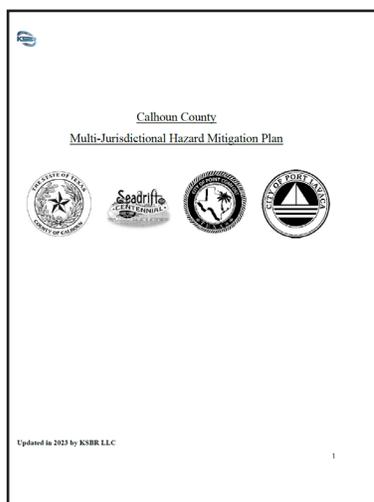
The update process began with a kickoff meeting in January 2023, followed by stakeholder and public meetings throughout the year. Public input was gathered via meetings and surveys, and stakeholders included local governments, emergency services, schools, hospitals, and regional agencies. The planning team reviewed previous plans, updated demographic and infrastructure data, and incorporated climate change considerations, adding winter storms and wildfires to the hazard list.

Hazard Identification

Significant hazards include hurricanes/tropical storms, flooding, coastal erosion, drought, extreme heat, wildfires, hailstorms, lightning, windstorms, tornadoes, winter storms, expansive soils, land subsidence, infectious diseases, and technological hazards such as dam failure, hazardous material releases, pipeline failures, and terrorism. Climate change has increased risks from extreme weather events, prompting new mitigation strategies.

The plan identifies natural, technological, and other hazards affecting Calhoun County:

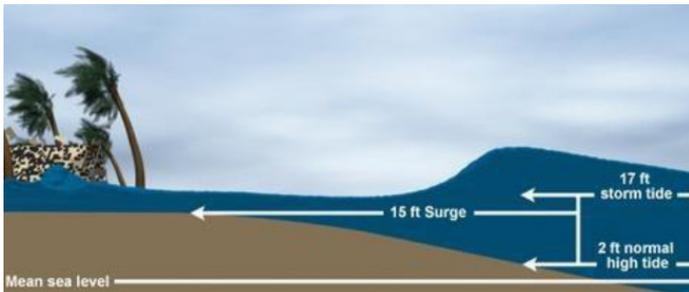
- Atmospheric Hazards: Hurricanes/tropical storms, extreme heat, hailstorms, wildfires, lightning, windstorms, tornadoes, and winter storms.
- Hydrologic Hazards: Coastal erosion, drought, expansive soils, flooding, and land subsidence.
- Other Hazards: Infectious diseases.
- Technological Hazards: Dam failure, hazardous materials release, pipeline failure, and terrorism.



Source: Calhoun County Multijurisdictional Hazard Mitigation Plan

Figure 5, *Storm Surge vs Storm Tide*, illustrates how sea level rise and high tide can significantly increase the height of a storm surge.

Figure 5, *Storm Surge vs Storm Tide*



Source: Calhoun County Multijurisdictional Hazard Mitigation Plan

Risk Assessment

The plan evaluates historical occurrences, probability of future events, and potential impacts on infrastructure, critical facilities, and the economy. Coastal vulnerability is a major concern due to Calhoun County's 560 miles of shoreline, making hurricanes, storm surge, and flooding high-priority hazards. Other risks include drought-related agricultural losses, wildfire threats, and technological hazards tied to industrial activity and pipelines.

Mitigation Strategies

Goals remain consistent with previous plans:

1. Protect public health and safety.
2. Increase coordination among governmental entities.

Actions include public education, infrastructure upgrades, drainage improvements, coastal protection projects, safe rooms, emergency equipment purchases, and NFIP compliance efforts. Projects are prioritized as high, moderate, or low based on cost-benefit analysis and feasibility.

Mitigation actions include:

1. Public Education and Awareness

- Goal: Increase community knowledge about hazards and preparedness.
- Actions: Develop and distribute brochures, pamphlets, and online resources explaining risks like flooding, hurricanes, and extreme heat. Promote programs such as "Turn Around, Don't Drown" for flood safety.
- Impact: Improves individual preparedness, reduces property damage, and enhances public safety during emergencies.

2. Infrastructure Hardening

- Generators and Backup Power: Install generators and quick-connect systems at critical facilities (fire stations, police departments, hospitals, sewer lift stations) to maintain operations during outages caused by hurricanes,

winter storms, or other hazards.

- Drainage Improvements: Upgrade culverts, stormwater systems, and construct detention ponds to reduce flooding risks. Projects include Corporation Ditch upgrades and North Relief Channel construction.
- Safe Rooms: Build FEMA-compliant safe rooms to provide shelter during tornadoes and hurricanes.

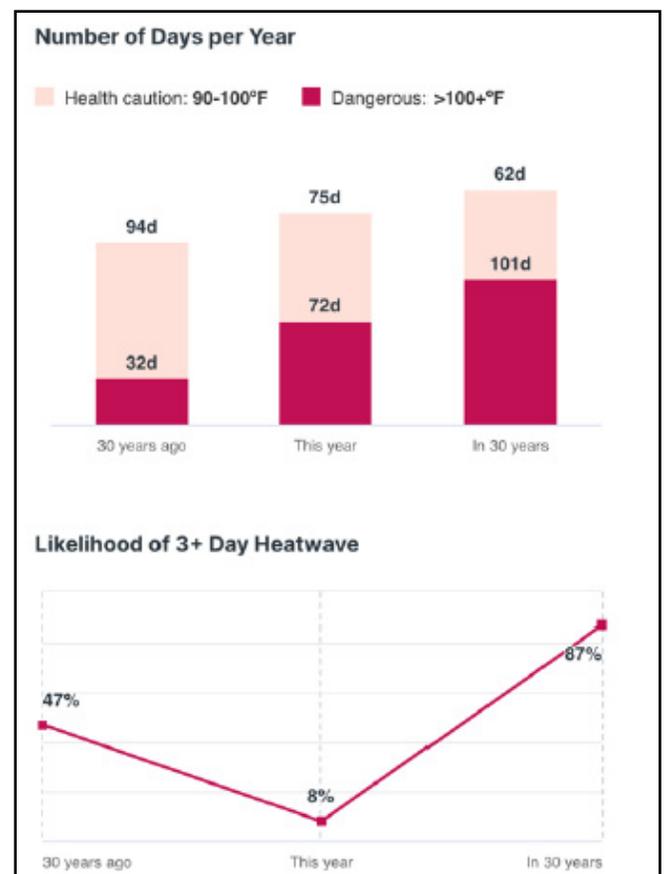
3. Coastal Protection and Erosion Control

- Wetland Restoration: Enhance and restore wetlands using marsh planting, rock structures, and beach renourishment to reduce erosion and storm surge impacts.
- Living Shorelines and Bulkheads: Construct living shorelines and bulkheads to stabilize coastlines and protect infrastructure from hurricanes and tidal surges.
- Groins and Breakwaters: Install groins and breakwaters at vulnerable beaches and harbors to mitigate erosion and protect recreational and industrial areas.

4. Climate Adaptation Measures

- Cooling and Heating Centers: Establish community centers equipped for extreme heat and winter storms to protect vulnerable populations. Figure 6, *Number of Days with High Temperatures in 2022*, presents historical data that can be used to guide preparation for future heat waves.

Figure 6, *Number of Days with High Temperature for 2022*



Source: Calhoun County Multijurisdictional Hazard Mitigation Plan

- Drought Mitigation: Implement drought contingency plans, install low-flow water fixtures, and plant drought-resistant vegetation in public spaces.
- Expansive Soils Management: Apply soil stabilizers and update building codes to address foundation damage caused by soil expansion and contraction.

5. Emergency Response and Communication

- Equipment Upgrades: Purchase emergency vehicles, mobile command posts, and rescue boats for rapid response during floods and hurricanes.
- Communication Systems: Upgrade portable radios, install underground fiber lines, and acquire satellite phones to ensure continuity of operations during disasters.
- Training: Provide specialized training for first responders on hazards such as hazardous material spills, pipeline failures, and terrorism.

6. Hazard-Specific Measures

- Flood Mitigation: Promote NFIP participation, elevate roads like Ocean Drive, and construct stormwater detention ponds to reduce flood impacts.
- Wildfire Prevention: Create fire breaks around critical facilities and educate staff on wildfire mitigation techniques.
- Hazardous Materials and Pipeline Safety: Install sensors for hazardous material detection and conduct training for pipeline failure response.

7. Policy and Ordinance Updates

- Building Codes: Adopt ordinances requiring anchoring of temporary structures, foundation support for expansive soils, and measures to reduce groundwater depletion.
- Land Use Planning: Integrate hazard mitigation into capital improvement plans and zoning regulations to limit development in high-risk areas.

Homes and palm trees on Harbor Street and Commerce Street
Source: Baxter and Woodman



RECENT ACCOMPLISHMENTS

From 2019-2025, the City of Port Lavaca has advanced a wide range of initiatives that strengthen infrastructure, enhance quality of life, and support long-term resilience. From rehabilitating streets and improving drainage systems to expanding parks and recreation opportunities, each project reflects a commitment to building a safer, more vibrant community. Investments in utilities have modernized essential services, while innovative programs and citizen-focused initiatives have fostered greater engagement and efficiency. Together, these accomplishments demonstrate the City's dedication to progress across all sectors, which lays the foundation for continued growth and sustainability.

NOTABLE OVERALL ACCOMPLISHMENTS (2019-2025)

- Completed reconstruction of Lighthouse Beach Fishing Pier
- Completed Phase 2 of CDBG-DR project (Original Townsite).
- Constructed a child-size stage at City Park, with help from the Port Lavaca Rotary and a Rotary District grant, as part of the United Way Born Learning Trail.
- Wastewater Treatment Plant Improvement (WWTP) Project, funded in part by American Rescue Plan Act funds, was completed, improving efficiency at the WWTP.
- National Night Out was combined with Non-Profit Community Expo for an impactful event for residents.
- Continued cooperative agreement with Calhoun County and Victoria Economic Development Corporation (VEDC) Regional Partnership for Economic Development services.
- 1st Annual Port Lavaca Art Walk in March.
- Celebrated 50 years of Juneteenth celebrations in Port Lavaca with a three-day event at Bayfront Peninsula Park.
- City of Port Lavaca's commitment to beautification in the community was featured in the *Texas Town and City* magazine, August 2024.
- Streetlights over the city are converted to light-emitting diodes (LED).
- Skatespot at Wilson Park was completed.
- Port Lavaca won a 2022 Texas Municipal League Municipal Excellence Award for Public Safety.
- Several new businesses opened in Port Lavaca in 2023.
- Established a 25 mph speed limit for most residential streets.

Wilson Skate Spot
Source: City of Port Lavaca



2024

Streets and Drainage

- Completed Phase 2 of CDBG-DR project (Original Townsite).
- Awarded the construction contract and began construction of streets for Alamo Heights II Subdivision and drainage improvement project on Jackson, Leon, and Justice Streets.
- Awarded the construction contract and began construction of improvements to Independence Drive, complete with a ten foot wide sidewalk from Virginia Street to Sandcrab Boulevard.
- Street Department rehabilitated pavement on Parker, Garner, Eveline, and Randle Streets.

Recreation and Parks

- Installed a double tube slide at the City pool.
- Installed a restroom at the SkateSpot in Wilson Park.
- Commissioned a colorful mural to the southwest end of the Lighthouse Beach Pier restroom.
- Constructed a child-sized stage at City Park, with help from the Port Lavaca Rotary and a Rotary District grant, as part of the United Way Born Learning Trail.



Child-sized stage at City Park
Source: City of Port Lavaca

Utilities

- Wastewater Treatment Plant Improvement Project, funded in part by ARPA funds was completed, improving efficiency at the WWTP.
- Launched Dropcountr app so customers can monitor their water use and be notified of potential leaks.
- Added new valves to water distribution system to repair long-standing slow leak on Alcoa Drive and Oren Drive.
- Conducted smoke testing of sewer lines in Hill Terrace and Loop 1090 Lift Station basins.
- Awarded construction contract for a new Ann Street Lift Station.

