

**Bastrop Special Planning and Zoning
Commission Agenda**
Bastrop City Convention Center
1408 Chestnut Street
Bastrop, TX 78602
(512) 332-8800



February 17, 2025

Agenda - Special Planning and Zoning Commission at 5:00 PM

Bastrop Planning and Zoning Commission meetings are available to all persons regardless of disability. If you require special assistance, please contact the City Secretary at (512) 332-8800 or write 1311 Chestnut Street, 78602, or by calling through a T.D.D. (Telecommunication Device for the Deaf) to Relay Texas at 1-800-735-2989 at least 48 hours in advance of the meeting.

1. CALL TO ORDER

2. CITIZEN COMMENTS

At this time, three (3) minute comments will be taken from the audience on any topic. Anyone in attendance wishing to address the Board/Commission must complete a citizen comment form and give the completed form to the Board/Commission Secretary prior to the start of the Board/Commission meeting. In accordance with the Texas Open Meetings Act, if a citizen discusses any item not on the agenda, the Board/Commission cannot discuss issues raised or make any decision at this time. Instead, the Board/Commission is limited to making a statement of specific factual information or a recitation of existing policy in response to the inquiry. Issues may be referred to City Manager for research and possible future action.

It is not the intention of the City of Bastrop to provide a public forum for the embarrassment or demeaning of any individual or group. Neither is it the intention of the Board/Commission to allow a member of the public to slur the performance, honesty and/or integrity of the Board/Commission, as a body, or any member or members of the Board/Commission individually or collectively, or members of the City's staff. Accordingly, profane, insulting or threatening language directed toward the Board/Commission and/or any person in the Board/Commission's presence will not be tolerated.

3. ITEMS FOR INDIVIDUAL CONSIDERATION

3A. Consider and act to approve meeting minutes from the January 16, 2025, Joint Planning and Zoning Commission Meeting Workshop held with City Council.

Alondra Macias, Development Services Planner I

4. **WORKSHOP AND POSSIBLE ACTION**

5. **Tree Protection**

5A. Hold public hearing, consider, and act to amend Appendix A, Fee Schedule for tree mitigation fees and establish penalty for violation.

These amendments seek to create civil penalties for removal of trees without the required authorization.

Submitted by: James Cowey, Director of Development Services

6. **Parkland Dedication**

6A. Hold a public hearing, consider and act to amend the Bastrop Code of Ordinances, Chapter 10, Article 10.01, Sections 10.01.001 – 10.01.013 titled “Parkland Dedication and Park Enrichment Fund”.

This amendment seeks to establish requirements for parkland dedication, standards for a fee in lieu of parkland dedication, and to create a fee for new development as it relates to parkland.

Submitted by: Viviana Nicole Andres, Assistant to the City Manager

7. **Transportation & Gridded Street Network**

7A. Conduct a public hearing, consider, and act to remove all references to the gridded street network and replace with the previously adopted Chapter 5 Thoroughfare Plan.

These amendments in collective under number 7, seek to remove the requirement for a gridded street network, clarify definitions, and remove any reference to the elimination of vehicles.

Submitted by: Andres Rosales, Assistant City Manager

7B. Conduct a public hearing, consider and act on the code of Ordinances, related to Chapter 14, the B3 Technical Manual, on the following: Article 1.2 Development Procedures, Section. 1.2.003 Development Process, (C) (1) (C); Article 2.3 Neighborhood Regulation Plans, (E); Article 2.3 Neighborhood Regulation Plans, Section 2.3.001 Stop one: Neighborhood Regulation Plans (A) – (4) A, (5) B, and (6), by removing all references to the Mandatory Street Network and the gridded network.

Submitted by: Andres Rosales, Assistant City Manager

7C. Conduct a public hearing, consider and act to amend the Code of Ordinances, Related to Chapter 14, The Bastrop Building Block (B3) Code, on the following: Article 3.2 Place Type Standards, Section 3.2.001 Allocation & Sequence of Place Type Determination, (A) (2); Article 3.2 Place Type Standards, Section 3.2.002 Neighborhood Regulating Plan, (C); Article 4.1 General, Section .4.2.001 Character Districts Descriptions & Additional Standards, (B) 5,13,17 And 19; Article 5.2 Development Pattern Standards, Sec. 5.2.001 Traditional Neighborhood Development (TND) (B); Article 5.2 Development Pattern Standards, Sec. 5.2.002 TND Standards, (B) (C) (D) And (E); Article 5.2 Development Pattern Standards, Section 5.2.005 Village Center Development (VCD), (B); Article 7.1 Streets & Public Realm, Section 7.1.002 General, (D); Article 7.3 Street Types, (B) (1),

Chapter 10, Section 10.1.002 Definitions, American Grid, and mandatory street network and Executive Summary on pages 12 and 22; by removing all references to the mandatory street network and the gridded street network and establishing standards and procedures.

Submitted by: Andres Rosales, Assistant City Manager

8. Minimum Lot Size

8A. Conduct a public hearing, consider and act to amend the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Section 6.3.008 - Lot Occupation, establishing standards for a minimum lot size in P2 and P3; Section 6.5.003 – Building Standards Per Place Type, by establishing standards for a minimum lot size in P2 and P3; and Section 2.4.001 Nonconforming Uses and Structures, to include nonconforming Lots.

This amendment seeks to create minimum lot sizes where none currently exist in the P2 and P3 residential areas preventing denser development.

Submitted by: Sylvia Carrillo-Trevino, CM, ICMA-CM, CPM

9. Setbacks/Build to Lines

9A. Conduct a public hearing, consider and act to amend the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Section 6.3.008 - Lot Occupation, establishing standards for a First Layer Setback in P2 and P3; Section 6.3.003 - Building Placement, by establishing standards for the First Layer Setback in P2 and P3; Section 6.5.003 – Building Standards Per Place Type, by establishing standards for the First Layer Setback in P2 and P3.

This amendment seeks to allow the creation of infill development in residential areas that matches the built environment, providing residents with predictability.

Submitted by: Sylvia Carrillo-Trevino, CM, ICMA-CM, CPM

10. Residential Uses

10A. Conduct a public hearing, consider and act to amend the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Article 6.5 – Building Types, by removing duplexes as an allowable building type from P2 and P3; Section 6.5.001 – Permitted Building Types Per Place Type, by removing duplexes from P2 and P3.

This amendment seeks to retain single family characteristics in single family zones.

Submitted by: Sylvia Carrillo-Trevino, CM, ICMA-CM, CPM

11. UPDATES

11A. Updates Regarding Upcoming Code Amendments

12. ADJOURNMENT

Notice is hereby given of the possibility of a quorum of members from any City of Bastrop Council , Boards, and/or Commissions, at this Planning and Zoning Commission Meeting.

NO Council/Board/Commission action will be taken; NO deliberations will be held; and NO Council/Board/Commission business will be conducted.

I, the undersigned authority, do hereby certify that this Notice of Meeting as posted in accordance with the regulations of the Texas Open Meetings Act on the bulletin board located at the entrance to the City of Bastrop City Hall, a place of convenient and readily accessible to the general public, as well as to the City's website, www.cityofbastrop.org and said Notice was posted on the following date and time: Thursday, February 13, 2025 at 750PM. and remained posted for at least two hours after said meeting was convened.

James Cowey, Director of Development Services



Planning and Zoning STAFF REPORT

MEETING DATE: February 17, 2024

TITLE:

Consider and act to approve meeting minutes from the January 16, 2025, Joint Planning and Zoning Commission Meeting Workshop held with City Council.

AGENDA ITEM SUBMITTED BY:

Alondra Macias, Development Services Planner I

ATTACHMENTS:

- Meeting Minutes from January 16, 2025

CITY OF BASTROP
JOINT MEETING OF THE
BASTROP CITY COUNCIL AND
PLANNING AND ZONING COMMISSION

MEETING MINUTES

JANUARY 16, 2025

A Joint Meeting of the Bastrop City Council and Planning and Zoning Commission was conducted on Wednesday, January 16, 2025, at 6:00 p.m. at the Bastrop City Hall Council Chambers, 1311 Chestnut Street, Bastrop, Texas, with the following action taken to wit:

Council Members Present

Mayor Pro Tempore John Kirkland
Council Member Cynthia Meyer
Council Member Kerry Fossler
Council Member Kevin Plunkett
Council Member Cheryl Lee* *left at 8:50 pm*

Council Members Absent

Mayor Lyle Nelson* *resigned 1/14/2025*

Staff Present

City Manager Sylvia Carrillo-Trevino
Assistant City Manager Andres Rosales
Interim City Attorney Charlie Zech
Assistant City Secretary Victoria Psencik
Assistant to City Manager Vivianna Andres
Development Services Director James Cowey
Senior Planner Kennedy Higgins
Planner Alondra Macias
Project Coordinator Nicole Peterson

Planning and Zoning Commission Present

Commission Chairman Ishmael Harris
Commissioner Christopher Toth
Commissioner Keith Ahlborn
Commissioner Gary Moss
Commissioner Jeffrey Estes
Commissioner Patrice Parson* *arrived at 6:02 pm*
Commissioner Joshua Bingaman
Commissioner David Barrow

Planning and Zoning Commission Absent

Commissioner Jordan Scott

1. CALL TO ORDER

1A. Call to Order – Bastrop City Council

With a quorum being present, Mayor Pro Tempore Kirkland called the City Council meeting to order at 6:00 p.m.

1B. Call to Order – Planning and Zoning Commission

With a quorum being present, Chairman Harris called the Planning and Zoning Commission meeting to order at 6:00 p.m.

2. CITIZEN COMMENT(S)

No Citizens Comment requests were made to discuss any item not on the agenda.

3. WORK SESSIONS / BRIEFINGS

3A. Presentation update for Chapter 2 and 5 of the 2016 Comprehensive Plan developed by Halff & Associates.

Submitted by: Kennedy Higgins, Senior Planner, Development Services Department

Presentation by Halff & Associates Representatives Ylda Capriccioso and Whitney Linder.

[Editor's Note: After Halff & Associates representatives presented Item 3A, Mayor Pro-Tempore Kirkland called for Citizen Comments regarding the presentation.]

Citizen(s) addressing the City Council and Planning and Zoning Commission on Item 3A:
Dax Havrilak, Dock Jackson, and Pablo Serna

[Editor's Note: Council Member Lee left the meeting at 8:50 pm.]

4. ITEMS FOR INDIVIDUAL CONSIDERATION

4A. Planning and Zoning Commission

Conduct a public hearing, consider, and act on a recommendation to the City Council for consenting to the addition of 60.72 acres, as shown in Exhibit B and described in Exhibit C, Exhibit D, and Exhibit E; into existing Wildwood Municipal Utility District.

Submitted by: Andres Rosales, Assistant City Manager

Chairman Harris opened the Public Hearing at 9:07 p.m. for the Wildwood Municipal Utility District listed in Item 4A.

Public Hearing: No citizen comments submitted.

Chairman Harris closed the Public Hearing at 9:07 p.m. for the Wildwood Municipal Utility District listed in Item 4A.

MOTION: Commissioner Estes moved to recommend to the City Council to accept the addition of 60.72 acres into the existing Wildwood Municipal Utility District. Commissioner Moss seconded the motion. Motion carried unanimously.

4B. **City Council**

Conduct a public hearing, consider and act on Resolution No. R-2025-14, consenting to the addition of 60.72 acres, as shown in Exhibit B and described in Exhibit C, Exhibit D, and Exhibit E; into the existing Wildwood Municipal Utility District; providing for an open meetings clause; and providing for an effective date.

Submitted by: Andres Rosales, Assistant City Manager

Mayor Pro-Tempore Kirkland opened the Public Hearing at 9:12 p.m. for the Wildwood Municipal Utility District listed in Item 4B.

Public Hearing: No citizen comments submitted.

Mayor Pro-Tempore Kirkland closed the Public Hearing at 9:12 p.m. for the Wildwood Municipal Utility District listed in Item 4B.

MOTION: Council Member Plunkett moved to approved Resolution No. 2025-14 consenting the addition of 60.72 acres into the existing Wildwood Municipal Utility District. Council Member Meyer seconded the motion. Motion carried unanimously. Council Member Lee was not in attendance for the vote.

5. **ADJOURNMENT**

5A. **Adjourn – Bastrop City Council**

Upon a motion duly made and seconded, Mayor Pro-Tempore Kirkland adjourned the City Council meeting at 9:12 p.m. without objection.

5B. **Adjourn – Planning and Zoning Commission**

Upon a motion duly made and seconded, Chairman Harris adjourned the Planning and Zoning Commission meeting at 9:12 p.m. without objection.

CITY OF BASTROP, TEXAS

**PLANNING AND ZONING
COMMISSION**

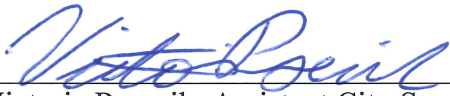


John Kirkland, Mayor Pro-Tempore

Ishmael Harris, Chair

ATTEST:

ATTEST:



Victoria Psencik, Assistant City Secretary

David Barrow, Vice-Chair



STAFF REPORT

MEETING DATE: February 17, 2024

TITLE:

Hold public hearing, consider, and act to amend Appendix A, Fee Schedule for tree mitigation fees and establish penalty for violation.

AGENDA ITEM SUBMITTED BY:

Submitted by: James Cowey, Director of Development Services

BACKGROUND/HISTORY:

The B3 code was adopted in November of 2019, and subsequently amended in April of 2022. From 2016 to 2023, Bastrop's population grew by approximately 34.3%. Due to the increased growth from Austin to the west, the availability of large land parcels, the availability of water, and abundant natural resources, the growth shows no signs of slowing.

“The intent of the Code is to establish the Standards that enable, encourage, and ensure the community achieves:

- ✓ ***Fiscal Sustainability***
- ✓ ***Geographically Sensitive Developments***
- ✓ ***Perpetuation of Authentic Bastrop” pg. 11 – B3 Code***

While the aspirational ideas envisioned in the preamble of the B3 code (as noted above) to provide for fiscal sustainability, geographically sensitive developments, and perpetuation of Authentic Bastrop, several segments of the code accomplished just the opposite.

The B3 code removed several key factors to preserving the natural environment.

“Retain its natural infrastructure and visual character derived from topography, woodlands, farmlands and waterways;” Pg 12 -The B3 Code

While that may be a lofty aspirational goal, without increased protection for the natural environment, the minimal tree standards and penalties for removal of trees in the B3 creates a situation where it is easier to cut down trees, than it is to save them.

This amendment, introduced at January 2025 Parks board, supports stiff penalties for unauthorized removal of trees, as shown in the attached, with the following changes: *Penalties for Unauthorized Removal of Trees. If any tree is removed from any real property, including injury to a tree resulting from the owner's failure to follow required tree protection guidelines, that results in or may reasonably be expected to result in the death of the subject tree(s), the property owner shall be determined to be in violation of this Ordinance. Any person or corporation violating any of the provisions of this ordinance shall, upon notice of the citation,*

*finest will be assessed at a rate of \$2000 **per day** until paid. In addition, the Certificate of Occupancy shall not be issued until the fees/penalties are paid in full.*

January 30, 2025, Planning and Zoning Commission heard the proposed amendment with the requests by the Parks Board. The Commission sought clarity on civil versus criminal penalties and how this section of the code would be enforced. This section is a civil penalty.

Discussion with the City Attorney is that to enforce the civil penalty, the City would have to file suit in District Court. That is codified in Sec. 54.017. Further, the maximum penalty is \$1,000 per day unless related to discharge of pollutants.

*Sec. 54.017. CIVIL PENALTY. (a) **In a suit** against the owner or the owner's representative with control over the premises, the municipality may recover a civil penalty if it proves that:*

(1) the defendant was actually notified of the provisions of the ordinance; and

(2) after the defendant received notice of the ordinance provisions, the defendant committed acts in violation of the ordinance or failed to take action necessary for compliance with the ordinance.

(b) A civil penalty under this section may not exceed \$1,000 a day for a violation of an ordinance, except that a civil penalty under this section may not exceed \$5,000 a day for a violation of an ordinance relating to point source effluent limitations or the discharge of a pollutant, other than from a non-point source, into a sewer system, including a sanitary or storm water sewer system, owned or controlled by the municipality.

FISCAL IMPACT:

None

RECOMMENDATION:

Approved the modifications as written by clarifying this is a civil penalty with a maximum amount of \$1,000 per day.

ATTACHMENTS:

1. B3 Code Proposed Amendment in redline

Appendix A-

Tree Mitigation ~~Fee- \$600 per 4 caliper inch Tree~~ \$150 per 1 caliper inch. (Parks Board recommends increasing fee to \$250)

Penalty.

Penalties for Unauthorized Removal of Trees. If any tree is removed from any real property, including injury to a tree resulting from the owner's failure to follow required tree protection guidelines, that results in or may reasonably be expected to result in the death of the subject tree(s), the property owner shall be determined to be in violation of this Ordinance **and civil remedies sought.**

Any person or corporation violating any of the provisions of this ordinance shall ~~upon conviction be fined~~ be sued in District Court the sum of two thousand dollars (\$2,000.00) **\$1,000** per day; (In addition Certificate of Occupancy shall not be issued until the fees/penalties are paid in full.) and each and every day that the provisions of this ordinance are violated shall constitute a separate and distinct offense.

In addition to the said penalty provided for, the right is hereby conferred and extended upon any property owner owning property in any district where such property owner may be affected or invaded by a violation of the terms of the ordinance to bring suit in such court or courts having jurisdiction thereof and obtain such remedies as may be available at law and equity in the protection of the rights of such property owners.



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Hold a public hearing, consider and act to amend the Bastrop Code of Ordinances, Chapter 10, Article 10.01, Sections 10.01.001 – 10.01.013 titled “Parkland Dedication and Park Enrichment Fund”.

AGENDA ITEM SUBMITTED BY:

Vivianna Nicole Andres, Assistant to the City Manager

BACKGROUND/HISTORY:

The B3 code was adopted in November of 2019. With the adoption of the B3 Code came a new zoning designation titled “Civic Space”. This zoning designation is intended to encapsulate not only parkland but also governmental uses, schools, plazas, courtyards, etc.

	P1	P2	P3	P4	P5	EC
CIVIC SPACE - ARTICLE 7.5						
PARK	P	P	P	NP	NP	NP
GREEN	NP	NP	P	P	P	P
SQUARE	NP	NP	NP	P	P	P
PLAZA	NP	NP	NP	NP	P	P
PLAYGROUND	P	P	P	P	P	P
COMMERCIAL PLACE	NP	NP	NP	P	P	P
POCKET PARK	NP	NP	P	P	P	P
COURT	NP	NP	P	P	P	P
CLOSE	NP	NP	P	P	P	P

The B3 Code requires that also established a concept called Pedestrian Sheds. Pedestrian Sheds are meant to be ¼ mile radiuses within the city limits (approximately 80 acres or 6 Farm Lots) that have a certain percentage requirement for each Place Type within the B3 Code.

(b) The City of Bastrop shall have the following assigned percentages of each Pedestrian Shed allocated to the established Place Types. Before preparing a Neighborhood Concept Scheme the Applicant must review permitted Development Patterns and the associated Standards. Place Type percentage allocation per Pedestrian Shed as described in Article 3.3:

P1 - Nature	Varies
P2 - Rural	Varies
P3 - Neighborhood	10-35%
P4 - Mix	25-75%
P5 - Core	5 - 20%
CS - Civic Space	10% Min.
EC - Employment Center	No Min.
PDD - Planned Development District	No Min.

The intent was to create complete communities within those respective pedestrian sheds. This means that when a Neighborhood Regulating Plan or a Zoning Concept Scheme is submitted, at least 10% should be allocated as Civic Space.



However, with the Civic Space uses being so broad in nature, it has bypassed the ability of the City to ensure that when there is a new development occurring within the city limits that is dedicating Civic Space, the dedication being given to the City is the dedication of meaningful well-developed parkland that aligns with our Parks Master Plan. To that end, if the development is not able to dedicate parkland that aligns with our Parks Master Plan, the city should be able to ensure the developer is paying a fee-in-lieu of dedication for parkland. The collection of a fee in lieu of dedication is meant to offset the impact on the park facilities that will occur from the residents that will eventually occupy that development.

The community identified six areas of great importance when it comes to enhancing the existing parks and recreation system. The Big Six recommendations are as follows:

1. FUNDING

Develop sustainable and robust funding strategies to support the newly envisioned park system, including the development and improvement of parks and their maintenance and operational requirements through the use of conventional and non-conventional funding methods such as grants, partnerships, sponsorships, and proactive CIP project planning.

2. PARK IMPROVEMENTS

Improve existing parks, trails, and recreational facilities to support the newly envisioned park system through coordinated funding efforts with the Finance Dept.; working with other city departments to coordinate projects; tracking inventory and identifying items needing maintenance or replacement; establishing standards for equipment/facilities/amenities; keeping constant supply of materials to quickly repair or replace amenities; and include all-inclusive park infrastructure and amenities.

3. TRAILS

Develop additional trail connections through the implementation of new design standards; addressing safety concerns and accessibility through the development of trails with lighting, proper lane markings, and signage; and improve citywide connectivity by developing a Trails Master Plan to identify items such as specific locations of trails, access points, amenities, and linking the plan to the City's Major Thoroughfare Plan.

4. RECREATIONAL PROGRAMMING

Expand and create additional recreational programming, special events, and educational opportunities by designing new parks and facilities to be flexible in their programming; by coordinating recreational programming with existing city events; developing communication strategies to promote recreational programming to the community; conduct follow-up assessments at least every three years to determine need for new programming; develop partnerships with specialized organizations such as Master Gardeners and Master Naturalists to provide educational opportunities at the parks; partner with the Chamber of Commerce and other private sector groups to utilize the parks and recreation facilities for their public events; and promote events on the City's websites and social media.

5. LAND ACQUISITION

Identify and acquire land for parks, recreational facilities, and trail/open space/preservation areas through the implementation of a parkland dedication ordinance that includes dedication requirements, standards, and a fee-in-lieu-of-process for development projects; coordination with private property owners on the application of easements for public use; and coordination between the Parks Division, Recreations Division, and the Planning Department to identify and track existing and future developments.

6. RECREATIONAL COMMUNITY CENTER

Develop an all-inclusive, multi-use Recreational Community Center to support the recreational needs of the community through the development of a feasibility study to be used to identify items such preferred locations, amenities, facilities, number of FTEs to operate/manage/maintain the facility, and potential methods of funding for the construction/operations/maintenance of the facility.

