

**CITY OF BASTROP**

**RESOLUTION NO. R2016-32**

**A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF BASTROP, TEXAS, ADOPTING THE  
COMPREHENSIVE PLAN IN ACCORDANCE  
WITH THE CITY CHARTER.**

**WHEREAS**, the City Charter of the City of Bastrop, Texas, states that the Comprehensive Plan will contain recommendations for the growth, development and beautification of the City and its extraterritorial jurisdiction; and

**WHEREAS**, the City Council of the City of Bastrop has previously authorized a study to update the City's Comprehensive Plan; and

**WHEREAS**, the citizens of the City of Bastrop were involved in the development of the Comprehensive Plan through participation in committee and public meetings; and

**WHEREAS**, Chapter 213 of the Texas Local Government Code states that the adoption of or amendment to a Comprehensive Plan requires a hearing at which the public is given the opportunity to give testimony and present written evidence and as required by the City Charter a public hearing has been held for the proposed Comprehensive Plan; and

**WHEREAS**, the Comprehensive Plan shall serve as a guide to all future Council actions concerning land use, development regulations, and expenditures for capital improvements,

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, that:**

**Section 1.** That the Comprehensive Plan as updated by the City Staff and recommended for approval by the Planning and Zoning Commission, November 10, 2016 with support from the Comprehensive Plan Steering Committee, is hereby approved as the Comprehensive Plan for the City.

**Section 2.** That the Comprehensive Plan shall be used by the City in the planning of and as a guide for the future development of the City of Bastrop.

**Section 3.** That this resolution shall take effect immediately from and after its adoption and it is so resolved.

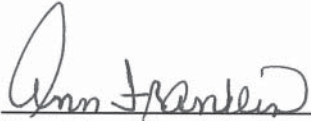
**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF  
BASTROP, TEXAS, THIS 22<sup>nd</sup> day of November, 2016.**



---

Ken Kesselus, Mayor  
City of Bastrop, Texas

ATTEST



---

Ann Franklin, City Secretary  
City of Bastrop, Texas

APPROVED AS TO FORM:



---

David Bragg, Interim City Attorney  
City of Bastrop, Texas

## ACKNOWLEDGMENTS

The Bastrop Comprehensive Plan Update 2016 was developed by the City of Bastrop with the technical assistance of Halff Associates, Inc. A special thanks goes to the many residents, landowners, business owners, community leaders and others for their insight and support throughout the duration of this study. The following individuals are recognized for their significant contributions to the preparation of the Bastrop Comprehensive Plan Update 2016.

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# BASTROP COMPREHENSIVE PLAN

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# EXECUTIVE SUMMARY

## THE COMPREHENSIVE PLAN.

### WHAT IS THE BASTROP COMPREHENSIVE PLAN UPDATE?

The Bastrop Comprehensive Plan (2016-2036) is an update to the City's previous comprehensive Plan - originally adopted in 2001. This plan is a visionary policy document that guides long-term decision-making by City staff and officials on topics such as capital expenditures, staffing, and operations. By guiding these decisions, this document will:

- *Facilitate orderly growth and development;*
- *Identify what is shaping the community;*
- *Build consensus and commitment between elected/appointed officials, City staff, and citizens; and,*
- *Provide the City with a list of implementation actions.*

### WHY IS THE BASTROP COMPREHENSIVE PLAN IMPORTANT?

Development pressures are mounting in Bastrop as its population continues to grow. Having surpassed a population of 7,000, there is an evident need for the provision of additional housing, infrastructure, traffic control, and other facilities and amenities.



The Bastrop Comprehensive Plan (2016-2036) was developed under the direction of a project steering committee appointed by the Mayor and City Council

**WHAT DOES THE PLAN INCLUDE?**

The plan consists of nine (9) chapters and complements a master transportation plan that was developed concurrently by the City. The following pages provide a summary of the contents and goals (when applicable) found within each chapter of the plan.



**1. PLANNING CONTEXT AND VISION**



**2. GROWTH, ANNEXATION, AND INFRASTRUCTURE**



**3. PUBLIC FACILITIES**



**4. HOUSING AND NEIGHBORHOODS**



**5. LAND USE AND URBAN DESIGN**



**6. TRANSPORTATION**



**7. PARKS AND RECREATION**



**8. CULTURAL ARTS AND TOURISM**



**9. IMPLEMENTATION**





## 1. PLANNING CONTEXT AND VISION

**Chapter 1, Planning Context and Vision**, sets the context for Bastrop’s long-range growth and development challenges and opportunities by presenting the purpose and function of the comprehensive plan, documenting community demographics, summarizing the planning process and community participation, and providing a community vision and mission statement.

### VISION STATEMENT

“**THE CITY OF BASTROP IS A DIVERSE AND WELCOMING COMMUNITY THAT CELEBRATES OUR TOWN CHARACTER AND ENERGY, DISTINGUISHED HISTORY AND UNIQUE ENVIRONMENT.**”

### MISSION STATEMENT

“**THE MISSION OF THE CITY OF BASTROP IS TO PROVIDE EFFICIENT AND PROACTIVE SERVICES THAT ENHANCE OUR QUALITY OF LIFE AND ACHIEVE OUR VISION.**”



The Bastrop Comprehensive Plan steering committee led efforts to develop a new community vision statement and City mission statement.

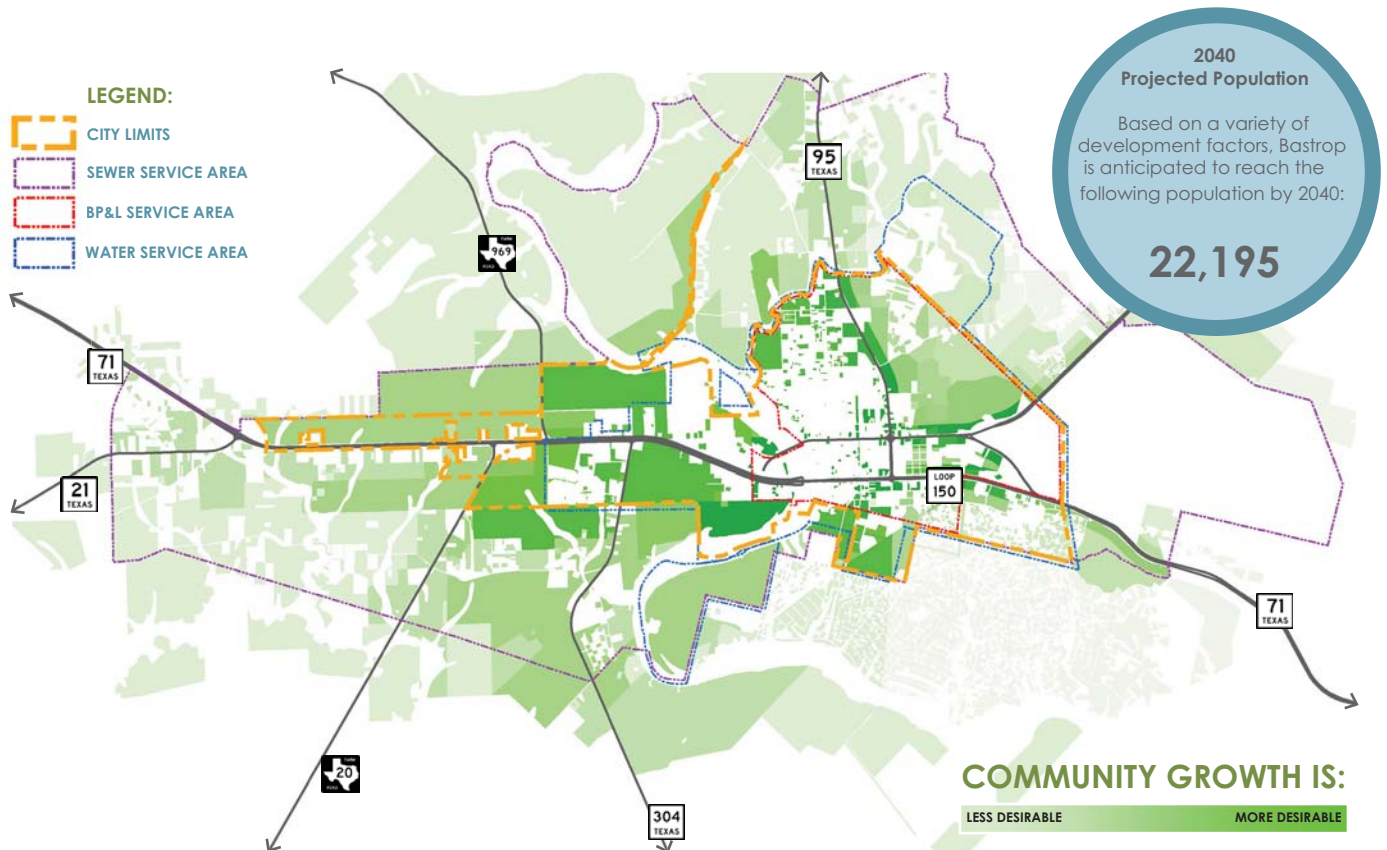




## 2. COMMUNITY GROWTH

**Chapter 2, Community Growth**, examines the City of Bastrop's prospective growth patterns. Tools and policies are identified within the chapter through which the City may guide future growth in a fiscally responsible manner. An evaluation of the City's water, waste water, storm drainage, and electric utility system capacities - and necessary enhancements - is based on the growth assumptions presented in the chapter.

The goals, objectives, and strategies presented throughout the chapter provide the preliminary framework for identifying and prioritizing the City's potential capital improvement projects.



### CHAPTER 2 GOALS:

**GOAL 2.1:** MAINTAIN AND ENABLE A POLICY OF "MEASURED GROWTH" AS REPRESENTED BY THE BASTROP CONCEPTUAL GROWTH PROGRAM.

**GOAL 2.2:** ENSURE LONG-TERM WATER SYSTEM CAPACITY AND WATER QUALITY FOR EXISTING CUSTOMERS, WHILE ACCOMMODATING INCREMENTAL GROWTH AND DEVELOPMENT.

**GOAL 2.3:** MITIGATE EXPECTED INCREASES IN WATER DEMAND THROUGH ENHANCED CONSERVATION PRACTICES.

**GOAL 2.4:** EXPAND WASTE WATER COLLECTION AND TREATMENT CAPACITY IN A COST-EFFECTIVE MANNER.

**GOAL 2.5:** ENHANCE WASTE WATER SYSTEM EFFICIENCY.

**GOAL 2.6:** REDUCE FLOOD HAZARDS IN BASTROP THROUGH THE PROGRAMMED IMPROVEMENT OF THE CITY STORM WATER SYSTEM.

**GOAL 2.7:** PROTECT WATER QUALITY IN THE LOWER COLORADO RIVER WATERSHED BY MITIGATING STORM WATER DISCHARGES ASSOCIATED WITH GROWTH AND DEVELOPMENT.



### 3. PUBLIC FACILITIES

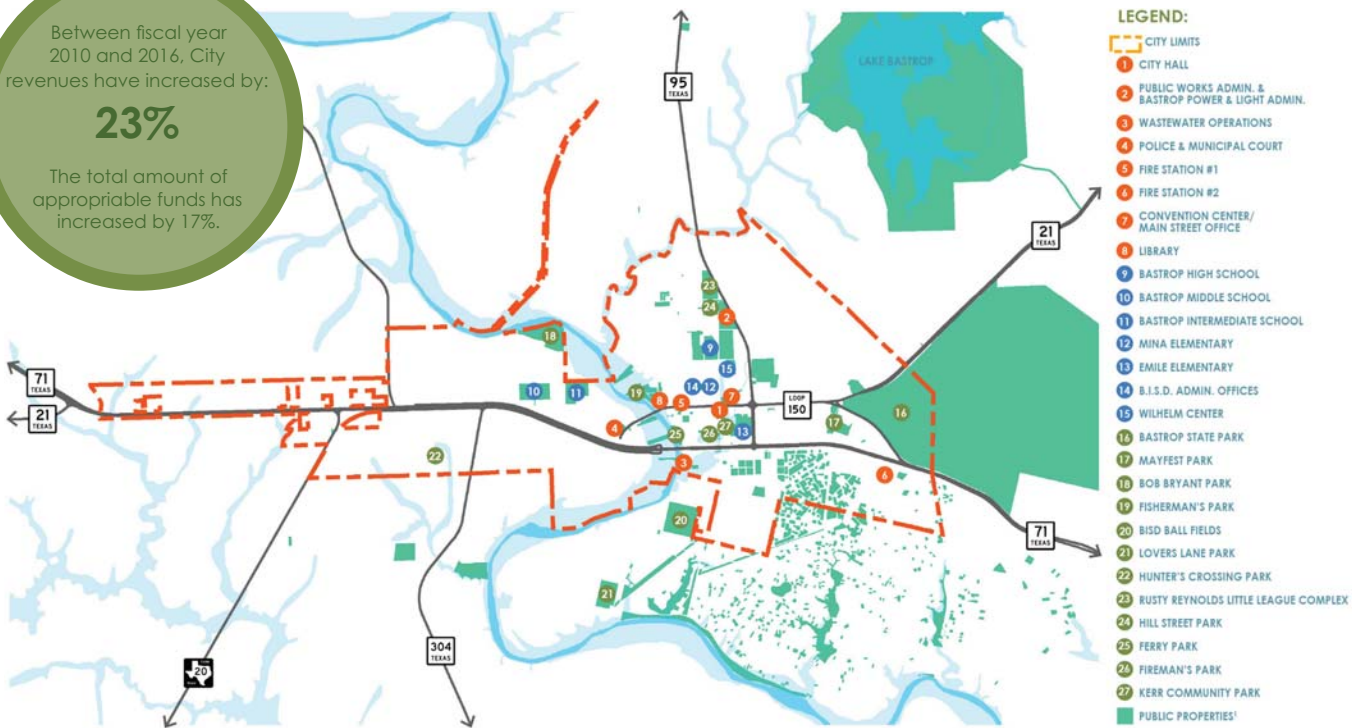
**Chapter 3, Public Facilities**, examines the City of Bastrop’s public buildings and grounds; and evaluates how their size, condition, and arrangement may best accommodate anticipated community growth. The chapter considers short and long-term facility needs as they relate to the City’s ability to provide a growing population with essential public services, while maximizing the utility and adaptability of City assets.

**Chapter 3** is not an organizational study. Staff resources and some associated equipment needs referenced in the Chapter are intended to support preliminary public facility recommendations. The recommendations provide the initial framework for identifying and prioritizing potential City capital improvement projects.

Between fiscal year 2010 and 2016, City revenues have increased by:

**23%**

The total amount of appropriable funds has increased by 17%.



**CHAPTER 3 GOALS:**

**GOAL 3.1: PROVIDE ADEQUATE AND APPROPRIATE PUBLIC FACILITIES AND SERVICES TO MAINTAIN THE SAFETY AND QUALITY OF LIFE OF RESIDENTS, VISITORS, AND WORKERS IN BASTROP.**

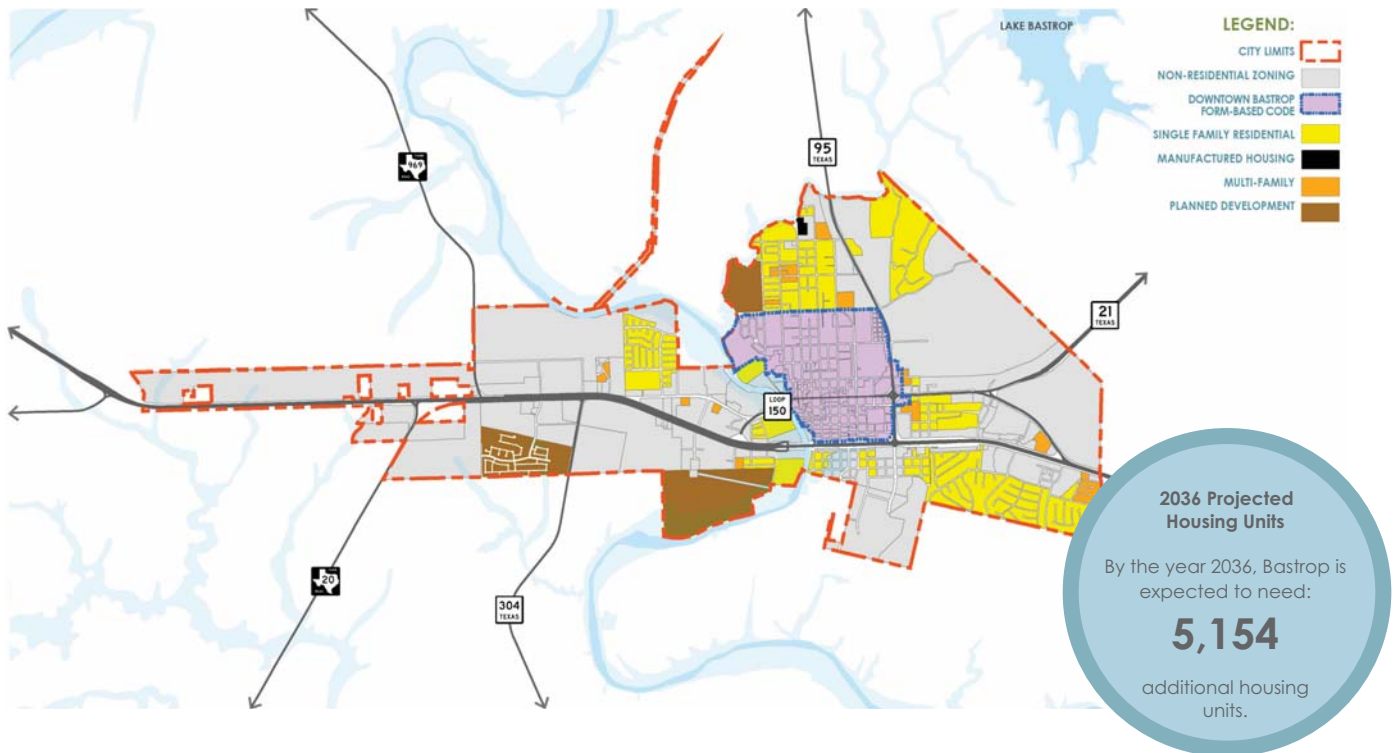
**GOAL 3.2: IMPROVE THE LONG-TERM FISCAL AND ENVIRONMENTAL EFFICIENCY OF PUBLIC FACILITIES.**

**GOAL 3.3: ENGAGE IN PARTNERSHIPS WITH OTHER PUBLIC ENTITIES TO MAXIMIZE THE UTILITY OF, AND ACCESSIBILITY TO, PUBLIC BUILDINGS AND GROUNDS.**



## 4. HOUSING AND NEIGHBORHOODS

**Chapter 4, Housing and Neighborhoods**, assesses the City's current housing supply and anticipated needs. It reviews the type, mix, and condition of existing housing stock; household characteristics; affordability factors; and anticipated future housing demand. The chapter also considers design characteristics that may applied to future City residential development to enhance the long-term value of Bastrop's neighborhoods. The assessment of these overlapping factors serves as the basis for subsequent goals and objectives contained in the chapter which reflect preferred future residential development patterns in and around the City.



### CHAPTER 4 GOALS:

**GOAL 4.1: PROVIDE A GREATER DIVERSITY OF HOUSING OPTIONS IN BASTROP WHILE PROTECTING THE CHARACTER OF THE CITY'S EXISTING NEIGHBORHOODS.**

**GOAL 4.2: MAINTAIN THE OVERALL QUALITY OF EXISTING HOUSING STOCK IN BASTROP.**

**GOAL 4.3: DEVELOP HOUSING TARGETS THAT ALIGN WITH LOCAL DEMAND.**

**GOAL 4.4: PROVIDE HOME OWNERSHIP OPPORTUNITIES TO BASTROP'S LOW-TO-MODERATE INCOME AND SPECIAL NEEDS POPULATIONS.**

**GOAL 4.5: MAINTAIN OR ENHANCE THE HEALTH OF BASTROP'S OLDER AND HISTORIC NEIGHBORHOODS.**

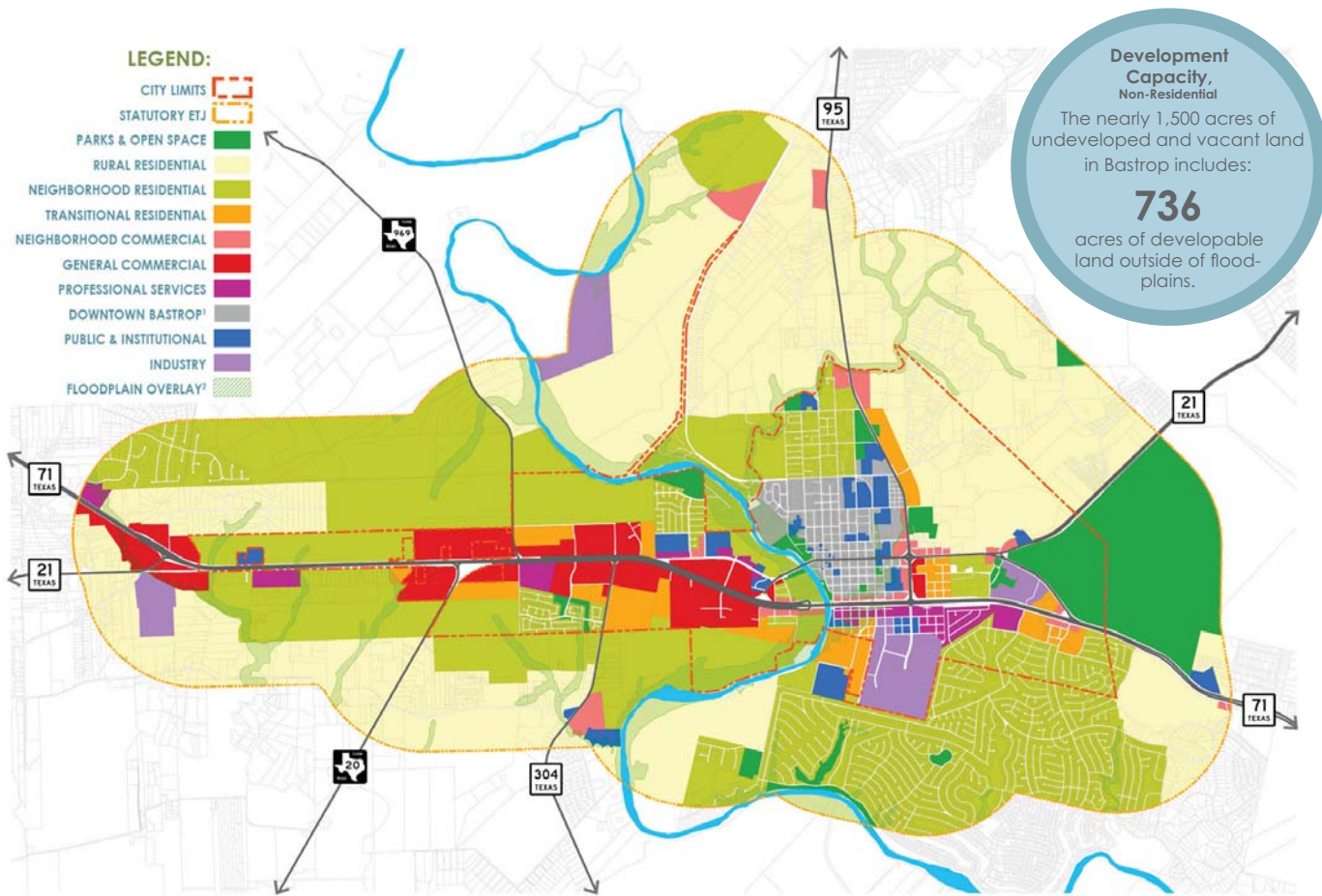




## 5. LAND USE AND URBAN DESIGN

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

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



As Bastrop grows, land uses will be principally defined by rural and suburban type residential single-family detached housing. Higher density single-family attached housing (i.e., duplexes, townhouses) and multi-family housing will be located at transitional areas bordering higher order major thoroughfares and non-residential development areas.

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

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

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

Source: Half Associates, Inc.

**CHAPTER 5 GOALS:**

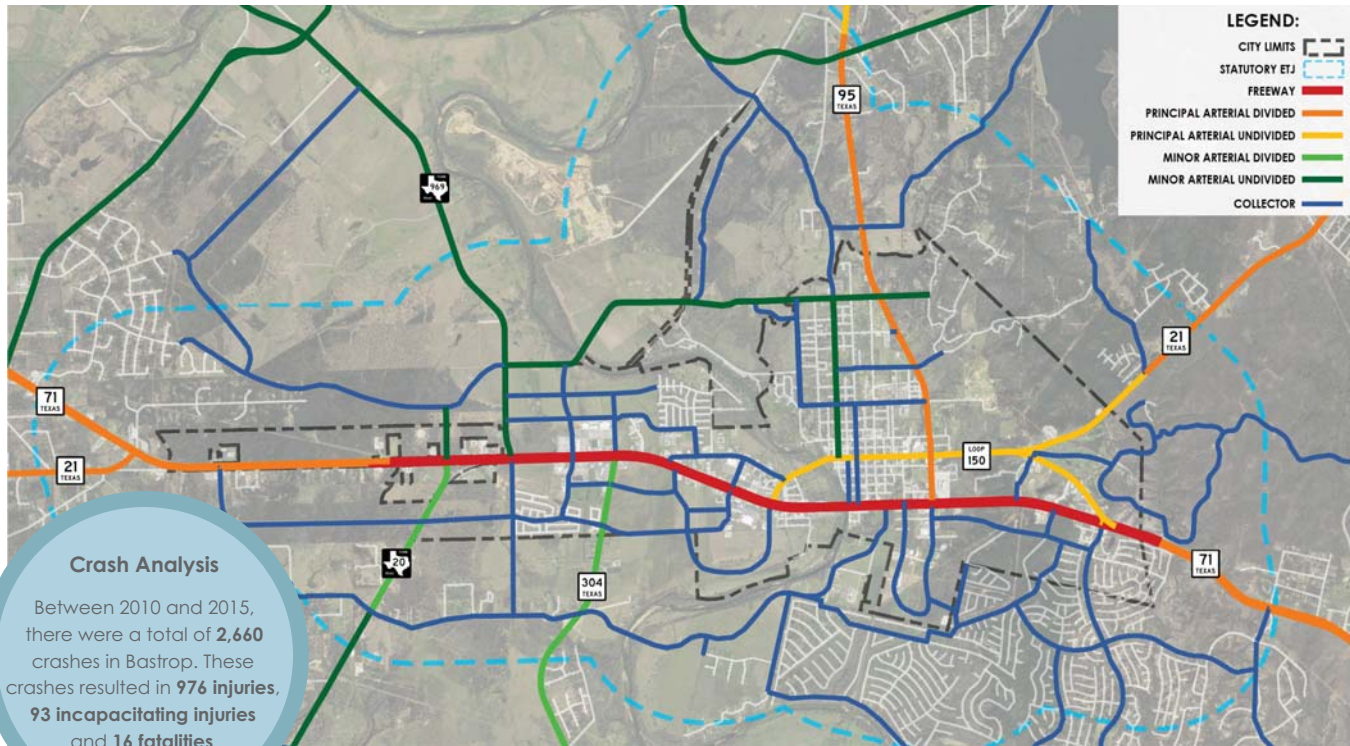
**GOAL 5.1: UTILIZE THE FUTURE LAND USE PLAN TO GUIDE DECISIONS REGARDING PROPOSED DEVELOPMENT AND REDEVELOPMENT ACTIVITIES IN BASTROP AND THE CITY'S ETJ.**

**GOAL 5.2: ENHANCE COMMUNITY CHARACTER AND DESIGN THROUGH THE AMENDMENT OF CITY LAND DEVELOPMENT REGULATIONS AND PROJECTS TO IMPROVE THE FUNCTION AND AESTHETICS OF PUBLIC PROPERTIES.**



## 6. TRANSPORTATION

**Chapter 6** of the Bastrop Comprehensive Plan is designed to support the growth and land use vision discussed in prior chapters. It presents a series of policies, programs, and initiatives to guide the City in providing its citizens with a high quality transportation network based on comfort, sense of safety, and quality of place. The chapter includes Bastrop’s Major Thoroughfare Map which identifies the location of the City’s existing and future major thoroughfares and reflects the recommendations of the complimentary Bastrop Transportation Master Plan.



**CHAPTER 6 GOALS:**

- GOAL 6.1: MANAGE TRAFFIC CONGESTION AND IMPROVE SYSTEM RELIABILITY.
- GOAL 6.2: ENHANCE TRANSPORTATION SYSTEM CONNECTIVITY.
- GOAL 6.3: PRESERVE AND MAINTAIN EXISTING TRANSPORTATION ASSETS.
- GOAL 6.4: IMPROVE THE SAFETY OF THE BASTROP TRANSPORTATION SYSTEM FOR ALL USERS.
- GOAL 6.5: IMPROVE ACTIVE TRANSPORTATION OPTIONS.
- GOAL 6.6: EXPAND AND ENHANCE TRANSIT SERVICES WITHIN BASTROP AND TO KEY REGIONAL DESTINATIONS.
- GOAL 6.7: ENHANCE MULTI-MODAL FREIGHT CAPACITY
- GOAL 6.8: BUILD A NETWORK OF COMPLETE STREETS AND PRESERVE QUALITY OF PLACE.
- GOAL 6.9: SUPPORT THE LAND USE, ECONOMIC DEVELOPMENT AND URBAN DESIGN GOALS OF THE COMPREHENSIVE PLAN.

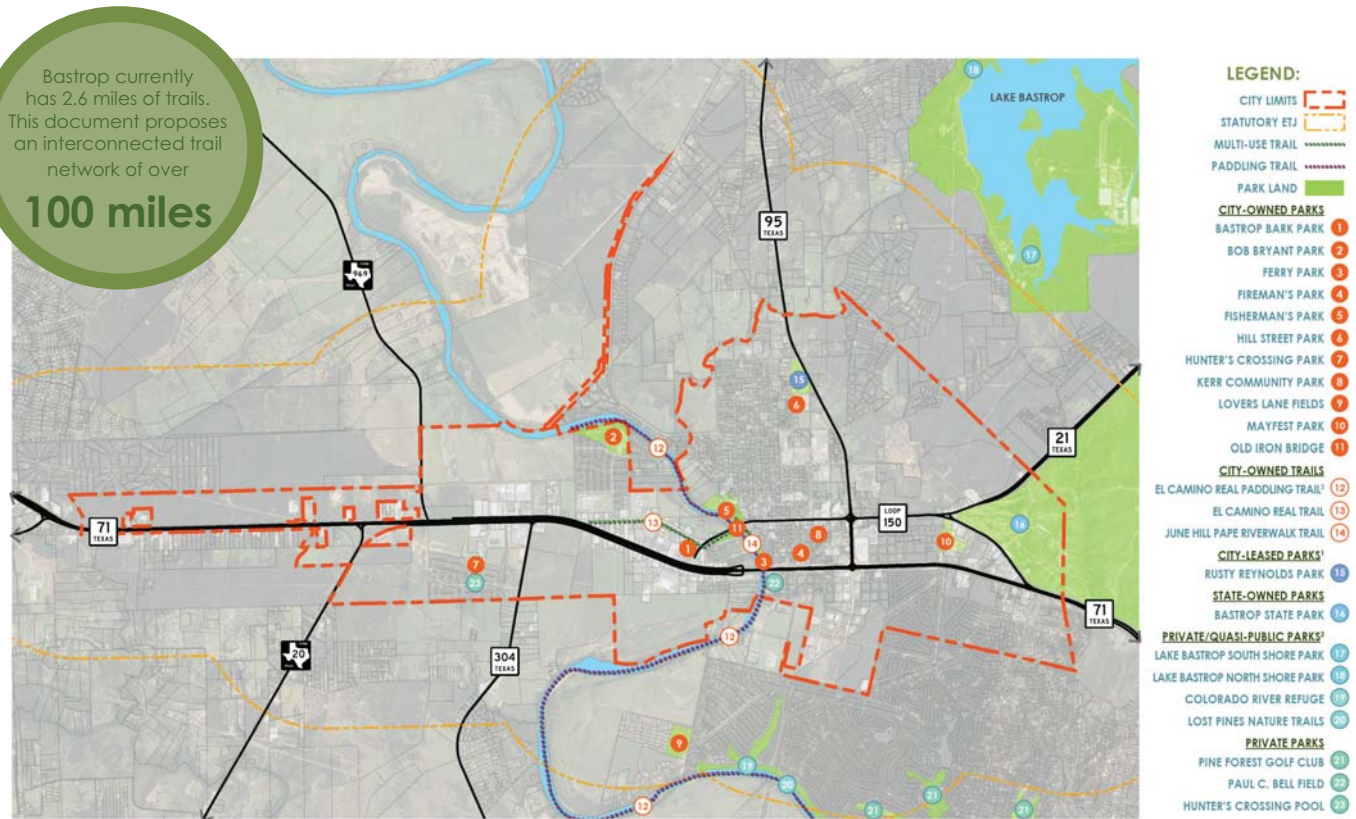




## 7. PARKS AND RECREATION

**Chapter 7** of the Bastrop Comprehensive Plan reviews the City's recent park planning and implementation efforts to ensure consistency with public input received during the comprehensive planning process. The chapter aligns community park and recreation needs with applicable sections of other chapters in this plan; and, considers methods and partnerships by which the City's parks and recreation system can meet these needs as the City grows.

When compared to basic public services such as the provision of water, sewer, streets, and storm drainage, the condition and availability of public parks and recreational programs is typically viewed as a service that is not essential to public health and welfare. Parks however do provide many essential benefits. The quality of life measures embodied by a well-managed public parks system is a barometer of community health which can influence the City's competitiveness for private investment and growth.



### CHAPTER 7 GOALS:

**GOAL 7.1: PROVIDE A SUFFICIENT AMOUNT OF PUBLIC PARK LAND AND OPEN SPACE FOR CURRENT AND FUTURE RESIDENTS.**

**GOAL 7.2: ADDRESS CURRENT AND FUTURE RECREATION NEEDS THROUGH THE PROVISION AND MAINTENANCE OF INDOOR AND OUTDOOR RECREATIONAL FACILITIES.**

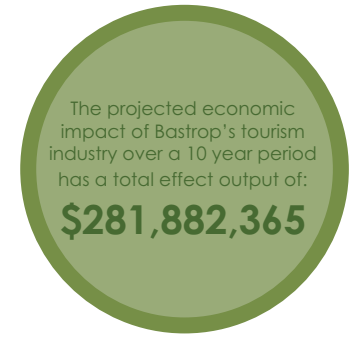
**GOAL 7.3: MEET FUTURE RECREATIONAL DEMAND THROUGH ADJUSTMENTS TO THE CITY'S OPERATIONAL CAPACITY.**

**GOAL 7.4: ENSURE THAT RESIDENTS HAVE ACCESS TO RECREATIONAL OPPORTUNITIES THROUGH THE EQUITABLE DISTRIBUTION OF PARK LAND AND OPEN SPACE.**



## 8. CULTURAL ARTS AND TOURISM

With a substantial inventory of historic properties and resources, and a burgeoning cultural arts scene, Bastrop has invested significant energy to position itself as a regional tourism destination. The City's inventory of attractions, events, and exhibition space continues to grow as it creates a 'critical mass' of tourism assets.



**Chapter 8** of the Bastrop Comprehensive Plan reviews Bastrop's cultural arts and tourism assets, and associated economic development initiatives. It includes operational and programmatic recommendations to increase the City's regional tourism draw.

