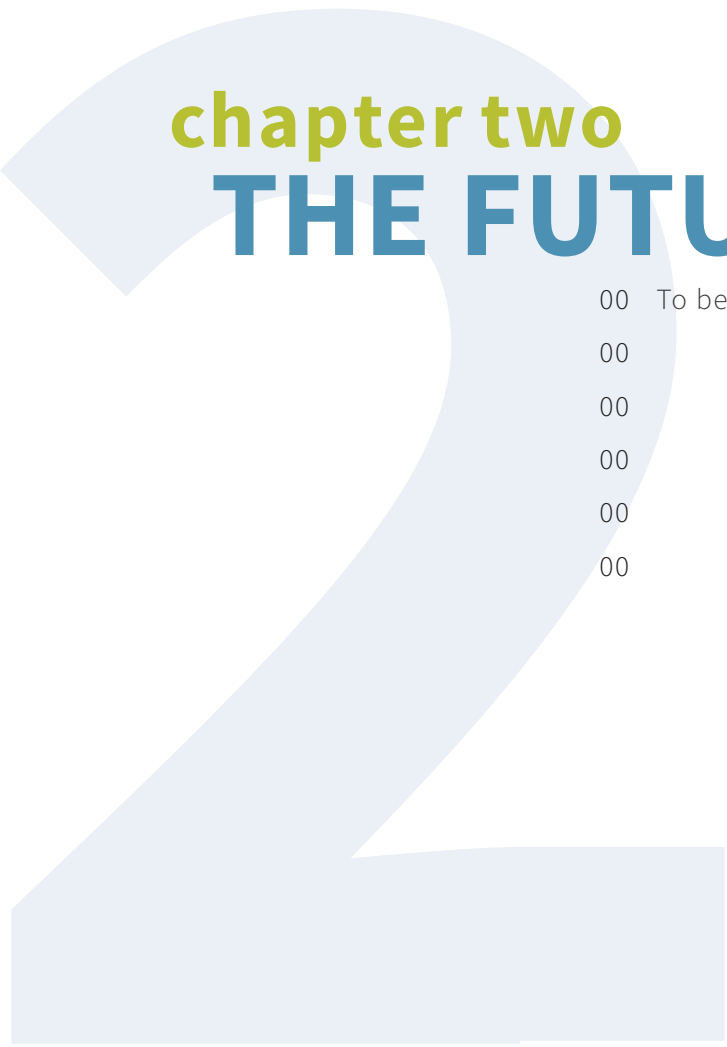






chapter two

THE FUTURE CITY

00 To be Developed...

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FUTURE CITY FRAMEWORK

OVERVIEW

Chapter Two, *The Future City*, of the Port Lavaca Comprehensive Plan, provides the key strategies, frameworks, and recommendations that Port Lavaca should implement and utilize moving forward. The strategies and recommendations are based on the findings from key public engagement activities (as summarized in Chapter One), analysis and assessment findings (as described in Appendix A, The Existing City), and key city departmental meetings and community discussions.

The Chapter is divided into eight overarching goals for the community (as depicted on the facing page), which are then followed by guiding principles, key objectives, and strategies that help Port Lavaca achieve each goal. Many of the community goals include development framework maps, graphics and conceptual designs, and example imagery which should be utilized as a basis for future growth and redevelopment initiatives.

COMMUNITY VISION

Port Lavaca is a community which leverages its location along Lavaca Bay for economic development, recreational space, and eco-tourism opportunities, while showcasing and encouraging the continuing redevelopment of the community's historic Downtown, neighborhoods, and waterfront areas.

COMMUNITY GOALS

GOAL 1.0, LAND USE AND COMMUNITY CHARACTER

Port Lavaca is a community which establishes economic and cultural vitality by guiding land use, development patterns, and community character in ways that strengthen local businesses, attract new investment, and support a resilient, diverse economy.

GOAL 2.0, TRANSPORTATION

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

GOAL 3.0, PARKS AND OPEN SPACE

Port Lavaca's park system emphasizes eco-tourism, waterfront amenities, accessibility to all residents, parkland connectivity, recreational services, and preservation of critical landscapes for environmental protection and flood management purposes.

GOAL 4.0, HOUSING AND NEIGHBORHOODS

Port Lavaca is 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

Port Lavaca's water, wastewater, and storm sewer systems remains reliable, compliant, and sustainable through the reduction of inflow and infiltration, investing in aging infrastructure and capacity improvements, and planning for future growth and industrial demands without overburdening municipal systems.

GOAL 6.0, PUBLIC FACILITIES AND SERVICES

To be finalized...

GOAL 7.0, RESILIENCE

To be finalized...

GOAL 8.0, ZONING

To be finalized...

GOAL ONE: LAND USE AND COMMUNITY CHARACTER

PORT LAVACA IS A COMMUNITY WHICH ESTABLISHES ECONOMIC AND CULTURAL VITALITY BY GUIDING LAND USE, DEVELOPMENT PATTERNS, AND COMMUNITY CHARACTER IN WAYS THAT STRENGTHEN LOCAL BUSINESSES, ATTRACT NEW INVESTMENT, AND SUPPORT A RESILIENT, DIVERSE ECONOMY.

OVERVIEW

Land Use Planning is the process by which a city determines the type of development that should take place on each parcel within the community based on the land use type, compatibility of land uses located near each other, the intensity and size of development, and the regulations that should be in place to keep cohesion between land uses that could cause more harm to adjacent land uses. For example, industrial land uses are the most intensive development types, often requiring lighting, noise, and truck traffic to operate, and therefore need the most restrictions to prevent disturbance to other land uses, such as nearby retail, commercial, and residential uses. During the Comprehensive Plan process, a Future Land Use map is drawn to guide future development.

Some communities take land-use planning a step further by implementing zoning regulations. During this process, zoning districts are created to designate the land uses that are allowed within each district, whether it be residential or non-residential uses, with its own set of rules about what can be built and what activities are allowed in the zoning districts. They are further divided into requirements such as landscaping, setbacks, and buffering, as outlined in Chapter 8, Zoning.

While Goal One focuses on broad Land Use recommendations within Port Lavaca, Goal 8 further details the recommendations for Port Lavaca regarding Zoning categories and a Zoning Ordinance. Additionally, Goal One outlines priority development zones, redevelopment opportunities, and a framework for future investments in Port Lavaca. A Downtown Plan and a Waterfront Plan are proposed in this section, detailing a number of projects and priorities to help rebuild Port Lavaca's Main Street corridor and waterfront, further serving as the beating heart of the community and reflecting the community's desired character.



Nail Salon on Main St.
Source: Baxter & Wood

Guiding Principles for Land Use and Community Character (LUCC)

The nine guiding principles below provide a contextual framework and strategic basis for all the following recommendations found in goal one. These guiding principles should be utilized by the City when making future decisions regarding land use and community character.

LUCC Principle 1: Ensure equity.

Promote fairness and equity in meeting the housing, service, health, safety, and livelihood needs of all residents. Land use, transportation, and urban form decisions should support equitable access to community resources and reduce disparities by expanding opportunities for underserved and under-represented populations.

LUCC Principle 2: Preserve Community Character and Identity.

Preserve Port Lavaca's rich history as a Gulf Coast port and its small coastal-town character. Enhance the natural beauty of its bays, shorelines, and parks, and strengthen neighborhoods and commercial areas by maintaining quality housing and supporting reinvestment where needed, while minimizing adverse development impacts.

LUCC Principle 3: Preserve Resources.

Protect agricultural land and coastal resources for their long-term value to future generations, community resilience, and environmental health. These landscapes support food security, open space, flood management, commercial and recreational fishing, eco-tourism, and the working waterfront.

LUCC Principle 4: Mix of Uses.

Promote mixed-use development that places housing, retail, office, public-institutional, and recreational uses within walkable, compact, pedestrian-oriented neighborhoods. A diverse mix of uses improves accessibility, reduces traffic congestion, and supports the long-term vitality of existing and future development.

LUCC Principle 5: Development Patterns.

Encourage land-use patterns and densities that support efficient, cost-effective development. Well-planned patterns reduce long-term municipal and utility service demands and promote fiscally responsible growth.

LUCC Principle 6: Development Intensities.

Maintain development intensities that align with transportation capacity and established land-use policies. New development should be compatible with surrounding areas in use, density, building height and scale, and potential off-site impacts.

LUCC Principle 7: Transportation Efficiency.

Support land-use patterns that improve the efficiency and safety of the transportation network. Compact, connected development reduces congestion, enhances mobility options, and strengthens overall system performance.

LUCC Principle 8: Cultural Expression and Foster a Sense of Place.

Foster cultural and artistic expression to strengthen Port Lavaca's identity and sense of place. Integrate local art into the public realm through public and private investment to enrich existing areas and enhance new development.

LUCC Principle 9: Highest and Best Use.

Encourage the development and redevelopment of parcels to their highest and best uses. For example, a newly developed parcel located within the historic Downtown should not contain mostly parking lot or a drive-thru, nor should a development along the waterfront have zero public or semi-private access or relationship to the waterfront. There should always be a relationship and desire to "max-out" the taxable and buildable value of all developments.

A CHARACTER-BASED FUTURE LAND USE PLAN

Making Character-Based Decisions

Moving forward, Port Lavaca should utilize a character-based decision process for approving new development redevelopment standards. With a process that identifies the overall intensity of use, building setbacks, building height, roof types, materials, parking orientation, signage, window treatments, and other functional features of a development can be encouraged or out-right regulated through code.

Understanding community character is important because it helps planners and city leaders identify what aspects of the community should be preserved, enhanced, or changed. By grounding decisions in the community's existing identity and values, planners can guide development in a way that protects important aesthetic qualities, natural resources, and neighborhood patterns while supporting a future that aligns with residents' goals.

Community character reflects the physical, social, cultural, and environmental qualities that shape a community's identity. Physical qualities include building scale and density, the distribution of parks and open space, and the mix of permeable and impervious surfaces such as streets and parking areas, in relationship to the building's location within the property limits.

Social and cultural elements, such as land uses, historic resources, and the places where people live, work, and gather, show how residents interact with their surroundings and what they value.

Environmental features, including natural landscapes and ecological systems, further contribute to a community's sense of place.

KEY COMMUNITY ISSUES TO ADDRESS WITH LAND USE AND COMMUNITY CHARACTER RECOMMENDATIONS:

- Retain and strengthen Port Lavaca's coastal small-town feel and character.
- Develop redevelopment priority zones and focus redevelopment and development within the Downtown, Waterfront, and along TX-35.
- Strengthen code enforcement to ensure compliance, address incompatible uses, and maintain community standards.
- Designate appropriate areas for manufactured homes and recreational vehicle parks, reducing intermixing with single family neighborhoods and improving overall neighborhood cohesion.
- Encourage reinvestment in aging neighborhoods to stabilize property values and improve community appearance.
- Designate clear and defined areas for light industrial, manufacturing, and transportation-related land uses separate from residential areas, ensuring it is well compatible with surrounding uses.
- Improve the connection between hotels, Downtown, and the waterfront by creating comfortable, continuous pedestrian and bicycle links, and reassessing hotel locations that are not isolated along major corridors.
- Identify underutilized parcels, such as vacant lots, aging commercial strips, and consider infill housing, mixed-use development, and new parks.
- Create a Downtown district, and a Waterfront district focusing on historic preservation and encouraging economic development, striving to maintain and improve the character within each district.

Spatial Scales of Development

The scale of development and building placement are the defining factors for the way someone feels within a space and interprets the area's character. Character includes the height of buildings, the size of windows, materials, building orientation on the parcel, the distance between structures and buildings, parking and pavements, and the way adjacent spaces and landscaping interact with the building's edge. Character defines where one area starts and another begins.

Port Lavaca should continue to make development decisions based on the areas defined form, character, and intended function. Below is a detailed example of how a structure, such as a restaurant, can take on multiple forms and functions based on the design of the site and surrounding areas, followed by the designated character traits that make up the location of each development type.

Downtown and Neighborhood Commercial

Locations:

- Downtown along gridded and walkable streets
- At minor street corners on the edges of residential districts
- Intended to service pedestrian and bicyclist access from adjacent neighborhoods, with minimal vehicular travel

Character:

- One to two story structures
- Compact, walkable area of commercial, civic, and mixed-use buildings
- Minimal setbacks and street oriented storefronts
- Building entrances face the street to ensure convenient access for customers arriving by vehicle or on foot
- Minimal to no parking, relying on on-street parking or small five to six parking spaces behind or on the side to the structure
- Includes outdoor seating, landscaping, and blends into the existing architectural design features of the neighborhood and residential structures



Neighborhood bakery and coffee shop
Source: Hopscotch Bakery



Newer-style suburban restaurants and businesses, in Midlothian, Texas
Source: GoogleEarth Imagery



Traditional suburban style restaurants and businesses
Source: Dobbins Aerial Photography

Regional Commercial and Strip Centers

Location:

- Along major arterial thoroughfares
- At major intersections serviced by regional corridors
- Highly visible to pass-through traffic and regional
- Buffered from adjacent residential uses

Character:

- Large setbacks from the major adjacent thoroughfare
- Large parking lots and additional out-lot businesses fronting the main structures
- One to two-story structures designed in a linear or clustered layout
- Serviced typically by regional and national businesses and companies
- Includes large loading docks and semi-truck traffic capacity in the rear



Traditional commercial-retail shopping center strip
Source: CRC Realty

Objective 1.1: Utilize a character-based decision framework when considering future land-uses, development, redevelopment, and transportation networks.

Strategy 1.1.1: Utilize the following character classifications as the future framework to guide development in Port Lavaca.

Community character is a collection of physical and experiential features of a community that define what it looks like and how it feels to be there. Character areas can be defined by their identifying physical features, their potential to develop a unique identity, and the need for special consideration of existing development patterns or issues. A character-based approach to community planning looks beyond basic land use categories (residential, commercial, industrial, public/institutional, etc.), as depicted in Map X, *Character Areas*, to consider the scale, placement, and design of buildings, as well as the planning of sites, neighborhoods, districts, and corridors.

The character-based classifications designated for Port Lavaca are:

- Waterfront District
- Downtown District
- Auto-Urban Commercial
- Neighborhood Conservation
- Rural Residential
- Multi-Family Residential
- Neighborhood Restoration
- Industry
- Business Park

This approach focuses on key variables such as development intensity, which includes the density and layout of residential areas, the scale and form of non residential buildings, and the balance between building coverage, pavement, open space, and natural features. Vehicle accommodation further shapes character through street design, access patterns, and parking placement, all of which influence the placement of buildings. Together, these elements guide how new development or redevelopment will shape the community's future image and identity.

Port Lavaca has expressed a desire to become an economically balanced, highly attractive, family oriented, and well-maintained coastal community made up of neighborhoods that offer a variety of high-quality housing options for households at different stages of life and income levels. This vision supports a mix of single family and multifamily homes that broaden housing choice while maintaining the character and quality expected by residents. To ensure this vision can become reality, the City must translate these aspirations into land-use policies and development regulations that guide the future of Port Lavaca's growth. A community character analysis was conducted to evaluate existing development within the Planning Area and to document the land use patterns and design elements that define the character of individual developments and the community as a whole. This approach provides the foundation for establishing standards that will help achieve the City's desired character.

Faye Bauer Sterling Park in Downtown Port Lavaca (2025)
Source: Baxter & Woodman



CITY OF PORT LAVACA COMPREHENSIVE PLAN

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

LEGEND

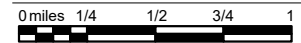
- City Limits
- Extraterritorial Jurisdiction
- Water Bodies
- National and State Roads
- Major Local Roads
- Minor Local Roads
- Railroads
- Proposed Thoroughfare

Proposed Future Land Uses

- Rural / Undeveloped
- Rural Residential
- General Residential
- Multi-Family Residential
- Manufactured Home or Park
- Recreational Vehicle Park
- General Commercial
- Neighborhood Commercial
- Downtown Core
- Mixed Use
- Public / Institutional
- Parks and Open Space
- Business Park
- Industrial

Character Areas

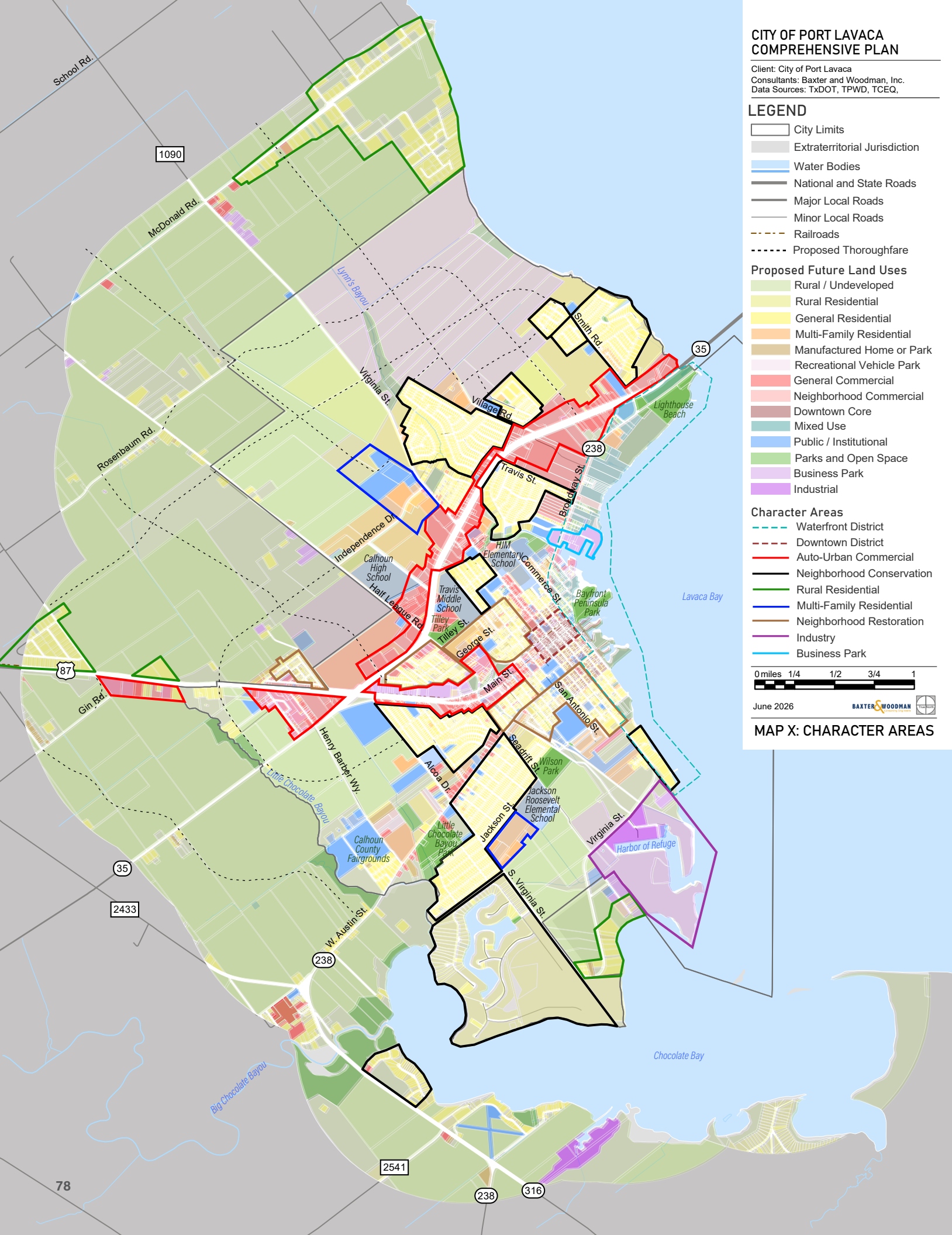
- Waterfront District
- Downtown District
- Auto-Urban Commercial
- Neighborhood Conservation
- Rural Residential
- Multi-Family Residential
- Neighborhood Restoration
- Industry
- Business Park



June 2026



MAP X: CHARACTER AREAS



CHARACTER--BASED CLASSIFICATIONS:

Waterfront District

Location:

- The Port Lavaca coast line from Lighthouse Beach Park all the way down to South Commerce Street

Character:

- Facing waterfront with activities that utilize the waterfront
- Properties in flood plain are raised so that the main structure does not flood

Applicable Land Uses:

- Mixed-Use
- Parks / Open Space
- Business Park
- General Residential
- Multi-Family Residential (Urban)

Downtown District

Location:

- Within City Center and historic Downtown core

Character:

- Urban hub featuring high concentration of commercial activity
- Higher walkability and less auto-oriented than Auto-Urban
- Smaller building setbacks and lot sizes
- Mix of urban residential (including loft apartments), commercial, and office space

Applicable Land Use:

- Central Business District
- Mixed-Use
- Urban Residential
- Neighborhood Commercial
- Multi-Family Residential (Urban)

Auto-Urban Commercial

Location:

- In the Suburbs or edge of City

Character:

- Two to three-story apartment complexes with stairwells, external hallways, elevators, surface parking (18 to 30 DU/acre)
- Collection of manufactured homes in a park that share amenities including shared driveways and roads
- Strip center retail, big box stores, and chain retail and entertainment
- Larger parking lots than Urban in front of buildings
- Less emphasis on a walkable environment

Applicable Land Use:

- Multi-Family Residential
- General Commercial
- Manufactured Home Park and RV Park

Waterfront District



Corpus Christi North Padre Island waterfront
Source: Visit CC

Downtown District



Downtown Galveston
Source: Texas Highways

Auto-Urban Commercial



Red River Street auto-urban commercial property in Victoria, Texas
Source: Belinda Realty

Neighborhood Conservation

Location:

- Edge and middle of the City

Character:

- Established neighborhood that are largely built out and stable where no significant change in development type or pattern is expected
- Housing type is dependent on the existing neighborhood standard style
- Larger lot sizes than urban areas (typically 1/4 to 1/2 acre parcels)

Applicable Land Use:

- General Residential
- Neighborhood Commercial

Rural Residential

Locations:

- Adjacent to forested, natural, and agriculture areas

Character:

- Large acre farming
- Horse stables or riding ranches
- Small storehouses and equipment sheds
- Low-density residential or clustered rural neighborhoods
- Vacant or natural areas that not have been improved including environmentally sensitive lands such as wetlands, flood prone areas, or steep slopes where development may be limited

Applicable Land Use:

- Rural / Undeveloped
- Rural Residential- large lot
- General Residential

Multi-Family Residential

Location:

- In urban core or suburban areas along Arterial Corridors

Character:

- Includes duplexes, tri-plexes, condominiums, townhomes, rowhomes, walk-ups, and single-family attached structure
- Lot size and set backs dependent on what part of town it is located in

Applicable Land Use:

- Multi-Family Residential
- Public / Institutional (Senior Living, Assisted Living)
- Mixed-use
- Downtown Core (CBD)

Neighborhood Conservation



Suburban neighborhoods in Port Lavaca
Source: Baxter and Woodman

Rural and Rural Residential



Home in Redfish Retreat with large front setback.
Source: Baxter and Woodman

Multi-family Residential



Colorful multi-family apartment homes with shared amenities
Source: Residence at West Beach

Neighborhood Restoration

Character:

- Neighborhoods with homes that range from needing cosmetic improvements to being completely replaced
- Number of structures with code violations and/or are unsafe
- Contain manufactured homes on single lots

Industry

Location:

- Edge of town away from non-compatible land uses including general residential and general commercial

Character:

- Large lot sizes with buffers and screening from non-industrial land uses
- Reserved for industrial manufacturing activities including producing, processing, storing, and distributing goods. Examples of these businesses are chemical processing and power plants.

