



BARRETT PLAN



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- Barrett Management District
- Barrett Station Community Development Organization, Inc.
- Barrett Station Civic League
- Barrett Station Ministerial Alliance
- Harris County MUD 50



DESIGNWORKSHOP





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Introduction

Plan Genesis

Barrett, Texas, also known as Barrett Station, is an unincorporated community and census-designated place in Harris County, Texas. Barrett is among more than 500 “Freedom Colonies” scattered across Texas. These Colonies, also known as Freedmen’s Towns, were the result of land ownership obtained by former African American slave families during the Reconstruction Era following the Civil War. Following the original settlement of the Community in 1889, Barrett has retained its significance as a place of cultural and historical heritage.

Statewide and regional population growth, along with the expansion of regional transportation projects such as the Grand Parkway, is fostering the transformation of Barrett from a rural area into a suburban one. These changes are intensifying community dialogue focused on topics such as economic development, land use controls, traffic congestion, pedestrian accessibility, public safety, education, and other areas. This dialogue has frequently included community partners such as Harris County, Lee College, Crosby Independent School District, and others.

The Barrett Community Plan was initiated by Harris County Precinct 2 to seize upon an opportunity for collaboration between these partners, to update and make consistent previous community planning efforts, and to assist the community and its various organizations in developing a vision and a strategy for identifying and addressing needs. The 2020 Community Plan is an update on a previous iteration completed in 2004 and a high-level demographic update which was completed in 2019.

Plan Background

The planning process utilized the recommendations of community residents and stakeholders to identify recommendations for community improvement projects and related initiatives. The plan was completed over a six (6) month timeframe from May to November 2020. The planning process, findings, and recommendations were all rooted in a robust stakeholder and public engagement process. This process included task force meetings, public meetings, mailers, an intensive web and social media presence, and survey tools.

Mission Statement for Barrett Community Plan:

Provide recommendations to help leverage the community’s ongoing efforts to develop Barrett into an independent, vibrant, and sustainable community

This Plan contains projects and initiatives related to mobility and transportation, housing, land use, economic development, historic and cultural resources, public health, services, and safety, and sustainability. The Precinct’s intention in sponsoring the Plan is to develop recommendations that can be implemented in the near term as well as to address solutions and a path forward for addressing longer-term challenges. The recommendations are grouped by implementation timeframe and those responsible for implementation.



The report is divided into the following chapters:

Chapter 1: Existing Conditions

Provides a data-intensive overview of the Barrett study area to provide background and context regarding the current conditions.

Chapter 2: Needs & Vision for Barrett

Provides a summary of the community engagement conducted as part of this planning effort. This chapter also outlines the needs of the community and the mission, vision and goals for the Plan, derived from the existing conditions and public involvement and stakeholder feedback. At the end of the chapter, the resultant needs are clearly identified.

Chapter 3: Recommendations and Implementation Strategy

Provides detail about the projects and initiatives that are the outcome of this planning process, focusing on the scope, project details, costing information and implementation strategy for each recommendation.

Chapter 4: Conclusion

Provides information about initiatives in process and next steps for the recommendations in the Plan.

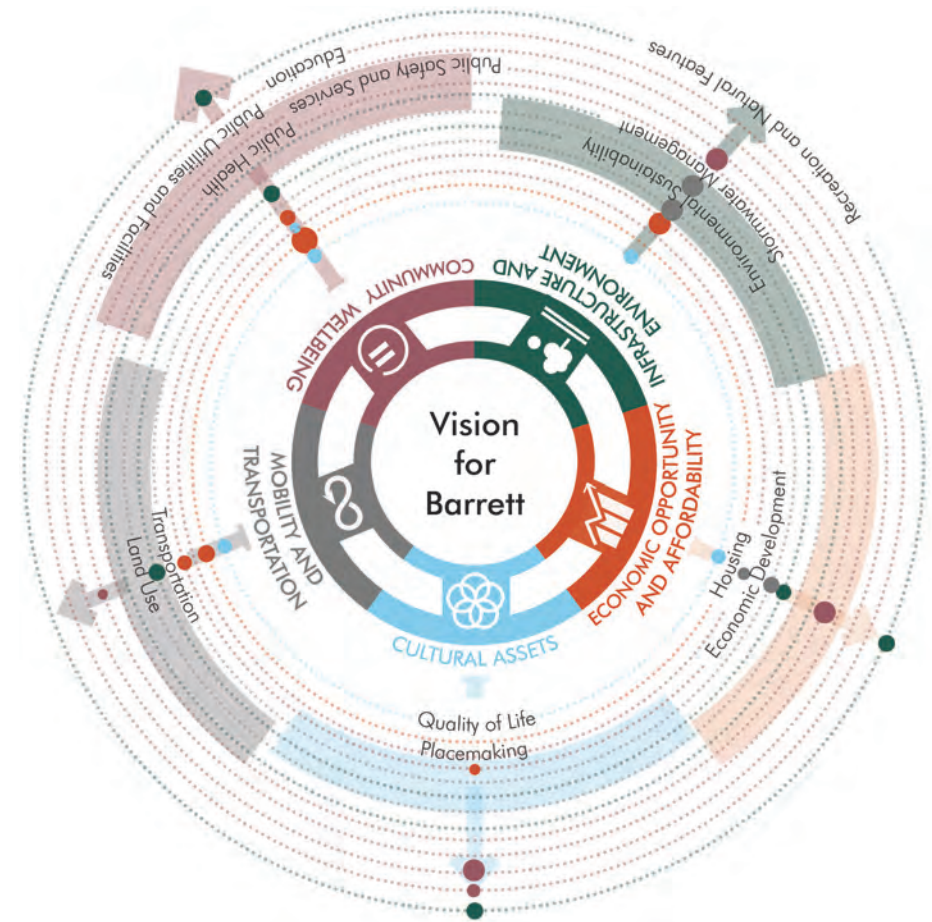


Figure 0.1 Vision for Barrett



Executive Summary

Barrett, or Barrett Station, Texas is in unincorporated Harris County Precinct 2. The 2020 Barrett Community Plan study area is contiguous with the boundaries of the Barrett Census Designated Place – an area defined by the census for the purposes of gathering and correlating statistical data for unincorporated communities. The population is approximately 3,700, with nearly 60 percent of the residents identifying as Black or African American. Barrett has a very rich history, founded by Mr. Harrison Barrett, who purchased land for fifty cents an acre in 1889. The land he purchased became one of the largest land holdings owned by a former slave in Harris County. The Barrett Community Plan celebrates this rich history through the inclusion of an oral history. The oral history, derived from a series of interviews with Barrett residents, has been completed to provide a context and a framework for historically driven economic development for the community and to assist in informing Plan recommendations.

Through the planning process, a series of needs were identified through a review of previous planning efforts, data collection, and the stakeholder engagement process. Such needs include:

- Increased tax base and economic development
- Job attraction and creation
- Additional housing (to include multifamily options) and rehabilitation
- Nuisance enforcement
- Additional public services
- Additional roadway connectivity and access to US 90
- Multimodal connectivity to include additional pedestrian infrastructure and street lighting
- Improved drainage

A Vision for Barrett:

Barrett is an independent cultural hub within Harris County that provides sustained quality of life and economic opportunity for its residents.



Business Start-up / Market Place



Heritage Trail / Crossing



Library / Learning Resource Center



Figure 0.2 Recommendation Examples

The overall vision for Barrett is of a community that is an independent cultural hub within Harris County that provides sustained quality of life and economic opportunity for its residents. To that extent, all recommendations made as a result of this plan tie into the vision and needs stated.

The Plan comprehends the vision manifesting itself through the following:

- **A commercial tax base** sustained by food, drink, and lodging facilities rooted in tourism from the cultural significance of Barrett.
- **Business attraction and job creation** pursued by the Barrett Management District and supported by commercial tax base and development in the new Town Center, which will include business incubation space.
- Attracting and retaining the **'younger generation'** through quality of life upgrades, livability improvements, work from home/flexible work arrangement trends, and the Grand Parkway expansion which increases access to jobs. Not everyone who lives in Barrett needs to work in Barrett, but the community should be an attractive place to live.
- **Infill residential redevelopment** supported by initiatives driven by the Barrett Management District and partnerships with the County using Community Development Block Grants (CDBG funding), low income tax credits, and other tools to stimulate both housing of a variety of types and price points.
- The development of a programmed **slate of activities, functions, and events at Riley Chambers Park, at the Town Center, and throughout the community.** This will benefit all ages and will improve quality of life but will also provide a venue and a forum to keep Barrett's youth focused on activities that will lead to a productive future.
- **New residential development** coordinated for community betterment through the Barrett Management District and MUD 50 coordination, resulting in community amenities and enhancements provided through master planned communities.



Splash Pad



Outdoor Gathering / Seating



Active Playground



Housing



- **The creation of design guidelines** and requirements, instituted by the Barrett Management District, to prevent nuisance conditions, increase aesthetic appeal, and create a sense of place.
- **Community ingress and egress improvements** through the County shepherding projects to increase access and connectivity to and from US 90 through the detailed planning and engineering stages.
- **Creating safe routes to schools** so students can walk and bike to school safely on well-lit sidewalks. On evenings and weekends, they continue down to Riley Chambers Park to play in the new splash pad and enjoy the recently upgraded facilities.
- Community-wide **drainage improvements** identified on both sides of FM 2100.
- A clear path for Community leadership to consider future **incorporation**, if it so chooses.



Figure 0.3 Riley Chambers Park Monument



The specific projects and initiatives are grouped into the following categories, based on timeframe and who is responsible for implementation.

Short-Term (Precinct 2)	Short-Term (Collaborative)	Long-Term Vision
<ul style="list-style-type: none"> Phase I Multimodal Improvements: Arcadian Gardens and St. Charles Place Eagleton Lane and Street Grid Extensions (Initial) Riley Chambers Park Splash Pad* Historic and Cultural Resources Survey Constable Storefront Community Nuisance Abatement Arcadian Gardens Drainage Study Barrett Town Center (Interim Components) 	<ul style="list-style-type: none"> Build Barrett Management District (BMD) Capacity Public Transportation Improvements Lee College Partnership Programs Develop Community Design Guidelines US 90 Access and FM 2100 Intersection Improvements 	<ul style="list-style-type: none"> Eagleton Lane and Street Grid Extensions Municipal Incorporation Street Lighting (Future Phases)* Barrett Cultural & Heritage Trail Barrett Town Center Barrett Loop Roadway Project

Figure 0.4 Project Summary

* Adapted from 2004 Plan

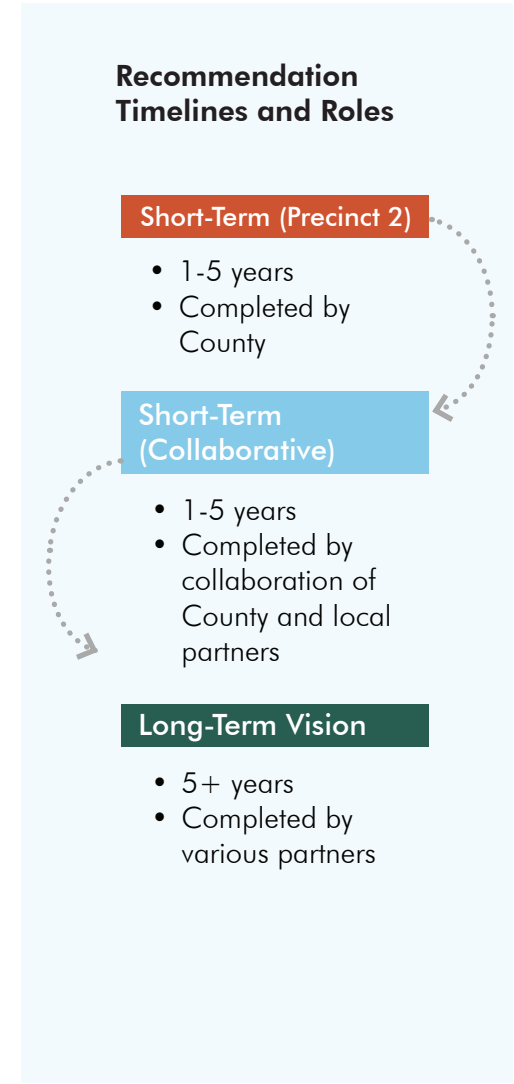


Figure 0.5 Recommendation Timelines and Roles



Prior Planning Efforts

2004

In 2004, the Barrett Station Community Plan was prepared by the Harris County Community & Economic Development Department in collaboration with Harris County Precinct Two Commissioner Sylvia R. Garcia and the residents of Barrett, Texas.

Some of the recommendations from the prior planning effort have been implemented, while others are still incomplete. These 2004 recommendations are assessed in this 2020 planning effort. The previous recommendations were considered, along with the new vision of the community, to create a set of 2020 recommendations that will include projects and initiatives.






Figure 0.6 shows the 2004 Plan recommendations that can be geolocated and mapped. There are several additional projects and initiatives from the planning effort that are not located on this map, and this map is not meant to be a comprehensive catalog.

2019

In 2019, a portion of the 2004 Barrett Station Community Plan was updated by the Harris County Community Services Department (CSD). The 2019 update focused only on data updates to be compliant for the Community Revitalization Areas designation requirements. There were no changes or updates made to the recommendations in the 2004 Plan; primarily information regarding demographics were updated.




2004 Recommendations

-  Mobile Health Clinic
-  Redevelopment
-  Sandpits Redevelopment
-  Wet/Squirt Park
-  FM 2100 Widening Complete

Street Light Program (Phase)

-  Phase I
-  Phase I (complete)
-  Phase II
-  Phase III

0 1/4 1/2 1 mi. 


 Study Area

Figure 0.6 Recommendation Timelines and Roles



Existing Conditions

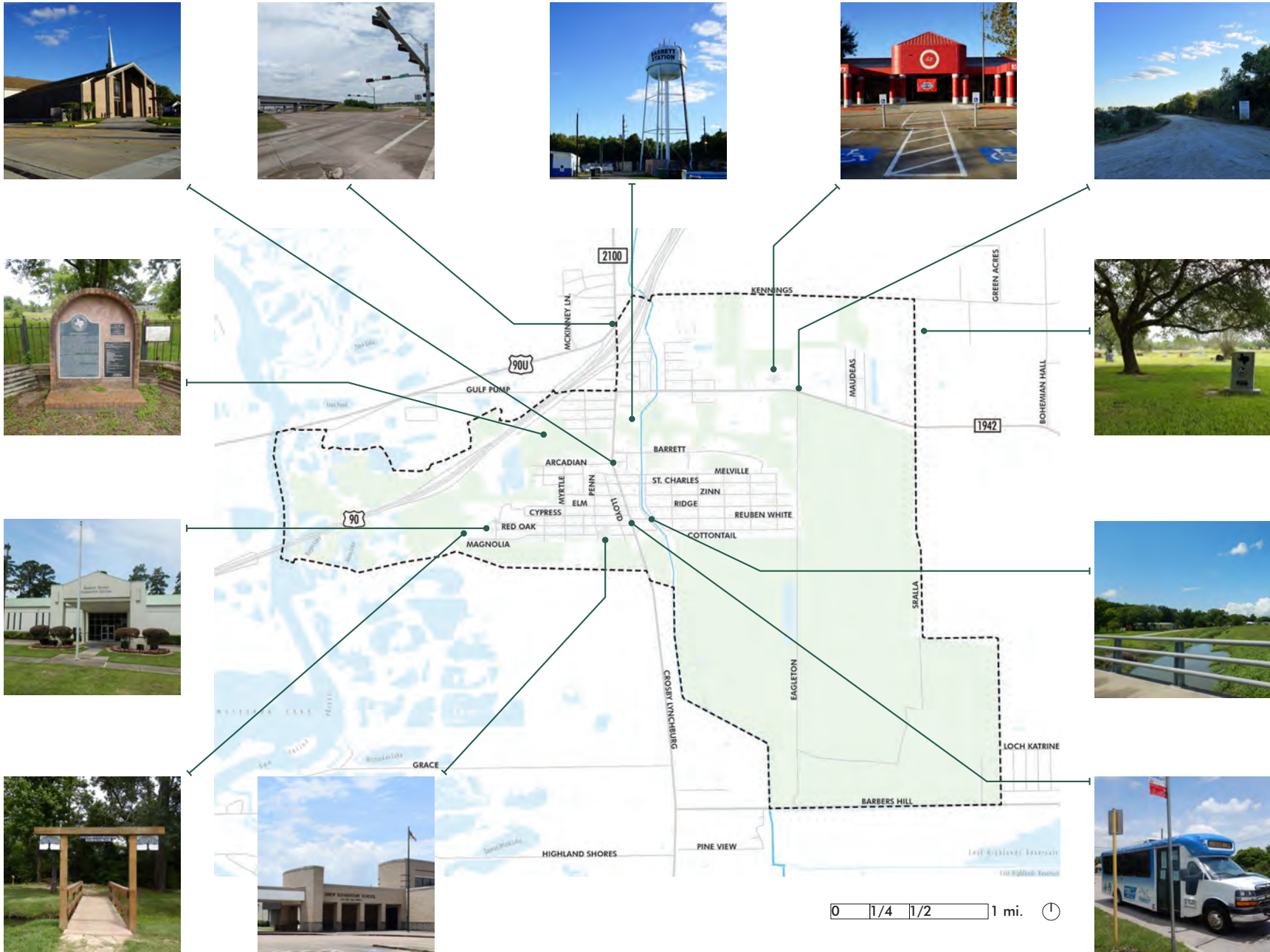


Figure 0.7 Existing Conditions



Chapter 1: Existing Conditions



1.1 Introduction

Study Area

The study area for the Barrett Community Plan is contiguous with the Barrett Census Designated Place (CDP) designation.

Barrett is categorized as a ‘census designated place’ which is a terminology defined by the U.S. Census for areas that have a “concentration of population” in areas where there is no other self-governing city, town, or village. The term nor the boundary associated with it has any legal status – it is a term used to capture statistical information and “one that is recognized and used in daily communication by the residents of the community.”¹

The Barrett CDP is located in northeast Harris County and is in Harris County Precinct 2, led by Commissioner Adrian Garcia (Figure 1.1.1). The area is serviced by Harris County Constable Precinct 3, led by Constable Sherman Eagleton. The community is within a 25-minute commute from Downtown Houston, a 20-minute commute from Baytown, and a 30- minute drive from George Bush International Airport. Figure 1.1.2 illustrates an area comparison between Barrett CDP, Precinct 2 and Harris County.

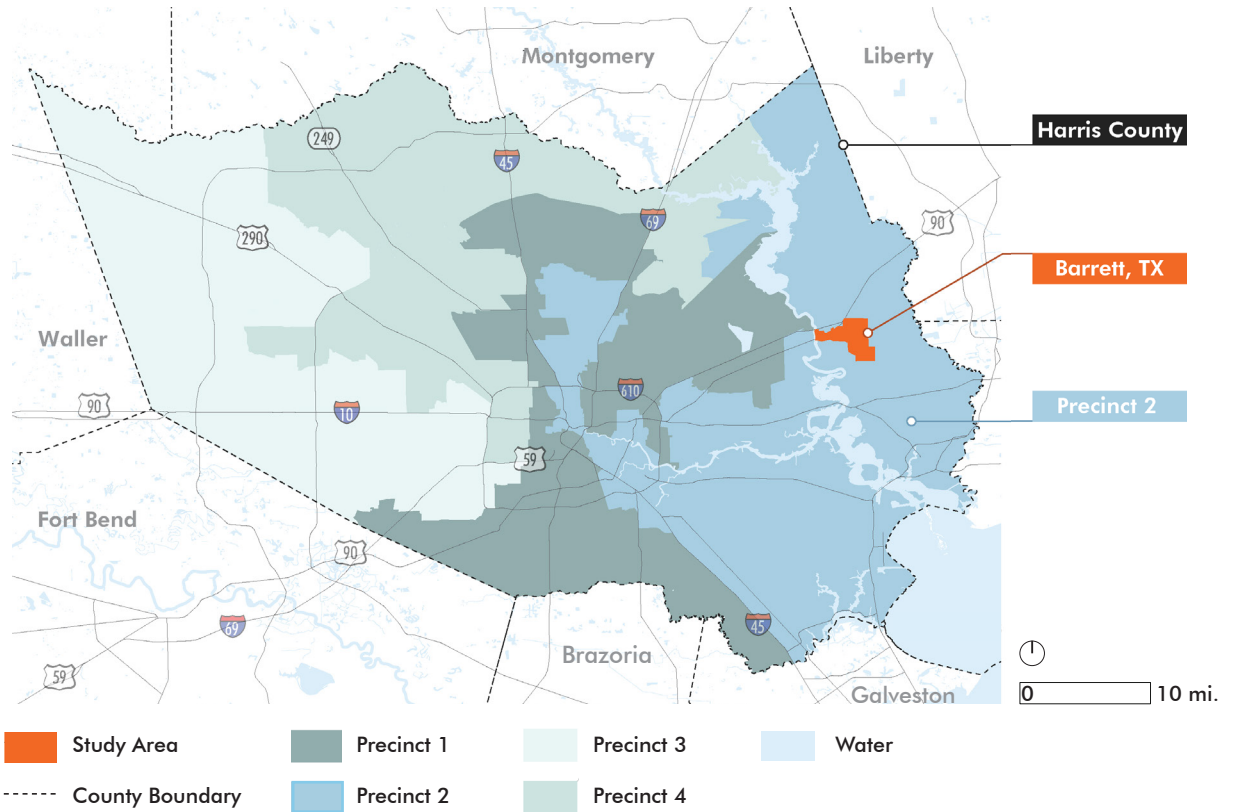


Figure 1.1.1 Regional Map

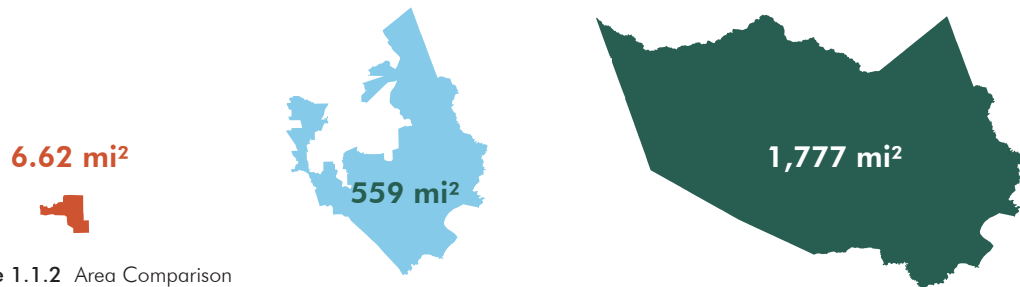


Figure 1.1.2 Area Comparison

¹ <https://www.govinfo.gov/content/pkg/FR-2008-02-13/pdf/E8-2667.pdf>

Barrett is located in unincorporated Harris County. Approximately 43% of the residents of Harris County live in unincorporated areas, which is expected to increase. Unincorporated areas face various challenges, including the lack of local mechanisms available to provide services that are traditionally provided by incorporated communities (cities, towns, villages, etc.). Examples of such services include the provision of water service, wastewater, garbage collection, supplemental security, oversight of building and landscape aesthetics, and maintenance of improvements in the public realm (signage, landscaping, etc.) for items that are over and above general County standards. In Harris County, special districts often fill this gap, including Municipal Utility Districts (MUDs) and Management Districts (MDs).

The majority of the homes in Barrett are served by Harris County MUD 50. The MUD provides water and sewer services to residential and commercial customers, and solid waste collection and disposal to residential customers. The MUD is governed by a Board of Directors and has been established as a political subdivision of the State of Texas. MUD 50's office is located at 12900 Crosby-Lynchburg Road. There are two other MUDs with boundaries that exist within the CDP: Arcadian Gardens and Lago Bello MUD (Figure 1.1.3). However, both are currently inactive.

The Barrett Management District currently exists in an area that is consistent with the boundaries of MUD 50 and the inactive Arcadian Gardens MUD. The District was successful in receiving approval in the Texas 86th Legislative Session (2019) to extend their boundaries, pending a successful local election process. The expanded boundaries are generally consistent with this Plan's study area (Figure 1.1.4).

From a state and federal political representation perspective, the area is represented by United States Representative Brian Babin, DDS, Texas Representative Harold Dutton Jr., Texas State Senator John Whitmire, and United States Senators John Cornyn and Ted Cruz.

A collage of existing conditions is presented in Figure 1.1.5. Figure 1.1.6 shows existing subdivisions in context to the study area for the Barrett Community Plan.

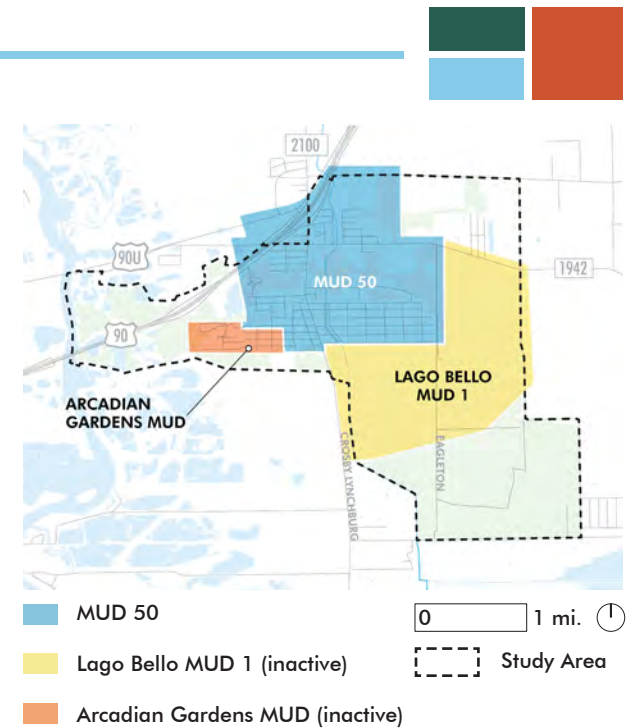


Figure 1.1.3 Municipal Utility District (MUD)

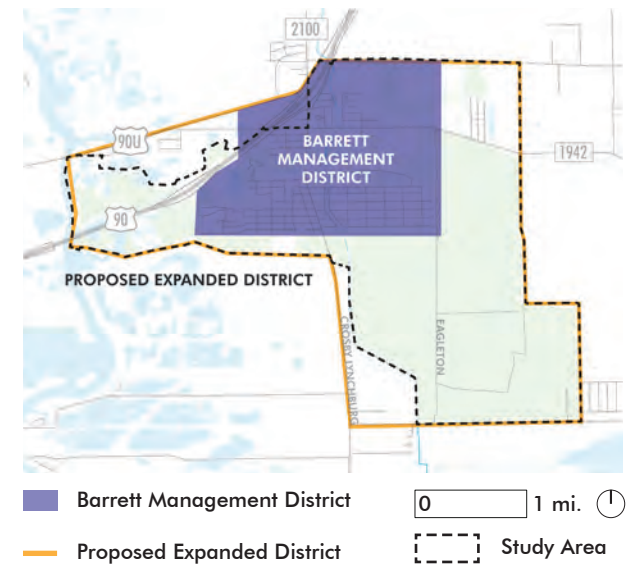


Figure 1.1.4 Municipal Utility District (MUD)

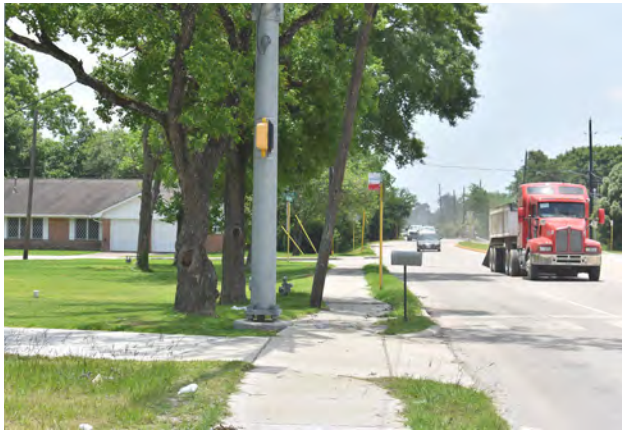
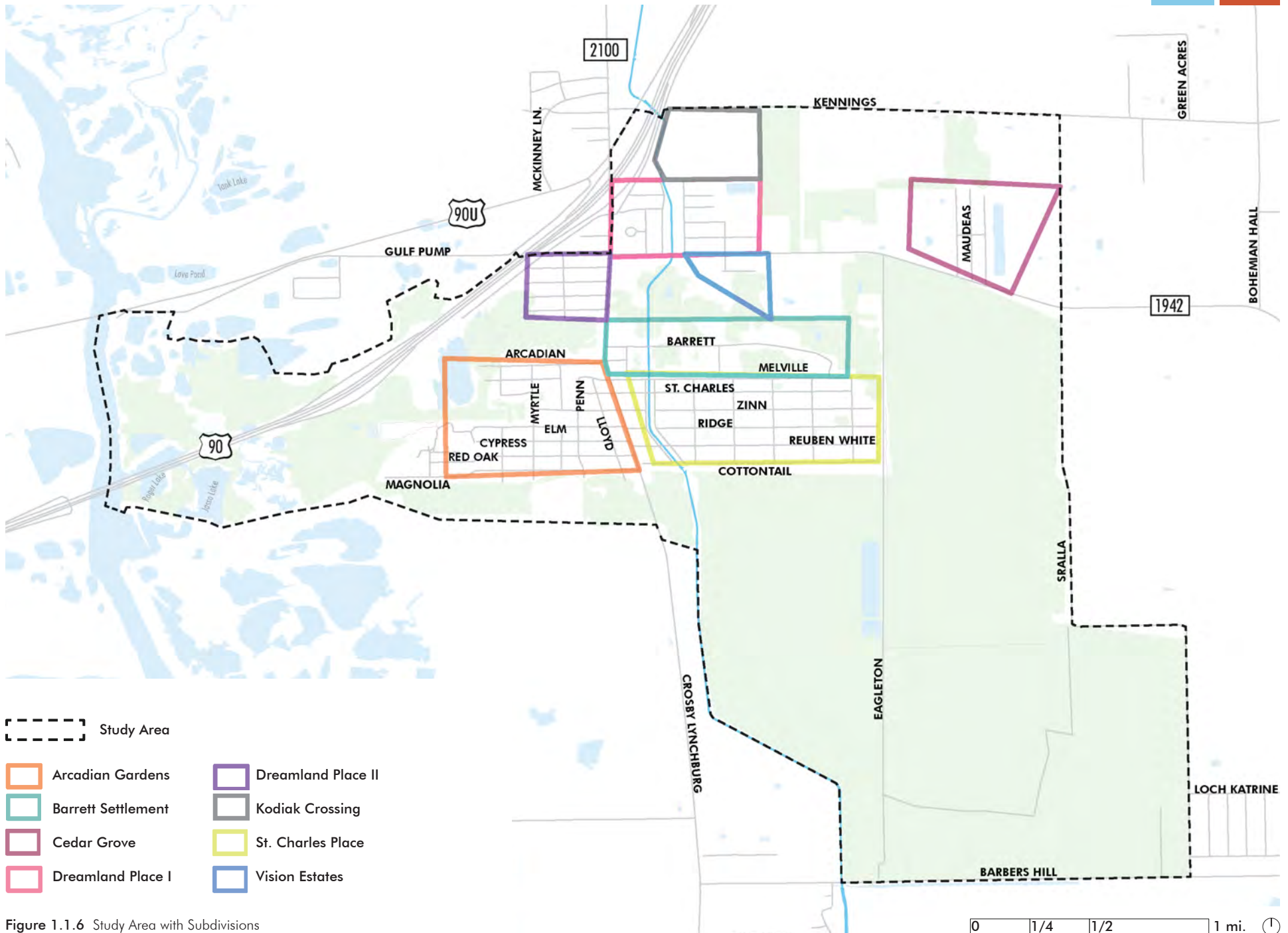
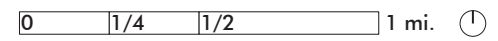


Figure 1.1.5 Collage of Existing Conditions - Streetscape, Local Businesses, Transit, and Community Points of Interest



- Study Area
- Arcadian Gardens
- Barrett Settlement
- Cedar Grove
- Dreamland Place I
- Dreamland Place II
- Kodiak Crossing
- St. Charles Place
- Vision Estates

Figure 1.1.6 Study Area with Subdivisions



Demographics

	Barrett	Precinct 2	Harris County
Population	3,691	1,218,006	4,602,523
Poverty Level	22.9%	17.4%	14.5%
Unemployment Rate	11.9%	6.9%	6.0%
Households Without a Vehicle	4.4%	6.4%	6.0%

(Unless noted, demographics are from the 2014-2018 ACS 5-Year Estimates.)

Table 1.1.1 Comparable Demographics at a Glance

Population Trends Since 2000

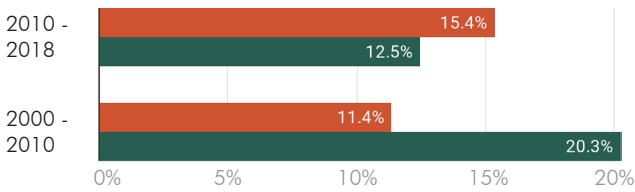


Figure 1.1.7 Percentage Increase in Population

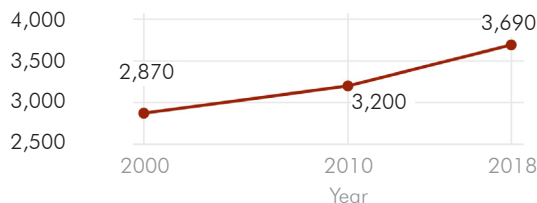


Figure 1.1.8 Barrett Population Change

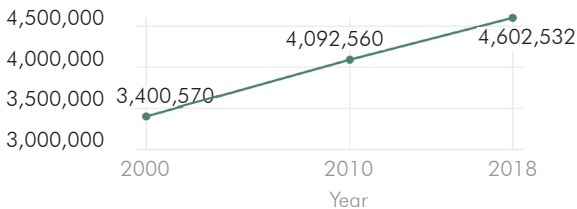


Figure 1.1.9 Harris County Population Change

Race and Ethnicity

The Hispanic population has grown from 6.2% (2000) to 14.8% (2010) to 34.1% (2018). Nearly sixty percent of Barrett residents identify as Black or African American.

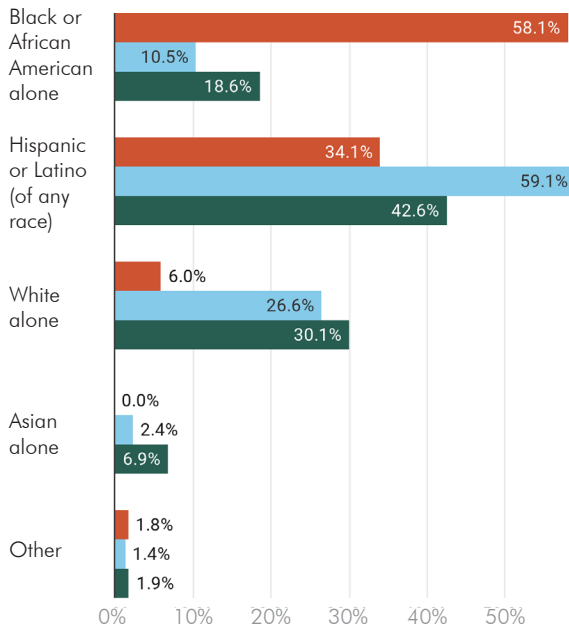


Figure 1.1.10 Race and Ethnicity

Age

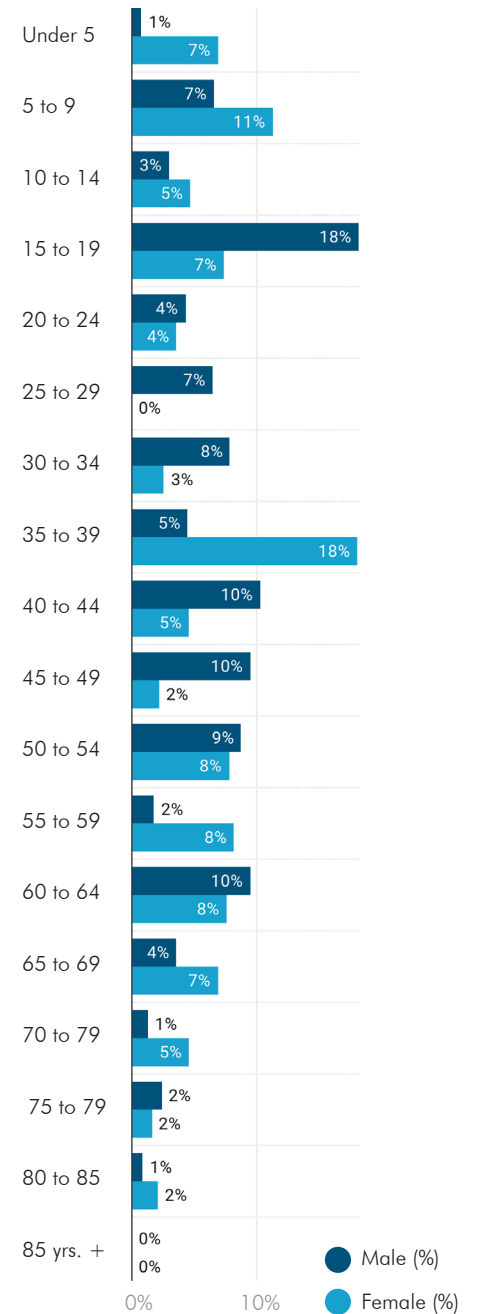


Figure 1.1.11 Age by Gender



Household Income

The median household income in 2018 for Barrett Station was \$46,213, compared to \$56,221 in Precinct 2 (21.7% lower) and \$60,146 in Harris County (30.1% lower). Per the U.S. Department of Housing and Urban Development, the number of low- and moderate-income individuals (LMISD) is 67.9% as of 2019.

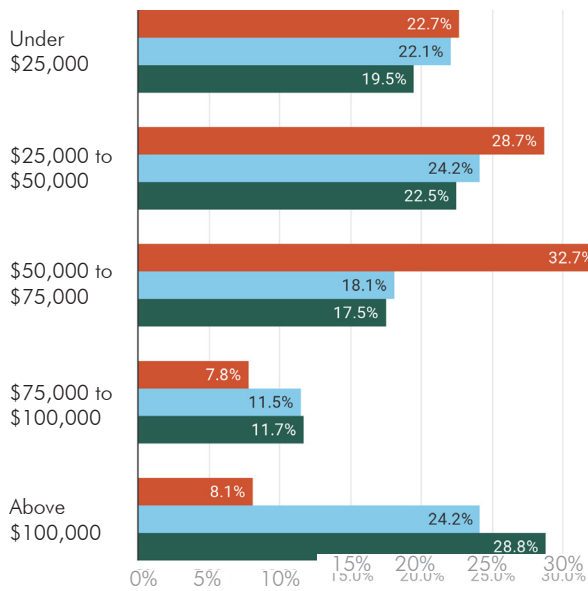


Figure 1.1.12 Household Income

Limited English Proficiency

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or “LEP”. The term Limited English Proficient (LEP) refers to any person age 5 and older who reported speaking English less than “very well” as classified by the U.S. Census Bureau.

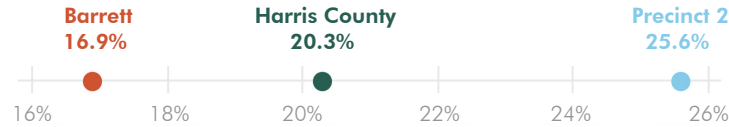


Figure 1.1.13 Limited English Proficiency

Computer Access

Fifty percent (50%) of residents in Barrett are lacking Internet access, which is significantly higher than both Precinct 2 or Harris County.

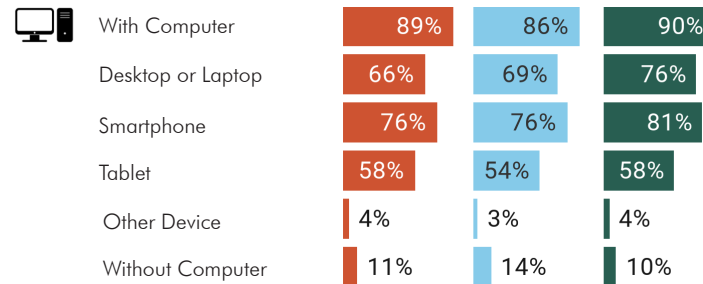


Figure 1.1.14 Computer Access

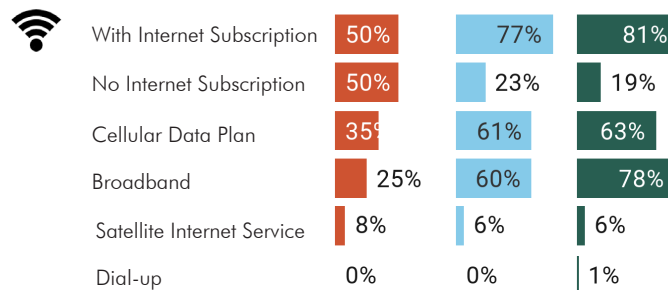


Figure 1.1.15 Internet Access



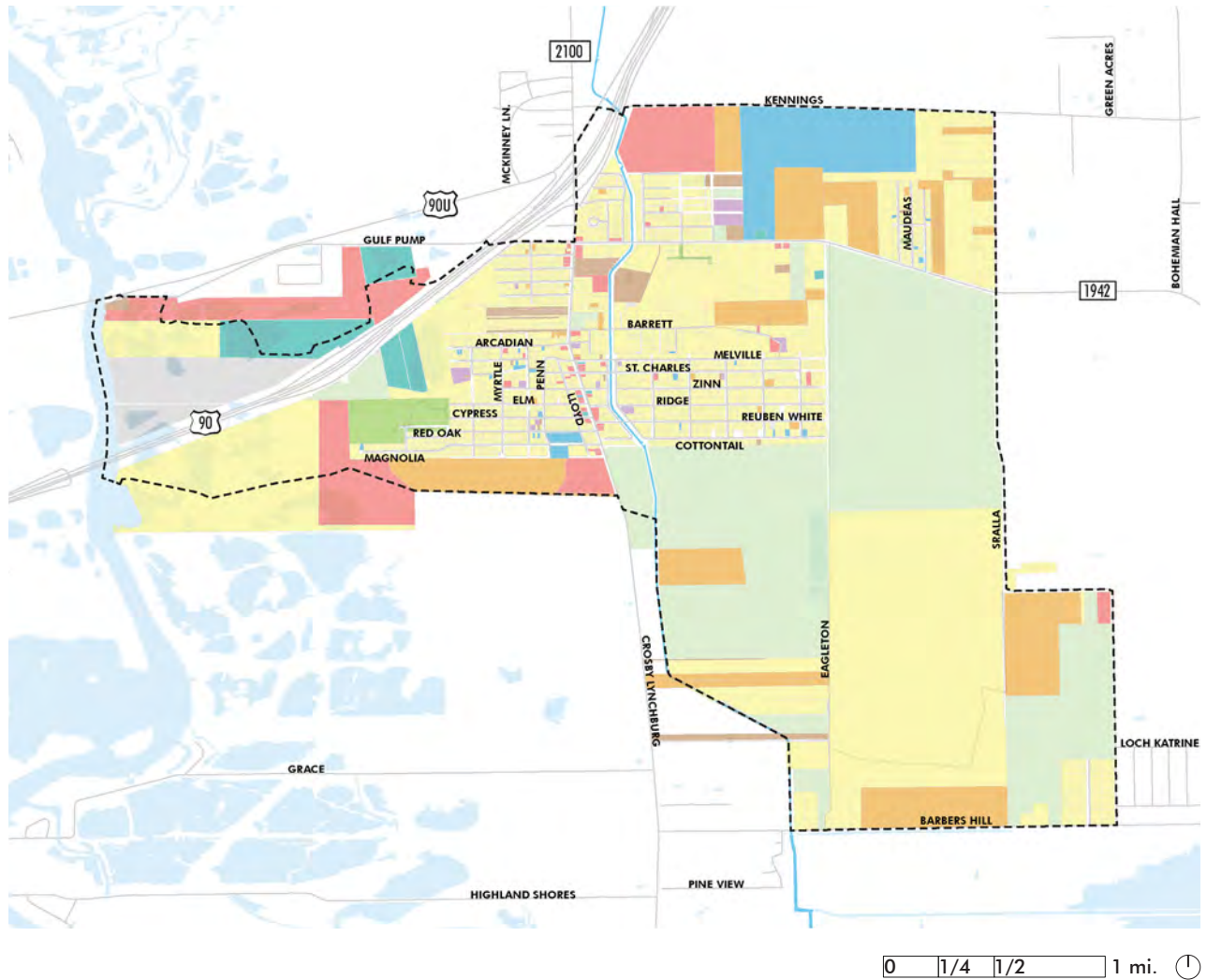
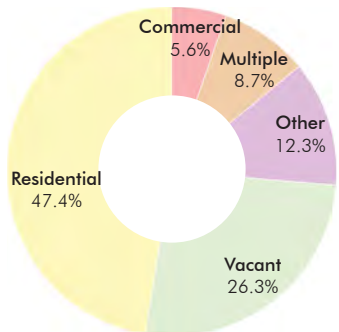
Land Use

Like many unincorporated areas, one challenge currently facing Barrett is a lack of land use controls, such as a municipally enforced zoning ordinance.

Figure 1.1.16 H-GAC 2015 Land Use by Category

- Commercial
- Gov/Med/Edu
- Industrial
- Multiple
- Other
- Parks/Open Spaces
- Residential
- Undevelopable
- Unknown
- Vacant Developable (Includes Farming)

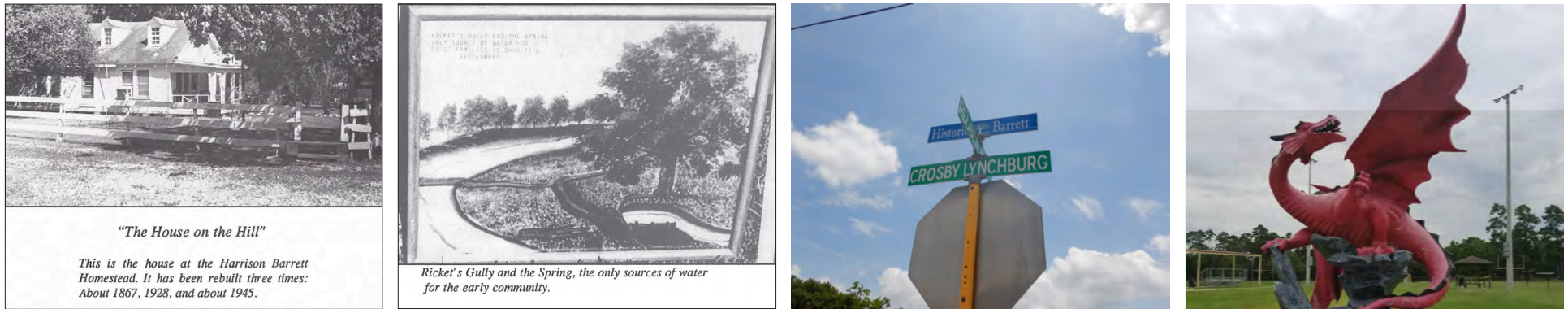
Study Area



The Houston-Galveston Area Council (H-GAC) provides land use data via the Regional Land Use Information System. In 2015, the data shows the largest single use of the 4,100 acres in Barrett as residential, accounting for 47% of the land use (Figure 1.1.16). There is vacant land, accounting for nearly a quarter of the land in the Barrett CDP. H-GAC projects an increase of nearly 3,000 new housing units in the 2045 land forecast. This forecast has been validated by platting information available through the Harris County Engineering Department. This housing, at 2.88 persons per household (County average), would result in Barrett’s population more than quadrupling.



Figure 1.1.17 Collage of Historic Documents and Existing Signage and Markers



"The House on the Hill"

This is the house at the Harrison Barrett Homestead. It has been rebuilt three times: About 1867, 1928, and about 1945.

Ricket's Gully and the Spring, the only sources of water for the early community.



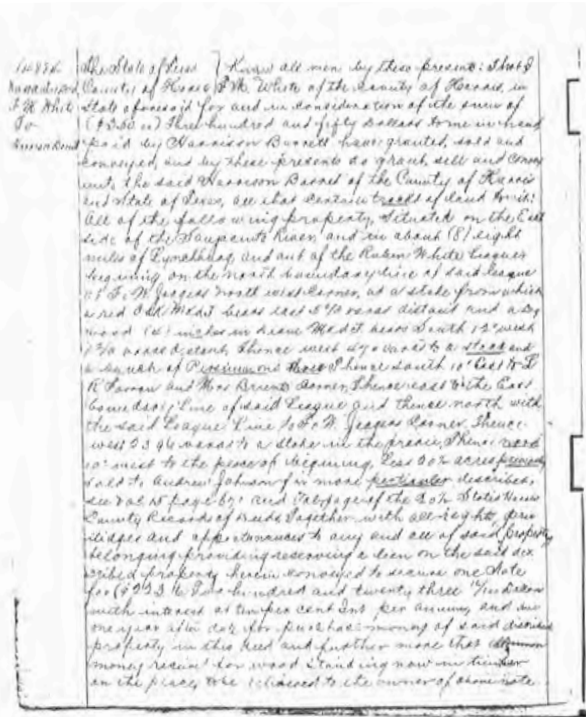
History and Placemaking

Barrett was founded by freed slaves during the Reconstruction era in 1875. The namesake of the town is Mr. Harrison Barrett. In 1889, after Emancipation, he purchased the land and settled his family in the area. This land became the largest holdings in Harris County that was acquired by a former slave.

There were seven original houses built by Mr. Barrett, and he helped his family establish a farm, sawmill, gristmill, and coffee mill. He also donated land for the Shiloh Baptist Church, which also served as a school for the community. In the late 1940s, a post office branch and high school opened.

The original homestead of Harrison Barrett is considered part of the Texas Department of Agriculture's Family Land Heritage Program, which is a recognition program that honors families who have owned and operated an agricultural operation for over 100 years.

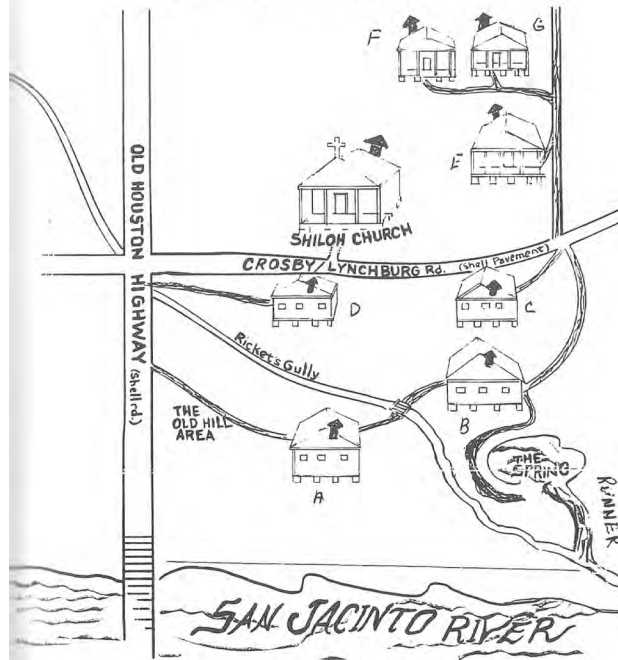
This rich history gives Barrett a truly unique place in Texas history, and this planning effort celebrates and respects Barrett's rich heritage and culture. Historic Barrett Settlement Documents from 1885 are shown in Figure 1.1.18, and Figure 1.1.19 maps existing historic sites that are identified by the Texas Historic Commission. By no means is this a comprehensive list of historically significant sites in Barrett.



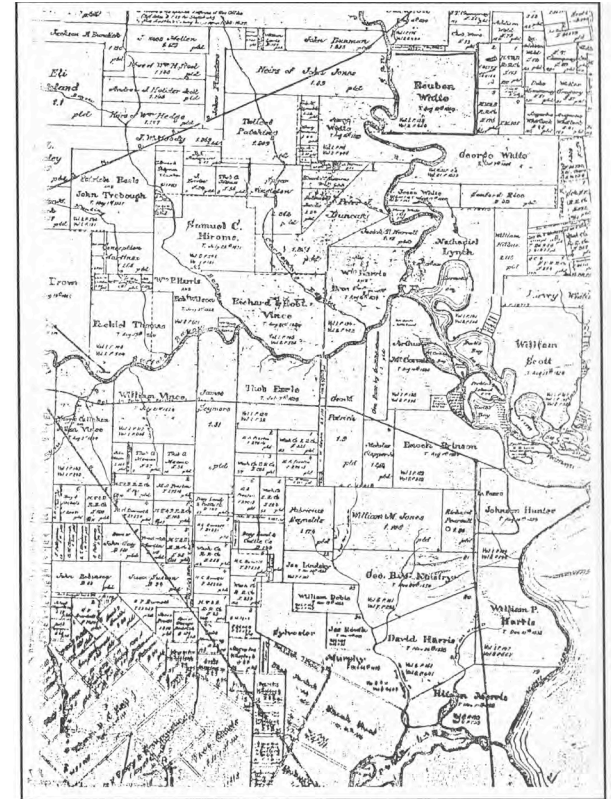
BARRETT'S SETTLEMENT ABOUT 1885

SEVEN HOUSES and SHILOH BAPTIST CHURCH

- LEGEND:
A. Simon/Eliza Barrett
B. Harrison/Annie Barrett
C. Tobe/Caroline Barrett
D. Frank/Betty Barrett
E. Jane Barrett Banks/ Icen Banks
F_G The Prairie_Eagleton Territory



The Seven Original Family Houses at Barretts' Settlement



EASTERN PORTION HARRIS COUNTY ORIGINAL LAND GRANTS NOVEMBER 21, 1896; REVISED 1910

Figure 1.1.18 Barrett Settlement Documents (1885)

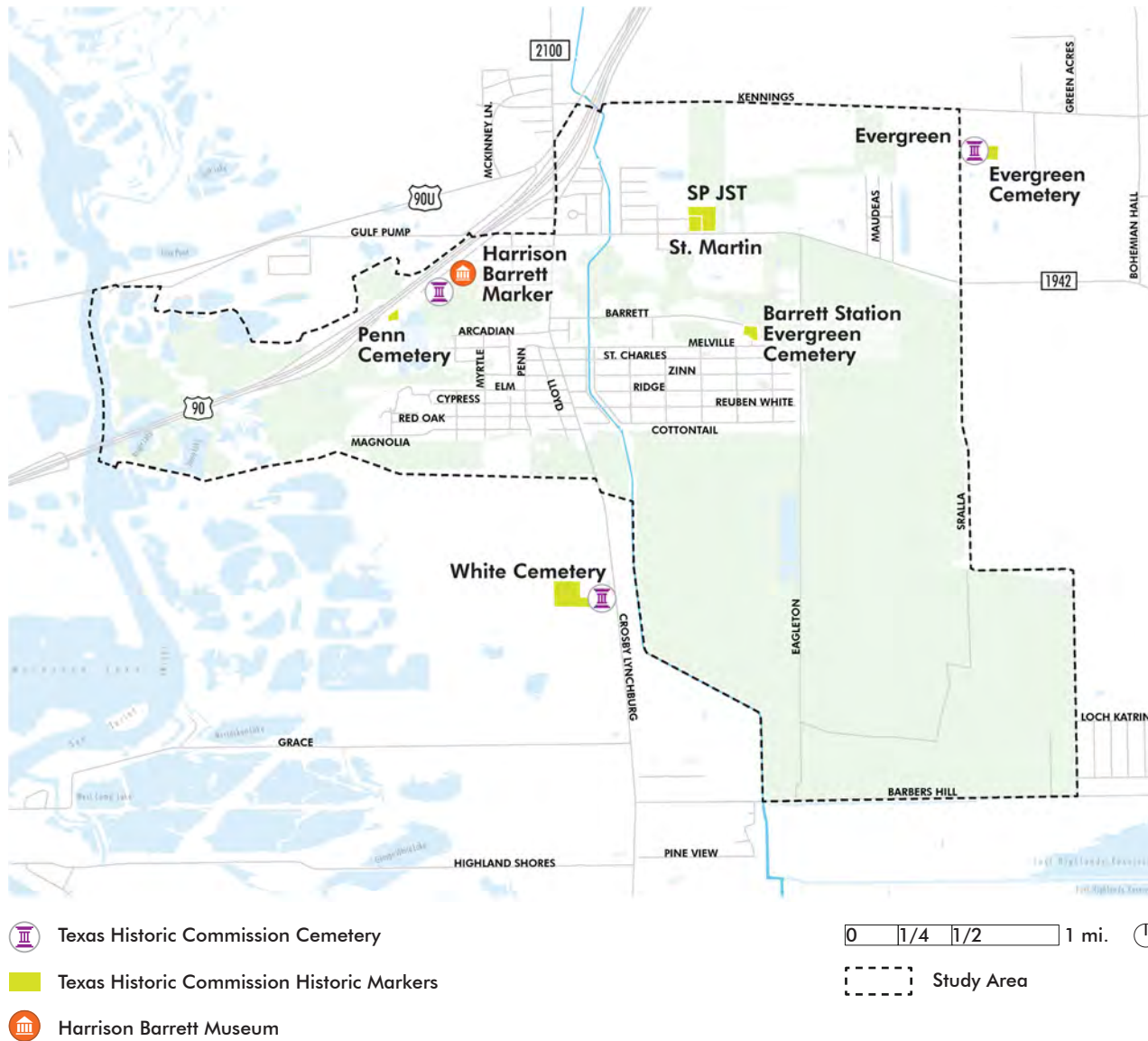


Figure 1.1.19 Existing Historic Sites Identified by the Texas Historic Commission

Evergreen Cemetery Marker



White Cemetery Marker



Harrison Barrett Marker



Figure 1.1.20 Historic Markers



1.2 Quality of Life



Community Facilities and Points of Interest

Barrett's community facilities, points of interest, and other quality of life enhancing elements are best exemplified through the Riley Chambers Community Center (public) and the robust network of Churches (private) that exist throughout the community.



Right

Figure 1.2.1 Riley Chambers Community Center Entrance

Above

Figure 1.2.2 Riley Chambers / Barrett Station Community Center Entrance



Riley Chambers Community Center

Built in 1977, the Riley Chambers Community Center was named after Mr. Riley Chambers for his dedicated service to the community. In 2003, the Barrett Station Center was added, and the two facilities are adjacent (Figure 1.2.1 and Figure 1.2.2). These centers offer a variety of scheduled activities. A congregate and home-delivered meal program that serves senior citizens is nested within the facility and operated by Harris County Precinct 2. A computer lab is available to the community. Additionally, a new health center opened its door at the Riley Chambers Community Center in January 2020.



Libraries

There are no libraries in Barrett; the nearest libraries are shown in Figure 1.2.3 and Figure 1.2.4.

Crosby Library



Stratford Branch Library



Figure 1.2.3 Surrounding Libraries (Photos: Harris County Public Library)

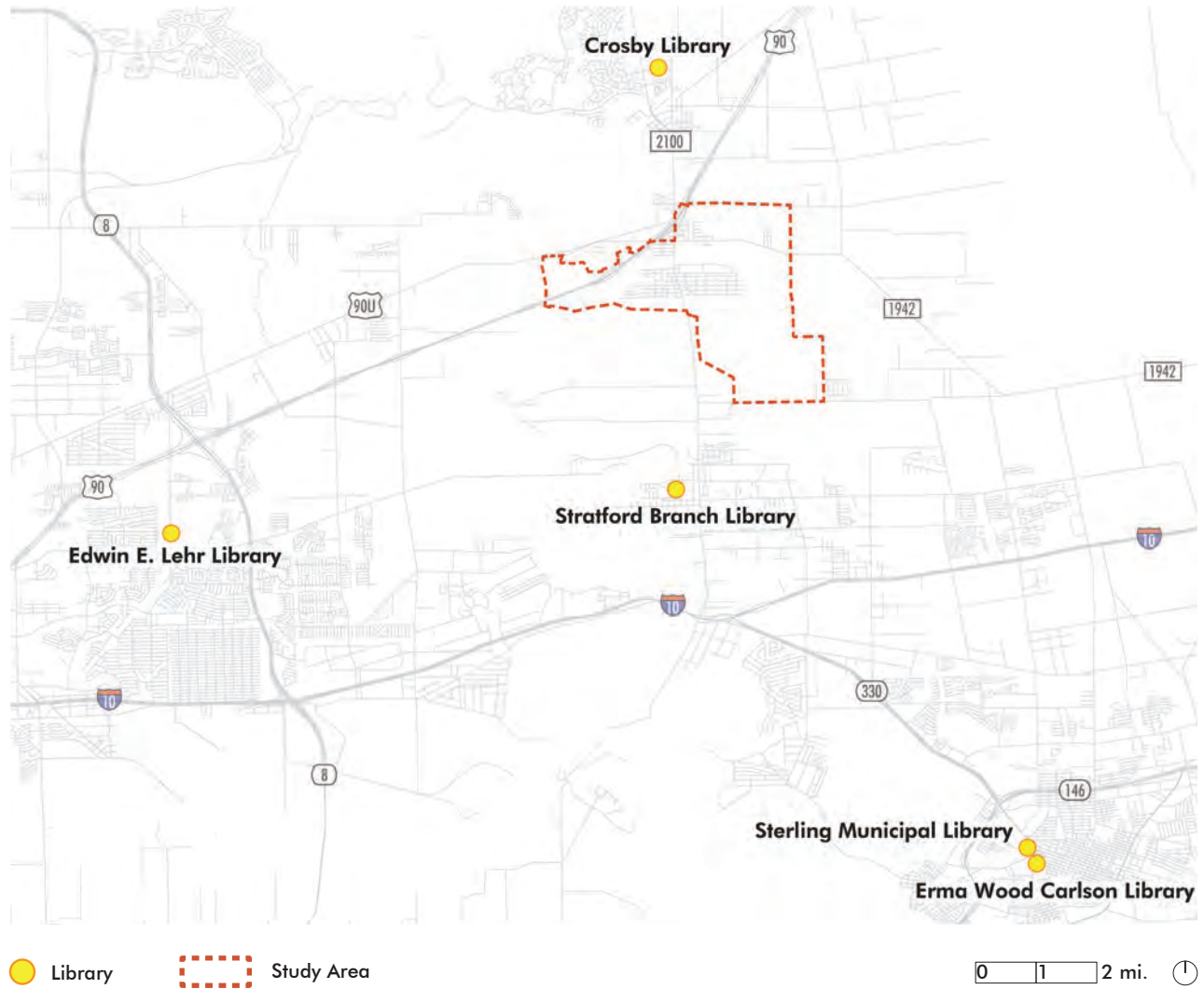


Figure 1.2.4 Libraries Adjacent to Barrett



Churches

Barrett houses several churches, some historic, serving many denominations (Figure 1.2.6). Churches play an active role in the community as they offer activities to the community and are hubs of civic activity.

Two churches of particular historic significance in the Barrett community are Shiloh Baptist Church (Figure 1.2.7) and St. Martin de Porres Catholic Church (Figure 1.2.8).



Figure 1.2.5 Barrett Station Church of Christ

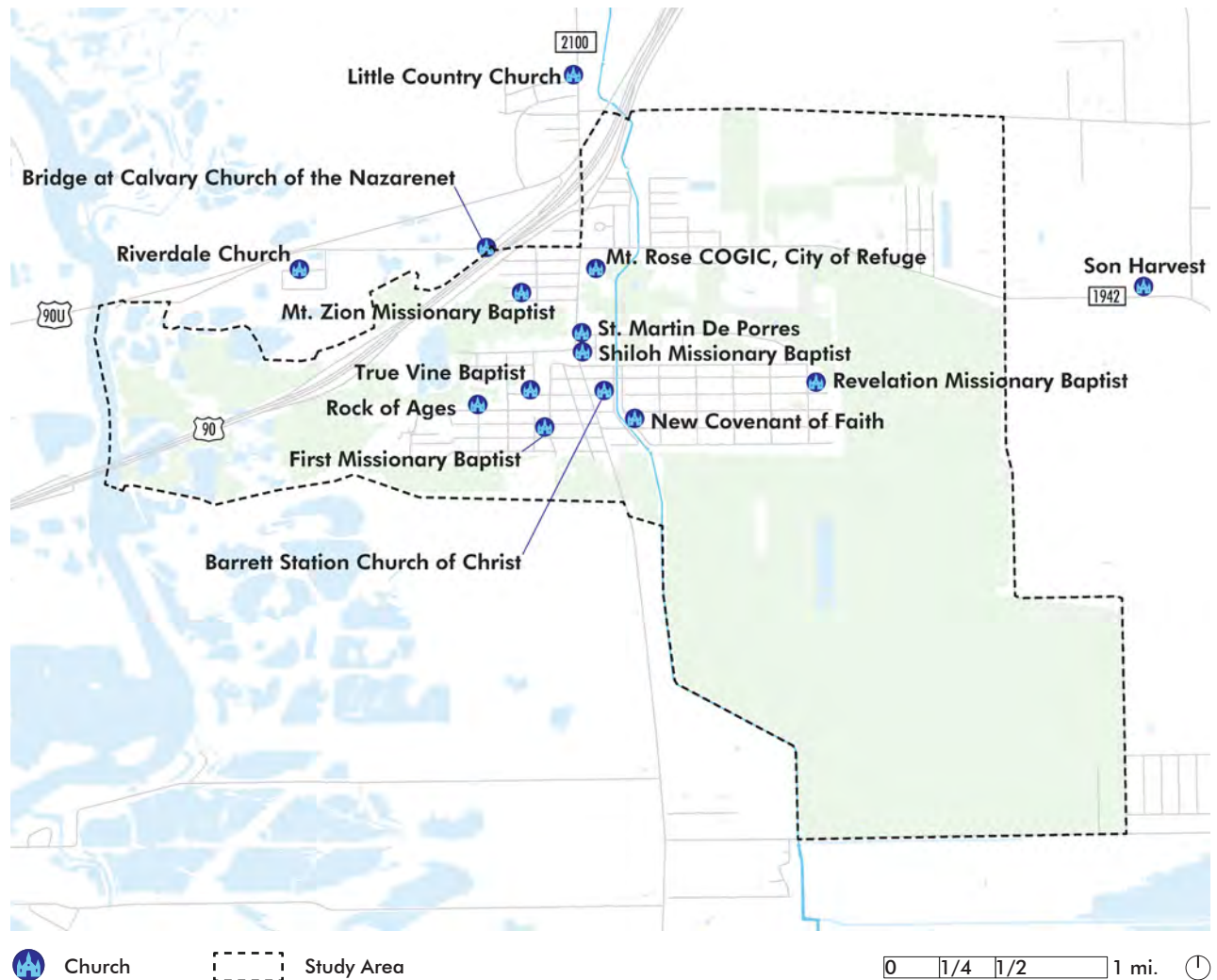


Figure 1.2.6 Churches



Figure 1.2.7 Shiloh Missionary Baptist Church

Shiloh Missionary Baptist Church

Shiloh Missionary Baptist Church was the first place of worship established by Harrison Barrett in the settlement bearing his name. Founded around 1879 and initially an outdoor gathering place known as an “Arbor,” a physical house of worship was constructed in 1895 on land donated by Harrison Barrett located on the Old Crosby-Lynchburg Road. The wood-framed and tin-roofed structure became an early 20th century focal point for the Barrett community, with baptisms conducted in the nearby San Jacinto River. The church continues in operation, with the building repaired or replaced over the years. As of 2020 Rev. Isreal Earl Holmes serves as the church’s pastor.



Figure 1.2.8 St. Martin de Porres Catholic Church

St. Martin de Porres Catholic Church

St. Martin de Porres Catholic Church is the first integrated Catholic church in Barrett Station and was constructed on land purchased from Charlie Barrett, the son of Harrison Barrett in 1936. Sponsorship for the church came from the Josephite order, which also built St. Nicholas’ Catholic Church, founded in the 1880’s as the first Catholic church for African-Americans in the Houston region. The completed mission was dedicated in 1938 and is named after Martin de Porres (1579-1639), the son of a Spanish nobleman and a free Black woman. An independent church since 1944, St. Martin de Porres continues to serve as an important focal point for Catholics in eastern Harris County. Rev. Anthony Mbanefo, MSP currently serves as pastor.



Parks, Trails, and Nature Preserves

Barrett contains a natural aesthetic with live oak trees that create a bucolic ambiance. The natural scenery has been leveraged with assistance from Harris County Precinct 2 in Riley Chambers Park. There are also smaller neighborhood parks for residents (Figure 1.2.9).

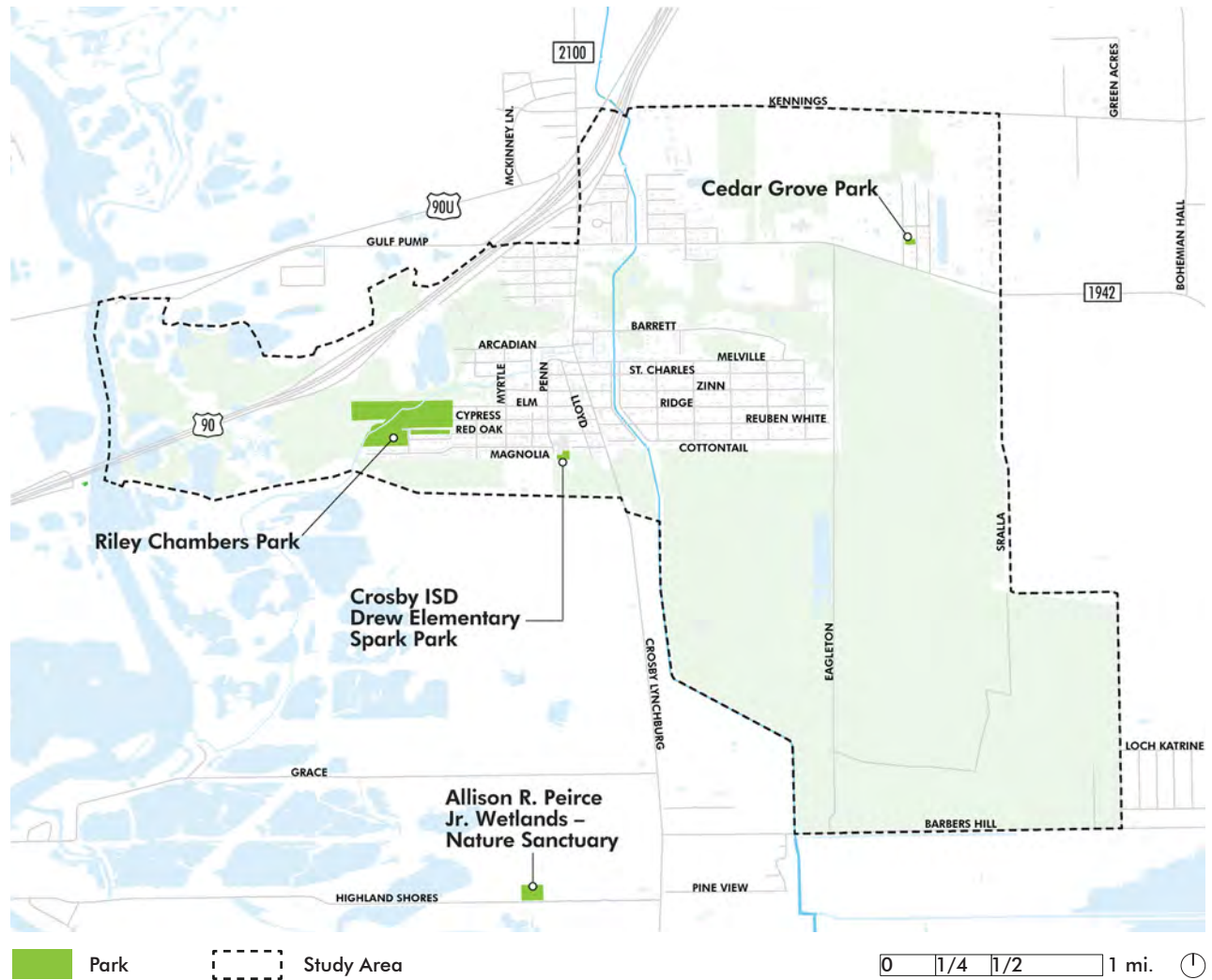


Figure 1.2.9 Parks



Riley Chambers Park

The Riley Chambers Park is a 35.4-acre community park located southeast of Highway 90 in the Barrett CDP. The park has three baseball fields and one football field on the east end. An equestrian arena is nestled within the tall trees. Additional amenities include a playground, a wagon wheel shaped amphitheater, a lighted basketball court, a half-mile jogging trail and a small BBQ pavilion (Figure 1.2.10). Figure 1.2.11 on the following page shows the current plan of the park and the location of existing amenities.

Pavilion



Fitness Zone



Crossings



Amphitheater



Barrett Station Trail - Signage



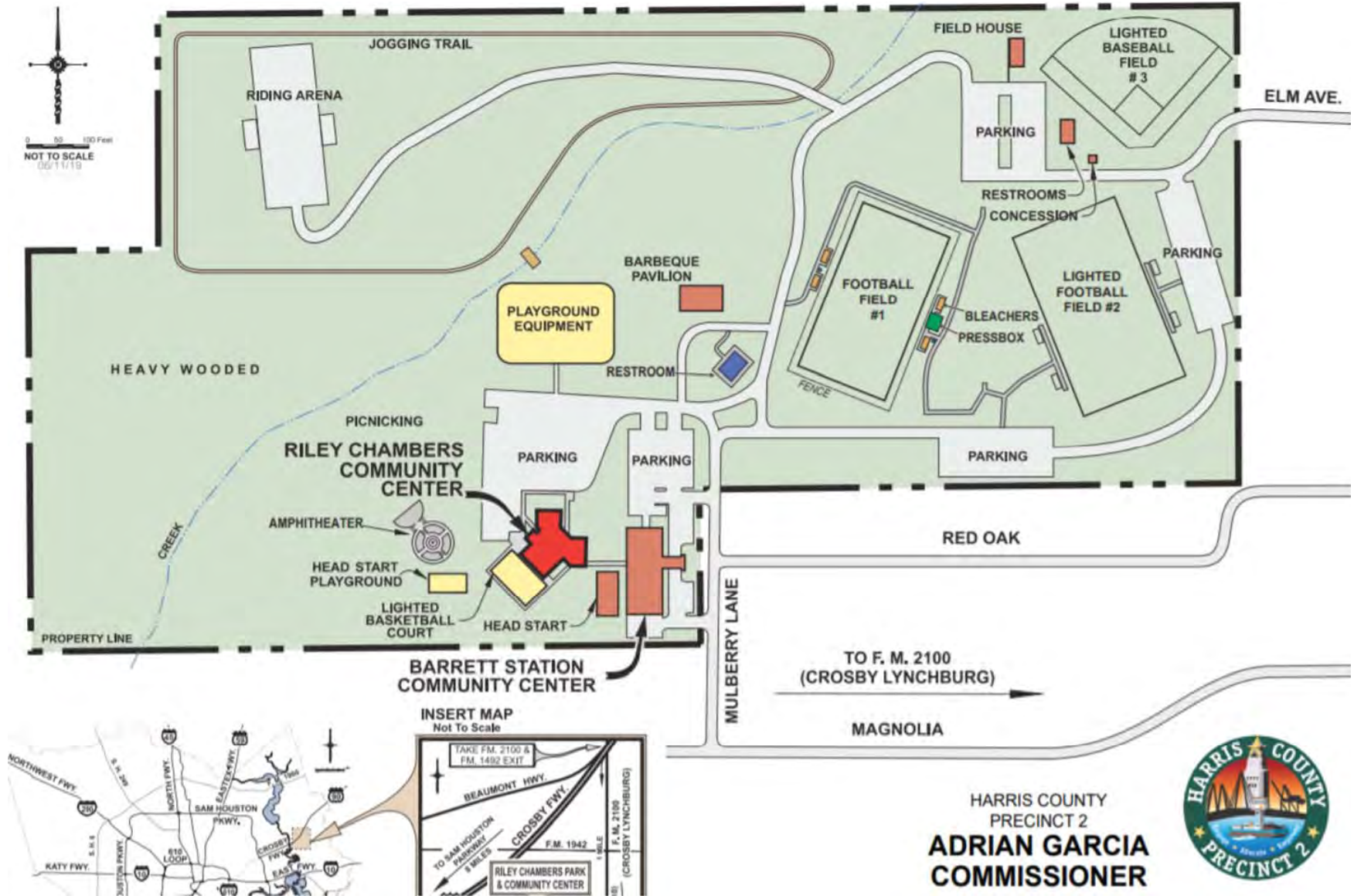
Barrett Station Trail - Signage



Riding Arena



Figure 1.2.10 Riley Chambers Park Amenities



HARRIS COUNTY
PRECINCT 2
ADRIAN GARCIA
COMMISSIONER



Figure 1.2.11 Riley Chambers Park Plan



Crosby ISD Drew Elementary Spark Park

The Crosby ISD Drew Elementary Spark Park is located at 223 Red Oak and features an art component with plaques highlighting the history of community and includes a quarter-mile walking track and playground equipment. The SPARK School Park Program has helped create more than 200 community parks across Houston and Harris County on public school properties in collaboration with schools, community organizations and government entities. In addition to providing a space for students to play, exercise and socialize, SPARK Parks are open for community use after school and on weekends (Figure 1.2.12).