SPORT COMPLEX

As part of the overall development of the PROS Plan, the City requested that the project team investigate the needs and economic opportunities for the construction of a sports complex. The project team undertook this request and what was determined is that the placement of a sports complex within the City of Bastrop would be highly beneficial not only in providing a new facility for sports recreation, but also economically benefit the community. The sports examined were baseball, softball, soccer, pickle ball, and par-3 golf. The study determined that sports complexes geared toward baseball, softball and soccer were the most sought after. These sports complexes were identified as those that brought in the most levels of tournaments and teams to an area. As part of this draw to the sports complex, economic benefits could also be captured through the tourism brought by the tournaments. Those who would be attending the tournaments were found to spend money at local retail businesses, restaurants, and overnight accommodations.

Another reason why the City is seeking to adopt the Parkland and Community Enrichment Fee Ordinance is so that the City can better align with one of the core focuses of the B3 Code, “Perpetuation of Authentic Bastrop” by ensuring we continue to receive meaningful parkland that fits the needs of the citizens and the goals of our Parks Master Plan and that we have tools in place that will allow us to reinvest into our existing parkland which is a key feature in the fabric of authentic Bastrop. The existing parks, such as the historic Fisherman’s Park which was established in 1947, serve to enhance the quality of life for our residents.

The intent of the Code is to establish the Standards that enable, encourage, and ensure the community achieves:

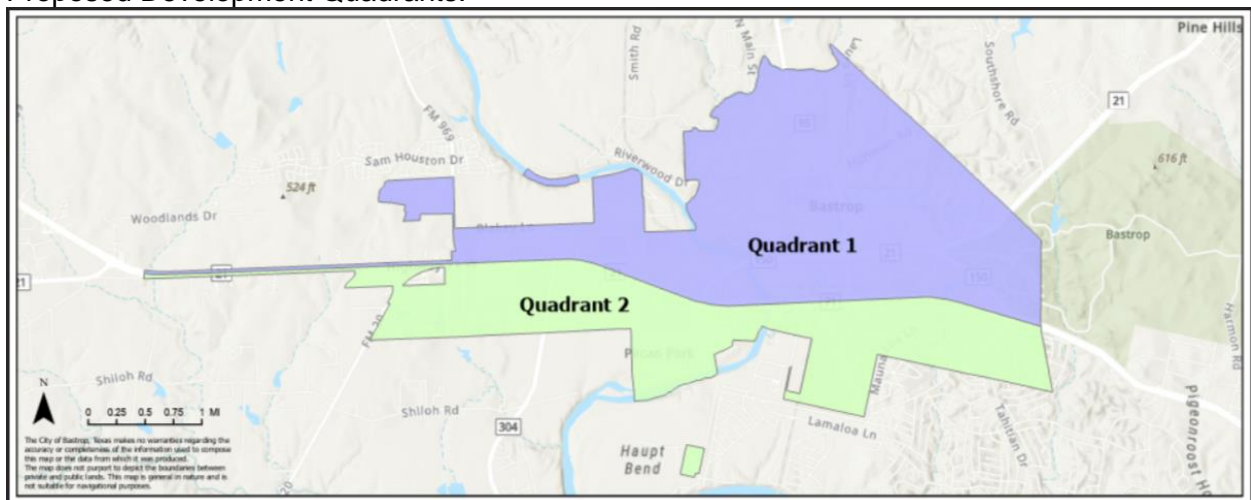
- ✓ ***Fiscal Sustainability***
- ✓ ***Geographically Sensitive Developments***
- ✓ ***Perpetuation of Authentic Bastrop***

The proposed Parkland and Community Enrichment Fee Ordinance will be incorporated into the Bastrop Code of Ordinances, Chapter 10 – Subdivisions. This ordinance seeks to establish specific dedication requirements solely related to parkland and standards for fees in lieu of parkland dedication. It also seeks to establish a Community Enrichment Fund and fee, which will be assessed on a per dwelling or per dwelling unit basis.

Parkland Ordinance Highlights:

- **Parkland Dedication:** The parkland dedication requirement will apply to single-family and residential or commercial multifamily uses.
 - The single-family dedication ratio will be: 1 acre for each 100 proposed dwelling units.
 - The multi-family dedication ratio will be: 1 acre for each 200 proposed units.
 - For mixed-used (SF & MF) development, the dedication requirements shall apply proportionately.
 - All parkland dedicated must be a minimum of 1 acre and contiguous in nature.
- **Park Development Fund:**
 - If paying fee in lieu of dedication fee will be assessed at the time of plat submission and will be collected at the time of filing the plat.
 - The ordinance will establish two separate development quadrants for the City of Bastrop. These quadrants will be used for the distribution of any monies collected in lieu of the dedication of the parkland.
 - If the monies collected are not expended within 10 years, the City must relinquish any unused funds to the original grantee of said monies.

Proposed Development Quadrants:



- Park Enrichment Fund:
 - This will be an additional fee assessed in addition to the dedication of the parkland or the payment of a fee-in-lieu of the dedication of the parkland.
 - It will be \$250 per dwelling unit or multi-family unit.
 - The funds collected by this fee will be used for the acquisition of land or construction improvements to existing parks. Also, these funds are not tied to the proposed City Development Quadrants and can be used at large throughout the city on an as-needed basis.

- Additional Requirements:
 - Detention or retention areas may be accepted in addition to the required dedication but shall not exceed 10% of the overall land being dedicated for parkland to the City.
 - Parkland being dedicated will be required to be easily accessible to the public (not situated at the back of a development and only accessible by a non-descript green belt).

RECOMMENDATION:

Make a recommendation on amending the Bastrop Code of Ordinances, Chapter 10, Article 10.01, Sections 10.01.001 – 10.01.013 titled “Parkland Dedication and Park Enrichment Fund”.

ATTACHMENTS:

1. Proposed “Parkland Dedication and Park Enrichment Fund”

Chapter 10

PARKLAND DEDICATION AND PARK ENRICHMENT FUND

ARTICLE 10.01 BASTROP BUILDING BLOCK (B3) CODE – CHAPTER 1 SUBDIVISION AND CHAPTER 7 PUBLIC REALM DEVELOPMENT STANDARDS

The Bastrop Building Block (B3) Code is incorporated by reference as though copied herein fully, except such portions as are deleted, modified or amended in this chapter. The Code can be found on the city's website.

SECTION 10.01.001 ADOPTION.

Section 10.01.002 - Purpose, Section 10.01.003 - Time of Dedication and Assessment, Section 10.01.004 - Exemptions, Section 10.01.005 - Land Dedication, Section 10.01.006 - Park Development Fund (Fee in Lieu of Dedication), Section 10.01.007 Park Enrichment Fee, Section 10.01.008 - Park Development Improvements in Lieu of Park Enrichment Fee, Section 10.01.009 - Additional Dedication, Section 10.01.010 - Prior Dedication, Section 10.01.011 - Additional Requirements, Section 10.01.012 - Review of Dedication Requirements, and Section 10.01.013 Definitions are hereby adopted and incorporated into the Bastrop Building Block (B3) Code, Chapter 1 Subdivision and Chapter 7 Public Realm Development Standards.

SECTION 10.01.002 PURPOSE.

- A. The purpose of this Chapter is to provide City planned recreational areas in the form of public parks as a function of the subdivision of land for residential uses and site development in the City.
- B. Public parks are those public open spaces providing for a variety of outdoor recreational opportunities and located at convenient distances within a development from a majority of the residences to be served by said development.

SECTION 10.01.003 TIME OF DEDICATION AND ASSESSMENT.

Public Park dedications shall be established at the time of filing a subdivision plat with the City of Bastrop. The developer shall have the option to pay a fee in lieu to the City of Bastrop, which shall be calculated as provided for in the city's then-adopted Master Fee Schedule to mitigate the parkland dedication requirements established in this section. The fee will be assessed at the time of the filing of the plat, per the adopted fee in the Master Fee Schedule, and collected prior to the recordation of the plat.

Plats filed with the City of Bastrop after the effective date of this ordinance shall be subject to the provisions of this ordinance listed herein.

Preliminary Plats shall either demonstrate the developments ability to satisfy the Parkland dedication requirements of this ordinance, OR have a plat note added to the face of the plat acknowledging the obligation to pay a fee-in-lieu in place of parkland dedication.

SECTION 10.01.004 EXEMPTIONS.

- A. The following shall be excluded from the requirements of this Section:

1. Amending plats which have previously satisfied the requirements of this Section, or are not creating additional lots;
2. Commercial developments/uses that are not multi-family developments (as defined in Article 10.01.013).

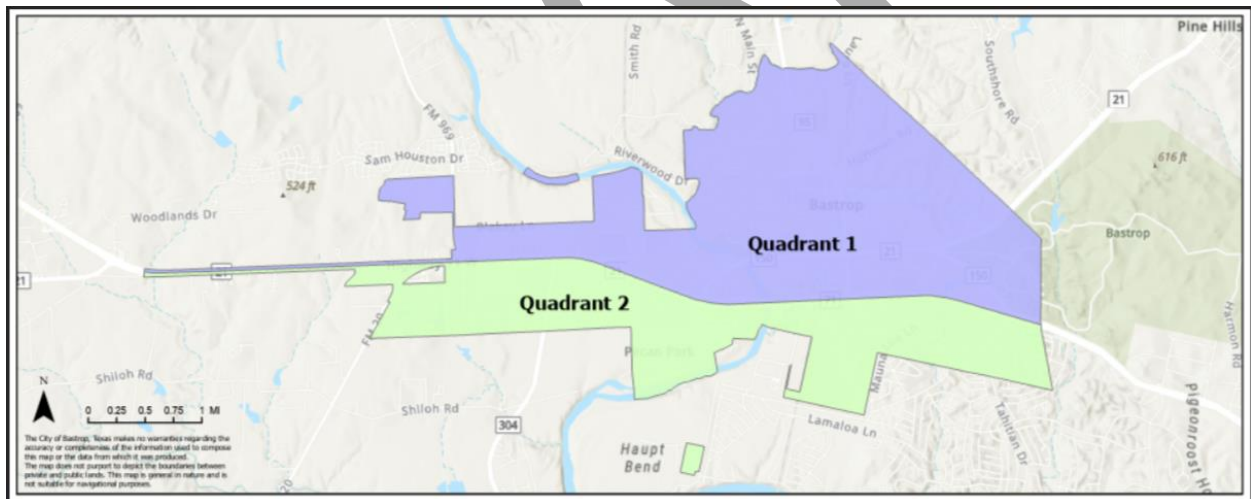
SECTION 10.01.005 LAND DEDICATION.

- A. Whenever a final plat for a residential subdivision within the city limits of the City of Bastrop is filed, such plat shall contain a clear, fee simple dedication within the subdivision to the City for park purposes.
- B. For subdivisions where all lots are for single-family housing types, the dedication requirement shall be determined by the ratio of 1 acre for each 100 proposed dwelling units (as defined in Article 10.01.013). (Example: 1 dwelling (du) = 0.01 acres; 25 du's = 0.25 acres; 75 du's = 0.75 acres; 200 du's = 2 acres.)
 1. The land must be a minimum of one (1) contiguous acre in size. Land may be considered contiguous if it abuts both sides of a street with a Local classification and the separate areas are joined by a marked pedestrian crossing. For subdivisions that will be dedicating less than 1 acre of land at the time of dedication, a fee-in-lieu as established in Section 17.01.006 shall be required in place of parkland dedication.
- C. For subdivisions where lots are for multi-family units, the dedication requirement shall be determined by the ratio of 1 acre for each 200 proposed multistory units (as defined in Article 10.01.013). (Example: 1 multi-family unit (mfu) = 0.005 acres; 25 mfu's = 0.125 acres; 75 mfu's = 0.375 acres; 300 mfu's = 1.5 acres.)
 1. The land must be a minimum of one (1) contiguous acre in size. Land may be considered contiguous if it abuts both sides of a street with a Local classification and the separate areas are joined by a marked pedestrian crossing. For subdivisions that will be dedicating less than 1 acre of land at the time of dedication, a fee-in-lieu as established in Section 17.01.006 shall be required in place of parkland dedication.
- D. For subdivisions with both single-family and multi-family units, the appropriate dedication requirement in paragraphs 17.01.005.B and 17.01.005.C shall apply proportionately.
- E. A preliminary plat shall show the area proposed to be dedicated.
- F. If parkland dedication is required due to a change from a nonresidential use to a residential use, and a preliminary or final plat is not required, this dedication shall be met prior to the issuance of a building permit.
- G. The area to be dedicated shall be measured and calculated at the centerline of any street bound by said park within the subdivision.
- H. Park entrances shall be located along collector or higher classification roadways.
- I. No more than 20% of the overall property being dedicated to the city shall be located in the floodway or 100-year floodplain (1% annual chance flood hazard).
- J. A developer may dedicate only a portion of the required dedication and pay a fee-in-lieu of dedication for the remaining portion except that, the minimum land dedication shall be 5 acres.
- K. In the case of Development Agreements, 380 Agreements, or Planned Development Districts, the City may negotiate alternative methods of compliance (AMOC). The AMOC shall meet or exceed the requirements of this ordinance.
- L. Adequate vehicular access shall be provided for parkland operation and maintenance. For public parkland areas not fronting a public street right-of-way or which back up to private properties, an access lot encumbered by a public access easement containing a trail

connection, not less than thirty (30') feet in width, shall be dedicated and conveyed to connect to the public parkland a minimum of every 1,000 linear feet along the public street.

SECTION 10.01.006 PARK DEVELOPMENT FUND (FEE IN LIEU OF DEDICATION).

- A. A special fund is established for the deposit of all sums paid in lieu of land dedication in accordance with this Section or any preceding regulations. The fund shall be known as the "Park Development Fund."
- B. The City shall account for all sums paid in lieu of land dedication under this Chapter with reference to the individual plats involved. Any funds paid for such purposes shall be expended by the City within ten (10) years from the date received by the City for the acquisition or development of public parks.
 - 1. Such funds shall be spent on a first-in, first-out basis. If not so expended, the owners of the property on the last day of such period shall be entitled to a refund of such sum, which shall be proportional to the amount of monies that remain unutilized from the funds collected for the fee in lieu of dedication. The owners of such property may request such refund in writing within 12 months of the last day of the ten-year period, or such refund right shall be terminated.
- C. Park Development Funds collected in quadrant one may only be expended in quadrant one, and fees collected in quadrant two may only be expended in quadrant two. If at the time of dedication there is a conflict regarding fund allocation to the respective quadrant, the City Manager shall make the final determination for the allocation of fees to the appropriate quadrant.



*Please reference the Master Fee Schedule, Parkland Dedication for the fee-in-lieu amount

SECTION 10.01.007 PARK ENRICHMENT FEE.

- A. The City will require a fee to be known as the Park Enrichment Fee. The Park Enrichment Fee shall be made at or prior to the time of filing the plat for recordation
- B. The Park Enrichment Fee shall be assessed at two hundred and fifty dollars (\$250.00) per dwelling unit or multi-family unit, as defined in Article 10.01.013 of this ordinance.
- C. The Park Enrichment Funds shall be used for the acquisition of land for public parks and the development or construction of park improvements including, but not limited to, necessary utility extensions.

SECTION 10.01.008 PARK DEVELOPMENT IMPROVEMENTS IN LIEU OF PARK ENRICHMENT FEE.

A developer may propose constructing public park improvements in lieu of the payment of a Park Enrichment Fee. The City Council may approve proposed improvements after receiving a recommendation from the Director of the Parks and Recreation Department. All improvements shall either be financially guaranteed or accepted by the City prior to the filing of the plat. The process of financial guarantee shall be the same as that found in the Bastrop Building Block (B3) Code.

This section may only be applicable if the developer is dedicating parkland to the City. In the instance where a developer is paying a fee in lieu of dedication, this section may not apply.

SECTION 10.01.009 ADDITIONAL DEDICATION.

- A. If the actual number of completed dwelling units or multi-family units exceeds the figure upon which the original dedication was based, additional dedication shall be required and shall be made by the developer by payment of cash in lieu of land or by a conveyance of additional land to the City as required by this ordinance.
- B. Properties who are not vested under Chapter 245 of the Local Government Code shall be required to pay the fee in lieu of dedication at the time of building permit application.

SECTION 10.01.010 PRIOR DEDICATION.

- A. If a dedication requirement arose prior to the effective date of these provisions, that dedication requirement shall be controlled by the public open space dedication requirements in effect at the time such obligation arose, except that additional dedication shall be required if the actual density of structures constructed upon the property is greater than the previously- assumed density. Additional dedication shall be required only for the increase in density and shall be based upon the ratio set forth in Section 17.01.005 of this Section.

SECTION 10.01.011 ADDITIONAL REQUIREMENTS.

- A. Any land dedicated to the City under this Chapter shall be suitable for park and recreation uses as determined by the City.
- B. Detention or retention areas may be accepted in addition to the required dedication but shall not exceed 10% of the overall land being dedicated for parkland to the City. If accepted as part of the park, the detention or retention area design shall be as determined by the City and shall meet all park requirements consistent with the Parks, Recreation, and Open Space Master Plan.
- C. Parks should be easy to access and open to public view so as to benefit area development, enhance the visual character of the City, protect public safety, and minimize conflict with adjacent land uses. The following guidelines should be used in designing parks and adjacent development:
 1. Where feasible, park sites should be located adjacent to greenways or schools in order to encourage both shared facilities and the potential co-development of new sites.
 2. A proposed subdivision adjacent to a park shall not be designed to restrict reasonable access to the park from other area subdivisions. Street and greenway

connections to existing or future adjoining subdivisions may be required to provide reasonable access to parks.

3. Notwithstanding another requirement, the City may require any local collector street built adjacent to a park to be constructed to a primary multi-modal street width along the park frontage to ensure access and prevent traffic congestion. The developer shall be entitled to enter into an Oversize Agreement with the City in such situations.

SECTION 10.01.012 REVIEW OF DEDICATION REQUIREMENTS.

The City Council shall review the fees set forth in this Section only. The City Council shall take into account inflation as it affects land and park development costs as well as the City's targeted level of service for parkland.

SECTION 10.01.013 DEFINITIONS.

Commercial Uses - shall mean Structures used for Office, Local Retail, General Retail, and Commercial Services, property in a Planned Development District that allows for Commercial Use. Commercial uses are those used for the sale, lease, or rent of goods, services, or property.

Dwelling Unit – A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Multi-family Unit – A multifamily unit is a classification of housing where multiple separate dwelling units for residential inhabitants are contained within one building or several buildings within one complex.



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE: Conduct a public hearing, consider, and act to remove all references to the gridded street network and replace with the previously adopted Chapter 5 Thoroughfare Plan.

AGENDA ITEM SUBMITTED BY:

Submitted by: Andres Rosales, Assistant City Manager

BACKGROUND/HISTORY:

The Transportation Master Plan was adopted in February 2017 and was subsequently amended with the adoption of the Bastrop Building Block (B3) Code in November of 2019. The proposed amendments to the Transportation Master Plan are to rectify the intent of the B3 code to a gridded street network in all new development.

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

Currently, every development is required to follow a mandatory gridded street network, the intent was to make smaller blocks that allowed for walkability and slowed down, or eliminated vehicular traffic.

“The City will.....Create a framework of transit, Pedestrian, and bicycle systems that provide alternatives to the automobile” B3 Code Intent, Page 12 of 249

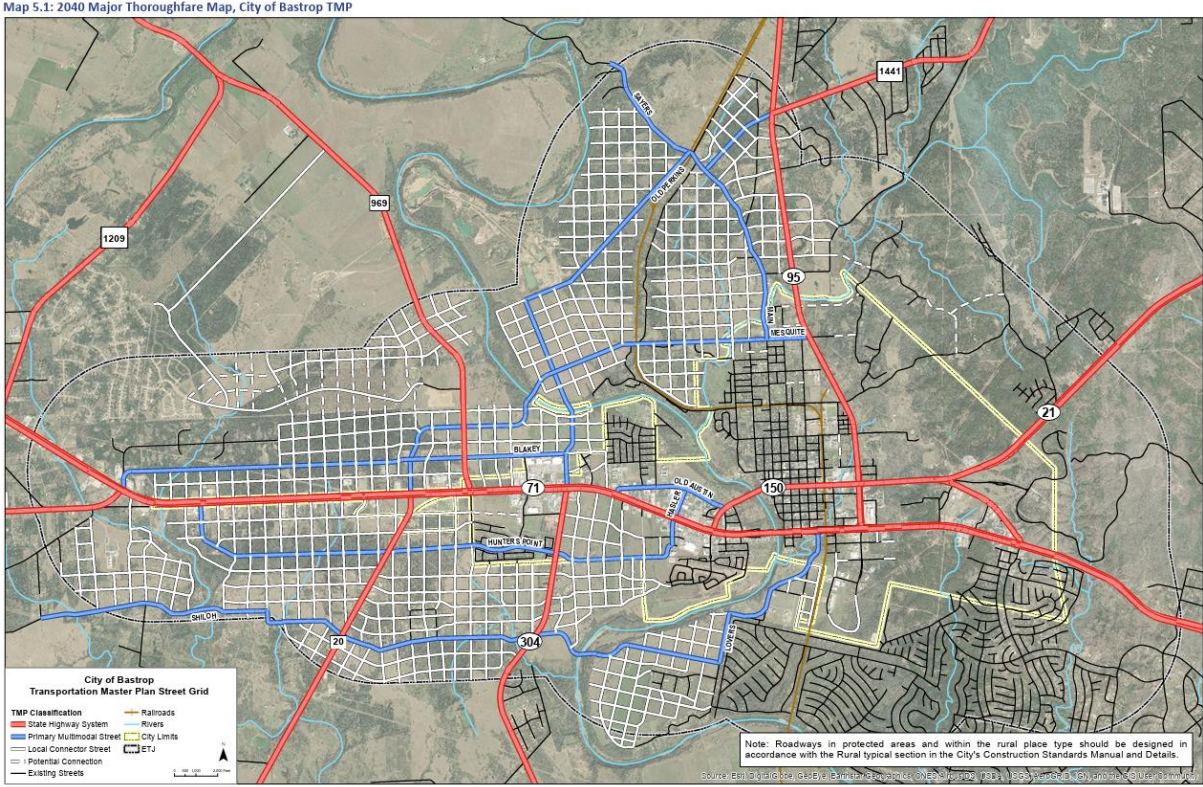
When the grid street requirement is in place with little or no flexibility, it can be challenging to plan a site that matches the grid requirement. For example, Alta Trails Apartments were required to meet the grid requirement. This led to a public street being constructed between two buildings of the same apartment complex. This is a street that the city now has to maintain that goes through a private development.

The overabundance of public streets creates more maintenance than is required for the City to fund. When a public road runs through commercial development, it is a burden on the residents of the city because of the maintenance that is associated with those roads. Current cost estimates for a 1 mile, 25ft street section are \$1 million dollars. While this is a development cost, the dedication to the City once the road is complete will require additional maintenance dollars for repair and maintenance. Additionally, this much asphalt creates a heat effect, and the stormwater runoff within the street system causes unnecessary pollutants into surrounding bodies of water.