Applicable Land Use:

- Industrial

Business Park

Location:

- Edge of town or suburban areas

Character:

- Large campus of buildings with buffers and screening from non-business park land uses

Applicable Land Use:

- Business Park (formerly Light Industrial)

Neighborhood Restoration



Manufactured housing near Downtown Port Lavaca
Source: Baxter and Woodman

Industry



Calhoun Port Authority ports
Source: Caller Times

Business Park



Commerce Center business park in Sugar Land, Texas
Source: RE Journals



Seagull on post in Lavaca Bay
Source: Baxter & Woodman

Objective 1.2: Utilize the Future Land Use Plan to guide the type and location of future development in Port Lavaca.

OVERVIEW OF FUTURE LAND USE CATEGORIES IN PORT LAVACA

Land use designations are designations that describe how land is intended to be used and the physical relationships that define an area's character, including the intensity of development and the arrangement of buildings, streets, open spaces, and landscapes. These physical patterns influence how people interact with their surroundings and shape opportunities for social and economic activity. Differences in development form (such as building scale, street layout, and the presence of open space) create distinct community character types that support different lifestyles and development expectations.

Historically, rural, suburban, and urban areas developed with different functions and physical forms. Rural areas were characterized by low density settlement and agricultural production; urban areas concentrated commerce, employment, and higher density housing; and suburban areas emerged as lower density residential districts connected to cities by transportation networks. Each of these areas developed a distinct physical character that influenced how residents lived, worked, and moved. In contemporary communities, these distinctions have become less rigid. Commercial and employment uses have expanded into suburban areas, and mixed use development has become more common across all contexts. As a result, character classifications now reflect a spectrum of development patterns rather than strictly separated zones.

For the purposes of this plan, Port Lavaca uses a set of land use designations to guide growth and redevelopment. These designations reflect both community character types and functional land uses. As shown in Map X, *Future Land Use Plan*, land uses include, Recreational Vehicle Park, Manufactured Home or Park, Rural Residential, Mixed Use, Rural / Undeveloped, Multi-Family Residential, General Residential, Parks and Open Space, Public / Institutional, Business Park, Industrial, Neighborhood Commercial, Downtown Core, and General Commercial. Together, these categories help describe the future land uses that are desired in Port Lavaca and provide a framework for shaping future development in a way that aligns with the community's goals and identity.

Strategy 1.2.1: Utilize the following Land Use classifications and Future Land Use Plan Map to guide development in Port Lavaca.

As depicted in Map X, *Future Land Use Plan*, Port Lavaca should plan for and align future development decisions based on the future plans as depicted. Based on public engagement, previous planning efforts, anticipated developments, existing property owners, and current development trends, the proposed map depicts the likely and intended land uses of parcels in Port Lavaca and the ETJ. Note that the Future Land Use Plan is in alignment with the Character Classifications laid out in Objective 1.1 and the Growth Sequencing Plan laid out in Objective 1.3.

Key Future Land Use features and changes include:

- Overall, the vast majority of land in Port Lavaca's ETJ remains agricultural (rural/ undeveloped) and rural residential), as minimal to no largescale development is anticipated
- Lands between the existing residential subdivisions of Claret Crossing and Brookhollow Estates are designated as general residential to accommodate future residential development patterns
- Lands surrounding Independence Drive adjacent to existing apartment and condominium complexes are designated as Multi-Family Residential, further creating a cluster of multi-family housing nearby to the high school and commercial-retail lands
- Mixed-use land uses are designated along the coastline, within the proposed Waterfront District (see Objective 1.4) to accommodate a wide range of adaptable development options catering towards the eco-tourism industry and economy
- The historic Downtown, surrounding Main Street and Commerce Street, is designated as Downtown Core, where land uses and building typologies should align with existing the existing small-scale and small-town development patterns
- Land previously designated as heavy industry are now designated as Business Park, such as along Half League Road, Virginia Street, Lynn's Bayou harbor area, and the Formosa lands north of Smith Road
- Future General Commercial land designations remain along primary corridors including Main Street, West Austin Street, and TX-35

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
- U.S. and State Highways
- Major Local Roads
- Minor Local Roads
- Railroads
- Future Land Use**
 - Rural / Undeveloped
 - Rural Residential
 - General Residential
 - Multi-Family Residential
 - Manufactured Home or Park
 - Recreational Vehicle Park
 - General Commercial
 - Neighborhood Commercial
 - Downtown Core
 - Mixed Use
 - Public / Institutional
 - Parks and Open Space
 - Business Park
 - Industrial
- Proposed Local Thoroughfare

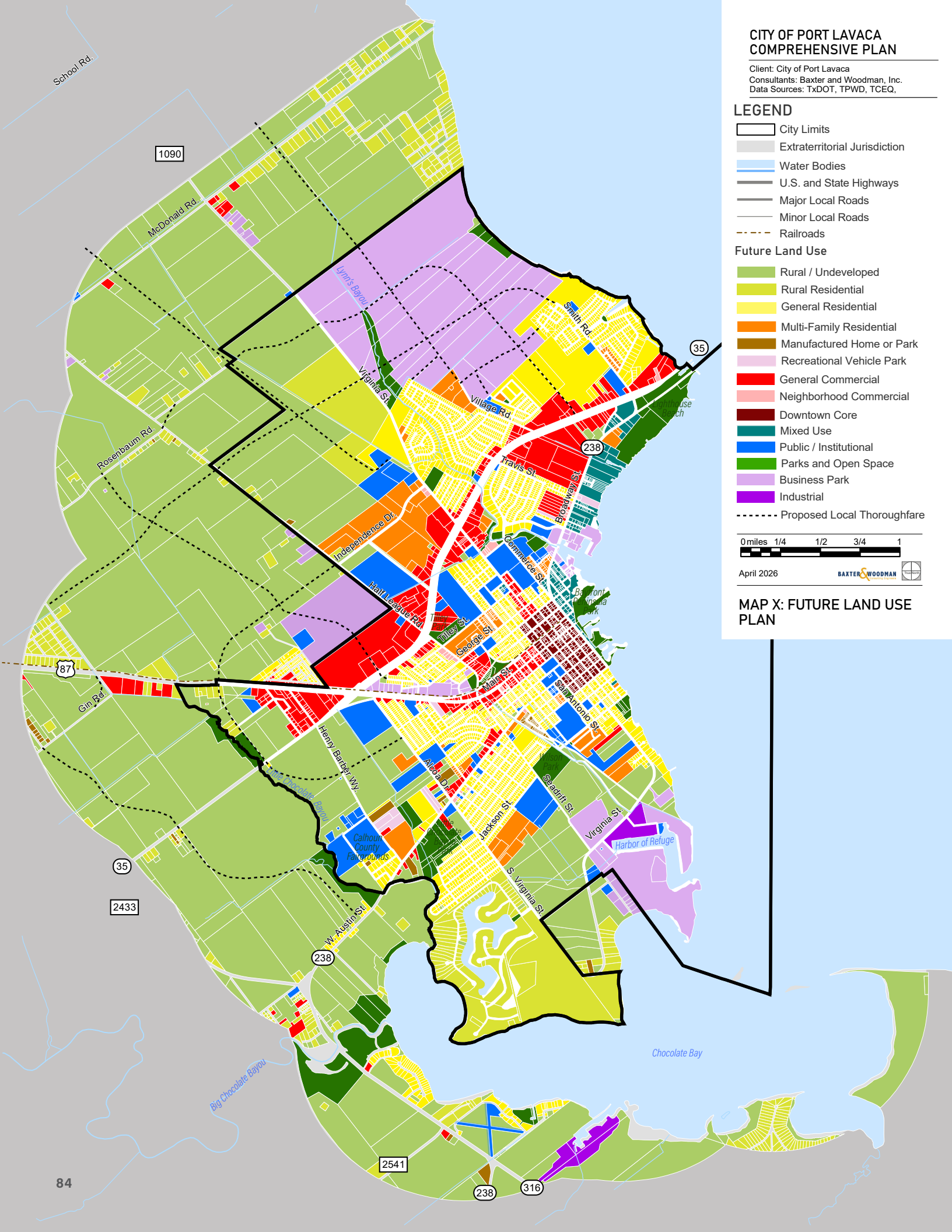
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April 2026

BAXTER & WOODMAN



MAP X: FUTURE LAND USE PLAN



LAND USE CHANGES

Figure 1, *Future Land Use in City Limits and ETJ*, and Figure 2, *Percentage Change between Existing and Future Land Uses*, provides a numerical depiction of the Future Land Use Plan Map and the by-acre adjustments and impacts of the new land use designations. Overall, key changes include the integration of many Neighborhood Commercial uses into the Central Business District designation, the addition of a Mixed Use designation, the integration of Light Industrial into a Business Park designation, a decrease in acres under Manufactured Homes and Recreational Vehicle designations, and an increase in the General Residential, General Commercial, and Multi-Family Residential designations.

Figure 1, *Future Land Use in City Limits and ETJ*

Future Land Use	City of Port Lavaca Only Acres	Number of Parcels	ETJ Only Acres	Number of Parcels	Total Acres	Total Square Miles	Percentage of Planning Area (%)
Rural / Undeveloped	1,300.11	206	5,650.40	338	6,950.51	10.86	56.26
Rural Residential	595.96	93.00	428.72	320	1,024.68	1.60	8.29
General Residential	1,138.05	3,360.00	72.64	188	1,210.69	1.89	9.80
Multi-Family Residential	202.04	180	0.34	1	202.38	0.32	1.64
Manufactured Home Park	21.56	47	13.38	18	34.94	0.05	0.28
Recreational Vehicle Park	25.57	10	0	0	25.57	0.04	0.21
General Commercial	459.35	409	51.7	36	511.05	0.80	4.14
Neighborhood Commercial	14.66	29	0.00	0	14.66	0.02	0.12
Downtown Core	67.68	285	0.00	0	67.68	0.11	0.55
Mixed Use	105.24	181.00	0.00	0	105.24	0.16	0.85
Public / Institutional	436.13	104	25.07	6	461.20	0.72	3.73
Parks and Open Space	263.67	65	163.58	10	427.25	0.67	3.46
Business Park	1,077.08	70	171.67	25	1,248.75	1.95	10.11
Industrial	27.22	2	42.46	5	69.68	0.11	0.56
TOTAL	5,734.32		6,619.96		12,354.28	19.30	100.00

Figure 2, *Percentage Change between Existing and Future Land Uses*

Future Land Use	Existing (Acres)	Future (Acres)	% of Planning Area (Existing)	% of Planning Area (Future)	Percent Change
Rural / Undeveloped	9022.8	6,950.51	77.7%	56.3%	-21.5%
Rural Residential	336.02	1024.68	2.9%	8.3%	5.4%
General Residential	176.1	1210.69	1.5%	9.8%	8.3%
Multi-Family Residential	0	202.38	0.0%	1.6%	1.6%
Manufactured Home Park	35.21	34.937	0.3%	0.3%	0.0%
Recreational Vehicle Park	24.9	25.57	0.2%	0.2%	0.0%
General Commercial	164.1	511.05	1.4%	4.1%	2.7%
Neighborhood Commercial	0	14.66	0.0%	0.1%	0.1%
Downtown Core	68.8	67.68	0.6%	0.5%	0.0%
Mixed Use	320.9	105.24	2.8%	0.9%	-1.9%
Public / Institutional	1256.1	461.2	10.8%	3.7%	-7.1%
Parks and Open Space	50.2	427.25	0.4%	3.5%	3.0%
Business Park	108.6	1248.75	0.9%	10.1%	9.2%
Industrial	45.8	69.68	0.4%	0.6%	0.2%

LAND USE DESIGNATIONS

Rural / Undeveloped Lands

Agricultural and undeveloped lands encompass large tracts of open space, agricultural fields, and natural landscapes on the edge of the urban area

Character:

- Large tracts of open space and natural landscapes
- Primarily used for farming, livestock grazing, and crop production



Agricultural property in Port Lavaca
Source: Baxter and Woodman

Rural Residential

Locations:

- Surrounded by agricultural or natural lands

Character:

- One to two-story structures
- 0.3 to 4 acre lots
- 40+ feet setbacks
- Often includes open ditch drainage



Agricultural property in Port Lavaca
Source: Baxter and Woodman

General Residential Designations

Single Family Detached

Locations:

- In all Urban, Suburban, and Rural character areas

Character:

- One to two-story structures
- 0.2 to 4 acre lots
- Unique housing styles and architecture
- Attached garage
- 20-40 feet Setback from the ROW



Single family detached home in Port Lavaca
Source: Baxter and Woodman

Single Family Attached

Locations:

- Predominantly along Smith Road
- Affordable housing development on Clois Green Circle
- Urban townhomes located on the side of Commerce Street and Guadalupe Street

Character:

- Duplexes, Townhomes, Quadplexes
- Shares at least one exterior wall with neighboring unit
- Two to 10 units per acre
- Shared off-street parking (i.e., driveway and parking garage)
- Individual front doors integrated into a uniform and symmetrical facade
- Proximity to mixed use amenities to ensure walkability



Single family detached home in Port Lavaca
Source: Baxter and Woodman



Single-family attached townhomes in Galveston utilizing warm tones.
Source: Realtor.com

Multi-Family Residential

Location:

- Apartments are near Virginia Street and Independence Drive, and Village Drive
- Senior living facilities are on Trinity Shores Drive

Character:

- Four or more housing units arranged across multiple stories
- Access via shared hallway, elevator, or staircase
- Typically include shared laundry and recreational amenities
- Depending on character area: low-rise (1-2 stories), mid-rise (3-4 stories), or high-rise (5 stories or higher)
- Proximity to land uses and amenities for a specific clientele (for example, student housing and senior living)



Multi unit complex in Port Lavaca
Source: Baxter and Woodman

Manufactured Home or Park

Location:

- Along Alcoa Drive and Tilley Street

Character:

- Community of manufactured homes
- Factory built construction
- Must meet federal safety and construction standards
- Permanent or semi-permanent installation
- Small lot size
- Access to utilities
- Presence of shared amenities including driveways, roads, or playgrounds



Modern Manufactured Home in Manufactured Home Park with front landscaping in Euless, Texas



RV Park in Canton, Texas with tree buffers
Source: Mill Creek Ranch Resort

Recreational Vehicle (RV) Parks

Location:

- Parks located along all Secondary / Minor Arterial Roadways and Major Collectors

Character:

- Temporary or semi-permanent living
- Parking surface area that can accommodate various sizes of RVs
- Presence of recreational amenities (including pools, playgrounds, and trails), restrooms, and open spaces
- Buffered with fencing, landscaping, and planting strips from adjacent land uses



Coastal RV park landscaped with flowering bushes and buffered with palm trees
Source: Visit Galveston

General Commercial

Location:

- Along SH 35 and Commerce Street

Character:

- Large, concentrated area of commercial activity that serve a broad regional market
- Include big-box retail, lodging, restaurants, and entertainment venues
- Require coordinated planning for land uses, parking layout, internal traffic circulation, and design of buffers/ transitions and multimodal connections



White Oak Crossing Shopping Center in Port Lavaca
Source: White Oak Development

Neighborhood Commercial

Location:

- Along minor collector streets within walking distance to major residential intersections and zones

Character:

- Small-scale one to two-story free-standing structures
- Includes every-day uses such as barbershops, salons, day-care, offices, restaurants, and cafe's
- Similar in scale to adjacent residential structures
- Minor off-street parking (four to eight spaces) and on-street parking
- Outdoor seating and awnings if applicable



Bier Hoause in Port Aransas, Texas
Source: Bier Hoause Facebook

Downtown Core

Location:

- Within the historic core of Port Lavaca, roughly bounded by Commerce Street, MLK Drive, Benavides Street, and Wilson Street

Character:

- Small-scale single family residential and multi-family structures
- Two to four-story mixed-use buildings
- Prioritizes on-street parking for commercial/ retail uses, with some minor off-street parking
- Commercial structures largely oriented towards the street and up to/ close to the right-of-way edge
- Outdoor dining, lounging, and gathering spaces
- Residential front porches, gable roofs, and historic small-town characteristics
- Includes some public-institutional uses, such as schools, parks, and civic buildings
- Emphasizes pedestrian-scale streetscape elements such as benches, decorative lighting, and sidewalks



Iguana Fest in downtown Port Lavaca
Source: Tour Texas

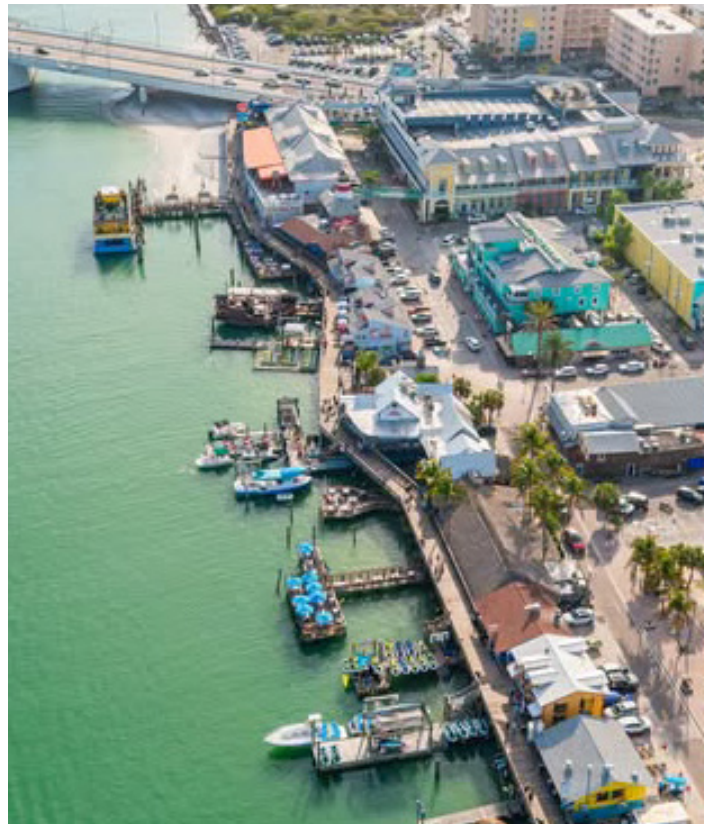
Mixed-Use

Location:

- Along the Waterfront (Lavaca Bay) adjacent to Broadway Street and Commerce Street

Character:

- Variable uses intended to serve recreational, residential, and economic development
- Should allow for unique and diverse economic activities and options depending on the proposed development
- Includes mixed-use housing development, condominiums, townhomes, and other residential complexes
- Includes hotels, conference spaces, and public gathering sites oriented towards tourism
- Emphasizes shared-use path, boardwalk, and trail connectivity
- Includes commercial/retail sites with small to medium-sized parking lots, aimed at preserving coastal views and access
- Aimed at preserving critical natural habitats and wetlands



Madeira Beach
Source: Visit St.Pete-Clearwater

Public / Institutional

Location:

- Varied community locations depending on specific site use and purpose

Character:

- Typically one to two story structures
- Includes City and County facilities such as City Hall, EMS and Emergency service stations, jails and courthouses, schools, and medical facilities and hospital
- Typically includes off-street parking lots and requires adequate street connectivity to major and minor arterial thoroughfares



Pearland City Hall and Police Department entry
Source: Baxter and Woodman

Parks / Open Space

Location:

- Along the waterfront
- Within a 10-minute walk (1/2-mile) distance to residential areas
- Along critical drainage, forested, and floodplain corridors where development should be limited or out-right not allowed

Character:

- Natural spaces with minimal to no built or vertical structures
- Lands with programmed recreational activities such as sports fields/ courts, playgrounds, camp grounds, beaches, boat ramps, fishing piers, amphitheaters, picnic grounds, and boardwalks and wetland zones



Lighthouse Beach in Port Lavaca
Source: KOA.com

Business Park

Location:

- Away from residential areas
- Along the waterfront
- In clustered zones along TX-35 and major arterial corridors
- Along designated truck routes

Character:

- One to two story, medium- to large-scale sites
- Includes on-site parking, transportation storage sites, and loading bays
- Includes warehousing and distribution centers, fabrication sites, offices, aqua-culture related activities, and transportation hubs



Creekside Business Park in Tomball, Texas
Source: Newman Kelly

Industrial

Location:

- Along Virginia Street near the Harbor of Refuge and north of TX-35

Character:

- One to two story, medium- to large-scale sites
- Includes on-site parking, storage facilities, and lay-down / storage yards
- Includes maximum buffering and screening requirements from adjacent land uses
- Includes petro-chemical storage, processing, and distribution
- Includes other mineral resource, transportation, and processing uses



Asphalt processing plant
Source: Cummings Electrical

Objective 1.3: Utilize the Growth Sequencing Plan to inform the City's level of effort and focus relating to land use decisions and new development planning.

Strategy 1.3.1: Utilize the Growth Sequencing Plan Map to guide where development and improvement priorities should be made and located.

The Growth Sequencing Plan, depicted in Map X, *Growth Sequencing Plan*, identifies short-term, medium-term, and long-term development and redevelopment focus areas within Port Lavaca and its ETJ. The parcels and location identified are likely targets for development and redevelopment based on existing land sales, city discussions, high-demand locations, existing construction trends, and existing utilities connections. Map X provides a rough framework of likely development, but is not set in stone, as the future is largely unpredictable and susceptible to outside economic influences, but should still help guide city planning efforts, focuses, and decisions.

