ACKNOWLEDGEMENTS

City Council

Mayor, Stephen H. DonCarlos
District 1—Mercedes Renteria III
District 2—Scott Sheley
District 3—Brandon Capetillo
District 4—Don Murray
District 5—Lynn Caskey
District 6—Sammy Mahan

Planning & Zoning Commission

Rolando Valdez
Shawn McDonald
Barry Bobbitt
Dr. Joe C. Floyd
Gilbert Chambers
James Prickett
Lewis E. McRee
Linda Krisher
Jim Hutchison

Comprehensive Plan Sub-Committee

Dr. Joe C. Floyd
Lewis McRee
Gilbert Chambers

City Staff

PLANNING & DEVELOPMENT SERVICES

Gregory K. Stubbs, AICP, Director of Planning & Development Services
Kimberly Judge Brooks, Planning Manager
Danial Taqui, AICP, Planner
Harold Cheek, AICP, Planner
Adriana Montalvo, Administrative Assistant

ADMINISTRATION

Gary M. Jackson, City Manager
Bob Leiper, Deputy City Manager
Kelvin Knauf, Assistant City Manager
## TABLE OF CONTENTS

### 1: Introduction
- Overview ......................................................... 1-1
- Why and How should Baytown Plan? ...................... 1-2
- A Plan for All Plans .............................................. 1-3
- Preparing for Change .......................................... 1-4

### 2: Base Studies
- Overview ............................................................. 2-1
- From Then to Now: a History of Baytown ............... 2-2
- Key Issues .......................................................... 2-4

### 3: Vision & Goals
- Overview ............................................................. 3-1
- Baytown’s Vision Statement .................................. 3-2
- Plan Element Goals .............................................. 3-3

### 4: Growth Capacity
- Overview ............................................................. 4-1
- Key Growth Capacity Issues ................................. 4-2
- Growth Capacity Goals and Actions ...................... 4-3
- Growth Capacity Policies ..................................... 4-4
- About Growth Capacity in Baytown ...................... 4-6

### 5: Mobility
- Overview ............................................................. 5-1
- Key Mobility Issues .............................................. 5-2
- Mobility Goals and Actions ................................. 5-4
- Mobility Policies .................................................. 5-5
- Existing and Future Mobility Considerations ........... 5-9
- The Thoroughfare Plan ......................................... 5-12
TABLE 2.1  
Historical Population Growth ........................................2-4
TABLE 2.2  
Final Platted Residential Lots 2000—November 2006.........2-5
TABLE 4.1  
Baytown Water System Status & Outlook .........................4-6
TABLE 4.2  
Capacity and Anticipated Flow by Treatment Plant ..........4-7
TABLE 5.1  
Research on Effects of Access Management Techniques ...5-7
TABLE 5.2  
RTP Projects in the Baytown Area .................................5-11
TABLE 6.1  
Land Use Composition 2006 & 2025.................................6-6

FIGURE 1.1  
Baytown Planning Area ...........................................Follows 1-5
FIGURE 2.1  
Baytown Population Projections ....................................2-4
FIGURE 2.2  
City of Baytown Residential Building Permits 2000-2005 ..2-5
FIGURE 2.3  
Lee High School Student Enrollment, 1995-2005.............2-6
FIGURE 2.4  
Baytown Area Population Change 1990-2000 ...................2-7
FIGURE 2.5  
Age Distribution 2000 ................................................2-8
FIGURE 2.6  
First Impressions of Baytown ......................................Follows 2-10
FIGURE 2.7  
Getting There in Baytown ...........................................Follows 2-10
FIGURE 2.8  
The Changing Face of Baytown ....................................Follows 2-10
FIGURE 4.1  
Anticipated Water Demand ..........................................4-6
FIGURE 4.2  
Demand Compared to Anticipated Wastewater Capacity ....4-8
FIGURE 5.1
Level of Service and Traffic Volumes, 2002........ Follows 5-18

FIGURE 5.2
Level of Service and Traffic Volumes, 2025 .......Follows 5-18

FIGURE 5.3
Future Thoroughfare Map ..................................Follows 5-18

FIGURE 6.1
Existing Land Use ..............................................Follows 6-12

FIGURE 6.2
Character Areas ..................................................Follows 6-12

FIGURE 6.3
Future Land Use ..................................................Follows 6-12

FIGURE 7.1
Jobs to Population Ratio in Area Cities .................7-6

FIGURE 8.1
Public Amenities ..................................................Follows 8-8
Introduction

Purpose

To recognize the importance of establishing and maintaining a comprehensive plan for the orderly growth and enhancement of Baytown.

Highlights

- Why and How Should Baytown Plan?
- A Plan for all Plans
- Preparing for Change
The Baytown 2025 Comprehensive Plan is an official public document that acts as a general guide for how the City should grow and operate over the next 20 years. The Comprehensive Plan plays many important roles in shaping the future of the community by:

- Serving as a general “blueprint” for future development (and redevelopment) in and around Baytown with an emphasis on improving the community’s desirability as a place to live, work, play and shop
- Documenting the character of the community, as well as anticipated issues, trends, opportunities, and challenges facing the City
- Providing a common vision supported by a series of goals and objectives for the next 20 years
- Defining policies to guide daily decision-making regarding Baytown’s physical and economic growth
- Establishing a core set of strategies for aggressive implementation that emphasizes action and results
The Authority to Plan

Though Texas state law does not require all municipalities to maintain a comprehensive plan, cities that adopt zoning regulations must do so “in accordance with a comprehensive plan” (Texas Local Government Code § 211.004).

For purposes of “promoting public health, safety and welfare,” the Texas Local Government Code indicates that a comprehensive plan may:

- Include, but is not limited to, provisions on land use, transportation, and public facilities
- Consist of a single plan or a coordinated set of plans organized by subject and geographic area
- Be used to coordinate and guide the establishment of development regulations (§ 213.002)

Shaping Baytown’s Future

Comprehensive planning has many benefits including the opportunity for the City of Baytown to have a greater measure of control over its destiny rather than simply reacting to change. Planning allows the City to proactively manage future growth and development as opposed to reacting to development proposals on a case-by-case basis.

Important reasons for developing the Baytown 2025 Comprehensive Plan include the opportunity to:

- Discuss major community decisions about the amount and location of growth, and the nature of future development
- Assess whether the community can afford to provide the necessary public services and facilities to support growth
- Allow local officials and staff to step back from pressing, day-to-day issues and clarify their ideas on the kind of community Baytown should be

Why and How Should Baytown Plan?

Doesn’t Baytown Have A Plan?

The previous plan - the Baytown 2020 Comprehensive Plan - was adopted in 2000. The 2025 Comprehensive Plan serves as an official update to the 2020 Plan in order to re-examine community issues and goals; remove “action” items that have already been accomplished; incorporate updated data and findings from recently completed studies and plans; and ensure that the Comprehensive Plan is a current reflection of the community.

- Look broadly at programs for neighborhoods, housing, parks, economic development and provision of public infrastructure and how these concerns may relate to one another
- Ensure that adequate facilities will be available to meet the demands of growth and development
- Maintain and build upon the community’s values and heritage while promoting growth that is appropriate and beneficial
- Establish the plan as a tool for promoting social, physical, and economic improvements
- Involve stakeholders and residents in the decision-making process and reach consensus on the future vision for Baytown and its ongoing development
- Support annual work programs of city departments and prioritize improvements consistent with the Comprehensive Plan
- State the intentions of Baytown’s governing body regarding the area’s physical development and infrastructure investment in order to provide a level of certainty for landowners and developers
The City of Baytown has conducted many plans and studies that address a wide range of community issues. The *Baytown 2025 Comprehensive Plan* incorporates the findings and recommendations from each of these plans as they relate to long-range growth and development in the Baytown area.

This ensures that various plans are working together to achieve an overall community vision. More, it establishes a common set of policies and action statements for bringing the plans to reality.
To be “Comprehensive” Means...

- The Plan focuses upon a broad range of issues and opportunities that impact public health, welfare, and safety that can range from access to parks to disaster preparedness.

- The Plan addresses a variety of issues in a general and long term manner to assist in determining general locations for revitalization, new growth, road and infrastructure improvements, parks, and facilities.

- The Plan recognizes impacts that actions in one area, such as extension of roads and utilities, can have in other areas, such as increased development pressure or need for additional services.

- The Plan is geographically comprehensive. On a large scale, the plan considers the entire city, as well as the surrounding planning area. On a smaller scale, the plan builds upon and enhances the relationship among areas within Baytown, such as neighborhoods, corridors, activity centers, and other notable places.

Baytown 2020 Comprehensive Plan

- Serves as the previous officially adopted guide for City policy decisions relating to the physical growth and economic development of Baytown through 2020, including discussion of opportunities and challenges, vision, goals, actions, policies, and strategies

- Addresses a variety of elements, including Land Use, Annexation, Community Appearance and Image, Transportation, Environmental Resources, Parks and Recreation, Housing, Utility Infrastructure Systems, and Implementation

- Includes overly optimistic growth projections for Baytown that the City later reduced

- Notes substantial vacant land in Baytown as an opportunity for development within municipal limits

Baytown Water & Wastewater Master Plan, 2003 to 2020

- Evaluates the long-term growth of the City and a portion of Baytown’s Extraterritorial Jurisdiction (ETJ) through 2020, the capital improvements that will be needed to serve this growth, and the capital recovery fees which may be assessed to new development

- Adopts an annual population growth rate of 1.2 percent, resulting in a projected population of 74,477 in 2010 and 84,499 by 2020

- Adjusts the Future Land Use Map initially prepared as part of the 2020 Comprehensive Plan Update to reflect revised population forecasts

- Determines that Baytown’s existing water facilities provide the minimum water capacity requirements for Baytown’s projected 2020 demands, but additional transmission lines are needed by 2012

- Provides a water and wastewater Capital Improvements Program through 2020

Baytown Economic Development Strategy

- Examines socioeconomic trends and community perceptions to identify Baytown’s top assets and challenges, including key economic “clusters” to target for growth

- Offers recommendations for selling the region and correcting problems that are currently hindering growth and investment

- Describes Baytown as a “prosperous manufacturing community” whose “strengths far outweigh its weaknesses” while also calling for a coordinated, community-wide economic development strategy that moves beyond a primarily industrial focus

- Cites self-image and “quality of life” issues as key factors in Baytown’s future
Prefering for Change

The Baytown 2025 Comprehensive Plan is designed to be evaluated and amended regularly to maintain its applicability as issues and priorities of the community evolve.

- **Minor Amendments.** Minor adjustments to the Comprehensive Plan should be made, at minimum, once a year and, preferably once every six months. Minor adjustments allow the plan to be flexible to respond to changing needs while maintaining the vision and support for the core goals and objectives contained in the plan. Citizens should have an opportunity to suggest possible amendments for consideration.

- **Major Amendments.** The entire Comprehensive Plan should be revisited every five years, at minimum, for a “fresh look” at key issues, goals, actions, and policies. At that time, the plan should be revised as needed to ensure that it still reflects the true values and direction of the community.
Figure 1.1

City Limits
Includes approximately 34 square miles located within the municipal boundaries of the City of Baytown.

Planning Area
Includes approximately 103 square miles within the Extraterritorial Jurisdiction (ETJ) or municipal limits of the City of Baytown.
2

Base Studies

Purpose
To understand how Baytown is growing and changing as a basis for planning over the next 20 years.

Highlights
- From Then to Now: a History of Baytown
- Keys Issues Facing Baytown’s Future
- Defining Features of the Community
To PLAN for a city, you must first UNDERSTAND it ...

Understanding begins with a look back at the community’s history: how it came to be, what first attracted people here, how it was able to grow and prosper, and how people worked to make Baytown “home.”

Next, residents, City staff, and officials must recognize the key issues that will influence the growth and character of Baytown and the surrounding area in coming years. Some of these are well known trends, others are new emerging challenges, and some are still over the horizon and not yet apparent. Some of these events the community can control, or at least influence, while others are “facts of life” that Baytown can either react to or attempt to get ahead of.

Finally, it is important to understand what “makes Baytown tick.” This is best done visually by highlighting defining features, such as the roadway network, major destinations, economic assets, and other physical features that shape the city and make it unique.

This Base Studies chapter establishes the foundation for the Baytown 2025 Comprehensive Plan by focusing on these three essential elements: (1) History, (2) Key Issues, and (3) Defining Features.
From Then to Now: a History of Baytown

In tracing Baytown’s historical development, from before the arrival of European explorers in the 1500s through the community we know today, six major themes stand out:

**Coastal Setting**

Present-day Baytown was first inhabited by Native Americans who found sustenance along the area’s coastal bays and streams. Later, as the oil rush set in, the first offshore drilling operation in Texas (and second in the nation) occurred just off the shoreline in 1916. The development of the Houston Ship Channel transformed the area from just another drilling location to a premier site for the nation’s oil refining base. Finally, a predecessor town, Goose Creek, and then Baytown itself were both named for the area’s defining water resources.

**Consolidation of Towns**

Long-time residents still refer to Pelly, Goose Creek, and Baytown— the former “Tri Cities” that came together to form one community. After years of discussion and debate, the move toward consolidation began in 1945 when the Town of Pelly annexed the nearby unincorporated community of Baytown adjacent to the Humble Oil refinery. Then in 1947, voters in Pelly and Goose Creek approved consolidation of their towns by a 2-to-1 vote. Residents also supported naming their new city “Baytown,” which was formally established on January 24, 1948. While these separate towns have been united for more than a half century, the area still struggles at times with its identity and cohesiveness because it lacks an obvious community center and focal point.

**Oil Economy**

From the first attempts to drill for oil in the area in 1905 through the early “boom” years of the 1910s, the Baytown area’s economic potential has been tied primarily to the energy industry. This reality explains the ups and downs that community residents, businesses, and municipal leaders have experienced over the last 80 years. This dependence continues today amid efforts to diversify the city’s economic base. Looking back, perhaps the defining moment in Baytown’s history was when Humble Oil & Refining Co. chose a 2,200-acre tract near the Goose Creek field and Houston Ship Channel to build a refinery.
Baytown’s Hey Day

During World War II and in the prosperous post-war years that followed, rising U.S. and international demand for oil and related petrochemical products created a “boom” economy for the Baytown area. In its first Census as a unified city in 1950, Baytown had a population of nearly 23,000. The population surpassed 28,000 by 1960 and then grew by more than half during the next decade, approaching 44,000 in 1970. Many of the community’s established neighborhoods and commercial areas hail from this era of significant growth and investment.

Busts of 1970s and 1980s

The Baytown area’s economic prospects were impacted by the oil embargo of 1973 and other trends including the transition to a truly global economy, a growing environmental movement, and greater domestic restrictions on industry operations and supplies. New oil and real estate “busts” in the 1980s caused further economic disruption for the area. By 1980 the city’s population had passed 57,000, but vacant buildings and declining conditions in some neighborhoods were signs of new challenges for Baytown.

Changing the Image of Baytown

After growing to nearly 64,000 residents by 1990 and returning to a more steady growth pattern, Baytown clearly chose to make community enhancement a top priority during the 1990s. The city made its first venture into land use regulation with the adoption of zoning in 1995. The signature Fred Hartman Bridge was also completed, as were various community-funded improvements including a new marina, wetlands center, and Goose Creek Stream trail projects. As of Census 2000, Baytown’s population was 66,430.
Looking Back

Baytown experienced its strongest growth during the 1960s, when the city’s population grew at a 4.6 percent annual rate. While annual growth rates declined through the year 2000, the 2003 Water and Wastewater Master Plan projected a more positive growth rate averaging 1.2 percent each year for the next 20 years.

Looking Ahead

A projected 2025 population of approximately 90,500 residents is assumed for this Comprehensive Plan update, representing an annual growth rate of 1.2 percent.

Projections for 2010 (74,477) and 2020 (84,449) were previously prepared through the City’s Water and Wastewater Master Plan, completed in 2003. At that time, it was concluded that some growth projections for Baytown were too low (Houston-Galveston Area Council) while others were too high (2020 Comprehensive Plan, Texas Water Development Board).

Table 2.1: Historical Population Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>City of Baytown</th>
<th>Annual Growth Rate</th>
<th>Harris County</th>
<th>Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1950</td>
<td>22,983</td>
<td>-</td>
<td>806,701</td>
<td>-</td>
</tr>
<tr>
<td>1960</td>
<td>28,159</td>
<td>2.1%</td>
<td>1,243,158</td>
<td>4.4%</td>
</tr>
<tr>
<td>1970</td>
<td>43,980</td>
<td>4.6%</td>
<td>1,741,912</td>
<td>3.4%</td>
</tr>
<tr>
<td>1980</td>
<td>56,923</td>
<td>2.6%</td>
<td>2,409,547</td>
<td>3.3%</td>
</tr>
<tr>
<td>1990</td>
<td>63,850</td>
<td>1.2%</td>
<td>2,818,199</td>
<td>1.6%</td>
</tr>
<tr>
<td>2000</td>
<td>66,430</td>
<td>0.4%</td>
<td>3,400,578</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

Figure 2.1: Baytown Population Projections

Source: Baytown Water and Wastewater Master Plan, 2003; Wilbur Smith Associates
Figure 2.2: City of Baytown Residential Building Permits 2000-2005

According to the U.S. Census records, the number of residential building permits issued by the City of Baytown in the last five years has remained relatively steady with slight growth from 2002 to 2004. There was a spike in the total number of housing units built in 2004 because 23 multi-family buildings were constructed. In most years, the primary type of residential construction has remained single-family.

There was a decline in 2005 when just over 200 residential permits were issued. Though this is much lower than the three previous years, it is still holding steady above levels experienced in the late 1990s when annual building permits ranged from the low to mid 100s. It should be noted that this data only represents residential growth in the city limits, and does not record residential growth occurring in Baytown’s ETJ.

Table 2.2: Final Platted Residential Lots 2000—November 2006

<table>
<thead>
<tr>
<th>Year Platted</th>
<th>Lots Inside City Limits</th>
<th>Lots Inside ETJ</th>
<th>Total Lots: City Limits &amp; ETJ</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>186</td>
<td>116</td>
<td>302</td>
</tr>
<tr>
<td>2001</td>
<td>337</td>
<td>563</td>
<td>900</td>
</tr>
<tr>
<td>2002</td>
<td>471</td>
<td>193</td>
<td>664</td>
</tr>
<tr>
<td>2003</td>
<td>199</td>
<td>409</td>
<td>608</td>
</tr>
<tr>
<td>2004</td>
<td>91</td>
<td>163</td>
<td>254</td>
</tr>
<tr>
<td>2005</td>
<td>286</td>
<td>402</td>
<td>688</td>
</tr>
<tr>
<td>2006 (through November)</td>
<td>480</td>
<td>1,004</td>
<td>1,484</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,050</td>
<td>2,850</td>
<td>4,900</td>
</tr>
</tbody>
</table>

Source: City of Baytown Planning and Development Services

The number of residential lots platted in the City and ETJ since 2000 has reached a total of 4,900. As Table 2.2 shows, 800 more lots were platted in Baytown’s ETJ than in the city limits from 2000 to November 2006. Continued growth in the ETJ may warrant a more proactive approach to annexation in order to manage development and capture the tax base in growing areas.
Growth has accelerated in the Baytown area since 2000. There has been both an increase in the number of new lots and new homes in the northern portion of the community and the ETJ. Concurrent with this new construction, there has been an increase in population density in the southern area of the community. This growth is reflected in rising enrollment numbers of Lee High School (shown in Figure 2.3), which serves the southern area of Baytown. The student population of Lee High School grew at a rate of 18.7 percent from 1995 to 2005.

The Goose Creek Consolidated Independent School District (GCCISD) completed a “Demographic Update” in April 2006. As a result of the demographic analysis, GCCISD is planning to add an additional five elementary schools, one junior school and one high school by 2015. This is an indicator that the wider Baytown area is attracting families with children and will continue to do so as new, high-quality school facilities are built.

Baytown is also experiencing some degree of population “flight” due to new housing opportunities nearby, newer developments that offer better amenities, and school choice considerations. The City’s Economic Development Strategy anticipates continued migration of population from urban Harris County to Chambers County, with many of these new residents “likely moving to western Chambers County where new housing developments are prevalent.” The report also raises some concern about reduction in the 25-45 “early career age” group in Baytown and shifts in the skill and income levels of the city’s population. The report cites Internal Revenue Service statistics which show that those migrating to Chambers County have much higher incomes than those leaving. Also, Baytown’s Goose Creek school district has experienced continued growth in the percentage of its students classified as “economically disadvantaged” (58.6 percent in 2003). Meanwhile, it is projected that by 2010 Baytown’s Hispanic population will have doubled from its 23 percent share in 1990.
**The Old**

Baytown is challenged by the extent of vacant and/or underutilized land and buildings within the city, underscoring revitalization and infill needs in certain areas.

**The New**

Substantial development is occurring outside the Baytown city limits, including the emergence of a “New Baytown” north of the Interstate 10 corridor. In between the “old” and “new” remains a largely undeveloped “gap” to the south of I-10. The Baytown Economic Development Strategy (2004) also highlights significant growth to the east of Baytown that is increasingly making Chambers County a bedroom community to Houston. This is confirmed by data on commuting patterns between 1990 and 2000, when the number of commuters to Harris County increased by 60 percent, far exceeding the county’s population growth rate of 38 percent over this period.