Public Safety

- National Night Out was combined with Non-Profit Community Expo for an impactful event for residents.
- Added two radar trailers to assist with traffic control, helping to make the city's streets safer.
- Completed transition to Combined Dispatch in Calhoun County, enhancing communication and coordination for emergency responses.
- Through Blue Santa, Christmas gifts were provided to 67 children in Port Lavaca.

Development

- Continued cooperative agreement with Calhoun County and VEDC Regional Partnership for Economic Development services.
- Issued Certificate of Occupancies for Taco Bell and DG Market.
- Issued eight permits and 11 certificates of occupancy for new residential single family home construction.
- Issued permit for a new "Speedy Stop."



City of Port Lavaca staff
Source: City of Port Lavaca

Communication and Initiatives

- Posted recordings of City Council and Board/Commission meetings on Port Lavaca YouTube channel.
- Launched SmartGov software, a public portal for online permitting.
- Launched MyPLTxT app to receive announcements and reminders of City events and activities via text.
- Launched Asset Management portal which lets citizens submit complaints and work orders online.
- Launched Lawn Library initiative.

Events

- 1st Annual Port Lavaca Art Walk in March.
- 3rd Annual Public Works Show & Tell at Spring Cleanup gathered 28 yards of brush, 25 yards of metal, 305 yards of bulky waste, 5 yards of cardboard, and 355 tires.
- 3rd Annual Clean It and Green It environmental event at City Park.
- Celebrated 50 years of Juneteenth celebrations in Port Lavaca with a 3-day event at Bayfront Peninsula Park.
- Bay Front Beats Summer Concert Series was extended to 9 weekends of live entertainment.
- 3rd Annual "Star Spangled Bay Bash Fires" (July 3) welcomed its biggest crowd yet.
- David Heard Memorial Hardhead Derby became a City-sponsored event.
- 3rd Annual Monster Mile Mash had the biggest crowd of trick or treaters ever.
- 2nd Annual Veteran's Day celebration had over 500 attendees.
- City of Port Lavaca's commitment to beautification in the community was featured in the *Texas Town and City* magazine, August 2024.

Other

- Streetlights were converted to energy-saving LEDs in Alamo Heights and Bonorden Subdivisions.
- Participated in Christmas Parade with award-winning floats from Port Lavaca Police Department and Public Works Department.
- City of Port Lavaca received Texas Municipal League's 2024 Municipal Excellence Award in City Spirit for the "Lil' Cop in the Shops" initiative.
- Provided City Information Booth at Calhoun County Fair.

2023

Streets and Drainage

- Completed Phase 1 of Community Development Block Grant-Disaster Recovery (CDBG-DR) project (S. Lavaca and S. Juanita area).
- Completed 5th Street Drainage Improvements for Alamo Heights Section II.
- Completed Chevy Chase street improvements.
- Renovated portions of curb and gutter on Randle Street and San Antonio Street.

Recreation and Parks

- Added lights for nighttime use of SkateSpot along with additional parking.
- "Welcome to Port Lavaca" mural added to Light House Beach restroom wall.
- Added "Born Learning Trail" at City Park.
- Renovated volleyball court at City Park.
- Installed speed humps and speed indication sign on Lighthouse Beach Road within Lighthouse Beach Park.
- Dredged channel to boat ramp at the Lighthouse Beach.

ADA Access

- Installed new ADA compliant entrances at City Hall along with landscaping on Virginia Street.

Utilities

- Constructed new Brooks Lift Station (Half League Rd and SH 35)
- Installed new water meters.

Development

- A series of franchise commercial/retail establishments opened in Port Lavaca, including Burger King, Hampton Inn & Suites, Harbor Freight, and Starbucks.
- Issued Certificates of Occupancy for 18 new single family homes plus two new multi-family developments.

Other

- Adopted *Downtown Waterfront Master Plan*.
- Entered cooperative agreement with Calhoun County and VEDC for Economic Development services.
- Began providing recording of all public meetings on City's YouTube channel.
- Received bronze level designation as a Texas Scenic City.
- Completed two new homes as part of the HOME grant program.



Born Learning Trail
Source: City of Port Lavaca

2022

Streets and Drainage

- Completed Ezzell Street reconstruction with utility improvements and new sidewalk.
- Completed E. George Street reconstruction with sewer and drainage improvements and new sidewalk.
- Completed Porter Street & South Seadrift Street rehabilitation in cooperation with Calhoun County Precinct 1s & 2.
- Completed drainage study of Corporation Ditch drainage basin to identify critical improvements needed to improve drainage system performance.



Street curb and sidewalk improvement project
Source: City of Port Lavaca

Recreation and Parks

- Refurbished binoculars at Alcoa Bird Tower.
- Opened new SkateSpot Skate Park at Wilson Sports Complex.
- Completed one mile sidewalk and half mile bike path at Bayfront Park with solar lighting with funding from TPWL Trails Grant
- Installed new drinking fountain, refurbished merry-go-round and see saws at George Adams Park.
- Refurbished safety surfacing at City Park Tot Playscape.



Staff install new drinking fountain at George Adams Park
Source: City of Port Lavaca

Historical-Cultural Amenities

- Completed Phase 1 improvements to Southern Pacific Train Depot.
- Replaced air conditioning at Half Moon Reef Lighthouse.

Waterfront

- Completed Improvements to City Harbor Lower and Upper Docks with fall protection and ADA access.
- Dredged Smith Harbor.

Utilities

- Installed backup electric generators for WWTP and key lift stations with help from a Hazard Mitigation Grant.
- New Lynnhaven Sewer Lift Station (corner of Commerce and Calhoun).

City Appearance

- Bulk/brush pickup limit was increased from 5 cubic yards to 12 cubic yards and now includes light construction debris.
- “Sweep into Spring” City-wide cleanup event was a big success
- Code Enforcement Department uses Code Compliance approach and is working with various property owners towards needed demolition or renovation of their properties.

Safety

- Established a Mental Health Officer position in the Port Lavaca Police Department (PLPD).
- Converted streetlights in the Old Townsite and Lynnhaven Subdivisions to LED.
- Completed Security upgrades at the PLPD.
- Purchased new 1,000 gal 1,500 GPM Fire Truck.
- TxDOT completed sidewalk construction along SH 238 from the VFW to the Bauer Community Center.

Communication

- Featured informative inserts within monthly utility bills.
- First Annual Public Works “Shown ‘N Tell” event in May was a huge success.

Other

- Replaced roof on the PLPD.
- Port Lavaca was featured in the March 2022 Business View Magazine.
- Port Lavaca won a 2022 *Texas Municipal League Municipal Excellence Award for Public Safety*.
- The City held a community review and update of the 2016 Comprehensive Plan.



New LED lights installed in Lighthouse Beach
Source: City of Port Lavaca

2021

Streets and Drainage

- Constructed sidewalk on Bauer Street
- Completed West George Street reconstruction
- Constructed new sidewalk on one side of West George Street from Half League Road to Border
- Constructed new sidewalk on Bauer Street from Oren Street to Austin Street.



Sidewalk Installation on Bauer Street.
Source: City of Port Lavaca



Lighthouse Beach Playscape
Source: City of Port Lavaca

Recreation and Parks

- Completed Phase I of the Bayfront Park Improvements
- Installed shade structure over the Lighthouse Beach splash pad
- New handrails and solar lights on both rock groins at Lighthouse Beach Park
- Replaced roof at the Lighthouse Beach restroom at the pier.
- Replaced damaged slides at playscape on Lighthouse Beach
- Repaired playscapes at parks: George Adams, Wilson, and City Park
- Monthly Farmer's Market event "Depot Days" started in July



Reconstruction of Lighthouse of Fishing Pier
Source: City of Port Lavaca

Utilities

- Painting and upgrades to the George Street Elevated Water Tower

City Appearance

- Trimmed palms and removed those killed in the freeze along SH 35 and Lighthouse Beach
- Awarded construction contract to renovate exterior of Southern Pacific Train Depot Building with budgeted General Fund dollars.
- Conducted a "Sweep into Spring" City-Wide Cleanup in April.

Waterfront

- New concrete and improvements to Lower and Upper Docks at City Harbor
- Completed reconstruction of Lighthouse Beach Fishing Pier
- Dredged Smith Harbor

Safety

- Installed new bulkhead/walk and handrail by Scully's
- LED lights installed on Main Street, Virginia Street and Lighthouse Beach
- Replaced missing/damaged antique globe light fixtures at the Bauer Community Center and Faye Bauer Sterling Park.

2020 AND BEFORE

Streets and Drainage

- Constructed a new sidewalk on Tilley Street from Half League Road to Bonorden in 2019
- Constructed a new sidewalk on Houston Street from Newlin to SH 35
- Constructed new sidewalks on both sides of Jackson Street in front of J-R Elementary School.

Recreation and Parks

- Renovated concession stand, restroom, and press box building in Wilson Park.
- Constructed new parking lot in Wilson Park with 29 spaces and two ADA spaces, and an underground drainage system
- In 2019, completed reconstruction of Bayfront Fishing Pier
- Installed new recycled plastic playscape with "LaBelle" ship theme in Bayfront Park
- Completed upgrades to handrails at Bayfront Park's Pavilion and sidewalk improvements
- Completed Bayfront Park parking lot and sidewalk improvements on east end of Peninsula and installed solar lighting.
- Received \$200,000 TPWL grant for multi-use walk/bike path with solar lighting and other amenities
- The City's Five-year Capital Plan includes improvements to entrance of Bayfront Park to provide an exit turn lane and ADA access from Main Street into the park

City Appearance

- City conducted "Sweep into Summer Cleanup" in June 2019
- One substandard residential structure was demolished in 2019

Utilities

- New waterline was installed on SH 35 between Chaparral Motel and Walmart
- New PVC waterline was installed to replace an old cast iron line on Brookhowllo Drive
- Replaced 13 non-working fire hydrants

Other

- City of Port Lavaca employed full-time Code Enforcement Officer
- City staff worked with citizens towards code compliance vs code enforcement to positive results.
- Permit was approved for an additional taxi service

Safety

- All downtown streetlights were converted to LED

Historical-Cultural Amenities

- All asbestos and pigeon guano were abated from the Old Fire Station. The suspended ceiling was removed, placed new glass in windows, and installed new gutter and downspouts



La Belle playscape at Bayfront
Source: City of Port Lavaca



Pavilions at Bayfront
Source: Baxter and Woodman



Restrooms at Bayfront
Source: City of Port Lavaca



COMMUNITY PROFILE

Port Lavaca, the county seat of Calhoun County, is a coastal city with a population of 11,577 as of the 2020 U.S. Census, a 5.5 percent decline since 2010. The community is 62 percent Hispanic or Latino, with 57 percent identifying as non-white, and a median age of 34.5. The average family size is three, and the median household income is \$65,395. Major employers include Formosa Plastics, Dow Chemical, and Calhoun County Independent School District, with additional jobs in manufacturing, construction, and retail. These trends reflect Port Lavaca’s evolving role in the Texas Gulf Coast, balancing industrial growth with community development.

U.S. CENSUS: DEMOGRAPHIC COMPARISON

	Port Lavaca (2017)	Port Lavaca (2023)*	Calhoun County	Texas	U.S.A.	
						