CHAPTER 8 GOALS:
GOAL 8.1: LEVERAGE EXISTING DOWNTOWN ASSETS TO SPUR ADDITIONAL BUSINESS ACTIVITY.
GOAL 8.2: DIVERSIFY SUPPLY CHAIN OF NATURAL ASSETS.
GOAL 8.3: BOLSTER FAMILY AND HERITAGE TOURISM ASSETS.
GOAL 8.4: CREATE A LONG-TERM STRATEGY FOR PLACEMENT OF VISUAL AND PERFORMING ARTS ASSETS.
GOAL 8.5: STRENGTHEN BASTROP'S BRAND THROUGHOUT THE REGION AND THE REST OF THE COUNTRY.
GOAL 8.6: ADJUST CITY ORDINANCES TO ACCOMMODATE ARTS, ENTERTAINMENT, AND RECREATION USES; AND, TO MANAGE THEIR IMPACTS ON THE COMMUNITY.
GOAL 8.7: IMPROVE LOCAL MOBILITY TO ENCOURAGE HIGHER LEVELS OF TOURISM.



## 9. IMPLEMENTATION

The success of the Bastrop Comprehensive Plan will be measured through the community's commitment to implementation. Utilizing the Bastrop Comprehensive Plan on a frequent basis for policy, planning, regulatory, and capital decisions will lead to its commonplace acceptance and reference.

It is through the process of implementation that actions are translated into specific policies, operational changes, financial investments (e.g., capital improvements), further studies, and new regulation. Containing almost 300 individual actions throughout its nine (9) chapters, implementation of the Bastrop Comprehensive Plan requires a clear short-term work program.

**Chapter 9, Implementation**, identifies high priority objectives and actions for which near-term action is recommended (while not detracting from the importance of other actions listed throughout this Plan). To promote sustained implementation of the Bastrop Comprehensive Plan, this chapter also includes formalized procedures for the ongoing plan monitoring, amendments, and updates.

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# BASTROP COMPREHENSIVE PLAN

Prepared for

**CITY OF BASTROP, TEXAS**

by

**HALFF ASSOCIATES, INC.**



in association with



and



and



For more information, please contact:

**1311 CHESTNUT ST.  
BASTROP, TEXAS 78602  
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# 1. PLANNING CONTEXT AND VISION





## CHAPTER ONE

# PLANNING CONTEXT AND VISION

The City of Bastrop, Texas, is a community experiencing demonstrable change. Recent and dramatic natural events, and steady demographic shifts, have reminded city officials that they have a role in pro-actively anticipating both the expected, and unexpected. Bastrop requires a new plan.

The decision by City of Bastrop officials to engage in a comprehensive planning process reveals a degree of selflessness not always found among community leadership. The process itself invites constructive criticism - for the purpose of community betterment. Bastrop's comprehensive planning process has been structured to link three (3) key attributes: **potential**, **initiative**, and **consensus**.

- **Potential.** All communities have resources that can be leveraged into opportunity. There exist elements that can be modified or improved to enhance citizen quality of life.
- **Initiative.** Leadership must exercise a willingness to change to improve the community's economic, social, and environmental vitality.
- **Consensus.** Candor and humility must be employed in equal amounts to ensure that a community plan reflects citizen feedback.

Bastrop's comprehensive planning process combines these three key attributes. It is an **initiative** of the City of Bastrop to quantify and leverage the community's **potential** through the **consensus** of community input.



The steel truss bridge to downtown Bastrop over the Colorado River was built in 1923 and now serves as a pedestrian walkway.



## PURPOSE

### WHAT IS A COMPREHENSIVE PLAN?

Comprehensive planning is an all-inclusive approach to addressing a community's future growth and change. The final product of the comprehensive planning process is a document - which is official in nature - used as a policy guide regarding community development and enhancement.

Comprehensive plans are sometimes referred to as land-use plans, because they often deal with the types of land uses, and forms of development, that should occur in a community. Comprehensive plans are prepared to address a range of compatibility issues between various uses of land, such as the management of parks and the preservation of natural resources, identification and preservation of historically significant land and/or structures, and adequate planning for infrastructure needs. In other instances, comprehensive plans are utilized to address issues related to schools, transportation, housing, and public facilities

### PLANNING AUTHORITY

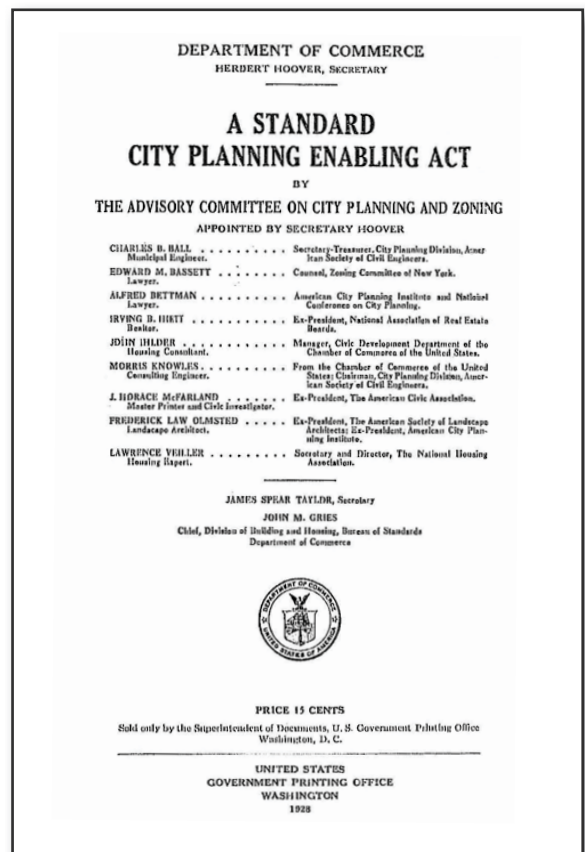
#### COMPREHENSIVE PLANNING ORIGINS

Comprehensive plans and planning processes - although adapted to address the particular issues, needs and attitudes of participating communities - have changed little since the United States Department of Commerce published A Standard City Planning Enabling Act (SCPEA) in 1928. Although not a binding document, the SCPEA provided guidance for local governments on how to establish a planning commission and develop a "master plan" for the community.

In addition to authorizing the preparation of a community-wide master plan, the SCPEA further established the master plan's authority over land use and zoning. Much adaptation has occurred since the 1928 publication of SCPEA, but the contents of Bastrop's comprehensive plan illustrate a consistency with the historic intent of comprehensive planning.

#### COMPREHENSIVE PLANNING IN TEXAS

Municipalities in Texas are not mandated to prepare and maintain local comprehensive or master plans. Still, Section 213 of the Texas Local Government Code states that, "The



Community comprehensive plans continue to be influenced by the framework of the Standard City Planning Enabling Act of 1928 (above).

governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality.” The Code also cites basic reasons for long-range, community planning by stating that, “The powers granted under this chapter are for the purposes of promoting sound development of municipalities and promoting public health, safety and welfare.”

The Local Government Code also gives Texas municipalities the freedom to “define the content and design” of their plans, although basic components are recommended for communities engaging in comprehensive planning. Section 213 suggests that a master plan may:

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

Even given these parameters, it is not unusual for communities that are engaged in the comprehensive planning process to incorporate a “comprehensive” list of defined topics to develop an integrated work program. Examples of stand-alone comprehensive plan topics have included, but not been limited to, the following: population, housing, economic development, hazard mitigation, natural resources, environmental management, cultural resources, community facilities, transportation, land use, and more.

## USE OF THIS PLAN

It is important to distinguish between the function of a comprehensive plan relative to a community’s development regulations, such as its zoning ordinance and subdivision regulations. The comprehensive plan establishes an overall policy for future land use, roads, utilities infrastructure, and other aspects of community growth. It will be up to City officials to use allowable regulatory authorities outlined within the City’s zoning ordinance, official zoning district map, and subdivision regulations to regulate specific land uses, the layout of new streets and utilities infrastructure, and building and site development standards. The comprehensive plan’s policy decisions will also be carried out through:

- *Targeted programs and expenditures prioritized through the City’s annual budget process, including routine, but essential functions such as permitting and facility maintenance;*
- *Major public improvements and land acquisitions financed through the City’s capital improvements program and related bond initiatives;*
- *New and amended City ordinances and regulations closely linked to plan objectives (and associated review and approval procedures in the case of land development, subdivisions, and zoning matters);*
- *Departmental work plans and staffing in key areas;*
- *Support for ongoing planning and studies that will further clarify needs and strategies,*
- *The pursuit of external grant funding to supplement local budgets and/or expedite certain projects;*



- *Initiatives pursued in conjunction with other public and private partners to leverage resources and achieve successes neither could accomplish alone.*

Despite these many avenues for action, a comprehensive plan should not be considered a “cure all” for every tough problem a community faces. On the one hand, such plans tend to focus on the responsibilities of City government in the physical planning arena, where cities normally have a more direct and extensive role (in contrast to other areas that residents value, such as education, social services, arts and culture). Of necessity, comprehensive plans - as vision and policy documents - also must remain relatively general and conceptual. The resulting plan may not touch on every challenge before the community, but it is meant to set a tone and motivate concerted efforts to move the community forward in coming years.

## PLAN ORGANIZATION

### PLANNING AREA

The geographic scope of the Bastrop Comprehensive Plan includes the municipal area of Bastrop, as well as the City's current extraterritorial jurisdiction (ETJ). Bastrop's ETJ area includes both the statutory ETJ boundary extending one (1) mile from the city limits, as well as a voluntary ETJ area that was approved by City Council on June 20, 1985.

Although the city of Bastrop is comprised of only 11 square miles, the geographic scope of this Plan includes an area of over 160 total square miles – due largely to the shape and size of the ETJ. A map of the planning area can be found on page 1-7.



The Bastrop Comprehensive Plan considers how the growth of Bastrop and Austin will impact rural areas of the surrounding county.



## BASTROP COMPREHENSIVE PLAN ELEMENTS

The Bastrop Comprehensive Plan is comprised of nine (9) chapters. Each chapter is arranged according to key themes, and outlines specific issues that must be addressed in order to achieve the future envisioned by community leaders and residents. Despite the fact that each chapter is topic-specific, all inherently overlap and are compiled to cross-reference one another.



**1. PLANNING CONTEXT AND VISION.** Sets the context for Bastrop's long-range growth and development by presenting the purpose and function of the Comprehensive Plan, documenting community participation, and providing a community vision.



**2. GROWTH, ANNEXATION, AND INFRASTRUCTURE.** Identifies preferred community growth policies, and evaluates Bastrop's ability to accommodate new development and/or redevelopment with existing and planned utility infrastructure and services.



**3. PUBLIC FACILITIES.** Anticipates public facility space needs and priorities based on staffing and demands. Utilizes population growth projections to "right size" City resources in accordance with anticipated community needs.



**4. HOUSING AND NEIGHBORHOODS.** Assesses the local housing market and the condition of City neighborhoods; and, evaluates city ordinances and regulations, and their impact on housing development, community form, and land use compatibility.



**5. LAND USE AND URBAN DESIGN.** Evaluates current land uses, development, and community image; and, proposes the form and function that future land uses should take throughout the City's various districts, corridors, and neighborhoods. A key component of the chapter is the Future Land Use Program.



**6. TRANSPORTATION.** Relates the companion Bastrop Transportation Master Plan to the other Comprehensive Plan chapters to ensure that the implementation of transportation network and facility recommendations is context sensitive and weighed with other community needs. A shared component of both documents is the Major Thoroughfare Program.



**7. PARKS AND RECREATION.** Evaluates the City's current park facilities and recreational opportunities, and identifies preferred short-term investments, as well as long-term needs to account for anticipated growth.



**8. CULTURAL ARTS AND TOURISM.** Suggests methods to diversify and develop the City's tourism economy, with emphasis on facilities and programs that enhance the quality of life for full-time residents of the City.



**9. IMPLEMENTATION.** Identifies the organizational structure and methods by which Comprehensive Plan policies and recommendations will be implemented, and how the document will be administered and maintained.

### BASTROP TRANSPORTATION MASTER PLAN

The Bastrop Transportation Master Plan (TMP) is a companion report to the Bastrop Comprehensive Plan. It is an independent document, but its public engagement process, schedule, and management was integrated within the overall comprehensive planning process. Chapter 6, Transportation, of the Bastrop Comprehensive Plan provides a summary of TMP recommendations and relates them to the other chapters of the Plan. TMP recommendations are also incorporated into Chapter 9, Implementation, of the Plan. Please see the TMP for detailed transportation modeling, analysis, and recommendations.





## COMMUNITY PROFILE

The City of Bastrop is among the oldest towns in Texas, and has a rich history spanning centuries. While an appreciation for this community heritage is necessary, it is critical to analyze recent events and current data to better understand community needs. The Community Profile section of the Bastrop Comprehensive Plan (pages 6 through 11) evaluates current City socioeconomic and demographic data, to identify defining community characteristics and trends. The Community Profile compares standard city population, housing and economic data to the State of Texas, the Austin-Round Rock Metropolitan Statistical Area (MSA), and Bastrop County to provide context .



*Bastrop boasts a high volume of historic properties, and has assumed a relevant position in the history of Texas.*

### BASTROP HISTORICAL HIGHLIGHTS (1832 - 2015)

**1832** Bastrop is established by Jose Miguel de Arciniega, the Commissioner of the Spanish colony.

**1839** Bastrop finishes second in the competition to become the capital of the Republic of Texas.

**1845** Bastrop, along with the rest of Texas, joins the United States as the 28th state.

**1853** The Bastrop Advertiser begins publishing their weekly newsletter, and is still in business today.

**1862** A fire destroys Bastrop's business district and a flood forces the town to evacuate in **1869**.

**1870** Railroad reaches Bastrop County, encouraging growth in the area.

**1889** The Bastrop Opera House is built, creating a cultural and social center for the area.

**1890** The wrought iron bridge across the Colorado River is constructed.

**1900** The Bastrop Public Library is established.

**1910** Lignite extraction begins in the Bastrop area and becomes the area's predominant industry through 1940.

**1914** The Kerr Community Center is built as a social center for Bastrop's black community. The Kerr Center is still in use to this day.

**1920s** Oil drilling begins in the area and Bastrop experiences a revival in the timber industry. One mill in Bastrop produces 30 million board feet of lumber each year.

**World War II** The population of Bastrop rises to 5,000 due to the establishment of Camp Swift, but slowly declines to 3,176 by the end of the decade due to the gradual closure of the camp.

**1950** The Bastrop Youth Organization begins using the old Opera House as a teenage activity center called Teen Tower.

**1978** Bastrop is designated as the first Texas Historic and Architectural Multiple Resource Area in the National Register of Historic Places

**1980s** Austin's growth affects the City of Bastrop with a commuter population, suburban developments, increased traffic, rising land values, and pollution in the Colorado river due to sewage.

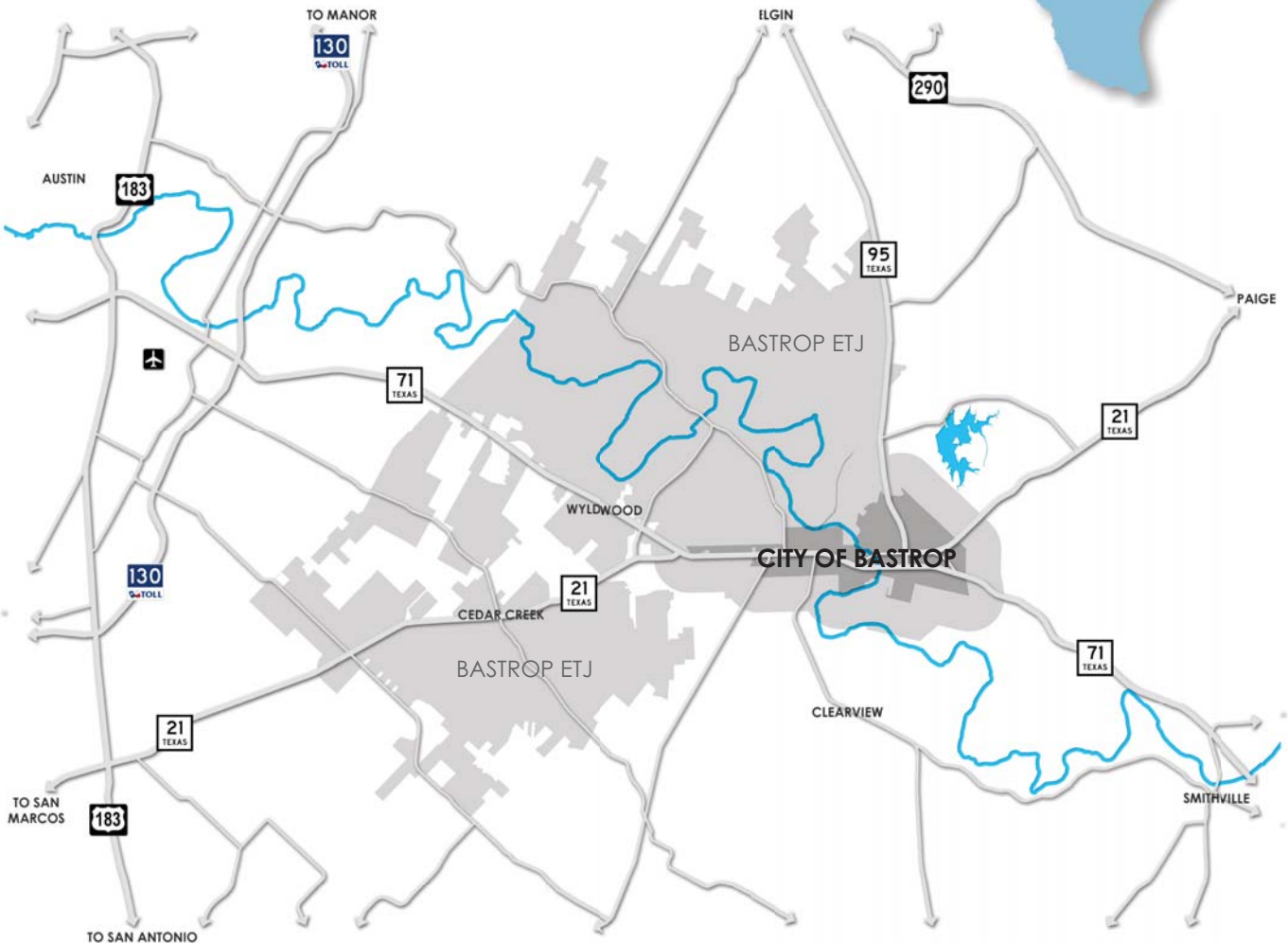
**1999** Bergstrom Airforce Base is converted into Austin-Bergstrom International Airport. Only 20 minutes from Downtown Bastrop, the airport brings growth and activity to the City.

**2011** The Bastrop County Complex Fire burns 34,356 acres, destroys 1,673 homes, and causes \$325 million in damages. The fire damages Bastrop State Park, Lost Pines Forest, and residential areas.

## SETTING

The City of Bastrop is located on the banks of the Colorado River, situated at the junction of State Highways 71, 21, and 95. Bastrop is the administrative seat of Bastrop County, and is known as the “Heart of the Lost Pines” due to its location in a narrow band of loblolly pine forest that is nearly a hundred miles further west than the Piney Woods of East Texas. The City’s closest interstate connections are Interstate 35 (approximately 30 miles to the west) and Interstate 10 (approximately 50 miles to the South). Nonetheless, Bastrop’s economy is increasingly intertwined with that of metropolitan Austin, and the City is growing in a manner that is characteristic of historically rural communities being absorbed into expanding urban and suburban population centers.

Bastrop’s current land area is only a fraction of the size of its extraterritorial jurisdiction (ETJ). Area development patterns are increasingly influenced by Austin’s proximity and growth.





## COMMUNITY PROFILE, SOCIAL CHARACTERISTICS

### HISTORIC POPULATION

Population growth in Bastrop and Bastrop County has been inconsistent over the last century. **Figure 1.1** shows that the City experienced a 60.7 percent population increase between 1940 and 1950 through the establishment of Camp Swift. The closure of the camp however - combined with the closure of area coal mines and reductions in lumbering operations caused Bastrop's population to decrease by 5.5 percent in the decade to follow. Bastrop has experienced sustained growth since 1990 as development along the Highway 71 corridor to Austin began to increase. There is little indication that this growth trend will slow or reverse in the coming decade.

**FIGURE 1.1. HISTORIC POPULATION<sup>1</sup>**

YEAR	CITY OF BASTROP	BASTROP COUNTY	AUSTIN-ROUND ROCK MSA	TEXAS
1940	1,976	21,610	-	6,414,824
1950	3,176	19,622	-	7,711,194
1960	3,001	16,925	-	9,579,677
1970	3,172	17,297	398,938	11,196,730
1980	3,789	24,726	585,051	14,229,191
1990	4,044	38,263	846,227	16,986,510
2000	6,308	57,725	1,249,763	20,851,820
2010	7,218	74,171	1,716,289	25,145,561

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey & Texas A&M Real Estate Center

### RACE AND ETHNICITY

**Figure 1.2** (right) illustrates that Bastrop's racial mix is largely consistent with that of the State of Texas, the Austin-Round Rock Metropolitan Statistical Area (MSA), and Bastrop County - with over 80 percent of residents identifying as white. In contrast, **Figure 1.3** (below) indicates that 21.3 percent of Bastrop's population is of Hispanic or Latino descent - lower than that of Bastrop's comparison areas. The concentration of citizens identifying as Hispanic or Latino in Bastrop grew between 2000 and 2010 by 6.6 percent.

**FIGURE 1.2. RACE OR ETHNICITY<sup>1</sup>**

RACE	CITY OF BASTROP	BASTROP COUNTY	AUSTIN-ROUND ROCK MSA	TEXAS
White	81.1%	84.1%	77.1%	74.4%
Black or African American	12.8%	7.9%	7.3%	11.8%
American Indian & Alaska Native	1.2%	1.0%	0.5%	0.5%
Asian	0.6%	0.8%	4.9%	4.0%
Native Hawaiian & Other Pacific Islander	0.0%	0.0%	0.1%	0.1%
Other	2.6%	4.7%	7.3%	6.9%
Two or More Races	1.8%	1.5%	2.8%	2.3%

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

**FIGURE 1.3. HISPANIC OR LATINO DESCENT<sup>1</sup>**

ETHNICITY	CITY OF BASTROP	BASTROP COUNTY	AUSTIN-ROUND ROCK MSA	TEXAS
Hispanic or Latino Descent	21.3%	33.2%	31.5%	37.9%

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

### MEDIAN AGE AND AVERAGE HOUSEHOLD SIZE

**Figure 1.4** (right) indicates that Bastrop's median age of 41.1 is much higher than the median age of both the state of Texas and the Austin-Round Rock MSA. The average number of persons per household in Bastrop is 2.54 - lower than the average of all three comparison areas. Although Bastrop's median age is higher than other communities, growth between 2000 and 2010 suggests that Bastrop's household size is gradually increasing while its median age is decreasing.

**FIGURE 1.4. MEDIAN AGE & HOUSEHOLD SIZE<sup>1</sup>**

AREA	AGE	AVERAGE HOUSEHOLD SIZE
City of Bastrop	41.1	2.54
Bastrop County	38.3	2.85
Austin-Round Rock MSA	33.0	2.64
Texas	33.8	2.82

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

<sup>1</sup> U.S. Census Bureau American Community Survey data was used to compare the City of Bastrop to progressively larger geographic areas of which it is a part.



### HOUSEHOLD INCOME

The median household income of Bastrop residents is \$48,486 dollars - roughly equivalent to that of the State of Texas and Bastrop County. **Figure 1.5** (right) also indicates however, that Bastrop's median household income is at least 20 percent lower than that of the Austin-Round Rock MSA. Although sustained growth in the City may bring increases in household incomes, such wealth can be mitigated by rising housing values.

**FIGURE 1.5. MEDIAN INCOME<sup>1</sup>**



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

### POVERTY

As indicated in **Figure 1.6** (right), the percentage of Bastrop residents below the poverty level (9.1 percent) is substantially less than in larger comparison geographies. As suburban growth continues in Bastrop, poverty rates as part of the overall population will likely decrease; although, growth may not directly impact the raw number of the community's residents that subsist at or below the poverty level.

**FIGURE 1.6. POVERTY<sup>1</sup>**

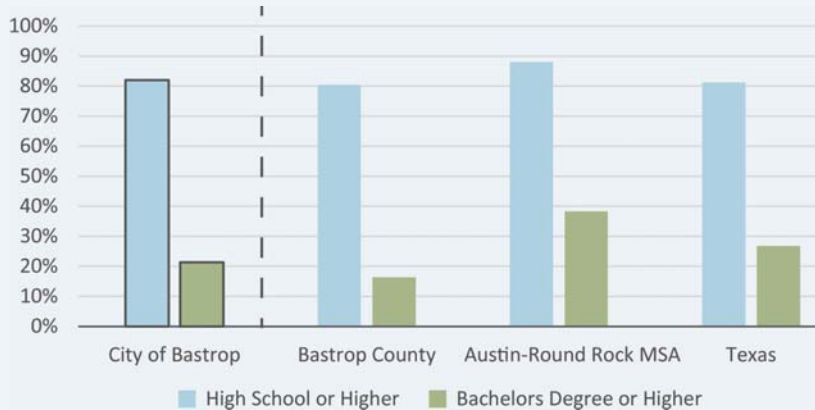


Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

### EDUCATIONAL ATTAINMENT

Although slightly lower than the Austin-Round Rock MSA, **Figure 1.7** (right) shows that high school graduation rates of Bastrop residents is consistent with the State of Texas and Bastrop County. The percentage of Bastrop citizens with a bachelor's degree or higher is lower than statewide or MSA residents, but higher than county residents. The percentage of Bastrop's citizens with at least a high school degree has increased since 2000 but it's percentage of residents with a bachelor's degree or higher has decreased.

**FIGURE 1.7. EDUCATIONAL ATTAINMENT<sup>1</sup>**



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

<sup>1</sup> U.S. Census Bureau American Community Survey data was used to compare the City of Bastrop to progressively larger geographic areas of which it is a part.





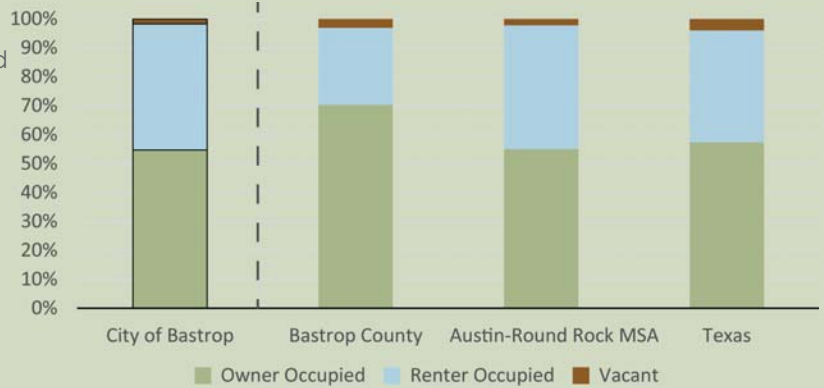
## COMMUNITY PROFILE, HOUSING CHARACTERISTICS

### HOUSING TENURE

With 54.7 percent of the City's housing units being owner-occupied, housing tenure in Bastrop is comparable to the State of Texas and the Austin-Round Rock MSA. Bastrop contains the lowest percentage of vacant housing units (only 1.7 percent) of the four comparison areas evaluated in the demographic profile.

The owner occupied and renter occupied categories included in **Figure 1.8** (right) include vacancies that are expected to be unoccupied for only a short time (recently vacated apartments currently available for rent, and homes for sale/homes recently sold). The figure suggests that only 2.3 percent of owner-occupied units in Bastrop are unoccupied but still for sale, whereas nearly 16 percent of rental units are vacant - substantially higher than what is considered a "healthy" rental vacancy.

FIGURE 1.8. HOUSING TENURE<sup>1</sup>

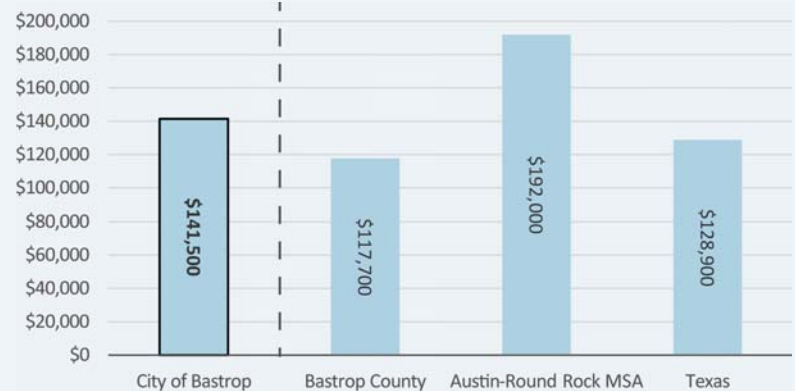


Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

### MEDIAN HOME VALUE

With an influx of newer housing stock, Bastrop's median home value (\$141,500 dollars) is higher than both the State of Texas (\$128,900 dollars) and Bastrop County (\$117,700 dollars). **Figure 1.9** (right) indicates that Bastrop's housing values remain substantially lower than the Austin-Round Rock MSA median value (\$192,000 dollars). Roughly 30 percent of Bastrop's housing stock has been built since 2000.

FIGURE 1.9. MEDIAN HOME VALUE<sup>1</sup>

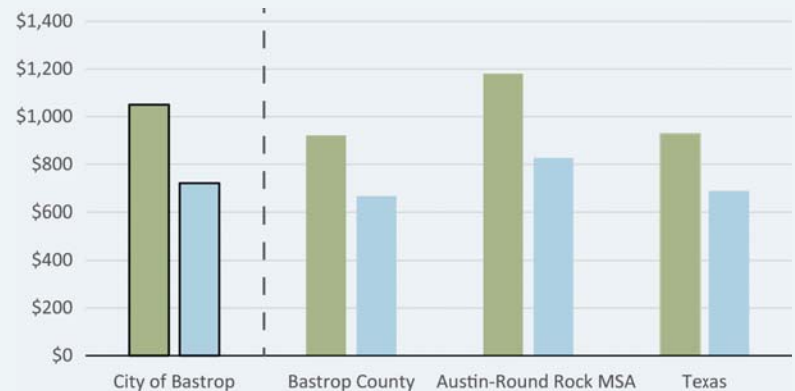


Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

### HOUSING COSTS

**Figure 1.10** (right) indicates that the median monthly housing costs and rents in Bastrop are higher than the State of Texas and Bastrop County, but substantially lower than the Austin-Round Rock MSA. While Bastrop's growing housing market may remain more affordable than the MSA in the near future, residents may be impacted by increased transportation costs.

FIGURE 1.10. HOUSING COST<sup>1</sup>



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

#### MEASURES OF HOUSING COST

Housing costs have traditionally been measured by calculating mortgages, rents, and associated utilities. The most common measure - referred to by the U.S. Dept. of Housing and Urban Development as cost-burdened households is defined as when the combined monthly cost of mortgage, rent and utilities exceeds 30% of the monthly household income. Given the dispersed nature of many American communities, demographers recognize the relationship between housing choice and transportation costs. New affordability indexes are now measuring the costs of commuting as a part of the overall costs of living. See Chapter 4, Housing & Neighborhoods for more information.

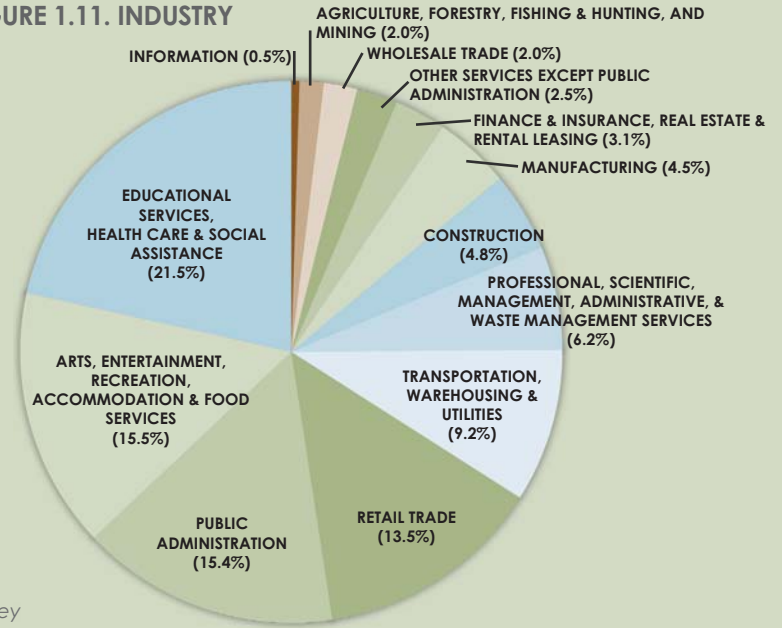
<sup>1</sup> U.S. Census Bureau American Community Survey data was used to compare the City of Bastrop to progressively larger geographic areas of which it is a part.

## COMMUNITY PROFILE, ECONOMIC CHARACTERISTICS

### INDUSTRY

**Figure 1.11** identifies the industry sectors within which Bastrop residents are employed. The “educational services, and health care and social assistance” sector employs the greatest percentage of Bastrop residents (21.5 percent). The “arts, entertainment, recreation and accommodation, and food services” sector is the second largest industry sector employing Bastrop residents at 15.5 percent, followed closely by public administration (15.4 percent) and retail trade (13.5 percent). Heavy employment in service industries reflects Bastrop’s importance as a regional center, and the location of most of the County’s institutional and retail land uses.

**FIGURE 1.11. INDUSTRY**

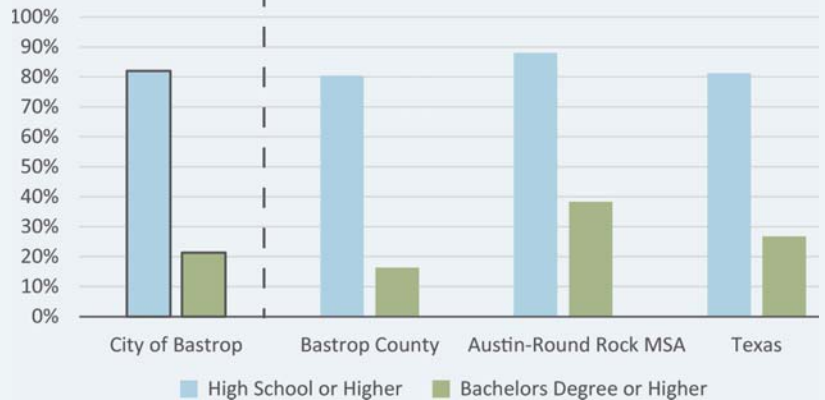


Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

### UNEMPLOYMENT

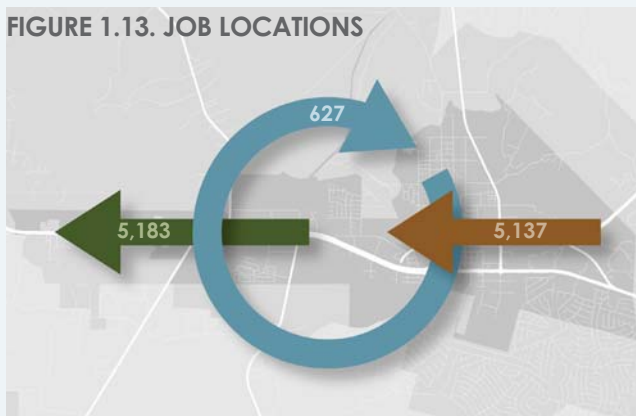
**Figure 1.12** (right) indicates that in 2013 Bastrop’s unemployment rate was 8.9 percent. Unemployment rates consider only those individuals aged 16 years and older that are currently employed or actively seeking employment. While the City’s unemployment rate was lower than Bastrop County, it was higher than in both the Austin-Round Rock MSA and the State of Texas.

**FIGURE 1.12. UNEMPLOYMENT<sup>1</sup>**



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

**FIGURE 1.13. JOB LOCATIONS**



Source: U.S. Census Bureau, OnTheMap

### JOB LOCATION

Commercial and industrial growth appears to have kept pace with residential growth in Bastrop. **Figure 1.13** (left) suggests that in 2013, 627 people both live in and are employed in Bastrop, 5,137 people live outside of Bastrop and work within city limits, and 5,183 people live within city limits but work outside of Bastrop. The roughly proportional influx and export of labor shows a rough balance between City residents that are commuting to Austin to work, and County residents who work at the City’s various service and government sector employers.