**Figure 2.4: Baytown Area Population Change 1990-2000**

*Source: 2000 U.S. Census*
A Young City

The median age in Baytown, 30.6 years, is lower than the median for both Harris County (31.2) and Texas (32.3). It is also considerably lower than the national median age of 35.3 years.

Based on the “age pyramid” view of Baytown’s population, precisely a third of the city’s residents (33.3 percent) are under the age of 20 while 10 percent are 65 or older. Nearly 20 percent of the population falls into the peak earning years of age 45-64. The 24-44 age group accounts for 29.4 percent, which is a smaller share than in some communities for the early career and family formation years. This percentage is also down from previous decades in Baytown.

Figure 2.5: Age Distribution, 2000

Source: 2000 U.S. Census
**Housing Gaps**

Baytown needs more mid-level and high-end housing development ($100,000 and up) to meet market demand and make the city a more attractive living option. The City’s *Economic Development Strategy* finds that while Baytown offers affordable living for both homeowners and renters, “the distribution of home values is skewed,” which “could pose a problem for relocating managers and professionals who look for homes in the $150,000 to $250,000 range.” On the positive side, indicators such as a faster pace of residential development in recent years, increasing value of residential building permits, and higher prices for new homes suggest that the local market is responding to this need.

**Sprawl**

Residential growth in Baytown’s ETJ has created a spread-out urban development pattern that results in a lack of community cohesion and connectedness.

**Community Image**

Residents noted a concern for Baytown’s appearance and image in both the previous Comprehensive Plan and the *Economic Development Strategy*. Community pride and quality of life are important factors that can be enhanced through planning and development.

**Retail Growth and Development**

Baytown has many undeveloped sites at prominent intersections (such as I-10 and SH 146) that provide opportunities to attract and capitalize on high-quality retail development. Many large-scale retailers have recently located to Baytown bringing jobs, sales tax revenue, and amenities for residents. With total sales of $956 million in 2003 (just short of the 2001 record of $959 million), Baytown outperforms the state in retail sales per capita ($13,400 locally compared to $12,800 statewide).
Distribution Hub

The attractiveness of the Baytown area for warehousing and distribution activity gives it a definite advantage in a key growth sector of the U.S., Texas, and regional economies.

Grand Plans

The eventual development and completion of the eastern portion of the Grand Parkway will further enhance Baytown’s significant transportation linkages and economic development prospects.

Growth Capacity

Baytown needs adequate infrastructure such as roads, sewer, water, and drainage to support current and future development demand. The City is in the process of upgrading its wastewater capacity while also addressing problems with older, deteriorating sanitary sewer lines. The challenge of maintaining older streets and utility infrastructure while also serving new geographic areas will require careful planning and financial commitment from the City.

Economic Growth

Like all cities, Baytown has an ever-present need for a growing local economy to generate good jobs, attract further investment, and provide the tax base needed to support quality services and community enhancement. The City’s Economic Development Strategy describes Baytown as “a prosperous manufacturing community” with many assets, but also its share of economic challenges. According to the report, Baytown had the distinction of adding private-sector jobs at a much faster rate than its population growth from 1990 to 2003, and average private-sector wages grew even faster. Average wages are also higher than state and national averages, especially in manufacturing, but remain lower than those paid by businesses in Houston.

Drainage Dilemma

Baytown’s flat coastal landscape creates significant drainage challenges in certain areas, which is sometimes exacerbated by development pressure in such areas.

Downtown Opportunity

Among various initiatives in Baytown today is an effort to rejuvenate downtown as a community focal point and amenity. As stated in the City’s Downtown Master Plan: Area One, “Enhancing the livability of Downtown has become an economic imperative,” and the overall goal is, “to revitalize Downtown Baytown as the ‘Heart of the Community.’”
Edges
Edges create a distinct sense of division between places. On the community scale, edges represent physical barriers that create a physical or psychological sense of separation. “Hard” edges are most often man-made, such as an interstate or major railway and commonly carry a negative connotation. “Soft” edges, such as natural areas or waterways, are more likely to be considered appealing amenities when well maintained.

Gateways
Commonly associated with edges, gateways provide a strong sense of entry into Baytown. When designed appropriately, a gateway can offer a visually and psychologically obvious feeling of entry and exit.

Landmarks
Landmarks are focal points that orient a resident or visitor to Baytown. Landmarks help to create an impression of an area. A landmark may include a major monument, structure or other obvious feature. Landmarks are commonly used when providing directions or as points of interest for guests.

Defining Features
First Impressions of Baytown

- Powerful “Front Door”
- Extensive Shoreline and Water Features
- Natural Amenities
- Green Corridors into the Community
- Recreational & Quality of Life Linkages
- San Jacinto Mall Area as Prime I-10 Entry & Mall Sign as Prime I-10 Landmark
- Missed Opportunities to “Introduce” Baytown to Interstate Traffic
- Barriers “Split” Community (SH 146 and SH 330)
- Create Physical & Psychological Divisions

Figure 2.6
Paths are the streets, sidewalks, trails, rail lines and waterways that allow residents, employees and visitors to travel from one place to another. Paths create the “skeleton” of the community on which all other components fit.

Activity Centers include significant destinations that regularly attract people from in and around Baytown. They usually include a cluster of uses such as shopping areas, major parks, colleges or employers in one convenient location.
**Old Baytown**
Reflects a historically traditional development pattern with a focus on "connectivity". Uses are more mixed, homes are smaller, and structures, as well as infrastructure are older. "Old Baytown" includes the three original communities of Pelly, Goose Creek and Baytown, as well as surrounding areas developed in a similar pattern.

**New Baytown**
Typifies "modern" development patterns with emphasis upon separation and travel by car. Homes are generally larger and located within limited access subdivisions.

**The Gap**
Represents the rural development that continues to dominate the area between northern Baytown City Limits and Interstate 10. "The Gap" of largely undeveloped land visually and physically separates "New Baytown" from "Old Baytown".

---

**Defining Features**

- Growing Distribution Cluster
- Planned Industrial Development
- Rail, Highway & Port Access
- Gateway to Inland Markets
- Cheaper Land
- New Schools
- Municipal Utility Districts and City Service Extension
- Highway Access
- "Bedroom Community"
- Separated Subdivisions
- "Leap Frog" Development
- Access to Amenities & Assets
- Historic Foundation & Character of Baytown
- Connected Neighborhoods & Commercial Centers
- Traditional Community
- Revitalization Challenges
Purpose
To identify a common vision for the Baytown area that guides the development of the Comprehensive Plan.

Highlights
- The community vision is an overarching statement that reflects a desired future for the Baytown area.
- Goals have been developed for each plan element to identify more specific and achievable ends that support the broader community vision.
A Vision for Baytown’s Future

The Comprehensive Plan is broad by definition, aiming to achieve a common vision of what the community should be—physically, socially, and economically. The vision is an important guide for the Comprehensive Plan because it represents an overall consensus for what the community would like to become in the future based on the community’s core values. While the vision is intended to be idealistic, it is achievable when broken into more digestible “goal” statements that address specific elements of the Comprehensive Plan.
The vision statement was developed by the community in 2000 for the 2020 Comprehensive Plan. Changes have occurred in Baytown since then; however, the values and desires reflected in the vision statement still hold true today. Baytown’s guiding vision is:

To be a community that continues to value “community” first and foremost, capitalizing on its resourceful citizens, community groups, and businesses in the spirit of continuous improvement.

To be a community that celebrates families and community interaction by ensuring diverse and high-quality opportunities for housing, employment, education, and recreation.

To be a community that has a positive image and appearance which is recognized and enjoyed by residents and by visitors alike.

To be a community that strives to balance residential, commercial, industrial, and public/institutional development supported by quality infrastructure and transportation systems.

To be a community that places a high premium on the safety of its citizens through effective law enforcement programs and sound development practices that buffer neighborhoods from incompatible development and excessive traffic.

To be a community that celebrates and builds on its rich history, image, and population diversity.

To be a community that welcomes visitors and new residents with livable neighborhoods, quality schools, an unmatched parks system, and efficient public service delivery.

To be a community that is prepared for and amenable to new development while recognizing the fundamental importance of its established neighborhoods, commercial corridors, and historic areas.

Baytown’s Vision Statement

Achieving the Vision

The 2025 Baytown Comprehensive Plan is designed to reach a common vision through a system of goals, actions, and policy statements that relate to specific plan elements. Each has a different role when it comes to achieving the community vision.

• **Goals** serve as the general ends toward which planning efforts are directed. Goals are broad and begin to answer the question, “how will the vision be implemented?” Goals challenge the community to reach its full potential while remaining realistic and achievable.

• **Actions** are specific tasks that must be completed to achieve goals. Action statements help transform goals into results. Because actions often require some resources such as staff time or budget allocations, they must be prioritized and evaluated according to available City resources for successful implementation.

• **Policies** provide guidance for ongoing decisions, describing how the City “should” act so that each decision works to reinforce and achieve the community’s vision.

To be a community that appreciates its unusual endowment of land and water resources and continues to be a leader among municipalities in local land acquisition, preservation, and public access techniques.

To be a community that recognizes “smart growth” and sustainable development as more than passing fads and maintains the necessary programs and support for effective growth management.

To be a community known for its progressive public and private leadership, responsiveness to the needs of citizens and businesses, and positive and innovative approaches to community development challenges.
Plan Element Goals

In addition to an overarching vision, it is important to have more specific goals that can be pursued through each plan element. The remainder of this chapter is a compilation of the goal statements that appear in the core elements of this Comprehensive Plan: Growth Capacity, Mobility, Land Use, Economic Opportunity, and Quality of Life.

Growth Capacity

- Adequate supply, distribution, collection, and treatment systems to provide superior service to existing customers while also accommodating projected future growth
- Existing and projected flooding risks are eliminated or mitigated

Mobility

- A transportation network that is consistent with the Future Land Use Plan, accommodates existing and projected growth, and meets the diverse mobility needs of Baytown residents
- A well maintained, safe, and efficient mobility system
- A transportation network that provides optimum connectivity between existing, upcoming, and potential destinations

Land Use

- Development patterns resulting in the efficient use of land, infrastructure, and fiscal resources
- A community of diverse uses coexisting in a compatible manner with stable neighborhoods, viable commercial centers, and a healthy industrial economy
- Dynamic neighborhoods that offer residents a variety of housing options, and are well connected to other neighborhoods, commercial uses, employment centers, and community facilities
- Sensitive environmental areas are protected for the health and safety of the community
- The expansion of Baytown’s city limits occurs in an orderly manner that promotes quality growth, economic development and fiscal responsibility

Economic Opportunity

- Sites and infrastructure meet the needs of target industries and a growing population
- The City offers a place for residents to live, play, and work; it is a more appealing place to live for young professionals and individuals employed by target industry companies

Quality of Life

- A system of well-maintained parks, open spaces, trails, recreation areas, and public facilities to accommodate the needs of Baytown’s current and future residents
- An interconnected network of greenways that are multipurpose, accessible, and convenient, which provides pedestrian and bicycle connections among neighborhoods, parks, schools, workplaces, and community focal points
- Library facilities and programs that continue to be community assets
- An enhanced community image that reflects Baytown’s unique historical, cultural, and natural assets and promotes the community as a desirable place to live, work, and visit
Purpose
To address water, wastewater and storm drainage systems serving the City of Baytown and build upon recently completed infrastructure plans.

Highlights
- The water system is adequate to provide service through 2020.
- Though the wastewater system is meeting existing needs, the City faces the challenge of maintaining an aging system while also adding infrastructure to growing areas.
- Efforts to adequately address stormwater needs are complicated by growth patterns and flat terrain of the Gulf Coast.
- Baytown recently completed plans to aggressively meet current and future water, wastewater and storm drainage demands.
Growth capacity is a measure of Baytown’s ability to provide “hard services” such as water, wastewater, and stormwater drainage to accommodate a growing population. The infrastructure that makes up these systems is highly technical, extremely expensive, and easy to overlook. However, behind the discussion of “millions of gallons per day,” “inflow and infiltration” and “sheet flow,” are simple questions such as “Will the toilets flush?” or “Will homes flood during a typical Texas rainstorm?” Answers to such questions impact not only the ability to grow and prosper, but also the location of development or redevelopment, as well as the types of activities that can be accommodated.

This Growth Capacity chapter looks at infrastructure issues facing Baytown over the next 20 years, assesses the water, wastewater, and storm drainage systems, and recommends actions and policies to upgrade and maintain each system.
Key Growth Capacity Issues

Addressing Wastewater

Baytown has recognized the extent of its problems and has made plans for major improvements; however, the community faces a tough challenge to meet wastewater demands. In existing urban areas, problems plague an aging wastewater system. Many of the problems are the result of infiltration of storm water into the wastewater system. Treatment plants and lift stations become overburdened by an artificially high volume of wastewater that exceeds design capacity.

While existing infrastructure is aging, the population and employment centers of Baytown are growing and moving. The demand for new wastewater service is complicated by capacity limitations of the existing system and a shift of development away from existing treatment facilities. The Water and Wastewater Master Plan prepared in 2003 indicated that, to meet demand, Baytown would have to undergo substantial infrastructure improvements including increasing capacity at treatment plants and lift stations, replacing and repairing sewer lines, and addressing I/I (Inflow and Infiltration) problems. In the interim, to avoid losing new development opportunities, Baytown has found an alternative and temporary means of providing wastewater service to under-served areas—Municipal Utility Districts (MUDs)—including some within the city limits.

Drainage: When it Rains...

By nature, Baytown is susceptible to flooding. Baytown meets the Gulf Coast through a series of bays, including Galveston Bay. The landscape is relatively flat and depends upon very slow moving bayous and creeks for drainage. Major rain “events” and tropical storms wreak havoc on the natural drainage system of the area. Bayous and creeks rise and spill out into the surrounding area and flooding easily spreads. At the same time, drainage needs are significantly increased as new development converts natural areas into impervious surfaces with vastly increased (and more heavily polluted) runoff.

As the City has grown, it has fought back against storm drainage problems through techniques such as new drainage ditches, improvements to bayous and creeks, construction of detention ponds to temporarily hold water, and streets designed as emergency drainage “channels” when urban areas do not drain fast enough. These improvements have not always been sufficient and are particularly tested in areas with a history of flooding. To improve the situation, the City has developed a Master Drainage Plan and Flood Mitigation Plan that serve as guides in addressing drainage issues throughout the community.

Water

Baytown’s water outlook is positive showing that the current system exceeds the projected demand through 2012. Improvements such as increased storage capacity and additional lines to newly developing areas are in the works. According to the Water and Wastewater Master Plan, these planned improvements will be adequate to meet Baytown’s 2020 water demands.
**Growth Capacity Goals and Actions**

**Water and Wastewater**

**GOAL**
Adequate supply, distribution, collection, and treatment systems to provide superior service to existing customers while also accommodating projected future growth.

**Actions**
1. Prioritize, budget for, and include water and wastewater system improvements in the City’s capital improvements program as identified in the *Water and Wastewater Master Plans*.
2. Update the City’s development ordinances to reflect the infrastructure policies outlined in the Comprehensive Plan.
3. Aggressively pursue repair and replacement of older existing wastewater lines to reduce infiltration.
4. Establish a timeline for transition of services from Municipal Utility Districts within the city limits to city services.
5. Periodically update the City’s capital recovery fee for new development.

**Stormwater Drainage**

**GOAL**
Existing and projected flooding risks are eliminated or mitigated.

**Actions**
1. Prioritize and implement the recommendations established in the *Master Drainage and Flood Mitigation Plans* by coordinating with other agencies, allocating resources, and incorporating projects into the City’s capital improvements program.
2. Develop drainage criteria and standards for new developments.
3. Establish impact fees to assist in completing drainage improvements to counter the impacts of new development.
4. Identify flood prone areas of Baytown and the ETJ, and produce maps with elevation levels for distribution to all residents.
5. Coordinate with Harris County Flood Control District to establish a city-wide Elevation Reference Mark (ERM) grid.
6. Identify properties repeatedly damaged by flooding and establish a program for acquisition and relocation.
7. Identify intersections that are prone to flooding and propose necessary improvements.
Growth Capacity Policies

General Infrastructure Policies

The City should:

- Provide reliable public utility service for domestic use, fire protection, and emergencies.

- Encourage development in close proximity to existing infrastructure to reduce the short term expense of extensive infrastructure development, the long term expense of maintenance, and the possibility that unexpected development patterns may require more or less capacity.

- Encourage cluster development and increase densities to the extent palatable in order to minimize infrastructure requirements and costs.

- Consider the availability of adequate infrastructure when making decisions regarding new development.

- Ensure that new development bears a portion of the cost of new infrastructure through direct construction and dedication, impact fees or other acceptable forms of compensation.

- Coordinate infrastructure improvements with transportation improvements when possible to limit damage to and reconstruction of the roadway network.

- Recognize water, wastewater, and stormwater drainage as part of larger, regional “systems” that are positively or negatively impacted by on-site design and development patterns (i.e. appropriately sized lines can help to accommodate growth and regional stormwater retention can reduce flash flooding).

- Require high standards for infrastructure in new development beyond current city limits in anticipation of potential future annexation.

- Strategically extend or enhance infrastructure in areas where residential, commercial, or industrial growth or redevelopment are most desirable to the community.

- Regularly update plans to address water, wastewater, and storm drainage issues to reflect the condition and capacity of the system as well as demographic changes and development trends.
Drainage Policies

The City should:

- Pursue opportunities to develop storm drainage improvements, particularly retention basins, as multi-use facilities either for active recreation (such as athletic fields and bikeways/trails) or passive open space.
- Reduce pavement requirements to minimize impervious surfaces and protect watersheds by using the minimum necessary pavement width to support travel, parking, sidewalks, and emergency vehicle access; minimizing the use and size of cul-de-sacs (and adding landscaped islands); and lowering the number and dimensions of required parking spaces to a minimum as warranted.
- Establish vegetated buffers along Goose Creek, Cedar Bayou, and other waterways.
- Coordinate with other local, state, and federal agencies in implementing drainage improvements including the U.S. Army Corps of Engineers, Harris County, Chambers County, and the Harris County Flood Control District.
- Establish incentives that encourage innovative or desirable approaches to stormwater drainage, such as Low Impact Development designed to store and “scrub” extensive stormwater on-site (and allow for improved on-site percolation and evaporation).
- Promote participation in a shared, regional detention system, or integration of natural drainage systems into subdivisions as design amenities.
- Integrate natural systems into stormwater management to the maximum extent possible as a means of “scrubbing” pollutants from stormwater prior to entering the drainage system.
- Incorporate landscaped surfaces into paved areas where possible, including medians, separation of sidewalk and street, parking “spillover” areas and traffic islands.
- Promote lot and subdivision design that reduces quality and quantity issues related to stormwater runoff, including:
  - Minimal lot size/dimension requirements with greater emphasis placed on strategic preservation and enhancement of open spaces
  - Maintenance and enhancement of landscaped and natural areas surrounding creeks, bayous and other drainage tributaries
  - Reduction of amount of natural vegetation cleared for development and preservation of open space in key locations;
  - Use of on-site retention that incorporates filter strips and other natural techniques for scrubbing and managing stormwater.
- Coordinate with the local development community to ensure that public planning and implementation efforts related to drainage are in sync with anticipated development trends and private intentions (in terms of location, timing/phasing, scale, etc.).
- Require all proposed developments or redevelopments to mitigate any increases in storm water runoff rate.
About Growth Capacity in Baytown

Note: Data regarding water and wastewater was obtained from the Water and Wastewater Master Plan 2003-2020. As such, the available data does not cover the full time-frame for the 2025 Comprehensive Plan.

Water

Traditional water systems require a water source, a facility to treat water and ensure that it is potable, and a series of distribution lines ranging from large water “mains” to smaller lines that support neighborhoods and other areas of the community.

The water system in Baytown is expected to meet the everyday water demands of residents and businesses without delay or drop in volume or pressure. More important, it is also expected to efficiently meet occasional or seasonal spikes in demand.

Currently the city purchases water from the Baytown Area Water Authority (BAWA). Baytown is BAWA’s largest customer, however, it also provides treated water to several freshwater supply and municipal utility districts within the area. The water treatment plant operated by the Authority can treat an average daily flow of 19.5 million gallons and a peak daily flow of 26 million gallons. Based on the City’s existing contract BAWA is obligated to deliver a monthly average of 10.71 million gallons per day (MGD) of treated water to the city. In comparison, average daily demand for the City of Baytown in 2003 was 8.26 MGD. The existing water system complies with Texas Commission on Environmental Quality (TCEQ) criteria regarding average daily flows and emergency fire flows.

Future Water Requirements

Future water demands are expected to exceed the amount of water under current contract from BAWA. As shown in Figure 4.1, projected water demands for the study area show that average daily demand for water is expected to increase by nearly 36 percent between 2003 and 2020. Connections during this time are expected to increase to 21,100 by 2020.

The Water and Wastewater Master Plan notes:

- Baytown’s elevated tanks and the existing BAWA facilities exceed the water system capacity requirements for Baytown’s 2012 demands.
- The City is preparing to build a one million gallon elevated storage tank on Needlepoint Road before the Year 2012. While the existing elevated storage total capacity of 4.5 million gallons meets TCEQ requirements for 2012, the proposed tank will assist in maintaining pressure in the area, as well as provide additional storage for future growth.