Median Age	36.8	34.5	39.9	35.9	39.2	• Median age (34.5) decreased by 2.3 years since 2017
<i>Ethnicity*</i>						
Hispanic or Latino Population	56.6%	62%	56.5%	50.1%	61.6%	• Median household income (\$65,395) increased by \$11,500 since 2017
<i>Race*</i>						
White Population	76.6%	43.5%	49%	39%	18.7%	• Bachelor’s degree attainment is well below state and national averages
Black Population	3.8%	3.1%	2.1%	12.2%	12.4%	• The percentage of the population who identify as two or more races increased by 27 percent.
Asian Population	6.1%	8.5%	5.6%	5.4%	5.6%	• Homeownership has grown by 8.7 percent, above state and national level.
Two or More Population	2%	15.5%	22.8%	17.6%	10.2%	• The average family size decreased from 3.36 to three.
Other Race	11.4%	28.8%	13%	14.7%	13.9%	• The labor force decreased by about 300 workers between 2017 and 2023.
Bachelor’s or higher	18%	13.8%	16.9%	34.2%	30.9%	• Port Lavaca Median Household Income is above the national level, but lower than both the county and state level.
Labor Force (Ages 15-64)	5,918	5,613	11,978	14,845,000	166,239,000	• Port Lavaca's Hispanic population increased from 56.6 percent to 62 percent.
Median Household Income	\$53,889	\$65,395	\$71,870	\$75,780	\$57,652	
Average Family Size	3.36	3	2.82	3.26	3.09	
Home Ownership	63.7%	72.4%	76.4%	62.6%	63.8%	
Home Rental	36.3%	27.6%	23.6%	37.4%	36.2%	

*Source: 2020 Decennial Census

U.S. CENSUS FINDINGS

Age and Race/Ethnicity

Figure 7, Age Group Comparison (2010* Vs. 2023***)

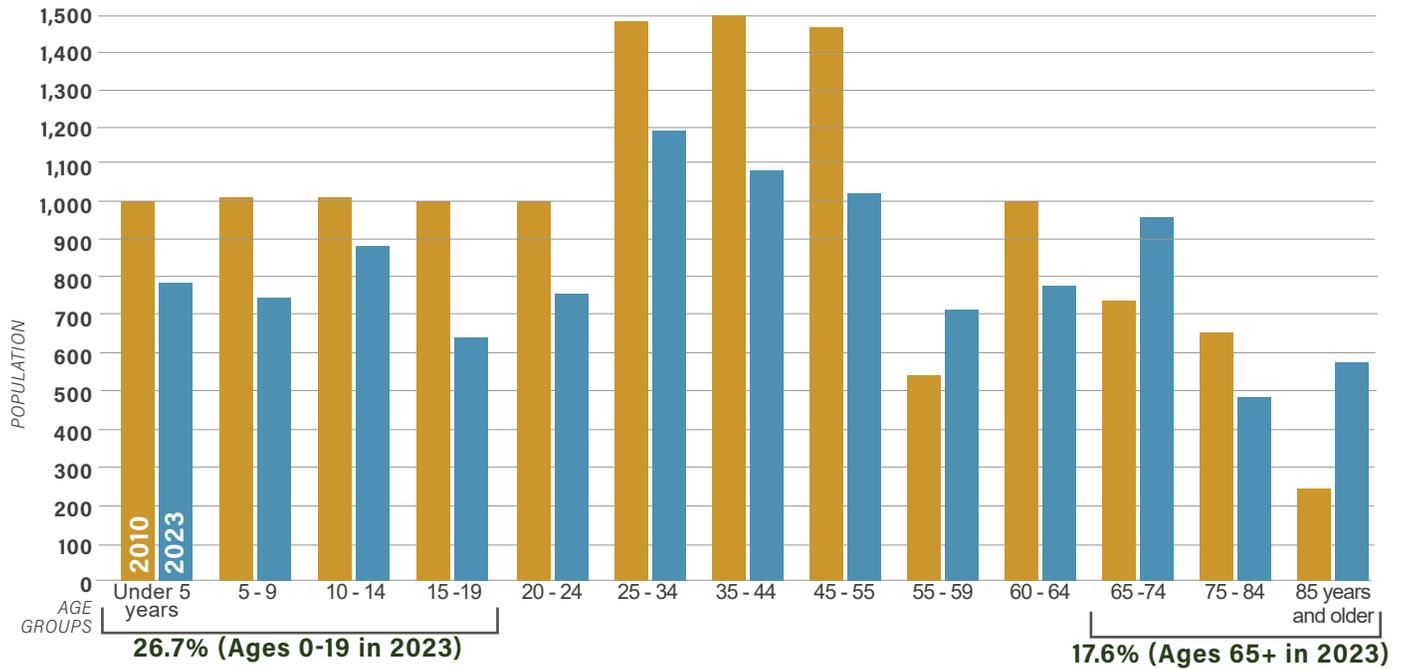
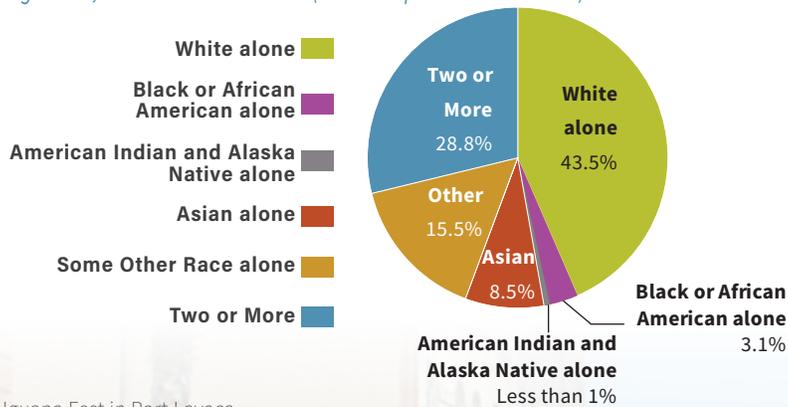


Figure 8, Port Lavaca Race (Not Hispanic or Latino) in 2020**



In Port Lavaca, 26.7 percent of residents are under 19, while 17.6 percent are over 65. Since 2010, the population has both declined and aged, with the steepest decreases among youth and middle-aged groups. By contrast, the 55+ population has grown, underscoring a demographic shift toward an older community. Racial and ethnic composition has also changed, with more residents identifying as two or more races or shifting to different categories. Today, Port Lavaca is a diverse community: about 62 percent of the total population identifies as Hispanic or Latino. For non Hispanic or Latino populations, 44 percent as White alone, about 29 percent as Two or More races, 16 percent as Other, and nine percent Asian, three percent as Black or African American, and less than one percent of American Indian or Alaska Native.

*Source: U.S. Census Bureau, Decennial 2010 Census
 **Source: U.S. Census Bureau, Decennial 2020 Census
 ***Source: U.S. Census Bureau, American Community Survey 2023

Iguana Fest in Port Lavaca
 Source: City of Port Lavaca



HOUSEHOLD INCOME, EMPLOYMENT, AND EDUCATION

Figure 9, Median Household Income (2023*)

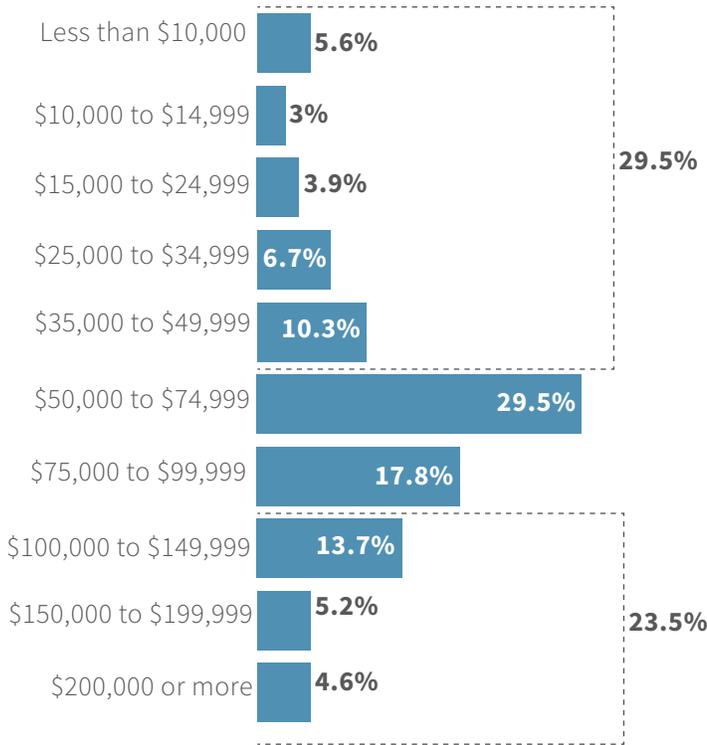


Figure 10, Employment By Occupation (2023*)

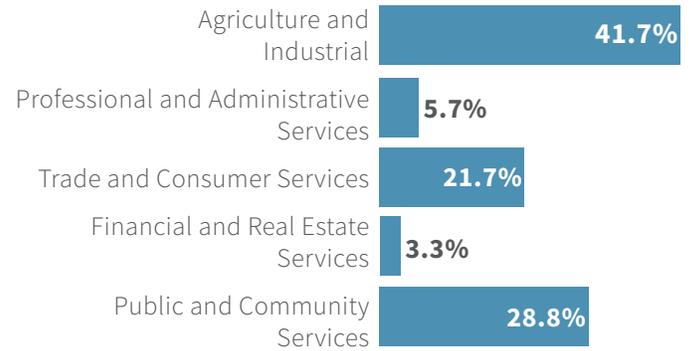
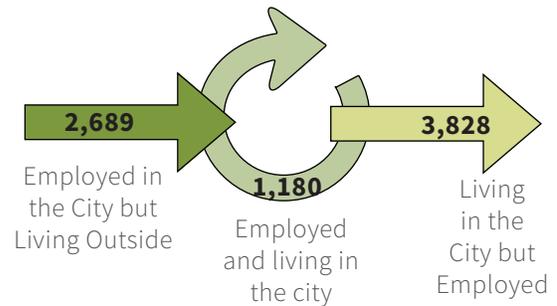


Figure 11, Employment Inflow and Outflow (2022**)



Nearly half of all Port Lavaca households earn between \$50,000 to \$100,000 per year. Approximately 30 percent of households make less than \$50,000 per year, and about 24 percent make over \$100,000.

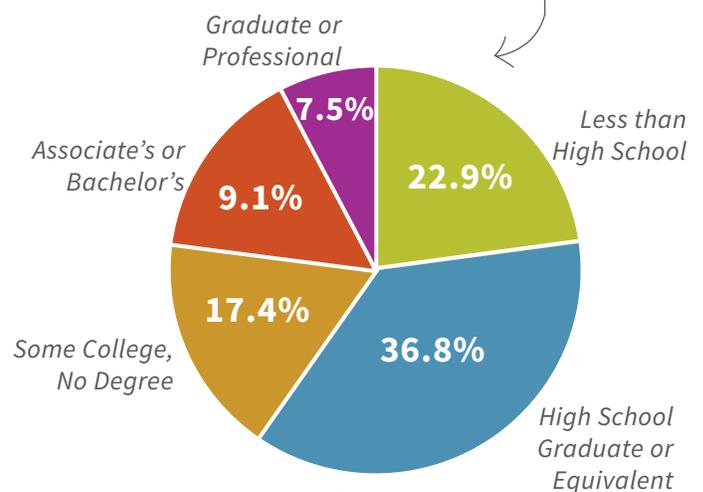
Agricultural and Industrial, which includes agricultural, construction, manufacturing, transportation and warehousing, and utilities makes up about 42 percent of the labor force. Within this category, nearly 26 percent of jobs are in manufacturing.

About 29 percent of employed Port Lavaca residents work in Public and Community Services which includes educational services, healthcare, social services. The remaining approximately 22 percent of residents work in Trade and Consumer Services which includes entertainment, recreation, and food and retail services.

Approximately 37 percent of residents have a high school diploma and nearly 15 percent have a bachelor's, graduate or professional degree.

Figure 12, Educational Attainment (2023*)

- Less than a High School Graduate **22.9%**
- High School Graduate (inc.GED) **36.8%**
- Some College, No Degree **17.4%**
- Associate's or Bachelor's Degree **9.1%**
- Graduate or Professional Degree **7.5%**



*Source: U.S. Census Bureau, Decennial 2020 Census
 **Source: U.S. Census Bureau, On The Map, 2022

HOUSING

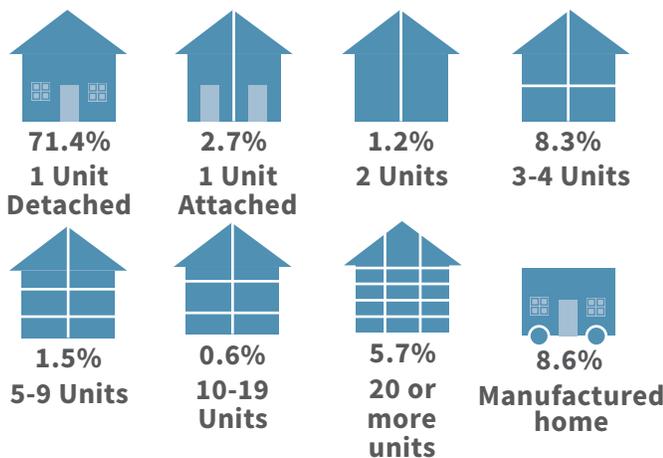
In terms of housing types, referenced in Figure 13, *Number of Housing Units in Structure*, 71 percent of units are single-family detached homes, suggesting a need for greater diversity in housing options to meet evolving community needs. Multifamily housing comprises only 20 percent of the housing stock, and about nine percent of homes are classified as mobile homes.