In the short term, the primary emphasis should be on the Downtown district, the central core, and spot locations along major thoroughfares, with efforts concentrated on redevelopment and infill projects, supplemented by commercial and housing developments. As the central core the City begins to be redeveloped with infill development and redevelopment, in the long-term, the City's focus should shift to outlying areas of the City and ETJ at current agricultural and undeveloped sites.

Projected growth is organized into four timeframes:

- **Ongoing Continued Growth Priority:** Future development is expected to remain concentrated along SH 35, Main Street, Downtown, and the Waterfront, with an emphasis on commercial and retail activity.
- **0–5 Years Growth Priority:** Near-term growth areas include commercial and general residential parcels primarily located along SH 35 and Broadway Street on the Waterfront District side.
- **5–15 Years Growth Priority:** Medium-term growth priorities include areas along Independence Drive and Half League Road, where multi family housing and additional commercial developments are anticipated.
- **15+ Year Growth Priority:** Long term growth areas consist of parcels adjacent to existing development. These areas are expected to become viable once infill development is largely completed. These parcels include general residential expanding North of Virginia Street, land at the intersection of Half League Road and Independence Road.

Long Term Focus Areas

Port Lavaca's long range growth strategy should prioritize:

- Preserving agricultural land to maintain access to local produce.
- Approving new greenfield development only where strategically important and where utility expansion or upgrades are justified.
- Designating land for future industrial and business park development.
- Supporting additional commercial growth along SH 35.
- Revitalizing the Downtown and Central Business District.
- Continuing to improve and reinvest in existing neighborhoods before expanding outward.
- Encouraging infill and redevelopment in both residential and commercial areas.

Neighborhood Conservation and Neighborhood Restoration

Neighborhood conservation areas are well-established residential districts with a consistent character the community intends to preserve. These include newer and less historic neighborhoods adjacent to Jackson Roosevelt Elementary School, subdivisions north of SH 35, and within the Waterfront residential area just north of the Harbor of Refuge. Neighborhood restoration areas contain a higher concentration of homes needing cosmetic improvements or structures that do not currently meet Port Lavaca's regulatory standards. These areas are prioritized for reinvestment, rehabilitation, and code-compliant upgrades to strengthen long-term neighborhood stability.

Uncertainties

As described in *Population Projections* on page X, in *Chapter One*, Port Lavaca is experiencing a slow stagnant decline in population; However, future employment opportunities in industry or regional economic shifts could significantly alter growth patterns for the City.

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
-  U.S. and State Highways
-  Major Local Roads
-  Minor Local Roads
-  Railroads

Priority Growth Zones

-  Neighborhood Conservation
-  Neighborhood Restoration
-  Continued Growth Priority
-  0-5 Year Growth Priority
-  5-15 Year Growth Priority
-  15+ Year Growth Priority

Future Land Use

-  General Commercial
-  Central Business District
-  Neighborhood Commercial
-  Industrial
-  Business Park
-  Rural / Undeveloped
-  Mixed Use
-  Public / Institutional
-  Parks and Open Space
-  General Residential
-  Multi-Family Residential
-  Rural Residential
-  Proposed Local Thoroughfare

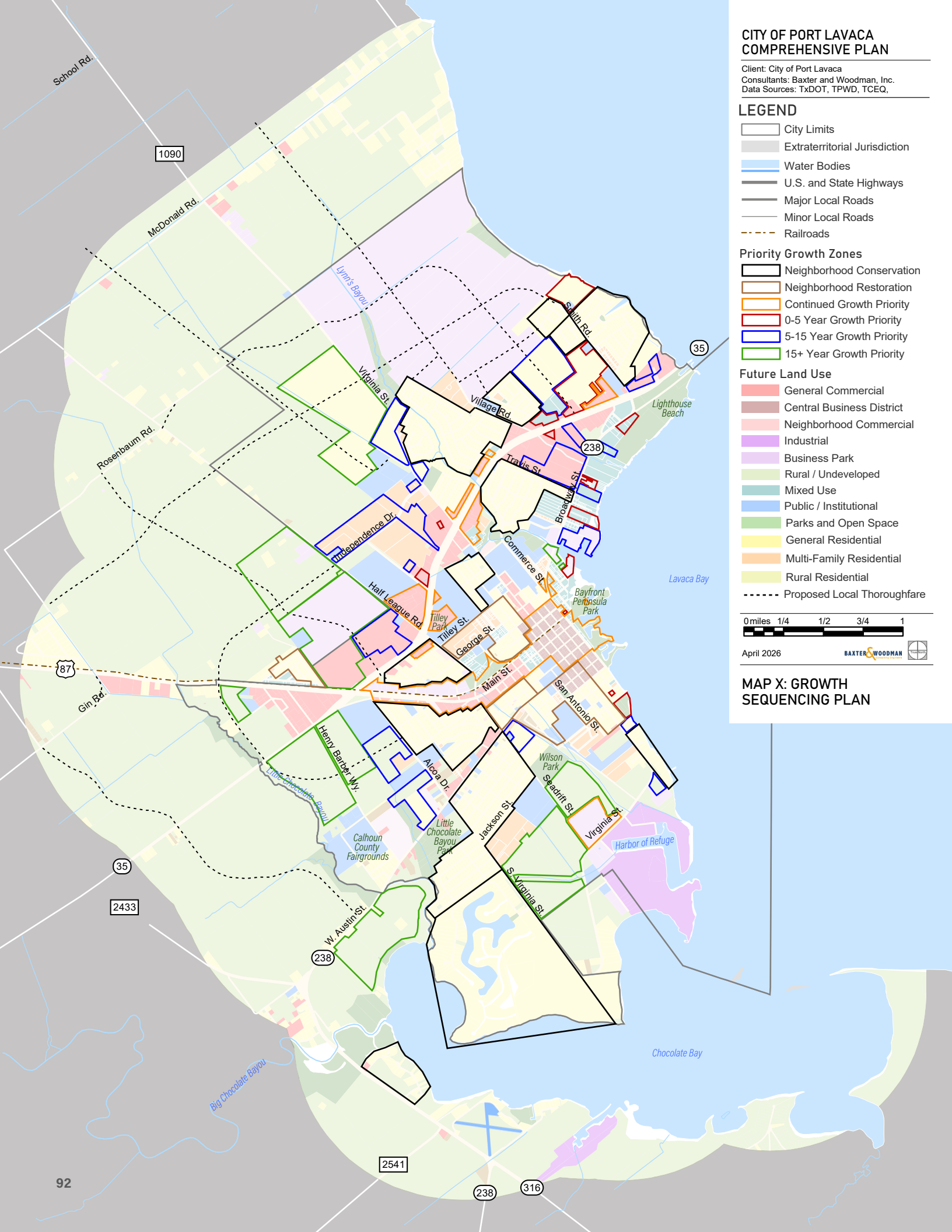
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April 2026

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MAP X: GROWTH SEQUENCING PLAN



Objective 1.4: Establish a Waterfront District.

Lavaca Bay is the major prominent and most significant landmark and asset of Port Lavaca. The waterfront should be a pillar of economic activity and recreational possibilities. The waterfront is currently home to the historic Downtown core, Bayfront Peninsula Park, Light House Beach, residential developments, fishing and aquacultural operations, and multiple boat slips, wetlands, and boardwalks. Although the activity along the waterfront is currently active, much of the land along the waterfront is undeveloped, underutilized, or contains former commercial and industrial sites that sit abandoned / unused. As identified through public engagement, existing conditions analysis, and discussions with city leaders, the waterfront should be the primary focus of investment and development in Port Lavaca.

The series of strategies laid out under this objective aim to catalyze growth along the waterfront, address current infrastructure and visual deficits, enhance existing recreational offerings, establish regulations to encourage redevelopment, and address the environmental and flood protective nature of the coastal ecosystem. Other recommendations relating to the Port Lavaca's waterfront and coastline may also be found in Goal 3.0, *Parks, Trails, and Open Space*, and Goal 7.0, *Resilience*.

THE WATERFRONT DISTRICT VISION

Port Lavaca's waterfront is a vibrant corridor of mixed-use development, wetlands, economic activity, and recreational possibilities. The waterfront is the economic heart of Port Lavaca which mixes new development with historic structures. The waterfront is the recreational and eco-tourism heart of Port Lavaca, providing locals and visitors with boating opportunities, boardwalks and docks, sports and athletic facilities, parklands, environmental sight-seeing, community events and programming, and a small-town harbor sense of place.



Strategy 1.4.1: Utilize and continually update the waterfront development framework set forth in Map X, Waterfront District.

Map X, Waterfront District, on pages X and X, provides a visual framework for the following recommendations and infrastructure recommendations included throughout Objective 1.4. The map includes:

- The proposed District Boundary, which should be established as a separate Zoning designation
- Shared-use path (10-foot wide), trail, and boardwalk expansion plans, which help to create a direct continuous link between Downtown and Lighthouse Beach
- Multiple wetland preservation, enhancement, and establishments zones, along with new breakwater structures, for the purposes of environmental enhancement, shoreline stabilization, and flood protection
- New recreational amenities recommendations including establishing new parkland, new sports courts, beach access, and boat ramp improvements
- Expansion plans for new boat docks and anchoring sites
- The identification of land suitable for preservation, redevelopment, and development (undeveloped sites)
- Gathering space opportunities including enhanced pavilions, a new amphitheater space, and playground



Bradenton, Florida, docks and piers with commercial and residential development
Source: Gina Morgando

Strategy 1.4.2: Create and encourage design guidelines in the waterfront district.

A regulatory framework document along with a design guide book / flip book of representative images should be produced by the City to show developers the desires character, form, and aesthetic the City decides the waterfront district should take. Waterfront development may need design guidelines to balance access, views, and environmental protection. Keep in mind, in the State of Texas, municipalities are not allowed to dictate aesthetic designs and materials of construction, unless it is dictated by fire code, wind code, or flood protection requirements.

Key design considerations may include:

- Structural and utilities flood elevations above base level
- Paint and material colors
- Planting and landscaping species and layouts
- Wetland protection buffers
- Pavement types, designs, and features
- Public access routes and designations
- Boardwalk design and fixtures
- Lighting, signage, and wayfinding streetscape elements
- Public seating, benches, and gathering spaces
- Street drainage, culvert, detention basin, and rain garden aesthetics
- Parking lot placement away from the waters edge
- Design relationships between boardwalks, store fronts, residential access points, and walkways
- Roofing materials and types

Strategy 1.4.3: Encourage mixed use development as designated in the Plan to allow people to live, work, shop, learn and play in close proximity while minimizing conflicts between land uses.

Mixed-use development places housing, shops, services, and community amenities close together, creating walkable areas where daily needs are easily reached. When located in designated areas, this approach supports vibrant activity and reduces potential conflicts between different land uses. The waterfront district should cater towards "destination-based" design, where once at the District a visitor can travel throughout the District with ease and have direct access to and between parklands and commercial zones. The mixed-use land use designation within the Waterfront District helps to provide future adaptability and open opportunities for new and innovative ideas that the city has not yet considered.



Granbury, Texas, has developed a 10 to 12-foot wide shared-use path following Business US-377 and their Brazos River waterfront connecting a public beach, their downtown, hotels, and the local conference center.
Source: Visit Granbury



Corpus Christi North Padre Island waterfront features boat ramps, docks, fishing piers, parkland, commercial property, and public gathering space pavilions
Source: Visit CC



Lavaca Bay

Beach
& Pavilions

LIGHTHOUSE
BEACH

RV Park &
Campground

Splash Pad
Playground

Proposed
Playground
Expansion

Alcoa
Bird Tower

Holiday Inn
Express & Suites

Quality Inn & Suites

Restaurant

Playground

YMCA Port
Lavaca City
Pool

Halfmoon Reef
Lighthouse

Bauer
Community
Center

BROADWAY STREET

Lighthouse
Beach
Apartments

Lavaca Bay
RV Park

SAIL BOAT DRIVE

Best Western

Motel 6

Hotel/Motel

Executive Inn

Hampton Inn &
Suites

Walmart

TINNEY BROWNING BOULEVARD

Lavaca Bay
Place

Lonestar
RV Park

PRIVATE ROAD DRIVE

PARKVIEW DRIVE

BAYVIEW DRIVE

BROADWAY STREET

UNION STREET

Sanddollar
RV Park

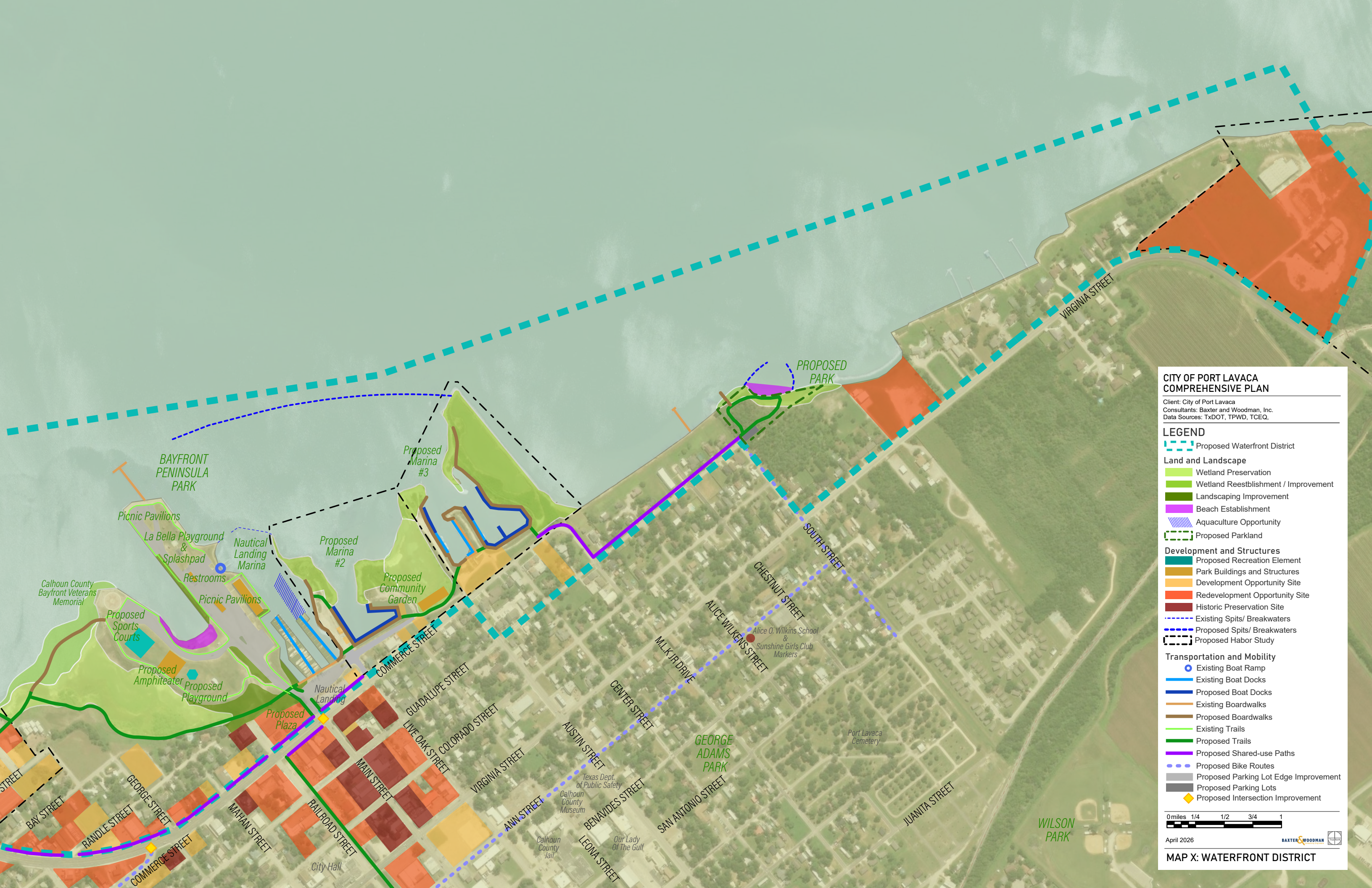
First
Baptist
Church

Lynn's Bayou

HARBOR

EL CAMINO REAL STREET

SMITH ROAD



**CITY OF PORT LAVACA
COMPREHENSIVE PLAN**

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

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Proposed Waterfront District

Land and Landscape

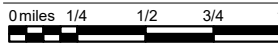
- Wetland Preservation
- Wetland Reestablishment / Improvement
- Landscaping Improvement
- Beach Establishment
- Aquaculture Opportunity
- Proposed Parkland

Development and Structures

- Proposed Recreation Element
- Park Buildings and Structures
- Development Opportunity Site
- Redevelopment Opportunity Site
- Historic Preservation Site
- Existing Spits/ Breakwaters
- Proposed Spits/ Breakwaters
- Proposed Harbor Study

Transportation and Mobility

- Existing Boat Ramp
- Existing Boat Docks
- Proposed Boat Docks
- Existing Boardwalks
- Proposed Boardwalks
- Existing Trails
- Proposed Trails
- Proposed Shared-use Paths
- Proposed Bike Routes
- Proposed Parking Lot Edge Improvement
- Proposed Parking Lots
- Proposed Intersection Improvement



April 2026

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MAP X: WATERFRONT DISTRICT



West Harbor revitalization project in San Pedro, California, pictured with newly constructed harbor buildings, landscaping, shoreline stabilization, and public access walkways and boat docks
Source: CoStar News, Brannon Boswell



Kayak launch site signage at the Port O'Connor Paddling Trail
Source: San Antonio Bay Partnership



A wetland and sandbar coastal restoration site in Port O'Connor, Texas
Source: Engineering With Nature



Surf City Crab fresh coastal seafood market in Topsail, North Carolina
Source: TripAdvisor, George H, Wandering963



Strategy 1.4.4: Enhance the waterfronts active and passive recreational offerings.

The waterfront district should continue to provide recreational opportunities for visitors. Port Lavaca should focus on the continued development of boardwalks and trails to connect existing destinations and parklands. Key projects of note include:

- The expansion of the Bayfront Peninsula Park trails with a boardwalk and wetland reestablishment connecting to Fulton Street
- Connect Bayfront Peninsula Park trails to Main Street and Commerce Street
- Consider additional small beach sites (see Strategy X.X.X)
- Consider adding sports courts, an additional playground, and an amphitheater space at Bayfront Peninsula Park
- Expand boat docks and boardwalks south of Bayfront Peninsula Park (see Strategy X.X.X)
- Reconstruct and improve the existing two boat ramp slips at Bayfront Peninsula Park and Lighthouse Beach
- Consider additional seating, plantings, and educational signage at the Lighthouse Beach and Bayfront Peninsula Park pavilions
- Develop a series of kayak launch sites and promote a blueway trail system (see Strategy X.X.X, under Goal 3.0, Parks, Trails, and Open Space)
- Consider a reoccurring farmers market and seafood market at Bayfront Peninsula Park
- Develop the Kitchen Site as new parkland (see Strategy X.X.X, under Goal 3.0, Parks, Trails, and Open Space)
- Consider expanding the playground facilities at Lighthouse Beach (see Strategy X.X.X, under Goal 3.0, Parks, Trails, and Open Space)
- Consider replacing the fall surfacing and adding additional elements to the Lighthouse Beach Splashpad (see Strategy X.X.X, under Goal 3.0, Parks, Trails, and Open Space)
- Consider a number of shared fire pits and gathering spaces with grass-based 'party' games at the Lighthouse Beach RV Park (see Strategy X.X.X, under Goal 3.0, Parks, Trails, and Open Space)
- Add a wildlife viewing station, informational signage, and a bird blind pavilion at the proposed expanded boardwalk and wetlands at Bayfront Peninsula Park (see Strategy X.X.X)

Strategy 1.4.5: Create safe routes to and between destinations along the Waterfront, including parks and Downtown.

In these heavy pedestrian areas, it will be important for Port Lavaca to invest in safe connections for visitors to each land use. The Safe Routes program offers grants through the Transportation Alternatives Program (TAP) to help improve areas that are on routes to schools and parks. The existing parks within the planned Waterfront District may also qualify for these grants.

Strategy 1.4.6: Improve the connection between hotels and the waterfront.

Create comfortable, continuous pedestrian and bicycle links through eight to 10-foot wide shared-use paths and bicycle route designated roads. This connects hotel locations so they are no longer only isolated along major corridors but integrated within major destinations including Downtown, Lighthouse Beach, and Bayfront Park.

Strategy 1.4.7: Enhance the waterfronts natural landscapes, wetlands, cost line, and planting areas.

Costal ecosystems along a waters edgeline provides numerous benefits including eco-tourism and wildlife viewing opportunities, enhanced costal aesthetics and beauty, erosion control, and stormwater/ sotrm surge mitigation. Port Lavaca should encourage the expansion and continued health monitoring of native wetland ecosystems along the City's coast line and low-lying tributaries. As depicted in Map X, Waterfront Plan, Port Lavaca should expand wetland ecosystems with reestablishment plantings and monitoring north of Bayfront Peninsula Park. In addition, wetland restabslihment should be undertaken south of Nautical Landing Marina where multiple existing peninsulas exist, but have experiences major erosion and deterioration. Additional wetland zones, as depicted, should be protected as development occurs, such as between Lynn's Bayou and Light House beach and at the mouth of Little Chococolate Bayou and Chocolate Bayou. Future infastrucutral efforts and development should not detract from, reduce, or harm the existing wetland and costal grasses ecosystems currently in place. The goal is to balance environmental protection with public enjoyment.

Strategy 1.4.8: Expand the existing docks and boardwalks south of Bayfront Peninsula Park.

Create comfortable, continuous pedestrian and bicycle links through eight to 10-foot wide shared-use paths and bicycle route designated roads. This connects hotel locations so they are no longer only isolated along major corridors but integrated within major destinations including Downtown, Lighthouse Beach, and Bayfront Park.

Strategy 1.4.9: Develop Surveys, Existing Conditions Analysis, and Master Plans for the existing harbors along the Waterfront.

Multiple harbors exist along Port Lavaca's waterfront that experienced their height of economic activity and harbor development between the 1950s and 1980s. Today many of these harbors have been underutilized, abandoned, or contain empty sites. These harbors are key opportunities in Port Lavaca to spur economic development and eco-tourism. Surveys and Master Plans should be conducted on each of the harbors listed below, to determine the suitability and feasibility of waterfront redevelopment.

