5. LAND USE & COMMUNITY IMAGE

BASTROP COMPREHENSIVE PLAN UPDATE (2016 - 2036)

DRAFT (10-06-16)

CHAPTER FIVE

LAND USE & COMMUNITY IMAGE

Preceding chapters of the Bastrop Comprehensive Plan evaluate the City's long-term growth and development potential, and the basic public facility and service needs that are anticipated to meet community demands. Other chapters consider the City's role in generating or supporting initiatives that will enhance local economic prosperity or improve housing conditions in the City. These chapters collectively address variables which can influence and modify the City's character over time.

With these influences in mind, **Chapter 5** of the Bastrop Comprehensive Plan identifies the City's preferred future development patterns and the characteristics of its various districts, neighborhoods, and corridors. The development framework established in this chapter incorporates parameters by which City officials may accommodate projected growth while preserving valued aspects of Bastrop's built and natural environments. It is by the City's adherence to this framework, that Bastrop can most effectively influence local development patterns in a way that mitigates undesirable impacts and maximizes community benefit.

Bastrop's future land use and development policies are identified within the Future Land Use Plan section of this chapter. **A summary list of all corresponding Land Use and Community Image goals and objectives can be found at the end of the chapter (page 5-45).**

The recently adopted Downtown Bastrop Form-based Code is intended to promote center city development patterns. Many of the community design elements that make the central business district worth preserving are transferable to the City's contemporary auto-urban developments.

EXISTING DEVELOPMENT PATTERNS.

EXISTING LAND USE

The existing land use composition within the City of Bastrop's municipal limits, and its one-mile ETJ area, is presented in ***Figure 5.1, Bastrop Existing Land Use Composition***, and illustrated on **Map 5-A, *Bastrop Existing Land Use*** (page 5-4). The existing land use classifications are coded in accordance with state tax code data obtained from the Bastrop County Appraisal District. The land use data itself was cross-referenced with property improvement values, and reviewed with aerial photography, site-visits, and discussions with City staff to differentiate between active and discontinued land uses.

Prior to the development of the City's 2000 comprehensive plan, Bastrop began a transition into a "bedroom community" - with ties to the greater Austin metropolitan area becoming gradually more apparent. Clues to this demographic shift included changes in local commuting patterns, and the emergence of commercial development along Highway 71. Since 2000 these

FIGURE 5.1. BASTROP EXISTING LAND USE COMPOSITION (2016)

Land use	City limits (acres)	Percent of city total	ETJ (acres)	Percent of ETJ total	Combined (acres)	Percent of combined total
Single family residential	1073	17.9%	1,916	11.7%	2,989	13.4%
2 family residential	11	0.2%	13	0.1%	25	0.1%
Multiple family residential	52	0.9%	-	0.0%	52	0.2%
Manufactured homes	38	0.6%	597	3.6%	635	2.8%
Retail/office/ commercial	432	7.2%	257	1.6%	689	3.1%
Light industrial	62	1.0%	9	0.1%	70	0.3%
Heavy industrial	-	0.0%	206	1.3%	206	0.9%
Semi-public	70	1.2%	114	0.7%	185	0.8%
Public	357	6.0%	259	1.6%	616	2.8%
Parks & open space	437	7.3%	1,103	6.7%	1,540	6.9%
Agriculture & rural Development	1,744	29.1%	9,004	55.0%	10,748	48.1%
Vacant	1,710	28.6%	2,985	17.7%	4,605	20.6%
TOTAL	**5,987**	**100.0%**	**13,812**	**100.0%**	**19,799**	**100.0%**

Note: Data derived from Bastrop County Appraisal District records. Modifications by Halff Associates, Inc. via aerial imagery and field assessments.

development trends have remained constant. ***Figure 5.2, Bastrop Land Use, 2000 to 2016***, suggests that between 2000 and 2016 the City's land use composition has remained largely unchanged. Although the City has annexed land since 2000, the cumulative area of the City that is classified as agricultural/rural or vacant has decreased by only 3.5 percent. This suggests development activity in Bastrop since 2000 has remained relatively constant between residential and non-residential land uses.

DEVELOPMENT CAPACITY

Bastrop's residential development capacity is calculated in **Chapter 4, *Housing and Neighborhoods***. Within the chapter, ***Figure 4.2, Bastrop Residential Zoning Districts*** (page 4-5) indicates that the City could absorb between 2,579 and 3,554 residential dwelling units within the existing municipal limits based on current zoning classifications.

FIGURE 5.2. BASTROP LAND USE, 2000 TO 2016

Land use[1]	Percent of city limits (2000)	Percent of city limits (2016)
Single family residential	15.0%	17.9%
2 family residential	0.5%	0.2%
Multiple family residential	0.6%	0.9%
Manufactured homes	0.8%	0.6%
Retail/office/commercial	6.2%	7.2%
Light industrial	0.6%	1.0%
Heavy industrial	0.0%	0.0%
Semi-public	1.1%	1.2%
Public	5.5%	6.0%
Parks & open space	8.3%	7.3%
Agriculture & rural development[2]	2.3%	29.1%
Vacant[2]	58.9%	28.6%
TOTAL	**100.00%**	**100.00%**

[1] The 2000 Comprehensive Plan Included "Streets Rights of Way/ Other" as a land use category. It is omitted from this figure.
[2] Difference between 2000 and 2016 does not reflect a significant change in land use, but rather a modification in how Bastrop County Appraisal District codes are depicted.

There also remains sufficient vacant land within Bastrop to accommodate substantial non-residential development activity for the foreseeable future. ***Figure 5.3, Development Capacity, Non-residential Property***, (page 5-5) indicates that of the roughly 3,500 acres of vacant land within the Bastrop municipal limits, approximately 1,500 acres are zoned for office, general retail, commercial, and industrial uses.

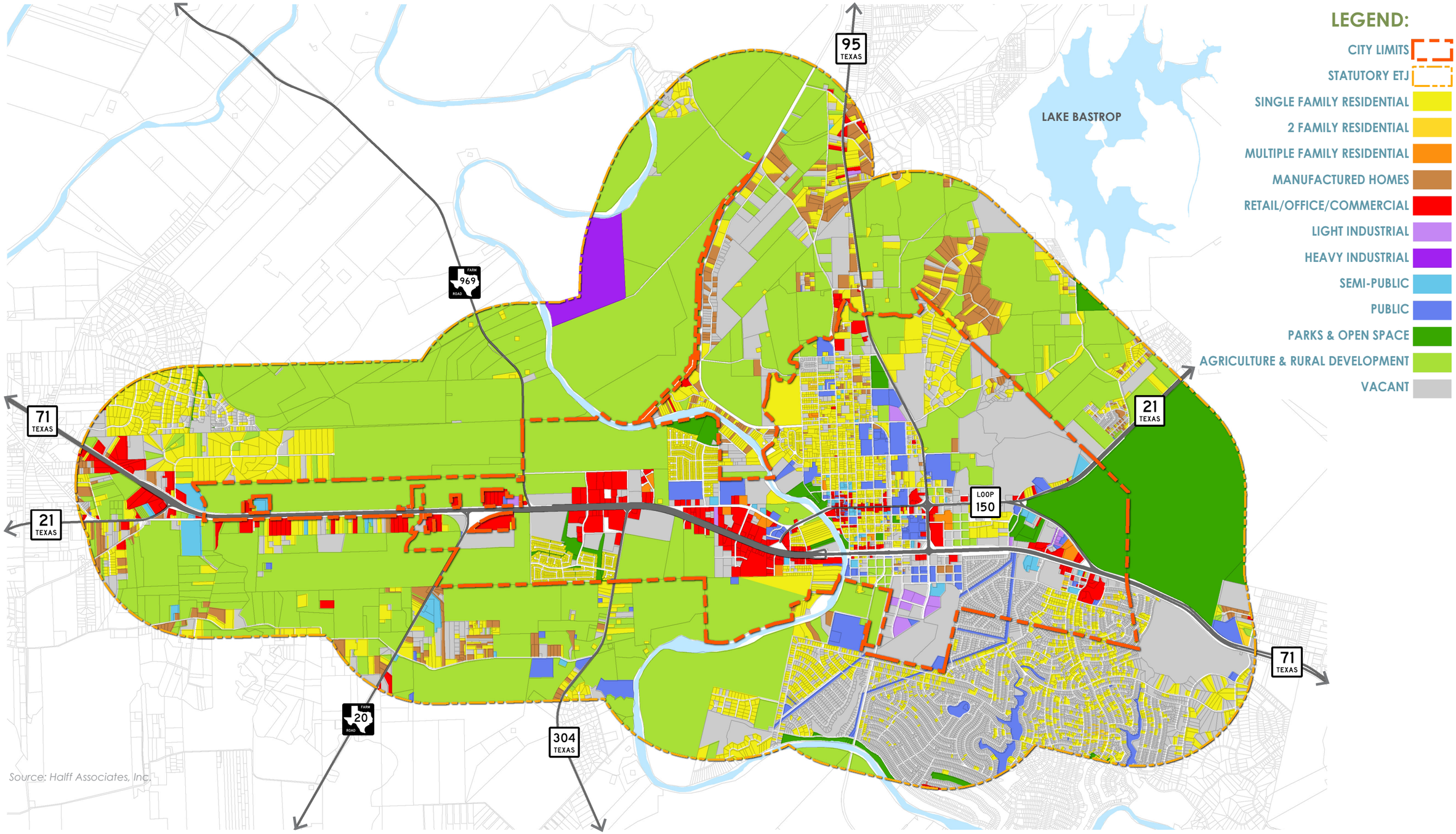
COMMUNITY IMAGE

Although **Map 5-A** depicts Bastrop's existing land use patterns, it is not a suitable tool for depicting the City's land use or development character. What is fairly apparent however, is that with the exception of downtown Bastrop and the surrounding center city neighborhoods subject to the DB-FBC districts, the majority of the new development in Bastrop is indistinguishable from that of most other Texas communities.

As identified in the public survey administered at the beginning of the comprehensive planning process, Bastrop residents feel that the City embodies a "small town" character. In contrast, the most prominent area of the City (in terms of frequency of use and demand for new development) is along State Highway 71. This area is predominantly characterized by auto-oriented development that is the opposite of what one would characterize as "small town" since it consists primarily of big box retailers. Economic realities will result in land use patterns that differ from the small-town ideal that is envisioned by many Bastrop residents. Nonetheless, it is possible to apply some design features to new commercial corridors and subdivisions to enhance development sites and provide a unifying community identity.

BASTROP EXISTING LAND USE (2016)

MAP 5-A:



Source: Halff Associates, Inc.

FIGURE 5.3. DEVELOPMENT CAPACITY, NON-RESIDENTIAL PROPERTY

Zoning districts allowing non-residential uses[1]		Vacant/ undeveloped acres zoned	Available vacant/ undeveloped land (acres)[2]	Maximum lot coverage (percent)[3]	Potential building area (acres)[3]
O	Office	3.72	1.6	50	0.8
GR	General Retail	111.31	102.8	50	51.4
C-1	Commercial 1	310.02	134.0	50	67.0
C-2	Commercial 2	613.41	217.9	65	141.6
IP	Industrial Park	73.84	11.1	55	6.1
LI	Light Industrial	210.82	128.7	65	83.7
HX-PD	Hunter's Crossing Commercial	102.95	74.02	N/A[4]	74.02[4]
PP-PD	Pecan Park Commercial	66.49	66.49	N/A[4]	66.49[4]
TOTAL		**1,492.56**	**736.5**	**N/A**	**491.0**

Notes: [1]Excludes form-based districts. [2]Excludes land that is located within the 100 year floodplain. [3]For principal and accessory buildings only, per City Code. Excludes parking, detention, landscaping, etc. [4]No maximum building coverage identified.