<sup>1</sup> U.S. Census Bureau American Community Survey data was used to compare the City of Bastrop to progressively larger geographic areas of which it is a part.



## PLANNING PROCESS

### PRIOR PLANNING EFFORTS

The City of Bastrop adopted the Bastrop Comprehensive Plan (2000-2020) in May of 2001. The document included a total of 54 goal statements, as well as associated objectives, action statements, and policies – all geared toward enhancing the quality of life of Bastrop’s current and future citizens. This document - as well as other community studies - was an essential reference in preparing this Plan.

15 years have passed since Bastrop adopted their first comprehensive plan in 2001, and much has changed. While a comprehensive plan is designed to provide a community with a long-term growth and development vision, its applicability can decrease after only a few years as physical conditions are altered. Periodic review and amendment of the Plan is necessary for it to remain relevant. Likewise, public interest in the Plan can quickly wane if the document does not include a measurable short-term work program by which plan implementation can be affirmed and are tangible.

### ADMINISTRATION AND OVERSIGHT

In exercising its statutory authority to prepare a comprehensive plan, Bastrop City officials determined to administer a robust planning process. The resulting Bastrop comprehensive planning process was subsequently supported by the active participation of City staff, and elected and appointed official alike. An appointed Comprehensive Plan Steering Committee ensured an ongoing layer of public oversight in the planning process which augmented the City’s attempts to solicit public participation.

### CITY OF BASTROP

#### CITY STAFF

Daily administration of the Bastrop comprehensive planning process was the responsibility of the City’s Planning and Development Department. The department served as a “clearinghouse” for information on Plan events and interim Plan deliverables. All other City departments provided data and documentation necessary to compile the Plan. Staff representatives were available for interviews and meetings regarding topics that related to the responsibilities of individual departments.

Bastrop City staff assumed an active role in coordinating the public engagement process, and in ensuring that events and activities were accessible and well-advertised. Attendance at public open houses and public hearings – as well as survey participation – was promoted through press releases, social media, and e-mail.

#### ELECTED AND APPOINTED OFFICIALS

In accordance with its authority under the Bastrop Code of Ordinances (Exhibit A, § 8.5), the Bastrop Planning and Zoning Commission reviewed Plan recommendations, and advised City Council on final Plan adoption. The Planning and Zoning Commission’s recommendation was conveyed to the City Council following an advertised joint public hearing.

During the comprehensive planning process, the Bastrop City Council was provided with interim updates on the status of the project. City Council exercised its authority to adopt the Bastrop Comprehensive Plan (2016-2036) on [\(DATE\)](#).

## COMPREHENSIVE PLAN STEERING COMMITTEE

The Bastrop Comprehensive Plan was prepared under the close supervision of a Comprehensive Plan Steering Committee (CPSC). The CPSC was comprised of acknowledged community leaders appointed by City Council to provide Plan oversight. The stakeholder groups represented by the CPSC included: residents, business and property owners, public officials, representatives from the development community, and neighborhood and community organizations. Representatives of the City Council, and the Planning and Zoning Commission were included in the CPSC.

The CPSC was charged with convening a series of meetings throughout the planning process to review individual plan elements and facilitate discussion and debate on all plan concepts, policy recommendations, and proposed action items. CPSC meetings included:

- **July 22, 2015.** Project kick-off meeting.
- **October 5, 2015.** Introductory document review, plan visioning, growth scenarios.
- **November 20, 2015.** Community growth and public facilities.
- **March 30, 2016.** Public facilities, and housing and neighborhoods.
- **July 13, 2016.** Land use and community image.
- **August 24, 2016.** Transportation.
- **September 12, 2016.** Parks and recreation, cultural arts and tourism, and implementation program.
- **October 10, 2016.** Implementation program.
- **November 10, 2016.** Implementation program.



Activities at the first Master Plan Steering Committee meeting.

In addition to its Plan review responsibilities, the CPSC was an important community liaison. Individual CPSC members actively promoted the planning process, assisted in boosting event attendance, and helped to disseminate information on findings and recommendations.

## PUBLIC ENGAGEMENT

The utility of a comprehensive plan is greatly inhibited if the public officials that are charged with adopting, referencing, monitoring, and implementing it have not





“accepted” it. “Acceptance” of the Bastrop Comprehensive Plan (2016-2036) does not refer to the official action of Plan adoption. Rather, Plan acceptance is a personal choice – one whereby an individual has determined that the Plan is, **A)** Truly representative of public opinion; and, **B)** Is thereby an essential guide to their decision making process.

To foster long term Plan acceptance by Bastrop’s elected and appointed officials, the Bastrop Comprehensive Plan (2016-2036) employed a robust public input process. The City made substantial effort to ensure that residents, property owners, business owners, and other beneficiaries of Bastrop’s services and amenities were given a voice in shaping the City’s future growth and development program.

**STAKEHOLDER MEETINGS**

The Bastrop Comprehensive Plan public engagement process began with a series of 11 “kick-off” stakeholder meetings that were held over four (4) days in August and September, 2015. Representatives of multiple interest groups, including members of the grass-roots Vision Task Force, provided their perspectives on Bastrop’s most pressing needs, and potential opportunities or initiatives that the City should champion or support. This preliminary feedback assisted in developing initial Plan themes, and ultimate Plan goals and objectives.

**BASTROP’S CITIZENS**

Community input opportunity in the Bastrop Comprehensive Plan was not limited to elected and appointed City leadership, or

key stakeholder groups. Bastrop’s citizens framed the initial direction of the planning process through their participation in community surveys, public open houses, and public hearings. A summary of initial citizen feedback is discussed in more detail on pages 1-16 through 1-21.


**COMMUNITY SURVEYS**

During the comprehensive planning process, Bastrop citizens were asked to submit impressions of community characteristics and needs through surveys. The surveys were accessible online, and at the Bastrop City Library and City Hall. City staff also provided access to the surveys through a utility bill insert, delivery to the Housing Authority, and other means.

There were over 2,545 cumulative survey responses throughout the planning process. The online response to the surveys elicited responses from over 975 city residents - a response rate of nearly fourteen (14) percent of Bastrop’s total population. Survey respondents who provided their e-mail contact information were added to a mailing list that allowed the City to subsequently to provide digital updates of Plan progress to all interested parties, and to provide access to interim documents.

**CITY OF BASTROP COMPREHENSIVE PLAN**

Visit [www.planbastrop.org](http://www.planbastrop.org) or [www.surveymonkey.com/r/BastropPlanning](http://www.surveymonkey.com/r/BastropPlanning) to take our Online Survey before Tuesday, Sept. 15, 2015



Completing the survey enters you in an drawing to win an Amazon Kindle Fire HD 7 tablet.

## COMMUNITY BLOG

MySidewalk, an online platform developed to engage communities and generate data, was utilized to collect public input on several topics included in this plan:

- Housing
- Neighborhoods
- Land use
- Community image
- Transportation

Flyers and email blasts were sent out to encourage online public participation. Open response questions and polls for each topic were released over the course of several weeks.

## PUBLIC OPEN HOUSES.

Three (3) public open houses were held during the comprehensive planning process. As with public survey participants, many open house attendees opted to provide their e-mail contact information to ensure their inclusion in digital updates of Plan progress, and access to interim documents. Public open houses were held according to the following schedule:

- **September 3, 2015.** *Plan overview and identification of key issues of interest or concern.*
- **July 28, 2016.** *Evaluation of land use, design, and transportation recommendations. Comment on interim recommendations of the companion Bastrop Transportation Master Plan.*
- **October 27, 2016.** *Evaluation of all Bastrop Comprehensive Plan recommendations.*



Public open house participants providing initial feedback in September 2015.



## VALUES & VISION

### COMMUNITY VALUES

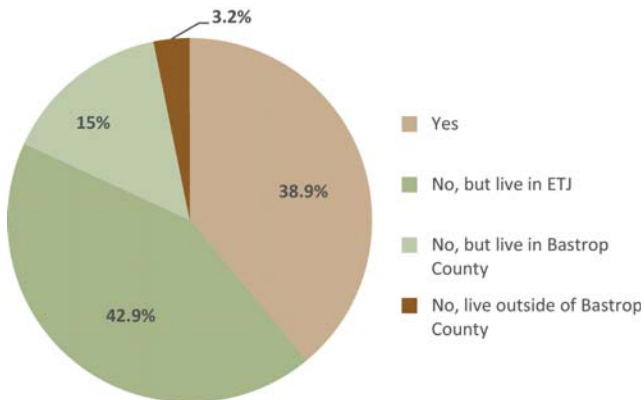
Input received in the summer of 2015 from stakeholder meetings, community surveys, and public open houses was reviewed to identify consistent community needs, aspirations, and priorities. Collective community input revealed themes that would be considered when preparing topic-specific chapters of the Plan throughout the remainder of the process.

### SURVEY RESULTS

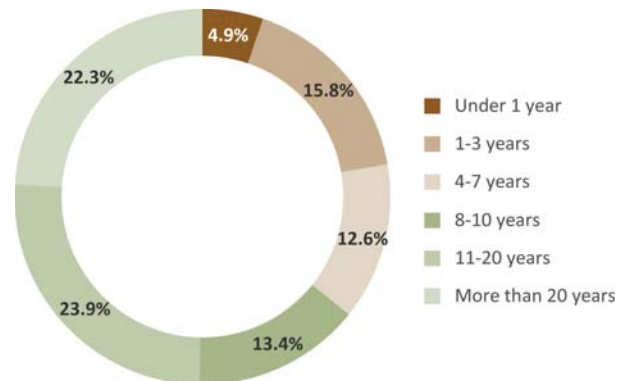
The 2,545 public survey responses illustrated a variety of trends regarding opportunities and issues in the City. In many cases, feedback from survey respondents mirrored the input received during kick-off stakeholder meetings. Key survey findings are provided on pages 1-16 through 1-21.

#### CHARACTERISTICS OF SURVEY RESPONDENTS (JULY - SEPTEMBER, 2015)

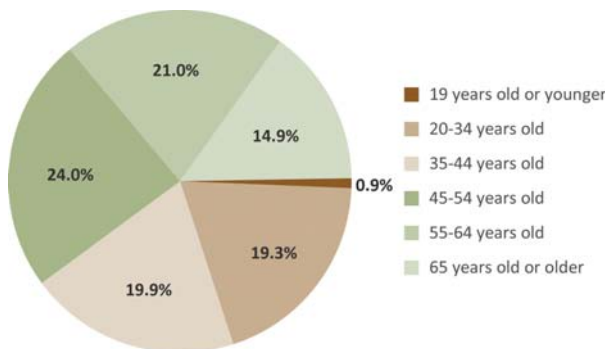
DO YOU LIVE IN BASTROP?



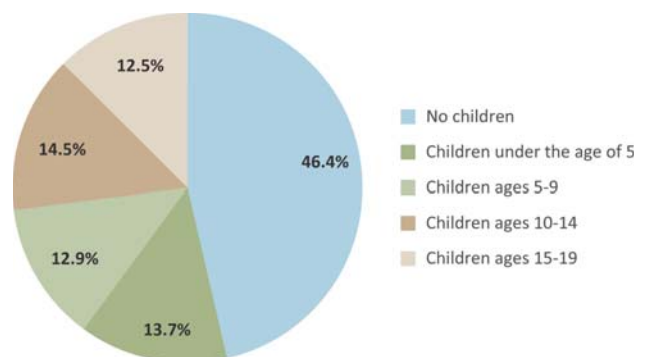
HOW LONG HAVE YOU LIVED IN BASTROP?



WHAT IS YOUR AGE RANGE?



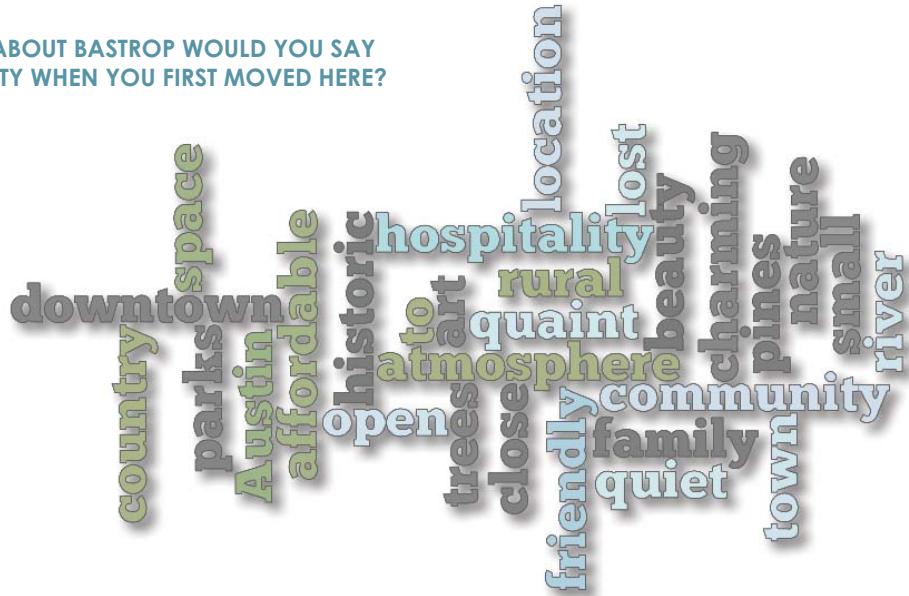
DO YOU HAVE CHILDREN UNDER THE AGE OF 19 LIVING IN YOUR HOME?



## CHARACTER

When asked “what one characteristic about Bastrop would you say drew you to this community when you first moved here” respondents typically responded with “small town feel,” “lost pines,” and “affordability.” Approximately 65 percent of respondents agreed that these key characteristics are still evident today.

### WHAT ONE CHARACTERISTIC ABOUT BASTROP WOULD YOU SAY DREW YOU TO THIS COMMUNITY WHEN YOU FIRST MOVED HERE?



## COMMUNITY SATISFACTION

Only 17.8 percent of survey respondents indicated they were unlikely or very unlikely to remain in Bastrop for the next five (5) years. The top three (3) reasons include lack of job opportunities, dissatisfaction with the community, and prefer a smaller community, although lack of home options and job-related moves followed close behind.

### IF UNLIKELY TO REMAIN LIVING IN BASTROP, WHICH REASON(S) WOULD CAUSE YOU TO LEAVE?







### SATISFACTION WITH CITY SERVICES

In general, respondents were most satisfied with the City's performance in library services and programs, community events and festivals, and fire protection. They were least satisfied with senior services and programs, code enforcement, and street maintenance and repair.

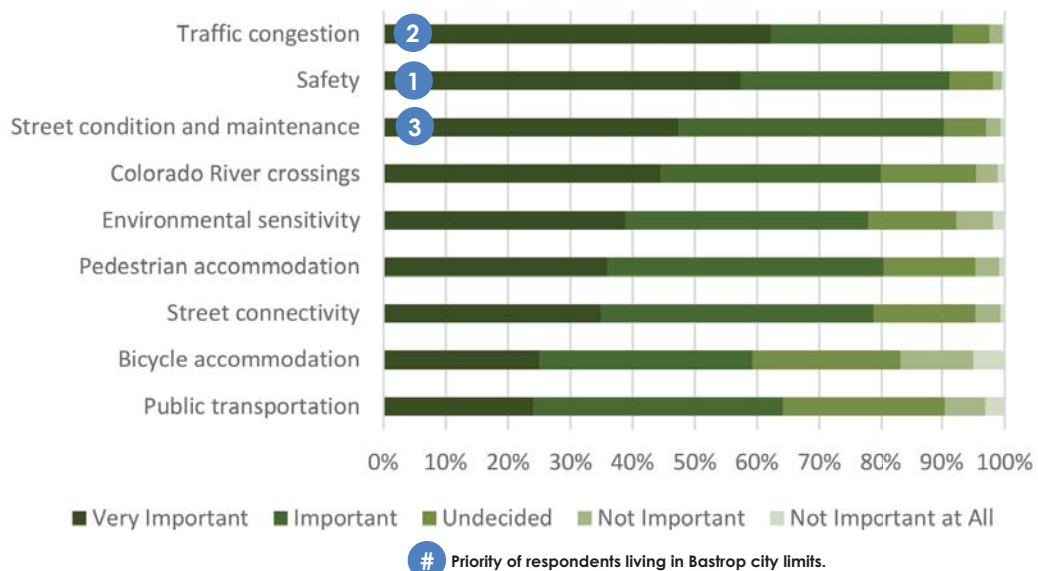
#### HOW SATISFIED OR DISSATISFIED ARE YOU WITH EACH OF THE SERVICES LISTED BELOW?



### TRANSPORTATION

When asked about the importance of addressing transportation related issues, traffic congestion, safety, and street condition and maintenance were seen as the issues most needing improvement in the near future.

#### HOW IMPORTANT DO YOU FEEL IT IS TO ADDRESS THE FOLLOWING ISSUES INVOLVING THE CITY OF BASTROP'S TRANSPORTATION SYSTEM?



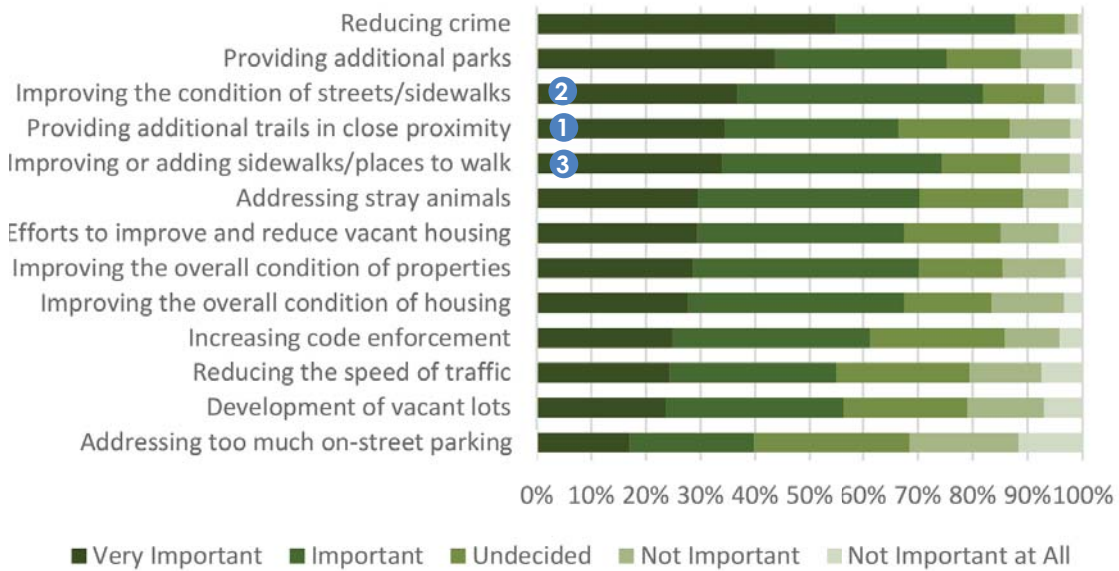
**TRANSPORTATION PRIORITIES**

Respondents were asked an open-ended question asking if there were any transportation challenges they experience on a regular basis. In general, respondents indicated frequent congestion on major routes through the city. The most frequently listed specific streets include US Highway 71, US Highway 95, and Chestnut. It was also frequently mentioned that parking downtown is an issue.

**HOUSING AND NEIGHBORHOODS**

When asked what issues were the most important for the City of Bastrop to address regarding neighborhood issues in the near future, respondents chose reducing crime, providing additional parks or recreation amenities in close proximity, and improving the conditions of streets and sidewalks as the three (3) most important issues. Those issues rated with lowest importance included addressing too much on-street parking, development of vacant lots, and reducing the speed of traffic within their neighborhoods. When asked to choose only one (1) neighborhood issue as the most important for the City to address, respondents chose reducing crime, providing additional parks or recreation amenities in close proximity, and improving the conditions of streets and sidewalks.

**HOW IMPORTANT IS IT FOR THE CITY OF BASTROP TO ADDRESS THE FOLLOWING ISSUES IN YOUR NEIGHBORHOOD IN THE NEAR FUTURE?**



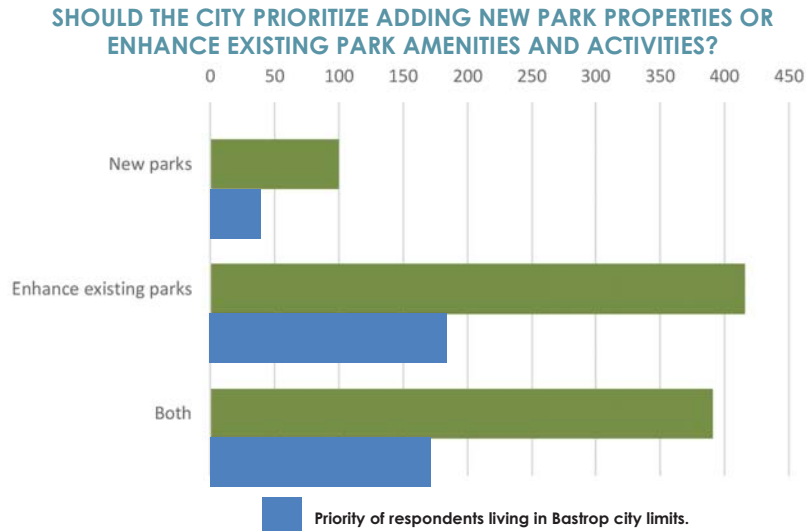
# Priority of respondents living in Bastrop city limits.

Of the respondents who answered the question, over 25 percent indicated they are likely or very likely to relocate to Bastrop or move to another house in the City within the next five (5) years. Seventy (70) percent of respondents indicated the housing type they're interested in is available, 73 percent indicated the housing quality they're looking for is available, while only 58 percent indicated the housing they're interested in is affordable in Bastrop.



### PARKS AND RECREATION

When asked if the City should prioritize adding new park properties or enhance existing park amenities and activities, 46 percent of respondents indicated that enhancing existing parks should be prioritized, 11 percent selected new parks, and the remaining 43 percent chose both.

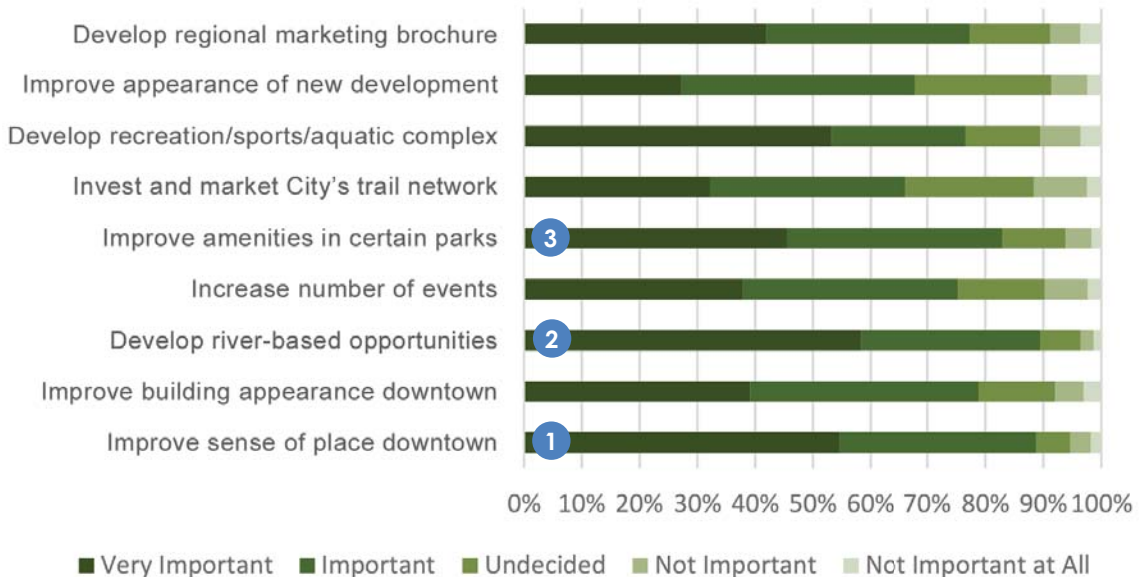


In a weighted question in which respondents were asked what types of parks are needed most in Bastrop, community parks were given the most support at 2.75, followed closely by regional parks at 2.65, trails at 2.46, and neighborhood parks at 2.32.

### ECONOMIC DEVELOPMENT AND TOURISM

Respondents were asked to select the most important economic development issues related to tourism to be addressed by the City in the near future, they selected developing additional river-based recreational opportunities, improving the character and sense of place of downtown, and developing a recreation/sports/aquatic complex as the three most important issues.

**CONSIDERING TOURISM, HOW IMPORTANT IS IT FOR THE CITY OF BASTROP TO ADDRESS THE FOLLOWING ECONOMIC DEVELOPMENT ISSUES IN THE NEAR FUTURE?**



# Priority of respondents living in Bastrop city limits.

## PUBLIC OPEN HOUSE RESULTS

Preliminary feedback received from the 90 participants attending the initial stakeholder meetings in July, 2015, was utilized to prepare materials for the initial public open house held on September 3, 2015. Reliance on stakeholder feedback to frame public open house discussions was intended to: **A)** Provide the public with a tangible list of preliminary community issues that they could consider (and add to); and, **B)** To determine the degree to which stakeholder input truly reflected public opinion.

Preferences derived from the public open house are summarized below:

PRIORITY TOURISM FOCUS: <sup>1</sup>	VOTES:
Live music and festivals.	30
Natural resources - focus on river access.	24
Natural resources - focus on trails and open space.	21

<sup>1</sup> Thirty total focus issues (16 write-in)

PRIORITY INVESTMENT: <sup>1</sup>	VOTES:
Lost Pines nature trails/Colorado River Refuge (Write-in combined).	60
Build a recreation center/fitness complex.	35
Build an aquatics complex.	27

<sup>1</sup> Twenty total options (5 write-in)

PRIORITY INVESTMENT: <sup>1</sup>	VOTES:
Nature parks (Lost Pines/Colorado River Refuge) (Write-in).	31
Increase investments in street and sidewalk maintenance.	30
Improve water quality.	25

<sup>1</sup> Seventeen total focus issues (9 write-in)

PRIORITY INVESTMENT: <sup>1</sup>	VOTES:
Increase investments in street and sidewalk maintenance.	41
Enhance street lighting in residential areas.	30
Assist property owners with tree preservation, removal, or replanting (Write-in).	16

<sup>1</sup> Twenty two total focus issues (10 write-in)





**BASTROP COMPREHENSIVE PLAN VISION STATEMENT**

A community vision statement embodies a collective aspiration for the future - reflecting the shared values of what the community hopes to become. It is often developed early in a planning process to help frame subsequent goals, objectives, and actions of the plan. The vision statement suggests one (1) or more preferred outcomes at the end of the planning period, and often implies a method by which the outcome(s) will be achieved. If it truly represents the desired future of the community, the vision statement can also galvanize the citizenry to action and serve as a tool for decision making by elected and appointed officials and staff.

The Bastrop Comprehensive Plan Vision Statement (below) has been prepared by the CPSC. The Bastrop Comprehensive Plan Vision Statement is intended to articulate the values, and motivate the actions, of the community as a whole.

**MISSION STATEMENT**

The Bastrop City Council also maintains a mission statement that identifies the organization's aspirations based on perceived community values. Concurrent with the Bastrop Comprehensive Plan Vision Statement, a revised City of Bastrop Mission Statement (below) has been adopted as part of this Plan.

# VISION STATEMENT

***“THE CITY OF BASTROP IS A DIVERSE AND WELCOMING COMMUNITY THAT CELEBRATES OUR TOWN CHARACTER AND ENERGY, DISTINGUISHED HISTORY AND UNIQUE ENVIRONMENT.”***

# MISSION STATEMENT

***THE MISSION OF THE CITY OF BASTROP IS TO PROVIDE EFFICIENT AND PROACTIVE SERVICES THAT ENHANCE OUR QUALITY OF LIFE AND ACHIEVE OUR VISION.***

## GUIDING THEMES

The same community values that were utilized to develop the Bastrop Comprehensive Plan Vision Statement have been summarized and blended to develop an abbreviated set of guiding themes. These themes align with the Vision Statement, but provide greater focus for how key community interests or concerns should be addressed in the Plan's topic-specific chapters.

The collective themes do not list all priorities that were identified during public engagement activities. Reference to the guiding themes ensures that Plan policies and recommendations reflect the vision and values that were articulated early in the planning process.

### FOCUS ON THE RIVER.

Comprehensive planning participants have consistently cited enhanced access to the Colorado River as a community priority. The river is viewed as an essential element of improving the quality of life of local residents, and of enhancing the burgeoning local tourist economy. Colorado River frontage is valued for providing increased linear park space, while river access facilities are seen

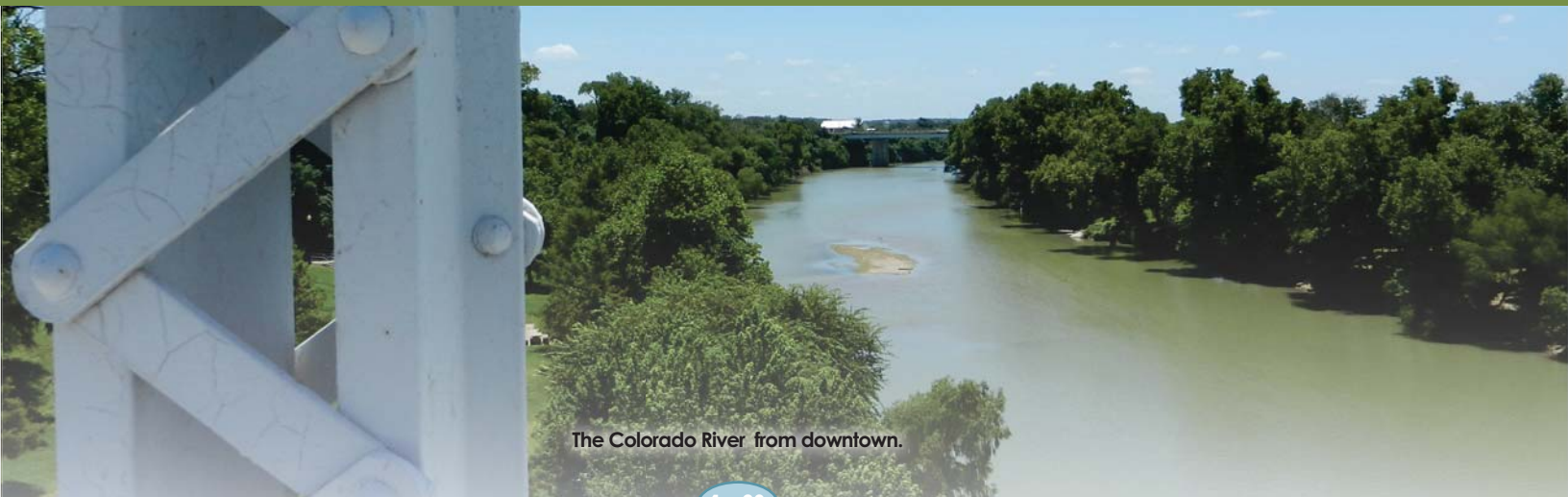
as encouraging river usage by residents and visitors. The Plan will incorporate objectives, strategies, and actions to leverage the dual economic/recreational purpose of the Colorado River.

### PHYSICAL FITNESS OPPORTUNITIES.

When inquiring about public facilities and infrastructure investments that are valued by the community, planning participants identify improved and/or expanded physical fitness facilities as a top community priority. Opinions vary regarding the type of facility (City recreation center, proposed YMCA facility, aquatics center), but enhanced facilities are also viewed as a key toward expanding organized recreational programs.

### PUBLIC EDUCATION PARTNERSHIPS.

Enhancements to local educational programs are viewed by planning participants as critical to expanding the local economic base. The competitiveness of the public school district may be improved through partnerships with the City and community organizations. Expansion of dual credit and college preparatory programs, as well as the presence of an institution of higher education in the City are viewed as desirable objectives.



The Colorado River from downtown.



*Street maintenance is a community priority.*

### **INVESTMENT IN NEIGHBORHOOD CONSERVATION.**

Maintaining or improving the character and condition of Bastrop's existing neighborhoods is a consistent concern among Bastrop residents. Although there is interest in addressing community design and private property condition, there is greater interest in the maintenance of the public street right-of-way. Community interest revolves around street and sidewalk maintenance, and in street light improvements.

### **RESIDENTIAL STREET FRONTAGE.**

Rudimentary visual preference surveying suggests that Bastrop residents place greater value on street facing porches, stoops, and balconies rather than garages. Regardless of housing type or density, residential design that places vehicular access to the rear of property was identified as desirable in Bastrop.

### **PRESERVING THE PINES.**

Community feedback suggests that tree canopy and landscaping are valued by Bastrop residents, property owners, and business owners. A significant number of planning participants identified tree preservation and planting as an essential element in conserving existing neighborhoods. Rudimentary visual preference surveying further suggests that heavy landscape buffers – incorporating a generous volume of canopy trees and shrubbery – is more desirable than expanses of pavement or turf grass.

### **RESILIENCY AND SUSTAINABILITY.**

A variety of inter-related issues regarding community resiliency and sustainability are valued by community members. There is consistent interest in development of the City fire station on the west side of the Colorado River, as well as the construction of a community shelter. There is also community interest in expanding reuse options of waste water, and retrofitting City facilities to incorporating energy saving green technology.



*The public values the City's tree canopy.*

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## 2. COMMUNITY GROWTH



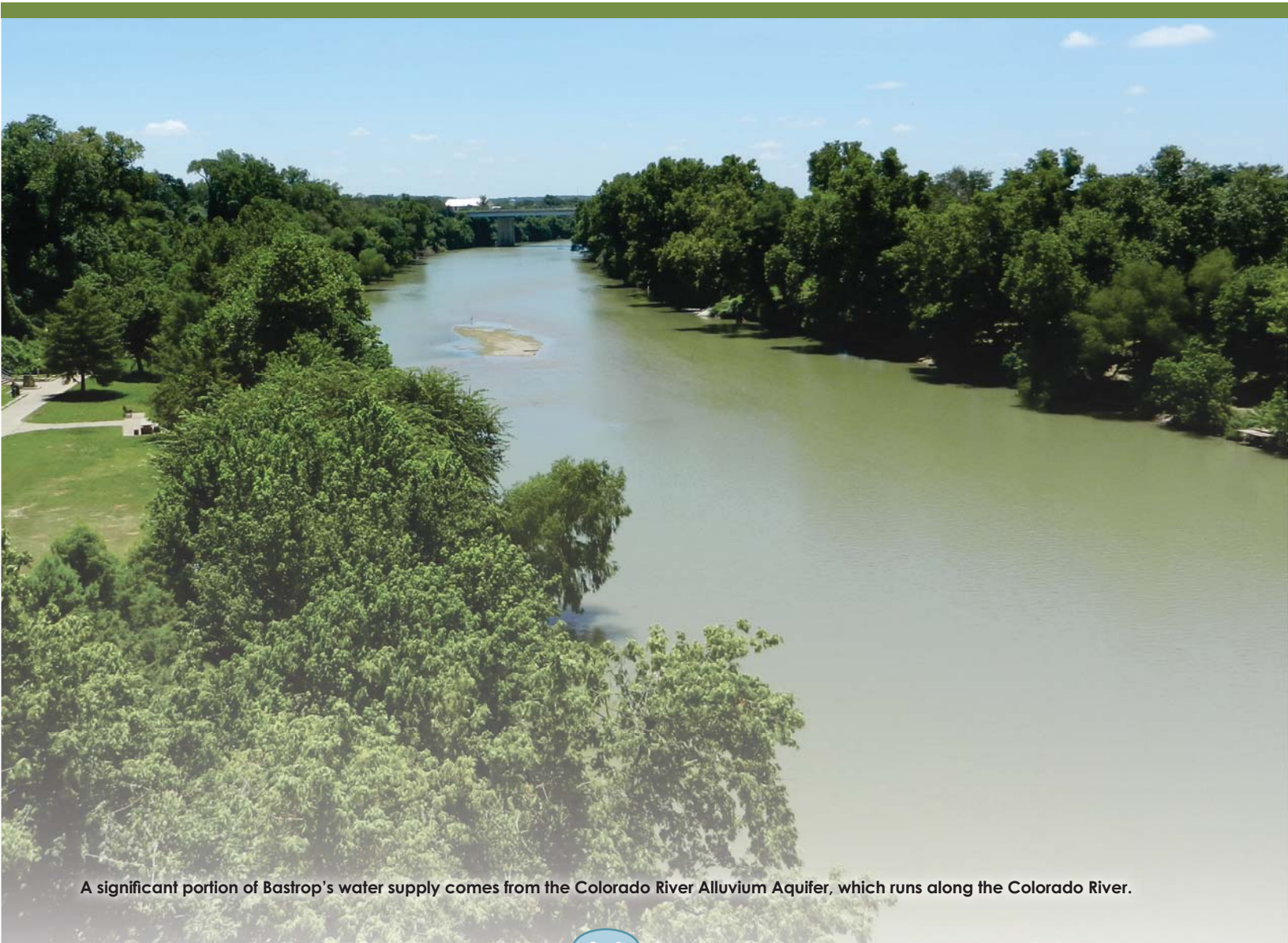


## CHAPTER TWO

# COMMUNITY GROWTH

**Chapter 2** of the Bastrop Comprehensive Plan examines the City of Bastrop's prospective growth patterns. Tools and policies are identified within the chapter through which the City may guide future growth in a fiscally responsible manner. An evaluation of the City's water, waste water, storm drainage, and electric utility system capacities - and necessary enhancements - is based on the growth assumptions presented in the chapter.