<table>
<thead>
<tr>
<th>Table 4.1: Baytown Water System Status &amp; Outlook</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
</tr>
<tr>
<td>------------------</td>
</tr>
<tr>
<td>Average Day Demand (in MGD)</td>
</tr>
<tr>
<td>Equivalent Dwelling Units (at 250 gpd/EDU)</td>
</tr>
<tr>
<td>Connections</td>
</tr>
</tbody>
</table>

Source: Water and Wastewater Master Plan, 2003
• The City of Baytown will require additional water lines during the study period in order to meet its projected needs. New lines will be needed for developing areas that are not presently served or are under served.

• Baytown’s elevated tanks, plus the planned one million gallon tank and the existing facilities at the BAWA plant, sufficiently provide the minimum water system capacity requirements for Baytown’s projected 2020 demands.

Wastewater

The wastewater collection and treatment system begins at individual homes, stores, industrial sites, and other uses and transfers waste to a facility for treatment and disposal. Unlike water, the wastewater collection system depends upon gravity to move waste from its origin to one of Baytown’s three wastewater treatment plants (WWTPs) – a task made more complex by the relatively flat terrain of the community. Gravity flow collection lines are aided as needed by a series of 80 lift stations (17 major stations assisted by 63 smaller units) that interrupt flow at slow points and raise waste so that it can flow more efficiently. When needed, pressure lines force waste along. Wastewater arrives at a facility that processes waste before releasing treated water into the environment. A series of natural and engineered processes are combined to treat wastewater.

Wastewater collection and treatment systems in the Gulf Coast region are prone to problems with inflow and infiltration (I/I) due to shifting soil conditions. Infiltration results from cracks (including many that occur on private property) and aging manhole covers that allow water and particles to enter flow lines. This, in turn, increases the amount of “product” that must be treated and can significantly reduce the capacity of the overall system. These issues are addressed by replacing or repairing infrastructure. Inflow results from improper connections of storm drains on private property into the wastewater system.

In examining local wastewater resources and needs, the Wastewater Master Plan divides Baytown into the Northeast, East, Central, and West Districts. The Plan compares projected land use data through 2012 and 2020 to anticipated ability to meet increased flow conditions. Findings indicate that existing wastewater treatment plants meet current Average Daily Flows (ADFs). In 2002, the three wastewater treatment plants accounted for an average daily flow of 11.34 MGD.

<table>
<thead>
<tr>
<th>Treatment Plant</th>
<th>Capacity (in MGD)</th>
<th>Average Daily Flow (in MGD)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Permitted</td>
<td>Ultimate</td>
</tr>
<tr>
<td>East District Plant</td>
<td>6.0</td>
<td>6.0</td>
</tr>
<tr>
<td>West District Plant</td>
<td>4.0</td>
<td>8.0</td>
</tr>
<tr>
<td>Central District Plant</td>
<td>6.2</td>
<td>6.2</td>
</tr>
<tr>
<td>*Northeast District Plant</td>
<td>4.0</td>
<td>12.0</td>
</tr>
</tbody>
</table>

* currently in the planning and design phase

Source: Water and Wastewater Master Plan, 2003
million gallons per day, with the Central District plant addressing the most “product” with an average daily flow of 4.12. While each plant currently operates within permitted capacity, the Wastewater Master Plan notes specific concerns regarding I/I problems as well as overflows recorded at a few lift stations.

Problems with the existing wastewater infrastructure are exacerbated by concerns regarding growth and development patterns. As noted in Figure 4.2, average daily flow is expected to increase to 12.36 MGD by 2012. However, recent development requests suggest that estimates based upon land use projections are likely too low. In a race to meet increasing needs, the City of Baytown has adopted an aggressive program to address I/I issues, improve lift stations, add new lines, and add overall treatment capacity. A new Northeast District Wastewater Treatment plant is expected to add four million gallons per day of capacity to the system while an additional four million gallons per day is expected through expansion of the West District facility. The added treatment capacity is strategically located to meet new demand for service in growing areas while I/I improvements are designed to increase capacity by eliminating intrusions into the system.

As noted, growth pressure has not waited for Baytown. Rather than lose the opportunity to expand, the City of Baytown has permitted development of Municipal Utility Districts (MUDs) within and directly outside of Baytown. Long term success of MUDs throughout the area has been mixed as some have maintained systems

---

**Planned Wastewater Improvements**

In the near future, Baytown is expected to be in a better position regarding wastewater service. While population will continue to grow, long term projections anticipate that major steps toward reducing system I/I will result in a lower capacity requirement – 11.3 million gallons per day – slightly less than capacity required in 2002. Long term improvements in the wastewater collection and treatment system outside of major repair and replacement of existing collection lines are listed below.

**Proposed Improvements by 2012**

- Replacement of an undersized 15-inch line along Park Street
- Addition of 52,000 linear feet of new sanitary trunklines to provide relief to existing lines in the Central District and extend service to development areas annexed in other districts

**Proposed Improvements by 2020**

- Creation of a new Northeast District facility and expansion of the West District treatment plant
- Improvements to Lift Station Number 63
- Continued repair and replacement of the existing gravity collection systems to address issues of age
- Approximately 75,000 linear feet of new sanitary trunklines to provide relief to existing lines in the Central District and extend service to new development areas annexed in the other districts

*Source: Water and Wastewater Master Plan, 2003*
adequately while others have been hampered by age, inefficiency, and mismanagement. However, MUDs within the corporate limits of Baytown have been established in coordination with the city to operate as a short term solution. The discharges are regulated by state or federal standards. The temporary treatment plants utilized by these MUDs will be removed and replaced by connection to the city’s wastewater system once sufficient improvements have been made.

Stormwater Drainage and Flood Control

As noted in the City’s Flood Mitigation Plan (2005) Baytown is “subject to intense local thunderstorms of short duration, general storms extending over periods of several days, and torrential rainfall associated with hurricanes and other tropical disturbances.” The exposure to intense rainfall coupled with the flat terrain creates flooding problems in many areas of Baytown. The need for flood mitigation is magnified by the presence of industrial activity, particularly petrochemical activity, and the risk of hazardous materials entering the stormwater system.

The process of managing stormwater is a mix of nature and engineering. Water in developed areas is channeled through a series of stormwater pipes, culverts and, in strong rain events, the street system to a network of ditches, channels, and creeks. The tributaries ultimately drain into the various bays that surround much of Baytown, including Galveston Bay and smaller bays along the Houston Ship Channel. Detention ponds on the way assist in managing stormwater by collecting and slowly releasing it into the drainage system.

The City of Baytown manages stormwater through a Master Drainage Plan (updated February 2000) and through the Flood Mitigation Plan which offer guidelines as well as specific drainage improvement needs. Because flooding is a regional issue and protecting the region is of national interest, efforts are shared with a number of other groups including the Harris County Flood Control District and the U.S. Army Corps of Engineers. Coordinated efforts with these agencies will be necessary to mitigate flood risk in the area.

Growth Capacity Resources

- City of Baytown Flood Mitigation Plan, 2005.
Mobility

Purpose
To address mobility needs in and around the Baytown area in coordination with the Future Land Use Plan and goals for infrastructure, facilities, and parks.

Highlights
- The majority of roadways in Baytown currently operate above acceptable levels, including evacuation routes. Despite worsening congestion by 2025, the majority of roadways will operate at acceptable levels if proposed improvements are made.
- A Thoroughfare Plan guides right-of-way preservation and acquisition and ensures orderly extension and improvement of the mobility system.
- During the comprehensive planning process, many residents expressed that mobility is a high-priority issue facing the community.
The Progress of Baytown
Starts with Connecting Places ...

A critical part of Baytown’s basic infrastructure is to provide for the movement of people and goods. The transportation network enables individuals to arrive safely and in a timely manner to work, home, church, school, shopping, or play. Equally important is the experience provided by using the local transportation network and the physical impact of the system upon community development patterns and economic development potential. A quality transportation system should be efficient in moving people through and within the community, offer a choice of modes, and should be appropriately designed for safety and visual appeal.

The mobility system in Baytown consists of an interconnected set of pathways including roadways, rail lines, waterways, sidewalks, and trails. Although the automobile is the primary means of mobility within the community, residents have emphasized the need for alternative modes of transportation including public transportation.

This plan element includes a Thoroughfare Plan that will help guide the City in its right-of-way preservation and acquisition efforts. Continued development and maintenance of the Thoroughfare Plan will be important in ensuring an efficient, integrated, and well connected transportation network that accommodates future mobility needs in the Baytown region.
Key Mobility Issues

Existing Issues

Baytown’s geography and history of originating as three separate communities and enduring periods of relatively unplanned growth and development have resulted in a spread out decentralized city in which the private auto is the primary means of transportation. As the City continues to grow, a safe and well-managed transportation system will be increasingly important to local quality of life. This system will need to accommodate the needs of residents, commercial business owners and industrial users.

Of particular concern in Baytown is the substantial amount of truck traffic traveling through and within the community. While this activity is a positive indicator of strong economic activity, truck traffic can also cause significant wear to area roadways and may be a safety issue for the local community. In order to minimize negative impacts and ensure a more efficient system of travel, the City has recently updated a map of designated truck routes.

Another safety concern for the city is emergency evacuation. Given the recent events of Hurricane Rita in 2005, emergency evacuation is in the spotlight as a fundamental consideration in transportation planning for the community. Current evacuation routes in Baytown include I-10, SH 146 and Spur 330. The City, in coordination with the State of Texas, Harris County, and the Houston-Galveston Area Council (H-GAC), should revisit these routes and evacuation procedures on an ongoing basis to ensure they are appropriate in evacuating Baytown residents and nearby populated areas efficiently and safely during an emergency.

Rising Opportunities

The Baytown area is experiencing steady growth, and this trend is expected to continue over the next 20 years. “New Baytown” is emerging just north of I-10 with new residential development and associated public and commercial facilities, much of which is outside the existing city limits.

Additionally, the continued development and expansion of industrial areas such as Cedar Crossing will serve as a catalyst for further residential and commercial development. With this ongoing growth and development, traffic congestion along area roadways will continue to increase and worsen if no improvements are made.

Based on growth projections, a Level-of-Service (LOS) analysis for Baytown and vicinity identified several area roadways that will be operating at an unacceptable LOS (E or F) by 2025. These roadways include portions of Garth Road, Airhart, Massey Tomkins, Wallisville, Baker, Lynchburg-Cedar Bayou, John Martin, and Thompson Road.

Potential improvements to accommodate existing and future traffic may include widening of some roadways, extensions of others, or construction in new locations. In areas where roadway widening is not feasible or desirable, implementing access management and other Transportation System Management (TSM) measures can improve capacity and eliminate or postpone the need for roadway widening.

In addition to addressing future traffic needs on the existing roadway system the City should carefully plan for the logical extension of new roadways in emerging growth areas including north Baytown. Preserving adequate right-of-way in advance of development—and coordinating planning and design of the transportation system with appropriate land use and infrastructure planning—will allow for a more efficient and effective roadway network in this area, along with better development outcomes for the long term.
Making Great Connections

Many of Baytown’s residential areas are “stand-alone” subdivisions with no direct connections to adjacent residential and commercial areas. One of the important components of a dynamic and successful transportation system is that it allows connectivity and cohesiveness between neighborhoods, commercial areas and public facilities, providing individuals ease of access and choice of travel mode between their origins and destinations. Connectivity and cohesiveness can be accomplished not only through connections in the roadway system but also by offering other options including bicycle routes and pedestrian facilities.

Bicycle and pedestrian facilities are important elements of the community’s transportation and recreation system. They accommodate alternative modes of travel and provide recreational opportunities for local residents. Designated bicycle routes, on-street bikeways, and off-street trails link major attractions and destinations including neighborhoods, parks, schools, churches, employers, shopping areas, clinics, and social service agencies. Walkways, sidewalks, and crosswalks are part of the City’s existing transportation system and serve the need for pedestrian circulation in residential neighborhoods, commercial business areas, and around schools, parks, and other community facilities.

Transit on Demand

The private automobile is the primary form of transportation for most individuals in the Baytown area. However, many residents including the elderly, disabled, and low-income, do not always have access to an automobile and require other transportation options. The City of Baytown currently does not provide public transportation to its residents but does provide an on-call service for the low-income and elderly. The service is provided primarily for trips into Houston for medical purposes. Residents have expressed a need and desire for additional transit options. To meet alternative mobility needs of the community, the City should explore opportunities to provide cost-effective public transportation, which may include coordinating with METRO or other organizations.
Mobility Goals and Actions

**GOAL**
A transportation network that is consistent with the Future Land Use Plan, accommodates existing and projected growth, and meets the diverse mobility needs of Baytown residents.

**Actions**

1. Prepare a detailed transportation study and thoroughfare plan to identify and prioritize specific improvements. The study should also:
   - Evaluate current and future transportation needs
   - Develop a thoroughfare plan based on detailed analysis
   - Analyze public transportation needs and identify feasible solutions
   - Recommend realistic funding mechanisms for roadway construction and improvements, public transportation, and pedestrian and cycling infrastructure
   - Enable the collection of area-specific traffic and roadway inventory data and in-depth analysis and computer modeling of local conditions
   - Support targeted action strategies and thoroughfare plan refinement based on more definitive technical findings
   - Identify possible shorter-term transportation system management (TSM) measures including traffic signalization, access management measures, turn restrictions and provision of intersection turn lanes, to relieve congestion and enhance safety until such time as needed capital improvements are implemented

2. Evaluate the feasibility of implementing road impact fees to generate funding for and recoup the costs of roadway improvements necessitated by and attributable to new development.

**GOAL**
A well maintained, safe, and efficient mobility system.

**Actions**

1. Develop an access management program that:
   - Provides appropriate strategies and access design requirements based on a roadway’s functional classification as identified on the Thoroughfare Plan (with the greatest emphasis placed on mobility and access control along arterial roadways)
   - Revises existing development codes to include regulations pertaining to the design, construction, location, width, spacing, offset, and potential coordination of driveways, street connections, medians and median openings, auxiliary lanes, on-street parking, traffic signals, turn lanes, and bicycle and pedestrian facilities
   - Addresses land use, lot frontage, and other issues related to the subdivision of land
   - Revises existing development review procedures and traffic impact assessment requirements so they are consistent with the access management program

2. Adopt a comprehensive maintenance program for area roadways that is based on a prioritized level of need versus making improvements on a district-by-district basis.

3. Prepare a safety study in conjunction with the Houston-Galveston Area Council (H-GAC) to evaluate “high risk” intersections within Baytown and identify recommendations for improvements at those locations.
GOAL

A transportation network that provides optimum connectivity between existing, upcoming, and potential destinations.

Actions

1. Revise the City’s existing development codes to include standards and requirements for street and development connectivity.

2. Include requirements in the City’s development codes for installation or enhancement of sidewalks and/or bicycle facilities when any new development or redevelopment occurs, where appropriate.

3. Revise or adopt new cross section standards for collectors and arterials that include sufficient right-of-way for sidewalks and bike lanes, where appropriate.

4. Identify near-term critical needs for personal mobility and install dual purpose sidewalks/bikelanes to meet these needs.

5. Prepare a comprehensive bicycle and pedestrian master plan, either for the entire community or on a special-area plan basis. As part of this process, consider locations in Baytown where one or more roadways could be “retrofitted” to accommodate bike lanes (as a “pilot” project to demonstrate how neighborhoods could be better linked).

6. Establish incentives or regulations for the provision of sidewalks that connect residential and commercial developments and create safe pedestrian access between homes and daily conveniences.

Mobility Policies

Growth and Extension of the Network

The City of Baytown should:

- Utilize “level of service” (LOS) analysis to monitor traffic conditions in Baytown, help identify and prioritize current and future needed roadway improvements, and update the Thoroughfare Plan as necessary.

- Coordinate the City’s thoroughfare system with Chambers County to ensure appropriate connections with the City’s roadway system.

- Require dedication of public rights-of-way and construction of street improvements as development occurs in accordance with the City’s subdivision regulations and Thoroughfare Plan. Also, directly acquire rights-of-way as needed to preserve future corridor opportunities.

- Acquire additional right-of-way, where available, to improve collector and arterial roadways, including turn lanes and/or acceleration/deceleration lanes, where needed, and to provide additional traffic capacity at intersections.

- Identify opportunities for acquiring undeveloped lots or other parcels to extend collector roadways within developing areas and provide for adequate connections between developments.

- Maintain coordination with Harris County and Chambers County.

- Require continuous roads to have the same name across the City.

- Support the expansion of the Baytown Airport recognizing the important role of air travel in the overall mobility network and economic development of the area.
Land Use and Transportation

The City should:

- Coordinate land development decisions with the Thoroughfare Plan to ensure that the integrity of the street system is maintained and that access and circulation are acceptable both on and off site.
- Utilize the Comprehensive Plan and development codes to encourage developments that generate shorter trips, promote one-stop shopping, and allow for more trips to be made by walking and biking.
- Consider traffic impacts on affected transportation facilities during review of subdivision and development applications, with developer participation in improvements needed to maintain an adequate level of service.
- Utilize the Thoroughfare Plan during the subdivision and site development review process to ensure functional integration of new streets with the existing arterial and collector street system, interconnected street systems between adjacent developments, as appropriate, and multiple points of ingress/egress for large subdivisions.
- Periodically review the City’s Thoroughfare Plan and consider amendments as necessary, particularly to maintain consistency with the Future Land Use Plan, zoning, and other development-related ordinances.
- Coordinate thoroughfare cross section requirements and design with adjacent land uses and character of the area.
- Require traffic impact studies and mitigation actions for large-scale development proposals.
- Consider the impact of unincorporated population and associated traffic on city roads as a factor in annexation studies and decisions.
- Require high standards for transportation improvements in new developments in unincorporated areas to avoid inheriting problem situations as the City grows and potentially annexes additional territory.

- Establish design and dimensional standards for various types of streets to ensure that traffic speeds and flows are compatible with development.
- Ensure that major transportation corridors contribute to Baytown’s image and aesthetics while also moving traffic efficiently.
- Erect water level markers at key intersections within local storm surge areas to promote public safety during severe weather by making motorists aware of the true depth of water when roadways are flooded.

Traffic Calming

The City should:

- Implement traffic calming measures on an area-wide basis when possible to avoid simply shifting traffic problems from one location to another.
- Implement subdivision and roadway designs that reduce volume, speed, collision, and cut-through traffic issues and minimize the need for “after the fact” traffic calming measures.
- Install traffic calming measures in accordance with a traffic calming plan developed through a public participation process.
- Determine traffic calming warrants based upon severity of problems caused by speed, volume, collisions (particularly pedestrian-related collisions), or cut-through traffic.
- Establish a traffic calming “toolbox” that includes sufficient measures to permit a choice of techniques appropriate to a particular situation.
- Limit deflection devices to two-lane local and collector roadways.
- Use non-intrusive traffic calming measures such as increased enforcement, signage and education prior to implementation of physical measures.
• Select appropriate traffic calming methods based on obvious criteria, such as impact on speed or pedestrian safety, but also on secondary considerations such as noise, pollution, maintenance, and parking.

• Promote development practices that encourage pedestrian amenities and activity, enticing individuals to walk and reducing the number of automobiles utilizing the street.

Access Management

The City should:

• Manage access along major roadways to control turning movements and reduce traffic conflict points.

• Encourage construction of “backage” roads behind major commercial developments as an alternative to numerous access points along major arterials.

• Encourage use of shared driveways, particularly in commercial areas as well as among uses with complimentary peak hours of demand.

• Encourage internal access (vehicular and pedestrian) between adjacent developments and parking areas.

• Use low maintenance medians with managed left-turn lanes, where appropriate, as an alternative to un-managed, continuous left-turn lanes on major roadways.

• Implement driveway or curb cut separation standards that increase the length of separation according to street type.

• Minimize driveway and median openings along major and minor arterials.

• Encourage the development of “activity centers” with effective internal circulation and pedestrian-friendly design as opposed to typical “strip” development outcomes.

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add continuous, two-way left turn lane (TWLTL)</td>
<td>35% reduction in total crashes, 30% decrease in delay, 30% increase in capacity</td>
</tr>
<tr>
<td>Add non-traversable median</td>
<td>35% reduction in total crashes, 30% decrease in delay, 30% increase in capacity</td>
</tr>
<tr>
<td>Replace TWLTL with a non-traversable median</td>
<td>15%-57% reduction in crashes on 4-lane roads, 25%-50% reduction in crashes on 6-lane roads</td>
</tr>
<tr>
<td>Add a left-turn bay</td>
<td>25%-50% reduction in crashes on 4-lane roads, up to 75% reduction in total crashes at un-signalized access, 25% increase in capacity</td>
</tr>
<tr>
<td>Painted left-turn improvement</td>
<td>32% reduction in total crashes</td>
</tr>
<tr>
<td>Left-turn separator or raised divider</td>
<td>67% reduction in total crashes</td>
</tr>
<tr>
<td>Add right-turn bay</td>
<td>20% reduction in total crashes, limit right-turn interference with platooned flow, and increased capacity</td>
</tr>
<tr>
<td>Increase driveway speed from 5 to 10 mph</td>
<td>50% reduction in delay per maneuver, less exposure time to following vehicles</td>
</tr>
<tr>
<td>Visual cue at driveways, driveway illumination</td>
<td>42% reduction in crashes</td>
</tr>
<tr>
<td>Prohibition of on-street parking</td>
<td>30% increase in traffic flow, 20%-40% reduction in crashes</td>
</tr>
<tr>
<td>Long signal spacing with limited access</td>
<td>42% reduction in total vehicle-hours of travel, 59% reduction in delay, 57,500 gallons fuel saved per mile per year</td>
</tr>
</tbody>
</table>

Source: Access Management Manual, Transportation Research Board of the National Academies, 2003
• Encourage large developments located along major arterials to provide access from nearby minor arterials and collectors, where appropriate.