Adjustments to the City's building material standards and sign regulations can reduce the impact of repetitive corporate architecture in Bastrop (top left). Corresponding adjustments to landscaping standards, and impervious surface coverage ratios can visually reduce the scale of new development (bottom left).

BASTROP FUTURE LAND USE PLAN.

The Bastrop Future Land Use Plan establishes the City's policy for managing private and public land development activities within Bastrop and the City's statutory ETJ over the next 20 years. The Future Land Use Plan is Bastrop's guide for linking land development, land use, and community image to the City's development regulations and related tools (as permitted by Sec. 213.002 (b)(3) of the Texas Local Government Code (LGC).

The Future Land Use Plan consists of the following five (5) components:

- *Future Land Use Plan Parameters*
- *Future Land Use Map*
- *Character Area Attributes*
- *Future Land Use Policies*
- *Goals and Objectives*

The Future Land Use Plan has been prepared for consistency with the Bastrop Growth Program (**Chapter 2, *Community Growth***), and the Major Thoroughfare Plan (**Chapter 6, *Transportation***). The Plan is not a mandate that all areas of the City should be subject to new development. It merely identifies preferred locations within which developments of a certain type and character may be allowed – subject to the policies herein.

All elements of the Future Land Use Plan – including statements of intent, recommended development parameters, and implementation measures – serve as formal City policy, and must be considered by City staff, and elected and appointed officials, when evaluating the merits of individual land use, development, and redevelopment proposals.

FUTURE LAND USE PLAN PARAMETERS

The Bastrop Future Land Use Map (**Map 5-B**, page 5-8) illustrates proposed areas and corridors within the City which are intended to develop or redevelop with varying combinations of land uses, and according to preferred building and site design characteristics.

FUTURE LAND USE MAP APPLICABILITY

The Future Land Use Map incorporates all land within the municipal limits, and land that is currently within the City's statutory (one-mile) ETJ.

CHARACTER AREAS

The Future Land Use Plan and Map identifies and classifies different geographic areas of the City according to recommended future development "character." These so-called "Character Areas" are depicted on **Map 5-B, *Future Land Use Map*** (page 5-8), and are individually described in more detail on pages 5-11 through 5-30. Each of these Character Area "attribute" pages includes the components identified in ***Figure 5.4, Character Area Attributes*** (page 5-7).

CHARACTER AREA BOUNDARIES

Unlike a parcel-specific future land use map, the boundaries of Bastrop's character areas are conceptual and are intended to represent "approximate" character area location. As a result, character area boundaries may cross parcel lines. As a result, it is possible to assume that small parcels located directly adjacent to one (1) or more character areas may be permitted by Bastrop to develop according to the parameters of the adjacent area rather than the area in which it is located. Such an

FIGURE 5.4. CHARACTER AREA ATTRIBUTES

Attribute	Detail
Description	Briefly describes the preferred development type and intensity in the character area.
Representative Land Uses	A list of general land uses that – subject to conditions - may be appropriate within the character area. The list should not be viewed as all-inclusive; nor, does it imply that each listed land use is appropriate in all parts of the character area.
Representative Zoning Districts	A list of zoning districts that – subject to conditions - may be appropriate within a character area. The list includes zoning districts contained within the Bastrop Zoning Ordinance and DB-FBC existing on the date of adoption of this Plan. It should not be viewed as all-inclusive; nor, does it imply that each listed zoning district is appropriate in all parts of the character area. Other compatible zoning districts may be created by the City, following Plan adoption, that are also appropriate in each applicable character area.
Recommended Development Patterns	Includes a bullet-point list of preferred growth and development characteristics within each character area. The listed development patterns should be viewed as initial "core" recommendations which may continually be added to, or otherwise modified. May also include recommended code provisions, or other actions or initiatives, that should be taken to more effectively implement the policy recommendations.

Source: Halff Associates, Inc.

action should be taken sparingly and the City should show that it is consistent with the recommendations provided in all other sections of the comprehensive plan.

Bastrop will consider at least the following when interpreting the applicability of a character area boundary to individual parcels/tracts:

- *Character area boundaries that follow defined geographic or engineered features (such as streams, floodplains, streets, alleys, railroads) should be viewed as fixed, and not subject to interpretive adjustment.*
- *Large tracts of land that contain substantial area within more than one character area should develop according to the parameters of the applicable character area within which each portion of the tract is located.*
- *Small portions of a parcel that encroach into an adjacent character area should generally develop according to the characteristics of the predominant character area, unless adherence to the characteristics of the secondary area are needed to promote the overall policies of this Plan.*

  (Note: Adherence to the suggested criteria listed above shall not invalidate corresponding decision criteria contained within the City's development regulations or applicable chapters of City Code.)

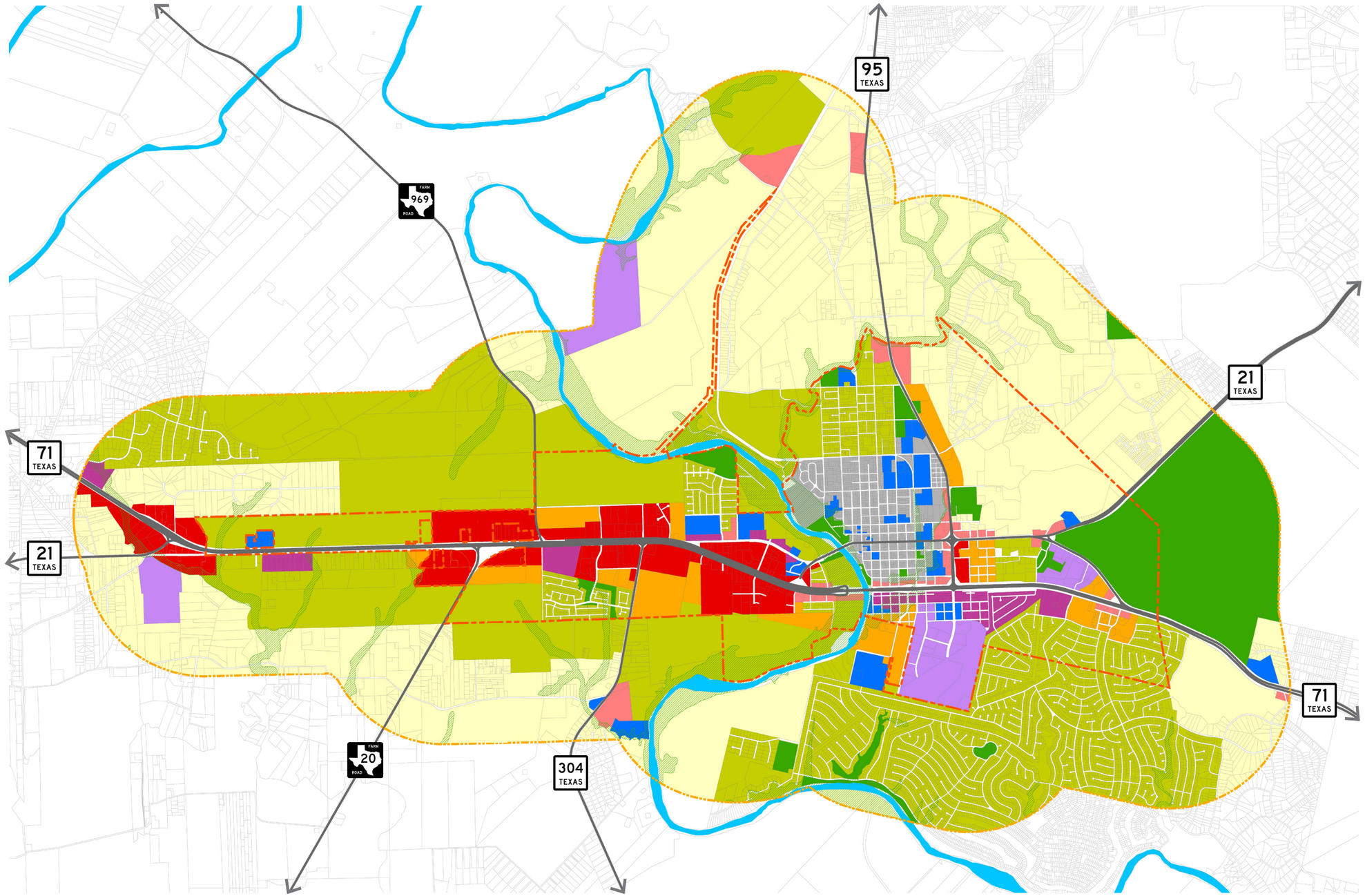
The applicability of character area boundaries is subject to the interpretation of the Mayor and City Council. Regardless, Bastrop should initiate amendments to the Future Land Use Map whenever it intends to promote a development pattern contrary to the adopted map.

ANNEXATION

In instances where the City's population growth or Bastrop's annexation activities extend the statutory ETJ, one should assume that the character areas represented on the Future Land Use Map would be extended to the property under consideration. The same assumption should not be made for non-contiguous parcels annexed via linear connections within public street rights-of-way. To ensure that an appropriate character area and/or character corridor type is assigned to areas not currently illustrated on the Future Land Use Map and/or at least confirm a preferred character area and/or character class as part of the applicable annexation ordinance.

FUTURE LAND USE MAP

MAP 5-B:



LEGEND:

- CITY LIMITS
- STATUTORY ETJ
- PARKS & OPEN SPACE
- RURAL RESIDENTIAL
- NEIGHBORHOOD RESIDENTIAL
- TRANSITIONAL RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- GENERAL COMMERCIAL
- PROFESSIONAL SERVICES
- DOWNTOWN BASTROP[1]
- PUBLIC & INSTITUTIONAL
- INDUSTRY
- FLOODPLAIN OVERLAY[2]

Notes: [1]Boundary is similar to the DB-FBC. [2]The Floodplain Overlay denotes environmentally sensitive land where development impacts should be minimized, and land could be preserved or dedicated as public parkland or open space.

BASTROP CHARACTER AREAS: GENERAL DESCRIPTIONS.

The Future Land Use Map (**Map 5-B**) illustrates 10 character areas within which certain types of building and site development should be promoted, and/or natural features retained or preserved. Population projections provided in **Chapter 1**, ***Planning Context and Vision***, suggest that permanent population growth over the 20 year horizon will be substantial. As development activities take place, character areas provide distinctions between areas of differing development style, form, and intensity. A simple way to view character areas is as development "reserves," particularly those overlaying land that is largely undeveloped.

Bastrop's 10 character areas described below and on the facing page. **Full descriptions of each character area can be found on pages 5-11 through 5-30.**

PARKS AND OPEN SPACE

The Parks and Open Space character area incorporates public park land, trails, and open space. It also includes privately owned areas for the common use and enjoyment of users and/or areas to be conserved or used for the protection of natural resources. These areas provide a mix of active recreation areas, passive open space, and conservation lands. **See page 5-11**.