Potential unknowns and development determinations that should be decided, considered, and discovered include:

- Potential contaminants and risk of exposed pollutants
- Soil suitability for development
- Soil stability and composition
- Retaining wall, costal erosion, and embankment integrity
- Species and existing vegetative challenges
- Water depths and accessibility

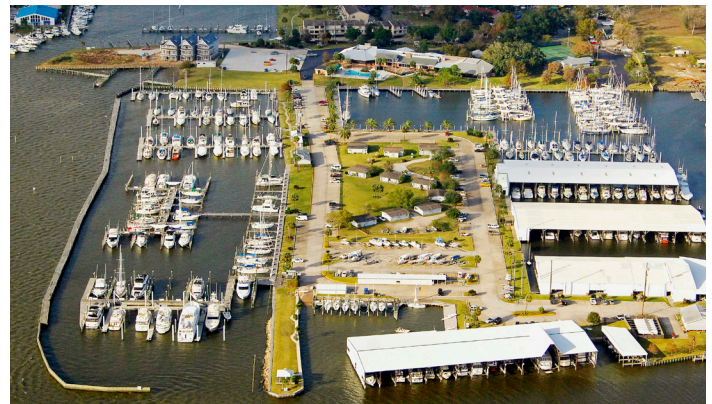
Harbors that Port Lavaca should conduct Master Plans and Feasibility Studies of are as follows:

- Nautical Landing Harbor #2 (at 304 S. Commerce Street)
- South Commerce Street Harbor site (at the Fisher Channel and Dock Company site, near 423 N. Commerce Street)
- Harbor of Refuge (at 202 N. Virginia Street)
- Lynn's Bayou Harbor site (at 902 Broadway Street)
- Westmond Road Harbor site (at 2615 N. Highway 35)

Strategy 1.4.10: Consider building additional beach facilities closer to Main Street, near or within Bayfront Peninsula Park.

As depicted in Map X, *Waterfront Plan*, consider utilizing existing low lying slope zones and protected inlets, which do not already have established wetland ecosystems, at Bayfront Peninsula Park and the proposed Kitchen Site park to develop sand beach zones.

These smaller sand zones can provide a beach area that is more manageable than a larger beach, such as at Lighthouse Beach, and expand water-oriented opportunities closed to Downtown Port Lavaca. Established beaches should be protected from erosion and sediment redeposition with naturally occurring protective inlet lands and/or man-made spits/ rock outcroppings.



Lakewood Yacht Club in Seabrook, Texas, shows the commercial Source: *Marinas.com*



Commercial structures oriented along a boardwalk and harbor in Beaufort, North Carolina Source: *Diane Chamberlain*



Existing boat docks and boardwalk at Bayfront Peninsula Park, proposed to be expended Source: *Baxter and Woodman*

Objective 1.5: Encourage the redevelopment and revitalization of Downtown to strengthen its role as the cultural and economic heart of Port Lavaca.

The Downtown Plan, depicted in Map X, *Downtown Plan*, on the facing page, envisions a walkable, welcoming Main Street where pedestrians feel prioritized like drivers. At the heart of the project is a redesigned intersection at Commerce and Main Street, upgraded to improve safety, enhance visibility, and fully meet Americans with Disabilities Act (ADA) requirements. These improvements set the tone for a district that's easier to navigate and more enjoyable to spend time in.

Along Main Street, the plan introduces 10-foot shared-use paths (wide sidewalks both pedestrian and cyclist use) on both sides, creating space for strolling, outdoor seating, and street-level activity. To make crossings safer and more intuitive, the design incorporates bulb-outs and pedestrian islands, reducing the distance people need to cross and slowing vehicle speeds at key points.

Straegy 1.5.1: Continue to consider and implement a one-way pair street redesign and reorientation of Main Street and Railroad Street.

Continue to coordinate with TxDOT the redesign and reorientation of Main Street and Railroad Street into two one-way streets meeting at Commerce Street and Virginia Street. As depicted in Map X, *Downtown Plan*, Main Street will become a northward street while Railroad Street will become a southward Street. To accommodate the change in traffic circulation, a four-way stop or traffic light signal may be needed at Virginia Street and Railroad Street, while a left turn lane striping may be needed on Commerce Street (leading onto Railroad Street).

As depicted in the the proposed thoroughfare cross sections A and B, within Goal 2.0, *Transportation*, on page XXX, Main Street can either include one travel lane north with parallel parking on one side and angled parking on one side, or incldue two travel lanes north with parallel parking on one side. Due to existing traffic volumes and the need to retain existing parking capacity, the one travel lane option may be preferred.

The Main Street redesign can also allow for an additional four to eight feet of pedestrian sidewalk space for streetscape elements, which can include street trees, benches, new lamp posts and banners, and curb-outs / neck-downs at intersections. The proposed blub-outs reduce pedestrian crossing distances and provide opportunities for planting beds and rain gardens which can mitigate flood impacts and reduce the overall capacity need of storm drains.



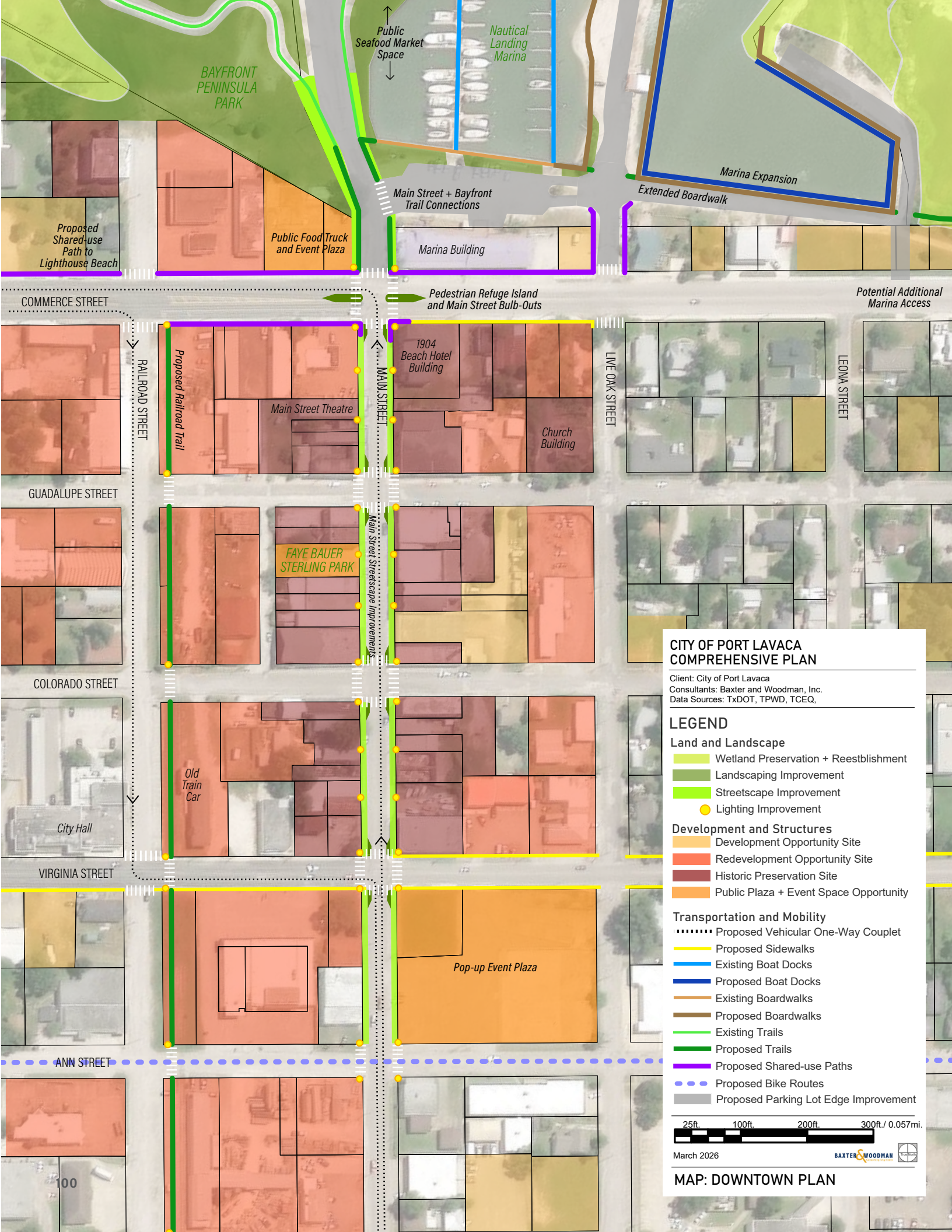
Marked parallel and angled parking, lighting, and sidewalks in Downtown Biolixi, Mississippi, on Howard Avenue
Source: Caroline Eubanks



Farmers Market in Downtown Corpus Christi, Texas
Source: Visit Corpus Christi



Rockport, Texas, Heritage District at South Austin Street, bulb-outs and streetscape
Source: Visit Corpus Christi



CITY OF PORT LAVACA COMPREHENSIVE PLAN

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

LEGEND

Land and Landscape

- Wetland Preservation + Reestablishment
- Landscaping Improvement
- Streetscape Improvement
- Lighting Improvement

Development and Structures

- Development Opportunity Site
- Redevelopment Opportunity Site
- Historic Preservation Site
- Public Plaza + Event Space Opportunity

Transportation and Mobility

- Proposed Vehicular One-Way Couplet
- Proposed Sidewalks
- Existing Boat Docks
- Proposed Boat Docks
- Existing Boardwalks
- Proposed Boardwalks
- Existing Trails
- Proposed Trails
- Proposed Shared-use Paths
- Proposed Bike Routes
- Proposed Parking Lot Edge Improvement

25ft. 100ft. 200ft. 300ft. / 0.057mi.

March 2026

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MAP: DOWNTOWN PLAN

Strategy 1.5.2: Implement a Main Street Streetscapes improvement program.

Redesigning the Downtown streetscape to make it safer, more attractive, and more walkable can help draw more activity and strengthen local businesses. Traffic flow will shift to two one-way lanes with parallel parking along the right side of the street or one one-way driving lane with two parallel or pull-in parking lanes (depicted in Figure 4, Downtown Streetscape Design) on both sides of Main Street (depicted in Typology A.2, on page XXX, in Figure 5, Proposed Thoroughfare Cross Sections.)

Streetscape improvements such as wider sidewalks, upgraded lighting, street trees, pedestrian amenities, and stronger visual connections to the waterfront will create a more welcoming environment for residents and visitors.

Port Lavaca should implement a street tree planting program, which utilizes tree species with small root balls that can withstand limited soil conditions and limited to no water after established.

Wooden or metal planter boxes should be added along the street to reduce the visual presence of hardscape materials and improve the visual character of the street. In addition, planters can be added along the sidewalk edge along empty properties to retain a continuous and comfortable streetscape between existing buildings.

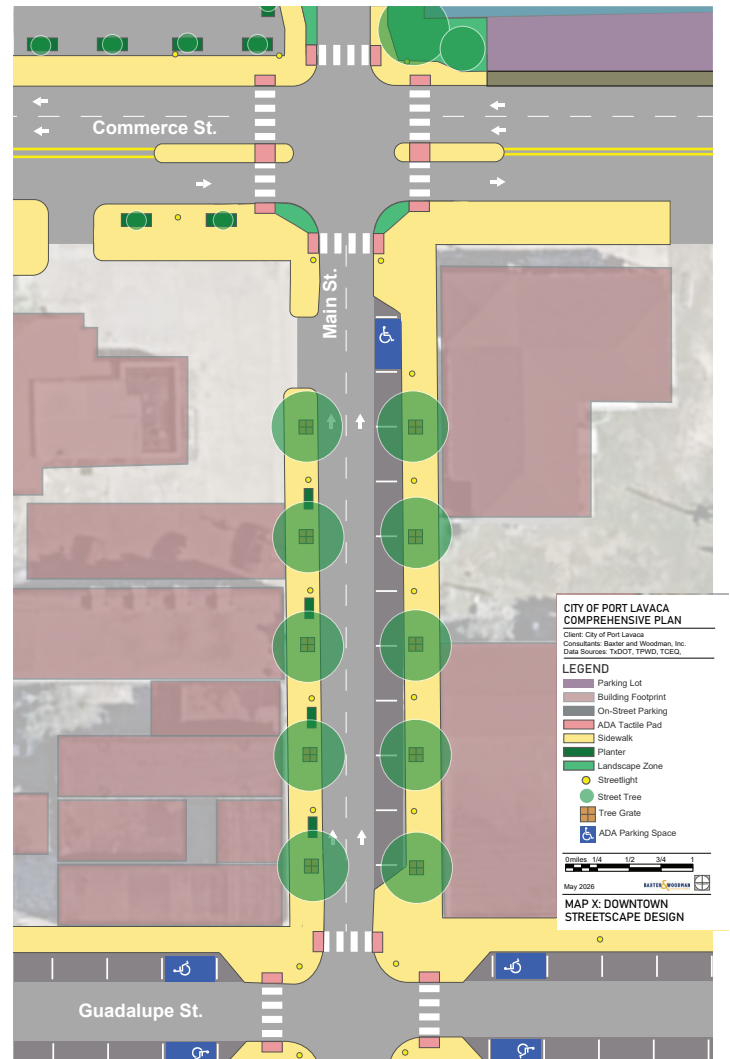
The widened sidewalks (from the existing eight to ten feet to the proposed 11 to 13 feet) will allow for outdoor seating and dining options for adjacent businesses.

New pedestrian-scale light poles, with banner attachments, can help to promote Port Lavaca's heritage, local events, and add additional historical-style to an area that has lost much of its historic structures and architectural details.

These features work together to create a cohesive character that reflects Port Lavaca's identity and enhance the existing historic aspects of Main Street.

Together, these enhancements elevate safety, accessibility, and overall appeal, transforming Downtown into a lively, people centered place that supports long term economic vitality.

Figure 4, Downtown Streetscape Design



Ennis, Texas, downtown streetscapes redesign before and after
Source: GoogleMaps Imagery

Strategy 1.5.3: Improve intersection safety and design in Downtown along Main Street.

In addition to the Streetscape Improvement proposed in Strategy 1.2.4, intersection reconstruction should take place along Main Street intersections from Virginia Street to Commerce Street. This may also include the improvements of Railroad Street intersections adjacent to the proposed rails-to-trails trail project.

Utilizing TxDOT and National Association of City Transportation Officials (NACTO) standards, Port Lavaca should implement a number of traffic calming and safety measures to encourage pedestrian and bicycle activity within the Downtown to aid in the economic vitality of local businesses and parks. Recommended safety features include:

- Bulb-outs at Main Street intersections help to reduce crossing distance for pedestrian, increase pedestrian visibility, and provide opportunities for rain garden drainage mitigation techniques.
- Updated curb ramp reconstruction improvements will help in overall accessibility and comfort for visitors, encouraging a wider age and range of visitation for older residents or those with children or disabilities.
- High-visibility continental -striped crosswalks / piano key crosswalk striping will increase pedestrian visibility and encourage safer driving habits in the Downtown. This crosswalk striping style, versus a more common double line crosswalk increases the striping visibility for vehicles from a greater distance and is more visibility in foggy or rainy conditions.
- The aforementioned pedestrian-scale lighting will aid in overall nighttime safety and encourage activity in the Downtown after dusk, enhancing nightlife and community interaction opportunities.
- Pedestrian crossing signage and bicycle route signage at intersections should be added to the pedestrian-scale lighting poles, reducing the number of signage posts (which can block sidewalk paths and become "visual clutter" if not reduced). In addition, "one-way" signage should be added to stop signs to further reduce the number of signage posts.

Strategy 1.5.4: Improve the functional and visual connection between Main Street and the waterfront.

Strengthening the visual and functional connection between Main Street and the bay will help establish Downtown as a memorable and vibrant destination.

Currently there is a lack of visual clarity and consistency between Main Street and Bayfront Peninsula Park. The intersection of Main Street and Commerce Street and adjacent sidewalks should be reconstructed to encourage travel and visitation between both locations. Improvements should include:

- Add planter boxes and/or planting strips at 101 North Commerce Street to reduce the visual impact of the large parking lot and lack of historic structures lining the street.
- Add pedestrian refuge islands to Commerce Street for pedestrian crossings between Downtown and the waterfront.
- Add a 10-foot-wide shared use path to the northern entrance drive to Bayfront Peninsula Park and a standard five-foot-wide sidewalk to the south access drive, connecting to existing trails and boat dock access paths.
- Add street trees along the access drive to Bayfront Peninsula Park and improve landscaping at all four corners of the intersection; This will encourage the discovery of and travel to the park for visitors of Main Street.
- Consider options to move or consolidate existing electrical poles and wires at the entry of Bayfront Peninsula Park, and reduce the amount of pavement with new plantings, to reduce the visual presence of poles and pavement and preserve views of the docks and waterfront.

Strategy 1.5.5: Conduct utilities studies to determine the specific age, materials, and capacity of existing utilities and their ability to service an increase in Downtown development and redevelopment.

As summarized, in part, in Goal 5.0, *Utilities Infrastructure*, infrastructure across the City should adequately meet future demands of the city. Utilities should be in place before new development occurs or developers should contribute to updating utilities to service their development. Particularly within the Downtown along Main Street and surrounding streets, it is advantageous for Port Lavaca to preemptively ensure that water, sewer, and storm drainage can adequately meet the future needs of new redevelopment and in-fill development. Prioritizing utilities upgrades and services within the Downtown can further encourage developers to invest in projects within Downtown.



Bulbout with furnishings including plants, bench, and shade structure
Source: Mantega Bulletin

Strategy 1.5.6: Rehabilitate historic buildings, and replace older buildings with new ones that match the desired identity for Downtown.

Historic buildings contribute significantly to Downtown's character and should be preserved and restored whenever possible. When older structures are beyond repair, replacement buildings should reinforce the architectural style, scale, and walkable environment that define Downtown. This approach supports both heritage preservation and long term reinvestment. Map X, *Downtown Plan*, identifies parcels containing existing historic structures which warrant protections considerations, parcels that have abandoned or heavily delapidated structures that can be redeveloped, and parcels that are current vacant that are prime for new development. As the Main Street corridor is further redeveloped, continue to consider what the community wants to maintain, preserve, redevelop, enhance, and showcase. In addition, continue to encourage structure assessments which can help further identify structural deficits and if buildings are worth saving, or if rehabilitation is financially unfeasible.

Texas Main Street Program (TMSP), under the Texas Historical Commission, works with communities to assess and acquire funds for historic building renovations and revitalizations, such as the buildings along Main Street. Across the state downtown projects have occurred where multiple buildings were saved from demolition due to TMSP funding and local support/initiative.

Strategy 1.5.7: Continue to encourage new business development in Downtown, including opportunities for small vendors and market spaces.

Supporting a diverse mix of businesses can help activate Downtown throughout the day and evening. Market spaces for small vendors, pop up shops, and local entrepreneurs can add vibrancy, attract visitors, and create a more dynamic retail environment.

Strategy 1.5.8: Identify programming and elements needed to host community events at Faye Bauer Sterling Park, on Main Street, and the empty block of 120 West Main Street.

As identified on Map X, *Downtown Plan*, multiple public plaza and pop-up event space opportunities existing along Main Street. Port Lavaca should assess and consider the needs of the sites to adequately host public events. Considerations may include emergency access, power and electrical generation capacity, electric connections, restroom accessibility, pavement safety, and lighting.

Strategy 1.5.9: Establish an area for a food truck court.

A designated food truck court can support local entrepreneurs, activate public spaces, and draw residents and visitors to key activity centers. Locating the court in the Waterfront District or Downtown can help reinforce these areas as vibrant destinations while providing a structured and visually appealing setting for mobile food vendors. A new food truck court on the northwest side of Commerce Street adds a lively gathering spot, offering a flexible space for vendors and community events. This area is already paved and framed with grass buffers, so maintaining this surface would be ideal for cost saving measures. It is recommended that the Food Truck Court have shade provided through umbrellas or a shade structure that can withstand blustery days. Seating for this area can be picnic table and benches, or more temporary seating like tables and chairs that can be stored away when the food truck court is closed.

Strategy 1.5.10: Work with TxDOT to identify alternative routes for traffic when events are held Downtown where Main Street may be temporarily closed to vehicular traffic.

To maintain the current option of temporarily closing Main Street for vehicles from Commerce Street to Virginia Street for local events, alternative traffic patterns will need to be decided. Potential temporary northern alignments could include the temporary two-way orientation of Railroad Street or Austin Street.



East Alley in Three Rivers, Michigan
Source: PatronCity



Food Truck court in Downtown Baston, TX with shade structure, picnic tables, lighting, and a live music stage.
Source: Chestnut Grove Footruck Court



Intersection with bulb-outs, crosswalks, and parallel parking, similar to the proposed Main Street redesign in Port Lavaca
Source: MNDOT

GOAL TWO: TRANSPORTATION

PORT LAVACA IS A COMMUNITY THAT PROVIDES A NETWORK OF SAFE, CONNECTED, AND WELL MAINTAINED ATTRACTIVE TRANSPORTATION CORRIDORS AND INFRASTRUCTURE THAT FACILITATES EFFICIENT VEHICULAR, ACTIVE, AND RECREATIONAL TRANSPORTATION.

OVERVIEW

Transportation Planning is a collaborative process, between the public, the city, and local entities, that defines future policies, goals, investments, and spatial planning to shape the future of the transportation facilities network. The provided transportation systems influence where people live, where and how often people travel for household trips, support decisions about where businesses are located, provide ways to travel to work, facilitate the movement of goods and services, and ensure that emergency responders can reach those in need. Transportation planning requires an understanding of the purposes behind people's travel choices and how these patterns affect community connectivity and overall city resilience, which is a city's ability to adapt, withstand disruptions, and continue functioning effectively over time. The Comprehensive Plan's Transportation element and Thoroughfare Plan and Active Transportation Plan provide the framework to guide policy-based decisions regarding infrastructure objectives and associated capital investments into transportation-related improvements to ensure the community achieves its vision for a safe, efficient, and well-connected transportation system.

On Mobility

The Relationship Between Transportation and Land Use

Because transportation and land use are tightly interconnected, new or upgraded infrastructure can stimulate economic activity, guide where housing and businesses locate, and change how people choose to move through a community. At the same time, land-use decisions generate travel demand and determine where transportation investments are most needed. In this plan, transportation modeling is used to analyze current traffic patterns and forecast future needs based on expected development, reinforcing the idea that mobility systems and urban form evolve together.