Figure 1.2.12 Spark Park Entrance

Cedar Grove Park

Cedar Grove Park is a 0.6-acre pocket park in east Harris County and includes playground equipment, several picnic pads, a gazebo, covered tables with BBQ grills, a half basketball court, and restrooms (Figure 1.2.13).

Adjacent Amenities

Located just off the San Jacinto River, Barrett is inherently connected to water features and wetlands. These attractions are adjacent to the study area and provide nearby opportunities for Barrett residents. The Allison R. Peirce Jr. Wetlands and Nature Sanctuary and Rio Villa Nature Trail are located south of the study area (Figure 1.2.9).



Figure 1.2.13 Cedar Grove Park Amenities

Playground



Half Basketball Court



Pavilion





Public Safety and Services

Education and Schools

Barrett Precinct 2 Harris County

The most common level of educational attainment in the Barrett community (31.2%) is a high school degree. Comparatively, more people completed a bachelor’s degree and graduate degree in Precinct 2 and Harris County (Figure 1.2.14).

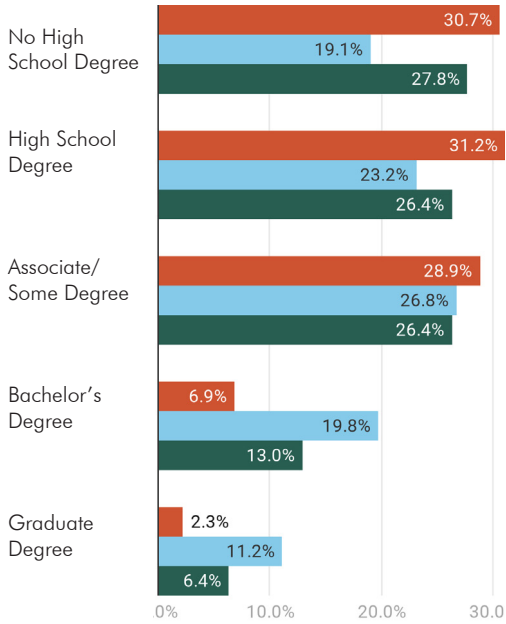


Figure 1.2.14 Level of Education

Schools

School-aged children in Barrett attend Crosby Independent School District (ISD) schools or private schools. The Crosby ISD is a public-school district which serves the communities of Barrett, Crosby, and Highlands and it includes the following schools: Crosby Kindergarten Center, Barrett Elementary School, Charles R. Drew Elementary School, Crosby Elementary School, Newport Elementary School, Crosby Middle School, and Crosby High School. There are several private schools in the area, to include Reed’s Prep School, Sacred Heart Catholic School and Chinquapin Preparatory School.

Nearly the entire study area is zoned to Drew Elementary School. A small area, generally consistent with Wildwood Lakes RV Park, is zoned to Barrett Elementary School. All school-aged residents within the ISD attend Crosby Middle School and Crosby High School (Figures 1.2.15 and 1.2.16).

- **Barrett Elementary School** is a Pre-K through 5th grade public school located on 815 FM 1945 in Crosby, Texas. There are approximately 500 students.
- **Charles Drew Elementary School** is a Pre-K through 5th grade public school located on 223 Red Oak Avenue in Crosby, Texas. There are approximately 500 students. Most Barrett school-aged children attend Drew Elementary.
- **Crosby Middle School** is a 6th through 8th grade public school located on 14703 FM 2100 in Crosby, Texas. There are 1,430 students.
- **Crosby High School** is a 9th through 12th grade public school located on FM 2100 in Crosby, Texas. A new high school campus opened fall of 2016. Approximately 1,600 students are enrolled in grades 9 through 12.



Charles R. Drew Elementary School



Barrett Elementary School



Crosby High School



(Photo: Crosby ISD)

Figure 1.2.15 Surrounding Libraries

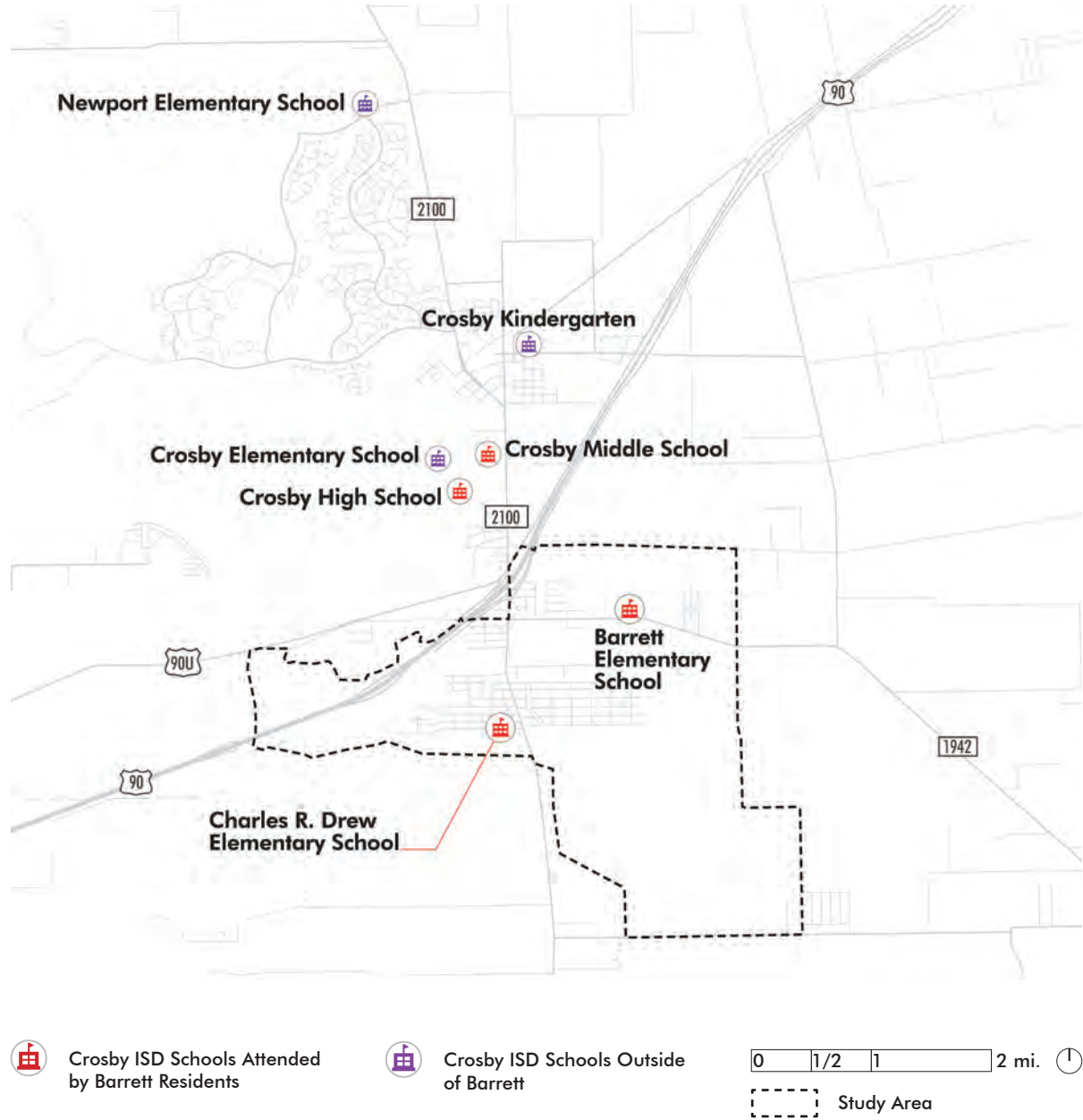


Figure 1.2.16 Crosby ISD Schools



In 2016, all elementary campuses were reconfigured into 1st-5th grade campuses, which is the current configuration shown in Figure 1.2.17. In the future, Crosby ISD will have reconfigured all elementary schools and Crosby Kindergarten Center to Pre-K – 5th grade campuses and established new Attendance Zones. The rezoning, which was slated for the 2020-2021 school year, has been delayed.

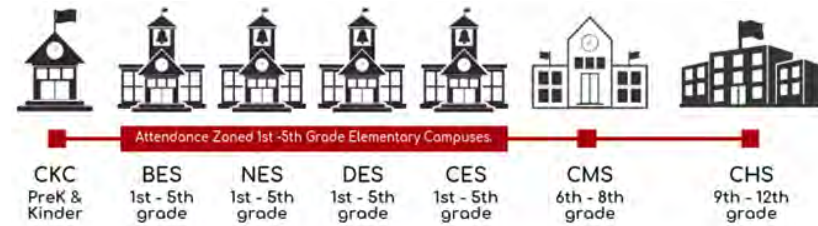


Figure 1.2.17 Attendance Zoned 1st - 5th Grade Elementary Campuses (Source: Crosby ISD)

Texas Education Agency's State Accountability Ratings

The Texas Education Agency (TEA) provides annual academic accountability ratings to its public-school districts to evaluate the academic performance of Texas public schools. The ratings are based on performance on state standardized tests; graduation rates; and college, career, and military readiness (CCMR) outcomes. The accountability system evaluates performance according to three indicators:

1. Student Achievement evaluates performance across all subjects for all students, on both general and alternate assessments, CCMR indicators, and graduation rates.
2. Student Progress measures district and campus outcomes in two areas: the number of students that grew at least one year academically (or are on track) as measured by State of Texas Assessments of Academic Readiness (STAAR) results and the achievement of all students relative to districts or campuses with similar economically disadvantaged percentages.
3. Closing the Gaps uses disaggregated data to demonstrate differentials among racial/ethnic groups, socioeconomic backgrounds and other factors.

Districts and school campuses receive a rating for each domain as well as an overall rating. Rating labels consist of A through D to indicate that the school or district meets performance target for the letter grade; F indicates that the school or district does not meet the performance target to earn at least a D; and Not Rated indicates that the school or district does not receive a rating. Table 1.2.1 summarizes the 2018-2019 Accountability Ratings for Crosby ISD Schools.



School	Student Achievement	Student Progress	Closing Performance Gaps	Overall
Crosby Kindergarten Center	Not Rated	Not Rated	Not Rated	B
*Barrett Elementary	C	C	C	C
*Charles R. Drew Elementary	C	B	C	B
Crosby Elementary	C	D	D	C
Newport Elementary	B	B	C	B
*Crosby Middle School	B	B	B	B
*Crosby High School	B	B	B	B

*Schools attended by Barrett residents

Table 1.2.1 Texas Education Agency 2018-2019 Accountability Ratings Summary for Crosby ISD Schools



Campus Grounds



Figure 1.2.18 Lee College (Photos: Lee College)

Higher Education

Two junior colleges are located nearby Barrett: Lee College and San Jacinto Community College. Barrett is served primarily by Lee College (Figure 1.2.18), as it is located in the “service area” as defined by the state legislature. However, Barrett is not located in Lee College’s taxing district.

- **Lee College** offers educational programs via the McNair Center and Lee College Baytown Campus, which are located roughly two-and-a-half and seven miles from Barrett Station, respectively.
- The **McNair Center** offers an instructional space for students to obtain hands-on technical training to prepare for careers in the petrochemical and construction industries and degrees and certifications in cosmetology, machining, millwright, pipefitting, and welding.
- The **Baytown Campus** offers various Associate Degrees as well as Field of Study in Computer Science, Criminal Justice, Music, Speech Pathology, and Business Certificates. In partnership with Harris County Department of Education, Lee College offers Adult Basic Education Program at its Adult Learning Center with courses in basic education and literacy, adult secondary education/GED/High School Equivalency, and English as Second Language.
- Additionally, **Lee College’s Center for Workforce and Community Development** offers a variety of noncredit programs, courses and classes for professional development, business success, and community education.
- **San Jacinto Community College** offers Associate Degrees in the Arts, Arts of Teaching, Science, Applied Sciences, several certificates as well as online and distance learning. The College also offers training in key petrochemical manufacturing areas, workforce development, job training, corporate training, and consulting through its Center for Petrochemical, Energy, and Technology.



Figure 1.2.19 Harris County ESD 5 Station 2

Emergency Services

Police

Barrett is served by Harris County Constable Precinct 3 as well as the Harris County Sherriff's Office. Both entities respond to incidents and calls from the Community. Constable Precinct 3 is led by Constable Sherman Eagleton. The Constable office's Vision statement is "To be respected and trusted by all segments of Harris County's diverse community." Their office provides 2 deputies per shift that serve Barrett, and they address issues such as narcotics, suspicious activity, abandoned vehicles, etc.

Currently, the Constable does not have a substation in the community. They are also able to provide additional contract services with a Management District or MUD. The Harris County Sherriff's Office also serves Barrett. The Sherriff's office, led by Sheriff Ed Gonzalez, patrols Barrett and provides community programming at the Community Center for seniors and youth. Their focus is on crime issues, but they also have the ability to address nuisance issues.

Fire

Barrett is served by the Crosby Volunteer Fire Department. Station 81 is the nearest station, located on 2502 Highway 90, Crosby, TX 77532. There are five stations with over 50 volunteer firefighters in the area of Crosby, serving about 30,000 residents of Crosby and Barrett. Discussed further in the next section, Harris County Emergency Services District No. 80 also provides fire service.

Emergency Service Districts

An emergency services district (ESD) is a political subdivision established pursuant to Chapter 775 of the Texas Health and Safety Code. An ESD supports or provides local emergency services, which can include emergency medical services and fire protection services. ESDs have the ability to impose both a sales and use tax and a property tax to support or provide emergency services within the district. Barrett is served by the Harris County Emergency Services No. 5 and No. 80, which overlap, and each levy a 1 cent sales tax rate along with a separate property tax assessment. The Harris County Emergency Services District No. 5 provides emergency medical services and is in the northeastern portion of Harris County. The district overlaps and contains most of the same territory as the Harris County Emergency Services District No. 80 (Figure 1.2.20). The unincorporated area of Harris County in ZIP Code 77532 is partially located in the Harris County Emergency Services District No. 5.

The Harris County Emergency Services District No. 80 provides fire and rescue services and is in the northeastern portion of Harris County. The district does not include any area within the City of Houston. The district overlaps and contains most of the same territory as the Harris County Emergency Services District No. 5. The unincorporated areas of Harris County in ZIP Codes 77521, 77532, and 77562 are partially located in the Harris County Emergency Services District No. 80.

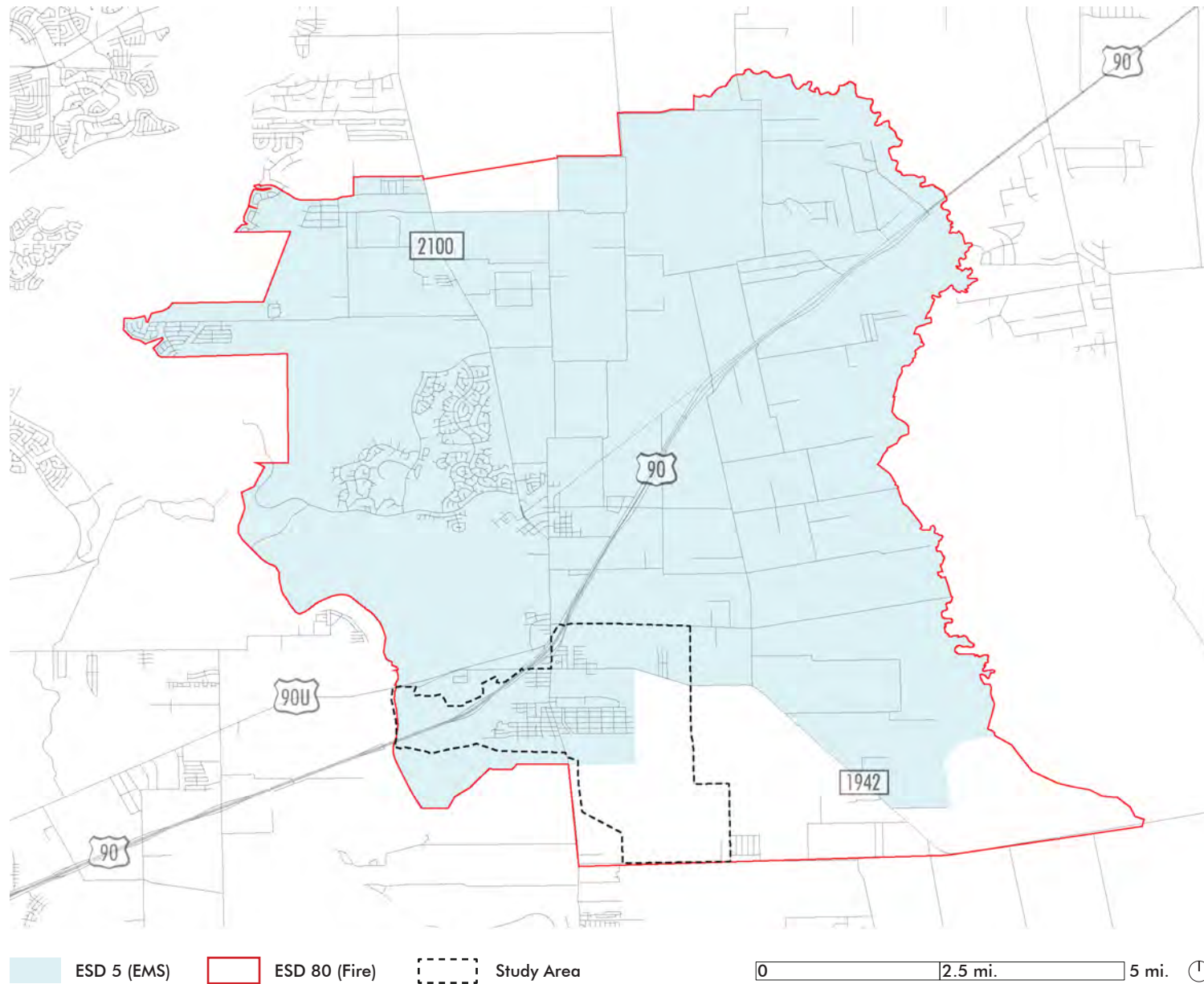


Figure 1.2.20 Emergency Services Districts



Public Health and Food Deserts

Health Insurance Coverage

● Barrett ● Precinct 2 ● Harris County

In Barrett, 69.5% of residents have health insurance, 75.8% in Precinct 2, and 75.8% in Harris County (Figure 1.2.21). There is a higher percentage of residents without health insurance (30.5%) in Barrett compared to Precinct 2 (24.2%) and Harris County (20.8%).

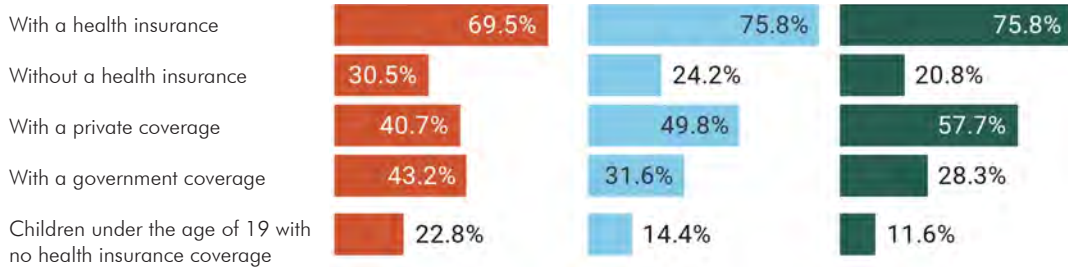


Figure 1.2.21 Health Insurance Coverage

Health Facilities

There are a number of healthcare facilities in proximity to Barrett. They are shown Figure 1.2.23 and range from emergency rooms, hospitals, primary care centers and urgent care facilities. Barrett has historically had limited access to medical or preventative health services in the community. However, a mobile clinic, the Riley Chambers Health & Wellness Center, opened in January 2020. The clinic, which is located inside the Community Center, provides immunizations, physicals, sports exams, chronic disease screening, family planning and dental services. The map shows the location of a variety of health care facilities that are proximal to Barrett. This is only general medical care – there are other specialty clinics and specialists that are also in proximity to Barrett that are not displayed here.

Food Stamps

In Barrett, 15.6% of households receive food stamps, 15.7% in Precinct 2, and 12.9% of households in Harris County (Figure 1.2.22).

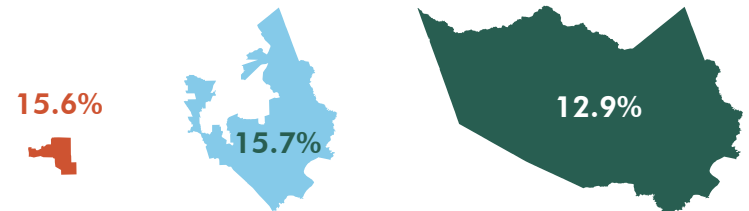


Figure 1.2.22 Percentage of Households Receiving Food stamps



Food Deserts

The Food Access Research Atlas published by the United States Department of Agriculture's (USDA) Economic Research Service tool shows information regarding supermarket access at the Census tract level using 2015 American Community Survey (ACS) data. The tract where Barrett is located is considered low-income and has a relatively high number of zero-car households (105 out of 1,979, or 5.3%) that are more than half-mile from a supermarket². It is not considered low access at other intervals, which require over 500 households living over ½ or 1 mile from the nearest supermarket.

The Houston Area Food Access Analysis Tool, developed by University of Texas (UT) Health, indicates that the modified Retail Food Environment Index (mRFEI) for Barrett Station is 14.29. The mRFEI is a way of measuring the number of healthy and less healthy food retailers in an area using a single number. Out of the total number of food retailers in that area considered either healthy or less healthy, the mRFEI represents the percentage that are healthy. The score indicates that 14.29% of the food retailers are likely to offer healthy foods. Therefore, lower scores indicate that census tracts contain many convenience stores and/or fast food restaurants compared to the number of healthy food retailers. The presence of a farmer's market or a fresh grocer would help increase the mRFEI number and provide easily accessible healthy and fresh foods for Barrett residents.

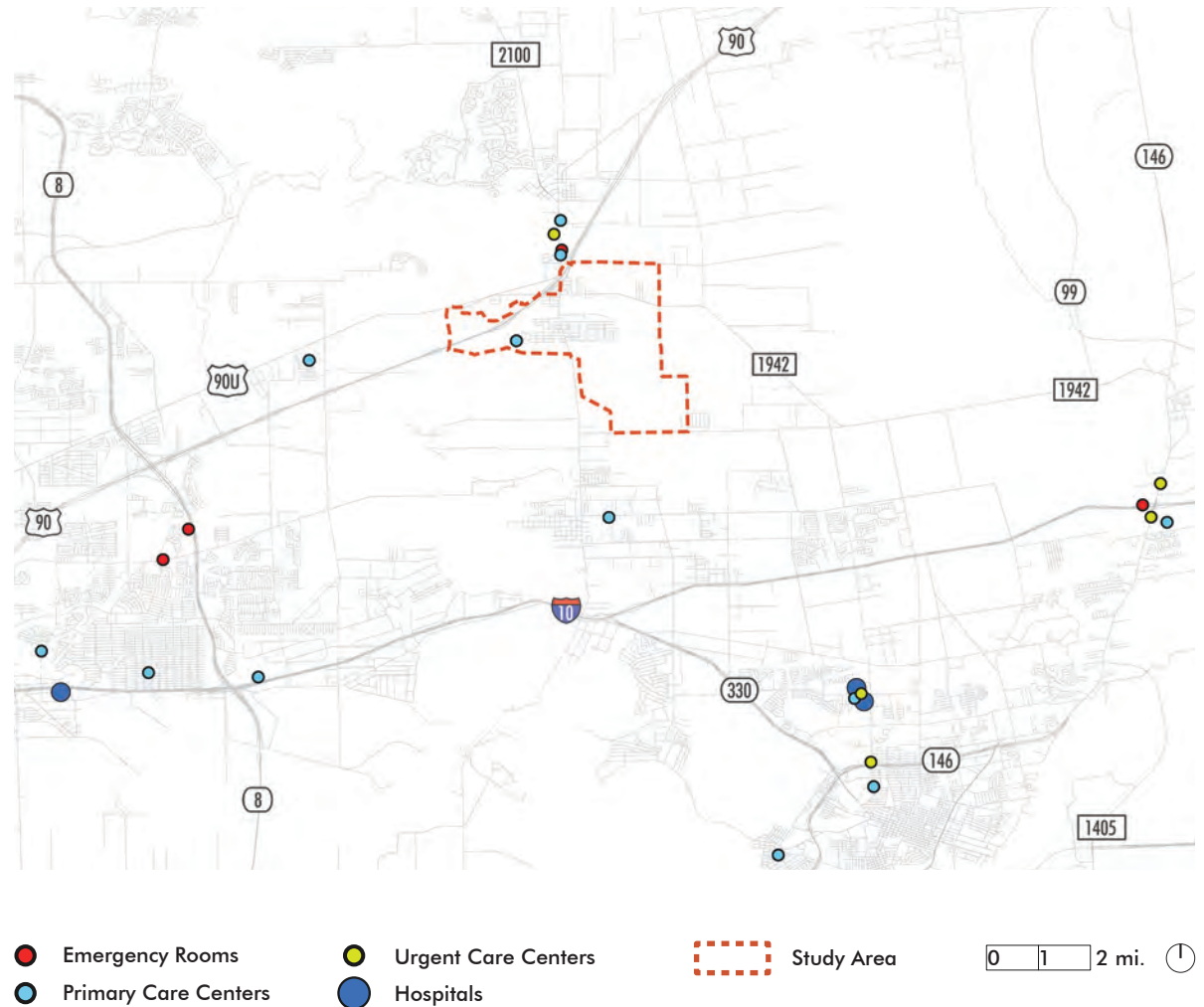


Figure 1.2.23 Health Facilities

² Per the USDA, stores meet the definition of a supermarket or large grocery store if they report at least \$2 million in annual sales and contain all the major food departments found in a traditional supermarket, including fresh meat and poultry, dairy, dry and packaged foods, and frozen foods.



Environmental

Hazardous Materials and Pipelines

There are two active Superfund sites within the Barrett CDP: Sikes Disposal Pits and French, Ltd. (Figure 1.2.25). Furthermore, sandpits and other industrial uses have been identified as a nuisance by members of the Barrett community.

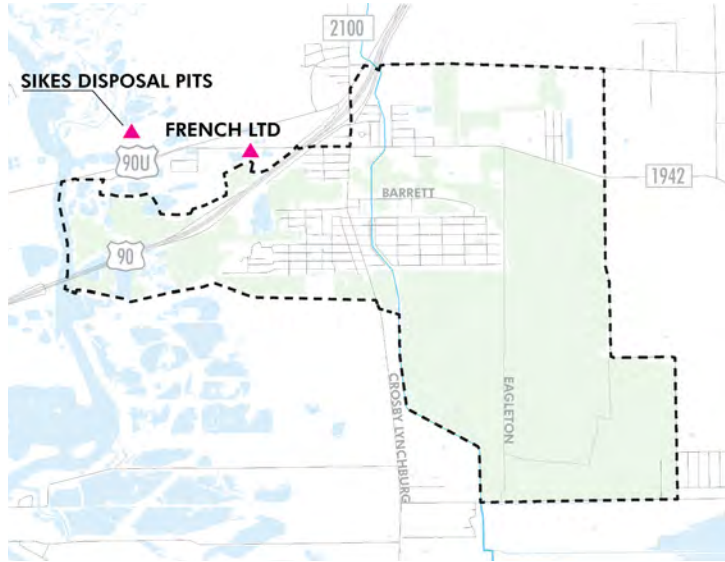
There are several pipelines in the area. Kinder Morgan operates a terminal on the southwest corner of Zinn Dr. and Joan of Arc St. The servicing 4.5-inch pipeline extends to the north and is more than 24" below existing ditch flowlines. Energy Transfer / Houston Pipeline (ET/HP) consists of a 12-in pipeline running north-south, parallel to the Kinder Morgan pipeline through the Barrett area. It is also over 24" below existing ditch flowlines³.

Wetlands and Floodplains

Barrett, which is located just off the San Jacinto River, is a community that is uniquely connected to water and wetlands. This connection also brings with it floodways and floodplains. Figures 1.2.26 and 1.2.27 depict these features, which must be considered in future development plans. There are wetlands throughout the study area (Figure 1.2.24), and the western size of the study area is in the 100- and 500-year floodplain and the Regulatory Floodway.



Figure 1.2.24 East Canal



▲ Texas Commission on Environmental Quality (TCEQ) Superfund Sites
 Figure 1.2.25 Hazardous Materials



Figure 1.2.26 Wetlands

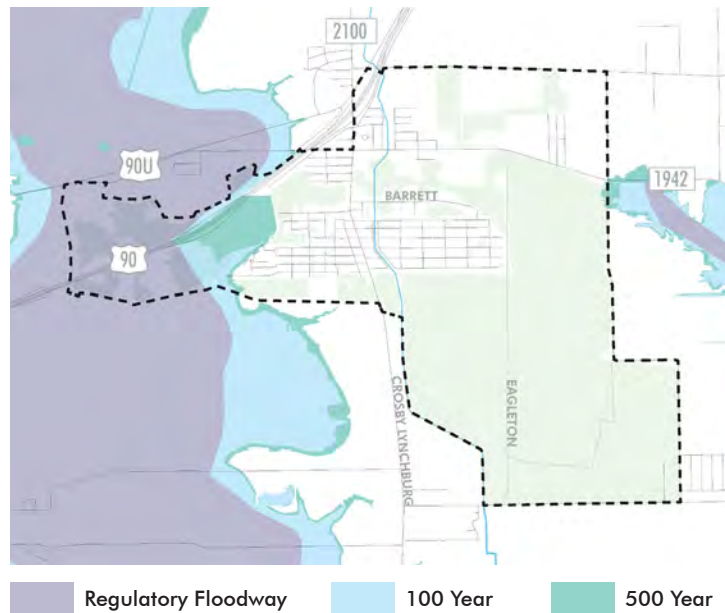


Figure 1.2.27 Floodplains

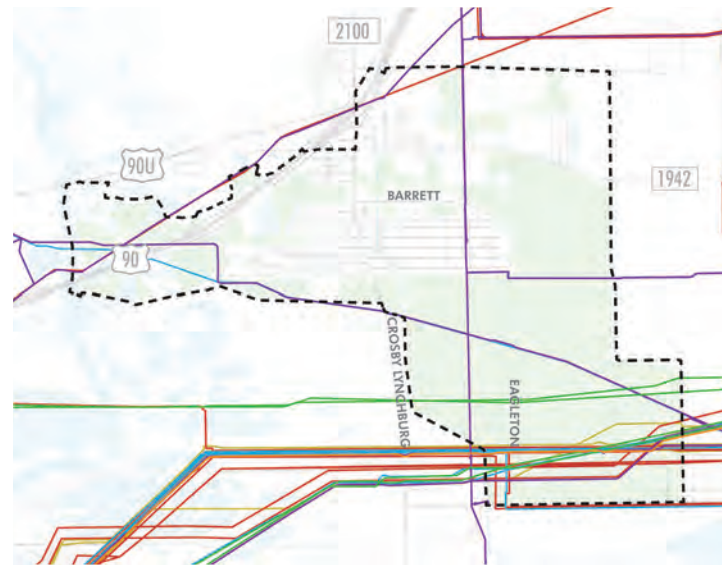


Figure 1.2.28 Pipelines



Master Key

(Figures 1.2.25 - 1.2.28):

Study Area

Pervious Cover/
Green Space/
Farm Land

0 1 mi.



Palustrine Riverine Lacustrine

Crude Oil
 Highly Volatile Product
 Highly Volatile Liquid (HVL)
 Natural Gas
 Other Gas
 Refined Liquid Product



1.3 Transportation, Mobility, and Infrastructure

Mobility and transportation are essential for a community to thrive and for residents to access jobs, shopping, medical care, and education. A robust, multimodal transportation system improves quality of life and provides economic opportunity. The following section discusses both motorized and non-motorized transportation options in the community. This section also discusses infrastructure in Barrett.

Roadways

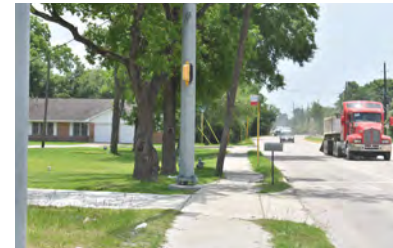
The major freeway providing interstate access to Barrett is US 90, also known as Crosby Freeway, and serves as an east-west alternate to Interstate Highway 10 (I-10). It is a four-lane, grade-separated and access-controlled highway managed by the Texas Department of Transportation (TxDOT). Also maintained by TxDOT are the three arterial roads passing through Barrett (Figures 1.3.1 and 1.3.3). The primary north-south road is Farm to Market (FM) 2100, (also called Crosby Lynchburg Road), which connects Barrett to Crosby, its neighbor to the north, and Lynchburg and Highlands, as well as I-10, to the south. Providing access to Mont Belvieu to the east is FM 1942. Business (BUS) 90 provides a westbound alternative to US 90, connecting Barrett to Sheldon and Houston.

The collector roads and local streets in and around Barrett are all two-lane roads and maintained by Harris County. There are three collector roads with lane markings that border the community and provide access from residential areas to the freeways and arterials around Barrett (Figure 1.3.3). Along the northern edge, near US 90, is Kennings Road, running parallel to FM 1942. Sralla Road, at the east end of Barrett, connects Kennings Road to FM 1942 and runs parallel to FM 2100. It ends at Barbers Hill Road, which forms Barrett's southern boundary west to FM 2100. The San Jacinto River forms the western border. Numerous local streets serving the center of the community on either side of FM 2100 and other areas of development on the periphery are unmarked except for recently

FM 2100 (US 90 Underpass)



FM 2100/Crosby Lynchburg Road



FM 1942



Figure 1.3.1 Roadways

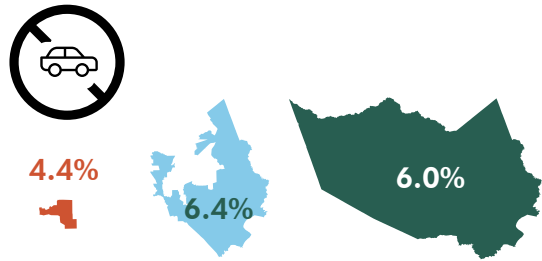


Figure 1.3.2 Percentage of Households Without a Vehicle

resurfaced streets that have edge of pavement markings. Routes that provide egress from Barrett are limited to US 90 and its frontage road, FM 2100, FM 1942, and Sralla Road, by way of Barbers Hill Road.

Generally, the roads serving the community are well maintained and most are in an acceptable state of good repair. The freeway, arterials and collectors have all been found to be good or better condition through assessments completed as a part of the Plan. Crosby Lynchburg Road (FM 2100) through Barrett proper, from Magnolia Street to US 90, was reconstructed recently as a four-lane concrete thoroughfare with a center turn lane. All the local streets on the east side of FM 2100, in the Barrett Settlement residential area, received asphalt overlays recently and are in new condition. There are four bridges over a canal that separates this residential area from the rest of the community (Figure 1.3.3). These bridges provide the only access in or out of this area. The local streets in the areas along FM 1942 and the collectors are all in good condition.

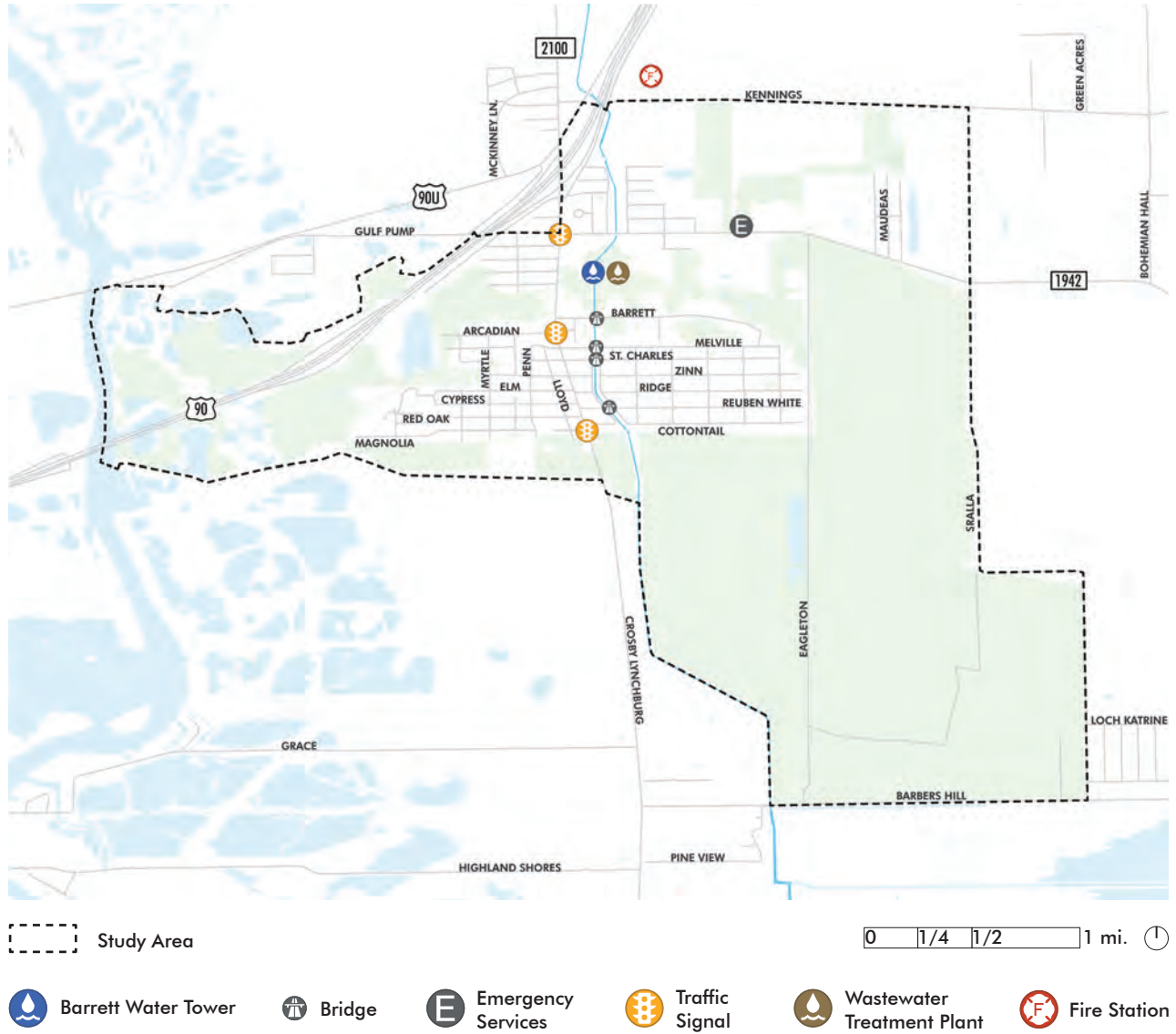


Figure 1.3.3 Infrastructure Inventory



There are four bridges over the San Jacinto River Authority (SJRA) “East Canal” that separates Barrett Settlement from the rest of the community⁴. These bridges, built to replace older, wood-construction bridges in 1992, are composed of prestressed box beams or girders and cast-in-place concrete decks and are in good structural condition⁵. However, they present several challenges for the community.

First, they provide the only access in or out of this area. There are no alternative routes for Barrett Settlement residents to enter or leave other than the bridges over the canal. Second, the bridges were built into the levees of the canal, which has led to some damage to and drift of the canal’s banks and erosion protection devices. Lastly, the bridges increase the risk of crash incidence for drivers and pedestrians. The difference in elevation between the bridges and surrounding streets and the traffic control devices on and around the bridges combine to effectively block the sight lines needed to safely cross the approach to the bridges.

The local streets to the west of FM 2100 are generally in fair to poor condition. With the exceptions of Magnolia Drive, Lloyd Avenue in front

of Drew Elementary School, and Red Oak Avenue from Lloyd Avenue to FM 2100, the roads in this part of Barrett are characterized by multiple pavement distresses, such as longitudinal and transverse cracking, failed patches, and potholes. The observed frequency and severity of these distresses suggest these streets either need rehabilitation in the next one to three years or reconstruction within 10 years⁶.

The Barrett Street Pavement Assessment Map (Figure 1.3.4) and Table 1.3.1 show the current conditions of the roadways serving the community. Figure 1.3.4 is a close-in view of the center of Barrett. As noted earlier, the collectors around Barrett are all in good condition. However, the area of primary concern is the neighborhood west of FM 2100. These streets provide community access to Riley Chambers Park, as well as the elementary school and several churches. Such significant trip generators likely lead to higher traffic volumes than those for the streets on the other side of FM 2100. Additionally, the streets in the northern section, including Gulf Pump Road, provide a direct connection from US 90 to FM 1942, which also likely create a higher traffic volume. As a result, these local streets should be considered the priority for roadway infrastructure improvement and development plans.

Roadway Type	Roadway	Pavement	Condition	Lanes	Markings	Speed (mph)
Freeway	US 90	Concrete	Very Good	4	Yes	60
Arterial	FM 2100 & FM 1942	Concrete or Asphalt	Good	2	Yes	50
Collector	Kennings, Sralla, Barbers Hill	Asphalt	Good	2	Yes	40
Local	All others	Asphalt	Fair to New	2	No	30

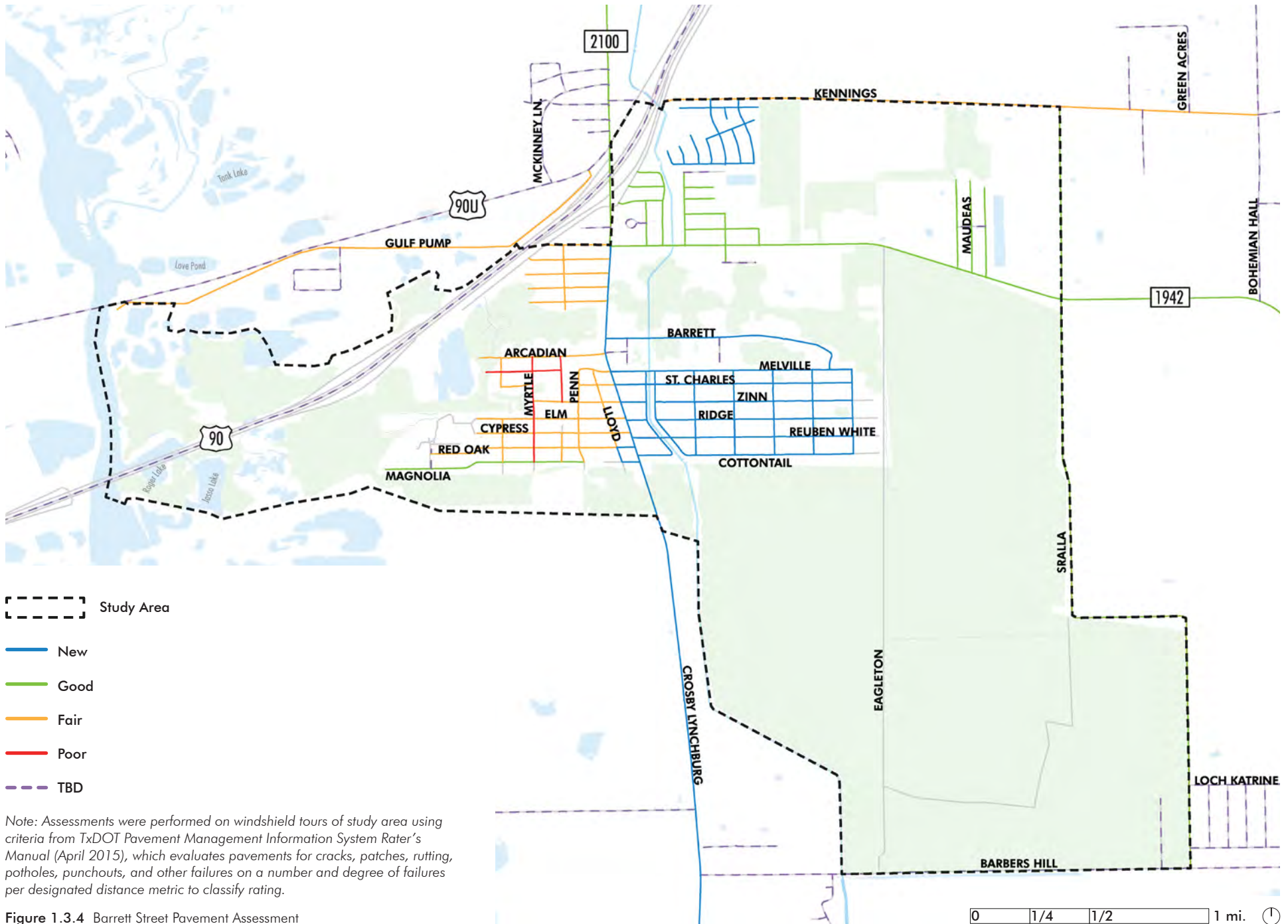
Note: Condition classifications are an overall assessment of all roads of each type and are based on TxDOT Transportation Asset Management Plan (<https://ftp.dot.state.tx.us/pub/txdot-info/brg/tamp.pdf>) and Pavement Management Information System Rater’s Manual (April 2015).

Table 1.3.1 Roadway Pavement Conditions

⁴ This canal, as detailed later in this section, is owned by the San Jacinto River Authority, and supplies water to municipal utility districts and industrial businesses in the area.

⁵ National Bridge Inventory (<http://bridgereports.com/>)

⁶ Pavement Management Information System Rater’s Manual for Fiscal Year 2016, Texas Department of Transportation, 2015.





TxDOT Planned Projects

Barrett is surrounded by several TxDOT owned and maintained facilities, particularly US 90. FM 1942 and FM 2100 both transverse Barrett. This map displays the projects that TxDOT and County has within their current plan for construction. A major project in the vicinity is the extension of TxDOT's Grand Parkway, or SH 99. The segments of the Grand Parkway which are closest to Barrett are termed Segment H and I-1 by TxDOT. Segment H is the portion from approximately US 59 to US 90 and Segment I-1 is the portion from approximately US 90 to I 10 East.

The future TxDOT projects include (Figure 1..3.5):

- FM 1942 overlay surfacing/roadway restoration
- US 90 overlay surfacing/roadway restoration
- US 90 landscape & scenic enhancement landscape development

A future Precinct 2 projects include a widening of FM 2100 from Cottontail Road to Barbers Hill Road (Figure 1.3.6). Construction is slated for 2021.

Figure 1.3.7 maps the annual average daily traffic along FM 2100/Crosby Lynchburg and four bridges over a canal parallel to this road (Figure 1.3.3).

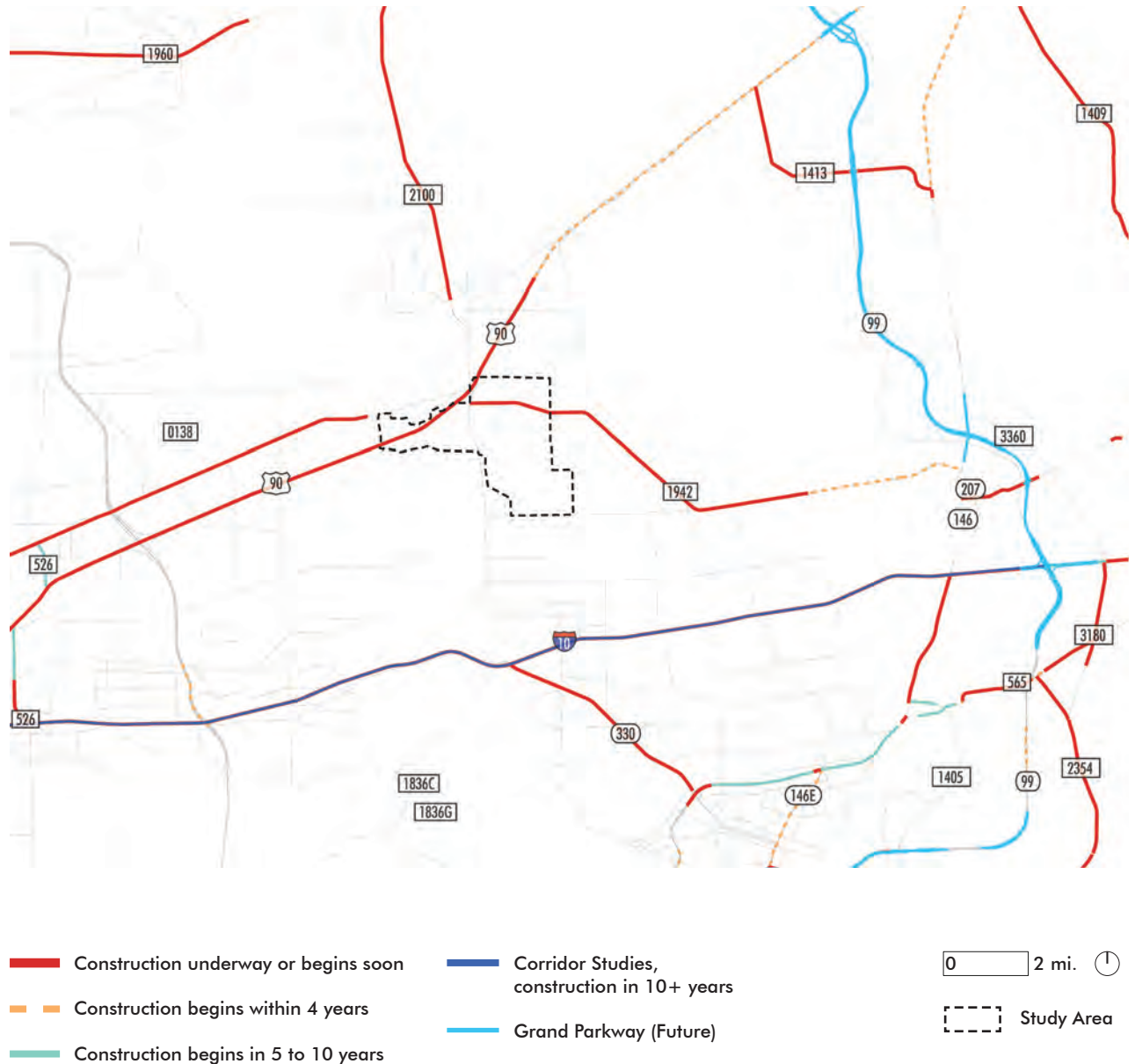


Figure 1.3.5 TxDOT Planned Projects

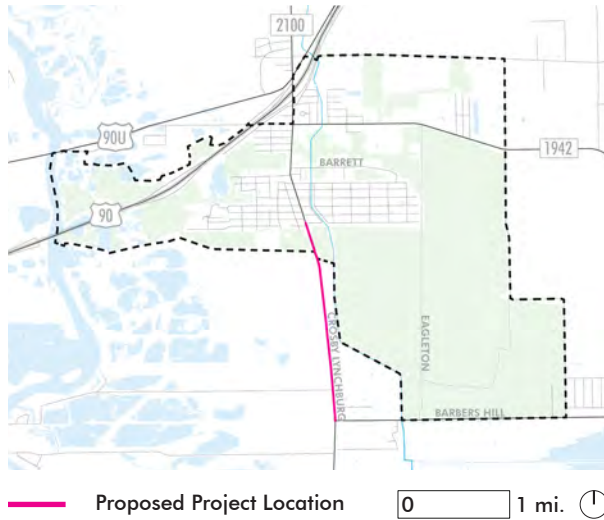


Figure 1.3.6 Precinct 2 Planned Project

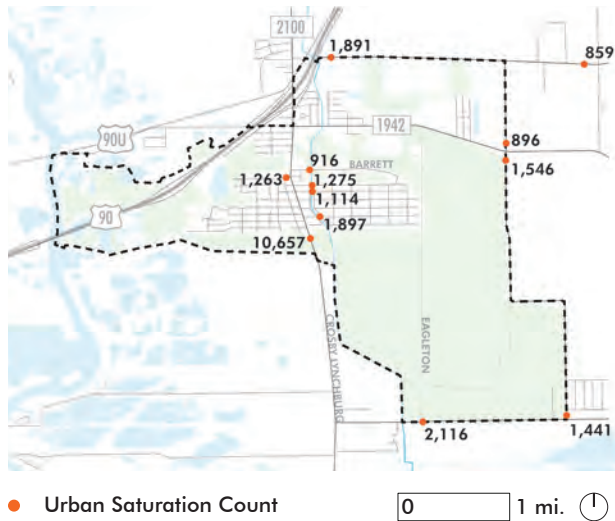


Figure 1.3.7 Annual Average Daily Traffic (AADT)

2014 Non-ETJ Thoroughfare Amendment Study

In late 2014, a “Thoroughfare Amendment Study” was created for Unincorporated and Non-Extra Territorial Jurisdiction (ETJ) Areas, focusing in and around the area where Barrett is located. The study was prepared for Harris County’s Public Infrastructure Department. The rationale for the study was to consider traffic issues along FM 2100 and account for potential increased development due to the future Grand Parkway expansion and a new high school. The study created a number of proposed thoroughfare additions and changes. Figure 1.3.8 is not comprehensive – it only shows new roadways and extensions that are in the Barrett study area. The study is currently being updated as part of the Harris County Multimodal Thoroughfare Plan, expected to be completed in 2021.

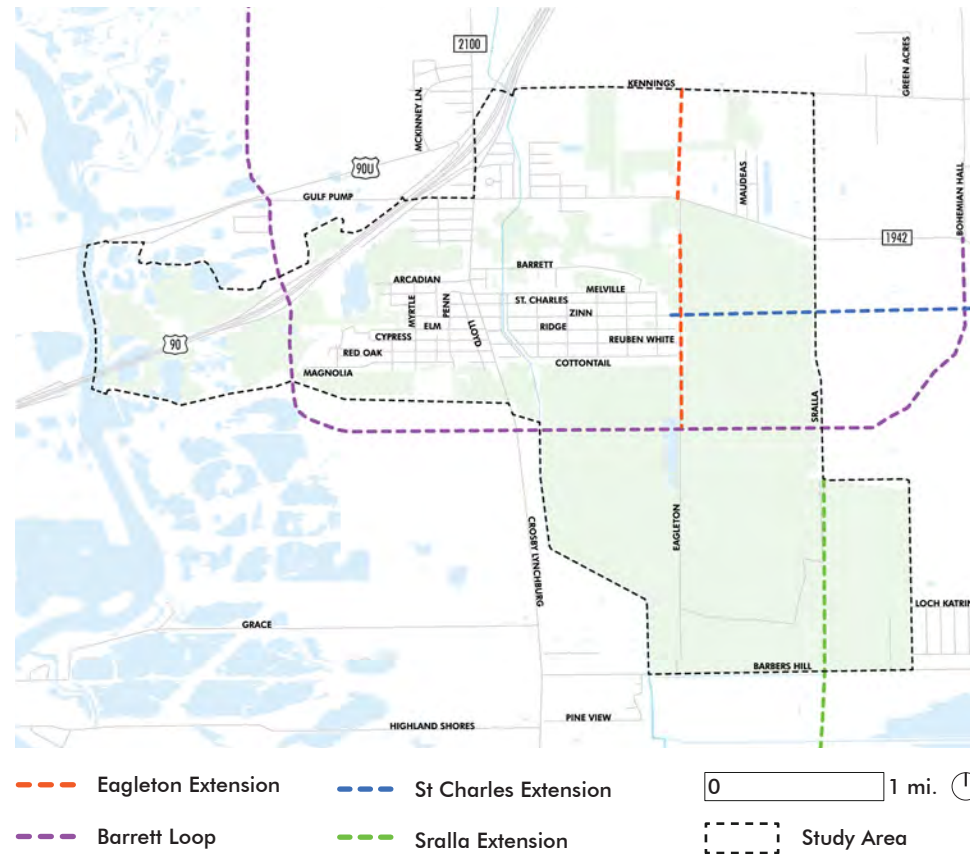


Figure 1.3.8 Selected Roadways from 2014 Non-ETJ Thoroughfare Plan



Transit

Transit is provided by Harris County Transit via its Route 6, Baytown/Highlands/Crosby⁷ route, with frequencies of 30 minutes. The service predominantly connects Barrett with the commercial shopping centers north of US 90, towards Crosby as well as Highlands and McNair (Figure 1.3.10).

The bus runs 6 days a week, and costs \$1.00 per way for adults and \$0.50 for reduced fares (senior, student, etc). Individuals with a disability, who are unable to access Harris County Transit, can utilize ADA paratransit service.

Additionally, Harris County RIDES provides non-emergency transportation services for older adults and people with disabilities who need to make trips which cannot otherwise be provided through Harris County Transit or its complementary paratransit service.

At the end of 2019, additional service was added to serve Channelview, Cloverleaf and Sheldon (West). A shuttle bus was also added within Baytown.

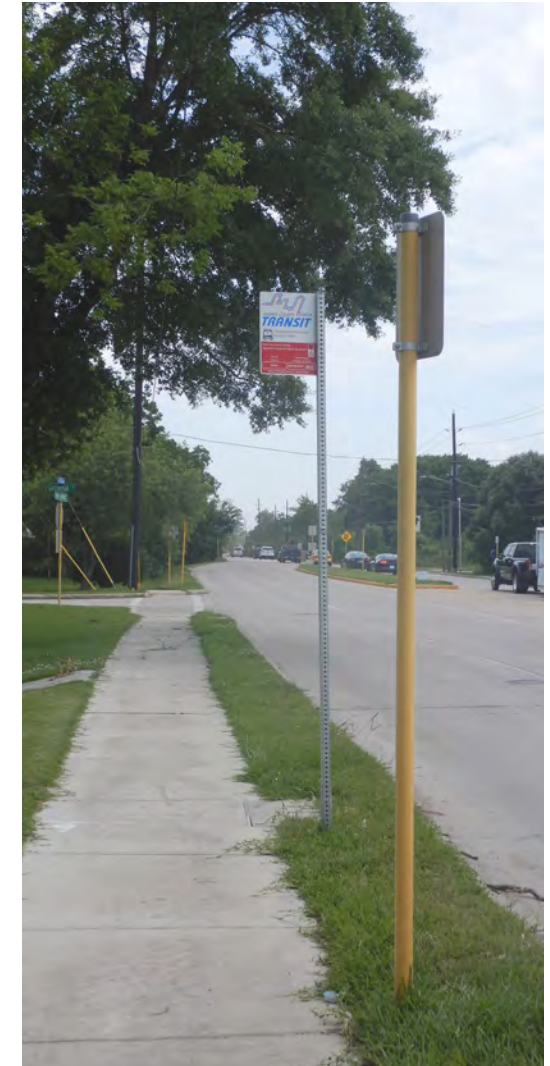
There are four stops along Crosby Lynchburg Road through Barrett:

- FM 2100 @ Red Oak
- FM 2100 @ Coy/Arcadia
- FM 2100 @ FM 1942/Gulf Pump
- FM 2100 @ US 90

A typical bus stop in Barrett is collocated with the sidewalk. If there is no sidewalk, the bus stop is located on the landing of the nearest curb ramp. There are no shelters, boarding pads, or other pedestrian amenities at any of the bus stops, suggesting the need for potential improvement.



Figure 1.3.9 Existing Transit Conditions



⁷ <https://transit.harriscountytexas.gov/Route%20Maps/Highlands.Crosby%20Route%206.pdf>

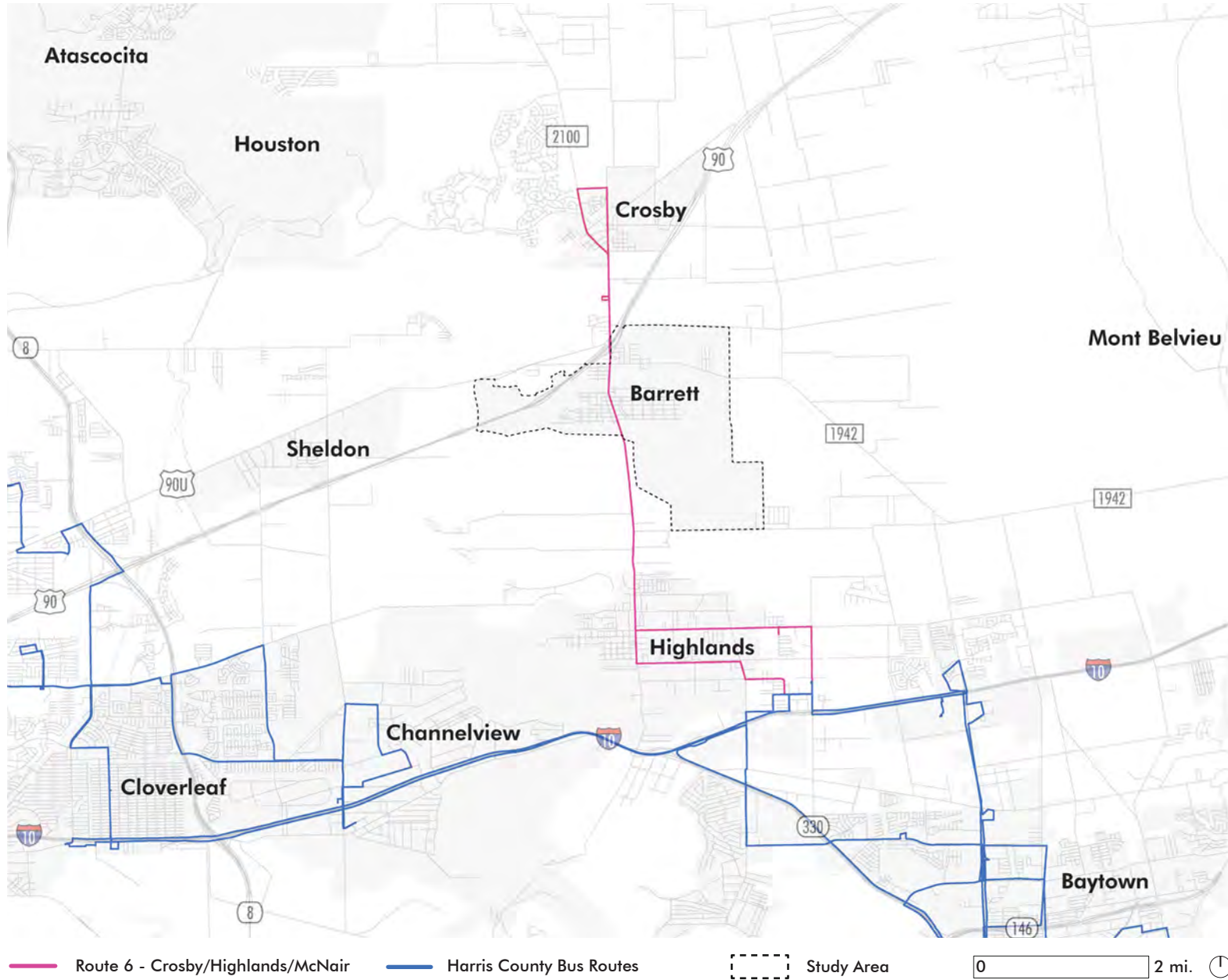


Figure 1.3.10 Transit



//// Pedestrian Facilities and Street Lighting

There is currently only one continuous sidewalk segment in the community (Figure 1.3.12). This sidewalk is on the east side of FM 2100. Adjoining sidewalks include the south side of Red Oak Avenue from FM 2100 to Drew Elementary School and the west side of FM 2100 from Gulf Pump Road to the US 90 frontage road.

There are no sidewalks providing access to the north side of US 90 to connect to an existing sidewalk in Crosby, between FM 2100 and Riley Chambers Park on the west side of Barrett, or along the west side of FM 2100 from FM 1942 to Magnolia Drive.

There are three signalized pedestrian crossings along FM 2100, located at the intersections with Red Oak Avenue, Arcadia Drive, and FM 1942. Crossings for all four directions are well marked with standard road surface markings, including crosswalk and stop lines, and pedestrian signals. However, there may be some ponding or other maintenance issue at the bottoms of the curb ramps. Ramp bottoms at FM 1942 and Arcadia Drive have sediment collected that is preventing ease of access to cross the street. Stop-controlled intersections along FM 2100 have the crosswalk markings only for the intersecting side street on the east side. There are no crossings provided at side streets on the west side, except at signalized intersections.

Street lighting is provided by pole-mounted luminaires at the standard 200-ft interval on Crosby Lynchburg Road. Elsewhere in the community, streetlights either exist intermittently at or near intersections or not at all.



Figure 1.3.11 Typical Conditions



Existing Sidewalk Network (H-GAC) 0 1 mi. Study Area

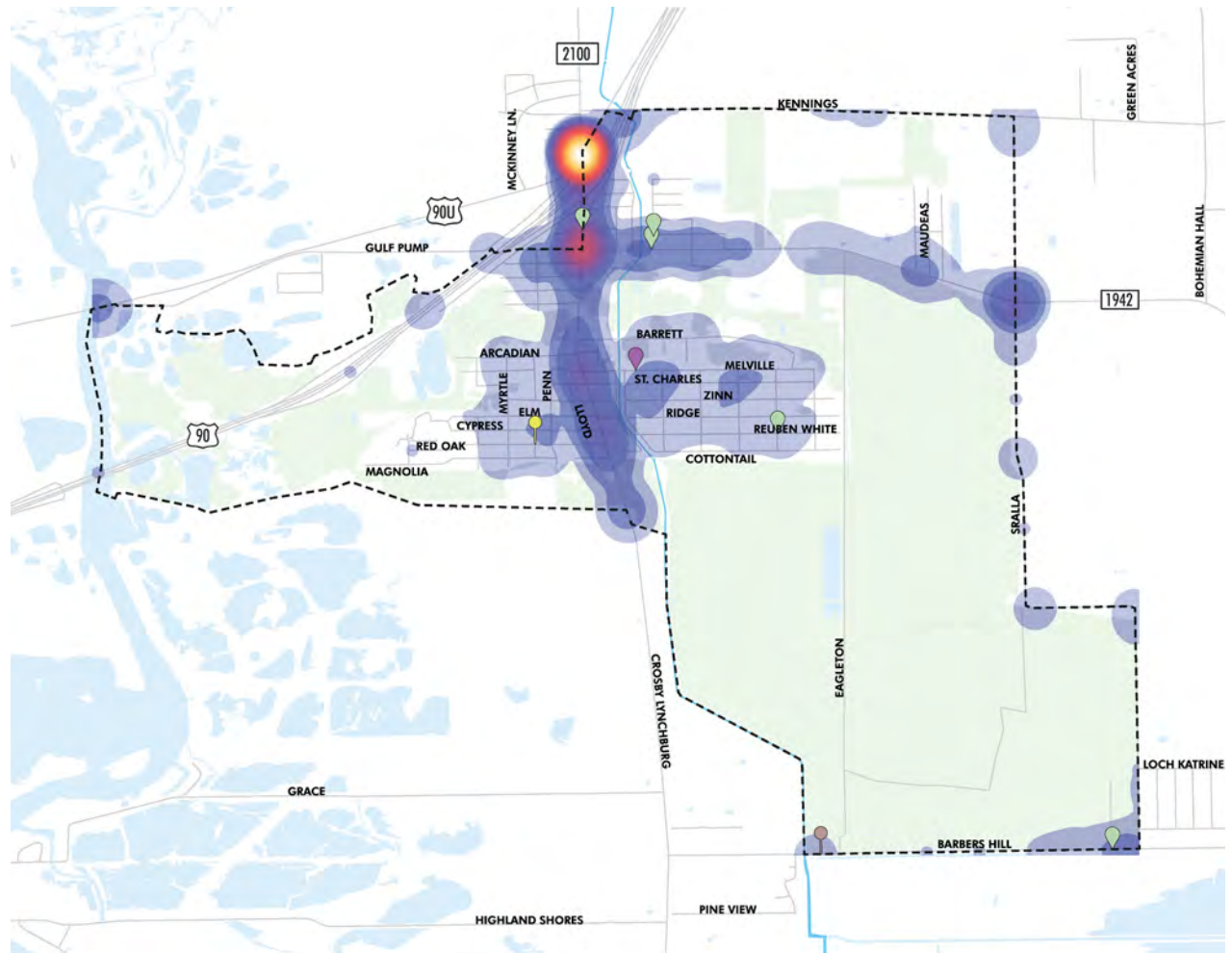
Figure 1.3.12 Sidewalks



⚠️ Transportation Safety

The map in Figure 1.3.13 demonstrates crash data as provided by TxDOT. The map represents 5 years of overall crash density, crashes involving bicycles and pedestrians and associated fatalities. From 2015-2019, there were nearly 700 crashes in the Barrett CDP.

There were 11 severe and 8 fatal crashes. In the last 5 years, there were 2 crashes involving bicyclists and 6 crashes involving pedestrians.



0 | 1/4 | 1/2 | 1 mi. 🕒

Cyclist Fatality	Pedestrian Fatality	5 Year Crash Density Low High	Study Area
Cyclist Collision	Pedestrian Collision		

The highest crash density as shown in Figure 1.3.13 is concentrated near the intersection of FM 2100 and US 90. Figure 1.3.14 on the following page shows existing conditions of this general area.

Figure 1.3.13 Safety Heat Map



Figure 1.3.14 Existing Conditions North of Barrett (US 90 & FM 2100)

Harris County Vision Zero

Harris County's Vision Zero is an integrated part of all future plans - including this one - with the goal of zero traffic fatalities and severe injuries in Harris County by 2030.



Figure 1.3.15 Harris County Vision Zero Banner



Utilities and Drainage

Residential and commercial water and wastewater are handled by Harris County Municipal Utility District (HCMUD) 50, which also provides residential solid waste collection and disposal⁸.

Water is pumped from the Evangeline Aquifer, which is part of the Gulf Coast Aquifer system⁹. HCMUD 50 recently completed Phase 1 of its 90,000-gallon capacity Wastewater Treatment Plant #2 (WWTP 2) to serve existing and planned development in the Barrett area. It is currently in the process of building out Phase 2 of this project.

Previously, four MUDs operated in the area. Arcadian Gardens MUD and Lago Bello MUD bordered MUD 50 to the southeast and southwest, respectively (Figure 1.3.16). Based on information available on the MUD and Texas Commission on Environmental Quality (TCEQ) websites, HCMUD 50 has

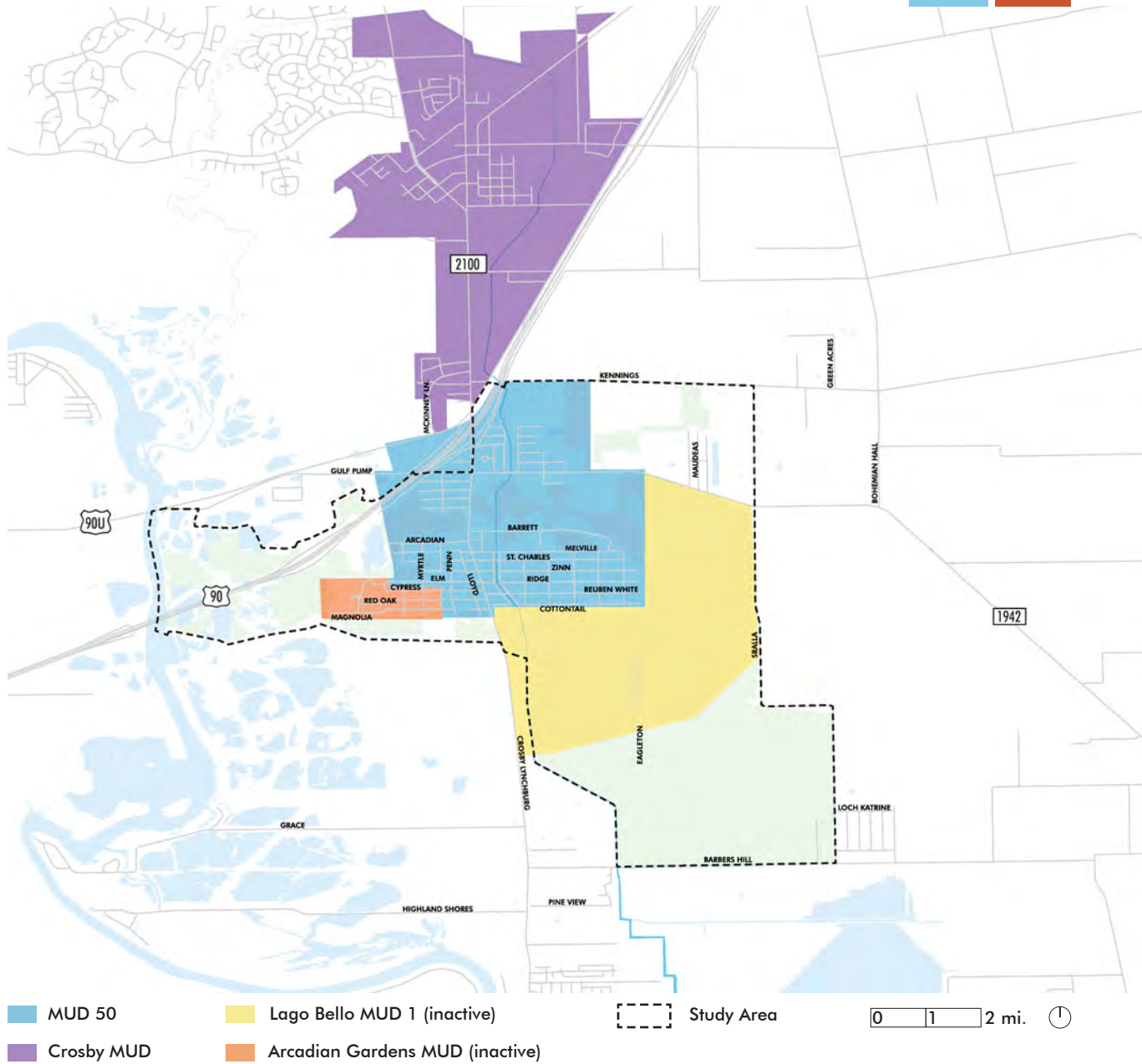


Figure 1.3.16 MUDs in and around Barrett

⁸ <https://hcmud50.com/home>

⁹ <https://www.twdb.texas.gov/groundwater/aquifer/majors/gulf-coast.asp>

assumed responsibility for both other MUD's areas, Arcadian Gardens' area around 2016-2017 and Lago Bello's area around 2019 to this year. Today, Crosby MUD and HCMUD 50 remain as the two utility districts in the area.

A recently completed feasibility study for the Lago Bello planned development summarized the area's water capacity and constraints. Three groundwater plants and a contract with the San Jacinto River Authority (SJRA) provide all HCMUD 50 production. The distribution is composed of a network of ground, hydropneumatic pressure and elevated storage tanks, booster pumps, and 12- to 6-inch lines. System performance is currently at its 1,500-ESFC¹⁰ capacity, limited by the booster pumps. Secondary constraints are pressure and production.

Wastewater has been managed by one treatment plant, Wastewater Treatment Plant 1 (WWTP 1), at Riley Chambers Park. WWTP 2, south of FM 1942 and east of FM 2100, when brought online, will provide additional capacity. WWTP 1 is currently operating at capacity (during rain events). Limiting components are the lift stations and force mains¹¹.