There are other factors that do not always allow for a grid block such as land acquisition and topography that make the grid street requirements less feasible.

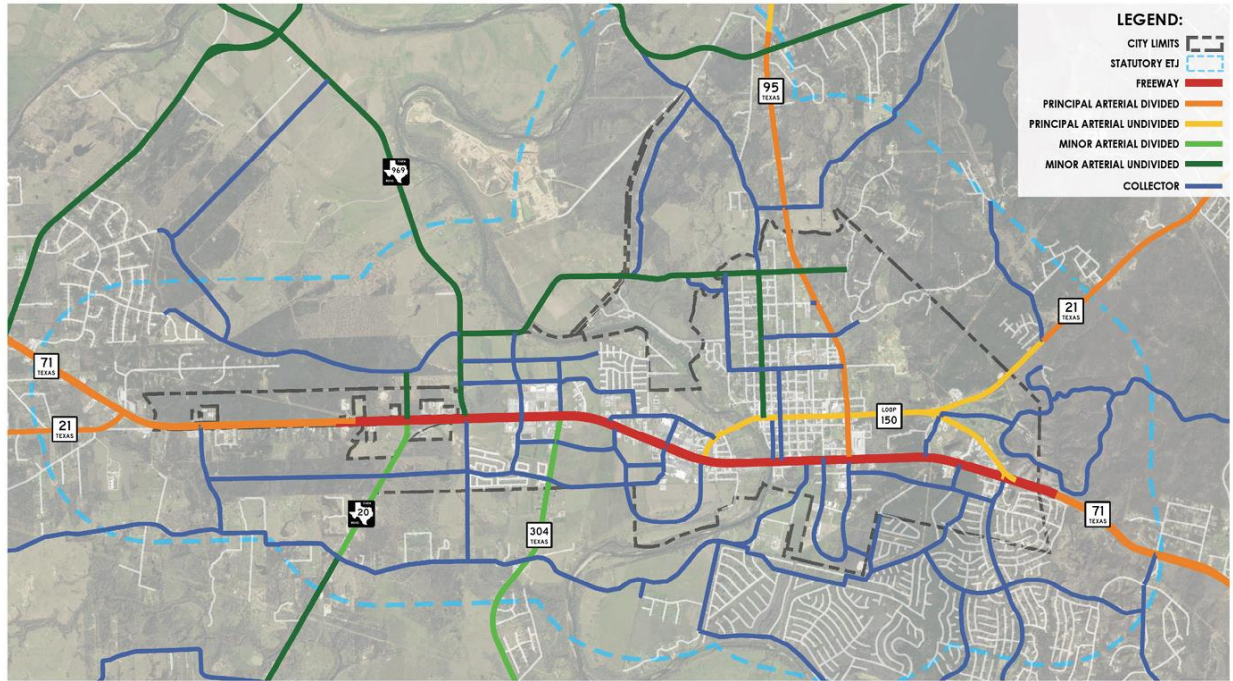
- Remove the Chapter 5 Thoroughfare Plan that was adopted in November of 2019.
- Replace with the Chapter 5 Thoroughfare Plan that was previously adopted in February of 2017.

The currently adopted Chapter 5 Thoroughfare Plan appears as follows with the white shown as the gridded network and the additional lane miles to maintain.



The previously adopted Chapter 5 Thoroughfare Plan showed only major and minor arterials, as well as connectors leaving the ability to create a meaningful and intentional street network to ease traffic concerns.

Map 5.1: 2040 Major Thoroughfare Map, City of Bastrop TMP



FISCAL IMPACT:

None

RECOMMENDATION:

Recommend the amendments as proposed by staff to replace the Chapter 5 Thoroughfare Plan with the previously adopted Chapter 5 Thoroughfare Plan.

ATTACHMENTS:

1. Current Bastrop Transportation Master Plan Chapter 5
2. Previous Bastrop Transportation Master Plan Chapter 5

2019

Item 7A.

5



Thoroughfare Plan

Thoroughfare Network, Functional Classification,
and Cross-Sections

STREET NETWORK PLAN

An important element of the Transportation Master Plan is a Street Network Plan that establishes a long-range vision for a highly connected, multimodal street system throughout the City of Bastrop. The plan is designed to advance the goals of the City’s Comprehensive Plan, meet the future travel needs of the City, and support sustainable development patterns by identifying the preferred level of connectivity within the City and the ETJ. This street network plan supports a level of flexibility in land uses and high degree of mobility and route choices.

Traditional thoroughfare planning practices in recent decades have often resulted in communities developed around widely spaced, large arterials fed by smaller roadways that often do not connect with each other. This type of roadway system causes vehicle traffic to be dependent on a limited number of major thoroughfares for most trips and limits opportunities for alternate routes. This causes trip lengths to be longer and indirect and is especially problematic for people who might walk, bike, or use public transportation. Well-designed, connected streets make travel more efficient by providing choice not only in modes, but also in routes.

One of the core transportation goals of the Comprehensive Plan is to enhance transportation system connectivity. Recommended objectives to achieve this goal include enhancing east-west connectivity through Bastrop, identifying and prioritizing gaps in the road network, prioritizing pedestrian and bicycling connectivity, and promoting connectivity through development regulations. This Street Network Plan directly addresses this connectivity goal and provides a guide for use by City officials and staff, developers, business owners, and residents to better achieve the City’s vision for its street and roadway system.

Purpose

This Street Network Plan promotes a connected network inspired by the original Iredell grid network plan of 1920 that established the development pattern in Downtown Bastrop and surrounding areas between the Colorado River and State Highway 95. These streets, with shorter blocks and multiple route options, are a prime example of connections that support a mix of uses, activities, and trip types.

This plan recommends a grid-like pattern of primary and local streets, with major block spacing based on the traditional Bastrop farm lot (approximately 715 feet by 715 feet). This transportation planning approach not only benefits route choice, but also minimizes congested roadway corridors. A hierarchical street system typically funnels traffic onto just a few major arterial roadways for most trips, and these arterials can become overly congested during peak travel times. This connected Street Network Plan can mitigate concentrated traffic congestion by dispersing traffic and offering travel options. This mapped grid network is considered the minimum required level of connectivity and provides a high degree of flexibility for development types within the street pattern. Development is encouraged to provide additional connectivity within the mandatory grid that may include additional local streets, trails, or pedestrian pathways.

Street Types and Multimodal Networks

This Thoroughfare Plan addresses both existing and proposed streets and roadways and is intended to support the connectivity of all road users. In addition to defining a thoroughfare network, a basic classification system is assigned to area roadways based on intended route function. With a well-connected grid network, a complex hierarchy of arterials and collectors is not necessary. However, it is important that the Street Network Plan identify certain routes for logical and efficient routing of cross-city travel. These routes are intended to address some of the known transportation constraints in the Bastrop area, which include limited crossing options across the Colorado River, areas with significant topography or environmental constraints, and the current reliance on State Highway 71 for most east-west travel.

Map 5.1: 2040 Major Thoroughfare Map, City of Bastrop TMP

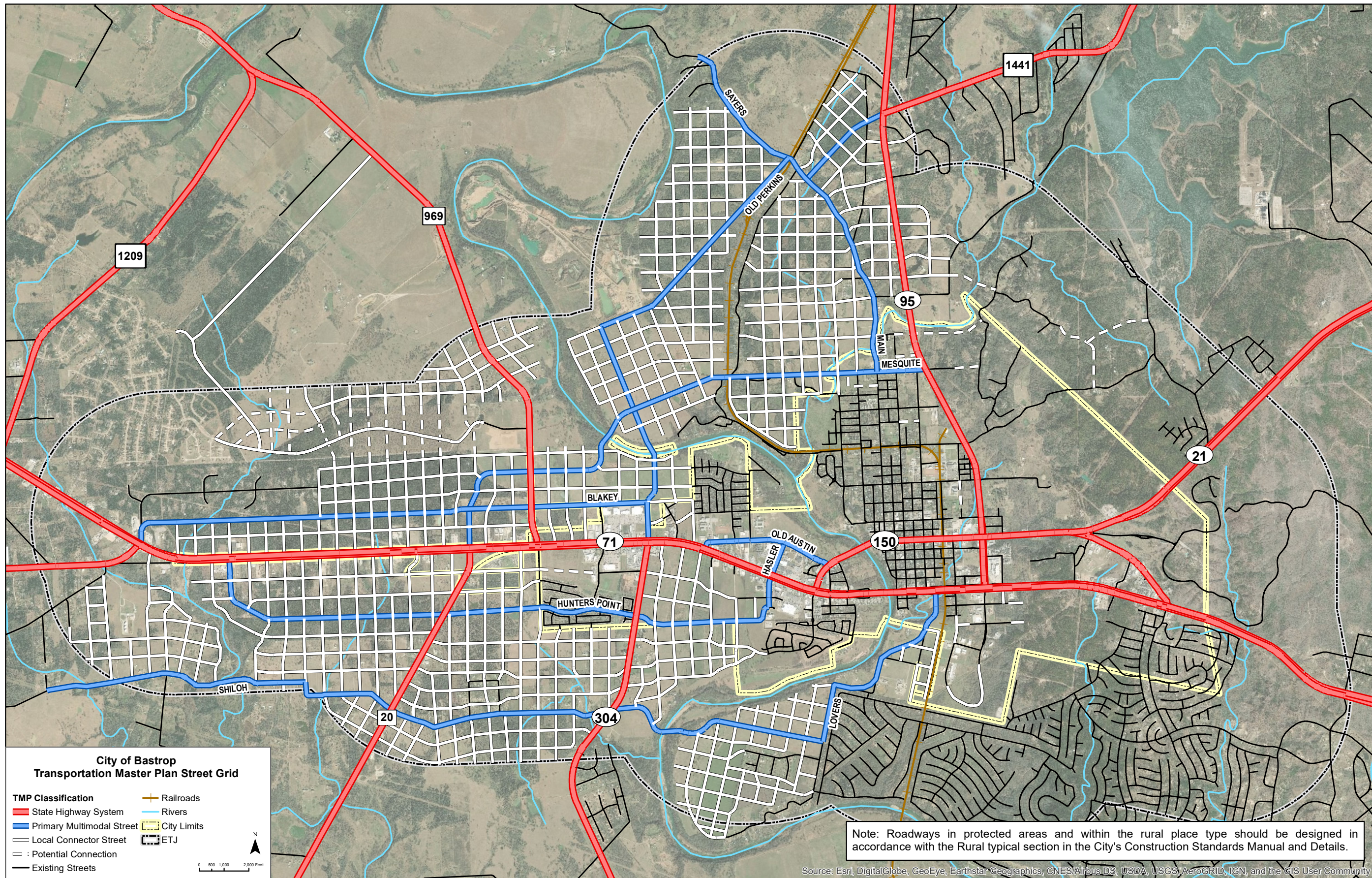
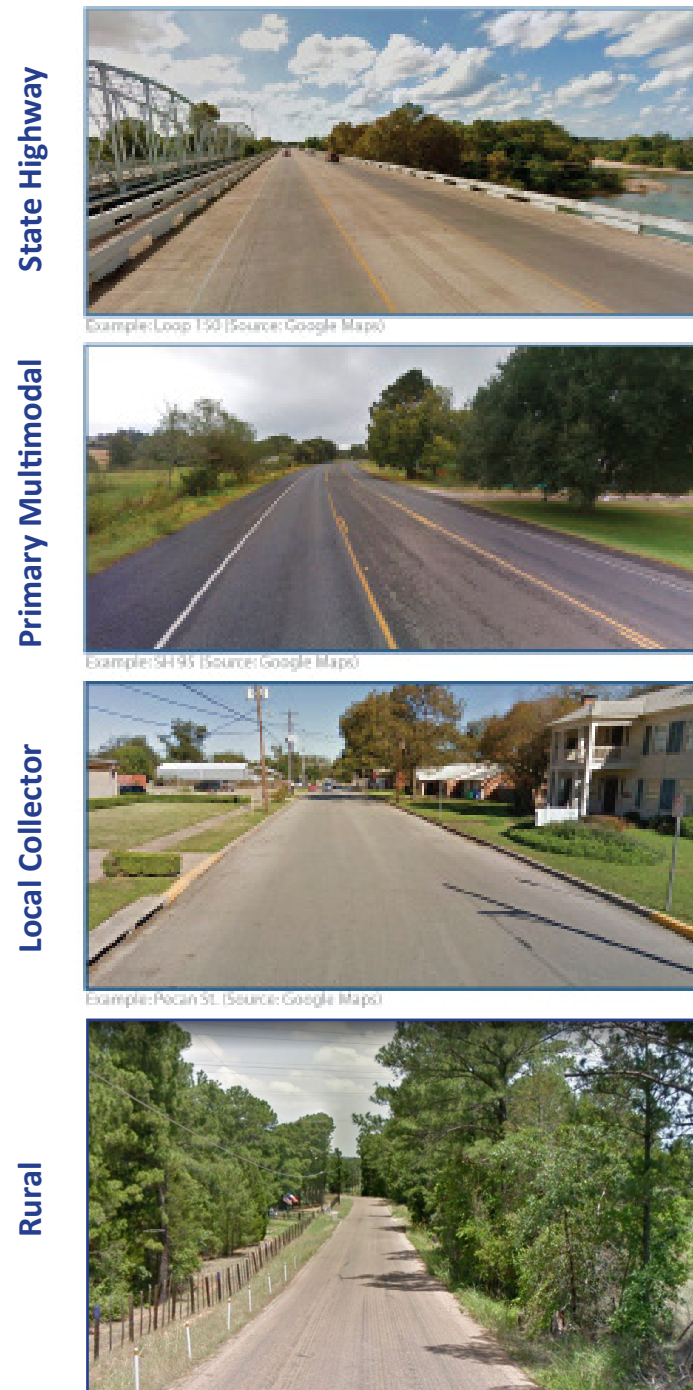


Figure 5.1: Street Network Plan



Functional Classifications

The Street Network Plan uses the following classifications:

State Highway System

The State Highway System are routes built and maintained by the Texas Department of Transportation (TxDOT) and are intended to provide regional connectivity between Bastrop and neighboring communities. Major routes within Bastrop include State Highways 71, 21, 95, and 304, as well as Farm to Market Roads 969 and 20. These routes are intended to collect local trips from the grid network and serve higher traffic volumes and longer-distance trips. Design of these roadways can range from freeways with limited access (e.g. State Highway 71) to urban arterials with direct access to cross streets and adjacent development. As improvements to this system is necessary, the City should coordinate with TxDOT to ensure that roadway design improvements include a context-sensitive approach that takes into account the compatibility of the thoroughfare with surrounding land uses.

Primary Multimodal Streets

Primary Multimodal Streets are intended to provide a higher degree of mobility than most of the grid network by serving travel between major destinations or activity centers, as well as providing local cross-city route alternatives to the major highway routes. However, different than the State Highway System which may prioritize capacity and flow of motor vehicles, Primary Multimodal Streets are intended to provide a higher level of “person capacity” regardless of vehicle type. These streets should be designed as walkable, low-to-moderate speed thoroughfares that carry both through and local traffic, pedestrians, and bicyclists. These streets are also important connections for primary goods movement and emergency response routes. These streets will often require additional right-of-way than a typical grid connector, either for additional through travel lanes or for dedicated pedestrian and bicycle facilities.

Local Connector Streets

The remainder of the mandatory grid network is made up of Local Connector Streets which provide a higher degree of direct access to abutting property. These streets should be designed as walkable, low-speed streets that connect different development districts and residential neighborhoods with each other. The Local Connector street network should provide continuous, connected links to distribute local travel patterns. Due to the diversity of land uses these streets serve, a variety of street design elements and cross sections may be appropriate to serve adjacent land use contexts. This includes potential accommodations for higher pedestrian, bicyclist, or on-street parking demand.

Rural Streets

Rural Streets are intended to provide local access to protected areas and rural development types primarily characterized by large lots or open space. Due to environmental protections, rolling terrain, and low-density development context, a rural cross section and design elements are recommended. This street design typically includes two travel lanes, ribbon curbs, and pedestrian trails.

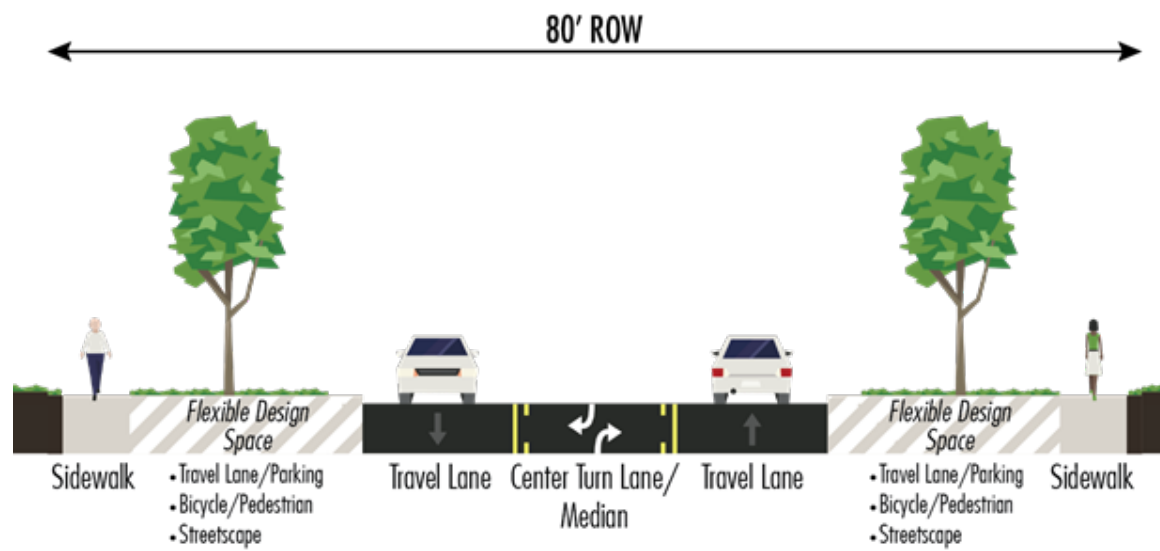
Multimodal Connections (Trails and Shared-Use Paths)

Walking is the most basic form of transportation, and long, indirect routes either discourage pedestrian trips or force pedestrians to use roads not designed for their comfort. The planned connected street grid and continuous sidewalk accommodations will significantly increase pedestrian connectivity and safety. However, even when roads are connected, there may still be a need for additional connections specifically to support the walking and bicycling networks. Where a proposed street segment is not feasible or practical, such as in areas with topography or floodplain constraints, a shared-use pathway may be a suitable alternative to maintain overall network connectivity. Additionally, the Street Network Plan is intended to create an interconnected, layered mobility network with the City’s planned trail system to minimize disconnected streets and dead-ends.

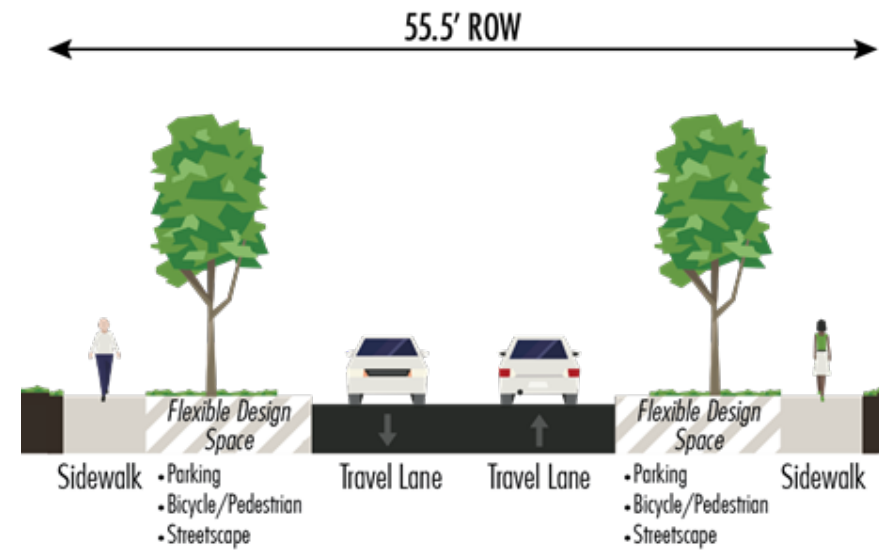
TYPICAL CROSS SECTIONS

The following typical cross sections are intended as conceptual frameworks for dedication of minimum necessary right-of-way and to facilitate the planning process of future street improvements. These typical sections are intended to support design flexibility to meet the needs of various multimodal and context-sensitive priorities. Specific engineering requirements and design guidelines for implementation of roadways are contained in the City's standard specifications and B3 Technical Manual. The engineering and design of specific facilities must be carried out in collaboration with and under the review of the City Engineer.