Expanding the range of transportation infrastructure types within a community strengthens the idea of freedom of choice. When residents can select from a variety of homes that match their lifestyle and mobility preferences, people gain greater control over how they live and how they travel. Some people may choose to live near trails and within walking distance of daily needs, while others may prefer quieter areas that rely more on personal vehicles. Providing this range of options supports a more inclusive and adaptable community.



Guiding Principles of Transportation (TP)

TP Principle 1.- Mode Choice: Transportation for All (Complete Streets)

Complete streets use a multimodal approach that is designed with safety in mind for everyone using the streets including pedestrians, bicyclists, and drivers. The strategies used in complete streets also consider seniors, people using mobility devices, and users who do not own a car and need access to goods and services. There is no one size fits all for a complete street, as a “complete street” has a different meaning for each community. The physical constraints of the right-of-way will also heavily influence the final design of the street. Thus, each complete street project will look a little different from each other as they are designed with different factors and needs in mind.

In the context of Port Lavaca, a complete street could include:

- Sidewalks
- Bicycle lanes, either separated by a physical barrier (protected) or painted on the road (unprotected)
- Shared-use paths
- Curb extensions and median islands to shorten the time a pedestrian is in the road.
- High-visibility raised crosswalks that alert the driver to slow down
- Street trees that act as both a buffer between cars and non-car users as well as shade, beauty, and air quality improvements.
- Parallel parking spaces can act as an additional buffer between sidewalks and bike paths

TP Principle 1.- Access.

Effective access management is supported by providing multiple entry points for commercial properties and creating local level, slow speed roadways that connect schools and parks to surrounding residential areas.

TP Principle 2.- Connectivity.

Great connectivity ensures that destinations and high-demand areas are connected by multiple active transportation options, such as through streets, sidewalks, bike lanes, or multi-use paths; as well as encouraging developers to add trails and pathways along adjacent drainage corridors and green spaces.

TP Principle 3.- Safety.

Safe street design includes high-visibility crosswalks, appropriate lighting, ADA-compliant ramps, well-timed light signals, clear sightlines for turning vehicles. These design features reduce conflict points, increase user awareness, and ensure that all mode users can safely travel throughout the community.

TP Principle 4.- Efficiency.

Efficiency means enabling people to move quickly and reliably throughout their community using a variety of safe and convenient travel options. A well connected network provides multiple route options that disperse vehicle traffic away from high demand corridors while also offering continuous sidewalks, protected bike lanes, and multi use paths that allow people to travel efficiently without a car. Local, slow speed parallel routes further support this system by giving residents practical alternatives during peak travel times and reducing pressure on major arterials.

TP Principle 5.- Integrated Planning.

A balanced transportation system should be shaped through coordinated land use decisions, economic development, environmental conservation, and transportation investments. Community input, best case scenario modeling, and context sensitive street design should guide how each area functions. For example, downtown streets should support slower, people oriented activity, while state routes should emphasize efficiency, speed, clarity, and through traffic. All new development and redevelopment should incorporate appropriate transportation choices from the start.

ABOUT THOROUGHFARE DEVELOPMENT

The critical anatomical elements for building a thoroughfare network include key features that should be considered for each proposed roadway type (major thoroughfare, arterial, collector, local roadway, etc):

- Sidewalks- pathways for people to safely walk alongside a thoroughfare.
- Crosswalks- designated pedestrian crossing areas where people can safely cross the street in a high visibility area. These are typically found at intersections of midblock crossings, and can be emphasized by signage and flashing beacons, or raised above grade to further increase their visibility.
- Street trees- Street trees are planted within the right-of-way and line the thoroughfare. These trees offer shade, improve street appearance, and calm traffic by narrowing the view of the road. Trees also provide environmental benefits including reducing the effects of urban heat islands, managing stormwater, and improving air quality by filtering out pollutants.
- Streetscape elements include wayfinding signage, traffic lights or stoplights, benches, street lighting, public art, awnings, and overhead utilities such as power and telecommunication lines.
- Drainage- curb and gutter or open ditch move water off the roadway and either into the sewer network or into open ditches.

Thoroughfare Issues and Challenges

- Narrow Rights-of-Way (ROW)
- Large signalized intersections often owned and operated by TxDOT (outside of the city's full jurisdiction)
- Need for high capacity open ditch drainage in some locations limits the available right of way for widened/ additional sidewalk and bicycle hardscape pavements
- Roadway quality due to weathering and maintenance such as faded roadway markings and debris
- Limited lighting availability along all roadways
- Limited local and collector level thoroughfares that bypass/avoid major regional thoroughfares and intersections
- Limited street trees, planting locations,
- Limited sidewalk availability in the City
- Limited bike routes and trails
- Stormwater drainage is insufficient for extreme rain events
- Lack of safe north to south connections across SH 35, especially for people and bicycles
- Railroads adjacent to thoroughfares and existing crossing locations limit the efficiency and connectivity

Corridor Appearance

The community's major corridors play an important role in shaping the first impression of Port Lavaca. Their design, streetscape enhancements, and overall visual character help define how residents and visitors experience the city. The appearance of both the roadway and the character of the properties along the corridor are essential to creating an attractive, welcoming environment and reinforcing a strong sense of place.

Traffic Management

Effective traffic management requires maintaining the efficient movement of vehicles while ensuring that roadways function safely and predictably and in accordance to their Level of Service (LOS) standards. Preserving the traffic carrying capacity of key corridors requires careful coordination between roadway design, adjacent land uses, and how access is provided to properties along major thoroughfares. LOS helps measure how well a roadway handles current or projected traffic, highlighting where congestion or operational issues may emerge. LOS is measured on an A–F scale, where A represents free flowing, uninterrupted traffic and F represents highly congested, stop and go conditions. Thoughtful access management, context appropriate roadway design, and strategic land use decisions all work together to support reliable travel, maintain acceptable LOS, and reduce congestion across the network.

Public Transit

Port Lavaca does not have a fixed-route transit system serving the Planning Area. R-Transit, operated by the Golden Crescent Regional Planning Commission, provides on-demand, curb-to-curb paratransit service for the general public, seniors, and people with disabilities. These services are critical for residents who do not own or cannot drive a car. Paratransit services can be a cheaper and flexible option for cities, but the system can become overwhelmed if there is not enough capacity (in terms of the number of vehicles and fixed routes available) to serve the existing need. Limitations can include not enough drivers, buses, or funding which can lead to schedule reductions. Port Lavaca's previous *Comprehensive Plan* (2016) recommended for the City to conduct a community survey, review of R-Transit ridership records, or a feasibility study analysis to assess additional demand for transit to determine whether the City should partner with R-Transit to expand services in Port Lavaca.

Active Transportation:

Active transportation refers to any form of people-powered travel, including walking, bicycling (including e-bikes and e-scooters), using wheelchairs or mobility devices, skateboarding. These transportation modes physically engage the user when moving from one place to another. The purpose of an Active Transportation Plan is to create accessible and safe, connected, and convenient opportunities for people to use these modes throughout the city, to get to where they want to go. By providing reliable non-vehicle travel options, the Active Transportation Plan (refer to Map X, *Active Transportation*, on Page XX) ensures that residents of all ages, abilities, incomes, and neighborhoods can access essential destinations and community amenities.

Active Transportation Issues and Challenges

- **Gaps in Infrastructure:** Incomplete sidewalks, disconnected bike lanes, and physical barriers to safely crossing roads such as large intersections, especially those without pedestrian refuge islands, and expansive thoroughfares, such as highways and interstates.
- **Safety concerns:** High-speed vehicular traffic, poor lighting and visibility, and inadequate buffers between sidewalks and bike lanes can discourage alternative mode choice preventing users from using particular routes and puts users at risk of serious injury.
- **It Takes too Long to Get Anywhere:** Low-density areas, where destinations are spread-out potentially miles apart, lengthen the travel distance from points of origin to key destinations. This could make trips from home to work, the grocery store, and other services impractical to travel on foot, but may still be possible to bike.
- **Outdoor Conditions:** The weather and geography/terrain of an area can discourage more casual active users from walking or cycling to their destination. Dressing appropriately for travel is important for active transportation in the event it's a hot or cold day, rainy, or dark. Lack of shade along sidewalks and bike lanes can make the immediate area hotter, especially if near a road which radiates heat.
- **Driving Culture and Habits:** The culture and habit of driving can prevent people from choosing to walk or cycle because they just did not think about the option. There needs to be a shift to make bicycling or walking more attractive in the city; otherwise the only people who will use it are those who have no other choice, which also further stigmatizes walking and bicycling.
- **Funding and Maintenance:** While in the long term, active transportation infrastructure is cheaper to maintain, it still requires significant levels of investment to construct pedestrian and bicycle facilities. For smaller communities, this can be especially challenging without funding assistance. Neglected sidewalks and bike lanes can be hazardous to use as infrastructure falls into disrepair, which poses trip or crash risk, so it is important to plan for future financial needs.
- **Limited Right of Way and Drainage Impacts:** Retrofitting older corridors can be challenging, particularly if they have a smaller right-of-way, as their existing design often limits the ability to add modern pedestrian or bicycle facilities without removing vehicle travel lanes. Without these improvements, these corridors can become difficult or unsafe for people walking or biking to use. Drain inlets can pose a hazard for bicyclists, since the grates can catch wheels and cause crashes, further reducing the safety and comfort of the route.

Aerial view of Port Lavaca from the SH 35 and US 87 Interchange
Source: Homes.com



OBJECTIVE 2.1: Ensure that Port Lavaca incorporates the full suite of transportation planning tools and best practices to ensure an efficient and safe transportation system.

Guiding Principles for Vehicular Transportation (VTP)

VTP Principle 1.

Incorporate sustainable development best practices to reduce environmental impacts.

VTP Principle 2.

Thoroughfare design should prioritize safety for all users.

VTP Principle 3.

Support accessible and reliable transportation options that meet the mobility needs of all residents.

VTP Principle 4.

Promote attractive, well designed corridors that enhance community character and create a positive visual experience for residents and visitors.

VTP Principle 5.

Enhance the community's identity by establishing welcoming gateway entries that create a positive first impression for residents and visitors.

VTP Principle 6.

Collaborate with local and regional agencies and stakeholders to ensure that thoroughfare improvements align with and support the community's long term vision

Strategy 2.1.1:

Utilize the proposed Thoroughfare Plan to guide future roadway expansions, alignments, and right-of-way preservation.

As depicted in Map X, *Future Thoroughfare Plan*, the proposed thoroughfare extensions strengthen connectivity across Port Lavaca by linking areas of the city that are currently disconnected. On the north side of Port Lavaca, the new routes create additional local street options between the northeast and west sides of the city, which reduces reliance on major corridors such as SH 35 and US 87. This becomes increasingly important as traffic volumes continue to rise, particularly for travelers moving through Port Lavaca to reach Point Comfort.

The Thoroughfare Plan's principal features include:

- New northeast to southwest corridors are proposed to reduce traffic along SH 35 and encourage new development, such as an extension of Independence Drive, Smith Road, Rosenbaum Road, and Jacob Road
- Village Road, Smith Road, and Trinity Shores Drive are proposed to extend northward to accommodate future housing and economic development
- Additional connections to US 87 and SH 35 are proposed to prevent truck traffic near schools and residential areas

Strategy 2.1.2:

Utilize and update thoroughfare standards to align with the proposed Thoroughfare cross sections.

As depicted in Figure X, *Proposed Thoroughfare Cross Sections*, on pages X through X, the proposed thoroughfare cross sections are separated by thoroughfare classification (widths, number of lanes, and drainage facilities), as well as their semi-urban or rural context. Proposed revisions to the City's Code of Ordinances include several updates intended to strengthen multimodal mobility and corridor design. These revisions would widen the standard sidewalk width from four feet to five feet meeting the TxDOT standard, establish formal on-street parking design standards, and clarify that golf carts are permitted to use shared-use facilities. In addition, the updates would introduce new thoroughfare typologies that better support both multimodal travel and vehicular circulation throughout the city.



Road with bioswale green infrastructure
Source: NACTO

CITY OF PORT LAVACA COMPREHENSIVE PLAN

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

LEGEND

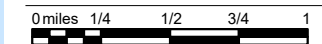
- City Limits
- Extraterritorial Jurisdiction
- Water Bodies
- Railroads
- Parks
- Schools

Functional Classification

- Principal Arterial Thoroughfare
- Minor Arterial Thoroughfare
- Major Collector Thoroughfare
- Minor Collector Thoroughfare
- Local Thoroughfare
- Existing Traffic Signal
- Existing Gateway

Proposed Improvements

- Proposed Local Thoroughfare
- Proposed All-Way Stop
- Proposed Intersection Improvements
- Proposed Regional Gateway
- Proposed Wayfinding Signage



May 2026



MAP X: FUTURE THOROUGHFARE PLAN

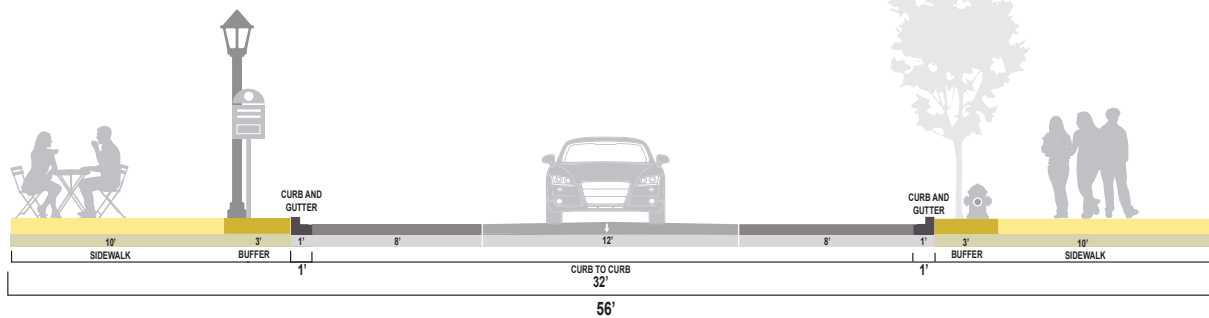


Figure 5, Proposed Thoroughfare Cross Sections

As described in Strategy 2.1.1, and 2.1.2, below and on the the following pages, are proposed thoroughfare typologies and standards Port Lavaca should utilize during new roadway development and roadway reconstruction.

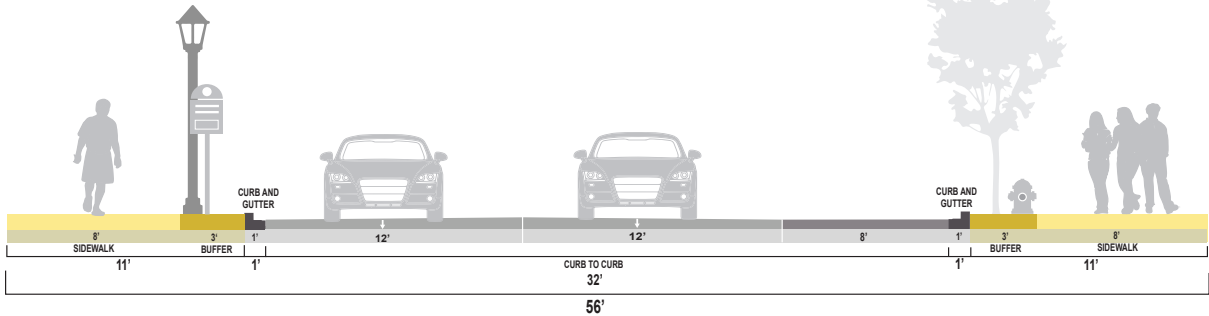
Typology A.1: Local (One-Way Downtown, Two Parallel Parking Lanes) [R.O.W 56']

Example: Main Street



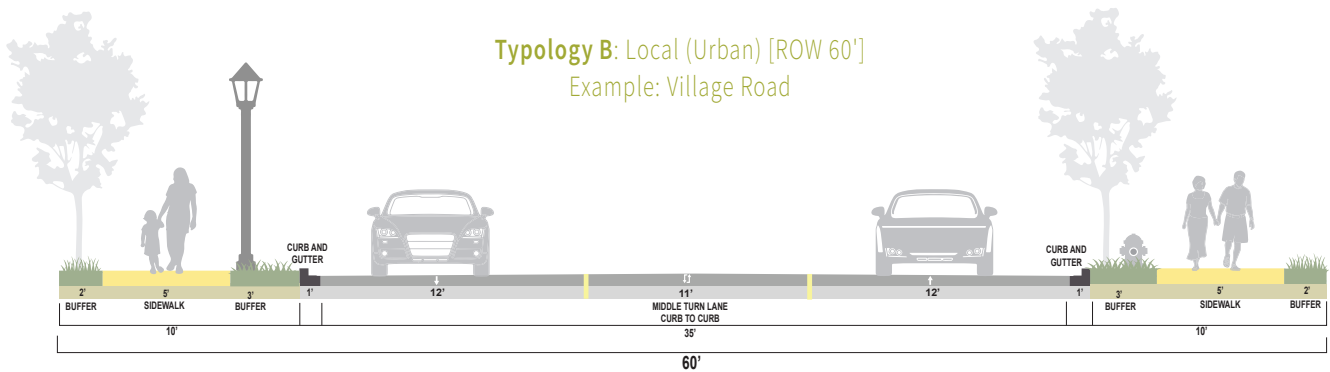
Typology A.2: Local (One-Way Downtown, Two Travel Lanes, Parallel Parking) [R.O.W 56']

Example: Main Street



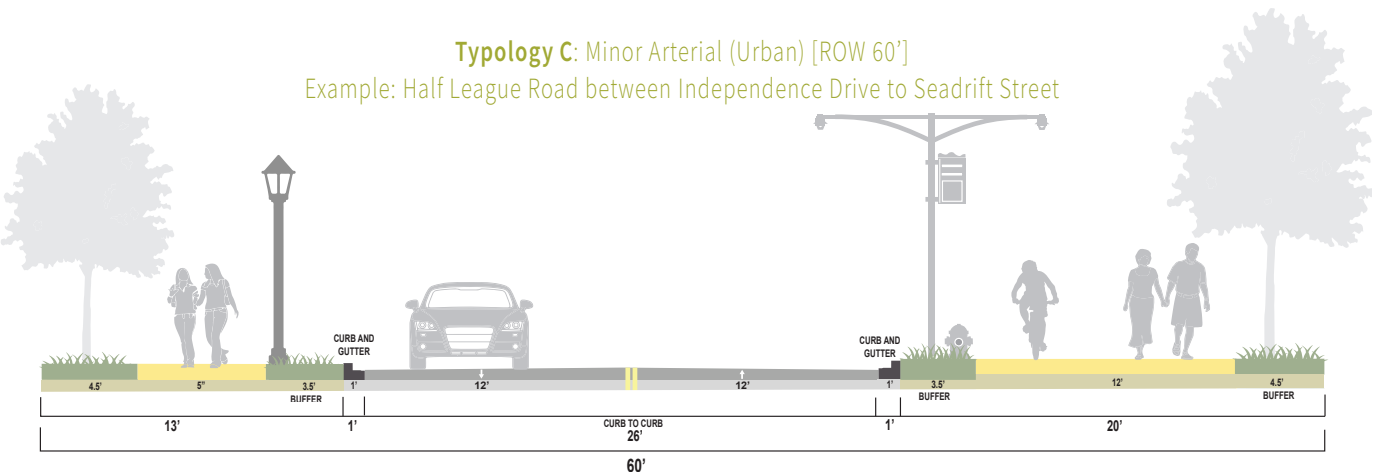
Typology B: Local (Urban) [ROW 60']

Example: Village Road



Typology C: Minor Arterial (Urban) [ROW 60']