The general topography of the area slopes very gently from the northeast to southwest into the San Jacinto River. Drainage of the main residential and commercial areas to the river is provided primarily by three ditches, as shown in Figure 1.3.17. Two of the ditches, as indicated in green in Figure 1.3.17, the unnamed ditch to the north and G103-05-00 to the south,

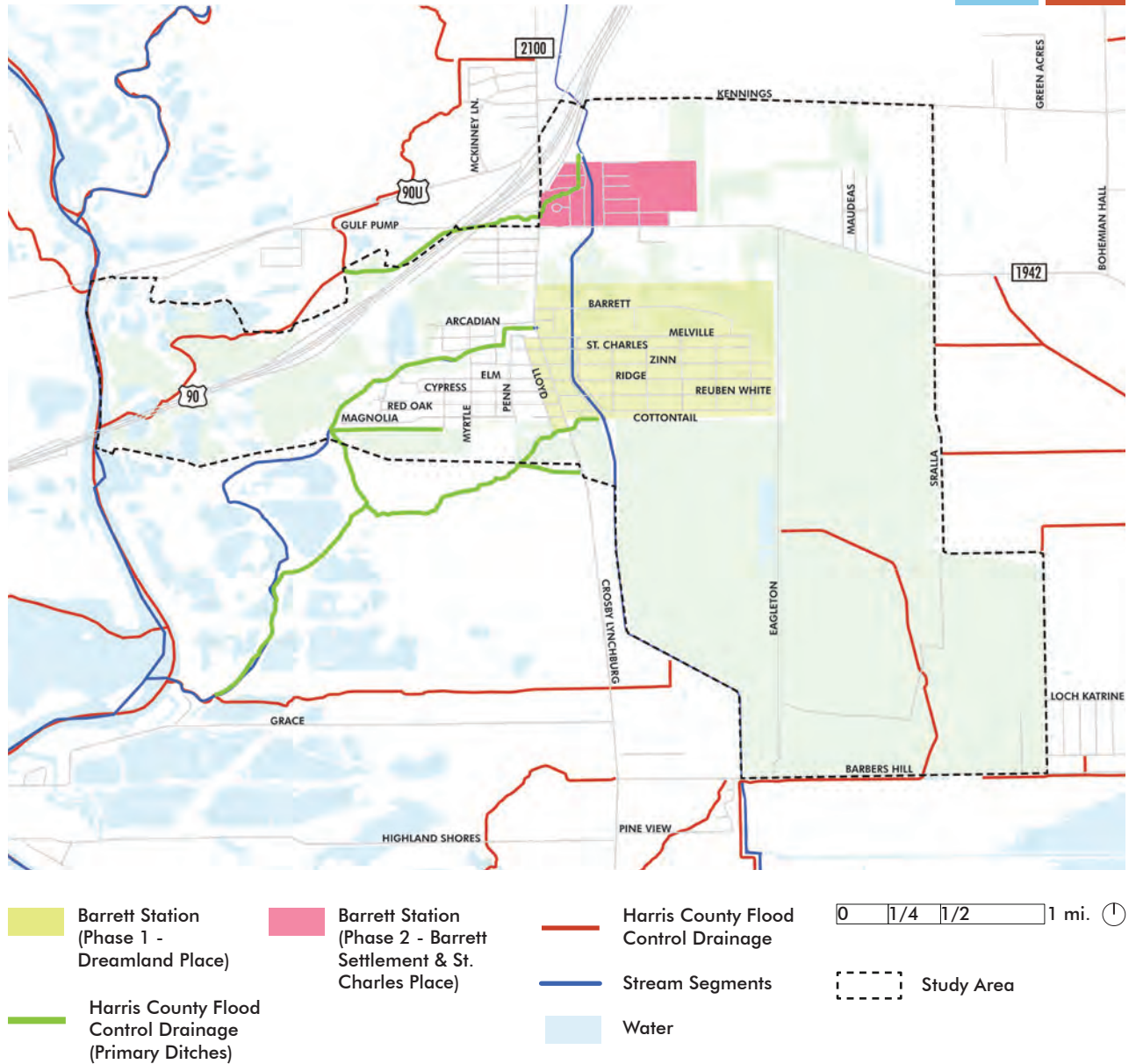


Figure 1.3.17 Harris County Drainage Study Areas

¹⁰ Equivalent single-family connections

¹¹ Harris County MUD 50 Lago Bello MUD Phase 1 Feasibility Study, CobbFendley, March 2020. https://www.hcmud50.com/documents/692/Special_Agenda-merged.pdf.



Figure 1.3.18 Existing Drainage Conditions

flow through box culverts over the SJRA Main Canal, which is siphoned under the box culverts. Drainage along roadways is provided primarily by open ditches. Crosby Lynchburg Road is the only roadway that utilizes underground pipes to convey stormwater. There is a general lack of stormwater conveyance capacity throughout the area that is causing flooding losses and accessibility issues. These issues are being addressed by the Harris County Engineering Department¹².

Harris County is in the process of designing and construction drainage improvements in three subdivisions: Dreamland Place II (east of FM 2100), Barrett Settlement and St. Charles Place (Figure 1.3.17). The improvements for Dreamland Place will include regrading roadside ditches and regrading and improving culverts, as well as adding in a detention pond. The project will go into design in 2021 and construction is planned for 2022.

The proposed improvements for Barrett Settlement and St. Charles Place are an outcome of a planning study completed in early 2020. The improvements will include regrading roadside ditches and regrading and improving culverts. Design is planned for late 2020 and construction is scheduled for 2022.

The San Jacinto River Authority (SJRA) manages the canal that runs parallel to FM 2100 through Barrett¹³. The canal provides water from Lake Houston to Highlands Reservoir to the south and is not connected to the stormwater drainage in the area. In this section of the canal (Barrett area), easements are 120' in width, which includes the canal, levees and adjacent drainage ditches. SJRA has only perpetual easement documentation, due to the age of the canal (built in the 1940s by the Federal Works Agency in support of the World War II effort). The general position of SJRA regarding footbridges and hike/bike trails on or crossing the canal system is to not allow them due to conflicts with operations, maintenance and improvements of the system.

According to Harris County, private utilities in the area include Comcast, Frontier Communications, CenterPoint Energy, and General Electric. Though AT&T and Verizon/MCI are not mentioned, future development would require further investigation for potential utility conflicts.

¹² Barrett Station Phase II, Barrett Station and St. Charles Place Subdivision Drainage Improvements Engineering Letter Report, April 2019.

¹³ <https://www.sjra.net/highlands/canal-system/>



1.4 Housing and Residential Development



Housing Diversity

Housing diversity is important to accommodate all needs of individuals within a community. Research has shown that lack of housing diversity can lead to higher foreclosure rates in a community and force people to move to other communities that are not preferred. Additionally, communities with a mix of housing stock have been shown to better help the local economy recover from the economic downturns. Compared to Harris County, Barrett is lagging in the types of housing offered. About 37% of the Harris County housing is multi-family, while Barrett is 3% multifamily. The average age of units is on par with Harris County, however in the past 5 years the trend in Barrett is new construction, due to new subdivisions such as Kodiak Crossing. The overall condition of the housing stock is much lower than Harris County (Figure 1.4.4). Overall, Barrett needs to continue to create a diverse housing stock that meets the needs of its residents.

This section reviews the existing condition of the Barrett housing stock and housing marketplace as compared to the Harris County data (where applicable), as of June 2020. This section also provides information regarding the existing property taxes in the Barrett CDP.

Housing Stock Types

In June 2020, there were about 1,300 housing units in Barrett. Of these 1,300 units, about 84% are single-family, 14% are mobile homes, and 3% are multi-family. Harris County has a much more diverse mix of multi-family, condo, and single-family housing units (Figure 1.4.1). Various housing types are shown in Figure 1.4.14.

● Barrett ● Harris County

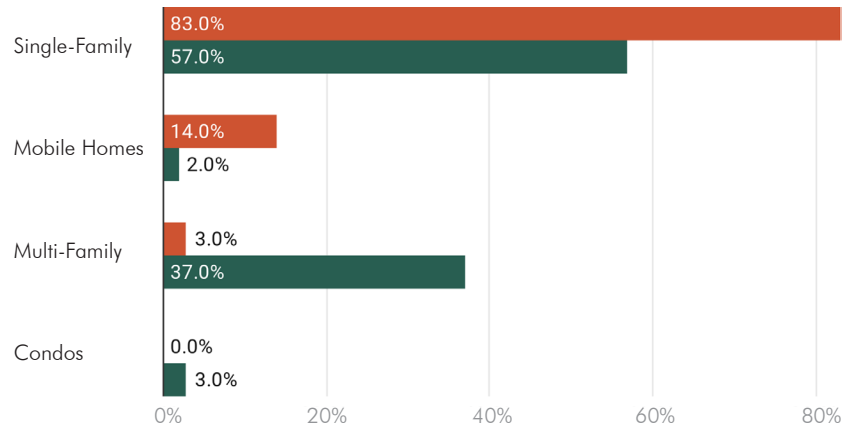


Figure 1.4.1 Housing Unit Type



Housing Stock Age

The average age of the Barrett housing stock is 40 years old, while the average in Harris County is 37 years. In recent years, several new housing developments have been constructed in Barrett. This trend is evident in the share of housing units-built year-built curve. In the past 5 years, about 16% of Barrett’s housing supply was constructed, while only 7% of the Harris County housing supply was constructed (Figure 1.4.2). Additionally, within the past 5 years, well over the 50% of the units sold in Barrett were new construction with the average median age of the unit exceeding 2015 (Figure 1.4.3).

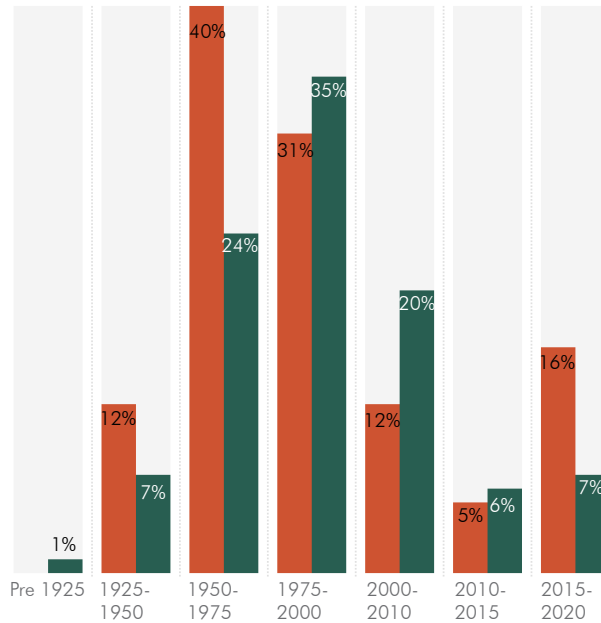
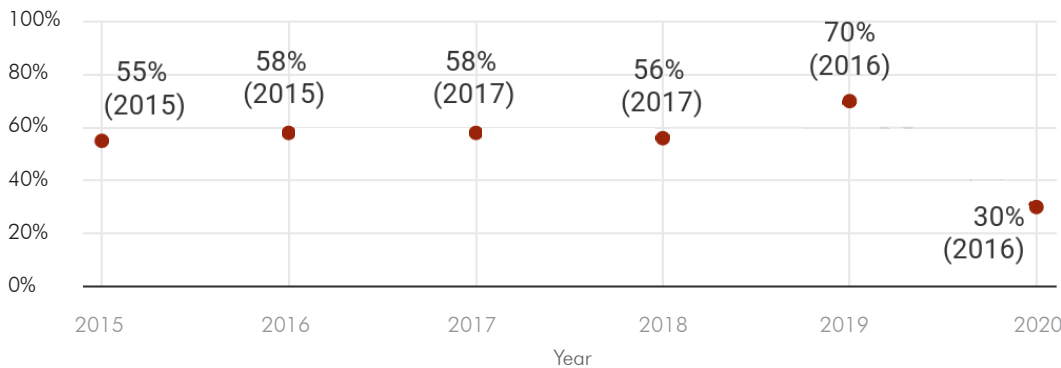


Figure 1.4.2 Share of Housing Units-Building By Time Period



(Value in parentheses reflect the median year of the single-family unit sold.)

Figure 1.4.3 Barrett Median Year of Single-Family Unit Sold (2015-2020)

Housing Stock Condition

The Harris County Appraisal District (HCAD) provides a condition/quality assessment of all buildings within Harris County. The condition/quality assessment is used in the formula to assess the value of the improvement/structure. The Barrett housing stock is mostly in low to average condition (Figure 1.4.4). Harris County housing stock is mostly average to good. The Barrett housing stock condition/quality curve will continue to improve as new construction continues.

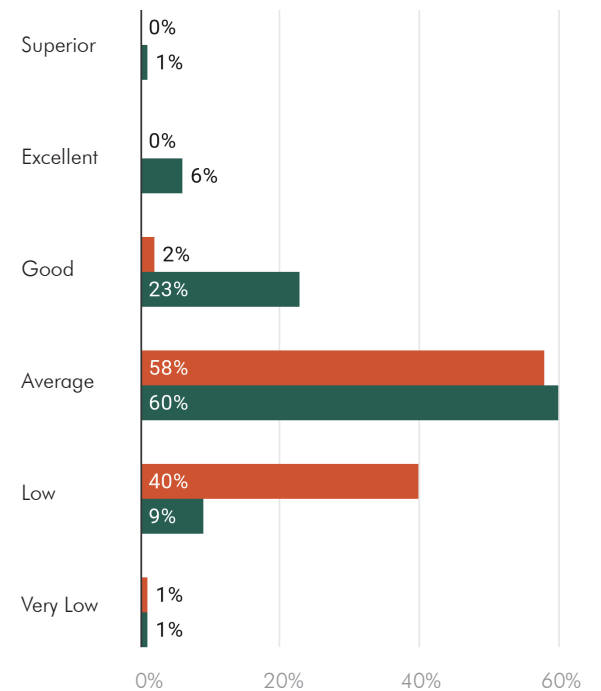


Figure 1.4.4 Housing Stock Condition



Long Term Care/Low Income Housing

According to Texas Department of Health and Human Services Long-Term Care Provider search, there are no registered assisted living facilities in Barrett. There is one registered hospice care facility within Barrett. According to the United States Housing and Urban Development Low-Income Housing Tax Credit Database there are no registered low-income housing units in Barrett (Figure 1.4.5).

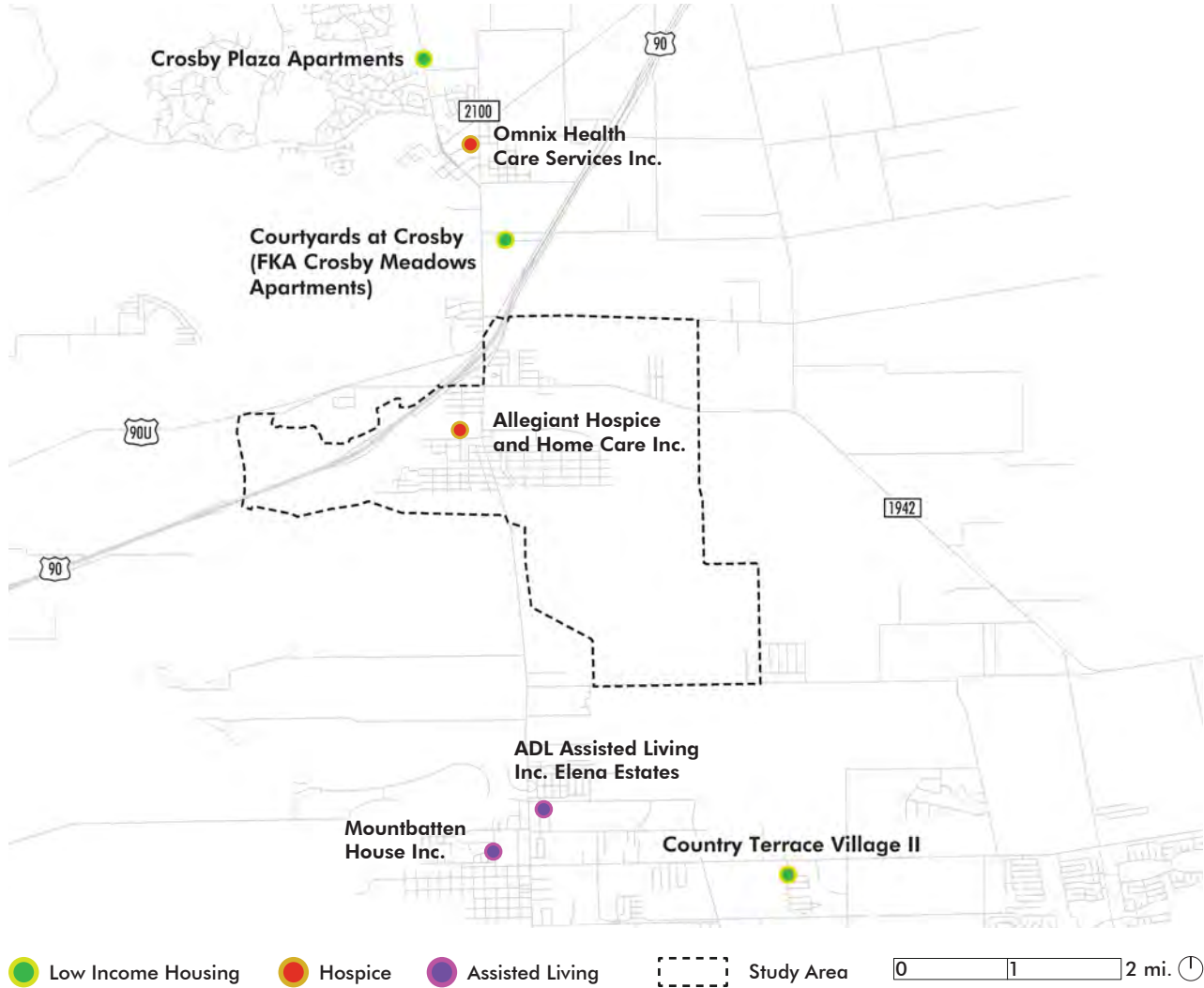


Figure 1.4.5 Long Term Care/Low Income Housing



Housing Social Profile

A mix of housing stock is important to the overall health of the community, however home ownership is vital to decreasing residential turnover, increases property values, and improves property conditions. Barrett's vacancy rates are on par with Harris County. About 68% of Barrett's residential units are owner-occupied, which far exceeds Harris County's residential units at 54%.

Additionally, most of the homeowners do not hold a mortgage on their home. Of the renters, the gross rental rates are on par with Harris County and rent is mostly affordable, as a ratio to salaries – all key ingredients to a stable housing market.

Vacancy Rates

A key indicator of a community's desirability is the vacancy rates within the community. Barrett's vacancy rates are on par with the regional average indicating that the community is desirable to live in.

● Barrett ● Harris County

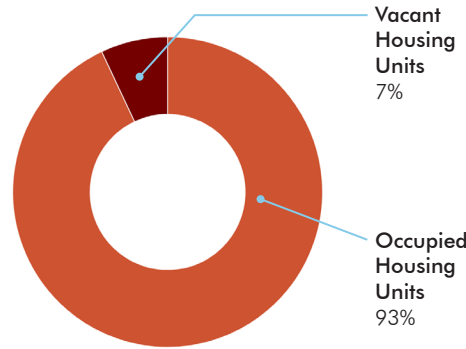


Figure 1.4.6 Barrett Vacancy Rates

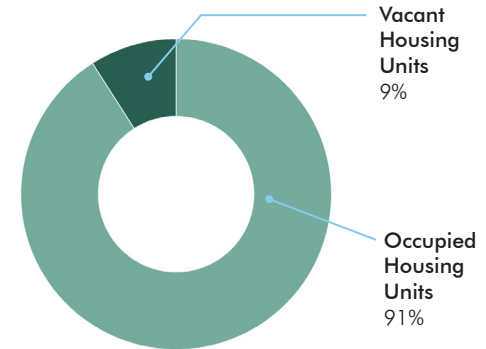


Figure 1.4.8 Harris County Vacancy Rates

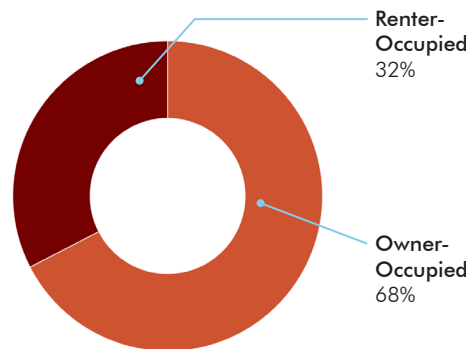


Figure 1.4.7 Barrett Tenure Rates

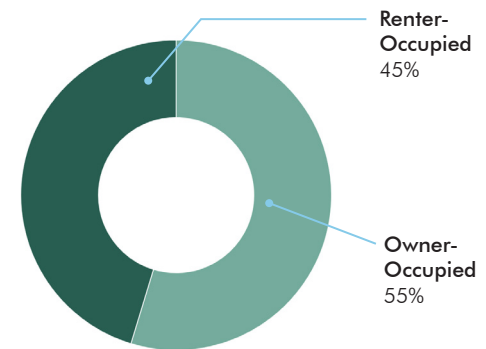


Figure 1.4.9 Harris County Tenure Rates



Tenure Rates

The owner-occupied rates in Barrett are much higher than Harris County. About 68% of the Barrett housing units are owner-occupied, compared to 55% in Harris County. The high rate of owner-occupied housing is suggestive of neighborhood stability and a tendency for residents to create roots within the community.

Mortgage Status with Owner-occupied Housing Units

Over 60% of Barrett homeowners do not have a mortgage, which is significantly higher than Harris County (~40%) (Figures 1.4.10 and 1.4.11). High rates of homes without mortgage reduces the likelihood of any mass foreclosures within the community. Mass foreclosures in a community can lead to “declining property values, physical deterioration, crime, social disorder, population turnover, local government fiscal stress, and deterioration of services.”¹⁴

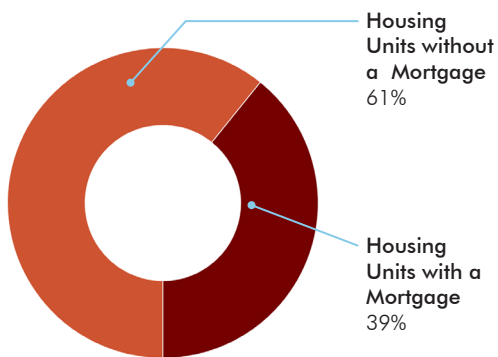


Figure 1.4.10 Barrett Mortgage Status

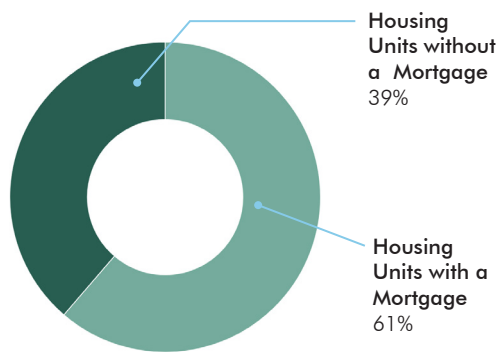


Figure 1.4.11 Harris County Mortgage Status

Gross Rental Rates

The gross rental rates in Barrett are on par with Harris County (Figure 1.4.12). In 2018, the median rental rate in Barrett is \$997 and in Harris County is \$1,031.

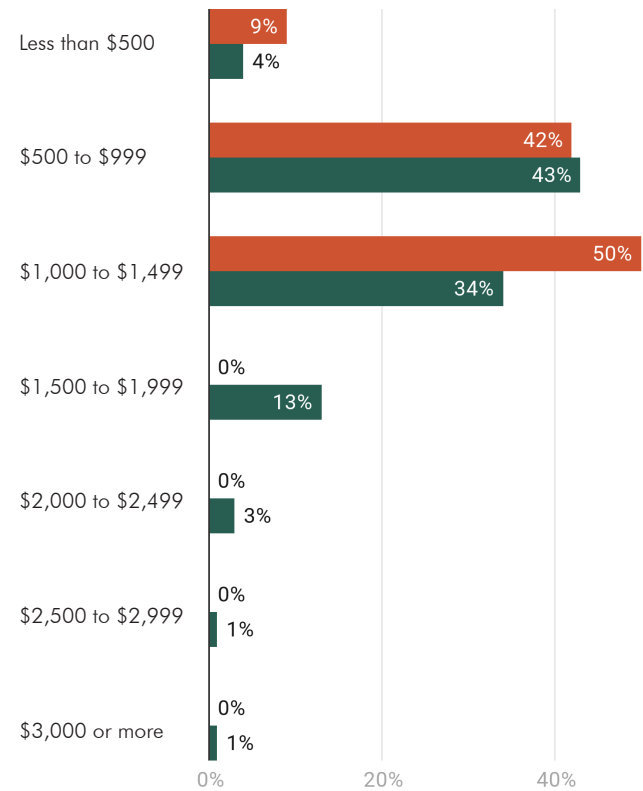


Figure 1.4.12 Gross Rental Rates



Affordability of Rent

In Barrett, residents pay less than 20% of their household income, compared to 25% of Harris County renters paying less than 20% of their household income (Figure 1.4.13). However, there are considerably fewer renters in Barrett as compared to the County.

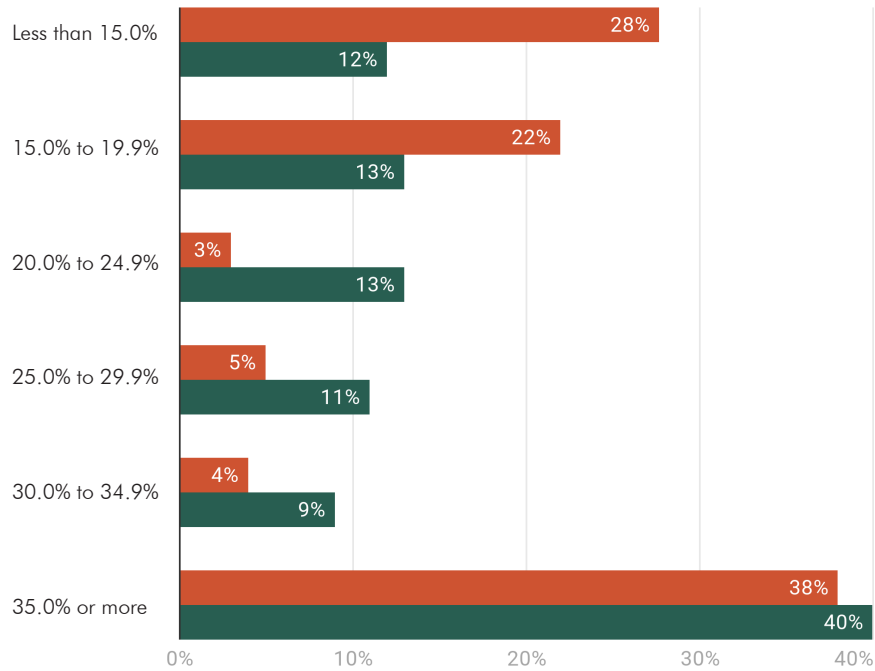


Figure 1.4.13 Gross Rent as a Percentage of Household Income

One-Story Single-Family



Two-Story Single-Family



Mobile



Figure 1.4.14 Typical Housing Diversity in Barrett



Housing Market Snapshot

The following data was retrieved from the Harris County Realtors Association Multiple Listing Services (HAR MLS) database. The housing market snapshot is derived from data dated June 30, 2016 to June 30, 2020.

Overall, the current marketplace of housing in Barrett has trended towards a strong sellers' market. Since June 2016, average median prices have increased over 20%, sales per month are steady, and properties are selling within a reasonable amount of time; 60-90 days. The number of months of inventory is a measurement of how many months it would take for all currently available homes to sell, assuming no new homes were to be placed on the market.

Median Home Price

In Barrett, the median home price in June 2016 was about \$190,000. Within four years the median home price has increased 20% to \$220,000. The median home price in Barrett has consistently trended slight below the Harris County median home price (Figure 1.4.15).

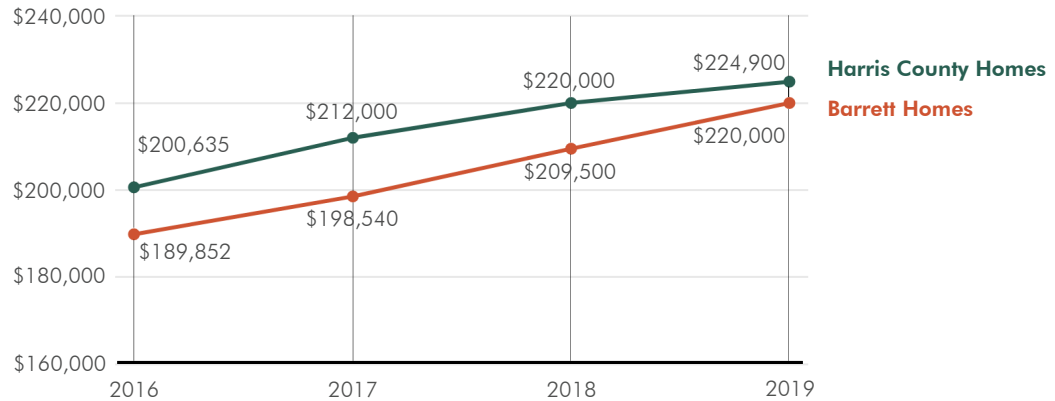


Figure 1.4.15 Median Home Price

Single-Family Homes in a Residential Subdivision



Single-Family Home on a Major Road



Figure 1.4.16 Housing Locations



Unit Housing Prices

In Barrett, the single-family, rental, and land price per square foot has increased over the past 5 years. From June 2016 to June 2020, the single-family price per square foot has increased 28%, the rental price per square foot has increased 36%, and the land price per acre has varied significantly (Tables 1.4.1, 1.4.2, and 1.4.3).

Year	Single-Family Price Per SF
2016	\$80
2017	\$89
2018	\$98
2019	\$94
2020	\$193

Table 1.4.1 Single Family Price Per Square Foot

Year	Rental Price Per SF
2016	\$0.66
2017	\$0.85
2018	\$0.98
2019	\$0.79
2020	\$0.90

Table 1.4.2 Rental Price Per Square Foot

Year	Land Price Per Acre
2016	\$111,339
2017	\$58,269
2018	\$156,862
2019	\$75,884
2020	\$79,589

Table 1.4.3 Land Price Per Acre

To demonstrate the referenced trends, Figure 1.4.3 provides a hypothetical example illustrating the historic sales price of a 2,000 SF single family home on a 5,000 SF lot.

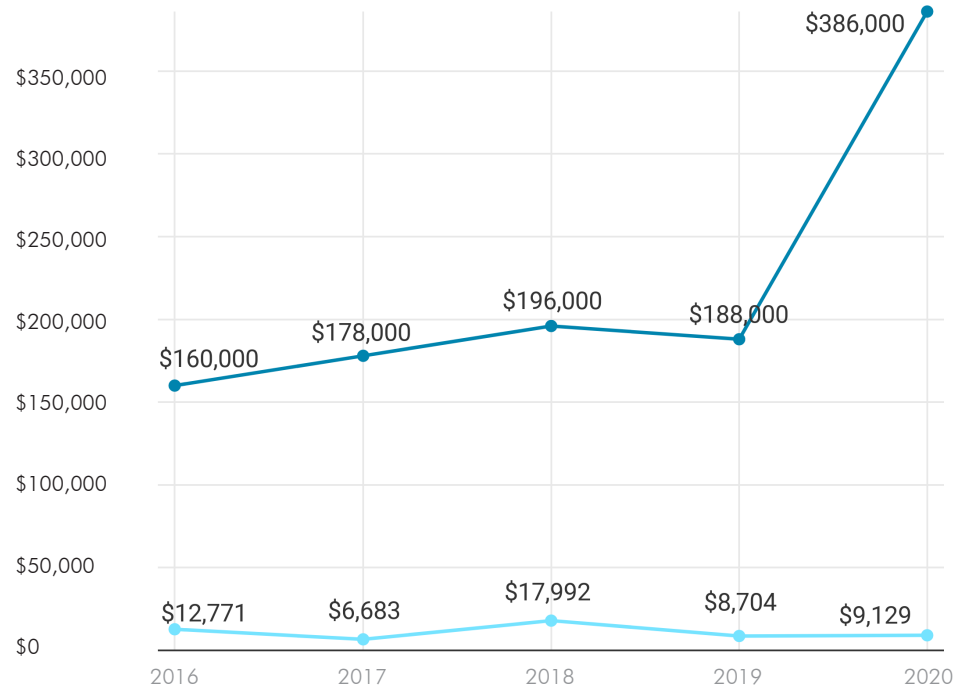


Figure 1.4.3 Median Home Price

Single family 2,000 SF house price
Land Price for the 5,000 SF lot

To demonstrate the referenced trends, Figure 1.4.4 provides a hypothetical example illustrating the historic rental price of a 2,000 SF single family home.



Figure 1.4.4 Median Home Price

Single family 2,000 SF house rental price



Property Sales

Barrett property sales have been steady from June 2016 to June 2020. There have been a total of 178 single-family sales and 30 land sales within this time. There are about 3 single family sales per month with spikes in the spring/early summertime frames. The average days on the market is slightly higher than Harris County but overall, within reason for the current housing marketplace.

Between June 2019 to June 2020, on average, each month about 44% of the available housing inventory is sold within Barrett, while on 23% of available housing inventory is sold in Harris County (Figures 1.4.5, 1.4.6, and 1.4.7).

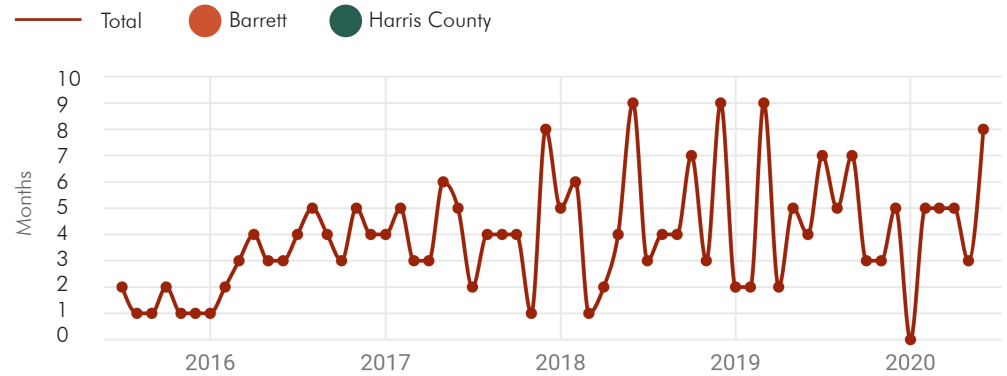


Figure 1.4.5 Barrett Closings Per Month

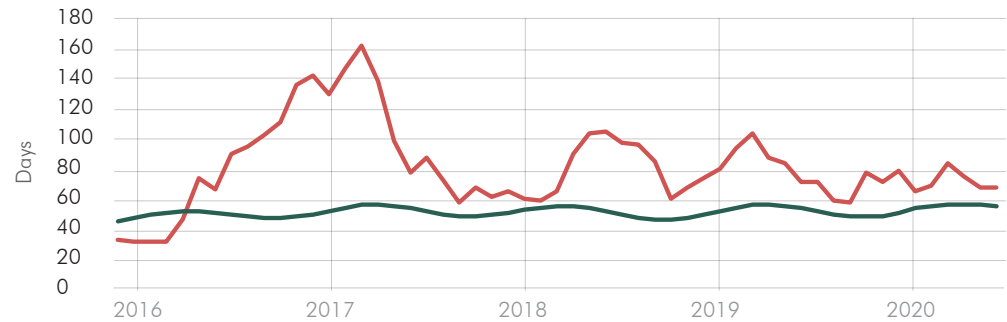


Figure 1.4.6 Average Days on the Market

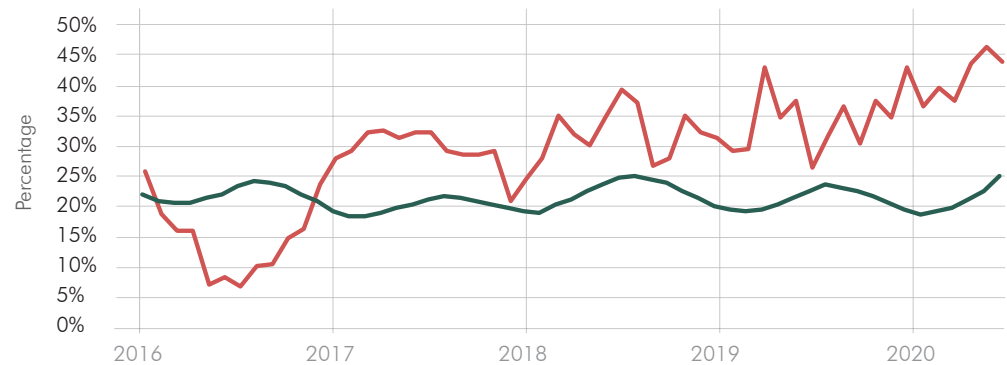


Figure 1.4.7 Share of Inventory Sold



Market Housing Inventory

The number of months of inventory is a measurement of how many months it would take for all currently available homes to sell, assuming no new homes were to be placed on the market. Months of inventory is a direct indicator of a buyers' or sellers' market. According to Zillow, if there is less than 4 months inventory, it is a sellers' market; if there is 5 to 7 months inventory, then it is a balanced market; and if there is more than 8 months of inventory, then it is a buyers' market.

Between June 2016 and June 2020, 37 of the 60 months have been a sellers' market in Barrett, which is on par with Harris County. However, between June 2019 and June 2020, 10 of the 12 months have been a very strong sellers' market with several of the months in the 1 to 2-month inventory range. The Harris County has averaged about 4.5 months of inventory during that same time period. Overall, within this timeframe Barrett housing market was very strong compared to the regional housing market (Figures 1.4.8 and 1.4.9).

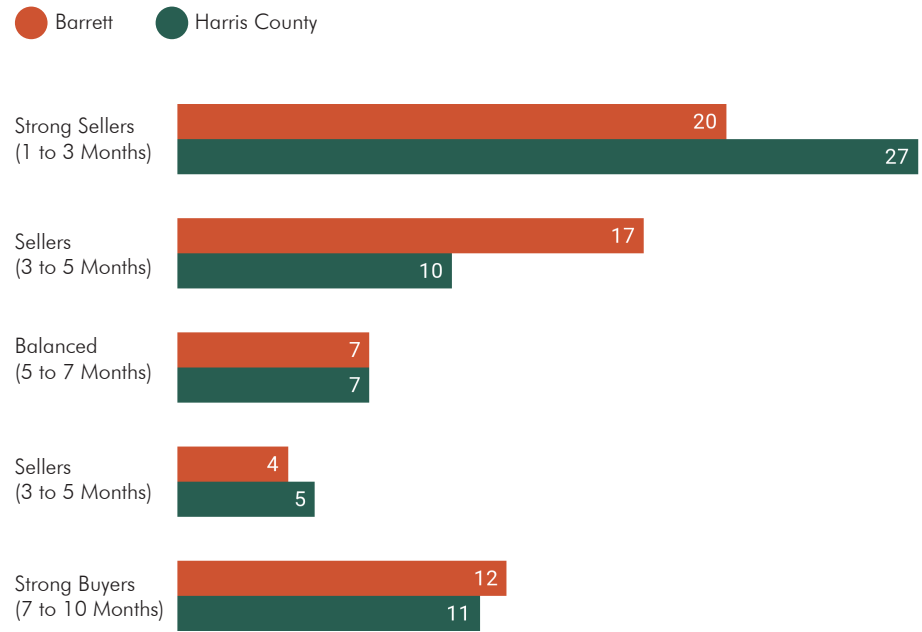


Figure 1.4.8 Buyers/Sellers Market

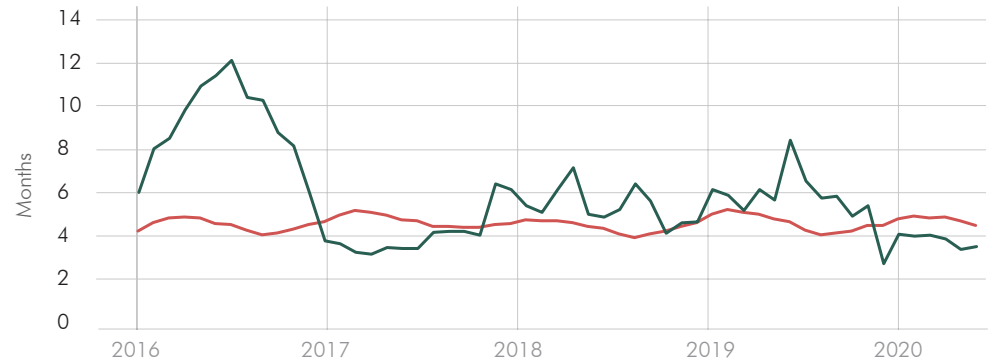


Figure 1.4.9 Months of Inventory



Housing Summary

Compared to Harris County, the Barrett housing stock lacks some of the diversity of offerings and the housing stock is below average condition. However, recent new construction in Barrett is decreasing the average age and improving the condition of the housing stock. Barrett does not have any long-term care or low-income facilities. Barrett does have higher rates of owner-occupied units complemented by much higher rates of units without a mortgage. Higher rates of complete ownership provide stability within the community. Barrett's average rental rates are on-par with Harris County, with many of its residents well below the standard housing costs/gross income level of 30 percent.

The data analyzed is indicative of a strong housing market in Barrett. Furthermore, the most recent data points analyzed (19-20) demonstrate a market that continues to gain and hold its value - even as new construction provides more supply for area home buyers.

Barrett could improve its offerings by incentivizing more multi-family and various price levels of homes. Additionally, with the aging population, Barrett could market and attract senior living facilities within Barrett.



Planned Future Development

A planned development in Barrett has been platted with Harris County, which would be located in the Lago Bello MUD boundary (Figure 1.4.10). The proposed Sweetgrass Village development would include commercial frontage near FM 2100 and FM 1942, with five detention ponds. The proposed development would be primarily residential, including 580 acres of residential land with about 2,300 units of single-family dwellings.

Property Tax

Homes located in the Barrett CDP have a 3.3241% tax rate (Table 1.4.4). Much of this is due to Crosby ISD, with a tax rate of nearly 1.55%, and Harris County MUD 50, which has a rate of over 1%. Barrett is in a rural area that is slowly becoming suburban, with the increased development that has occurred in the past few years. MUD 50's high tax rate is due to the aging infrastructure and deferred maintenance. Tables on the following page show the low overall assessed value of residential properties in Barrett, which also necessitates the need for a higher rate.

Comparatively, Barrett has a high tax rate compared to other areas in Harris County (Table 1.4.7).

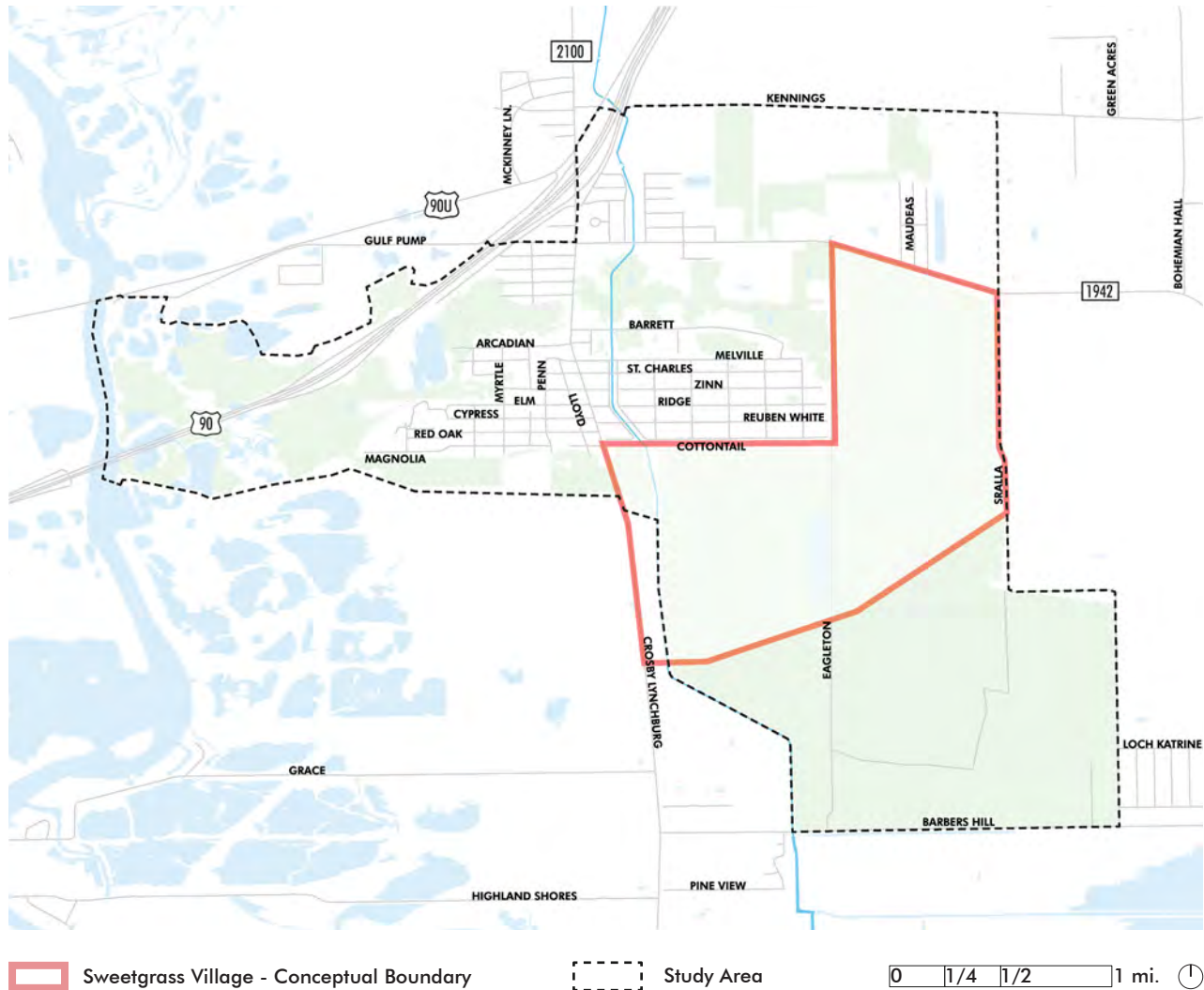


Figure 1.4.10 Planned Development - Sweetgrass



Barrett Tax Rates

Jurisdiction	2019 Rate
Crosby ISD	1.5484
Harris County	0.4071
Harris County Flood Control District	0.0279
Port of Houston	0.0107
Harris County Hospital	0.1659
Harris County Education Department	0.0050
Harris County MUD 50	1.0900
Harris County Emergency Services District 80	0.0500
Harris County Emergency Services District 5	0.0190
Combined Tax Rate	3.3241

Table 1.4.4 Barrett CDP Tax Rates

Based on Barrett CDP Boundaries

Assessed Value	Total	Per \$100
Residential	\$97,989,061	\$979,891
Other	\$19,096,205	\$190,962
Total	\$117,913,659	\$1,179,137

Table 1.4.5 Assessed Values based on 2019 HCAD data

Jurisdiction	2019 Rate	Residential	Per Capita	Other	Totals
Crosby ISD	1.5484	\$1,517,214	\$411.06	\$295,676	\$1,812,890
Harris County	0.4071	\$398,943	\$108.09	\$77,746	\$476,689
Harris County Flood Control District	0.0279	\$27,359	\$7.41	\$5,332	\$32,690
Port of Houston	0.0107	\$10,524	\$2.85	\$2,051	\$12,575
Harris County Hospital	0.1659	\$162,564	\$44.04	\$31,681	\$194,244
Harris County Education Department	0.0050	\$4,899	\$1.33	\$955	\$5,854
Harris County MUD 50	1.0900	\$1,068,081	\$289.37	\$208,149	\$1,276,229
Harris County Emergency Service District 80	0.0500	\$48,995	\$13.27	\$9,548	\$58,543
Harris County Emergency Service District 5	0.0190	\$18,657	\$5.05	\$3,636	\$22,293
Totals	3.3241	\$3,257,235	\$882.48	\$634,773	\$3,892,008

Table 1.4.6 2019 Tax Rates and Revenues



Regional Tax Rates

Community Name	Combined Rate	MUD (UI) or Municipal Rate	ESD(s) Rate	ISD(s) Rate	College Rate	Annual Tax Bill on a \$175,000 Home
(UI) Elyson Area	3.6598	1.5000	0.1000	1.4431	0.0000	\$6,404.65
(UI) Bridgeland	3.4820	1.3875	0.0598	1.3700	0.1078	\$6,093.50
(UI) Barrett	3.3241	1.0900	0.0690	1.5484	0.0000	\$5,817.16
(UI) Hiram Clarke	3.0437	1.1900	0.0000	1.1367	0.1003	\$5,326.41
Baytown	3.0031	0.8020	0.0000	1.3543	0.2301	\$5,255.44
(UI) Cypress Creek	2.9543	0.8000	0.0598	1.3700	0.1078	\$5,170.03
(UI) Crosby	2.8201	0.5860	0.0690	1.5484	0.0000	\$4,935.16
(UI) Humble	2.7109	0.4680	0.1000	1.4184	0.1078	\$4,743.99
Katy	2.5398	0.4800	0.0000	1.4431	0.0000	\$4,444.65
(UI) Katy	2.4598	0.3000	0.1000	1.4431	0.0000	\$4,304.65
Friendswood	2.4481	0.5214	0.0000	1.3100	0.0000	\$4,284.24
Houston	2.4216	0.5679	0.0000	1.1367	0.1003	\$4,237.77
(UI) Friendswood	2.3267	0.4000	0.0000	1.3100	0.0000	\$4,071.73
Min.	2.3267	0.3000	0.0000	1.1367	0.0000	
Max.	3.6598	1.5000	0.1000	1.5484	0.2301	
Average	2.8611	0.7764	0.0429	1.3717	0.0580	
UI = Designates unincorporated areas; Non-UI areas do not have MUDs						

Table 1.4.7 Regional Tax Rates



1.5 Economic Development

Economic development is vital for Barrett, through providing additional opportunities for employment and job training, as well as expanding the tax base and supporting and creating new businesses. This section provides information regarding the workforce in Barrett. Information is provided regarding how Barrett compares to the region, with a workforce gap analysis that shows opportunity occupations for Barrett residents. A market analysis provides information regarding the existing businesses in Barrett, and what types of retail businesses can be supported by existing Barrett residents with their existing purchasing power. It should be noted that this analysis is for retail only.



Workforce Demographics

Unemployment Rate

Barrett has nearly double the unemployment rate of both Precinct 2 and Harris County.

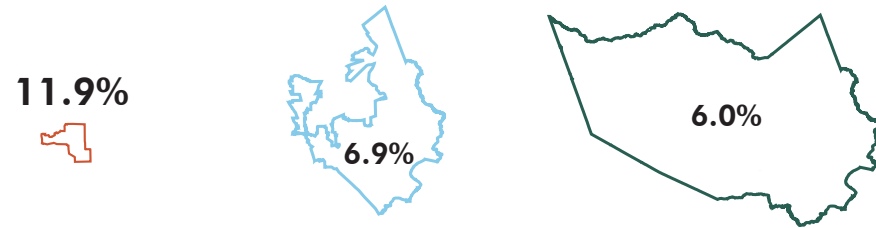


Figure 1.5.1 Unemployment Rate

Longitudinal Employer–Household Dynamics

The Longitudinal Employer-Household Dynamics (LEHD) data shows that many of the Barrett residents work outside of Barrett, with only about 5% working in the CDP (Figure 1.5.2 and Table 1.5.1). As Barrett is primarily a residential community, Barrett residents are used to commuting and finding jobs elsewhere in the region.

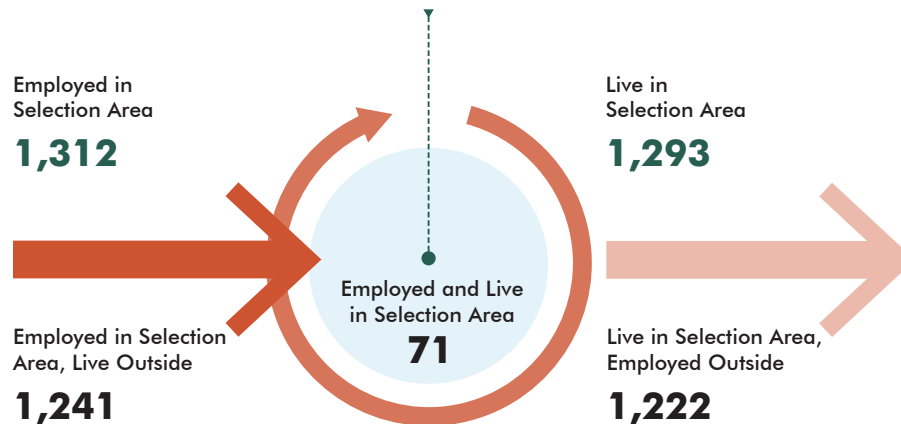


Figure 1.5.2 LEHD Inflow and Outflow Data - Barrett CDP



Location	Count	Share
Houston City, TX	513	39.7%
Baytown City, TX	86	6.7%
Barrett CDP, TX	71	5.5%
Dallas City, TX	26	2.0%
Deer Park City, TX	25	1.9%
La Porte City, TX	25	1.9%
Highlands CDP, TX	15	1.2%
Austin City, TX	14	1.1%
Channelview CDP, TX	14	1.1%
All Other Locations	466	46.0%
All Places (Cities, CDPs, etc.)	1,293	100.0%

Table 1.5.1 Jobs Counts by Places (Cities, CDPs, etc.) Where Barrett Residents are Employed - All Jobs (2017)

Mode of Travel to Work

The majority of workers in Barrett commute via car. These statistics show prior to the COVID-19 pandemic, nearly 15% of workers telework (Figure 1.5.3).

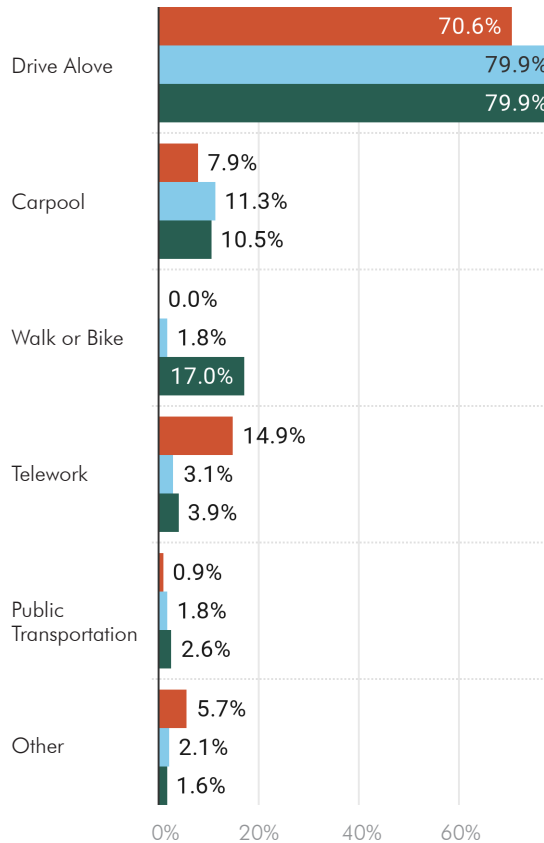


Figure 1.5.3 Mode of Travel to Work

Commute Time

Nearly half of Barrett residents spend 30 to 60 minutes traveling to work (Figure 1.5.4).

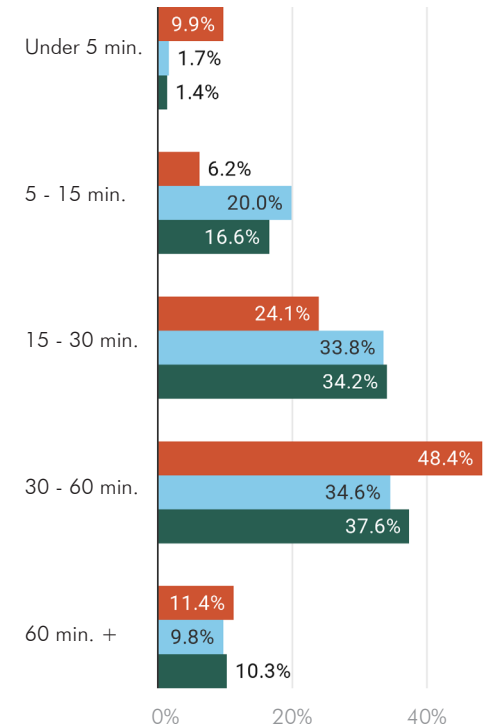


Figure 1.5.4 Commute Time



Workforce Gap Analysis

The analysis below uses data from the U.S. Census and the Texas Labor Analysis database to determine opportunities for Barrett residents at the 2-digit Standard Occupational Classification (SOC) level. The Texas Labor Analysis is from the Labor Market and Career Information Department (LMCI) of the Texas Workforce Commission. The data they provide is at the region level; the Gulf Coast region includes 13 counties, which is the smallest unit of geography available.

Table 1.5.2 shows the following information for the Gulf Coast region: worker demand (from job postings), worker supply (based on the Texas Higher Education Coordinating Board, based on annual graduates), and the annual gap which is the difference between the two. The annual gap does not account for people who already have jobs and are looking for another job in the same occupation. The 2016 employment data and 2026 employment projections are also from the Texas Workforce Commission.

To evaluate where opportunity is for Barrett residents, the following criteria are used:

- Growth over the regional average (15.7%)
- Fewer Barrett residents employed in occupation categories (by percentage) as compared to the region
- Annual gap showing a demand for additional employees

The occupations which meet the following criteria fall in the following SOC categories, with some representative specific occupations listed below:

- **SOC 35:** Food preparation and serving related occupations
 - Many of these occupations are quite similar and involve food preparation, serving, chefs and various types of cooks
- **SOC 29:** Healthcare practitioners and technical occupations
 - Nurses and physician assistants would be two types of occupations that would be opportunities for Barrett residents.
- **SOC 39:** Personal care and service occupations
 - There is a large growth predicted for personal care aides, nonfarm animal caretakers, cosmetologists and childcare workers.
- **SOC 17:** Architecture and engineering occupations
 - Various engineering disciplines including mechanical, civil, industrial, petroleum engineers are covered in this category

	Occupation	Sum of Avg. Annual Openings	Sum of Annual Graduates	Sum of Gap (Annual)	2016 Employment	Projected 2026 Employment	Barrett Employment %	Gulf Coast Employment %	Absolute growth	% Growth	Above Avg %	Barrett Less Than GC	Gap (Annual)
35	Food preparation and serving related occupations	64,133	2,034	(58,846)	284,434	365,581	8.9%	9.1%	81,147	28.5%	1	1	1
43	Office and administrative support occupations	60,937	1,675	(12,389)	481,823	529,328	2.0%	15.4%	47,505	9.9%	-	1	1
41	Sales and related occupations	49,412	458	(5,618)	321,332	364,749	12.5%	10.2%	43,417	13.5%	-	1	1
47	Construction and extraction occupations	25,860	598	313	198,965	233,942	16.6%	6.3%	34,977	17.6%	1	1	-
25	Educational Instruction and Library Occupations	17,827	51,582	(6,316)	167,333	199,709	5.5%	5.3%	32,376	19.3%	1	1	1
29	Healthcare practitioners and technical occupations	12,860	10,586	(149)	161,053	192,247	0.0%	5.1%	31,194	19.4%	1	1	1
11	Management occupations	16,718	75,806	(697)	166,729	195,532	5.6%	5.3%	28,803	17.3%	1	1	1
39	Personal care and service occupations	20,700	2,465	(37,392)	110,061	138,351	3.2%	3.5%	28,290	25.7%	1	1	1
53	Transportation and Material Moving Occupations	29,515	1,090	(2,215)	214,316	238,912	16.6%	6.8%	24,596	11.5%		1	1
49	Installation, maintenance, and repair occupations	15,616	4,369	1,975	131,191	153,825	7.7%	4.2%	22,634	17.3%	1	1	-
31	Healthcare support occupations	11,026	3,414	4,359	69,273	90,971	4.2%	2.2%	21,698	31.3%	1	1	-
17	Architecture and engineering occupations	8,383	8,053	(581)	86,461	102,953	0.0%	2.8%	16,492	19.1%	1	1	1
13	Business and financial operations occupations	17,392	27,058	9,208	164,146	180,267	4.0%	5.2%	16,121	9.8%	-	1	-
37	Building and grounds cleaning and maintenance occupations	14,604	98	265	97,841	112,638	1.5%	3.1%	14,797	15.1%	-	1	-
15	Computer and mathematical occupations	7,005	13,645	6,131	80,553	94,066	0.0%	2.6%	13,513	16.8%	1	1	-
33	Protective Service Occupations	9,653	5,017	9,886	75,343	86,994	1.0%	2.4%	11,651	15.5%	-	1	-
27	Arts, design, entertainment, sports, and media occupations	4,368	7,248	31,769	37,121	42,621	0.0%	1.2%	5,500	14.8%	-	1	-
19	Life, physical, and social science occupations	3,664	13,091	(59)	31,337	36,672	0.0%	1.0%	5,335	17.0%	1	1	1
23	Legal occupations	2,236	3,363	7,050	27,665	31,901	0.0%	0.9%	4,236	15.3%	-	1	-
51	Production occupations	21,606	7,037	3,507	181,226	185,152	10.7%	5.8%	3,926	2.2%	-	1	-
21	Community and social service occupations	4,206	4,790	3,906	33,786	37,622	0.0%	1.1%	3,836	11.4%	-	1	-
45	Farming, fishing, and forestry occupations	2,285	129	8,810	14,312	15,114	0.0%	0.5%	802	5.6%	-	1	-
Grand Total		420,006	243,606	-37,083	3,136,301	3,629,147	-	-	492,846	15.7%	-	-	-

Table 1.5.2 Workforce Gap Analysis



Existing Market Conditions

Existing Commercial Development

Currently, there is little commercial development in the Barrett CDP itself. Most of the establishments are located along FM 2100, including gas stations, a convenience store, an auto repair shop, a day care and some small neighborhood restaurants. Many stores and services are available north of the Barrett CDP along FM 2100 in the Crosby area. Other commercial establishments are located in Highlands.

Market Analysis

The market analysis uses readily available data from ESRI Business Analyst to complete a macroeconomic economic analysis to determine the interaction between the local Barrett supply and demand of retail goods and services in the Barrett marketplace. The retail supply is current businesses in Barrett supplying the demand, as of July 2020. The retail demand for goods and services is the desire for consumers for purchasing new purchases.

Market analysis is both an economic and behavior analysis. Determining the equilibrium between local supply and demand is contingent on several factors including quality products, trust in the brand, price of the good, accessibility and visibility of retail unit and other related factors. For example, if multiple products can be purchased at once (supercenters), then people may be willing to drive further for the same good they could have purchased closer to home. Examining these factors is often referred to as the behavioral analysis.

The market analysis in this report is not a behavioral analysis, instead it is an economic analysis. Consumer demand is mobile and can often be met online, however, to determine what type and size of businesses Barrett could support the mobility of consumers is a constant. In other words, the key assumption used is: if there is a retail gap for a business locally in

Barrett, then if that business opened in Barrett, Barrett residents would use those business instead of traveling outside of Barrett. It is important to note that this analysis does not incorporate demand created by those travelling to or through Barrett – it is based solely on the population within Barrett. The high amount of traffic along FM2100 has the potential to increase demand in the areas otherwise identified.

The analysis provided next is based on information from ESRI's Business Analyst (Table 1.5.4). The supply and demand are based upon the existing sales and estimated demand. The retail gap shows the difference between the supply and demand; the leakage factor is how much of the sales volume is going outside of Barrett. The small/medium/large classification is based upon average retail sales. This varies depending on the particular industry and store type. This analysis shows that right now, Barrett would be able to support a handful of small businesses and retail stores to include home furnishing, auto parts, and health and personal care. Other small establishments that could be viable include general merchandise stores and restaurants. Barrett could also support a small to medium sized grocery store.

Sales Tax

The state of Texas has a maximum allowable rate of 8.25% sales tax (Table 1.5.3). In Barrett, this maximum is reached through a combination of the State and the two emergency services districts levying a one cent each.

Jurisdiction	Rate
State of Texas	6.25
Emergency Services District No. 80	1.00
Emergency Services District No. 5	1.00
Combined Tax Rate	8.25

Table 1.5.3 Barrett Sales Tax Rate

Industry Description	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage Factor	Number of Existing Businesses	Sample Size of Comparable Businesses (15-Min. Drive)	Small	Medium	Large
Automobile Dealers	4411	\$7,500,000	\$0	\$7,500,000	100.0	0	47	20%	100%	466%
Other Motor Vehicle Dealers	4412	\$1,020,000	\$0	\$1,020,000	100.0	0	10	98%	245%	883%
Auto Parts, Accessories & Tire Stores	4413	\$700,000	\$0	\$700,000	100.0	0	44	43%	215%	358%
Furniture Stores	4421	\$610,000	\$0	\$610,000	100.0	0	13	82%	328%	821%
Home Furnishings Stores	4422	\$440,000	\$0	\$440,000	100.0	0	7	57%	341%	909%
Electronics & Appliance Stores	443	\$1,110,000	\$0	\$1,110,000	100.0	0	12	67%	225%	2698%
Bldg. Material & Supplies Dealers	4441	\$2,560,000	\$0	\$2,560,000	100.0	0	23	47%	117%	1173%
Lawn & Garden Equip & Supply Stores	4442	\$160,000	\$0	\$160,000	100.0	0	3	122%	365%	NA
Grocery Stores	4451	\$6,240,000	\$1,680,000	\$4,560,000	57.6	2	67	22%	66%	549%
Specialty Food Stores	4452	\$290,000	\$0	\$290,000	100.0	0	17	87%	262%	523%
Beer, Wine & Liquor Stores	4453	\$270,000	\$0	\$270,000	100.0	0	11	148%	277%	369%
Health & Personal Care Stores	4461	\$2,360,000	\$0	\$2,360,000	100.0	0	38	32%	106%	212%
Gasoline Stations	4471	\$4,200,000	\$0	\$4,200,000	100.0	0	45	60%	179%	358%
Clothing Stores	4481	\$910,000	\$0	\$910,000	100.0	0	22	83%	165%	440%
Shoe Stores	4482	\$200,000	\$0	\$200,000	100.0	0	11	127%	634%	761%
Jewelry, Luggage & Leather Goods Stores	4483	\$200,000	\$0	\$200,000	100.0	0	10	127%	763%	1526%
Sporting Goods/Hobby/Musical Instr Stores	4511	\$1,000,000	\$0	\$1,000,000	100.0	0	20	75%	150%	401%
Book, Periodical & Music Stores	4512	\$100,000	\$0	\$100,000	100.0	0	1	NA	1714%	NA
General Merchandise Stores	452	\$5,990,000	\$0	\$5,990,000	100.0	0	49	13%	42%	117%
Florists	4531	\$50,000	\$0	\$50,000	100.0	0	7	468%	Na	Na
Office Supplies, Stationery & Gift Stores	4532	\$270,000	\$0	\$270,000	100.0	0	6	222%	555%	2222%
Used Merchandise Stores	4533	\$190,000	\$0	\$190,000	100.0	0	13	803%	2678%	5356%
Other Miscellaneous Store Retailers	4539	\$1,130,000	\$0	\$1,130,000	100.0	0	28	31%	111%	266%
Vending Machine Operators	4542	\$30,000	\$0	\$30,000	100.0	0	2	1130%	NA	NA
Direct Selling Establishments	4543	\$200,000	\$0	\$200,000	100.0	0	48	127%	NA	1013%
Special Food Services	7223	\$40,000	\$0	\$40,000	100.0	0	3	746%	NA	NA
Drinking Places - Alcoholic Beverages	7224	\$100,000	\$0	\$100,000	100.0	0	21	391%	626%	1565%
Restaurants/Other Eating Places	7225	\$3,210,000	\$580,000	\$2,630,000	69.5	2	304	28%	47%	190%

Table 1.5.4 Market Analysis



Conclusion/ Chapter Summary

The information in this chapter presents data collected via field assessments, observations and publicly available data sources. An extensive public involvement effort was conducted to learn more about the community, which supplements the information found in this chapter. Further detail about the stakeholder engagement effort can be found in Chapter 2. Together, the information informs the needs and recommendations of the Barrett Community Plan.





Chapter 2: Needs & Vision For Barrett



Chapter 2: Needs & Vision For Barrett

This chapter discusses the public involvement and stakeholder engagement efforts that were integral to the Barrett Community Plan. Based on the existing conditions and data collected in Chapter 1 and the feedback from the community, the needs for Barrett were established, which are discussed in this chapter. The needs identified through data collection and the public involvement process inform the overall mission, vision and goals for the Plan.

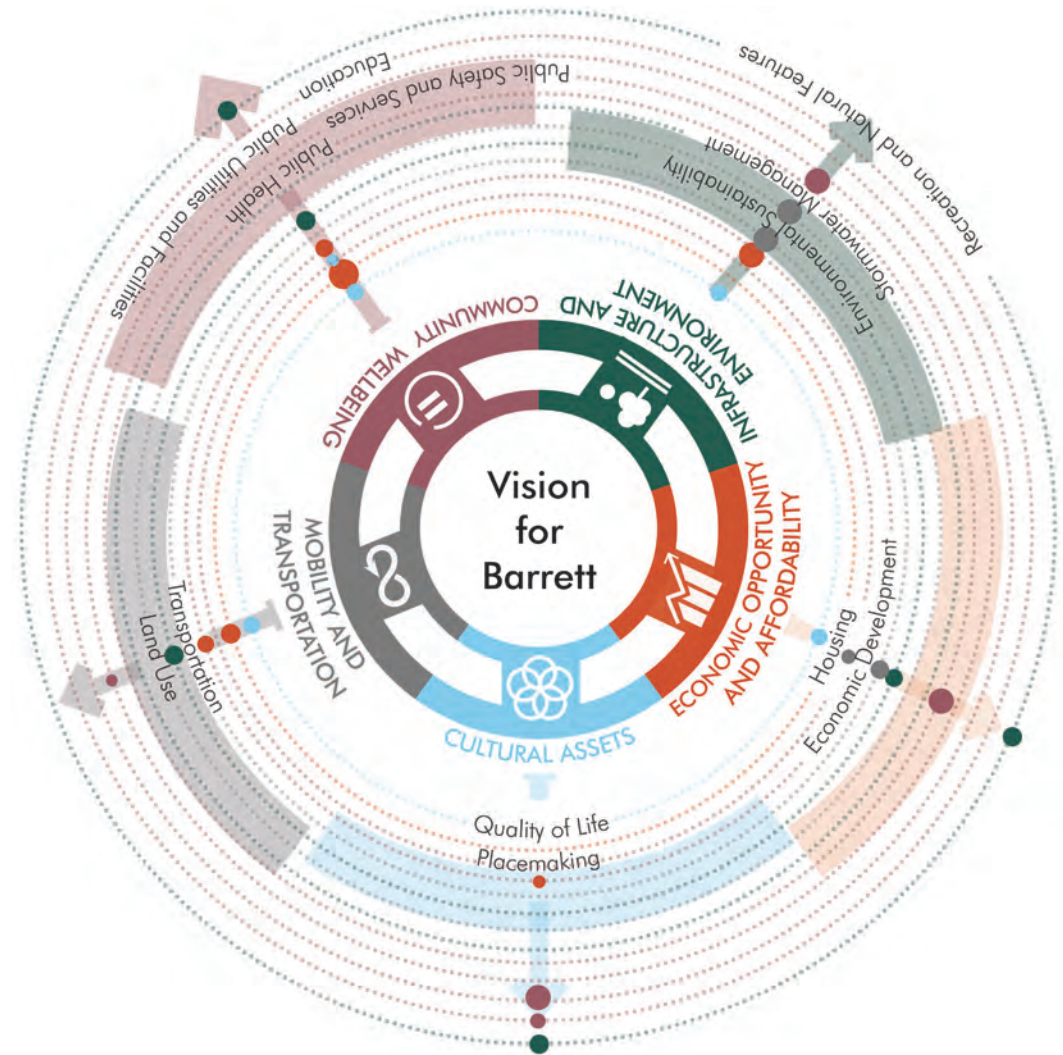


Figure 2.0 Vision for Barrett



2.1 Public Involvement & Stakeholder Engagement

This section provides an overview of the various local community organizations in Barrett and details the various public engagement efforts that took place over the course of the six (6)-month project period. Given the COVID-19 pandemic, all community meetings were converted to a virtual format, using the Zoom platform with ability for stakeholders to use a phone line to call-in.

To reach members of the community who might not be as technologically inclined, a mailer was sent to all addresses in the Barrett study area with information about the Plan and an opportunity to fill out a paper survey to obtain feedback. The public involvement process began with a kickoff meeting on June 11, 2020.

To perform effective and inclusive public engagement, the Barrett Community Plan aimed to build Community, Cooperation, Participation, and Togetherness.

These are defined in the following way:

- **Community:** *A group of individuals or collective groups having shared or common interests;*
- **Cooperation:** *The process by which individuals or collective groups work together to do something;*
- **Participation:** *The active engagement of individuals and community members in matters, both formal and informal, affecting social and spatial wellbeing;*
- **Togetherness:** *A sense of solidarity within and across populations.*



Local Organizational Overview

Barrett contains several key local organizations that work collaboratively to fulfill community needs. These include two (2) political subdivisions of the State of Texas (a Municipal Utility District and a Municipal Management District) and four (4) non-profit organizations.

As an unincorporated area within Harris County, it is critical that the community and County work with these local organizations to fulfill the mission and goals identified in this plan. For context, Barrett is a component of an unincorporated area that aggregately is composed of 4.8 million residents. Harris County is unique in that its unincorporated area is more populous than 14 U.S. states, and if incorporated, would be the second largest City in Texas. Harris County is also unique in that much of this unincorporated population is in areas that

are suburban, rather than rural, in nature. In order for communities to be provided with the types of services generally demanded in suburban areas, these unincorporated areas have largely been filled with Municipal Utility Districts and Municipal Management Districts. Generally, these Districts provide services which are supplementary to, but do not supplant, services provided by other governmental agencies. There are over 400 of these special districts in Harris County alone.



Figure 2.1.1 Riley Chambers Park Monument



Harris County MUD 50

Harris County Municipal Utility District (MUD) 50

Harris County Municipal Utility District (MUD) 50 is the provider of water, wastewater, residential trash collection, and street lighting within the Barrett Census Designated Place (CDP). Though the MUD's boundaries do not cover the entirety of Barrett, through its service to 'out of district' customers, the MUD serves essentially the entire CDP. The MUD has five (5) elected positions and employees a District Manager, operators, and hires consultants related to engineering, environmental, legal, and financial concerns. The MUD operates under Chapter 49 and Chapter 54, of the State of Texas Water Code. In addition to the standard powers through the Water Code, MUD 50 also has road and flood control powers.

Independent of the MUD's powers, the organization's mission is dependent upon the guidance of its elected Board of Directors.

The MUD generates revenue through the levy of a property tax and the collection of water and sewer fees. The MUD's 2020 Capital Improvement Plan (CIP) demonstrates an annual budget of approximately \$1.25 Million and a positive financial outlook demonstrated by a healthy operating reserve fund.

Since a consent decree issued by the Environmental Protection Agency (EPA) in 2000, the MUD has worked diligently to address several mandated remedial measures and deferred maintenance needs related to its water and wastewater systems. The MUD has since addressed all remedial measures and has completed maintenance projects and new capital projects as needed. Recent major improvements include

repairs on sanitary sewer lines (2016), installing water smart meters system-wide (2019), the completion of a new Wastewater Treatment Plan (2020 - No. 2, Phase 1), and beginning work on its second phase (est. 2021 completion - No. 2, Phase 2). The current condition of the MUD's system is rated as 'fair to good with some reserve capacity,' based on a statement made by the MUD engineer, Cobb-Fendley, in the MUD's 2020 Capital Improvement Plan.