• Discourage single-family homes from fronting along major collectors with relatively high volumes of traffic. However, also avoid orienting all homes away from arterials and major collectors to prevent rear yard “canyons” along these corridors.

**Connectivity**

The City should:

• Require that existing streets in adjacent areas be continued and, when an adjacent area is undeveloped, the street layout provides for future continuation of streets into the undeveloped area.

• Ensure that stub streets include a temporary turnaround area to accommodate fire equipment.

• Provide a length of “transitional area” when a new thoroughfare extension is proposed to connect with an existing segment that has narrower right-of-way.

• Avoid creation of jogged intersections by requiring connection of roadway alignments that are offset by less than 125 feet.

• Promote techniques for improving non-vehicular connectivity between neighborhoods and adjacent areas (schools, parks, shopping districts), including the use of trails, bike lanes, and sidewalks.

• Require that all new residential developments provide pedestrian amenities including sidewalks and bike facilities. Also consider the installation or enhancement of sidewalks in previously undeveloped, developed, and redeveloping areas when necessary.

• Include pedestrian and/or bicycle improvements in new construction and reconstruction of collectors and arterials.

**Sidewalks and Trails**

The City Should:

• Use trail systems as a supplement or an alternative to sidewalks, particularly in low population areas.

• Design trails to take advantage of natural areas and promote a sense of detachment while also maintaining high visibility for crime prevention.

• Use conservation easements to acquire, protect, and maintain areas set aside for trails.

• Utilize the pedestrian and bicycle network to connect origins and destinations for short trips while also offering a recreation amenity.

• Ensure that pedestrian/bicycle pathways are given consideration with roadways in subdivision design.

**Bicycle and Pedestrian Circulation**

The City Should:

• Work toward a community-wide pedestrian/bicycle network consisting of trails, access paths, sidewalks, and crosswalks.

• Place protected crosswalks along local and collector roadways with an uninterrupted street length greater than 1,000 feet and at points of intersection with pedestrian/bicycle paths.

• Incorporate bicycle lanes along existing collector roadways that offer sufficient pavement width for safe bicycle travel (minimum six feet per side).

• Coordinate on-street bicycle lanes and off-street trails to establish a connected bicycle network.

• Monitor opportunities to directly acquire or obtain dedication of space for likely bike-ped routes, including coordination with owners of utility easements and other potential shared-use corridors.
Safety
The City of Baytown should:

- Ensure the City provides efficient access for heavy vehicles traveling within and through the community while protecting neighborhood integrity and safety
- Coordinate with appropriate agencies, and other communities to improve the emergency evacuation process, including improvements to traffic operations and communication
- Perform traffic engineering studies on existing intersections, as necessary, to identify realignment solutions and improvement needs, including to determine when signalization (or altered timing) is warranted in conformance with the Texas Manual of Uniform Traffic Control Devices (MUTCD)
- Identify access management problems and apply standards to reduce conflict points and improve safety.

Volume
Figures 5.1 and 5.2 display base year (2002) and future (2025) daily traffic volumes along major roadways in the Baytown area. As shown, the most recent available daily traffic volumes in the planning area ranged from 61,900 vehicles per day (vpd) on I-10, east of Sjolander to 2,100 vpd on FM 2354 south of Ward Road. Traffic volumes in the Baytown area are projected to increase significantly over the next 20 years, with several roadway segments almost doubling in the number of vehicles per day. Traffic volumes along the most heavily traveled roadways are discussed below:

- Interstate 10—Volumes along I-10, east of Sjolander are projected to increase by 24 percent to 76,800 vpd in the year 2025.
- Spur 330/Decker Drive—Future volumes along Spur 330/Decker (south of Lynchburg Cedar Bayou) are expected to almost double, increasing from 32,900 vpd in the Year 2002 to 64,500 in 2025, an increase of 96 percent.
- State Highway 146—Year 2002 volumes along SH 146 ranged from 38,800 vpd north of Massey Tomkins to 63,900 vpd between Texas Avenue and Decker Drive. Projected volumes along this corridor are expected to increase between 54 and 114 percent. Along SH 146 (between Main Street and Elvinta) volumes are projected to increase by 114 percent from 39,300 vpd in 2002 to 84,200 vpd in the Year 2025.
- Garth Road—Garth Road serves as the prime commercial/retail corridor for the community. North of Lynchburg-Cedar Bayou traffic volumes on Garth Road are projected to increase by 29 percent from 23,200 vpd to 29,900 vpd. North of I-10 volumes are projected to increase from 10,300 vpd to 17,900 vpd, an increase of 74 percent.

Capacity & Level of Service
Existing traffic operations are evaluated by conducting a capacity/level-of-service analysis. Roadway capacity is defined as the maximum number of vehicles that can be accommodated on a roadway facility during a particular time period under prevailing roadway, traffic, and control conditions. An important result of a capacity analysis is the determination of level-of-service.

Level-of-Service (LOS) is a qualitative measure of operating conditions at a location and is directly related to the volume-to-capacity ratio along roadways. LOS is given a letter designation ranging from “A” to “F” (free flowing to heavily congested, respectively), with LOS D considered in most urban areas as the limit of acceptable operation. LOS designations are similar to the grading scale of a report card: A – Excellent, B – Good, C – Average, D – Acceptable, E – Needs improvement, and F – Failing. Utilizing procedures identified in the 2000 Highway Capacity Manual and the available traffic data identified previously, level-of-service was determined for principal roadways within the Baytown planning area.
Other roadways where LOS declines to an E or F include segments of Thompson Road, John Martin, Main Street, Airhart and FM 565. LOS along SH 99 improves from E to A-C due to planned improvements along this corridor.

**The Grand Parkway**

The Grand Parkway is a thoroughfare improvement that will have a significant influence on the local transportation network. The Grand Parkway is proposed to be a 170-mile scenic outer loop, which ultimately will be a six-lane limited access freeway encircling Houston as the third loop. It will serve the regional mobility needs of Harris County and the six surrounding counties including Brazoria, Chambers, Fort Bend, Galveston, Liberty, and Montgomery. Currently Segment D from US 59 in Sugar Land to I-10 near Katy has been constructed. The alignment through the Baytown region, Segment I-2 from SH 146 to I-10, will be the second leg of the project that will be constructed. Segments of the Grand Parkway through the Baytown region are in various stages of development as shown in Table 5.2.
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Project Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>298</td>
<td>I-10 E</td>
<td>SP 330</td>
<td>0.732 KM W of SPTCRR</td>
<td>Widen to 6 lanes</td>
<td>Let</td>
</tr>
<tr>
<td>200</td>
<td>I-10 E</td>
<td>E of SH 146</td>
<td>W of FM 565</td>
<td>Add 2 new lanes</td>
<td>Let</td>
</tr>
<tr>
<td>10172</td>
<td>I-10 E</td>
<td>0.993 MI E of Harris Cl</td>
<td>0.549 MI W of FM 3180</td>
<td>Build 6 lane</td>
<td>Let</td>
</tr>
<tr>
<td>12769</td>
<td>I-10 E</td>
<td>SH 146</td>
<td>FM 563</td>
<td>Widen from 4 to 8 lanes</td>
<td>Long Range</td>
</tr>
<tr>
<td>9997</td>
<td>Garth Road</td>
<td>I-10</td>
<td>Wallisville</td>
<td>5 lane w center left</td>
<td>Short Range</td>
</tr>
<tr>
<td>12690</td>
<td>Garth Road</td>
<td>FM 1942</td>
<td>Wallisville</td>
<td>Widen from 2 to 4 lanes</td>
<td>Long</td>
</tr>
<tr>
<td>12689</td>
<td>FM 1942</td>
<td>Crosby-Lynchburg</td>
<td>Garth</td>
<td>Widen from 2 to 4 lanes</td>
<td>Long</td>
</tr>
<tr>
<td>10794</td>
<td>Cedar Bayou, Lynchburg Rd, W</td>
<td>Garth Road</td>
<td>Decker Drive</td>
<td>Widen to 3 lanes</td>
<td>Short</td>
</tr>
<tr>
<td>203</td>
<td>SP 330</td>
<td>I-10</td>
<td>2.0 MI N of SH 146</td>
<td>Reconstruct frontage roads 6 lanes</td>
<td>Let</td>
</tr>
<tr>
<td>10795</td>
<td>Baker Road Extension</td>
<td>N Main</td>
<td>Sjoelander</td>
<td>Construct 5 lane</td>
<td>Short</td>
</tr>
<tr>
<td>536</td>
<td>SH 146</td>
<td>E Elvinta</td>
<td>Ferry Road</td>
<td>Construct 6 M/L and grade separation</td>
<td>Short</td>
</tr>
<tr>
<td>10441</td>
<td>SH 99</td>
<td>BS 146-E</td>
<td>Chambers C/L</td>
<td>Widen to 4 lane divided</td>
<td>TIP*</td>
</tr>
<tr>
<td>907</td>
<td>SH 99</td>
<td>BS 146</td>
<td>Chambers C/L</td>
<td>Reconstruct and widen to 4 lane freeway with 4 lane non-continuous frontage roads</td>
<td>Short</td>
</tr>
<tr>
<td>4</td>
<td>SH 99</td>
<td>Harris C/L</td>
<td>SH 99 @ FM 1405</td>
<td>Widen to 4 lane divided with non-continuous frontage roads</td>
<td>TIP</td>
</tr>
<tr>
<td>6086</td>
<td>SH 99</td>
<td>0.378 MI S of FM 565</td>
<td>FM 1405</td>
<td>Construct 4 lane divided with non-continuous frontage roads</td>
<td>Let</td>
</tr>
<tr>
<td>230</td>
<td>SH 99</td>
<td>IH 10</td>
<td>S of FM 565</td>
<td>Construct 4 lane divided rural highway with interchanges at I-10 and FM 565</td>
<td>Let</td>
</tr>
<tr>
<td>259</td>
<td>SH 99</td>
<td>Liberty C/L</td>
<td>I-10 E</td>
<td>Construct 4 lane divided</td>
<td>Long</td>
</tr>
<tr>
<td>3025</td>
<td>FM 3360</td>
<td>Hatcherville Rd</td>
<td>SH 146</td>
<td>Construct new 4 lane undivided</td>
<td>Long</td>
</tr>
<tr>
<td>922</td>
<td>SH 146</td>
<td>Chambers C/L</td>
<td>I-10</td>
<td>Widen and upgrade to 6 lane freeway</td>
<td>Long</td>
</tr>
<tr>
<td>12173</td>
<td>SH 146</td>
<td>Chambers/Liberty C/L</td>
<td>I-10</td>
<td>Widen to 6 lanes</td>
<td>Long</td>
</tr>
</tbody>
</table>

*TIP = Regional Transportation Improvement Program prepared by the Houston-Galveston Area Council (H-GAC).
About the Thoroughfare Plan

The existing and projected thoroughfare system in the Baytown area is shown in Figure 5.3. The Thoroughfare Plan shows approximate alignments for potential new or enhanced thoroughfares that should be considered in platting of subdivisions, right-of-way dedication, and construction of major roadways within the City and its extraterritorial jurisdiction. The primary objective of the Thoroughfare Plan is to ensure that adequate rights-of-way are preserved on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the thoroughfare system.

The Thoroughfare Plan developed for this Comprehensive Plan serves as an update to the previous plan prepared in 2000 and accounts for changes in land use and new development. This update was more general in nature and did not involve a detailed level of analysis. It is therefore recommended that a transportation plan and model be developed for the City and its ETJ that would more thoroughly analyze and identify needed transportation improvements in the region.

Actual roadway alignments can vary somewhat from the plan depending on future development trends and necessary refinement of projected circulation needs and concepts depicted on the Thoroughfare Plan. Some of these improvements may not occur for many decades, if ever, depending on growth trends while others may prove necessary much sooner.

Some elements of the thoroughfare system will require new or wider rights-of-way and may ultimately be developed as two-lane or multi-lane roadways with various cross sections. Other streets identified as collectors on the plan will not necessarily ever be widened due to physical constraints and right-of-way limitations. Instead, the collector designation signifies their traffic-handling role in the overall street system and the importance of maintaining such streets in superior condition to maximize their traffic capacity since they most likely cannot be improved to an optimal width and cross section.

Travel by Rail, Water and Air

In addition to the roadway network, Baytown’s strategic location provides excellent opportunities for mobility by rail, water, and air. The City is located along the Houston Ship Channel and Trinity Bay which provides access to the Port of Houston. The Corps of Engineers is currently widening Cedar Bayou so the Bayou can accommodate barges up to the Chevron complex.

Baytown is served by Union Pacific rail lines which run from Mont Belvieu to downtown, through the ExxonMobil complex and then north through the communities of McNair and Highlands.

The City is also located near two major commercial airports Bush Intercontinental and William P. Hobby. Two privately-owned airports, The Baytown Airport and the RWJ Airpark also serve the area. The Baytown Airport is currently making plans for expansion which could enhance Baytown’s prospects as a growing logistics and distribution hub. This expansion, combined with Baytown’s ready access to other modes of transportation and freight movement, provides enhanced economic development opportunities for the area.
A Thoroughfare Plan is:

- A forward-looking tool for facilitating orderly urban and suburban development in and around the community
- A long-term outlook for the area’s overall roadway network based on anticipated development trends and patterns
- A long-range plan that identifies the projected location and type of roadway facilities needed over time
- A tool to assist the city in preserving future corridors for transportation improvements as the needs arise
- A tool that evaluates traffic circulation and congestion in a general manner and in conjunction with other long-range factors such as land use and utility infrastructure
- Based on the anticipated and logical role of particular roadways within the context of the area road network, supported by readily available information on traffic and development patterns and trends

A Thoroughfare Plan is not:

- A list of specific construction projects
- A document with the level of technical analysis found in a detailed, community-wide transportation study
- Intended to indicate immediate need. Some of the arterial and collector streets identified on the Thoroughfare Plan, particularly in the outlying portions of the City’s ETJ, will likely not be needed or constructed within the next 20, 30, 40, or even 50 years
- A commitment to build a specific project in a particular location or in a given time frame

The Baytown Thoroughfare Plan will have far-reaching effects on the growth and development of the City. The projected major street network indicates future circulation patterns and associated capital improvements and thereby influences the desirability of areas as locations for development. While other elements of the Comprehensive Plan look at foreseeable changes and needs over a 20-year period, thoroughfare planning requires an even longer-range perspective extending into the very long-term future.

Functional Classification

The functional classification system is a hierarchical organization of streets and highways that facilitates the safe and efficient operation of vehicles along different types of facilities. A functional roadway system facilitates a progressive transition in the flow of traffic from the provision of access to the provision of movement. Freeway and arterial facilities are at one end of the spectrum, primarily providing the function of moving vehicles. Collector and local streets are at the opposite end of the spectrum, providing access to property.

To enable streets and highways to accomplish their intended function, the planning and design of the facilities should consider those elements that support the intended functions. Descriptions of the various roadway functional types and related planning and design considerations are provided in the following section.

Freeways

These facilities include interstate highways, freeways, expressways and parkways, and provide for the rapid and efficient movement of large volumes of traffic between regions and within one region. Direct access to abutting property is not an intended function of these facilities. Design characteristics support the function of traffic movement by providing multiple travel lanes, a high degree of access control, and no at-grade intersections.

Arterials

Arterials primarily provide for traffic movement, with a secondary function of providing direct access to
Major Arterials

Major arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds (45 mph or greater), and serve a significant portion of through travel or long-distance trips. They are continuous over long distances and serve trips entering and leaving the area, as well as trips within it. These facilities generally serve high volume travel corridors that connect major traffic generators, but lower volume roadways that are continuous over long distances may also function as major arterials, particularly in fringe and rural areas. They may vary from multi-lane roadways with four to six lanes or more, down to two-lane roadways in developing fringe and rural areas, where traffic volumes have not increased to the point that more travel lanes are needed. Functional classification is not dependent on the existing number of lanes, since the functional role served by a roadway typically remains constant over time, while the roadway’s cross section is improved to accommodate increasing traffic volumes. Major arterials form an interconnecting network for citywide and regional movement of traffic, including connections to freeways and expressways, and to minor arterials and collectors. A one to two-mile spacing is generally desirable between major arterials, with a one-mile spacing between a major arterial and a minor arterial or freeway.

Since traffic movement, not land access, is the primary function of major arterials, access management is essential. Driveways connecting directly onto a major arterial should be minimized to avoid traffic congestion and delays caused by turning movements for vehicles entering and exiting driveways. Off-peak travel speeds on major arterials are typically 40 to 55 mph, and peak period speeds are about 30 to 40 mph. Intersections with other public streets and private access should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph. Signalized intersection spacing should be long enough to allow a variety of signal cycle lengths and timing plans that can be adjusted to meet changes in traffic volumes and maintain traffic progression (desirably one-third to one-half mile consistent spacing). Also, major arterials should be constructed or retrofitted with raised medians, where possible, to increase roadway safety and improve traffic operations.

Minor Arterials

Minor arterials are similar in function to major arterials, except that they provide a higher degree of local access than major arterials. Minor arterials include all remaining arterial streets and highways in the urbanized area and serve less concentrated traffic generating areas, such as neighborhood shopping centers and employment centers. Although minor

Hartman Bridge and SH 146/Business 146 split
arterials are very similar in function to major arterials, this class typically distributes medium traffic volumes for shorter distance trips than major arterials. In general, the projected future traffic volumes on minor arterials will be lower than the volumes carried by major arterials.

Minor arterials are generally continuous over shorter distances than major arterials. Travel speeds along minor arterials are typically 30 to 45 mph in off-peak periods, and 20 to 35 mph in peak periods. Minor arterials serve as boundaries to neighborhoods and collect traffic from collectors and local streets. Although a minor arterial typically provides more local access than a major arterial, the primary function is still traffic movement. Major and minor arterials are generally spaced at one mile intervals in an alternating grid pattern. In addition, any minor arterial that currently exceeds a daily ADT of 20,000, or is forecasted to reach that traffic volume, should have a raised median for safety and to improve traffic operations.

Collectors
Collector streets provide for a balance of traffic movement and property access functions. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods, parks, churches, etc. with the arterial system. As compared to arterial streets, collectors accommodate smaller traffic volumes over shorter distances. Collector streets are the connectors between arterials and local streets that serve to collect traffic and distribute it to the arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking may be permitted on-street in residential areas.

Since collectors are used for short distance trips between local streets and arterials, they should be continuous in the spaces between arterials. Collectors may also extend across arterials. To provide efficient traffic circulation and preserve amenities of neighborhoods, collectors should desirably be spaced at about one-quarter to one-half mile intervals. Subdivision street layout plans should include collectors as well as local streets in order to provide efficient traffic access and circulation. Operating speeds for collectors are typically about 30 to 35 mph. Since speeds are slower and more turn movements are expected, a higher speed differential and much closer intersection/access spacing can be used than on arterials. On-street parking may be permitted in residential areas. Direct access to abutting land is essential; parking and traffic controls may be necessary for safe and efficient through movement of moderate to low traffic volumes at key intersections.

Collectors may be constructed with or without center turn lanes, and may permit or restrict parking, depending on the cross section design chosen. Collectors serve an important role in collecting and distributing traffic between major/minor arterials and local streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.
Local Streets

Local streets function to provide access to abutting property and to collect and distribute traffic between individual parcels of land and collector or arterial streets. Local streets include all other streets and roads that are not included in higher functional classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates or is destined to abutting land. On-street parking may be permitted. Trip lengths on local streets are short, volumes are low, and speeds are slow, generally 20 to 30 mph. Local streets typically comprise between 65 to 80 percent of the total roadway system.

Through traffic and excessive speeds should be discouraged on local streets by using appropriate geometric designs, traffic control devices, curvilinear alignments, and discontinuous streets. Local streets should be designed for low speed traffic with an emphasis on providing access.

Thoroughfare Plan Implementation

Implementation of thoroughfare system improvements shown in the Thoroughfare Plan occur in stages over many years. Individual improvements may be constructed by a variety of implementing agencies, including the City, County, and State, as well as private developers and land owners for sections of roadways located within or adjacent to their property.

All public agencies and private interests can utilize the Thoroughfare Plan in making decisions relating to planning, coordination, and programming of future development and transportation improvements. The City’s review of preliminary and final subdivision plats should include consideration of compliance with the Thoroughfare Plan to ensure consistency and availability of sufficient rights-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where rights-of-way are needed, land owners and developers can consider potential roadways in subdivision planning, dedication of public rights-of-way, and provision of setbacks.

Major constraints in the Baytown area that could limit the development of roads, streets, and highways include existing developed areas, drainage and floodplain areas, and public parks and open areas. Rail lines through town are obstacles to traffic circulation in many communities, sometimes requiring consideration of costly solutions such as construction of grade-separated overpasses or underpasses at key railroad-roadway intersections.