Example: Half League Road between Independence Drive to Seadrift Street



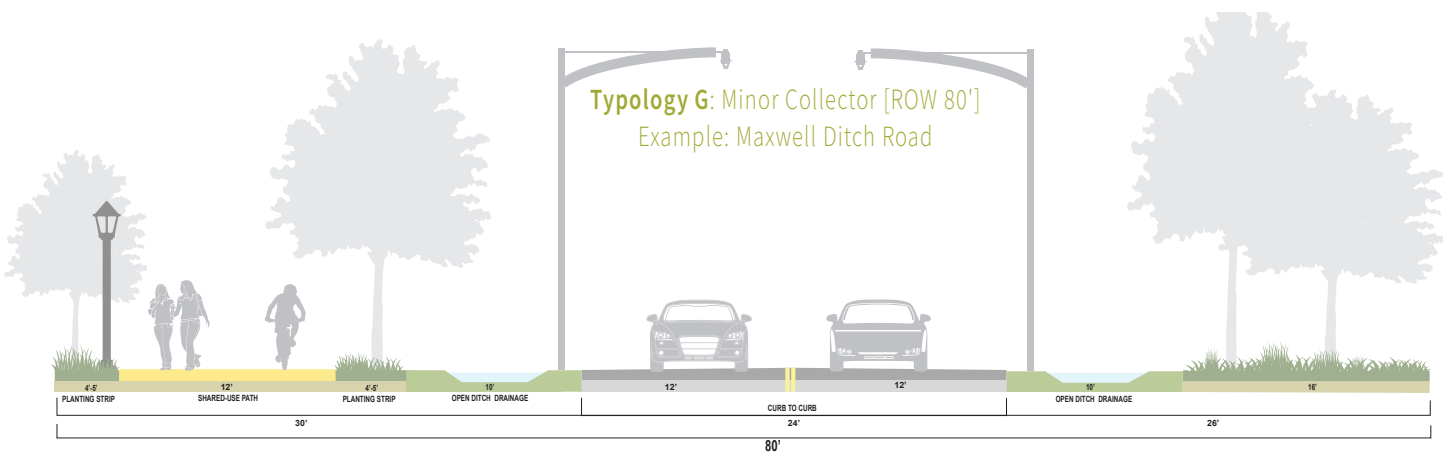
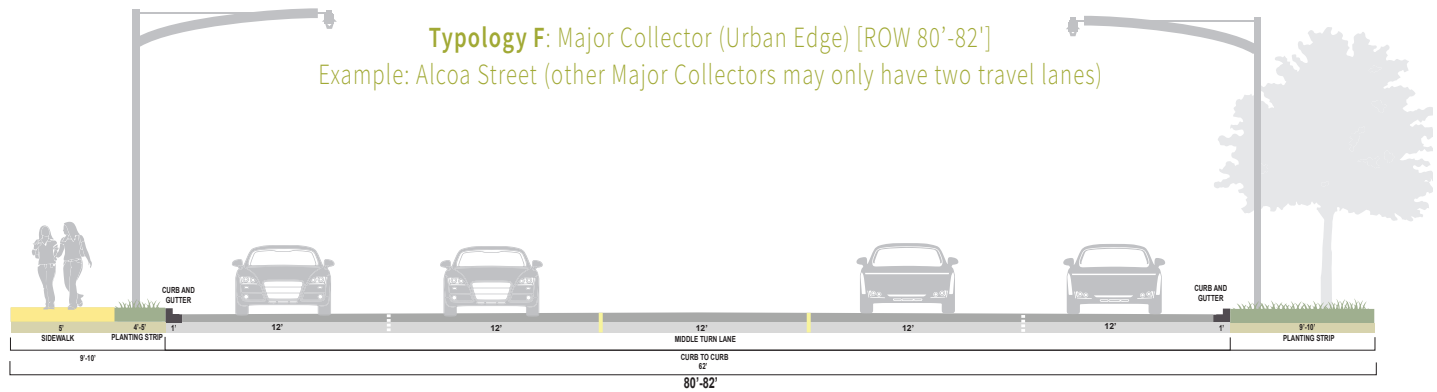
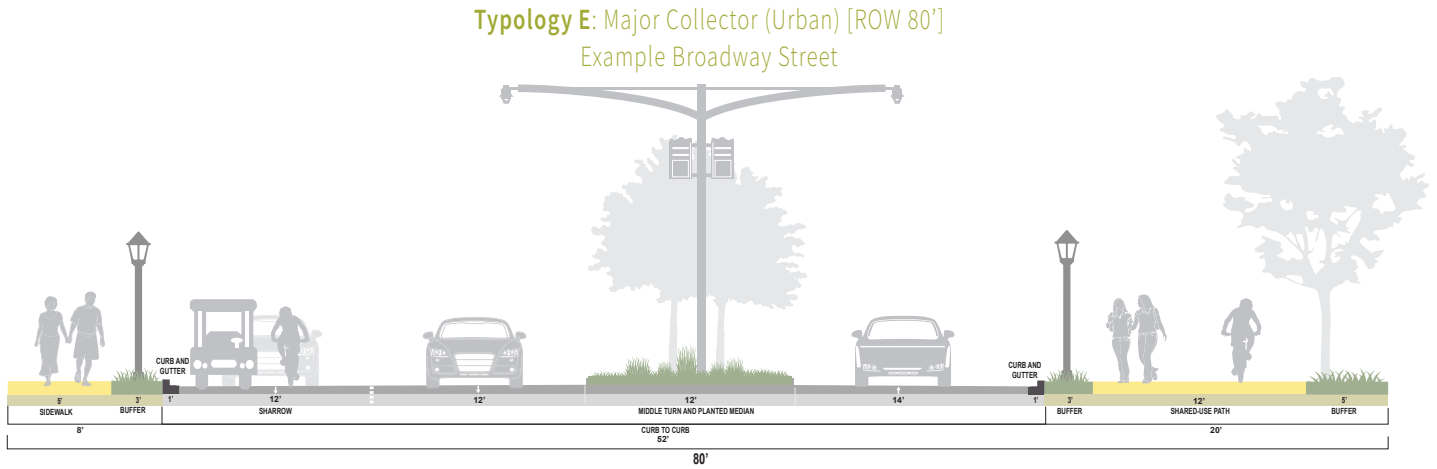
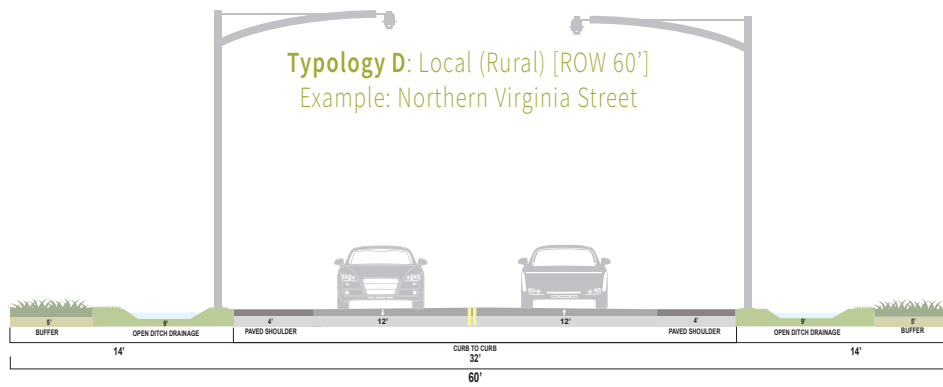
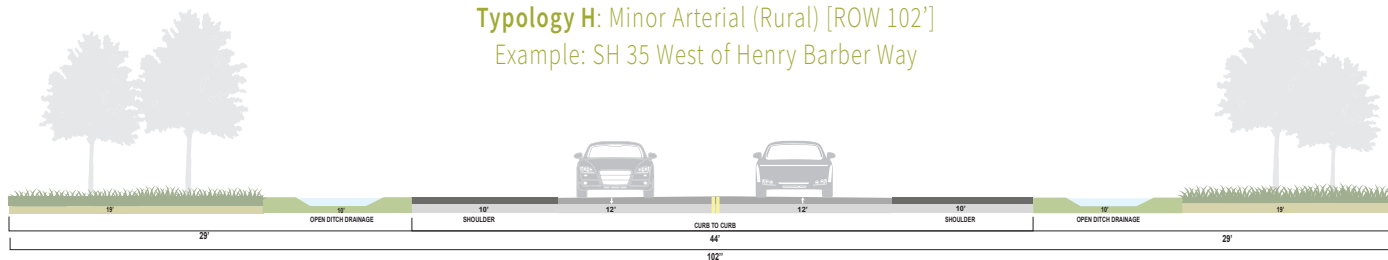
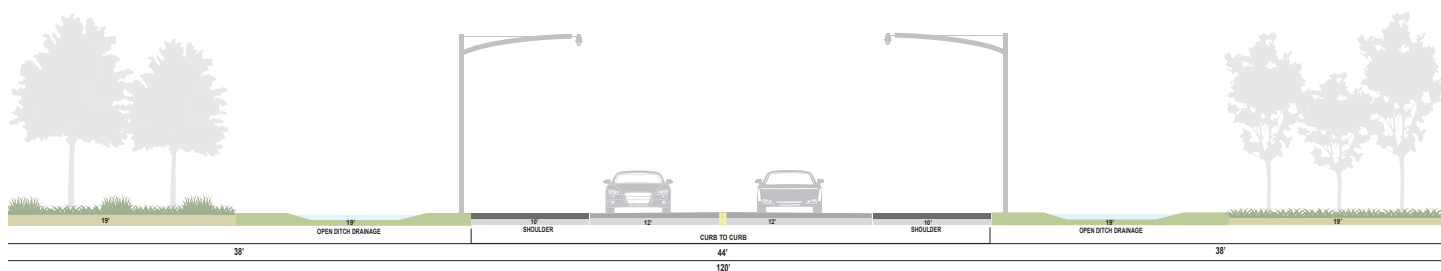


Figure 5, Proposed Thoroughfare Cross Sections (cont)

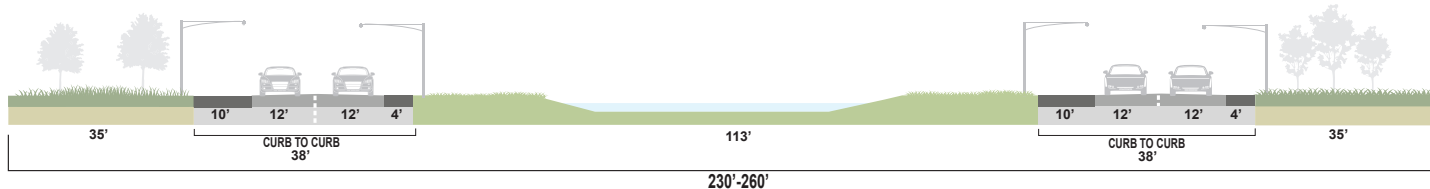
Typology H: Minor Arterial (Rural) [ROW 102']
Example: SH 35 West of Henry Barber Way



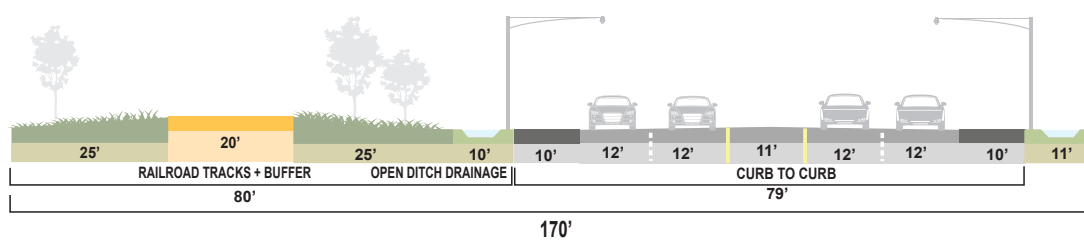
Typology I: Major Collector (Rural Road) [ROW 120']
Example: SH 238



Typology J: Major/Principal Arterial (Alt. 1) [ROW 230'-260']
Example: SH 35 East Side towards Causeway



Typology K: Major/Principal Arterial (Alt. 1) [ROW 130'-170']
Example: SH 35 East Side towards Causeway



i The Impact of Streetscape Elements

Beyond curb, gutter, sidewalks, and roadway pavement, additional streetscape elements help to make a place feel localized, special to the city it's in, and provide a number of functional benefits including shade, resting spots, visual interest, additional user comfort, and can help to improve economic development along a corridor with streetscape elements. These elements are incorporated throughout the proposed Thoroughfare Cross Section standards, as shown in Figure 5 , Proposed Thoroughfare Cross Sections, and should always be an integral aspect of all roadway projects in Port Lavaca.

Street Trees



Street trees in Downtown Rowlett, TX
Source: Deeproot

Public Art



Civil War sculpture in Port Lavaca
Source: Baxter & Woodman

Benches and Bike Racks



Texas Flag Bench and fish shaped bike rack in Port Lavaca's Bayfront Park
Source: Baxter & Woodman

Waste Receptacle



Trash cans in Downtown Houma, LA
Source: Houma Times

Streetlights



Pedestrian scale lighting and taller street lighting in Port Lavaca
Source: Baxter & Woodman



Pedestrian scale streetlight with banner holders in Arlington, MA
Source: The Word on the Street



Larger scale streetlights typically found in auto-urban areas
Source: Lighting Gallery

Strategy 2.1.3:**Establish guidelines for on-street parking space design, including parallel and angled parking.**

The City should collaborate with TxDOT to develop on-street parking standards that align with agency requirements and support local mobility goals. These guidelines should address design dimensions, sight distance requirements, curbside management needs, accessibility considerations, and the relationship between parking and adjacent bicycle or pedestrian facilities. The standards should also clarify where on street parking is appropriate, how it should be marked, and how it should be integrated into corridor cross sections.

Strategy 2.1.4:**Encourage participation in Adopt a Highway Programs or similar program to help keep roads clean and reduce overall maintenance costs.**

This strategy promotes community involvement in keeping local roadways clean and well maintained. By encouraging residents, civic groups, schools, and local businesses to participate in Adopt a Highway or similar volunteer programs, the City can reduce litter, improve corridor appearance, and lower long term maintenance expenses. Expanding participation in these programs also fosters community pride and shared responsibility for the condition of public spaces.



Adopt a Highway sponsorship signage and clean-up
Source: Houston Chronicle

Strategy 2.1.5:**Establish access management standards in the Code of Ordinances.**

The City should establish access management standards that are compliant with TxDOT's access management standards. To ensure standards are appropriate, Port Lavaca should consult with TxDOT to create these standards. Components of the Port Lavaca Access Management standards need to include the maximum number of driveways per parcel, location of driveways, minimum spacing between driveway on each roadway classification, and the minimum clearance between driveways and intersections.

Access management can provide several important benefits, including:

- Reducing number of crashes
- Improving traffic flow, reducing stop and go movements
- Decreasing travel time and congestion
- Improving how driveway and street access points are planned so future developments have safe, well designed, and efficient entrances.
- Supporting economic activity by creating a safer and more efficient transportation system
- Minimizing the number of gaps in active transportation facilities infrastructure
- Preserving community character and livability by ensuring land development and transportation options are planned in tandem in a way that supports safe, comfortable, and accessible travel.

Strategy 2.1.6:**Establish an approved plant list to support corridor beautification.**

This strategy focuses on creating a consistent, attractive, and sustainable approach to landscaping along key corridors. By developing an approved list of plants, the City can ensure that landscaping choices are visually cohesive, drought tolerant, low maintenance, and appropriate for the local climate. A standardized plant list also helps guide developers, utility partners, and public agencies toward species that enhance corridor aesthetics, improve environmental resilience, and reduce long term maintenance costs. Establishing these guidelines will support a unified look and feel across the city's major streets while promoting healthy, sustainable landscapes.

Access Management

Access management is the practice of regulating how vehicles enter and exit parcels adjacent to roadways in order to keep traffic moving smoothly and safely. It focuses on controlling the number, spacing, and design of driveways, intersections, and other access points so that traffic flow is less disrupted. By managing where and how vehicles can turn, merge, or cross streets, communities can reduce crashes, improve travel efficiency, and support a more reliable transportation network.

At minimum, typical access management standards should include the following:

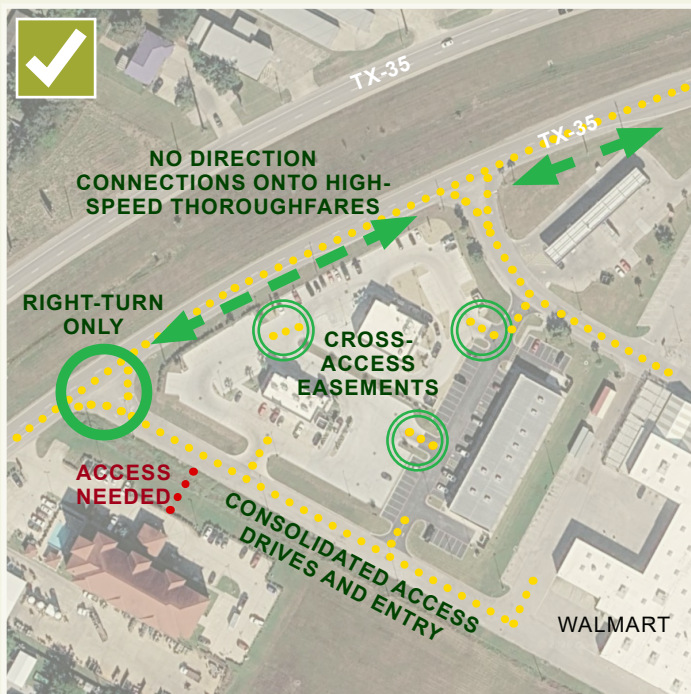
- Reducing driveway density by closing, consolidating, or relocating access points
- Manage the spacing of intersections and driveways to minimize conflict points
- Limit where drivers can turn left, focusing on right turns in and out of driveways
- Locate driveways on the approach side of the intersection and not on the side where vehicles are turning or merging into traffic.
- Install raised medians to restrict unsafe roadway crossings
- Use designs that reduce left-turn conflicts, such as roundabouts, while reducing opportunities for U-turns
- Where ROW space allows, provide dedicated turn lanes for left or right turns
- Incorporate lower-speed side roads that run parallel to the main road to give drivers safer, more convenient places to turn into nearby destinations.

Cross access easements allow neighboring properties to enter into agreements regarding the sharing of driveways or internal paths so drivers can move between sites without having to re-enter the main thoroughfare. Cross access easements improve safety, access, and efficiency by reducing the number of driveways and conflict points along busy corridors. These agreements can ease traffic congestion by reducing the number of driveways and conflict points along corridors.

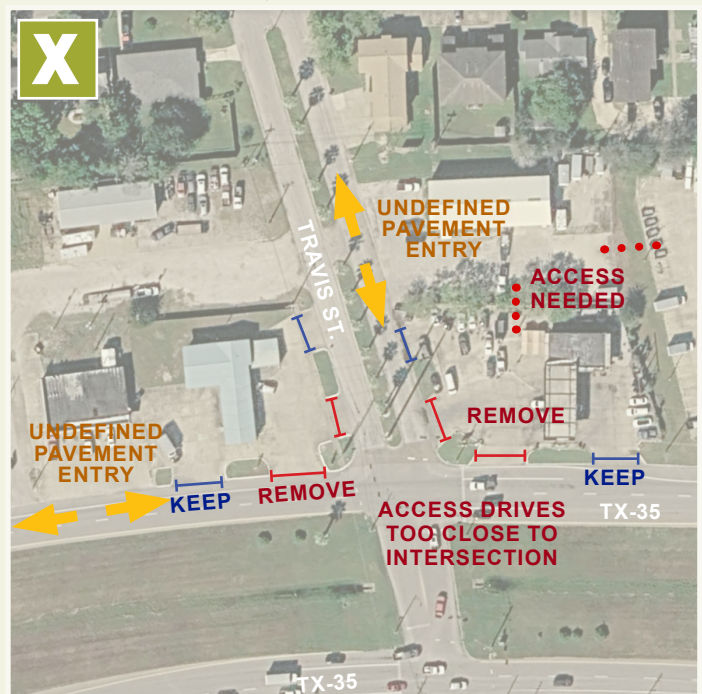
The benefits for cross access easements are:

- Improved traffic safety from fewer conflict points between drivers entering and exiting driveways
- Reduced congestion from drivers not having to re-enter the main roadway to cross properties
- Increased efficiency in accessing adjacent businesses
- Reduced infrastructure costs due to shared driveways and network

Proper Access Management in Port Lavaca



Improper Access Management in Port Lavaca



These examples in Port Lavaca depict the proper and improper application of access drive distances from intersections, cross-access easements between properties, right-turn only requirements, and access drive consolidation.

Source: Google Earth, Baxter and Woodman

Strategy 2.1.7:**Establish updated crosswalk and striping standards at City and TxDOT Intersections.**

As depicted on Map X, *Future Thoroughfare Plan*, the City should upgrade crosswalk striping and signage at busy intersections to increase pedestrian and cyclist viability and help create safer driving habits. Crosswalk striping standards should be added to the City's Code of Ordinances and include where applicable crosswalk striping should be added. Standards can include:

- Continental style / Paino Key or Zebra crosswalks at all trail crossings, intersections within the Downtown, Intersections along TX 35, intersections at the entrance of or near parks, intersections at church entrances, and intersections within School Zones.

i Crosswalk Striping

Pavement markings, such as crosswalks, should be consistent in application throughout the City and align with the roadways vehicle speeds and adjacent active transportation facilities. For example, on a residential subdivision's local road, a piano key crosswalk may be too expensive or not needed due to low vehicle volumes and speeds. Pedestrian crossings of major arterial thoroughfares such as TX-35, Commerce Street, and US-87, should have continental / piano key markings. Continental striped crosswalks are more visible from a distance to vehicles and should include additional pedestrian crossing signage or even pedestrian activated flashing beacons. Utilize TxDOT's *Roadway Design Manual*, Chapter 19, *Pedestrian Facilities*, Section 6, *Intersections and Crossings*, for more guidance on design applications.



- Ladder or Zebra crosswalks with green edge striping at all trail and shared-use path crossings at major thoroughfares with travel speeds over 40 miles per hour.
- Standard / Transverse crosswalks at crossings of minor and major collector streets where vehicle speeds are 35 miles per hour or less
- Solid crosswalks within Parks which can include decorative engravings or stamping equines
- Mid-block crossings, not an intersection, should be striped as Ladder or Zebra crosswalks and include crossing signage

Strategy 2.1.8:**Implement new intersection controls.**

As identified in Map X, *Future Thoroughfare Plan*, numerous intersection safety recommendations and new intersection traffic control considerations are proposed, such as all-way stop sign intersections and traffic light additions. Intersection improvements are based on existing traffic volumes, crash occurrences and crash types, and anticipated commercial, residential, and industrial development. Further study and inter-local coordination is needed to further decide what traffic control system is best suited for each intersection, although an educated assumption can be made, as depicted. In order to receive TxDOT funding for new traffic controls, a detailed survey and study must be conducted with on-ground peak hour considerations and turning movements identified.

Strategy 2.1.9:**Establish a gateways and wayfinding signage program at major junctions, district entrances, and at City Limits boundaries.**

As depicted on Map X, *Thoroughfare Plan*, the City should continue to implement City Welcome signage along major roadways entering and crossing City Limits. In addition, the city should develop a series of branded gateway signage leading into important districts / zones, such as the Downtown, Waterfront District, Lighthouse Beach, the Lynn's Bayou Harbor zone, and historic neighborhoods. In addition, way finding signage should be develop and added to new or existing signage posts indicating the direction and distance to major destinations, such as Downtown, Lighthouse Beach, schools, grocery stores, hotel zones, trails, boardwalks, bicycle routes, parks, and tourism hubs.

i Gateways and Wayfinding Signage

Gateway entrances mark the transition into a city, or a special district or neighborhood within the city, and provide an opportunity for visitors and residents to acknowledge this change. Gateway features can include community branding, landscaping, and lighting that provide a first impression for the City's identity. Additionally, gateway signage can alert drivers to slow down as speed limits may be reduced within this new context. In Port Lavaca, design elements for future gateway improvements should

celebrate the community's waterfront, the Downtown, and/or significant neighborhoods. As of the drafting of this Plan, upon entering the City of Port Lavaca, there are two gateway signs: one on the north entrance of SH 35 just past the Causeway, and a second one at the intersection of SH 35 and US 87. Port Lavaca's previous Comprehensive Plan (2016) recommended a third gateway at the transition point for SH 238 into Austin Street. This Plan keeps this recommended gateway and proposes additional enhancements along US 87 upon arrival into the City.



Fairhope Gateway Sign with seasonal flowers and American flags
Source: City of Fairhope, Alabama



Existing Port Lavaca Gateway Sign with nautical theme at SH 35 and US 87
Source: Baxter & Woodman



Victoria, Texas historic neighborhood signage
Source: City of Victoria, Texas



Port Arthur, Texas Gateway sign with landscaping
Source: Clark Condon



Existing Port Lavaca Gateway Sign with seahorse theme on SH 35 westbound entrance
Source: Baxter & Woodman



Wayfinding and directional signage
Source: Mountain View Visitor's Center



Lake Jackson, Texas gateway sign with stone facade
Source: Brazosport



Kyle, Texas gateway sign with state outline and brick facade
Source: KVUE



Wayfinding signage in Fort Worth, Texas
Source: Corbin Design

OBJECTIVE 2.2: Build a network of safe, accessible, and connected active transportation facilities through Port Lavaca.