Longer term projects that the MUD is targeting include the completion of utility extensions to Dreamland Section 2, the planning and development of a surface water plant, and the expansion of utility extensions west of US 90, to an area which is currently 'in-District' but is outside of its service area. In addition to capital projects, the MUD is working to identify an equitable way to deliver and charge for service to areas which are served but are not currently assessed. This area is composed of 193 homes in the Arcadian Gardens area. Lost tax revenue from these customers is significant – by 2029 the impact is estimated to be approximately \$1.9M annually.



Barrett Municipal
Management
District

Barrett Management District

The Barrett Management District (District) is a Municipal Management District (District) which was created by an act of the Texas Legislature (sponsored by State Representative Harold Dutton Jr.) during the 84th Legislative Session (2015). The District is governed by a board of nine (9) directors which serve staggered terms of three (3) years. The District's authorizing legislation outlines its powers and duties, which include: housing finance corporation powers, economic and development corporation powers, the ability to create a non-profit corporation, the ability to receive grants and enter into interlocal agreements, the ability to provide law enforcement services, road powers, and the ability to use and alter public rights of way. Per the authorizing legislation, the District does not have the authority to issue bonds, issue impact fees, issue assessments, or levy an ad valorem tax. As such, the District does not currently have any revenue or structure for generating future revenue.

Finally, the District's legislation is not explicitly clear on certain governance issues – to include Board composition and appointment. The legislation references the City of Houston as being the entity responsible for appointing the Board of Directors – though the District is not within the corporate limits or the extra-territorial jurisdiction of the City. These items, along with existing and future potential for revenue generation, could be modified legislatively.



Barrett Station Civic League

The Barrett Station Civic League is a not-for-profit civic advocacy and neighborhood group, and might otherwise be known as a civic, neighborhood, or community organization. The group is specifically interested in the proactive advocacy for and by the community, and in exploring educational and workforce development opportunities.

Barrett Station
Community
Development
Organization,
Inc.

Barrett Station Community Development Organization

The Barrett Station Community Development Organization, also known as the Barrett Station CDC, is a not-for-profit community and place-based development organization. The organization is the predominant organization for disseminating information and serving as the 'information hub' for the community. The organization also sponsors scholarships, neighborhood cleanups, youth programming, and other social assistance programs as funding allows.

BECCDO
☆☆☆

Barrett Economic & Community Development Organization

The Barrett Economic & Community Development Organization, or BECCDO, is a not-for-profit economic development organization most interested in collaboratively partnering with the other public and private community organizations for the purposes of economic development, community beautification, and the development of future leaders.



Barrett Station Ministerial Alliance

The Barrett Station Ministerial Alliance is composed of the leadership of the various religious institutions in the community. These include First Missionary Baptist Church, Shiloh Baptist Church, St. Martin de Porres Catholic Church, True Vine Baptist Church, Mt. Rose Church of God in Christ, Mt. Zion Missionary Baptist, Rock of Ages, New Covenant of Faith, and Barrett Station Church of Christ. The Alliance is focused on overall community benevolence, the provision of financial aid and other social service-type aid and distributing information amongst its collective parishioners.

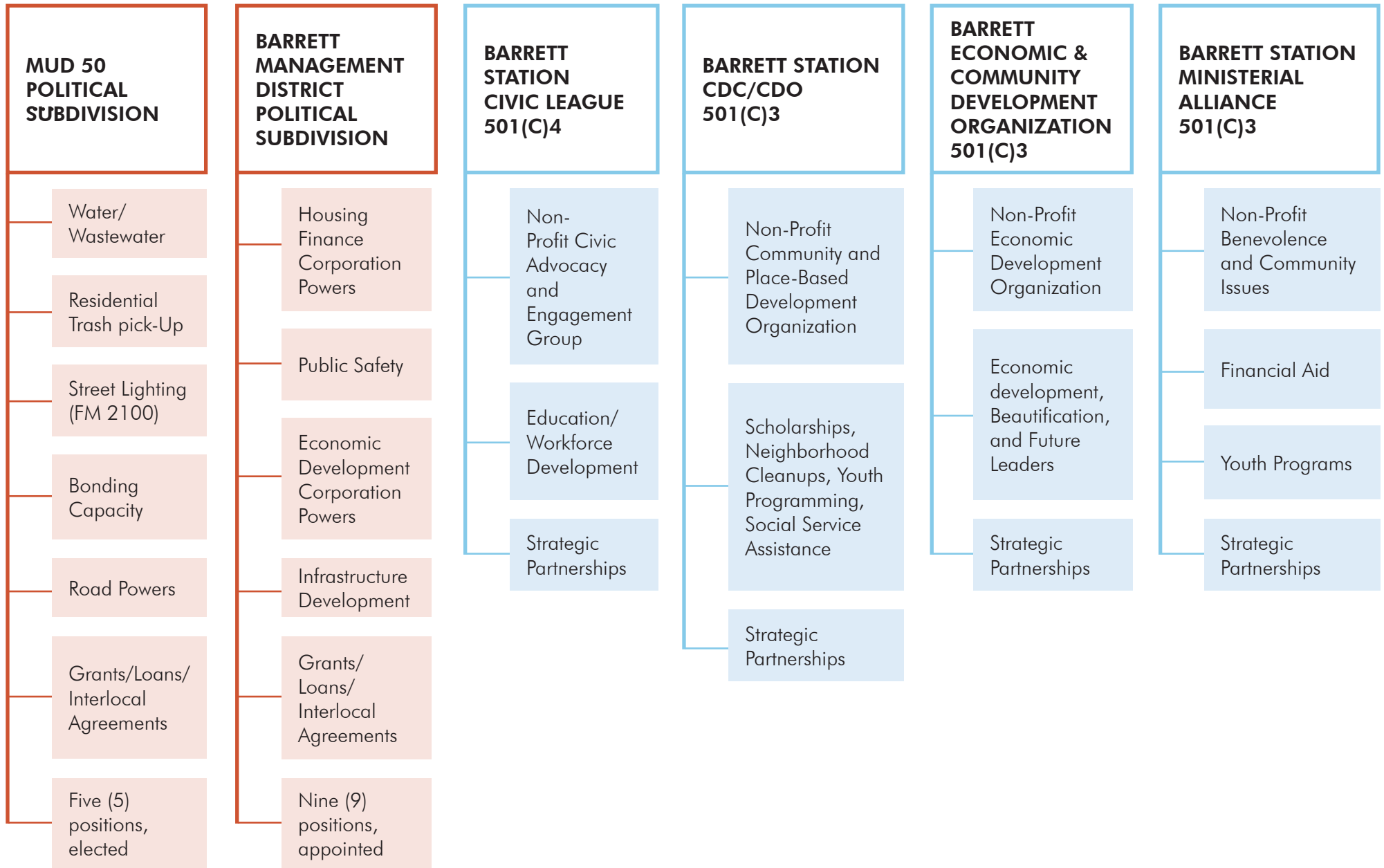


Figure 2.1.2 Local Organizations in Barrett

○ Political Subdivisions
○ Non-Profits



Stakeholder Meetings

As part of the stakeholder engagement process, the consultant team held individual phone calls and meetings with various community leaders. The leaders/organizations included:

- **Pamela Norman**, Barrett Economic & Community Development Organization
- **Melody Fontenot**, Barrett Station Community Development Organization
- **Jerome Chenevert**, Barrett Station Civic League
- **Jerry Bluit**, Barrett Management District
- **Andrew Sonnier and Daryl Johnson**, MUD 50

A summary of each conversation is provided in the following section.

Barrett Economic & Community Development Organization

Ms. Pam Norman and her husband, Mr. Noel Norman, spoke with the consultant team on July 31, 2020. They spoke about the goals of BECDO, whose aim is to shape growth to benefit the community. They support meaningful and visible change in their community and are willing to play a flexible role to make this happen. While BECDO is supportive of the County providing resources for community governance, it is important to them that a framework for local leadership be provided, and that leadership's vision align with that of the community. Ms. Norman spoke about nuisance issues and other BECDO initiatives, including wayfinding and signage which was funded by BECDO and installed in November 2019 by Harris County.

Barrett Station Community Development Organization

Ms. Melody Fontenot spoke with the consultant team on July 27, 2020. She discussed the Barrett Community Development Organization and some of their initiatives, which include scholarships, beautification, volunteerism and serving as an information clearinghouse for Barrett residents, through their Facebook page and website. They are considered a Community Development Corporation (CDC) and are a 501© 3 organization. Ms. Fontenot also spoke about efforts regarding historical designations in the community, to include work on the Emancipation Trail and with the Texas Historic Commission to add the Barrett Station Evergreen Cemetery onto their list.



Other information obtained from the conversation with Ms. Fontenot included background regarding environmental justice and nuisance issues that the residents of Barrett have faced, including new sandpits east of Eagleton Lane and a pipeyard located in the Southwest portion of Barrett.

Barrett Station Civic League

Mr. Jerome Chenevert, President of the Barrett Station Civic League, spoke with the consultant team on July 28, 2020. He spoke about his concerns regarding gentrification and the need for sustainable development. Regarding the Barrett Station Civic League, he spoke about building upon work that has already been done and the need for workforce development and innovation. One issue he brought to the project team's attention is the lack of wireless internet access in the community.

Barrett Management District

Mr. Jerry Bluitt of the Barrett Management District spoke with the consultant team on July 23, 2020. He spoke of the Management District's present and past initiatives, including an interlocal agreement with the County towards the creation of an infill residential development program in 2018, and current efforts to put together policies and guidelines regarding deed restrictions. He also spoke about the relationship with Lee College and the MUD 50/Barrett Management District's close partnership, sharing two (2) board members in common.

Issues and needs he identified in the community also included the need for capacity building, street lighting, a "resource center" given the lack of wireless internet access in the community, and the lack of pedestrian connectivity for school children.

Harris County MUD 50

Mr. Andrew Sonnier and Mr. Daryl Johnson of the Harris County MUD 50 Board spoke with the consultant team on July 28, 2020. They emphasized their desire to focus on clean water, sewer and trash pickup, providing "A+" service in the public utilities they already provide. They spoke of their current infrastructure (wastewater treatment plans, water plans and lift station) and future infrastructure needs and plans. The MUD currently pays for electricity for the street lighting on FM 2100, and maintenance of any new street lighting in the community would need to be approved by the Board. Given their desire to focus on the existing provision of public utilities and excellent service, the MUD's position is that other partner organizations are better suited to address community issues such as nuisance abatement.



Task Forces

Stakeholders and community members who were interested in participating in the process were asked to volunteer to serve on a task force. Instead of having one stakeholder or steering committee, the decision was made to break up the task forces by initial interest area.

The four groups were the following:

- Housing & Residential Development
- Historic & Cultural Resources
- Transportation, Mobility and Infrastructure
- Economic Development

Stakeholders could submit their interest in serving on one or multiple task forces via the project website. Overall, there were approximately 30 community members who volunteered to serve on these task forces. Stakeholders were assigned based on interest area and preference, but efforts were made to balance the group sizes to ensure all stakeholders would be able to have their voices heard. Each task force had between 8 and 13 members assigned, in order to keep the size manageable and balanced. Several community members opted to serve on multiple task forces.

In addition to the task force members themselves, generally, task force meetings were attended by representatives from Harris County Precinct 2, the Harris County Engineering Department, and the consultant team.

The task forces met in four (4) groups in July 2020 for “listening sessions.” In August, the task forces were split into two (2) groups to present preliminary recommendations. In October, one presentation was given to the entirety of the task force group to present more detail on recommendations. All stakeholder and task force meetings were well attended, and participation was significant. Further details regarding each meeting are detailed in the section below.

Task Force Meetings

July 2020

The first set of task force meetings occurred the week of July 6, 2020. The four meetings occurred on Tuesday, Wednesday, Thursday and Friday of that week, with each task force on a different day over the course of the lunch hour. These meetings were designed to obtain feedback from the task forces and serve as a “listening session” for the consultant team and the County. While discussion questions were developed, the conversations were designed to flow organically and for the stakeholders to provide feedback on existing conditions and the needs of the community. The four task force meetings resulted in the development of the following high-level points:



- Barrett is a community with a rich history and heritage but has faced issues of systematic racism, including redlining and environmental justice which have had compounding impacts.
- Barrett is historically a bedroom community that would like to take advantage of the growth in the general region (east of Houston and with the development of the Grand Parkway)
- Workforce development is important; some want traditional employment and others want to be entrepreneurs. There are also opportunities for partnerships with various nonprofits and Lee College. There is a desire for economic opportunity to come from within the community as well as from external forces.
- The tax base should be increased and diversified via more rooftops, business, and context-sensitive industry. The tax revenue required to support the community is becoming unsustainable by the relatively small number of those that bear it. Additional taxable uses will serve to support the community and will reduce the overall rate. Substandard housing (including manufactured homes) is lowering the overall tax base for MUD 50, which results in the need for an increased tax rate.
- There is a need for a comprehensive housing strategy to address foreclosures, honor the legacy of community homeownership, encourage the rehabilitation of existing housing stock, attract younger home buyers, and to encourage the availability of additional housing types to include multifamily and workforce.
- Drainage and flooding are concerns in the community, particularly in the St. Charles, Arcadian Gardens and Dreamland II subdivisions.
- Several nuisance issues were brought up, including speeding, stray dogs and blight. Clear guidance and definition on the County's role and responsibilities related to code enforcement, what the existing code is, and where the gaps are is needed, as well as the mechanism for enforcement.
- The community is concerned with the continuity as it relates to County-led projects and initiatives within the community – there is a strong desire to find a way to build a bridge from the County to local organizations to facilitate the local advancement of concepts, projects, and initiatives.

Stray Animals



Drainage



Figure 2.1.3 Existing Conditions



Streetscape



Evergreen Cemetery



Figure 2.1.4 Existing Conditions

- The lack of sidewalks and street lighting is an issue throughout Barrett. Priorities for sidewalks generally focused on routes to and from Drew Elementary School and Riley Chambers Park. The community prioritized pedestrian connections within Barrett rather than pedestrian projects which would enhance inter-Barrett connectivity. Other areas identified for additional lighting included the Barrett Station Evergreen Cemetery, bus routes and the community center.
- Traffic congestion can be severe at the intersection of US 90 and FM 2100 – which is the major ingress/egress point to the community. This congestion creates delay for a variety of trip types. There is no other outlet to the community other than FM 2100, which will continue to be an issue with additional development planned. Improved access is also needed for emergency vehicles.
- There is a desire for additional public services to include a post office, mailbox, or mail drop, a library, information center, as well as a recreational facility/greenspace/park on the east side of FM 2100.
- Communication of public information could be improved: currently, much of the information is disseminated through community organizations and their respective web/social media pages.
- Historic preservation and celebration fall into three categories: location, cultural and place based. Barrett has a history of traditions; the current ones are the Homecoming Festival and the Blues & Zydeco festival. Food is a big part of the culture.
- Barrett residents are amenable to attracting tourism, while balancing the identity of the community. Currently, the Barrett Estate has a museum, but it is not open to the public. A cultural tour or experience could be interactive and have students involved to integrate an educational component.
- Barrett has seen demographics changing, and inclusivity needs to be considered in integrating the newer Hispanic residents.



August 2020

The second set of task force meetings occurred on August 10 and 13, 2020. The task forces were divided into two groups and the same presentation was given both days during the lunch hour. The presentation for this meeting reviewed the information gleaned from the prior task force meetings and the resultant development of existing conditions and needs for Barrett. This series of meetings involved a 'deep dive' on existing

conditions related to mobility, economic development, housing, and other important factors related to the community. Other information presented included the vision for Barrett, the overall mission of the planning process and the goals for Barrett. Preliminary recommendations were presented in the form of projects and initiatives. Feedback was requested from the task force regarding short and long-term priorities.

October 2020

The final task force meeting took place on October 8, 2020 and was a combined meeting amongst all of the original task forces. The purpose of this meeting was to present and receive questions/comments on draft recommendations which had been developed as an outcome of the planning process to date. Many of the comments focused on the infrastructure recommendations, particularly the proposed

new roadways. While the community desires increased connectivity, task force members are concerned about the timing of some of these improvements for congestion relief, as well as ensuring that additional roadway access provided economic development opportunities. Other comments included concerns regarding funding of improvements and how best to integrate new and future development in Barrett.

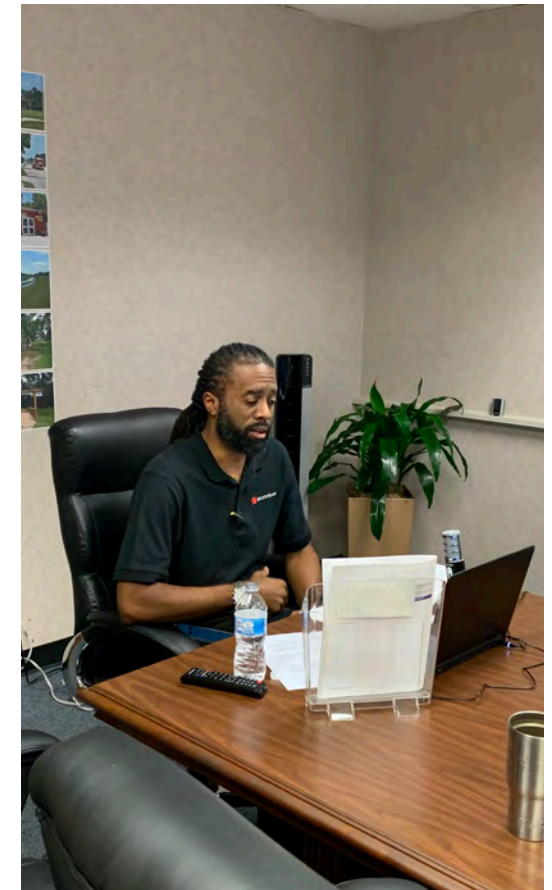


Figure 2.1.5 Stakeholder Engagement via Zoom



Community Meetings

Through the planning process, three public meetings were facilitated. These meetings were open to the public and advertised via social media, a flyer sent via mail, and through community organizations and the task forces (Figure 2.1.6).

All three community meetings were moderated by Commissioner Adrian Garcia and included representatives from Harris County Precinct 2, the Harris County Engineering Department, and the consultant team.

Kickoff Meeting: June 2020

The virtual kickoff meeting was held in the evening of June 11, 2020 (Figure 2.1.7). Nearly 80 attendees were present for this meeting. This kickoff meeting was an introduction to the Barrett Community Plan from the County and the consultant team. The consultant team outlined the various tasks of the project scope, the schedule and the opportunities for public engagement throughout the process.

BARRETT PLAN

We want to Hear from You...

Save the Date!
Monday, October 19, 2020
6:30-8pm

Visit barrettplan.com for Zoom meeting details

Please join us for a final public meeting with Commissioner Garcia regarding the Barrett Community Plan. Learn more about the work we have been doing the last few months and the recommendations that have been developed as part of this Plan. We look forward to hearing your feedback!

HARRIS COUNTY PRECINCT 2 HARRIS COUNTY ENGINEERING DEPARTMENT

An initiative by Harris County Precinct 2

Figure 2.1.6 Public Meeting Flyer



Interim Public Meeting: August 2020

A second public meeting was held in the evening of August 17, 2020. This meeting presented an overview of the existing conditions and the needs of the community, the vision and goals for Barrett and a set of preliminary recommendations. The content was similar to the presentation for the task forces earlier in the month and incorporated comments received through that process. Questions and comments related to taxes, potential incorporation, and nuisances such as manufactured homes, trailers, and the associated permitting processes.

Final Public Meeting: October 2020

The third and final public meeting for the planning process was held in the evening of October 19, 2020. The meeting presented a brief overview of the planning process to date, a summary of Harris County Precinct 2 projects completed, planned, and underway in Barrett, and a detailed review of the plan's recommendations. The public comment at the meeting was supportive and expressed a desire for the implementation of the Plan's projects and initiatives.



Figure 2.1.7 June 2020 Virtual Kickoff Meeting

Project Website

As part of the community outreach, a project website was set up as a resource for information distribution:
www.barrettplan.com.

The website contains a number of features, including a calendar with events and a form that stakeholders can use to submit comments and questions to the consultant team and the County. Furthermore, all task force and public meetings were recorded and posted on the website, along with the associated presentations when applicable.

An ArcStoryMap was also created for the website to provide information regarding assets and opportunities in Barrett (Figures 2.1.18 and 2.1.19). The StoryMap is a visual tool which contains background information through text, graphics, and a series of 15 maps to tell the story about existing conditions in Barrett from a data perspective.

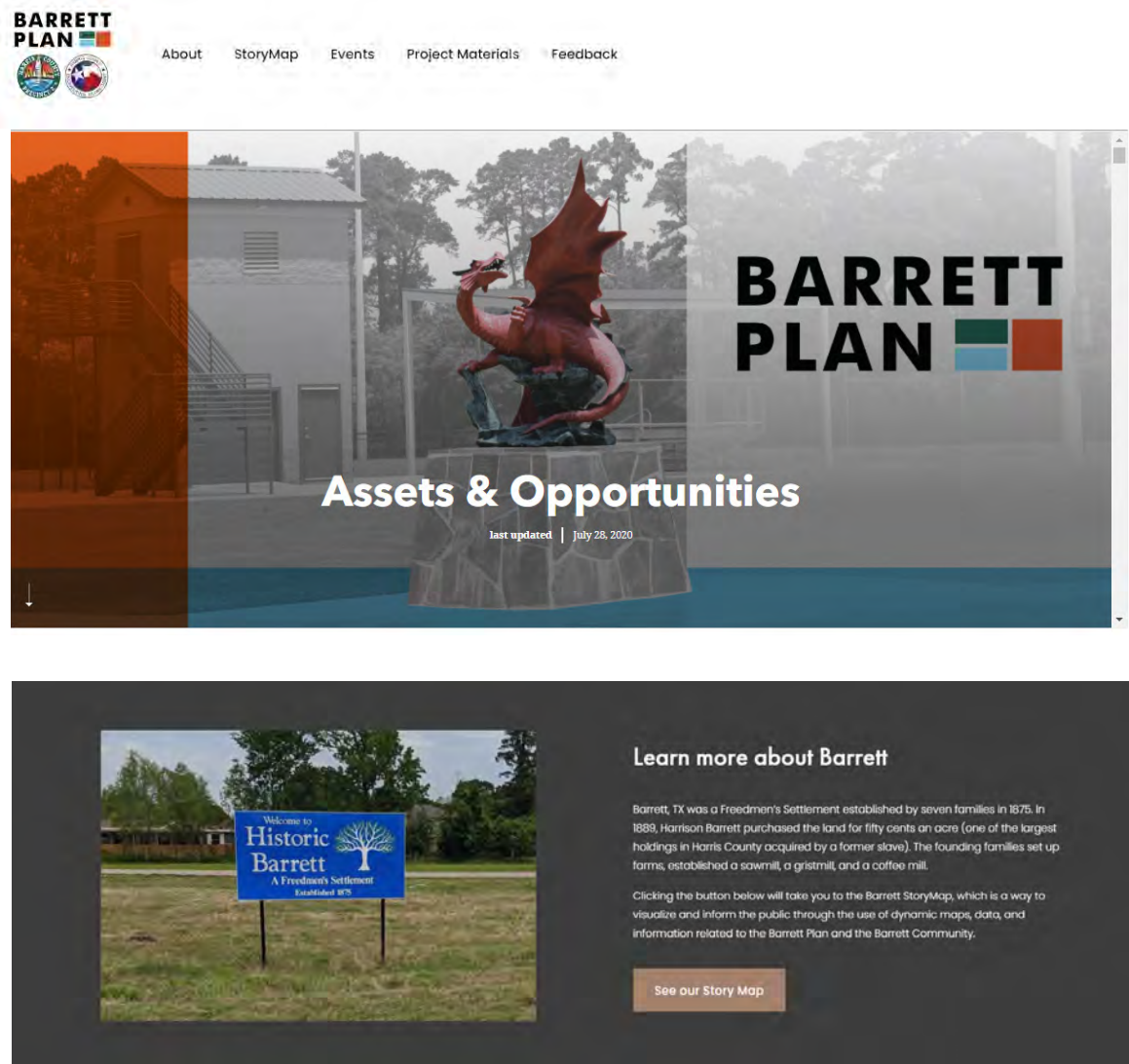


Figure 2.1.8 Project Website Screenshots



BARRETT PLAN

About StoryMap Events Project Materials Feedback

Barrett Community Plan

Welcome to the official website for the Barrett Community Plan, a project sponsored by Harris County Precinct 2 Commissioner Adrian Garcia's Office. The Barrett Community Plan will identify community enhancement projects based on the recommendations of the local residents and stakeholders. Community enhancements may include mobility & transportation, housing, land use, economic development, historic and cultural resources, public health/services/safety, and sustainability. The goal of the Plan is to develop recommendations that can be implemented in the near term as well as address longer-term challenges. The Plan will be complete by November 2020.

Please use this website as an opportunity to learn more about the project. Your feedback is integral to the process – please use the ["Feedback" box](#) to submit your thoughts, questions or concerns.

Upcoming events

Recordings and materials from past meetings can be found [here](#).

July 2020

SU	MO	TU	WE	TH	FR	SA
			1	2	3	4
5	6	7 11:30a Housing & Residential Development Task Force Meeting	8 11:30a MOBILITY & Transportation Task Force Meeting	9 11:30a Historic & Cultural Resources Task Force Meeting	10 11:30a Economic Development Task Force Meeting	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

FAQ / Feedback

Here are some recent questions regarding the Barrett Plan:

Question: What is this planning effort and what does it hope to accomplish?

Answer: The term 'planning' is generally used to describe a process that addresses where a community is, where it wants to be, and how it can get there. This Community Plan, provided and funded by Harris County Precinct 2, will identify needs and make recommendations for the benefit the Barrett Community and those in it. It will also serve to provide Harris County Precinct 2 with a short- and long-term framework for the identification and programming of projects and initiatives within the County budget process.

Please use this form to leave a comment

Name *

First Name Last Name

Email *

Message *

I'm not a robot

Submit

ASSETS OPPORTUNITIES

Transportation Safety

This map demonstrates crash data as provided by the Texas Department of Transportation. The map represents 5 years of overall crash density, crashes involving bicycles and pedestrians and associated fatalities. The purpose of this map is to identify areas of safety concern.

05 / 08

Figure 2.1.9 Project Website Screenshots



? Online and Paper Survey

To obtain feedback from Barrett residents at large, a survey was distributed via the project website and a mailer (Figure 2.1.11).

The website survey was advertised via the task forces and a social media blast initiated by Harris County Precinct 2. Furthermore, local organizations such as BECDO and the Barrett Station Community Development Organization used their social media and word of mouth to inform residents of the survey.

A mailer also went out to all residents of the Barrett CDP. The mailer was sent using addresses pulled via the Harris County Appraisal District (HCAD) public records that are located within the study area boundary. The mailer was addressed to "Current Resident." Each envelope contained a flyer regarding the Barrett Community Plan project, including details about the project website (with the option to take the survey online), information about an upcoming public meeting, as well as a paper copy of the survey. The survey could be dropped off at the Riley Chambers/Barrett Station Community Center in a box outside designated for survey collection only (Figure 2.1.10).

The survey asked residents about the current identity of Barrett, what they hope to see in the community, what they would like to see changed, and any barriers to change. The purpose of the survey was

to obtain information about existing conditions in Barrett and what the residents hope to see for their community in the future.

The survey yielded 26 responses. Out of these responses, 7 were paper copies and the remainder were obtained via the website. Not all respondents answered all questions. Out of those who responded, 21 out of 22 live in the Barrett CDP. Eighteen of the respondents do not serve on any of the Task Forces, indicating that this survey was able to capture opinions of additional citizens and stakeholders.

Key findings from the survey included:

- The identity of Barrett is rooted in it being an African American/black community with a rich history; survey respondents did acknowledge the growing Hispanic population in the community.
- Changes desired included the need for deed restrictions, community beautification, the creation of commercial corridors, economic development efforts, increased levels of public services, solutions for crime, infrastructure improvements, additional roadway access, and additional access to education and job opportunities.
- Concerns about barriers to changing the community included the lack of enforcement, lack of funding and needing County cooperation.

The responses in the survey echoed many of the sentiments heard in the Task Force meetings and in the conversations with the community organizations in Barrett.



Figure 2.1.10 Survey Drop Box



Community Partners

The consultant team also reached out to community partners directly to understand more about their role in Barrett and their relationship with the Barrett community. These organizations included:

- Harris County Sherriff's Office
- Harris County Constable, Precinct 3
- Harris County Engineering Department
- Harris County Precinct 2
- Harris County Community Service Department
- San Jacinto River Authority (SJRA)
- Lee College
- Crosby ISD

A summary of each conversation and the organization's current initiatives in Barrett is provided below.



Harris County Sherriff's Office

The Harris County Sherriff's Office, District 3, serves Barrett. Typical coverage in Barrett includes one or more officers. They offer programming at the Riley Chambers Community Center. Given the COVID pandemic, this has been put on hold, but they do want to continue to offer these activities, including additional youth programming. Their office is focused on crime and responding to incidents. They currently have a substation located in Highlands and communicate with Barrett residents via social media platforms including NextDoor and Facebook. Residents can contact them via the non-emergency number. The Sherriff's office is supportive of more signage, lighting, and safety measures.



Harris County Constable, Precinct 3

Constable Sherman Eagleton's office serves the community of Barrett with two (2) deputies every shift. They deal with narcotics, suspicious activity, illegal dumping, abandoned vehicles and traffic issues. Constable Eagleton's office has been working to provide community policing in the area, which the community did not have until 2017. They are supportive of having a brick and mortar facility (substation) in Barrett and would be willing to cover the ongoing operational costs associated with such a facility, if capital/lease costs could be provided via another partner. In addition to their current standard of service, the Constable's office is open to providing supplemental services to the extent they can be provided via contract with the MUD, Management District, or other groups in the area.



Harris County Engineering Department (HCED)

HCED was an integral part of the planning process and served as the program manager for the Barrett Community Plan. In addition to the day-to-day coordination, HCED provided information on drainage and roadway projects in development within Barrett.

HCED initiatives include their work on the completion of drainage studies for the Dreamland Place, Barrett Settlement, and St. Charles Place subdivisions, as discussed in Chapter 1. These projects were funded through the 2018 Harris County Flood Control District (HCFCD) bond program and via Community Development Block Grant - Disaster Recovery (CDBG-DR) funding and included an analysis, design, and construction phase. The planning analysis work had been completed in 2019 with design ongoing through the planning process with construction scheduled for 2022. The scope of work of the efforts included ditch regrading, culvert improvements, channel outfall modifications, and the construction of a detention pond in the Dreamland Place subdivision.

Finally, HCED provided information and coordination on the other roadway projects referenced in the transportation section of the Plan, which included coordination with TxDOT on the projects related to FM 2100 access improvements and the “Barrett Loop” concepts.



Harris County Precinct 2

Harris County Precinct 2 is the sponsor of the Barrett Community Plan. In addition to project management, they provided information regarding projects and initiatives already underway in Barrett that was presented in the October 2020 public meeting.

From 2018 onwards, the Precinct made several improvements in Riley Chambers Park. These included a new playground in 2018, Boy Scout Showers, a Field House and Heritage Walking Trails in 2019, a new fitness area, concessions, and septic system in 2020 (Figure 2.1.14). In 2020-2021, a new concession area and restrooms are planned for the park.

The road and bridge improvements underway by Harris County Precinct 2 include the planned asphalt overlay of most roads west of FM 2100 through their “Better Streets to Neighborhoods Program” in late 2020, in addition to asphalt pothole repairs and patching various roadways (Figure 2.1.12). Other roadway improvements include the clean out (vactoring) of ditches in various subdivisions, including Arcadian Gardens, Dreamland Place and Cedar Grove (Figure 2.1.13). Maintenance activities provided by the Precinct include monthly street sweeping, trash/debris cleanup, and mowing (twice monthly). Additionally, in conjunction with BECDO, Precinct 2 also installed historical signs throughout Barrett.

Harris County Precinct 2 is in the final design phases of the widening of Crosby-Lynchburg from approximately Cottontail Drive to Thorn Street. This scope of work involves a full reconstruction and widening to match the five (5) lane cross-section to the north and south. This project is scheduled to begin in 2021.



Precinct 2 Initiatives



Barrett Station - BS2N

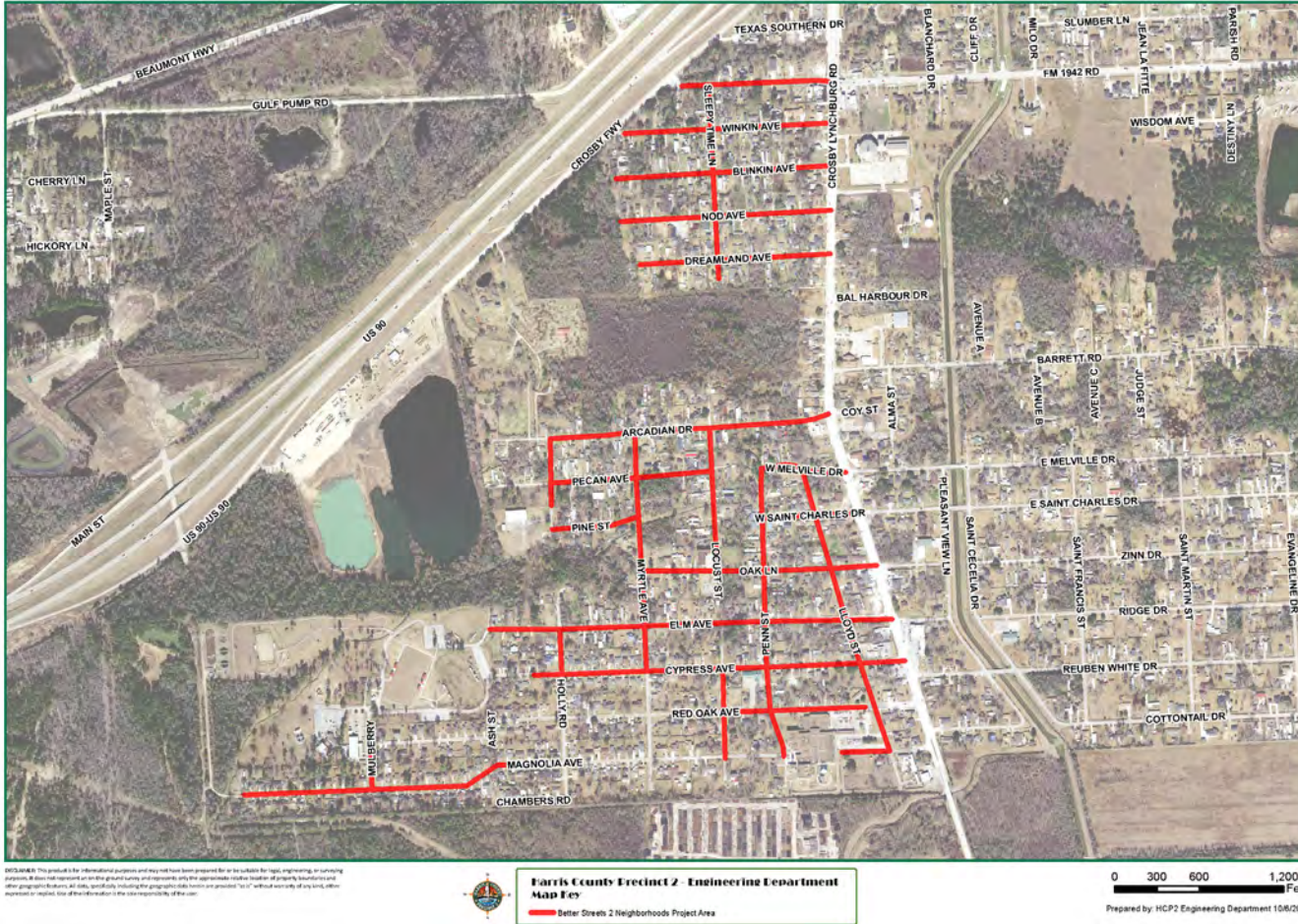


Figure 2.1.12 Barrett Station - Better Streets to Neighborhoods Project Map



Figure 2.1.13 Riley Chambers Park Improvements



Figure 2.1.14 Ditch Cleaning/Vactoring



Harris County Community Services Department

HCCSD has been an active participant in funding programs and initiatives in Barrett through the County's allocation of Community Development Block Grant (CDBG) funds. These funds have been used for a variety of improvements from 1975 to 2016 totaling approximately \$8.7M. Projects funded include a variety of MUD 50 projects as well as improvements to Riley Chambers Park and Community Center. A full list of HCCSD investments is available within the 2019 Barrett Station Concerted Revitalization Area Plan. In addition to these efforts, the HCCSD has been engaged with the Barrett Management District and Precinct 2 on the development of a Community Housing and Development Organization and on various affordable housing initiatives.



San Jacinto River Authority (SJRA)

Coordination with SJRA mainly focused on the construction of public improvements (sidewalks and trails) on and around the East Canal, which traverses Barrett east of FM 2100. The SJRA has control through a perpetual easement on the East Canal which traverses Barrett east of FM 2100. Fee ownership of the property is not known due to the age of the Canal (built in the 1940s by the Federal Works Agency in support of the World War II effort). Information on this topic is referenced in the implementation section of the Plan. SJRA was also a partner in the San Jacinto River Regional Watershed Master Drainage Plan completed in 2020, which impacts waterways in Barrett.



Lee College

Barrett falls under the Lee College service area, which is established by the State of Texas Education Code, Chapter 130, Junior College Districts. Although in the college's service area, Barrett is not currently subject to the College's property tax assessment – which is generally limited to the areas within the Goose Creek Consolidated Independent School District. The President of Lee College and two chairmen spoke with the consultant team to discuss potential partnerships between Barrett and the College. Lee College does not currently have plans for the construction or occupancy of brick and mortar facilities outside of their taxing district, and Barrett is not part of the taxing district. Lee College and other community colleges generally work with the ISD, which in this case would be Crosby ISD.

There are partnerships that can be developed between Crosby ISD and Lee College, including those which could fund college tuition for Crosby ISD students who matriculate on to Lee College 3. Goose Creek ISD and Liberty ISD developed a Memorandum of Understanding (MOU) to cover cost of tuition for full-time students at Lee College, which involves the ISD paying for the student but obtaining money back from the state through a "Last-dollar" scholarship program, meaning the scholarship kicks in after all other federal and state grant funding has been applied. Such a partnership is possible with Crosby ISD.



Crosby Independent School District (ISD)

The conversation with Crosby ISD focused primarily on bus routes in Barrett to better understand where sidewalks could be built. They offered their support for sidewalks in the Barrett community, which would improve safety and also allow certain students to become walkers, thus no longer needing busing to schools. The ISD also spoke about the pending rezoning and a potential new elementary school, depending on growth.



2.2 Determination of Needs

Based on the information presented in Chapter 1 regarding existing conditions, and the information gleaned from the community engagement meetings, the following needs were established:

Economic Development

- Need to increase tax base (via sales and property tax)
- Need for job attraction and creation, including home-grown entrepreneurship
- Need for workforce development to nurture local industries

Housing & Residential Development

- Need for additional housing (to include multi-family housing and non-mobile housing that accomplishes similar density and price requirements)
- Need for rehabilitation of the existing housing stock

Quality of Life

- Need for nuisance enforcement to address issues such as crime, stray dogs, blight, speeding and littering
- Need to address sandpits and other environmental hazards
- Need for community facilities and public services to include library, post office, additional police presence

Transportation & Mobility

- Need for multimodal improvements including increased pedestrian infrastructure and street lighting
- Need for improved drainage
- Need for additional access to US 90 and roadway connectivity
- Need for recreational facilities east of FM 2100

The mission, vision, and goals of the Barrett Community Plan were developed through an understanding of the needs identified through the stakeholder engagement and data collection process. The mission, vision, and goals were reviewed at the final three (3) task force meetings and at the last two (2) public meetings to ensure alignment with public and stakeholder requirements.



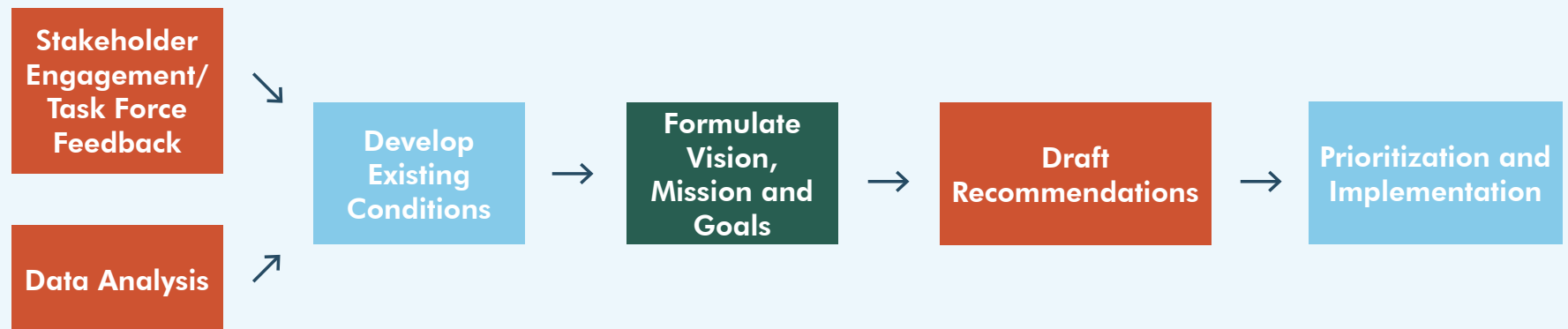
2.3 Mission/Vision/Goals

Overall Barrett Vision:

Barrett is an independent cultural hub within Harris County that provides sustained quality of life and economic opportunity for its residents.

Mission Statement for Barrett Community Plan:

Provide recommendations to help leverage the community's ongoing efforts to develop Barrett into an independent, vibrant, and sustainable community.





Goals:

- Promote and preserve Barrett's heritage and culture
- Provide workforce development training to increase economic opportunity
- Encourage the creation of a future tax base to leverage growth in region
- Maintain and develop adequate housing for all life stages and residents
- Strengthen nuisance and land use control mechanisms
- Encourage community led development of all types
- Attract and retain home grown talent
- Prevent community displacement
- Ensure the availability and access of multimodal transportation choices
- Preserve and improve quality open spaces
- Improve environmental quality and community appearance
- Leverage local, state, regional, and federal partnerships

All recommendations that are made from the Plan address needs identified by the community and stakeholders through the planning process and tie into achieving the goals listed. The recommendations are discussed in detail in Chapter 3.



Chapter 3: Recommendations & Implementation Strategy



Chapter 3: Recommendations & Implementation Strategy

This chapter provides detail regarding the overall vision for Barrett, and how the specific recommendations will help achieve the mission, vision and goals of the Barrett Community Plan. Each project and initiative is explained in detail, with more information regarding the recommendation's background and scope, as well as an implementation strategy.

Overall Vision for Barrett

The overall vision for Barrett is of a community that is an independent cultural hub within Harris County that provides sustained quality of life and economic opportunity for its residents. To that extent, all recommendations made as a result of this plan tie into the vision and needs stated.

The Plan comprehends the vision manifesting itself through the following:

- A commercial tax base sustained by food, drink, and lodging facilities bolstered by a sense of place rooted in the cultural and historic preservation of community assets.
- Business attraction and job creation pursued by the Barrett Management District and supported by commercial tax base and development in the new Town Center, which will include business incubation space.
- Attracting and retaining the 'younger generation' through quality of life upgrades, livability improvements, work from home/flexible work arrangement trends, and the Grand Parkway expansion which increases access to jobs. Not everyone who lives in Barrett needs to work in Barrett, but the community should be an attractive place to live.
- Infill residential redevelopment supported by initiatives driven by the Barrett Management District and partnerships with the County using Community Development Block Grants (CDBG funding), low income tax credits, and other tools to stimulate both housing of a variety of types and price points.
- The development of a programmed slate of activities, functions, and events at Riley Chambers Park, at the future Town Center, and throughout the community. This will benefit all ages and will improve quality of life but will also provide a venue and a forum to keep Barrett's youth focused on activities that will lead to a productive future.
- New residential development coordinated for community betterment through the Barrett Management District and MUD50 coordination, resulting in community amenities and enhancements provided through master planned communities.

Splash Pad



Outdoor Gathering / Seating



Active Playground



Housing



Figure 3.1 Recommendation Examples

- The creation of design guidelines and requirements, instituted by the Barrett Management District, to prevent nuisance conditions, increase aesthetic appeal, and create a sense of place.
- Community ingress and egress improvements with Precinct 2 and TxDOT, constructing projects to increase access and connectivity to and from US 90.
- Creating safe routes to schools so students can walk and bike to school safely on well-lit sidewalks. On evenings and weekends, they continue down to Riley Chambers Park to play in the new splash pad and enjoy the recently upgraded facilities.
- Community-wide drainage improvements identified on both sides of FM 2100.
- A clear path for Community leadership to consider future incorporation, if it so chooses.



Figure 3.2 Riley Chambers Park Monument



Project Summary

The specific projects and initiatives are grouped into the following categories, based on timeframe and who is responsible for implementation.

Short-Term (Precinct 2)	Short-Term (Collaborative)	Long-Term Vision
<ul style="list-style-type: none"> Phase I Multimodal Improvements: Arcadian Gardens and St. Charles Place Eagleton Lane and Street Grid Extensions (Initial) Riley Chambers Park Splash Pad* Historic and Cultural Resources Survey Constable Storefront Community Nuisance Abatement Arcadian Gardens Drainage Study Barrett Town Center (Interim Components) 	<ul style="list-style-type: none"> Build Barrett Management District (BMD) Capacity Public Transportation Improvements Lee College Partnership Programs Develop Community Design Guidelines US 90 Access and FM 2100 Intersection Improvements 	<ul style="list-style-type: none"> Eagleton Lane and Street Grid Extensions Municipal Incorporation Street Lighting (Future Phases)* Barrett Cultural & Heritage Trail Barrett Town Center Barrett Loop Roadway Project

Figure 3.3 Project Summary

* Adapted from 2004 Plan

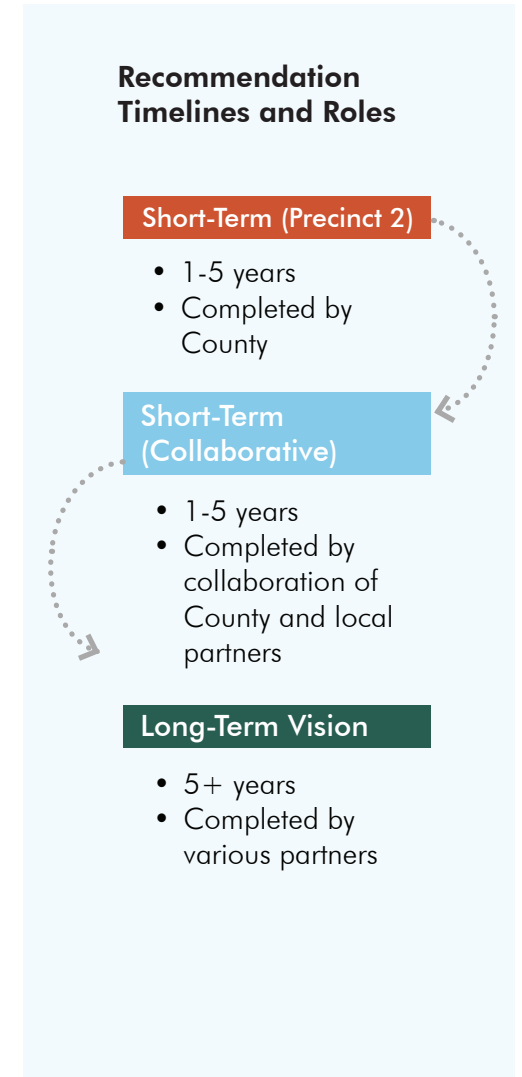


Figure 3.4 Recommendation Timelines and Roles



Local Organization Overview

The recommendation profiles identify a lead agency and partners who can help achieve implementation. The local organizations in Barrett are presented in the table; in addition to the County, there are two local political subdivisions of the state – the Barrett Management District and MUD 50, as well as a variety of non-profits that play key roles in the Barrett community. Further detail about each organization was presented in Chapter 2.

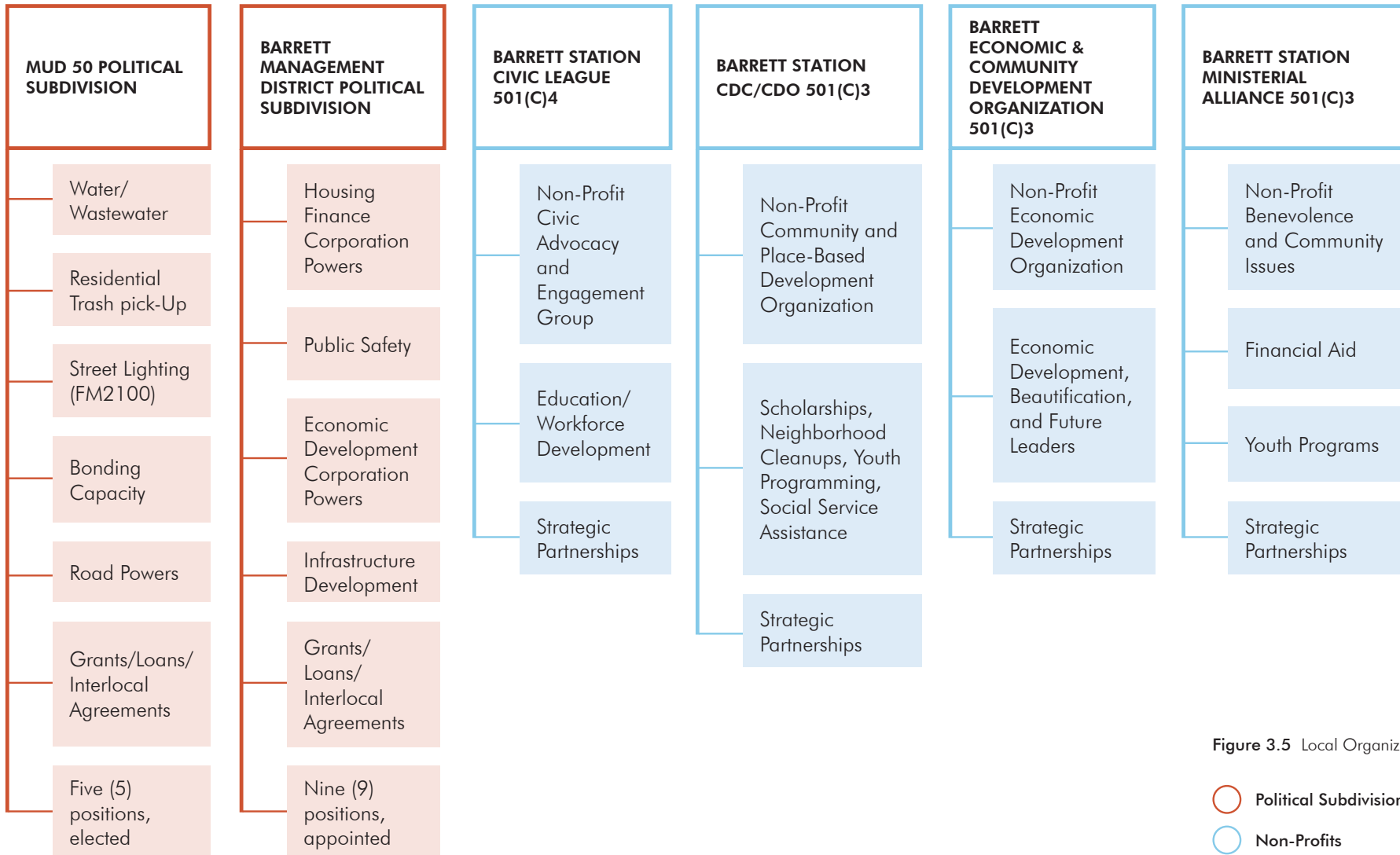


Figure 3.5 Local Organizations in Barrett

- Political Subdivisions
- Non-Profits



Funding Sources



Harris County Precinct 2

Harris County Precinct 2 funds a number of infrastructure projects throughout the Precinct, to include parks and trails, drainage, sidewalks and street and traffic improvements. In fiscal year 2021-2022, the capital project spending is projected to be approximately \$100 million across Precinct 2. Through programming projects in the Capital Improvement Program (CIP), Precinct 2 are able to fund priority projects such as those recommended in the Plan.

Harris County MUD 50 (MUD 50)

MUD 50 can act as a funding partner or conduit for funding for various projects. The Barrett Management District (BMD) will also act in this manner, when it obtains the technical and financial capacity to do so.



Community Development Block Grant (CDBG)

The CDBG program through the United States Department of Housing and Urban Development (HUD) provides grants on a formula basis to political subdivisions, including Harris County. The Community Services Department of Harris County administers the funding and has an annual application process for various projects in the County. CDBG projects aim to meet the objectives of decent housing, a suitable living environment and economic opportunity. In the case of natural disasters, CDBG Disaster Relief (DR) funds can also be utilized for housing and infrastructure projects.



Surface Transportation Block Grant (STBG)

Surface Transportation Block Grants are distributed via the regional Metropolitan Planning Organization (MPO), which is the Houston Galveston Area Council (H-GAC). Every 2-3 years, the H-GAC releases a Call for Projects across the 8-county region. The last Call for Projects was issued in Fall 2018, with announcements of funding awards finalized in Spring 2019. Funding availability was \$920 million from FY2019-FY2028. Eligible applicants included state and local governments, public transit providers, and public ports. A variety of project types were eligible, including roadway, active transportation and transit projects. The funding requested was a minimum of \$500,000 for roadway projects and \$150,000 for active transportation and transit projects. Another call is anticipated to be issued in 2021. The amount of funding available will be dependent upon the state of the federal surface transportation bill and other federal funding programs related to transportation infrastructure.

Congestion Mitigation and Air Quality (CMAQ)

The Houston-Galveston area is designated as a non-attainment area for air quality standards. CMAQ funding is provided by the federal government for transportation projects that reduce traffic congestion and improve air quality, particularly in areas that do not meet attainment targets. These funds are allocated through the H-GAC Call for Projects process.



Public Private Partnerships (P3)

Public private partnerships are a funding mechanism that involves the public sector (ie. Harris County, MUD 50) and the private sector, such as developers. Both entities would work together to implement a project that would be beneficial to both parties, through cost-sharing or other mechanisms.



Economic Development Administration (EDA)

The Economic Development Administration (EDA) annually issues funding for projects that have a nexus to job attraction, retention, and recovery. The EDA also makes special allocations of funding available in response to flooding and other similar natural disasters. The funding is for projects that will increase economic development and resiliency, through permanent job attraction, creation, and retention.



Texas Department of Transportation (TxDOT) Transportation Alternatives / Safe Routes to School Programs (TA/SRTS)

TxDOT issues a Call for Projects every 2-3 years for sidewalk projects. In February 2019, they issued a combined call for Transportation Alternatives Set Aside (TA) and Safe Routes to School (SRTS) Infrastructure funds. These funds are for bicycle and pedestrian infrastructure projects, with the SRTS funds to be for projects within 2 miles for K-8 schools. This combined call is for \$10.6 million in TA funds for nonurban areas and \$8.7 million in SRTS funds for 2019-2020; however, projects in small urban areas (population: 5,001-200,000) could be placed on a conditional project list for additional funding as it becomes available.

TxDOT Roadway

The Texas Department of Transportation (TxDOT) has a variety of funding sources for on-system roadway improvements; their roadway funding can be used for improvements on their rights-of-way, such as FM 2100 and US 90.

Private Foundations

There are a variety of foundations in the Houston region that provide funding or grants for various initiatives. These philanthropic organizations partner with other organizations to improve quality of life or achieve certain goals, such as improving or supporting public education, conservation or the arts. Local examples include the Houston Endowment, Baker Ripley, and the Powell Foundation.



Federal Transit Administration (FTA)

The FTA apportions formula funding to designated recipients in each urbanized area. This funding can be used for planning, engineering, design and other transportation related studies, or capital investments for transit projects. Funding for transit improvements in Barrett can be coordinated via Harris County. In addition to formula funds which the Harris County Transit receives through Houston METRO, other discretionary programs are available which may enable for the application of funds directly through the FTA.



New Market Tax Credits (NMTC)

New Market Tax Credits are a mechanism to attract private investment to low-income communities. The credit works in that investors can receive a tax credit against their federal income tax in exchange for making investments in Community Development Entities (CDEs). CDEs are financial intermediaries which then can provide loans and investments to businesses in the community. Texas Water Development Board (TWDB): The TWDB offers a variety of funding opportunities; one possible avenue would be via the Flood Infrastructure Fund (FIF), which provides low-interest loans or funding matches for various activities. Funds are predicated on the income level in a given area and may offer a unique opportunity for funding pursuit by the BMD and/or MUD 50.



Texas Parks and Wildlife Division Grants (TPWG)

The Texas Parks and Wildlife Division grants offer opportunities for recreation grants, local parks, and recreational trails. Local parks grants are offered at 50% reimbursement match and open every year. The recreational trail projects are funded in part by the Federal Highway Administration (FHWA) and offers funding for motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.



Texas Historical Commission (THC)

The Texas Historical Commission (THC) provides discretionary funding opportunities that can be used for preservation projects or historic surveys.



Federal Emergency Management Agency (FEMA)

The Texas Water Development Board administers FEMA GO funding. This funding can be used to implement measures to reduce or eliminate the long-term risk of flood damage to buildings insured under the National Flood Insurance Program (NFIP). Other FEMA grant programs that would be applicable are the Building Resilient Infrastructure and Communities (BRIC), which provides funding for hazard mitigation programs. For FY2020, FEMA will distribute up to \$500 million under the program, which provides funding for management costs, capability and capacity building activities and mitigation projects.



Funding Sources

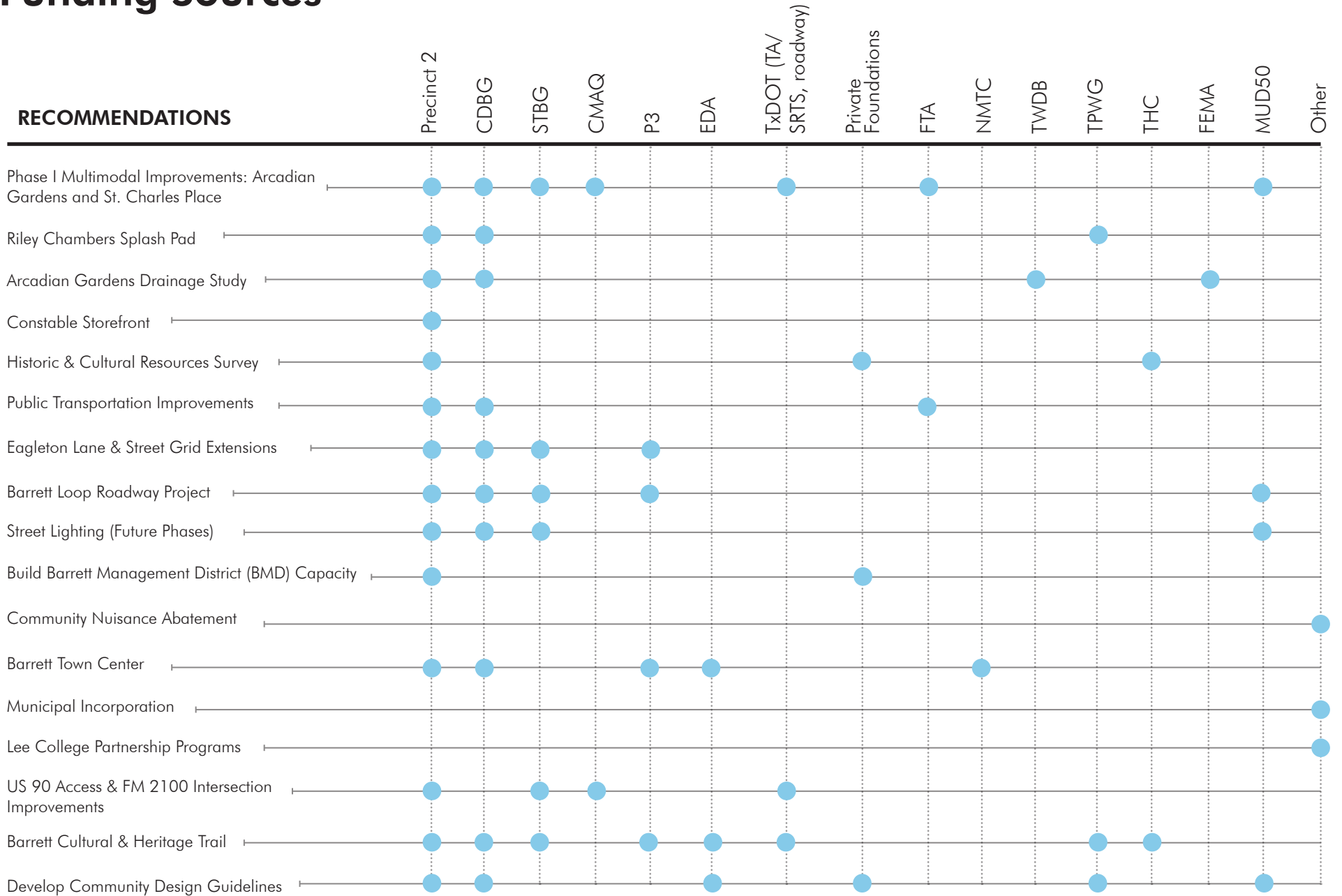


Table 3.1 Potential Funding Sources for Recommendations



TIMEFRAME

Short-Term (Collaborative)



LEAD AGENCY

- Harris County Precinct 2
- Barrett Management District



SUMMARY

Work to build capacity within the Barrett Management District (BMD) through providing staff resources in the form of an Executive Director position and potentially other staff support over a 5-year initiation period.



PARTNERS

- Barrett Station Community Development Organization
- Barrett Economic and Community Development Organization (BECDO)
- Barrett Station Civic League
- MUD 50



ESTIMATED COSTS

\$375,000

Build Barrett Management District (BMD) Capacity

Purpose and Need: There are several short-and long-term needs within the community, to include economic development, land use controls, and providing a path towards incorporation and even greater local control. It is recommended that the Barrett Management District become the lead local agency to address these needs. To do so, they need upfront assistance to staff the organization to enable legislative and structural change.



PROJECT BENEFITS

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Educational Attainment
- Improves Stormwater Management
- Improves Quality of Life
- Protects Historic Resources
- Reduces Congestion and Improves Travel Time Reliability



GOALS ADDRESSED

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Provide workforce development training to increase economic opportunity
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Maintain and develop adequate housing for all life stages and residents
- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Encourage community led development of all types
- ✓ Attract and retain home grown talent
- ✓ Prevent community displacement
- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

This recommendation is the prerequisite to many other plan recommendations and would allow for consistency with each of the plan goals. Fulfilling this recommendation would allow for:

- Facilitate future community-level investment by enabling the opportunity for Management District revenue generation; which will allow for sustainability independent of County provided seed capital.
- Create a local economic development leader and in that, a champion for historic and cultural heritage tourism.
- Enable a local public authority to effectively lead and advocate for community initiatives and projects with local, regional, state, and federal partners.
- Empower an organization to create development standards and pursue development initiatives.
- Catalyze the BMD's ability to tackle community nuisance enforcement issues through partnerships and the supplementation of existing County services.

Background and Scope

The Community Planning process has identified a need to build local capacity in a manner which would allow the community to implement recommendations from the Plan and future efforts. In relation to this need, the community expressed a strong desire for this capacity to have a nexus with, or otherwise be managed from within the community to preserve continuity over time. The aspect of long-term continuity and the continuance of prior efforts, absent potential changes in County-level leadership, is significant to the community.

The Plan has identified the following programs, partnerships, and initiatives as being best developed, led, and/or driven by a community-based organization:

- The creation of programs and partnerships to utilize and strengthen the enforcement and regulation of community 'nuisances' such as litter, crime, property degradation, and blight.
- Partnerships with Harris County and local and regional non-profits and community development corporations to create opportunities for affordable infill redevelopment.
- Proactively drive the long-term transformation of Barrett into an independent cultural hub, predicated on its heritage and culture.



Note that every aspect of the community will benefit from the successful development and implementation of these initiatives. They will increase and diversify the existing tax base (reducing the burden on residential property owners), improve quality of life, and help to preserve the cultural heritage and integrity of the community.

The model throughout Harris County for facilitating direct community impact, in the form of revenue generation, rulemaking, and/or the ability to plan and implement change is generally through a special district. Examples for consideration include:

- **The Woodlands Township**, while still technically a special district, began as an unincorporated area within two counties (both Harris and Montgomery). It began as a master planned community governed by three large homeowner's associations, bound together in 1993 by an improvement district (like a management district) in the center of the community. Ultimately, via local proposition, the improvement district was expanded to cover the entirety of the Woodlands, the board was reorganized, and an ad valorem property tax was established. Today, the community collects sales tax, hotel occupancy tax, and property tax. Currently, the community is evaluating the benefits and costs of incorporation. It is important to note that incorporation for The Woodlands is not a simple analysis – the community has spent the last several years evaluating incorporation, various models, and its implementation. If Barrett were to consider a model for growth, utilizing special districts and eventually considering incorporation, the Woodlands might be one such example.
- **The Westchase District** was created in 1995 by petition to provide supplemental services to those being currently provided by the City of Houston, which the District is within. Since creation, the District has been working towards marketing the area, developing multimodal infrastructure, providing supplementary public safety services, beautifying the area, and facilitating economic development through a variety of programs. In addition to generating revenue through an assessment, in 2013 the District entered into a Chapter 380 agreement with the City of Houston which allows for two-thirds of the revenue from property tax growth collected within the area to be used for investment into public projects including roads, parks, trails, and drainage improvements. The 380 agreement has enabled the District to implement several major capital projects through the provision of matching funds for large federal grants.
- **The West Fort Bend Management District** was created in 2005 and covers incorporated areas of both Richmond and Rosenberg, TX. This District does not levy an assessment and has leveraged its 501c3 designation to receive a philanthropic donation to hire its first full time full-time Executive Director in 2011. Since creation, the District has also been successful in developing design standards for new development and redevelopment within the jurisdiction of the District, instituting a mowing and maintenance plan for sections of the Highway 90 corridor, and receiving grants for tree plantings and intersection enhancements.

The examples provided demonstrate that the process from special district creation to instituting change can take intergovernmental partnerships, strategic agreements, local expertise, and time.



Application to Barrett

The two applicable entities to focus on capacity building and Plan implementation are MUD 50 and the Barrett Management District. The table below provides a review of the tradeoffs associated with each agency taking on this type of role moving forward:

MUD 50	Barrett Management District
Board leadership interested in focusing on the provision of core services - water, wastewater, and residential garbage collection. This is generally consistent with what a MUD’s “mission” is in Harris County.	Board leadership interested in taking on the role of community and economic development activities most aligned with Barrett Community Plan recommendations. This is generally consistent with what a management district’s “mission” is in Harris County.
Board composition clearly defined with election process in place.	Governance process unclear due to language in authorizing legislation regarding entity in charge of Board appointments.
Several existing revenue streams in place to include ability to leverage debt.	Potential for establishment of revenue streams and debt authorization but will require modification to authorizing legislation.
Has standard powers to acquire, own, construct, and operate public infrastructure related to water, wastewater, drainage, parks and recreational facilities, and roads (and any improvement in aid of a road), per Chapter 54 of the Texas Water Code.	Includes powers of Chapter 54 Texas Water Code plus other powers from Chapter 375 of the Texas Local Government Code related to commercial, community, and economic development. Specifics as they apply to the Barrett Management District are clarified in its authorizing legislation.
In addition to elected board, has staff and consultant support on hand to manage and deliver projects.	Volunteer board does not have staff or direct consultant support available due to lack of fiscal resources.

Table 3.2 demonstrates that while MUD 50 has the existing organizational capacity to begin to address community needs, it lacks the legislative and leadership mandate which would enable it to do so. In other words, the MUD has a legislative mission to provide, operate, and maintain certain types of public infrastructure within their jurisdiction; however, they do not have a legislative mission focused on community and economic development.

In addition, while MUD 50 has financial resources available, the resources are fully committed as evidenced through its 2020 Capital Improvement Plan. This ultimately results in a recommendation that the Management District is the right fit for leadership in the areas of economic and community development moving forward.



Table 3.2 Applicable Entities & Tradeoffs

Figure 3.6 Existing MUD 50 Signage



A Road Map for Building Capacity Within the Management District

The process for building capacity within the Management District should begin with the creation of a staff position through an Executive Director or Administrator. The initial responsibilities of this position could include:

- Development and posting of Board schedules, meeting agendas/minutes, and related materials.
- Establishing a public web-presence for the District.
- Serve as the point of contact for coordination with existing and potential interagency partners.
- Legislative coordination work to modify the existing District's authorizing legislation, to be generally consistent with the 'proposed template language' provided by the Committee on Special Purpose Districts of the Eighty-fifth Legislature. This includes:
 - Clarity in the process for Board appointments (this could be an election or through appointment of Board recommendations by entities such as MUD 50, the County, or Crosby ISD.)
 - Authorization to levy assessments, based upon a written petition requesting that service or improvement signed by the owners of most of the assessed value of real property.
 - Authorization to impose an ad valorem tax and/or a operation and maintenance tax via, if authorized via election.
 - Authorization to borrow money and to issue bonds.
 - A re-examination of the District's boundaries to ensure they are consistent with current and future growth in the area.



Figure 3.7 Library / Learning Resource Center Example



Figure 3.8 Civic Functions Space Example



- Building upon the guidance in the Barrett Community Plan to establish a Management District Strategic Plan, which may include activities such as:
 - The creation of an infill redevelopment program and the institutionalization of an existing interlocal agreement with Harris County regarding Community Development Block Grant resources, building upon the existing agreement structure with the County.
 - Working with local and regional partners towards the creation of commercial development opportunities in the community – and the development of the Barrett Town Center.
 - The creation of District-wide development guidelines.
 - The fulfillment of education campaigns related to public transportation, education in property taxation, mechanisms for reporting nuisance information to Harris County, and conveying information about programs and services which provide a betterment for the community.
 - Coordinating and locally communicating Harris County Precinct 2 capital project information related to roadways, drainage, and other county facilities to the public-at-large.
 - The management of historical designation processes as they relate to economic development-based historical tourism.
 - Identifying and coordinating supplemental short and long-term funding mechanisms for other projects and initiatives. This could be in the form of a Tax Increment Reinvestment Zone, Chapter 381 agreement, grants, and other mechanisms.



Figure 3.9 Heritage Trail / Crossing Example



Figure 3.10 Park and Residential Space Example



When appropriately funded and staffed, the Barrett Management District (BMD) will be able to provide core services in following areas, along with responsibilities and charges.

Community Advocacy, Partnerships, and Leadership

- Serve as the de facto local political representative voice for the community and as the 'go-to' resource in gathering and maintaining data, information, and information regarding the District.
- Monitor, represent, and advocate for the District's interests and will foster collaboration with partners to do so. This could include local, county, state, and federal elected officials and agencies to advance issues, secure funding, and implement projects and initiatives.
- Proactively engage and interact with District stakeholders and its representative community.

Beautification and Maintenance

- Take measures to reasonably define and enforce community aesthetic and design standards.
- Work to proactively enhance the visual appearance and curb appeal of the community through the provision of upkeep and maintenance.

Economic Development

- Act as the champion for developing the concept of historic and cultural heritage tourism within the community.
- Coordinate and collaborate with local partner organizations on the development and implementation of programming activities such as community marketplaces, festivals, events, and gatherings to leverage community economic development goals.
- Lead and coordinate targeted business attraction, creation, and retention efforts. This includes being an active leader in the creation of the Barrett Town Center.



Figure 3.11 Business Start-up / Market Place Example



Figure 3.12 Pedestrian / Bike Trail Example

- Collaborate and implement programs and initiatives to support high quality residential housing stock through infill rehabilitation and redevelopment.
- Pursue and advocate for opportunity zone designation for the area, should the potential expansion of the national program occur.



Planning and Infrastructure

- Advocate, engage, and coordinate infrastructure planning and the implementation of projects with partner agencies to include MUD 50 and Precinct 2.
- Develop, maintain, and manage a District-centric Capital Improvement Plan (CIP) that considers short- and long-term objectives and investments for Barrett.

Public Safety and Security

- Promote a safe and secure environment through coordination and collaboration with County-designated law enforcement agencies. Can enter into supplemental services with public/private law enforcement, if desired.
- Promote, host, and participate public safety events, functions, meetings, and initiatives that increase awareness of safety measures and community safety concerns.



Figure 3.13 Pedestrian / Bike Trails Examples



Collaboration with MUD 50

MUD 50 currently provides many essential services for the Barrett community. MUD 50 maintains their infrastructure in a state of good repair and is in a strong financial position. Collaboration between the MUD and the Barrett Management District can further community objectives and ultimately create efficiencies for the community and its residents. Opportunities for collaboration in upcoming years include the following:

- It is an objective of the MUD to identify an equitable fee structure for the services provided to 'out of District' customers. The identification and implementation of this fee structure will ultimately result in reduced assessment rates for those that are currently in-District. The Barrett Management District can partner with the MUD to evaluate options and disseminate options on community benefits regarding same.
- In the future, the MUD will be required to convert their groundwater-based systems to one that is reliant on surface water. It is anticipated that this conversion will be required by the Texas Water Development Board in the time horizon of 2030. This conversion will carry a large capital cost and will also require a comprehensive messaging strategy for the Barrett Community. The Barrett Management District should play a key role in these communication processes moving forward.
- The MUD owns a significant amount of property within the Barrett Community. Much of it is actively used for water and wastewater treatment purposes, but other property is vacant and/or used for administrative purposes. The Barrett Management District should coordinate with the MUD on the highest and best uses of publicly held property. If uses are able to be converted in part or in whole for a taxable use, it will create additional revenue generating opportunities for the MUD as well as the Management District, in the eventuality that it will be able to assess certain types fees.
- MUD capital projects may be directly eligible for discretionary funding resources. These include projects which improve, rehabilitate, and or improve resiliency for MUD infrastructure. In these cases, the Barrett Management District can support the MUD's applications, assist in the provision of information, or offer other types of assistance.
- There may be opportunities for the MUD, Precinct 2, and the Barrett Management District to work together to implement projects which can accomplish multi-jurisdictional goals. One theoretical example could include the need to repair or rehabilitate sewer lines which could also require the disturbance of existing at-grade pavement. In this case, it could be beneficial for the parties to coordinate efforts to facilitate a holistic upgrade of above and below grade infrastructure in order to recognize efficiencies and maximize benefit for the community. The Barrett Management District can help to lead coordination and collaboration on these types of discussions.



Next Steps, Funding and Implementation

As the Barrett Management District does not currently have the ability to generate revenue, the creation of this position will require partnerships, grants, or philanthropy. It is estimated that this position, for an initial term, could exist in a part-time capacity. Other part-time Executive Directors/Administrators in the Houston-region generally yield \$5,000 to \$7,500 per month. A similar position, at a full-time equivalent, could command \$90,000 to \$150,000 a year, dependent upon qualifications, benefits, and overall scope of work.

To be effective, this position should be funded for a period of at least three (3) years and potentially up to five (5). This would allow for sufficient time for the suggested legislative modifications to be coordinated with the State Representative's office and to be coordinated through at least one (1) legislative session. This time frame would also allow for progress to be made on several of the other activities which are not wholly dependent upon modifications to the existing Management District structure.

A directly hired position would necessitate additional costs associated with insurance and benefits. A consultant or 1099 type position should be considered to remove these aspects from consideration. If so, for a five (5) year period, a funding dedication of \$300,000 to \$450,000 would be required.