The goals, objectives, and strategies presented throughout this chapter provide the preliminary framework for identifying and prioritizing the City's potential capital improvement projects. **A summary list of all Community Growth goals and objectives can be found at the end of this chapter (page 2-35).**



A significant portion of Bastrop's water supply comes from the Colorado River Alluvium Aquifer, which runs along the Colorado River.

## GROWTH CONTEXT.

### HISTORICAL GROWTH PATTERN

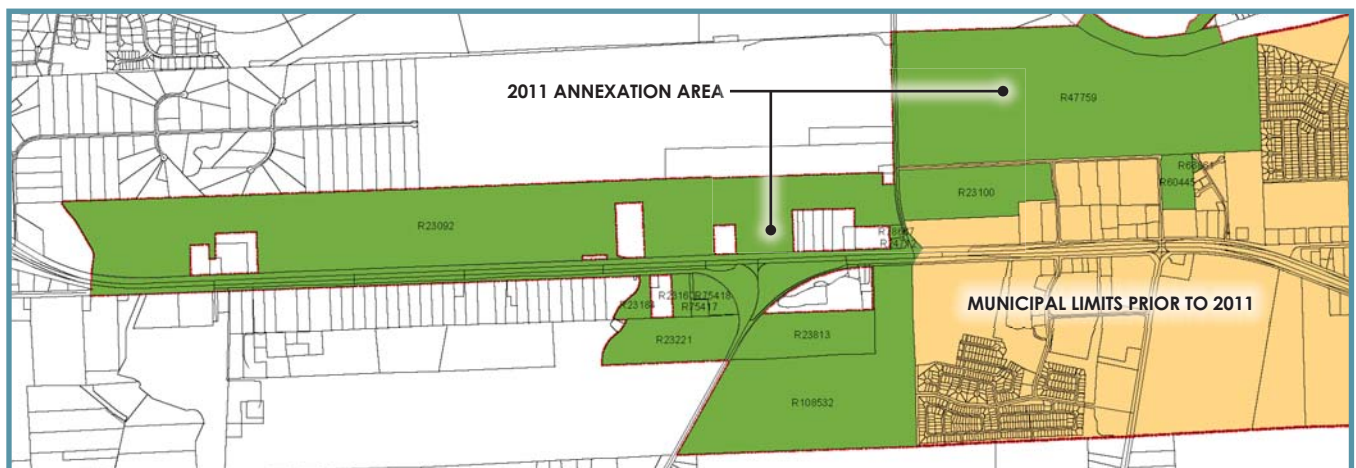
**Figure 1.1, Historic Population** (see page 1-8) quantifies Bastrop’s historically slow but steady rate of population growth. Although Bastrop’s historic growth pattern is characteristic of many rural Texas communities, societal advances in transportation and utility infrastructure have (figuratively) decreased distances between communities.

The City is located within the five (5) county Austin-Round Rock-San Marcos Metropolitan Statistical Area (MSA), and is not much further from the MSA’s principal city than bedroom communities such as Cedar Park, Leander, Hutto, Buda, and more - all of which have been absorbed into a single suburban environment. Barring dramatic reversals in the statewide economy, similar changes in land use and population growth are inevitable in Bastrop County over the next 20 years. City policies must reflect a conscious determination of the amount, type, and manner of growth and development the City is willing to absorb to ensure long-term community health.

### ANNEXATION PATTERNS

Bastrop’s recent annexation activities have been measured and deliberate. Since 2000, the City has participated in a single annexation that incorporated a total of 1,266 acres. While the additional acreage increased the City’s land area by 22 percent, the Bastrop’s rate of annexation is far less assertive than many other fast-growing Texas municipalities.

Although no standard fiscal impact analysis tool is currently utilized by Bastrop, the limited frequency of recent City annexation, combined with the location of the City’s 2011 addition along a major arterial highway (see image below), has resulted in incorporating properties with maximum revenue-producing potential (as opposed to simply increasing residential growth potential). The comprehensive planning process has revealed little local interest in modifying Bastrop’s historic approach toward annexation. As a result, subsequent projections utilized herein assume future population growth largely within current City boundaries.



Bastrop’s 2011 annexation extended the municipal limits over 2 and 3/4 miles to the west along Highway 71. The exempt status or agricultural/open space zoning applied to annexed properties is likely a temporary condition pending accessibility to municipal infrastructure.

## POPULATION GROWTH MODELS

Population projections are an important component of the long-range planning process. Projections help determine and quantify the demands and capacities that are expected of public facilities and services based on the potential pace and scale of a community’s physical growth. There are many standard methodologies which may be used to project a community’s population growth or decline. Every standard methodology may be supplemented by unique local variables or indicators.

In preparing the Bastrop Comprehensive Plan, nine (9) population projection models were evaluated to determine the City’s growth potential over the next 20 year

period (and beyond). **Figure 2.1, Bastrop Population Growth Models**, illustrates four (4) of the evaluated models to project the City’s anticipated population growth between 2015 and 2040. The models suggest that Bastrop’s current population will grow by between 38 and 208 percent by the year 2040.

The second to last column within **Figure 2.1** (labeled “City Water Demand Projection Scenario 2”) reflects the most probable population growth scenario that is anticipated in Bastrop during the 20 year horizon of this Plan. More information regarding Bastrop’s anticipated population growth model, and the methods that may be used to monitor and/or refine it, can be found on page 2-11.

**FIGURE 2.1. BASTROP POPULATION GROWTH MODELS**

YEAR	HISTORIC POPULATION	1.0 COUNTY STEP DOWN	CITY WATER DEMAND PROJECTION SCENARIO 1 <sup>1</sup>	CITY WATER DEMAND PROJECTION SCENARIO 2 <sup>1</sup>	T.W.D.B. REGION K 2011 PLAN*
1970	3,172				
1980	3,789				
1990	4,044				
2000	6,308				
2010	7,218	7,218	7,218	7,218	7,218
2015		8,429	8,054	8,232	10,683
2020		9,643	9,689	10,540	12,475
2025		11,121	11,656	12,743	14,198
2030		12,857	14,022	15,336	15,920
2035		14,829	16,869	18,450	18,462
2040		17,072	20,293	22,195	21,003

Source: U.S. Census Bureau, Texas Water Development Board, Bastrop Independent School District, & City of Bastrop  
 Note: <sup>1</sup>City of Bastrop Water Demand Projections (2014). City Water Demand Projection Scenario 2 reflects the City’s most probable population growth projection. (see also **Figure 2.7, Bastrop Population Growth Projection**, page 2-11.)



## GROWTH MANAGEMENT METHODS.

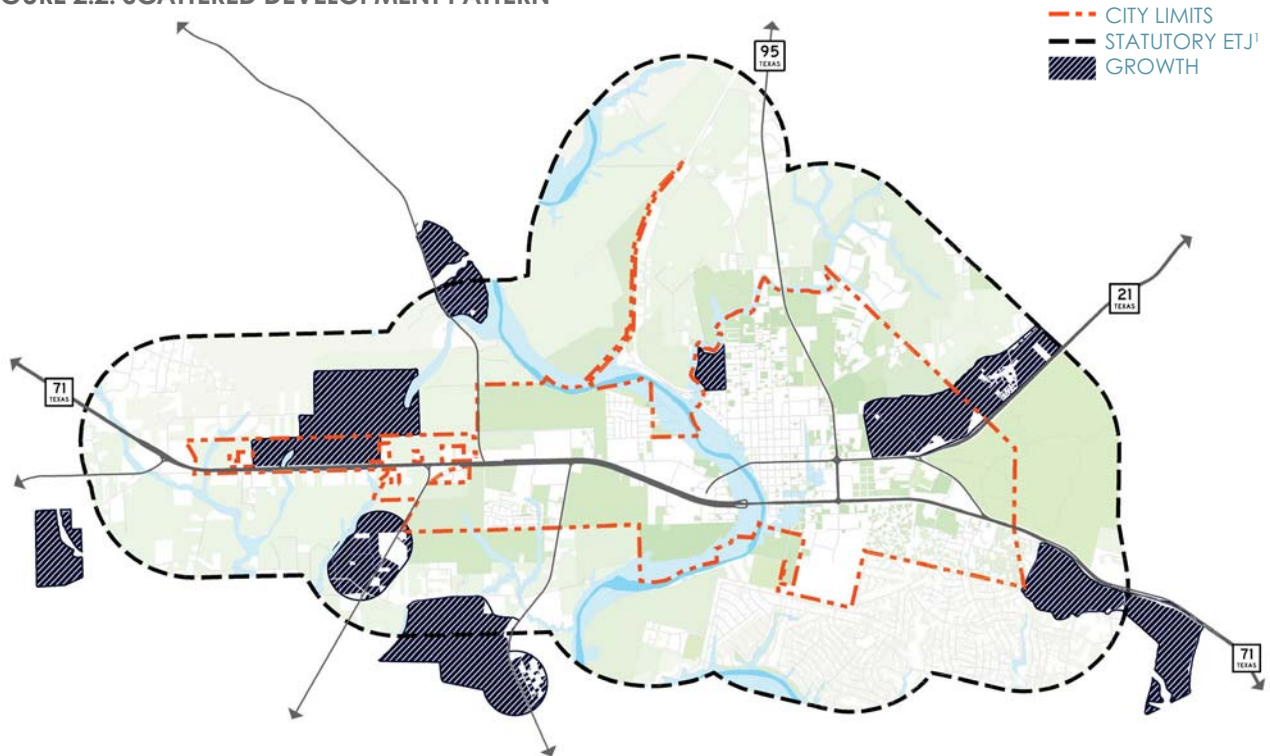
### PATTERNS OF GROWTH

Several conditions and factors will influence how and where physical growth and development occurs within Bastrop, and surrounding areas. Over time, obvious patterns of development emerge - along transportation corridors, at crossroads, adjacent to water bodies, etc. Sometimes growth is logical and contiguous - following an already established development pattern. Other times, growth is haphazard and scattered, the result of economic influences, like the availability of inexpensive land, or access to a utility trunk line.

Five (5) varying scenarios are presented on pages 1-4 through 1-6 which illustrate patterns of growth that can occur in Bastrop. The degree to which any one of these five (5) hypothetical growth patterns may come to fruition is influenced by a mix of private market forces; and public policies, investments, and regulation.

Of the five (5) scenarios presented on the next few pages, this Plan encourages growth policies that: **A)** Facilitate infill and redevelopment activity; **B)** Encourage contiguous development; and, **C)** Manage targeted corridor development. Bastrop's growth policies are found on page 2-14.

FIGURE 2.2. SCATTERED DEVELOPMENT PATTERN



Development is not constrained by land use or development regulations. "Leapfrog" development occurs over empty land to build in remote locations – often through privately financed infrastructure.

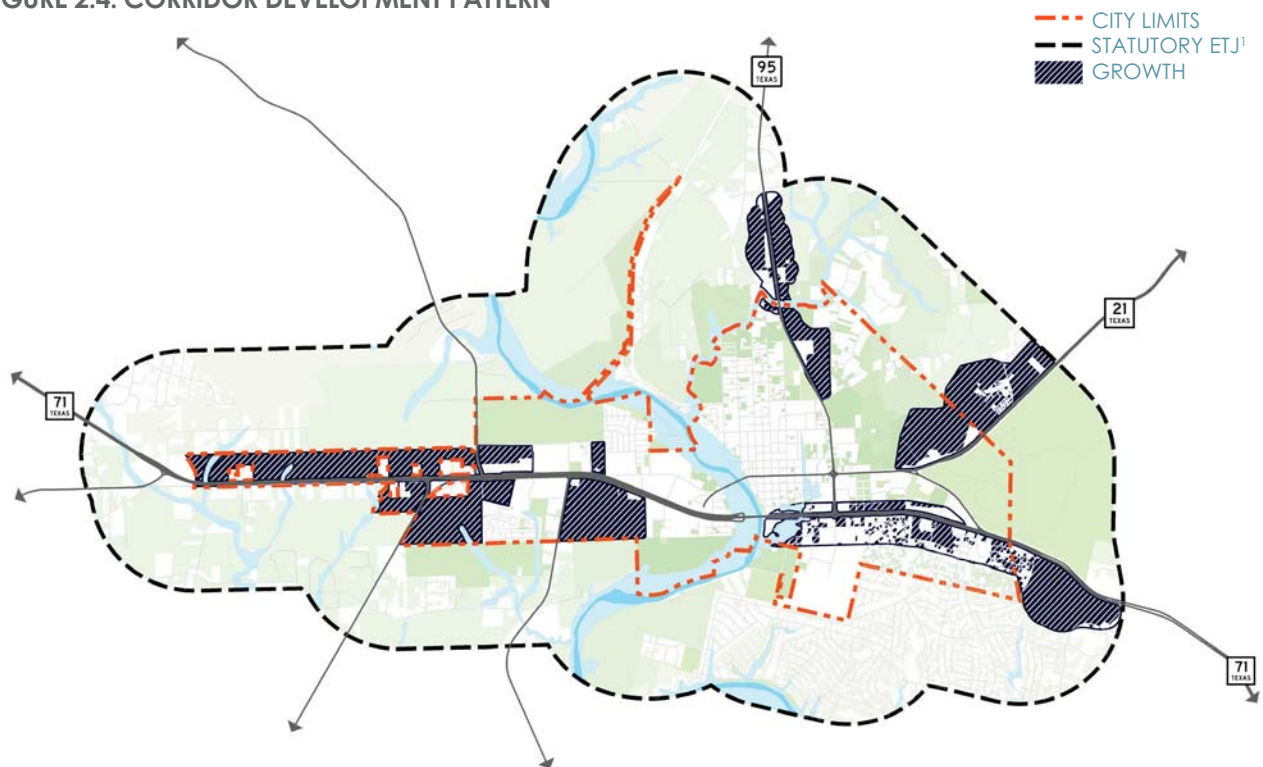
<sup>1</sup>LIMITS OF STATUTORY ETJ LOCATED 1 MILE FROM CITY LIMITS

**FIGURE 2.3. CLUSTER DEVELOPMENT PATTERN**



Nodal development at strategic locations, where on-site construction occurs in concentrated areas. Compact on-site building and site design preserves natural features; but, development nodes may still occur in a scattered manner.

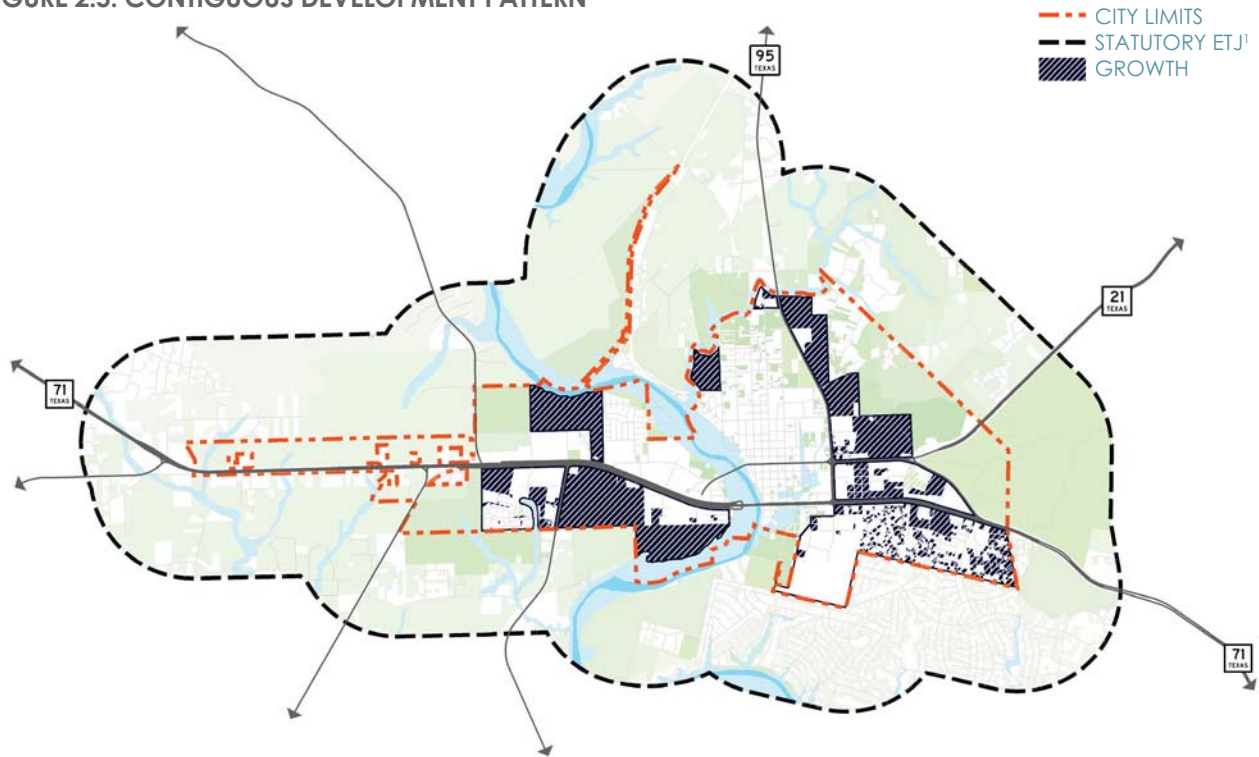
**FIGURE 2.4. CORRIDOR DEVELOPMENT PATTERN**



Development occurs along major transportation corridors in a linear manner. Access to transportation and utility infrastructure saves development costs; but, development quality and intensity can overburden thoroughfares.

<sup>1</sup>LIMITS OF STATUTORY ETJ LOCATED 1 MILE FROM CITY LIMITS

**FIGURE 2.5. CONTIGUOUS DEVELOPMENT PATTERN**



*Growth occurs in very close proximity to existing development. When carefully planned, can reduce the footprint of development, while strategically increasing development intensity.*

**FIGURE 2.6. INFILL AND REDEVELOPMENT PATTERN**



*Development within existing districts and neighborhoods in close proximity to existing utilities and public services. Promotes a compact community form and utility network, and may promote neighborhood conservation and blight removal.*

<sup>1</sup>LIMITS OF STATUTORY ETJ LOCATED 1 MILE FROM CITY LIMITS



## CONSEQUENCES OF POOR GROWTH MANAGEMENT

The term “sprawl” refers to the reduction of rural land due to the inefficient increase of the land area of a community over a particular period of time. Sprawl is a spatial development pattern or condition that occurs when large tracts of land are devoted to a single use (single-use zoning); where individual buildings take-up increasingly large portions of land (low-density zoning); and the only way to navigate from one area to another is by automobile (auto-dependency).

Urban sprawl and car-dependent development patterns can have several negative consequences, including:

- *Erosion of a defined community edge, thereby blurring its boundaries and contributing to a loss of community character, identity, and sense of place;*
- *“Job sprawl” - defined as dispersed patterns of employment far from home, shopping, and recreation;*
- *Degradation of environmental resources, such as floodplains, wetlands, and mature tree canopy;*
- *Overwhelmed utilities and transportation infrastructure (e.g., roads, water and waste water systems);*
- *A lack of coordinated planning between individual developments, which can lead to unexpected shifts in traffic patterns, and associated increase in traffic congestion; and*
- *Inefficient provision of public services, such as police and fire protection, and the dedication and maintenance of parks and open space.*

These consequences, if left unchecked, can significantly erode the quality of life and economic well-being within a community.

These negative development consequences are more frequently associated with the scattered development pattern described on page 2-4; but, may also accompany cluster and corridor development patterns to varying degrees.

### MUNICIPAL UTILITY DISTRICTS.

State provisions allowing the creation of municipal utility districts (Texas Water Code, Chapter 54, Municipal Utility Districts) limit the ability of Texas cities and counties to truly influence the location, timing, and scale of development in and around their communities. Authorized by Article XVI, Section 59, of the Texas Constitution, under the often divergent objectives of the “conservation and development” of the State’s natural resources, municipal utility districts (MUDs) are most frequently used to allow for the establishment of privately-financed utilities to support private development.

Although cities such as Bastrop have the ability to influence the character of development in MUDs through development agreements and subdivision regulations, the approval process in the Texas Water Code makes it difficult for local governments to withhold consent – even if the location and scale of the development is contrary to preferred community growth patterns.



## CONVENTIONAL GROWTH MANAGEMENT METHODS.

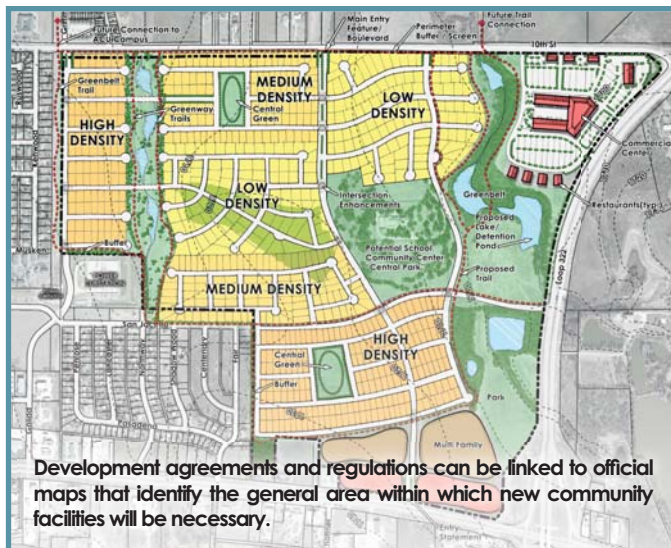
Metropolitan growth is gradually decreasing the physical distance between Bastrop and proximate urban areas. Evidence of this trend is apparent from recent increases in residential and commercial growth in Bastrop, and evolving commuting patterns to, from, and through the City. It is therefore prudent for the City to re-examine ways in which it can exert influence over the direction, timing, pattern, mix and quality of new development within the City limits.



Rather than relying solely on minimum lot sizes, land development ordinances should provide options for meeting residential density requirements.

It is currently within the City's capacity to exercise the following tools to influence growth:

- **Long-range Planning.** The process of identifying, analyzing and documenting locations in the City that are targeted for the gradual expansion of its urbanized area, in contrast with areas that are less conducive for intensive development because of environmental or other identifiable constraints (e.g., terrain, wetlands, historic sites, etc.), existing patterns of use and ownership, or service provision constraints.



- **Subdivision and Development Regulations.** Can be used to carry out growth strategies, particularly in terms of the quality of new development or redevelopment. Clear infrastructure standards in the regulations, and associated City specifications and criteria, shall establish minimum improvements required of private development. Robust open space requirements may enhance the City's ability to mitigate the impacts of privately financed development that may occur in contrast to any preferred City growth patterns.
- **Development Agreements.** Where appropriate, development agreements may require that development in the City's extra-territorial jurisdiction (ETJ) must comply with certain aspects of the regulations that apply to similar development within the City limits, prior to their annexation into the City (§212.172). Development agreements can be negotiated with private interests that request extension of the City's utility infrastructure to fringe and/or ETJ locations, especially to clarify the timing of future planned improvements and any conditions in exchange for the City's infrastructure and service commitments. They can also be used to establish levels of participation in public-private cost-sharing arrangements for infrastructure improvements, as well as reimbursement provisions for infrastructure oversizing or other special circumstances.
- **Annexation.** This process brings key growth areas and areas intended for limited development into the City limits well before any significant development activity begins, and so appropriate land use and development standards may be established early on. Annexation is a mechanism to expand the City's tax base, especially to incorporate the pool of tax and fee payers who benefit from municipal infrastructure and services. Consequently, the City assumes responsibility for providing services to newly annexed areas, in the form of expanded utilities infrastructure and police and fire protection, among other services.
- **Impact Fees.** Are assessed on new residential and nonresidential development to provide dedicated funding for particular capital improvements that are specifically needed to serve the new development (as authorized by Texas state law for water, waste water, drainage, and roads).

- **Joint Powers Agreements (JPA).** Are a means for the City and other units of government to coordinate on the provision of electric power infrastructure as regulated in Chapter 163 of the Texas Utilities Code.
- **Adequate Facilities Ordinances.** Require that approvals for projects are contingent upon evidence that public facilities have adequate capacity for the proposed development. When facilities are found to be inadequate, development is postponed or developers may contribute funds to improve facilities.
- **City-county Coordination.** Facilitates synchronization of development policies and procedures in Bastrop County and helps to improve regulatory enforcement in the City's ETJ.
- **Zoning.** Is the land use regulatory concept under which a municipality establishes rules for the use and development of land. A zoning structure consists of two separate components. The first is the text of the ordinance, which establishes specific development regulations that will be applicable to structures and property within the community. The second component is the zoning map, which allocates the various zoning districts geographically within the community. In adopting zoning a city establishes a series of districts, and within each district, sets forth the uses to which structures or land may be placed. Section 211.004 of the Texas Local Government Code specifically requires that zoning regulations must be adopted in conformance with a comprehensive plan.
- **Urban Growth Boundary / Urban Service Limit.** May be established around a community within which the local government plans to provide public services and facilities; and, beyond which urban development is discouraged or prohibited. Boundaries are usually set to accommodate growth over 10 to 20 years and are intended to provide more efficient services and to protect rural land and natural resources.
- **Designated Development Area.** Is similar to an urban growth boundary in that certain areas within a community are designated according to their existing or intended built environment: such as urbanized, urbanizing, future urban and/or rural. Within each of these areas, different policies for future development apply. These contextual development areas are used to encourage or direct development into urbanized or urbanizing areas, as opposed to areas intended to remain rural.





- **Multi-year Capital Improvements Programming.** Establishes the City's intentions for extending its primary arterial streets, trunk water mains, and waste water collection lines to targeted growth areas.
- **Official Map.** Although not a formal growth management mechanism in Texas, communities in other states utilize "official maps" to identify the intended locations of future public facilities such as streets, parks, fire stations, and schools. Bastrop can incorporate official map exhibits into intergovernmental agreements with other agencies to program the intended location of future public facilities as a way to entice private development to targeted areas. Development regulations can be modified to include the reservation of necessary land for public use through the plat approval or development agreement process.
- **Chapter 380 Economic Development Agreements.** Chapter 380 Agreements enable cities to provide incentives encouraging developers to build in their jurisdictions. Development incentives typically take the form of property tax abatements, loans or grants, commitments for infrastructure, or payments of portions of the sales tax generated by the project.
- **Public Improvement District.** A Public Improvement District (PID) is a financing tool created by the Public Improvement District Assessment Act as found in Chapter 372 of the Texas Local Government Code. A PID enables any city to levy and collect special assessments on property that is within the city or within the city's ETJ. PIDs are typically used to help fund enhancements like special lighting and streetscapes, and to help fund special events that benefit businesses in the district.
- **Tax Increment Reinvestment Zones.** Chapter 311 of the Texas Tax Code allows municipalities or counties to form a Tax Increment Reinvestment Zone (TIRZ), which is a form of tax increment financing. Tax Increment Financing (TIF) is a way to encourage reinvestment in blighted or under-utilized areas that probably will not redevelop on their own. Put simply, it is a way to self-finance new development projects by capturing their back-end tax proceeds to amortize front-end project costs.

Tools that are traditionally viewed as economic development incentives (such as Chapter 380 Agreements, PIDs, and TIRZ) can be utilized by municipalities to steer growth toward preferred locations such as downtown and redevelopment areas.



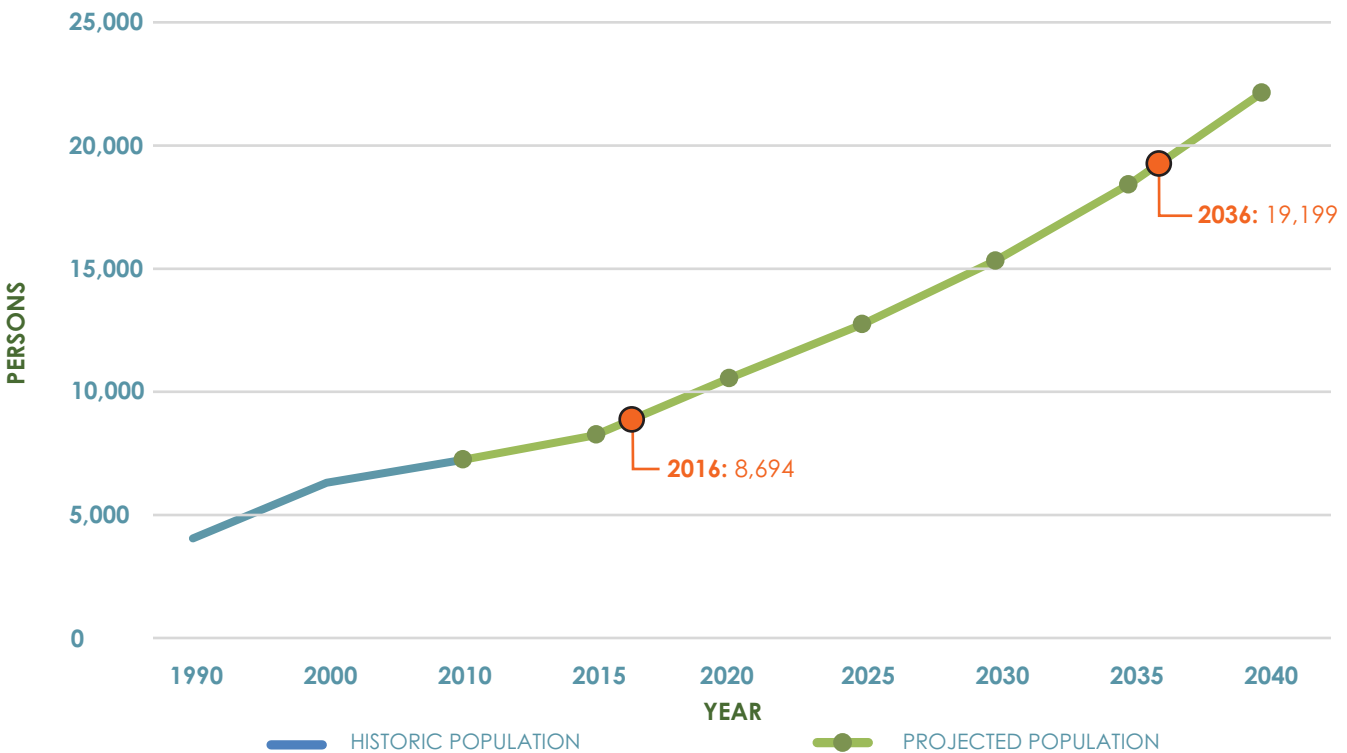
## BASTROP GROWTH PROGRAM.

### BASTROP POPULATION GROWTH PROJECTION

Nine (9) population projection models have been evaluated to determine the City of Bastrop’s growth potential over the next 20 plus years. The results of some of these models are presented in **Figure 2.1, Bastrop Population Growth Models** (page 2-3), and illustrate City population growth potential of between 137 percent and 208 percent by 2040 (based on a fixed 2010 population figure of 7,218 persons).

**Figure 2.7, Bastrop Population Growth Projection**, illustrates the final population growth projection upon which subsequent City growth and development assumptions are based. The population projection presented in **Figure 2.7** is derived from a technical memorandum prepared in 2014 for the City for purposes of meeting future water demand (and is also included in **Figure 2.1**). During the 20 year horizon of this Plan, Bastrop’s population is expected to grow from 8,694 to 19,199 persons.

**FIGURE 2.7. BASTROP POPULATION GROWTH PROJECTION**



Source: City of Bastrop Water Demand Projections (2014)



## ADDITIONAL POPULATION PROJECTION INPUTS

Bastrop's population growth projection is based on static City boundaries. The City must continually monitor and refine the population projections through a formal review process (see Goal 2.1, Objective 2.1.1, item 1). Although such adjustments can be made at any time that new data becomes available, modifications to population projections should at least occur in conjunction with the periodic Comprehensive Plan monitoring activities that are recommended in Chapter 9, Implementation.

Additional data inputs which may enhance the accuracy of long-term population projections include:

- *Annexation Policy*
- *Residential Building Permits*
- *Preliminary and Final Subdivision Plats*
- *School Enrollments*
- *Sewer System Expansion*
- *Zoning of Vacant Land*
- *Municipal Utility Districts*

## GROWTH CONSTRAINTS

Bastrop's growth patterns will be influenced by the presence of sensitive environmental lands within and around the community, and by the capacities of its various public utility systems.

### NATURAL RESOURCES

Many features of a community's lands and waters can influence the manner in which property is developed; or, is otherwise left in a natural state. The following natural features will have the greatest influence on where Bastrop grows, and how property is developed:

- **Floodplains.** *The Colorado River, Copperas Creek, Gills Branch Creek, and Piney Creek are all located within 100-year floodplains of variable width. **Figure 2.9, Bastrop Flood Hazard Profile** (page 2-28) identifies developed properties in the City that are currently located in the 100-year floodplain. A much larger portion of the City is located within the 500-year floodplain. More information is located in the Subsection entitled "Hazard Mitigation" on page 2-28.*
- **Lost Pines Habitat Conservation Area.** *That portion of Bastrop lying east of S.H. 95 is located in the Lost Pines Habitat Conservation Area. This habitat area delineates the largest*

*known concentration of the Houston Toad, a federally-designated endangered species. Certain development activities in this area are subject to an incidental take permit, issued by the U.S. Fish and Wildlife Service, prior to land disturbance or construction.*

- **Topography.** *Other than the bluffs located along the Colorado River stream bed, much of Bastrop west of S.H. 95 is level or moderately sloping in nature. Much of the property west of the river is located in the 500-year floodplain, although recent annexation further to the west along S.H. 71 has led to the incorporation of higher table land above 500 year flood levels. Bastrop's greatest topographic challenges lie on the City's eastern fringe where steep elevation changes inhibit the development of pad sites of large size without substantial cutting and filling of property.*

Past comprehensive planning efforts have also referenced the types and conditions of soils present in Bastrop. While soil types can pose development challenges (through varying properties affecting percolation, water run-off, expansion, and settling), no soil type identified in Bastrop by the Natural Resource Conservation Service (NRCS) inhibits the ability to develop in the City. Likewise, concentrations of freshwater wetlands in

**FISCAL IMPACT ANALYSIS TOOLS.**

Many communities are developing standardized fiscal impact analysis tools to weigh the cost versus benefit of annexing property. Figure 2.8, Example Fiscal Impact Analysis Tool (right) highlights one (1) simple method by which potential expenditures versus revenues may be measured when considering annexation, or other development proposal (particularly when a full service annexation would obligate the extension of city services within a constrained time frame). Many variations of the model may be developed for use by the City.