Perhaps the most significant influence on thoroughfare improvement is existing residential neighborhoods and other developed areas where residents or property owners might object to a new or expanded thoroughfare. Municipal government must consider the long-range needs of the entire community in proceeding with Thoroughfare Plan implementation. However, there may be instances where more localized concerns and factors do affect the location, design, construction cost, and ultimate feasibility of specific transportation improvements.
**Flexible Administration of Thoroughfare Plan**

In the administration of the Thoroughfare Plan, special cases and unique situations will occasionally arise where existing physical conditions and development constraints conflict with the need for designated thoroughfares to be improved to a planned right-of-way width and roadway cross section. Such special circumstances require a degree of flexibility and adaptability in Thoroughfare Plan implementation. Acceptable minimum design criteria and special roadway cross sections may have to be applied in constrained areas where desired standards and guidelines cannot be met. The need for alternative approaches should be determined on a case-by-case basis, and exceptions should be subject to approval by the City. Otherwise, standard roadway cross sections should be used in all newly developing areas and, whenever possible, in existing developed areas.

**Plan Amendment Process**

It will be necessary for the City to periodically consider and adopt amendments to the Thoroughfare Plan to reflect changing conditions and new needs for thoroughfare system improvements. A systematic procedure should be followed for making plan amendments, including a set schedule for inviting and considering proposed changes, at least annually.

The process for amending the Thoroughfare Plan should be established in the City’s subdivision regulations. Typically, plan amendment requests may originate from landowners, civic groups, neighborhood associations, developers, other governmental agencies, City staff, and other interested parties. Proposed revisions should be analyzed by the Planning & Zoning Commission, the City Engineer, and other City staff. The proposed change and staff recommendations should then be formally considered by the Planning & Zoning Commission. The City should conduct a public hearing on proposed plan amendments following required public notice. Proposed amendments should be considered in a fair, reasonable, and open process. The burden of offering compelling reasons for any proposed changes should rest with the requesting parties. Decisions and determinations should represent the best interests of the public.

The revised Thoroughfare Plan should be forwarded by the Planning & Zoning Commission to the City Council for its consideration. The amended plan becomes effective upon final adoption by the City Council.

**Funding Sources**

**Federal**

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) into law. The $286.4 billion new law reauthorizes federal surface transportation programs through 2009. SAFETEA-LU represents an historic high in federal transportation spending. The new law extends the five current so-called core programs and adds a new core program. The six programs are interstate maintenance (IM), national highway system (NHS), surface transportation program (STP), bridge and bridge maintenance, congestion mitigation and air quality (CMAQ), and the new highway safety improvement program (HSIP).

Safety programs receive particular attention in reauthorization. The Highway Safety Improvement Program is now a core program, with a total of $5.1 billion provided for FY 2006 – 2009. Of that total, $880 million is set aside for the Railway-Highway Crossing program. The transportation bill also includes a new Safe Routes to School program. The initiative will receive $612 million over the life of the law to make it safer for children to walk or bicycle to school. Communities will be able to use the funds to fix hazards and slow traffic on roads, pathways, or trails near schools while increasing safety through focused enforcement and education programs.

SAFETEA-LU continues the Congestion Mitigation and Air Quality (CMAQ) program with $8.6 billion in funding through FY 2009. The intent of CMAQ is to provide flexible funding for projects or programs that help communities, such as those in the Houston region, meet Clean Air Act requirements. The Transportation and Community System Preservation Pilot Program (TCSP) provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among the transportation, community, and system preservation, and to identify private sector-based initiatives.
**State**

The most significant transportation legislation in Texas history was House Bill (HB) 3588, which was passed by the 78th Legislature and signed into law on June 2003. This state transportation bill created new options for officials at city, county, and state levels to work together to implement needed transportation improvements. HB 3588 provides opportunities for local governments to have greater authority and flexibility to solve critical transportation issues, and allows public/private partnerships to accelerate the development and construction of needed transportation improvements.

HB 3588 authorizes certain transportation related fees (including vehicle inspection and driver’s license fees) to be moved from the State’s General Revenue Fund to the Texas Mobility Fund, allowing the state to issue bonds secured by a dedicated revenue source. It also allows for establishment of Regional Mobility Authorities (RMAs), which can construct and maintain transportation improvements through various options for generating revenues, with any surplus revenues provided to local officials to implement other needed improvements in the area. HB 3588 also includes a Safe Routes to School Program that provides funding (typically requires a 20 percent local match) to cities and counties for pedestrian safety and bicycle improvements, including widened or repaired sidewalks, street crossing safety measures, separation of pedestrians and bicycles from other traffic near schools, and other related improvements.

**Local**

Annually, the City should prepare a five-year Capital Improvement Program (CIP) and a one-year capital budget. The budget should include lists of projects, cost estimates, and the source(s) of funding.

The City could also impose impact fees for additional funding. Traffic impact fees are exactions imposed by a local government on new development to generate revenue for funding transportation improvements needed to accommodate or alleviate traffic impacts caused by the development project. Impact fees, as distinguished from a general-purpose tax, are levied to allow the local government to build public infrastructure made necessary by a new development or renovation that results in new impacts. Impact fees cannot be used to pay for correcting past deficiencies in existing facilities due to failure to keep pace with the impact of past development. Neither can impact fees be used to support operation and maintenance of existing facilities. Impact fees have been used to provide capital funding for infrastructure improvements such as streets and other transportation improvements, water supply systems, wastewater collection and treatment systems, drainage, recreational facilities, police and fire protection facilities, and medical facilities. Developers can also be allowed to construct improvements and/or dedicate land for right-of-way in lieu of paying impact fees.
Figure 5.1
Existing LOS
Level of Service and Traffic Volumes, 2002

Source of traffic volume: Houston-Galveston Area Council
Figure 5.2
Future LOS
Level of Service and Traffic Volumes, 2025

Source of traffic volume: Houston-Galveston Area Council and Wilbur Smith Associates
Figure 5.3
Future Thoroughfare Map

- Freeway/Toll Facility
- Proposed Freeway/Toll Facility
- Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

Baytown 2025 Comprehensive Plan
Purpose
To present a Future Land Use Plan that represents the preferred development pattern in terms of the type, scale, location, and density of future growth in Baytown and its Extraterritorial Jurisdiction (ETJ).

Highlights
- The Future Land Use Map functions as a general guide for growth and development decisions in Baytown and its ETJ.
The land use element of the Comprehensive Plan examines current development patterns in the Baytown area to determine what is likely to occur based on current trends, and what the preferred development pattern is based on the community’s goals. While these two things are not inherently different, it is in the community’s best interest to set a clear framework to guide future development activity. This will ensure that land use decisions made by the public and private sector reflect community preferences in terms of the order and magnitude of growth, the location of various land uses and the quality of development in the community.

This chapter contains the Future Land Use Map, which illustrates the preferred development pattern in the Baytown area. The Future Land Use Map is supported by a series of policies that act as a guide to city staff, local decision-makers and developers for ongoing decisions regarding land use and development. The guidelines in this chapter are central to achieving the goals of the overall Comprehensive Plan because land use is closely tied to all other Plan elements such as transportation, utilities, parks and open space and economic opportunity.
Key Land Use Issues

Compatibility
The Baytown area supports a broad spectrum of land uses and development intensities from heavy industry to pristine nature preserves and everything in-between. This variety is important to maintain because it provides a diversified tax base and allows residents to live, work, shop and recreate in the community. However, there are inherent conflicts between certain uses such as heavy industry and residential, as well as conflicts between uses of varying intensities such as high and low density residential. The long-term success of accommodating a variety of development patterns relies on minimizing conflicts between uses of differing intensities. This may require creating physical buffers between high and low intensity uses, or using zoning and other regulations to transition between uses.

Growth of “New Baytown”
The Baytown area is experiencing rapid residential growth; however much of this is occurring outside of the city limits in the ETJ. This type of “leapfrog” development poses many challenges for the city including:

- The inability to control the quality of development through appropriate city regulations
- Private investment and tax base is being drawn outside the community
- The resulting “sprawl” that converts undeveloped, rural land into urban uses at a more rapid rate

Need for Redevelopment and Infill
Baytown has many older areas that are in need of redevelopment and revitalization. Downtown, its surrounding neighborhoods, and the San Jacinto Mall are key areas of the community that would substantially benefit from new investment and beautification. There are also many undeveloped areas within Baytown’s city limits, even south of Lynchburg Cedar Bayou, that development has passed by for areas further north. Infill development in these areas will help bridge the gap between Baytown and the development in the ETJ, and will result in the more efficient use of land, road and utility resources. It has been difficult to attract private investment in these areas, so redevelopment and infill may require incentives or other strategies.

Strategic Annexation
As growth continues outside of Baytown’s city limits, the City will have to determine where and when it is feasible to annex additional territory through both voluntary (owner-initiated) and involuntary (city-initiated) annexations. Annexation can be a powerful tool to control future growth and development because it extends city regulations (such as zoning) and taxing authority to additional areas. It also extends the city’s ETJ, enabling the city to regulate subdivision and development over a wider area. However, annexation also comes with the costs of providing municipal services to additional territory. As a result, decisions regarding annexation are primarily based on fiscal impacts. Other factors should be considered in annexation decisions such as the City’s desire to manage growth and ensure that development conforms to City standards and servicing requirements.
Land Use Goals and Actions

GOAL
Development patterns resulting in the efficient use of land, infrastructure and fiscal resources.

Actions
1. Establish incentives to encourage infill development or the redevelopment of vacant sites and buildings.
2. Work with interested developers to assemble small parcels in older areas into feasible development sites.
3. Implement the action statements in the Downtown Master Plan: Area One to revitalize this area that is currently underutilized.
4. Identify areas within Baytown’s ETJ where public utilities and services could be extended in a cost-effective manner and where future annexation is both desirable and feasible.

GOAL
A community of diverse uses coexisting in a compatible manner with stable neighborhoods, viable commercial centers and a healthy industrial economy.

Actions
1. Update City ordinances including the Official Zoning Map to ensure uses and intensities are compatible and consistent with the goals and policies outlined in the Comprehensive Plan.
2. Establish minimum standards for screening of unattractive sites and/or buffering between incompatible land uses (i.e. dense landscaping, increased setbacks, walls or fencing).
3. Actively assist companies in developing greenbelts around heavy industry to act as a natural and attractive buffer.

GOAL
Dynamic neighborhoods that offer residents a variety of housing options, and are well connected to other neighborhoods, commercial uses, employment centers, and community facilities.

Actions
1. Amend the Future Thoroughfare Plan to ensure that existing and future subdivisions are connected via collector roads that provide adequate connections to community destinations.
2. Amend the city’s subdivision regulations to mandate the provision of sidewalks in commercial areas to provide pedestrian access to these uses.

GOAL
Sensitive environmental areas are protected for the health and safety of the community.

Actions
1. Establish riparian zones (vegetated corridors along streams and rivers) consistent with state and federal standards to improve water quality and drainage as well as providing opportunities for public trails.
2. Implement coastal zone requirements with minimum set-back standards and a minimum finished floor elevation (FFE) of 18 inches above base flood elevation (BFE).

GOAL
The expansion of Baytown’s city limits occurs in an orderly manner that promotes quality growth, economic development and fiscal responsibility.

Actions
1. Develop and maintain a long-range annexation planning map that identifies potential areas for annexation in the near and longer term.
2. Establish criteria to assist staff and local officials in evaluating areas to be considered for either voluntary or involuntary annexations (i.e. population or density threshold, distance from municipal infrastructure, fiscal impacts).
3. Identify opportunities to annex areas that do not need to be included in a three-year annexation plan as outlined by Chapter 43 of the Texas Local Government Code.
4. Review and revise annexation priorities with each semi-annual Comprehensive Plan update to reflect changing growth and development patterns within the ETJ.

5. Revise the City’s Annexation Plan as needed in accordance with Chapter 43 of the Texas Local Government Code (upon deciding to unilaterally annex an area that is not exempt from the annexation plan requirements).

### Land Use Policies

#### Efficiency

The City should:

- Use incentives and other mechanisms (such as reduced rates for permits and fees) to promote development in areas where municipal infrastructure is already in place or can be provided efficiently and cost-effectively.
- Encourage infill development and the reuse of previously developed sites as the most desirable pattern of growth.
- Apply development regulations that support more compact forms of development, where appropriate, to minimize the amount of land and infrastructure needed to accommodate growth.
- Evaluate the capacity of streets, infrastructure and services such as fire and police protection before granting an amendment to the Land Use Plan or Official Zoning Map.
- Plan for the annexation and extension of services where it is financially viable or warranted by other circumstances such as the need to protect the health and welfare of the community.

#### Compatibility

The City should:

- Transition land uses gradually to minimize conflicts between low intensity residential uses and high intensity commercial or industrial uses.
- Concentrate large-scale commercial development in nodes at intersections of major thoroughfares, rather than in a strip development pattern, to minimize traffic conflicts.
- Encourage high-density residential and mixed residential/commercial uses along major thoroughfares where development at higher intensities can be accommodated.

### Annexation Plan Exemptions

The Texas Local Government Code requires all municipalities in Texas to adopt an Annexation Plan that identifies annexations that will occur beginning three years after the plan is adopted [§43.052(c)]. (In response, many cities like Baytown adopted a one-page “plan” simply indicating they had no intentions to unilaterally annex.) Annexations are exempt from the three-year plan requirement if:

- The area is sparsely populated (it contains fewer than 100 separate tracts of land on which one or more residential dwellings are located on each tract)
- More than 50 percent of the landowners in the area have petitioned or voted to be annexed
- The area is or was the subject of an industrial district contract or a strategic partnership agreement
- The area is located in a colonia
- The area is annexed under the power of cities to exchange territory under mutual agreement
- The area is located completely within the boundaries of a closed military installation
- The municipality determines that annexation of the area is necessary to protect the area proposed for annexation or the municipality itself from imminent destruction of property or injury to persons, or from a condition or use that constitutes a public or private nuisance as defined by principles of nuisance and property law of Texas.

*Source: Texas Local Government Code [§43.052(h)]*
• Permit manufactured homes only in designated manufactured home parks or subdivisions to ensure homes are served by municipal services and are compatible with neighboring land uses.

• Encourage the development of future industrial sites and manufacturing facilities in areas with other industrial or manufacturing uses; access to major transportation networks that can accommodate commercial truck traffic; and adequate buffers between lower-intensity uses.

**Neighborhoods**

The City should:

• Encourage a variety of housing types throughout the community to accommodate a range of housing preferences and needs.

• Encourage planned unit developments (PUDs) as a means to integrate a variety of compatible housing types, land uses and amenities into one development site.

• Locate schools, parks, and community facilities in residential areas and connect these amenities via streets, sidewalks and/or hike and bike trails to ensure broad accessibility.

• Promote connectivity and accessibility between neighborhoods and districts through street, sidewalk, trail and open space connections.

• Allow small-scale commercial uses that generate low-traffic volumes and serve the daily retail or service needs of neighborhood residents.

**Annexation**

The City should:

• Plan for the annexation and extension of services where it is financially viable or warranted by other circumstances such as the need to protect the health and welfare of the community.

• Ensure that annexations conform to the Comprehensive Plan, Thoroughfare Plan and other utility plans (such as the Water and Wastewater Master Plan).

• Annex areas where the City would like to encourage growth and economic development as well as areas where increased development regulation is needed (i.e. key thoroughfares, gateways to the City).

• Avoid annexation of environmentally sensitive areas in order to minimize urban-scale development in such areas.

• Evaluate each annexation proposal based on a multi-year fiscal impact analysis.

• Deny annexations and municipal service extensions that negatively impact service provision within the existing city limits.

**Priority Annexation Areas**

The City of Baytown has not identified properties that it plans to unilaterally annex. The City’s Annexation Plan (as of 2006) states, “at this time, the City of Baytown plans to annex only those areas that are exempt from inclusion in a municipal annexation plan.” Rapid growth in Baytown’s ETJ may warrant a more aggressive approach to annexation in order to capture additional tax revenue and manage the type and quality of development occurring in the area. The following general areas should be explored as possible candidates for near-term annexation and inclusion in a future three-year annexation plan:

• Areas east of SH 146, south of I-10. Residential development is occurring in this area, some of which lies within one of the City’s Industrial Districts. This growth will continue with the opening of the Grand Parkway further east.

• Areas to the east and west of the Garth Road Corridor north to I-10. This area is a growing commercial district and community focal point with opportunities for surrounding residential.

• Areas along major corridors leading to I-10 such as John Martin, Main, and Sjolander. These corridors have areas of vacant land that are prime for future residential development. Controlling the type and quality of development will be important as these areas become the focal point of “new” Baytown.
Land Use Analysis

Existing Land Use

Existing land use provides clues to historic and current development trends and provides a “snapshot” of uses available throughout the planning area. A generalized land use inventory was conducted in 2006 based on aerial imagery from the Houston-Galveston Area Council, and supplemented with field work to check for accuracy and document recent development that has occurred since the aerials were taken in 2004. The land use inventory is not intended to document the exact use of every parcel, but to gain an understanding of the location, pattern and extent of predominant land uses in and around the City of Baytown.

The Existing Land Use Map in Figure 6.1 shows current land uses in the City’s water and wastewater service area. It should be noted that the service area does not correspond exactly with Baytown’s city limits. The existing Land Use Map and calculations (Table 6.1) were developed to correspond to the service area identified in Baytown’s 2003 Water and Wastewater Master Plan because the population projections used in the Comprehensive Plan to estimate future land use needs are based on those developed for the Water and Wastewater Master Plan.

Categories used to collect data were typical of general land use analysis, including various categories of residential, commercial, industrial, and public activity. Because this land use analysis was not a parcel-specific exercise, several mixed use categories (i.e. commercial/residential/public) were created to reflect areas that contain a range of uses such as downtown and the surrounding neighborhoods. Undeveloped areas were categorized as vacant property while areas with rural or agricultural uses, including very low-density residential estates, were categorized as rural.

The analysis shows that the Baytown area currently has a significant amount of land that is either rural (28.5%) or vacant (20.0%). Of the developed area, single family residential is the primary land use followed by industrial. Baytown has several large parks and natural areas that make up approximately 2.5 percent of the service area.

Future Land Use Composition

The future land use composition shown in Table 6.1 represents a forecast of future land use requirements needed to support the projected 2025 population. The calculations assume that most land uses will grow at an equal rate of population growth (with the exception of rural and vacant, which decrease). The composition also recognizes that some of the mixed land use categories from the

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>2006 Percent of Service Area</th>
<th>2025 Percent of Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural</td>
<td>27.9%</td>
<td>19.2%</td>
</tr>
<tr>
<td>Single-Family Residential</td>
<td>17.2%</td>
<td>22.3%</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>1.0%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Manufactured Housing</td>
<td>0.3%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Commercial</td>
<td>5.2%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Commercial/Residential</td>
<td>1.4%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Commercial/Residential/Public</td>
<td>0.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Industrial</td>
<td>11.4%</td>
<td>14.8%</td>
</tr>
<tr>
<td>Public</td>
<td>2.0%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Park</td>
<td>3.2%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Right of Way</td>
<td>10.0%</td>
<td>13.0%</td>
</tr>
<tr>
<td>Vacant</td>
<td>19.9%</td>
<td>13.6%</td>
</tr>
</tbody>
</table>

existing land use inventory (i.e. commercial/residential/public) represent a unique land use mix found only in specific areas of the community, such as downtown and surrounding neighborhoods. While these areas may see future revitalization, it is unlikely that they will expand geographically to constitute a growing share of the overall land use composition.

As with population projections, it is important to note that the future land use composition represents one possible scenario and cannot take into account all future events that will impact land use in and around Baytown. Regular review of the composition of land uses in the planning area is recommended to determine if estimates remain appropriate or require amendment.

The future land use composition in Table 6.1 is based on the population projections developed in the Water and Wastewater Master Plan. As such, the land use projections cover the water and wastewater service area, which does not correlate exactly with city limits.

**Land Use Trends**

- The Houston-Galveston region is projected to grow significantly which will continue to bring residential and business growth to the Baytown area.

- Most new single-family residential development in the Baytown area is occurring just north of I-10 in the city’s ETJ. Several new schools are being built in this area as well. The availability of rural, undeveloped land along with reduced development fees and standards will result in continued northward growth beyond the city limits.

- Historically, Baytown’s infrastructure has not had adequate capacity to accommodate new development; however the creation of Municipal Utility Districts (MUDs) both in the ETJ and within city limits has allowed development to continue.

- Many new residential subdivisions are not well-connected to other neighborhoods, commercial sites, and local schools. This trend inhibits walkability and generally increases the number of vehicle miles traveled to reach common destinations.

- Large national retailers have shown an interest in Baytown as demonstrated by several new retail centers along Garth Road and at the intersection of I-10 and SH 146.

- The Cedar Crossing Business Park located in one of the city’s Industrial Districts serves as a major distribution hub for the region and is expected to see continued growth.

- The section of the Grand Parkway that passes through Baytown’s ETJ is expected to open in June 2007. The Grand Parkway will pass through one of Baytown’s Industrial Districts making this a prime area for further distribution and industrial warehousing activity. The Grand Parkway may also open up areas of Baytown’s ETJ for residential development (i.e. vacant areas immediately south of Mont Belvieu between SH 146 and the Grand Parkway alignment).

- Most of the city’s industrial activity is concentrated in Industrial Districts which buffers heavy uses from incompatible uses such as residential.