Figure 14, *Total Housing Units*, illustrates the total housing units and household characteristics in Port Lavaca. According to U.S. Census data, approximately 72 percent of housing units are owner-occupied, while approximately 28 percent are renter-occupied. The city has a total of 5,056 housing units, with roughly 66 percent classified as family households and 34 percent as non-family households. About 31 percent of total households have children. The average family size is three people, while non-family households average fewer than three members.

The existing housing stock is generally on the lower end of the price spectrum. Figure 15, *Housing Value*, shows that the median home price is approximately \$121,000. Of the total housing stock, around 61 percent are valued under \$150,000, and the remaining 39 percent of homes are valued over \$150,000. Around 26 percent of homes are valued between \$100,000 and \$149,000, and another 21 percent fall between \$50,000 and \$99,999. Only 1 percent of homes are valued above \$500,000.

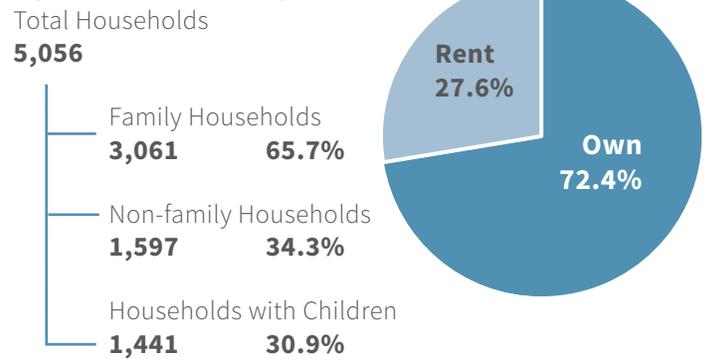
Figure 16, *Housing Age*, depicts the age of current housing. Much of the current housing (60 percent) was built between the 1950s and 1970s, with 25 percent of all homes constructed in the 1950s. Only 13 percent of homes were built between 2000 and 2019, indicating a decline in new housing development. While the Census recorded no homes built after 2020, satellite and on-site reconnaissance confirm that new construction has occurred between 2020 and 2025.

Figure 13, *Number of Housing Units in Structure****



*Source: U.S. Census Bureau, Decennial 2020 Census
 ***Source: U.S. Census Bureau, American Community Survey 2023

Figure 14, *Total Housing Units**



Average Family Size
3

Median Home Price
\$121,000

Average Owner-occupied Household
2.42

Average Renter-occupied Household
2.31

Figure 15, *Housing Value****

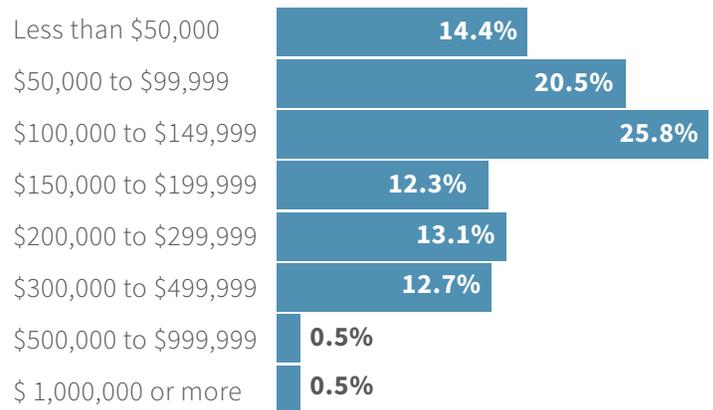
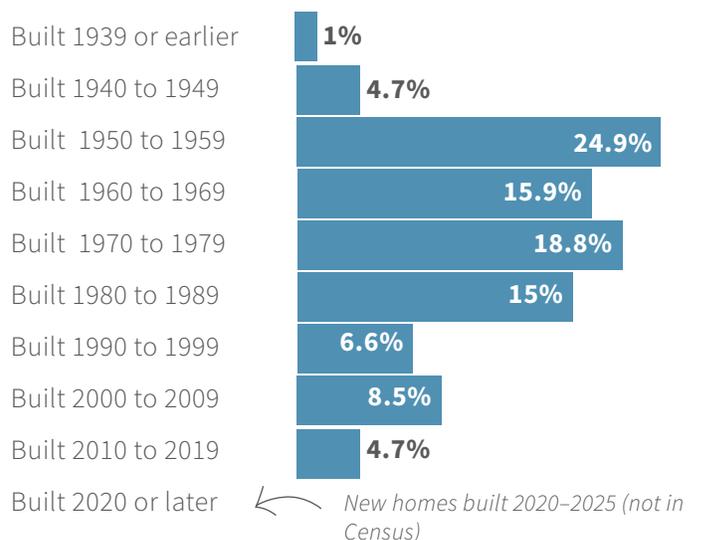
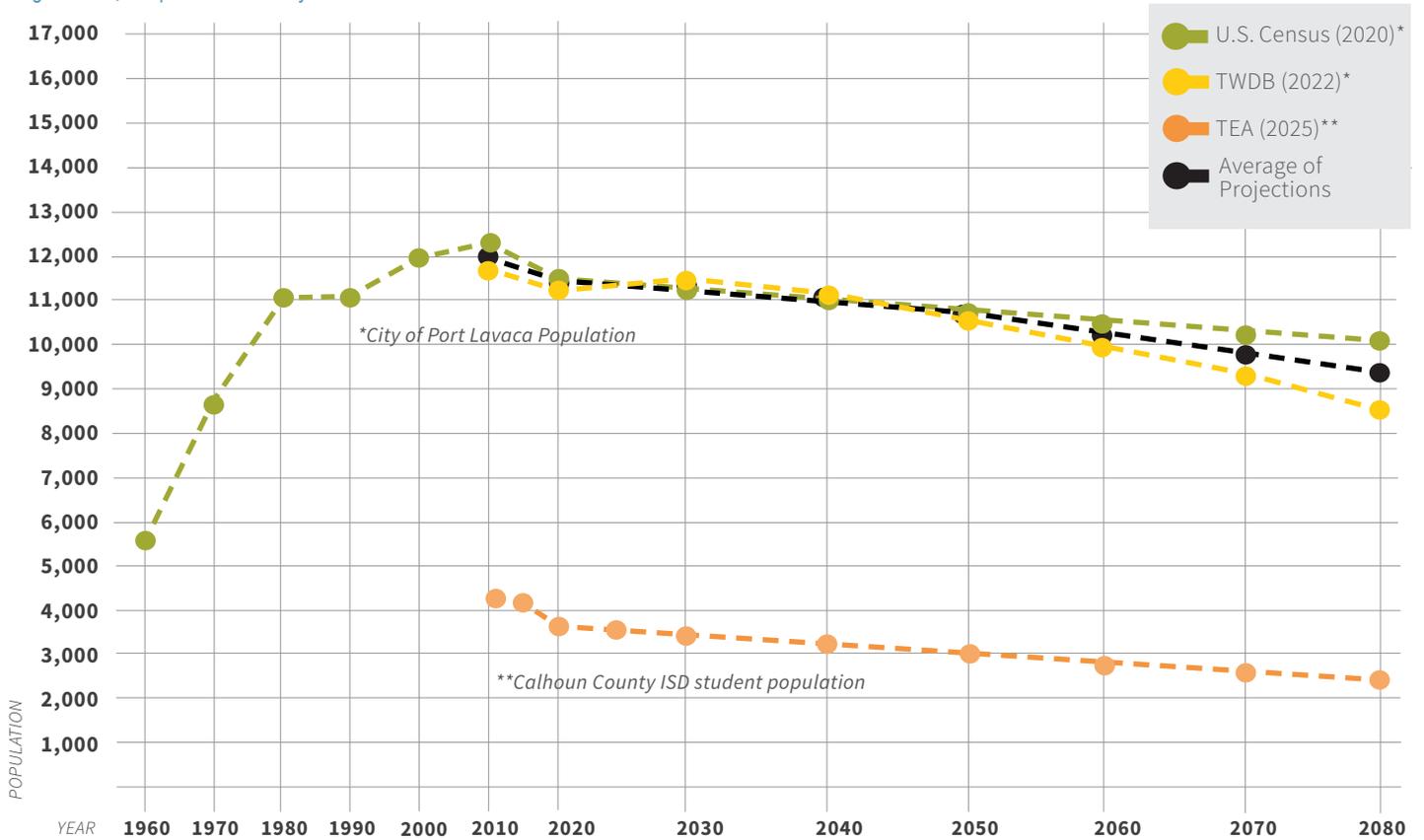


Figure 16 *Housing Age****



POPULATION PROJECTIONS

Figure 17, Population Projections for Port Lavaca

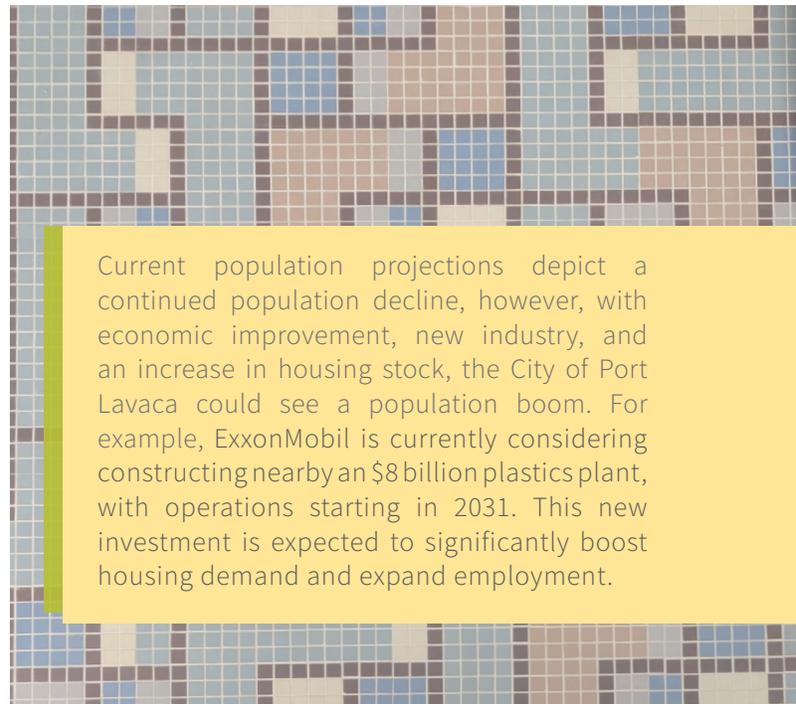


Context

Population projections are utilized to identify future anticipated population growth or decline. Multiple state and regional entities compile population projections to better plan for future investments and planning. Population projections can be utilized to model future growth patterns, expected municipal infrastructure expenditures, land needs to accommodate growth, and municipal budgetary adjustment to accommodate the changes in population.

Projection Findings

Existing population data from the U.S. Census and the Texas Water Development Board (TWDB), depicted in Figure 17, *Population Projections for Port Lavaca*, indicates a downward trend in population for Port Lavaca. The average of these two trends suggests the population of Port Lavaca, recorded at 11,557 people in the 2020 Census, will decrease to around 10,885 people by 2040.



Current population projections depict a continued population decline, however, with economic improvement, new industry, and an increase in housing stock, the City of Port Lavaca could see a population boom. For example, ExxonMobil is currently considering constructing nearby an \$8 billion plastics plant, with operations starting in 2031. This new investment is expected to significantly boost housing demand and expand employment.