RURAL RESIDENTIAL

The Rural Residential character area is for lands that are, and will continue to be, sparsely populated and largely undeveloped. Primarily found on the City's periphery, this area is characterized by large lot single-family residences, as well as agriculture, ranching, silviculture, and natural landscape. Unlike the Parks and Open Space character area, Rural Residential areas which retain a pastoral setting have not always been set aside for conservation or public use, but may eventually be subject to subdivision, and/or conversion to agricultural or other similar uses. **See page 5-13**

NEIGHBORHOOD RESIDENTIAL

The Neighborhood Residential character area is for single-family residential subdivision development, associated amenities such as parks, trails, open spaces, and public uses such as schools, fire stations, and more. Although individual developments may exhibit common features including home size, lot size, setbacks, impervious surface coverage, etc., the character area supports variations of these spatial and aesthetics characteristics, subject to appropriate transitions in form, scale, and density between blocks or adjacent developments. In some instances, transitions between developments and adjacent character areas may include higher density housing types or neighborhood oriented commercial uses of limited scale. **See page 5-15**

TRANSITIONAL RESIDENTIAL

The Transitional Residential character area is for lands to be developed with higher densities and a variety of housing types. The character area supports high density single-family detached, single-family attached (duplexes, triplexes, townhouses) and multifamily (apartments), and institutional residential uses such as nursing homes and assisted living facilities. Variation in form, scale, and density is allowed but appropriate transitions must be provided between land uses. In some cases, Transitional Residential uses may be included as part of a larger planned development within areas otherwise designated as Neighborhood Residential. Likewise, Transitional Residential character areas may also include associated amenities such as parks, trails, open spaces, and public uses such as schools, fire stations, and more. **See page 5-17**

NEIGHBORHOOD COMMERCIAL

The Neighborhood Commercial character area is intended for lands that are to be developed for nonresidential uses that are of an appropriate use, scale, and design that is compatible with abutting or nearby residential uses. These developments typically occupy much smaller footprints, use less signage, have more landscaping, and deemphasize or screen parking in a manner that sets the areas apart from typical large scale or corridor commercial developments. In some cases, neighborhood commercial uses may be included as part of a larger planned development within residential character areas. **See page 5-19**

GENERAL COMMERCIAL

The General Commercial character area supports local and regional businesses that rely on heavy traffic volumes and the visibility that is associated with being located near major roadways. General Commercial developments typically involve varying development intensities, from smaller locally owned shops to big box retailers. These areas are predominantly auto-oriented, with large accessory parking areas. While General Commercial development will continue to be auto-oriented, improved street-side and parking lot landscaping, buffers, appropriately designed and scaled signage, bicycle and pedestrian accommodations, higher quality building materials, and access management techniques (e.g., limited access points and inter-parcel connectivity) will help to improve overall development quality and appearance. **See page 5-21**

PROFESSIONAL SERVICES

The Professional Services character area is for the development of offices and clinics of varying size and intensity. In older areas of Bastrop – including center city – Professional Services land uses may be small-scale or even located in buildings converted for business use. In newer areas, or in conjunction with the General Commercial character area, Professional Services land uses may be larger in scale and auto-oriented in character. Land uses in the professional services character area are often related to and support the public and quasi-public land uses supported by the Public & Institutional character area. **See page 5-23**

DOWNTOWN BASTROP

The Downtown Bastrop character area allows for a wide range of residential, retail, entertainment, professional service, and institutional land uses. The character area's range of land uses may be mixed on individual parcels or developments sites, and within individual buildings. Building form and lot arrangement will support an urban character with structures framing the street. The scale of land uses, and transitions between them will compliment historic building form and intensity, but increased development intensity may be allowed on a case-by-case basis to encourage viable investment in center city Bastrop. **See page 5-25**

PUBLIC AND INSTITUTIONAL

The Public and Institutional character area is for public and semi-public uses such as schools, government facilities, community centers, and hospitals. These areas may attract large numbers of workers and visitors, and generate heavy traffic volumes during peak weekly periods. Public and Institutional character areas may also serve as important places of assembly, including activity which may occur on evenings and weekends on a recurring basis. Individual properties within Public and Institutional character areas may be substantial in size to accommodate large building footprints, parking areas, and outdoor activity spaces. **See page 5-27**

INDUSTRY

The Industry character area supports light industrial, and warehousing and distribution, land uses. Activities within this character area include the assembly, production, and storage of finished products, and may require industrialized buildings of substantial size, as well as areas for outdoor storage. Primary land uses may be expected to generate high volumes of heavy vehicle traffic. The Industry character area may also support some heavy manufacturing activity on a case-by-case basis, but only where performance measures on nuisances (e.g., noise, dust, light, etc.) may be mitigated. **See page 5-29**

BASTROP CHARACTER AREA: **PARKS AND OPEN SPACE**

The Parks and Open Space character area should be applied to all tracts of substantial size designated fr recreational use or conservation.

DESCRIPTION:

The Parks and Open Space character area incorporates public park land, trails, and open space, as well as privately owned areas that have been set aside for the protection of natural resources, or for the common use and enjoyment of their users. These areas are comprised of a mix of active recreation areas, passive open space, and conservation lands.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Parks and Open Space character area when consistent with recommended development patterns:

- *Conservation areas and nature preserves*
- *Parks and playgrounds*
- *Play fields*
- *Trails*
- *Zoos and botanical gardens*

(Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Parks and Open Space character area development patterns include:

- *A - Agricultural/Open Space District*
- *PD - Planned Development District*

(Note: Other City zoning districts may be used to support the implementation of Parks and Open Space character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Parks and Open Space development pattern objectives.)

MAP LEGEND:
(Page 5-8)

Parks and open spaces of smaller size may be incorporated into other residential, commercial, and mixed-use character areas.

RECOMMENDED DEVELOPMENT PATTERNS:

Development within the Parks and Open Space character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Due to the potential higher traffic volumes associated with community parks (particularly those with associated sport courts and fields used for team play), locate such parks on a collector roadway or greater functional classification.*
- *In instances where a public park has a publicly related secondary use (e.g., a fire station), design the built environment of the secondary use in a way to not detract from the primary use.*
- *Ensure that park design, intensity of development, and proposed uses/activities are compatible with the character of development it is intended to serve. By way of example, public squares or plazas are more appropriate in a downtown area with urban character than sport courts or fields. In rural character areas of the community, parks should have minimal built environment and maximize open space. In instances where the proposed park use is not fully compatible, design elements should be used to mitigate the incompatibility (e.g., planting buffers around the exterior of active areas in parks in rural areas of the City).*
- *Orient park space so that there is a direct physical and visual connection with surrounding land uses. Avoid locating park space on obscure remnants of land where its desirability or utility is inhibited.*
- *Land within or adjacent to floodplains provides ideal opportunities for drainage and a community-wide linear trail system. Consider floodplains as high priority areas for land set aside for conservation purposes, and linear parks.*
- *Since parks and trails are typically associated with high levels of pedestrian and/or bicycle mobility, incorporate enhanced traffic calming techniques in the vicinity of parks and open spaces including: crosswalks, and larger width sidewalks/trails in the vicinity.*
- *Where applicable, apply these recommended development parameters to park lands and common areas located in other character areas.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **RURAL RESIDENTIAL**

Rural residential character areas are intended to promote development that is compatible with agriculture, ranching, and other rural land uses.

DESCRIPTION:

The Rural Residential character area is for lands that are, and will continue to be, sparsely populated and largely undeveloped. Primarily found on the City's periphery, this area is characterized by large lot single-family residences, as well as agriculture, ranching, silviculture, and natural landscape. Unlike the Parks and Open Space character area, Rural Residential areas which retain a pastoral setting have not always been set aside for conservation or public use, but may eventually be subject to subdivision, and/or conversion to agricultural or other similar uses.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Rural Residential character area when consistent with recommended development patterns:

- *Conservation areas and nature preserves*
- *Equestrian facilities*
- *Farms including crops and orchards, and accessory buildings.*
- *Ranching and livestock facilities*
- *Single-family detached dwellings*

(Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Rural Residential character area development patterns include:

- *A - Agricultural/Open Space District*
- *PD - Planned Development District*

(Note: Other City zoning districts may be used to support the implementation of Rural Residential character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Rural Residential development pattern objectives.)

MAP LEGEND:
(Page 5-8)

Rural residential development patterns should incorporate preserved open space and productive agricultural/pasture lands.

RECOMMENDED DEVELOPMENT PATTERNS:

Development within the Rural Residential character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Since some of these lands remain working lands that support limited farming, ranching, or other operations, there may be nuisances (e.g., noise, dust, the smell of fertilizer, etc.) associated within or nearby to areas in this future land use classification. In these instances, built structures (e.g., barns, pens, sheds, and feed storage) should be developed as far away from property lines as possible.*
- *Include language on plats or deeds for new large-lot residential neighborhoods that indicates that there may be associated nuisances in the area.*
- *Design new nonresidential uses with a rural character, meaning that they should incorporate large setbacks (to create a "feel" of open space), with more emphasis on the open areas and less on the built environment. In this regard, higher intensity development should be screened from the public right-of-way.*
- *Re-assign many of the current A (Agricultural/Open Space) District requirements to a Rural Residential zoning district. Re-write the current district to require substantially larger minimum lot sizes which more closely reflect traditional rural development densities.*
- *Prepare cluster or conservation subdivision standards that allow smaller residential lot sizes (but maintain the maximum density requirements of the re-written A District) in return for dedicated passive open space or agricultural/pasture land on the balance of the tract.*
- *Minimize the use of dead-end streets and cul-de-sacs.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **NEIGHBORHOOD RESIDENTIAL**

Future Neighborhood Residential development should incorporate building, site, and streetscape characteristics that enhance visual interest.

DESCRIPTION:

The Neighborhood Residential character area is for single-family residential subdivision development, associated amenities such as parks, trails, open spaces, and public uses such as schools, fire stations, and more. Although individual developments may exhibit common features including home size, lot size, setbacks, impervious surface coverage, etc., the character area supports variations of these spatial and aesthetics characteristics, subject to appropriate transitions in form, scale, and density between blocks or adjacent developments. In some instances, transitions between developments and adjacent character areas may include higher density housing types or neighborhood oriented commercial uses of limited scale.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Neighborhood Residential character area when consistent with recommended development patterns:

- *Single-family detached dwellings*
- *Elementary and secondary schools*
- *Parks and playgrounds*
- *Places of worship*
- *Play fields*
- *Public safety and emergency services facilities*
- *Trails*

(Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Neighborhood Residential character area development patterns include:

- *SF-20 - Single-Family Residential-20 District*
- *SF-9 - Single-Family Residential-9 District*
- *SF-8 - Single-Family Residential-8 District*
- *SF-7 - Single-Family Residential-7 District*
- *PD - Planned Development*

(Note: Other City zoning districts may be used to support the implementation of Neighborhood Residential character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Neighborhood Residential development pattern objectives.)