- There has been interest in revitalizing downtown, which culminated in the creation of Downtown Master Plan: Area One.

- The City recently approved its first planned unit development (PUD), Greenwater Village.
Future Land Use Plan

The purpose of the Future Land Use Plan is to outline a growth pattern that is based on the desired goals of the community, yet is grounded in reality. In order to achieve this, a variety of factors were considered in the development of the Future Land Use Plan:

- Population and land use projections
- Current growth and development trends
- The physical features and existing land uses in the community
- Needs expressed through coordination with City staff and the Comprehensive Plan Steering Committee

The result is a plan that recognizes the strengths and weaknesses of today’s pattern of land uses and proposes changes to be made over time that will improve the character and quality of life in Baytown.

Character Districts

Character districts are areas of Baytown that warrant additional attention as the city grows and develops. These areas have been identified because they either embody a unique and desirable character that should be emphasized, or are important focal points in the community. As these areas develop or redevelop the City may want to influence the quality of development through additional guidelines or incentives. Baytown’s Character Districts are identified in Figure 6.2.

Old Baytown

Baytown’s history is one of three separate cities—Baytown, Goose Creek and Pelly. Each have their own downtown sites with unique character and historic value that should be emphasized. Downtown Goose Creek has operated as the official downtown of Baytown since the three cities consolidated in 1947 and is therefore identified as the official downtown district. The Downtown Master Plan: Area One identifies this area as the focus for small-scale commercial and office uses in the area with guidelines to achieve the desired character. Downtown Pelly and the original Baytown have a smaller concentration of commercial areas and are primarily characterized by older homes on a traditional grid pattern of streets. Original Baytown contains a small area of office uses including City Hall. Downtown Pelly has opportunities for limited specialty retail and small restaurants to serve the surrounding residential area.

The overall scale of development in Old Baytown is much smaller than what is typically built today, which makes for a very walkable environment. While this district is in need of revitalization, there is an opportunity to redevelop in a way that capitalizes on the unique urban fabric of this historic part of the community.

Desired features of Old Baytown include:

- A concentration of retail and service activity in downtown district. Downtown has the potential to become a center for independent business start-ups and such as specialty retail, restaurants, and small-scale offices. Retail that can serve as an “anchor” to the area, such as a grocery store or pharmacy, may help generate local shopping trips and activity. The presence of office activity during weekdays and entertainment on the evenings and weekends can also increase the vitality of the area. There are limited opportunities for retail, services and office in the surrounding areas (such as original Pelly), however most commercial activity should be concentrated in the official downtown.

- Continued commitment of institutional and government facilities to be located in Old Baytown. Lee College and City Hall are...
examples of stable and attractive institutions that attract people to the area. The number of people drawn to the area on a daily basis will play a large role in determining whether private development will succeed.

- Additional residential uses that support the service and retail activity in the downtown core. This includes the redevelopment of older single-family homes as well as infilling vacant lots with the construction of new townhomes and other medium density residential apartments that are appropriately integrated with surrounding uses. While there are very few existing multi-story buildings in the area, infill development could include apartments above first-floor commercial activity to provide a vertical mix of complementary uses and increase the intensity of development. The smaller home and lot sizes, and the potential for multi-family, make this area well-suited to accommodate affordable housing.

- The revitalization and redevelopment of older buildings. Many of the structures in the area, homes as well as commercial buildings, are in a state of disrepair. Effort should be made to renovate existing structures where possible and infill with new development when appropriate. Development that is sensitive to the historic, architectural character of the area, should be encouraged.

- A well-connected pedestrian network. Old Baytown should be connected to surrounding neighborhoods and Goose Creek via a system of trails, greenways and pedestrian-friendly streets. Greenways and trails could be a positive re-use of pipeline right-of-ways and the old rail line. Pedestrian amenities including seating, streetscaping, bicycle racks, and a signage/wayfinding system should be provided in the downtown district to improve the overall appearance and pedestrian experience in the area. Surrounding neighborhoods should retain their fine-grained character with smaller block sizes and street widths to maintain the walkability of the area.

**Garth Road Corridor**

The Comprehensive Plan recognizes that commercial development is most effective as a land use when clustered to permit shopping and employment opportunities without the need for multiple trips. At the same time, commercial activity has grown steadily over the years along Garth Road, establishing strip retail development as the predominant pattern and use in the area. This has led to significant access management problems, traffic congestion and visual clutter. The Garth Road Corridor district is an important retail commercial center for the community and will continue to be so in the future. Because Garth Road serves as an important retail and service district for the Baytown area, it is important that new development and redevelopment efforts achieve a development pattern that is attractive and minimizes transportation conflicts along this major thoroughfare.

Opportunities for new planned commercial and high density residential development along this corridor exist primarily north of Lynchburg Cedar Bayou and around the San Jacinto Mall. This area will be attractive for commercial and high density residential development because of the availability of vacant land around the mall and within close proximity to the new residential development occurring north of I-10. Opportunities for redevelopment will likely occur in older areas of the Garth corridor south of Lynchburg Cedar Bayou (such as the existing vacant big-box store at Garth and Rollingbrook).

Desired features of the Garth Corridor include the following:

- An array of land uses ranging from commercial retail and commercial office to medium and high density residential development (including townhomes, patio homes and apartments). Planned developments should be encouraged to ensure that various uses are successfully integrated, access management is sufficiently addressed and nuisances such as noise and traffic are mitigated through creative site design.

- A revitalized San Jacinto Mall accomplished through initiatives such as the existing TIRZ.
• Pedestrian opportunities encouraged by increasing density along the corridor, incorporating sidewalks and landscaping into commercial developments and promoting commercial clusters at major intersections as opposed to strip development.

• The shared use of facilities such as multistory structures with first floor commercial activity.

• Improved and shared parking and access to promote traffic safety, walking and connectivity while also creating space for landscaping and beautification.

• Improved signage and overall reduction of visual clutter.

• Recognizable features to act as gateways at the entrances into the Garth Road Corridor district.

**SH 146 Corridor**

The northern section of the SH 146 Corridor (from FM 565 to I-10) is an attractive area for single-family subdivisions because of the availability of vacant land and the presence of high-quality schools in the area. This type of development should be encouraged in this corridor, though it will be important to provide adequate buffers to mitigate noise and other nuisances from SH 146 and surrounding industrial uses. Buffers can be created through the use of setbacks or natural features such as trees or open space, or by locating higher-intensity uses along the road and gradually transitioning to low-density residential uses. Transitioning in this area would provide an opportunity to mix a variety of land uses including commercial office and retail as well as medium to high-density residential.

The southeast corner of the SH 146/I-10 intersection is a prominent node that will likely be a shopping destination for the entire Baytown area. There is an opportunity to develop this as an attractive planned commercial center. Surrounding uses could include a mix of medium and high-density residential development such as apartments, townhomes and patio homes.

Desired features of the SH 146 Corridor include:

• Single-family residential subdivisions that are buffered from traffic on SH 146 and surrounding industrial uses.

• Large-scale, planned commercial uses at the intersection of I-10 and SH 146. As a prominent retail node at the intersection of two major thoroughfares, efforts should be made to ensure that access points do not interfere with traffic flow and that the development is attractive.

• A mix of planned commercial, office and multi-family residential uses along the frontage of SH 146 to provide a transition to lower-intensity residential uses.

• Streets with sidewalks to provide connections between the single-family neighborhoods to commercial uses along the frontage of SH 146.

**Future Land Use Map**

Together with the policies, goals and action statements developed in the Comprehensive Plan, the Future Land Use Map acts as a guide for development, redevelopment and daily decision making. Unlike the City’s Official Zoning Map, which assigns a specific use to each parcel, the land use categories within the Future Land Use Map outline a general development pattern that Baytown desires to achieve. The Future Land Use Map does not represent a complete build-out based on population and land use projections to 2025. Instead, the map covers a broader area so that the City can get ahead of development and indicate the desired use in an area prior to development activity.

Categories for the Future Land Use Map are based on Baytown’s existing development patterns to ensure that future development can integrate and compliment existing uses. Most land use categories in the Future
Land Use Map represent a mix of complementary and supportive uses that are appropriate for the character of the area. For example, residential areas that primarily consist of single family dwellings benefit from the presence of schools, parks and places of worship as well as limited, well-designed, neighborhood commercial uses. The Future Land Use Map does not specifically set aside areas in each neighborhood designated as “Public” or “Commercial” to accommodate those uses. Rather, each definition describes complimentary uses that are appropriate. Mixed use categories such as Commercial/High Density Residential have been developed to recognize that it is not the specific use, but rather the intensity of development that define the desired development pattern in some areas.

The following categories are used in Figure 6.3, Future Land Use Plan:

**Rural Development/Vacant (Light Green)**
Rural Development represents uses that are typically associated with “rural character,” particularly agricultural activity and natural areas. Rural development may include large lot residential development as well as limited commercial or industrial activity that is of a small scale and directly related to agricultural activity.

**Residential (Light Yellow)**
Within the Residential category, conventional one-family detached dwellings represent the primary use, although two-family units such as duplexes are acceptable throughout the area. Public uses such as places of worship, schools, parks, and other neighborhood-oriented public facilities are acceptable in residential areas, assuming that they are designed to respect and enhance the character of the community. Other uses may include small amounts of multi-family residential and neighborhood commercial provided any negative impacts, such as traffic, are mitigated.

**Commercial (Red)**
Commercial areas are designed to specifically promote commercial retail, service activities and office uses. Common uses in the commercial area will include shopping and service facilities for the sale of goods and services, including small shops and larger retail stores and centers, restaurants, hotels and motels, service stations, and various other customer-oriented establishments. Large scale, “big box” retail is most appropriate in the Commercial areas, particularly in the area along Interstate 10 and SH 146 and at Garth Road and Lynchburg Cedar Bayou.

**Commercial/High-Density Residential (Deep Orange)**
Commercial/High-Density Residential areas support medium to high-intensity uses such as townhomes, patio homes, multi-family dwellings and retail centers. The commercial uses are primarily retail and services, though some office activity is appropriate in these areas. Commercial/High-Density Residential areas should be located along arterial roads (such as Garth Road and Main Street) that can accommodate heavy traffic. Residential uses should be appropriately integrated with commercial uses through the use of planned developments. These areas may serve as a buffer between arterial roads and low-density residential areas.

**Office/Technology Park (Blue-green)**
The Office/Technology Park category is intended to accommodate business activity in a planned campus setting that accommodates office buildings as well as other uses such as research and development, warehousing and light assembly. Limited retail and service uses that serve employees of the Office/Technology Park are also appropriate.

**Industrial (Purple)**
Uses associated with industrial activity include manufacturing, assembly, warehousing, distribution, or maintenance of products. Heavy industrial activity is often accompanied by outdoor activity areas or storage. Baytown’s industrial uses, which are largely petrochemical-based, are located in Industrial Districts, primarily in the City’s ETJ. These uses are essential for the area’s economy but do create some nuisances such as noise and traffic that require substantial buffering from lower intensity uses, especially residential. As a result, the Future Land Use Map limits future industrial activity to existing Industrial Districts.
Multi-Family Residential (Light Orange)—Existing
Multi-Family represents structures of more than two residential units. While single family and duplex units may be integrated into these areas as complimentary uses, the role of multi-family is to permit higher density structures in appropriate areas. Accessory uses such as recreation facilities, offices, services and limited commercial are appropriate and may be integrated within the structure (i.e. first floor commercial with residential on upper levels).

Manufactured Housing (Brown)—Existing
The Manufactured Housing category includes manufactured homes, recognizing that these are affordable alternatives to other housing types. Manufactured housing should be located in manufactured home subdivisions to prevent scattered individual lots, and to ensure that adequate services such as sewer and water are provided.

Commercial/Residential (Pink)—Existing
The Commercial/Residential category is based on existing land use patterns around the downtown area where small-scale commercial uses are integrated into single-family and multi-family neighborhoods. Commercial uses include retail, services, restaurants and small offices. Large scale, big-box uses should be located in areas designated for pure commercial use, unless designed to be successfully integrated with the surrounding neighborhoods.

Commercial/Residential/Public (Light Purple)
The Commercial/Residential/Public land use category represents a blend of uses found only in the city’s downtown and surrounding area. The appropriate mix of uses may include government facilities and offices, retail, office and medium to high-density residential activity. Places of worship, meeting halls and other public and semi-public facilities are equally appropriate to this particular category. The category recognizes that a variety of uses are both appropriate and necessary for the area to succeed.

Public (Blue)—Existing
Public uses are those that primarily provide community services such as government facilities, educational institutions, medical facilities, and semi-public uses such as places of worship and meeting halls. Community colleges, such as Lee College, and the airport also qualify as public uses in Baytown.
Figure 6.2
Character Areas

Study Area
Baytown City Limits
Baytown ETJ
Neighboring Communities
Character Areas
Garth Corridor
146 Corridor
Old Baytown
Old Baytown Sub-Character Areas
Original Baytown
Goose Creek
Pelly
Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
Purpose

To boost Baytown’s economy by identifying goals and policies that facilitate job creation, job retention, tax base enhancements, and an improved quality of life.

Highlights

- The Baytown area has a strong base of “blue collar” jobs primarily in the petrochemical and manufacturing industries.
- The Baytown area is well-poised to develop a premier logistics and distribution industry due to its location and transportation access.
- Attracting young professionals and executives to Baytown may require enhanced amenities.
- Ongoing infrastructure improvements are needed to accommodate residential and industrial growth.
Creating Economic Opportunity in Baytown

Growth in Baytown’s employment and tax base is important for the community’s overall health and vitality. The economy has traditionally been a strong point for Baytown with the presence of the petrochemical industry and a healthy manufacturing base. These industries have shaped both the physical and socioeconomic landscape of Baytown as it is known today. As the City looks to the future, it must consider what role these traditional industries will continue to play in the local economy, and what new industries and job and investment opportunities will likely emerge. These economic shifts will have broader impacts on who lives and works in Baytown, what infrastructure is needed to support economic growth, and the tax base supporting the community.

This chapter examines current and projected economic trends in an effort to understand:

- How these trends might influence the long range physical development of Baytown
- What strategies the City of Baytown and other public and private partners should initiate to help foster lasting economic growth in the area.
### Key Economic Opportunity Issues

#### Generating Employment

Baytown has many strengths on which to capitalize when attracting new industries to the area. Its location in the Houston region offers employers access to a large labor pool within a small town setting. All major modes of transportation and freight movement are within close reach. The cost of housing in the Baytown area is affordable compared to other communities in the region—and the cost of living in the region is low compared to other parts of the nation. These factors as well as others have drawn many large companies to locate in Baytown.

Even with these strengths, Baytown will have to strategically position itself to continue to attract employment and investment. The *Economic Development Strategy* emphasized that the City should focus its efforts on developing a distribution and logistics industry given Baytown’s access to transportation routes. The region’s designation as a federal non-attainment area for air quality also makes it essential for Baytown to focus on developing non-polluting industries.

#### Economic Development Resources

Information in this chapter is largely based on findings from two recent studies:


Both reports include economic considerations that go beyond the scope of this Comprehensive Plan. As such, only elements that deal directly with long-range physical development are highlighted here.

#### Supporting Infrastructure

The City of Baytown must ensure that its mobility and utility infrastructure can meet the demands of increased residential and business growth. The City is currently working to address infrastructure capacity through the construction of a new Northeast Wastewater Treatment Plant and numerous other strategic capital improvements representing a multi-million dollar public investment. The City is also using Municipal Utility Districts (MUDs) within the city and its extraterritorial jurisdiction (ETJ) as an interim means to provide wastewater capacity in growing residential areas.

Baytown is ideally located to take advantage of the skyrocketing demand for movement of goods with available rail, shipping, air, and road infrastructure. However, in addition to moving goods, the movement of people will be equally important as the community grows. Local roads require ongoing maintenance and repair, and sidewalks are lacking and desired in many areas. Additionally, many low-income residents need public transit to access jobs and meet daily needs. Unless dealt with proactively, problems with congestion and road maintenance will only become more challenging as more Houston commuters move to Baytown and its ETJ.
Attracting Investment

The Economic Development Strategy noted that Baytown residents and employees have a generally negative perception of the community and also feel that Baytown is perceived negatively by others in the region. This ongoing “self-image” problem may be hindering the city’s ability to attract and retain residents and businesses. The community’s appearance is one aspect that contributes to this negative perception with some older areas looking unkempt and rundown in addition to problems with litter, illegal dumping, and vacant sites and buildings.

When the city’s Economic Development Strategy was being developed in 2003, residents repeatedly noted the lack of retail amenities as an issue. The report noted that many people who worked in Baytown, but did not live in the community, cited the “lack of options in terms of restaurants and services” as a reason for not living in Baytown. This dissatisfaction was prominent in the surveys despite the fact that Baytown had experienced significant retail growth in the years leading up to the study. Though this seems contradictory, it may simply show that the public desires a certain quality of retail (i.e. department stores or specialty restaurants) rather than the sheer quantity of retail that is reflected in the statistics.

With the addition of several major retailers to the area in recent years, residents’ perceptions are likely to be more positive. Nonetheless, it is important to note that retail amenities do play a role in attracting residents, employers, and employees to an area.

Retail Sector Growth

- The retail sector is growing faster than any other industry by sales in Baytown—increasing 66 percent from 1990 to 2002.
- Retail sales per capita are above the Texas average and on par with the City of Houston.
- Retail growth will boost Baytown’s sales tax base and also provide residents with added choice and convenience.

Improving Education

High-quality education is important to develop a skilled and competitive work force. The quality of public schools is also a primary factor in locational decisions for both businesses and residents.

Baytown area schools face many challenges including decreased funding, an increased number of non-English speaking students, and a negative public image. Despite these challenges, the Goose Creek Consolidated Independent School District (GCCISD) has kept up with state standards and has been noted as a Texas Recognized District.

Lee College is an important resource for workforce development that is not being fully utilized. Despite its presence in the community, local employers note that many applicants from Baytown lack technical skills needed on the job. The Small Business Development Center at Lee College is another available resource to promote local entrepreneurship.
Economic Opportunity Goals and Actions

**GOAL**
Sites and infrastructure meet the needs of target industries and a growing population.

**Actions**
1. Work with business and industry representatives to identify priority road and infrastructure improvements.
2. Create a funding mechanism for community improvements and small business development such as a community development corporation (CDC).
3. Expand public transportation options within Baytown and between Baytown and regional employment centers.

**GOAL**
The City offers a place for residents to live, play, and work; it is a more appealing place to live for young professionals and individuals employed by target industry companies.

**Actions**
1. Launch a more comprehensive and coordinated beautification program as part of an overall campaign to improve Baytown’s image.
2. Start an “adopt-a-neighborhood” program to engage the community in routine clean-up and beautification efforts.
3. Expedite the removal of abandoned and vacant buildings.
4. Identify opportunities to transform underutilized and abandoned properties into neighborhood parks.
5. Continue working with landowners and developers to identify and highlight sites well-suited for retail and commercial development.
6. Establish an overlay district for Baytown’s historic downtown that allows for mixed uses and provides design guidelines for the area.
7. Offer financial support for the community’s revolving loan fund to assist with beautification, façade improvements downtown, and small business loans.
Economic Opportunity Policies

The City should:

- Support infrastructure improvements for containerization facilities and heavy haul roadways to ensure that Cedar Crossing remains an industrial hub for the community and region.

- Encourage commercial and retail development through incentives such as tax increment reinvestment zones (TIRZs) to draw business investment to the city.

- Provide ongoing leadership on the issue of community improvement and image by:
  - Allocating adequate funding for capital improvements to include aesthetic improvements (i.e. streetscaping along newly constructed or improved roadways)
  - Actively enforcing ordinances that prohibit illegal dumping and littering
  - Facilitating public/private partnerships that engage business, government, and community leaders in improving the community.

A Summary of Baytown’s Economy

According to the Baytown Economic Development Strategy, the area is in good economic shape with a prosperous manufacturing industry. Though there are some difficult challenges facing the community, the report notes that Baytown’s “strengths far outweigh its weaknesses.”

The Community Assessment component of the city’s Economic Development Strategy provides a comprehensive overview of the trends currently facing Baytown’s economy. From this assessment the following key points emerge:

- Of Baytown’s workforce, 48 percent is employed in “blue collar” jobs (as defined by the U.S. Census). In Texas and the U.S., only 39 percent of the workforce is employed in these occupations.

- Manufacturing employs 19 percent of Baytown’s workforce, a rate well above state and national averages. The U.S. Census defines manufacturing as, “establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products.”

- Baytown’s major employers are concentrated in the petrochemical industry, public sector, and retail.

- Together, construction and manufacturing account for nearly one-third of the Baytown workforce.

- Average wages in Baytown are higher than state and national averages, particularly for the manufacturing sector.
• Baytown’s unemployment rate is higher than regional and state averages.

• Currently, Baytown has a good mix of petrochemical, plastics, and industrial machinery industries. However, these industries are not predicted to grow in the future.

• Goods-producing employment has declined or remained stagnant and service sector employment has increased, as is the case throughout the country.

• Baytown had 28,793 jobs with 68,383 residents in 2005. As shown in Table 7.2, the jobs-to-population ratio is 0.42. This is slightly lower than comparable cities in the Houston region.

• The retail sector is growing faster than any other industry by sales – increasing 66 percent from 1990 to 2002.