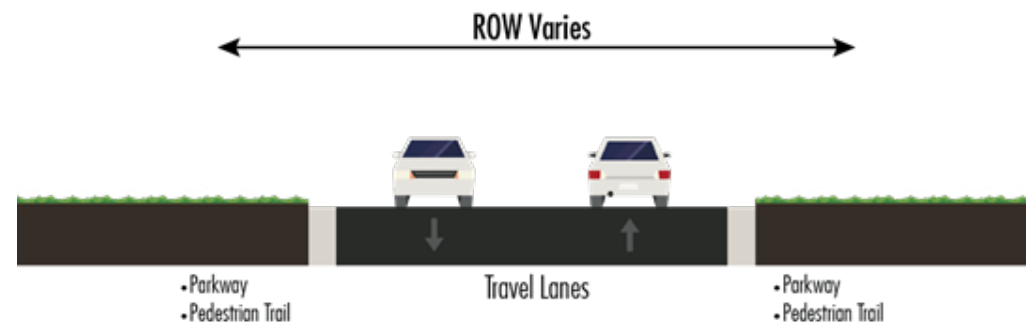
Primary Multimodal Street (80' ROW)



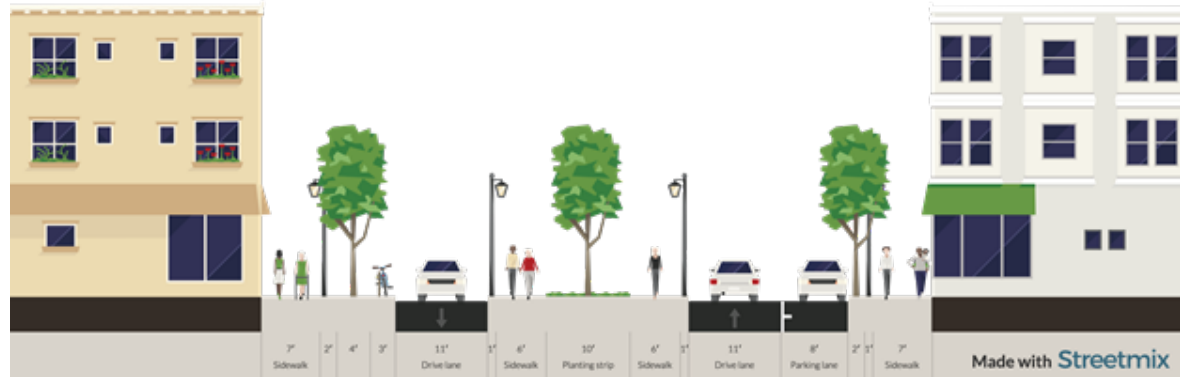
Local Connector Street (55.5' ROW)



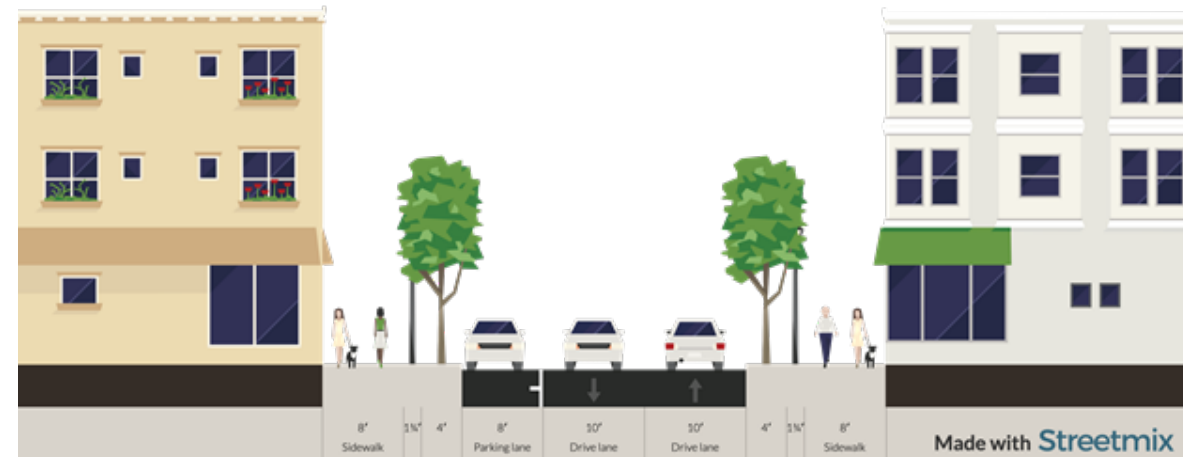
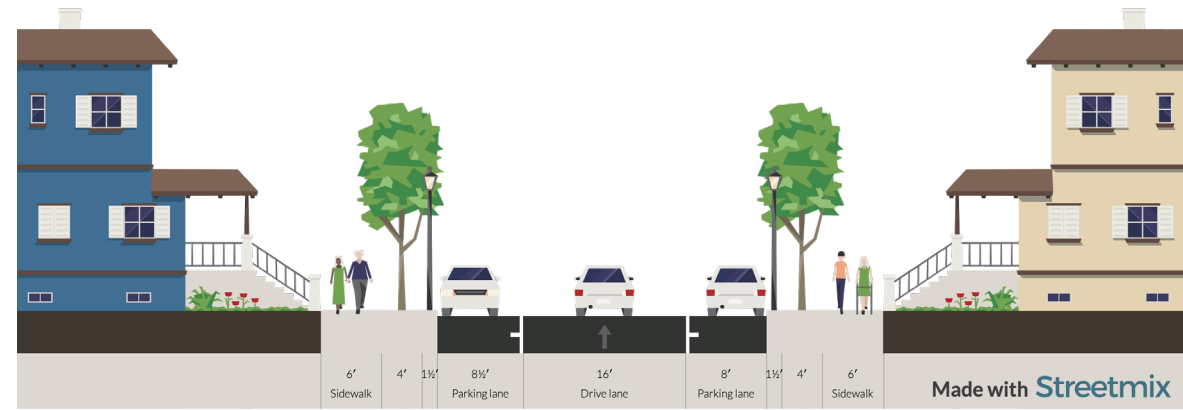
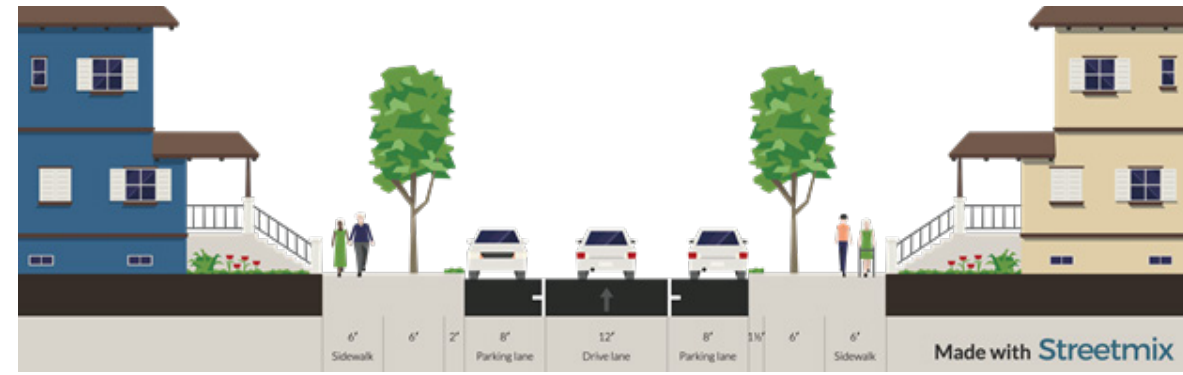
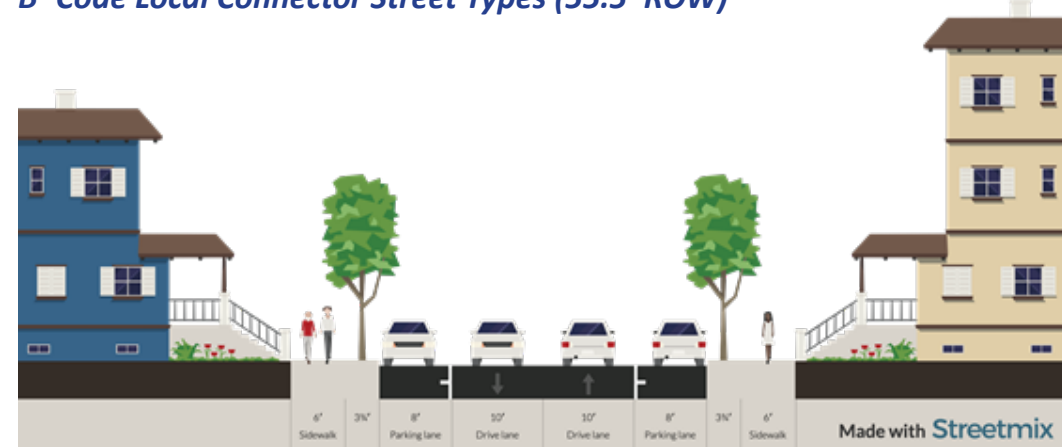
Rural Street (ROW Varies)



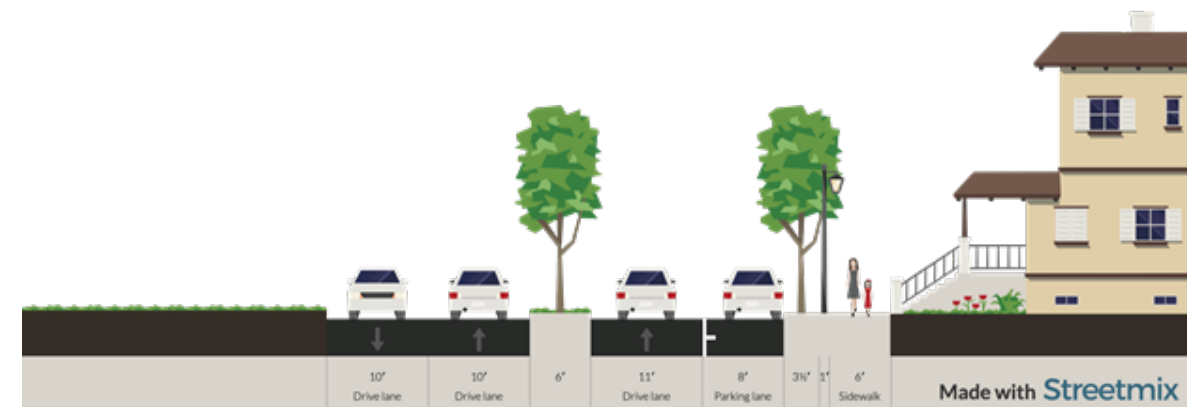
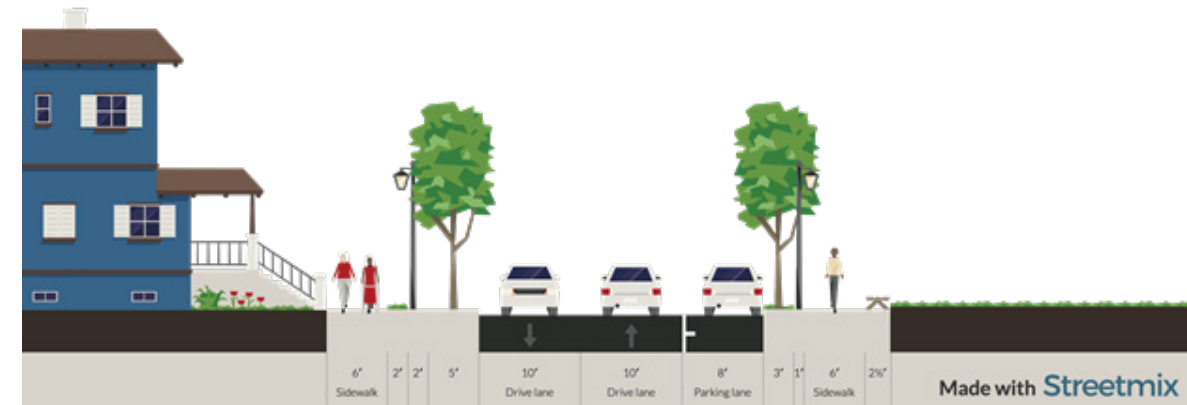
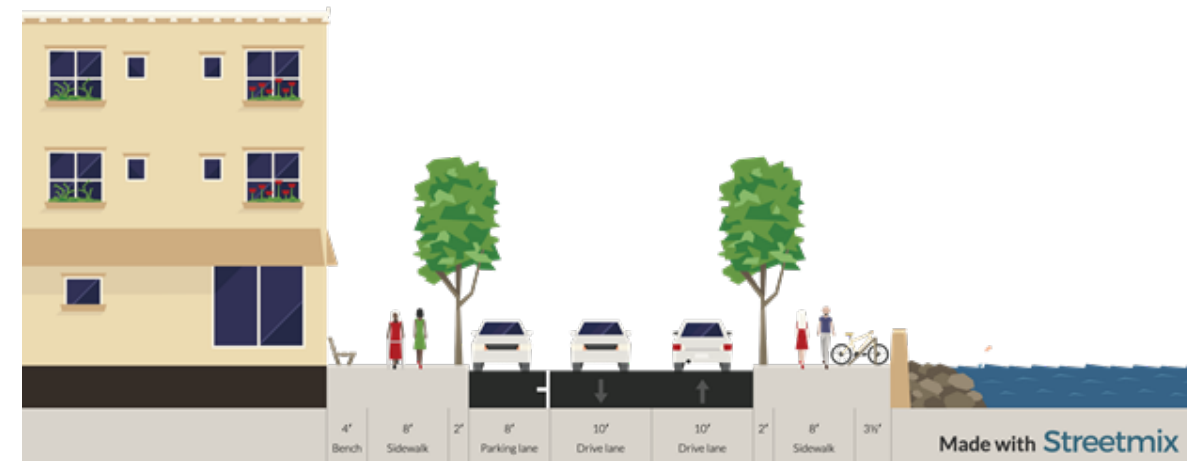
B³ Code Primary Multimodal Street Types (80' ROW)



B³ Code Local Connector Street Types (55.5' ROW)



B³ Code Local Connector Street Types (55.5' ROW) Continued



IMPLEMENTING THE STREET NETWORK

This plan serves as the primary tool to enable the City to preserve future corridors and the necessary right-of-way to establish appropriate thoroughfare corridors as development occurs and to improve the existing street system as the need arises. The Transportation Master Plan locates and classifies streets for desired connectivity and capacity for through traffic, access to adjacent land uses, and compatibility with each street’s development character. This plan provides the ability to better integrate networks of other mode choices, including walking, bicycling, and transit. The plan guides future investments and provides the public and the development community with information about the long-term plan for the road network. Simply put, the TMP is the community’s blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, to steer the community toward its vision for the future.

Improvements to Bastrop’s transportation system will include both the construction of new roadways to serve future development, as well as enhancement of existing facilities to further support the mobility and economic vitality of the established community. These improvements are intended to not only provide improved vehicular connectivity as the City grows, but also provide increased options for alternative modes of transportation. Funding and implementation of the planned street network will require contributions from multiple sources for design, right-of-way acquisition, and construction of various thoroughfare projects. In many cases, new thoroughfare connections and street expansions that the plan anticipates will require right-of-way or easements as part of the development of property. However, the City may need to address priority transportation needs through capital improvement funding or project partnership with regional transportation agencies for funds administered at the county or regional level. The City may also consider alternate funding mechanisms to fund public infrastructure necessitated by new development.



BASTROPTX
Heart of the Lost Pines / Est. 1832



2017

Item 7A.

5

Thoroughfare Plan

Thoroughfare Network, Functional Classification,
and Cross-Sections

An important element of the Transportation Master Plan is a Thoroughfare Plan that establishes a long-range vision for the City of Bastrop major street network. The plan is designed to meet the future travel needs of the City by classifying the streets and roadways within the City and the ETJ based on access to adjacent land use, mobility, and context within the surrounding area.

This Thoroughfare Plan addresses both existing and proposed streets and roadways. This plan also provides conceptual standards by thoroughfare type for use in the implementation of future roadways or the reconstruction of existing roadways. The plan provides a guide for use by City officials and staff, developers, business owners, and residents to better understand the City’s vision for its street and roadway system.

FUNCTIONAL CLASSIFICATION SYSTEM

In addition to defining a thoroughfare network, a classification system was assigned to area roadways based on thoroughfare type. Functional classification is the process by which local and regional roadways are grouped into hierarchal categories according to the transportation objectives the roadways are intended to provide. This process identifies the role each roadway serves in the context of the larger transportation system, and facilitates planning for logical and efficient routing of traffic through the roadway network. Functional classification was mandated by the Federal-Aid Highway Act of 1973 and remains in effect today.

The Thoroughfare Plan provides guidance only for those streets and roadways that are under the legal control of the City of Bastrop. Attributes, proposed improvements and functional classifications for state maintained roadways of regional significance and county roadways in the ETJ were defined based on their definitions in the CAMPO 2040 Regional Transportation Plan and the 2016 Bastrop County Transportation Plan, respectively, which were incorporated into this City of Bastrop Thoroughfare network by reference.

Purpose

Transportation systems are designed to serve a diverse range of travel needs, from long-distance travel between cities to local trips between home and the grocery store. Assigning a functional class to each roadway in the system helps ensure that the transportation system can serve the diverse travel needs of users in a logical and efficient manner. Functional classifications provide a basis for selecting appropriate speed and geometric design criteria for a given roadway. However, this does not mean that the functional classification for a given roadway prescribes specific design criteria.

Instead, the actual configuration of streets and roadways is subject to review and adjustment through detailed engineering studies to ensure facility design is coordinated with adjacent development, and takes into account other community goals and objectives. A context sensitive approach that takes into account the compatibility of thoroughfare types with surrounding land uses, in addition to the efficient movement of traffic, was used for designating functional classifications for the City of Bastrop Thoroughfare Network. The proposed functional classifications were determined by weighing mobility versus access needs, the surrounding land uses, and the facility characteristics of existing roadways.

Mobility vs. Access

The two primary travel needs served by roadways are mobility, or the ability to move people or goods efficiently between locations, and access, or the ability to reach numerous desired destinations. While all roadways serve these two needs to at least some degree, by design certain types of roadways serve one need better than the other. Highways, for example, provide a high degree of mobility, facilitating long-distance travel between destinations by providing minimal traffic conflicts and few opportunities to enter/exit the roadway. Such roadways are classified as Principal Arterials under the City of Bastrop classification system (described in more detail in the next section). Neighborhood streets, on the other hand, provide a high degree of access (to homes, shopping centers, etc.), but offer lower mobility due to the presence traffic signals, lower speed limits and other design characteristics. These roadways are classified as local streets under the City of Bastrop functional classification system. Figure 5.1 shows the relationship between mobility and access.

Map 5.1: 2040 Major Thoroughfare Map, City of Bastrop TMP

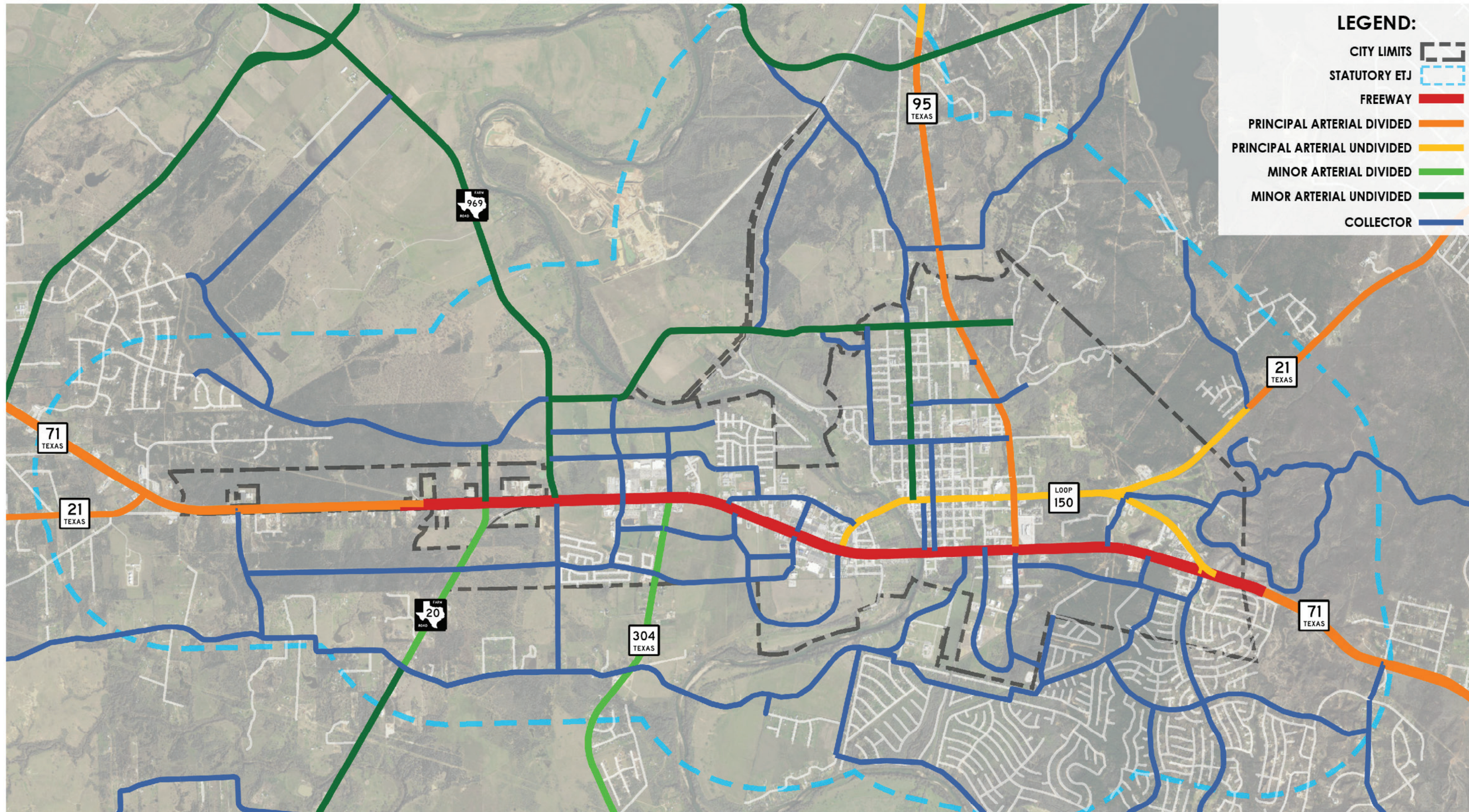
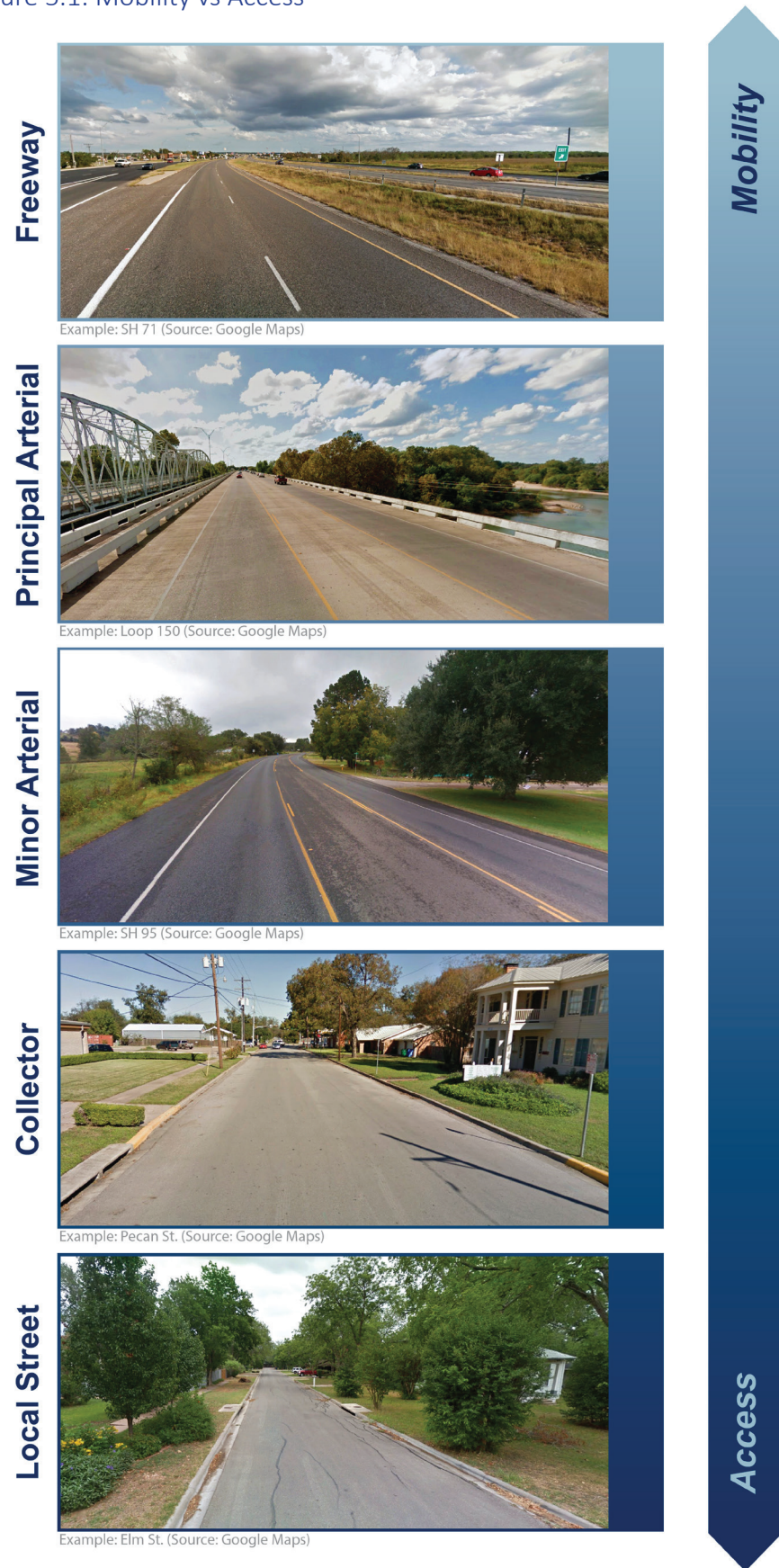


Figure 5.1: Mobility vs Access



Functional Classifications

This Thoroughfare Plan uses the following classifications as defined below. Note that in the context of the mobility versus access continuum, higher functional classes (e.g. principal arterials) serve mobility while lower classes (local streets) prioritize access.