Guiding Principles for Active Transportation (ATP)

ATP Principle 1.

Develop and maintain a comprehensive, well connected active transportation network that provides safe, comfortable, and convenient walking and bicycling access to key destinations throughout the city.

ATP Principle 2.

Enhance mobility, recreation, and access to natural, cultural, and scenic destinations by providing a diverse network of pedestrian facilities along the waterfront and throughout the community.

ATP Principle 3.

Support multimodal travel by implementing Complete Streets principles along designated corridors to safely accommodate all users.

ATP Principle 4.

Incorporate streetscape improvements to create attractive, comfortable, and pedestrian friendly environments.

ATP Principle 5.

Provide clear, pedestrian scale signage that improves navigation, visibility, and the overall active transportation experience.

ATP Principle 6.

Locate bicycle facilities in highly visible, accessible places to ensure convenience and security.

between Railroad Street and SH 35, creating a central ring from which multiple trails and paths extend north and south. These connections allow residents to access the network from nearly any part of the city. The inclusion of shared use paths and off street trails ensures that bicyclists have access to protected, comfortable infrastructure throughout the majority of the bicycle network.

A stronger active transportation network also helps reduce traffic congestion and supports public health by encouraging daily physical activity. Community health is further improved as the network reduces emissions from local traffic and increases opportunities for residents to experience nature, promotes eco-tourism, allows for transportation options for people of different socioeconomic backgrounds, and contributes to cleaner air and healthier natural resources across the city. Additionally, active transportation supports downtown and local economic vitality by making it easier for people to reach local businesses, Main Street businesses, coastal parks, and hotels, all by strengthening walkable and bike friendly commercial corridors.

Strategy 2.2.2:

Establish standards for the active transportation network and educate the public on these changes.

The City should regularly review ridership patterns, service gaps, and community demand to understand where improvements may be needed. Based on this evaluation, the City may explore partnerships with R-Transit to expand service within the City either through fixed routes or expanding on-demand capacity. This approach ensures that transit access remains responsive, equitable, and aligned with community needs.

Strategy 2.2.3:

Expand and upgrade existing sidewalks to comply with municipal and state standards.

Upgrading sidewalks to meet ADA and TxDOT requirements ensures that all residents, including those with mobility challenges, can travel more easily and independently. The City should prioritize connections between neighborhoods and important destinations that strengthen daily mobility, reduces barriers for people who walk or use mobility devices, and supports a more connected and equitable transportation system across the City.

Strategy 2.2.1:

Utilize the proposed active transportation plan to expand trail, sidewalk, and shared use path networks.

The proposed Map X, Active Transportation Plan is designed to link Port Lavaca's neighborhoods with key destinations, including commercial areas, schools, and parks. The system is built around a combination of shared use paths, bike routes, on street bike lanes, and off street trails that together create a connected, citywide network. Virginia Street, Broadway Street, and Railroad Street form the primary spine of the system, with Broadway providing a signature coastal riding experience. An inner loop surrounds the area

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
- Existing Sidewalks
- Existing Bike Lanes
- Existing Trails
- Existing Private / HOA Trails
- Existing Boardwalk

Proposed Improvements

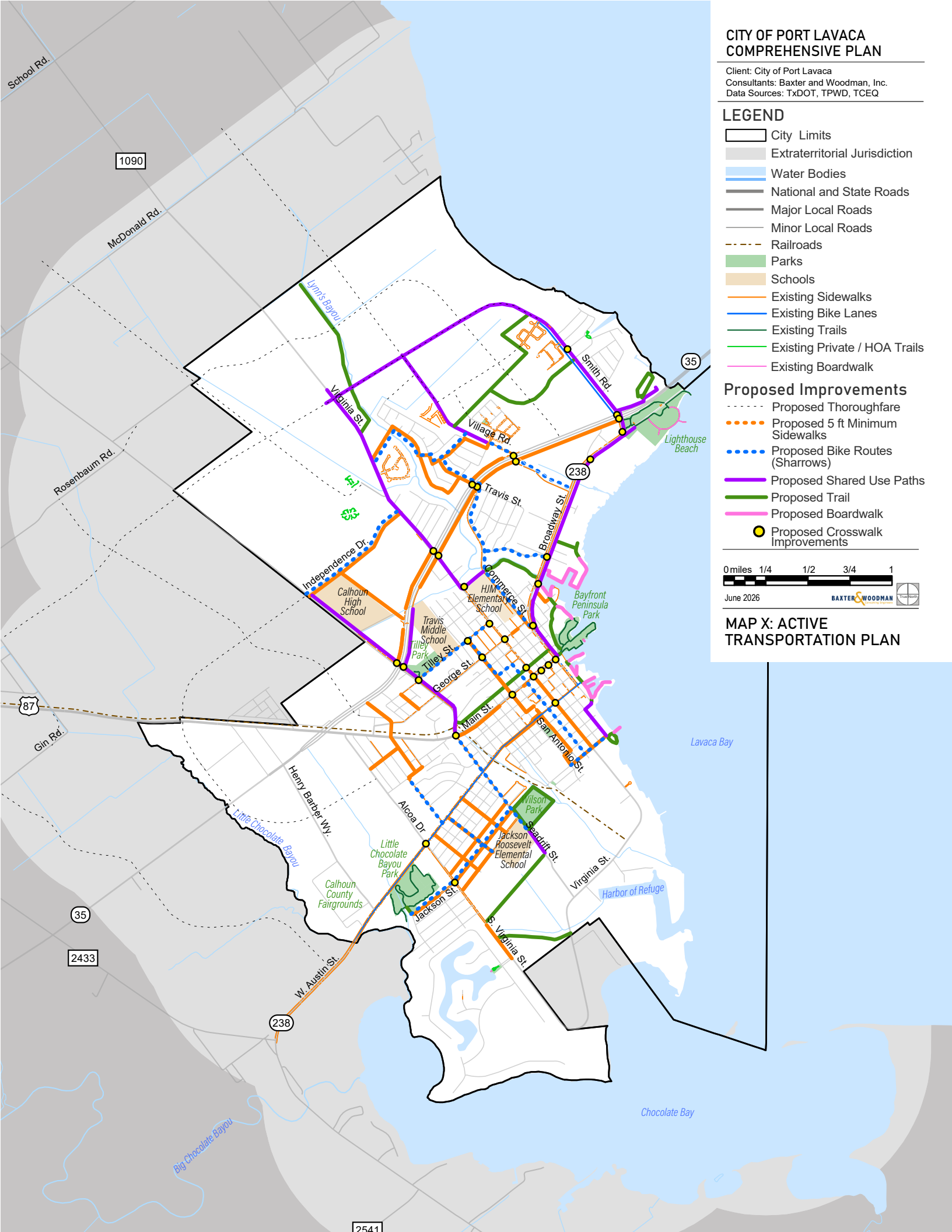
- Proposed Thoroughfare
- Proposed 5 ft Minimum Sidewalks
- Proposed Bike Routes (Sharrows)
- Proposed Shared Use Paths
- Proposed Trail
- Proposed Boardwalk
- Proposed Crosswalk Improvements

0 miles 1/4 1/2 3/4 1

June 2026

BAKTER & WOODMAN

MAP X: ACTIVE TRANSPORTATION PLAN



Active Transportation Facilities

Sidewalk

Sidewalks are designated pedestrian pathways that allow for safe passage along thoroughfares in the community. To ensure they can be used by everyone, all sidewalks must comply with the federally regulated Americans with Disabilities Act of 1990 (ADA) standards, regarding curb cuts, pavement textures and finishes, and crosswalks. While the ADA minimum sidewalk width requirement is three feet, TxDOT requires a minimum of five-foot wide sidewalks. The five-foot width allows for two people to walk either side-by-side or pass each other on the sidewalk. Tactile paving, such as rumble pads and tactile crosswalk pavement at intersections is required so people with low vision can feel a difference in paving type when approaching an intersection or driveway crossing.

On-Street Bike Lanes and Cycle Tracks – Protected vs. Unprotected

Protected bike lanes utilize a physical separation or barrier between the lane and vehicular travel lane, and may include armadillo humps, free-standing concrete curb, bollards, and/or grade-separation with a planting strip. Unprotected bike lanes may utilize a striped buffer which is painted on the road with no other physical separation besides pavement markings. Cycle tracks are bi-directional on-street bike lanes on one side of a thoroughfare.

Sharrows

Sharrows are shared lane markings that depict a bicycle symbol with two chevrons in the direction of travel. They are commonly used because they are simple and inexpensive to install, and feasible for thoroughfares with narrower rights-of-way. Sharrows are typically paired with Bike Route designation signs to signal to both drivers and bicyclists that the roadway is intended to be shared use.

Shared-Use Path

Shared use paths are grade separated pedestrian/bicycle facilities that are adjacent to a thoroughfare, are a minimum of eight feet wide, and provide one or two way travel lanes for pedestrians and bicyclists. Shared-use paths can be thought of as “high-capacity sidewalks” and service higher-capacity pedestrian corridors. The extra pavement width allows space for bicycles to safely pass pedestrians, thus reducing safety conflicts.

Off-Street Recreational Trail

Off-street recreational trails are spatially separated from vehicular thoroughfares, the route of which may or may not follow the alignment of a thoroughfare. Off-street recreational trails are at minimum, 10 feet wide (TxDOT standard), though they may be wider.



Protected bike lane next to sidewalk.
Source: Austin Capital Services



Bicyclists in Portland, Oregon, neighborhood with sharrow route
Source: Cycling in Christ Church



A shared-use path in College Station, Texas
Source: All Trails, Fiona Allen



Pedestrians and bicyclists using an off-street recreational trail
Source: Ohio Department of Transportation

Strategy 2.2.4:

Implement wayfinding and regulatory signage for active transportation as well as for drivers to be reminded to share the road and be aware of bicyclists and pedestrians.

The City should implement a coordinated wayfinding system for pedestrians, bicyclists, and drivers that improves navigation and reinforces safe behavior on shared streets by all users. This should include directional signage for walking and biking routes, as well as reminders for motorists to watch for people walking and biking. A consistent, easy to understand signage program will help users choose safe routes, increase awareness at key conflict points, and support a more comfortable environment for all travelers. These signs can include route identification signs for bike and pedestrian paths, yield to pedestrians signs placed at crosswalks, and "Share the Road" signs.

Strategy 2.2.5:

Implement a neighborhood streets improvement program that combines elements of traffic calming, streetscape enhancements, and pedestrian interconnectivity.

A neighborhood streets improvement program involves utilizing a number of pavement and design safety features to create a safer, more comfortable, and more connected residential areas. This approach combines traffic calming measures, streetscape enhancements, and improved pedestrian connections to reduce vehicle speeds, increase driver awareness, and make walking and biking more appealing. Treatments such as curb extensions, raised crosswalks, enhanced lighting, street trees, pedestrian refuge islands, chicanes, speed humps, additional signage, speed indicators, pedestrian-scale lighting, reflector strips, and upgraded crosswalk markings, can transform neighborhood streets into places that support everyday mobility rather than just vehicle movement. By integrating these elements, the City can strengthen neighborhood safety, encourage active transportation, and create a more welcoming public space for residents and tourists of all ages and abilities.

Strategy 2.2.6:

Ensure that active transportation facilities do not dead-end abruptly.

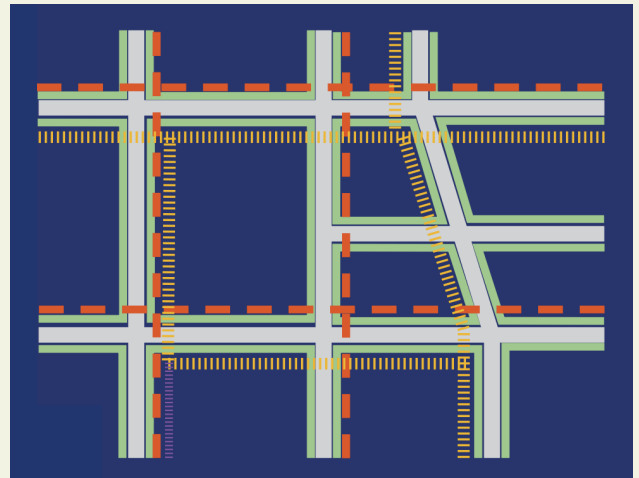
All active transportation facility alignments should continue or have a connection/ transition to another active transportation facility type, avoiding dangerous "drop-offs" and "dead-ends", which can place users in unsafe conditions.

i Creating a Network

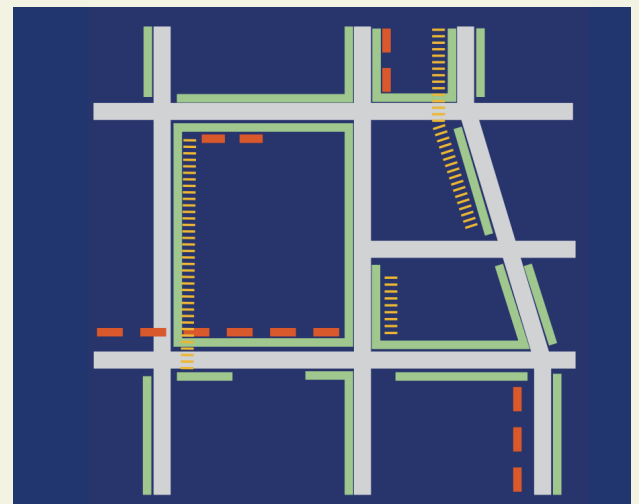
A connected active transportation network links neighborhoods, schools, parks, commercial areas, and waterfront destinations with routes that are accessible to users of all ages and abilities. By improving sidewalks, trails, bike lanes, crossings, and other supportive infrastructure, the City can expand travel options, reduce reliance on short car trips, and promote healthier, more active lifestyles. A well designed network also enhances safety by providing predictable, dedicated spaces for people walking and biking, ultimately contributing to a more vibrant and connected community.

The network graphics below demonstrate the difference between what makes a network, and what makes a disconnected network. *A Complete Connected Network* represents a complete network with multiple route options for users, where as *A Disconnected Network* has disconnected paths that dead-end

A Complete Connected Network



A Disconnected Network



Source: Baxter and Woodman, Village of Downers Grove, IL, Active Transportation Plan

Strategy 2.2.7:

Utilize and update the City's Code of Ordinances with new active transportation facility standards and dimensions.

Port Lavaca should update the City's Code of Ordinances to include the updated required dimensions, materials, sub-grade requirements, and transition requirements for all active transportation-related facilities including ADA curb ramps, crosswalk striping application, bicycle lanes, recreational trails, sharrows (shared lanes), and shared-use paths.

The City's Code of Ordinances should align with the dimensions and requirements set forth by The Texas Department of Transportation (TxDOT), United States Department of Transportation (USDOT), and the American Association of State Highway and Transportation Officials (AASHTO), as discussed in Active Transportation Standards. Ensure that the proposed active transportation facilities and thoroughfare typologies are being developed to the revised standards as new roadways are being constructed.

Strategy 2.2.8:

Require all residential and commercial developers to add 5-foot sidewalks along all public rights-of-way, with new or substantial construction.

Upgrading sidewalks to meet ADA and TxDOT requirements ensures that all residents, including those with mobility challenges, can travel more easily and independently. The City should prioritize connections between neighborhoods and important destinations that strengthen daily mobility, reduces barriers for people who walk or use mobility devices, and supports a more connected and equitable transportation system across the City.

The Code of Ordinances should mandate the construction of 5-foot-wide sidewalks along all public roadway frontage within commercial, retail, residential, and industrial development. In addition, sidewalks should be required for all commercial and retail development leading from the public right-of-way edge to the front entry of any retail/commercial building entrance.

Ensure that all new residential development, including infill development, provides five-foot-wide sidewalks on both sides of the street, with proper ADA curb ramps, signage, and internal sidewalks connectivity to the entrance of the subdivision along public rights-of-way.

i Active Transportation Standards

The Texas Department of Transportation (TxDOT), United States Department of Transportation (USDOT), and the American Association of State Highway and Transportation Officials (AASHTO), are the major administrative entities which dictate the design guidelines and considerations regarding active transportation facilities across the US. Below is a summary of the design standards and guidelines provided that Port Lavaca should follow:

SIDEWALKS

Width: 5 to 6 feet wide (4-feet in low-density or dimensionally constrained areas)

Buffering: Preferred grass and planting buffer between the curb and sidewalks

Material: Concrete

Slopes: Slopes and grading must be ADA compliant, not exceeding more than 5% (1:20) or 8.33% (1:12) for short steep sections

SHARED-USE PATHS

Width: 12 to 15 feet wide (10 feet in constrained locations)

Buffering and Slopes: Slope requirements and buffering recommendations are the same as sidewalks

ON-STREET BIKE LANES AND CYCLE TRACKS

Width: 4 to 7 feet wide for each direction of travel

Buffering: 1-foot wide buffering striping is recommended; a 2 feet wide buffering strip with the addition of protective curbs and bollards is recommended

Material: Concrete or asphalt matching the roadway pavement type

Signage: "Bicycle lane" signage and "bicycle lane ends" signage is required

Striping: Solid white line striping with arrows, green solid paint is recommended where a bicycle lane crosses an access drive or intersection

SHARROWS

Speeds: Sharrow markings should only be added to low-speed streets- 35-mph. or lower

Striping: Bicycle chevron markings should be added at every sharrow turn and/or every 75 to 250 feet

Signage: "Bicycle route" signage should be added at major intersection crossings and/or every 250 feet

OFF-STREET RECREATIONAL TRAILS

Width: 8 to 12 feet wide

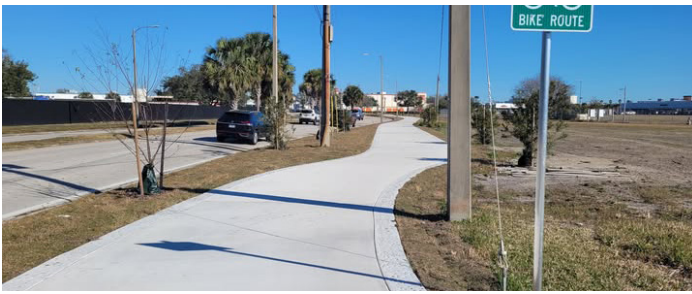
Material: Concrete, decomposed granite, natural turf

Lighting: Lighting in desired areas is recommended

Signage: Pedestrian crossing signage is required and safety/ informational signage is recommended

Strategy 2.2.9:**Encourage and adopt policies to make the City bicycle friendly.**

Promote a cycling culture in Port Lavaca by encouraging and adopting policies that expand bicycle amenities at trailheads and key destinations. Providing secure bicycle parking along bike routes and greenways will make it easier for residents to choose bicycling for short trips and ensure they have a safe place to store their bikes. Increasing bicycle amenities also reduces the demand for vehicle parking and the amount of paved surface needed. Potential policies and incentives could include allowing bicycle parking to substitute for a portion of required vehicle parking spaces, offering funding to add shower facilities in government and office buildings, requiring bicycle parking in new developments, and expanding bicycle parking at City facilities.



Shared-use path connecting
Source: Alert Today Florida

Strategy 2.2.10:**Designate bike routes on low speed, local thoroughfares for safe and efficient travel.**

Designated bike routes help improve safety for people biking as they travel through the City's network. These routes include bike lanes, shared use paths, trails, or shared lane markings on low speed residential streets where the right of way is too narrow to install separate bicycle infrastructure. These routes are also marked by wayfinding signs that help keep riders on the intended path and alert drivers that they are required to share the road. Additionally, digital or paper maps of the bike routes can help users learn how to use the routes.



Port Saint Lucie, Florida, coastal roadway reconstruction with pathways and medians
Source: City of Port Saint Lucie

Strategy 2.2.11:**Install bicycle amenities at major destinations and rest stops, as well as bicycle traffic signals at intersections along designated bike routes.**

The City should install amenities along bike routes, shared-use facilities, and trails at major destinations like parks and commercial areas. These amenities can include bike racks, repair stations equipped with basic tools, water bottle fill stations, lighting along trails and routes, shade from trees or built structures, and landscaping or public art that enhances the experience of riding. These amenities make it easier for riders to secure and maintain their bicycles during trips. Bicycle signals at major intersections along designated bike routes can also improve safety by clearly indicating when bicyclists should proceed, reducing the risk of collisions and creating a more predictable environment for all roadway users.

Strategy 2.2.12:**Encourage cycling through school programs so that the younger generation can build the habit of biking.**

Encouraging cycling through school programs helps build lifelong biking habits among Port Lavaca's younger residents. By introducing students to safe riding skills, bicycle safety education, and opportunities to bike to school or participate in group rides, the City can normalize bicycling as a fun, healthy, and reliable way to get around. School based programs also help families feel more comfortable with their children biking, which can reduce traffic congestion around schools and support a more active community overall. Over time, these efforts contribute to a stronger cycling culture and a new generation of confident, safety minded riders.



Shared-use path with a tree and shrub buffer along the adjacent street
Source: Land Design

OBJECTIVE 2.4: Promote Intra-city connectivity

Strategy 2.4.1:

Implement intersection safety improvements throughout the City.

This strategy focuses on enhancing safety at intersections where conflicts between vehicles, pedestrians, and bicyclists are most likely to occur. Improving intersection safety involves identifying high risk locations, evaluating crash patterns, and applying appropriate design treatments that reduce speeds, increase visibility, and create clearer, more predictable movements for all users. These improvements may include upgraded crosswalks, enhanced lighting, signal timing adjustments, curb extensions, pedestrian refuge islands, or other context sensitive measures that make intersections safer and more comfortable for people traveling by any mode.

Hot Spot No. 1 – Downtown One-way Couplet

- Issue: Two-way traffic and the current lane configuration on Main Street in Downtown Port Lavaca creates a less pedestrian-friendly environment and limit opportunities for streetscape improvements. See Map X, Downtown Plan, on page XXX.
- Solution: A one-way configuration on Main Street with parallel on-street parking would create a more pedestrian-friendly environment and free up space for added streetscape features such as lighting and planter boxes, helping support downtown redevelopment. Converting the street to a single travel lane also improves pedestrian safety by reducing conflict points and increasing driver visibility at crossings.