• Residential building permits increased by almost 400 percent from 2000 to 2003. The value of newly-built homes in and around Baytown is also on the rise.

---

### Figure 7.1: Jobs to Population Ratio in Area Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Jobs</th>
<th>Population</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pasadena</td>
<td>61,620</td>
<td>148,561</td>
<td>0.41</td>
</tr>
<tr>
<td>Baytown</td>
<td>28,793</td>
<td>68,383</td>
<td>0.42</td>
</tr>
<tr>
<td>Conroe</td>
<td>20,331</td>
<td>46,217</td>
<td>0.44</td>
</tr>
<tr>
<td>Sugar Land</td>
<td>37,159</td>
<td>76,847</td>
<td>0.48</td>
</tr>
<tr>
<td>League City</td>
<td>30,747</td>
<td>58,134</td>
<td>0.53</td>
</tr>
<tr>
<td>Pearland</td>
<td>27,851</td>
<td>52,653</td>
<td>0.53</td>
</tr>
</tbody>
</table>

Source: Employment data from Texas Workforce Commission, population estimates from Texas State Data Center, 2005.
## A Summary of Strengths and Weaknesses

*Source: Modified from the City of Baytown Economic Development Strategy, 2004.*

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Local petrochemical industry provides well-paying blue collar jobs</td>
<td>• Attracting new petrochemical based industry appears unlikely</td>
</tr>
<tr>
<td>• Location within one of the nation’s fastest-growing metropolitan areas</td>
<td>• Wastewater treatment facilities are at capacity, which is limiting commercial and residential growth</td>
</tr>
<tr>
<td>• Good connections to major transportation infrastructure with access to the Port of Houston’s two container ports, two airports, major interstate freeways, and rail</td>
<td>• The region’s non-attainment status for air quality limits the growth of certain industries</td>
</tr>
<tr>
<td>• Goose Creek ISD is a Texas Recognized District</td>
<td>• Residents feel that Baytown has a negative image both within the community and throughout the region</td>
</tr>
<tr>
<td>• Lee College, a two-year college, offers local opportunities for higher education and technical training enrolling 14,000 students annually</td>
<td>• Baytown did not receive a proportionate share of the Houston region’s population growth in the 1990s</td>
</tr>
<tr>
<td>• The retail market has grown considerably – 66 percent from 1990-2002</td>
<td>• Deficiency of amenities and industrial image make it difficult to attract high-income residents</td>
</tr>
<tr>
<td>• Access to a large labor force within the Houston metropolitan region</td>
<td>• Baytown’s unemployment rate is consistently higher than regional and state averages</td>
</tr>
<tr>
<td>• Cedar Crossing industrial park located just outside the city has attracted investment and jobs to the area</td>
<td>• Despite recent growth in retail activity, some residents still prefer the retail and restaurant options in neighboring communities</td>
</tr>
<tr>
<td>• Housing is affordable relative to local wages</td>
<td>• Low-cost, quality housing is limited</td>
</tr>
<tr>
<td></td>
<td>• Area residents are concerned with the quality of public education offered by GCCISD</td>
</tr>
<tr>
<td></td>
<td>• Limited public transportation opportunities</td>
</tr>
</tbody>
</table>
Purpose
To identify goals and priorities for improving Baytown’s parks, recreation areas, natural environment, historical resources, and community image so that current and future residents can enjoy a high quality of life.

Highlights
• Baytown offers a variety of recreational opportunities, including facilities that are unique to the City’s waterfront location and ecological setting.
• Residents are concerned about the aesthetic appearance of Baytown and would like to see the city’s image improved through beautification, litter reduction, revitalization activities, and the enhancement of natural areas and waterways.
Quality of Life in Baytown

Quality of life goes beyond basic needs to consider intangible benefits such as community pride, beauty, and the experience of living in or visiting a place. Quality of life is a broad topic that means different things to different people. For some, it is measured in how long it takes to get to work each day; for others it means having a local park within walking distance. This chapter focuses on quality of life elements that the City can have the most influence on including:

- Parks, recreation areas and public facilities
- Open space, natural features and ecologically significant areas;
- Historical and cultural features
- The overall appearance and image of the community

While quality of life is sometimes considered to be “icing on the cake,” it is fundamental in shaping the way people experience and identify with a place. Such impressions have become increasingly important as people have more and more options when choosing where to live, visit, or locate a business. Locational decisions that were once based on factors such as the quality of schools, jobs, and transportation access are increasingly based on broader criteria that take into account the overall “livability” of a place.

This chapter provides an assessment of Baytown’s existing quality of life assets and identifies areas that should be strengthened in order to provide a high quality of life for current and future residents, area employees, and visitors.
Public Amenities

Baytown provides opportunities for residents to enjoy a diverse range of community amenities including libraries, parks, natural areas, sports complexes, picnic areas, water “spray” parks, and boating facilities. Many of these public facilities, such as the library and community center, also offer programs and activities that help meet the educational and social needs of residents. The continued enhancement of these facilities and programs is important to instilling a sense of community pride and cohesiveness.

Baytown is fortunate to have several unique park amenities that take advantage of the City’s waterfront location. Large facilities such as the Baytown Nature Center attract local residents as well as visitors throughout the region. These large regional facilities are a great asset to the community, but do not provide for all park needs. Smaller parks located close to neighborhoods are important for meeting the daily recreational needs of residents and should be provided at levels suggested by national standards. Provision of adequate parkland in the northern areas of the city and its extraterritorial jurisdiction (ETJ) will be a priority as the city continues to grow in this direction.

Public Facilities

As the population grows, Baytown will have to plan for the expansion and addition of public facilities such as fire and police stations, schools, libraries and community centers. This will require coordination among various city departments and with the GCCISD. Adequate provision of these facilities will ensure that residents continue to enjoy a high level of service even with increased population growth.

Baytown’s Natural Assets

Baytown’s ecological resources are important to protect for their own long-term integrity, as well as the enjoyment of current and future generations. Baytown is located within a unique coastal ecosystem that is part of the Great Texas Birding Trail. This natural asset attracts birders and naturalists from throughout Texas and beyond to observe the 315 bird species that have been recorded here. Anglers are also drawn to the Baytown area for both salt and freshwater fishing opportunities. Four of Baytown’s parks have boat ramps and six have fishing piers for recreational fishing.

Baytown also has a track record of being a good environmental steward, receiving the U.S. Environmental Protection Agency’s Gulf Guardian Award in 2002. The award recognized the City’s initiatives to protect the Gulf of Mexico ecosystem through the Goose Creek Stream Project, the Eddie V. Gray Wetlands and Recreation Center, the Baytown Nature Center, and the Chandler Arboretum.

Efforts to protect and enhance the natural environment should continue as Baytown grows, and care should be taken to ensure that development does not encroach on or adversely impact sensitive environmental areas. This can be achieved through a variety of strategies including development regulations and incentives. The responsibility of protecting Baytown’s environmental assets should be shared among stakeholders through partnerships among the City, developers, local businesses, community organizations, and regional, state, and federal agencies.

Connecting Key Amenities

It is important to ensure that Baytown’s community assets can be enjoyed by all residents. This requires enhanced connections among community focal points such as parks and recreation areas, schools,
Baytown Recognized for Keeping Texas Beautiful

The City of Baytown was recognized in several categories at the Governor’s 2006 Community Achievement Awards ceremony. This program, which recognizes communities for involving businesses, schools, local government, and youth in community beautification, is one of the most prestigious environmental award programs in Texas. Accolades such as these are a positive sign that Baytown is making strides toward achieving many of the beautification goals established in the 2020 Comprehensive Plan. Baytown was recognized in the following categories:

- **Overall Award of Excellence** for earning a score of over 90 on the awards application.
- **1st Place**—Government-City Program for the City of Baytown Health Department Litter Abatement Program.
- **1st Place**—Government-City Project for the City of Baytown Health Department Community Service Walk-in Station Project.
- **2nd Place**—Media Award for the Baytown Sun’s education and public awareness efforts on the environment.
- **3rd Place** among cities with populations between 50,001 and 100,000.

Community Image

Baytown’s industry is an important component of its economy, history and identity. Though Baytown residents are proud of its industrial identity, they also recognize that it can have negative connotations that often overshadow Baytown’s unique community assets. Residents and local officials have worked to change this image through initiatives to beautify the community, control litter, revitalize older areas, and enhance waterways and natural areas. Beautification efforts are not always seen as high-priority items in light of more pressing needs to maintain and improve local infrastructure. However, the image of a community is important to citizens and key to attracting new residents, business investment, and tourism to the area. The City should therefore continue efforts to beautify the community through increased regulations, buffering industrial sites with greenbelts, capital improvements, volunteer initiatives, and partnerships with local businesses and institutions.

Historic Assets

The Baytown area has been home to many influential events in Texas history. Located near the historic battle of San Jacinto, Baytown settlers were influential in the state’s fight for independence. Baytown is also home to the first offshore drilling operation in Texas, which led to the construction of a refinery by the Humble Oil and Refinery Company (now ExxonMobil). The refinery literally fueled the development of the town with the company supplying housing, roads, and utilities.

The history of the Baytown area is documented at the Baytown Historical Museum and in the historical monuments and markers throughout the area such as the Republic of Texas Plaza, Bicentennial Park, the Wooster School, and Brown-McKay House. These monuments should continue to be highlighted as a way to celebrate the history and identity of the community.
**Quality of Life Goals and Actions**

**GOAL**
A system of well-maintained parks, open spaces, trails, recreation areas, and public facilities to accommodate the needs of Baytown’s current and future residents.

**Actions**
1. Periodically update the City’s *Parks, Recreation, Open Space and Greenways Master Plan* to ensure that identified needs and priorities are current and reflect future demands based on the latest growth projections.

2. Develop a long-range capital plan that identifies future facility needs (i.e. public libraries, police stations, fire stations, and community centers) and funding sources to ensure that Baytown’s services and facilities continue to meet the needs of a growing population.

3. Identify additional environmentally sensitive or undevelopable lands the City could acquire and preserve for public open space or recreational uses, such as areas adjacent to the bays, streams, bayous, and waterways.

4. Continue with the phased renovation of the Wayne Gray Sports Complex.

5. Replace the City’s aging swimming pools to ensure that these facilities are safe, well-maintained, and continue to be a community asset for residents.

6. Evaluate the feasibility of adopting development incentives and/or regulatory measures to preserve open space and sensitive environmental areas.

7. Amend the City’s development codes to require parkland dedication or a fee-in-lieu of land in residential developments.

8. Establish park development standards, including criteria for proposed land dedications, for implementation through the City’s subdivision regulations.

9. Undertake an updated community assessment of Baytown’s parks and recreation amenities to ensure residents’ desires are reflected in parks planning and acquisition.

10. Explore ways to protect and cover park facilities from sun exposure to increase public use during summer months.

11. Work with TxDOT to develop a roadside park along I-10.

12. Explore the possibility of constructing an indoor recreational facility.

**GOAL**
An interconnected network of greenways that are multipurpose, accessible, and convenient, providing pedestrian and bicycle connections among neighborhoods, parks, schools, workplaces, and community focal points.

**Actions**
1. Continue the planned extension of the Goose Creek trail and greenbelt to the north to provide additional access to the nature trail and to provide links to more neighborhoods, parks, and schools.

2. Develop a trail along Cedar Bayou to provide a north-south trail connection along the eastern limits of the city, with a link to the Goose Creek Stream trail and greenbelt.

3. Evaluate the feasibility of on-street bike lanes and routes that will link trails to neighborhoods, parks, schools, churches, the public library and civic center, museums, major employers, medical facilities, social service agencies, and other key locations.

**GOAL**
Library facilities and programs that continue to be community assets.

1. Grow the City’s library system and educational programs to accommodate future population growth and community needs.
**GOAL**

An enhanced community image that reflects Baytown’s unique historical, cultural, and natural assets and promotes the community as a desirable place to live, work, and visit.

**Actions**

1. Create design guidelines and development standards to enhance the aesthetics of the community.

2. Identify important community “gateways” and prepare specific corridor plans to prioritize improvements such as landscaping, specially-designed bridges and entrance signage in these areas. This could lead to the development of a corridor overlay district along specified enhancement roadways to enact area-specific design guidelines.

3. Review and amend the City’s sign regulations, as necessary, to better manage the location, type, size and scale of signs throughout the city.

4. Continue the “Adopt-a-Street” program to capitalize on one of Baytown’s greatest assets – a strong volunteer community – in order to beautify the city and control litter. Target volunteer efforts to community focal points such as key corridors, parks and trail areas, downtown, and community gateways.

5. Work with utility providers to determine the cost, timing, and feasibility of relocating overhead utility lines underground with a priority on community focal points and enhancement corridors.

6. Identify and remove large signs that are damaged or dilapidated.

7. Amend the procedures for City removal of unsafe buildings to expedite the process.

8. Establish a “performance bond” for commercial buildings and apartments to ensure funding for demolition if the site becomes vacant.

9. Improve the appearance of properties utilized by the City of Baytown to set an example of attractive, high-quality development.
Quality of Life Policies

Parks, Recreation, and Public Facilities

The City should:

- Expand its parks and recreation system to conform with standards for the acreage and types of parks per 1,000 residents as recommended by the National Recreation and Parks Association (NRPA).

- Acquire land within parkland-deficient areas to ensure that parks and recreation areas are evenly distributed throughout the community.

- Acquire land for parks and trails in identified future growth areas well in advance of ensuing development to ensure land availability, strategic location, and reasonable acquisition costs.

- Involve citizens in the planning and design of neighborhood parks and trails to address local concerns and ensure that facilities meet the needs and desires of residents.

- Ensure that all parks and recreation facilities are in good physical condition, fully accessible, and safe by allocating adequate operating and capital funding to maintain, repair, and improve facilities.

- Allow innovative land development practices, such as conservation subdivisions, to encourage private-sector participation in the protection of natural resources and the provision of community open space.

- Use public funds to leverage state and federal grants to finance the expansion or enhancement of existing parks and development of new parks, trails, bikeways, and greenbelts.

- Ensure that public facilities such as police and fire stations, community centers and libraries are adequate to meet growing needs.

Connecting Community Assets

The City should:

- Coordinate greenway, trail, and bikeway planning with the Master Thoroughfare Plan to create an interconnected system of multipurpose trails, bicycle lanes, and routes around the City to provide recreation opportunities, as well as alternative transportation options for residents.

Community Image

The City should:

- Ensure that new development conforms to standards and guidelines to achieve a high-quality built environment that supports the community vision.

- Incorporate parks and open space into key city entrances, as well as along transportation corridors to visually enhance those corridors.

- Lead beautification efforts by visually enhancing public infrastructure including streets, sidewalks, and parks—giving priority to the most visible areas of the city such as downtown and key corridors.

- Enforce local codes regarding property maintenance and appearance.

- Support programs that reduce litter and illegal dumping within the city limits and the ETJ.

- Promote and administer athletic activities, cultural and community activities, and special events that highlight Baytown’s natural, historical, and cultural assets and attract visitors to the city.

- Incorporate beautification and corridor planning efforts into the City’s capital improvement program and annual budget to ensure an adequate funding source for improving Baytown’s image.
**BAYTOWN’S Quality of Life Assets**

**Parks, Recreation and Public Facilities** Baytown has an abundance of parks, recreation facilities and open space with approximately 1,000 acres of land dedicated to these uses. This far exceeds national guidelines set by the National Recreation and Parks Association (NRPA). However, it should be noted that a large portion of Baytown’s park acreage is dedicated to “special use parks” such as nature centers, athletic fields, and greenways. The Baytown Nature Center alone accounts for approximately 44 percent of the City’s overall park acreage. This leaves 232 acres of parkland used for mini-, neighborhood, community, and school parks, which is below the NRPA’s recommendations for a community of Baytown’s population size (estimated at 68,000 in 2005 by the U.S. Census).

While national guidelines are useful, they should only be used as benchmarks since local needs tend to vary from community to community. As such, the satisfaction of residents is an important measure of a community’s parks and recreation system. Local preference was measured in 1996 when Texas A&M University prepared *An Assessment of Recreation Needs in Baytown, Texas*.

The assessment noted that many of the “special use parks” provide the same functions as mini-, neighborhood, and community parks because they are close to residential areas. As a result, residents were generally satisfied with the level of service despite the deficiencies in mini-, neighborhood, and community parks suggested by the NRPA standards. City staff, Park Board, and City Council members concluded that Baytown’s parks acreage is adequate to satisfy the needs of current residents. Future park acquisition will be necessary to meet the needs of new residents in growing areas.

Though the *Parks, Recreation, Open Space and Greenway Master Plan* is only five years old, the demand-based assessment was conducted 10 years ago. The City should update the demand-based assessment to get a more recent “snapshot” of the needs and preferences of residents.
Community Appearance and Image

Baytown residents have consistently expressed their desire to enhance the overall appearance and image of the community. The issue has surfaced in a variety of community planning processes such as the 2020 Comprehensive Plan update, the Economic Development Strategy, and the Downtown Master Plan, as well as the current 2025 long-range planning process. These planning efforts have highlighted the following elements to consider regarding Baytown’s appearance and image.

Entrances and Corridors

Community entranceways serve as focal points for creating special and lasting images and should be given more attention. Visitors traveling into the city across the Fred Hartman Bridge are greeted by a landscaped triangle formed by the split of SH 146 and Business 146. This offers a panoramic view of Baytown, which should be a point of pride for the community. While this cannot be replicated at all entrances to the city, something other than a green-and-white city limit sign should be considered to create a sense of arrival.

Overall City Appearance

The general appearance of Baytown’s streets and esplanades, waterways, shorelines, and residential and commercial areas is paramount in enhancing the perception and reputation of the City. Landscaping medians, rights-of-way and parking areas in key areas such as SH 146, Business 146, Garth Road, and Decker Drive would improve the visual appeal of the city. Controlling litter and debris and removing outdated or unused billboards, old pilings and wellheads, platforms, and other oil production equipment from waterways can help accomplish this task. Additionally, the City should enact and enforce stricter landscaping ordinances and development standards, as well as expedite the process for removing unsafe buildings.
Purpose
To outline a process with a strategic action plan that will lead to the successful implementation of the Baytown 2025 Comprehensive Plan.

Highlights
- Implementation is the most difficult, yet the most important step to ensure that the goals set forth in the Comprehensive Plan are achieved.
- The Implementation Chapter provides a summary of all “action” items identified throughout the planning process and ranks each item according to a general prioritization scheme.
Implementation is the stage of the planning process that bridges vision and reality. Goals, actions, and policies have been developed in preceding chapters to address the specific topics of growth capacity, mobility, land use, economic opportunity, and quality of life. The next step requires a strategic action plan to determine which items are most crucial or feasible to address given the realities of budgets, staff resources, market conditions, and time.

Plan implementation requires the prioritization of certain tasks over others, which can be a difficult and unpopular task. However, it is the most important step to ensure that the overall community vision and goals are achieved. This chapter aims to guide the implementation of the Comprehensive Plan by:

- Recommending steps to begin implementation within the first six months after plan adoption as well as strategies to maintain community support and awareness
- Developing a “strategic action plan” of items to be accomplished during the duration of the plan with a general time frame assigned to each task
- Outlining a process for the periodic update and review of the Comprehensive Plan to ensure the plan continues to be relevant to the community over time
Implementation Recommendations

Following are strategies designed to succeed in implementation of the Baytown Comprehensive Plan.

Form an Implementation Task Force

It is important to maintain momentum regarding the goals of the Comprehensive Plan once it has been adopted. The creation of an Implementation Task Force upon plan approval ensures that the plan does not have a chance to become idle. The role of the Task Force is to refine and prioritize the Strategic Action Plan, initiate action, and monitor progress. Task Force membership may include key members of City staff; select members of the development and business communities, individuals from other public agencies and institutions, leaders from organized civic groups, and local residents.

Much of the initial responsibility of the Task Force has been completed through the development of the action agenda. However, the Implementation Task Force will need to revise the action agenda annually to reflect achievements that have been made and new priorities that have emerged. The Task Force’s primary responsibilities will be to:

- Propose methods or programs to implement each action
- Identify specific roles for City departments and outside agencies for implementation;
- Estimate costs of priority actions;
- Propose sources of funding
- Establish a time frame in which each recommended action will be accomplished

The work of the Task Force can be used by City staff and Council during the budget process, as well as to determine annual work plans for various City departments.

Involving Citizens

The achievement of the plan’s goals will ultimately improve the quality of life for Baytown residents. Residents should therefore have the opportunity to track the progress of the plan or be involved in implementation activities. Newsletters, media releases, internet postings on the City’s website, and public notices are effective ways to keep the public informed of progress. Activities to involve residents in plan implementation such as advisory committees, public meetings, and community workshops should also be undertaken to achieve meaningful and effective involvement.

Make Success Quick and Constant

Getting results early in the implementation process gives stakeholders the satisfaction to see the fruits of their involvement. This generates momentum and helps keep people excited and interested in seeing the program succeed. Some recommended actions do not bear significant budgetary obligation. These programs and activities provide an immediate opportunity to make an impact on the community, and thus on the successful implementation of this plan.