Freeways

Freeways provide maximum mobility and do not directly serve land uses. Freeways are generally separated by physical barriers and their access and egress points are limited to on- and off- ramps. Freeways are typically two lanes in each direction.

Principal Arterials

Principal arterials provide a high degree of mobility by serving travel between major destinations or activity centers, as well as long-distance traffic that goes through or bypasses an area. They are designed to minimize travel time by providing high posted speed limits, offering physical separation from other roadways (e.g. few at-grade intersections) and providing a limited number of access/egress points (e.g. on- and off- ramps).

Minor Arterials

Minor arterials are intended to connect traffic into and between the principal Arterial system. They can serve trips of moderate length by connecting smaller geographic areas. While minor arterials provide slightly less mobility benefit than principal arterials, overall they are characterized by relatively high travel speeds and low interference from cross traffic.

Collectors

Collectors provide a balance between mobility and access, primarily serving to “collect” traffic from local streets and provide connections to arterials. In urban areas, collectors provide traffic circulation in residential areas or commercial districts, while in rural areas they primarily serve travel within the City (i.e. trips shorter than those served by arterials). Due to the large number of collector roadways and the diversity of adjacent land uses, appropriate context subcategories were defined for collector roadways. These categories include residential, commercial, and mixed-use collectors.

Local Streets

Local streets offer lower mobility than other functional classes but provide the highest degree of access to adjacent land. They discourage through traffic with low posted speed limits and the use of traffic calming features. Local streets make up the bulk of the transportation system in terms of mileage.

Typical Roadway Cross Sections

For each of the functional classes defined in the thoroughfare plan, a typical cross section was developed for use in the planning and conceptual engineering of new roadways or in the potential upgrade of existing roadways as they are reconstructed or expanded. The following typical cross sections are intended as conceptual frameworks to facilitate the planning process. Specific engineering requirements and design guidelines for implementation of roadways are contained in the City subdivision regulations and other capital improvement program guidelines. The engineering and design of specific facilities must be carried out in collaboration with and under the review of the City Engineer.

Figure 5.2: Neighborhood Collector Constrained ROW- Extreme Case

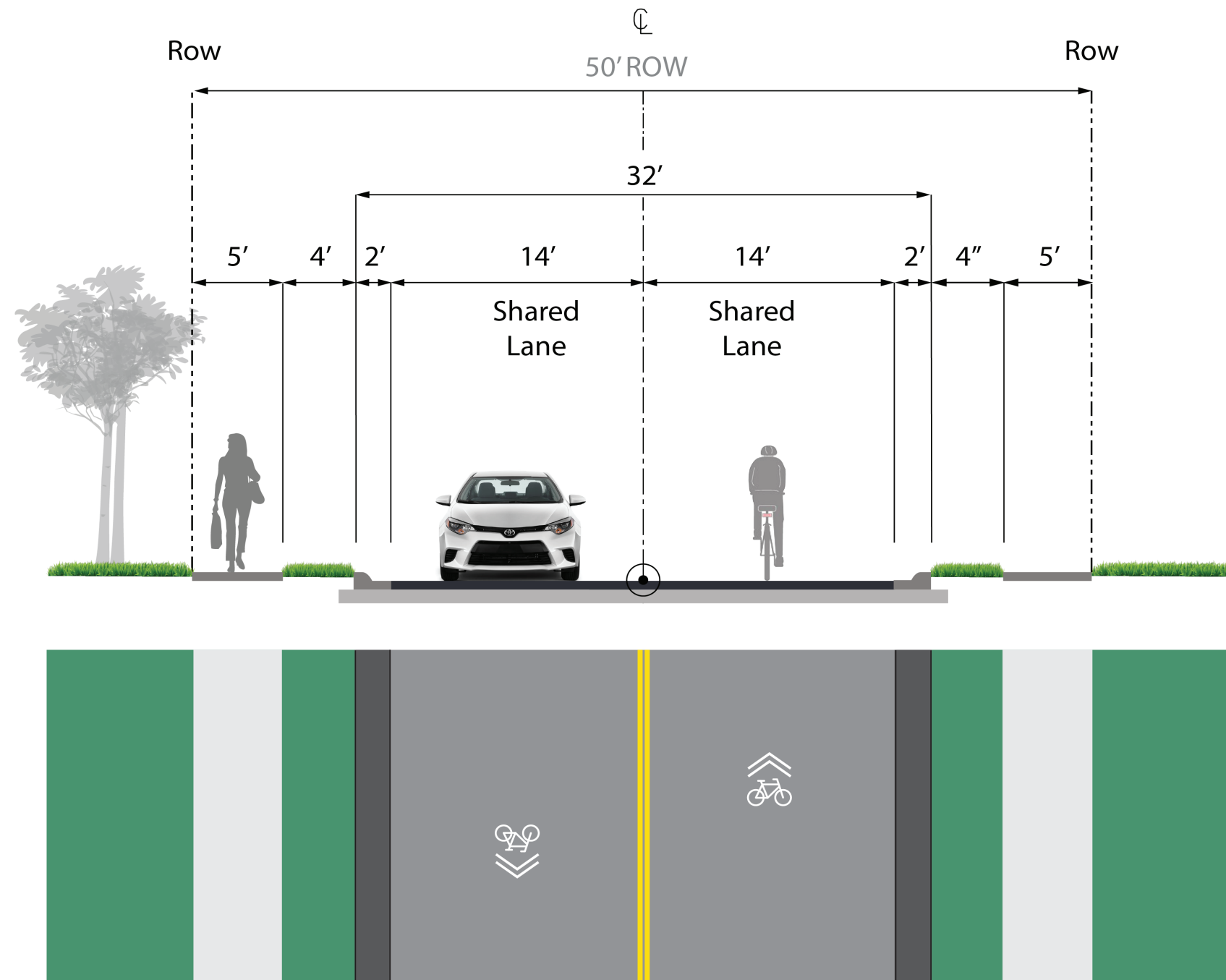


Figure 5.3: Principal Arterial/Divided Minor Arterial- Typical Urban Section

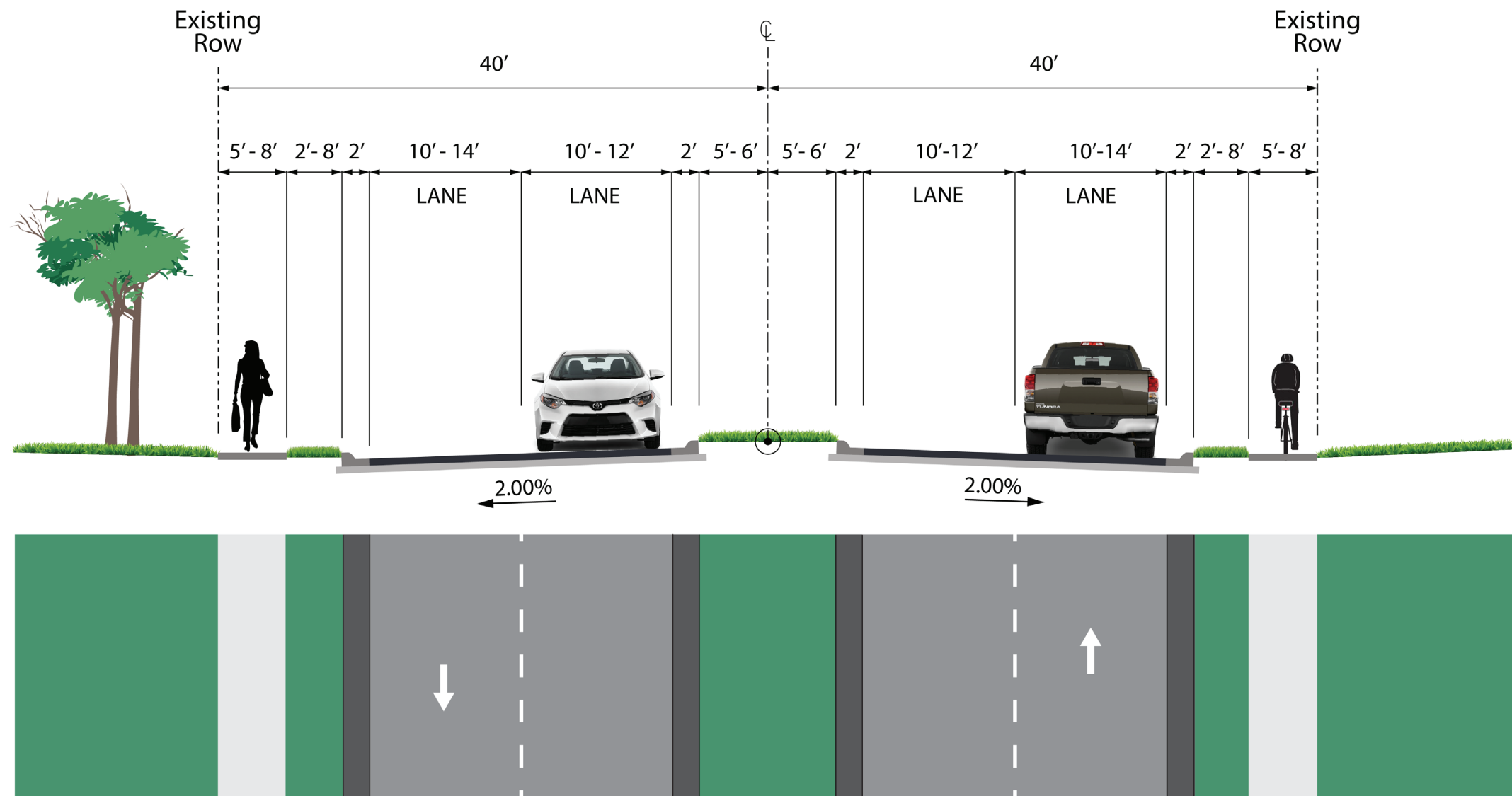


Figure 5.4: Example Downtown Cross Section

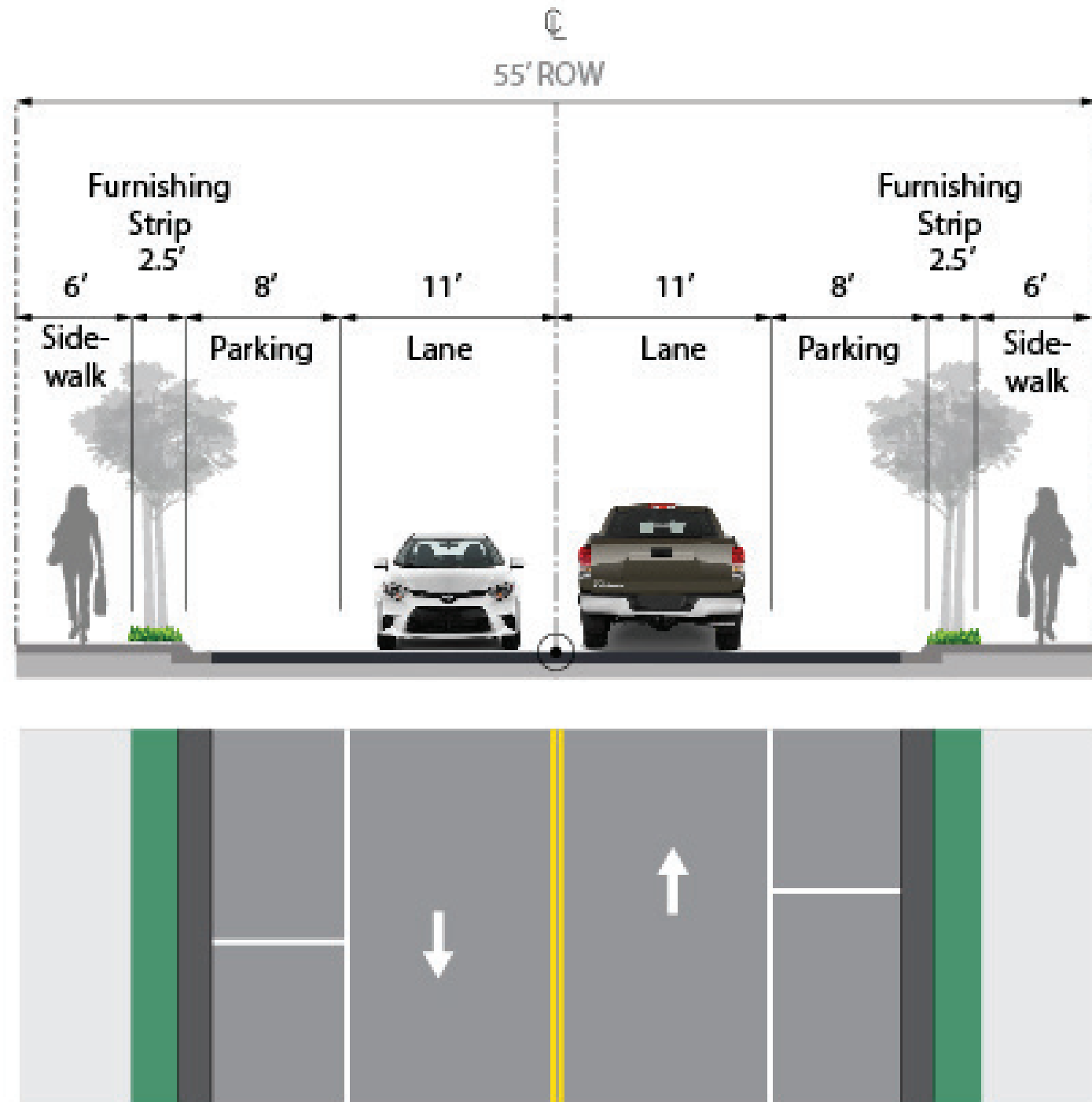
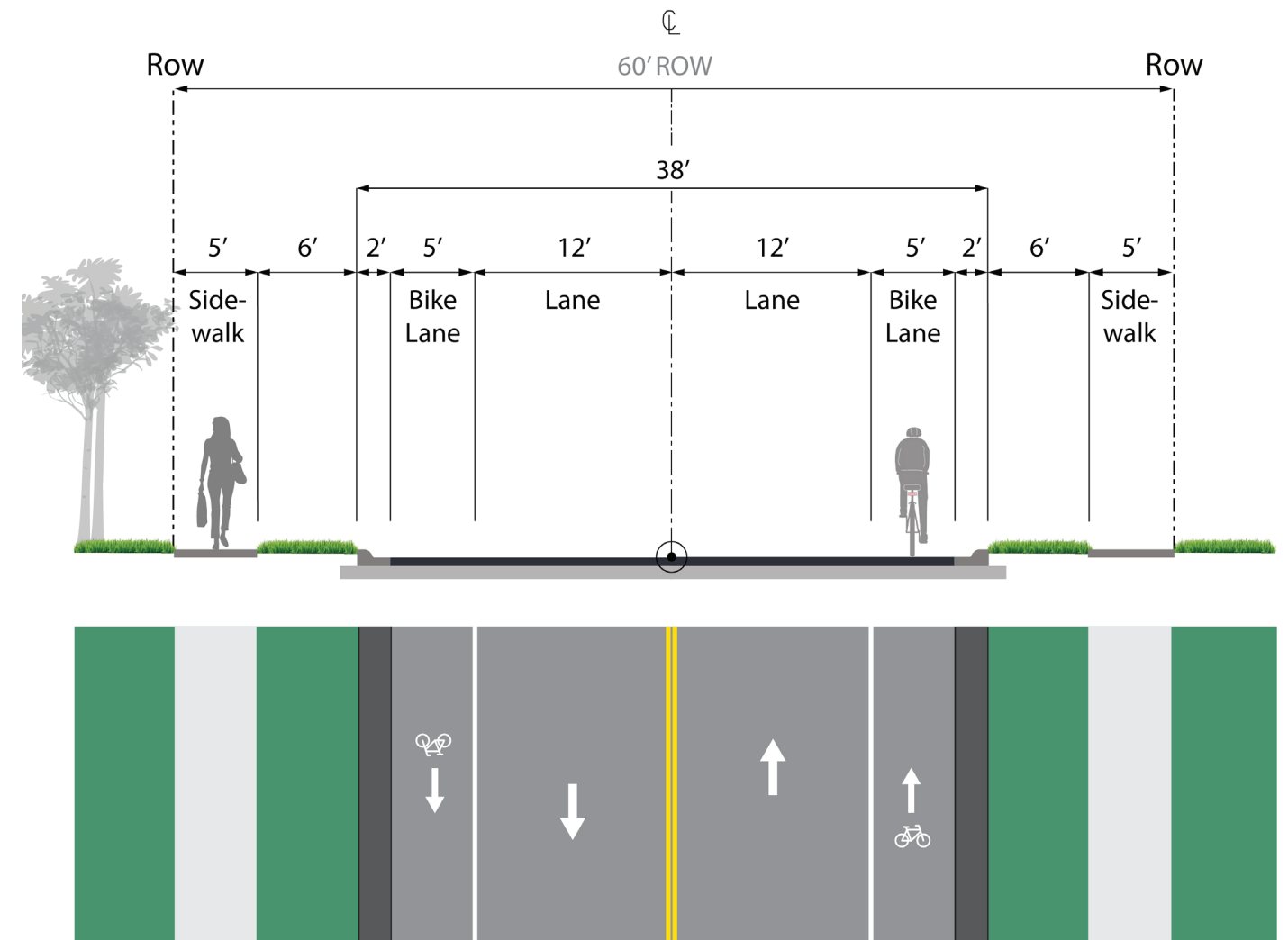


Figure 5.5: Minor Arterial/Collector- Typical Section





BASTROPTX
Heart of the Lost Pines / Est. 1832



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Conduct a public hearing, consider and act on the code of Ordinances, related to Chapter 14, the B3 Technical Manual, on the following: Article 1.2 Development Procedures, Section. 1.2.003 Development Process, (C) (1) (C); Article 2.3 Neighborhood Regulation Plans, (E); Article 2.3 Neighborhood Regulation Plans, Section 2.3.001 Stop one: Neighborhood Regulation Plans (A) – (4) A, (5) B, and (6), by removing all references to the Mandatory Street Network and the gridded network.

AGENDA ITEM SUBMITTED BY:

Submitted by:

BACKGROUND/HISTORY:

The B3 code was adopted in November of 2019, and subsequently amended in April of 2022. With the adoption of the B3 code, the Technical Manual was introduced as a supporting development document.

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

As discussed in the prior public hearing, the Thoroughfare Plan lays out requirements for the gridded street network. The gridded street network requires 330' by 330' building block. This creates an overabundance of public streets and creates more maintenance requirements for the City to fund. This amendment is a change is not the B3 code, but rather it's accompanied Technical Manual. A change in one, creates a change in the other.

The proposed amendments are as follows:

1. Amend ARTICLE 1.2 DEVELOPMENT PROCEDURES, Section. 1.2.003 DEVELOPMENT PROCESS, (c) (1) (C)
 - Remove Mandatory reference to Mandatory Street Network from: "(C) Placement of the **mandatory** street network and blocks."

- B. A recommendation and subsequent decision from one or more of the following public hearing bodies:
- i. Zoning Board of Adjustment (ZBA),
 - ii. City Council, and/or
 - iii. Planning and Zoning Commission.
 - iv. Refer to Table A for the specific review processes.
- (4) Application for construction document review and permits;
- (5) Inspections; and,
- (6) Certificate of Occupancy.
- (c) Detailed Development Process:
- (1) Step 1: Pre-development meeting and site visit:
- A. Development activities begin with a pre=development meeting request to the City. Go to the City of Bastrop website at <https://www.cityofbastrop.org/page/> plan_newdevelopmentprocess, for pre-development application details and scheduling.
 - B. The primary purpose of the pre-development meeting is for staff to help identify the scope of the development proposal, so that the City can determine the appropriate submittal requirements and process(es), including whether the development will require administrative or public approval.
 - C. The site visit will:
 - i. Identify the geographic center of the development;
 - ii. Key features to be preserved on the lot(s);
 - iii. The appropriate Development Patterns;
 - iv. Environmental/ infrastructure constraints; and
 - v. Placement of the mandatory street network and blocks.
- (2) Step 2: Development application submittal and review:

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2. Amend section ARTICLE 2.3 NEIGHBORHOOD REGULATING PLANS, (e)
 - Replace the grid reference to street network: “Neighborhood Regulating Plans using the Traditional Neighborhood Design (TND) pattern may use the downtown Bastrop grid street network blocks as helpful new neighborhood examples. See the Pattern Book for the Bastrop Block and other block examples.”

districts promote rural developments with less intense development standards.