MAP LEGEND:
(Page 5-8)

RECOMMENDED DEVELOPMENT PATTERNS:

Development within the Neighborhood Residential character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Require the creation of a homeowners' association for new residential developments regardless of subdivision type (as defined by Chapter 10 (Subdivisions) of Bastrop City Code) to maintain all common areas including storm water detention areas, parks, trails, etc.*
- *Require new residential developments with a large number of lots (e.g., 250 lots or greater) to have at least two (2) points of access to a collector roadway or greater in functional classification. Dead-end streets and cul-de-sacs should be minimized and an overall connectivity index standard should be adopted by the City.*
- *De-emphasize lot size as the primary factor for distinguishing among residential development types.*

  Focus on net development density, and other spatial characteristics such as setbacks, lot widths, etc.
- *Establish a neighborhood collector roadway standard that allows direct residential driveway access in return for traffic calming measures that slow motor vehicle speeds (i.e. curb extensions, street trees, medians, etc.).*
- *Establish a traditional neighborhood development standard - either as a permitted use in one (1) or more existing zoning districts - or as an independent zoning district.*
- *Require new nonresidential development (e.g., public neighborhood or community parks, golf courses, schools, institutional uses, places of public assembly, and neighborhood serving retail or services) to be located and take access from a collector roadway or greater in functional classification.*
- *Dedicate and develop thoroughfares and trails as set out on the Major Thoroughfare Plan, and the proposed multi-use trail network map as established in* ***Chapter 7, Parks and Recreation of this Plan*** *(or subsequent over-riding parks and recreation plan, or bicycle and pedestrian plan) as part of development approvals for new residential/nonresidential development.*
- *Require pedestrian interconnectivity throughout new subdivisions (i.e. sidewalks, walkways, and trails).*
- *Include design considerations for new residential developments designed as part of a planned development that include a mix of proposed uses (e.g. Transitional Residential) which mitigate or buffer less intensive uses (i.e., the single-family detached lots) from the more intensive uses proposed as part of the project.*
- *Take community-wide priorities into consideration when considering where to locate dedicated property to serve the public good (e.g., a fire station site). For example, a proposed fire station site would need to be located on the periphery of a neighborhood, taking access from a collector or functionally greater roadway in order to maximize the ability to respond to other areas within the community in the shortest time possible.*
- *Design new residential developments to include landscape buffers (either natural or planted) between the development and any abutting less compatible uses (e.g., commercial uses).*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **TRANSITIONAL RESIDENTIAL**

Proposed Transitional Residential Development parameters should improve the compatibility of mixed housing types and densities.

DESCRIPTION:

The Transitional Residential character area is for lands to be developed with higher densities and a variety of housing types. The character area supports high density single-family detached, single-family attached (duplexes, triplexes, townhouses) and multifamily (apartments), and institutional residential uses such as nursing homes and assisted living facilities. Variation in form, scale, and density is allowed but appropriate transitions must be provided between land uses. In some cases, Transitional Residential uses may be included as part of a larger planned development within areas otherwise designated as Neighborhood Residential. Likewise, Transitional Residential character areas may also include associated amenities such as parks, trails, open spaces, and public uses such as schools, fire stations, and more.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Transitional Residential character area when consistent with recommended development patterns:

- *Single-family attached dwellings*
- *Single-family detached dwellings*
- *Duplexes*
- *Multi-family dwellings*
- *Patio Homes*
- *Townhomes*
- *Community homes and assisted living facilities*
- *Elementary and secondary schools*
- *Parks and playgrounds*
- *Places of worship*
- *Public safety and emergency services facilities*
- *Trails*

*(*Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)*

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Transitional Residential character area development patterns include:

- *SF-9 - Single-Family Residential-9 District*
- *SF-8 - Single-Family Residential-8 District*
- *SF-7 - Single-Family Residential-7 District*
- *SFA - Single-Family Attached Residential District*
- *MF-1 - Multiple-Family-1 District*
- *MF-2 - Multiple-Family-2 District*
- *PD - Planned Development*

(Note: Other City zoning districts may be used to support the implementation of Transitional Residential character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Transitional Residential development pattern objectives.)

MAP LEGEND:
(Page 5-8)

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the Transitional Residential character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Design new residential development in a manner that matches the character of development it abuts. For example, in an area where the development abuts center city neighborhoods, the character of development should exhibit an urban character (i.e., a new townhouse project would have a zero or small front setback abutting the sidewalk and be served by parking accessed by alleys in the rear). In areas where the development abuts larger lot suburban or auto-oriented uses, the development should exhibit this character of development (i.e., a new townhouse project would have larger front setbacks and front access garages). Exceptions should be made on a case-by-case basis where development is clearly intended to promote a traditional development or pedestrian-friendly development style.*
- *Allow small-lot single-family detached homes where they can be served by rear access garages in alleys, leaving the front of the property to serve more pedestrian uses.*
- *De-emphasize lot size as the primary factor for distinguishing among residential development types. Focus on net development density, and other spatial characteristics such as setbacks, lot widths, etc.*
- *Incorporate enhanced buffers to new transitional residential uses to transition between abutting property that is of less or more density or intensity. The degree of buffering (opacity) should be determined based on the difference between abutting uses. Buffers of multi-family dwellings should require a masonry wall around all new developments that abut uses not designed within the same overall development.*
- *Design new transitional residential uses in a manner that is durable and does not detract from the property values of abutting land uses. New developments should be designed with minimum masonry requirements and high level of landscaping in parking lots and other common areas.*
- *Orient new multi-family and townhouse buildings toward existing street frontage, even where remaining buildings face the interior of the development. Apply urban characteristics to street facing buildings including street-facing pedestrian access and internal stairwells and landings.*
- *New development where a majority of the project is comprised of townhouse or multi-family uses should take access from a collector roadway or greater in functional classification.*
- *Allow neighborhood commercial development of limited scale (5,000 sf or less, single tenant occupancy), and only if designed in a manner that is architecturally integrated with the principal residential development.*
- *Minimize dead-end streets and cul-de-sacs. Internal streets should take on a grid-based street pattern with high connectivity. Adjustments to a rigid grid should be permitted in areas of varied topography so long as street connectivity can be promoted.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **NEIGHBORHOOD COMMERCIAL**

New Neighborhood Commercial uses should be designed to provide better transitions between residential areas and high-intensity land uses.

DESCRIPTION:

The Neighborhood Commercial character area is intended for lands that are to be developed for nonresidential uses that are of an appropriate use, scale, and design that is compatible with abutting or nearby residential uses. These developments typically occupy much smaller footprints, use less signage, have more landscaping, and deemphasize or screen parking in a manner that sets the areas apart from typical large scale or corridor commercial developments. In some cases, neighborhood commercial uses may be included as part of a larger planned development within residential character areas.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Neighborhood Commercial character area when consistent with recommended development patterns:

- *Community homes and assisted living facilities*
- *Food service*
- *General retail sales*
- *Medical or health care facilities*
- *Personal service establishments*
- *Professional offices*

*(*Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)*

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Neighborhood Commercial character area development patterns include:

- *CMU - Commercial Mixed Use District*
- *NS - Neighborhood Service District*
- *O - Office District (Low Intensity)*

(Note: Other City zoning districts may be used to support the implementation of Neighborhood Commercial character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Neighborhood Commercial development pattern objectives.)

MAP LEGEND:
(Page 5-8)

Neighborhood commercial development is small in scale and serves surrounding residents - even if aesthetic improvements are warranted.

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the Neighborhood Commercial character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Require that new neighborhood commercial areas take access from a collector roadway or greater in functional classification.*
- *Limit the gross floor area of non-residential uses (excluding institutional and schools) in a Neighborhood Commercial area based on the type of street the development takes its primary access from. The maximum gross floor area should be as follows: local street (5,000 sf.); collector street (10,000 sf.); arterial street (25,000 sf.).*
- *Allow residential uses to be incorporated into planned neighborhood commercial developments where incorporated into a mixed use building, or where constituting no more than 25 percent of the land area devoted to the entire development.*
- *Design new neighborhood commercial uses in a manner that matches the quality and character of existing or future residential development the use abuts. In this regard, neighborhood commercial uses should be designed with no more than two stories and should include pitched roofs similar to residential single-family detached dwellings. These may or may not include dormer projections.*
- *De-emphasize parking in neighborhood commercial developments by locating parking spaces on the side rather than the front of the property. Require at least one (1) pedestrian entrance to be oriented toward the street. These combined features help to maintain the residential character of the overall area by placing more focus on building rather than the parking.*
- *In areas where residential uses are being transitioned to neighborhood commercial uses over time, allow and encourage on-street parking (if adequate room is available). In these instances, streets and rights-of-way should be redeveloped with sidewalks, curb and gutter, and striped to delineate parking.*
- *Design the exterior appearance of neighborhood commercial developments to include a minimum of 75 percent brick, stone, stucco or masonry construction along any exterior wall that faces a public right-of-way and 25 percent brick, stone, stucco or masonry construction along all other exterior facades. This is exclusive of doors and windows, which should be designed and oriented in a similar fashion to that found in residential development.*
- *Construct sidewalks along all public and private rights-of-way and include a designated and safe sidewalk connection to the main entrance of the building.*
- *Exclude drive-thrus from neighborhood commercial areas unless located along an arterial roadway.*
- *Scale signage to reflect neighborhood-serving uses.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **GENERAL COMMERCIAL**

Many of the characteristics of current General Commercial uses should be modified over time to improve function and aesthetics.

DESCRIPTION:

The General Commercial character area supports local and regional businesses that rely on heavy traffic volumes and the visibility that is associated with being located near major roadways. General Commercial developments typically involve varying development intensities, from smaller locally owned shops to big box retailers. These areas are predominantly auto-oriented, with large accessory parking areas. While General Commercial development will continue to be auto-oriented, improved street-side and parking lot landscaping, buffers, appropriately designed and scaled signage, bicycle and pedestrian accommodations, higher quality building materials, and access management techniques (e.g., limited access points and inter-parcel connectivity) will help to improve overall development quality and appearance.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the General Commercial character area when consistent with recommended development patterns:

- *Food service*
- *General retail sales*
- *Medical or health care facilities*
- *Personal service establishments*
- *Professional offices*

*(*Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)*

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed General Commercial character area development patterns include:

- *CMU - Commercial Mixed Use District*
- *GR - General Retail District*
- *O - Office District (Low Intensity)*
- *NS - Neighborhood Service District*

(Note: Other City zoning districts may be used to support the implementation of General Commercial character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve General Commercial development pattern objectives.)

MAP LEGEND:
(Page 5-8)

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the General Commercial character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

The percentage of impervious cover permitted in commercial development should be reduced.

- *Require new general commercial areas to be located on and take vehicular access from an arterial roadway.*
- *In some instances, a general commercial development may be proposed adjacent to or overlaying a future thoroughfare identified by the Major Thoroughfare Plan; but, the City is not in a position to reserve or acquire the street right-of-way. Where applicable, require that the site plan align buildings and internal driveways so that thoroughfare connections can be made in the future, and without obstructing pedestrian access between parking areas and buildings.*
- *Manage vehicular access by limiting the number and location of curb cuts, requiring cross-access easements (particularly for out-parcels)and providing minimum driveway throat lengths for motor vehicle queuing. Formalize access management standards through appropriate amendments to the City's land development regulations.*
- *For new general commercial development, include improved standards for building form and architecture such as minimum roof line articulation, prohibitions against large expanses of blank walls, screened utilities, etc.*
- *Require that the exterior appearance of new general commercial developments be comprised of brick, stone, stucco or masonry construction along any exterior wall that faces a public right-of-way or principal parking area. The use of untextured tilt up concrete panels; corrugated metal; smooth-faced concrete blocks; vinyl, composite, or non-decorative metal siding; plywood; and plastic should not be allowed.*
- *Require planned general commercial and out-parcels to be arranged in a manner so that buildings are oriented toward and frame the street. Otherwise, require a minimum front setback of 50 feet from the right-of-way, and a 20-foot landscape strip measured from the property line and exclusive of parking. In areas where redevelopment is being proposed, minimum accommodations should be allowed considering the existing constraints on the property. Rear setbacks or yards should be extended to 15 feet or 25 feet in the absence of an alley or recorded easement.*
- *Increase minimum landscaping standards (i.e., large tree, small trees or shrubs, and ground covers) in required yards and parking lots. Require or incentivize native or xeriscape (i.e., low water) landscaping and / or the use of low impact development (LID) best practices to offset storm water management requirements.*
- *Design general commercial development in a manner that provides for buffers against abutting property that is of less density or intensity. The opacity of the buffer yard should be scaled based on the difference in abutting uses.*
- *Improve signage standards for new development or redevelopment in favor of monument signage rather than pole signage.*
- *Do not require minimum lot sizes as long as all other minimum requirements (e.g., parking, landscaping, setbacks, etc.) can be met without the need for a variance.*
- *Construct sidewalks along all public and private rights-of-way and include designated and safe sidewalk connections to the main entrance of the building.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **PROFESSIONAL SERVICES**

The Professional Services character area supports individual office development and large multi-tenant business parks.