Bastrop are not present in sufficient area to substantially inhibit development activity in the City. Only in limited instances would a property owner in Bastrop be subject to a Section 404 permit issued by the U.S. Army Corp of Engineers for purposes of wetland dredging or fill.

**COMMUNITY FACILITIES**

The City of Bastrop's growth can be also be limited if it fails to anticipate increases in water withdrawal and storage requirements, and waste water treatment capacity necessary to meet the needs of a growing population. In addition, the boundaries of utility service areas can constrain the growth of Bastrop's municipal limits. Water, waste water, and electric utility service area boundaries are largely fixed (unless agreements can be reached with adjacent providers), and City expansion beyond one (1) or more of these service areas – as opposed to within such areas – decreases opportunities to maximize the use of existing City owned and maintained infrastructure.

The growth constraints listed in this section were considered during the preparation of the **Map 2-A, Bastrop Growth Program Map** (page 2-16) These factors have likewise been considered in the preparation of the City's *Future Land Use Program* included in **Chapter 5, Land Use and Urban Design**.

**FIGURE 2.8. EXAMPLE FISCAL IMPACT ANALYSIS TOOL**

SERVICE	INPUT
<b>EXPENDITURES</b>	
<b>Public Safety</b>	
Estimated # Calls Per Service	Total Number
Cost Per Hour	Dollars
Average Time Per Call (State or Local Average)	Hours (1.0)
1st Year Cost of Service	Number x Dollars x Hours
<b>Public Works</b>	
<b>Streets</b>	
Miles Per Street	Total Number Within and Directly Accessed to 1st Stop Sign or Traffic Signal.
Cost For Routine Maintenance	Average Cost To City Per Lane Mile
1st Year Cost of Service	Miles x Cost Per Lane Mile
<b>Water</b>	
Add formula if all costs are not offset by impact fees, and monthly service fees.	
<b>Waste water</b>	
Add formula if all costs are not offset by impact fees, and monthly service fees.	
<b>Electricity</b>	
Add formula if all costs are not offset by impact fees, and monthly service fees.	
<b>Solid Waste</b>	
Add formula if all costs not offset by monthly service fees.	
<b>Estimated O&amp;M Costs:</b>	
<b>REVENUES</b>	
<b>Property Tax Revenues</b>	
(Year) Assessed Valuation	Less Exemptions
Assessed Value of Non-Agriculture	Percentage of Overall Assessed Valuation (Less Exemptions)
Tax Benefit of Non-Agriculture	Estimated Tax Revenue (As percent of Assessed Valuation)
O&M Budget: Estimated Fiscal Impact in 1st Year	Percentage of Tax Benefit (Split with Debt Service)
Debt Service: Estimated Fiscal Impact in 1st Year	Percentage of Tax Benefit (Split with O&M Budget)
<b>Net Fiscal Impact on O&amp;M Budget (1st Year)</b>	<b>Estimated O&amp;M Revenues - Estimated O&amp;M Costs</b>

Source: Halff Associates

## BASTROP GROWTH PROGRAM: PRINCIPLES AND POLICIES

Past annexation activity, and feedback received during the comprehensive planning process, does not reveal Bastrop to be a community fixated on “achieving” an arbitrary level of population growth. While prospective future population growth throughout Bastrop County is largely viewed as inevitable, there is little evidence of a community desire that the City receive its so-called “fair share” of these anticipated residents. Instead, there is a greater interest in ensuring that City infrastructure investments attract quality growth that increases City revenues and is fiscally sustainable.

Under the premise of fiscally sustainable public investment – or “measured growth,” the principles and policies of the Growth Program are intended to facilitate land development (and associated population growth) that is in close proximity to existing City infrastructure and services. The future decisions of Bastrop’s elected and appointed officials, and City staff, regarding Bastrop’s growth patterns will adhere to the following statements of principle and policy:

**BASTROP GUIDING GROWTH PRINCIPLE:** The City of Bastrop will implement policies, programs, investments, and strategies that are fiscally sustainable by: **A) Facilitating infill and redevelopment activity; B) Encouraging contiguous development; and, C) Managing targeted corridor development.**

### GROWTH POLICIES:

- *Capital improvement projects will be evaluated based on the degree to which they support reinvestment in existing districts and neighborhoods.*
- *Annexation proposals will be considered based on the anticipated costs of providing immediate and long-term infrastructure and public services.*
- *Development within the municipal limits, and in close proximity to existing infrastructure, will be prioritized.*
- *Extensions of the City’s infrastructure networks will be the minimum necessary to support preferred growth patterns.*
- *Infrastructure enhancements will exhibit a benefit to Bastrop’s existing utility customers.*
- *City investments will support development patterns that promote the least possible disturbance of land and smallest possible development footprints.*
- *Bastrop will exercise a conservative annexation strategy that emphasizes the incorporation of contiguous parcels.*
- *The City will utilize its statutory authority to mitigate the anticipated impacts of scattered private development that does not conform to the City’s preferred growth patterns.*
- *The use of economic development tools such as 380 Agreements, PID, and TIRZ, will be focused on properties within the City’s overlapping service areas, and other areas of preferred growth.*

## BASTROP GROWTH PROGRAM MAP

### DESCRIPTION

The policies of the *Bastrop Growth Program* (page 2-14) provide parameters under which the City might initiate future annexation activity or infrastructure investment. The Program is a **statement of intent**, indicating Bastrop's preference to facilitate development within, and in close proximity to, existing municipal boundaries. This policy may be referred to as *measured growth*. **Map 2-A, Bastrop Growth Program** depicts close adherence to the Bastrop Growth Program principles and policies is depicted on **Map 2-A, Bastrop Growth Program**. The darker a parcel on **Map 2-A**, the more likely that its development reflects Bastrop's preferred future growth pattern.

**VARIABLES.** Map 2-A represents the following variables:

**Boundary.** Only parcels partially or completely located within ½ mile of Bastrop's statutory ETJ or sewer CCN area (whichever was greater) were considered.

**Desirable Attributes.** *The following attributes increase a property's growth potential:*

- **Water, Waste water, and Electric Service Areas.** Separate filters were applied to parcels completely or partially located within Bastrop's water and waste water CCN areas, and electric utility service area.
- **Water, Waste water, and Electric Lines.** Separate filters were applied to properties located within a 300' buffer from water, waste water, and electric lines.
- **Major Thoroughfares.** A filter was applied to parcels located within 1000' of a highway or arterial street.
- **Property Classification.** A filter was applied to properties were identified as vacant, undeveloped, agricultural, timberland, wildlife, or similar category; and/or which have no improvement value. Property classifications established by the Texas Comptroller of Public Accounts, and sub-classification utilized by the Bastrop County Tax Assessor were considered.
- **Watershed.** A filter was applied to parcels partially or completely located within the Copperas Creek – Colorado River Watershed (HU-12).

**Undesirable Attributes.** *The following attributes decrease a property's growth potential:*

- **Environmentally Constrained Lands.** Specifically, floodplains and Houston Toad habitat.
- **Public Properties.** City, County, School District, State.

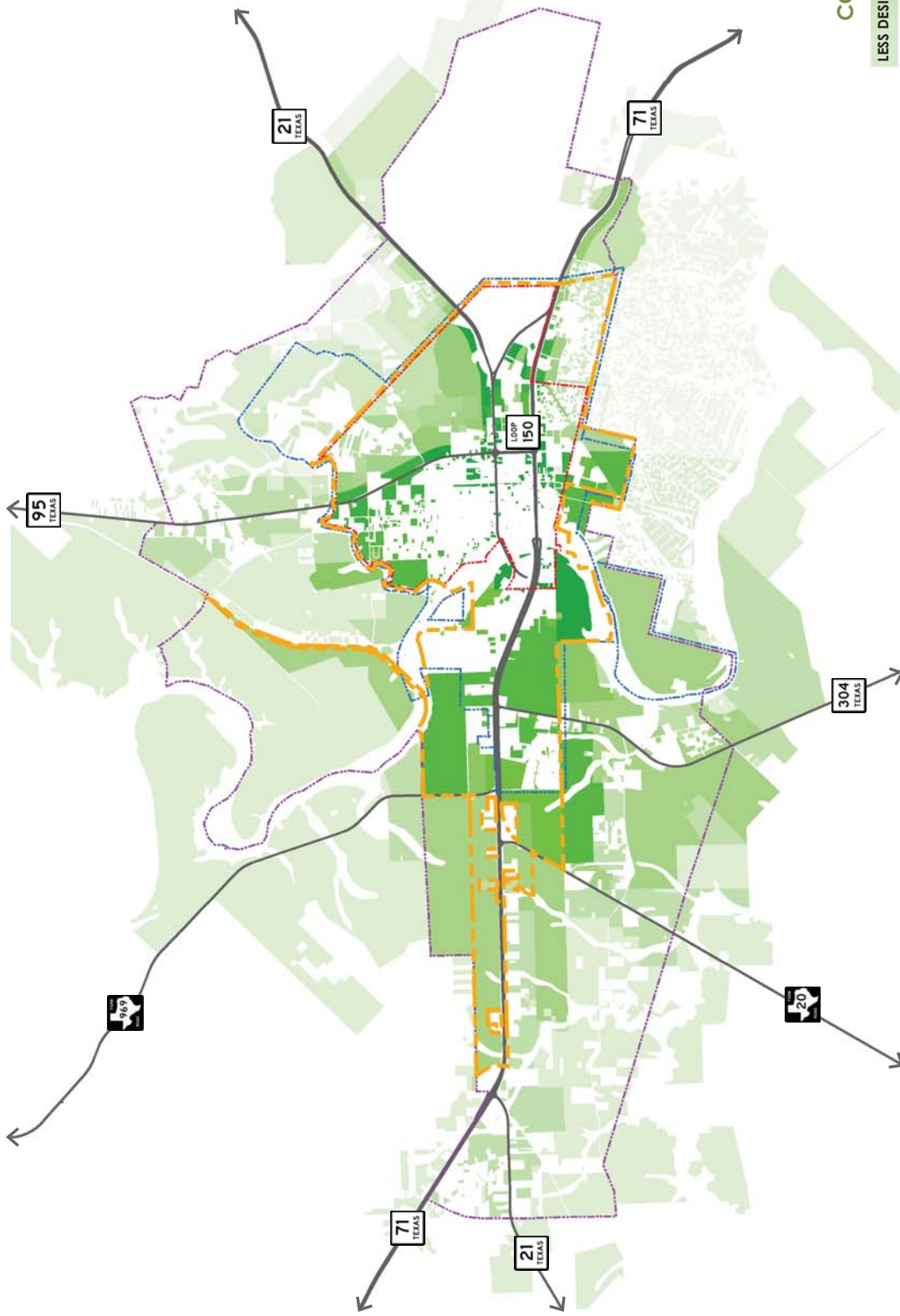
**LIMITATIONS.** The Bastrop Growth Program does not do the following:

- It **does not** establish or imply a fixed urban growth boundary or designated development area outside of which capital investments would be prohibited.
- It **does not** prohibit the City from participating in development activities resulting from a privately initiated MUD.
- It **does not** limit annexation; although, it may be utilized as a measure when considering the merits of an annexation application.



# BASTROP GROWTH PROGRAM

## MAP 2-A:



**LEGEND:**



CITY LIMITS

SEWER SERVICE AREA

BP&L SERVICE AREA

WATER SERVICE AREA

COMMUNITY GROWTH IS:

LESS DESIRABLE

MORE DESIRABLE

There are tangible steps that Bastrop can undertake to better ensure that the City's future development actions and decisions align with the Bastrop Growth Program. The following goal, objectives, and initiatives are intended to support the growth principles and policies contained in this Plan.



**GOAL 2.1: Maintain and enable a policy of "measured growth" as represented by the Bastrop Growth Program.**

**OBJECTIVE 2.1.1:** Implement a community growth program that maximizes the use of existing City infrastructure.

1. Include ranking criteria in a City Capital Improvements Program that provides weight to proposed projects that promote infill and/or contiguous development.
2. Prepare and utilize a fiscal impact analysis tool when determining the value of annexing property, or when reviewing proposed planned developments or other development proposals.
3. Conduct one (1) or more studies of potential annexation areas, and utilize the results to amend and formalize the Bastrop Growth Program Map.

**OBJECTIVE 2.1.2:** Exercise greater influence on development patterns and character in the Bastrop ETJ.

1. Develop a list of minimum parameters which must be met for the City to approve a proposed MUD or other water district in the ETJ. The following topics are provided as examples only:
  - a. Roadway capacity improvements (Based on City-funded traffic impact analysis).
  - b. Recreation space (Minimum allocations based on per capita parkland targets).
  - c. Public facility land reservations (Based on estimated population, calls for service, emergency response times, Bastrop ISD master plan).
  - d. Trail connectivity (in accordance with a greenways master plan).
2. Require MUDs that are completely or partly located outside of the City's preferred growth areas (as provided in this Chapter) or annexation areas to employ cluster development techniques, and preserve natural open space in addition to required recreation areas.
3. Develop minimum benchmarks which must be met in order for the City to approve major amendments to an approved MUD.
4. Employ graduated water and waste water impact fees based on a project's location - proximate to the City's municipal boundaries at the time of the development is proposed - and to water sources and treatment facilities.



## INFRASTRUCTURE CAPACITIES.

Adherence to a preferred growth program requires that a community's various utility networks are developed and maintained in an orderly manner. In particular, opportunities to grow municipal and other public utility system, and expand the associated customer base, should only be entertained if due consideration has also been given to how such actions mitigate existing service deficiencies to current customers.

This section of the Plan evaluates Bastrop's water, waste water, storm water, and electrical power networks to consider actions that may be taken to balance system growth potential, with the preservation of existing public utility investments. The associated goals, objectives, and strategies are drafted to support the City framework advocated in the Bastrop Conceptual Growth Program.

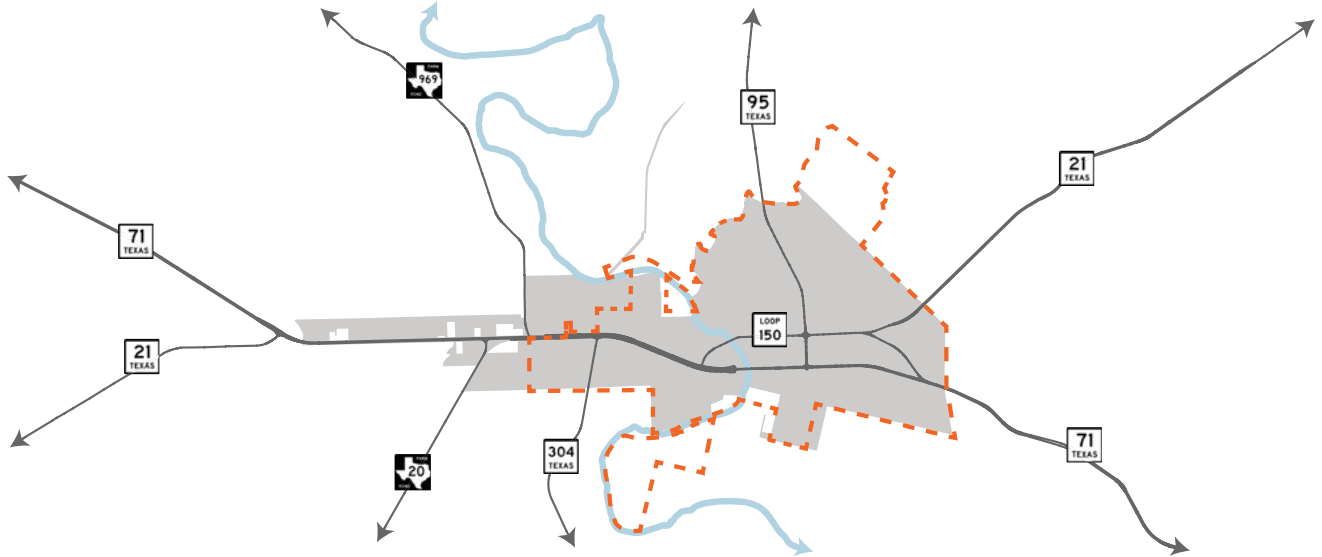


*Bastrop's three (3) overlapping service areas correspond with a substantial inventory of parcels with infill and redevelopment potential.*

### BASTROP WATER SYSTEM

The City of Bastrop operates a municipal water system providing potable water to customers within a 7,062 acre service (CCN) area. The utility's approved Certificate of Convenience and Necessity (CCN) area includes land within and outside of Bastrop's current municipal limits. In 2015, the City of Bastrop provided municipal water service for almost 3200 customers. Of these, roughly 80 percent are residential customers. Other non-residential service accounts serve a variety of commercial, industrial, and institutional land uses.

**FIGURE 2.9. BASTROP WATER SERVICE AREA**



The Bastrop municipal water CCN area does not include the entire municipal limits or statutory ETJ. Some property owners and residents of these areas are serviced by the Aqua Water Supply Corporation, while others remain on private wells.

**WATER SYSTEM DEMAND**

The average water consumption of Bastrop's municipal water customers is 1.25 MGD (million gallons per day) per day – although peak usage can fluctuate greatly. Current water consumption rates represent a 39 percent increase from 2000 but remain far below total system storage capacity. The rate of water consumption per account in 2015 is over 15 percent less than in 2000. Advances in technology, and the City's adherence to the water conservation goals and strategies it established in its 2010 Water Conservation Plan may account for decreases in water usage per account.

Municipal water accounts in Bastrop - both residential and commercial - have

increased by 64 percent since 2000. The rate of increased municipal water accounts exceeds estimated City population growth over that same period using most standard methodologies (see **Figure 2.1**, page 2-3). Although some of the new accounts are presumably for customers located outside of the municipal limits, the extent and location of the CCN boundaries likely does not fully account for the disparity between the growth in water customers and overall City population. Regardless, it does support the City's recent efforts to seek additional pumping capacity.

The City is currently pursuing permits for additional pumping capacity to serve anticipated future residents and development as determined by a 2014 study on water demand projections. The population growth assumptions of that study have been incorporated into this Plan (see **Figure 2.7**, page 2-11), and remain the basis for prioritizing recommendations herein.



**WATER SUPPLY AND STORAGE**

The City of Bastrop relies on ground water for its potable water supply. A total of seven (7) wells (located at the Willow Treatment Plant site, and Bob Bryant Park) provide the City with a total pumping capacity of 2,735 gpm (gallons per minute). The City’s current pumping capability amounts to roughly 62 percent of its permitted pumping capacity.

Bastrop’s water storage facilities are currently located in close proximity to the City’s ground water sites at the Willow Treatment Plant and Bob Bryant Park. Cumulative capacity of the three (3) storage facilities is 2,260,000 gallons.

**WATER TREATMENT**

The City’s reliance on ground water, as opposed to surface water sources, requires minimal water treatment measures. Treatment activities include disinfection and fluoridation which occur close to wellheads on the sites of the City’s water storage facilities at the Willow Treatment Plant and Bob Bryant Park.

Bastrop continues to experience intermittent problems with occasional water dis-colorization due to the presence of manganese which is drawn from the City’s ground water sources. Although there are no known negative health effects associated with the presence of this metal in the City’s water lines, it is an issue that continually contributes to a negative perception of the local water supply and system. The problem is most apparent when rapid changes in water usage within one (1) of the City’s three (3) water system zones causes changes in water pressure (and disturbs manganese

that is settled at the bottom of water lines). Methods to address the dis-colorization issue include the installation of new filtration systems at wellheads, and the construction of an additional water tower which will not only increase the City’s storage capacity, but also equalize flow pressure in the system.

**WATER DISTRIBUTION AND FIRE PROTECTION**



Bastrop’s water distribution system is divided into three (3) pressure zones. There is sufficient pressure within the City’s system to

provide for daily water demand. Conversely, system-wide pressure is too great for some of the City’s older and smaller water lines – particularly segments within center city. The City relies on pressure reducing valves to decrease pressure and preserve older infrastructure.

The City currently maintains a fire insurance rating of 5. This relatively high rating is reflective of the City’s reliance on a volunteer department, and lack of a station staffed for 24 hour periods. Although sufficient water pressure exists throughout Bastrop to meet acceptable fire flow demands, there are areas where smaller water lines must be strategically replaced to enable increased volumes.

**FUNDING**

The Bastrop municipal water system is financed and operated in a manner similar to a business enterprise. All revenues (primarily user fees) are utilized by Bastrop

to extend, maintain, improve municipal water facilities and services to “preserve the financial integrity of the utility” as defined by the Texas Water Code, Section 13.183. Water customers are charged service fees based on residency, account type, meter size, and graduated levels of usage. One (1) time connection fees are also charged to customers based on residency within or outside of Bastrop. City ordinance verifies Bastrop City Council’s intention to increase service rates (by separate ordinance) by not less than 3.5 percent a year through 2019.

Consistent with the City’s 2011 water improvement plan, Bastrop has developed service impact fees that are applied to new subdivisions in the municipal limits and applicable portions of the ETJ.

**SUMMARY**

Three (3) principal factors will continue to influence the timing and manner in which Bastrop invests in its municipal water utility over the next 20 years:

- *Meeting the basic daily needs of its customers in a financially and environmentally responsible manner;*
- *Adhering to the statutes of the Texas Water Code and the regulatory rules of the Texas Commission on Environmental Quality; and,*
- *Facilitating and supporting the growth and development policies and goals adopted by Bastrop City Council, including those established in this Plan.*

To effectively meet these long-term obligations, Bastrop must be prepared to address at least the following overlapping issues:

- **Water Quality Perception.** *New filtering systems should be installed to decrease the amount of manganese drawn into the City’s water lines.*
- **Water Pressure.** *Unequal water pressure disrupts sediment and can stress undersized lines when heavy usage requires pressure valves to open.*
- **Water Conservation.** *Many of the measures included in the City’s water conservation plan are educational or voluntary in nature. Extended periods of drought have caused periodic fluctuations in peak water usage. A re-evaluation of the City’s water conservation plan may reveal opportunities to encourage additional conservation activities.*
- **Fee Structure.** *The City’s water improvement plan provides the justification for fee increases through 2019, but must be re-evaluated to determine fees and rates in 2020 and beyond.*
- **Municipal Utility Districts.** *MUD developments can obligate local governments to adjust short-term capacity needs, and long-term system operations and maintenance.*
- **Pipe Size.** *Insufficient pipe size is an acknowledged issue in older portions of Bastrop, and can exacerbate flow and pressure problems.*

**BASTROP COUNTY WATER CONTROL AND IMPROVEMENT DISTRICT #2**

Some Bastrop residents, property owners, and business owners receive water and waste water service from the Bastrop County Water Control and Improvement District #2 (WCID). Bastrop County WCID #2 serves residents of the Tahitian Village subdivision – a portion of which is located within the municipal limits. While not responsible for water distribution or waste water collection within the WCID service area, the City of Bastrop does maintain an inter-local agreement to treat all WCID waste water in return for a treatment fee and capital costs. Bastrop has also supplied WCID customers with supplemental water during emergencies, and is developing an inter-local agreement to establish parameters for future emergency interconnections. Agreements to assume ownership and maintenance of some WCID streets located in the municipal limits (subject to minimum upgrades) have also been previously executed by the City.

The City must maintain close coordination with the WCID to ensure that the infrastructure investments of both entities provide a consistently high level of public utility to City residents and property owners living in both service areas. City/WCID inter-local agreements regarding waste water treatment and water supply should be for limited time frames and/or otherwise be written to allow flexibility for the City to adjust rates that it charges the WCID. The City should remain receptive to the possibility of accepting additional WCID infrastructure into its water, waste water, and/or street networks where WCID customers could benefit from enhanced services (i.e. street maintenance, improved fire flows, etc.) Such activity should be focused on areas within the municipal limits and/or the City’s water and waste water CCN areas, and should be subject to a cost-benefit analysis conducted on a case-by-case basis.



**GOAL 2.2:** Ensure long-term water system capacity and water quality for existing customers, while accommodating incremental growth and development.

**OBJECTIVE 2.2.1:** Engage in regional and local planning initiatives to maintain sufficient short and long-term water supplies.

1. *Actively participate in regional water planning efforts with the Lower Colorado River Authority and surrounding water suppliers.*
2. *Create a comprehensive digital inventory of the City’s water facilities including: distribution lines, fire hydrants, etc. Purchase equipment necessary to maintain the digital inventory internally. Maintain an ongoing inventory of service records tied to the GIS database.*
3. *Maintain and update a master water system plan which identifies priority water system rehabilitation projects, and sub-areas where system expansion projects are desirable.*
4. *Strategically incorporate water main extension projects into the City’s capital improvements program which would promote development patterns that are consistent with the Bastrop Growth Program. Tie extension projects to sub-area land use studies that identify the maximum density/intensity of development that could tie into the water main without unduly taxing permitted withdrawals, or causing imbalances in system pressure zones.*
5. *Update utility ordinances where necessary to permit development within the municipal limits only when it can tie into existing water mains, unless water main extension is paid for by the developer. Base zoning decisions and development approvals on recommended sub-area development thresholds.*
6. *Periodically update water demand projections. Utilize local inputs to refine long-term population projections in conjunction with water demand projections.*

**OBJECTIVE 2.2.2:** Upgrade the existing water distribution system so that water pressures remain sufficient for necessary fire flows but do not cause strain on existing lines.

1. *Continue to incorporate water main replacement projects into the City's capital improvements program (CIP) based on CIP ranking criteria, and prioritization established by the master water system plan.*
2. *Utilize a dynamic model prior to the operation of the elevated water storage tank in west Bastrop to verify areas of high and low water pressure throughout the water system. Run the model following the installation of the water storage tank. Adjust the priority of water main replacement projects based on modeling results.*
3. *Prioritize system rehabilitation or expansion projects (including transmission lines, loop connections, pressure valves, and pump stations) which help to equalize water pressure throughout the system's three (3) pressure zones.*

**OBJECTIVE 2.2.3:** Decrease the infiltration of naturally occurring metals into the City of Bastrop's potable water supply, and the taps of water system customers.

1. *Install new filtering systems at each water treatment facility that reduce the infiltration of metals into the City's water distribution lines.*
2. *Schedule periodic flushing of system lines on a recurring basis. Ensure that the public receives advanced notice prior to each scheduled system flush.*
3. *Seek additional water sources in which lower levels of metals causing water dis-colorization are found and program the replacement of ground water sources with higher levels of manganese.*



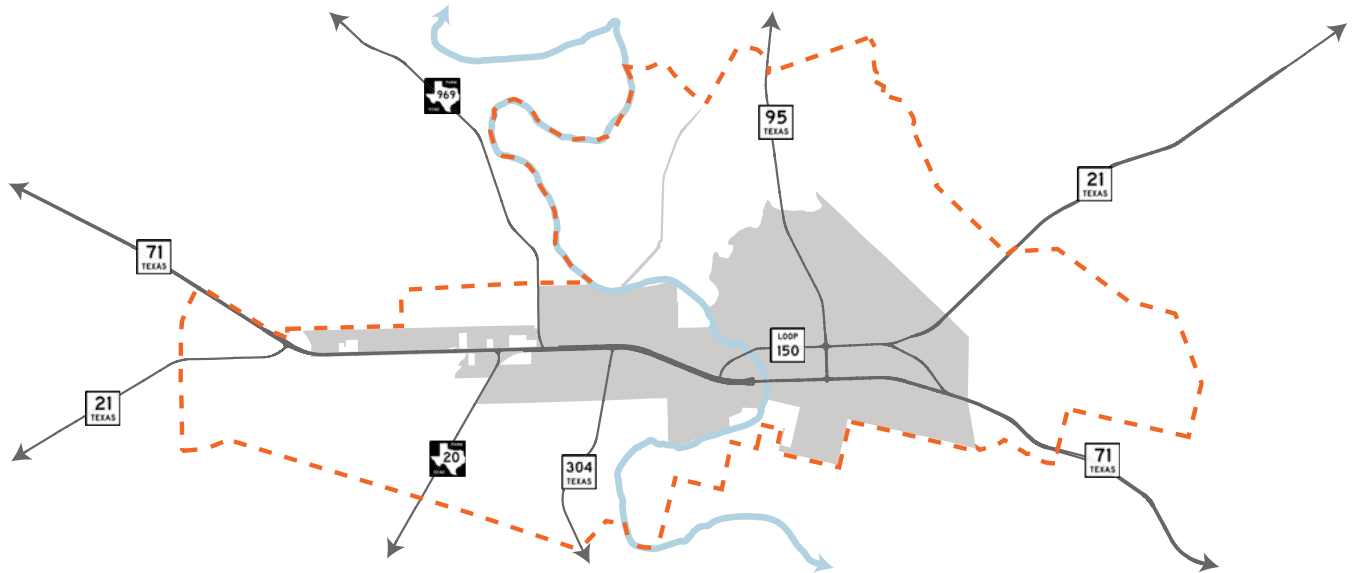
**GOAL 2.3:** Mitigate expected increases in water demand through enhanced conservation practices.

**OBJECTIVE 2.3.1:** Extend the time frame upon which future water withdrawal permits will be necessary by increasing water conservation activities.

- *Re-evaluate the City's water consumption charges to determine whether rate adjustments are necessary to reduce per capita water usage at a target conservation rate referenced in the City's 2014 Water Demand Projections model.*
- *Allocate a fixed percentage of annual revenues for the purchase of household low-flow fixtures for distribution to the general public.*
- *Modify City landscaping requirements to require the use of drought tolerant native plant species and other xeriscaping techniques for select development sizes and types.*
- *Construct a waste water reuse system in the City to decrease water consumption rates tied to landscaping and/or industrial uses. (see Objective 2.4.1)*



FIGURE 2.10. BASTROP WASTE WATER SERVICE AREA



### BASTROP WASTE WATER (SEWER) SYSTEM

The City of Bastrop operates a municipal waste water system providing sewage collection and treatment service to customers within a 23,522 acre service (CCN) area. The municipal system includes gravity sewers, lift stations, and a central treatment facility.

The utility's approved Certificate of Convenience and Necessity (CCN) area covers an area three (3) times the size of Bastrop, and includes the City's entire municipal limits. In 2015, the City of Bastrop's waste water system served 2,755 customers. Of these, roughly 82 percent are residential customers. Other "commercial" service accounts serve a variety of commercial, industrial, and institutional land uses. Some property owners and residents within the City's waste water CCN remain on private septic systems.

### WASTE WATER COLLECTION

Bastrop owns and maintains over 300,000 linear feet (57 miles) of waste water collection lines. The waste water collection system extends across varied terrain and multiple watersheds, requiring the City to operate 16 lift stations of varying capacity (an increase of five (5) stations since 2000).

Inflow and infiltration (I&I) into the waste water collection system is a system-wide challenge that has increased during the last 15 year period. Aging collection lines can allow for increases in overall flows during high rain periods, which can then dilute sewage and decrease treatment effectiveness. I&I problems are most apparent at the waste water treatment facility in the flows encountered during rain events. Elimination of I&I problems requires line repairs - a formidable task due to the lengths of the collection system and topographic challenges.

The City recognizes the extent to which improvements are needed to its waste water collection system. Some needs are already apparent, while others are suspected. Almost 50 percent of the waste water projects included in the City's 2013 – 2018 capital improvements program were dedicated to major system rehabilitation or other testing and repair activities.

### WASTE WATER TREATMENT

The City of Bastrop operates a single waste water treatment facility located on the west side of the Colorado River. The City's treatment facility includes two (2) plants that are cumulatively permitted to treat 1.4 MGD. It is currently operating at 60 percent of capacity (0.84 MGD). With a 65 percent increase in total customers since 2000, average daily flows to the facility have increased by 40 percent during the same period. The waste water treatment facility lacks a back-up generator which may inhibit waste water treatment capabilities during a natural disaster or significant storm event.



*Bastrop's waste water system will add more future customers than its water and power utilities. Providing for adequate treatment capacity for anticipated growth should remain a high priority.*

For both regulatory and practical purposes, Bastrop has initiated plans to increase waste water treatment capacity. Permitting is in place for a new waste water treatment plant to be located on the east side of the Colorado River (along FM 304, and south of the current municipal limits). The City is awaiting the results of an associated study to verify the cost-effectiveness of constructing a new plant on the site. Contingent on the results of the study, the City's most recent capital improvements program divides plant construction into three (3) phases. The servicing of increased treatment capacity will also require the construction of new trunk lines, and may require the redirection of some flows to the new plant.

Bastrop sells treated effluent to commercial customers as part of the City's water conservation program. Water re-use activities are confined to the current treatment plant site, although there is interest in expanding the program to pipe treated effluent off-site to sell for irrigation use. Development of the necessary so-called "purple pipe" system would require pro-active City investment and associated amendments to development codes.

### FUNDING

The Bastrop municipal waste water system is financed and operated in a manner similar to a business enterprise. All revenues (primarily user fees) are utilized by Bastrop to extend, maintain, improve municipal waste water facilities and services to "preserve the financial integrity of the utility" as defined by the Texas Water Code, Section 13.183. Waste water customers are charged service

fees based on graduated levels of water consumption. One (1) time connection fees are also charged to all customers based on connection size. City ordinance verifies Bastrop City Council's intention to increase service rates (by separate ordinance) by not less than 3.5 percent a year through 2019.

Consistent with the City's 2011 waste water improvement plan, Bastrop has developed service impact fees that are applied to new subdivisions in the municipal limits and applicable portions of the ETJ.

**SUMMARY**

Bastrop continues to invest in the improvement of its municipal waste water utility. Future decisions regarding service enhancement should at least address the following issues:

- **Service Area Topography.** *The CCN boundaries of the municipal waste water system extend across multiple watersheds. Expansion of the system's footprint will require additional lift stations and/or treatment facilities to overcome topographic challenges.*

- **Treatment Capacity.** *The City is rapidly reaching maximum permitted waste water treatment capacity. The appropriate solution for increasing treatment capacity, expanding the existing site versus adding a new facility must consider the latent development potential of property on the west side of the Colorado River.*
- **Inflow and Infiltration.** *I&I is a constant problem for most municipal waste water utilities. Future selection of major rehabilitation projects should target locations where complimentary improvements to storm drainage, water, and/or street rehabilitation are also programmed.*
- **Waste water Re-use.** *Increasing opportunities for the use of treated effluent for irrigation and industrial non-potable purposes can enhance Bastrop's current water conservation program. Although City codes can easily be amended to require the installation of piping for the use of reclaimed water, costs of the City installing a distribution system are unknown.*
- **Capital Improvements.** *The inclusion of funding for ongoing maintenance of the waste water collection system (as opposed to major rehabilitation projects) in existing capital improvements programs suggests that adjustments can be made to the City's operating budget to accommodate a greater level of preventative repair and maintenance work.*

**Bastrop should investigate the feasibility of developing a water re-use distribution system.**





The following goals, objectives, and initiatives are intended to support the Bastrop waste water system.



**GOAL 2.4: Expand waste water collection and treatment capacity in a cost-effective manner.**

**OBJECTIVE 2.4.1:** Invest in waste water system expansion in areas that promote infill and contiguous development.

1. *Incorporate the findings of the waste water treatment plant study into the City’s capital improvements program to ensure that future treatment capacity demands can be met.*
2. *Prioritize capital waste water projects that can be leveraged with storm water drainage, street, or other similar infrastructure improvements – particularly those that service developed areas where vacant infill tracts can be developed.*
3. *Adopt an adequate facilities ordinance to require that waste water system expansion to areas not generally contiguous to developed property – or located between developed areas and the anticipated waste water treatment plant – be privately financed, or be disallowed until planned City improvements are made available to the site.*
4. *Utilize statutory tools (380 Agreements, PID, TIRZ) to promote system maintenance or expansion in preferred growth locations.*

**LOW-IMPACT DEVELOPMENT**

One method of reducing storm water runoff is to require that new land development incorporate low-impact development (LID) / green infrastructure approaches to mimic or restore pre-development hydrology to the maximum extent practicable. LID is an approach to land development that uses various land planning, design practices, and technologies to simultaneously conserve and protect natural water resource systems and reduce infrastructure costs. LID still allows land to be developed, but in a cost-effective manner that helps mitigate potential environmental impacts. For example, site plans should be developed that keep water from running off the land too quickly and instead allow the water to soak back into the earth and replenish the groundwater table or aquifer. Reducing the quantity and velocity of water runoff minimizes soil erosion and loss of land. Site plans should employ strategies and techniques that protect the quality of water that flows into lakes, streams, and wetlands or recharges groundwater supplies. LID storm water management best practices should be implemented within public rights-of-way, particularly along roadsides and in parking lots, where soils and other conditions will allow. LID processes for systematically managing storm water include ‘chains’ or natural treatment methods of filtration, infiltration, and storage and ultimately reuse.