- (e) Neighborhood Regulating Plans using the Traditional Neighborhood Design (TND) pattern may use the downtown Bastrop **grid street network** blocks as helpful new neighborhood examples. See the Pattern Book for the Bastrop Block and other block examples.
- (f) Neighborhood Regulating Plans in Character Districts will allow for Cluster Land Development (CLD), or Village Center Development (VCD); may create alternative designs to the block that best integrate with the existing site conditions. For more information on Development Patterns, see Chapter 5 - Development Patterns - in the B³ Code.
- (g) Creating a Neighborhood Regulating Plan is a three-step process. Specific requirements, standards, and recommendations are outlined in the Code and the pattern book and this B³ Technical Manual. Additional requirements and recommendations may be determined at pre-application meeting and site visit.
- (h) The specific standards for an application will be determined at the pre-application meeting.

- (i) A response will be issued by DRC to the applicant to summarize the pre-development meeting and site visit.

SEC. 2.3.001 STEP ONE: NEIGHBORHOOD REGULATING PLAN

- (a) Submission includes:

- (1) Legal description & geographic location [map](#);
- (2) Block and Place Type [designation](#);



Neighborhood Regulating Plan with 5 Neighborhoods
Rendering by Geoff Dyer

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3. Amend ARTICLE 2.3 NEIGHBORHOOD REGULATING PLANS, Section 2.3.001 STEP ONE: NEIGHBORHOOD REGULATING PLAN, (a) – (4) A, (5) B, and (6)
 - (4) A – Add clarity to reference: “The street network plan must show existing streets and the transition Street Types into the proposed neighborhood, **in accordance with the Transportation Masterplan.**”
 - (5) B – Add clarity to reference: “Blocks with Street Types with wider than 55.5 feet of right-of-way can chose to create smaller blocks or propose to adjust the grid to accommodate the selected street network of Street Types, **if compliant with the Transportation Masterplan.**”
 - (6) Add clarity to reference: “Refer to the Transportation Masterplan and Thoroughfare Masterplan for **street network** requirements.”

- (3) Demonstrate the structure of the proposed neighborhood based on the standards associated with the property.
- A. The proposed neighborhood must allocate a variety of Place Types on sites over 3.4 acres or per block of development, as defined in the B³ Code.
 - B. Each block may vary in design. Natural conditions, physical barriers, special site features, or existing development shall be used to inform the patterns of the block. See the Pattern Book for alternative block configurations.
- (4) Street Network:
- A. The street network plan must show existing streets and the transition Street Types into the proposed neighborhood, in accordance with the Transportation Masterplan.
 - B. A network of streets shall show streets to and through the development.
- (5) Street Types:
- A. Each Street Type is scaled proportional to the associated Place Types and Building Types.
 - B. Blocks with Street Types with wider than 55.5 feet of right-of-way can choose to create smaller blocks or propose to adjust the grid to accommodate the selected street network of Street Types, if compliant with the Transportation Masterplan.
 - C. Blocks with Street Types wider than 55.5 ft of right-of-way must also demonstrate the fiscal sustainability of the requested Place Types and Street Types.
 - D. Blocks adjacent to undeveloped land, areas unsuitable for development, or pre-existing incomplete Blocks may be exempt from Block Face length and Block perimeter requirements by Warrant.
- (6) Refer to the Transportation Masterplan and Thoroughfare Masterplan for street network requirements, if applicable.

SEC. 2.3.002 STEP TWO: SUBDIVISION PLAT SUBMITTAL

- (a) Subdivision Plat.
- (b) See Chapter 1 - Subdivisions of the B³ Codes.

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FISCAL IMPACT:

None

RECOMMENDATION:

Recommend the amendments proposed by staff to remove all references to the mandatory street network and the gridded street network.



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Conduct a public hearing, consider and act to amend the Code of Ordinances, Related to Chapter 14, The Bastrop Building Block (B3) Code, on the following: Article 3.2 Place Type Standards, Section 3.2.001 Allocation & Sequence of Place Type Determination, (A) (2); Article 3.2 Place Type Standards, Section 3.2.002 Neighborhood Regulating Plan, (C); Article 4.1 General, Section .4.2.001 Character Districts Descriptions & Additional Standards, (B) 5,13,17 And 19; Article 5.2 Development Pattern Standards, Sec. 5.2.001 Traditional Neighborhood Development (TND) (B); Article 5.2 Development Pattern Standards, Sec. 5.2.002 TND Standards, (B) (C) (D) And (E); Article 5.2 Development Pattern Standards, Section 5.2.005 Village Center Development (VCD), (B); Article 7.1 Streets & Public Realm, Section 7.1.002 General, (D); Article 7.3 Street Types, (B) (1), Chapter 10, Section 10.1.002 Definitions, American Grid, and mandatory street network and Executive Summary on pages 12 and 22; by removing all references to the mandatory street network and the gridded street network and establishing standards and procedures.

AGENDA ITEM SUBMITTED BY:

Submitted by: Andres Rosales, Assistant City Manager

BACKGROUND/HISTORY:

The B3 Code was adopted in November 2019 and subsequently amended in April 2022. The intent of the Code was to establish the Standards that enable, encourage, and ensure the community achieves fiscal sustainability, geographically sensitive developments, and the perpetuation of authentic Bastrop.

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

As discussed in the prior amendments, the code related to gridded streets lies in many different areas.

The proposed amendments here lie within each place type, definitions, and executive summary pages. The intent is to create cohesion in other areas of the code that are also in line to be modified.

Further review shows additional future changes will need to be made to the sections related to Mandatory Street Network and the definition of the American Grid. Those changes will be forthcoming. More information is available at the end of this staff report.

The proposed amendments are as follows:

- 1) Amend 2 sections within the Executive Summary on page 12 and page 22;

- Remove reference to grid from page 13: *“Facilitate development of Infill properties contiguous to an existing built environment in the pattern of Traditional Neighborhood Development (TND) or Village Center Development (VCD) and be integrated with the existing **grid** pattern;”* on page 13 of the B3 code.

THE CITY

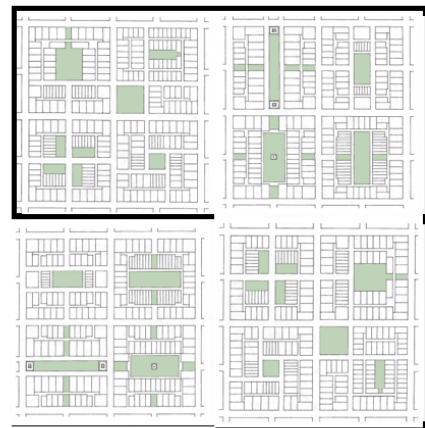
THE CITY OF BASTROP WILL:

- Adopt Standards and processes that result in fiscally sustainable development and promote Incremental development with intentional character by focusing on the intersection of the Public and Private Realms;
- Retain its natural infrastructure and visual character derived from topography, woodlands, farmlands and waterways;
- Encourage Infill and redevelopment growth strategies along with new neighborhoods;
- Facilitate development of Infill properties contiguous to an existing built environment in the pattern of Traditional Neighborhood Development (TND) or Village Center Development (VCD) and be integrated with the existing **grid** pattern;
- Promote development of properties non-contiguous to an existing built environment organized in the pattern of Traditional Neighborhood Development (TND), Cluster Land Development (CLD), or Village Center Development (VCD);
- Plan and reserve Transportation Corridors in coordination with land development;
- Define and connect the built environment with trails and greenways; and
- Create a framework of transit, Pedestrian, and bicycle systems that provide alternatives to the automobile.

- Remove reference to gridded from page 23: *“**Block Types** - Blocks are the foundation for development in Bastrop. The **gridded** network of Streets formed by the Bastrop Building Block has been proven to support each Place Type and all associated Standards in the Code.”* on page 23 of the B3 Code.

Block Types - Blocks are the foundation for development in Bastrop. The **gridded** network of Streets formed by the Bastrop Building Block has been proven to support each Place Type and all associated Standards in the Code. Block Types match the level of intensity of development they are serving. The Block Types will vary from rural to urban, becoming more formal as the urbanity increases. See the Pattern Book for more examples of Block Types.

Building Types - Building Types correspond to the Place Types and Street Types. Building Types are contained within each Place Type to confirm the intensity of development aligns with the infrastructure and building forms to support the wide variety of Building Types.



Block Examples for illustrative purposes

2) Amend Article 3.2 Place Type Standards, Section 3.2.001 ALLOCATION & SEQUENCE OF PLACE TYPE DETERMINATION, (a) (2)

- Remove reference to Mandatory Street Network from: “(2) *The existing Streets and Master Thoroughfare Plan ~~Mandatory Street Network~~*,” on page 73 of the B3 Code.

ARTICLE 3.2 PLACE TYPE STANDARDS

SEC 3.2.001 ALLOCATION & SEQUENCE OF PLACE TYPE DETERMINATION

(a) Determination of Place Type designations shall be made based on the ~~the~~ following factors considered in the following sequence:

- (1) Geographically sensitive Development Patterns;
- (2) The existing Streets and Master Thoroughfare Plan ~~Mandatory Street Network~~;
- (3) Proximity to existing Place Types (built or entitled);
- (4) Size of new Development; and
- (5) Pedestrian Shed Distribution.

(b) The City of Bastrop shall have the following assigned percentages of each Pedestrian Shed allocated to the established Place Types. Before preparing a Neighborhood Concept Scheme the Applicant must review permitted Development Patterns and the associated Standards. Place Type percentage allocation per Pedestrian Shed as described in Article 3.3:

P1- Nature	Varies
P2- Rural	Varies
P3 - Neighborhood	10-35%
P4 - Mix	25-75%
P5 - Core	5 - 20%
CS - Civic Space	10% min.
EC - Employment Center	No min.

3) Amend Article 3.2 Place Type Standards, Section 3.2.002 NEIGHBORHOOD REGULATING PLAN, (c)

- Replace the reference to Mandatory Street Network with Transportation Master Plan from: “(c) *Neighborhood Regulating Plans must provide the Street Types, location and sizes of proposed Streets consistent with the ~~Mandatory Street Network-Transportation Master Plan~~, and the Block requirements of this Code. It must contain Place Type allocation as defined in Section 3.2.001.b and be reflective of Section 4.2.001 Character District Descriptions & additional Standards.*” on page 74 of the B3 Code.

SEC 3.2.002 NEIGHBORHOOD REGULATING PLAN

- (a) All areas within the City of Bastrop more than 3.4 acres that do not require Place Type Zoning changes will require a Neighborhood Regulating Plan. Place Types shall be assigned through the creation of a Neighborhood Regulating Plan.
- (b) The process for creating a Neighborhood Regulating Plan is described in the B³ Technical Manual Article 2.3 - Neighborhood Regulating Plan.
- (c) Neighborhood Regulating Plans must provide the Street Types, location and sizes of proposed Streets consistent with the [Transportation Master Plan Mandatory Street Network](#), and the Block requirements of this Code. It must contain Place Type allocation as defined in Section 3.2.001.b and be reflective of Section 4.2.001 Character District Descriptions & additional Standards.
- (d) A Neighborhood Regulating Plan must adhere to the Pedestrian Shed Map, Sec. 3.3.001, and must be reviewed and comply with the percentages of 3.2.002(b).

SEC 3.2.003 NEIGHBORHOOD REGULATING PLAN EXEMPTIONS

- (a) All areas within the City of Bastrop over 3.4 acres on a platted Lot not seeking to develop.

ARTICLE 3.3 PEDESTRIAN SHED

- (a) In TND developments, every 1/4 mile radius or "Pedestrian Shed," i.e. approx. 80 acres or 6 Farm Lots, is to contain a mix/allocation of Place Types that reflect the Character District. Measuring Development by the Pedestrian Shed will ensure walkable neighborhoods are created.
- (b) The Pedestrian Shed is the area encompassed by the walking distance from a town or neighborhood center. They are often defined as the area covered by a 5-minute walk (about 0.25 miles or 1,320 feet) from the center.
- (c) Pedestrian Sheds in VCD or CLD Development Patterns vary in size and are prescribed in Article 5.2 Development Patterns Standards.

4) Amend ARTICLE 4.1 GENERAL, Section .4.2.001 CHARACTER DISTRICTS DESCRIPTIONS & ADDITIONAL STANDARDS, (b) 5,13,17 and 19

- Replace the reference of gridded with downtown in section: *“(b) (5) Downtown District - Downtown Bastrop is laid out in an almost perfect series of small, gridded blocks. The ~~gridded downtown~~ network of Streets is a fundamental element that creates the most effective and efficient structure for cities to be walkable, flexible and timeless. It contains human scale Streets and buildings organized in a uniform manner. Parks and Civic Spaces integrated into the built form of the City. The shopfronts and ground floor characteristics at the Street edge are made up of glass and directly relate to the Street. The Residential Lot sizes, House sizes, housing types, and setbacks vary throughout the district.”* on page 81 of the B3 Code.

lends itself to village centers. A mix of retail, restaurant and office Buildings, that incorporate Residential around community agriculture, open fields, and water features being reminiscent of meandering streams and stock tanks that once served livestock.

- (3) **Cultural Arts District** - Arts and culture are the centerpiece of this district. Located in one of the oldest parts of the City, this district will pay homage to the rich culture of Bastrop by providing a physical landscape to share the human experience. A sophisticated mix of theater, music, and art will blend with a mix of housing, while also providing shopping and dining opportunities. Situated along two state highways, this district will be a destination for tourists and locals alike sharing a cultural experience.
- (4) **District 71** - District 71 promotes regional trade and easy vehicular access from major Thoroughfares. Developments become destinations unto themselves, with parking areas nearby for visitor access. Elements within the Public Realm encourage walk- or bike-ability bringing large developed areas back to the human scale.
- (5) **Downtown District** - Downtown Bastrop is laid out in an almost perfect series of small gridded blocks. The

gridded downtown network of Streets is a fundamental element that creates the most effective and efficient structure for cities to be walkable, flexible and timeless. It contains human scale Streets and buildings organized in a uniform manner. Parks and Civic Spaces integrated into the built form of the City. The shopfronts and ground floor characteristics at the Street edge are made up of glass and directly relate to the Street. The Residential Lot sizes, House sizes, housing types, and setbacks vary throughout the district.

- (6) **Ferry District** - This district follows the east side of the Colorado River north of SH 71. People may seamlessly access both riverine resources and shopfronts. Shopfronts directly interact with the Street where topography allows or are clustered into accessible destinations along the river providing entertainment in scenic setting. Walkable trail connections to other districts, with shade from mature trees and structural features of the Public Realm, are key elements of Development.
- (7) **Historic Highway District** - As one of the oldest towns in Texas, Bastrop has served travelers going from Austin to Houston for over 100 years. The Historic

- Add the word downtown after gridded in section “(b) (13) *Old Town District - Old Town has a rich history based on the Building Block and Farm Lot configuration of the 1920 Iredell Map. The gridded **downtown** Street network is well connected, and a variety of Lot types, setbacks, and Building Types are present. Human scale and tree shaded Streets encourage comfortable multimodal connectivity to the surrounding neighborhoods, while discrete and rural-style infrastructure functions steadily.*” on page 82 of the B3 Code.

Railroad, State Highway 95, and Piney Creek. Originally laid out in the pattern of Farm Lots, Residential growth has happened incrementally, creating a diverse mix of Lot sizes and housing styles. The addition of neighborhood Commercial along established Streets and the inclusion of housing type variation will add to the vitality and timeless nature of the community. Continued Development should focus on establishing additional east/west connectivity to continue the Building Block pattern originally established in Downtown Bastrop.

(13) **Old Town District** - Old Town has a rich history based on the Building Block and Farm Lot configuration of the 1920 Iredell Map. The **gridded downtown** Street network is well connected, and a variety of Lot types, setbacks, and Building Types are present. Human scale and tree shaded Streets encourage comfortable multimodal connectivity to the surrounding neighborhoods, while discrete and rural-style infrastructure functions steadily.

(14) **PDD District** - Planned Development Districts are existing master planned developments created under previous Codes that allow a mix of land uses and design Standards. Each area has specific concept and

Development plans that determine Street connectivity, Lot layout, and Building design.

(15) **Pine Village District** - Characterized by scenic vistas of the Colorado River, this district is positioned along the rolling hills of the Lost Pines. The natural geography in the district provides both opportunity for commerce and Residential neighborhoods. The built environment will harmoniously integrate with the natural environment, creating inviting Open Spaces with storefronts and residences.

(16) **River District** - The Colorado River serves as the focal point of this district. Ample Commercial and Residential opportunities are present, interacting with the natural environment, giving an uptown feel along the banks of the river. Open space, Civic Spaces, and trails will bring people to the district while they enjoy dining, retail, and entertainment opportunities. The natural geography will inform the Building pattern blending the urban and natural form.

(17) **Riverside Grove District** - Situated between a City Park and a Commercial corridor, Riverside Grove provides a classic opportunity to connect people to places. Mobility is promoted via the tree-lined Streets in a semi-grid pattern that allow multiple modes of

- No change to reference (b) (17) on page 82 and 83 of the B3 Code.
- No change to reference (b) (18) on page 83 of B3 Code.

5) Amend ARTICLE 5.2 DEVELOPMENT PATTERN STANDARDS, SEC. 5.2.001 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND) (b)

- Replace the reference to grid with street network in section: *“(b) TND characteristics may include the continuation of the ~~Grid Street Network~~ as the basic platform of arrangement of the Neighborhood Regulating Plans and Zoning Concept Schemes. They contain a range of housing types, a network of well-connected Streets and blocks, well defined public spaces, and have amenities such as stores, schools, and Third Places within walking distance of residences.”* on page 87 of the B3 Code.

6) Amend ARTICLE 5.2 DEVELOPMENT PATTERN STANDARDS, SEC. 5.2.002 TND STANDARDS, (b) (c) (d) and (e)

- Replace the reference in section *“(c) 330’ x 330’ ~~preferred suggested~~ Block size.”* on page 87 of the B3 Code.
- Replace the reference in section *“(b) 1,320’ ~~preferred suggested~~ max Block perimeter.”*
- No change to sections (d) and (e) on page 87 of the B3 Code.

ARTICLE 5.2 DEVELOPMENT PATTERN STANDARDS

SEC. 5.2.001 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

(a) Intent:

TND may occur in Infill areas and involve adaptive reuse of existing buildings, or can be created as new Construction on previously undeveloped land.

(b) TND characteristics may include the continuation of the ~~Grid~~ Street Network as the basic platform of arrangement of the Neighborhood Regulating Plans and Zoning Concept Schemes. They contain a range of housing types, a network of well-connected Streets and blocks, well defined public spaces, and have amenities such as stores, schools, and Third Places within walking distance of residences.

(c) TND is the preferred and default Development Pattern in the City of Bastrop.

SEC. 5.2.002 TND STANDARDS

(a) Location: The TND is located within a Character District that allows for the Development Pattern.

(b) 1,320' suggested preferred max Block perimeter.

(c) 330' x 330' suggested preferred Block size.

(d) If Block dimensions exceed the preferred Block perimeter and size, a 20' Pedestrian Walkway shall be included at mid-Block.

(e) Smaller blocks are allowed By Right.

(f) In the P4 Mix, a minimum Residential mix of three Building Types (not less than 20%) shall be required.

(g) A TND shall be structured by one standard or Linear Pedestrian Shed (see Article 3.2.2 Place Types by Pedestrian Shed) and shall be no fewer than 13.6 acres and no more than 160 acres.

(h) A TND shall include Place Types as allocated in Section 3.2.002.b.

(i) Sites larger than 80 circular acres or 160 linear acres shall be designed and developed as multiple Neighborhood Regulating Plans. Each Neighborhood Regulating Plan is subject to the individual Place Type requirements for its Development Pattern as allocated Section 3.2.002.b or associated Standards.

7) Amend ARTICLE 5.2 DEVELOPMENT PATTERN STANDARDS, Section 5.2.005 VILLAGE CENTER DEVELOPMENT (VCD), (b)

- Replace the reference in section (b) referenced the Village Center Development (VCD) street types "Description: VCD consists of a small dense grouping of predominately P4 and P5 Building serving as Residential, live/ work and Commercial and office buildings organized in a vernacular, curvilinear grid, or potential for a grid network of blocks and Streets. The Streets are small and serve as shared Streets. Vehicles are kept on the exterior of the developments. Buildings are located directly to the Street edge." (Page 89 of the B3 Code)

SEC. 5.2.005 VILLAGE CENTER DEVELOPMENT (VCD)

- (a) Intent: A VCD is a series of small Streets lined with buildings at the Street edge creating a unique village style community.
- (b) Description: VCD consists of a small dense grouping of predominately P4 and P5 Building serving as Residential, live/ work and Commercial and office buildings organized in a vernacular, curvilinear grid, or **potential for a** grid network of blocks and Streets. The Streets are small and serve as shared Streets. Vehicles are kept on the exterior of the developments. Buildings are located directly to the Street edge.

SEC. 5.2.006 VCD STANDARDS

- (a) See Section 5.2.007 Development Patterns by Character District to determine if Village Center Development is an allowed Development Pattern.
- (b) Streets Types are narrow and serve as shared Streets in the Development.
- (c) Vehicles are kept on the exterior of the key areas of developments to create plazas and Civic Spaces throughout the Development.

- (d) Buildings are located directly to the Street edge at the Frontage Line and occupy 80% to 100% of the Lot Frontage; and
- (e) Parking shall be located in the Third Layer of the Lot.
- (f) Vehicle access shall be kept in the rear of the property served by alleys or the rear lanes.
- (g) P3 shall be limited to 10% of the Development.
- (h) P1 and CS shall be more than 40% of the Development.
- (i) P4 and P5 shall make up the remaining 50% of the Development.
- (j) A VCD shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 13.6 acres and no more than 80 acres.

- 8) Amend ARTICLE 7.1 STREETS & PUBLIC REALM, Section 7.1.002 GENERAL, (d)
- The section (d) referenced Mandatory Street Network. There will be no change to this section as it is necessary to reference the Mandatory Street Network found in the Transportation Master Plan. (Page 127 of the B3 Code)
- 9) Amend ARTICLE 7.3 STREET TYPES, (b) (1)
- Remove both references to the grid and add street before network in this section: *(1) Primary Multimodal Streets (80' R.O.W.) - provide a higher degree of mobility than most of the **grid street** network by serving travel between major destinations or activity centers, as well as providing local cross-City route alternatives to the major highway routes. These Streets should be designed as walkable, low-to-moderate speed Thoroughfares that carry both through and local traffic, pedestrians, and bicyclists. These Streets are also important connections for primary goods movement and emergency response routes. These Streets will often require additional right-of-way than a typical **grid** connector, either for additional through travel lanes or for dedicated Pedestrian and bicycle facilities (Bastrop Master Transportation Plan).*" on page 131 of the B3 Code.