Wall tiling at City Hall
Source: Baxter and Woodman

Sources of Data

The Texas Water Development Board (TWDB) provides a population projection for the City of Port Lavaca, and a population prediction is calculated from the U.S. Census Bureau. Additionally, a future student enrollment prediction for Calhoun County is calculated from Texas Education Agency's yearly enrollment.

Findings per Entity

Texas Water Development Board (2026)

The TWDB provides annual municipal population projections to accurately predict future water demand. The 2026 TWDB Municipal Demand Projections provide the most conservative estimate of population growth. The TPWD estimates that beginning in 2030, Port Lavaca's population will decrease by about 600 residents every 10 years until 2080 (a -4.1 percent decline every 10 years). By 2040, TPWD estimates that Port Lavaca's population will decline to 11,088 and then decline to under 10,000 by 2060.

U.S. Census Bureau

The City of Port Lavaca's population peaked in the 2010 Decennial Census with a total of 12,248 residents; however, by the 2020 Census, the population had declined by nearly six percent. The average rate of growth and decline during 2000 and 2020 is -2.1 percent, and if existing trends continue, the U.S. Census projection shows a nearly two percent decline in population each decade.

Texas Education Agency

The TEA documents the number of students enrolled each year in school districts across Texas. The enrollment records for the last decade have shown a decrease in the number of students by 5.8 percent. The higher decline in number of students enrolled in Calhoun County could show a trend in the number of young families leaving the county, including in Port Lavaca. A declining number in the younger population can be especially problematic because it means the overall population of the city and county will age, putting a greater demand on healthcare services but less income from economic activity.

Key Takeaways

- Population projections for Port Lavaca indicate a steady decline. The U.S. Census projects a decrease of about 2 percent per decade, while the TWDB projects a decline of roughly 4 percent. Taken together, these estimates suggest an average population decline of approximately 3 percent per decade.
- Student enrollment in Calhoun County ISD schools is projected to decline by six percent each decade.
- Incoming economic activity could greatly impact these projections if more people move to Port Lavaca for work.
- The TWDB population projections are directly tied to future municipal water demand, meaning declining population forecasts will influence long-term infrastructure investment and utility planning.
- With fewer young families and declining school enrollment, the community will face an older demographic profile, increasing demand for healthcare and senior services while reducing the local labor force and economic activity.

COMMUNITY TAPESTRY SEGMENTATION

The ArcGIS platform, ESRI Business Analyst Tapestry Segmentation, is a geodemographic classification system that divides U.S. neighborhoods into LifeMode group segments based on socioeconomic and demographic characteristics. The classification, known as “Tapestry Segmentation,” offers valuable insights into community dynamics and helps identify underserved areas and optimal locations for parks and recreational services. Each segment reveals detailed patterns in lifestyle, consumer behavior, and housing trends. Figure 18, *Tapestry Segmentation Map - Prevalence in Port Lavaca*, depicts the top five Tapestry Segments represented in the City of Port Lavaca. The LifeMode K4 segment, Classic Comfort, covers the largest portion of Port Lavaca, with Group E (Community Connections: E2, E5, E6) located in the southern part of the city. Segment I3 (Heartland Communities) is found along the City’s northwestern outer edges.

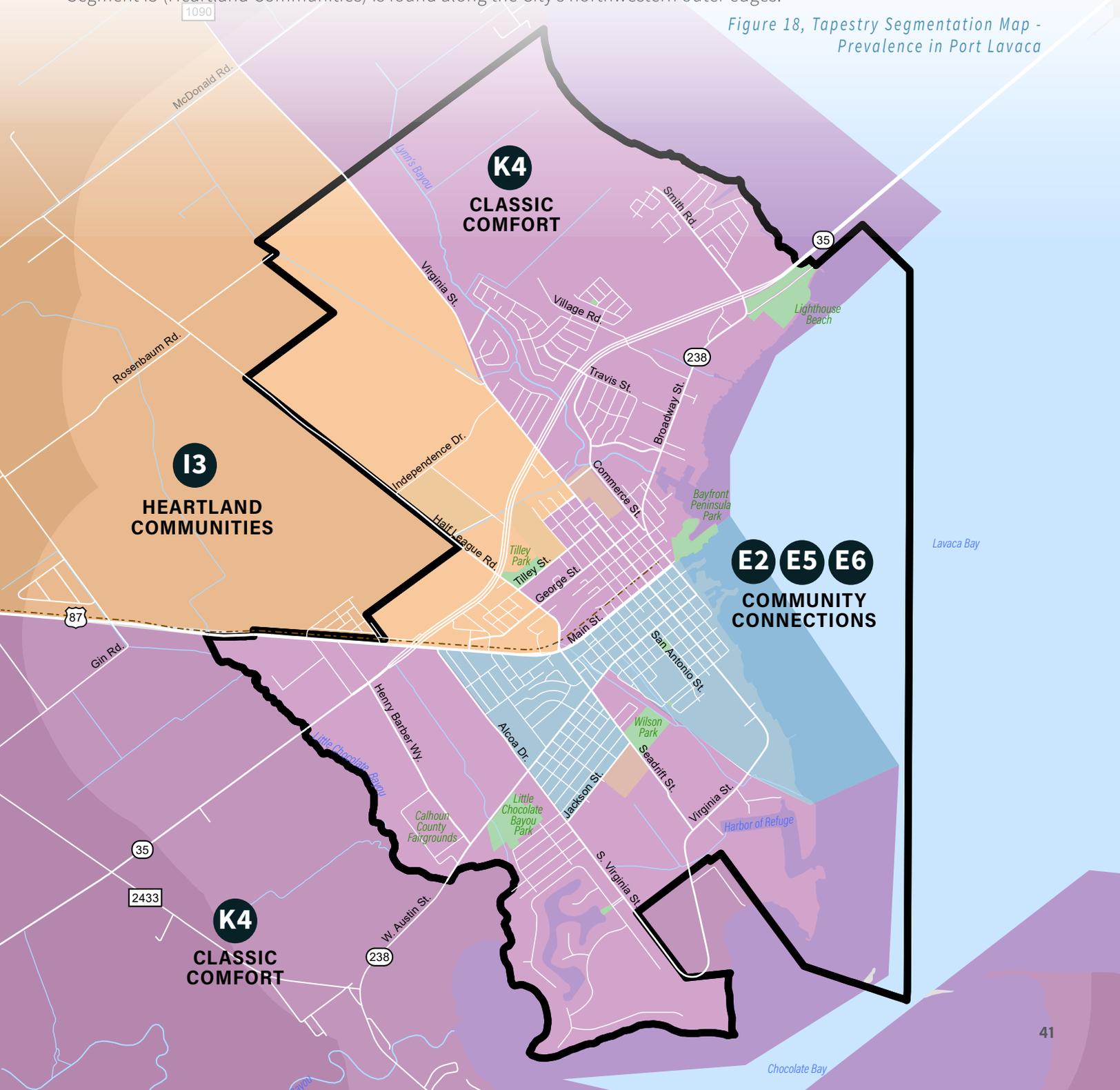
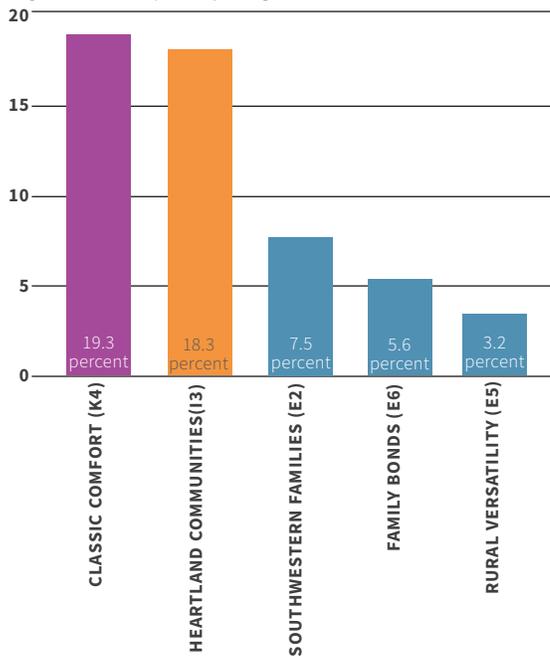


Figure 18, *Tapestry Segmentation Map - Prevalence in Port Lavaca*

COMMUNITY TAPESTRY IN PORT LAVACA

Figure 19, Tapestry Segmentation -Prevalence in Port Lavaca



Classic Comfort (K4)

Southern suburban neighborhoods are home to middle-income, full-time working families with multiple incomes, and a median age of 40. Employment is concentrated in wholesale trade, health care, education, and manufacturing, with a strong labor force participation rate of around 69 percent and low unemployment. Homeownership is about 81 percent with homes generally valued around \$262,806, and built between 1950 and 2000. Residents enjoy short commutes, own multiple vehicles, and tend to shop at discount stores while investing in lawn and garden tools. Their lifestyle includes a strong passion for sports and dining at both fast food and sit-down chain restaurants.

Heartland Communities (I3)

Residents in this segment live in small town and rural neighborhoods, often outside metro areas. Households are typically married couples or individuals living alone, with a median age of 44 and modest incomes supported in part by social security and public assistance. Employment is rooted in traditional industries like manufacturing, construction, agriculture, and health care. Most homes were built before 1990, are valued around \$139,000, and are owner-occupied, with short commutes and widespread vehicle ownership. Residents favor local banking, cash payments, pet care, and outdoor activities. They tend to avoid the latest technology, preferring practical, domestic products.

Southwest Families (E2)

Residents in this segment are primarily young, culturally diverse families living in urban and suburban areas of the Southwest, often in multigenerational households. Many work in office support, services, construction, or maintenance, with incomes in the low to middle range and a labor force participation rate of approximately 54 percent. Housing consists mostly of older, single-family homes with modest values, and while homeownership is common, rent burden is high. Lifestyle habits include shopping at discount stores, buying children's products, and enjoying family outings to movie theaters and theme parks. Households are highly connected through mobile devices and often support relatives financially through credit and money transfers.

Family Bonds (E6)

Residents in this segment live in urban or suburban Southern communities. The population is younger and has larger, often multigenerational households to help support each other, as well as nontraditional households. One in five residents is foreign-born and linguistic isolation is more than twice the national average. Employment centers on skilled trades and services like construction, with mid-level incomes and about 65 percent labor force participation rate. Most live in owner-occupied, pre-1990 single-family homes with moderate values, though many face rent burdens. Lifestyle trends include wholesale shopping, fast food and delivery meals, and frequent mobile internet use for streaming, gaming, and foreign-language content.

Rural Versatility (E5)

Rural Versatility neighborhoods are located in non-metro areas and are home to a mix of young families and older adults, with many seniors relying on retirement income. Over half of households consist of singles or childless married couples, and full-time employment is common in industries like manufacturing, agriculture, and construction. Most residents drive alone due to limited public transit, and housing is largely owner-occupied, single-family homes or mobile units valued around \$213,579. The median household income is \$58,911, and educational attainment is modest, with fewer than 20 percent holding a bachelor's degree. Lifestyle habits include shopping at hardware and department stores, maintaining vehicles and homes, listening to country radio, and caring for pets.

PUBLIC ENGAGEMENT FEEDBACK

Throughout the development of the Comprehensive Plan, public engagement served as the foundation of the process, ensuring that the final document reflects the voices, priorities, and aspirations of Port Lavaca's residents. Community input was not treated as a single step, but rather as a continuous dialogue that informed strategies and recommendations at every stage. A variety of outreach methods were employed to reach diverse audiences, including small group listening sessions with neighborhood residents, targeted meetings with city departments and local organizations, and open public comment opportunities designed to invite broad participation.

These efforts created multiple avenues for stakeholders to share their perspectives on issues such as housing, economic development, infrastructure, transportation, parks, and cultural identity. By combining technical analysis with lived experiences, the planning team was able to identify both challenges and opportunities that might otherwise have been overlooked. Importantly, engagement activities also helped build trust between the City and its residents, reinforcing the idea that the Comprehensive Plan is not just a technical document, but a shared vision for the future.