*Bio-retention ponds utilize native vegetation to filter pollutants and absorb storm water runoff.*

Recent City development projects have already incorporated LID site design and technologies, but City Code does not require LID approaches to new development.



**OBJECTIVE 2.4.2:** Expand the City's waste water re-use program.

1. *Invest in increased operational storage capacity at waste water treatment facilities for point of sale purchases of treated effluent.*
2. *Prepare a study to determine the viability of constructing a reclaimed water distribution system throughout all, or portions of the Bastrop municipal limits. Prepare the study in a manner consistent with the recommendations of Water Reuse (available quantities, potential users, potential demand, distribution system layout, system retrofit, code amendments.)*
3. *Modify City codes to require dual piping as part of new construction within at least those portions of the City for which a water reuse system has been deemed feasible. Alternatively, link the applicability of the dual piping requirement to construction in areas that are anticipated to be serviced in the near future as identified in the City's capital improvements program.*
4. *Require connection to the water reuse system for new construction in areas where the system is in place, or retroactively upon system expansion. Limit retroactive connection requirements to certain development types. Offer incentives for retroactive connection to the system of single-family residential property or other types of land uses where costs would otherwise exceed financial benefits.*



**GOAL 2.5:** Enhance waste water system efficiency.

**OBJECTIVE 2.5.1:** Maintain a comprehensive inventory of waste water system facilities.

1. *Create a comprehensive digital inventory (GIS) of the City's waste water facilities including pipe size, lift stations, and manholes. Purchase equipment necessary to maintain the digital inventory internally. Maintain an ongoing inventory of service records tied to the GIS database.*
2. *Utilize digital service record inventories as a variable in determining future waste water system maintenance project priorities. (Also in conjunction with a subsequent I&I study as recommended in Objective 2.5.2)*

**OBJECTIVE 2.5.2:** Incrementally reduce the frequency and volume of inflow and infiltration (I&I) problems in waste water collection and outfall lines.

1. *Commission a comprehensive I&I study of the waste water collection system. Initiate the study following completion of the system-wide digital inventory referenced in Objective 2.4.2. Prioritize major projects within the study in a manner that mimics the City's capital improvements program, and provide associated cost estimates.*
2. *Utilize I&I study results to prepare a yearly maintenance program. Determine an appropriate amount of funds to be allocated in the annual operating budget for routine smoke testing and in-house repairs.*
3. *Determine a minimum threshold whereby the cost/size of a replacement/rehabilitation project requires that the project be considered for inclusion in an annual capital improvements program.*



TxDOT and other public entities may serve as reliable partners in providing for regional detention options.

## BASTROP STORM WATER SYSTEM STORM WATER COLLECTION SYSTEM

The City of Bastrop owns and maintains a series of detention ponds and other drainage structures that collect and convey storm water outfall from City property and private development. The City's network of drainage structures is tied to those of TxDOT and natural drainage channels. Although the majority of City street rights-of-way are currently drained by open ditches, an increasing percentage of the City's street inventory (via new development and street rehabilitation projects) utilizes curb, gutter, and underground storm drainage. Bastrop's drainage structures – including detention ponds, curb and gutter, and inlets – are maintained by Public Works Department staff.

The City reports localized flooding and ponding during heavy rain events (particularly in the older parts of the City) that is attributed to inadequately sized drainage structures, and older construction that was built to insufficient finished floor elevations. These localized events are not reported as frequently in newer developments that are subject to the City's current building and site development requirements, floodplain ordinance, and subdivision regulations.

### HAZARD MITIGATION

The City of Bastrop is participating in an update to the Bastrop County Hazard Mitigation Plan (part of the TCRFC Hazard Mitigation Plan). The update is required of all jurisdictions wishing to retain eligibility for FEMA Hazard Funding. The preliminary risk assessment portion of the Hazard Mitigation Plan classifies the City as having a "medium risk" for extreme heat, flood, and wildfire events.

Storm water system investments can help reduce Bastrop's susceptibility to significant life and property loss as a result of a severe flood event. **Figure 2.11, Bastrop Flood Hazard Profile**, illustrates the degree to which City property is threatened by potential flood events.

**FIGURE 2.11. BASTROP FLOOD HAZARD PROFILE**

LOCATED IN FLOOD ZONE	100 YEAR	500 YEAR
Acres	633	1,789
Exposed Structures	133	1003
Persons Affected	363	2,723
Value of Exposed Structures (\$)	86,592,700	807,198,744
Critical Facilities	1	7
Bridges & Infra.	10	11
Lost Value (\$) (Est.)	15,892,066	20,660,810
Percent (%) of Total Value	18.4	2.6

Source: Bastrop County Hazard Mitigation Plan Update (2016)

A very small percentage of Bastrop's land area lies within the 100 year floodplain. Property owners in these high risk areas are required to have federal flood insurance policies. In contrast, a significant portion of the City lies within the 500 year floodplain – particularly in center-city, and west of the Colorado River. Property owners in these “moderate to low risk” areas are not required to obtain federal flood insurance.

Continued development in Bastrop can gradually increase impervious surface area, and elevate the volume and velocity of storm water flows. Even with storm water infrastructure built to contemporary specifications, the frequency of localized flooding events even outside of high risk (100 year) floodplains can increase as new development occurs within and upstream of the City. These risks are acknowledged in the most recent TCRFC Hazard Mitigation Plan (2011-2016). Comprehensive drainage system improvements to both Gills Branch and Piney Creek, totaling 16 million dollars, have been recommended due to “slow drainage and rain runoff that has increased the scope of the floodplain.”

Bastrop County is currently conducting a flood protection planning study partially funded by the Texas Water Development Board. This study evaluates drainage in targeted watersheds in much more detail than a hazard mitigation plan, but the project scope currently excludes watersheds located in the City. A similar study in Bastrop would identify the specific improvements necessary in the Gills Branch and Piney Creek drainage basins.

## **WATER QUALITY**

The Texas Commission of Environmental Quality (TCEQ) issues and administers “municipal separate storm water “(MS4) permits as part of its responsibility to minimize pollution in the State's surface waters through the regulation of storm water discharges. MS4 permits, and corresponding storm water management programs, are required of many local governments within the urbanized areas of Texas. The permitting process and administration ensures that Texas adheres to its responsibilities under the Clean Water Act.

Bastrop does not meet the minimum threshold required for the City to obtain an MS4 permit from TCEQ, but may after future decennial censuses. Regardless, the very existence of this type of permitting is an acknowledgment that effective storm water drainage systems greatly reduce the impact of non point source pollution discharges to surface waters. Application of these requirements by urbanized upstream communities, including the adoption of storm water management programs, utilities, and fees, has significantly improved the water quality in the Lower Colorado River and other watersheds.

## FUNDING

Absent the types of dedicated user, connection, and impact fees that fund the City of Bastrop's municipal water and waste water utilities, storm water system improvements have been funded through the use of general funds and bond revenues. Improvements to inadequately sized storm water drainage structures occur less frequently than those to water and waste water systems. Although periodically heavy, the infrequency of major storm events decreases the urgency to make substantial investments in the system – even though impervious surfaces are increasing as new development occurs in the City's drainage basins.

## SUMMARY

Major flooding events, and their visual reminders of potential life and property loss, serve as the primary factors motivating communities to invest in improved local storm water infrastructure. In addition, investment in storm water management is also a way to improve water quality in the Lower Colorado River watershed by mitigating non point source runoff as the City develops.

Future decisions regarding City storm water management should consider at least addressing the following issues:

- **Community Rating System (CRS).** *The National Flood Insurance Program (NFIP) lists 18 actions that communities may take to reduce federal flood insurance rates. Bastrop County participates in the CRS program by conducting NFIP-eligible activities in the categories of: public information, mapping and regulations, flood damage reduction, and flood preparedness.*
- **Storm Water Utility.** *Establishment of a storm water utility may be a method by which Bastrop can collect funds for the long-term maintenance of its drainage facilities. Chapter 552 (Municipal Utilities), of the Texas Local Government Code establishes the parameters under which Texas municipalities may establish, fund, and operate a municipal storm water (drainage) utility.*
- **Regional Detention.** *Storm water utility fees may be utilized to build regional detention facilities. Strategically located regional detention facilities may serve in lieu of required on-site storm water requirements where property constraints otherwise make on-site detention infeasible. Properly designed facilities may also serve as recreational amenities – particularly where they provide linkages to other public parks or greenway corridors.*
- **Low-Impact Development.** *Site development standards may be modified to require developments of certain types and/or sizes to utilize a range of low impact development (LID) techniques such as bio-retention areas, cisterns, pervious paving, and rain gardens.*
- **Stream Buffers.** *City development codes may be modified to require the preservation and/or installation of stream side vegetation along river and creek corridors.*
- **Tree Preservation/Planting.** *Even absent a comprehensive set of LID requirements in the City's development codes, robust tree preservation and planting requirements can maintain or expand tree canopies which mitigate some increases in community-wide impervious surface areas.*





**GOAL 2.6:** Reduce flood hazards in Bastrop through the programmed improvement of the City storm water system.

**OBJECTIVE 2.6.1:** Identify, prioritize, and fund a city-wide network of storm water infrastructure improvements.

1. *Create a comprehensive digital inventory of the City's storm water facilities including: inlets, piping, engineered channels, detention ponds, etc. Purchase equipment necessary to maintain the digital inventory internally.*
2. *Prepare a master drainage study for the City that identifies critical storm water infrastructure improvement needs by watershed, phasing, and cost. Include costs related to ongoing maintenance of existing and proposed facilities and structures.*
3. *Ensure that master drainage study recommendations incorporate applicable recommendations from the Bastrop Hazard Mitigation Plan.*
4. *Incorporate priority storm drainage projects into the City's capital improvements program.*
5. *Study the feasibility of establishing a municipal drainage utility as provided by Chapter 552 (Municipal Utilities), of the Texas Local Government Code. Consider storm water utility assessment options to provide funding solely for operations and maintenance versus improvement project costs.*
6. *Investigate the feasibility of establishing one (1) or more regional storm water detention basins to provide private development options for off-site detention.*
7. *Consider assessing impact fees to fund regional storm water detention facilities.*



**GOAL 2.7:** Protect water quality in the Lower Colorado River Watershed by mitigating storm water discharges associated with growth and development.

**OBJECTIVE 2.7.1:** Create a storm water management program modeled after the Phase II MS4 permitting requirements for small municipal storm sewer systems.

1. *Develop a model storm water management program for adoption by resolution of Bastrop City Council.*
2. *Implement best management practices (BMP) that address the six (6) minimum control measures required by TCEQ of MS4 communities.*
3. *Contract with a non-profit entity to assist in the implementation of BMPs related to public education and involvement.*
4. *Amend development regulations to provide a direct linkage to BMPs relating to development control policies.*
5. *Incorporate provisions into the storm water management program that address NFIP-eligible activities that will enable City participation in the Community Rating System (CRS).*

**OBJECTIVE 2.7.2:** Incorporate low impact development (LID) solutions into City development regulations and public construction projects.

1. **Conduct an “audit” of City land development regulations identifying opportunities for comprehensive low impact development (LID) amendments.**
2. **In lieu of a LID audit of development regulations, prioritize and incrementally amend land development regulations to incorporate one (1) or more of the following:**
  - a. **Require vegetative buffers of varying widths along creeks, streams, and the Colorado River.**
  - b. **Adopt a tree preservation and planting ordinance. Link requirements to corresponding development regulation amendments requiring land clearance permits.**
  - c. **Include porous paving requirements for parking areas in excess of established thresholds.**
  - d. **Modify street design guidelines to allow “green street” options that incorporate features such as bio-swales, street trees, and rain gardens.**
3. **Prepare and adopt a policy requiring that selected recommendations from the LID audit of development regulations be incorporated into subsequent City building and site design and construction.**
4. **Prepare a greenways master plan for the Colorado River, Gills Branch Creek and Piney Creek corridors that ties recreational enhancements to master drainage study recommendations.**

## **BASTROP POWER AND LIGHT**

The City of Bastrop owns and maintains an electrical utility that distributes power to residential and commercial customers within the municipal limits. Bastrop Power and Light's (BP&L) 3,569 acre service area is contained within the municipal boundaries (currently comprising 51 percent of the City's total land area). BP&L facilities include utility poles, lines, transformers, and street lights. As of 2015, the principal distribution network supplied power to 2071 residential and 637 commercial customers. The combined 2708 residential and commercial accounts documented at the end of 2015 represent a 27 percent increase in customers since 2000.

The City of Bastrop's municipal boundaries extend beyond that of BP&L's service area. Bastrop's remaining land area is located within the Bluebonnet Electric Cooperative's service area (which completely surrounds that of BP&L). The majority of the City's growth potential lies west of the Colorado River, primarily within Bluebonnet's service area. All future City annexation activity will gradually increase the percentage of municipal land that will be serviced by Bluebonnet.

In an effort to stay ahead of maintenance needs, and to provide network enhancements, BP&L completed a system-wide study in 2014 which identified 11 essential improvement projects to be completed over a 5 year period. Proposed projects were estimated to cost roughly 990,000 dollars between 2014 and 2019, and included multiple projects to rebuild or reconfigure circuits. BP&L's five (5) year work

program was developed autonomously from those of the City's other utility departments because BP&L is funded exclusively by its own proprietary fund.

**FUNDING**

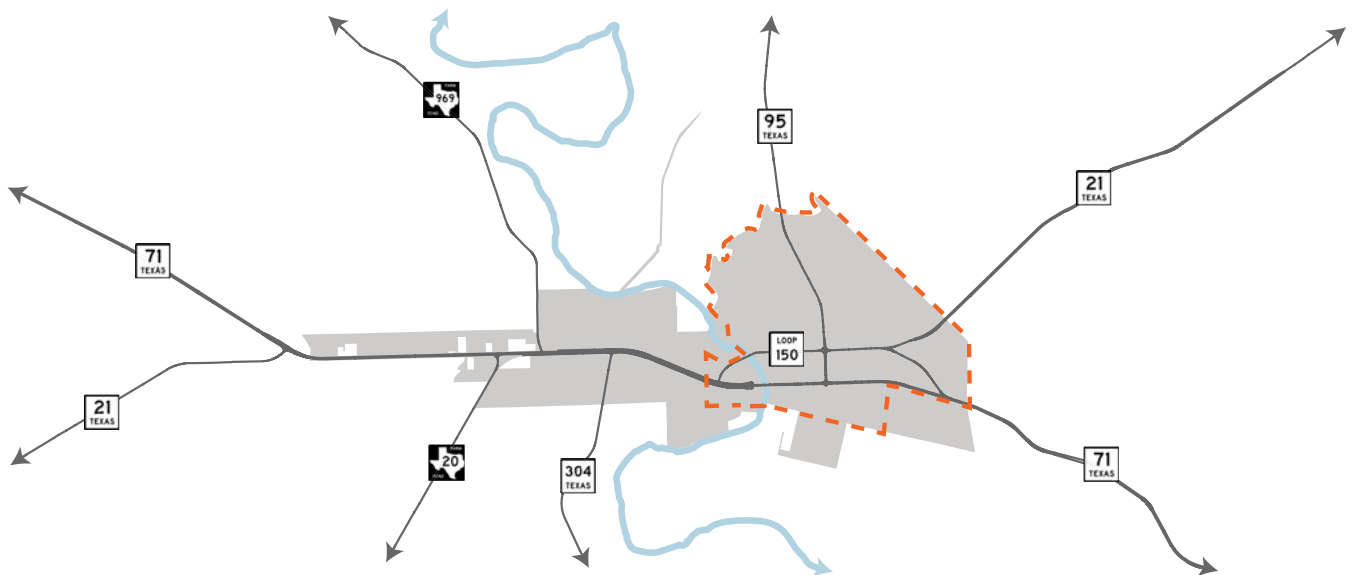
BP&L is financed and operated in a manner similar to a business enterprise. All revenues (primarily user fees) are utilized by Bastrop to offset the cost of providing service to the utility's customers. Customers are charged monthly rates for power usage (adjusted monthly to account for wholesale price variations), and additional fees for security deposits, reconnection or relocation of service, temporary service, and delinquent payments. The City's fee structure has allowed it to maintain an annual electrical fund balance. BP&L has maintained a consistent balance in reserve funds for several fiscal years.

**SUMMARY**

The reliance of BP&L and Bluebonnet on wholesale power generated from common providers has meant little historical variation between the retail rates offered by either entity to residential and commercial customers in Bastrop. While comprehensive plan public engagement activities revealed distinct opinions regarding the provision of other public services, the activities did not suggest dissatisfaction with the electrical services provided by BP&L or Bluebonnet.

There is no evidence that the continued operation of an electric utility is cost prohibitive to the community, or has resulted in lower levels of customer satisfaction. Assuming the City maintains its long-term commitment to provide electrical utility service within the BP&L service area, retail rates must remain competitive, and pro-active distribution network maintenance will be required to keep calls for service low.

**FIGURE 2.12. BASTROP POWER AND LIGHT SERVICE AREA**



## SUMMARY OF GOALS AND OBJECTIVES (COMMUNITY GROWTH).



**Chapter 2, Community Growth**, of the Bastrop Comprehensive Plan includes an overview of the utility services that the City and other public and private partners provide to the citizens of Bastrop. With a view toward improving public service delivery to current residents, property owners and business owners - as well as anticipating demand that will accompany increases in population - the Community Growth chapter includes a series of goals and objectives that have been incorporated into the City's overall comprehensive plan work program (Chapter 9, *Implementation*).

The seven (7) goals and 13 objectives that are recommended throughout this chapter have been compiled into **Figure 2.13** below. Detailed initiatives and actions that correspond to the listed goals and objectives may be found on the page numbers referenced within the figure.

**FIGURE 2.13. COMMUNITY GROWTH, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 2.1: MAINTAIN AND ENABLE A POLICY OF "MEASURED GROWTH" AS REPRESENTED BY THE BASTROP CONCEPTUAL GROWTH PROGRAM.</b>	2-17
Objective 2.1.1: Implement a community growth program that maximizes the use of existing City infrastructure.	2-17
Objective 2.1.2: Exercise greater influence on development patterns and character in the Bastrop ETJ.	2-17
<b>GOAL 2.2: ENSURE LONG-TERM WATER SYSTEM CAPACITY AND WATER QUALITY FOR EXISTING CUSTOMERS, WHILE ACCOMMODATING INCREMENTAL GROWTH AND DEVELOPMENT.</b>	2-22
Objective 2.2.1: Engage in regional and local planning initiatives to maintain sufficient short and long-term water supplies.	2-22
Objective 2.2.2: Upgrade the existing water distribution system so that water pressures remain sufficient for necessary fire flows but do not cause strain on existing lines.	2-23
Objective 2.2.3: Decrease the infiltration of naturally occurring metals into the City of Bastrop's potable water supply, and the taps of water system customers.	2-23
<b>GOAL 2.3: MITIGATE EXPECTED INCREASES IN WATER DEMAND THROUGH ENHANCED CONSERVATION PRACTICES.</b>	2-23
OBJECTIVE 2.3.1: Extend the time frame upon which future water withdrawal permits will be necessary by increasing water conservation activities.	2-23
<b>GOAL 2.4: EXPAND WASTE WATER COLLECTION AND TREATMENT CAPACITY IN A COST-EFFECTIVE MANNER.</b>	2-27
OBJECTIVE 2.4.1: Invest in waste water system expansion in areas that promote infill and contiguous development.	2-27
OBJECTIVE 2.4.2: Expand the City's waste - water re-use program.	2-27
<b>GOAL 2.5: ENHANCE WASTE WATER SYSTEM EFFICIENCY.</b>	2-28
OBJECTIVE 2.5.1: Maintain a comprehensive inventory of waste water system facilities.	2-28
OBJECTIVE 2.5.2: Incrementally reduce the frequency and volume of inflow and infiltration (I&I) problems in waste water collection and outfall lines.	2-28
<b>GOAL 2.6: REDUCE FLOOD HAZARDS IN BASTROP THROUGH THE PROGRAMMED IMPROVEMENT OF THE CITY STORM WATER SYSTEM.</b>	2-32



**FIGURE 2.13. COMMUNITY GROWTH, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
OBJECTIVE 2.6.1: Identify, prioritize, and fund a city-wide network of storm water infrastructure improvements.	2-32
<b>GOAL 2.7: PROTECT WATER QUALITY IN THE LOWER COLORADO RIVER WATERSHED BY MITIGATING STORM WATER DISCHARGES ASSOCIATED WITH GROWTH AND DEVELOPMENT.</b>	2-32
OBJECTIVE 2.7.1: Create a storm water management program modeled after the Phase II MS4 permitting requirements for small municipal storm sewer systems.	2-32
OBJECTIVE 2.7.2: Incorporate low impact development (LID) solutions into City development regulations and public construction projects.	2-33

### IMPLEMENTATION OF COMMUNITY GROWTH GOALS AND OBJECTIVES

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

In consideration of these inter-related implementation variables, many of the recommendations summarized in **Figure 2.13** have been incorporated into Bastrop's overall comprehensive plan work program contained in Chapter 9, *Implementation*. Please reference Chapter 9 for a full overview on the methods and timing by which the city of Bastrop's community growth actions and initiatives will be implemented to the benefit of Bastrop's citizens, business owners and property owners.

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# 3. PUBLIC FACILITIES



## CHAPTER THREE PUBLIC FACILITIES

**Chapter 3** of the Bastrop Comprehensive Plan examines the City of Bastrop's public buildings and grounds; and evaluates how their size, condition, and arrangement can best accommodate anticipated community growth. The Chapter considers short and long-term facility needs as they relate to the City's ability to provide a growing population with essential public services, while maximizing the utility and adaptability of City assets.

Chapter 3 is not an organizational study. Staff resources and some associated equipment needs referenced in the Chapter are intended to support preliminary public facility recommendations. The recommendations provide the initial framework for identifying and prioritizing potential City capital improvement projects. **A summary list of all Public Facilities goals and objectives can be found at the end of this chapter (page 3-21).**



City Hall is an inviting gateway feature for travelers entering Bastrop's downtown and center city neighborhoods.



## PUBLIC FACILITY REVIEW.

### BASTROP CITY GOVERNMENT

#### ORGANIZATION

The City of Bastrop is a home rule City exercising the powers granted to it by the constitution and laws of the State of Texas, including those implied powers necessary to fulfill its granted authority. Bastrop is operated under a Council-Manager form of government. The City Manager executes the laws enacted by City Council, and administers the daily functions of government.

In 2015, Bastrop employed over 120 full-time employees across 15 separate departments who provide the citizens of Bastrop with a mix of essential services (such as the provision of water, waste water, and electricity service); and, other services that enhance the quality of life in the City.

The number of full-time staff employed by the City since 2010 has increased by roughly 10 percent. Growth within other relevant variables, such as estimated population and annual tax revenues, has substantially exceeded the growth of City staff. Even without the addition of new services or functions, continued growth of the City organization will be necessary to maintain acceptable levels of public services for a City with an increasing population and expanding inventory of capital assets.

#### BUDGET

Bastrop maintains an annual operating budget that consistently includes a positive balance. Between fiscal year 2010 and 2016, City revenues (absent transfers) have increased by 23 percent. The total amount

of appropriable funds has increased by 17 percent. During this period, the City's general debt service has declined as a percentage of the City's overall budget.

The Bastrop City Council does not approve a separate annual capital budget. Instead, capital improvement projects are incorporated into the annual operating budget. A small percentage of capital projects not funded by bonding mechanisms or proprietary water, waste water, or electric funds have been funded through balance transfers into the general fund operating budget.

Potential projects identified in this Chapter will add to the City's backlog of capital investment needs identified by City staff in prior capital improvement programs. To ensure that these cumulative needs are sufficiently met, and are tied to the community priorities identified during the comprehensive planning process, the City's capital improvement programming process will need to be formalized. The framework for a formal City capital improvements program is discussed in greater detail in **Chapter 9, Implementation.**

### PUBLIC FACILITIES REVIEW METHODOLOGY

#### SCOPE OF PUBLIC FACILITIES REVIEW

The public buildings and grounds evaluated in this Chapter include only those that support City departments, and are primarily limited to those that serve a general government or other administrative function. The City owned and maintained properties and structures reviewed in this Chapter are listed in **Figure**

**FIGURE 3.1. BASTROP PUBLIC FACILITY REVIEW**

FACILITY	ADDRESS	FACILITY	ADDRESS
City Hall	1311 Chestnut Street	Convention & Exhibit Center	1408 Chestnut Street
City Storage Shed	1311-B Chestnut Street	Main Street Office	1408-B Chestnut Street
Public Works Administration	1209 Linden Street	Library	1100 Church Street
Public Works Waste Water Operations	300 Water Street	Police & Court	104 Grady Tuck Lane
BP&L Administration	1209 Linden Street	Fire Stations #1 & #2	802 Chestnut Street, 120 Corporate Drive

See also: Map 3.1, Bastrop Public Properties and Facilities

**3.1, Bastrop Public Facility Review.** These properties are also highlighted on **Map 3-A, Bastrop Public Properties and Facilities.**

**LIMITATIONS OF REVIEW SCOPE**

Certain City-owned facilities and properties are not included in the Chapter 3 facility review:

- **Infrastructure.** Properties and structures that are associated with the City’s water, waste water, storm water, and electric power infrastructure networks are addressed in **Chapter 2, Community Growth.**
- **Parks and Recreation.** Most facilities related to parks and recreation are discussed in **Chapter 7, Parks and Recreation.** This includes passive and active parks, and miscellaneous facilities such as the senior center.
- **Bastrop Economic Development Corporation.** The Bastrop Economic Development Corporation (BEDC) leases office space within a private development.

**REVIEW PROCESS**

Public facilities that house various governmental and service functions of a municipality are generally divided into two (2) categories: **A)** Those serving the entire municipal area; and, **B)** Those serving portions of a community based upon delivery of

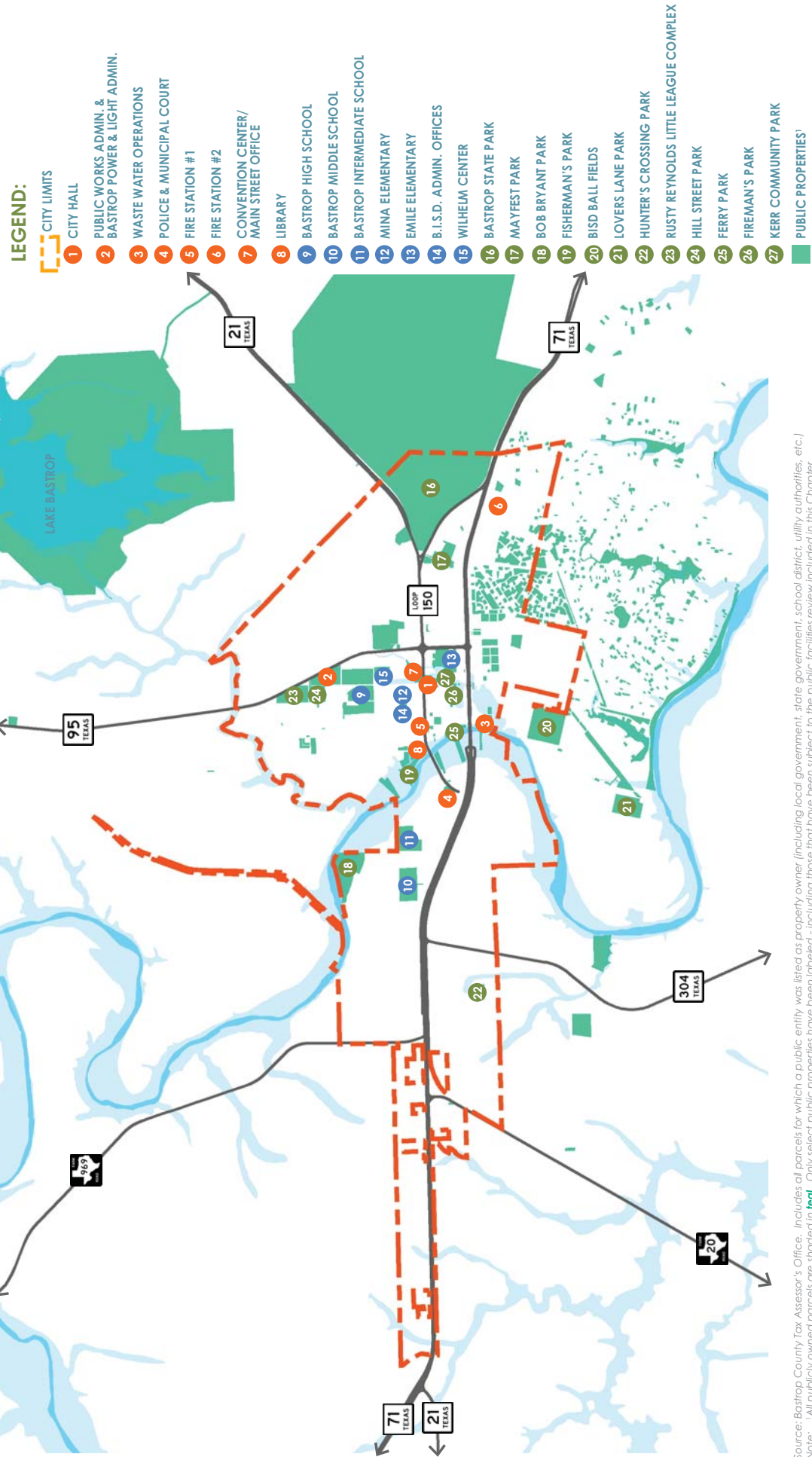
services. The City Hall is an example of a facility that has a central location to serve the entire community, while fire stations are an example of facilities located in proximity to specific community districts or neighborhoods to meet variable level of service measures.

The public facility review process in this Chapter is based on preliminary data provided by City staff via questionnaire responses, follow-up interviews, and site visits to select City facilities. City staff expressed anticipated personnel needs to maintain sufficient levels of service for Bastrop’s anticipated population at the end of this planning period (see **Figure 2.7**, page 2-11). These staff projections were compared to the staffing levels of six (6) cities – one (1) with a population that is similar to Bastrop’s current population, and five (5) which currently have populations that reflect Bastrop’s anticipated 20-year growth.

Potential organizational growth was considered in evaluating the sufficiency of current City facilities – particularly anticipated building space needs to accommodate new staff resources. Most work space needs expressed by City staff can likely be accommodated within current facilities subject

# BASTROP PUBLIC PROPERTIES AND FACILITIES

## MAP 3-A:



Source: Bastrop County Tax Assessor's Office. Includes all parcels for which a public entity was listed as property owner (including local government, state government, school district, utility authorities, etc.)  
 Note: All publicly owned parcels are shaded in teal. Only select public properties have been labeled - including those that have been subject to the public facilities review included in this Chapter.



*Park property, facility, and programming needs are considered in Chapter 6, Parks and Recreation.*

to the completion of unfinished floor space, renovation, or small additions. This public facility review however, cannot anticipate all contingent expansions of public services beyond what is already provided by the City; nor, how the expansion of vehicle fleets or inventories of other community assets will affect storage requirements, equipment and

vehicular parking needs, and site efficiency. Ultimately, more detailed building and site needs assessments, and conceptual plans will be required for which capital improvements projects may be proposed to pro-actively accommodate potential staff growth, indoor and outdoor storage needs.



## GENERAL GOVERNMENT, FACILITIES

**DESCRIPTION:** Includes City departments operating within City Hall such as: City Manager’s Office, City Secretary, Finance, Human Resources, Information Technology, Utilities, and Planning and Development. These departments collectively ensure that the operations of the City are citizen-friendly, procedurally and technologically efficient, fiscally responsible, and legally sound.

### FACILITY DESCRIPTION:

Bastrop City Hall is a one-story 15,000 square foot building that houses most of the City’s “general government” departments. The exterior of the facility features sloped shingle roofs with wide overhangs providing protection from rain and sun. The east side of the building features a covered drive-thru window for utility bill payments. Other features on the site include a detention pond on the west side of the property as well as a metal barn structure of about 1,200 square feet, used by the Planning and IT Departments.

### FACILITY NEEDS:

When the City Hall was constructed in 2011, the north end of the facility was left unfinished, to allow for future internal expansion. This unfinished area is approximately 1,250 square feet. It is currently used for general storage, and although the occupied portion of the building is sprinkled, this area does not currently have sprinkler lines extended into the space.

Other noted deficiencies in City Hall are a shortage in number and size of meeting

rooms, and the inability to expand Planning & Development from their current location within the building. No additional staff can be added to Planning without overtaking adjacent HR office spaces. This situation can be relieved by finishing the north end of the building and relocating the Human Resources department to that end of the building.

It was noted by City Staff that the facility was sited and designed to allow for building expansion to the east and south sides, should the need for further expansion arise. Staff also remarked that the current parking lot would meet the needs of an expanded facility.



*There exist expansion opportunities on the current City Hall property.*

**FIGURE 3.2. GENERAL GOVERNMENT FACILITIES**

FACILITY	ADDRESS	DEPARTMENTS	YEAR BUILT	BUILDING S.F.	SITE ACREAGE
City Hall	1311 Chestnut St.	City Administration (CMO, CS, Finance, Human Resources, Information Technology, Planning/Development, Utility/ Customer Service)	2011	14,904	2.546
City Hall Storage Shed	1311B Chestnut St.	Storage/IT Studio	1960	1,200	NA

Source: City of Bastrop, Public Facility Questionnaires

## GENERAL GOVERNMENT, SERVICES & STAFF RESOURCES

### SERVICES AND STAFF RESOURCES:

Business conducted at City Hall includes public meetings, visits to staff or the mayor, utility payments, and employment inquiries. The departments housed in the City Hall facility were observed to have satisfactory workspace accommodations with a few exceptions (as noted on page 3-6), and expansion needs for the IT department.

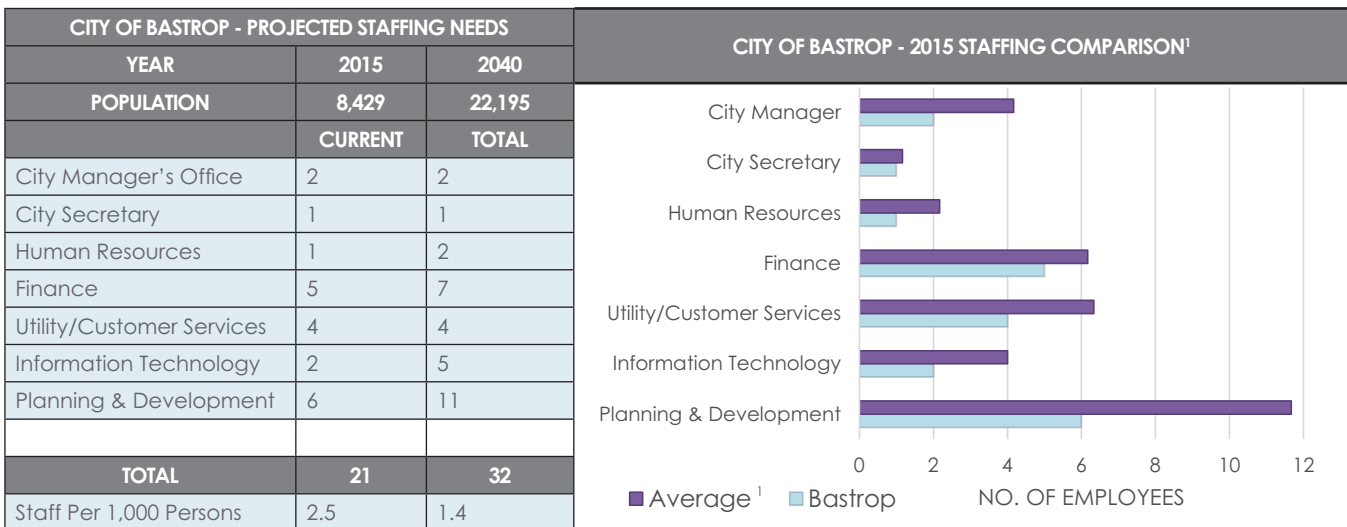
When City Hall was originally designed, there was no IT department. In the short time the City has occupied the facility, that department has been added and their space needs have reached a point requiring the acquisition of space in the on-site barn structure at the southwest corner of the property. Part of this structure is used as a recording studio for IT, helping to develop content for the reacquired public TV channel. The IT staff foresees that this service will grow as more enhancements are made to the channel (including the potential need for a separate media department).