- (c) Applicants must dedicate sufficient right-of-way to the City for Streets and sidewalks, in accordance with the Master Transportation Plan. Typical Street right-of way widths are illustrated in this Section.
- (d) The City may require turn lanes and additional right-of-way beyond that shown in the applicable Street typical cross-section to accommodate turn lanes when warranted.

SEC. 7.2.004 MEASUREMENT OF STREETS & PUBLIC REALM

- (a) Face of Curb. All measurements of parking spaces and lane widths are taken from the Face of Curb and are inclusive of the gutter.
- (b) Pavement Markings. All measurements of parking spaces and lane widths are made to the center of pavement markings.

ARTICLE 7.3 STREET TYPES

- (a) A range of Streets Types have been provided which correspond back to the built environment they serve. Street Types were created in conjunction with all other B³ Code sections to promote long-term fiscal sustainability and a walkable environment. Each Street Type contains

characteristics which correspond with the Place Types and Building Types in the B³ Code.

- (b) The following Street illustrations are to be used as a guide when designing Streets for Neighborhood Regulating Plans or Zoning Concept Schemes and Infill Street designs. The Streets types are separated into two categories:

(1) Primary Multimodal Streets (80' R.O.W.) - provide a higher degree of mobility than most of the ~~grid~~ street network by serving travel between major destinations or activity centers, as well as providing local cross-City route alternatives to the major highway routes. These Streets should be designed as walkable, low-to-moderate speed Thoroughfares that carry both through and local traffic, pedestrians, and bicyclists. These Streets are also important connections for primary goods movement and emergency response routes. These Streets will often require additional right-of-way than a typical ~~grid~~-connector, either for additional through travel lanes or for dedicated Pedestrian and bicycle facilities (Bastrop Master Transportation Plan).

(2) Local Connector Streets (55.5' R.O.W.) - provide a higher degree of direct access to abutting property.

- 10) Amend Chapter 10, Section 10.1.002 DEFINITIONS, American Grid, and Mandatory Street Network
 - ***No changes proposed to the definitions of American Grid and Mandatory Street Network. It is necessary to keep the references. (Pages 223 and 236 of the B3 Code)***

FISCAL IMPACT:

None

RECOMMENDATION:

Recommend the amendments as proposed by staff.

ATTACHMENTS:

None.



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Conduct a public hearing, consider and act to amend the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Section 6.3.008 - Lot Occupation, establishing standards for a minimum lot size in P2 and P3; Section 6.5.003 – Building Standards Per Place Type, by establishing standards for a minimum lot size in P2 and P3; and Section 2.4.001 Nonconforming Uses and Structures, to include nonconforming Lots.

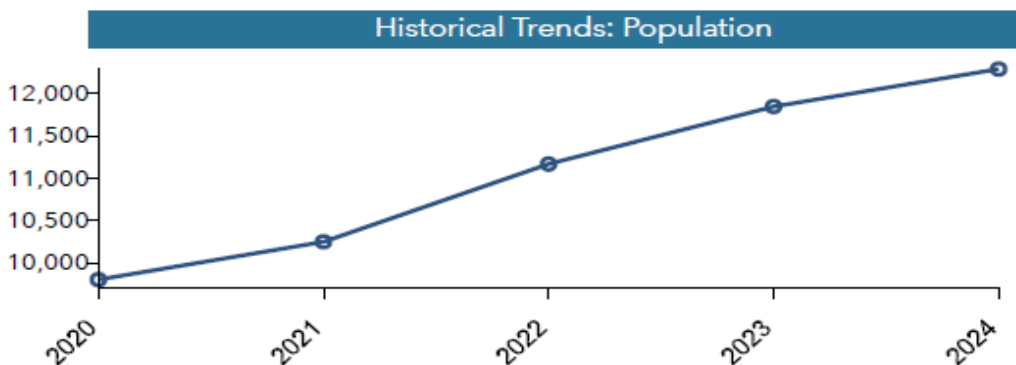
AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, CM, ICMA-CM, CPM

BACKGROUND/HISTORY:

The B3 code was adopted in November of 2019. The B3 Code, is a code rooted in New Urbanism. New Urbanism seeks to create walkable and denser communities where walking or other non-automobile forms are the preferred method of transportation. The B3 is a code that was designed to urbanize what was once a semi-rural community. For example, the B3 Code promotes no minimum lot standards and the construction of multi-family product types, such as duplexes, in traditional single-family neighborhoods. In addition to this, the B3 Code also encourages residential structures in traditional single-family neighborhoods to be placed close to the front property line. These standards in the B3 Code only add to further remove the traditional semi-rural landscape that was once authentic Bastrop.

In addition to the urbanized code standards in the B3 Code, the city has also seen immense development pressure since its adoption in 2019. From 2016 to 2023, Bastrop’s population grew by approximately 34.3%. With the increased growth from Austin to the west, the availability of large land parcels, the availability of water, and abundant natural resources, the growth shows no signs of slowing.



Since adopting the B3 Code, and experiencing the pressure of growth in the community, the citizens of Bastrop have begun to identify certain aspects of the B3 Code that do not truly align with the authentic Bastrop. One consistently conveyed request Staff has received is to put measures in place that will protect the traditional semi-rural neighborhood fabric of Bastrop from the unbridled densification of residential neighborhoods that are currently allowed in the B3 Code.

Essentially, the desire of the community is to keep Bastrop looking authentic by preserving what's already in place.

To accomplish this, staff is proposing is to establish a minimum lot size for the P2 and P3 Place Types, which are the more traditional single-family neighborhoods, that will be based on a metric that is driven by the current average lot size of all P2 and P3 lots within the City of Bastrop. To put it more simply, P2 and P3 should look no different that what is currently in place. This provides some predictability to existing residents that their neighborhood will not face transition to tiny homes, or other dense product types.

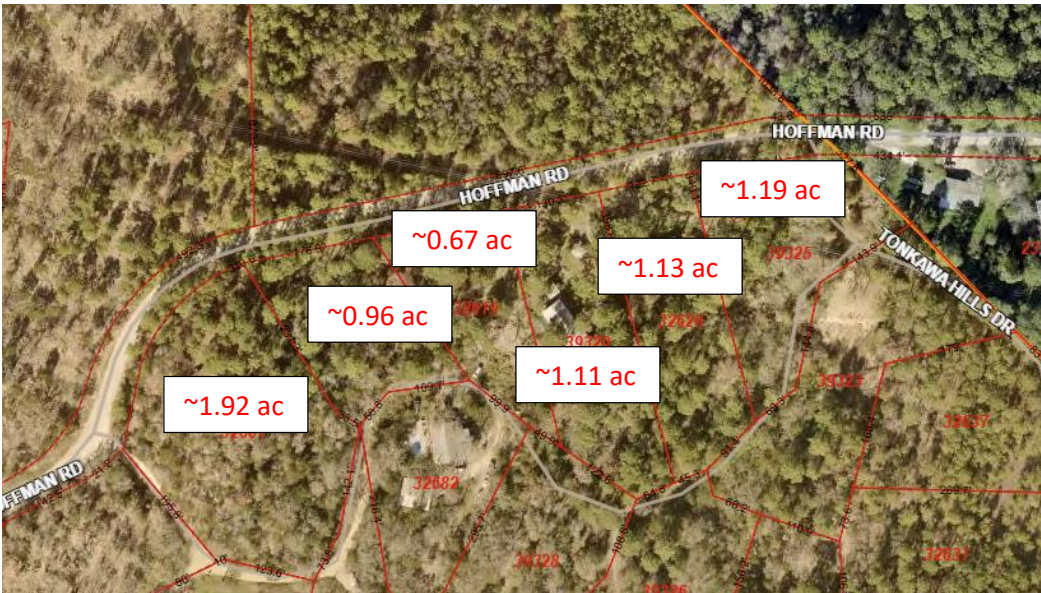
This statistical analysis was obtained from a Geographic Information System (GIS) analysis of all of the P2 and P3 lots within the city.

The analysis of the average lot size for P2 lots was found to be between 1 and 1.3 acres. Staff is recommending that the minimum lot size for P2 be 1 acre to have a clean, consistent metric.

TrimAvg 10%	TrimAvg 20%
1.293	1.018
1.358	1.070

(Avg of the Middle 90% of data) (Avg of the Middle 80% of data)

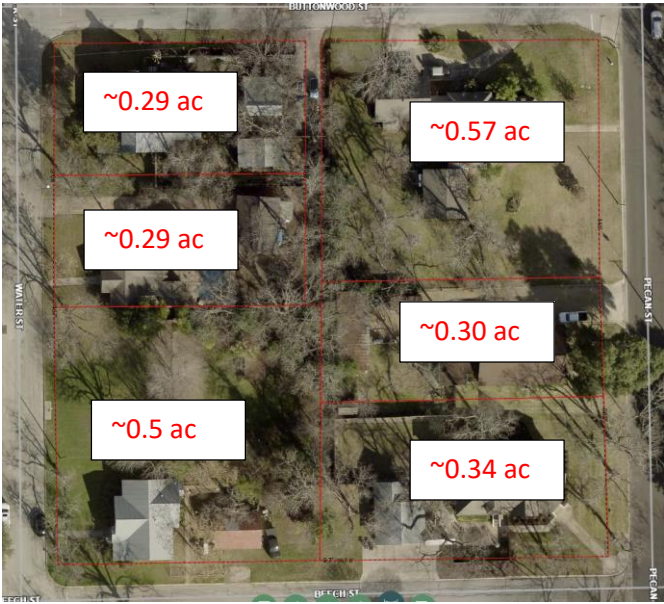
For instance, in this traditional P2 single-family neighborhood along Hoffman Road Street, the average lot size is +/-1.16 acres.



The analysis of the average lot size for P3 was found to be 0.30 acres. Staff is recommending that the minimum lot size in P3 be 0.33 acres to have a more consistent metric of approximately 3 lots per acre.

TrimAvg 10%	TrimAvg 20%
0.316	0.301
0.319	0.304
(Avg of the Middle 90% of data)	(Avg of the Middle 80% of data)

For instance, in this traditional P3 single-family neighborhood, such as this one bounded by Buttonwood, Water, Beech, and Pecan Street, the average lot size is +/-0.38 acres.



Currently, with no minimum lot size in place, there is no way to truly create predictability within residential neighborhoods for what the expectation can be for the built environment in the future. Residents are seeking predictability in their already established neighborhoods.

These changes affect all P2 and P3 zones, however, if a new residential development would like to build a different or denser product in an undeveloped area of town, and they can build and sustain the necessary infrastructure, then a tool currently exists which allows them to seek administrative relief through the codes via a Planned Development District (PDD).

Mitigating Unintended Consequences for Existing Residents

In addition to proposing the minimum lot size of 0.33 acres for P3 and a minimum lot size of 1 acre for P2, Staff is also proposing language that will give citizens the opportunity to mirror their built environment in the lots in that area do not explicitly fall in line with the proposed standards by amending **Section 2.4.001 – Nonconforming Uses and Structure** to include **Lots**:

SEC. 2.4.001 NONCONFORMING USES, STRUCTURES, AND LOTS

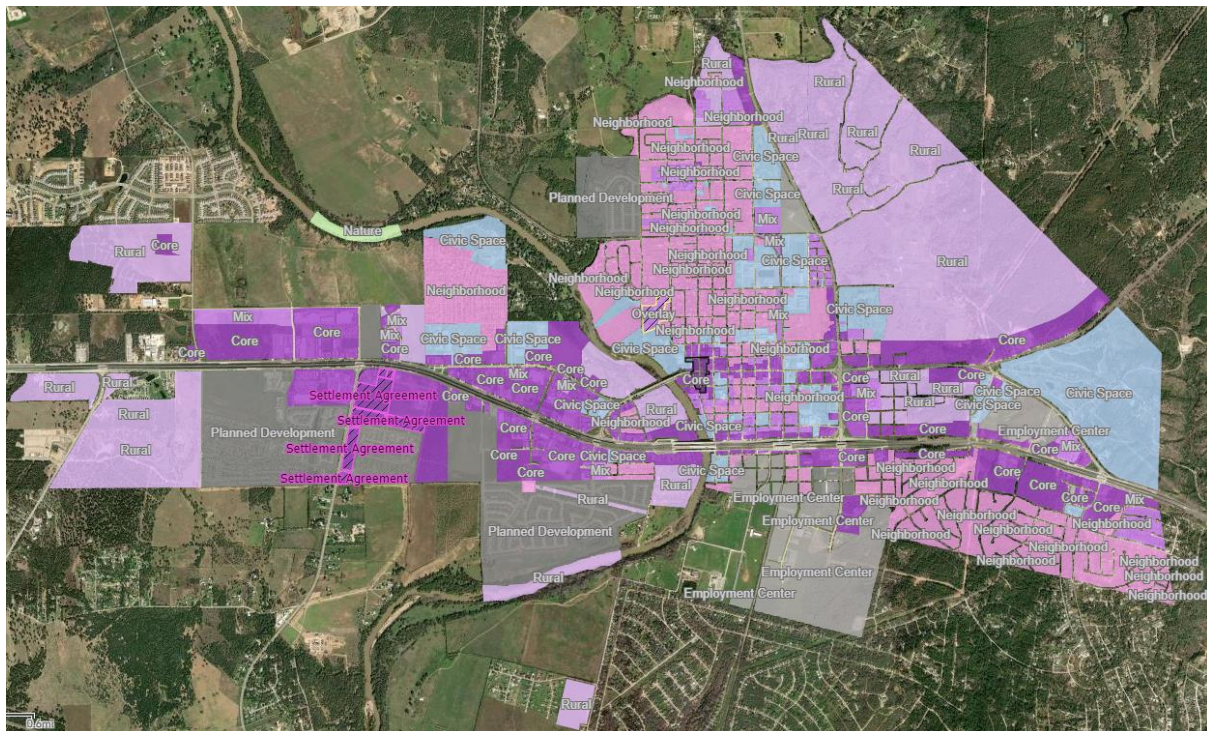
(4) No nonconforming use, ~~or~~ structure, or lot may be expanded, further subdivided, reoccupied with another nonconforming use, or increased as of the effective date of this Code, unless:

- A. An application is authorized by the ZBA;
- B. An application is administratively approved by the Director of Development Services if;
 - (1) Properties within 500 feet of the adjacent structures or lots have similar encroachments, building standards, setbacks, ~~or~~ build-to-lines, or lot sizes and the application is generally consistent with the surrounding built environment; or
 - (2) The application is for an Accessory Structure that does not directly increase or expand the characteristics that render the use or structure nonconforming;
 - (3) The expansion to the structure does not directly increase or expand the characteristics that render the use or structure nonconforming.

Summary of proposed B3 Code Amendments:

- (1) Section 6.3.008 - Lot Occupation, establishing standards for a minimum lot size in P2 and P3
- (2) Section 6.5.003 – Building Standards Per Place Type, by establishing standards for a minimum lot size in P2 and P3
- (3) Section 2.4.001 Nonconforming Uses and Structures, to include nonconforming Lots.

Zoning Map depicting P2 (Rural) and P3 (Neighborhood) locations that would be affected by the proposed changes.



FISCAL IMPACT:

None.

PUBLIC NOTICE:

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

RECOMMENDATION:

Make a recommendation on amending the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Section 6.3.008 - Lot Occupation, establishing standards for a First Layer Setback in P2 and P3; Section 6.3.003 - Building Placement, by establishing standards for the First Layer Setback in P2 and P3; Section 6.5.003 – Building Standards Per Place Type, by establishing standards for the First Layer Setback in P2 and P3; adding a clarifying statement to the Lot Structure Diagram in Chapter 6: Private Realm Development Standards; and adding a clarifying statement to “Layer” definition in Chapter 10: Definitions.

ATTACHMENTS:

1. Proposed changes to Section 6.3.008 - Lot Occupation; Section 6.3.003 - Building Placement; Section 6.5.003 – Building Standards Per Place Type; clarifying statement to the Lot Structure Diagram in Chapter 6: Private Realm Development Standards; and clarifying statement to “Layer” definition in Chapter 10: Definitions



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Conduct a public hearing, consider and act to amend the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Section 6.3.008 - Lot Occupation, establishing standards for a First Layer Setback in P2 and P3; Section 6.3.003 - Building Placement, by establishing standards for the First Layer Setback in P2 and P3; Section 6.5.003 – Building Standards Per Place Type, by establishing standards for the First Layer Setback in P2 and P3.

AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, CM, ICMA-CM, CPM

BACKGROUND/HISTORY:

The B3 code was adopted in November of 2019. The B3 Code, in its purest form, is a code that was designed to urbanize what was once a semi-rural community. The B3 code is based on New Urbanism principles that seek to reduce reliance on the automobile.

“The City will.....Create a framework of transit, Pedestrian, and bicycle systems that provide alternatives to the automobile” B3 Code Intent, Page 12 of 249

Denser development via no lot size minimums, and prior to this year, zero parking requirements.

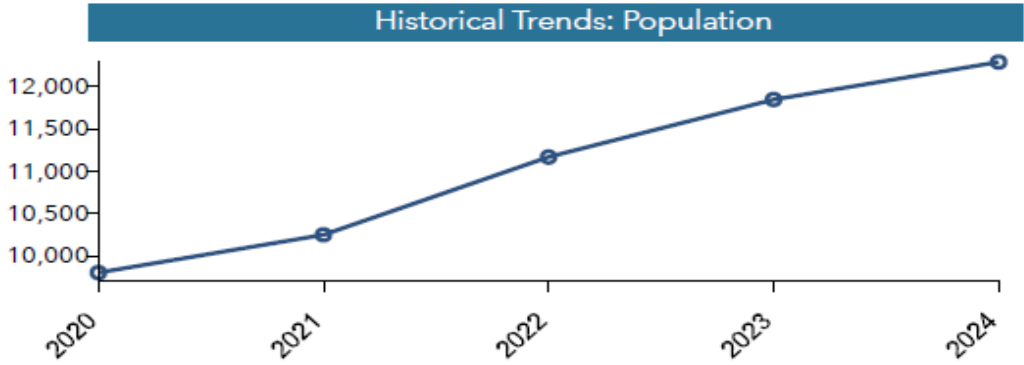
Intent: Parking shall not be the driver of Site planning. The Standards in the Code support this notion through limited and eliminating parking. The intent of building a walkable, bikeable, and an easily navigable City means all mode of transportation are available to reduce the reliance on the car. Chapter 6, Section 6.3.006 B3 Code

The B3 Code also encourages residential structures in traditional single-family neighborhoods to be placed close to the front property line to encourage alley parking

“The preferred means of vehicular access to lots is through the use of Alleys. Alleys provide a location to hide unsightly functions of our communities such as garages, garbage cans, transformers, electric meters, and telephone equipment” Sec. 6.3.005 B3 Code

These standards in the B3 Code only add to further remove the traditional semi-rural landscape that was once authentic Bastrop.

In addition to the urbanized code standards in the B3 Code, the city has also seen immense development pressure since its adoption in 2019. From 2016 to 2023, Bastrop’s population grew by approximately 34.3%. With the increased growth from Austin to the west, the availability of large land parcels, the availability of water, and abundant natural resources, the growth shows no signs of slowing.



Since adopting the B3 Code, and experiencing the pressure of growth in the community, the citizens of Bastrop have begun to identify certain aspects of the B3 Code that do not truly align with the authentic Bastrop. One consistently conveyed request Staff has received is to put measures in place that will protect the traditional semi-rural neighborhood fabric of Bastrop from the unbridled densification of residential neighborhoods that are currently allowed in the B3 Code.

Proposed amendments to the B3 code are aimed to protect Bastrop's residential integrity by establishing standards that limit further urbanization and to keep Bastrop looking authentic by preserving what’s already in place.

To accomplish this, Staff is proposing is to establish a standard for a First Layer Setback in the P2 and P3 Place Types, which are the more traditional single-family neighborhoods, that will be based on a metric that is driven by the current front yards of the surrounding houses in that neighborhood. The First Layer Setback will replace the First Layer Build-to-Line in P2 and P3. Because Bastrop is so varied, as opposed to a one size fits all approach, Staff is proposing front yard setback mirror the built environment by matching two homes on each side of the proposed structure with a plus or minus 5 feet to allow for visual clarity or geography.

For instance, in a traditional Single-family Neighborhood (P3), such as this one bounded by Buttonwood, Main, Church, and Farm Street, structures are encouraged to be placed **10’ - 25’** from the front property line.



However, as you can see from the image above, the current metric of **10' – 25'** in P3 does not mirror the built environment of many of the neighborhoods that make up authentic Bastrop.

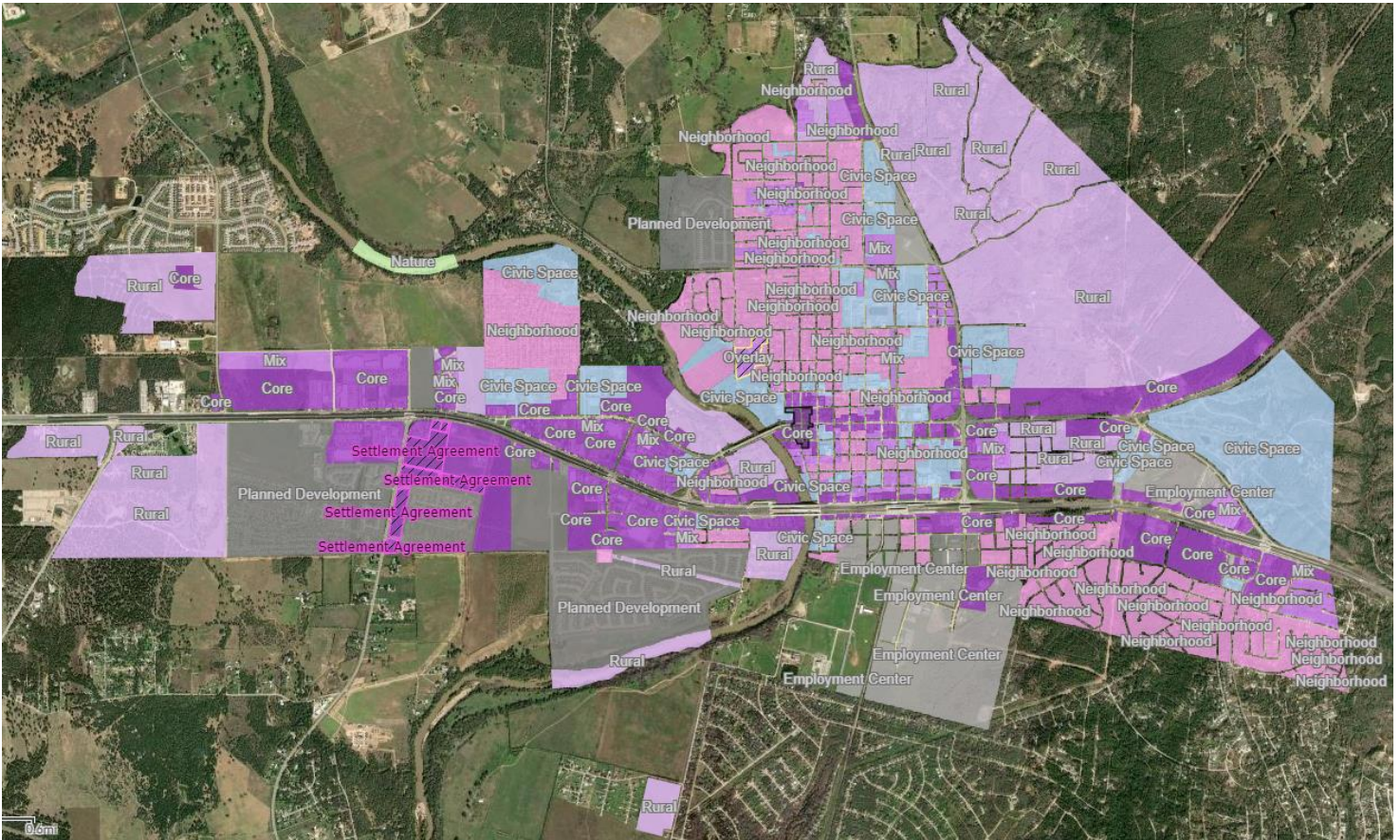
The same goes for P2, where structures are currently encouraged to be as close as 10' from the front property line in a zoning designation meant for rural residential properties. Below is the P2 neighborhood located along Piney Ridge Drive. As you can see contextually, **10'** does not mirror the authentic build environment of P2.