The insights gathered through this process are summarized in the following pages, providing a clear record of community priorities and concerns. These findings form the backbone of the plan's recommendations, ensuring that Port Lavaca's path forward is rooted in the values and needs of the people who call it home.

The Public Engagement meetings included:

- Nine Small Group Listening Sessions
- Two Public Open Houses
- Two City Department Meetings
- Four Neighborhood Outreach meetings
- Four Joint Workshops (City Council and Planning Board)
- Online Survey Responses

Small Group Listening Session
Source: City of Port Lavaca



As part of the Comprehensive Plan’s public engagement process, five listening sessions were conducted with a diverse range of stakeholders to ensure that the perspectives of different groups were represented. These sessions included conversations with the City of Port Lavaca Department of Public Works, the Police and Fire Departments, and individual City Council members, providing insight into municipal operations, public safety needs, and governance priorities. Additional sessions were held with natural resource organizations, the Styler Cycling Group, and students from Calhoun High School, each offering unique perspectives on environmental stewardship, recreation and mobility, and the priorities of younger residents.

Together, these listening sessions created a well-rounded understanding of community needs, from infrastructure and safety to cultural identity and youth engagement. The feedback gathered directly informed the plan’s strategies, ensuring that recommendations reflect not only technical analysis but also the lived experiences and aspirations of Port Lavaca’s residents and stakeholders.

CITY DEPARTMENT LISTENING SESSIONS

Growth and Development:

- Top priorities identified are revitalizing downtown, expanding housing, and investing in placemaking.
- The City wants to establish a zoning ordinance to ensure predictable development in Port Lavaca.
- The City desires more residential and commercial growth.

Utilities and Public Services:

- Because groundwater access is limited in Port Lavaca, the City purchases raw water from the Guadalupe-Blanco River Authority (GBRA), and Undine is contracted to treat the imported raw water.
- Trash services are contracted through Republic Services.
- The existing SCADA system is failing, and there is a proposal to upgrade the system and expand the Wastewater Treatment Plant.
- The City will no longer allow grinder systems to be installed in new housing developments. New developments must connect to the existing city sewer infrastructure and lift stations. Septic in existing homes is likely slowing down new home purchases. Clair Crossing is the newest subdivision development with septic grinder stations.
- Grinder stations have alarms that trigger at a certain level but hold 100 extra gallons for contingency. Personnel must go out to clear them when alarms sound.

Infrastructure and Resilience:

- Infrastructure upgrades are currently underway, including parks, streets, sidewalks, and bike paths.
- New bike lanes and sidewalks were built by TxDOT.
- The City is in the process of purchasing property to build a storm detention pond.

- An excavator cleans out the drainage ditches every two years.
- The Public Works Department building is designed to withstand Category 3 hurricane wind speeds.

Community Engagement and Planning Tools

- The City needs a social media or communications manager to promote activities in town and engage residents.
- A tree survey was performed using Tree Plotter.
- The Deepwalk program will be used to scan sidewalks and road infrastructure.

Workforce and Policy:

- Starting wages and turnover have improved since 2017. In 2017, the starting wage was \$10/hour with an approximate 80 percent turnover rate. In 2025, the starting wage is \$17/hour with an approximate 2 percent turnover rate.
- A golf cart ordinance was introduced.



Police Department in Port Lavaca
Source: Baxter and Woodman

SMALL GROUP LISTENING SESSIONS

August 25th-26th, 2025 Listening Sessions:

Nine small-group listening sessions were held with a diverse range of stakeholder groups. Participants included local business leaders and major employers, educational representatives, public service providers, the Calhoun County Independent School District, and both Port Lavaca and Calhoun County officials. To ensure broad perspectives were captured, sessions were organized around the following groups:

- Schools
- Major Employers
- Arts & Culture
- Realtors
- Developers
- Senior Citizens
- Downtown Business Owners

The insights gathered from these discussions provided valuable context for the plan and helped shape its recommendations. A summary of the key findings from each session is provided below.

Schools Meeting

Top Three Points:

- The city needs more housing for workers in Port Lavaca
- Schools need backup generators and fiber optic networks would greatly benefit the city's resilience.
- Downtown needs improvement.

Challenges / Concerns:

- Backup generators are needed for schools.
- More housing needed for Port Lavaca workers.
- More restaurant variety needed.
- Downtown needs improvement.
- Underground fiber optic network needed for storm resilience.
- Need entertainment options.
- Retention of locals is a challenge.
- Bowling alley is closed.
- Streetlights are all maintained by TxDOT (limited local control).
- A bypass is needed for SH 35.
- Crosswalks on Travis are dangerous.
- Indoor pool needed for both public and CCISD.

Desires / Opportunities:

- CCISD owns 20 homes in Port Lavaca for new teachers to rent.
- School buses serve the entire community and are used for evacuations.
- YMCA uses and rents school district gyms.
- Leagues use school fields.



Schools small group listening session
Source: City of Port Lavaca

- Texas A&M programs in Victoria provide nearby education that pull young people away from Port Lavaca.
- Partners and Education Committee meet three times a year with industry plants.
- EMS and Police cross-training strengthens emergency response.
- New skatepark at Wilson Park and new restrooms, playground, and trails at Little Chocolate Bayou Park
- Digital display boards enhance communication.
- Scenic city designation (no billboards) preserves community aesthetics.
- Hunting and fishing provide recreational and tourism opportunities.

Major Employers Meeting

Challenges / Concerns:

- There is a strong need for attractive, attainable, and diverse housing types at competitive prices to attract and retain residents.
- Young talent from major employers are leaving Houston after gaining experience in Port Lavaca.
- An aging workforce at Formosa is retiring and they currently have 85 job openings.
- Need more unique city restaurants and local recreation/entertainment.

Desires / Opportunities:

- Desire to retain skilled workforce.
- Point Comfort's old elementary school was converted into a Formosa education facility.
- Formosa owns 46-47 homes they rent, and an additional 19 units are rented out to teachers.
- Dow Chemical is planning a plan expansion to be complete by 2032.
- Dow Chemical plans to hire 200 people over the next 10 years.
- Defining TIRZ and creative financing could allow for more economic development in the future.
- Waterfront provides opportunities for economic opportunities.

Arts/Culture Meeting

Challenges / Concerns:

- Bauer Community Center is popular but booked far in advance (limited availability).
- Market Days needs to be indoors due to wind.
- Lack of venues for medium-sized events (40-100 people).

- Need for more sports fields, a pool, and a skate park.
- Visitors report limited things to do in Downtown.
- Limited restaurant choices and socializing spaces.
- Not enough businesses open in Downtown; some buildings used for junk storage.

Desires / Opportunities:

- Main Street Theater reopened with strong attendance at opening night.
- Local events (fishing, birding, boat shows, RV shows, Market Days, Calhoun County Fair) provide community and tourism appeal.
- More opportunities for public art, placemaking, and local artist engagement.
- Resources for visitors and residents include a yearly art periodical, biannual visitor newspaper, and online visitors guide.

Realtors Meeting

Challenges / Concerns:

- Most apartments are income-restricted, limiting market-rate rental options.
- Flood and windstorm insurance in AE Flood Zones can add over \$1,000/month, pricing out younger buyers.
- Victoria is more appealing due to lower wind insurance costs.
- Older properties face higher insurance rates compared to newer construction.
- Port Lavaca's beaches are less attractive due to commercial fishing facilities, reducing vacation home demand.
- Renovation permits are too complex and need simplification.
- Boarded-up windows deter potential buyers and hurt neighborhood appeal.



Realtors small group listening session
Source: City of Port Lavaca



Port Lavaca Better Together Mural
Source: City of Port Lavaca

Desires / Opportunities:

- Short-term rentals could benefit Port Lavaca, especially as other cities restrict them.
- Higher-end multifamily housing could be viable at \$1,500–\$2,000 per month.
- Past subsidies built income-based housing, but current demand is shifting toward market-rate options.
- Vacant or underutilized properties could be redeveloped once permitting barriers are addressed.

Developers Meeting

Challenges / Concerns:

- Developers lack trust in the current market without City involvement in a TIRZ and want proof of concept.
- Downtown needs strategic investment due to limited parking, underused buildings, and lack of attractions.
- Rundown properties detract from the appearance of otherwise nice buildings.
- More sidewalks are needed to connect communities
- Median household income is too high to qualify for certain community grants.

Desires / Opportunities:

- Improvements in lighting, walkability, and venue access could transform Downtown into a cultural and economic hub.
- Port Lavaca’s strengths are water access, recreation, and business-friendly policies which support a “beach town identity.”
- Lower-priced homes (~\$300k) are selling well, showing market demand.
- Valor Park is targeting first-time homebuyer market.
- Homebuyers may prefer larger lots over amenities, shaping future development strategies.
- Accessory Dwelling Units (ADUs) could be popular in multigenerational communities.

Senior Citizens Meeting

Challenges / Concerns

- Transit limitations and sidewalk gaps reduce mobility and independence for seniors.
- Budget cuts have reduced the number of scheduled shuttle trips each week.
- Shortage of CNAs in local facilities impacts quality of care.
- Need for more income-based senior housing to meet affordability challenges.

Desires / Opportunities:

- Improving sidewalk connectivity and transit options would enhance safety, access, and quality of life for seniors.
- Nursing facility staff generally live within 10 miles of work, More housing options could encourage employees to live within Port Lavaca.
- Improving sidewalk connectivity and transit options would enhance safety, access, and quality of life for seniors.
- Seniors enjoy a variety of monthly social events through local organizations and facilities.

Downtown Business Owners

Challenges / Concerns:

- Absentee landlords.
- Stray animals living in abandoned buildings.
- Owners do not want to sell buildings.
- Buildings are being used for storage and are falling apart.
- Need ordinances for maintaining buildings and discourage empty buildings.
- Need to increase enforcement of city ordinances.
- A fire has already happened in one of these buildings and there are concerns another could start.

- Buildings have foundation problems.
- Lack of parking, want a parking garage.
- Need safe pedestrian access.
- Traffic calming needed for Commerce Street.

Desires / Opportunities:

- Space for stable retail like antique stores, food trucks, etc.
- City has a façade grant program up to \$10,000 for a \$20,000 project.
- Turning 87 into a One Way: TxDOT would need to turn over 87 to the City.
- Create a design standard for Downtown buildings.

September 23-24, 2025 Listening Sessions:

Five small group listening sessions and four neighborhood outreach meetings were held with local organizations, Calhoun County High School students, and Districts One through Five.

Biking and Walking Groups

Challenges / Concerns:

- Currently, only one bike lane exists on Smith Street.
- Animal Control needs more shelter space for the stray dogs they pick up.

Desires / Opportunities:

- Bike route around 1090 route.
- Alternative transportation grants would allow for more funding to projects.

Natural Resources

Challenges / Concerns:

- Superfund sites are polluted areas that require long term cleanup efforts. For example, the ALCOA/Lavaca Bay Superfund site. Advocacy groups are concerned dredging could cause more pollution in the bay, and want to raise more awareness about bay contamination.
- Expansion of the ship channel could alter bay water flow, which in turn could affect ecosystems.

Desires / Opportunities:

- Tighter regulations when it comes to wastewater discharge could reduce pollution.
- Regimented approach to wastewater treatment would address current system inadequacies.
- Closure of public boating ramps in Port O'Connor could encourage boater migration to Port Lavaca, especially with the expansion of the Harbor Refuge ramp.



Sand crab sculpture in front of Calhoun High School
Source: *Baxter and Woodman*

- Oyster farms, like Three Sisters Oyster, provide tourism opportunities and use sustainable farming practices.
- Great Texas Coastal Birding Trail sites makes Port Lavaca attractive for birding.

Calhoun High School Students (Three Classes)

Challenges / Concerns:

- Limited education opportunities: no local community college classes; cosmetology mentioned.
- Attracting and maintaining young people: limited job opportunities outside of plant work; lack of entertainment and leisure for young adults and families.
- Students want more activities for teenagers and kids (arcades, skating rink, trampoline parks, dance halls/clubs).
- Safety concerns: need more crosswalks on Virginia Street, sidewalks to connect the community, and road/pothole repairs.
- Internet access is limited and needs more bandwidth.
- Elementary and high schools need renovations: outdated styles, poor lighting, limited cafeteria food options.
- Daycare facilities described as “sketchy” and in need of improvements.