**Figure 3.3, General Government, Staff Projections,** identifies perceived departmental staffing needs based on the City's projected 2040 population. In the projection of future personnel, City department heads completed questionnaires and identified the following priorities:

- **Finance.** 1 Purchasing Agent and 1 Grants Coordinator
- **Human Resources.** 1 HR Assistant
- **Information Technology.** 3 IT staff positions
- **Planning and Development.** 3 Building Inspectors, 1 Planner, 1 GIS Technician

The figure also compares Bastrop's 2015 staffing levels with six (6) comparable communities. Although **Figure 3.3** suggests that Bastrop's "General Government" departments are smaller than those of comparable communities, **the City's 2015 ratio of staff per 1,000 persons (2.5) actually exceeds comparison communities** average ratios of 1.8 staff per 1,000 persons due to differences in population.

**FIGURE 3.3. GENERAL GOVERNMENT, STAFF PROJECTIONS**



Source: City of Bastrop, Public Facility Questionnaires; Brinkley, Sargent, and Wiginton  
 Note: <sup>1</sup>Bastrop existing staff (2015) compared to six (6) comparison communities staff levels (2015)

## PUBLIC UTILITIES, FACILITIES

**DESCRIPTION:** Includes: Public Works (Administration, Streets & Drainage, Water, Waste Water Distribution and Collection, Parks and Recreation, and Maintenance and Custodial Divisions) and Bastrop Power and Light. The customer service responsibilities of the Public Works and Bastrop Power and Light Departments collectively include the repair and maintenance of all city utility infrastructure and facilities. The Parks and Recreation division promotes parks and outdoor activities, provides a safe and clean environment for citizens, and encourages healthy living and green education.

### FACILITY DESCRIPTION:

Most administrative and warehousing facilities of Bastrop's utility departments are located at 1209 Linden Street. The property contains several buildings and shed structures, housing the Public Works and Bastrop Power and Light (BP&L) staff and equipment. The main office building for Public Works is a one-story metal building that has been added onto over the years. Extending from the east and south sides of the office building are garage and vehicle parking bays. BP&L's two buildings sit adjacent to the Public Works office, and include a small storage and office building of approximately 1,340 square feet, a 1,414 square foot training center and administrative office, and two (2) covered/open storage areas.

### FACILITY NEEDS:

The arrangement of the Public Works office building is confusing, since multiple add-ons have occurred through the years. Window A/C units serve various portions of the building, while electrical outlets and phone lines have been patched into place, or lines are run from one room into another along the base of walls. Other noticeable deficiencies at the facility are cramped work and meeting spaces, lack of public counter space for customer service needs, and limited work bays or covered areas for equipment and inventory storage in the yard.

Access onto the site is not ideal for staff or the public. It would be beneficial if the staff had more control on the flow of vehicles entering and exiting the transfer station at the back of the site, as well as more space for maneuvering large vehicles into and out of the service yard area.

**FIGURE 3.4. PUBLIC UTILITY FACILITIES**

FACILITY	ADDRESS	DEPARTMENTS/DIVISIONS	YEAR BUILT	BUILDING S.F.	SITE ACREAGE
Public Works	1209 Linden St.	Streets & Drainage, Parks & Recreation, Water-Waste Water Collection & Disposal Custodial	1999?	~4,325	~6.0 (Shared w/ BP&L)
	300 Water St.	Water-Waste Water Operations	1993	1,878	~3.3
Bastrop Power & Light	1209 Linden St.	Power & Light	NA	~1,340	Part of PW site
		Training Center	2012	1,414	

Source: City of Bastrop, Public Facility Questionnaires



## PUBLIC UTILITIES, FACILITIES

On the west side of the property (operated by BP&L), the recent addition of the training center has resulted in better meeting space and toilet/shower facilities for staff. The only noted deficiencies were a cramped crew room, and the desire for more concrete pad storage space for storing transformers, Additional covered site and vehicle storage would be beneficial. A fuel island is no longer being used by the City, so its removal would allow for better vehicular parking and traffic flow.

Due to the cramped site and office space of these departments, it is advisable to place a priority on replacing/expanding the Public Works yard and office space to meet their future staffing and equipment storage needs. Reconfiguration and expansion of the site will provide more controlled flow on the site, better security of equipment, and ability to hold more parts and materials for inventory purposes and benefit from purchasing in larger quantities.



*Access, arrangement, and size of the Public Works yard may inhibit efficient operations without realignment or expansion.*



**Bastrop's growing inventory of capital assets requires investment in storage facilities to protect public property from theft and weather.**



## PUBLIC UTILITIES, SERVICES & STAFF RESOURCES

Services offered by Public Works divisions includes road maintenance; drainage; water distribution; waste water collection; maintenance to City parks, right-of-ways, and buildings; and maintenance of the City cemetery.

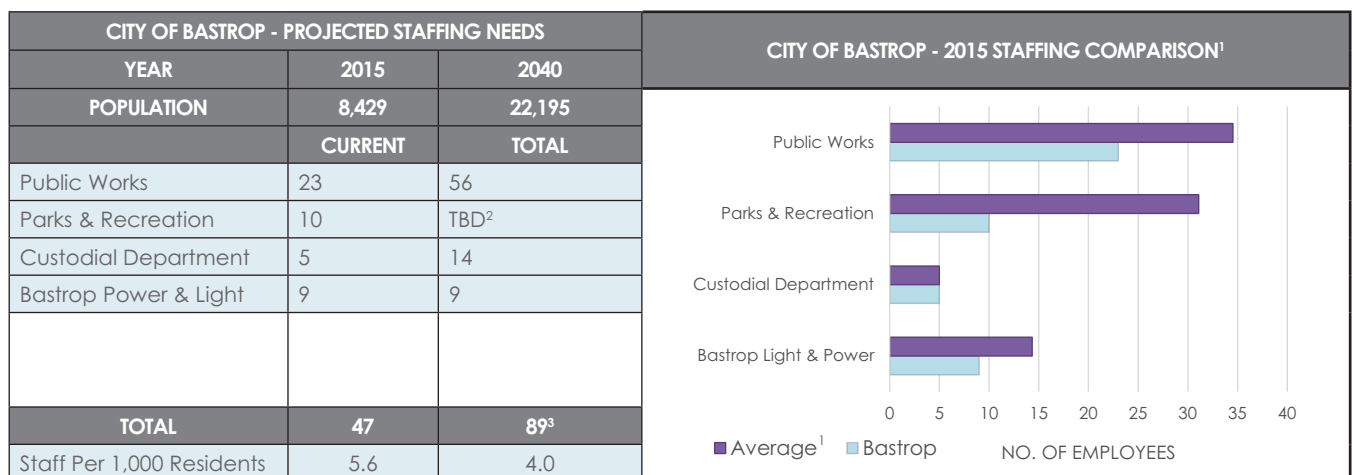
**Figure 3.5, Public Utilities, Staff Projections**, identifies perceived departmental staffing needs based on the City's projected 2040 population. City department heads completed questionnaires and identified the following priorities:

- **Streets & Drainage.** 2 Crew leaders, 8 Operators and 7 Maintenance.
- **Water Distribution and Collection.** 2 Crew Leaders and 8 Systems Techs.
- **Water Waste Water Plant.** 1 Chief Operator and 5 Operators.
- **Custodial.** 1 Facility Manager, 3 crew leaders, 4 custodians, and 2 dedicated building maintenance positions.
- **Parks and Recreation.** Growth of maintenance crews as the inventory of public grounds increases.

The figure also compares Bastrop's 2015 public utility staffing levels with six (6) comparable communities. **Figure 3.5** illustrates that Bastrop's current public utilities staffing levels are align with, or are lower than, those of comparable communities. Regardless, the City's **2015 ratio of staff per 1,000 persons (5.6) exceeds comparison communities** average ratios of 3.7 public utilities staff per 1,000 persons. Distinctions in individual staffing ratios can vary widely however due to differences in population, and the structure of municipal organizations.

**Figure 3.5** suggests that public utility staffing ratios would decrease to a rate more comparable with other surveyed communities by 2040 based on staff-identified priorities. It is important to note however that **Figure 3.5** does not project any increase in parks staff because much of the new staffing levels assumed the addition of recreational programming to City services - a decision which has not yet been endorsed by City leadership.

**FIGURE 3.5. PUBLIC UTILITY, STAFF PROJECTIONS**



Source: City of Bastrop, Public Facility Questionnaires; Brinkley, Sargent, and Wiginton

Notes: <sup>1</sup>Bastrop existing staff (2015) compared to six (6) comparison communities staff levels (2015)

<sup>2</sup>Projections dependent on the cross-training of other maintenance personnel, and potential for recreational staff. See Chapter 7, Parks and Recreation, for more information on park system operations and maintenance.

<sup>3</sup>Assumes 2015 Parks and Recreation staff levels until future departmental scope defined.

## PUBLIC SAFETY, FACILITIES

**DESCRIPTION:** For discussion within this Plan, Public Safety departments include the Police Department, Fire Department, and Municipal Court (although through recent restructuring, Police and Fire may actually be classified as “division” of the Public Safety Department). Police and Fire ensure the protection of life and property, preserving the public peace, and providing public education and community services. The Municipal Court is tasked with handling ordinance violations issued in the City, maintaining court records, conducting orderly court sessions to ensure due process, and processing payments, summons, and warrants.

**FACILITY DESCRIPTION:**

The primary Public Safety and Municipal Court facility is 11,940 square foot building, sited on a 2.4 acre parcel. The exterior of the facility is of masonry construction, with a flat roof. A portion of the building was left unfinished to allow for the future expansion of both departments.

**FACILITY NEEDS:**

The City has recently initiated the design process to reconfigure building space the Municipal Court and Police Records functions, by infilling existing shell space for additional staff; and, to incorporate a Dispatch Center within the building. The City also plans to expand on-site parking to the east of the building, on a city-owned, one (1) acre parcel. This will provide a needed staff and public parking addition. Based upon these planned improvements and comments from staff, these changes should be sufficient to meet departmental needs for at least the next 10 years.

Regarding Fire Department needs, consideration must be given to how the structure of this department may evolve. The Fire Department is currently a volunteer operation, with minimal full time staff. Questionnaire forms for this department were not completed because a newly-created Fire Chief position had not yet been filled. Therefore, the estimation of future Fire Department staffing is not clear. Still, relative facility assumptions based upon discussions with City staff include plans to add a third fire station to the west side of Bastrop in the future. Land options regarding the third fire station are the first consideration, but the site should not be less than two (2) to three (3) acres (depending on access options), and should incorporate living and sleeping quarters for firefighters. Longer term, Bastrop's high fire insurance ratings and anticipated growth necessitate that an evaluation of departmental capabilities be conducted to determine if full-time fire department personnel will be necessary in the future.

**FIGURE 3.6. PUBLIC SAFETY FACILITIES**

FACILITY	ADDRESS	DEPARTMENTS	YEAR BUILT	BUILDING S.F.	SITE ACREAGE
Police & Court	104 Grady Tuck Ln.	Police Municipal Court Code Enforcement	2001	11,940	2.401
Fire Department (Facilities were not toured)	802 Chestnut	Fire Station #1	1978	4,800	0.282
	120 Corporate Dr.	Fire Station #2	2003	5,000	0.625

Source: City of Bastrop, Public Facility Questionnaires

## PUBLIC SAFETY. SERVICES & STAFF RESOURCES

### SERVICES AND STAFF RESOURCES:

**Figure 3.7, Public Safety, Staff Projections**, identifies perceived departmental staffing needs based on the City's projected 2040 population. Public safety staff completed questionnaires and identified the following Police Department and Municipal Court staffing needs:

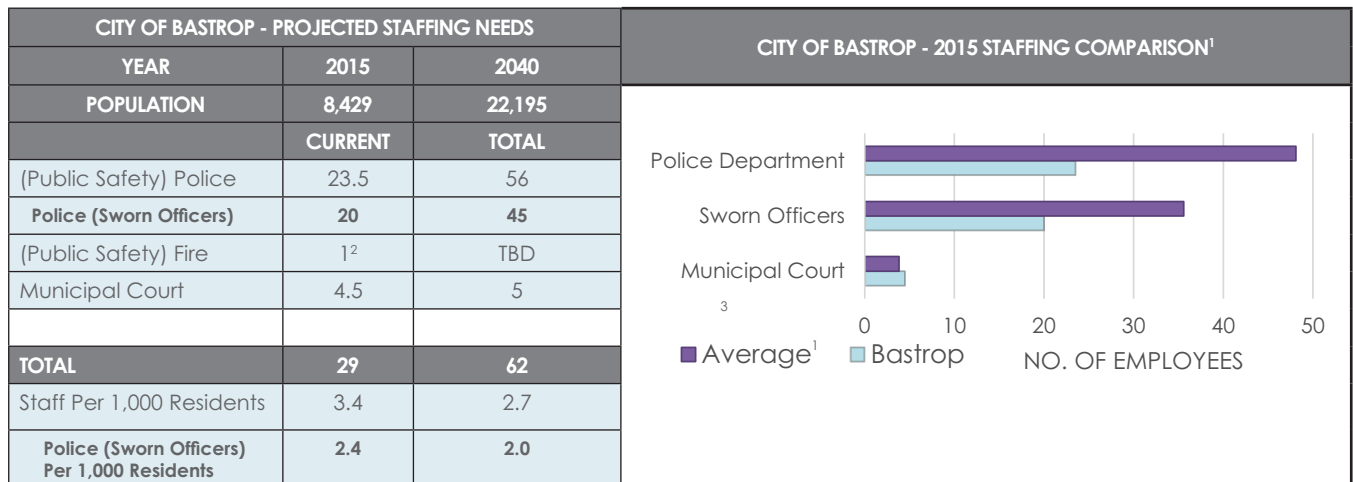
- **Investigations Division.** From 3 to 10 employees.
- **Patrol Division.** From 13 to 29 employees.
- **Administration Division.** From 7.5 to 15 employees.
- **Municipal Court.** One (1) part time employee.

The figure also compares Bastrop's 2015 police and municipal court staffing levels with six (6) comparable communities. **Figure 3.7** illustrates that Bastrop's current police staffing levels are lower

than those of comparable communities, while municipal court staffing levels are higher. The City's combined **2015 ratio of police and municipal court staff per 1,000 persons (3.4) however exceeds comparison communities** average ratios of 2.7 staff members per 1,000 persons. The City's ratio of 2.4 sworn officers per 1,000 persons also exceeds that of comparison communities (1.6).

Bastrop Public Safety projections provide reasonable Police and Municipal Court staff estimates; but, significantly higher investments in Public Safety may be necessary to support potential growth in Fire Department services. Estimated Fire Department personnel needs remain undetermined until such time as recommendations can be formulated by a new City Fire Chief.

**FIGURE 3.7. PUBLIC SAFETY, STAFF PROJECTIONS**



Source: City of Bastrop, Public Facility Questionnaires; Brinkley, Sargent, and Wiginton

Note: <sup>1</sup>Bastrop existing staff (2015) compared to six (6) comparison communities staff levels (2015)

<sup>2</sup>Fire Chief position authorized in October, 2015. Included in total staff. Further staffing TBD.

## COMMUNITY SERVICES, FACILITIES

**DESCRIPTION<sup>1</sup>:** Includes the Convention Center, the Main Street Program, and the Public Library. The convention center provides meeting space for groups, weddings, trade shows, social events, community fund raisers, corporate training, and the like. The Main Street Program focuses on the development of the historic downtown district, through preservation and economic development opportunities. The mission of the Bastrop Public Library is to provide free and unrestricted access to informational, educational, cultural and recreational library materials and services in a clean, comfortable, secure environment for all ages.

**FACILITY DESCRIPTION:**

The Bastrop Convention Center was constructed in 2011. With over 26,000 square feet of space, the facility provides ballrooms, break-out meeting rooms, a catering kitchen, pre-function gathering spaces, a bridal room, and exterior function spaces. Recent enhancements to the facility include an outdoor pavilion, site fencing, and landscaping. The western portion of the property is home to a metal barn structure, which is regularly leased to a local farmers market. Also housed on the Convention Center site is an historic farm house that contains office and work space for the Main Street Program staff and volunteers.

The Public Library is located on the western edge of downtown. The masonry exterior and pitched roof facility provides 18,620 square feet of meeting space, offices, workspace, reading areas for children and adults, computer terminals, and study rooms, along with the library’s collection of books and media. The facility shares parking with a nearby church.

**FACILITY NEEDS:**

The Convention Center has enabled the City to host various meetings and events; however, staff has discovered that they cannot host groups over 225 attendees due to lack of meeting and event space, and feel they have turned away prospective business for the City. Available hotel rooms has also been cited as a concern from larger groups. Fortunately, the City has the capability to expand the center on the current acreage, when the funding and timing are appropriate.

**FIGURE 3.8. COMMUNITY SERVICES/ECONOMIC DEVELOPMENT FACILITIES**

FACILITY	ADDRESS	DEPARTMENTS	YEAR BUILT	BUILDING S.F.	SITE ACREAGE
Convention & Exhibit Center	1408 Chestnut St.	Convention	2011	26,576	9.186
Main Street	1408B Chestnut St.	Main Street	1880	1,446	NA
Library	1100 Church St.	Library	1989	18,620	~1.8

Source: City of Bastrop, Public Facility Questionnaires  
 Note: <sup>1</sup>The Bastrop Economic Development Corporation was not evaluated in this Chapter as it is currently operating from a leased facility.



The Library is an inviting facility, with a convenient location to downtown businesses and public recreation areas. The challenges for future expansion of the Library are the adjacent private structures and the site. The site does not allow a substantial expansion due to the grade changes and inability to expand the parking lot. Still, options for expansion to the north are possible, but remain unclear due to the neighboring church.

Staff expressed the need for a branch library in the future. As users desire more meeting space, computer learning capabilities, children's materials and events, along with additions to the library's collection, the City should consider earmarking a current City-owned site, or targeting a site for purchase in the next few years for a branch location; although, a main branch library should remain in a center city location.

## COMMUNITY SERVICES, SERVICES & STAFF RESOURCES

### SERVICES AND STAFF RESOURCES:

In looking at future personnel, the departments evaluated in this Section completed questionnaires that asked for their opinion on short and long term staffing needs. These projections were reviewed and verified during personal meetings with each department.

Expressed staffing needs included:

- **Convention Center.** *No immediate growth estimated;*
- **Main Street.** *3 Support Staff*
- **Library.** *1 Assistant Director, 3 Library Associates, and a part-time Teen Librarian*

Current staffing for Convention Center operations and maintenance (4.5 persons) was found to be comparable to other similar communities. Still the comparison sample is small (less than 6), and does not consider the possible expansion of convention space if the City were to determine that a larger space is desirable.

Proposed Main Street and Library staffing exceeded that of comparable communities. A higher than typical library staff may be particularly necessary if the City were to choose to open a branch location within the 20 year horizon of this Plan. Regarding Main Street, this is a function that is often viewed by communities as a non-essential amenity. As a result, Main Street staffing is typically kept low and functional capacities are often limited to events and marketing. The funding of additional Main Street support staff is dependent on whether or not the City is interested in enhancing the typical Main Street role to include more robust historic preservation or economic development functions.

The following goals, objectives, and initiatives are intended to support the growth of public facilities in Bastrop.



**GOAL 3.1: Provide adequate and appropriate public facilities and services to maintain the safety and quality of life of residents, visitors, and workers in Bastrop.**

**OBJECTIVE 3.1.1:** Adopt and maintain an organizational study to ensure the inclusion of anticipated staff resources in the annual operating budget.

1. *Prepare an organizational study to be adopted by City Council which projects anticipated staffing needs for a minimum 10 year period. Include any staff necessary to maintain additional public facilities or grounds that are recommended as part of the Comprehensive Plan.*
2. *Incorporate public input when considering the addition of a new service not previously provided by the City.*

3. *Maintain the organizational study through annual amendments that consider changes in City revenues, the proposed acquisition of capital equipment and other assets, development of public grounds, and desire for new services.*
4. *Link proposed building and site needs assessments (referenced in Objectives 3.1.2 through 3.1.5) to the staffing levels recommended in the organizational study.*

**OBJECTIVE 3.1.2:** Monitor and determine the long-range functionality of the City Hall facility.

1. *Inventory and assess the City Hall at regular intervals (as part of the annual CIP review process) to identify any maintenance needs or technology improvements.*
2. *As growth continues and space limitations require, conduct a facility expansion assessment plan to develop improvement strategies for City Hall. These strategies will take into consideration staffing growth, continuity/expansion of services, and capability of the site to accommodate any determined building additions.*



A new fire station west of the Colorado River could be accompanied by upgrades to existing stations to support a 24 hour fire department.

**OBJECTIVE 3.1.3:** Improve the long-term functionality of the Public Works administrative and operational facilities.

1. Commission a needs assessment study to determine the personnel, space needs, and site needs to meet the future service needs of Bastrop's Public Works department. This study should provide the basis for land acquisition, site organization, site traffic flow, and site security measures, along with the required office, work, storage, and staff support spaces.
2. Prepare a building plan for the renovation and/or replacement of the Public Works administrative building.
3. Generate a parking plan on the shared Public Works/BP&L site for private and public vehicles, and associated circulation plan - prioritizing the separation of public access to the transfer station and the operation of official vehicles. Consider the need for additional acreage and vehicular access points for ingress and egress.
4. Prioritize public works building and site plan recommendations and incorporate incremental building/site improvements into the five-year capital improvements program.

**OBJECTIVE 3.1.4:** Expand the operational capacities of the Bastrop Fire Department.

1. Review the potential for continuing the collaborative relationship with the Bastrop ESD for providing fire protection services to Bastrop.
2. Commission a needs assessment study to determine the personnel, space needs, and site needs for a new station. This station should be planned to maintain or exceed the current ISO rating for Bastrop. As this station may be home to full-time fire fighters, plans for the station should provide proper apparatus bays, sleeping quarters, office space, kitchen, living, and support spaces.

3. Consider costs related to establishing a paid full-time force. Evaluate appropriate funding mechanisms, including tax assessments which may be balanced by fire insurance savings.
4. Select a site of a minimum of two (2) to three (3) acres west of the Colorado River for the construction of Fire Station #3.
5. Design Bastrop Fire Station #3. Include the possibility of incorporating sleeping and living quarters within the station. Determine the feasibility of design modifications to Stations #1 and #2 to allow for the possible construction of living quarters.
6. Include additional fire vehicles and equipment in the City's capital budget - in concert with the construction of Fire Station #3.
7. Adjust Public Safety operational budget to account for increases in Fire Department payroll and/or training and certifications.

**OBJECTIVE 3.1.5:** Determine future need for expanded Library facilities.

1. Commission a library master plan to evaluate the future user needs and space needs for the Bastrop Public Library. This plan should seek to analyze the current library facility and its value, the development of specific space or area needs, outline standards for meeting current and projected population growth, and the potential solutions for meeting these needs. This could include limited expansion at the current site, and/or a future branch location.
2. Incorporate the findings of the Library Master Plan into the City's capital improvements program to ensure continuity of services to the community.





Rainwater collection is both a low-impact development and green building practice. These and other water conservation efforts can form the backbone of a broader City green building policy.

## ENERGY EFFICIENT FACILITY DESIGN.

The concept of low impact development (LID) was first introduced within this Plan in **Chapter 2, Community Growth** with a focus on the utilization of green technologies and practices to promote environmentally efficient site development. LID practices however, are also applicable to “green building” practices, which refer to construction practices and building operations that improve energy efficiency, lower maintenance costs, and – by extension – mitigate the impact of new development on the environment.

Bastrop has already employed green building practices in recent public construction projects. For instance, fixtures and appurtenances in City Hall and the Convention Center are intended to decrease water usage, while lighting choices reduce electricity consumption. These initial efforts are an admirable way for the City to serve as an example of fiscal and environmental sustainability; but, steps can be taken to formalize the City's program of energy efficiency, and to encourage participation from the public sector.

Green building practices include a wide variety of practices and technologies, including the following examples:

- **Construction Practices.** *Building siting and orientation; limited site clearance; natural vegetation.*
- **Energy Consumption.** *Passive solar building design; on-site renewable (solar panels; turbines); low consumption fixtures; insulation options.*
- **Materials Efficiency.** *Recycled materials; rapid renew-ables (bamboo and straw); non-toxic paints and solvents; local sourcing.*
- **Water Efficiency.** *Ultra-low flow fixtures; on-site grey water usage; cisterns; dual plumbing.*

The US Green Building Council (USGBC) is one (1) of the most well-known third parties that certify adherence to green building construction and operations practices. Many of the green building measures that lead to the USGBC's popular Leadership in Energy and Environmental Design (LEED) certification can easily be incorporated into new building construction or rehabilitation by local design professionals.



In consideration of future public building construction and rehabilitation, Bastrop should prepare and adopt a comprehensive green building policy. The policy should establish: **A)** A suite of potential green building construction practices and materials which designers and contractors bidding for City construction work must consider when preparing proposals; and, **B)** A modest energy reduction goal related to existing City facilities through rehabilitation and retrofitting. The City's green building policy could eventually be incorporated into future capital improvements programs as a ranking criteria.



**GOAL 3.2: Improve the long-term fiscal and environmental efficiency of public facilities.**

**OBJECTIVE 3.2.1:** Develop programs to reduce the environmental impact of public building construction and rehabilitation while decreasing long-term energy consumption and building maintenance costs.

1. *Establish a public buildings and grounds sustainability committee including elected and appointed officials, and City staff.*
2. *Inventory current green building technologies employed by the City and actively measure changes in annual operating costs.*

3. *Adopt a long-term energy strategy for City facilities that enumerates reduction goals based on current energy usage. (A modest reduction of 5 to 10 percent in building energy usage may serve as an initial benchmark). In Year 1, apply the strategy to a single facility (in the form of a pilot project) to compare installation costs to first year benefits.*
4. *Develop and adopt a green building construction policy. Use the policy in the selection of designers and contractors bidding for public facility and construction projects.*
5. *Design new municipal buildings as pilot projects for innovative rainwater capture and treatment or other green design techniques. Discuss and analyze on a case-by-case basis which green design concepts will provide a better payback horizon for initial capital investment. Use interpretive displays to inform residents about the science and conservation efforts behind the pilot project.*
6. *Consider phasing in incentives for private sector development that meets an established third-party green standard, e.g.; LEED for Neighborhood Development (LEED-ND) or LEED for New Construction (LEED-NC), through reduced plan review fees or review times, reduced tax rates, etc.*
7. *Modify current City lighting standards to better adhere to dark sky principals. Apply dark sky lighting principals to lighting fixtures on public property – including within streetscapes.*

## PUBLIC FACILITY PARTNERSHIPS.

Bastrop has a long-standing history of partnering with public and non-profit entities in the community to enhance recreation, education, and arts facilities and programs. Continuing to explore opportunities for joint operations of community programs, or the co-location of community facilities will provide the City with opportunities for long-term cost savings while meeting the needs of a growing population. The City's partnership with the YMCA is a prime example of meeting community needs in a cooperative manner. Expansion of recreational programs is a high public priority which will require that this successful partnership be leveraged further in the future. (More discussion on the YMCA role in recreational programming is found in **Chapter 6, Parks and Recreation.**) The enhancement of similar partnerships between the City and the Bastrop Independent School District (BISD) (for purposes of infrastructure and/or joint facilities) may also assist in improving another issue of public concern – providing a quality local education and expanding workforce development efforts.

Promoting effective public facility partnerships is also a means to promote the City's preferred *Growth Program* established in **Chapter 2, Community Growth.** City development policies and codes can be written in a manner that allows for the reservation of land for school or other public facilities which may not otherwise be intended for City ownership or operation.



**GOAL 3.3:** Engage in partnerships with other public entities to maximize the utility of, and accessibility to, public buildings and grounds.

**OBJECTIVE 3.3.1:** Maintain and/or engage in inter-local agreements with other public or non-profit entities to enable joint facility or program development.

1. *Extend the City's partnership with the YMCA through the joint development of a multi-purpose recreational center that may also be utilized as an emergency shelter.*
2. *Engage with the YMCA to develop a long-term operational plan to provide expanded indoor and outdoor recreational opportunities to Bastrop's residents. Use the operational plan to identify preferred sites for the construction of playing fields and other similar facilities.*
3. *Work with the Bastrop Chamber of Commerce's Education Committee, BISD, Main Street, and EDC to expand upon workforce and entrepreneurship programs to improve educational performance and attract full-time college programs to the community.*
4. *Explore opportunities with Bastrop County and the BISD to co-locate future public facilities on combined or adjacent development sites.*

**OBJECTIVE 3.3.2:** Program educational facilities into new development and redevelopment projects.

1. Partner with BISD to determine appropriate locations for the construction of new school facilities that would support the City's preferred Growth Program (see Chapter 2, Community Growth), and take steps to proactively reserve suitable development sites.
2. Coordinate between the City, BISD, and development community to ensure that mixed-use and residential developments preserve land for future elementary school sites.
3. Design future residential subdivisions so that elementary schools are within walking or biking distance.
4. Develop a policy which promotes any potential BISD efforts to renovate or expand permanent buildings in developed areas while respecting the character of surrounding neighborhoods.
5. Utilize BISD school sites as key linkages between segments of a City-wide linear park trail system.
6. Support efforts to attract a college campus to the City. Ensure that such location is within or contiguous to existing development areas, or partners with local entities to utilize existing public facilities. Promote preferred siting through infrastructure expenditures and/or participation in development incentives such as Chapter 380/381 Economic Development Agreements, PID, TIRZ, or Municipal Management District.



City policy should promote the continued location of school facilities within established neighborhoods, but should attempt to influence design in a manner that respects the scale and style of surrounding residential areas.

## SUMMARY OF GOALS AND OBJECTIVES (PUBLIC FACILITIES).



**Chapter 3, Public Facilities**, of the Bastrop Comprehensive Plan includes a general evaluation of the City's administrative facilities, and considers the immediate and long-term ability of these facilities to meet the operational needs of the City of Bastrop. With a view toward maintaining sufficient staffing levels to meet the needs of current and future residents, property owners and business owners - and providing those facilities and resources that improve organizational efficiency - the Public Facilities chapter includes a series of goals and objectives that have been incorporated into the City's overall comprehensive plan work program (**Chapter 9, Implementation**).

The three (3) goals and eight (8) objectives that are recommended throughout this chapter have been compiled into **Figure 3.9** below. Detailed initiatives and actions that correspond to the listed goals and objectives may be found on the page numbers referenced within the figure.

**FIGURE 3.9. PUBLIC FACILITIES, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 3.1: Provide adequate and appropriate public facilities and services to maintain the safety and quality of life of residents, visitors, and workers in Bastrop.</b>	3-15
OBJECTIVE 3.1.1: Adopt and maintain an organizational study to ensure the inclusion of anticipated staff resources in the annual operating budget.	3-15
Objective 3.1.2: Monitor and determine the long-range functionality of the City Hall facility.	3-15
Objective 3.1.3: Improve the long-term functionality of the Public Works administrative and operational facilities.	3-16
Objective 3.1.4: Expand the operational capacities of the Bastrop Fire Department.	3-16
OBJECTIVE 3.1.5: Determine future need for expanded Library facilities.	3-16
<b>GOAL 3.2: Improve the long-term fiscal and environmental efficiency of public facilities.</b>	3-18
Objective 3.2.1: Develop programs to reduce the environmental impact of public building construction and rehabilitation while decreasing long-term energy consumption and building maintenance costs.	3-18
<b>GOAL 3.3: Engage in partnerships with other public entities to maximize the utility of, and accessibility to, public buildings and grounds.</b>	3-19
Objective 3.3.1: Maintain and/or engage in inter-local agreements with other public or non-profit entities to enable joint facility or program development.	3-19
Objective 3.3.2: Program educational facilities into new development and redevelopment projects.	3-20



### IMPLEMENTATION OF PUBLIC FACILITIES GOALS AND OBJECTIVES

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

In consideration of these inter-related implementation variables, many of the recommendations summarized in **Figure 3.9** have been incorporated into Bastrop's overall comprehensive plan work program contained in **Chapter 9, Implementation**. Please reference **Chapter 9** for a full overview on the methods and timing by which the city of Bastrop's community growth actions and initiatives will be implemented to the benefit of Bastrop's citizens, business owners and property owners.

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# 4. HOUSING AND NEIGHBORHOODS





## CHAPTER FOUR

# HOUSING AND NEIGHBORHOODS

**Chapter 4** of the Bastrop Comprehensive Plan assesses the City's current housing supply and anticipated needs. It reviews the type, mix, and condition of existing housing stock; household characteristics; affordability factors; and anticipated future housing demand. The assessment of these overlapping factors serves as the basis for subsequent goals and objectives contained in the chapter which reflect preferred future residential development patterns in and around the City.

Individual housing quality, condition, and availability influences (and is influenced by) the condition and character of surrounding property. For Bastrop to meet the housing goals and objectives that it establishes in this Plan, it must also define the preferred attributes of surrounding neighborhoods, and identify those attributes that are essential to

create or maintain quality residential areas. Chapter 4 therefore considers neighborhood interconnectivity, the City's historic preservation programs, and nuisance and property maintenance codes.

While the construction of new housing in Bastrop is largely dependent on population shifts that influence market demand, the City plays a role in directing where growth occurs, and in encouraging activities that stabilize or enhance existing neighborhoods. This chapter establishes the City's goals and objectives for incentivizing preferred residential growth and neighborhood conservation activities that provide greater housing choice for existing and future residents. **A summary list of all Housing and Neighborhoods goals and objectives can be found at the end of this chapter (page 4-30).**



The City of Bastrop's historic homes in center city include design characteristics that the community is interested in replicating.



## HOUSING AND NEIGHBORHOOD CONTEXT.

### HOUSING TRENDS

Bastrop has experienced sustained population growth over the last two (2) decades. Figures presented within Chapters 1 and 2 of the Bastrop Comprehensive Plan quantify City population growth and how it corresponds to the overall growth trend within the proximate Austin urbanized area. Additional figures and data within this Chapter illustrate comparable growth in Bastrop's housing market.

Between 2011 and 2015, a total of 251 building permits were issued for the construction of new single-family residential dwellings in Bastrop. Building permits were also issued for 36 new multi-family dwelling units for seniors. Assuming an average household size of 2.57 persons, full occupancy of these units will produce 722 new City residents<sup>1</sup>. Still, current housing demand extends beyond recently permitted new construction. Recent housing analyses produced for the Bastrop Economic Development Corporation (EDC), suggest a strong latent demand for additional housing in the Bastrop area – while other resources provide circumstantial evidence that the local residential real estate market remains strong.

With no evidence that local residential demand will subside in the near future, Bastrop's housing challenges are to determine: **A)** The rate at which it would like to facilitate and absorb new residential growth; **B)** The degree to which it would like to diversify housing options in the City; and, **C)** The role the City should play in housing redevelopment.