This type of position could be funded in a few ways:

- Philanthropic means such as endowments, private companies, and private benefactors. Potential sources include the Powell Foundation, the Brown Foundation, the Houston Endowment, Baker Ripley, and the Arnold Foundation. Potential corporate contributors include Walmart, Shell, ExxonMobil, and others.
- The position could be funded through an intergovernmental agreement (grant) with Precinct 2.
- Texas House Bill 2528 enabled modification to the Texas Water Code which allows MUDs to solicit donations for economic development as a component of the utility bill. The MUD may accept donations in any form from any source approved by the board to provide funds to a nonprofit organization providing economic programs. When the Management District forms a non-profit arm, the MUD could allow individuals to voluntarily contribute to this mission. This option will likely only provide for supplementary funding and will not eliminate the need for a major donor.

The position could be structured and integrated into the community in several different ways. These decisions may also be impacted on requirements set in place by the community and funding partner(s).



Key questions include:

- What is the process for the selection of an individual/consultant for this position?
- To who, or what, does this position directly report to?
- What is the title of this position and to which organization do they belong?
- What is the initial length of financial assistance provided to fund this position?
- What annual benchmarks will be reviewed to assess continuity of financial assistance?

Many of the answers to these questions are dependent upon who or what is providing the seed funding to create this position. One model for consideration is as follows:

- Precinct 2 can hire a consultant for a specific contract duration to accomplish the identified objectives. An option to consider is for this consultant position to work for the District but also within the context of an advisory group.
- The advisory group would be composed of appointed representation from each of the following agencies:
 - Harris County Precinct 2 (2)
 - MUD 50 (1)
 - Barrett Management District (2)
 - Barrett Station Civic League (1)
 - Barrett Station Community Development Organization (1)
 - Barret Economic & Community Development Organization (1)
 - Barrett Station Ministerial Alliance (1)

- The consultant will be advised by the community-led group with the various stakeholders. The existing Management District will remain functional and its Board will remain intact through this process. However, the Board's direction will coordinate with the consultant and by extension, the task force.
- The consultant will report to the Board, via meetings and written reports, monthly. The task force will receive a monthly written report and will meet at a frequency to be determined by the task force and the consultant.
- To the extent facilities or meeting space is necessary for the consultant to complete their job, the County and/or the MUD will provide facilities for use.
- Barrett Management District observation of other Houston-region Management District meetings is one suggested first step to identifying process, procedures, and best practices used by other Municipal Management Districts. The consultant and the Board of the Management District would be able to leverage the successes of other regional management districts and would build 'mentor/mentee' type relationships between those districts and the Barrett Management District. This could manifest itself through the emulation and application of process and procedure and in the form of board education.

Ultimately the objective is for the staff position to transition from being reliant on Harris County Precinct 2 funding, to funding from revenue generated by the Barrett Management District itself.



TIMEFRAME

Short-Term (Collaborative)



LEAD AGENCY

- Barrett Management District
- MUD 50



SUMMARY

Develop and implement design guidelines to establish a common vision for the community.



PARTNERS

- Harris County Precinct 2
- Barrett Station Community Development Organization
- Barrett Economic and Community Development Organization (BECDO)
- Barrett Station Civic League



ESTIMATED COSTS

\$250,000



PROJECT BENEFITS

- Generates Economic Development
- Improves Quality of Life
- Protects Historic Resources

Develop Community Design Guidelines

Purpose and Need: The community indicated concerns related to undesirable aesthetic and land use conditions in both public and private rights-of-way. The development of enforceable design guidelines will address these concerns.



GOALS ADDRESSED

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Maintain and develop adequate housing for all life stages and residents
- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Encourage community led development of all types
- ✓ Attract and retain home grown talent
- ✓ Prevent community displacement
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

The planning process unearthed several concerns regarding manufactured homes, trailers, uncontrolled development, land use controls, complaints regarding property upkeep, and the general maintenance of public and private rights-of-way. The development and application of design guidelines will improve property values and make the community more attractive for economic investment, which will generate economic development benefits.



Guidelines will also work to improve quality of life for the community through improving aesthetics and thus area livability. They will also protect the historic integrity of the community.

The County's ability to control and regulate these areas, per the Harris County Engineering Department is provided:

Harris County's authority to regulate development is derived from a number of statutes, codes, and state laws, including Texas Local Government Code, Texas Transportation Code, and Harris County Road Law.

Harris County's regulations require strict standards for construction of structures in the regulatory floodplain, construction of public and private infrastructure, stormwater quality infrastructure, wastewater systems, and water wells. Harris County also regulates fire safety and fire protection standards, and many other types of development including signs, salvage yards, communications facilities, salvage yards, driveways, and culverts. The majority of development in Harris County must be approved via permit application and approval of construction drawings verifying compliance with Harris County regulations and state and federal law.

Texas Local Government Code 232 authorizes Harris County to require a plat in areas outside the limits of a municipality if a property owner subdivides a tract into two or more tracts, and authorizes Harris County to require sections of these tracts to be dedicated for public use, such as land adjacent to roads or drainage easements adjacent to channels.

Harris County is also granted authority by state law to enact regulations requiring the inspection of development upon completion of work, including site development and construction of new buildings. For example, Texas Local Government Code 233.061-233.064 authorizes Harris County to regulate and inspect fire safety through the Harris County Fire Code Regulations and authorizes the Harris County Fire Marshall to inspect commercial establishments, public buildings, and multi-family residential dwellings to ensure fire safety and fire protection are compliant with International Building Code requirements.

Texas Local Government Code 233.151-233.154 further authorizes Harris County to require that new single-family homes be compliant with International Residential Code standards. These structures must pass certified third-party inspections during certain stages of construction (foundation stage, framing/mechanical stage, and completion of construction), and the date of inspection must be reported to Harris County.

Manufactured homes are exempt from Harris County's third-party inspection requirement, however, they must be factory constructed according to applicable state and federal standards prior to installation, and elevation of the manufactured home is verified by Harris County during the final site inspection in areas at-risk for flooding.

Additional authorizations under Texas Local Government Code and the Flood Control and Insurance Act allow Harris County to regulate construction standards for residential structures to prevent flood damage, to include minimum elevation of structures, floodproofing, drainage specifications, and prohibitions of water, sewer, electricity, and gas utility services.



What Harris County generally cannot do is address the impact of substandard housing (manufactured or stick built) being constructed in or relocated to existing neighborhoods or private property *unless* considered a nuisance due to health and safety concerns, zoning, and aesthetic development standards to establish a uniform or otherwise acceptable community appearance.

However, it is within the purview of Municipal Management Districts and Municipal Utility Districts to implement voluntary and/or required design guidelines.

This initiative recommends collaboration between the Barrett Management District and MUD 50 to generate a comprehensive set of design guidelines which would be applicable to a variety of land uses within the Barrett community. The applicable boundaries of the guidelines will need to be in alignment to the respective agencies, which may provide an incentive for the adjustment of boundaries to ensure consistency and congruity.

By developing design standards, Barrett will be able to future-proof development with form-based measures that are easily understood. The standards in this section are intended to provide a clear **framework** that encourages new buildings to sensitively respond to their context and existing patterns of development, while promoting consistency, structure and character unique to each “district” and neighborhood.

Note: These standards provided here are conceptual recommendations for the purposes of sharing how future guidelines (once tested, reviewed, and approved) could help shape the natural and built environment to better reflect Barrett’s vision.

A number of factors are proposed to be added to the current ‘Special District Local Laws Code,’ in an effort to improve public and private realm spaces, unify development practices and preserve the character of the community of Barrett. These factors are listed below with the intention of maintaining, limiting and prohibiting some development practices.

- Limiting the development of manufactured homes
- Ensuring the upkeep and maintenance of lawns, parks and open spaces
- Prohibiting unpermitted trailers and temporary structures
- Controlling signage clutter along corridors and on development parcels
- Removing chainlink or unsteady fencing and applying durable materials
- Appropriating tree trimming practices in accordance with CenterPoint and locating utility powerlines to allow for healthy tree growth
- Maintaining adequate clearance of access points and pedestrian walkways (sidewalks, trails, etc.) from utilities and obstructions
- Prohibiting the use of vinyl, metal, synthetic stone on building construction
- Ensuring building entrances are well-connected to pedestrian drop-off points as well as sidewalks and pedestrian walkways



What are Design Standards?

Design Standards are a tool used to ensure that development meets the intended performance metrics of a successful environment, as defined by a community's vision of its future self. They provide clear instructions for creating strong neighborhoods, setting expectations for the quality and character of public spaces and the way in which buildings interface with them and the existing context. Perhaps most importantly, Design Standards are a way of protecting investment and providing a cohesive community experience.

Design Standards are recommended for Barrett for a number of reasons. When properly followed and administered, they can preserve and enhance the qualities that make Barrett a beloved place in the eyes of residents and a destination for visitors. They can enhance property values and improve the quality of new development, and Standards can protect the community from development that is incompatible with the goals of stakeholders. **The following section provides EXAMPLE design standards developed to provide a basis for the development of regulatory standards in the future. Though examples, they are representative of standards that would align with community needs and desired standards.** The specifications related to setbacks, building heights, curb cuts, and other urban design areas are rooted in typical best-practices for the types of development districts reviewed in the Plan. They will serve as a solid starting point in the development in Barrett-specific design guidelines.

Design Standards for Barrett

In this case, several 'districts' have been formed to articulate standards based on the character of each district to help distinguish one from the other. The first step is to define the intent and goal for each district. This section describes the character and general goal for different areas of the study area based on current use or function and desired type of new or redevelopment.



Figure 3.14 Residential Development Example



Design Guidelines

Regulating Factors on Development Code

A number of factors are proposed to be added to the current 'Special District Local Laws Code,' in an effort to improve public and private realm spaces, unify development practices and preserve the character of the community of Barrett. These factors are listed below with the intention of maintaining, limiting and prohibiting some development practices, and will be in effect upon adoption of the Plan.



Limiting the development of manufactured homes



Ensuring the upkeep and maintenance of lawns, parks, and open spaces



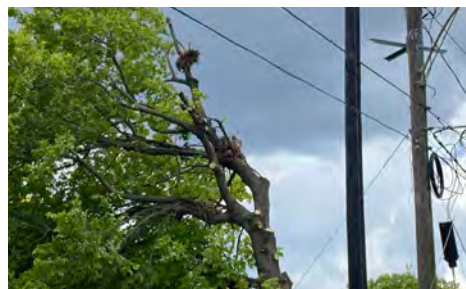
Prohibiting unpermitted trailers and temporary structures



Controlling signage clutter along corridors and on development parcels



Removing chainlink or unsteady fencing and applying durable materials



Appropriating tree trimming practices in accordance with CenterPoint and locating utility powerlines to allow for healthy tree growth.



Maintaining adequate clearance of access points and pedestrian walkways (sidewalks, trails, etc) from utilities and obstructions.



Prohibiting the use of vinyl, metal, synthetic stone on building construction.



Ensuring building entrances are well-connected to pedestrian drop-off points as well as sidewalks and pedestrian walkways.



Development District Characteristics

Guidelines provide clear instructions for creating strong neighborhoods, setting expectations for the quality and character of public spaces and the way in which buildings interface with them and the existing context. Perhaps most importantly, design guidelines are a way of protecting investment and providing a cohesive community experience. Several districts have been formed to articulate guidelines based on the character of each district to help distinguish one from the other.

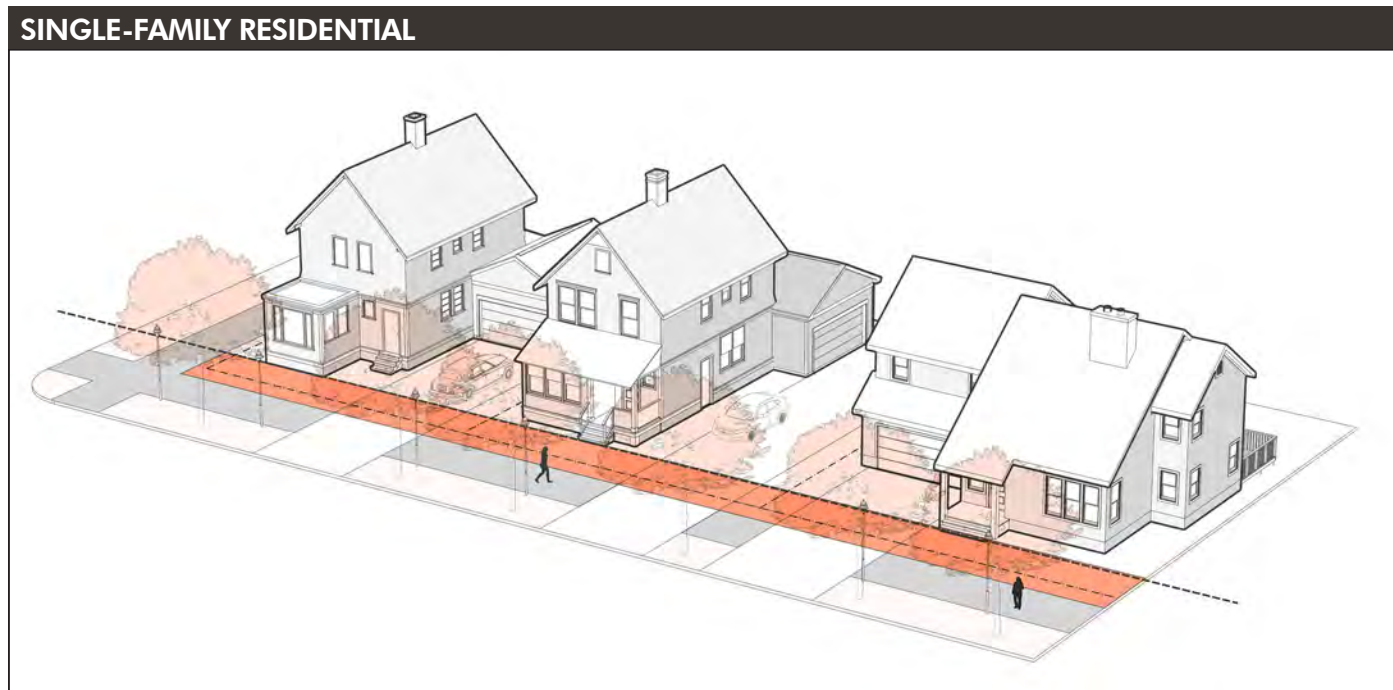


Figure 3.15 Single-Family Residential Development Example

INTENT

Protect integrity of existing, large lot, detached homes and reinforce role within walkable neighborhoods and ancillary uses.

DESIRED FORM

- Detached/ Wide Lot
- Medium-to-Large Footprint
- Large Front Setback
- Up to 2.5 stories

GENERAL USE

Primarily residential with smaller neighborhood-supporting uses in ancillary buildings.



HORIZONTAL MULTI-FAMILY



Figure 3.16 Horizontal Multi-Family Development Example

INTENT

Provide urban housing choices in small to medium footprint, medium density building types, which reinforce walkability and shared lots with communal open spaces and support small scale neighborhood-serving service uses adjacent to this zone.

DESIRED FORM

- Attached
- Small-to-Medium Footprint
- Small-to-Medium Setback
- Up to 3.5 stories

GENERAL USE

Primarily multi-unit residential with communal open spaces and parking in the rear of primary streets.

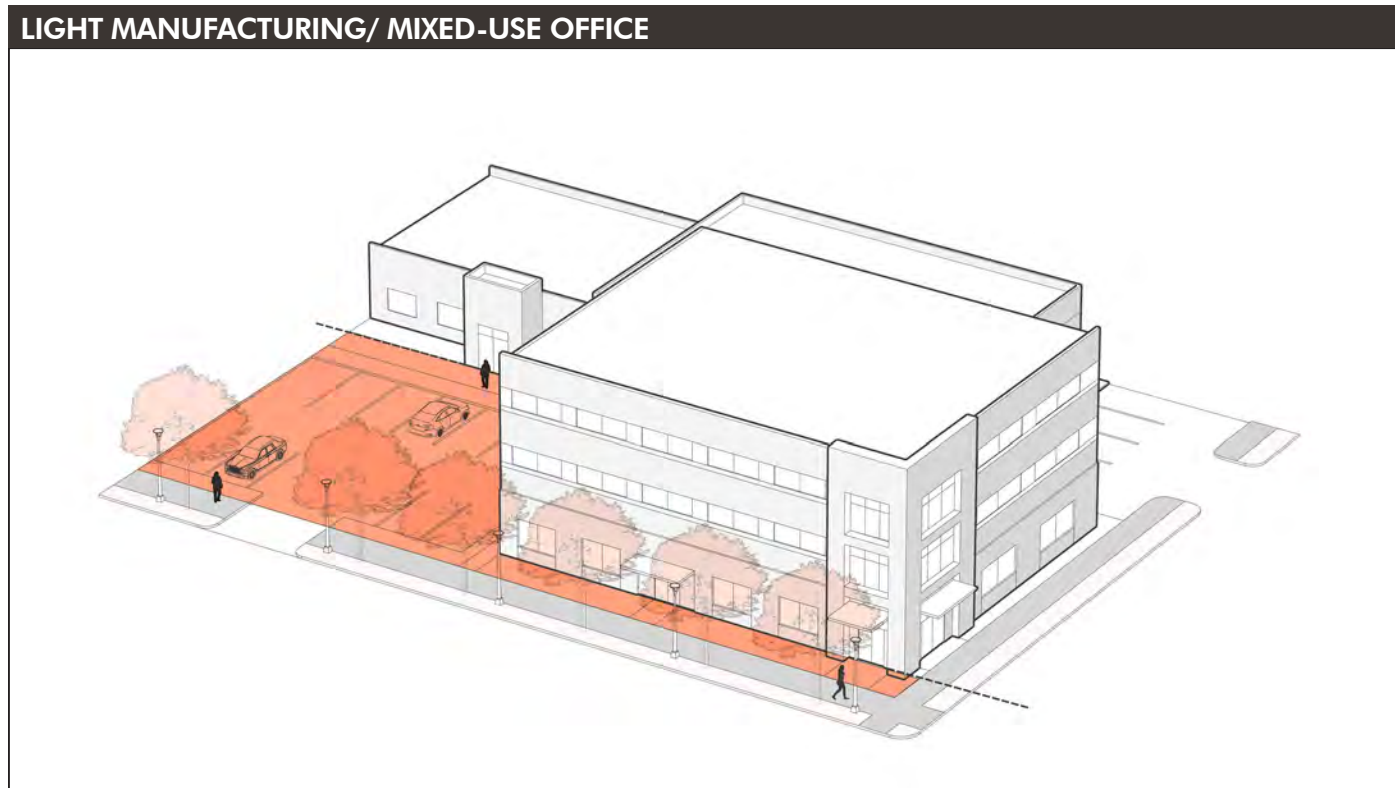


Figure 3.17 Light Manufacturing/
Mixed-Use Office Development
Example

INTENT

Provide forms that accommodate a range of uses such as office, hospitality, and light manufacturing to encourage revitalization and investment, while reinforcing walkability. Parking garages may be developed to the rear of property.

DESIRED FORM

- Wide Lot
- Variable Wall Pane along Street
- Medium-to-Large Footprint
- Small-to-Medium Front Setback
- Up to 4 stories

GENERAL USE

Vertical and horizontal mixed use: retail, commercial, office, and hospitality uses on any floors. Ideal location for work/live conditions.



CORRIDOR COMMERCIAL

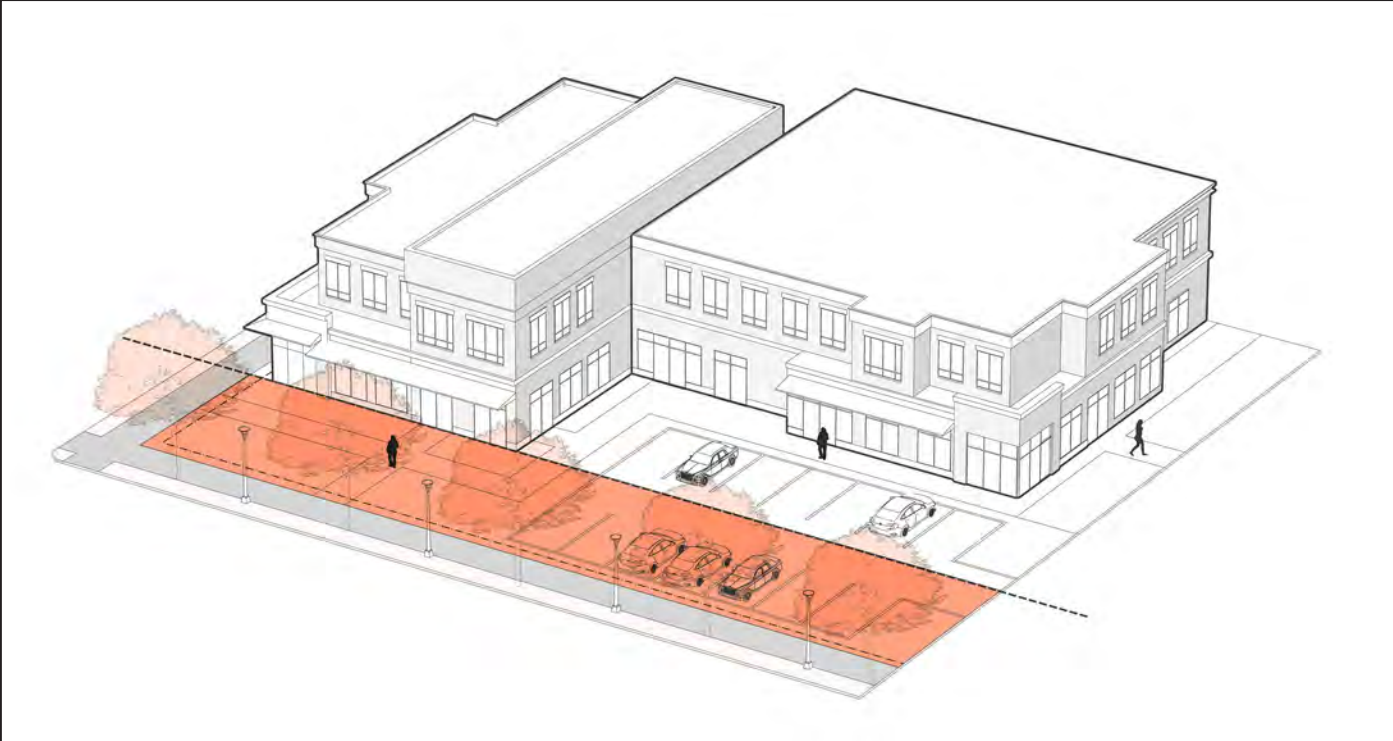


Figure 3.18 Corridor Commercial Development Example

INTENT

Promote a variety of urban general retail (ground floor or multilevel) and office building types, and medium to small-sized neighborhood supporting services with access to transportation alternatives. Parking strategies to include surface parking to the rear of property or teaser parking at front.

DESIRED FORM

- Attached/ Detached
- Wide Lot
- Small-to-Large Footprint
- Small-to-Medium Front Setback
- Up to 4 stories

GENERAL USE

A diverse mix of corridor uses such as large retail, office building types, and small to medium-sized neighborhood supporting services and commercial uses.

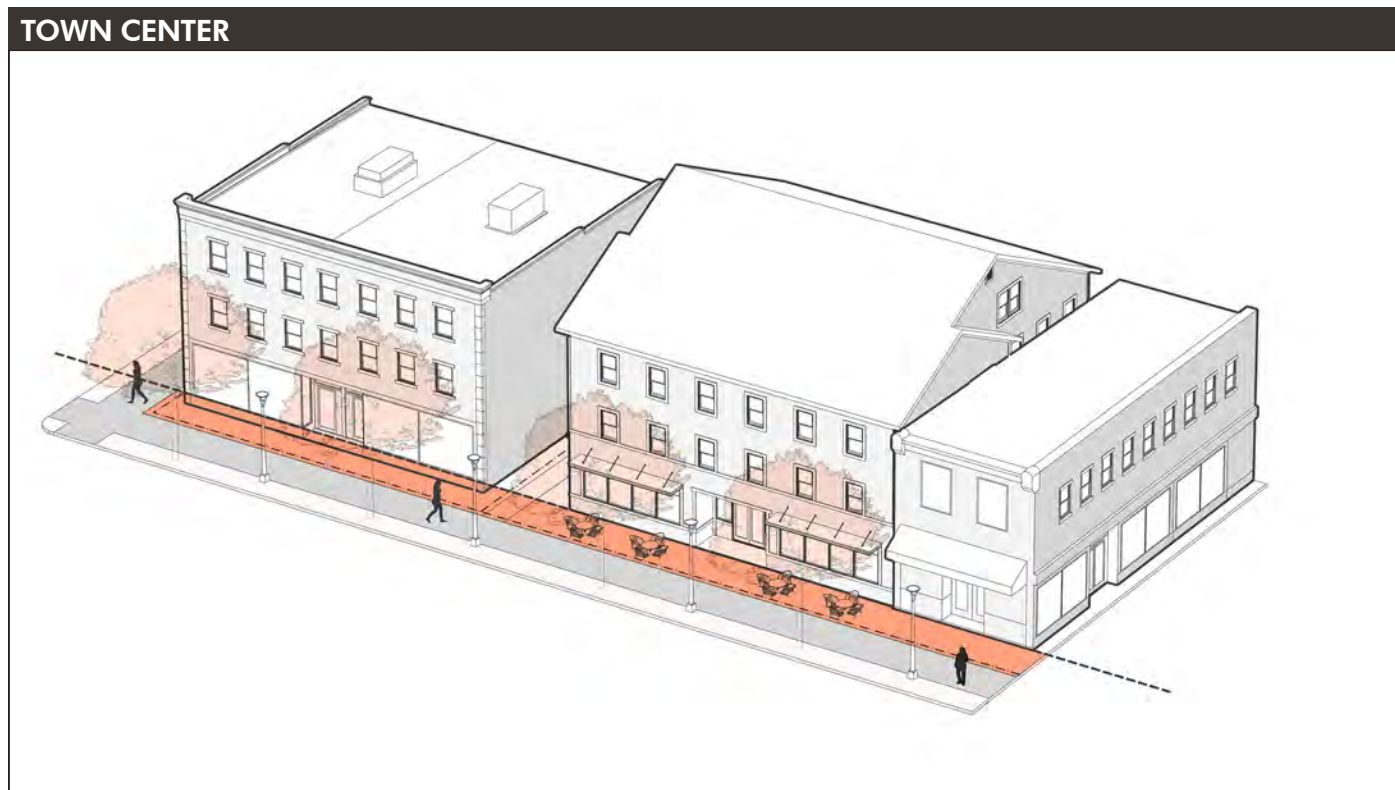


Figure 3.19 Town Center Development Example

INTENT

Provide a focal point for neighborhoods that accommodates neighborhood-serving retail, service, and residential uses in compact, walkable urban form. Some areas will provide a diverse mix of uses on the ground floor, including residential to enable the retail and service area to mature over time. Ground level pedestrian activity is encouraged.

DESIRED FORM

- Attached
- Narrow-to-Medium Footprint
- Continuous Wall Pane along Street
- Small-to-Medium Footprint
- Small-to-No Setbacks
- Up to 4.5 stories

GENERAL USE

Primarily ground floor commercial uses with a mix of commercial and residential uses on the floors above. Some areas may accommodate a combination of commercial and residential uses.



Next, a set of prescriptive standards are provided to allow landowners and developers to easily discern what requirements and characteristics are associated with the overlay district that their property occupies. These prescriptive recommendations specify setbacks, heights, uses, parking requirements, suggestive development types, and public realm requirements.

Single Family Residential

Setbacks

- **Front:** 35' maximum
- **Side:** 10' maximum
- **Rear:** 25' maximum
- **Lot Coverage:** 60% minimum

Heights

- **Primary Building Height:** 35' or 2.5 stories
- **Accessory Building Height:** 15' maximum

Uses

- **Applicable Uses:** Single family homes and duplexes are encouraged at intersections.
- **Discouraged or Prohibited Uses:** manufactured homes / trailers, mobile homes, manufacturing, commercial recreation, commercial (except as included in a live-work unit), vertical multiple-family residential

Parking

- **Access:** Driveway access should be located on secondary roads or on primary roads through alleys. Garage to be located at or behind main building facade.
- **Parking Type:** Garage, on-street

Development Types

- Estates, detached single-family homes, rowhouses

Public Realm

- **Sidewalk Width:** 6' minimum
- **Tree Spacing:** 25' - 30' on-center
- **Soil Volume Area:** 75 square foot minimum of surface area for all districts
- **Landscaping:** Turf grass allowed (dedicated irrigation must be provided); shrubs and perennials (encouraged with dedicated irrigation); native species encouraged



Horizontal Multifamily

Setbacks

- **Front:** 10' maximum
- **Side:** 10' maximum
- **Rear:** 10' maximum
- **Lot Coverage:** 60% minimum

Heights

- **Primary Building Height:** 42' or 3 stories maximum

Uses

- **Applicable Uses:** Multifamily apartments and condominium buildings with neighborhood-serving retail and services are encouraged.
- **Discouraged or Prohibited Uses:** manufacturing, single-family, commercial recreation, commercial (except as included in a live-work unit)

Parking

- **Access:** Driveway access should be located on secondary roads or on primary roads through alleys. Garage to be located at or behind main building facade.
- **Parking Type:** Garage, on-street

Development Types

- Duplex, multiplex, attached rowhouses

Public Realm

- **Sidewalk Width:** 6' minimum
- **Tree Spacing:** 25' - 30' on-center
- **Soil Volume Area:** 75 square foot minimum of surface area for all districts
- **Landscaping:** Turf grass allowed (dedicated irrigation must be provided); shrubs and perennials (encouraged with dedicated irrigation); native species encouraged



Light Manufacturing/ Mixed Use Office

Setbacks

- **Front:** 15' maximum (at least 50% of front façade must be located on front lot line)
- **Side:** 15' maximum or 75' maximum with parking on one side only
- **Rear:** 10' maximum or 75' maximum with parking in rear
- **Lot Coverage:** 60% minimum

Heights

- **Primary Building Height:** 48' or 4 stories

Uses

- **Applicable Uses:** Mix of light industrial and creative spaces, manufacturing, office, some retail is encouraged.
- **Discouraged or Prohibited Uses:** Vertical multiple-family residential, single-family residential, commercial recreation, live-work units

Parking

- **Access:** Parking garage to be located at or behind main building facade. Surface parking may be allocated alongside lot line provided at least 50% of front façade is located on the front lot line.
- **Parking Type:** Garage, on-street, surface parking on side lot line or rear

Development Types

- Multi-story structures. Pitched roofs are prohibited.

Public Realm

- **Sidewalk Width:** 6' minimum
- **Tree Spacing:** 25' - 40' on-center (30' preferred)
- **Soil Volume Area:** 75 square foot minimum of surface area for all districts
- **Landscaping:** Turf grass allowed (dedicated irrigation must be provided); shrubs and perennials (encouraged with dedicated irrigation); native species encouraged



Corridor Commercial

Setbacks

- **Front:** 10' maximum or 40' maximum with parking in front
- **Side:** 5' maximum
- **Rear:** 15' maximum or 10' maximum if property abuts residential
- **Lot Coverage:** 65% minimum

Heights

- **Primary Building Height:** no height limit

Uses

- **Applicable Uses:** Mixed use buildings with office space, retail and restaurant uses, and community and social services are encouraged
- **Discouraged or Prohibited Uses:** manufacturing, single and two-family residential, multiple-family residential (as a sole use)

Parking

- **Access:** Parking is encouraged to be located to the rear of the building. Limit the use of 1 curb cuts per property on main corridor with access from collector roads
- **Parking Type:** Surface parking, on-street parking

Development Types

- Single to double story commercial retail shopping centers

Public Realm

- **Sidewalk Width:** 6' minimum
- **Tree Spacing:** 30' - 40' on-center (at least 30' preferred)
- **Soil Volume Area:** 75 square foot minimum of surface area for all districts
- **Landscaping:** Turf grass not allowed; shrubs and perennials (required in planting areas greater than 50 square foot with dedicated irrigation); native species encouraged



Town Center

Setbacks

- **Front:** 0' or 10' maximum for building transition zone for pedestrian rest area (cafes, etc)
- **Side:** 10' maximum
- **Rear:** 0' or 10' maximum if property abuts residential
- **Lot Coverage:** 75% minimum

Heights

- **Primary Building Height:** 42' or 3 stories max

Uses

- **Applicable Uses:** Ground floor retail and commercial uses with residential or office above, stacked flats
- **Discouraged or Prohibited Uses:** manufacturing, vertical multiple-family residential, single-family residential

Parking

- **Access:** Parking garage to be behind main building facade. Surface parking should be allocated off-site with 100% of front façade located on the front lot line.
- **Parking Type:** Garage in rear, on-street, off-site surface parking

Development Types

- Multi-story structures. Pitched roofs are prohibited.

Public Realm

- **Sidewalk Width:** 6' minimum
- **Tree Spacing:** 25' - 40' on-center (30' preferred)
- **Soil Volume Area:** 75 square foot minimum of surface area for all districts
- **Landscaping:** Turf grass not allowed; shrubs and perennials (required in planting areas greater than 50 square feet with dedicated irrigation); native species encouraged



In addition to District-specific standards, overarching standards can also be prescribed.

Other Requirements

Maintenance

- Tree pruning, turf grass mowing, and shrub trimming will occur at a frequency required to maintain a well kept appearance. A potential recommendation for a minimum threshold is once every two weeks.
- Detention areas shall be mowed and kept clean.
- Dead or dying trees or plants must be removed and replaced immediately.
- All signage shall be kept in good repair by the owner of the sign or the person in charge of the premises.

Fencing Standards

- Any fences constructed shall be constructed of wood, masonry, concrete, wrought iron, or tubular metal. The use of chicken-wire, hog-wire, razor wire, or barbed wire is prohibited.



Figure 3.20 Residential Development - Range of Housing Types

Enforcement and penalties can be coordinated through the Barrett Management District and MUD 50. Options include monetary fines for violations of certain guidelines as well as refusal to grant MUD connections to properties which do not comply. Implementation options are considered on the next page. MUD 50 has existing enforcement options at its disposal. The Barrett Management District could revise its authorizing legislation to implement design guidelines or pursue a voluntarily opt-in process via a referendum.



Next Steps, Funding and Implementation

The Design Guidelines herein are recommendations from best practices across the country in similar scenarios. Design guidelines should be collaboratively created by the Barrett Management District and MUD 50. The development of these guidelines will require professional assistance in the form of an urban design / urban planning firm along with the legal representation of both entities to ensure that the requirements are valid within the context of each agency's respective legal authority. This exercise will be best pursued following the establishment of an Executive Director (or similar position) within the Management District. It is anticipated that professional services and associated legal fees may cost up to \$250,000 for this effort. It is possible that discretionary funding for this activity may be made available through a variety of resources to fund this effort, based on the benefits that this effort will provide for the community.

Example language from the West Fort Bend Management District's General Legislative Provisions related to development standards and guidelines is provided below. This language (or variant thereof) may be considered for use by the BMD as it works to modify its own authorizing legislation:

Sec. 3835.102. POWER TO ESTABLISH DEVELOPMENT STANDARDS AND GUIDELINES; DISSOLUTION. (a) The board may establish architectural and landscaping standards and guidelines, and may require new construction, development, or redevelopment in the district to comply with those standards and guidelines.

(b) The district may not regulate land use.

The legal authority of Municipal Utility Districts to regulate development and to adopt restrictive covenants is provided below. This may be used as a reference for MUD 50 in their coordination and collaboration on this initiative:

Tex. Water Code Ann. § 54.237 authorizes a MUD to place limitations on the use of real property and to enforce such limitations or restrictions when necessary to sustain taxable property values within the district boundaries.

Texas Property Code Title 11 authorizes "residential real estate subdivisions" in a county within the ETJ of a city with a population over 100,000 or with a population of 3.3 million or more (i.e. Harris County) to create, modify, or extend restrictive covenants if approved by a majority of lots or separately owned parcels/tracts/sites. Residents may file petitions with the County Clerk to take action to create or modify restrictive covenants. Any new or modified restrictive covenants are effective after 60 days of proper notice, with various exemptions including property designated for public use and property of any owner electing to be excluded from new or modified restrictive covenants.



TIMEFRAME

Long-Term Vision



LEAD AGENCY

Barrett Management District



SUMMARY

Leverage efforts of the Barrett Management District and the County to allow for a formal incorporation election.



PARTNERS

- Barrett Station Community Development Organization
- Barrett Economic and Community Development Organization (BECDO)
- Barrett Station Civic League
- MUD 50
- Harris County Precinct 2
- Crosby ISD
- Harris County Emergency Service Districts 5 and 80



ESTIMATED COSTS

\$500,000 - \$550,000

Municipal Incorporation

Purpose and Need: The Barrett community desires local control in the areas of rules and regulations, land use control, and regulations on building constructions and subdivision development. While interim solutions are available through building capacity within the Barrett Management District, full local control is only available through incorporation (barring other legislative changes).



GOALS ADDRESSED

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Provide workforce development training to increase economic opportunity
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Maintain and develop adequate housing for all life stages and residents
- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Encourage community led development of all types
- ✓ Attract and retain home grown talent
- ✓ Prevent community displacement
- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships



PROJECT BENEFITS

Home rule and general law cities have other powers than the benefits listed below, but the benefits provided are listed because they are in alignment with specific community needs and fill gaps not already filled by the BMD, MUD 50, and Harris County.

- Self-determination and self-governance
- Will keep the government close to the people
- Ability to establish standards for safety purposes (building and electrical codes)
- Land use controls
- Local taxation controls

The benefits of incorporation are more related to local control rather than the other societal benefits which apply to the other projects identified within the Plan.

Background and Scope

Incorporation is the process of a community becoming a legal self-governing body through a petition and election process. Procedures for incorporation include completion of an incorporation 'plan' to define the type of incorporated community for designation (Type A, B, or C), whether it will be a 'strong mayor,' 'weak mayor,' or 'city manager' form of government, and to coordinate a decisions and charter documentation on a home rule versus general law city. Additionally, metes and bounds description and associated map of the proposed city limits will need to be created, preceding a circulation of a petition, and an election process. This process should also include forethought on city structure, budget, timeline for services, taxation, and the coordination of responsibilities with the County and the various special districts

that serve the community today. Initial costs for this process could include work related to the documentation of detailed trade off analysis considering incorporation which could range up to \$500,000 for a detailed study effort and cost model, \$25,000 for a city limits metes and bounds description, and \$10,000 for a petition process.

The question of incorporation has come up prior to and throughout the community planning process. While Barrett's incorporation into a City would provide autonomy and would mechanisms for controlling land use, nuisances, and other concerns, incorporation provides new challenges in the form of incurring new costs that are currently otherwise being allocated to other entities. The included costs are in Table 3.3, but are not limited to the following¹:

Public Service	Current Provider
Water	MUD 50
Wastewater	MUD 50
Residential Trash Collection	MUD 50
Fire	Emergency Services District 80
Emergency Medical Services	Emergency Services District 5
Police/Constable/Sheriff	Harris County
Infrastructure (Roads, Bridges, Drainage)	Harris County

Table 3.3 Providers of Public Services in Barrett

¹ In 2018, The Woodlands Township initiated an incorporation study at a cost of approximately \$900,000. It is anticipated this effort will be significantly less complex. Costs for a metes and bounds and a petition process were based on estimates provided for similar and recent efforts.



The Property Tax section in the Existing Conditions chapter of the Plan provides a comparison between combined and individual jurisdiction rates within the Houston-Galveston region. Barrett, along with other unincorporated areas, trend towards higher rates due to taxes levied by MUDs and Emergency Services Districts (ESDs) both of which generally do not exist in incorporated areas. The tradeoff here is that generally an incorporated community will have a commercial tax base in place which can support city services, in part, through a sales tax. Unincorporated areas frequently do not capture a sales and/or do not have the land use in place to generate revenue from sales tax. This requires the tax burden for services to be placed on residential property owners in the most direct way it can be levied – via a property tax.

To explore the viability of incorporation, a comparison was completed based on Texas communities with a population similar to Barrett (approximately 3,700). The information is composed of data from the most available municipal budget information that could be identified, ranging from 2017 to 2020 (Tables 3.4 and 3.5). The revenue side of the equation is straight forward. The expense analysis within the public works is more difficult to evaluate equally due to how different agencies allocate costs and handle the services and costs associated with streets, drainage, public utilities, and garbage collection. Additionally, large capital costs (i.e., a new road) can cause a drastic jump in this category in one year over another. Generally, the costs for the municipalities all generally share the following characteristics:

- Their annual budget reflects a model where revenue and expenditures are balanced.
- Combined tax revenues of at least \$2 million are necessary to support city services for a population of this size - on average, this revenue is split evenly between property and sales tax. Generally, this does not include utility costs and expenses, which are handled via separate funds, or in some cases, by a utility district.
- On average, there is nearly \$1 million in revenue being generated outside of property/sales tax from permits, fees, and fines.

When viewed on a per capita cost basis, the individuals in the communities identified are paying, on average:

- \$219 per person for public works (predominantly streets, drainage, and garbage collection for purposes of this analysis).
- \$384 per person for police service.
- \$37 per person for fire.

One way to analyze this, is that the peer communities are paying approximately \$603 per person, per year, for services that a Barrett resident pays the County approximately \$115 per year. Similarly, a Barrett resident pays approximately \$18 per year for emergency services and fire protection, compared to \$37 elsewhere. From the perspective of Barrett, these figures are only inclusive of property tax. From the standpoint of public services provided, in relation to the cost paid, Barrett is in a favorable position.



Figure 3.21 Harris County ESD 5 Station 2



Community (TX)	Population	Budget	Property Tax	Sales Tax	Police	Fire	Public Works
Ballinger	3,767	\$3,327,492	\$1,005,256	\$1,175,000	\$785,990	\$137,902	\$1,264,108
Brazoria	3,019	\$2,392,658	\$720,000	\$1,100,000	\$978,340	\$37,000	\$1,887,707
Clear Lake Shores	1,063	\$2,642,300	\$0	\$1,636,500	\$1,027,729	\$0	\$152,728
Farmersville	3,301	\$4,105,770	\$1,434,538	\$606,721	\$1,399,926	\$403,457	\$464,216
Hitchcock	6,961	\$5,582,044	\$2,014,380	\$1,258,995	\$1,663,135	\$171,360	\$1,199,749
Lavon	2,219	\$2,338,076	\$1,270,847	\$157,500	\$685,594	\$163,534	\$316,827
Sweeney	3,684	\$2,147,478	\$1,103,694	\$360,370	\$811,829	\$75,370	\$192,986
Waller	3,488	\$4,245,675	\$1,007,000	\$1,956,000	\$1,408,398	\$0	\$740,020
West Columbia	3,830	\$3,075,753	\$1,358,830	\$894,362	\$1,375,965	\$151,770	\$570,500
Average	3,481	\$3,317,472	\$1,101,616	\$1,016,161	\$1,126,323	\$126,710	\$754,316

Table 3.4 Comparable Communities to Barrett

Why Not Incorporate Today?

If Barrett were to incorporate today, the “City of Barrett” would become responsible for the maintenance and provision of public services, absent those already provided by the MUD and ESDs. Because there is no available sales tax capacity (currently used by both ESDs), the City would either have fund these services entirely out of property tax or would have to negotiate with the ESDs for a portion of that sales tax. This would likely mean withdrawal from those Districts (and the associated

sales/property tax) and the self-provision of municipal fire and EMS. Assuming that were to occur, it is estimated that through the existing approximately seven (7) businesses within the City, approximately \$240,000 in sales tax would be generated annually. To achieve the necessary revenue to provide City services, the City would need to levy a property tax which generated revenue of at least \$1.75 million. This would equate to a local property tax rate of approximately 1.50%.

Because existing taxing jurisdictions would still exist and levy a tax, this would result in a new combined total tax rate of approximately 4.7550. This would result in the highest combined tax rate in the region and an annual per capita cost increase of approximately \$380. Additionally, it would likely result in a lower level of public service provided, given the meager overall budget (of \$2 million) compared to municipal peers (average \$3.3 million).



Jurisdiction	Tax Rate	Residential	Per Capita	Non-Residential	Totals
Crosby ISD	1.5484	\$1,517,214	\$411	\$295,676	\$1,812,890
Harris County	0.4071	\$398,943	\$108	\$77,746	\$476,689
Harris County Flood Control District	0.0279	\$27,359	\$7	\$5,332	\$32,690
Port of Houston	0.0107	\$10,524	\$3	\$2,051	\$12,575
Harris County Hospital	0.1659	\$162,564	\$44	\$31,681	\$194,244
Harris County Education Department	0.0050	\$4,899	\$1	\$955	\$5,854
Harris County MUD 50	1.0900	\$1,068,081	\$289	\$208,149	\$1,276,229
City of Barrett	1.5000	\$1,469,836	\$398	\$286,443	\$1,756,279
Totals*	4.7550	\$4,659,419	\$1,262	\$908,032	\$5,567,451

*Theoretical

Table 3.5 Barrett Incorporation: Tax Rates and Revenues

A sustainable model for incorporation will be one that provides equal or better public services as those that are currently being provided, will provide benefit to the community in the areas of local development and land use controls, and will be efficient to the taxpayer, especially relative to current fees and taxes (Figure 3.22).

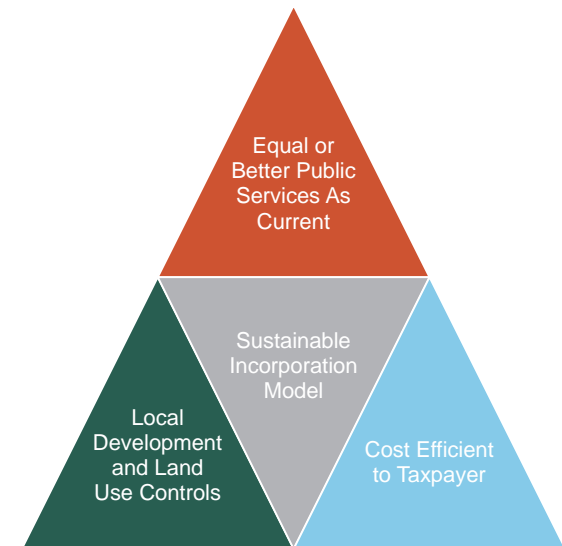


Figure 3.22 Sustainable Model for Incorporation



Next Steps, Funding and Implementation

The implementation of this sustainable model will take time to execute and will require the following to occur:

An increase in non-residential development: This will reduce the burden on residential property owners through creating a non-residential property tax base and increasing the potential for sales tax revenue. For comparative purposes, the community of Crosby has a 37% non-residential land use share, as compared to only 16% for Barrett. Assuming a general business in Barrett receives \$1 million in annual taxable revenue, and also assuming the community will be able to recognize the entire two cent sales tax available, the City will generally need to quadruple its current non-residential economic output to be comparable to a community of a similar size in Texas.

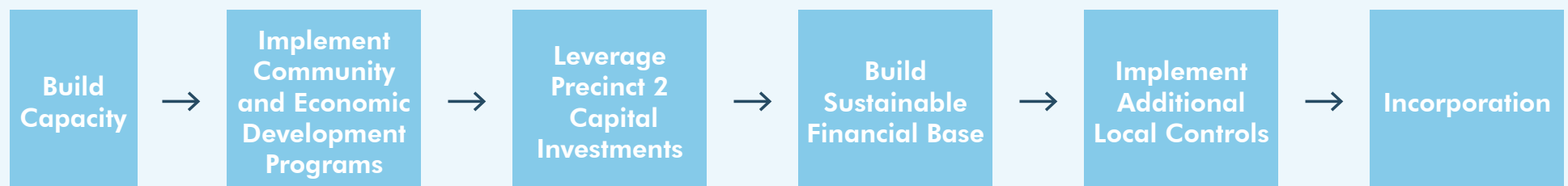
A reduction in the MUD 50 tax rate: For context, the Crosby MUD's rate is approximately half that of MUD 50's; however, the average assessed property value in Crosby is more than double that of Barrett. A reduction in the MUD 50 tax rate is largely going to be dependent on the growth of the property tax base in Barrett. In addition to economic development helping to reach this objective, the community and the MUD could also explore the development of models which would encourage greater equity across all users and a larger dependency on user fees. This would be similar in composition to the enterprise fund model used by most municipalities throughout the State.

Coordination with the County and the ESDs: The delivery of services will need to be carefully coordinated through the incorporation process. This will

involve extensive coordination to evaluate options, costs, and benefits. In other words, the decision to incorporate will likely not result in the City of Barrett taking over all services on day one; it would likely initially manifest itself as a series of service agreements until a point in time when the City thought it would be beneficial to directly provide those services.

Finally, one of the major reasons why the community would seek incorporation would be to shape land use and development in a manner consistent with how the community wants to grow. Ultimately, the best way for the community to do this is through incorporation. This will allow for the development of land use ordinances, future land use planning, comprehensive planning, and other tools to help manage growth. However, the completion of these types of documents, plans, and analysis will take time. It could be beneficial for the community to begin to work through these considerations early in the incorporation process.

There is a significant amount of coordination and problem solving that must occur for incorporation to be sustainable. In addition, a substantial amount of energy will be spent on the consensus building and campaigning required for a successful incorporation election. Building local capacity now, amongst the existing local organizations, will help to solve current problems, address long term challenges, and set the stage for a sustainable incorporation model – if that is what is desired by the community in the future.





TIMEFRAME

Short-Term (Precinct 2)



LEAD AGENCY

Harris County Precinct 2



SUMMARY

Complete a drainage study in the Arcadian Gardens subdivision, west of FM 2100. Identify the areas most prone to flooding within the subdivision and find solutions to improve drainage in the area.



PARTNERS

- Harris County Flood Control District
- Harris County Engineering Department



ESTIMATED COSTS

\$50,000 to \$700,000
(Arcadian Gardens Area:
\$50,000 - \$200,000)



PROJECT BENEFITS

- Improves Community Health Outcomes
- Improves Community Safety
- Improves Stormwater Management
- Improves Quality of Life

Arcadian Gardens Drainage Study

Purpose and Need: Residents of Barrett identified flooding and drainage as a community concern. Completing this study in the Arcadian Gardens subdivision would help to identify solutions to flooding issues and address the need for improved drainage as identified by the community.



GOALS ADDRESSED

- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional and federal partnerships

Background and Scope

Through the Barrett Community Plan public engagement process, several task force members brought up the issue of drainage and flooding in Barrett, across various subdivisions in the study area. There are two sets of studies and drainage improvements occurring in Barrett, both on the east side of FM 2100 (Figure 3.23). For Phase I, Dreamland Place, the County received funding via the CDBG-DR program to scope improvements in the Dreamland Place subdivision. The projected improvements include the regrading of ditches, culvert improvements, and other stormwater mitigation measures. For Phase II, Barrett Settlement and St. Charles Place, a formal study was conducted as part of the Harris County Flood Control District's 2018 Bond Program. The community was informed of the County's efforts regarding these subdivisions at the task force and public meetings which occurred as part of the Barrett Community Plan.

An area not otherwise addressed are the issues in the Arcadian Gardens subdivision. Comments from the stakeholders and the task force members noted flooding and water ponding, particularly after heavy rains. Site assessments determined that there are several low-elevation spots, especially near Riley Chambers Park. Harris County Precinct 2 informed the stakeholders during the October



2020 public meeting of improvements that have taken place in Arcadian Gardens and those that are upcoming. These include ditch cleaning (vactoring) and the upcoming mill and overlay work that will be done as part of the Better Streets 2 Neighborhood Program.

The recommended drainage study would determine what improvements are needed after the vactoring and repaving work, and where improvements are needed in the event of a heavy rainfall. The prior studies conducted for Barrett Station Phase II (Barrett Settlement and St. Charles Place) covered the following topics:

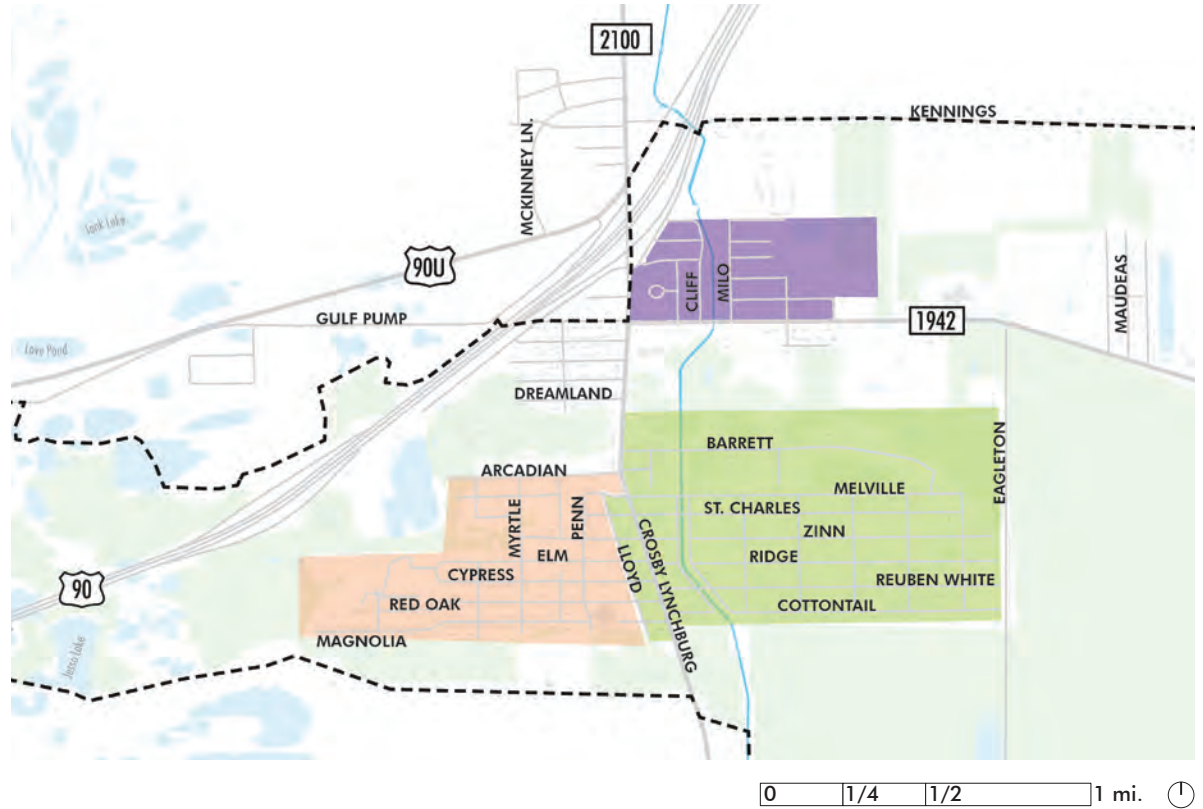
- Existing Conditions Analysis: covering drainage system, water, wastewater and other utilities
- Description of the Problem: covering flooding damage, a repetitive flood analysis, structures flooded, access issues and existing drainage infrastructure
- Analysis and Proposed Solution: approach, methodology, results, proposed solutions, and project costs

It is anticipated a similar study would contain many of the similar sections. The cost of such a study could range anywhere from \$50,000 to \$700,000. Drainage study costs are dependent on study area size, watershed characteristics, and scope of work. For the Arcadian Gardens area alone, an estimated cost could range from \$50,000 to \$200,000.

The study would provide the foundations of future drainage improvements in Arcadian Gardens. Improved drainage would reduce flooding, which would allow for better movement of people during rain and emergency events and less property damage. Based on specific improvements identified in the study, a more comprehensive understanding of benefits can be understood and quantified.

Next Steps, Funding and Implementation

Harris County Engineering Department and/or Harris County Flood Control would be responsible for the study, in conjunction with Precinct 2. Other than the County, alternate sources of funding include the Texas Water Development Board (TWDB) or Community Development Block Grant Disaster Recovery resources, similar to the funding of the Phase I improvements.



- Barrett Station (Phase I - Dreamland Place)
- Barrett Station (Phase II - Barrett Settlement & St. Charles Place)
- Arcadian Gardens (Proposed)
- Study Area

Figure 3.23 Drainage Study Area Map



Figure 3.24 Existing Condition - Ditches

**TIMEFRAME****Short-Term (Precinct 2)****LEAD AGENCY**

Harris County Precinct 2

**SUMMARY**

Conduct a formal historic & cultural resources survey, which would create a comprehensive catalog of Barrett's history and also include one or more applications to the National Register of Historic Places.

**PARTNERS**

- Harris County African American Historical & Cultural Heritage Council
- Texas Historical Commission
- Barrett Economic and Community Development Organization (BEEDO)

**ESTIMATED COSTS**

\$150,000 - \$300,000

Historic and Cultural Resources Survey

Purpose and Need: Barrett's history is a key component of the community's identity. A historic and cultural resources survey is needed to provide a comprehensive documentation of the community's history and set the stage for future preservation and economic development efforts.

**PROJECT BENEFITS**

- Generates Economic Development
- Protects Historic Resources

**GOALS ADDRESSED**

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Encourage community led development of all types
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance

Background and Scope

Barrett's history and culture is extremely distinctive and important to the community. From the very first interactions with the Barrett community, it was clear that what is formally recognized on a historic level from the Texas Historic Commission does not capture the history and importance of

various sites in Barrett. The community and various organizations have worked on a variety of efforts to promote Barrett's history and obtain recognition of additional sites. It is important that these efforts are recognized and leveraged.



Top to Bottom:

Figure 3.25 Barrett Homestead

Figure 3.26 Shiloh Missionary Baptist Church

Figure 3.27 Drew Elementary School

Figure 3.28 Barrett Station Evergreen Cemetery

To do so, this planning effort recommends conducting a historic and cultural resources survey, which would allow for pursuit of a variety of historical designations, such as the National Register of Historic Places. Such a survey would entail identification and documentation of all historic properties in the study area to include the location, identification and photographs of every eligible property in the study area and production of a report. The report would provide a framework for understanding events and trends and connect the past and present. The historic survey would consult historical photographs, maps, previous studies and surveys, written sources, oral histories and archeological information. As part of the survey, a formal recommendation and application would be made to the National Register of Historic Places. Properties must be “historic” and also possess “integrity” which means that it must be tangibly able to convey historical significance for eligibility to the National Register.

A formal historic resources survey would allow for a comprehensive catalog and understanding of Barrett’s history; the survey would also provide a foundation for any historical designations that are sought after and any federal funding and grant opportunities for historic areas.

Based on preliminary information collected through the Barrett Community Plan process and the oral histories, the survey could be coupled with an application to the National Register for the original acreage of Mr. Harrison Barrett’s homestead. One key aspect of the survey would be to understand the original boundaries of Mr. Barrett’s original purchase in the late 1800s.

This original area would be eligible for a ‘historic place or district’ designation, if so awarded. The recommendation from the oral history process is to preserve the following four locations, along with a National Register District of the original settlement²:

- Barrett Homestead, including the Journey’s End Cemetery (Figure 3.25)
- Shiloh Missionary Baptist Church (Figure 3.26)
- Drew Elementary School (Figure 3.27)
- Barrett Station Evergreen Cemetery (Figure 3.28)



² Additional information on these areas is available within the Oral History appendix.



Once the survey is conducted, not only would it be vital for applying for various designations, but it would also serve other functions as well. The survey would be an essential resource for managing land and development in Barrett. It would also be an official history of the community and could be used by a variety of groups and local organizations, as well as developers, historians, and business owners. A comprehensive study would allow for development of materials for a heritage tourism-based strategy for Barrett, which would promote economic development. Walking tours and trails would be able to be developed based upon the information learned from the survey. The design guidelines, also a recommendation of this Plan, could account for incorporating the historic areas and landmarks. These efforts would also include coordination with other preservation efforts and activities already occurring within the community, such as inclusion into the Freedom Trail legislation.

In 2020, a bi-partisan bill, sponsored by United States Representative Sheila Jackson Lee and Senator John Cornyn, was approved to provide for the study of the Emancipation National Historic Trail³. This trail represents the 51-mile route from the former Osterman Building and Reedy Chapel in Galveston to Freedmen’s Town and Emancipation Park in Houston (Figure 3.29). It may be possible to integrate places like Barrett, considered to be Freedom Colonies or Freedmen’s Towns, into the physical or contextual representation of the trail.

As part of this recommendation, a review of various historic designations was conducted, which is shown in Table 3.6. While other designations were considered, the ones in the table are the ones that would be most applicable to Barrett at a state, national, and international level.

Based upon a review of the programs, the Texas State Historical Markers program would provide a short-term opportunity for areas in Barrett to apply for a “subject marker” designation, which are for educational purposes. Additional markers could be obtained at key sites throughout the community, such as St. Martin De Porres and Shiloh Baptist Church. These additional markers could create significant areas of interest along a local heritage trail, a recommendation that is also presented later in this chapter.

Freedmen’s Town



(Photo: Michael Paulsen/Houston Chronicle)

Emancipation Park



(Photo: Harris County African American Cultural Heritage Council)

Figure 3.29 Emancipation National Historic Trail Sites

³ <https://www.cornyn.senate.gov/content/news/president-signs-cornyn-jackson-lee-bill-study-emancipation-trail-galveston-houston-law>



Next Steps, Funding and Project Implementation

The historic and cultural resources survey could be funded by Harris County Precinct 2, with a procurement process to find a qualified contractor to perform the survey. Alternatively, there are a number of private foundations that might be interested in funding or contributing to the cost of such a survey.

The Texas Historical Commission (THC) provides funding for surveys through the “Certified Local Government” (CLG) subgrants, which are awarded by the THC annually through the federal government. These subgrants can be used for historic surveys, National Register nominations and other community-based preservation projects. These grants are generally awarded at a 50% match level. Another funding opportunity from the state includes the Texas Preservation Trust Fund (TPTF). These are matching grants for acquisition, survey, restoration, preservation, planning and heritage education activities leading to preservation of historic properties and archeological sites. These grants are awarded on a one-to-one match basis. Preserve America is a national program that supports planning, development, and implementation of activities and programs in heritage tourism, to include survey and documentation of historic resources. Similar to the other two funding opportunities through the THC, the match is one-to-one.

Multiple Designation Options



-UNESCO World
Heritage Site



-National Historical Landmarks
-National Register for Historic Places



-Texas State
Historical Markers



Designation	Level	Overall Objective	Application Process	How to Meet Requirements	Benefits	Drawbacks	Additional Opportunities
UNESCO World Heritage Site	World	Landmark or area with legal protection by an international convention. Sites have been designated as outstanding universal value to humanity.	<p>"Country makes an 'inventory' of natural and cultural heritage sites, known as the ""Tentative List"" which provides a forecast of the properties that can be submitted in the next 5-10 years. The property must be included on the ""Tentative"" list for nomination. Once it gets to be nominated, then it goes to ""Advisory Bodies"" for evaluation. Once it goes through Advisory Bodies, it goes to World Heritage Committee (they meet once a year).</p> <p>In the US, it appears as if the National Park Service Office of International Affairs is the federal agency that deals with nominations.</p>	Must meet one of ten criteria: either natural or cultural	<p>"Raise awareness among citizens and governments for preservation and protection.</p> <p>Increases tourism"</p>	<p>"Does not place any restrictions or regulations on private property or private property owners - direct authority remains with whoever owns and manages the site.</p> <p>Current Tentative List for the US includes properties in 2008 and 2017; this list is intended to be nominations for next 10 years. "</p>	
National Historic Landmarks (NHL)	National	Historic places that hold national significance and designated as exceptional because of their abilities to illustrate US heritage	Letter of inquiry goes to National Park Service, then program staff reviews the letter to see if it meets criteria. If so, preparer gets detailed guidance for nomination. Goes to subject experts and then Landmarks committee. Evaluated twice yearly by the National Park Service and National Park System Advisory Board. Make recommendations to the Secretary of the Interior.	Takes 2-5 years for a property to become a National Historic Landmark. Can be selected through theme or special studies.	Limited grants through Historic Preservation Fund. Some funding sources give National Historic Landmarks higher priorities for funding than other National Register properties. Federal income tax incentives available for donating easements and for rehabilitation income-generation historic buildings.	Property owners can make whatever changes they wish if federal funding, licensing or permits are not involved. NPS encourages using standards for historic preservation projects, but no requirement to follow guidance.	All landmarks are included in the National Register of Historic Places

Table 3.6 Historic Designation Matrix



Designation	Level	Overall Objective	Application Process	How to Meet Requirements	Benefits	Drawbacks	Additional Opportunities
<p>National Register for Historic Places (National Register)</p>	<p>National</p>	<p>Provides formal recognition of a property's historical, architectural or archeological significance based on national standards.</p>	<p>"Nomination goes through SHPO (State Historic Preservation Office) - SHPO and National Register Review Board review nomination and information. They recommend property and then it goes to National Park Service for final review.</p> <p>Texas SHPO is the Texas Historical Commission, first step is to request a determination of eligibility. "</p>	<p>"Property needs to be at least 50 years old to qualify. Must meet evaluation criteria, which include: -Age & Integrity: Is the property old enough to be considered historic (50+ years) and does it look much the way it does in the past? -Significance: Is the property associated with events/activities/developments that were important in the past with the lives of people who were important in the past? Significant architectural/landscape history or engineering achievements? Potential to yield information through archeological investigation about our past?"</p>	<p>Become part of National Register Archives (database with research information), encourage preservation of historic resources, provides opportunities for incentives including federal preservation grants, federal investment tax credits, preservation easements to nonprofits, international building code alternatives. Also provides possible state tax benefit and grant opportunities (The new Texas Historic Preservation Tax Credit Program offers a 25 percent tax credit for the rehabilitation of historic buildings.) Involvement when federal agency project may affect historic property, networking opportunities, can get a bronze plaque</p>	<p>No restrictions on what a non-federal owner may do with property (unless project has federal involvement), no public acquisition or public access required, does not involve local historic district zoning or local landmark designation. Does not require properties to be maintained/ repaired/restored.</p>	<p>Helps promote tourism and economic development</p>
<p>Texas State Historical Markers</p>	<p>State</p>	<p>"Commemorates diverse topics from the history and architecture of houses, commercial and public buildings, religious congregations, and events that changed the course of local and state history, to individuals who have made lasting contributions to our state, community organizations, businesses, military sites, and many more."</p>	<p>Needs to go through County Historical Commission Chair. 2021's application process is March 1-May 15. Requirements depend, all of them need 5-10 page historic narrative of history.</p>	<p>"Encompasses Recorded Texas Historical Landmark, Subject Marker, Historic Texas Cemetery (HTC) Marker . Recorded Texas Historic Landmark: for buildings/structures only that carry historical and architectural significance (over 50 years old) HTC for cemeteries only, Subject marker application is for individuals/events/communities/institutions and are educational only"</p>	<p>"Recorded Texas Historic Landmark: Legal designation. Purchase and display of historical marker is required. THC needs to be given 60 days notice before alternating exterior. HTC: Provide background on cemetery with plaques; no restrictions on property Subject marker: educational only, no restriction on use of property or site, no legal designation required"</p>	<p>RTHL: If changes are made to property, it could result in removal of designation and marker.</p>	<p>Can apply for a Historic Texas Cemetery name and date plaque year-around and without a historical narrative if its already been designated through Cemetery Preservation program.</p>

**TIMEFRAME****Short-Term (Precinct 2)****LEAD AGENCY**

Harris County Precinct 2

**SUMMARY**

Build a recreational water facility in Riley Chambers Park.

**PARTNERS**

- Barrett Management District
- MUD 50

**ESTIMATED COSTS**

\$500,000 to \$1,000,000 (Capital)

**PROJECT BENEFITS**

- Generates Economic Development
- Improves Community Health Outcomes
- Improves Quality of Life

**GOALS ADDRESSED**

- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance

Riley Chambers Park Splash Pad

Purpose and Need: The identified needs from the community included the need for improved community facilities and public services, as well as additional recreational facilities for youth. A splash pad would provide an additional recreational amenity in Barrett.

Background and Scope

This genesis of this project recommendation is from the 2004 Barrett Community Plan. The community identified the need for a wet/squirt park to provide water activities without the liability or cost associated with a swimming pool. This recommendation has not been implemented yet and during the task force meeting, was identified as a residual need and one the community is still interested in.

The splash pad improvement ties into the large investments that Precinct 2 has already made

in Riley Chambers Park, including the new playground, showers, field house, walking trails and fitness area. In the upcoming years, the Precinct is also planning to add in a new concession area and restrooms. All of these improvements have made Riley Chambers Park into an extensive recreational facility; additional improvements would make Riley Chambers Park a regional destination and add to the appeal of the park, helping to further economic development objectives in Barrett as well.

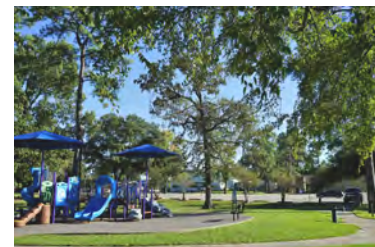


Figure 3.30 Existing Site Context



The location for the project would be in Riley Chambers Park; adjacent to the existing parking lot and southwest of the existing playground. Figure 3.31 shows an example of a splash pad that would be possible. Features include stonework, slides, and shade structures. The splash pad also has zones for a variety of ages, including small children (tot), young children (tween) and teenagers (teen). As drawn, the cost is closer to \$1,000,000. However, more standard off-the-shelf equipment could be used which would lower the cost to nearly half of that.

Harris County Precinct 2 has a number of splash pads in parks throughout the Precinct. The splash pad facilities are open from April to October of each year. In general, the other splash pads are open from 9:00 am to dusk or 8:00pm. Pets are not permitted in the splash pads. Other parks which include this amenity in Precinct 2 are the following:

- Edna Mae Washington Park (Baytown)
- Clear Lake Park (Seabrook)
- IT May Park (Huffman)
- North Shore Rotary Park (Houston)

Next Steps, Funding and Implementation

Precinct 2 would be the key agency who would be responsible for the implementation of this project. Alternate sources of capital funding include the Texas Parks and Wildlife Grant Program, which offers grant funding for local parks in Texas. The Community Development Block Grant (CDBG) program would also be a source of funding for this amenity. The Precinct would be responsible for annual maintenance and operation costs of the splash pad.

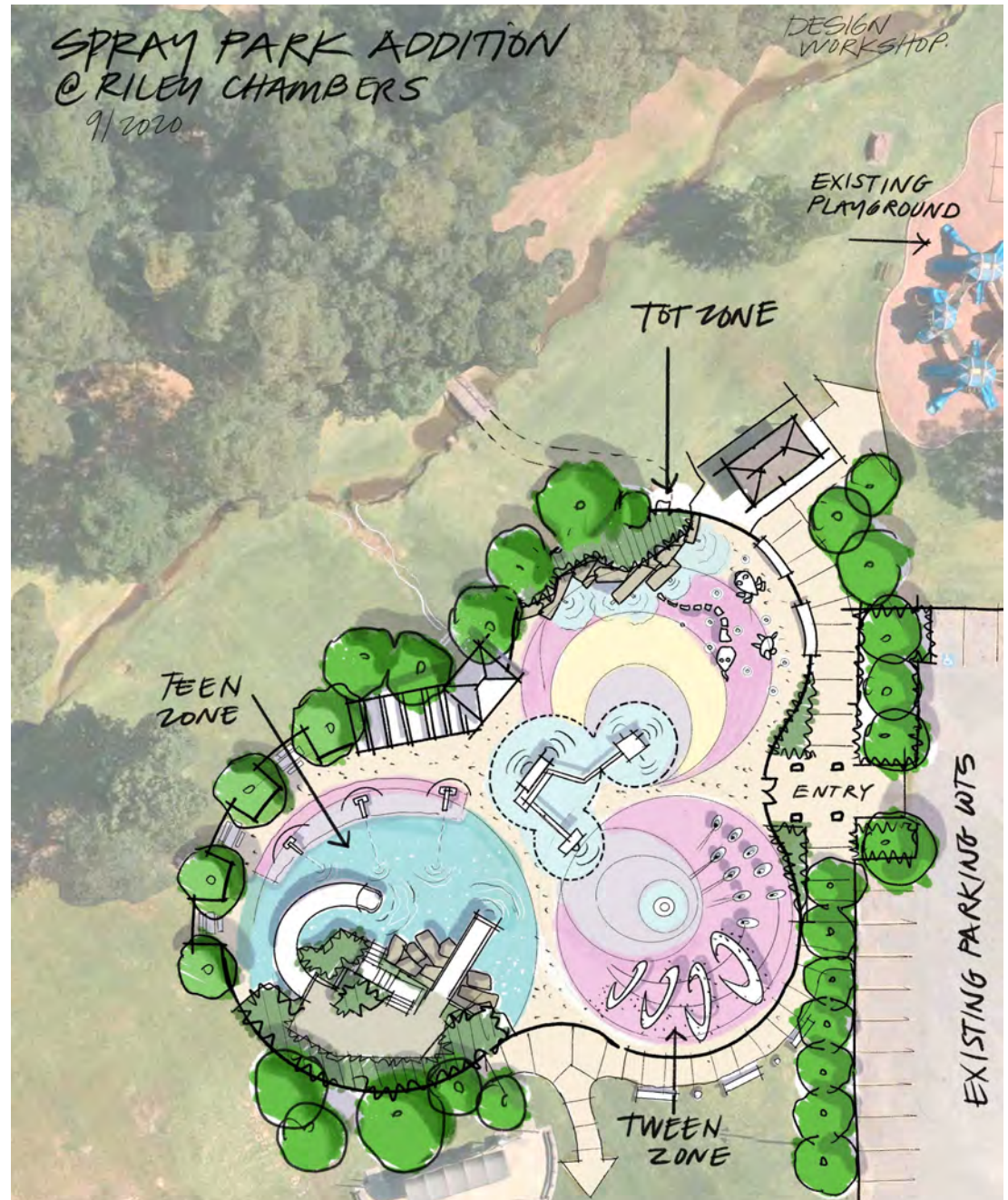


Figure 3.31 Proposed Riley Chambers Park Splash Pad Concept



TIMEFRAME

Short-Term (Precinct 2)



LEAD AGENCY

Harris County Precinct 2



SUMMARY

Coordinate inter and intra-agency efforts to combat issues related to community nuisances and crime.



PARTNERS

- Barrett Management District
- Barrett Station Community Development Organization
- Barrett Economic and Community Development Organization (BEEDO)
- Barrett Station Civic League
- MUD 50



PROJECT BENEFITS

- Generates Economic Development
- Improves Community Safety
- Improves Quality of Life

Community Nuisance Abatement

Purpose and Need: The community indicated concerns regarding crime (shootings, theft, burglary, speeding, loitering) and nuisance conditions (littering, garbage, unkempt yards, refuse) as being a hinderance to community quality of life and development. Numerous departments within Harris County are working to address the issues but further coordination on efforts could increase effectiveness.



GOALS ADDRESSED

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Attract and retain home grown talent
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

The Barrett community has expressed a frustration with the level of crime and nuisance conditions which exist today. These conditions, as described by task force members and the general public at community meetings, include stray dogs, loitering, inappropriate all-terrain vehicle use, reports of gun fire, unkempt yards, unpermitted manufactured homes and other junk trailers on property, and illegal dumping. Community nuisance conditions, disorder, and crime are generally believed to be linked (Figure 3.32). This concept is described by social psychologists as 'broken window theory,' which essentially says that if a window in a building is broken and left unrepaired, soon all the rest of the windows will be broken.



This initiative aims to initiate the opposites of broken window theory – the positive domino effect and crime prevention through environmental design and upkeep. These concepts posit that well-kept properties, maintained rights-of-way and landscaping, as well as graffiti and litter abatement will confer community benefits in the form of improved quality of life, lower crime rates, and increased economic opportunity.

Currently, crime and nuisance issues are currently monitored and enforced within Harris County. From a criminal complaint standpoint, these issues are enforced by the Harris County Constable's office and Sheriff's office. From a nuisance standpoint, the rulemaking which guides monitoring and enforcement is contained within the Neighborhood Nuisances Abatement Act, which is an element of Chapter 343 of the Texas Health and Safety Code. These matters are monitored and enforced by the Harris County Health Department and their Public Health and Environmental Services Division.

Harris County Precinct 2 also has their own form for registering service requests which can be accessed via their website⁴. In addition, the Harris County Engineering Department has coordinated with the community as it relates to their legal capacity to inspect or set conditions for relocated structures - which is limited to relocated structures within a regulatory floodplain.