- Downtown needs more shops and improved walkability.
- Noted that there is a lot of vacant land in Port Lavaca.
- Cleaner, safer parks and neighborhoods are needed.

Opportunities / Desires:

- Develop indoor recreation and sports facilities
- Improve movie theaters and entertainment venues; add zoos, aquariums, rodeo arenas, and bowling alleys.
- Establish a commercial airport.
- Preserve open spaces.
- Introduce community college or UH-Victoria satellite courses.
- Renovate old buildings.
- Encourage pop-up shops.
- Expand restaurant options, including sit-down venues like Texas Roadhouse
- Create local community gardens.
- Develop a strip center mall or shopping court.

JOINT WORKSHOP

August 25, 2025 Joint Workshop

- High school students represent a critical voice in shaping Port Lavaca’s future. The benefits include civic pride, developing leadership skills, and ensures local planning choices reflect younger generations as well.
- Lower-income households are often most vulnerable to flooding, storms, and rising insurance costs, and would benefit greatly through resilience planning. This would ensure equity in disaster preparedness and long-term community stability.
- It is important to look at regional outlook through multiple contexts. These contexts include economic (industry and tourism), environmental (Lavaca Bay health and shoreline maintenance), and social (housing and workforce).
- Pollution in Lavaca Bay is a critical issue. Pollution impacts fishing, recreation, and tourism. Stricter monitoring, partnerships with industry, and public education campaigns could help reducing pollutants in the bay.
- Historic homes and sites are cultural assets. Grants show that funding opportunities exist to preserve historical sights to protect community character, strengthen identity, and attract tourism.
- Living shorelines stabilize coasts, reduce erosion, and provide habitat which increases resilience against storms and provides economic incentives. Utilizing carbon credit programs could generate revenue for future and ongoing conservation projects. The City owns land along



Students graduating from community college
Source: Danville Community College, VA

the shoreline which makes it easier for the City to move forward with living shoreline projects.

- Active transportation through sidewalks, trails, and shared-use paths, and recreational trails will improve walkability.
- Park enhancements could include disc golf which would provide additional recreational activities
- Interlocal discussions allow for collaboration between the County, CCISD, and regional partners to strengthen planning capacity. These help build positive relationships between all entities and work towards a shared vision.



Nurdles (plastic pellets from petrochemical plants) spilled onto a beach in Galveston, TX
Source: Jace Tunnell

NEIGHBORHOOD OUTREACH MEETINGS

Four Neighborhood Outreach Meetings were held on September 23, 2025; September 24, 2025; and October 21st, 2025, at local community centers in Port Lavaca. The meetings were an over-discussion format, which provided residents the opportunity to discuss with City leaders and Comprehensive Plan consultant staff about their needs and concerns regarding their local neighborhood and Port Lavaca as a whole. A summary of key findings from all four meetings is provided below:



District 1 Neighborhood Outreach Meeting
Source: City of Port Lavaca

District 1

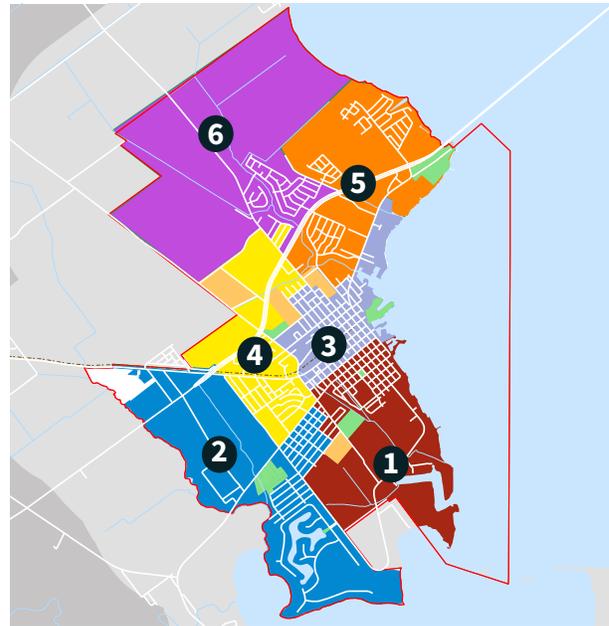
Challenges / Concerns:

- Limited dining options: Attendees expressed there are too many bars and not enough restaurants, especially restaurants with healthier choices.
- Downtown needs more shops and improved walkability
- Communication: In some communities, residents don't utilize social media. A Public Information Office was noted.
- Neighborhood lighting: The neighborhood is too dark and attendees expressed a want for lights on every corner.
- Resources: More resources for housing repairs. Homes are deteriorating.
- Outreach program needed for homebound

Desires / Opportunities:

- Fix what Port Lavaca already has.
- Establish a "Keep Port Lavaca Beautiful" chapter affiliate to help with volunteer efforts
- Summer recreation programs for kids
- Opportunities for competitive sports to be hosted in Port Lavaca
- Attendees from District 1 expressed a desire for more recognition of important landmarks and figures in the Black/African-American Community, like the Sunlight Girls Club, founded during the Civil Rights era and ran for 40 years. This club promoted education, leadership, and integrity.

Figure 20, Map of Port Lavaca Districts



Source: City of Port Lavaca

Districts 2 & 4

Challenges / Concerns:

- Downtown traffic flow: need for one-way streets (like US 87) and a turnback similar to Highway 35.
- Housing shortage: not enough housing available; affordability concerns noted.
- Tourism gap: Bayfront currently lacks attractions and activities to draw visitors.
- Economic equity – Districts 2 and 4 are economically challenged; residents call for livable wages and attainable housing/land.
- Lighting: neighborhoods and public spaces need improved lighting.
- Nuisance properties: vacant and deteriorating buildings are a concern.
- Vacant property management: many unused sites need redevelopment; an inventory of available properties is lacking.
- Water supply limitations: fresh water is scarce; raw water must be imported and groundwater is limited.
- Bayfront Pavilion: needs a windbreak to improve usability.

Desires / Opportunities:

- Natural beauty: leverage Port Lavaca's landscape and coastal setting to attract visitors and investment.
- Business growth: more businesses would generate revenue; discussion included property tax vs. sales tax strategies.
- Event facilities: potential to build a rodeo arena or similar venue.

- Active transportation: expand walkability and bike trails to connect neighborhoods and improve quality of life.
- Small business support: reduce barriers to entry and encourage entrepreneurship.
- Community spaces: create more “Third Places” such as cafes, parks (e.g., Little Chocolate Bayou Park), and hangout spaces attractive to young people.
- Dining diversity: expand restaurant options to provide more variety.
- Lighthouse Beach: establish a dedicated fund; currently only one employee manages the site.
- Events & tourism: Bird Festival scheduled for May 2026 offers a platform to showcase Port Lavaca.
- Recognition: Port Lavaca designated as the #2 Most Affordable Bayfront Community by the Natural Resources Association.

- Recruit high school students to paint and renovate homes as community service work or as a school-work program.
- Create a Recreation Department, not just a Parks department.
- Coastal business: Develop coastline with boat rentals, fishing/birding, and more options.
- Food truck court: needs power source
- Recreation and events: movies in the park, kayaking after the breakwater, fishing shows/tournaments, and high school plays through the drama club.

Districts 5 & 6

Challenges / Concerns:

- Attendees expressed concerns about the lack of lighting and lighting improvements, especially at Light House Beach has poor lighting along the pier and boardwalk with 50 lights not working, and 60 missing
- Community cleanup: Attendees noted that Little Chocolate Bayou regularly has trash in it and needs consistent cleanup, and also overall park safety needs to be improved

Desires / Opportunities:

- Sidewalks to bring community together.
- Waterfront is a major asset the city and there need to be more amenities along the waterfront. This is an opportunity to lean into a nautical/beach theme.
- Changing Main Street to Commerce Street into a one way street.
- More neighborhood parks.
- Food Truck Court in Downtown.
- Expand Marina to attract boats. Residents noted the Bulkhead Marina expansion in Washington as an example of what that could look like.



District 2 and 4 Neighborhood Outreach Meeting at Jackson Roosevelt Elementary
Source: City of Port Lavaca

District 3

Challenges / Concerns:

- Infrastructure issues: Aging infrastructure and streets and drainage issues.
- Youth: Kids are moving away because there is nothing to keep them here. There is nothing to do, but the parks are great. Texas A&M Victoria programs could help with retention and job creation.
- Manufactured homes should be in parks only.
- Resiliency: Living shorelines at City Harbor to Seawall.
- Aquaculture: have fisherman's cooperation in City Harbor fishing.
- Reagan building needs to be renovated, but maintain historic character.

Desires / Opportunities:

- District 1 was identified as having available sites for infill.
- Infill/redevelopment in available properties around the city.



Joint Workshop Meeting
Source: City of Port Lavaca

Online Community Survey

Summary will be provided once engagement is complete

COMMUNITY OPEN HOUSE #1

The first Port Lavaca Open House was held at the Bauer Community center on December 2, 2025. The 26 attendees included City of Port Lavaca staff and community members, who showed up for the presentation. There was a zoning workshop activity to explain what zoning is to community members and provide examples of what zoning could look like. The B&W team answered questions from community members, city staff, and council members. An online community survey was announced at the meeting and shared with community members, and 30 paper copies of the survey were provided at the event. The City will oversee sharing it to the rest of the community.

Safety Concerns:

- The intersection of 1090 and Virginia Street is a high crash point. Attendees expressed there need to be intersection improvements.
- Residential area on north side of town is prone to flooding.
- Concerns about air pollution due to southeasterly winds blowing over industrial plants into the City.
- The stray animal population is difficult for City operated Calhoun County Animal Control facilities to manage.

Infrastructure Improvement Opportunities:

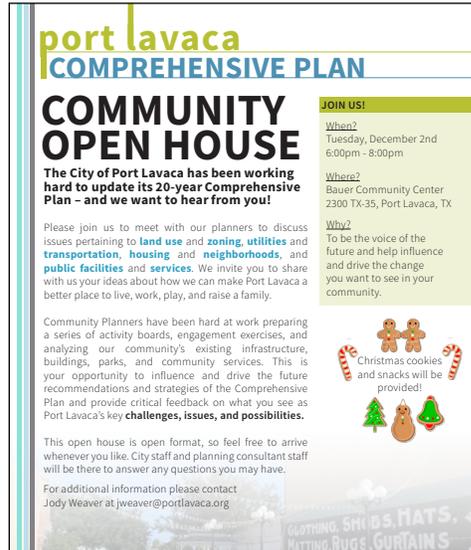
- Additional fire station suggested for west side of Port Lavaca when development occurs.
- A bike lane needed along George Street.
- Trail needed to connect Smith Road and Village Road areas along a drainage ditch.
- North 238/Broadway Street needs connection points to Downtown.
- Traffic congestion during rush hour (4:00 pm to 6:30 pm) along SH 35 has increased.

Housing Feedback:

- Concerns over number of tenants allowed to rent rooms in single family home properties. This results in too many cars parked on the street.
- New residential developments were identified.
- There is concern over future development accessibility around Housing Authority property.
- Need for additional multi-family housing, not income-based, within the Downtown.

Parks and Stormwater Infrastructure Opportunities:

- Baseball fields at Wilson Park need upgrades. Additional sports facilities have been requested.
- Need to fund the proposed detention pond in west Downtown to ensure stable economic investment.



Open House #1 promotional Flyer
Source: Baxter & Woodman

- Proposed green infrastructure improvements between Main Street and Railroad Street would improve view of Downtown Waterfront.
- Connections between Lighthouse Beach and Bayfront Park should be prioritized.
- Improvements that connect Main Street businesses with the waterfront is needed (trails, trees, lights, character).
- Need for a dog park at Tilley Park / City Park.
- Need for improved baseball and softball diamonds at Wilson Park.