Success is a powerful tool for marketing the plan. As such, serious consideration should be given to making sure that successes are consistent throughout the implementation process. Some actions will take longer to complete than others. Those projects should commence in a timeframe that will allow for both balancing resources and constant success.
Share Responsibility and Rewards

Implementation of the Comprehensive Plan requires responsibility and accountability from a number of diverse parties. In some cases, results will not come quickly, particularly in instances that are likely to create some controversy or come at a significant expense. To ease effort and expense, responsibility for accomplishing the tasks of the Comprehensive Plan should also be shared by a number of individuals and organizations. By working together, the community can achieve its vision, which is of benefit to all involved.

Integrate Planning into Daily Decisions

Opportunities for integrating the plan’s recommendations into other business practices and programs of the City are vital to widespread recognition of the plan as a decision-making tool. For instance, the plan’s recommendations should be widely used in decisions pertaining to infrastructure improvements, proposed new development and redevelopment, expansion of public facilities, services and programs, and the capital budgeting process. The plan should be referenced often to maintain its relevance to local decisions and to support the decisions that are being made.

Finance the Plan

Many of the actions in the Comprehensive Plan will require a financial commitment from the City. While most of this will have to come from the City’s general fund, there are a variety of financing tools and techniques that are available. These tools, under the right circumstances, may be used effectively to finance public improvements and to provide incentives to private businesses. Access to grants and loans from public and private sources is an example of funding sources that are rarely used to the extent possible.

Report Progress

The Planning and Zoning Commission should prepare an annual report for submittal and presentation to the City Council. The proposed, updated Strategic Action Plan should be a part of the annual report along with the status of plan implementation. Significant actions and accomplishments during the past year should be included as well as recommendations for needed actions and programs to be developed and implemented in the coming year. The time schedule for preparation and submittal of the annual report should be coordinated with the City’s annual budget development process so that funding can be allocated to implement the Strategic Action Plan.

Commit to Plan Implementation

To ensure that current and future elected officials, as well as the general public remain committed to the success of the Comprehensive Plan, many communities have begun officially committing to plan implementation and maintenance. One way to do this is through a resolution that confirms the community’s commitment to the plan and to the steps necessary to achieve the plan’s goals. Recommended items to incorporate into a resolution include the establishment of an Implementation Task Force, annual reports on success of the plan by the Planning and Zoning Commission, consideration of the plan in development of budgets and in daily decisions, and a schedule of minor and major updates.
Baytown is a dynamic community that must respond to changes in population trends, the real estate market, the economy, and community desires. As a result, a rigid plan that remains static over time will not meet the changing needs of the community. The plan will require regular modifications to be kept up to date as circumstances continue to change. A process of annual plan amendments and five-year major plan updates provide opportunities to refine the plan and re-evaluate its recommendations. These processes ensure the plan and the City’s implementation tools continue to be effective methods of achieving Baytown’s goals throughout the life of the plan.

**Annual Plan Amendment Process**

The Planning and Zoning Commission is responsible for continuous monitoring and evaluation of the Comprehensive Plan. As previously noted, it is recommended that the responsibility be shared or initiated by an Implementation Task Force. Annual plan amendments will provide an opportunity for minor plan updates and revisions, such as changes in the future land use plan, revised policies, or the addition or subtraction of implementation actions. Ordinances and regulations should also be reviewed at this time to ensure they are consistent with the plan. Annual plan amendments should be prepared and distributed in the form of addenda to the adopted plan.

Identification of potential plan amendments should be an ongoing process by the Planning and Zoning Commission, City staff, and Implementation Task Force throughout the year. Citizens, property owners, community organizations and other governmental entities can also submit requests for plan amendments. Proposed plan amendments should be reviewed and approved by the Planning and Zoning Commission. The Planning and Zoning Commission and City Council should adopt plan amendments in a manner similar to the plan itself, including public hearings and consideration of action.

**Major Plan Updates**

Major updating of the plan should occur every five years. These updates will ensure renewal and continued usefulness of the plan for use by City officials, staff and others. Plan amendments from the previous four years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving City officials, City departments, and citizens. Consultant services may be utilized if necessary.

As a part of major plan updates, the City should review and update the base data including population projections and existing land use. Additionally, the goals, actions, and policies of the plan should be analyzed and reviewed to determine their effectiveness and relevance to current conditions. Items that were not previously achieved and barriers that prevented their achievement should be identified. New or modified goals, actions, and policies should be developed as necessary based on new data, emerging issues, and changing community conditions. The result of a major plan update will be a new plan for the City, including identification of up-to-date goals, policies and implementation actions.
The essence of the plan is in the City’s ability to implement its goals, actions, and policies through tools like the Unified Land Development Code and coordination with entities, such as TxDOT or the Baytown Chamber of Commerce. Perhaps the most important method of implementing the plan comes through a day-to-day commitment by elected and appointed officials, City staff, and citizens of the community. The plan must be perceived as a useful and capable tool in directing the City’s future. Plan elements and maps should be displayed and available for ready reference by public officials, City staff, business and property owners, and citizens. It is this high visibility that will make the plan successful, dynamic, and a powerful tool for guiding Baytown’s future growth and development.

Resources for implementing the plan include the following:

**Future Land Use Plan**

The Future Land Use Plan along with related polices are important tools to guide everyday decisions regarding development and redevelopment. The plan should be used to identify appropriate areas for development based on land use compatibility, infrastructure availability and environmental constraints. Additionally it should be used to direct residential and nonresidential growth in appropriate areas.

**Existing Regulations**

Existing regulations and ordinances, including the Unified Land Development Code, help enforce the plan by providing the rules and regulations that developers and landowners must follow. As a result, it is important to ensure that City regulations and ordinances conform to the goals and policies of the Comprehensive Plan.

**Annexation**

Uncontrolled growth in Baytown’s ETJ can detract from many of the plan’s goals. Through annexation, the City can extend its development regulations into additional territory and have greater control over the type, location, intensity, and quality of development. This is an important way to ensure that future development meets the goals and expectations set forth in the Comprehensive Plan.

**Private Property Owners/Developers**

Development activity is largely determined by market factors and the individual decisions of property owners and developers. These stakeholders are therefore important partners in implementing the Comprehensive Plan. The plan provides property owners and developers guidance and predictability regarding the type and quality of development expected by the community. In some cases, the City may need to go further and offer incentives to encourage the type of development outlined in the Comprehensive Plan (i.e. redevelopment of difficult sites).

**Elected Officials and Staff**

The City Council, Planning and Zoning Commission, and City staff make daily decisions that can either enhance or detract from the goals of the Comprehensive Plan. City officials and staff should use the policies in the plan as a guide for day-to-day decisions. The plan should continually be referenced in planning studies and zoning case reports, as well as informal discussions. Proposals for new development should be consistent with the Comprehensive Plan.
Strategic Action Plan

The Strategic Action Plan is the final, essential step in the comprehensive planning process. The Strategic Action Plan is a “checklist” of action statements that represent those items considered to be the most critical next steps. This initial plan of action is designed to kick-start implementation activities by the City and other public and private partners by addressing those projects that can be immediately undertaken or are so pressing as to require immediate action.

The Strategic Action Plan is meant to evolve. Each year, actions that have been accomplished should be removed from the list, perhaps to be placed in a new list highlighting the “successes” of the Comprehensive Plan. New actions should be placed into the Strategic Action Plan so that continuous effort is taken toward meeting the vision established in the Comprehensive Plan. This process is among the various tasks that can be undertaken by an Implementation Task Force for submission to the Planning and Zoning Commission.

Tasks in the Strategic Action Plan are grouped according to the plan elements of growth capacity, mobility, land use, economic opportunity and quality of life. Each task has been given a general time frame for completion; by 2009, by 2012, and beyond 2012. An ongoing category is checked for items that will require repeated action or regular maintenance.

### Baytown Comprehensive Plan 2025 Strategic Action Plan

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority/Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2009</td>
</tr>
<tr>
<td><strong>Growth Capacity</strong></td>
<td></td>
</tr>
<tr>
<td>Prioritize, budget for and include in the City’s capital improvements program the water and wastewater improvements identified in the Water and Wastewater Master Plans.</td>
<td>✓</td>
</tr>
<tr>
<td>Update the City’s development ordinances to reflect the infrastructure policies outlined in the Comprehensive Plan.</td>
<td>✓</td>
</tr>
<tr>
<td>Identify and replace older wastewater lines that face infiltration problems.</td>
<td></td>
</tr>
<tr>
<td>Establish a timeline for transition of services from Municipal Utility Districts within city limits to city services.</td>
<td>✓</td>
</tr>
<tr>
<td>Establish a regular schedule for updating the City’s capital recovery fee for new development to ensure it reflects current costs.</td>
<td>✓</td>
</tr>
<tr>
<td>Prioritize and implement the recommendations established in the Master Drainage and Flood Mitigation Plans by coordinating with other agencies, allocating resources, and incorporating projects into the City’s capital improvements program.</td>
<td></td>
</tr>
<tr>
<td>Develop drainage criteria and standards for new developments.</td>
<td>✓</td>
</tr>
<tr>
<td>Establish impact fees to assist in completing drainage improvements to counter the impacts of new development.</td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Priority/Time Frame</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Identify flood prone areas of Baytown and the ETJ and produce maps with elevation levels for distribution to all residents.</td>
<td>✓</td>
</tr>
<tr>
<td>Coordinate with other local, state and federal agencies in implementing drainage improvements including the U.S. Army Corps of Engineers, Harris County, Chambers County and the Harris County Flood Control District.</td>
<td>✓</td>
</tr>
<tr>
<td>Identify properties repeatedly damaged by flooding and establish a program for acquisition and relocation.</td>
<td>✓</td>
</tr>
<tr>
<td>Identify intersections that are prone to flooding and propose necessary improvements.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Mobility</strong></td>
<td></td>
</tr>
<tr>
<td>Prepare a detailed transportation study and thoroughfare plan to identify and prioritize specific improvements.</td>
<td>✓</td>
</tr>
<tr>
<td>Evaluate the feasibility of implementing road impact fees to generate funding for and recoup the costs of roadway improvements necessitated by and attributable to new development.</td>
<td>✓</td>
</tr>
<tr>
<td>Develop an access management program that provides design requirements, revised development codes, and new development review procedures to address access management issues through the development process.</td>
<td>✓</td>
</tr>
<tr>
<td>Adopt a comprehensive maintenance program for area roadways that is based on a prioritized level of need versus making improvements on a district-by-district basis.</td>
<td>✓</td>
</tr>
<tr>
<td>Prepare a safety study in conjunction with the Houston-Galveston Area Council (H-GAC) to evaluate “high risk” intersections within Baytown and identify recommendations for improvements at those locations.</td>
<td>✓</td>
</tr>
<tr>
<td>Revise the City’s existing development codes to include standards and requirements for street and development connectivity.</td>
<td>✓</td>
</tr>
<tr>
<td>Include requirements in the City’s development codes for installation or enhancement of sidewalks and/or bicycle facilities when any new development or redevelopment occurs, where appropriate.</td>
<td>✓</td>
</tr>
<tr>
<td>Revise or adopt new cross section standards for collectors and arterials that include sufficient right-of-way for sidewalks and bike lanes, where appropriate.</td>
<td>✓</td>
</tr>
<tr>
<td>Action</td>
<td>Priority/Time Frame</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>Identify near-term critical needs for personal mobility and install dual purpose sidewalks/bikelanes to meet these needs.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Prepare a comprehensive bicycle and pedestrian master plan for the entire community or on a special-area plan basis. As part of this process, consider locations in Baytown where one or more roadways could be “retro-fitted” to accommodate bike lanes (as a “pilot” project to demonstrate how neighborhoods could be better linked).</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Establish incentives or regulations for the provision of sidewalks that connect residential and commercial developments and create safe pedestrian access between homes and daily conveniences.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Establish incentives to encourage infill development or the redevelopment of vacant sites and buildings.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Work with interested developers to assemble small parcels in older areas into feasible development sites.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Implement the action statements in the Downtown Master Plan: Area One to revitalize this area that is currently underutilized.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Identify areas within Baytown’s ETJ where public utilities and services could be extended in a cost-effective manner and where future annexation is both desirable and feasible.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Update City ordinances including the Official Zoning Map to ensure uses and intensities are compatible and consistent with the goals and policies outlined in the Comprehensive Plan.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Establish minimum standards for the screening of unattractive sites and/or buffering between incompatible land uses (i.e. dense landscaping, increased setbacks, walls or fencing).</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Actively assist companies in developing greenbelts around heavy industry to act as a natural and attractive buffer.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Amend the Future Thoroughfare Plan to ensure that existing and future subdivisions are connected via collector roads that provide adequate connections to community destinations.</strong></td>
<td>✓</td>
</tr>
<tr>
<td>Action</td>
<td>Priority/Time Frame</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>Amend the city’s subdivision regulations to mandate the provision of</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>sidewalks in commercial areas to provide pedestrian access to these</strong></td>
<td></td>
</tr>
<tr>
<td><strong>uses.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Establish riparian zones (vegetated corridors along streams and rivers)</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>consistent with state and federal standards to improve water quality</strong></td>
<td></td>
</tr>
<tr>
<td><strong>and drainage as well as providing opportunities for public trails.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Implement coastal zone requirements with minimum set-back standards</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>and a minimum finished floor elevation (FFE) of 18 inches above</strong></td>
<td></td>
</tr>
<tr>
<td><strong>base flood elevation (BFE).</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Develop and maintain a long-range annexation planning map that</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>identifies potential areas for annexation in the near and longer</strong></td>
<td></td>
</tr>
<tr>
<td><strong>term.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Establish criteria to assist staff and local officials in evaluating</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>areas to be considered for either voluntary or involuntary</strong></td>
<td></td>
</tr>
<tr>
<td><strong>annexations (i.e. population density threshold, distance from</strong></td>
<td></td>
</tr>
<tr>
<td><strong>municipal infrastructure, fiscal impacts).</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Identify opportunities to annex areas that do not need to be</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>included in a three-year annexation plan as outlined by Chapter 43 of the</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Texas Local Government Code (see figure 6.1 for list of exemptions).</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Review and revise annexation priorities with each annual</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Comprehensive Plan update to reflect changing growth and</strong></td>
<td></td>
</tr>
<tr>
<td><strong>development patterns within the ETJ.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Revise the City’s Annexation Plan as needed in accordance with</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Chapter 43 of the Local Government Code (upon deciding to</strong></td>
<td></td>
</tr>
<tr>
<td><strong>unilaterally annex an area that is not exempt from the annexation</strong></td>
<td></td>
</tr>
<tr>
<td><strong>plan requirements).</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Economic Opportunity</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Work with business and industry representatives to identify priority</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>road and infrastructure improvements.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Create a funding mechanism for community improvements and small</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>business development such as a community development corporation</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(CDC).</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Expand public transportation options within Baytown and between</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Baytown and regional employment centers.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Launch a more comprehensive and coordinated beautification</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>program as part of an overall campaign to improve Baytown’s image.</strong></td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Priority/Time Frame</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td></td>
<td>2009</td>
</tr>
<tr>
<td>Start an “adopt-a-neighborhood” program to engage the community in</td>
<td>✓</td>
</tr>
<tr>
<td>routine clean-up and beautification efforts.</td>
<td></td>
</tr>
<tr>
<td>Expedite the removal of abandoned and vacant buildings.</td>
<td>✓</td>
</tr>
<tr>
<td>Identify opportunities to transform underutilized and abandoned</td>
<td></td>
</tr>
<tr>
<td>properties into neighborhood parks.</td>
<td></td>
</tr>
<tr>
<td>Continue working with landowners and developers to identify and</td>
<td>✓</td>
</tr>
<tr>
<td>highlight sites well-suited for retail and commercial development.</td>
<td></td>
</tr>
<tr>
<td>Establish an overlay district for Baytown’s historic downtown that</td>
<td>✓</td>
</tr>
<tr>
<td>allows for mixed uses and provides design guidelines for the area.</td>
<td></td>
</tr>
<tr>
<td>Offer financial support for the community’s revolving loan fund to</td>
<td></td>
</tr>
<tr>
<td>assist with beautification, façade improvements on historic buildings</td>
<td></td>
</tr>
<tr>
<td>and small business loans.</td>
<td></td>
</tr>
</tbody>
</table>

**Quality of Life**

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority/Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Periodically update the City’s Parks, Recreation, Open Space and</td>
<td></td>
</tr>
<tr>
<td>Greenways Master Plan to ensure that identified needs and priorities</td>
<td></td>
</tr>
<tr>
<td>are current and reflect future demands based on the latest growth</td>
<td></td>
</tr>
<tr>
<td>projections.</td>
<td></td>
</tr>
<tr>
<td>Develop a long-range capital plan that identifies future facility</td>
<td>✓</td>
</tr>
<tr>
<td>needs (i.e. public libraries, police stations, fire stations and</td>
<td></td>
</tr>
<tr>
<td>community centers) and funding sources to ensure that Baytown’s</td>
<td></td>
</tr>
<tr>
<td>services and facilities continue to meet the needs of a growing</td>
<td></td>
</tr>
<tr>
<td>population.</td>
<td></td>
</tr>
<tr>
<td>Identify additional environmentally sensitive or undevelopable lands</td>
<td>✓</td>
</tr>
<tr>
<td>the City could acquire and preserve for public open space or</td>
<td></td>
</tr>
<tr>
<td>recreational uses, such as areas adjacent to the bays, streams,</td>
<td></td>
</tr>
<tr>
<td>bayous and waterways.</td>
<td></td>
</tr>
<tr>
<td>Continue with the phased renovation of the Wayne Gray Sports Complex.</td>
<td>✓</td>
</tr>
<tr>
<td>Replace the City’s aging swimming pools to ensure that these</td>
<td></td>
</tr>
<tr>
<td>facilities are safe, well-maintained and continue to be a community</td>
<td></td>
</tr>
<tr>
<td>asset for residents of Baytown.</td>
<td></td>
</tr>
<tr>
<td>Evaluate the feasibility of adopting development incentives and/or</td>
<td>✓</td>
</tr>
<tr>
<td>or regulatory measures to preserve open space and sensitive</td>
<td></td>
</tr>
<tr>
<td>environmental areas.</td>
<td></td>
</tr>
<tr>
<td>Amend the City’s development codes to require parkland dedication</td>
<td>✓</td>
</tr>
<tr>
<td>or a fee-in-lieu of land in residential developments.</td>
<td></td>
</tr>
<tr>
<td>Action</td>
<td>Priority/Time Frame</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Establish park development standards, including criteria for proposed land dedications, for implementation through the City’s subdivision regulations.</td>
<td>✓</td>
</tr>
<tr>
<td>Undertake an updated community assessment of Baytown’s parks and recreation amenities to ensure residents’ desires are reflected in parks planning and acquisition.</td>
<td>✓</td>
</tr>
<tr>
<td>Explore ways to protect and cover park facilities from sun exposure to increase public use during summer months.</td>
<td>✓</td>
</tr>
<tr>
<td>Work with TxDOT to develop a roadside park along I-10.</td>
<td>✓</td>
</tr>
<tr>
<td>Explore the possibility of constructing an indoor recreational facility.</td>
<td>✓</td>
</tr>
<tr>
<td>Continue the planned extension of the Goose Creek trail and greenbelt to the north to provide additional access to the nature trail and to provide links to more neighborhoods, parks and schools.</td>
<td>✓</td>
</tr>
<tr>
<td>Develop a trail along Cedar Bayou to provide a north/south trail connection along the eastern limits of the city, with a link to the Goose Creek Stream trail and greenbelt.</td>
<td>✓</td>
</tr>
<tr>
<td>Evaluate the feasibility of on-street bike lanes and routes that will link trails to neighborhoods, parks, schools, churches, the public library and civic center, museums, major employers, medical facilities, social service agencies, and other key locations.</td>
<td>✓</td>
</tr>
<tr>
<td>Grow the City’s library system and educational programs to accommodate future population growth and community needs.</td>
<td>✓</td>
</tr>
<tr>
<td>Create design guidelines and development standards to enhance the aesthetics of the community.</td>
<td>✓</td>
</tr>
<tr>
<td>Identify important community “gateways” and prepare specific corridor plans to prioritize improvements such as landscaping, specially designed bridges and entrance signage in these areas. This could lead to the development of a corridor overlay district along specified enhancement roadways to enact area-specific design guidelines.</td>
<td>✓</td>
</tr>
<tr>
<td>Review and amend the City’s sign regulations, as necessary, to better manage the location, type, size and scale of signs throughout the City.</td>
<td>✓</td>
</tr>
</tbody>
</table>
## Action

<table>
<thead>
<tr>
<th>Action</th>
<th>Priority/Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Continue the “Adopt-a-Street” program to capitalize on one of Baytown’s greatest assets – a strong volunteer community – in order to beautify the city and control litter. Target volunteer efforts to community focal points such as key corridors, parks and trail areas, downtown and community gateways.</strong></td>
<td>✓ 2012 Beyond 2012 ✓</td>
</tr>
<tr>
<td><strong>Work with utility providers to determine the cost, timing and feasibility of relocating overhead utility lines underground with a priority on community focal points and enhancement corridors.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Identify and remove large signs that are damaged or dilapidated.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Amend the procedures for City removal of unsafe buildings to expedite the process.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Establish a “performance bond” for commercial buildings and apartments to ensure funding for demolition if the site becomes vacant.</strong></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Improve the appearance of properties utilized by the City of Baytown to set an example of attractive, high-quality development.</strong></td>
<td>✓</td>
</tr>
</tbody>
</table>