Summary of proposed B3 Code Amendments:

1. Section 6.3.008 - Lot Occupation, establishing standards for a First Layer Setback in P2 and P3
2. Section 6.3.003 - Building Placement, by establishing standards for the First Layer Setback in P2 and P3
3. Section 6.5.003 – Building Standards Per Place Type, by establishing standards for the First Layer Setback in P2 and P3

Zoning Map depicting P2 (Rural) and P3 (Neighborhood) locations that would be affected by the proposed changes.



FISCAL IMPACT:

None.

PUBLIC NOTICE:

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

RECOMMENDATION:

Make a recommendation on amending the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Section 6.3.008 - Lot Occupation, establishing standards for a First Layer Setback in P2 and P3; Section 6.3.003 - Building Placement, by establishing standards for the First Layer Setback in P2 and P3; Section 6.5.003 – Building Standards Per Place Type, by establishing standards for the First Layer Setback in P2 and P3.

ATTACHMENTS:

1. Proposed changes to Section 6.3.008 - Lot Occupation; Section 6.3.003 - Building Placement; Section 6.5.003 – Building Standards Per Place Type.

	P1	P2	P3	P4	P5	EC
PORCH	NP	P	P	P	NP	NP
DOORYARD	NP	NP	NP	P	P	P
TERRACE	NP	NP	NP	P	P	P
STOOP	NP	P	NP	P	P	P
LIGHTWELL	NP	NP	NP	P	P	P
GALLERY	NP	NP	NP	P	P	P
ARCADE	NP	NP	NP	NP	P	P
LOT OCCUPATION - SEC. 6.3.008						
LOT COVERAGE		40% max	60% max	70% max	80% max	80% max
BUILDING FRONTAGE AT BUILD-TO-LINE		40% min	40% min	60% min	80% min	80% min
BUILD-TO-LINE		10 ft - no max	10 ft - 25 ft*	5 ft - 15 ft	2 ft - 15 ft	
<u>MINIMUM LOT SIZE</u>		1 acres***	0.33 acres***			
<u>FIRST LAYER SETBACK</u>		Built Environment**	Built Environment**			

* Lots exceeding 1/2 acre may extend Build-to-Line up to 60 ft from the Frontage Line.

**The First Layer Setback shall be the average of the front yard setback of two (2) lots to the right and two lots to the left, +/-5 ft.

***For lots not compatible with the minimum lot size please see Section 2.4.001

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(2) An Application for a building permit for any proposed use other than those specified in the "P2" District must be made to the Director of Planning & Development. If the Applicant shows that plans and other preparation for developing the property commenced prior to annexation by the City, as established by the Texas Local Government Code Chapter 43, City Council shall authorize the Construction of the Project by a majority vote.

SEC. 2.3.004 ANNUAL ADOPTION OF SCHEDULE OF UNIFORM SUBMITTAL DATES FOR SITE PLANS AND PLACE TYPE ZONING CHANGES

City Council will annually meet in September to adopt a Schedule of Uniform Submittal Dates in order to comply with Texas Local Government Code Chapter 211 for Zoning Changes, and Site Plan applications. The Schedule of Uniform Submittal Dates will include dates when applications will be accepted, when review for completeness checks will occur, when the Planning & Zoning Commission will meet, and/or when Administrative decisions by the Director of Planning & Development will occur.

.....
ARTICLE 2.4 ADMINISTRATION
.....

SEC. 2.4.001 NONCONFORMING USES, ~~AND STRUCTURES~~, AND LOTS

(a) Intent of Provisions

- (1) Within the districts established by this Code or amendments thereto, exist lots, Structures, uses of land, and characteristics of use that were lawful before this Code was enacted, amended or otherwise made applicable to such lots, Structures or uses, but that do not now conform to the Standards of the Code where they are located. It is the intent of this Code to permit such nonconforming lots, Structures or uses to continue, as long as the conditions within this Section and other applicable sections are met.
- (2) It is further the intent of this ordinance that nonconforming uses shall not be enlarged upon, expanded or extended, intensified and not be used as a basis for adding other Structures or uses prohibited elsewhere in the same district.
- (3) Nonconforming uses are hereby declared to be incompatible with the permitted uses in the districts involved.

considered to have been abandoned. Manufactured homes and mobile homes may be replaced once per the Texas Occupations Code.

(4) No nonconforming use, ~~or~~ ~~S~~ structure, ~~or~~ lot may be expanded, further subdivided, reoccupied with another nonconforming use, or increased as of the effective date of this Code, unless:

- A. An application is authorized by the ZBA;
- B. An application is administratively approved by the Director of Development Services if;

*(1) Properties within 500 feet of the adjacent structures ~~or~~ lots have similar encroachments, building standards, setbacks, ~~or~~ build-to-lines, ~~or~~ lot sizes and the application is generally consistent with the surrounding built environment; or

*(2) The application is for an Accessory Structure that does not directly increase or expand the characteristics that render the use or structure nonconforming;

*(3) The expansion to the structure does not directly increase or expand the characteristics that render the use or structure nonconforming.

(5) Conforming Residential uses on platted lots approved prior to this Code, that may now be nonconforming due to stricter Standards, shall be deemed in conformance with this Code as long as the use of the Lot is allowed in the respective district.

(6) Any existing vacant Lot platted prior to the adoption of this Code, that was legally conforming, shall be deemed a conforming Lot subject to the provisions applicable to Lots of Records as defined in Sec. 1.3.013.

(d) Changing Nonconforming Use:

(1) An expansion of a nonconforming Structure is allowed in accordance with the following:

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SEC. 6.3.003 BUILDING PLACEMENT

(a) Principal buildings shall be positioned on a Lot in accordance with Section 6.5.003 Building Standards per Place Type.

(1) The First Layer, also known as the First Layer Setback in P2 and P3, is the area of land between the Frontage Line and the Build-to-Line. The First Layer is measured from the Frontage Line.

(1) The First Layer Setback in P2 and P3 shall be the average of the front yard setback of two (2) lots to the right and two lots to the left, with the ability to vary +/-5 feet from the average First Layer Setback.

~~(2) The required Build-to-Line is the minimum percentage of the front Building Facade that must be located within the First Layer, measured based on the width of the Building divided by the width of the Lot.~~

~~(3) A Building Facade must be placed within the First Layer for the first 30 feet along the Street extending from any Block corner.~~

A. All Structures and encroachments customarily allowed on the Lot are permitted in the First Layer, with the exception of parking.

SEC. 6.3.005 BUILDING SEPARATION

CHAPTER 6: PRIVATE REALM DEVELOPMENT STANDARDS

(a) Fences and screening walls may extend into the IBC Building separation line and Alley Setback.

(b) Side and rear Building separation will be determined by the IBC as adopted by the City.

SEC. 6.3.005 ALLEYS & DRIVEWAY LOCATIONS

~~(a) Intent: Building walkable cities means that while vehicles are part of modern life, they should have minimal disruption to the Public Realm. The Standards of the Code intend to ensure all modes of Transportation are respected~~ **and create safe means of transportation along all transportation types, including walk, bike, car, and other.**

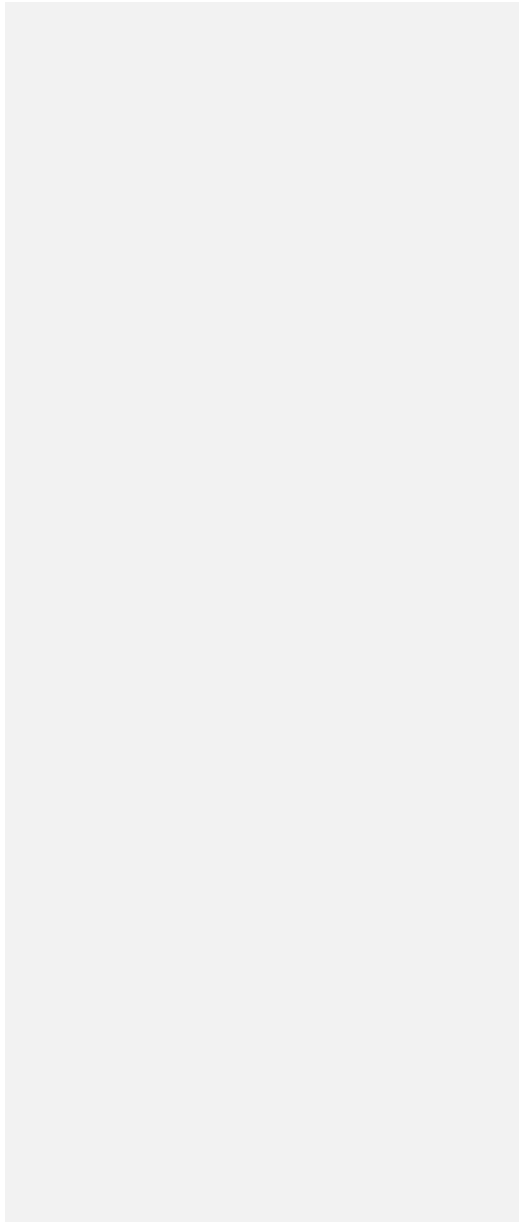
~~(b) The preferred means of vehicular access to lots is through the use of Alleys. Alleys provide a location to hide unsightly functions of our communities such as garages, garbage cans, transformers, electric meters, and telephone equipment~~

~~(c) Other benefits of Alleys include:~~

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ARTICLE 6.4 LOT STRUCTURE DESCRIPTION & DIAGRAM

BUILDINGS	
Principal Building	The main Building on a Lot.
Accessory Structures	A secondary Building usually located toward the rear of the same Lot as a Principal Building such as a garage, carport, or workshop and may include a dwelling unit, but no more than two per Lot.
LOT LAYERS	
First Layer	The area of a Lot from the Frontage Line to the Facade of the Principal Building, for P2 and P3 see B3 Development Table for Standards, Lot Occupation - Sec. 6.3.008.
Second Layer	The area of a Lot set behind the First Layer to a depth of 20 feet in all Place Types.
Third Layer	The area of a Lot set behind the Second Layer and extending to the rear Lot Line.
LOT	
Build-to-Line	The minimum percentage of the front Building Facade that must be located within the First Layer.
Lot Width	The length of the Principal Frontage Line of a Lot.
Frontage Line	Where the Property Line meets R.O.W.
Rear Lot Line	Where the Property Line meets Alley R.O.W. or an adjoining side/ rear property line.



SEC. 6.5.003 BUILDING STANDARDS PER PLACE TYPE

Place Types	P1	P2	P3	P4	P5
A. LOT OCCUPATION					
Lot Coverage		40% max	60% max	70% max	80% max
Facade Buildout at Build-to-Line		40% min	40% min	60% min	80% min
Build-to-Line		10 ft - no max	10 ft - 25 ft*	5 ft - 15 ft	2 ft - 15 ft
<u>Minimum Lot Size</u>		<u>1 acres***</u>	<u>0.33 acres***</u>		
<u>First Layer Setback</u>		<u>B.E.**</u>	<u>B.E.**</u>		

* Lots exceeding 1/2 acre may extend the 1 Layer of the Lot up to 60 ft from the Frontage Line.

B. BUILDING HEIGHT (STORIES)					
Principal Building		2 max	2 max	3 max**	5 max / 3 max*
Accessory Dwelling Unit	<u>1 MAX</u>	2 max	2 -max	2 max	2 max

* CD Downtown/ Old Town

** 2 1/2 Max in Overlay

C. ENCROACHMENTS

First Layer Encroachments

Open Porch		50% max	50% max	80% max	n/a
Balcony and/or Bay Window		25% max	25% max	50% max	100% max
Stoop, Lightwell, Terrace or Dooryard		NP	NP	100% max	100% max

R.O.W. Encroachments ***

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STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Conduct a public hearing, consider and act to amend the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Article 6.5 – Building Types, by removing duplexes as an allowable building type from P2 and P3; Section 6.5.001 – Permitted Building Types Per Place Type, by removing duplexes from P2 and P3.

AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, CM, ICMA-CM, CPM

BACKGROUND/HISTORY:

The B3 Code was adopted in November of 2019. The B3 Code is a New Urbanism code that is designed to urbanize what was once a semi-rural community. The B3 Code does this by promoting no minimum lot standards and the construction of multi-family product types, such as duplexes, in traditional single-family neighborhoods. This is a deviation from the traditional fabric of most of these neighborhoods. Standards such as these in the B3 Code only add to further remove the traditional semi-rural landscape that was once authentic Bastrop.

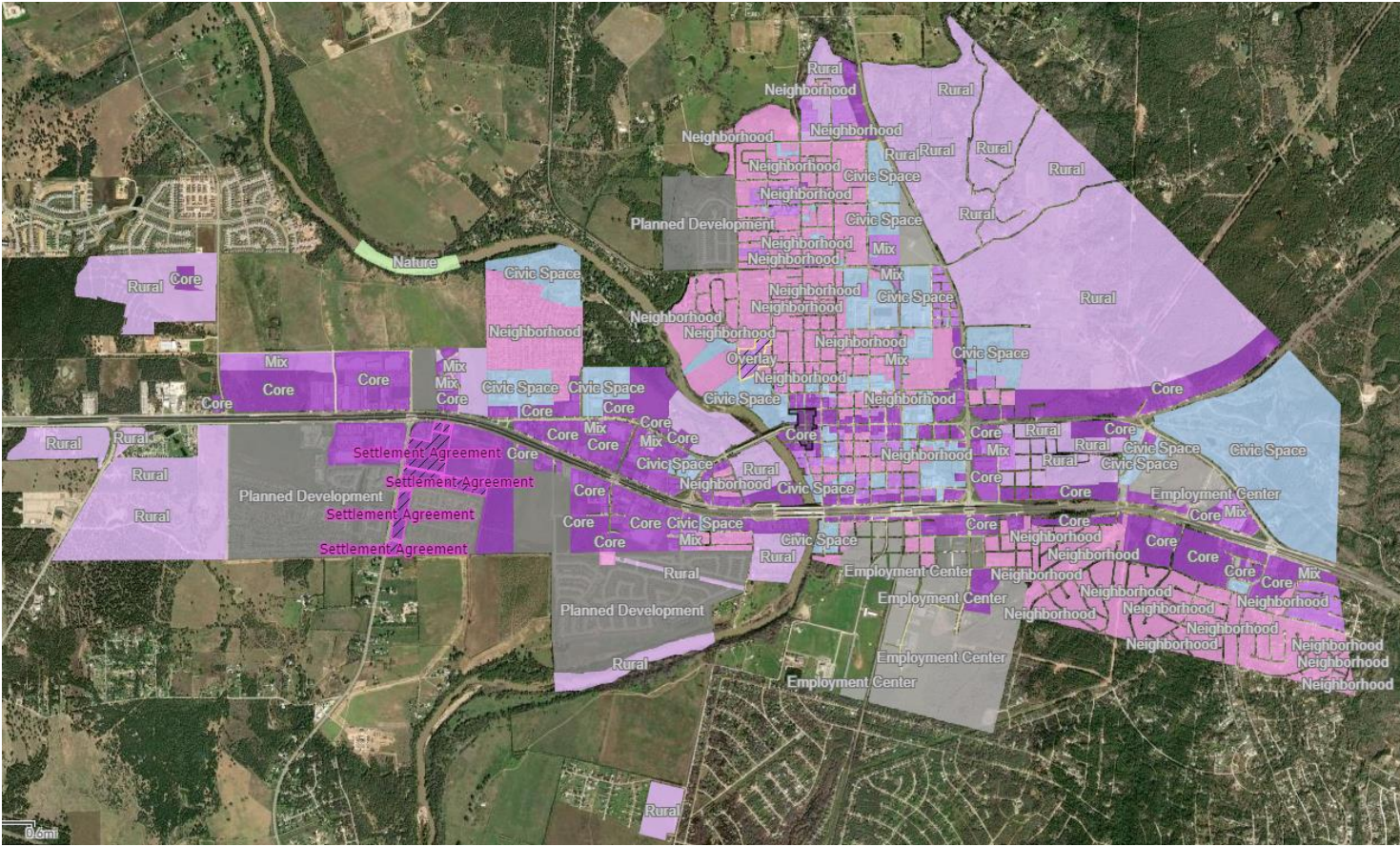
Traditional Single-family Neighborhood on Pecan Street, where duplexes are now allowed by right:



Since adopting the B3 Code, a development pressure from Austin, many investors have begun to view Bastrop as the next gold boom. No minimum lot sizes and smaller housing types create an environment that does all but protect Bastrop.

Therefore, at the request of residents, staff is looking to bring forward amendments to the B3 Code that will help protect Bastrop's residential integrity by establishing standards that limit further urbanization of the city's residential neighborhoods. Essentially, the desire of the community is to keep Bastrop looking authentic by preserving what's already in place.

To accomplish this, one of the changes Staff is proposing is to remove the ability for duplexes to be constructed in the P2 and P3 Place Types, which are the more traditional single-family neighborhoods. Adopting this change will preclude what is more commonly understood to be a multi-family housing type from being built in a traditional single-family neighborhood.



Zoning Map depicting P2 (Rural) and P3 (Neighborhood) locations that would be affected by the proposed changes.

Summary of proposed B3 Code Amendments:

- 1. Article 6.5 – Building Types - Removing duplexes as an allowable building type from P2 and P3
- 2. Section 6.5.001 – Permitted Building Types Per Place Type - removing duplexes from P2 and P3

FISCAL IMPACT:

None.

PUBLIC NOTICE:

A published notice was placed in the Elgin Courier on January 29th and sent mailed notices to all property owners within the City Limits and within 200 feet of City Limits, in accordance with the B3 Code Technical Manual.

RECOMMENDATION:

Make a recommendation on amending the Bastrop Code of Ordinances related to Chapter 14, the Bastrop Building Block (B3) Code, Article 6.5 – Building Types, by removing duplexes as an allowable building type from P2 and P3; Section 6.5.001 – Permitted Building Types Per Place Type, by removing duplexes from P2 and P3.

ATTACHMENTS:

1. Proposed changes to Article 6.5 – Building Types and Section 6.5.001 – Permitted Building Types Per Place Type.

	P1	P2	P3	P4	P5	EC
COURT	NP	NP	P	P	P	P
CLOSE	NP	NP	P	P	P	P
BUILDING TYPES - ARTICLE 6.5						
REARYARD						
COMMERCIAL	NP	NP	NP	NP	P	P
APARTMENT	NP	NP	NP	P**	P	P
ROWHOUSE	NP	NP	NP	P	P	P
SIDEYARD						
SIDEYARD	NP	NP	NP	P	P	P
COURTYARD						
COURTYARD HOUSE	NP	NP	NP	P	P	P
COURTYARD APARTMENT BUILDING	NP	NP	NP	P**	P	P
EDGEYARD						
RANCH HOUSE, VILLA	NP	P	P	NP	NP	NP
HOUSE	NP	P	P	P	NP	NP
DUPLEX	NP	NP P	NP P	P	NP	NP
TRIPLEX, FOURPLEX	NP	NP	NP	P	NP	NP
ENCROACHMENT TYPES - SEC. 6.5.002						

** SEE PLACE TYPE OVERLAYS BLANK= BY WARRANT P = PERMITTED NP = NOT PERMITTED

SEC 6.5.001 PERMITTED BUILDING TYPES PER PLACE TYPE

	P1	P2	P3	P4	P5
A: REARYARD					
COMMERCIAL BUILDING	NP	NP	NP	NP	P
APARTMENT BUILDING	NP	NP	NP	P**	P
ROWHOUSE	NP	NP	NP	P	P
B: SIDEYARD					
SIDEYARD	NP	NP	NP	P	P
C: COURTYARD					
COURTYARD HOUSE	NP	NP	NP	P	P
COURTYARD APARTMENT BUILDING	NP	NP	NP	P**	P
D: EDGEYARD					
RANCH HOUSE, VILLA	NP	P	P	NP	NP
HOUSE	NP	P	P	P	NP
DUPLEX	NP	<u>NP,P</u>	<u>NP,P</u>	P	NP
TRIPLEX, FOURPLEX	NP	NP	NP	P	NP

P** SEE OVERLAY DISTRICTS P = PERMITTED NP = NOT PERMITTED



STAFF REPORT

MEETING DATE: February 17, 2025

TITLE:

Updates to the B3 Code

AGENDA ITEM SUBMITTED BY:

Submitted by: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager



Memorandum

February 11, 2025

To: City Council

From: Sylvia Carrillo-Trevino, ICMA-CM, CPM, City Manager

CC: Charles Zech, City Attorney

Re: Future B3 Code Changes

Council,

Included in your packet are the list of B3 Code Changes thus far. Additionally, staff is working on the following:

Residential

- 1) Lot size minimums
- 2) Setbacks
- 3) Additional size requirements for ADUs (additional dwelling units)
- 4) Uses in the residential districts
- 5) Public Private Realm
- 6) Definitions
- 7) Water reuse credits
- 8) Historic District Overlay
- 9) Downtown District Overlay

10) Black Cultural District Overlay

Commercial

- 11) Parking
- 12) Landscaping
- 13) Uses
- 14) Impervious Cover alternatives
- 15) Lighting
- 16) Drainage Credits
- 17) Water reuse credits

Note: This is not an all exhaustive list.