Economic Improvement:

- There are erosion concerns for the northern shoreline.
- The Downtown Waterfront area has opportunities for improvement.
- There is an opportunity for oyster farming on the shoreline south of Bayfront Peninsula Park.
- Cleanup needed in shorelines south of Bayfront Peninsula Park to stabilize retaining walls and clear debris.
- Redevelopment needed east of Commerce Street, north of Bayfront Peninsula Park.

Key Findings:

- Intersection safety concerns need to be addressed at FM 1090 and McDonald / Maxwell Ditch Road.
- The Department of Public Works is in the process of updating infrastructure all over the city including in parks, trails, and green stormwater infrastructure.
- The stray animal population needs to be addressed more effectively.
- As residential and economic developments grow on the west side of Port Lavaca, there may be a need for an additional fire and emergency services.
- Over occupancy in single family homes need to be addressed.

CITY OF PORT LAVACA COMPREHENSIVE PLAN

Client: City of Port Lavaca
 Consultants: Baxter and Woodman, Inc.
 Data Sources: TxDOT, TPWD, TCEQ,

LEGEND

- City Limits
- Extraterritorial Jurisdiction
- Water Bodies
- National and State Roads
- Major Local Roads
- Minor Local Roads
- Railroads
- Parks
- Schools

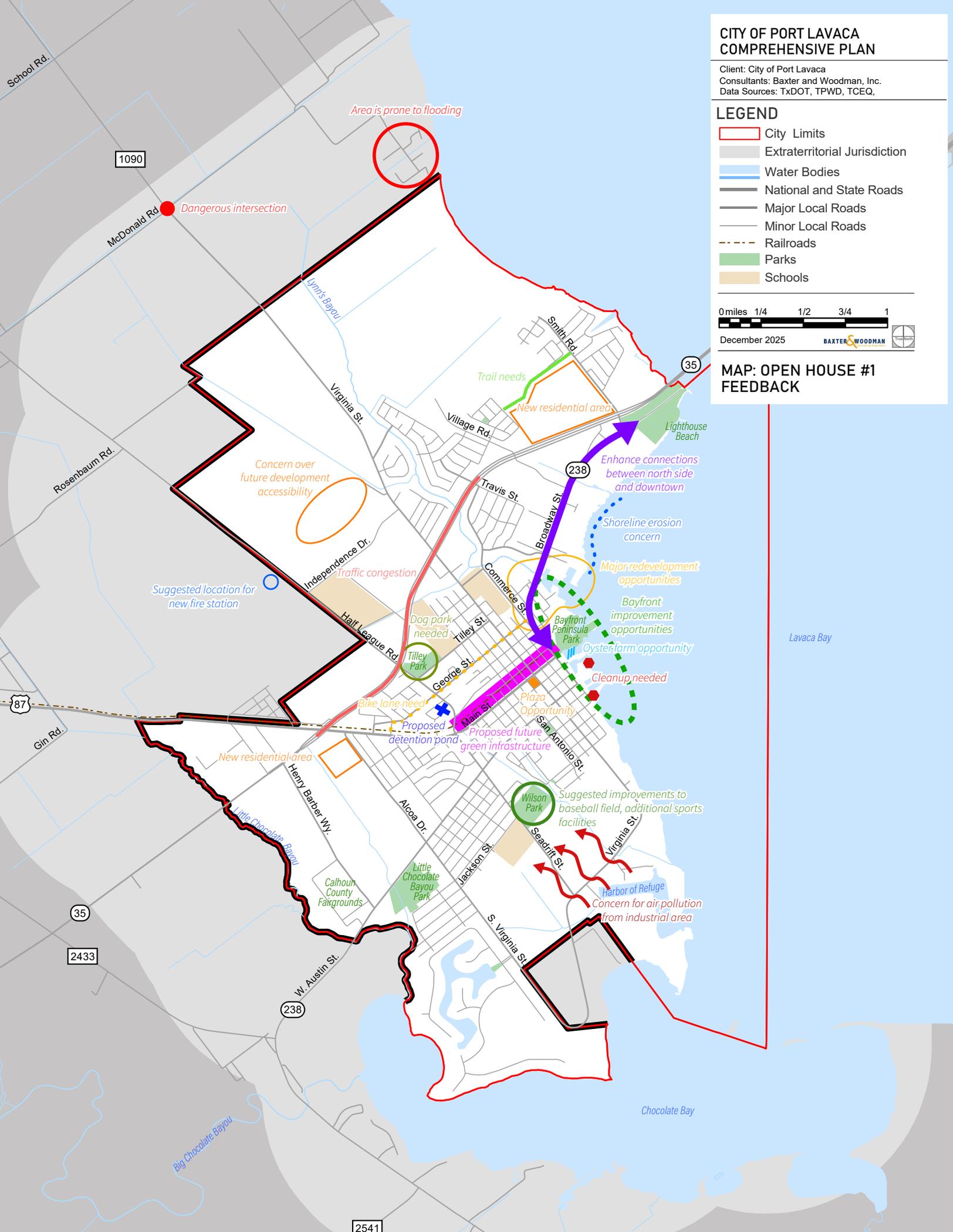
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December 2025



MAP: OPEN HOUSE #1 FEEDBACK



PUBLIC ENGAGEMENT SUMMARY

Land Use

Community input on land use in Port Lavaca focused on the physical character and development patterns shaping the city. Residents emphasized the need for strategic investment in Downtown, where limited parking, underused buildings, and a lack of attractions prevent the area from serving as a true community anchor. Concerns were also raised about rundown and vacant properties, which detract from the appearance of otherwise well-maintained areas and discourage reinvestment. Participants stressed that addressing blight, improving infrastructure, and guiding development toward more connected, attractive, and functional spaces will be essential to strengthening Port Lavaca's neighborhoods and ensuring land use decisions support long-term community vitality.

Parks, Natural Spaces, and Resilience

Residents expressed appreciation for Port Lavaca's strong stock of parks and the recent upgrades that have enhanced recreational opportunities across the community. Living shorelines were highlighted as a key strategy to protect the bayfront from erosion and degradation, while also supporting habitat restoration and long-term environmental health. Overall, community input underscored the need to balance continued investment in park amenities with proactive measures that safeguard Port Lavaca's natural assets, ensuring both quality of life and resilience for future generations.

Transportation

Community members emphasized the importance of improving local transportation options, particularly through expanded sidewalk and cycling connections that make it easier to navigate around town. Attendees noted that Port Lavaca's current infrastructure limits safe and accessible movement for pedestrians and cyclists, and expressed a strong desire for more routes that connect neighborhoods, schools, parks, and Downtown. Enhancing walkability and bike access was framed not only as a quality-of-life improvement, but also as a way to promote healthier lifestyles, reduce reliance on cars, and strengthen connections across the community.

Culture and Community Development

Community members emphasized the importance of strengthening Port Lavaca's cultural and social fabric by creating more "Third Places," which are informal gathering spaces, such as cafes, parks, and hangouts that foster connection outside of home and work. Attendees noted that younger residents in particular need attractive, welcoming spaces to socialize and build community to encourage retention. In addition, participants expressed a desire for more opportunities to showcase public art and host cultural events, both to celebrate local creativity and to enhance the city's identity as a vibrant, inclusive place. Together, these ideas highlight the role of culture and placemaking in supporting community development and making Port Lavaca a more engaging and livable city.

Infrastructure and Utilities

The Wastewater Treatment Plant requires significant upgrades to meet current and future demand, underscoring the importance of investing in resilient systems. Attendees also emphasized the need for an underground fiber optic network to strengthen storm resilience and ensure reliable communications during severe weather events. Lighting was another priority, with residents noting that many neighborhoods and public areas remain too dark; however, the city is actively working to address this by installing new fixtures and replacing outdated or broken lights. Overall, participants stressed that modernizing infrastructure and utilities is essential to improving safety, resilience, and quality of life across the community.

PUBLIC ENGAGEMENT SUMMARY (CONT.)

Housing and Neighborhoods

There is a critical need for attainable and attractive housing in Port Lavaca. Both rental and ownership options are in short supply, forcing many employees to seek housing in other cities and weakening the local workforce base. Residents noted that many existing homes are aging, which makes them costly to repair and insure, further limiting affordability. Neighborhoods also face persistent challenges with vacant buildings in disrepair or homes with boarded-up windows, which detract from community appearance and discourage reinvestment. Overall, participants stressed that addressing housing shortages, improving affordability, and tackling blight are essential steps to strengthen neighborhoods and ensure Port Lavaca remains a place where families and workers can thrive.

Economy

Community input on Port Lavaca's economy highlighted both challenges and opportunities for growth. Developers expressed hesitation to invest without stronger City involvement, noting that tools such as a Tax Increment Reinvestment Zone (TIRZ) could provide proof of concept and build market confidence. Residents emphasized the need for Downtown revitalization, pointing out limited parking, underused buildings, and a lack of attractions that currently hinder business activity. Rundown properties were also identified as barriers, detracting from otherwise well-maintained areas and discouraging reinvestment. At the same time, participants saw potential in leveraging Port Lavaca's coastal identity, expanding small business opportunities, and diversifying retail and dining options to strengthen the local economy. Overall, feedback underscored the importance of proactive city leadership, strategic investment, and a focus on placemaking to create a more vibrant and resilient economic environment.



chapter one

THE FUTURE CITY

- 3 Growth Capacity and Infrastructure
- 7 Multimodal Transportation Systems
- 9 Future Land Use
- 13 Public Facilities and Services
- 25 Housing and Neighborhoods
- 31 Resilience
- 37 Additional Plan Elements

COMMUNITY GOALS

GOAL 1.0, LAND USE AND COMMUNITY CHARACTER

Port Lavaca is a coastal community with small-town charm,

GOAL 2.0, TRANSPORTATION

Port Lavaca is a community that provides network of safe, connected, well maintained, and attractive transportation corridors and transportation infrastructure to facilitate efficient vehicular and active transportation.

GOAL 3.0, PARKS, TRAILS, AND OPEN SPACE

A network of well-planned and attractive parks, open spaces, trails, and facilities serve the passive and active recreational aspirations of Port Lavaca's residents and visitors alike.

GOAL 4.0, HOUSING AND NEIGHBORHOODS

A thriving community built on a diverse mix of land uses and consistent development patterns fosters livable neighborhoods, resilient commercial districts, welcoming civic spaces, and high-quality housing options that accommodate families of all sizes.

GOAL 5.0, UTILITIES INFRASTRUCTURE

Fiscally responsible and carefully managed development that is aligned with the City's ability to deliver infrastructure and services in a safe, timely, and effective manner.

GOAL 6.0, PUBLIC FACILITIES AND SERVICES

Public services and facilities adequately serve the current and future needs of Alvin's residents and businesses

GOAL 7.0, RESILIENCE

GOAL 8.0, HISTORIC PRESERVATION

FUTURE CITY FRAMEWORK

The Comprehensive Plan's goals and recommendations are directly based on community public feedback, municipal departmental meetings, and existing conditions analysis and assessments. The goals and recommendations provide a high-level framework of actions, policies, and infrastructure investments which help meet the voiced needs of the community and challenges facing Port Lavaca. While not legally binding, the recommendations, infrastructure maps, and land use maps, provide a framework for City leaders and administration to help guide future decisions and policy priorities.

First: Each Comprehensive Plan goal is presented.

Second: A paragraph describing the intentions, impact, and results of implementing the goals recommendations is provided.

Third: A list of recommendations is provided, which may include recommendations maps of infrastructure improvements, example imagery, or additional tables and figures which help to illustrate the recommendations' intent and purpose.

GUIDING PRINCIPLES

1. Support the local economy through administrative assistance and Downtown growth.
2. Improve the quality and maintenance of infrastructure, streets, and utilities.
3. Support smart and strategic growth through targeting development priority areas.
4. Improve the visual character of structures, homes, businesses, and ensure adjacent land use compatibility.
5. Provide safe, connected, and efficient transportation systems, catering to all ages and all abilities.
6. Increase the quality, taxable value, and community-nature of development; Promote mixed-uses, diverse housing typologies, community amenities, and balanced income streams.

VISION STATEMENT