DESCRIPTION:

The Professional Services character area is for the development of offices and clinics of varying size and intensity. In older areas of Bastrop – including center city – Professional Services land uses may be small-scale or even located in buildings converted for business use. In newer areas, or in conjunction with the General Commercial character area, Professional Services land uses may be larger in scale and auto-oriented in character. Land uses in the professional services character area are often related to and support the public and quasi-public land uses supported by the Public & Institutional character area.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Professional Services character area when consistent with recommended development patterns:

- *Community homes and assisted living facilities*
- *Home-based office and retail (live work)*
- *Medical or health care facilities*
- *Personal service establishments*
- *Professional offices*

(Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Professional Services character area development patterns include:

- *CMU - Commercial Mixed Use District*
- *LV - Live Work District*
- *O - Office District (Low Intensity)*
- *NS - Neighborhood Service District*

(Note: Other City zoning districts may be used to support the implementation of Professional Services character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Professional Services development pattern objectives.)

MAP LEGEND:
(Page 5-8)

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the Professional Services character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

Professional Service may include business parks, large office buildings, and smaller land uses which may be appropriate for Neighborhood Commercial areas.

- *As with new neighborhood commercial uses, design small-scale professional service uses in a manner that matches the quality and character of existing or future residential development the use abuts. Small-scale professional service uses should be designed with no more than two stories and should include pitched roofs similar to residential single-family detached dwellings. These may or may not include dormer projections.*
- *De-emphasize parking in small-scale professional service developments by locating parking spaces on the side rather than the front of the property. Require at least one (1) pedestrian entrance to be oriented toward the street. These combined features help to maintain the residential character of the overall area by placing more focus on building rather than the parking.*
- *In areas where residential uses are being transitioned to professional service uses over time, allow and encourage on-street parking (if adequate room is available). In these instances, streets and rights-of-way should be redeveloped with sidewalks, curb and gutter, and striped to delineate parking.*
- *Allow residential uses to be incorporated into planned professional service developments where incorporated into a mixed use building, or where constituting no more than 25 percent of the land area devoted to the entire development.*
- *New professional service developments should be located and take access from a collector roadway or greater in functional classification unless the use is proposed within a dwelling originally constructed for residential use, or the development is limited to a single structure that is complimentary to surrounding residential uses in scale and form.*
- *Larger professional service developments such as multi-tenant buildings and office parks should adhere to the recommended development patterns described for general commercial development (page 5-26).*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **DOWNTOWN BASTROP**

The Downtown Bastrop character area will accommodate the extension of the urban built form beyond historic Main Street.

DESCRIPTION:

The Downtown Bastrop character area allows for a wide range of residential, retail, entertainment, professional service, and institutional land uses. The character area's range of land uses may be mixed on individual parcels or developments sites, and within individual buildings. Building form and lot arrangement will support an urban character with structures framing the street. The scale of land uses, and transitions between them will compliment historic building form and intensity, but increased development intensity may be allowed on a case-by-case basis to encourage viable investment in center city Bastrop.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Downtown Bastrop character area when consistent with recommended development patterns:

- *Mix of non-residential and residential uses as defined by the Downtown Bastrop Form-Based Code and Regulating Plan.*

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Downtown Bastrop character area development patterns include:

- *CCA - Civic/Cultural Arts District*
- *CMU - Commercial Mixed Use District*
- *DMU - Downtown Mixed Use District*
- *HMS - Historic Main Street District*
- *NS - Neighborhood Service District*
- *NTT - Neighborhood Transition District*
- *LV- Live Work District*
- *N - Neighborhood District*
- *N-PO - Neighborhood-Professional Office District*
- *N-S - Neighborhood-Services*
- *N-TT - Neighborhood-Transition District*
- *N-T - Neighborhood-Tourism District*

(Note: Other City zoning districts may be used to support the implementation of Downtown Bastrop character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Downtown Bastrop development pattern objectives.)

MAP LEGEND:
(Page 5-8)

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the Downtown Bastrop character area – whether within or outside of the Bastrop municipal limits – should be guided by the land use and development provisions of the Downtown Bastrop Form-based Code (DB-FBC) (and associated Regulating Plan), and other applicable provisions of Bastrop City Code. Although the DB-FBC already establishes a clear purpose and vision for new development in Bastrop's center city neighborhoods, Downtown Bastrop character area development should adhere to the following complimentary development parameters:

- *Require new development in downtown Bastrop (residential and nonresidential) to adhere to a "build-to" requirement setting the front setbacks at the sidewalk edge and side setbacks along alleys to the pavement edge. Exceptions to this requirement should be made to accommodate proposed development which intends to construct a subset corner entrance, courtyard, or pedestrian plaza or outdoor public seating areas.*
- *New Downtown development should be designed to a minimum of two stories to provide a sense of enclosure which creates the "look and feel" of an urban environment.*
- *Design new downtown uses to require prominent building entrances, adequate facade transparency, and pedestrian-scaled signage (e.g., hanging signs) and other types of hand-crafted and/or unique signage appropriate for downtown areas.*
- *Require downtown uses to provide adequate sidewalk width to accommodate both an amenity area (for street trees, benches, trash cans, landscaping, etc.) and a clear walkway area. In some instances, additional width may be included to accommodate store front uses (e.g., street side outdoor seating, etc.)*
- *Accommodate parking primarily on-street or in public or private off-street parking areas. For uses that require high volumes of traffic (e.g., convention centers and hotels), parking areas should be provided in public garages that are designed with facade treatments that contribute to the character of the Downtown environment. This could include screening the use via an attached liner building (nonresidential or residential) which masks the parking structure.*
- *Promote varying residential dwelling types and densities in a manner that compliments and transitions between existing residential and non-residential development.*
- *Promote development that is complimentary to traditional architectural styles.*
- *For residences, implement (and modify as necessary) design standards that promote existing neighborhood form (building scale and form, building placement and orientation, principal facade orientation and architectural elements, materials, etc.)*
- *Incentivize the maintenance of historic structures in the character area - both for structure purposes, and to maintain significant exterior design features.*
- *Incorporate traffic calming features into residential streets – including curb extensions to define lanes of parking.*
- *Extend the public sidewalk system throughout the character area.*
- *Promote alternative non-residential uses in historic structures depending on size and location – to promote reinvestment activity.*
- *Identify suitable locations for and incorporate pocket parks into traditional residential neighborhoods to provide direct access to public green spaces.*
- *Utilize the DB-FBC's Illustrative Vision as an extension of the recommended development parameters for this character area.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **PUBLIC AND INSTITUTIONAL**

Large-scale civic uses are appropriate in the Public and Institutional character area.

DESCRIPTION:

The Public and Institutional character area is for public and semi-public uses such as schools, government facilities, community centers, and hospitals. These areas may attract large numbers of workers and visitors, and generate heavy traffic volumes during peak weekly periods. Public & Institutional character areas may also serve as important places of assembly, including activity which may occur on evenings and weekends on a recurring basis. Individual properties within public & institutional character areas may be substantial in size to accommodate large building footprints, parking areas, and outdoor activity spaces.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Public and Institutional character area when consistent with recommended development patterns:

- *Community centers*
- *Colleges, universities, and professional schools*
- *Elementary and secondary schools*
- *Municipal buildings and facilities*
- *Places of worship*
- *Public administrative offices*
- *Public safety and emergency services facilities*

*(*Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)*

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Public and Institutional character area development patterns include:

- *CCA - Civic/Cultural Arts District*
- *CF - Civic Facilities District*
- *Various districts through the conditional use permit process.*

(Note: Other City zoning districts may be used to support the implementation of Public and Institutional character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Public and Institutional development pattern objectives.)

MAP LEGEND:
(Page 5-8)

Public and Institutional land uses include infrastructure facilities and public gathering spaces.

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the Public and Institutional character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Locate new Public and Institutional uses so that they take access from a collector roadway or greater in functional classification depending on the type and intensity of the proposed use. For example, new elementary schools should, at minimum, be located on collector roadways to accommodate heavy bus traffic, as well as traffic generated by staff and parents dropping their children off at school.*
- *Ensure that government and other civic buildings demonstrate a high standard in building form, materials, design, and landscaping to reflect their community importance. Building materials that reflect Bastrop's architectural heritage should be used whenever possible.*
- *The particular building form or architecture may vary depending on the function of the needs of the particular government facility or institution, but locate and design all public uses so that they are accessible not just be motor vehicle, but also through forms of active transportation such as bicycling and walking. This includes complying with Complete Streets and "context sensitive" street design concepts presented in* ***Chapter 6, Transportation****; and, includes appropriate on-site facilities (e.g., bike racks) to serve those who wish to travel by bicycle.*
- *Design new public & institutional uses in a manner that matches the quality and character of the surrounding area. In particular, new public & institutional uses within or adjacent to downtown and center city neighborhoods should be designed with an urban character (i.e., buildings built to the sidewalk, parking either on-street or in off-street public parking lots, high lot coverage, limited landscaping, etc.). In other areas (e.g., suburban and rural areas), new public & institutional uses development sites may incorporate larger setbacks and buffering to conform to the suburban or rural character of the overall area.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

BASTROP CHARACTER AREA: **INDUSTRY**

Available sites remain in the Bastrop Industrial Park to support the recommended uses in the Industry character area.

DESCRIPTION:

The Industry character area supports light industrial, and warehousing and distribution, land uses. Activities within this character area include the assembly, production, and storage of finished products, and may require industrialized buildings of substantial size, as well as areas for outdoor storage. Primary land uses may be expected to generate high volumes of heavy vehicle traffic. The Industry character area may also support some heavy manufacturing activity on a case-by-case basis, but only were performance measures on nuisances (e.g. noise, dust, light, etc.) may be mitigated.

REPRESENTATIVE LAND USES:

The following land uses are representative of those that may be appropriate within the Industry character area when consistent with recommended development patterns:

- *Electrical power generation or transmission*
- *General manufacturing*
- *Outdoor storage facilities*
- *Public safety and emergency services facilities*
- *Sales or service of commercial vehicles*
- *Telecommunications facilities*
- *Technical or commercial trade schools*
- *Water and waste water treatment*
- *Warehousing*

(Note: The list of land uses is representative only. Permissible land uses on property within the Bastrop municipal limits will be further defined by and consistent with the requirements of the Bastrop Code of Ordinances.)

REPRESENTATIVE ZONING DISTRICTS:

Existing City zoning districts which may support proposed Industry character area development patterns include:

- *IP – Industrial Park District*
- *LI – Light Industrial District*

(Note: Other City zoning districts may be used to support the implementation of Industry character area development patterns as determined by the City on a case-by-case basis. Additional zoning districts may be created by the City to achieve Industry development pattern objectives.)