Hot Spot No. 2 – Intersection of McDonald Road and FM 1090/Virginia Street

- Issue: The intersection of McDonald Road/Maxwell Ditch Road and FM 1090 has numerous crashes as a result of north and south bound traveling cars crashing into left and right turning traffic.
- Solution: A traffic study by TxDOT will determine if there is enough traffic to warrant an all-way stop at the intersection. Additional signage such as "Cross Traffic Does Not Stop" or "Intersection Ahead" paired with lighting improvements would help drivers safely cross the intersection. Angling McDonald Road so that vehicles can drive straight across to Maxwell Ditch Road would also reduce the number of conflict points.

Hot Spot No. 3 – Intersection of Alcoa Drive and Austin Street

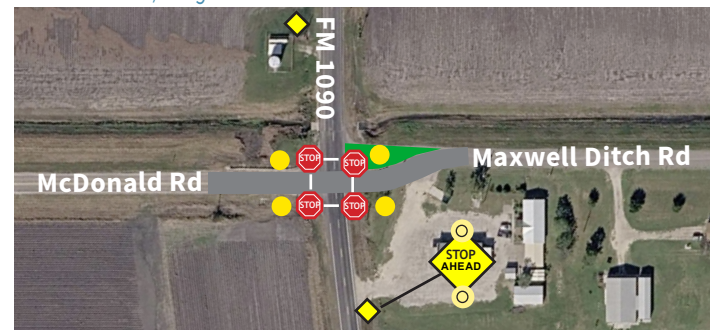
- Issue: This intersection is near Little Chocolate Bayou

Figure X, Hot Spot No. 1 - Downtown One-Way Couplet



Downtown Port Lavaca Central Business District streetscape, trail, one-way pair project
Source: Google Earth, Baxter & Woodman

Figure X, Hot Spot No. 2 - Intersection of McDonald Road and FM 1090/Virginia Street



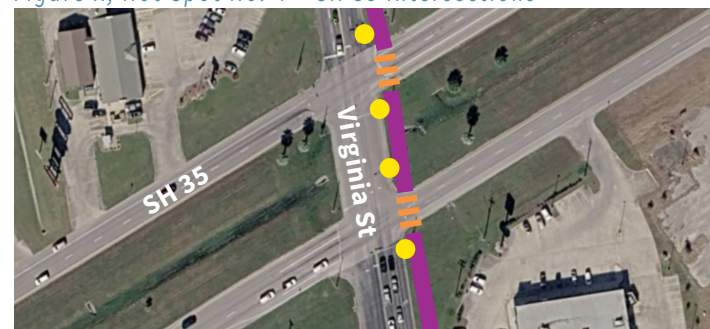
Intersection of McDonald Road and Maxwell road 4-way stop and realignment project
Source: Google Earth, Baxter & Woodman

Figure X, Hot Spot No. 3 - Intersection of Alcoa Drive and Austin Street



Alcoa Drive and Austin Street crosswalk and lighting upgrades project
Source: Google Earth, Baxter & Woodman

Figure X, Hot Spot No. 4 - SH 35 Intersections



Virginia Street and SH 35 lighting, sidewalks, and curb ramp improvements project
Source: Google Earth, Baxter & Woodman

Park and the Calhoun County Fairgrounds, making it a high-activity area with frequent pedestrian use, especially by children and families. Intersections next to parks, schools, and event spaces require added safety measures because they experience heavier foot traffic and a greater risk of conflicts with vehicles.

- **Solution:** Upgrading this intersection with treatments used at Austin Street and Seadrift Street—such as a high-visibility crosswalk, improved lighting, and signal enhancements—would improve pedestrian visibility and safety when crossing (see Hot Spot No. 5).

Hot Spot No. 4 – SH 35 at intersections Half League Road, Sandcrab Boulevard, Smith Road, Virginia Street, Village Road, and Travis Street.

- **Issue:** It is necessary to cross SH 35 traffic to travel back and forth from the north and south side of Port Lavaca. Currently, the intersections are very long, and could use improvements to make them more pedestrian and bicycle friendly.
- **Solution:** Intersection improvements are recommended along SH 35 at Half League Road, Sandcrab Boulevard, Virginia Street, Travis Street, Village Road, and Smith Road. The Right of Way for SH 35 is approximately 160 feet wide, which is large enough to accommodate multi-modal configurations that allow for vehicles, golf carts, pedestrians, and bicycles to safely and efficiently cross. Some options could include the addition of sidewalks, pedestrian islands, and improved priority signals for pedestrians and bikes to cross the street before cars.

Hot Spot No 5 – Intersection of Seadrift Street and Austin Street

Continue to monitor the impact of recent upgrades at this intersection.

Hot Spot No. 6 – Improve entry to Lighthouse Beach

- **Issue:** Lighthouse Beach Park needs safer pedestrian access from Broadway Street.
- **Solution:** Relocating the crosswalk to the south side of the intersection and constructing a pedestrian refuge with a flashing beacon and signage to shorten crossing distances and increase visibility. In addition, there needs to be an ADA-compliant ramp and a new high-visibility crosswalk on the south corner, and extend the sidewalk along the south side of the entry drive. There is also an opportunity to upgrade this path to a share-use path. Define the roadway edge at the park and pool entrances with landscape plantings, and add pedestrian-scale lighting to enhance safety and comfort. Strengthening pedestrian and bicycle connections, along with improved placemaking and beautification, would make Lighthouse Beach a more inviting and active destination.

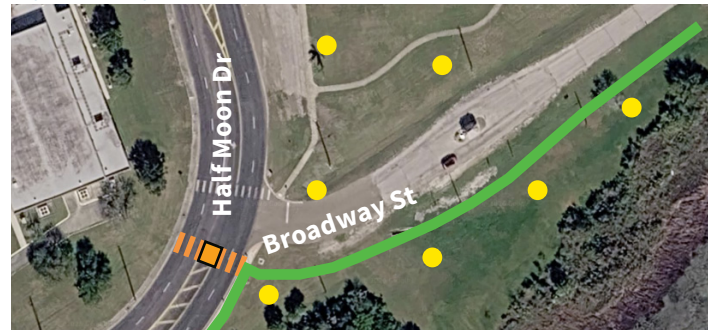
Figure X, Intersection of Seadrift Street and Austin Street



Intersection of Austin Street and Seadrift Street where improvements were completed around 2023

Source: Google Earth, Baxter & Woodman

Figure X, Lighthouse Beach Improvements



Access improvement to Lighthouse Beach from Broadway Street with new crosswalk location (midblock crossing depicted in orange box with black outline) and shared-use path depicted in green. Approximate location for lighting improvements in yellow.

Source: Google Earth, Baxter & Woodman

Figure X, Hot Spot No. 7 – Intersection of SH 238 and FM 2433



Intersection of SH 238 and FM 2433 all-way stop project

Source: Google Earth, Baxter & Woodman

Figure X, Hot Spot No. 7 – Intersection of SH 238 and FM 2451



Intersection of SH 238 and FM 2451 all-way stop project

Source: Google Earth, Baxter & Woodman

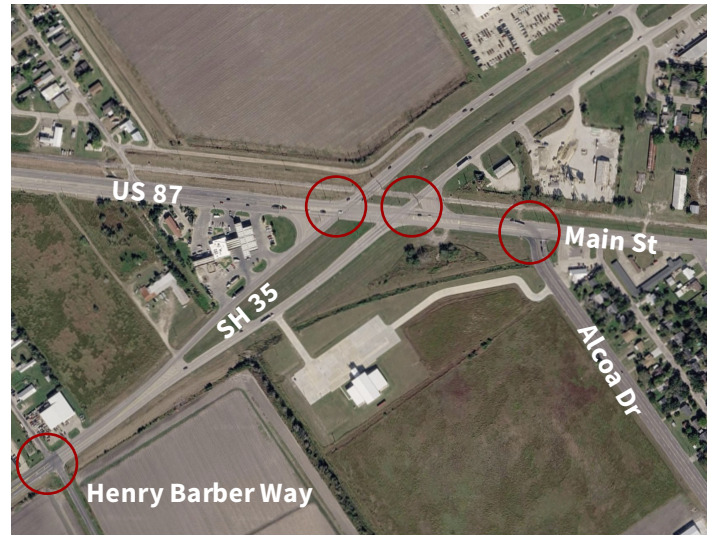
Hot Spot No. 7 – Improve intersections along SH 238

- Issue: Crash data from 2018-2025 indicated that causes for crashes included speeding and vehicles hitting other vehicles turning into driveways.
- Solution: SH 238 and FM 2433 and FM 2541 were identified to benefit for flashing All-Way Stop Signs, with the inclusion of “Stop Ahead” signs, to slow down traffic on this low-density residential strip. Additionally, lighting installation at intersections and reflectors could help increase visibility.

Hot Spot No. 8 – US 87, Henry Barber Way, SH 35, and Alcoa Drive

- The intersection of 87, Henry Barber Way, SH 35, and Alcoa Drive has many access points, and the City should ask TxDOT to perform a traffic study here to determine if a redesign of this span of intersections would better accommodate larger traffic flow heading to and from the Causeway.

Figure X, Hot Spot No. 8 – Port Lavaca Interchange



Interchange for US 87, SH 35, Alcoa Drive, and Henry Barber Way with conflict points circled in red
Source: Google Earth, Baxter & Woodman

Strategy 2.4.2:

Create local road access on the north side of the city to connect disconnected residential areas.

This strategy focuses on enhancing safety at intersections where conflicts between vehicles, pedestrians, and bicyclists are most likely to occur. Improving intersection safety involves identifying high risk locations, evaluating crash patterns, and applying appropriate design treatments that reduce speeds, increase visibility, and create clearer, more predictable movements for all users. These improvements may include upgraded crosswalks, enhanced lighting, signal timing adjustments, curb extensions, pedestrian refuge islands, or other context sensitive measures that make intersections safer and more comfortable for people traveling by any mode.



Residential road connections
Source: Synder & Associates

Strategy 2.4.3:

Revise TxDOT truck routes and establish "No Truck Zones" in the City.

The proposed Truck Route Plan (see page 106) redirects heavy-vehicle traffic away from the downtown core by guiding trucks toward US 87, SH 35, and SH 238. To further protect areas with high pedestrian activity, such as downtown streets and school zones, truck-clearance restrictions are introduced to prevent large vehicles from entering these sensitive areas. This approach enhances safety, reduces congestion, and preserves the walkability of key community spaces. Additionally, "No Truck Zones" help reduce repair and maintenance costs on local roads.



Installation of truck route signage alerting trucks of low clearance.
Source: Pensacola News Journal

Strategy 2.4.4:

Consider adopting a “Complete Streets” policy.

The City should plan, design, and operate its streets to serve all users, including pedestrians, cyclists, transit riders, and drivers. This approach helps ensure that people of all ages and abilities can travel safely and comfortably throughout the community. It does not require every roadway to include a dedicated facility for each mode, but it does ensure that the needs of all modes are considered when determining how a street should function.

The City should prioritize locations with a history of crashes, complex traffic movements, or high pedestrian and bicycle activity. Improvements may include upgraded signage and high visibility pavement markings, enhanced lighting, improved signal timing, and the addition of features such as curb extensions, pedestrian refuge islands, or protected turn light cycle phases. By systematically addressing the design and operation of intersections, the City can reduce conflict points, improve visibility, and create safer, more predictable conditions for all roadway users.

One example is Half League Road, which functions as the primary north-south corridor for schools and parks, linking City (Tilley) Park, Calhoun High School, and the neighborhoods along its length. Tilley Street intersects Half League Road as an east-west connection, providing direct access from Travis Middle School and City Park to the corridor. Meanwhile, Jackson Elementary and Wilson Park are on the south end of this network along Seadrift Street, which Half League Road also connects to.

Together this T-shape connection will make it safer for families to travel to schools and parks. Grant opportunities through Safe Routes to Schools and Parks partnerships could help provide funding for these improvements. Additionally, Complete Street improvements could make it safer for golf carts to utilize bicycle routes and shared use paths to travel north and south, as depicted in Map X, *Active Transportation Plan*.



Shadey canopy along Complete Street in Washington, DC., with parking and a bike lane
Source: Smart Growth America



High visibility crosswalk, pedestrian refuge, and curb cuts
Source: Smart Growth America

① Complete Streets Policy Example

Terrell, TX, adopted *Resolution No. 976* in June 2020 to establish a citywide Complete Streets policy. The resolution commits the city to planning, designing, and maintaining streets that are safe and accessible for all users, including children, older adults, and people with disabilities. It emphasizes that transportation infrastructure must support everyone traveling on, along, or across Terrell’s streets and walkways, noting that features like sidewalks without curb ramps effectively exclude some residents.

The policy requires that Complete Streets principles become standard practice in all new transportation projects and maintenance. This includes ensuring safe street design, accessible sidewalks, and improved intersection crossings. The City of Terrell identified several key implementation priorities including integrating complete street designs into Downtown Terrell revitalization efforts, developing a Safe Routes to School (SRTS) program in partnership with Terrell ISD, and collaborating with developers to ensure new projects support Complete Street objectives. The City is actively applying these principles through the *Downtown Complete Streets and Quiet Zones Project* (2023) which utilized public workshops and open houses to gather community input for improving Downtown corridors and railroad crossings.

Source: North Central Texas Council of Governments

OBJECTIVE 2.5: Promote inter-city connectivity regionally.

Strategy 2.5.1:

Conduct a SH 35 Corridor Capacity Evaluation in coordination with TxDOT.

Work with TxDOT to perform a traffic study to decide if SH 35 west of US 87 warrants expansion from 2 lanes to 4 lanes as regional growth between Rockport, Tivoli, and Point Comfort continues.

Strategy 2.5.2:

Evaluate if ridership needs are met and if a collaboration with R-Transit is needed to provide adequate transit access to residents.

The City should regularly review ridership patterns, service gaps, and community demand to understand where improvements may be needed. Based on this evaluation, the City may explore partnerships with R-Transit to expand service within the City either through fixed routes or expanding on-demand capacity. This approach ensures that transit access remains responsive, equitable, and aligned with community needs.



R Transit Bus

Source: Community Connections of Lavaca County



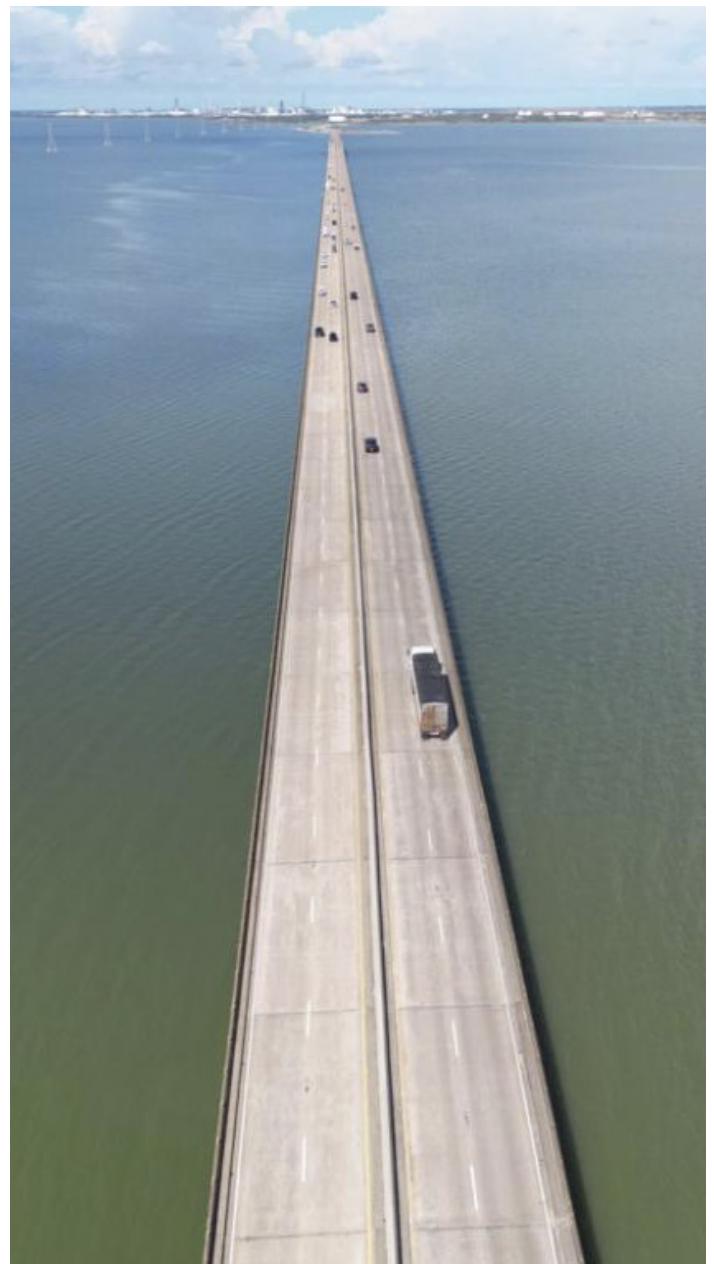
Port Lavaca Causeway heading towards Point Comfort

Source: Google Maps

Strategy 2.5.3:

Keep connected with TxDOT about future plans for the Causeway replacement.

Continue to keep to do date with the TxDOT rebuild of the Lavaca Bay Causeway. The City should keep up to date on this future project. Known details for this project include the bridge being rebuilt horizontally across without the vertical hump, so there won't be future boat access. This will make a shipping industry north of Port Lavaca logistically near impossible as there will be no direct ship access clearance.



Aerial image of Port Lavaca Causeway (2024)

Source: Texas A&M Harter Research Institute



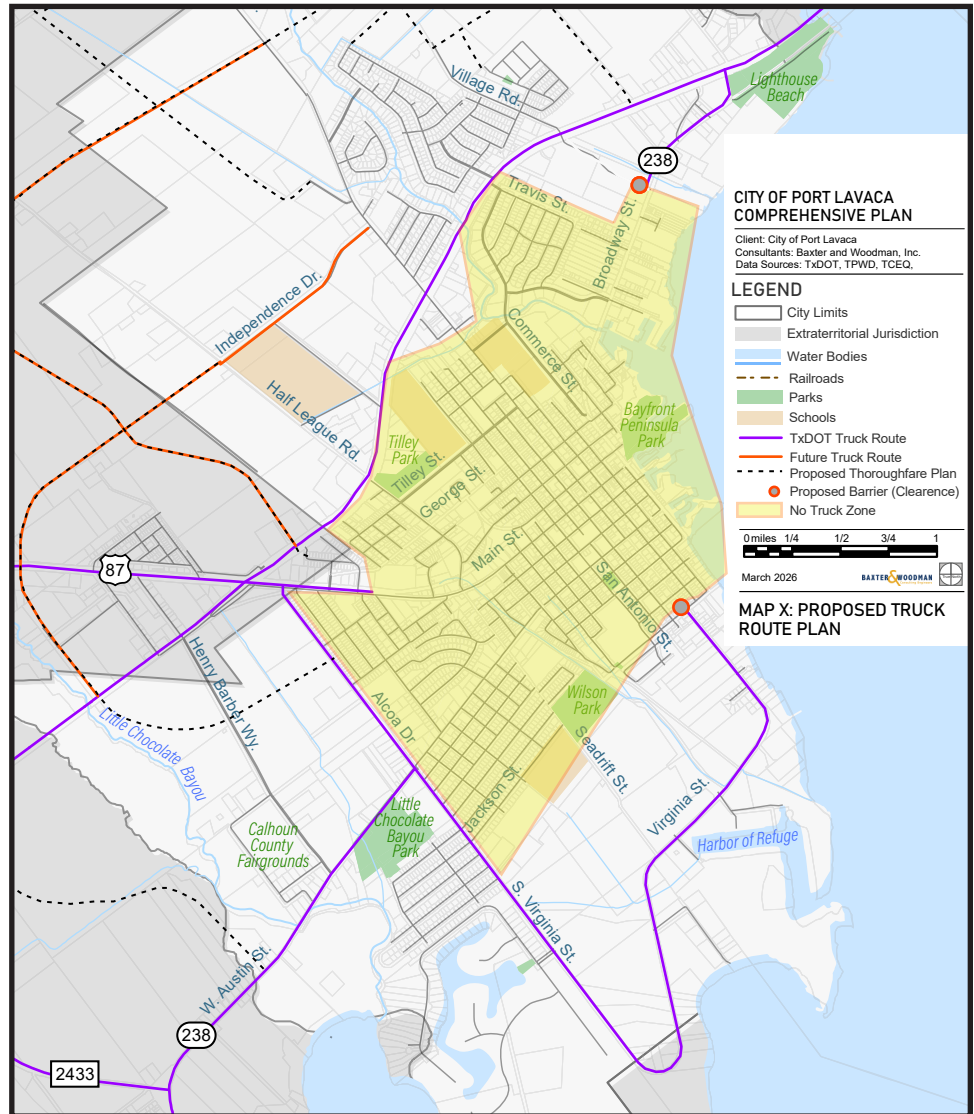
Permanent Truck Barrier with flashing lights in Elwood, IL
Source: Baxter & Woodman



Yellow barrier frame with hanging clearance bar
Source: BC Signs Illuminated



Truck and Truck Route signage
Source: Environmental Health



Strategy 2.5.4:

Revise existing Truck Route designations to prevent truck traffic in undesired areas.

TxDOT has approved revisions to the official truck route, redirecting truck traffic around the City of Port Lavaca rather than through Main Street as before. The updated route terminates at the Harbor of Refuge on the south side of the city, with trucks continuing along Virginia Street to Alcoa Drive to reconnect with US 87 and SH 35. In scenarios where development occurs north of SH 35 near the Business Park, the proposed plan recommends adding Independence Road to the revised truck network. Updated wayfinding signage installed by TxDOT will help guide truck traffic along the designated route.

Port Lavaca should work with TxDOT to establish new truck routes as new roadways are constructed and as development occurs.

To keep trucks out of undesired areas, clearance barriers are recommended on Broadway Street and Main Street. These barriers activate flashing lights when an oversized truck is detected. The example shown in the top, adjacent photo shows a permanent truck barrier in Elwood, IL featuring a stone façade, while the example on the bottom right is a more utilitarian bright yellow structure without additional lighting.

The truck route alignments are decided upon and should coordinate with where light industrial and business park land uses are planned. Non-designated truck route should still allow for temporary/ non-commercial uses of trucks, such as moving trucks, buses, public event trailers and trucks, personal recreational vehicles, mail/ shipping trucks, which are intended for residential and civic purposes not tied to a specific commercial property.