Coordination through this planning process indicated that all of the agencies listed are actively doing their part to address crime and nuisance conditions. However, it is apparent that additional coordination on efforts and information sharing could create organizational efficiencies, streamline response rates, and generally improve wellbeing in the community. The recommendation is to develop a coalition between these entities, with regular coordination meetings, to address crime and nuisance issues in Barrett in the near-term. Local partner organizations should regularly participate.

Next Steps, Funding and Implementation

This initiative is best implemented and led by Harris County Precinct 2 to ensure the participation of all the appropriate departments within Harris County. Coordination with the identified partners will help to ensure full dissemination of information and robust community activity.

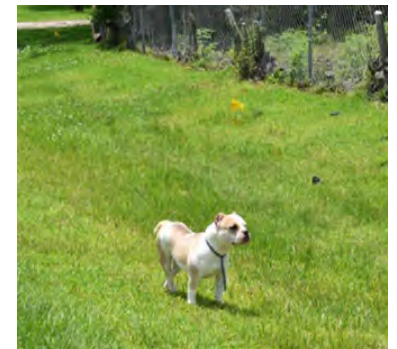


Figure 3.32 Elements of Nuisance and Signage



TIMEFRAME

Short-Term (Collaborative)

Long-Term Vision



LEAD AGENCY

- Harris County Precinct 2
- Barrett Management District
- Lee College
- Crosby ISD



SUMMARY

Coordinate with Crosby ISD and Lee College to provide college scholarship opportunities and provide additional educational and workforce training opportunities for Barrett residents.



PARTNERS

- Barrett Station Community Development Organization
- Barrett Economic & Community Development Organization (BECDO)
- Barrett Station Civic League
- Barrett Station Ministerial Alliance

Lee College Partnership Programs

Purpose and Need: The community has expressed needs in the areas of improving youth outcomes, increasing opportunities for job training, and leveraging the community's nexus with Lee College and local employers. A broadened partnership with the College can help to meet these needs.



PROJECT BENEFITS

- Generates Economic Development
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Educational Attainment
- Improves Quality of Life



GOALS ADDRESSED

- ✓ Provide workforce development training to increase economic opportunity
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Attract and retain home grown talent
- ✓ Leverage local, state, regional, and federal partnerships



Background and Scope

As documented in Chapter 1, the majority of Barrett residents' highest level of education is a high school degree (Figure 3.33). While the number of associates degrees in Barrett are higher than those in Precinct 2 and in Harris County, Barrett has significantly less residents with college and graduate degrees.

The linkage between education, community wellbeing, and economic development have long been established. Examples in academic and publicly funded literature state:

Education and Community Wellbeing^{5,6}

- Graduation rates are generally associated with positive public safety outcomes and lower crime rates for communities.
- Disparities in educational opportunities contribute to a situation in which communities of color experience less educational attainment than whites, are more likely to be incarcerated, and are more likely to face higher violent crime rates.
- Individuals with higher levels of education are more likely to have greater access to food, green spaces, and healthcare.

Education and Economic Development^{7,8}

- Overall, another year of education raises earnings by 10 percent a year.
- Skills demanded by the labor marketing are evolving – technological change and competition demand the acquisition of new skills for local and regional competitiveness.
- The average bachelor's degree holder contributes nearly \$300k more to local economies than the average high school graduate.

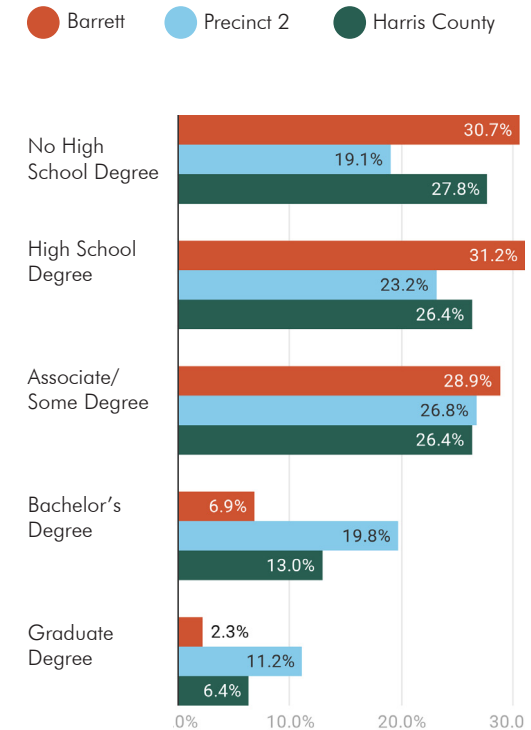


Figure 3.33 Level of Education

5 http://www.justicepolicy.org/images/upload/07-08_rep_educationandpublicsafety_ps-ac.pdf

6 <https://nam.edu/perspectives-2014-understanding-the-relationship-between-education-and-health/>

7 <https://blogs.worldbank.org/education/why-education-matters-economic-development>

8 <https://www.brookings.edu/research/what-colleges-do-for-local-economies-a-direct-measure-based-on-consumption/>



Lee College is a public community college in Baytown, Texas with a service area that includes Barrett (Figure 3.34). The college offers more than 100 associate degree and certificate programs and has a main campus in Baytown with a satellite center in Liberty. The Barrett Management District has been discussing opportunities for partnership with Lee College for several years. This planning effort continued that process and brainstormed the continuation of that concept with college leadership.

A greater level of collaboration between Barrett, Crosby ISD, and Lee College could yield a variety of benefits which include:

- Improving community youth outcomes, resulting in a greater rate of high school graduation, college admission, and college graduation.
- Growth in economic opportunities for those within the Barrett community, leading to higher incomes and a higher quality of life.
- Attracting and retaining young families and youth by demonstrating a pathway to economic growth and opportunity.
- Leveraging a partnership and its related benefits for economic growth within the community.

Lee College has been successful in entering into an agreement with the Goose Creek ISD and Liberty ISD to cover the cost of tuition for full-time students at Lee College. This program was created due to the passage of a bill in the Texas state legislature, which allows for ISDs to receive money back from the state, at varying levels, depending on if a student is economically disadvantaged or not.

The College is interested in extending this opportunity to Crosby ISD which would in turn enable this benefit to apply to those within the Barrett community. This partnership would be a tremendous step towards bolstering the community's higher education pipeline and helping to achieve better educational outcomes. A path towards accomplishing this objective may include coordination meetings and discussions between Lee College, Crosby ISD, Harris County Precinct 2, Barrett Management District as well as the various non-profits in Barrett to explore how this agreement can be created.

Another consideration is that many of the local organizations have scholarship programs that they deploy throughout the community. There may be opportunities to leverage those programs within the context of this initiative to create additional benefits.

Longer term objectives include the development of additional partnerships between Lee College, Crosby ISD, and Barrett Management District to explore opportunities for further strengthening the education pipeline in the community through a variety of potential projects and initiatives. These could include the planning and development of new K-12 facilities and/or the establishment of Lee College satellite facilities within the Barrett community in conjunction with Crosby ISD.

The location of these facilities, combined with mobility opportunities such as the Grand Parkway, the widening of FM 2100, and other regional projects, have the potential to benefit Barrett's overall economic growth and provide additional opportunity for its residents. In the future, the Barrett Management District may also consider the creation of an Education Subcommittee to focus on, and champion, opportunities for collaboration and growth between the educational providers in the community.



(Photo: Google Maps)



(Photos: Lee College)

Next Steps, Funding and Implementation

This initiative is best facilitated through leadership at Harris County Precinct 2 to actively engage in conversations with both Lee College and Crosby ISD. Bringing all parties to the table to discuss the opportunity, potential challenges, and a framework for implementation is recommended. The longer-term objectives may best be coordinated and facilitated at the local level by the BMD. Successful implementation for this initiative is going to be rooted in frequent inter-agency communication and coordination.

Figure 3.34 Lee College



TIMEFRAME

Short-Term (Precinct 2)



LEAD AGENCY

- Harris County Precinct 2
- Harris County Constable Precinct 3



SUMMARY

Provide a space for a Harris County Constable's office along FM 2100 in the short-term.



PARTNERS

- Barrett Management District
- MUD 50



ESTIMATED COSTS

\$30,000 per year (rent)



PROJECT BENEFITS

- Generates Economic Development
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Quality of Life

Constable Storefront

Purpose and Need: Residents of Barrett identified crime and nuisance issues as problems for the community. A storefront location for the Constable would provide an increased police presence in Barrett and improve the perception of safety.



GOALS ADDRESSED

- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

During the community engagement process, Barrett residents identified issues of petty crime and nuisances such as stray dogs and speeding that affect the community and that decrease quality of life in the community. This project would improve safety and police response times. Furthermore, occupying a vacant storefront along FM 2100 would support economic development and the commercial corridor of Barrett.

As an unincorporated area of Harris County, the area is served by both the Harris County Sherriff's Office (District 3) as well as Harris County Constable Precinct 3. Both entities respond to emergency calls and patrol Barrett. Neither entity has a substation in Barrett. The Harris County Sherriff's Office has a storefront in the Highlands, on 420 S. Main Street, which is located just south of Barrett. Their nearest substation to Barrett is on Wallisville Road in Houston, just west of Beltway 8.

Harris County Constable Precinct 3 does not have any brick and mortar locations near the Barrett study area and would be amenable to a greater presence in the form of a substation in the



Barrett community. A presence in the form of a substation would allow for more visibility. The Constable’s office said that they will be able to build the overhead expenses into their budget if another entity would be able to pay for the capital costs of a substation (ie. rent). When asked about space requirements, the Constable’s office said that they would need about 4-6 parking spaces for their patrol cars and citizens who come to visit the substation. Their minimum space requirement would be at least 400 square feet in the form of a 20’ by 20’ room, but they would be able to use 1,000 to 2,000 square feet of space.

There are locations along FM 2100 in Barrett that could serve as an interim location for the substation. There is a shopping center located along FM 2100 between Ridge Drive and Reuben White Drive on the east side of the street, which appears to have a couple of vacant storefronts that would satisfy the requirements of the Constable’s office for a substation (Figure 3.35). Based on average rents in Crosby found on LoopNet for retail or office space in a similar shopping center type development, the average cost per square foot would be approximately \$12-15 per year. Assuming a cost of \$15 per square foot for a 2,000 square foot space, the approximate cost would be \$30,000 in rent per year.

Eventually, the goal would be to create a permanent space for the Constable in the Town Center. However, this would be a temporary, short-term solution until the Town Center is built out. The temporary location would also help the Barrett commercial market and attract further foot traffic to FM 2100, which in turn could benefit other businesses in the area and help support economic development objectives.



Figure 3.35 Potential Site for Constable

Next Steps, Funding and Implementation

To implement this project, Harris County Precinct 2 can partner with the Constable to identify a suitable location for use and assist in identifying potential funding partners. It is possible that a landlord may see a benefit in leasing space to the Constable for this purpose for the safety and security benefits. The Precinct can potentially help coordinate such a discussion.

The Constable’s Office also offers additional patrols on a contract basis. They have contracts with neighborhoods and MUDs throughout their service area. The rates are set by Harris County’s Commissioner’s Court and are the following annually, for 70% coverage as of March 2020:

Category	Annual Rate
Deputy	\$72,553
Sergeant	\$81,966
Lieutenant	\$100,679

Table 3.7 Harris County’s Commissioner’s Court Rates

Currently, all of Harris County Constable Precinct 3’s contracts are at 70%, which means that the Deputy spends 70% of their time in the area, with the remainder of the time spent on other activities such as operations and paperwork. Additional service can be paid for by the Barrett Management District and/or MUD 50, should the community desire additional patrols from the Constable’s office.



TIMEFRAME

Short-Term (Precinct 2)

Long-Term Vision



LEAD AGENCY

- Barrett Management District
- MUD 50



SUMMARY

Develop a Town Center in Barrett which would incorporate a variety of public and private uses.



PARTNERS

- Harris County Precinct 2
- Barrett Station Community Development Organization
- Barrett Economic and Community Development Organization (BECDO)
- Barrett Station Civic League
- Other community development organizations



ESTIMATED COSTS

\$25 million to \$50 million

Barrett Town Center

Purpose and Need: The community has needs for an increased non-residential tax base, an activity center which is visible and accessible from FM 2100, greenspace east of FM 2100, and built space for a variety of public and private uses, to include those for use by MUD 50. The development of the Barrett Town Center can facilitate all of these needs over time.



PROJECT BENEFITS

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Educational Attainment
- Improves Stormwater Management
- Improves Quality of Life
- Protects Historic Resources
- Reduces Congestion and Improves Travel Time Reliability



GOALS ADDRESSED

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Provide workforce development training to increase economic opportunity
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Maintain and develop adequate housing for all life stages and residents
- ✓ Encourage community led development of all types
- ✓ Attract and retain home grown talent
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

The lack of non-single-family residential development was identified through the task force meetings. The market analysis in Chapter 1 shows the lack of commercial businesses in the Barrett study area. Filling these gaps will meet a variety of community needs and ultimately assist in developing the community through creating a revenue generation mechanism (commercial tax base) for the Barrett Management District, better balance MUD 50's existing tax base, and provide the community with the tools it needs to consider incorporation moving forward.

The benefits of a Town Center include:

- Placemaking and the creation of a central community activity center
- Improving economic development through building the non-residential tax base and growing the community tax base in general
- Creating an opportunity for sales tax generation

- Improving health outcomes and quality of life through creating a greenspace east of FM 2100
- Improving community safety through providing a presence for community law enforcement
- Generally improving the quality of life for residents of the community.

The Town Center itself is envisioned to serve as a regional activity center through the creation of a planned development which would include private development such as restaurants, bakeries, a boutique hotel, and other uses which focus on local job creation and business attraction.

These development types were identified, in part, due to the economic leakage and workforce gap analysis completed in Chapter 1.

The development would provide space for a variety of public and quasi-public uses to potentially include administrative space for MUD 50 and the Barrett Management District, a library, Constable substation, greenspace, business incubation space, boutique hotel, and a Makerspace. Finally, the Town Center may also incorporate a small to mid-size multifamily housing component to fill the identified gap within the community for that type of product, depending on the option and space available.

This profile provides a variety of options for the location and size of the Town Center, which include the following:

- **Short-Term / Interim** Town Center Concept at Riley Chambers Park
- **Option 1:** Waterfront Loop
- **Option 2:** Waterfront Promenade
 - **Option 2:** Waterfront Promenade; reduced site area



The following section explores the potential vision for several project elements/components.

Project Elements

Center for Learning and Innovation

One aspect of the Town Center would be a Center for Learning and Innovation. This component of the Town Center would provide equitable economic development prospects for Barrett residents through providing increased opportunities and building wealth, by increasing the earning power of residents and young adults.

The Center will be comprised of meeting rooms and classrooms, state of the art computer lab, collaboration spaces and a makerspace. This Center would be a combination of a STEAM Education Center, business accelerator, high technology manufacturing innovation center, and workforce development center. It would serve both students and adults, with students using the facility more heavily after school and on weekends, while adults can use the center daily.

The program at the Center will serve K-12 area students through hands on STEAM Educational programs, including programs for older students (high school juniors and seniors) to learn engineering and high-tech manufacturing skills. The curriculum will focus on hands-on learning experiences rooted in science, technology, engineering, art, and math disciplines.

Adults will be provided workforce development training, addressing the skills gap for access to livable wage jobs. Given the opportunity for the food preparation and service industry occupations, additional training can be offered via programming for residents to further their careers. The Center will provide business acceleration support for individuals that have a desire for entrepreneurship through making and crafting of other business ideas. Entrepreneurship programming will be focused on prototype engineering, computer programming, mathematics,

3D printing, robotics, crafting, and business skills. Some of these viable businesses might even be able to open up storefronts in the Barrett Town Center.

The center would be staffed by a Director of Programs, a Director of the Makerspace, and up to four part-time assistants or volunteers. The Makerspace director would be trained and overseen by existing Makerspace centers, such as TXRX Labs in Houston. Partnerships can be forged with area workforce development providers and business accelerators to provide onsite programs and classes overseen by the Director of Programs. The center will deliver soft skills training and help in development of business plans.

Library & Innovation Hub

The Barrett Library & Innovation Hub will feature a multipurpose community room to seat up to 100 individuals, conference rooms, meeting rooms, and study spaces. It will also have a children's area for reading and activities. The library will also contain information regarding the history of Barrett and serve as a community resource. Working in partnership with the Center for Learning and Innovation, there will be co-working labs and high-speed internet access for all community members. The Library will become a one-stop shop for reading and information for both younger and older residents of Barrett, providing gateway to economic stability through access to new opportunities.



Figure 3.36 Learning and Innovation Center Example



Retail and Commercial Space

There is ample space for retail and commercial space at the Barrett Town Center. The market analysis in Chapter 1 shows that Barrett is currently able to support a handful of small business and retail stores to include general merchandise stores, restaurants and a small-to-medium sized grocery store. There will be space rented out for these types of businesses. One use will be for a restaurant/bakery with fresh market groceries and other goods. The bakery would provide goods for walk-up sales, the restaurant would serve the tastes of the local community, and the grocer would provide fresh vegetables, fruits, meats and other locally sourced items. Additionally, other space will be dedicated at affordable rents for startups and entrepreneurs who need retail space, in conjunction with the Center for Learning and Innovation.

Commercial Office Space

The Town Center would also contain commercial office space. A portion of the area would be leased at market rate to commercial companies. The other commercial space would include low-cost business incubator space for the new businesses launched through the Center for Learning and Innovation.

Workforce Housing

Depending on the option chosen, the Town Center is envisioned to include a Class A workforce housing component, which would be affordable to low-to-moderate income individuals. This component of the project would seek funds through a variety of CDBG programs available through Harris County.

Market Square Plaza

The Town Center will be brought together by a central public space called Market Square Plaza. This greenspace will include landscape and hardscape features, including art, water features, and other amenities for recreational opportunities and a gathering space. The greenspace would also have programming to include farmers and crafts markets, community and music festivals, and other cultural events. The area can also include space for microenterprises such as fruit and smoothie kiosks and dessert and hotdog stands.



Figure 3.37 Library and Innovation Hub Example



Figure 3.38 Retail and Commercial Space Example

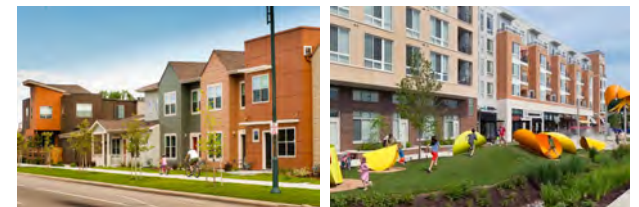


Figure 3.39 Housing Examples



Figure 3.40 Aerial View of Market Gathering Area Example



This project is inclusive of three options, which range from a short-term scenario through a long-term scenario.

Short Term / Interim Option at Riley Chambers Park

The shortest-term option is the expansion of facilities and programming in and near the Riley Chambers Park (Figure 3.42). This option would involve the construction of a new annex at the Riley Chambers Community Center and the construction of new structures within the current parking areas to create space for economic development incubators. This area could be used for farmers markets or other programming, as well as potential office space for entities like BECDO and BMD.

Primarily, the short-term option would also create a platform for the implementation of programming and “activation” in the form of events, functions, and activities to attract the public, those internal and external to Barrett (Figure 3.41). This activation would set the stage for continuation at a future, more development intensive Town Center, with frontage on FM 2100. While this option would be easier to implement in the short-term, this location would have disadvantages as a long-term option, given the access issues and lack of visibility from the main FM 2100 corridor.

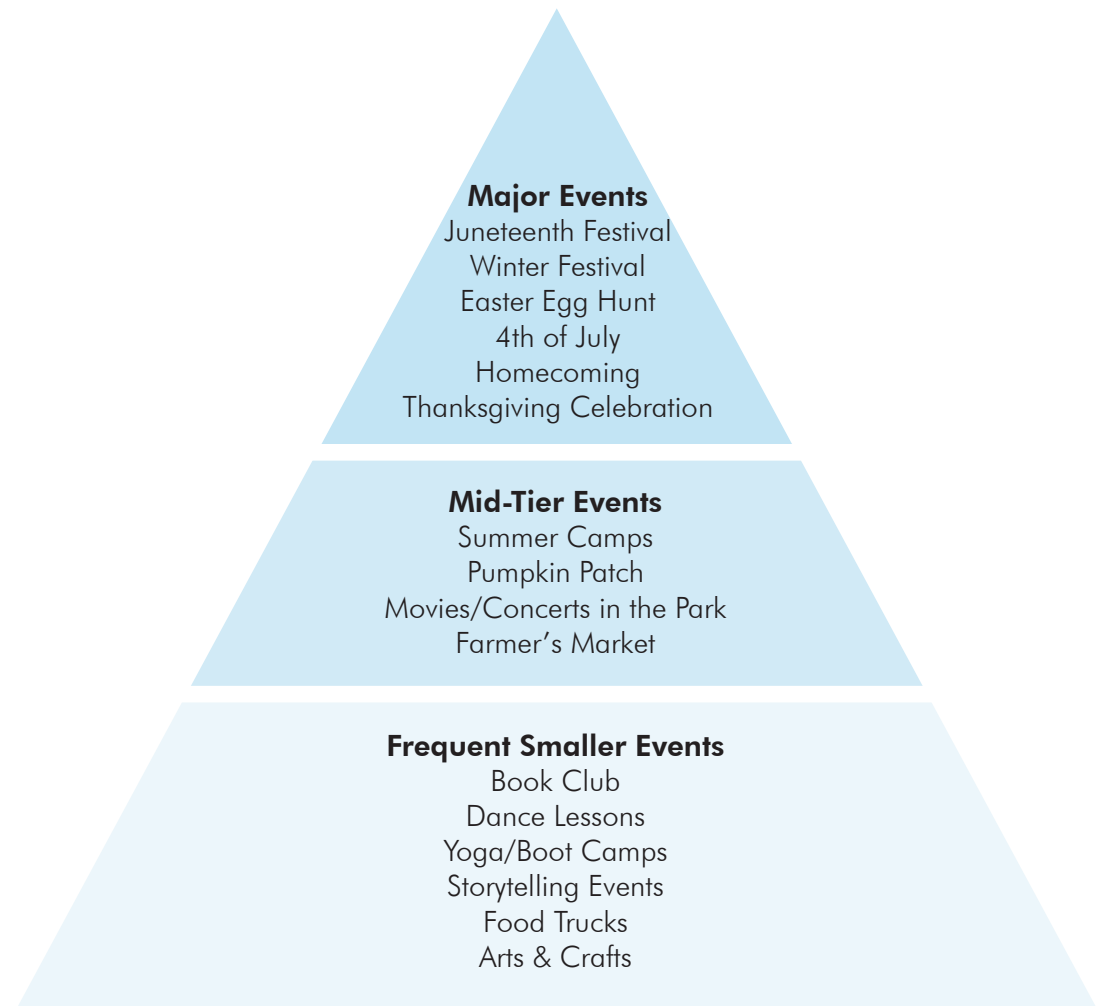


Figure 3.41 Activity Planning Framework



The development scenario for the Short Term / Interim Option is provided below (Figure 3.42).



Figure 3.42 Short Term / Interim Option at Riley Chambers Park

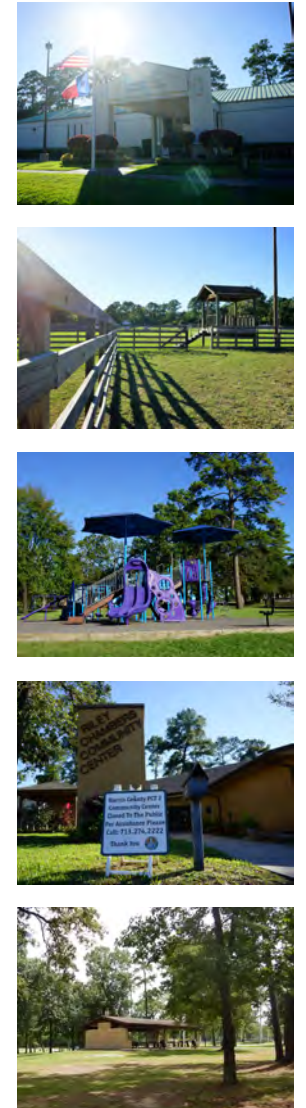


Figure 3.43 Existing Context



Option 1: Waterfront Loop (Mid-to-Long Term)

This option involves the utilization of only property currently owned by MUD 50, on both the west and east sides of the SJRA Canal. This option envisions the development of land which is currently publicly held for the mixture of uses noted previously. This option could be implemented over time, likely beginning on the west side of the SJRA Canal with future expansion to the east side via pedestrian bridges. The bridge construction would need to be coordinated with SJRA. This option would require, for development east of the SJRA Canal, the relocation of the existing MUD 50 wastewater treatment plant. The relocation of the existing wastewater treatment plant would cost approximately \$2.5M based on the recent construction costs of the facility. These costs are not otherwise included in the tabular breakdown. The benefit of this option is leveraging the canal as a water-based future running through the center of the Town Center and maximizing generally unused space east of the SJRA canal.

The development scenario and costs for this option are provided next (Table 3.8, Table 3.9, and Figure 3.44).

Category	Unit	Unit Qty.	Unit Cost	Total Cost
Land Acquisition	LS	1	\$0	\$0 (MUD 50 Owned)
Site Clearing	SF	611,582	\$2.00	\$1,223,000
Structures	SF	133,500	\$125.00	\$16,688,000
Utilities & Storm	LS	1	\$1,000,000.00	\$1,000,000
Detention	AC	15.6	\$7,000.00	\$109,000
Parking, Access, Hardscape	SF	257,791	\$10.00	\$2,578,000
Greenspace	SF	257,791	\$4.00	\$1,031,000
Subtotal				\$22,629,000
Soft Costs (30%)				\$6,789,000
Contingency (30%)				\$8,825,000
Construction Cost				\$38,243,000

Table 3.8 Option 1 Cost Estimate

Category	Unit	Unit Qty.
Site Area	SF	679,536
Total Building Footprint	SF	96,000
Total Building Size	SF	133,500
Parking, Access, Hardscape	SF	257,791
Greenspace	SF	257,791
Total Impervious Coverage	SF	353,791
Impervious Coverage	%	52%

Table 3.9 Option 1 Area Breakdown

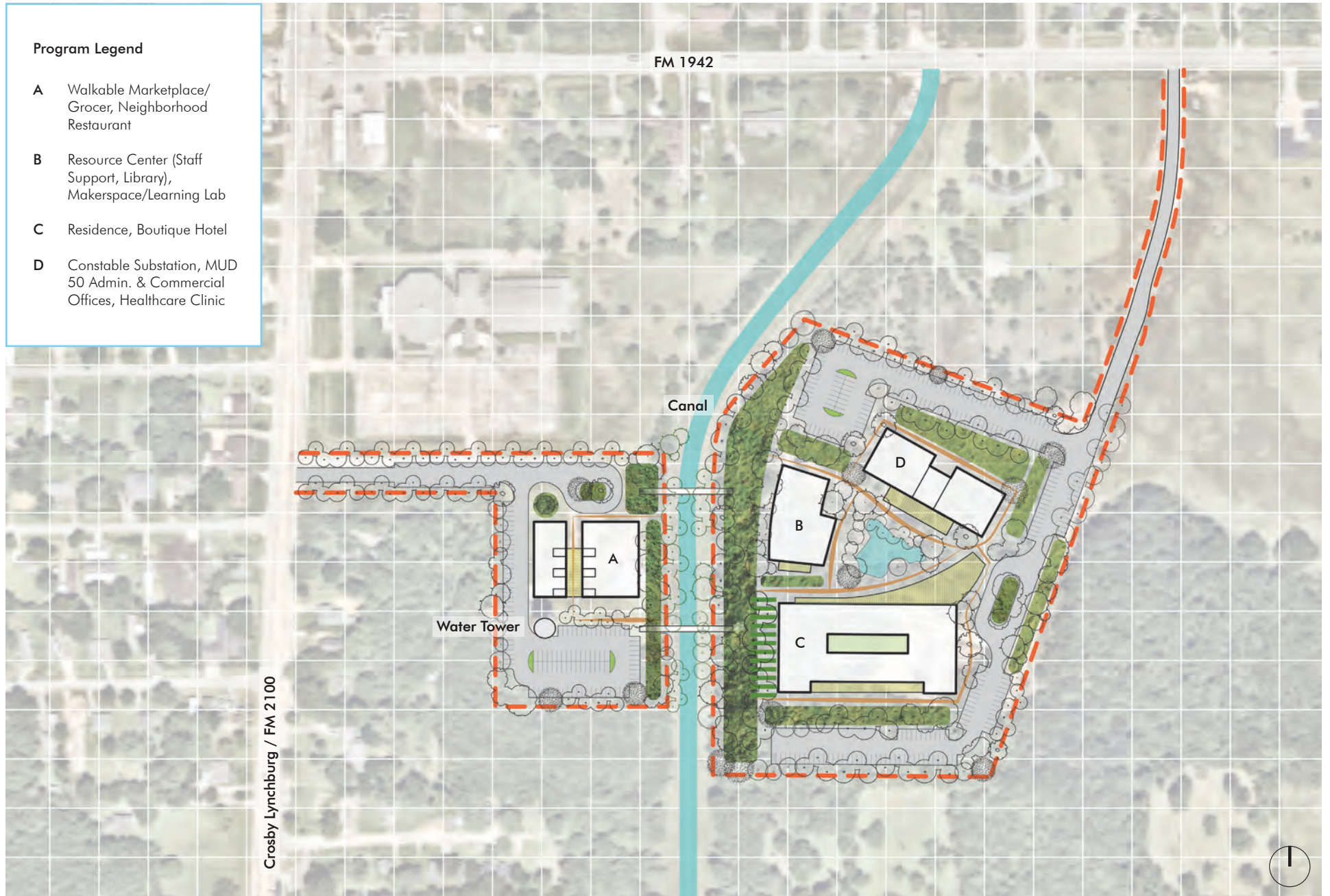


Figure 3.44 Option 1 Site Plan

Grid is approximately 100'x100'.



Option 2: Waterfront Promenade (Mid-to-Long-Term)

This option would utilize land directly off of FM 2100 (Figure 3.47). There is a secondary option that provides a reduced site area as a secondary option.

These options involve only development west of the SJRA canal and would utilize a combination of MUD 50 owned property and property currently privately held. It could be implemented over time, beginning on the MUD 50 property with future expansion to private property to the south.

The advantage of these options is that the property would completely front FM 2100, which would allow for maximum visibility and multimodal connections. This option would also not require crossing the SJRA canal or relocating existing MUD 50 wastewater infrastructure. At this time, Option 2 is the most feasible alternative. Thus, a rendering is produced for this option.

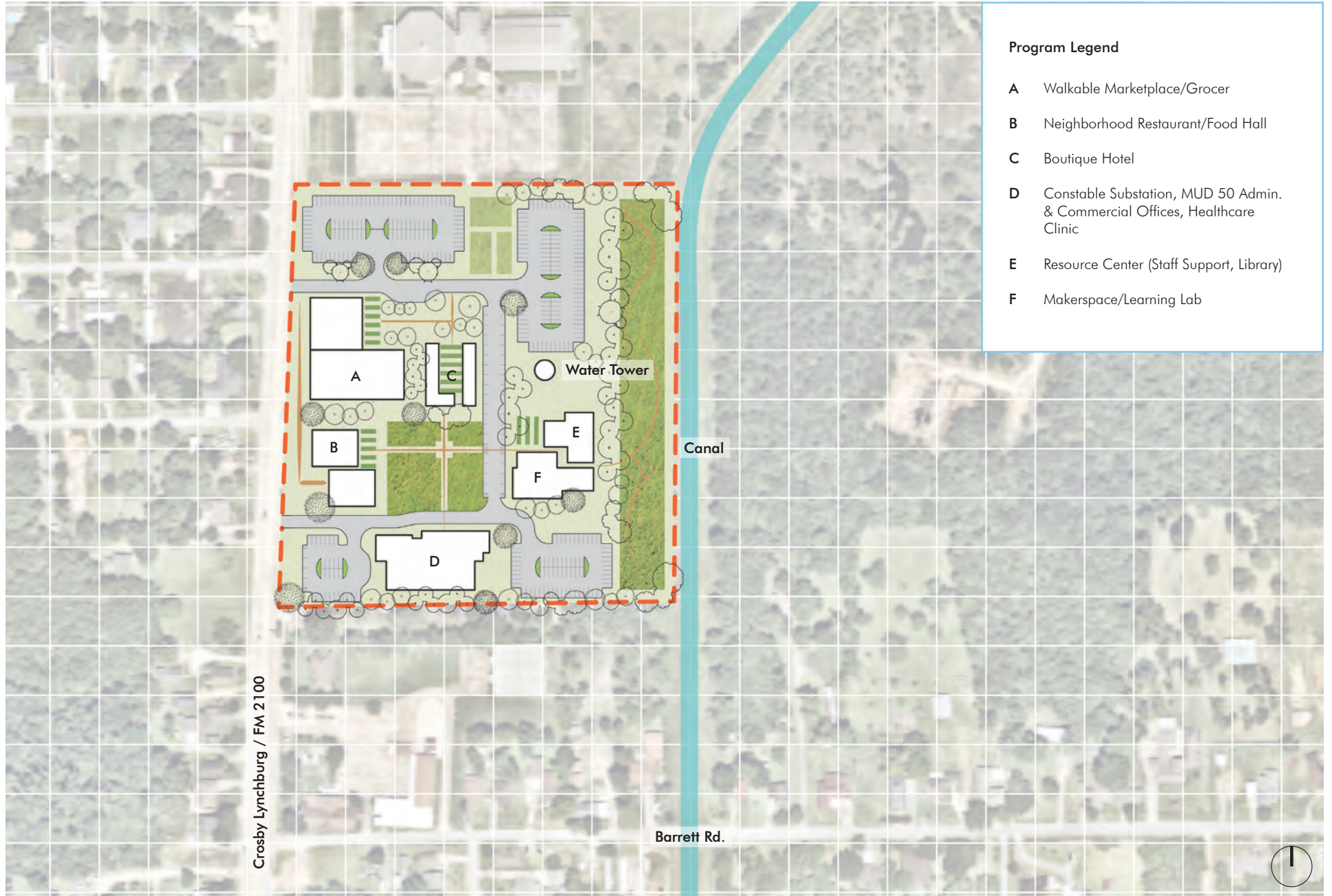
The development scenario and costs for these options are provided next (Table 3.10, Table 3.11, Figure 3.45, and Figure 3.46). The recommended option would be the full build out. However, in the event of land acquisition issues, the reduced site area could be used for the a smaller and more compact Town Center (Figure 3.48, Table 3.12, and Table 3.13).

Category	Unit	Unit Qty.	Unit Cost	Total Cost
Land Acquisition	LS	1	\$1,110,000.00	\$1,110,000
Site Clearing	SF	509,092	\$2.00	\$1,018,000
Structures	SF	124,838	\$125.00	\$15,605,000
Utilities & Storm	LS	1	\$500,000.00	\$500,000
Detention	AC	11.2	\$7,000.00	\$78,000
Parking, Access, Hardscape	SF	243,655	\$10.00	\$2,437,000
Greenspace	SF	243,655	\$4.00	\$975,000
Subtotal				\$21,723,000
Soft Costs (30%)				\$6,517,000
Contingency (30%)				\$8,472,000
Construction Cost				\$36,712,000

Table 3.10 Option 2 Cost Estimate

Category	Unit	Unit Qty.
Site Area	SF	565,658
Total Building Footprint	SF	78,348
Total Building Size	SF	124,838
Parking, Access, Hardscape	SF	243,655
Greenspace	SF	243,655
Total Impervious Coverage	SF	322,003
Impervious Coverage	%	57%

Table 3.11 Option 2 Area Breakdown



Program Legend

- A Walkable Marketplace/Grocer
- B Neighborhood Restaurant/Food Hall
- C Boutique Hotel
- D Constable Substation, MUD 50 Admin. & Commercial Offices, Healthcare Clinic
- E Resource Center (Staff Support, Library)
- F Makerspace/Learning Lab

Figure 3.45 Option 2 Site Plan

Grid is approximately 100'x100'.



Figure 3.46 Option 2 Rendering



Figure 3.47 Existing Site Context

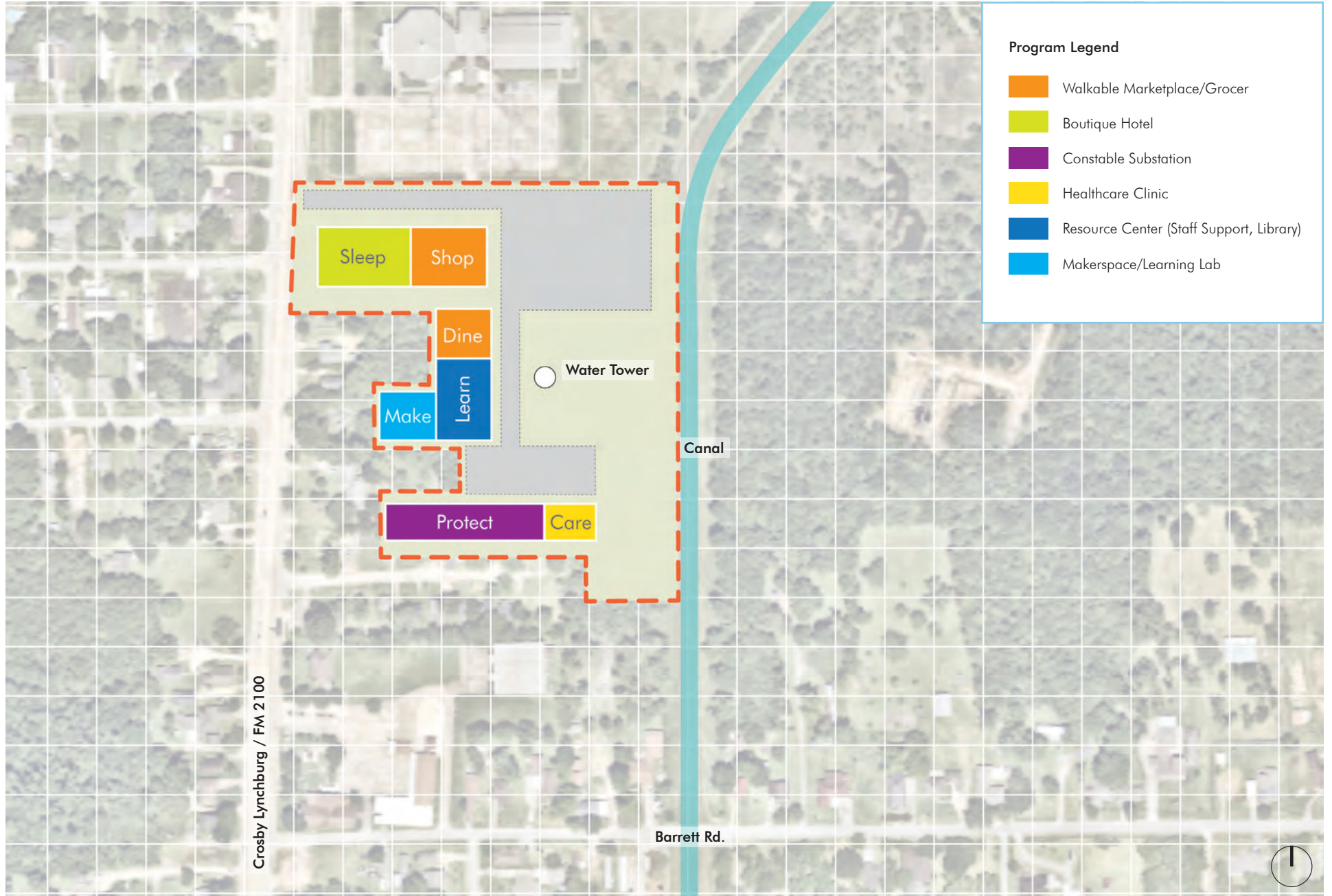


Figure 3.48 Option 2 Site Plan - Reduced Site Area

Grid is approximately 100'x100'.



Category	Unit	Unit Qty.	Unit Cost	Total Cost
Land Acquisition	LS	1	\$1,110,000.00	\$1,110,000
Site Clearing	SF	365,382	\$2.00	\$731,000
Structures	SF	97,414	\$125.00	\$12,177,000
Utilities & Storm	LS	1	\$500,000.00	\$500,000
Detention	AC	11.2	\$7,000.00	\$78,000
Parking, Access, Hardscape	SF	154,283	\$10.00	\$1,543,000
Greenspace	SF	154,283	\$4.00	\$617,000
Subtotal				\$16,756,000
Soft Costs (30%)				\$5,027,000
Contingency (30%)				\$6,535,000
Construction Cost				\$28,318,000

Table 3.12 Option 2 (Reduced Site Area) Cost Estimate

Category	Unit	Unit Qty.
Site Area	SF	405,980
Total Building Footprint	SF	97,414
Total Building Size	SF	97,414
Parking, Access, Hardscape	SF	154,283
Greenspace	SF	154,283
Total Impervious Coverage	SF	251,697
Impervious Coverage	%	62%

Table 3.13 Option 2 (Reduced Site Area) Area Breakdown



Next Steps, Funding and Implementation

The short term / interim option at Riley Chambers Park is anticipated to be driven largely by Harris County Precinct 2 in coordination with local partners.

Option 1, the Waterfront Loop, would require coordination with the SJRA to cross over the canal, as well as a potential easement (Figure 3.49). During coordination with SJRA through this planning process, steps and caveats for such a bridge have been discussed. The standard process for easements is to execute a crossing agreement, which is predominantly for utilities (there have been exceptions for private vehicular bridges and earthwork). An agreement with the Precinct would likely take the form of an interlocal agreement.

The general position of SJRA regarding footbridges and hike/bike trails on or crossing the canal system is to not allow them due to conflicts with operations, maintenance and improvements of the system. Consequently, there are no standards for design of such features within existing easements. Any proposal for improvements located within a canal easement would need to be reviewed on a case-by-case basis by SJRA legal, risk management, and senior management. The following summarizes the justification for this approach:

- Third party infrastructure within the canal easement may impact or limit SJRA's ability to perform improvements needed to continue to meet growing demand for raw water by several large industries in the Baytown area. Likely capacity improvements along the canal system include upgrading siphon structures and raising/regrading canal levees⁹.

- Routine maintenance of the canal includes mowing, erosion repairs, aquatic vegetation removal, debris removal, and silt removal. These activities require the use of heavy equipment, the operation of which would likely be negatively impacted by or cause damage to other infrastructure such as sidewalks.
- Encouraging recreational use of the canal easement may lead to an increase in debris and trash being introduced to the canal. The SJRA is interested in mitigating the already problematic accumulation of debris collection at the canal's siphon structures in the Barrett area.



Figure 3.49 Existing Site Context - SJRA Canal

⁹ The four (4) County bridges crossing the canal in Barrett (Barrett Rd., St. Charles Dr., Melville Dr. and Reuben White Dr.) are built into the levees and represent a hydraulic capacity limiter, as well as a maintenance obstacle. These bridges were rebuilt from the original wood construction based on a 1991 agreement between the County and SJRA to provide the only means of ingress/egress for Barrett Settlement residents. However, because of the capacity and maintenance constraints, SJRA typically does not allow the construction of new bridges (vehicular or pedestrian) across its canal system.



- Due to SJRA's position and concerns, the Precinct should further discuss the feasibility of a trail with SJRA in advance of further planning and design efforts.
- There are legal concerns with the risk and liability associated with bringing private citizens in proximity to the canal. The canal easement will remain private property and SJRA prefers to deter public access to the easement through the use of gates, fences, and signage.

Both options 1 and 2 (mid to long-term) will require a greater level of engagement and leadership by the BMD and MUD 50 along with collaboration with other community development corporations which have experience in the development of mixed-use projects which leverage a variety of funding sources to sustainability deliver a product.

Several ingredients essential to implementation, along with a general suggestion of the funding profile composition, includes:

- The identification and partnership with a local/regional Community Development Corporation to act as the primary developer of the project. Examples of regional entities doing this type of work include UP CDC, 5th Ward CDC, the Neighborhood Recovery CDC. In addition to these examples, there may be local organizations such as BECDO who are willing to explore the viability of this sort of project from a local level.
- The utilization of New Market Tax Credits (NMTC), available based on income levels in the community, as a mechanism to leverage excellent

credit rates and terms for the development. NMTC may make up approximately 20% of the project cost and would be directed at the project's retail and commercial components.

- Discretionary grants through economic development agencies, such as the Economic Development Administration (EDA) will be a key ingredient to this project. EDA resources can be directed towards the workforce development/innovation center component of the project, and would accommodate approximately 20% of the project cost.
- CDBG funds, made available through the County and through a variety of other special allocations, are an important component of the project funding stream. These funds can be injected into the housing component of the project, the library, and several other capital aspects. CDBG funds may make up approximately 40% of the project budget.
- Additional coordination with the Harris County Department of Economic Development could make available additional resources and innovative funding strategies to facilitate project implementation.
- Private funds, in the form of low-cost loans, are anticipated to make up the last 20% of the total project cost.

There may be other funding streams available to the County, Barrett Management District, and to the project developer to enable implementation. Potential future stimulus packages, aimed at nationwide economic recovery from the COVID-19 pandemic, will be another factor to closely monitor to integrate into this project's implementation.



Overall Transportation & Mobility Vision

The vision for Barrett with regards to transportation and mobility is to provide safe and accessible mobility options for all users. To do so, the following items were identified to achieve this vision:

- Additional points of access to US 90 (east and west of FM 2100)
- Improve safety and comfort on key streets, particularly those which connect to schools and other key community destinations
- Additional multimodal choices for users to bike and walk
- Support economic development through key connectivity improvements

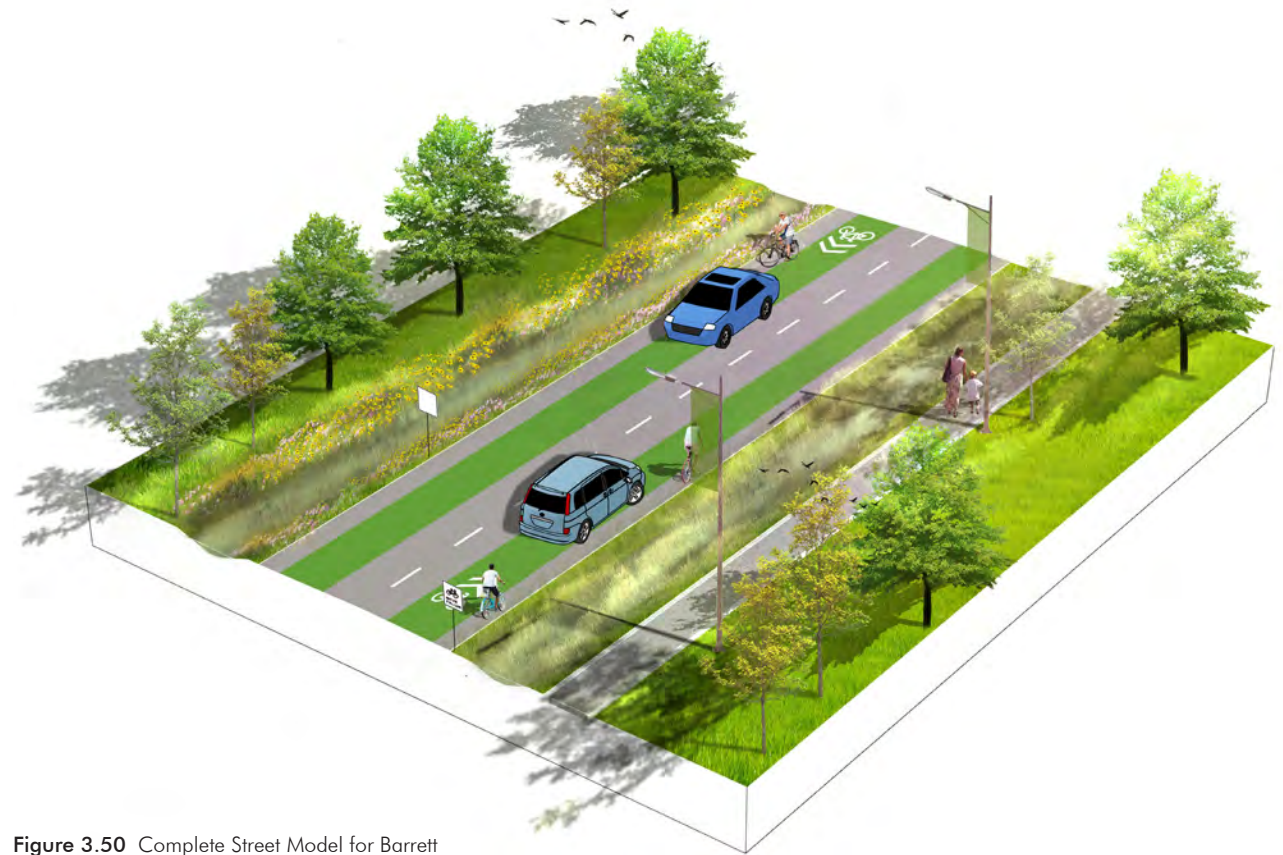


Figure 3.50 Complete Street Model for Barrett

Figure 3.51 displays a comprehensive overview of the transportation & mobility improvements proposed as part of the Barrett Community Plan. Proposed projects in this Plan include sidewalks, sharrows, trails, streetlights, public transportation improvements and new roadways. All together, these improvements will result in a more robust transportation network that will have improved mobility for all transportation users who travel within and through Barrett.

Figure 3.50 shows a generalized vision of a street improvement in Barrett, that is proposed as part of the Phase I Multimodal Improvements. The proposed project will include a sidewalk, sharrow, and street lighting. Furthermore, there are signs and wayfinding that are functional and aesthetic, contributing to Barrett's sense of place.

This model of having facilities for all users: walkers, bikers, and drivers, can be replicated throughout the community as a "Complete Street" model to be used in the future.

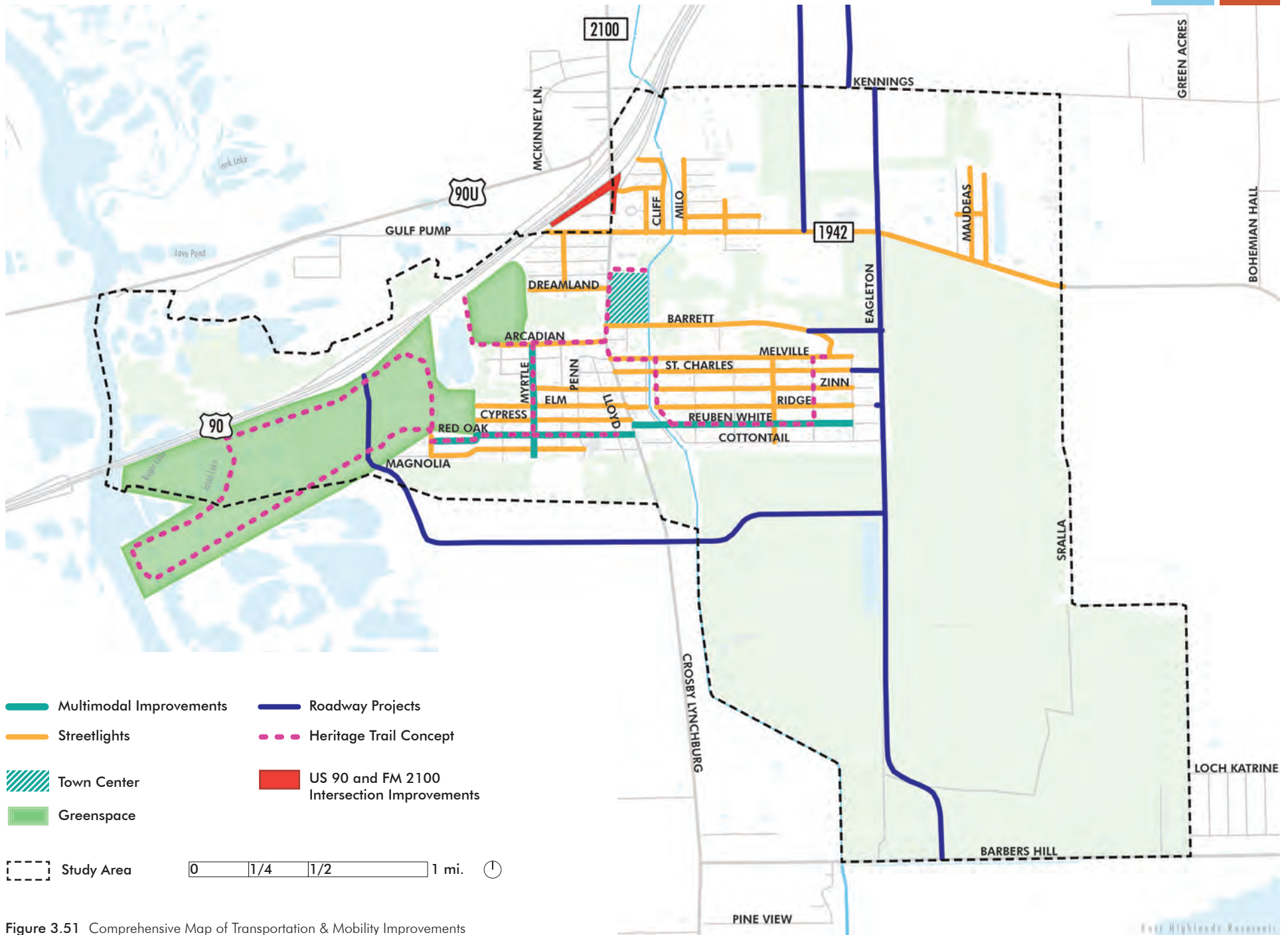


Figure 3.51 Comprehensive Map of Transportation & Mobility Improvements

**TIMEFRAME****Short-Term (Precinct 2)****LEAD AGENCY**

Harris County Precinct 2

**SUMMARY**

Construct a sidewalk, sharrow, and street lighting along Red Oak Avenue and Myrtle Avenue in the Arcadian Gardens subdivision, and along Reuben White Drive in the St. Charles Place subdivision. Street lighting only would be added along Mulberry Street, adjacent to the Riley Chambers Community Center.

**PARTNERS**

- MUD 50
- Crosby ISD
- CenterPoint

**ESTIMATED COSTS**

\$3.1 Million

Phase 1 Multimodal Improvements: Arcadian Gardens and St. Charles Place

Purpose and Need: The community is lacking in multimodal options for residents, particularly safe pedestrian facilities. This project would provide safe connections to Drew Elementary and Riley Chambers Park for students to walk to school and residents to reach other key community destinations.

**PROJECT BENEFITS**

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Quality of Life

**GOALS ADDRESSED**

- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships



- Streetlights
- Sidewalks and Streetlights
- Study Area

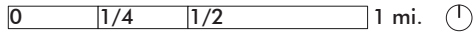
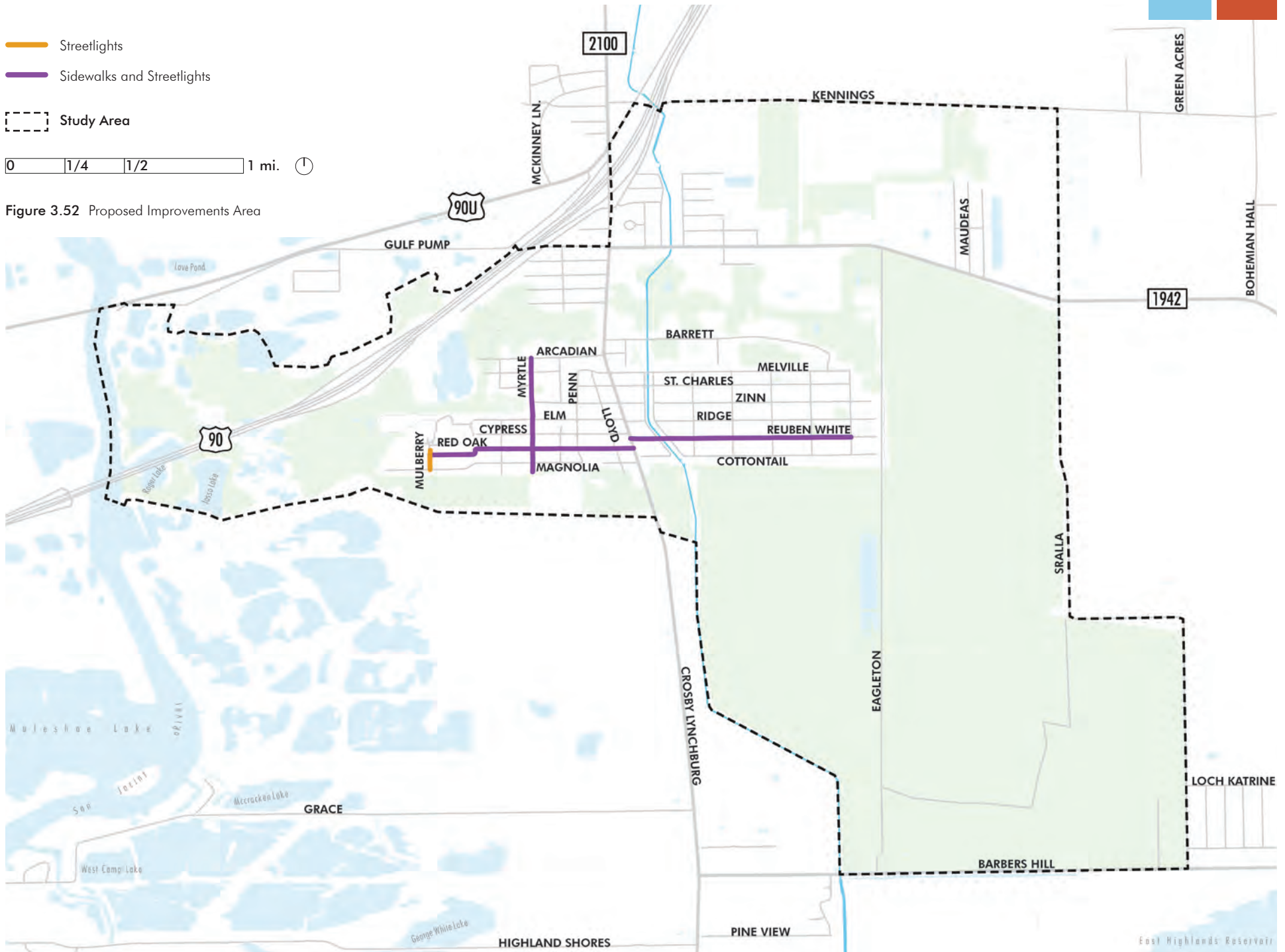


Figure 3.52 Proposed Improvements Area





Background and Scope

Barrett lacks pedestrian connectivity. The lack of sidewalk infrastructure is apparent from data collection, site assessments, and stakeholder feedback. The only existing sidewalk is on FM 2100 and near the Drew Elementary School on Red Oak Avenue. The need for sidewalks was reiterated multiple times by community members, with an emphasis on safety for children and connectivity for schools.

This proposed project would provide a safe and accessible route to both Drew Elementary School and Riley Chambers Park. Furthermore, it would enhance safety for all users with the addition of streetlights (Figure 3.52).

Red Oak Avenue

The project would add 3,690' of sidewalk on Red Oak Avenue, from Mulberry Street to Drew Elementary School at Penn Street. Precinct minimum sidewalk width is 6', but where not viable 5' may apply. The sidewalk would include a regraded ditch, street lighting, on-street bike lanes and signs (Figure 3.54). The proposed sidewalk is located on the south side of the street, to be consistent with the existing sidewalk near the Drew Elementary School. The 750' between Penn and Lloyd, where the elementary school is, already contains a sidewalk and would only require on-street bicycle markings and signage. The total cost for Red Oak is \$1,057,000, broken out by component in Table 3.14.

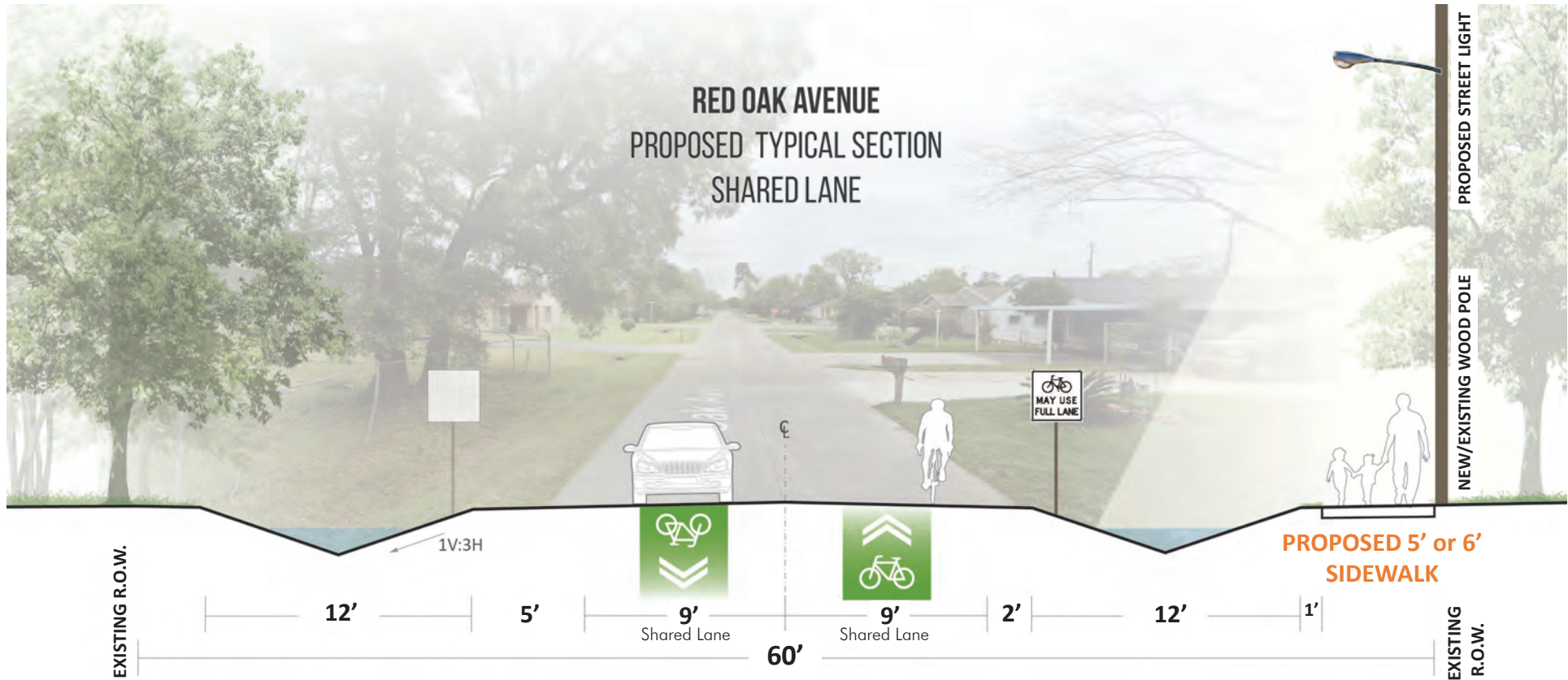


Figure 3.53 Existing Conditions - Red Oak

Name	ROW	Limits	Scope	Length	Sidewalks	Lighting	Bike Lanes	Total
Red Oak	60'	Penn-Lloyd	On-street bike lanes and signs	750'	\$0	\$0	\$10,000	
Red Oak	60'	Locust-Penn	5-ft sidewalk, regraded ditch, lighting, on-street bike lanes and signs	340'	\$113,000	\$0	\$7,000	
Red Oak	60'	Locust-Mulberry	5-ft sidewalk, regraded ditch, lighting, on-street bike lanes and signs	2,600'	\$858,000	\$49,000	\$20,000	
Red Oak Subtotal				3,690'	\$971,000	\$49,000	\$37,000	\$1,057,000

Note: An alternative for on-street bike lanes on Red Oak in one-way zone (Locust-Lloyd) is dedicated shoulder space.

Table 3.14 Planning Level Cost Estimate - Red Oak Avenue



Note: Background imagery reflects existing conditions.

Figure 3.54 Proposed Cross Section View - Red Oak Avenue¹⁰

¹⁰ Precinct minimum sidewalk width is 6', but where not viable 5' may apply.



Myrtle Avenue

The project would add about 2,400’ of bicycle and pedestrian improvements from Arcadian to Magnolia. The project limits are broken up into two halves: the norther portion, from Arcadian to Elm and the southern portion from Elm to Magnolia (Figure 3.56). The improvements from Arcadian Drive to Elm Street (1,400’) include a 6’ sidewalk, drainage crossings, street lighting, on-street sharrows, and signage. The sidewalk would be located on the east side of the street and require an easement due to the right of way constraints. From Elm to Magnolia (1,000’), the 6’ sidewalk would be located on the west side of the roadway and would not require any easements. The improvements would involve a regraded ditch, as well as street lighting, on street bike markings and signage, similar to the northern segment.

On both segments, culverts are possible, which would reduce the need for easements or ditch regarding. However, they are not recommended due to the high cost.

The total cost for the Myrtle Avenue improvements is about \$600,000, as shown in Table 3.15. Cost does not include any easements or right of way acquisition.



Figure 3.55 Existing Conditions - Myrtle and Elm

Name	ROW	Limits	Scope	Length	Sidewalks	Lighting	Bike Lanes	Total
Myrtle	50' (prop. 55')	Arcadian-Elm	5-ft sidewalk (E side), drainage crossings, lighting, on-street bike lanes and signs	1,400'	\$237,000	\$0	\$18,000	
Myrtle	60'	Elm-Magnolia	5-ft sidewalk (W side), regraded ditch, lighting, on-street bike lanes and signs	1,000'	\$330,000	\$0	\$15,000	
Myrtle Subtotal				2,400'	\$567,000	\$0	\$33,000	\$600,000

Table 3.15 Planning Level Cost Estimate - Myrtle Avenue



Note: Background imagery reflects existing conditions.

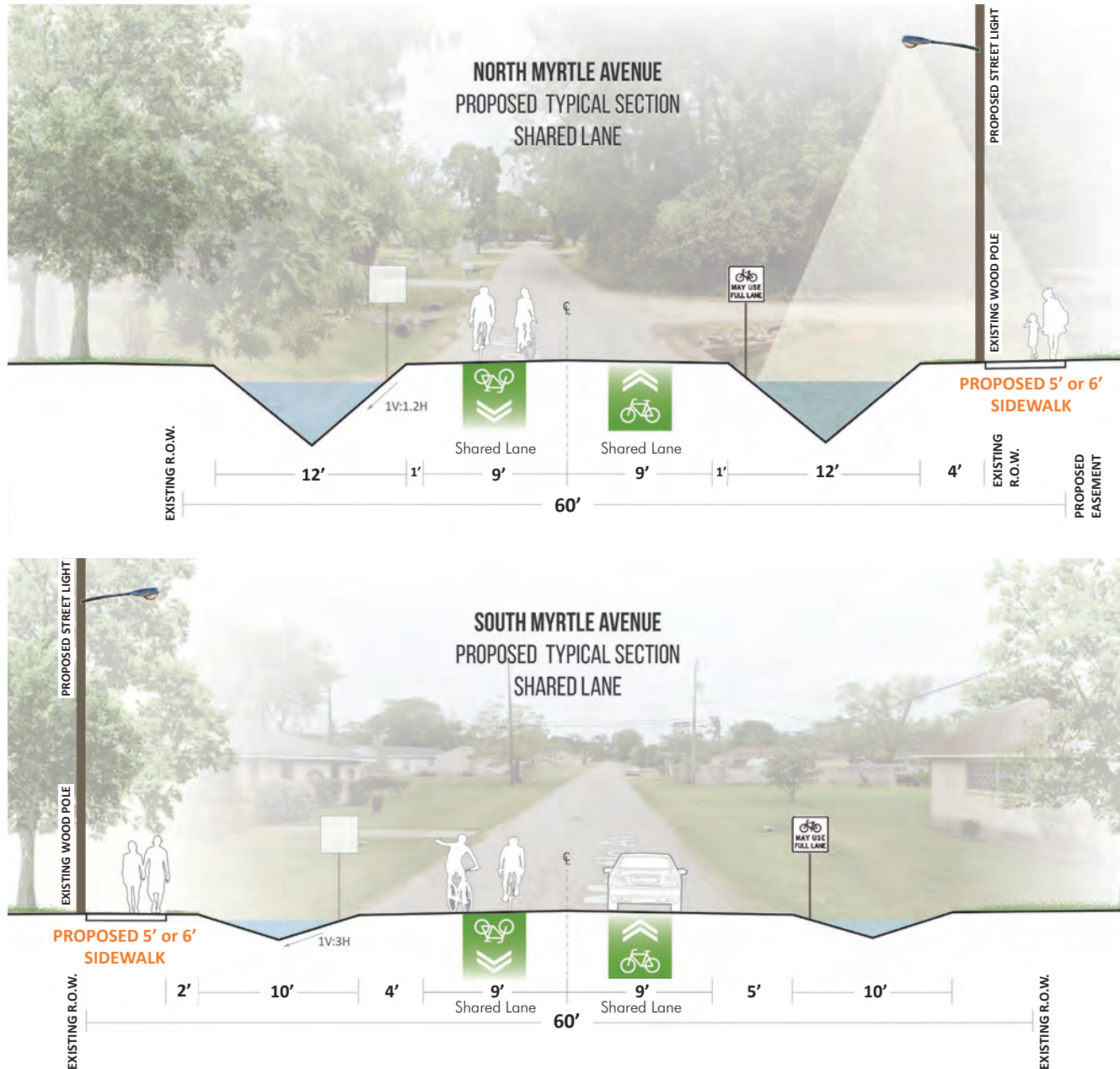


Figure 3.56 Proposed Cross Sections - Myrtle Avenue (North and South)¹¹

¹¹ Precinct minimum sidewalk width is 6', but where not viable 5' may apply.



Mulberry Street

The segment on Mulberry near the Riley Chambers Park, from Magnolia to the Riley Chambers Park entrance, is about 580 feet long (Figure 3.57). The only improvement on this segment would be for street lighting (Table 3.16).



Figure 3.57 Existing Conditions - Mulberry

Name	ROW	Limits	Scope	Length	Lighting	Total
Mulberry	N/A	Magnolia-Park Entrance	Lighting	580'	\$11,000	
Mulberry Subtotal				580'	\$11,000	\$11,000

Table 3.16 Planning Level Cost Estimate - Mulberry

Reuben White Drive

The project would add 4,300' of sidewalk on Reuben White, from FM 2100 to Orleans. The existing bridge over the East Canal would not be impacted. The sidewalk would be 6' with a regraded ditch, street lighting, on-street bike lanes and signs. The proposed sidewalk is proposed to be located on the south side of the street, but during the design or survey phase could be adjusted.

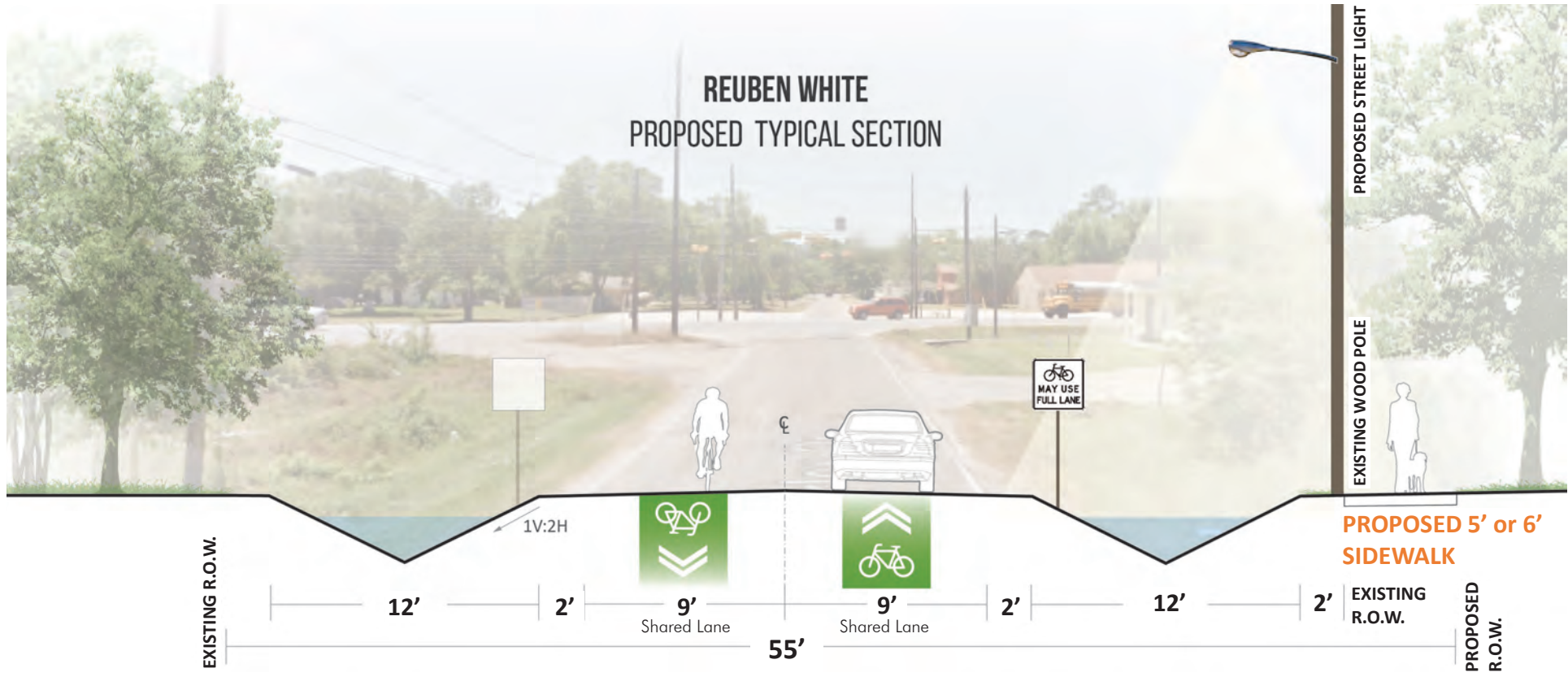
ROW acquisitions would be required to implement this sidewalk project. The existing right of way is 50' and the proposed right of way needed is 55', requiring at least 5' of easements. The project improvements are compatible with the proposed improvements from the St. Charles subdivision drainage study. The total cost for Reuben White is \$1,474,000, broken out by component below.



Figure 3.58 Existing Conditions - Reuben White

Name	ROW	Limits	Scope	Length	Sidewalks	Bike Lanes	Total
Reuben White	50' (prop. 55')	FM 2100-Orleans	5-ft sidewalk, regraded ditch, lighting, on-street bike lanes and signs	4,300'	\$1,419,000	\$55,000	
Reuben White Subtotal				4,300'	\$1,419,000	\$55,000	\$1,474,000

Table 3.17 Planning Level Cost Estimate - Reuben White Drive



Note: Background imagery reflects existing conditions.

Figure 3.59 Proposed Cross Section - Reuben White Drive¹²

¹² Precinct minimum sidewalk width is 6', but where not viable 5' may apply.



Project Benefits (All Corridors)

The societal benefits for the project are calculated using a 20-year planning horizon and are presented at a non-discounted rate. The notes at the end of the chapter provide further information regarding the categories of benefits evaluated.

Based on TxDOT crash data, there was 1 pedestrian crash over the last 5 years in the Arcadian Gardens area and 1 pedestrian crash on Reuben White Drive which would be able to be prevented with the project improvements. Other societal benefits accrue from the conversion of trips from automobile to walking, both in reduced automobile costs and reduced emissions. In addition, sidewalks improve property values and there is a benefit from the increased tax revenue. The monetized benefits are listed in Table 3.18.

Next Steps, Funding and Implementation

Harris County Precinct 2 would be the lead agency for implementation of these project. The Precinct can fund the sidewalks in the Capital Improvement Program (CIP). CDBG funding is another option for obtaining discretionary funding from a variety of sources. Crosby ISD is supportive of this project as it would allow for additional students to become 'walkers' and possibly not need bus service. The electricity would be paid for on the streetlights by MUD 50, which would need to enter into an Interlocal Agreement (ILA) with Harris County.