MAP LEGEND:
(Page 5-8)

Business parks, public utility operations, and outdoor storage areas are appropriate in the Industry character area..

RECOMMENDED DEVELOPMENT PATTERNS *(AND IMPLEMENTATION MEASURES)*:

Development within the Industry character area – whether within or outside of the Bastrop municipal limits – should be guided by the applicable land use and development provisions of Bastrop City Code, and the following development parameters:

- *Land uses should be located on and take vehicular access from arterial roads, or from industrial streets which lead directly to arterial streets.*
- *Substantial landscaping should be placed in required yards to enhance buffering and screening. The maintenance of existing tree cover in required yards should be encouraged to meet landscaping requirements.*
- *Parking and off-street loading requirements should be evaluated to determine if on-site impervious surface coverage can be reduced.*
- *Heavy manufacturing or similar uses should not be located adjacent to existing residential land uses, areas targeted for residential use, or sensitive environmental areas, in addition to other performance measures contained in the Bastrop Code of Ordinances.*
- *Screen proposed uses related to outdoor storage (including dumpsters), whether as a primary use or a secondary associated use, from all public rights-of-way by a six to eight foot tall opaque wood or masonry fence (depending on the height of the equipment or materials it is screening) and landscaping visible from the right-of-way.*
- *In development involving loading docks and bays, arrange loading areas so they do not face the front property line or public right-of-way.*

(Note: There exist areas within Bastrop that warrant special attention beyond the development patterns recommended herein. Areas requiring special attention are identified on page 5-31)

FUTURE LAND USE PLAN SUMMARY

CHARACTER AREA DISTRIBUTION

As depicted on **Map 5-B** (page 5-8), and listed in ***Figure 5.5, Bastrop Character Area Distribution***, the City will be predominantly comprised of rural and suburban type residential single-family detached housing (comprising approximately 50 percent of the municipal area, and over two-thirds of the combined City/statutory ETJ area). Higher density single-family attached housing (i.e., duplexes, townhouses) and multi-family housing providing a diversity of housing types and price points needed for a life-cycle, multi-generational community will be located at transitional areas bordering higher order major thoroughfares and non-residential development areas.

The City's employment and retail bases will be predominantly located in the central business district, and along the SH 71 west of the Colorado River. As Bastrop continues to grow, future commercial development on other thoroughfares is intended to be clustered around key intersections. Scattered neighborhood commercial nodes offer nonresidential services in and among the City's various neighborhoods. The Future Land Use Plan envisions that industrial growth will remain centered in and around the current Bastrop Industrial Park.

Downtown Bastrop and surrounding center city neighborhoods are intended to remain the City's cultural and spiritual heart. In part through the implementation of the DB-FBC, the downtown area will accommodate a mixture of businesses, housing, and civic and entertainment uses.

AREAS REQUIRING SPECIAL ATTENTION

In all communities there exist areas with unique features or attributes that: **A)** Make development or redevelopment according to standard financial or regulatory models difficult; or that otherwise, **B)** Warrant special consideration beyond the recommended development patterns listed in each character area/corridor description.

The following areas "requiring special attention" represent portions of Bastrop, for which strict adherence to recommended development parameters listed in the Future Land Use Plan may be partially waived by the Mayor or City Council on a case-by-case basis in order to maximize the economic potential of a site, promote innovative development patterns, and/or preserve open space and natural resources.

- ***Floodplains.*** *Bastrop's floodplains are ideal locations for passive recreation, linear parks, and/or land conservation. Preservation of these areas, and maintenance of stream side vegetation should be prioritized for recreational, environmental, and storm water purposes.*
- ***Houston Toad Area.*** *The intensity of development east of SH 21should remain lower than in other areas of the City due to a combination of critical habitat area and topography.*
- ***Tahitian Village/Pine Forrest.*** *Much of this platted subdivision contains challenging topography and unfinished infrastructure. The City should support efforts by private property owners to re-consolidate multiple parcels and reduce the potential residential density of the area.*
- ***Undeveloped Subdivisions.*** *The City should work with private partners to develop undeveloped subdivisions. In exchange for vacating dedicated City road rights-of-way, development agreements should include provisions for the development of neo-traditional, conservation, or other special subdivision types.*

FUTURE LAND USE POLICIES

In order to achieve the community's envisioned future, the following land use policies should be considered by Bastrop officials on a daily basis:

- *Guide the types, patterns, and designs of different land uses using the Bastrop Growth Program, Future Land Use Plan, Major Thoroughfare Plan, zoning map, and associated development regulations.*
- *Protect the rural character of Bastrop's extraterritorial jurisdiction (ETJ) by preventing premature urbanization through the use of rural and open space land use designations and land use protections.*
- *Protect the City's sensitive natural resources (e.g., floodplain) as areas of protected open space.*
- *Encourage new development and redevelopment where adequate public services and utilities are already in place and have adequate capacity.*
- *Ensure improved transitions between different types of land uses through adequate landscaping, screening, and buffering.*
- *Ensure infill development will be compatible with existing and well-established land uses through appropriate use and site design regulations.*
- *Promote and/or incentivize infill housing while protecting the quality and character of existing, well-established neighborhoods.*
- *Foster the development of new neighborhoods that promote pedestrian connectivity, and social cohesiveness through adequately designed open spaces and common areas.*
- *Foster the development of new neighborhoods that include a variety of housing types and sizes to meet the needs of a growing workforce and multi-generational life cycle community.*
- *Promote public and/or private investment in Downtown Bastrop that promotes an urban, walkable, mixed-use environment, and supports both local- and tourist-based economic development and public river access.*

FIGURE 5.5, BASTROP CHARACTER AREAS

CHARACTER AREA	CITY LIMITS ACREAGE	% OF TOTAL	CUMULATIVE ACREAGE	% OF TOTAL
Parks and Open Space	472.64	8%	1,624.08	7%
Rural Residential	959.35	16%	9,301.16	42%
Neighborhood Residential	1,970.84	33%	7,859.24	35%
Transitional Residential	541.96	9%	642.62	3%
Neighborhood Commercial	154.20	3%	289.45	1%
General Commercial	722.64	12%	964.51	4%
Professional Services	213.85	4%	276.67	1%
Downtown Bastrop	434.09	7%	434.09	2%
Public and Institutional	247.70	4%	368.37	2%
Industry	322.30	5%	630.61	3%
TOTAL	6,039.57	100%	22,390.80	100%

Source: Halff Associates, Inc.

- *Cultivate a predictable investment climate that attracts high-quality development practices (e.g., building form, architecture, and quality signage and landscaping) by protecting property investments from incompatible or ad hoc development decisions.*
- *Mitigate the environmental impacts of development through design techniques that naturally mitigate storm water runoff.*
- *Promote public and/or private investments, projects, or actions that enhance the character and aesthetic attractiveness of the City's corridors, neighborhoods, and open spaces.*
- *Protect and/or enhance areas and buildings of historic value in accordance with historic preservation guidelines and appropriate development standards.*

While these policies will guide local decisions relating to development proposals, the City must take pro-active steps to implement the Plan's recommended development parameters. **Goals and objectives related to Future Land Use Plan implementation can be found on page 5-33.**

FUTURE LAND USE PLAN: GOALS AND OBJECTIVES.

Goal 5.1: Utilize the Future Land Use Plan to guide decisions regarding proposed development and redevelopment activities in Bastrop and the City's ETJ.

Objective 5.1.1: Interpret and apply the recommendations of the Future Land Use Plan, and other applicable provisions of the Bastrop Comprehensive Plan, to applications, grant funding requests, and other solicitations of City support that are related to land use or development in the City of Bastrop's area of jurisdiction.

1. ***Reference the Future Land Use Plan, and applicable goals, objectives, actions, policies, and statements of intent from other portions of the comprehensive plan when making staff, board and commission, and City Council recommendations on applications for zoning changes, subdivisions, and other land development activities or actions. Ensure that comprehensive plan references are incorporated into the written record.***
2. ***Consider the consistency of special area plans (i.e., downtown, corridor, etc.) or other topic-specific plans (i.e., parks and recreation master plans, storm water master plans) with the Future Land Use Plan when evaluating land development applications. Consistency between such planning documents may mean that the special area or topic-based plans represent extensions of Future Land Use Plan recommendations.***
3. ***Modify the Future Land Use Plan's recommended development patterns and policies as necessary to account for development trends not anticipated during the comprehensive planning process. Plan amendments will occur in accordance with the recommendations of Chapter 9, Implementation.***
4. ***Expand upon the Future Land Use Plan's recommended development patterns and policies through the Planning and Zoning Commission's and/or Zoning Board of Adjustment's preparation and adoption of supplementary policy statements. Such statements can guide decision-making processes for specific types of land development cases, and can also be adopted by other applicable boards and commissions.***

Objective 5.1.2: Pro-actively implement Future Land Use Plan recommendations through the initiation of ordinance amendments or special studies.

1. ***Initiate amendments to the City zoning map to increase the consistency of zoning district boundaries with the Future Land Use Map.***
2. ***Initiate amendments to the City's land development regulations that improve the City's ability to implement the recommendations of the Future Land Use Plan (see also Goal 5.2, 5-44).***
3. ***Consider the preparation or update of special area plans or studies to generate neighborhood, corridor, or district-specific development policies or guidelines. Examples include, but are not limited to: SH 71 corridor study, neighborhood plan (e.g., north of Hawthorne Street).***
4. ***Seek opportunities to participate in other local, regional, and state planning processes conducted by other jurisdictions that may impact the City of Bastrop's area of jurisdiction. Evaluate draft recommendations for consistency with the Bastrop Comprehensive Plan.***

COMMUNITY IMAGE.

The Future Land Use Plan is structured around the concept of "character areas." As previously explained, this term emphasizes the need for a community's future land use map to balance projected land uses with preferred development patterns. Bastrop's long-term growth patterns will be affected just as much by the type of building, site, and street design features that it applies through its various land development regulations as it will from specific land uses allowed on each parcel thorough the application of its zoning ordinance.

Based in part on perceptions of the aesthetic quality of recent development in Bastrop, many planning participants have expressed the desire to enhance the character of future development. To some degree, this may include the application of design features prevalent in historic downtown Bastrop (and referenced in the recently adopted DB-FBC). There is a recognition however that a strict application of historic building form, scale, and design is often not applicable to contemporary development. This section proposes a series of building and site design considerations that Bastrop may implement through modifications/updates to its existing land development regulations. Many of these recommendations are illustrated in two (2) case studies found on pages 5-35 through 5-38.

The section is focused on areas outside of the DB-FBC Regulating Plan, but is intended to identify where a consistent community image can be applied across districts of varying intensity and scale. Many of the recommendations of this section should be considered in conjunction with the neighborhood design recommendations included in **Chapter 4**, ***Housing and Neighborhoods***.

Two of the three homes pictured above were constructed after 2000 in accordance with locally adopted design guidelines. The image illustrates how provisions on building scale and placement (and in this case architectural style) can be transferred to Neighborhood Commercial or Professional Service character areas through ordinance amendments.

COMMUNITY IMAGE CASE STUDY A

Community Image Case Study A illustrates site design features that could be applied (by varying degrees) to new development or redevelopment projects in the General Commercial, Industry, Neighborhood Commercial, or Professional Services character areas. The case study is based on a hypothetical redevelopment of the shopping center in the picture at right. The prescriptive application of any of the identified features would require amendments to Bastrop's existing land development ordinances. **All items listed below are illustrated on the facing page.**

- ***A. Side Paths.*** *Development regulations can be amended to require the extension of shared-use (bicycle and pedestrian) side paths as part of new development in lieu of sidewalks.*
- ***B. Building Frontage.*** *Like downtown Bastrop, out-parcels and other development buildings can be required to frame the street to provide a sense of enclosure, conceal parking, and create a more inviting pedestrian environment.*
- ***C. Street-scaping.*** *As with building framing, the incorporation of landscaping medians and other streetscape features at key locations can create a softer aesthetic appeal, calm traffic, and enhance community gateways.*
- ***D. Pervious Parking.*** *In addition to parking maximums, pervious parking requirements could aid in on-site storm water reduction. With proper border treatments, the reduced impervious surface area could also improve aesthetic appeal.*
- ***E. Access Management.*** *Consolidated curb cuts and driveway throats that allow the queuing of motor vehicles increase the efficiency of traffic flow and pedestrian safety.*
- ***F. Public Gathering Areas.*** *Strategically located public gathering areas can mimic the squares and plazas that add to the inviting flavor and excitement of downtown environments. They can also assist in framing streets and softening building edges.*
- ***G. Pedestrian Connectivity.*** *Well-defined on-site pedestrian pathways are a natural extension of the side path or sidewalk system.*
- ***H. Screening.*** *Loading docks, dumpsters, and other accessory commercial site features are difficult to enhance through architectural design. Enhanced vegetative screening - particularly on rear facades - can mitigate a lack of building treatment.*

To Downtown
A. Side Path.
B. Building Frontage. Out parcel.
C. Street-scaping.
D. Pervious Paving.
E. Access Management.
F. Public Gathering Areas.
G. Pedestrian Connectivity.
H. Screening.
A. Side Path.
To Colorado River
B. Building Frontage. New Construction.
B. Building Frontage. New Gas Station.
N

COMMUNITY IMAGE CASE STUDY B

Community Image Case Study B illustrates site design features that could be applied to new development projects in the Neighborhood Residential, Traditional Residential, or Transitional Residential character areas. The case study is based on a hypothetical redevelopment of the subdivision in the picture at right. The prescriptive application of any of the identified features would require amendments to Bastrop's existing land development ordinances. **All items listed below are illustrated on the facing page.**

- ***A. Building Orientation.*** *Re-orientation of the front building facade toward green spaces can increase the activity in public and private common areas, and increase individual property values.*
- ***B. Housing Transitions.*** *Subject to similar scale, street intersections can serve as transition zones between varying housing types. Similar housing types should face each other across a block unless separated by public spaces, in which case variable housing types may front each other.*
- ***C. Rear Access. Alleys.*** *Rear alley access can remove garages from front facades, decrease curb cuts on the public street, provide space for utilities, and increase opportunities for on-street parking.*
- ***D. Neighborhood Parks.*** *The full benefits of public parkland and other common open spaces can be realized when building orientation causes it to function as a generous front yard space (as opposed to being segmented from the community behind privacy walls).*
- ***E. Neighborhood Collector.*** *Neighborhood collector street designs include narrower travel lanes and defined lanes of on-street parking. Built in traffic calming features slow motor vehicle speeds without inhibiting traffic volumes for which the street is intended to serve. The neighborhood collector street design functions best (but not exclusively) when coupled with adjacent alleys to decrease points of ingress and egress.*
- ***F. Traffic Calming.*** *Additional traffic calming features designed to slow motor vehicle speeds (and improve pedestrian safety) on neighborhood collector thoroughfares may include curb extensions (at intersections and mid-block), chicanes, and medians. These features also increase the aesthetic appeal of the street.*

A. Building Orientation.
B. Housing Transitions.
F. Traffic Calming. Medians.
F. Traffic Calming. Curb Extensions.
C. Rear Access. Alleys.
D. Neighborhood Parks.
E. Neighborhood Collector.
N

COMMUNITY IMAGE CONSIDERATIONS

This section expands upon many of the design concepts highlighted in Community Image Case Studies A and B (pages 5-35 through 5-38). In all cases, adjustments to one (1) or more of the City's land development regulations will be required to ensure that they are effective tools in attaining a preferred community-wide image in Bastrop while still allowing flexibility in individual neighborhood, district, and corridor character.

ACCESS MANAGEMENT

- *Issue: Bastrop's land development regulations do not effectively address vehicular ingress and egress between public streets and parking areas. Commercial driveways are spaced close together, and cross-access is not mandated.* ***Chapter 10 (Subdivisons) and Chapter 14,Article V should be amended to manage residential and non-residential driveway access. Driveway spacing requirements should be supplemented with conditions for required cross-access between parcels, the closure of non-conforming driveway access, and minimum driveway throat lengths to allow for effective queuing of motor vehicles. Bastrop should work with TxDOT to ensure cooperation on the implementation of City access management standards on state highways.***

Access management standards may require cross-access easements among development parcels. Completion of the access above may also be coupled with the closure of non-conforming or temporary driveways.

BUILDING FRONTAGE

- *Issue: Street rights-of-way in non-residential areas are framed by large expanses of impervious pavement with buildings set to the rear of the site. Buildings on out-parcels are widely spaced. Unlike traditional central business districts, buildings do not address and frame the street. Although the dimensions of big box retail stores make it difficult for them to be arranged in a manner that address the public street right-of-way,* ***Chapter 14, Article V of Bastrop City Code can be revised to adjust building frontage requirements for non-residential developments of varying size and type (including out-parcels). Like the DB-FBC, context specific build-to-zones and building frontage requirements can be established for contemporary development. These standards may apply to a set percentage (but not all) of an overall shopping center's or other similar development's square footage.***

Suburban thoroughfare standards often lack on-street parking and other aesthetic or functional components found on urban streets. Build-to-zones that bring buildings to the street can be established for commercial and residential development along key corridors to create visual interest.

- *Issue: Contemporary multi-family developments are often arranged with buildings oriented toward the center of the site and not addressing the public street right-of-way.* ***Chapter 14, § 20 and 21 of the Bastrop City Code can be modified to extend the minimum lot frontage for multi-family developments from 100' to at least 250'. Increased road frontage provides adequate width for at least one (1) multi-family building to be oriented toward the existing public street. As with non-residential developments, this emphasis of building "framing" conceals expanses of parking and provides a greater connection between the traveled public way and surrounding development.***

FACADE TREATMENTS

- *Issue: Except for development within the DB-FBC, there are few provisions in Bastrop City Code governing facade treatments for multi-family and non-residential development. Contemporary development in Bastrop looks similar to most other metropolitan communities. Building design standards should be added to Bastrop City Code that address building articulation, access, relationship to the street, pedestrian circulation, outdoor gathering spaces, fenestration, and architectural detailing.* ***All building design standards can be added as a new section in Chapter 14, Article V, of Bastrop City Code.***

The uniform application of building materials and architectural elements across shared facades and out-parcel buildings is an important component of building design standards.

IMPERVIOUS SURFACES

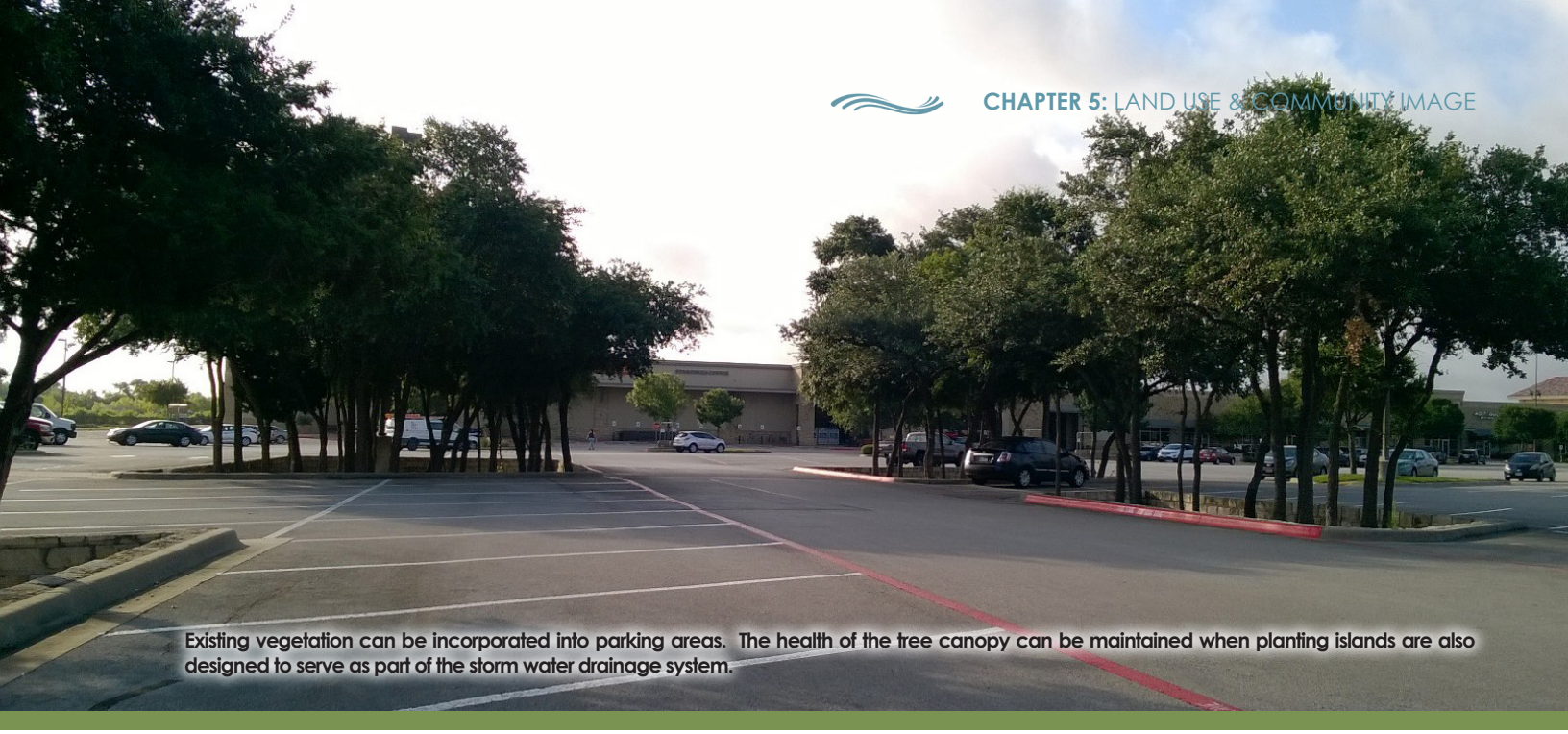
- *Issue: Chapter 14 (Zoning) of the Bastrop Code of Ordinances establishes "maximum coverage areas." These areas refer only to buildings - not to all impervious surface areas.* ***Reasonable limits must be established for total impervious surface areas on development sites.***

Pervious surface parking areas can utilize highly-engineered soils and surface materials. Regardless of the surfacing material best suited for a particular site, hard boundaries are still required to mitigate the potential for erosion or haphazard parking by drivers.