Other funding opportunities include the H-GAC Call for Projects or TxDOT funding via the Transportation Alternatives (TASA) or Safe Routes to School (SRTS) opportunities.

Project Benefit Category	Red Oak / Myrtle / Mulberry	Reuben White	Total
Pedestrian Safety	\$7,900	\$94,600	\$102,500
Reduced Automobile Usage	\$41,900	\$32,300	\$74,200
Property Valuation Increase	\$3,905,300	\$3,026,600	\$6,931,900
Total	\$3,955,300	\$3,153,600	\$7,108,900

Note: The benefit for useful life is not included in the table above; however, it would be 60% of the construction cost in 20 years, assuming that the sidewalk has a useful life of 50 years.

Table 3.18 Monetized Benefits Table



TIMEFRAME

Short-Term (Precinct 2)

Long-Term Vision



LEAD AGENCY

Harris County Precinct 2



SUMMARY

Construct a three-lane roadway from Barbers Hill Road in the south to Krenek Road in the north along an alignment known as Eagleton Lane. The project is divided into four phases, based on suggested timeframe:

- **Phase 1:** FM 1942 to Cottontail Drive and extend Barrett Road, Ridge Drive and St. Charles Drive
- **Phase 2:** FM 1942 to Kennings Road
- **Phase 3:** Kennings Road to Krenek Road
- **Phase 4:** Cottontail Drive to Barbers Hill Road



PARTNERS

- Barrett Management District
- MUD 50
- Private Developers



ESTIMATED COSTS

\$24.7 million (not including right of way)

Eagleton Lane and Street Grid Extension

Purpose and Need: There is a lack of access and connectivity to US 90 other than FM 2100. The Eagleton Lane extension will provide additional connectivity and access to US 90, particularly from the east side of Barrett. Phase 1, coupled with the street grid extensions, will provide immediate access to FM 1942 and overall connectivity benefits for the St. Charles Place subdivision residents. Phases 2 and 3 will provide a relief route to Kennings and Krenek with more direct access to US 90, which would alleviate congestion. Phase 4 would provide connectivity through a new planned residential development. The project would also spur economic development and open up land for development that was previously inaccessible.



PROJECT BENEFITS

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Protects Historic Resources
- Reduces Congestion and Improves Travel Time Reliability



GOALS ADDRESSED

- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Leverage local, state, regional, and federal partnerships



Background and Scope

Residents identified the need for additional access and connectivity via roadway connections to the Barrett community. The Eagleton Lane extension was first proposed as a solution in the 2014 non-ETJ Thoroughfare Plan. This planning process considered this project and determined that it would provide congestion relief, access and connectivity to Barrett, particularly considering a proposed development south of Cottontail Drive with over 2,000 new single-family homes.

In addition to the Eagleton Lane extension, roadways from the Barrett Settlement and St. Charles Place subdivisions need to be extended to provide connections (Figure 3.61). Extending Barrett Road would also provide a direct connection to the new Eagleton Lane extension; the existing portion of the roadway that goes through the Barrett Station Evergreen Cemetery would be either converted into a limited access or private road. This conversion would also address another issue brought up by the community, which is the vandalism and damage caused by vehicles who crash into the cemetery due to the geometry of the roadway. Extending Barrett Road would allow for users to bypass the cemetery and connect directly to a future Eagleton extension.

The Phases are divided into the following segments:

- **Phase 1:** FM 1942 to Cottontail Drive (4,600') and street grid extensions (St. Charles, Ridge, Barrett)
- **Phase 2:** FM 1942 to Kennings Road (3,200')
- **Phase 3:** Kennings Road to Krenek Road (3,900')
- **Phase 4:** Cottontail Drive to Barbers Hill Road (9,300')

The typical section for each phase is the same and follows TxDOT design guidelines for a three-lane, flexible pavement rural road¹⁰. The section consists of two 11' travel lanes, one center turn lane of 14' and two 8' shoulders (Figure 3.63). The section includes two 8' shared use paths. The overall total right-of-way is 124'.

While any of the roadways can be extended to provide access to the Eagleton Lane extension, the two recommended at this point in the planning process are Ridge and St. Charles. These were chosen to balance north-south connectivity within the subdivision. Eventually, any or all roads can be connected to Eagleton Lane. St. Charles has a traffic light at the intersection with FM 2100 and a bridge connection, so it would provide access for traffic on FM 2100 to cross through the subdivision to connect to Eagleton. The Ridge road connection would be for local, subdivision access only, as there is no connectivity from Ridge to FM 2100.



Figure 3.60 Existing Site Context

¹⁰ TxDOT design guidelines are used in the event federal funding is pursued; if not, local design requirements can be utilized at a similar or reduced cost.

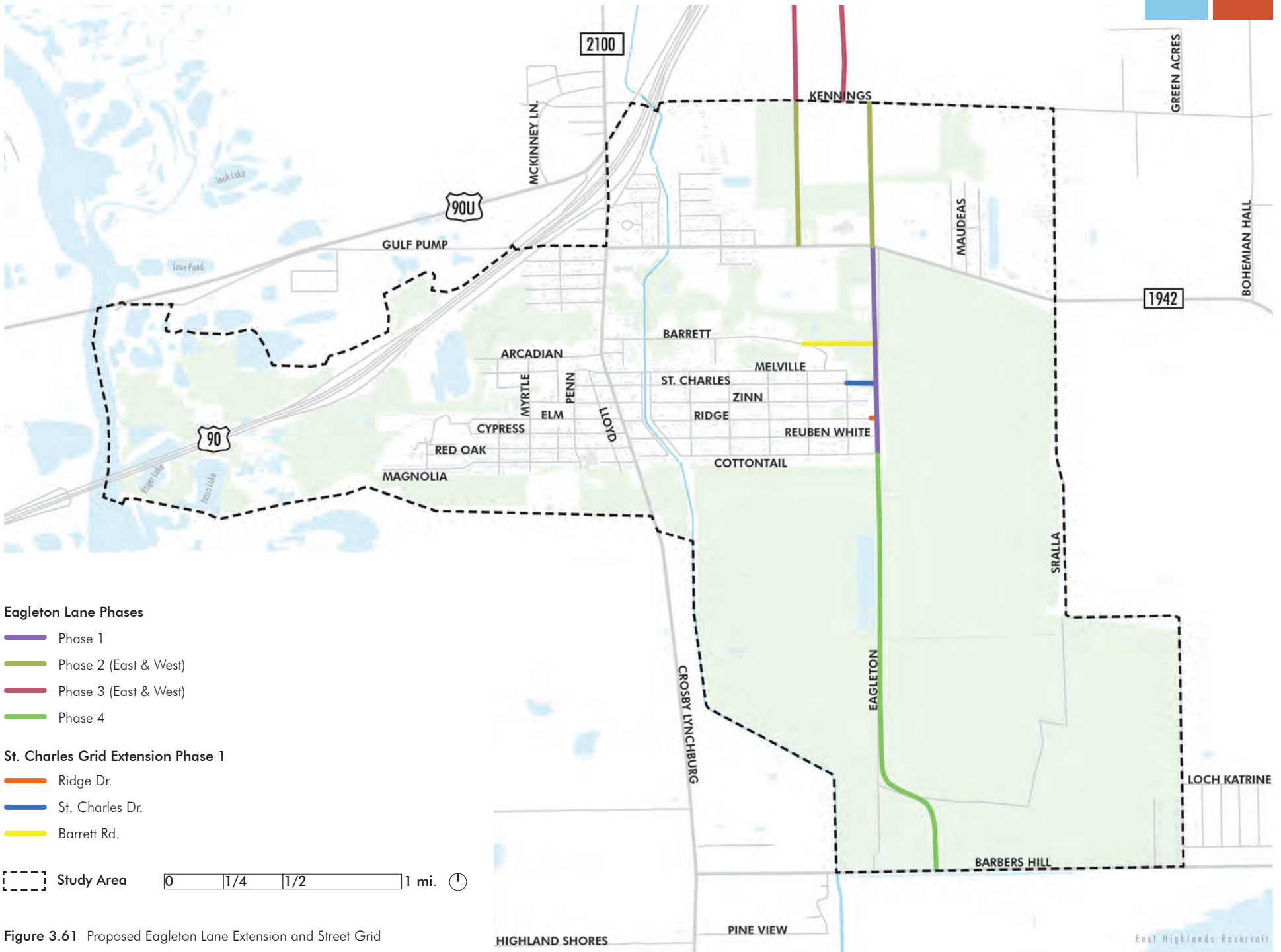


Figure 3.61 Proposed Eagleton Lane Extension and Street Grid



St. Charles and Ridge Drive are scoped to be 2-lane roadway extensions, to match the existing cross section of 9' lanes. The St. Charles roadway would be 600' and the Ridge Drive extension would be approximately 100' from their existing termini to the new Eagleton Lane.

Barrett Road is scoped to be a 2-lane roadway extension, with 11' travel lanes and street lighting in both the existing and proposed section. There are two options: keep the existing roadway as is with 9' travel lanes or reconstruct the roadway to match the 11' profile for the entirety of the roadway (Figure 3.64). Widening the travel lanes in the existing portion of the roadway would require reconstruction with new ditches, which might also need to be expanded to account for the increased impervious surfaces. This alternative would require a total reconstruction with new ditches as well as easements. The easements would need to be at least 4' and could be taken from either one side of the road or equally from each side, which would be need to be determined via public involvement and design.

Phase 2 and Phase 3 have two possible alignments: the east and west. Further study would be needed to determine which is the optimal alignment. As part of the next steps, the landowners along each segment should be consulted to determine if right of way could be acquired. Phase 4 is a longer-term extension, given the length, cost and the proposed development that is anticipated.

A 2018 TEDSI report prepared for Harris County provided a per-mile factor for this roadway. The costs in this report are based on a full-length planning estimate by construction item per TxDOT guidelines, as detailed above. Thus, the per mile-costs were updated for purposes of this study.

The project cost is estimated at approximately \$17.5 million for all four phases of the Eagleton Lane project, not including any right of way costs or costs associated with the other roadways covered in this section. A planning level cost estimate is provided for Phase I (FM 1942 to Cottontail Drive), which shows the total project cost as nearly \$4.6 million (Table 3.19).



Figure 3.62 Existing Conditions - Eagleton Lane and FM 1942 Intersection

Item No.	Item Description	Units	Qty	Unit Cost	Total
GENERAL					
103	MOBILIZATION (10%)	LS	1	\$288,000.00	\$288,000.00
502	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	9	\$15,000.00	\$135,000.00
100	PREPARING ROW	STA	46	\$15,000.00	\$690,000.00
100	EXCAVATION (CHANNEL)	CY	14,300	\$20.00	\$286,000.00
100	FURNISHING AND PLACING TOPSOIL	SY	31,000	\$3.00	\$93,000.00
100	BROADCAST SEED (PERM)	SY	31,000	\$0.50	\$15,500.00
GENERAL ITEMS SUBTOTAL					\$1,507,500.00
SWPPP					
506	SWPPP (5%)	LS	1	\$144,000.00	\$144,000.00
SWPPP ITEMS SUBTOTAL					\$144,000.00
ROADWAY					
260	LIME TRT 6" (EXIST MATL)	SY	29,000	\$3.00	\$87,000.00
275	CEMENT TREATMENT	SY	27,700	\$10.00	\$277,000.00
310	PRIME COAT	GAL	6,600	\$3.00	\$19,800.00
340	DENSE GRADED HOT MIX ASPH (SURFACE)	TON	2,300	\$90.00	\$207,000.00
340	DENSE GRADED HOT MIX ASPH (LEVELUP)	TON	2,300	\$80.00	\$184,000.00
531 6003	CONC SIDEWALKS (6")	SY	6,200	\$80.00	\$496,000.00
ROADWAY ITEMS SUBTOTAL					\$1,270,800.00
SIGNING					
	INSTALL TRAFFIC SIGNALS	EA	1	\$300,000.00	\$300,000.00
	SIGNING & STRIPING	LS	1	\$87,000.00	\$87,000.00
SIGNING ITEMS SUBTOTAL					\$387,000.00
SUBTOTAL					\$3,309,300
CONTINGENCY (20%)					\$662,000
TOTAL CONSTRUCTION COST					\$3,971,300
Engineering Basic Services (11%)					\$437,000
Inspections & Testing (2.0%)					\$79,000
Survey & Staking (1.5%)					\$60,000
Studies & Permits (1.0%)					\$40,000
Environmental (1.0%)					\$40,000
TOTAL ENGINEERING COST					\$656,000
TOTAL PROJECT COST					\$4,627,300

Table 3.19 Planning Level Cost Estimate - Eagleton Lane - Phase 1



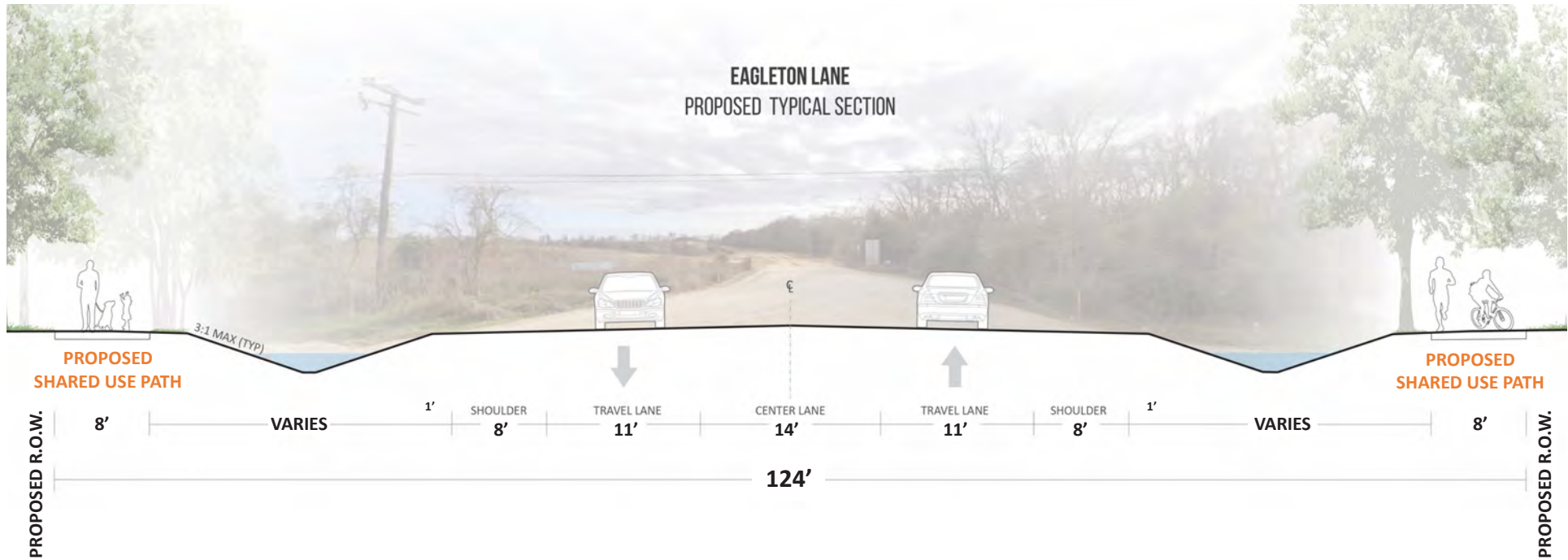
For the remainder of the phases, the estimate for Phase I is the basis for a per-mile dollar amount used to extrapolate the costs for the remaining phases, as presented in Table 3.20.

Name	ROW	Limits	Scope	Length	Roadway
Eagleton	100'	FM1942-Kennings	3-lane roadway	3,200'	\$3,219,000
Eagleton	100'	Kennings-Krennek	3-lane roadway	3,900'	\$3,923,000
Eagleton	100'	Cottontail-Barbers Hill	3-lane roadway	9,300'	\$9,355,000

Table 3.20 Eagleton Lane Phases 2 - 4

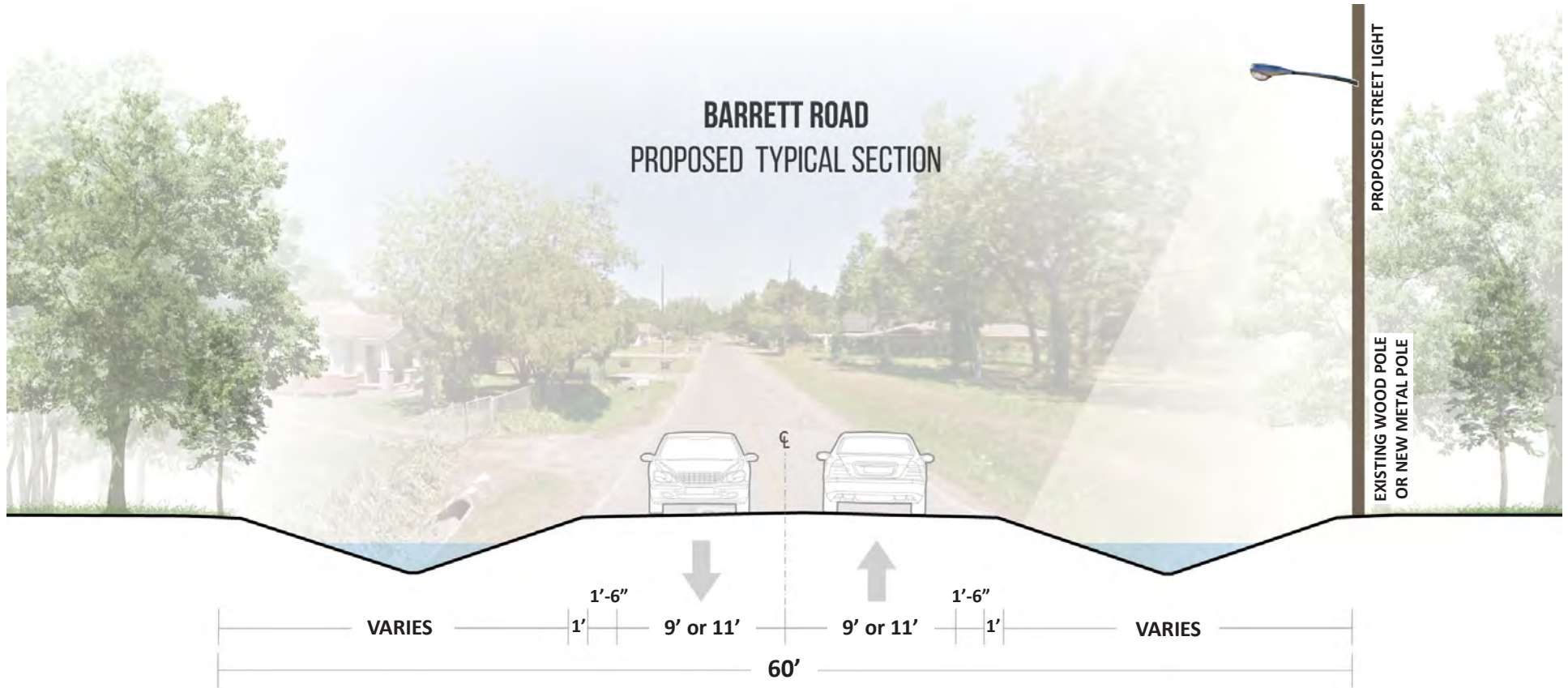
Based on an analysis of the right of way needed for all four phases, it is not anticipated that ROW costs will exceed \$1 million. These costs assume value based upon information from HCAD to calculate estimated square footage value with a 50% adjustment factor. The costs assume that there are entities that would be willing to pay no acquisition cost and does not assume any land donations.

The cost for the St. Charles Drive and Ridge Drive extensions are a total of about \$400,000. For Barrett Road, the extension alone is just under \$900,000, which would include new poles for lighting. If the existing section is widened to 11', the costs are an additional \$2.3 million, which would make the entire project cost just over \$3.2 million. The project costs do not include any easements or right of way acquisition required for the roadway extension, or if easements/right of way is required if the existing portion of Barrett Road is widened.



Note: Background imagery reflects existing conditions.

Figure 3.63 Proposed Cross Section - Eagleton Lane



Note: Background imagery reflects existing conditions.

Figure 3.64 Proposed Cross Section - Barrett Road



The costs are listed in the table below:

Name	ROW	Limits	Scope	Length	Roadway	Lighting	Total
Barrett	50'	W. of Cemetery-Eagleton	2-lane roadway and lighting	1,500'	\$846,000	\$28,000	
Barrett	50'	FM 2100-W. of Cemetery	Lighting	3,800'		\$0	
Barrett	50'	FM 2100-W. of Cemetery	2-lane roadway (reconstruction)	3,800'	\$2,334,000	\$0	
Barrett	50'	W. of Cemetery-Melville	Lighting	700'		\$0	
Barrett Subtotal				9,800'	\$3,180,000	\$28,000	\$3,208,000
St. Charles	50'	Exist. End-Eagleton	2-lane roadway	600'	\$339,000		
Ridge	50'	Exist. End-Eagleton	2-lane roadway	100'	\$56,000		
Extension Subtotal				700'	\$395,000	\$0	\$395,000

Table 3.21 Planning Level Cost Estimate - Barrett, St. Charles, and Ridge

Next Steps, Funding and Implementation

A traffic study should be conducted to determine the impacts of each Phase. This will help determine the impact of each phase individually and in conjunction, which would help determine the implementation strategy and which phase(s) should be considered a short-term project.

Phases 1 through 3 can be funded via Harris County Precinct 2. Other possible funding opportunities include the H-GAC Call for Projects. Phase 4 can be coordinated with the developer of the new Sweetgrass Village development proposed between Cottontail Drive and Barbers Hill Road.



TIMEFRAME

Long-Term Vision



LEAD AGENCY

Harris County Precinct 2



SUMMARY

Build a new four-lane roadway through Barrett, from US 90 to Eagleton, crossing FM 2100. The proposed new roadway is divided into two phases: west (from US 90 to FM 2100) and east (from FM 2100 to the proposed Eagleton Road extension).



PARTNERS

- MUD 50
- Barrett Management District
- TxDOT



ESTIMATED COSTS

\$73.4 million (west) + \$18.1 million (east) (not including right of way)



PROJECT BENEFITS

- Connects Community Origins and Destinations
- Improves Air Quality
- Reduces Congestion and Improves Travel Time Reliability

Barrett Loop Roadway Project

Purpose and Need: The only access from US 90 to Barrett is via FM 2100, which often gets congested. The Barrett Loop project will provide an additional access point to and from US 90 to the Barrett community through providing a connection that would bypass FM 2100 and reduce congestion on that thoroughfare.



GOALS ADDRESSED

- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

Currently, the only access to Barrett from US 90 is via FM 2100. The lack of access and connectivity via roadway connections to Barrett was raised through the public engagement process. Residents noted the lack of ingress and egress to the Barrett community, other than via FM 2100, as well as the resultant congestion along FM 2100 at various intersections. FM 2100 is used heavily when traffic on I-10 backs up and US 90 is used as an alternate route. The Barrett Loop would provide an alternate connection from FM 2100 to US 90. The alignment of the Barrett Loop was first proposed as a solution in the 2014 non-ETJ Thoroughfare Plan and examined again in the 2018 TEDSI report. This planning process considered this project and determined that it would provide congestion relief and additional access to US 90 (Figure 3.67).



The project is divided into two sections: the west side from FM 2100 to US 90 and the east side, from FM 2100 to the Eagleton Lane extension (Figure 3.65). The western portion is approximately 8,500' and the eastern portion is approximately 4,500'. These alignments were examined in both the 2014 non-ETJ Thoroughfare Plan and the 2018 TEDSI report. The western portion should be Phase I, as it would provide more immediate traffic relief. The eastern portion should be considered Phase II, as it is contingent upon the Eagleton Road extension, which has not been built. It will also tie into the new residential development planned in the Lago Bello MUD area, known as Sweetgrass Village.

The proposed project is envisioned as a 4-lane concrete roadway, consistent with TxDOT general construction guidelines for purposes of pursuing

federal funding. The planned typical section consists of four lanes with a center turn lane of continuously reinforced concrete. The proposed section also includes 8' wide shared use paths for bicycle and pedestrian access. (Figure 3.66). The section represents a conservative planning approach for the at-grade roadway. Preliminary engineering and geotechnical surveys would be required to develop the required pavement types and depths, as well as the sections for embankment and bridge segments.

The proposed roadway extension on the west side will tie into US 90, near Floyd Road. The topography of the area is comprised of floodplains and wetlands, making this project challenging and costly to implement. Figure 3.67 shows the typical section type at each location along the alignment.

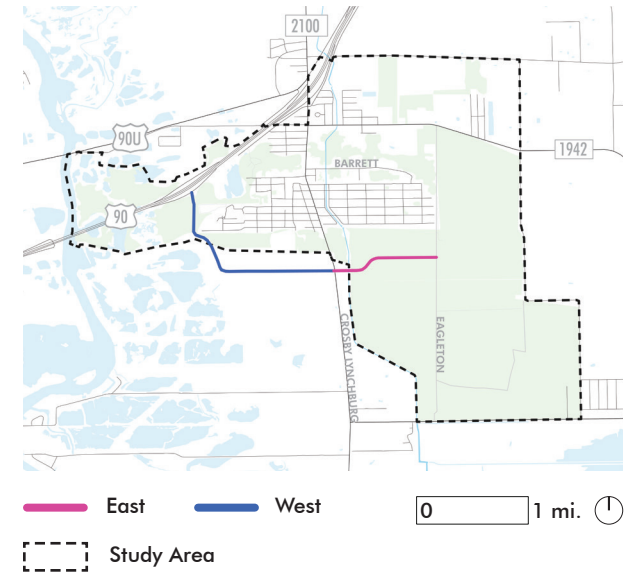


Figure 3.65 Barrett Loop

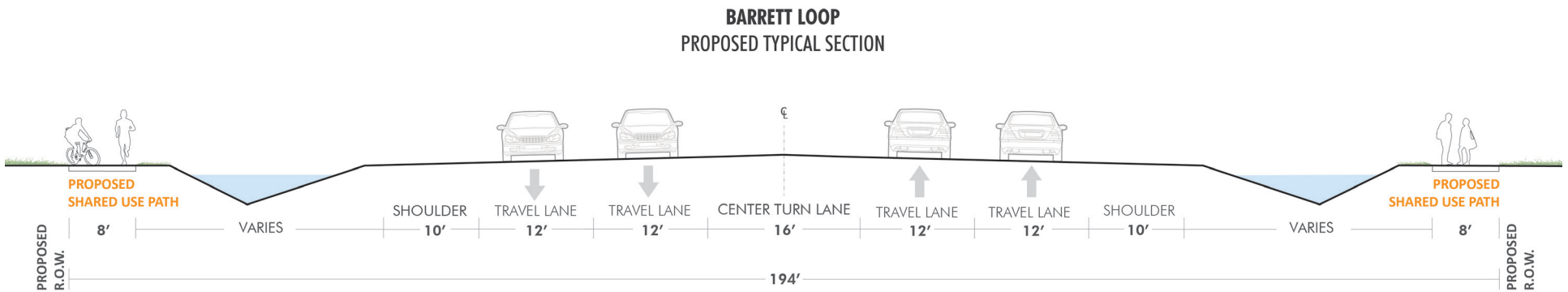


Figure 3.66 Proposed Cross Section - Barrett Loop

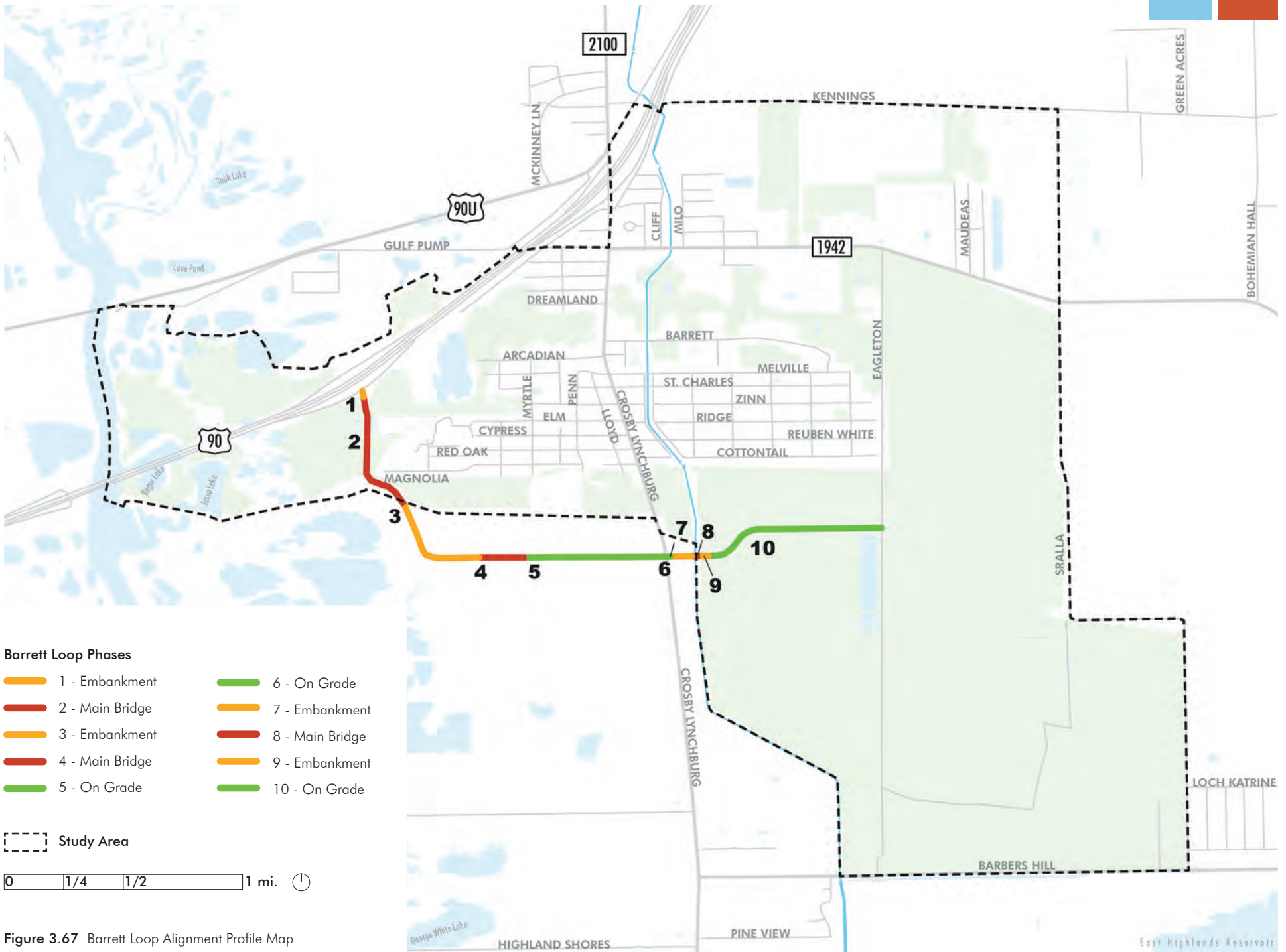


Figure 3.67 Barrett Loop Alignment Profile Map



The typical roadway section mentioned earlier would apply to Sections 5, 6, and 10, located approximately as shown on the map. Bridge and culvert crossing segments (estimated to be those noted as Section 2, 4, and 8 on the map) would need to be raised above flood plain elevation (for the bridge) or the top of the canal banks (for the culvert crossing). Roadway segments approaching the bridges and culvert crossing would require embankment (estimated as those noted by sections 1, 3, 7 and 9 on the map) and would require greater right-of-way than that indicated on the typical at-grade section to accommodate the roadside ditches.

The preliminary cost estimate for the western portion is approximately \$73,352,500. The costs have been updated from the TEDSI report to reflect TxDOT design guidelines (Table 3.22).

The eastern portion of the roadway is estimated to be \$18,103,000, inclusive of engineering and soft costs.

Next Steps, Funding and Implementation

This project requires further analysis and community engagement. During the planning process, concerns were raised about the potential “bypass” effect of this project, which would negate economic development goals, instead resulting in traffic bypassing Barrett. Community input should be considered before moving ahead with this project, particularly given the high cost. Furthermore, a traffic study should be conducted to determine the congestion relief effects this project would entail.

Possible funding opportunities include Harris County Precinct 2, Community Development Block Grant Resources, and federal funding via the H-GAC Call for Projects. The east side of the roadway can be financed in part or with a public-private partnership with the developer of Sweetgrass Village.



Item No.	Item Description	Units	Qty	Unit Cost	Total
GENERAL					
100	MOBILIZATION (10%)	LS	1	\$4,600,000.00	\$4,600,000.00
502	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	12	\$15,000.00	\$180,000.00
100	PREPARING ROW	STA	85	\$15,000.00	\$1,275,000.00
100	EXCAVATION (CHANNEL)	CY	29,600	\$20.00	\$592,000.00
100	EMBANKMENT (FINAL)(TY C)	CY	57,400	\$45.00	\$2,583,000.00
100	FURNISHING AND PLACING TOPSOIL	SY	48,000	\$3.00	\$144,000.00
100	BROADCAST SEED (PERM)	SY	48,000	\$0.50	\$24,000.00
GENERAL ITEMS SUBTOTAL					\$9,398,000.00
SWPPP					
506	SWPPP (5%)	LS	1	\$2,300,000.00	\$2,300,000.00
SWPPP ITEMS SUBTOTAL					\$2,300,000.00
ROADWAY					
360	CONC PVMT (CONT REINF - CRCP)	SY	35,600	\$100.00	\$3,560,000.00
292	ASPHALT STAB BASE	TON	2,000	\$80.00	\$160,000.00
340	DENSE GRADED HOT MIX ASPH (SURFACE)	TON	1,000	\$90.00	\$90,000.00
340	DENSE GRADED HOT MIX ASPH (LEVELUP)	TON	1,100	\$80.00	\$88,000.00
260	LIME TRT (EXIST MATL)	SY	51,500	\$3.00	\$154,500.00
400	CEMENT STABILIZED BACKFILL	CY	24,300	\$50.00	\$1,215,000.00
531	CONC SIDEWALKS (6")	SY	6,700	\$80.00	\$536,000.00
	BRIDGE	SF	336,000	\$100.00	\$33,600,000.00
ROADWAY ITEMS SUBTOTAL					\$39,403,500.00
SIGNING					
	INSTALL TRAFFIC SIGNALS	EA	2	\$300,000.00	\$600,000.00
	INSTALL SIGNING	MI	1.6	\$30,000.00	\$48,000.00
	INSTALL STRIPING	MI	1.6	\$30,000.00	\$48,000.00
	INSTALL LIGHTING	MI	1.6	\$420,000.00	\$672,000.00
SIGNING ITEMS SUBTOTAL					\$1,368,000.00
SUBTOTAL					\$52,469,500
CONTINGENCY (20%)					\$10,494,000
TOTAL CONSTRUCTION COST					\$62,963,500
Engineering Basic Services (11%)					\$6,926,000
Inspections & Testing (2.0%)					\$1,259,000
Survey & Staking (1.5%)					\$944,000
Studies & Permits (1.0%)					\$630,000
Environmental (1.0%)					\$630,000
TOTAL ENGINEERING COST					\$10,389,000
TOTAL PROJECT COST					\$73,352,500

Table 3.22
Cost Estimate -
Barrett Loop - West

Note: Quantities based on TxDOT typical sections due to potential for project application for Federal funding.



Item No.	Item Description	Units	Qty	Unit Cost	Total
GENERAL					
100	MOBILIZATION (10%)	LS	1	\$1,100,000.00	\$1,100,000.00
502	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	6	\$15,000.00	\$90,000.00
100	PREPARING ROW	STA	45	\$15,000.00	\$675,000.00
100	EXCAVATION (CHANNEL)	CY	26,100	\$20.00	\$522,000.00
100	EMBANKMENT (FINAL)(TY C)	CY	11,400	\$45.00	\$513,000.00
100	FURNISHING AND PLACING TOPSOIL	SY	42,000	\$3.00	\$126,000.00
100	BROADCAST SEED (PERM)	SY	42,000	\$0.50	\$21,000.00
GENERAL ITEMS SUBTOTAL					\$3,047,000.00
SWPPP					
506	SWPPP (5%)	LS	1	\$560,000.00	\$560,000.00
SWPPP ITEMS SUBTOTAL					\$560,000.00
ROADWAY					
360	CONC PVMT (CONT REINF - CRCP)	SY	32,000	\$100.00	\$3,200,000.00
292	ASPHALT STAB BASE	TON	1,800	\$80.00	\$144,000.00
340	DENSE GRADED HOT MIX ASPH (SURFACE)	TON	900	\$90.00	\$81,000.00
340	DENSE GRADED HOT MIX ASPH (LEVELUP)	TON	900	\$80.00	\$72,000.00
275	CEMENT TREATMENT	SY	59,600	\$10.00	\$596,000.00
260	LIME TRT (EXIST MATL)	SY	46,000	\$3.00	\$138,000.00
531	CONC SIDEWALKS (6")	SY	6,000	\$80.00	\$480,000.00
	CULVERT CANAL CROSSING	EA	1	\$4,200,000.00	\$4,200,000.00
ROADWAY ITEMS SUBTOTAL					\$8,911,000.00
SIGNING					
	INSTALL SIGNING	MI	0.9	\$30,000.00	\$27,000.00
	INSTALL STRIPING	MI	0.9	\$30,000.00	\$27,000.00
	INSTALL LIGHTING	MI	0.9	\$420,000.00	\$378,000.00
SIGNING ITEMS SUBTOTAL					\$432,000.00
SUBTOTAL					\$12,950,000
CONTINGENCY (20%)					\$2,590,000
TOTAL CONSTRUCTION COST					\$15,540,000
Engineering Basic Services (11%)					\$1,709,000
Inspections & Testing (2.0%)					\$311,000
Survey & Staking (1.5%)					\$233,000
Studies & Permits (1.0%)					\$155,000
Environmental (1.0%)					\$155,000
TOTAL ENGINEERING COST					\$2,563,000
TOTAL PROJECT COST					\$18,103,000

Table 3.23
Cost Estimate -
Barrett Loop - East

Note: Quantities based on TxDOT typical sections due to potential for project application for Federal funding.

**TIMEFRAME**

Short-Term (Collaborative)

**LEAD AGENCY**

- Harris County Precinct 2
- TxDOT

**SUMMARY**

Partner with TxDOT on the development and implementation of traffic improvements to reduce congestion as it relates to US 90 access.

**PARTNERS**

- Barrett Management District

**ESTIMATED COSTS**

\$10.7 million

**PROJECT BENEFITS**

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Quality of Life
- Reduces Congestion and Improves Travel Time Reliability

US 90 Access and FM 2100 Intersection Improvements

Purpose and Need: Community input and traffic analyses have identified an undesirable level of travel time delay at the intersection of US 90 and FM 2100. The proposed improvements will reduce delay and thus improve access for ingress and egress into the Barrett community at the intersection of FM 2100 and US 90.

**GOALS ADDRESSED**

- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

US 90 is the primary access point to the Barrett community, especially for those travelling to and from Houston. The importance of this corridor and its intersection with Barrett at FM 2100 was recently magnified with the lengthy partial closures experienced at I-10 due to damage at the east bridge over the San Jacinto River. Community and stakeholder input identified the US 90 access as a priority with traffic congestion being a current concern, as well as a potential future issue with the increased development in the area (Figure 3.69). This intersection is important because of its role as a relief route to I-10 and is heavily impacted by issues of travel time reliability.

Additionally, Harris County Transit's Route 6 (Highlands – Crosby) has several stops along FM 2100 and travels north-south through this intersection. Traffic congestion, measured via intersection delay, has been calculated at the intersection of US 90 and FM 2100 by a 2018 report completed by the engineering firm, TEDSI. Existing conditions, from 2017, are summarized in Table 3.24.

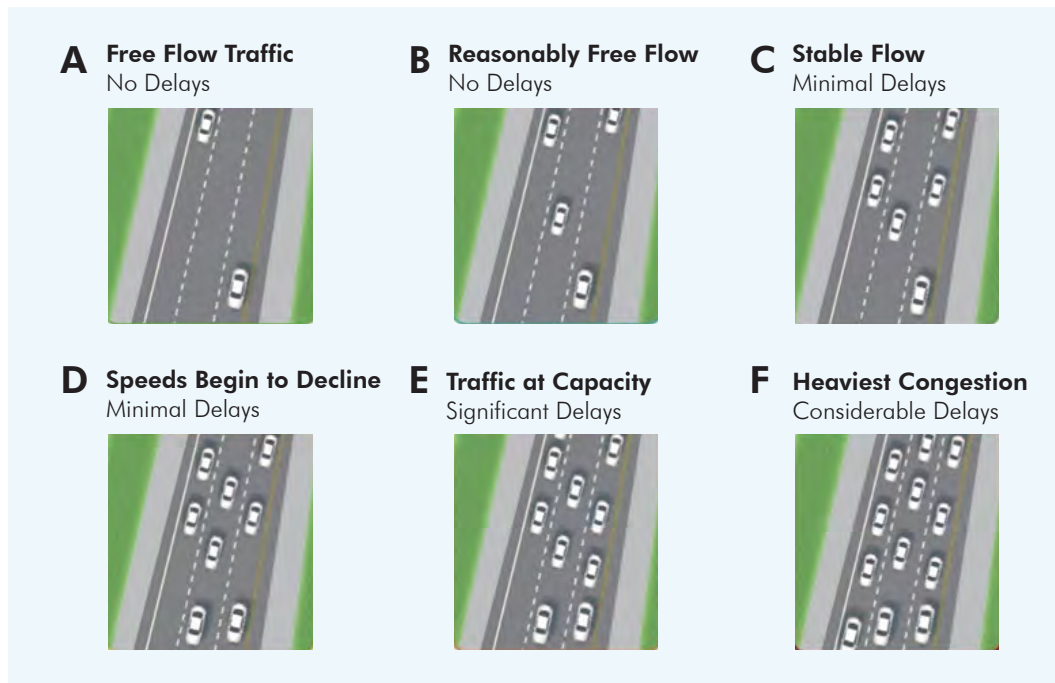


Figure 3.68 Level of Service Definitions

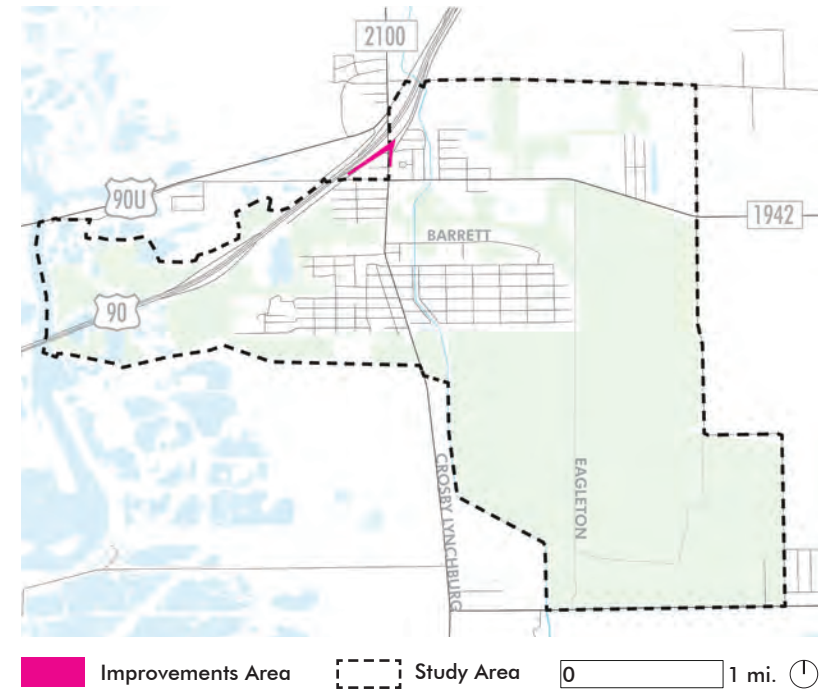


Figure 3.69 US 90 and FM 2100 Intersection Improvements

Intersection	Delay/LOS (AM)	Delay/LOS (PM)
FM 2100 @ US 90 EB Frontage Road (Unsignalized)	0.7 / A	4.0 / A
FM 2100 @ US 90 EB Ramp	21.4 / B	72.7 / E
FM 2100 @ US 90 WB Ramp (Unsignalized)	10.3 / B	10.8 / B
FM 2100 @ US 90 WB Frontage Road	59.0 / E	54.7 / D

Table 3.24 2017 Existing Conditions



The TEDSI report identifies a series of potential improvements at the intersection that would assist in delay reduction through additional capacity. The access improvements are presented in this recommendation.

The proposed improvements will reduce vehicular delay and travel times, improve access, and improve air quality through a reduction in vehicle emissions. The project will benefit travel time reliability for public transportation users of the Harris County Transit system, which passes through this intersection. The access improvements will provide a safety benefit through reducing crashes via improvements to signalization, signage, and striping. These improvements may collectively synergize to encourage economic growth within the community.

The TEDSI report provides a summary of quantified benefits, measured in terms of delay reduction, but in concert with other systematic area improvements. Because of this, direct benefit quantification for the improvements outlined here, completed in a stand-alone manner, are not included in this report. Project costs are taken from the TEDSI report, without further interpretation or analysis.

1 – Proposed Improvements at FM 2100 and US 90 EB Frontage Road and EB Ramp

These short-term improvements consist of improving right-turn movement throughput and capacity.

The first project is the addition of an additional through / right-turn lane to provide additional storage for right-turns at the frontage road. This lane will improve access to the frontage road and reduce delay for through movements.

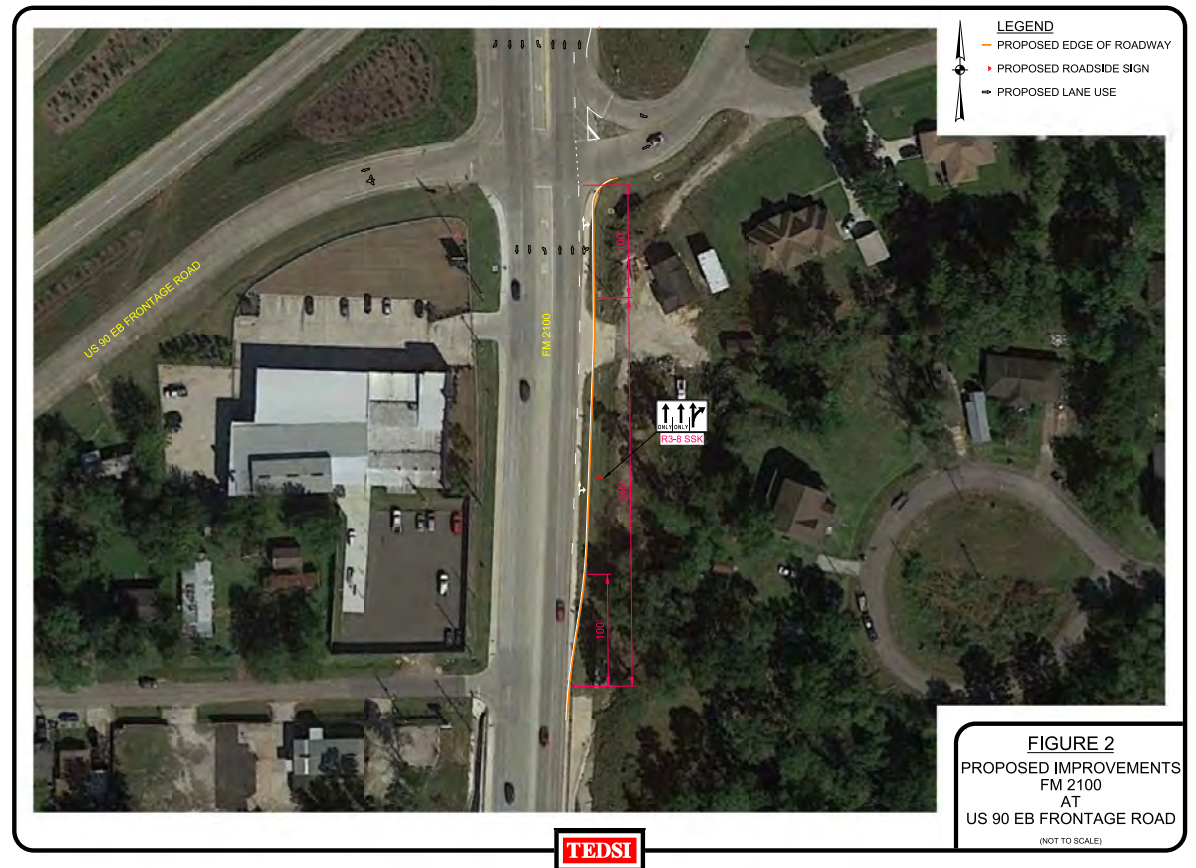


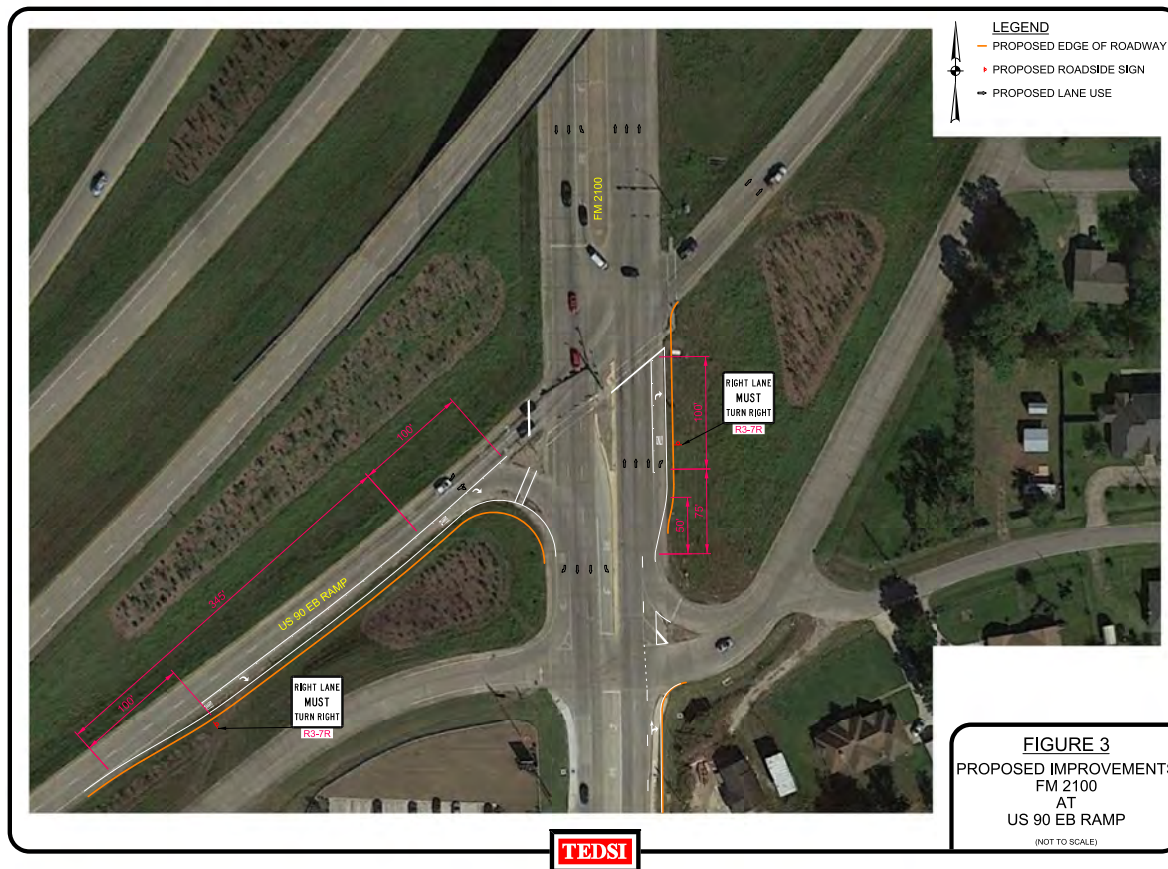
Figure 3.70 Proposed Improvements - FM 2100 at US 90 EB Frontage Road



A second short-term improvement would install an additional east-bound right-turn lane from the US 90 EB ramp along with a north-bound right-turn lane from FM 2100 to the US 90 EB ramp. This improvement would create additional right-turn storage capacity and improve right-turn and through movements at this intersection.

These improvements are anticipated to be feasible to occur within existing TxDOT rights-of-way.

These improvements are recommended to occur in concert with related traffic signal modification and synchronization.



Estimated Capital Cost	\$1.1 million
Estimated Soft Costs and Contingency (20%)	\$0.2 million
Estimated Total Cost	\$1.3 million

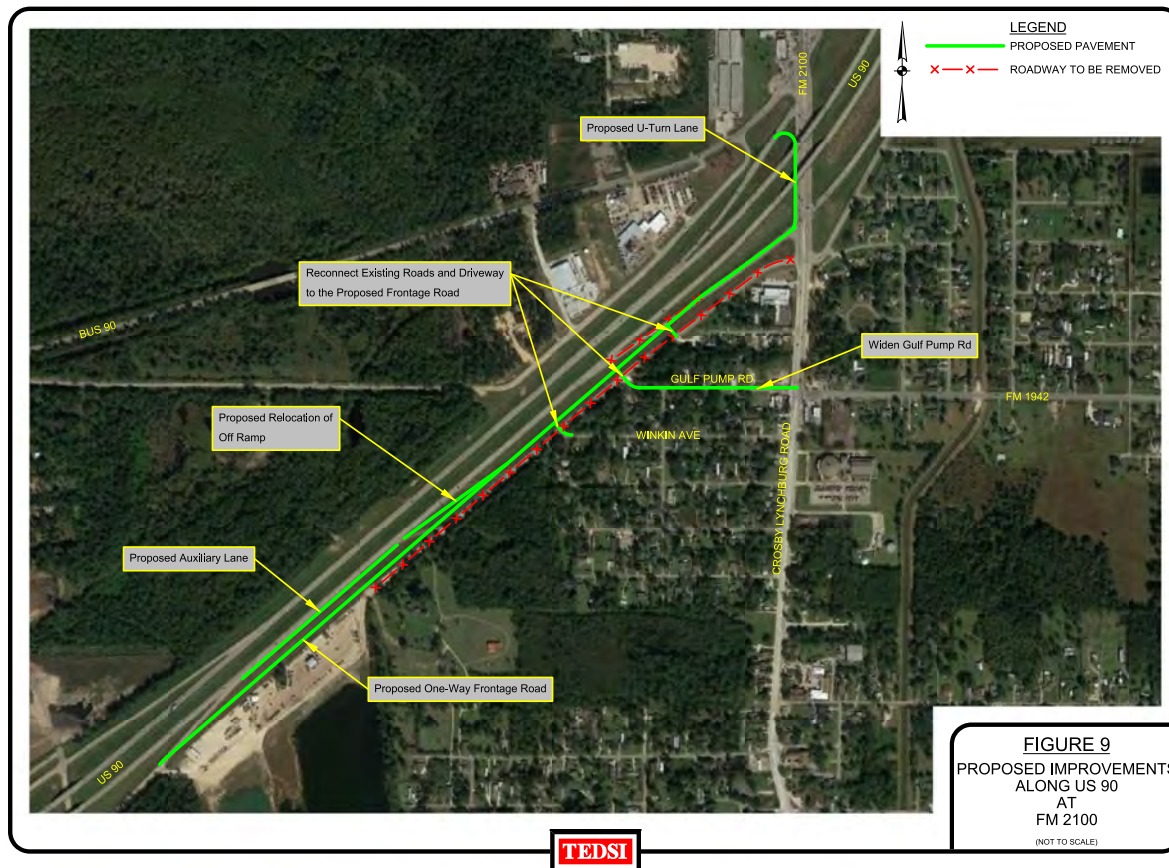
Table 3.25 Cost Estimate - Project One

Figure 3.71 Proposed Improvements - FM 2100 at US 90 EB Ramp



2 – Proposed Improvements Along US 90 at FM 2100

This project proposes the conversion of the existing Beaumont Highway (which is the existing two-lane bi-directional local road which runs parallel and adjacent to US-90) into a one-way eastbound frontage road and connecting it to the existing Gulf Pump Road and FM 2100. The new frontage road would facilitate the construction of a proposed exclusive eastbound to westbound U-turn lane under the US 90 overpass. The project would also relocate the existing auxiliary lane from US 90 to allow for a connection west of the FM 2100 intersection. To facilitate access, the project would also widen Gulf Pump Road. Note that the cost estimate in Table 3.26 does not accommodate right-of-way acquisition costs along Gulf Pump Road.



Estimated Capital Cost	\$8.2 million
Estimated Soft Costs and Contingency (20%)	\$1.6 million
Estimated Total Cost	\$9.8 million

Table 3.26 Cost Estimate - Project Two

Figure 3.72 Proposed Improvements Along US 90 at FM 2100



Next Steps, Funding and Implementation

The improvements recommended in this project are predominantly set to occur within TxDOT owned/maintained facilities and rights-of-way, except for the widening improvements on Gulf Pump Road. As such, implementation of this project will need to occur through coordination with the TxDOT Houston District Office.

TxDOT may want to complete its own independent traffic analysis on these areas to validate the TEDSI findings and/or identify other potential solutions. Once a set of improvements is agreed upon, it is recommended that the project's specific benefits be monetized and quantified as a component of the analysis.

Precinct 2 can partner with TxDOT to accelerate the implementation of the improvements within TxDOT's Transportation Plan. Acceleration may be made possible through Precinct 2 financial participation through design and construction phases. Additionally, Precinct 2 can partner with TxDOT in the pursuit of a federal grant for these improvements through the Houston-Galveston Area Council (H-GAC). The project elements could be eligible for application through a future Transportation Improvement Program (TIP) Call for Projects. The Barrett Management District can work with the County to assist in advocating for these improvements.



Figure 3.73 Existing Site Context



TIMEFRAME

Short-Term (Collaborative)



LEAD AGENCY

Harris County Precinct 2



SUMMARY

Increase awareness of local transit options available to Barrett residents via Harris County and upgrade amenities at local bus stops.



PARTNERS

- Barrett Management District
- MUD 50
- Barrett Economic and Community Development Organization (BECDO)
- Barrett Station Community Development Organization



ESTIMATED COSTS

\$150,000



PROJECT BENEFITS

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Improves Community Safety
- Improves Quality of Life

Public Transportation Improvements

Purpose and Need: Public transportation awareness and improvements are needed to inform the community of transit options and provide increased amenities for transit users.



GOALS ADDRESSED

- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

Harris County Transit provides bus service to Barrett (Figure 3.74 and Figure 3.75). Route 6 (Highlands/Crosby) travels along FM 2100 through Barrett, with service frequencies (headways) of 30 minutes. Service runs from about 6 am to 6 pm from Monday through Friday and 8 am to 6 pm on Saturday. The service predominantly connects Barrett with the commercial shopping centers in Crosby north of US 90, as well as with commercial areas south of Barrett in Highlands.

During the public engagement process of this Plan, the community expressed their general support of the public transit options but expressed an opportunity to increase awareness of the offerings. To improve utilization, it is suggested that the County, in conjunction with a variety of non-profit organizations in Barrett, create a marketing campaign for additional awareness for public transportation. This can include social media postings on a variety of Facebook/NextDoor pages that are used by residents, as well as the Precinct 2 communication channels and at the Riley Chambers Community Center.

Furthermore, the current stops along FM 2100 simply have signage. There are no amenities, such as benches or shelters, for transit riders that are waiting for the bus. This project



proposes to upgrade the various stops on FM 2100 to include improvements to the user experience, such as bus shelters and pads. The project scope includes 6 shelters and bus pads at approximately \$25,000 each, for a total cost of \$150,000. Increased transit amenities would improve service quality for those who use the transit system and would provide a more comfortable experience for those who might be choice transit riders.

Next Steps, Funding and Implementation

Harris County would be the key agency who would be responsible for the implementation of physical transit improvements. Currently, the County is in the process of evaluating stop-level upgrades and the ones along FM 2100 in Barrett should be considered in this initiative. Coordination needs to occur with the Harris County Community Services Department to ensure Barrett's needs are accounted for in any future transit initiatives, including stop upgrades. Federal Transit Administration (FTA) funding can be used for these and other similar upgrades.

Local organizations can help promote the transit service as well and distribute information to the Barrett community. Right now, much of the communication occurs via Barrett Station Community Development Organization, who maintains a website and Facebook page for information dissemination. That group, along with the other non-profits and Barrett Management District/MUD 50 can also assist in the distribution of information regarding transit schedules and availability.



Figure 3.74 Existing Transit Infrastructure

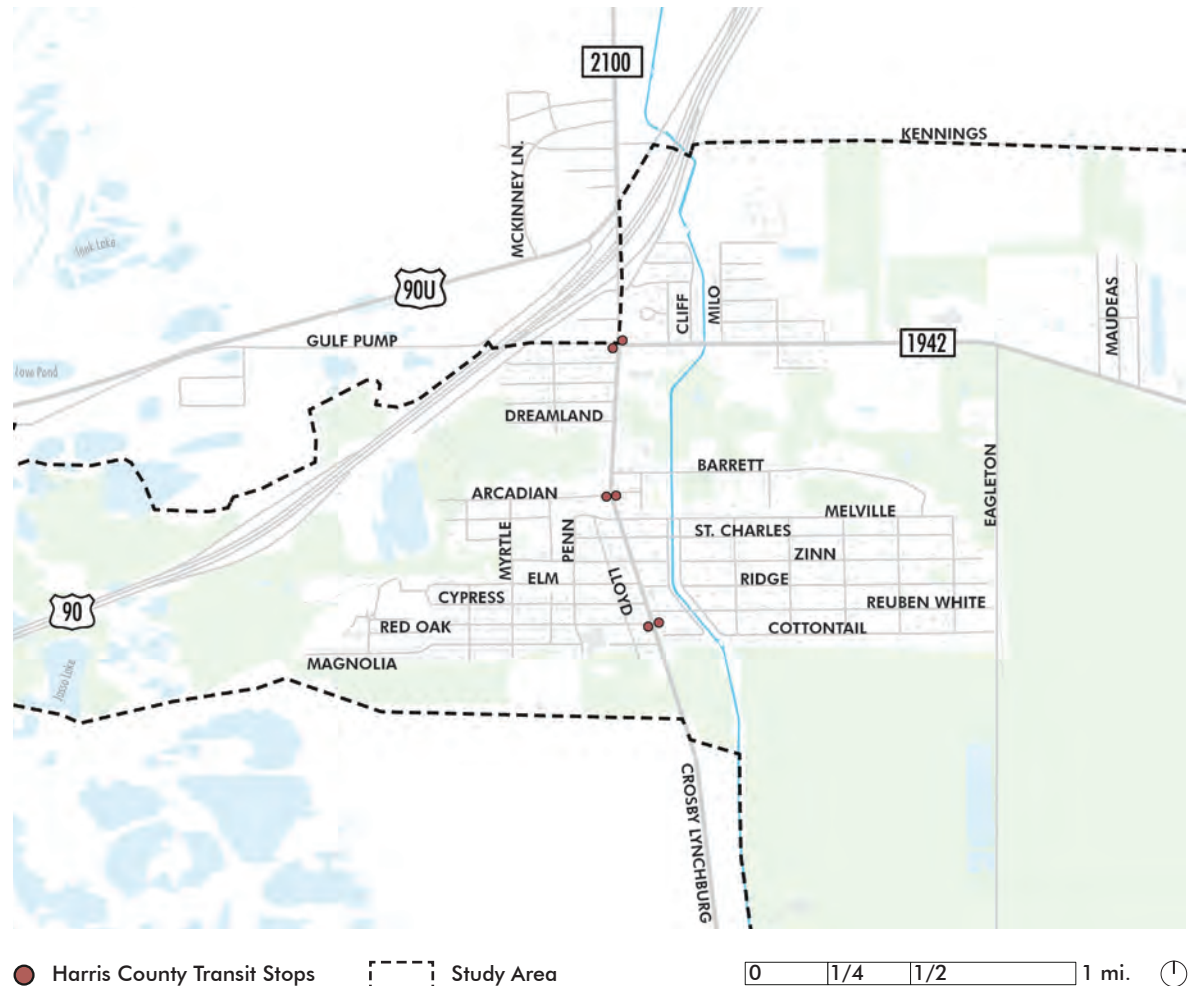


Figure 3.75 Existing Transit Stops



TIMEFRAME

Long-Term Vision



LEAD AGENCY

Harris County Precinct 2



SUMMARY

Install street lighting on a variety of corridors in the Barrett community



PARTNERS

- MUD 50
- Barrett Management District
- CenterPoint



ESTIMATED COSTS

\$300,000 + annual electricity costs



PROJECT BENEFITS

- Improves Community Safety
- Improves Quality of Life

Street Lighting (Future Phases)

Purpose and Need: Safety and crime are issues in the Barrett community. Street lighting would help address some of these issues and improve community appearance.



GOALS ADDRESSED

- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships

Background and Scope

The need for street lighting was identified in the 2004 Barrett Community Plan. The street lighting was identified as a recommendation to assist in deterring crime and improving safety for motorists and pedestrians. There is existing streetlighting on FM 2100 that was installed since the 2004 Plan. As the other phases identified in the 2004 Plan were not implemented yet, the lack of street lighting was still identified by community members as a need (Figure 3.76 and Figure 3.77). Additional street lighting would assist in deterring crime and increasing safety for pedestrians, cars, and school children who are waiting for buses.

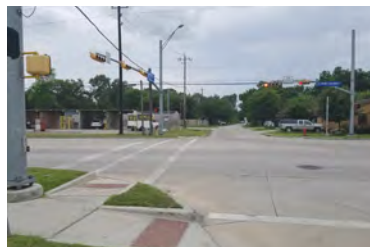


Figure 3.76 Existing Site Context



Phase 1 streetlights were identified as those with the sidewalk projects that are a recommendation of the 2020 Barrett Community Plan: Red Oak, Myrtle, Reuben White, and Mulberry.

Phase 2, 3, and 4 streetlights were assigned based upon a variety of factors, including the phase in the 2004 Plan, the Crosby ISD bus routes and subdivision equity:

- **2004 Plan phase:** The 2004 Plan split up the streetlight recommendation across three years. The streets in 2004 included the following
 - **Year 1:** Gulf Pump/FM1942, FM 2100, Red Oak Avenue
 - **Year 2:** Sleepy Time Lane, Cypress Drive, Reuben White Drive, St. Charles Street
 - **Year 3:** Elm Avenue, Magnolia Ave, Zinn Dr, Ridge Dr, Jean La Fitte

Only FM 2100 currently has streetlights. Some of the streets in the 2004 Plan are covered under Phase I, in conjunction with the sidewalk recommendations. All of the other streets were considered in the subsequent phases.

- **Crosby ISD bus routes** – the Crosby ISD provided a map where their buses enter and travel through each subdivision, as well as the streets where stops are. These streets are all considered for street lighting to ensure safety for students who are waiting for the buses, as well as for drivers to be able to read street signs and drive safely through the subdivisions.

- **Subdivision equity** – Phase I sidewalks are mostly located in Arcadian Gardens and the St. Charles Place subdivision. The other phases consider the other subdivisions without lighting, including Dreamland Place and Cedar Grove.

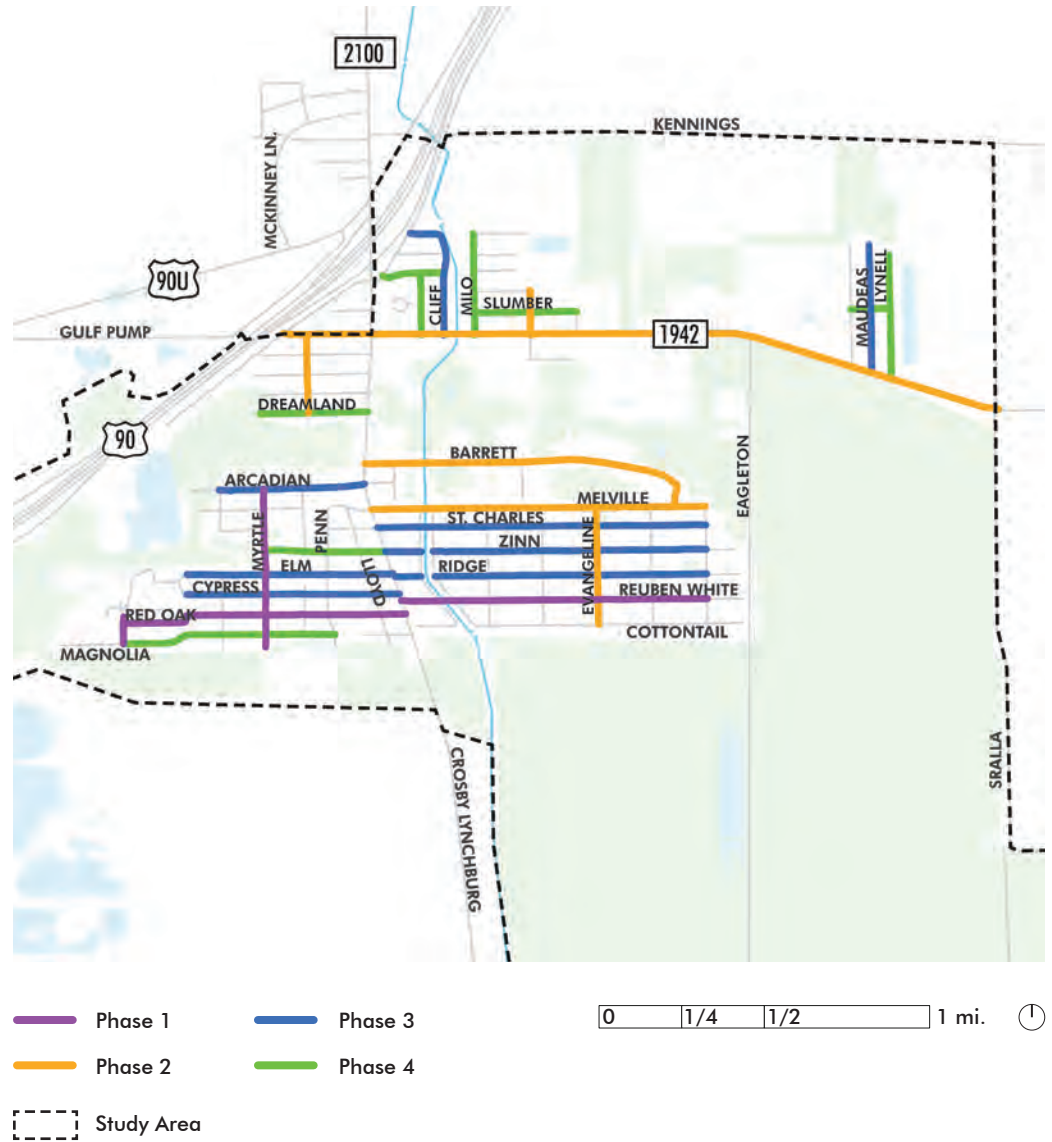


Figure 3.77 Street Lighting Phasing Plan



To install streetlights, using existing poles on the streets is the most cost-effective and simplest option. The project assumes that existing poles on either side of the streets can be used. The approximate spacing between poles and lights is assumed at 150-200'. Installing new poles would incur a cost, and new poles may not be mixed with existing poles on any block.

The costs for the project assume that there will be no capital cost for the streets that are able to use the existing poles. However, incidental costs might be incurred for existing poles, including additional wiring, transformers, or tree pruning that might be required, which are not captured in the cost estimates. The cost for the new poles assumes \$2,000 per pole with a 40% contingency in the event additional components are needed.

The total cost by phase and streets is listed in Table 3.27:

- **Phase 1 total:** \$60,000 (captured in Phase I multimodal improvements recommendation)
- **Phase 2 total:** \$103,400
- **Phase 3 total:** \$100,800
- **Phase 4 total:** \$106,400

The costs do not include annual electricity costs, which would need to be approved and paid for by the MUD 50 board. The MUD 50 budget is approximately \$3,200 / year for the streetlights on FM 2100, as of May 2019.

Next Steps, Funding and Implementation

To implement this project, Harris County Precinct 2, the Barrett Management District or MUD 50 would need to contact CenterPoint Energy's Street Lighting and Design Services. CenterPoint Lighting Design Services, once informed of the desired location(s) for the streetlighting, will provide the District or MUD a streetlight layout and, once approved by the District or MUD, a set of documents, including actual costs, to coordinate the work. CenterPoint also provides a form for the Barrett Management District or MUD 50 to set up the streetlight billing account with the electricity provider.

The actual phasing of the lighting is a suggestion; actual costs are not known yet until CenterPoint is able to do an assessment. The MUD 50 Board also needs to consider allocation of budgetary resources to pay for electricity and consider how the lighting should be phased.

The capital costs could be paid from a variety of sources, including Precinct 2, the MUD 50 budget, or discretionary grant opportunities. The additional lighting would incur an annual cost for the operations & maintenance, namely paying the electric bill. If Harris County is the entity that initiates the assessment and pays for the capital cost of installation, the MUD 50 Board would need to sign an Interlocal Agreement (ILA) with the County and receive approval from the Board to fund the electric costs.



Street Name	From	To	Length	Cost	2020 Phase
Red Oak	FM 2100	Mulberry	4,000'	\$49,000	1
Reuben White	FM 2100	Orleans	4,300'	-	1
Myrtle	Arcadian	Magnolia	2,400'	-	1
Mulberry	Park Entrance	Magnolia	580'	\$11,000	1
Barrett	FM 2100	Melville	4,700'	\$28,000	2
Melville	FM 2100	Orleans	4,600'	-	2
FM 1942	FM 2100	Eagleton	5,300'	-	2
Gulf Pump	FM 2100	Crosby	1,250'	\$5,600	2
Jean LaFitte	FM 1942	Fontaine	700'	-	2
Sleepy Time	Gulf Pump	Dreamland	1,250'	\$25,200	2
Evangeline	Melville	Cottontail	1,800'	\$33,600	2
Elm	FM 2100	Park Entrance	3,000'	-	3
St. Charles	FM 2100	Orleans	4,600'	-	3
Cypress	FM 2100	Park Walk-in Gate	4,000'	\$19,600	3
Ridge	FM 2100	Orleans	4,300'	-	3
Zinn	FM 2100	Orleans	4,500'	-	3
Arcadian	FM 2100	Holly	2,000'	\$39,200	3
Cliff	US 90 frontage	FM1942	2,000'	\$2,800	3
Maudeas	End	FM1942	1,965'	\$39,200	3
Magnolia	Penn	Mulberry	3,000'	\$56,000	4
Oak	FM 2100	Myrtle	1,650'	-	4
Dreamland	End	FM 2100	1,400'	-	4
Blanchard	Le Blanc	FM 1942	980'	-	4
Le Blanc	Crosby	Cliff	800'	-	4
Milo	Broussard	FM 1942	1,580'	-	4
Slumber	Milo	Parris	1,400'	-	4
Enmira	Cedar Grove	Lynell	500'	\$11,200	4
Lynell	End	FM 1942	2,000'	\$39,200	4

Table 3.27 Cost Estimate - Street Lighting¹³

¹³ Segments with zero cost have existing utility poles. CenterPoint will install streetlights at no cost to the County provided no additional transformers or wiring are needed. This requires an agreement and approved design with the Distribution Projects & Lighting Design department.



TIMEFRAME

Short-Term (Precinct 2)

Long-Term Vision



LEAD AGENCY

- Harris County Precinct 2
- Barrett Management District



SUMMARY

Develop a trail system to connect historical landmarks, activity centers, and create a recreational and tourist attraction through Barrett.



PARTNERS

- Barrett Economic and Community Development Organization (BECDO)
- Barrett Station Community Development Organization
- Barrett Station Civic League
- MUD 50



ESTIMATED COSTS

\$11.7 million (capital) plus additional cost for project enhancements to include landscaping and beautification elements

Barrett Cultural & Heritage Trail

Purpose and Need: Barrett has a unique and compelling history, which can be leveraged to foster economic opportunity. The cultural and heritage trail concept would facilitate the creation of a regional attraction to link together historic and economic nodes.