LANDSCAPING

- *Issue: Vegetative screens and other perimeter planting requirements do not sufficiently buffer new developments from adjacent land uses or public rights-of-way.* ***Chapter 14, § 39 of Bastrop City Code should be amended to apply greater planting requirements (including options for berming) within perimeter planting areas.***
- *Issue: Interior planting requirements on development sites - including within parking areas - are minimal.* ***The City should re-evaluate all landscaping standards to increase total landscape coverage on development sites and planting requirements. Tree preservation requirements in Chapter 14, § 39 should be modified to require the on-site preservation of trees meeting or exceeding established tree credit levels. Tree planting requirements should likewise be modified to incentivize the preservation of existing trees over new plantings.***

A high concentration of vegetation can be incorporated into landscaped border treatments to soften the edges of development sites, and screen undesirable building elements form public view.



Existing vegetation can be incorporated into parking areas. The health of the tree canopy can be maintained when planting islands are also designed to serve as part of the storm water drainage system.

PARKING

- *Issue: Bastrop's lack of limits on maximum impervious surface coverage is apparent when viewing the expansive parking lots included as part of new commercial development in the City. Large expanses of pavement increase storm water runoff, ground level heat, and aesthetics.* ***Bastrop should consider amending Chapter 14, § 38, of Bastrop City Code to add maximum parking area requirements. Amendments may also allow (or in some instances, require) the use of pervious materials for portions of parking areas.***

PEDESTRIAN ACCESSIBILITY

- *Issue: There is little uniformity on pedestrian circulation requirements in new City development.* ***Chapter 14, Article V, of Bastrop City Code should be modified to provide specific guidance on suitable pedestrian circulation as part of site plan review. An effective pedestrian circulation system will provide defined and protected pedestrian access points between streets and all on-site buildings, parking, and outdoor gathering spaces.***

SIGNS

- *Issue: Sign size, height, and display area standards are generous and result in an inconsistent and haphazard look in many commercial areas of the City.* ***Bastrop should consider amending Chapter 3, Art. 3.20, of Bastrop City Code to incorporate the use of more consistent free-standing sign structures (such as monument signage) at gateways and along high-profile corridors to promote a consistent image.***

Communities often incorporate signage into a uniform corridor appearance through the use of monument signage.

STREETS

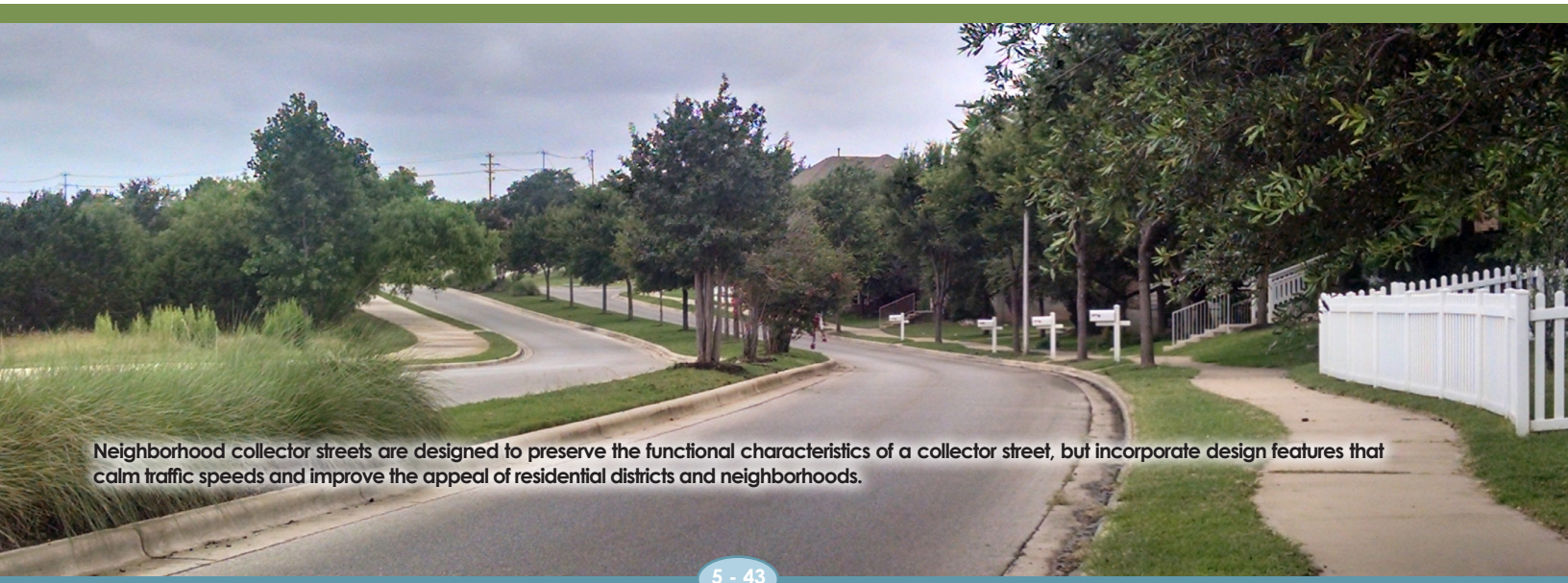
- *Issue: Street design standards in Chapter 10 (Subdivisions) of Bastrop City Code allow for a contemporary subdivision and rural street design standard. Urban street standards incorporating curb extensions, narrower width and radii, and greater pedestrian enhancements are not permitted. The absence of urban street standards limit opportunities to calm traffic in contemporary subdivisions, and limit the effectiveness of new urbanist design principles applied to adjacent properties.* ***Bastrop should incorporate urban street design standards into its subdivision regulations for use within specified development types. Provisions may be based on street cross sections derived from Attachment E of the DB-FBC. Absent a full compliment of urban street standards, a neighborhood collector street type should be created as well as provisions related to traffic calming applications within current street types.***
- *Issue: Bastrop lacks an industrial street standard that included sturdier road bases and surfacing, as well as greater dimensional standards for large vehicle movements.* ***Chapter 10 (Subdivisions) of Bastrop City Code - and associated construction standards - should be amended to incorporate industrial street standards.***

STREET-SCAPES

- *Issue: Landscaping and other aesthetic requirements along new streets in minimal. Existing thoroughfares are characterized by wide unbroken expanses of pavement.* ***Streetscape requirements should be added to Bastrop City Code which provide the City with the option to require the construction of avenues, boulevards, or parkways. Such street standards may include separated medians, planting strips with street trees, and other traffic calming features which may serve as landscaping enhancements.***

UTILITIES

- *Issue: Existing utility lines long public street rights-of-way are not required to be buried as part of new development. Their continued presence within the street right-of-way as new ares develop inhibit the ability to improve the aesthetics of public street frontage. Likewise, on-site lighting is expansive and adds to the impersonal scale of contemporary development.* ***Existing utilities along public street rights-of-way should be buried as part of new development unless the estimated costs exceed an established cost. The City should consider a fee-in-lieu option where the cost of burying existing utilities is unfeasible. Street lights in new development, or lighting along other walkways or adjacent to buildings should be pedestrian scale full cut-off fixtures which direct light downward and highlight pedestrian movement.***



Neighborhood collector streets are designed to preserve the functional characteristics of a collector street, but incorporate design features that calm traffic speeds and improve the appeal of residential districts and neighborhoods.

COMMUNITY IMAGE: GOALS AND OBJECTIVES.

GOAL 5.2: Enhance community character and design through the amendment of City land development regulations and projects to improve the function and aesthetics of public properties.

OBJECTIVE 5.2.1: Assess and amend City land development regulations as necessary to implement applicable recommendations of the Bastrop Comprehensive Plan, and enhance code administration.

1. ***Initiate the preparation of a unified development code, or amendments to individual land development regulations, to implement recommended character area development parameters and community image amendments suggested on pages 5-45 through 5-49.***
2. ***Conduct a strategic assessment of City land development codes (including at least: zoning, DB-FBC, subdivision regulations, flood plains, historic preservation, signs) to identify ordinances that can be unified, as well as ordinance contradictions or omissions. Compare current codes to the recommendations of the Future Land Use Plan and other portions of the Bastrop Comprehensive Plan.***
3. ***Utilize the results of the assessment to determine if City development ordinances should be unified into a single development code, or if individual ordinances or code provisions should be amended based on City prioritization. Establish a schedule to prepare a unified development code, or to systematically initiate prioritized code amendments of limited scopes.***
4. ***Ensure that all code amendment actions include complimentary updates to City construction design manuals, design guidelines, and administrative forms and applications.***

OBJECTIVE 5.2.2: Initiate design projects that advance the community image recommendations of the Bastrop Comprehensive Plan, and that support complimentary development on private property.

1. ***Incorporate Future Land Use Plan development parameters and policies, and community image recommendations into new development via the planned development process at least until comprehensive amendments to City ordinances can be completed.***
2. ***Prepare corridor appearance standards for development along key City corridors which illustratively depicts preferred building materials and material applications, lighting fixtures, landscape applications, pavement variations, etc.***
3. ***Work with TxDOT to initiate streetscape projects on key City gateway corridors such as Childers Drive, Hasler Boulevard, or Old Austin Highway. Among other features, incorporate a landscaped median for aesthetic and access management purposes.***

SUMMARY OF GOALS AND OBJECTIVES (LAND USE AND COMMUNITY IMAGE).

Chapter 5, *Land Use and Community Image*, of the Bastrop Comprehensive Plan establishes the City's policies for future land use and development through the Future Land Use Plan. A substantial number of recommended ordinance amendments are linked to these policies, and are the principal tools by which the City's preferred future development vision could be achieved. These ordinance initiatives are also consolidated into a handful of Land Use and Community Image goals and objectives. The two (2) goals and four (4) objectives that are recommended throughout this chapter have been compiled into ***Figure 5.6*** below.

FIGURE 5.6. LAND USE AND COMMUNITY IMAGE, SUMMARY OF GOALS AND OBJECTIVES

GOAL/OBJECTIVE:	PAGE:
GOAL 5.1: Utilize the Future Land Use Plan to guide decisions regarding proposed development and redevelopment activities in Bastrop and the City's ETJ.	5-33
OBJECTIVE 5.1.1: Interpret and apply the recommendations of the Future Land Use Plan, and other applicable provisions of the Bastrop Comprehensive Plan, to applications, grant funding requests, and other solicitations of City support that are related to land use or development in the City of Bastrop's area of jurisdiction.	5-33
OBJECTIVE 5.1.2: Pro-actively implement Future Land Use Plan recommendations through the initiation of ordinance amendments or special studies.	5-33
GOAL 5.2: Enhance community character and design through the amendment of City land development regulations and projects to improve the function and aesthetics of public properties.	5-44
OBJECTIVE 5.2.1: Assess and amend City land development regulations as necessary to implement applicable recommendations of the Bastrop Comprehensive Plan, and enhance code administration.	5-44
OBJECTIVE 5.2.2: Initiate design projects that advance the community image recommendations of the Bastrop Comprehensive Plan, and that support complimentary development on private property.	5-44

IMPLEMENTATION OF LAND USE AND COMMUNITY IMAGE GOALS AND OBJECTIVES

Implementation of the land use and community image goals and objectives must occur in coordination with those recommended in other chapters. Goals and objectives - and corresponding actions and initiatives - contained in all seven (7) topic-specific chapters of the Bastrop Comprehensive Plan are important; but, the order of their implementation must consider multiple variables including: **A)** The timing of expected growth and development impacts; **B)** Cost versus revenues; **C)** The availability of grants, loans and other financing methods; **D)** Staffing and other public resources; and, **E)** Dependence on, or completion of, another action or initiative.

In consideration of these inter-related implementation variables, many of the recommendations summarized in ***Figure 5.6*** have been incorporated into Bastrop's overall comprehensive plan work program contained in Chapter 9, *Implementation*.