PROJECT BENEFITS

- Connects Community Origins and Destinations
- Generates Economic Development
- Improves Air Quality
- Improves Community Health Outcomes
- Improves Community Safety
- Improves Educational Attainment
- Improves Quality of Life
- Protects Historic Resources
- Reduces Congestion and Improves Travel Time Reliability



GOALS ADDRESSED

- ✓ Promote and preserve Barrett's heritage and culture
- ✓ Encourage the creation of a future tax base to leverage growth in region
- ✓ Maintain and develop adequate housing for all life stages and residents
- ✓ Strengthen nuisance and land use control mechanisms
- ✓ Encourage community led development of all types
- ✓ Attract and retain home grown talent
- ✓ Ensure the availability and access of multimodal transportation choices
- ✓ Preserve and improve quality open spaces
- ✓ Improve environmental quality and community appearance
- ✓ Leverage local, state, regional, and federal partnerships



Background and Scope

The Barrett Cultural and Heritage Trail concept will connect existing and future activity centers through the creation of a regional greenway attractor (Figure 3.81). One example of a regional model for this type of project is the Buffalo Bayou Trail system in Houston. The Barrett trail is envisioned to include a variety of different typologies, implemented over both a short- and long-term time span, to include (Figure 3.80):

- The utilization of existing sidewalk systems, such as along FM 2100 (completed)
- **6' sidewalks and sharrows** along Myrtle, Red Oak, and Reuben White (as part of Phase I Multimodal Improvements)
- **5' to 12' connecting paths** from FM 2100 into Town Center (as part of Town Center project)
- **5' to 8' sidewalk systems** along Joan of Arc, St., Cecilia, Melville, and Arcadian (long term)
- **10' to 12' trails** of a variety of types to include concrete, asphalt, and boardwalk connecting Riley Chambers Park to the San Jacinto River (long term)



Figure 3.78 Existing Trail in Riley Chambers Park



Figure 3.79 Existing Site Context

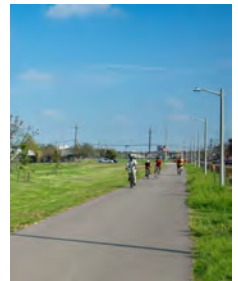


Figure 3.80 Proposed Conditions Examples



Figure 3.81 Proposed Cultural and Heritage Trail Network



Figure 3.82 Canal Trail at Barrett Town Center



Figure 3.83 Crosby Lynchburg Crossing



Figure 3.84 Homestead



Figure 3.85 Boardwalk at Faucet Lake



The trail would connect several historic landmarks. In the future, it is envisioned these landmarks would have a formal designation, within a similarly designated “District” within the context of the original Barrett Settlement (Figure 3.82, Figure 3.83, Figure 3.84, and Figure 3.85). The landmarks which would be connected include the St. Martin De Porres Church, Shiloh Baptist Church, Barrett Evergreen Cemetery, the original Barrett Homestead, and Drew Elementary School, which was the site of the original site of Charles Drew (Junior) High School in 1947. Looking forward, the trail would also connect to the site of the future Barrett Town Center, creating an economic and commercial anchor point near the geographic center of the trail system. The parking areas at both Riley Chambers Park and at the future Town Center will be suitable for supporting the trail system – and will make efficient use of existing or otherwise shared facilities.

The trail would provide direct and functional transportation benefits in the areas of air quality, congestion relief, and safety

through converting auto trips to bicycle/pedestrian trips and through providing a safe passageway for those users. The project would also provide quality of life benefits in the areas of health and wellness, by providing an outdoor active transportation option. Finally, the project would provide a variety of economic benefits through the creation of regional attraction which will knit together and augment existing (Riley Chambers Park) and future attractions (Barrett Town Center).

The cost for the trail is approximately \$11,729,000 for the segments costed in Table 3.28. This is the base cost for the sidewalks and boardwalk as part of the trail, with no additional enhancements. The sections along Red Oak Avenue, Myrtle Avenue and Reuben White Drive are costed out as part of the Phase I Multimodal Improvements profile, which is a short-term recommendation. The connection between FM 2100 and the future Town Center is not included in the cost estimate, as the length and design would be dependent on the final Town Center location.

Name	Limits	Scope	Length	Sidewalks Cost
Joan of Arc	Melville-Reuben White	5-ft sidewalk	1,500'	\$495,000
St. Cecilia	Melville-Reuben White	8-ft sidewalk (w/ guardrail relocations)	2,000'	\$875,000
Melville	FM 2100-St. Cecilia	5-ft sidewalk (w/ guardrail relocation)	750'	\$248,000
Arcadian	FM 2100-Area C	5-ft sidewalk (w/ prepare ROW)	2,100'	\$861,000
Area D	N/A	10-ft boardwalk (w/ 1,000 LF ped bridge)	25,000'	\$9,250,000
Heritage Trail Total			31,350'	\$11,729,000

Note: Unit costs for boardwalk and pedestrian bridge obtained from prior cost estimate performed for similar project. Property acquisition costs are not included in the estimate.

Table 3.28 Planning Level Cost Estimate - Heritage Trails



In addition to the connectivity framework, a key element of the trail will be the incorporation of trail graphics, kiosks, interpretive signage, wayfinding, lighting, bike racks, benches, landscaping, and other related enhancements to create a true sense of place and to appropriately convey Barrett’s story. Cost estimates for these elements are provided based on a low – medium – high level predicated on the type and cost of the materials and finishes associated with them.

Low Level Estimate

Low Level	Estimated Unit Cost
Signage Elements	
Rules and Regs	\$1,500
Trailhead Kiosk	\$4,000
Interpretive and Other Signage	\$3,000
Amenity Elements*	
*Includes MEP and installation	
100 gal. Shade Tree	\$800
60 gal. Ornamental Tree	\$600
Pedestrian Lighting	\$2,400
Bike Racks	\$800
Benches	\$900

MEP = mechanical, electrical, plumbing

Table 3.29 Low Level Estimate



Figure 3.86 Low Level Estimate Examples



Medium Level Estimate

Medium Level	Estimated Unit Cost
Signage Elements	
Rules and Regs	\$3,000
Trailhead Kiosk	\$6,000
Interpretive and Other Signage	\$4,000
Amenity Elements*	
*Includes MEP and installation	
4" cal. Shade Tree	\$1,200
100 gal. Ornamental Tree	\$900
Pedestrian Lighting	\$4,200
Bike Racks	\$1,200
Benches	\$1,400

MEP = mechanical, electrical, plumbing

Table 3.30 Medium Level Estimate



Figure 3.87 Medium Level Estimate Examples



High Level Estimate

High Level	Estimated Unit Cost
Signage Elements	
Rules and Regs	\$4,000
Trailhead Kiosk	\$8,500
Interpretive and Other Signage	\$4,500
Amenity Elements*	
*Includes MEP and installation	
6" cal. Shade Tree	\$1,800
3" cal. Ornamental Tree	\$1,200
Pedestrian Lighting	\$7,000
Bike Racks	\$1,600
Benches	\$1,800

MEP = mechanical, electrical, plumbing

Table 3.31 High Level Estimate



Figure 3.88 High Level Estimate Examples



Next Steps, Funding and Implementation

Implementation could occur via a variety of mechanisms through the short and long term. Some connectivity elements exist today (sidewalks along FM 2100) and others are components of other short-term project recommendations, such as the Phase I multimodal improvements along Red Oak, Myrtle, and Reuben White. Other elements may be implemented in the future. It is presumed that Section D, the section connecting to the San Jacinto River and Faucet Lake may be the 'tail end' of the implementation plan due to its cost and size. All or some of the educational/informational elements of the trail may stem from the also recommended cultural resource survey to ensure that all of the information gathered via that process can be incorporated into this project.

It would make sense that short-term trail elements can be implemented by Harris County Precinct 2, as they are most equipped to do so currently. Longer term trail elements may be implemented by the BMD in coordination with the Precinct. The enhancement packages can be dropped along the trail with initial connectivity construction or at a later date, depending upon budget and other considerations.

This project is eligible for a variety of federal and state discretionary grant programs including funds through the Community Development Block Grant (CDBG) program, TxDOT's Safe Routes to School / Transportation Alternative Set Aside program, and through the Texas Park and Wildlife Department Recreational Trails program. Portions of the project could also be eligible for Economic Development Administration (EDA) funding as well as through public-private partnerships, particularly the area near the proposed Town Center. The historical aspects of the trail would also be eligible for funding opportunities through the Texas Historic Commission (THC).

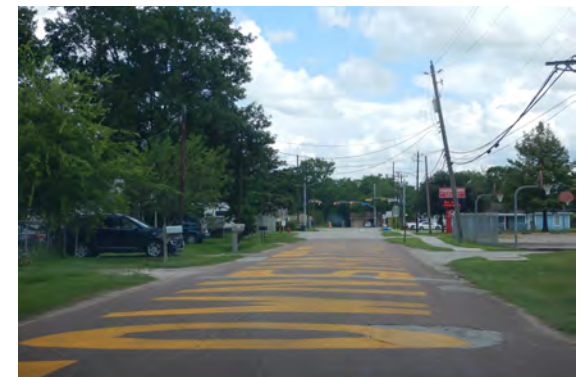


Figure 3.89 Existing Signage

Top and Right
Figure 3.90 'Black Towns Matter' Murals in Barrett



Overall Transportation & Mobility Notes

Costs

The following cost elements were used when developing the project costs, most notably for the following projects:

- Phase I Multimodal Improvements (Red Oak, Myrtle, Mulberry, Reuben White)
- Eagleton Lane Extension + Street Grid
- Cultural & Heritage Trail

Category	Unit Cost	Unit
Ditch Regrading & Driveway/Culvert Replacement	\$200	/ LF
Sidewalk (5-ft) with Ramps & Crosswalk Markings	\$130	/ LF
Replace Small Ditch with Culverts & Grate Inlets	\$420	/ LF
Street lights mounted on new poles	\$2,800	/ light
3-Lane Flexible Pavement Roadway w/ Shoulders estimate	\$4,356,000	/ mile
2-Lane Flexible Pavement Roadway w/o Shoulders estimate	\$2,979,000	/ mile
Remove Existing Base & Asphalt Pavement (2x 9-ft lanes)	\$50	/ LF
Remove & Install Guardrail End Treatment	\$3,000	/ each
Prepare Right-of-Way (represents utility/fence relocations and tree removals)	\$8,000	/ station (100')
Bike Lane Markings	\$980	/ symbol set
Bike Lane Sign	\$630	/ sign
Boardwalk (10-ft elevated wood walkway on piles)	\$250	/ LF
Pedestrian Bridge (prefab)	\$3,000	/ LF

All per unit cost estimates include a 40% upcharge to include contingency and engineering costs.

Additional Notes:

- TxDOT typical sections used for quantities for roadway estimates (for pursuance of Federal funding)
- Per MUTCD shared lane bike markings required after intersections and at least every 250 ft; sign placement based on engineering judgment
- Lighting spaced at 150-200 ft ± 20 ft intervals utilizing existing power poles where available (COH Infrastructure Design Manual, Ch. 15); CenterPoint policy is free installation on existing poles but cannot intersperse new w and existing poles
- Phase I Multimodal Improvement: An alternative for on-street bike lanes on Red Oak in one-way zone (Locust-Lloyd) is dedicated shoulder space (estimated \$450/LF + 40% contingency & engineering)
- Cultural and Heritage Trail Area D: Unit costs for boardwalk and ped bridge obtained from prior cost estimate performed for similar project

Table 3.32 Engineering Notes

Benefits

Societal benefits are quantified for the Phase I Multimodal Improvements. The benefits categories used are listed below, with a short explanation. The analysis assumes a 20-year planning horizon, with the projects opening in 2021. The numbers provided in the project profile are at a non-discounted rate; however, for federal funding opportunities, benefits are often presented or evaluated at a 7% discount rate. The full methodology and spreadsheets are available.

- **Safety:** Benefits based on TxDOT crash reduction factors, existing crash records on the project corridor over the last 5 years and monetized based on the value of statistical life (VSL). For sidewalk improvements, the reduction factor is 65% with a service life of 10 years.
- **Reduced Automobile Cost:** Benefits are based on the cost savings to the user from converting trips from automobile to pedestrian, as a result of the addition of sidewalks. A user saves approximately 41 cents per mile, and the average walking trip length is considered to be ½ mile.
- **Emissions Reduction:** Benefits based on the reduction in greenhouse gas emissions from converting trips from automobile to pedestrian.
- **Property Valuation Increase:** Benefits based on the tax increment collected due to increased property value of residential and commercial properties that are adjacent to the sidewalk improvements. The incremental value for an adjacent sidewalk is approximately \$4,650 per residential unit. There are no commercial properties adjacent to the Phase I sidewalks.



Chapter 4: Conclusion



Chapter 4: Conclusion

The Barrett Community Plan provides a comprehensive overview of the existing conditions in Barrett, community needs that were derived based on stakeholder engagement, and recommendations to achieve the mission, vision, and goals of the Plan and the community.

Throughout this planning process and in development of the recommendations, a variety of stakeholders were consulted; summaries of these conversations are provided in Chapter 2. There were a number of smaller ideas and initiatives that were pursued or discussed from May through November 2020. Key groups (ie. Barrett Management District, Harris County Precinct 2, etc.) were consulted and information was disseminated as appropriate. These initiatives are included in the list below:

- **Houston Tool Bank:** The Houston Tool Bank rents tools and equipment for the completion of volunteer projects and community-based activities for non-profit organizations. Information regarding their inventory and program was disseminated to the various community groups (Barrett Management District, BECDO, Barrett Station Community Development Organization, Barrett Station Civic League and Barrett Station Ministerial Alliance) to inform them of the resource that can be used for their community cleanup days and volunteer events.
- **Internet Access:** One recurrent issue that was brought up through conversations with stakeholders is lack of Internet access in the community, especially considering the COVID-19 pandemic and the sudden shift to remote and virtual schooling. The consultant team spoke with Comcast regarding their Internet Essentials program, which provides 2 months of free Internet service and a reduced rate of \$10/month for eligible households. Information regarding their program was distributed to the non-profit organizations in Barrett, as well as the Barrett Management District. Comcast was also working to designate “Lift Zones” to provide Internet access to various communities in select sites for community access. Riley Chambers Community Center was identified as a potential site by the consultant team and this information was provided to Harris County Precinct 2. However, there already is high-speed Internet access within Riley Chambers and this opportunity was not further pursued, as the facility is not open during the pandemic.
- **Lee College:** Additional coordination has occurred with Lee College regarding partnership opportunities with the community and Crosby ISD. Discussions are ongoing between the project partners to identify additional opportunities for collaboration.
- **Town Center:** The Town Center vision provided in Chapter 3 has been a topic of conversation between Board leadership at both the Barrett Management District and MUD 50 meetings. The entities are working to understand how a “Phase I” project, utilizing the MUD 50’s existing property, could help become a catalyst for the fulfillment of the ultimate vision.



Barrett Community Plan: Next Steps

The Barrett Community Plan will be approved by Harris County Commissioner's Court in early 2021. Upon approval of the Plan, the County will be able to implement recommendations of the plan, including programming projects into the Capital Improvement Program (CIP). It is recommended that the County continue dialogue with Barrett stakeholders for long-term success and implementation of these recommendations.

While the County is a critical partner to moving many of the projects and initiatives forward, it is ultimately going to be the local organizations and the community itself that will be most impactful in manifesting and implementing the Plan's recommendations. It is for this reason that the plan strongly recommends the empowerment of the Barrett Management District so that a local agency is equipped to put the recommendations into action. From the standpoint of project prioritization, accomplishing this objective will allow for the fulfillment of the other non-County led recommendations within the Plan.



Baseline Cultural Resources Investigations and Oral History Interviews

In Support of Planning Operations Barrett Station, Harris County, Texas

NOVEMBER 2020

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HISTORY, CULTURE, EDUCATION CONSULTING



Report Summary



Fred L. McGhee & Associates (FLMA) conducted a baseline cultural resources survey, oral history interviews and analysis for the Goodman Corporation and Harris County in support of the development of a new master plan for the historic Freedmen's settlement of Barrett Station, Texas.

The project is not subject to state antiquities laws or Section 106 of the National Historic Preservation Act.

The investigations and interviews were conducted between August and October of 2020 and consisted of documentary research, a windshield survey, and the conductance of oral interviews. The report identifies several National Register eligible properties in Barrett Station and makes historic preservation recommendations that can be incorporated into future planning activities.



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Introduction/Description of Project Scope

This report documents cultural resources investigations conducted in support of Harris County's planning efforts in Barrett Station, Texas. Barrett Station, also known simply as Barrett, is located on the boundary of the Highlands, TX and Crosby, TX 1:24,000 USGS topographic quadrangles.

Background investigation, windshield and pedestrian surveys, and oral histories were conducted. Four key NRHP eligible historic sites are identified in this report, and African-American specific heritage management constraints and opportunities are discussed. It is not the intent of this report to furnish a comprehensive analysis, but to offer planning suggestions based upon a snapshot view of the community as it existed in 2020 and to offer ideas on how historic preservation can serve as a springboard for broad and more equitable community development.



Project Location



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY



HIGHLANDS QUADRANGLE
TEXAS - HARRIS COUNTY
7.5-MINUTE SERIES

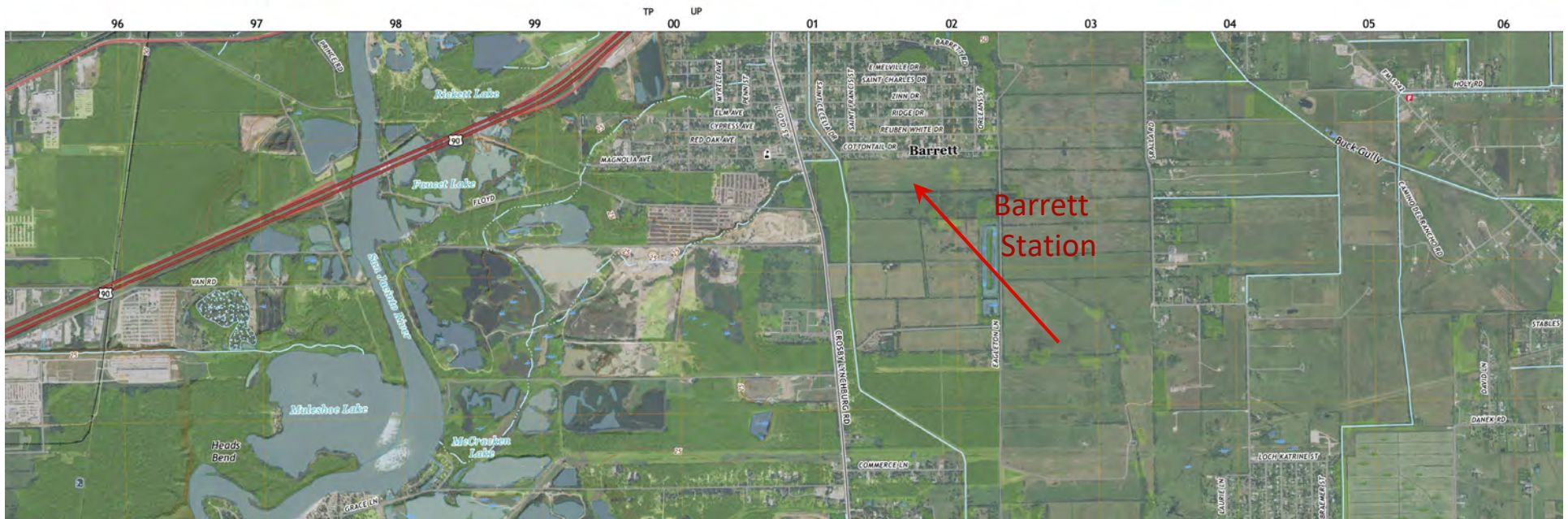


Figure 1: Highlands 7.5' topographic quadrangle 2019 Data



Background

Research Scope and Previous Investigations

The research scope for this project was first focused on establishing a historic preservation baseline for planning purposes. Research questions included:

- Are there historic sites within the present boundaries of Barrett Station? If so, where are they located?
- What are the preferences of the community in terms of planning or preservation activities?
- How has Barrett Station changed?
- Who are some of the leading historical figures in the history of the community?

After assembly and analysis of different sources of community as well as historical information, the secondary focus of the work entails making professional recommendations. These are noted at the end of this report.

The three most important previous written investigations of Barrett Station are the following:

- a. The July, 2004 "Guide for Community Based Revitalization" prepared by the Harris County Community & Economic Development Department.
- b. East of the River, a privately published 1998 book by Addie Mae Barrett Dixon, a lineal descendant of Barrett Station founder Harrison Barrett.
- c. A 2005 doctoral dissertation authored by Ronald D. Traylor¹ titled Barrett Station, Texas: Life in a Black Community, 1865-2000.

Also useful for general context are the 2005 book *Freedom Colonies: Independent Black Texans in the Time of Jim Crow* by had Sitton and James H. Conrad, and the mapping done by the Texas Freedom Colonies Project website maintained by Texas A&M Professor Andrea Roberts: <https://www.thetexasfreedomcoloniesproject.com/>. Taken together, these works offer a substantive and thorough grounding in the history of the Barrett Station community, as well an understanding of the community's needs and desires as they existed in the first decades of the twenty-first century.

According to records maintained at the Texas Archaeological Research Laboratory (TARL) and by the Texas Historical Commission (THC), no previous archaeological work has been conducted in the heart of the Barrett Station Community along Crosby Lynchburg Road. However there are six archaeological sites that have been documented along the periphery of the settlement. These include the following:

Site Number	Description
41HR417	Small shell midden located along the banks of the San Jacinto River in 1988
41HR501	Located in Crosby; possible prehistoric or historic campsite
41HR1110	Farmstead destroyed by pipeline construction located south of Barrett Station
41HR1180	20th century farmstead or campsite located south of the San Jacinto River opposite Riley Chambers Park in Channelview
41HR1243	Likely 20th century farmstead heavily impacted by pipeline construction
41HR1244	Neglected but intact barn structure just east of Eagleton Rd.

Table 1: Archaeological Sites Near Barrett Station

¹ Dr. Traylor is currently an instructor of history at Southeastern Louisiana University. https://www.southeastern.edu/acad_research/depts/hist_ps/faculty/bio/traylor.html, accessed Oct. 18. 2020.



Historical Background

Barrett Station is one of hundreds of “Freedom Colonies” or “Freedmenstowns” that were established in the United States by formerly enslaved African Americans after the Civil War. Freedmen pioneered independent landowner and squatter communities along the eastern seaboard of Florida, Georgia and the Carolinas, as well as in the interior, such as the Red Hills of Alabama and Mississippi or the Greenwood settlement of Tulsa Oklahoma. In addition to settlements such as Barrett, the most noteworthy regional Freedmen’s community was established along the southern portion of Buffalo Bayou in the Houston outskirts in an area the newly emancipated African Americans named “Freedman’s Town.” The mostly swampy and unoccupied area was located in an area designated as part of the city’s Fourth Ward. The Freedmen’s Town Historic District was entered into the National Register of Historic Places in 1985, but most of the more than 530 structures that were originally a part of the district have since been demolished.

Independent Black property ownership in the years during and after the “redemption” of southern governments after Reconstruction was rare; many freedmen worked as farm tenants or as day laborers, although most would eventually be compelled into the agricultural system of sharecropping. Nonetheless, over 350 freedom settlements have been identified in Texas alone, including Deep Ellum in Dallas, the Saint John Colony in Caldwell County, as well as Clarksville, Wheatville and Burditt’s Prairie located within the present city limits of Austin. Most of these communities were small and rural, unified by a focus on reassembling families that had been separated by the horrors of slavery, as well as on religious faith and a desire to be left alone to nurse psychological and physical wounds and to pursue self sufficiency as best as possible.

The Handbook of Texas observes:

The state’s Black Codes legislation² and the 1866 Homestead Act of Texas banned African Americans from accessing the 160 acres in public land available to each White settler. Freedmen and their families moved to settle in segregated “quarters” within unplatted and unincorporated lands adjacent to established White towns. As in the case of Barrett Station, Harris County, some Black settlements existed for years before residents formally purchased or preempted land. When these families managed to save enough funds to purchase property, Whites would either not sell to them or cancel informal contracts shortly before the final deed transfer. Black landowners risked becoming the targets of White supremacists who felt threatened by Black economic advancement. Freedom colonies resulted from clusters of landowning Black families in seeking security in this climate of racial terror. Freedmen’s strong desires for land, autonomy, and a safe refuge from Whites motivated formation of these independent Black settlements.

² The “Black Codes” refer to laws passed to govern the conduct of newly emancipated African Americans after the Civil War. Enacted by southern legislatures in the mid 1860’s, these laws restricted African American freedom and compelled them to work for low wages, under conditions that often resembled slavery.

The 1870 census suggests that Harrison Barrett was already living and working on the land he would later purchase. Oral tradition holds that the Barrett settlement was established in 1875 when Harrison Barrett built two houses for his reunited family on a part of the Reuben White league east of the San Jacinto River (see Figure 2).

County records indicate that Harrison Barrett purchased 129 acres of land from F.A. White—presumably a descendant of Reuben White and perhaps his onetime owner—on January 14, 1889 for \$350 dollars.

Purchasing the land was only a first step. Harrison Barrett had to also defend his property from white encroachment. According to family tradition related by Addie Mae Barrett Dixon (cited in Traylor 2005: 30), when Harrison Barrett erected a fence to demarcate his property a white neighbor named Boley moved the fence in order to take some of the land. Barrett “waylaid” Boley, physically removing him from his property, a dangerous act that risked reprisals from groups such as the Ku Klux Klan.

Boley sought relief from local law enforcement, claiming “that Harrison Barrett, you’ve got to do something with him. He wanted to shoot me.” But local whites, especially Constable Dave McKinney (it is possible that Barrett was once a slave of the McKinney family), and the sheriff supported Barrett. The sheriff told Boley “Look I’ve heard what you’ve

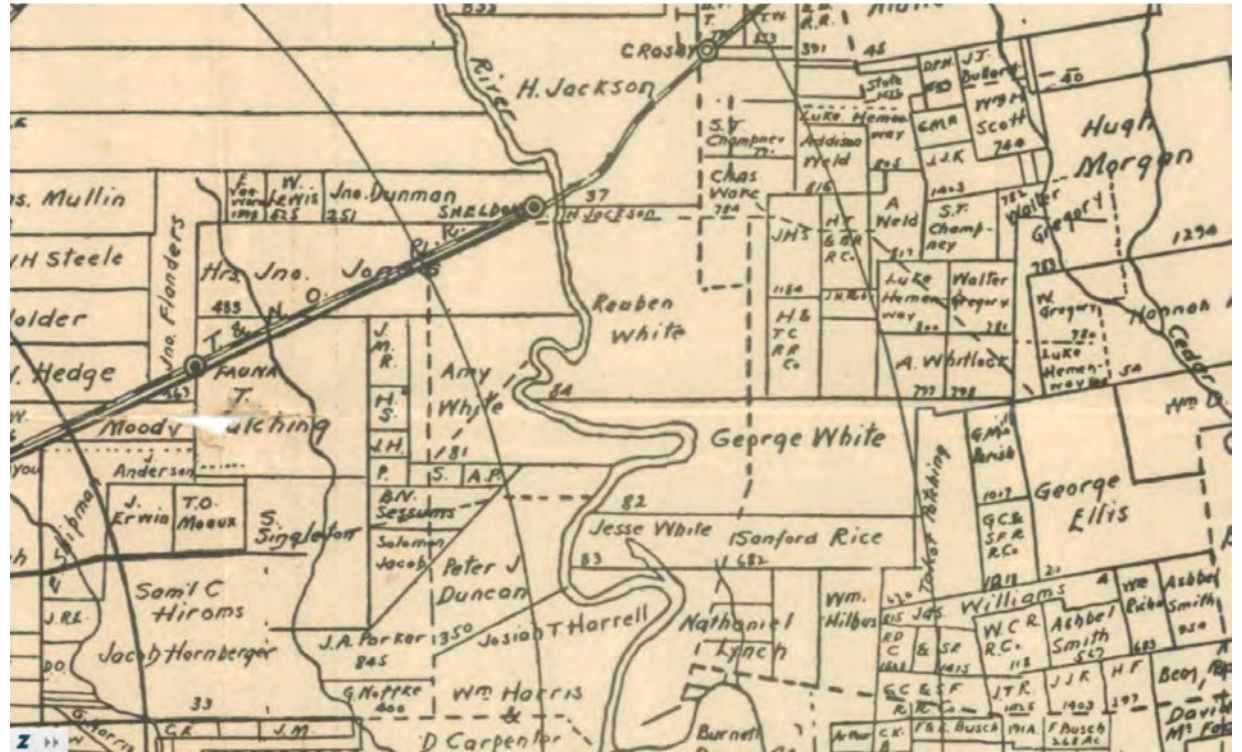


Figure 2: Detail of the 1911 Property Map of Harris County with the Reuben White grant along the eastern bank of the San Jacinto River delineated.

been doing to Harrison's land. Harrison and that whole family are hard-working people. Harrison worked for every farmer in Crosby to get the money to buy his land. Now you leave him alone." According to Addie Mae Barrett Dixon, by 1885 seven buildings had been constructed at the Barrett Settlement (see Figure 3). The names listed correspond to the family members shown in the 1880 census of Harris County.



Archival Research

Archival investigation of historical maps reveals that the Barrett Settlement is conspicuously absent from all early 20th century maps of the Crosby area. Maps that were reviewed for this report include the following:

Map	Year
Harris County map by E.P. Knoll and Company	1903
Harris County road and railroad map by Rock Map Company	Pre-1911
Harris County Northeast Parcel Map by Rock Map Company	1912
Crosby, TX USGS Topographic Quadrangle	1916, 1919, 1920, 1944, 1967, 2019
Burnett Bay, TX USGS Topographic Quadrangle	1916, 1920, 1944
Highlands, TX USGS Topographic Quadrangle	1955, 1967, 1982, 1995, 2019
Harris County School Board Map	1928
Harris County Soils Map	1922
Official Harris County Road Map	1928
Harris County Map	1970

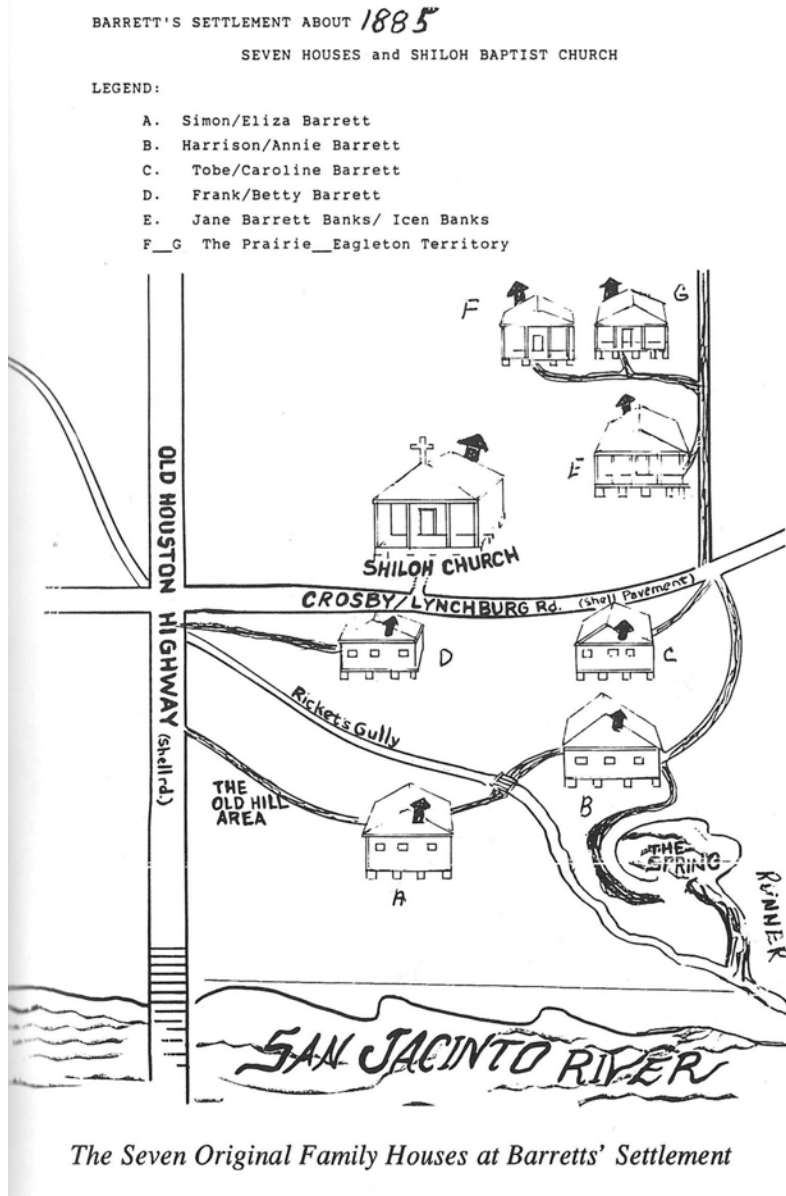


Figure 3: Diagram of Barrett Settlement

Table 2: Maps consulted



The first map to display Barrett is the 1944 Burnett Bay USGS topographic quadrangle map, which shows numerous houses as well as two houses of worship, presumably Shiloh Baptist Church and St. Martin de Porres Catholic Church. However the map misspells the name of the settlement as “Barnett” instead of Barrett.

Barrett’s omission from early 20th century maps was both a blessing and a curse. It was a blessing in that it shielded the small settlement from unwanted scrutiny and permitted its residents to live out their lives during the so-called “nadir of race relations³” where urban race riots in cities such as St. Louis, Charleston, Chicago and (closer to home) Houston caused the loss of scores of lives and millions in property damage. These years also saw white mob violence responsible for the 1921 destruction of Tulsa’s Greenwood neighborhood, and the massacre of dozens of African Americans in January 1923 where a white mob attacked and burned the Freedmen’s settlement of Rosewood Florida (McGhee 2012: viii). The ability of Barrett to remain safely anonymous, therefore, possibly saved lives.

But the omission also served as a constraint by preventing Barrett from growing beyond a kinship based settlement into a growing African American municipality. Stated plainly, racism prevented Barrett from engaging in the necessary economic and community development required for incorporation as a home rule or general law city. Given the unusual enterprise and grit demonstrated by Harrison Barrett and his descendants in establishing, defending and developing Barrett, the incapacity of the settlement to naturally expand into a township constitutes a lost opportunity and a significant squandering of talent.

The distinction of becoming the first incorporated Black town in Texas would eventually go to Independence Heights, which incorporated in January of 1915 with a population of about 600 residents. The township lasted almost 15 years, when residents voted to annex themselves to the City of Houston in December of 1929.

Oral History

Unlike previous Barrett oral histories, the focus of the oral history interviews conducted for this project was biographical, not topical. The primary objective of the oral history interviews was to document the lives and experiences of Barrett Station community members, with an eye toward a better understanding of present-day community needs and desires. An ancillary goal was to identify key locations of historical significance in Barrett so that these places could be identified in plans as deserving of protection. Some of the interviews were also helpful in initial integrity determinations.

Ten interviewees agreed to participate and were paid \$150 for their time. Interview subjects ranged in age from about 41 years old to more than 100 years of age. No one born after 1980 was interviewed. Sample oral history questions and topics included the following:

1. In your experiences of growing up in Barrett, what are some of the places you remember?

- Schools
- Churches
- Community events
- The environment
- Cemeteries
- Hospitals/Clinics/Medical Care
- Midwives/Midwifery

³ The nadir refers to the period from the end of Reconstruction in 1877 through the early 20th century, when American racism was worse than in any other period in the nation’s history. Historian Rayford Logan coined the phrase in a 1954 book.



2. How did your parents make a living?

- Where they worked
- For whom
- Was it enough to live on
- Color of their employer(s)

3. Basic living conditions. As far as you remember where did your family get:

- Food/Subsistence
- Clothing
- Shelter/Housing
- Building supplies (e.g. quarries, forests)
- Gardening?
- General Store(s)

4. News and Information

- Newspapers
- Word of Mouth
- Visitors/Passers Thru
- Delivery drivers
- Connections with neighboring towns/communities (e.g. Crosby)

5. Recreation/Festivities

- Juneteenth Celebrations
- Sports
- Fishing, hunting, recreational grounds or locations
- Religious festivities
- Holidays
- Fraternal groups (Masons, Odd Fellows, Elks, etc.)

The interview subjects were:

Interviewee	Date of Interview
Carla Windfont	Sept. 7, 2020
Katie Reed Roberson	Sept. 17, 2020
Anna Brooks	Sept. 17, 2020
Mamie Lewis	Sept. 19, 2020
Malcolm and John Barrett	Sept. 19, 2020
Willie Barrett Goodlow and Melody Fontenot	Sept. 19, 2020
Laverne St. Julian	Oct. 11, 2020
Erma Stell	Oct. 15, 2020
Ismael Zamarripa	Oct. 22, 2020
Salvador Alejandre	Oct. 21, 2020

Table 3: Oral History Interview Subjects



The COVID-19 pandemic severely constrained the oral history effort. All interviews were conducted remotely via the internet. As a result there were problems with scheduling conflicts, inconsistent broadband service, power outages due to storms, lack of basic computer or software knowledge, and other challenges.

A consistent theme emerged from the interviews. The older interviewees could still recall the Barrett of the 1930's and 1940's, when the settlement was still a mostly isolated place. They recalled their childhood experiences fondly and recalled Barrett as a tight-knit, resilient, hard working, and proud community where families cared for one another, children were safe, and the schools had dedicated teachers. While the pains of Jim Crow segregation were ever present,⁴ the mutual aid traditions and self-sufficiency of Barrett blunted their sting.

Interviewees in their 60's recalled the turmoil of the mid to late 1960's and its impact upon their lives, particularly the integration of the Crosby ISD schools and the election of the first African American school board members in 1970.

The youngest interviewees, two Hispanic males, had moved with their families into the community relatively recently, both within the last five

years. Each expressed regard for the community's strong sense of cohesion, family, and faith⁵ and enjoyed the township's "laid back" style of life, although they also indicated a general sense of disdain for loud music being played late at night in the areas where they live and an occasional sense of a lack of safety. One interviewee related a story of how his pickup truck had been stolen from his driveway.

Both also communicated a desire for greater participation in Barrett Station civic affairs. They pointed out that greater diversity and inclusion would be to everyone's advantage, both now and in the future. In terms of things that they would like to see in a future Barrett, both said that they would appreciate having better fresh and healthy food options besides Walmart,⁶ although one interviewee compensated for the lack of local options by maintaining a backyard garden. Both men said they enjoyed the local flora and fauna, particularly the fruit trees.

In sum, all interview subjects strongly agreed that heritage preservation was important. The two Hispanic interviewees expressed considerable respect for the accomplishments of the historic African American community. It was felt by all that historic preservation should be conducted for its own sake, but could also serve as a basis for heritage tourism or similar economic development initiatives.

⁴ For instance in the hand me down books and school supplies furnished by the Crosby ISD, or in the lack of proper and equitable municipal services.

⁵ Both are parishioners of St. Martin de Porres Catholic Church and regularly attend both the English as well as the Spanish language mass.

⁶ Although not officially labeled a food desert in the UT Health Science Center's Houston Area Food Access tool because of its conflation with Crosby, the pedestrian and windshield survey conducted by the author clearly shows Barrett Station to be a food desert. A food desert is defined as an area that has limited access to affordable and nutritious food.

Recommendations

FLMA has four recommendations.

Recommendation 1: Identify and Preserve Four Historic Sites

The following four sites meet the criteria for official state recognition as historic sites in terms of age, historical significance, and integrity. Structures would be registered as Recorded Texas Historic Landmarks with cemeteries listed as Recorded Texas Cemeteries. All would qualify for official state historical markers. Some, such as the Harrison Barrett Homestead, already have signage and official state recognition from other state departments such as the department of agriculture.⁷

We recommend that nomination packages along with proposed marker signage be submitted to the Texas Historical Commission for review (via the Harris County Historical Commission) and that marker dedication ceremonies be marketed extensively across the greater Houston area and beyond. The ceremonies commemorating these properties can serve as a springboard for heritage tourism planning and activities.

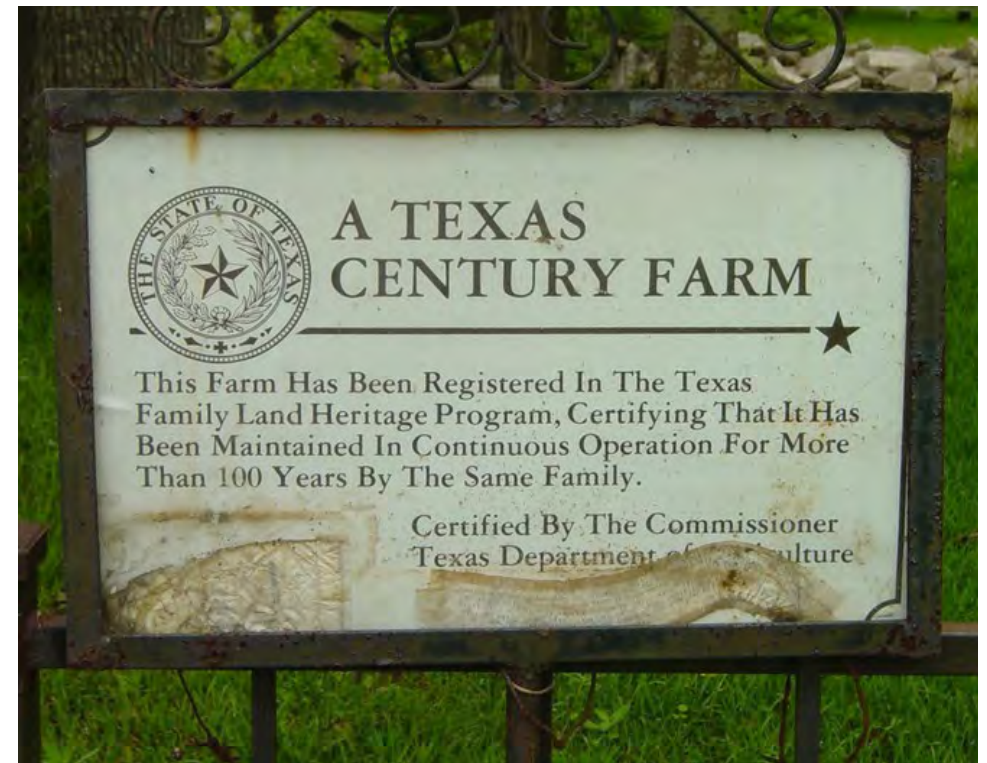


Photo 1: Texas Century Farm Plaque at the Harrison Barrett Homestead

⁷ The Family Land Heritage Program is a recognition program operated by the Texas Department of Agriculture that honors families who have owned and operated a continuous agricultural operation for 100 years or more.



The four properties recommended for preservation are:

1. Harrison Barrett Homestead (including Journey's End Cemetery)
2. Shiloh Missionary Baptist Church
3. Evergreen Cemetery
4. Drew Elementary School

Of additional note is the McKinney-Penn Cemetery (also known simply as the "Penn" Cemetery) located on the southside of the Hwy 90 eastbound feeder (past the Harrison Barrett marker) in a tree grove measuring nearly 100 x 60 feet.⁸ Approximately 40 graves are located there, interred between 1863-1907. It was designated as a Historic Texas Cemetery in November of 2010 with the ID number of HR-C435. This cemetery is not being recommended for formal preservation planning in this report, but should definitely be studied more closely for potential inclusion in the future.

The connections between the McKinney family and the Barrett Settlement are important for, as previously noted, Harrison Barrett may have once been a slave of the McKinney family (perhaps more) and enjoyed the protection of his land purchase and subdivisions by Constable (or Sheriff) Dave McKinney as well as his heir Gabe McKinney. According to Addie Mae Barrett Dixon (1998: 80-82) the "McKinney Place Cemetery" was initially offered to Harrison Barrett for use as a cemetery after the establishment of his settlement. In a 1986 interview of Will Freeman conducted by Mrs. Barrett, Freeman also observed that some of the earliest Juneteenth commemorations held by the settlement were actually held on McKinney property identified as "The Old Hill." (1998: 262).

But Barrett was no longer interested in being a Ward of the McKinneys and was skeptical of how the land might be used in future years

(Traylor 2005: 123). For his final resting place he chose a quiet spot on his farm now known as "Journey's End" cemetery.⁹

Future archaeological and historical investigations of the cemetery could open up important new avenues of research into mid to late nineteenth century Texas race relations in eastern Harris County.

Harrison Barrett Homestead

The Barrett Settlement homestead marks the epicenter of the original settlement. It marks the spot east of the San Jacinto River where Harrison Barrett acquired land and reunited his family. The property continues to be operated under private ownership, and includes the Journey's End Cemetery as well as a small museum. FLMA recommends that in addition to the preservation of all of the property's existing structures that Journey's End be designated an officially recorded Texas cemetery, and that a historical marker specific to the cemetery be erected. The museum should also be upgraded.



Photo 2: Harrison Barrett Homestead

⁸ Some maps show the cemetery located approximately 500 meters south of Gulf Pump Road and 500 meters east of Maple St. in Crosby. The property appears to have been severely impacted by construction activities.

⁹ The name "Journey's End" is not unique to Barrett Station. For instance there is another Journey's End Cemetery in Burkburnett in Wichita County that was established by African Americans. It was recorded in 2007.



Photo 3: Shiloh Missionary Baptist Church



Photo 4: St. Martin de Porres Catholic Church



Photo 5: Barrett Station Evergreen Cemetery

Shiloh Missionary Baptist Church

Shiloh Missionary Baptist Church was the first place of worship established by Harrison Barrett in the settlement bearing his name. Founded around 1879 and initially an outdoor gathering place known as an "Arbor" a physical house of worship was constructed in 1895 on land donated by Harrison Barrett located on the Old Crosby-Lynchburg Road. The wood-framed and tin-roofed structure became an early 20th century focal point for the Barrett community, with baptisms conducted in the nearby San Jacinto River. The church continues in operation, with the building repaired or replaced over the years. As of 2020 Rev. Isreal Earl Holmes serves as the church's pastor.

St. Martin de Porres Catholic Church

Barrett Station experienced a significant influx of African-American Catholics from Louisiana¹⁰ after the great 1927 Mississippi River flood. They initially attended a biracial mass at Sacred Heart, the Catholic parish that served the town of Crosby, but this proved unworkable due to white racism. Consequently, St. Martin de Porres Catholic Church became the first integrated Catholic church in Barrett Station and was constructed on land purchased from Charlie Barrett, the son of Harrison Barrett in 1936. Sponsorship for the church came from the Josephite order, which also built St. Nicholas' Catholic Church, founded in the 1880's as the first Catholic church for African-Americans in Houston. The completed mission was dedicated in 1938 and is named after Martin de Porres (1579-1639), the son of a Spanish nobleman and a free Black woman. An independent church since 1944, St. Martin de Porres continues to serve as an important focal point for Catholics in eastern Harris County. Rev. Anthony Mbanefo, MSP currently serves as pastor.

Barrett Station Evergreen Cemetery

Evergreen Cemetery was recorded as a registered Texas historic cemetery in 2010 and has been assigned the cemetery ID number HR-C151 by the Texas Historical Commission. It was established in 1928 and contains over 400 interments. Perpetual care is provided by the non-profit Barrett Station Evergreen Cemetery Association under the leadership of Melody Fontenot. In 2017 the cemetery was vandalized when a drunk driver crashed into numerous headstones, crypts and signs (Kragie 2017). Because this road more or less bisects the cemetery, FLMA recommends that historic preservation oriented traffic engineering solutions be investigated¹¹ to ensure that an incident of this nature does not reoccur.



Photo 6: Drew Elementary School

Drew Elementary School

K-12 education in Barrett Station fell under the jurisdiction of the Crosby public schools. Initially the entire Black school system created by Crosby ISD in 1947 was called the "Crosby Colored School." A distinction was made between Crosby Colored Elementary School and Crosby Colored High School, but students were educated at the same location in separate buildings. This had been the pattern up to that time; most African American rural schools were classic one-room schoolhouses that educated children from elementary through junior high school (this was the case, for instance, with the school operated by Shiloh Baptist Church, back when there was no "official" public education in Barrett Station). High School education back then was rare; pupils were expected to work once their primary school education ended. For rural Blacks it took near heroic levels of dedication to attend high school. Some of the oral history interviewees went to Booker T. Washington in Houston for their high school education. They usually did it as boarders and returned to Barrett on the weekends or when they could. Such arrangements were not uncommon in the Jim Crow South.

As for the white system: the segregated white high school in Crosby was founded in 1925.

The name of the "Colored High School" changed in 1950, when the school's principal Brilliant S. Griffin suggested a name change in honor of Charles R. Drew, the pioneering Black physician. That has been the name since.

In sum, at the time of the 1954 Brown v. Board Supreme Court decision, Crosby ISD was divided into two segregated systems. The all white system, located in Crosby, was composed of Crosby High School, Crosby Junior High School, and Crosby Elementary School. The all Black system, located in Barrett Station, was composed of Charles Drew High School/Charles Drew Junior High School (combined in the same physical location) and Charles Drew Elementary School.

The evolution of the Drew campus can be observed by inspecting succeeding USGS topographic maps. "Drew Jr High Sch" is clearly shown on the 1982 map.

10 Creoles and other mixed race migrants of African descent from Louisiana would have been considered Black by the racial standards governing Texas in the 1920's and 1930's and treated accordingly.

11 The road through the cemetery was installed by Harris County in the 1960's, resulting in the disinterment and relocation of several burials. Possible future solutions include the installation of speed bumps and/or bollards, the placement of strategic vegetation, installation of gates at the front and rear of the cemetery, or the closure and re-routing of the cemetery road altogether. The cemetery management plan should address such questions of physical security.



Recommendation 2: Map the Original Settlement and Enter it into the National Register

No known map of Harrison Barrett's original 129 acre purchase exists. FLMA recommends that the original Metes and Bounds description of the 1889 sales agreement be analyzed and updated to survey data meeting modern standards. Once these coordinates have been worked out, a National Register nomination should be submitted.

According the National Register Bulletin No. 15 (National Park Service 2002) a property being considered for the National Register must meet one of four criteria:

- a. Be associated with events that have made a significant contribution to the broad patterns of our history; or
- b. Be associated with the lives of persons significant in our past; or
- c. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. Yield, or likely to yield, information important in prehistory or history

It is FLMA's opinion that the Barrett Settlement meets Criteria A and B in the areas of Social History, Politics/Government and Ethnic Heritage (Black) and for its associations with Harrison Barrett. It is nationally significant under Criteria C in the areas of Community Planning and Development and Landscape Architecture, and may meet the requirements of Criterion D in Archeology (Historic—Non Aboriginal). As of November 2020, the period of significance is 1875-1970.

Integrity determinations are an important aspect of nominations to the National Register. For purposes of the National Register integrity is defined as the ability of a property to convey its historical significance. While such determinations are inherently subjective and subject to bias, it "must always be grounded in an understanding of the property's physical features and how they relate to its significance" (National Park Service 2002: 44). This places a premium on proper documentation of a potential property's physical features so that supportable judgments can be made. As previously noted, FLMA believes the four recommended properties possess the necessary integrity to qualify under Criterion A at minimum, probably more. An integrity interpretation of a potential National Register District would have to be part of a more comprehensive historic preservation investigation.



Recommendation 3: Initiate an Exhaustive Historic Preservation Investigation of Barrett Station

According to 2018 American Community Survey data Barrett Station consists of about 1,249 households. Each of these should be investigated and their eligibility for the National Register assessed.

Recommendation 4: Do Not Forget about Archaeology

Barrett has a long track record of burials and archaeological sites being inadvertently — and sometimes deliberately — impacted by development. There is a high likelihood that significant increases in subsurface activity due to future development will impact important historic sites. FLMA recommends that this be anticipated and planned for. At minimum this would mean awareness training and deployment of standby archaeologists for both public and private projects.

Conclusion

Barrett Station is an unincorporated township rich in history. Much of that history remains uninvestigated by scholars, but we do have more than enough information to engage in responsible historic preservation planning that can guide an economic and community development agenda.

Heritage tourism can be an important component of such a strategy. It starts with identifying places to preserve. FLMA's recommendations can serve as a good springboard for further study, analysis, publication and development.



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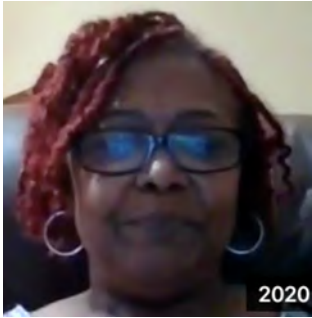
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Oral History Summaries



Carla Windfont

September 7, 2020

Carla Mills Windfont is a sixth generation descendant of Tobias Barrett. She was born in San Pablo/Richmond California and was raised by her grandparents James and Mira (sp) Mills in Barrett Station from six months of age. Her mother is a nurse who still lives in California. She has served on the Crosby ISD school board for nineteen years. Her son is a police officer.

Her grandfather worked for Exxon but alongside his brother Leroy also started the first water company in Barrett Station, Mills Waterworks. James Mills, Sr. acquired the skills to build water systems while serving in the U.S. Army during World War II. Initially the service was free, with a nominal fee eventually being charged. Mills Waterworks grew into a family business, with James and Leroy Mills in charge—they also worked regular jobs — with Carla Windfont, her cousins, and other family members working as laborers. They serviced the pipes, performed installations, collected fees, and performed other duties as assigned.

In 1982 Mills Waterworks was sold to Harris County MUD 50.

James Mills was also a leading democratic party official in Barrett Station. He served as a delegate to county and state conventions and served as a precinct chair for over forty years. He was also a leading political figure in the fight to desegregate the Crosby ISD. In addition to recollections of her father flying to Washington, D.C. for his public school desegregation advocacy, Carla Mills Windfont recalls interacting with numerous politicians from Barbara Jordan, Mickey Leland and Ralph Yarborough to Lyndon B. Johnson through her family connections. She took over the precinct chairmanship from her father and went on to serve for fifteen years.

Carla Mills Windfont grew up next to Charles R. Drew Elementary School, a school her grandparents co-founded. After the court battles to desegregate Crosby ISD succeeded, her brother helped construct the new Charles R. Drew High School in the early 1970's. She became one of the first students at the new school in 1976.

As a child she recollects going to two restaurants. One was Hillyards, located in Barrett Station, which was segregated and required entrance through the back door. The other was the Hightower Cafe in Baytown, which also treated Black patrons differently.

As a child Mills Windfont attended First Baptist Church, which was established by her grandparents when they left Shiloh Missionary Baptist Church. She converted to Catholicism and began attending St. Martin de Porres church when she got married.

Healthcare was furnished on a segregated basis, with most women birthing at home.



Anna Brooks

September 17, 2020

Anna Alfred Brooks, born (Sept. 2, 1932) was born in Eastgate, TX. Moved to Barrett Station in 1943 with her family; her father was a farmer who was able to obtain a job at the Exxon (a.k.a. Esso) refinery. Her family lived on Avenue B off Barrett Road. She is the oldest of ten children, nine of whom survived childhood. Four girls and five boys. Both of her parents were long-lived; her mother died at age 89 and her father at 90.

Attended school at the Shiloh Baptist Church school. The one room schoolhouse had one teacher for all of the children, regardless of grade level. An additional teacher (Mr. David and Ms. Bucknell) would eventually also teach there. Mr. John David was a young teacher from East Texas “who brought with him a stick” and was a taskmaster. He would paddle both boys as well as girls. “The only girl he ever whipped....became his wife.”

Catholic church services were conducted at Shiloh Baptist Church once or twice per month; she attended those services until a new church initially called “Blessed Martin” was constructed. The church was eventually named in honor of St. Martin de Porres. She was christened at St. Joseph’s Church in Baytown, but every subsequent event, such as first communion, confirmation and her wedding, on her 18th birthday on Sept. 2, 1950, was at St. Martin de Porres.

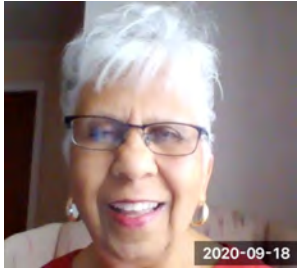
She married Albert Brooks from Dayton, TX. She met him through her first cousin’s husband who worked with him as an ammunition handler at the Army Depot. He was born in 1930. Anna’s father gave the new family a small lot on which Albert eventually placed a small house. They lived there about 8 years, and then purchased a new lot. After her first husband passed away he remarried. Her new husband was a keen gardener, a habit to which she has recently returned in advanced retirement.

Albert eventually obtained a job at NASA (from which he retired). Anna would accompany him to work every day of the week to attend what was then known as the Houston International Business College. She eventually found work for a NASA contractor.

Mr. James Thomas started a movie house which showed movies once per week. Mr. Anderson ran a juke joint, which sold ice cream and had a juke box.

In terms of race relations, it was a segregated world. However around 1951 a white woman from Crosby, a Mrs. Hare, had adopted a little girl and asked Anna to help her take care of it. Anna did not have any children of her own at the time (her first child was born in 1953), and agreed to assist.

The introduction to white people led her to begin to see what existed in Crosby, such as the Gentry’s hardware store and Jake’s grocery store, where you could buy on credit. Anna and her siblings used to walk more than 3 miles to the grocery store to buy staples such as flour there.



Laverne St. Julian

September 18, 2020

Laverne Barrett St. Julian was born at home in Crosby, TX (i.e. Barrett Station) on February 15, 1939. Her grandmother Ludie¹² Jiles Barrett was the delivery midwife. She grew up next to her grandparents and therefore spent a lot of time with them growing up. Her grandfather Charlie Barrett was Harrison Barrett's oldest son. Charlie and Ludie had five children. One of their children was George, who is Laverne St. Julian's father.

Ms. St. Julian has 14 grandchildren and 5 great-grandchildren. Her son Dwayne graduated from Prairie View A&M University and studied psychology. Her daughter Kimberly is a middle school teacher. Her daughter Jennifer is a facilities manager and director in Humble, Texas.

Laverne's father worked at the Humble Oil refinery (now Exxon Mobil) and would eventually retire from there. He provided a good living for his family, which included seven children. Laverne was an only child for seven years, but after that six children: Fred Barrett, Linda Fisher, Dr. Deborah King, Christopher Barrett, Wayne Barrett, and Rodrick Barrett. George had a large garden and also tended cattle and horses, a family tradition. Temperamentally, he took after his mother and was generally soft spoken.

Laverne's mother was named Odelia Judge and hailed from Opelousas, Louisiana. When Laverne was little, her mother worked in Channelview at the Army depot as a truck driver during World War II. Her real skills were as a seamstress. She made all of the clothes for the children and also sewed for others in the Barrett Settlement.

Over time Laverne's parents became business people and significant real estate holders, once owning twenty rental properties in Barrett Station in the 1960's and 70's.

Laverne's maternal grandmother Alma Ecby Judge played an important role in the establishment of Catholic church services in Barrett Station. She repeatedly appealed to Laverne's grandfather Mino Judge to ask Charlie Barrett to donate land for use as a Catholic Church. It was due to Alma's direct appeals that Charles Barrett agreed to sell land to the Houston diocese for a church that would eventually be known as St. Martin de Porres.

Laverne initially went to school "across the street from the Catholic church" before Crosby ISD constructed what would eventually become Drew Elementary, Junior High, and High School. Laverne graduated from Drew High School in 1957.

Moved to California and spent much of the 1960's there. Moved back to Barrett in the early 1970's and became heavily involved with the Barrett Station Civic League. Laverne's husband spent six years on the Crosby ISD board in the 1970's before being killed by a drunk driver in 1984.

¹² Ada Mae Barrett Dixon spells the name "Ludy" in *East of the River*, pp. 174-75. The spelling used here is the one specified by Ms. St. Julian.



Malcolm and John Barrett

September 11, 2020

Malcolm and John Barrett are cousins; the interview was mainly of Malcolm, with John assisting. Malcolm Barrett was born on February 11, 1960 in Houston at Jefferson Davis Hospital. His mother was Willie Mae Smith Barrett and his father was Pelton Barrett. He was raised in an area of Barrett Station known as Dreamland, adjacent to the original Harrison Barrett homestead. His family engaged in horticulture, growing most of its own food, including a variety of vegetables (e.g. greens, snap peas, okra) as well as cattle. He has two sisters (one deceased) and six brothers, all of whom still live in Barrett Station, with the exception of one brother who lives in Baytown. Childcare was generally provided by older siblings, but Malcolm was one of the first children in Barrett who participated in Head Start. He is married with one daughter and one grandchild.

His father initially worked as a construction worker after serving in the military and later became a small businessman. His parents opened up a “Malt Shop” in Barrett Station named “Barrett’s Fried Chicken” and later opened a convenience store, Barrett’s Mini Stop, while Pelton also worked in the construction business and invested in real estate. His mother was the chef at the restaurant.

For clothing and other basic needs, most of the family went to Highlands/Baytown to establishments such as KMart, Woolco, and Weingartens. Other establishments they patronized included Luby’s, Wyatt’s and Picadilly’s.

Barrett attended Charles R. Drew elementary and junior high school (through 8th grade), and went to high school at Crosby High School. When the Crosby ISD schools were desegregated in the early 1970’s Barrett did not find the event all encompassing, commenting that while he sensed there was tension, his experiences as a student were mostly unaffected. For instance Barrett recalls that by the early 1970’s Black students were receiving at least some new books, not the used books that previous generations of African American students had. What he did recall as being noteworthy were the disagreements about the school Mascots: the Drew “Dragons” vs. the Crosby “Buffaloes.” Today’s Crosby “Cougars” nickname was the product of a compromise by both schools to settle upon the new name.

During his time there, Crosby High School’s student body was nearly 50% African-American. Barrett enrolled in some of the vocational training programs offered at the school, which allowed him to graduate a year early and go to work. After graduation he took computer classes at Lee College. After completing his training he worked as a telephone operator for General Telephone for about four years. He worked in the retail industry after that, at the Foley’s Department Store in Baytown. After that he became a social worker at Gulf Coast Community Services. He has been a Harris County employee for the last 26 years.

Barrett is an ordained minister and has been a member of Shiloh Missionary Baptist Church, founded by his ancestor, all his life. The church has about 350 members. His family also has connections to St. Martin de Porres, the Catholic Church; a Catholic ancestor came from Virginia and worshipped there. The catholic church was the location of Barrett Station’s first Head Start program.

Malcolm and John Barrett are the caretakers of the Barrett homestead, including its museum and cemetery.



Mamie Lewis
September 8, 2020

Mamie Lewis was assisted by her oldest granddaughter Wanda and others during the interview. She was born in Elton, Louisiana in 1917 and moved to Barrett about 1955 from Dayton, TX with her husband George who had a job as a county road worker and whose family owned land in the Barrett settlement. She had previously moved to Texas with her father before the 1927 Mississippi River Flood and had ten children before moving to Barrett. She had three more children in Barrett, a son and a set of twin girls. The son was born at home, the girls at the hospital in Baytown.

When she arrived there weren't roads. It was woods and dirt roads. At the time Barrett mostly consisted of subsistence farms. They rented an uncle's house and eventually built their own home. The house had three bedrooms, a living room, bathroom, and small dining room. It had an outhouse instead of a bathroom. They kept chickens, a hog and grew their own food like others in the settlement. Crosby-Lynchburg was the main street in the settlement; none of the other streets had names in the 1950's. People knew each other and parts of the settlement were identified by the homesteader.

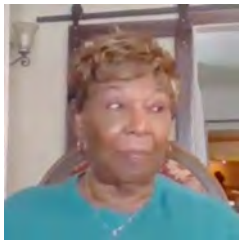
The older kids started school at Barber's Hill, and when Drew Elementary was built they attended there.

Ms. Lewis attended Shiloh Missionary Baptist Church. It was a small white, wood framed church at the time. She still attends services there.

Mr. Lewis presumably passed away (timing was unclear) in the late 1980's or early 1990's.

Juneteenth celebrations were important. Family celebrations were held at the end of Elm St. at a sister-in-law's house. Listening to the radio was big. Holiday festivities were also important and family focused.

In terms of shopping for clothes, there were no options. You could have things made by a seamstress or purchase clothing via the mail from stores such as Sears.



Erma Stell

October 5, 2020

Erma Armstrong Stell was born in Huffman, TX in 1934 as an only child. Her father was born in Barrett, son of Harrison Barrett's daughter. Her mother was born in Huffman. Streets in Barrett were undeveloped in the 1930's, dirt roads. Her family did not own a car. Until about age 12 her family lived in a 2 room house. Her father had a job at the Shell refinery while her mother did domestic work. Her father also worked the small subsistence farm the family had established. He worked at the refinery for 27 years before he got sick and retired. He died in 1966.

Stell's recollection of Barrett in the early 1940's include a church (obviously Shiloh Missionary Baptist Church), a school (the school operated by the church) and a nightclub/juke joint operated by Leroy Quartman. Back then the children could be left in front of the club while the parents would go in the back. The place was busiest during the weekends.

Ms. Stell's friendship and family circle (i.e. kids her own age) consisted of about 6-10 children. They all grew up together and those still alive remain friends. Several of them left Barrett at some point, including Stell, but came back to the community. She attended Crosby Colored School as well as Charles R. Drew High School when it opened. She thoroughly enjoyed her segregated education, particularly at Drew, where she played trombone in the band: "There weren't that many people in Barrett Station and we all knew each other. We really enjoyed school." Most of the teachers at the new high school rode the bus to Barrett Station from Houston and were very dedicated to the pupils entrusted to their care as well as their families. Teachers she remembers fondly: Ms. Bass, Ms. Busby, Mr. Taylor, Mr. Johnson (coach), Mr. Hogan (band teacher, lived in Houston's Third Ward), Ms. Cooper (girls coach), and Ms. Mott.

Church attendance was mandatory. The first Shiloh Baptist Church pastor she recalls from when she was young is Rev. Gambles. He got sick and Rev. G.S. Matthews took over. Stell now confesses to not having liked it that much, for a variety of reasons. But it was what everybody did, so she did it too. She sang in the choir and attended Sunday School. Matthews pastored at the church for 41 years.

After graduation Stell married in 1955 and moved to Los Angeles with her first husband. While there she worked as a Nurse's Aide at White Memorial Hospital and for LA County. They divorced in 1960 and she came back home to Barrett with her two children. She worked in a variety of jobs in the early 1960's, including at a nursing home, a hospital, and with children with cerebral palsy. She also worked at Riggs Cleaners, the only dry cleaner in Barrett.

In 1965 she enrolled at Lee College as a member of the second integrated class at the school in order to obtain her LVN certification. She then proceeded to work at a variety of healthcare institutions, including at a clinic and hospital where she stayed for 28 years. In 1980 she went back to school and obtained her Bachelors Degree in Nursing and Nursing certification from San Jacinto College utilizing a partnership program between the college and the Harris County Healthcare District designed to assist LVN's in becoming RN's. Ms. Stell lived in Houston between 1970 and 1979 with her daughter. In June of 1982 she remarried and lived in Baytown until 1991. In response to the question about healthcare in Barrett, Stell explained that all her children were born in Baytown at San Jacinto Hospital. Jeff Davis Hospital in Houston was also available and popular. There were no clinics in Barrett; if you got sick there were doctors in Crosby or in Highlands who could furnish outpatient services. Quite a few people had respiratory diseases; most people called it "TB" although refinery work was the likelier culprit.



Willie Mae Barrett Goodlow and Melody Fontenot

September 17, 2020

Willie Mae Barrett Goodlow (affectionately nicknamed “Dolly B”), daughter of Robert Elijah Barrett and Nue (sp?) Amos Barrett was raised at 542 Barrett Road in Barrett Station. Her family moved to that location in 1945. She attended Crosby Colored High School and was enrolled when the name was changed to Charles R. Drew High School. She recalls her principal B.S. Griffin (students only knew the initials) informing the student body that renaming the school in honor of Charles R. Drew was possible because he had recently passed away and that it was inappropriate to name a school in honor of a living person. She graduated from Drew in 1957 and married in June of 1958.

The names of some of her teachers included her first and second grade teacher Mrs. Reed, her third grade teacher Ms. Addie G. Sims, fourth grade teacher Mrs. Buckner, fifth grade Eleanor Griffin (one of her favorite teachers), sixth grade teacher Ogill (sp?) Criner, seventh grade Mrs. Walton, eighth grade, Wilma L. Cooper who was also the basketball coach. Ms. Goodlow thoroughly enjoyed playing basketball (she was the team captain) and indicated that she probably would have received a college scholarship had women been receiving them at the time. Ms. Goodlow was also captain of the cheerleading squad.

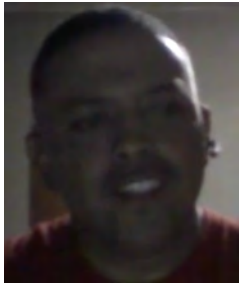
Melody Fontenot, Ms. Goodlow’s daughter, was also taught and coached by Ms. Cooper. Ms. Fontenot pointed out that the rules for girls and boys basketball were different: the girls only played half court, whereas the boys played full court. Melody’s 1978 Drew girls team was the last team to play only half court basketball; the girls played full court like the boys beginning with the 1979 season.

When asked which teams she played in the 1950’s, Ms. Goodlow recalls playing teams from towns such as Dayton, Liberty, Raywood, Cleveland, Baytown Carver. She mainly played Guard, but also played Forward. She also recalled an interesting episode where she hook in a foul shot from the free throw line, to the annoyance of the coach Ms. Cooper, but to the delight of the crowd, especially members of the boys basketball squad.

Melody Fontenot, who attended high school in the 1970’s was a Forward on the Drew girls team and played some of the same teams as her mother, with the addition of some Houston squads such as Splendora, Barbers Hill, Mt. Bellevue, Robert E. Lee. Population growth also increased the profile of the team: Whereas Ms. Goodlow played at the 1A level in the 1950’s, her daughter played at the 3A and 4A level under the state’s classification system. Ms. Fontenot was not just a competitive high school basketball player; she also played volleyball and softball and competed in the high jump at the state track and field meet in her junior year in high school.

Ms. Goodlow married her high school sweetheart Eddie Matthews III, who graduated from Drew in 1955. Together they had one daughter and five sons. The names of her sons: Gary Lyndon Matthews, Robert Melton Matthews, Renny Lee Matthews, Kelvin Lamar Matthews (died in 2010), Troy Lansen Matthews. Melody Fontenot, the daughter, also married her high school sweetheart, who passed away in 2016. All have moved around over the years, but presently live in the greater Houston area.

Ms. Goodlow attended Shiloh Baptist Church. An interesting fact she recalled from her childhood was the existence of a specific tithe amount: \$1.25. The first pastor she remembers is W.W. Gambles. He baptized her aged 11 as well as her cousin Leroy Mills in the canal. Pastor Gambles was replaced by Pastor G.S. Matthews in 1954. Matthews served until his death in 1995 and was replaced by Pastor Israel Holmes in August of 1996.



Salvador Alejandro

October 21, 2020

Forty-one year old Salvador Alejandro was born in Mexico and came to the United States at age eleven. His family settled in Houston (Spring Branch), which is where he spent his junior high school years. His family eventually left northwest Houston and resettled northeast, which is where Alejandro graduated from C. E. King High School. From there Alejandro moved with his wife and children to Crosby about fifteen years ago and to Barrett Station about three to four years ago. He is married with two sons. Alejandro met his wife in Mexico. Because he had become Americanized and because of better economic prospects, it was decided that his wife would join him in Houston from Guadalajara. His oldest son is fifteen years of age and attends Crosby High School and the other is nine years old and attends Barrett Elementary School.

Alejandro did not attend college after graduating high school. He worked in numerous manufacturing warehouses for about eight years. It was through a family connection (he told his brother that he wanted to learn something new and asked for an opportunity to learn a proper trade) that he switched careers and became a carpenter. He worked his way up in the construction trade, and rose up through the ranks including stints as a framing carpenter. Alejandro now works as a self-employed trim carpenter. He fabricates as well as installs custom cabinets and trimwork at new construction sites throughout Harris County. The name of his business is Alejandro Woodworks.

Alejandro lives with his family in a mobile home near the intersection of Arcadian Road and Crosby-Lynchburg Road. He isn't the only person to have bought a lot in Barrett and put a mobile home on it. At least three other families in the vicinity of his house have done the same thing, including his brother who preceded him into the Barrett Station community. Across the street is a car wash, which has become a source of consternation due to the loud music emanating from there at odd hours. "We decided to buy here and live here" but "almost every weekend you hear loud cars and loud music. It wasn't that easy when we first moved in, but we had to get accustomed to it." "We're used to living in the country where everything is quiet and peaceful."

On one occasion the loud music was accompanied by criminal activity when his brother's truck was stolen from his driveway. It was a concerning event that prompted Alejandro and his brother to install security cameras and to take other anti-theft precautions. Alejandro is mostly a private individual and has not experienced property crime during his four years in Barrett Station, and considers the township to mostly be a safe community.

General and grocery shopping is mostly done at the Wal Mart in Crosby or at Food Town or Jovi's in Baytown or Highlands.

Alejandro and his family are parishioners of St. Martin de Porres Catholic Church and have attended both the English as well as the Spanish language mass.

In terms of recreation, Alejandro and his sons are keen baseball fans and players. Gardening is also a hobby.



**Ismael
Zamarripa**

October 22, 2020

Ismael Zamarripa, 44 years of age, is originally from the Denver Harbor area of Houston and works as an air conditioning installer and technician. He attended high school in Nuevo Laredo in the Mexican state of Tamaulipas located on the Texas/Mexico border. He earned his credential as an HVAC technician a college in Las Vegas, NV in 2012 and moved back to Texas after earning his qualifications. He has worked for Project Heating & Air for five years. When asked why he chose that profession, he stated that he was in search of a trade that was a true profession, one that he could do as an installer or as a diagnostician later in life.

Ismael is married with two boys, ages 22 and 18. The younger son is in high school, and the older son is studying to be a mechanic at the Universal Technical Institute. Zamarripa has been a resident of Barrett Station since 2014, when he started homesteading on a lot he purchased in 2012. The fixer-upper house he purchased is located on the same block as his brother-in-law Salvador Alejandro's house on Crosby-Lynchburg Road. The decision to purchase the house was mostly a pragmatic one based primarily on the price of the property as well as its location close to family; at the time Zamarripa did not know about Barrett Station's history as a historic Freedmen's community.

Based upon the educational experiences of his sons, Zamarripa was not impressed with the academic level of the Crosby ISD schools, nor the level of commitment of the teachers. The teachers, he felt, taught the pupils who decided to pay proper attention and ignored the rest. He mused that one reason for this state of affairs was too many students in the classroom. He indicated hope that one consequence of future Barrett Station development would be an elevated level of expectations for the school district's management personnel as well as its students.

Another wish list improvement Zamarripa would like to see is more and better roads. "Traffic is getting worse every day," especially when diverted off I-10 onto Crosby-Lynchburg Road. It is increasingly the case when he leaves for work in the morning that it can take 15-20 minutes to travel only one mile due to slow traffic. He also identified a general lack of cleanliness as an issue in Barrett Station, with property owners not being held accountable for the proper maintenance of their property. According to Zamarripa, roadside abandoned cars and trucks, shopping carts, and other junk are common in Barrett Station.

Zamarripa also expressed a desire for more businesses in Barrett Station and for higher levels of economic development in general. The money should stay in the community, he thought. For instance while he, like his brother-in-law's family, shops at Wal Mart and other big box stores in Crosby, Zamarripa explained that many of the empty lots in Barrett Station would be perfect locations for small businesses. He further expounded that Barrett Station would benefit from the construction of an H-E-B, Kroger's or similar grocery store.

In terms of healthcare offerings, Zamarripa explained that for anything serious ill people from Barrett Station would have to seek treatment in Baytown or Houston. He did not mind the existence of a for-profit outpatient clinic in Barrett Station, but expressed a preference for options that could do more and were more affordable.

Finally, in terms of community relations Zamarripa stated that greater awareness of Hispanic needs such as grassroots based language instruction would be quite welcome. Since moving to Barrett he has become aware of the settlement's distinguished Black history and is fully on board with using it for economic development purposes, while simultaneously addressing the needs of the newly arrived Hispanic community. He offered his help.



**BARRETT
PLAN** 