### NEIGHBORHOOD TRENDS

In basic terms, the character of Bastrop's neighborhoods – similar to those in most free-standing American cities – can be classified as urban, suburban, and rural in nature. Beyond these three (3) basic classifications of community character, each neighborhood in a community offers further variations in housing type, scale, density, design, and condition.

The character and diversity of housing stock in a neighborhood are only two characteristics of a broader built environment. The American Planning Association's Great Places in America program suggests that a great neighborhood exhibits the following characteristics:

- *It has a variety of functional attributes that contribute to a resident's day-to-day living (i.e., residential, commercial, or mixed-uses).*
- *Multi-modal transportation (i.e., pedestrians, bicyclists, drivers) is accommodated.*
- *Design and architectural features are visually interesting.*
- *Human contact and social activities are encouraged.*
- *Community involvement is promoted and a secure environment is maintained.*
- *It incorporates sustainable design and responds to climatic demands.*
- *It has a memorable character.*

Bastrop's recently adopted form-based code includes many of the tools that seek to preserve these characteristics. In contrast, some residential areas in Bastrop are developing with little variation in

<sup>1</sup>. Occupancy of 1.0 was calculated for 10 single-bedroom senior multi-family dwellings units.

housing design and scale. Unfortunately, such patterns of “uniformity” in design can also decrease community acceptance of variations on housing density and type. Bastrop must determine which features it values in its existing neighborhoods that may be transferable to new residential developments throughout the City - regardless of proposed location, density, or type.

Bastrop is blessed with an abundance of healthy neighborhoods. Although pockets of poverty and physical blight exist in the City, these conditions are not as prevalent in Bastrop when compared to other historically rural communities. Bastrop’s principal neighborhood challenges will be to determine: **A)** How to build new residential areas that function as complimentary extensions of existing neighborhoods – rather than as isolated subdivisions; **B)** The degree to which the City should assist disadvantaged households with home and property maintenance; and, **C)** The degree to which the City should apply pro-active code enforcement measures to limit physical blight.

## COMMUNITY INPUT

**Chapter 1, Planning Context**, describes the methods that were utilized to solicit community input during the comprehensive planning process. Community input received through public surveys, community open houses, and participation in the mySidewalk social media tool regarding housing and neighborhoods suggested the following themes:

- **Housing Diversity.** *A substantial number of planning participants believe that there should be greater diversity of housing types (including multi-family) and densities in Bastrop; but, placement of such residential uses should be strategic.*
- **Housing Affordability.** *There is a perceived lack of housing at varying price points in Bastrop which may cause some residents to leave the City. This does not equate to a community-wide desire to promote low-to-moderate income housing, but rather to support the development of new market-rate products.*
- **City Housing Assistance.** *There is little interest in direct City participation in low-to-moderate income housing programs or housing for special needs populations. City involvement in housing or neighborhood redevelopment should be focused on infrastructure improvements or other support roles.*
- **Neighborhood Conservation.** *Planning participants believe that there exist sufficient codes to abate property nuisances in the City. The City should focus on enhancing or refining existing processes.*



Having a variety of functional attributes that contribute to a resident’s day-to-day living is just one characteristic that a great neighborhood exhibits.

## HOUSING TYPE AND MIX.

Bastrop’s housing mix includes most contemporary categories of dwelling type including: single family attached and detached homes, duplexes, and multi-family dwelling units. **Figure 4.1, Housing Type and Unit Breakdown**, illustrates that the City’s distribution of dwelling unit by type has remained consistent since at least 2000. As recently as 2014, single family detached dwelling units have been estimated to account for 73 percent of housing stock in the city. Multi-family dwellings account for less than a quarter of city-wide housing units. The proportionality of Bastrop’s housing stock has remained consistent even after the loss of many of the City’s residential structures during the 2011 Bastrop Complex Fire.

Even in spite of the devastating 2011 fire – which destroyed over 1,000 homes across Bastrop County – there was a 22 percent increase in the number of residential dwelling

units in Bastrop between 2000 and 2014. Housing growth roughly paralleled the City’s estimated population growth of 18 percent during the same period.

### RESIDENTIAL ZONING DISTRICTS

Bastrop uses a hybrid zoning approach to administer land uses in the City. Most City land is regulated through the use of traditional (“Euclidean”) zoning districts – zones that focus principally on the separation of land uses. In 2015, the City adopted a form-based zoning code for a 579 acre area of center city. Form-based districts allow a greater mix of land uses, but emphasize consistency in massing, scale, and arrangement of buildings and structures. Although all of the City’s form-based districts allow some form of residential use, as of 2015 almost all of the City’s vacant residential land remained in portions of the City subject to traditional zoning districts.

**FIGURE 4.1. HOUSING TYPE AND UNIT BREAKDOWN**

Housing Type <sup>4</sup>	2000 <sup>1</sup>		2010 <sup>2</sup>		Percent change 2000-2010	2014 <sup>3</sup>		Percent change 2010-2014	Percent change 2000-2014
	Total	Percent	Total	Percent		Total	Percent		
Single-family, Detached	1,503	69%	2,068	69%	38%	1,952	73%	-6%	<b>30%</b>
Single-family, Attached	23	1%	63	2%	174%	28	1%	-56%	<b>22%</b>
Duplex	146	7%	164	5%	12%	120	5%	-27%	<b>-18%</b>
Multifamily (3+ units)	512	23%	710	24%	39%	562	21%	-21%	<b>10%</b>
TOTAL	2,184		3,005		38%	2,662		-11%	22%

Source: U.S. Census Bureau. <sup>1</sup>Census 2000 Summary File 3, DP-4: Profile of Selected Housing Characteristics: 2000; <sup>2</sup>2006-2010 ACS 5-Year Estimates, DP04: Selected Housing Characteristics; <sup>3</sup>2010-2014 ACS 5-Year Estimates, DP04: Selected Housing Characteristics. Note: This data excludes housing types described as “other” which includes: mobile homes, boats, RVs, vans, etc. <sup>4</sup>Housing types as defined by U.S. Census Bureau

The City's eight (8) traditional zoning classifications which are intended to promote varying densities and types of residential development. These classifications include three (3) single-family residential zoning districts of varying density (SF-7, SF-9 and SF-20), one (1) manufactured housing district (MH), two (2) single-family attached/townhouse zoning districts (2F, SFA), and two (2) multi-family districts (MF-1 and MF-2). The distribution of these districts is illustrated on **Map 4-A, Bastrop Residential Zoning Districts**. **Figure 4.2, Bastrop Residential Zoning Districts**, illustrates that over 1,591 acres of land inside Bastrop's city limits (roughly 29 percent) is zoned for residential use (*excluding form-based districts*). Of that acreage, over ninety-two (92) percent is zoned for single family residential dwellings via the SF-7, SF-9, SF-20 and PD districts - leaving eight (8) percent of

residentially zoned land as suitable for multi-family development and less than one (1) percent for manufactured housing.

The Downtown Bastrop Form-Based Code (DB-FBC) includes ten (10) districts - all of which allow one (1) or more types of residential use (as well as multiple non-residential land uses). There are estimated to be only around 58 vacant/undeveloped acres within the area subject to the City's DB-FBC. There is also a lack of performance data - due to the recent adoption of the code - to indicate the degree to which the market will favor residential versus non-residential development in the area. These combined factors suggest that - at least in the short-term - the areas subject to the City's form-based districts will play a minor role in absorbing the City's anticipated residential growth.

**FIGURE 4.2. BASTROP RESIDENTIAL ZONING DISTRICTS**

Zoning districts allowing residential uses <sup>1</sup>		Min. lot area (s.f.)	Acres zoned	Percent of residentially zoned land	Vacant/undeveloped land (ACRES) <sup>2</sup>	Potential dwelling units <sup>3</sup>
SF-7	Single family residential	7,000	368.7	23.4%	69.7	327
SF-9	Single family residential	9,000	325.8	20.7%	219.1	898
SF-20	Single family residential	20,000	326.2	20.7%	69.7	141
MH	Manufactured housing	7,000	6.9	0.4%	0.0	0
MF-1	Multi-family dwelling	10,000	32.8	2.1%	6.8	32-81
MF-2	Multi-family dwelling	15,000	77.6	4.9%	25.9	121-647
PD	Planned development <sup>4</sup>	N/A	453.7 <sup>5</sup>	27.8%	270 <sup>5</sup>	1,060-1,460
TOTAL			1,591.7 <sup>5</sup>	100%	661.2 <sup>5</sup>	2,579-3,554

Source: Halff Associates, Inc.

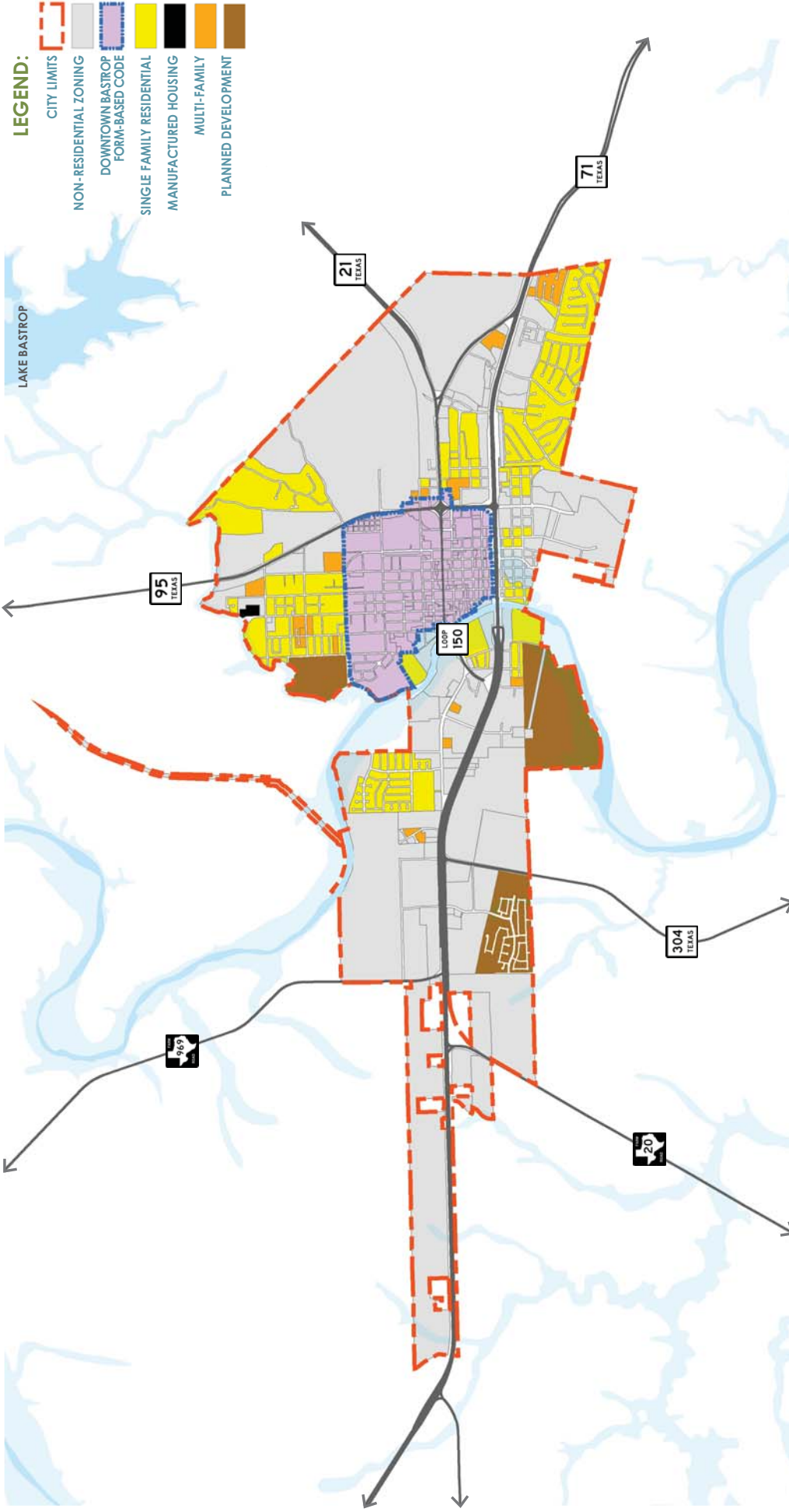
Note: <sup>1</sup>Excludes form-based districts and zoning districts that permit residential uses but are intended for other uses (office, retail, etc.). No city land is currently zoned 2F or SFA. <sup>2</sup>Excludes land that is located within the 100 year floodplain.

<sup>3</sup>Potential dwelling units calculates the total allowable dwelling units after omitting a certain percentage of land necessary for right of way, open space, etc. <sup>4</sup>Planned Development includes both the Hunter's Crossing, Pecan Park, and Piney Creek Planned Developments. <sup>5</sup>Pecan Park PD includes a commercial phase that may include up to 400 multi-family dwelling units (16 acres total).



# BASTROP RESIDENTIAL ZONING DISTRICTS<sup>1</sup>

# MAP 4-A:



Source: City of Bastrop

Notes: DB-FBC area includes many districts that, although not intended exclusively for residential uses, permit varying levels of residential dwellings. Some euclidean zoning districts (such as Office or Retail) permit residential uses but were not included in this exercise as the intended use in those districts is not residential. No city land is currently zoned 2F or SFA.



**PROJECTED HOUSING SUPPLY**

**Figure 4.3. Existing and Projected Housing Needs.** suggests that 92 percent of Bastrop’s estimated 2,939 housing units were occupied in 2014. When the City’s current occupancy rate and ratio of housing unit by type is projected to 2036, the figure suggests that an additional 5,154 housing units will be required to accommodate Bastrop’s projected population of 19,199. By housing type, this translates to an additional 986 multi-family units, 210 duplex units, 49 single family attached units, and 3,423 single family detached units.

Bastrop’s Comprehensive Housing Supply and Demand Analysis was prepared for the Bastrop Economic Development Corporation (EDC) in September of 2015. Its findings suggest that, based on market trends, there is an existing shortage of approximately 200 apartment units in the City. It further suggests that the strong performance of multi-family buildings in Bastrop, distribution by age and income, and future job growth potential could create an annual demand for 150 - 225 multi-family dwelling units per year for the next five (5) years. This translates to 750 -1,125 apartment units (requiring 30-94 acres) in the next five (5) years alone.

The wide discrepancy between **Figure 4.3** and the EDC’s analysis reflects different growth outcomes based in part on the housing policies Bastrop chooses to adopt:

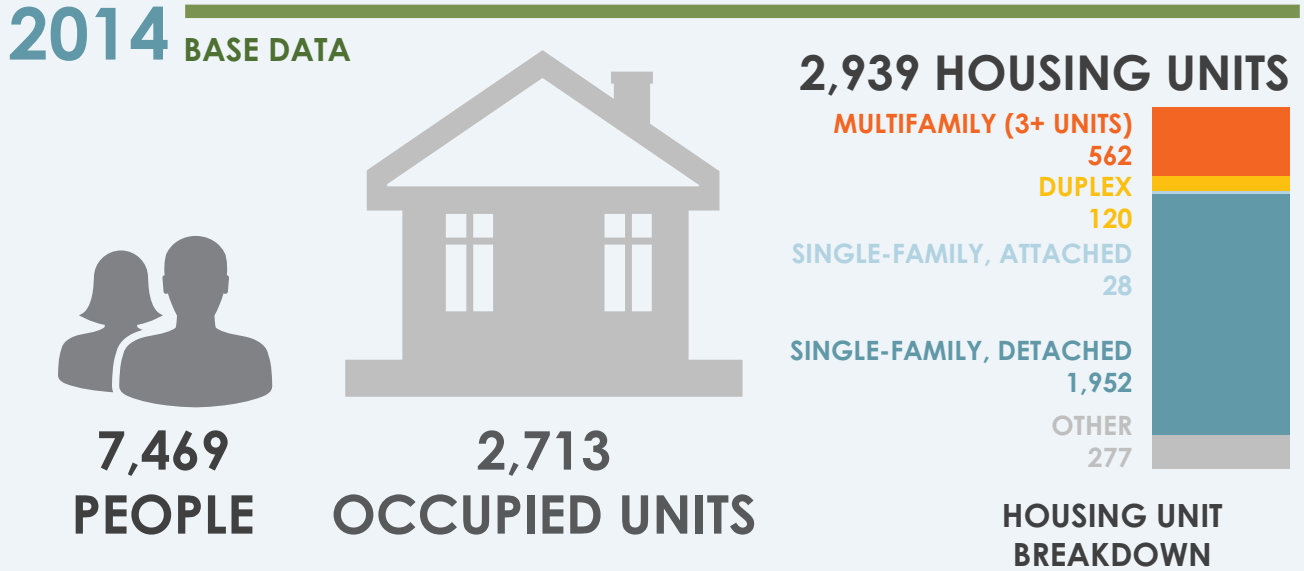
- **Conservative Policy.** Housing decisions intended to meet a fixed population growth figure (and associated infrastructure capacity).
- **Liberal Policy.** Housing decisions intended to enable maximum housing growth potential regardless of rate or volume.

**Figure 4.2** (page 4-6) indicates that as of January 2016, over 661 acres of vacant/undeveloped residential land was available inside the City which fell within one (1) of the City’s eight (8) principal residential or PD districts. Almost ninety-three (93) percent of that land is zoned solely for single family residential use (including PDs). This leaves less than 48 acres of vacant or undeveloped land zoned for possible multi-family residential use in Bastrop. A comparison of **Figure 4.2** with **Figure 4.3** suggests that the undeveloped acreage of Bastrop’s existing residential zoning districts is sufficient to absorb 71 to 75 percent of the City’s projected single family dwelling units and all of the projected multi-family dwelling units over the next 20 year period (based on City population projections). This scenario assumes a City policy of maintaining the existing ratio of dwelling unit by type, and would only be possible if the City chose to meet the population growth figure proposed in this Plan (i.e. adopt a conservative housing policy).

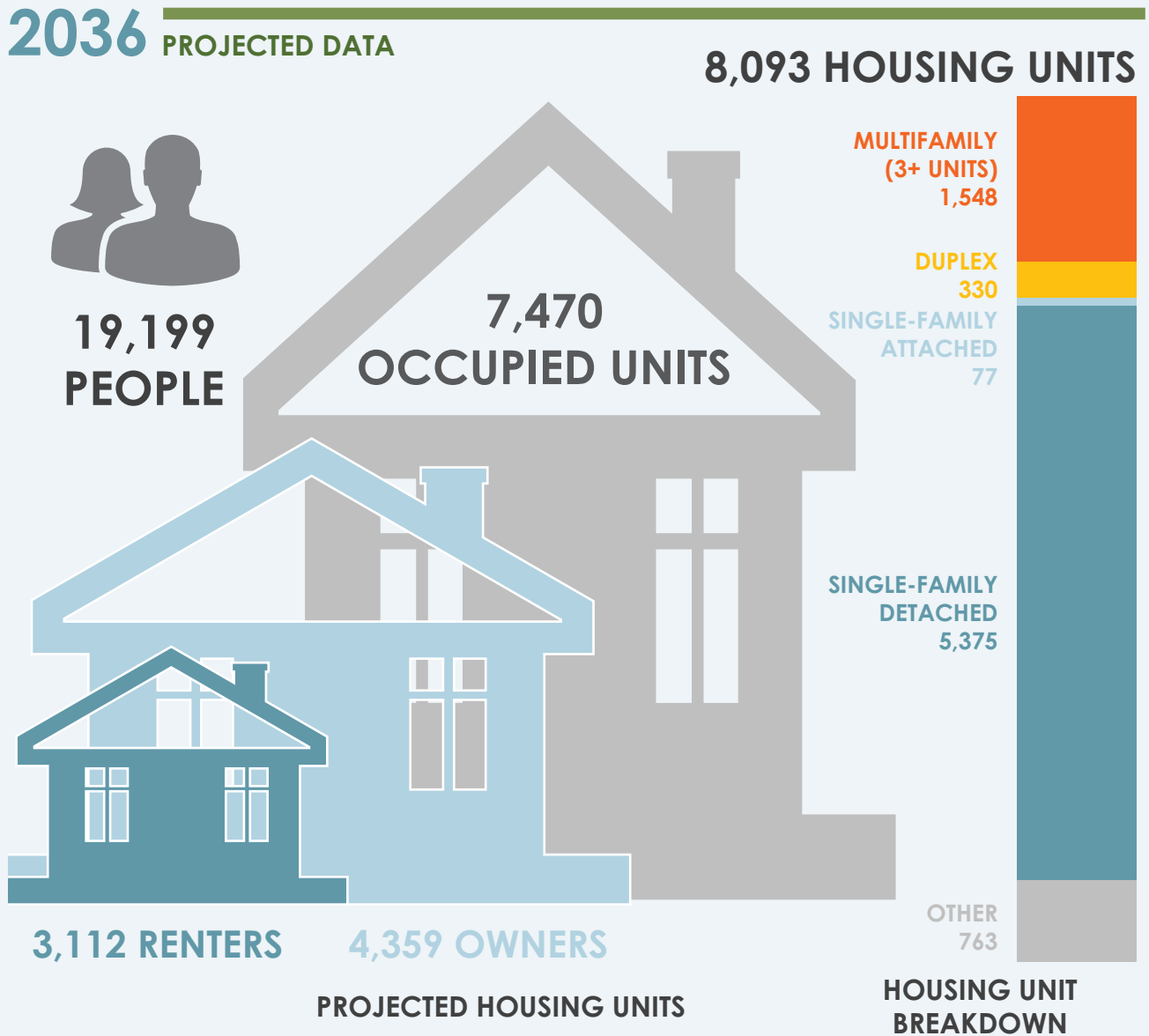
**SUMMARY**

The 661.2 acres currently available for residential development (excluding the DB-FBC districts) suggests that additional land in Bastrop may need to be rezoned for residential use to accommodate between 702 and 855 total housing units to meet 20 year population growth projections. The City’s deficit in residential land is significantly greater if it seeks to meet the targets of the EDC’s recent multi-family housing analysis. Although some new residential development will be accommodated within the City’s DB-FBC districts, additional residential rezoning may be desirable because much of the City’s vacant residential acreage is scattered, and not contained within consolidated development

FIGURE 4.3. EXISTING AND PROJECTED HOUSING NEEDS



Source: 2014 ACS 5-Year Estimates Selected Housing Characteristics



tracts. Some undeveloped residential acreage may also be subject to a variety of development constraints not apparent through simple demographic and mapping exercises.

Any City residential annexation and rezoning policy must also take into account the City's current housing mix – considering both housing type and density. The 2015 *Comprehensive Housing Supply and Demand Analysis* suggests that there is a “market” for new multi-family development in Bastrop. The analysis findings suggest that if Bastrop expands its product offerings with a well-segmented product strategy, appealing to a wide range of buyer types and price points, a more diverse community will be feasible. Public feedback supports this notion.

In contrast, there seems to be limited public desire to cater to the implied demand for additional multi-family housing in the City – and by extension, little desire to adjust current residential housing ratios. With proper design and placement, there may be greater local flexibility in diversifying the City's housing stock by permitting variable density options for new single-family detached and attached housing. Anticipated infill residential development in the City's DB-FBC districts may provide design precedents in all housing types to make greater housing diversity in other portions of Bastrop a long-term possibility.

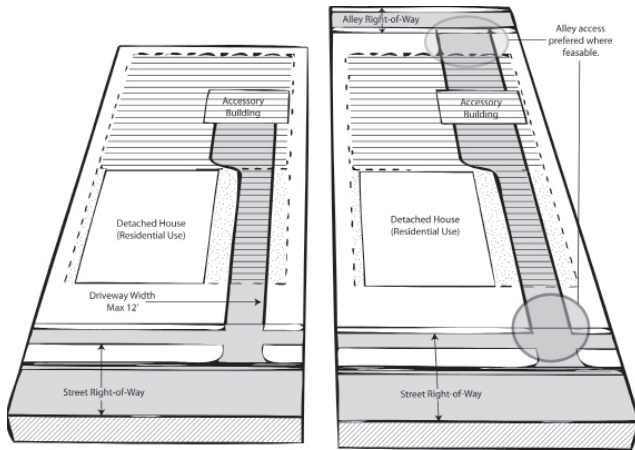


**Goal 4.1: Provide a greater diversity of housing options in Bastrop while protecting the character of the City's existing neighborhoods.**

**Objective 4.1.1:** Establish processes to diversify housing options in Bastrop.

1. **Establish clear multi-family residential targets as a ratio of all City housing to alternatively meet 2036 City population projections; or, to generate additional supply to meet anticipated market potential. Targets should be based in part on a further analysis of local housing preferences (see Objective 4.2.1, page 4-20).**
2. **In additional to other factors established by this Plan (e.g. Bastrop Growth Program), ordinance, or other City policy documents, consider the consistency of annexation and residential rezoning requests with the City's targeted housing ratio by type.**
3. **Monitor the volume of residential versus non-residential development applications in the City's DB-FBC districts to determine the degree to which the districts absorb residential demand. Modify residential rezoning targets in the City's traditional zoning districts accordingly.**
4. **Utilize the City's Planned Development (PDD) zoning to apply desirable aspects of the DB-FBC districts to other portions of the City. Gradually insert these housing and neighborhood design “best practices” into the body of the City zoning ordinance so that they apply to all applicable residential zoning districts, and concurrently reduce the long-term use of the PDD zoning district as a tool.**
5. **Promote the use of the SFA (Single Family Attached) district to provide transitions between single-family detached and multi-family land uses. Increase the permissible ratio of single-family attached housing and townhomes as a percentage of all housing units where the uses can serve as an effective transition, or as an extension of comparable DB-FBC districts.**





Desirable elements of the City’s form-based districts can be incorporated into the City’s traditional zoning ordinance. A greater volume of ordinance exhibits (above left) can help balance greater flexibility in housing densities and size in new neighborhoods with preferred community design goals (above right).

## HOUSING CONDITION AND OCCUPANCY.

### AGE OF HOUSING

Thirty one (31) percent of all housing units in Bastrop have been constructed since 2000 and over two thirds of all housing stock is less than 35 years old. The ratio of newer dwelling units in Bastrop would be even higher but Census data suggests that between 2010 and 2014 the ratio of post 2000 housing stock in Bastrop remained flat – likely a result of the 2011 Bastrop Complex fire.

*Figure 4.4, Age of Housing Stock*, also illustrates that the presence of multi-family housing in the City is a relatively recent phenomenon and correlates with an increasing growth rate in the last decades of the 20th century (and of a gradual suburbanization of the City). As previously mentioned however, the ratio of multi-family housing in Bastrop compared to other housing types has remained relatively consistent since 2000.

**FIGURE 4.4. AGE OF HOUSING STOCK**

Housing Type	Housing Units (Total)	Period of Construction				
		1939 OR EARLIER	1940-1959	1960-1979	1980-1999	SINCE 2000
2014 <sup>1</sup>	2,713	148	223	494	1,007	841
		5%	8%	18%	37%	31%
Single-Family (attached & detached)		100%	94%	64%	61%	64%
Duplex/Triplex/Four-Plex		0%	6%	16%	7%	10%
Multifamily		0%	0%	5%	12%	25%
Other		0%	0%	15%	19%	1%

Source: U.S. Census Bureau. <sup>1</sup>2010-2014 ACS 5-Year Estimates, B25127: Tenure by Year Structure Built by Units in Structure.

### OCCUPANCY CHARACTERISTICS

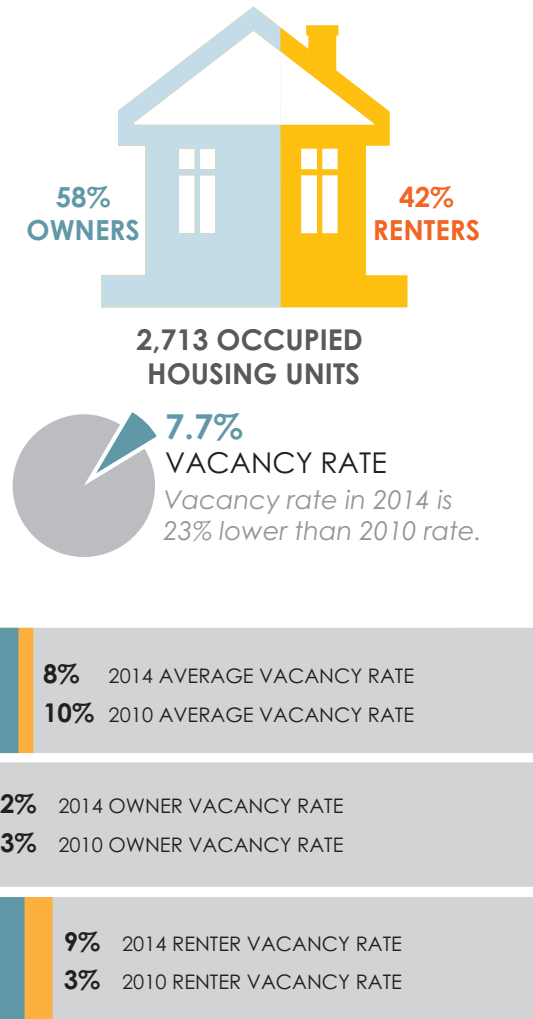
Occupancy trends in Bastrop show a recent decline in vacancy rates across the city. Between 2010 and 2014, city-wide vacancy rates are estimated to have declined from 10 percent to 7.7 percent. **Figure 4.5, Occupancy Characteristics**, suggests that owner-occupancy vacancy rates are extremely low (3 percent in 2010; 2 percent in 2014). In addition to providing evidence of residential demand in a community, low vacancy rates can also be an indicator of inflated sales prices.

### HOUSING CONDITIONS INVENTORY

In conjunction with its 2000 comprehensive plan, Bastrop conducted a visual conditions inventory. A housing conditions inventory is a powerful tool which can be utilized by local governments seeking to quantify housing conditions throughout their community, and to subsequently initiate activities to improve their housing stock. Housing conditions inventories are essentially windshield surveys whereby the condition of individual housing units is divided into one (1) of four (4) categories: standard, minor deterioration, major deterioration, and dilapidated:

- **Standard.** Home shows no signs of structural instability.
- **Minor Deterioration.** Home shows evidence that the structure is unsound, but still livable.
- **Major Deterioration.** Home shows evidence that the structure is unsound and unlivable, but the home may still be occupied.
- **Dilapidated.** Home structure is completely deteriorated and unsafe.

FIGURE 4.5. OCCUPANCY CHARACTERISTICS



Occupancy trends show a decline in vacancy rates across Bastrop, including in both owner-occupied and renter-occupied housing units.

## SUMMARY

Residential vacancy rates, housing age statistics, and code enforcement records suggest that Bastrop is not burdened by a large inventory of vacant or dangerous buildings. Nonetheless, Bastrop's declining vacancy rate can place unseen stresses on residents in the community. A lack of housing supply can create conditions of overcrowding, unreasonably high rental rates, and situations where households are compelled to reside in substandard housing units.

The City of Bastrop's 2000 housing conditions inventory is now outdated and should be amended or replaced. Bastrop should consider commissioning an update of the City's 2000 housing conditions inventory to maintain an accurate record of housing needs. A well-maintained housing conditions inventory serves as a barometer of residential maintenance trends in the community. A gradual decline in housing condition ratings often correlates to an aging population whose ability to maintain home ownership or invest in home maintenance is becoming increasingly constrained. In addition, housing conditions inventories are useful when applying for housing or community development grants.

The low vacancy rate for dwelling units intended for owner occupancy correlates with other indicators that suggest near-term residential demand exceeds the City's estimated population growth rates. The City's residential growth targets must also consider the replacement of aging housing stock over the 20 year planning horizon as well.



**Goal 4.2: Maintain and enhance the overall quality of existing housing stock in Bastrop.**

**Objective 4.2.1:** Monitor housing conditions to limit the volume and rate of deterioration of the City's housing stock.

1. ***Prepare a standard inventory form and conduct an updated housing conditions inventory. Conduct the survey in winter months to better evaluate residences that may be obstructed by vegetation.***
2. ***Incorporate housing conditions inventory data into GIS parcel data to enhance the manner in which housing conditions can be mapped and analyzed.***
3. ***Work with the Bastrop Public Housing Authority (PHA) or a non-profit entity to conduct income surveys of households residing in deteriorated or dilapidated housing stock.***
4. ***Evaluate the need and feasibility of establishing a home rehabilitation assistance program for owner-occupied housing units with funding support from the TDHCA.***
5. ***Utilize housing conditions inventory data to determine if adjustments to the City's minimum property maintenance codes should be initiated in order to pro-actively prevent housing deterioration.***

## HOUSING AFFORDABILITY.

It is a common mis-perception that the topic of housing affordability relates solely to low-to-moderate individuals or households; and, that the resulting discussion must be limited to the virtues of providing public housing or other forms of housing assistance. While evaluating methods to support the housing needs of a community's impoverished residents or other vulnerable populations is certainly a relevant consideration, "housing affordability" is not synonymous with "affordable housing." The

affordability of a community's housing stock influences the decisions of all income groups, both in the short and long-term, regarding where to live, raise families, and retire. Public input received during the preparation of this Plan reveals the degree to which housing affordability can influence the overall character of a community – with a number of participants suggesting that they are unlikely to remain in Bastrop because "home options are not available" in a suitable price range.

### **"HOUSING IS RIDICULOUSLY OVER-PRICED."**

**"WE COULD NOT AFFORD TO BUY IN TOWN AGAIN AND WOULD HAVE TO MOVE OUTSIDE THE CITY LIMITS TO FIND AFFORDABLE HOUSING"**



**"WE SEEM TO BE MISSING A RANGE OF HOUSING."**

**"RENT IS JUST TOO HIGH FOR WHAT YOU GET."**

**"SINGLE-FAMILY HOUSING THAT IS IN GOOD CONDITION AT AN AFFORDABLE PRICE RANGE IS HARD TO FIND."**

*Bastrop Comprehensive Plan Survey Respondents [City Residents]*

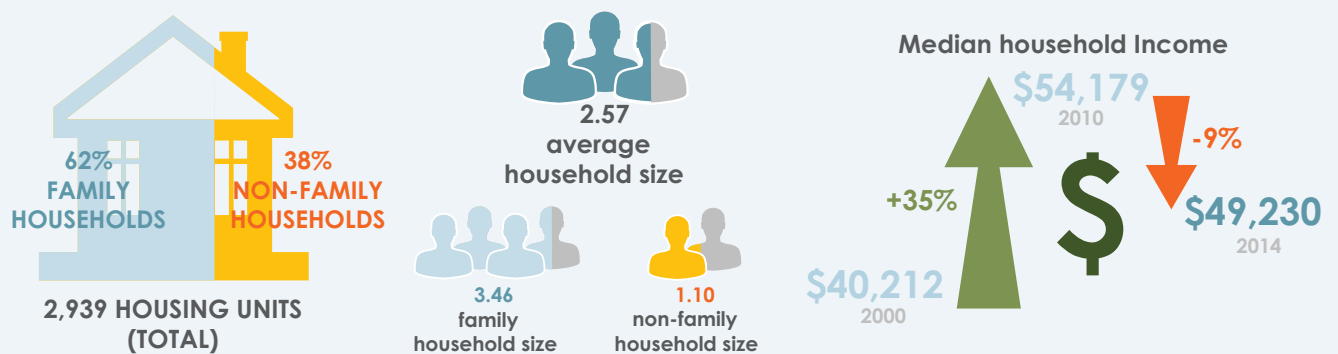


### HOUSEHOLD CHARACTERISTICS

**Figure 4.6, Household Characteristics**, indicates that roughly 38 percent of all households in Bastrop in 2014 were classified as “non-family.” The term non-family represents a household of unrelated individuals residing together, or households with a single resident. The rate of non-family households in Bastrop may reflect a greater number of apartment dwellings in the City than in 2000 (but not necessarily an increase in younger residents or residents with lower household incomes). Between 2000 and 2014 the number of non-family households that were represented by a single resident rose from 575 to 941. By 2014, over 91 percent of all non-family households in Bastrop were represented by a single householder. The numbers correlate to an aging population – a group whose income is generally constrained and has difficulty bearing fluctuations in the local housing market.

**Figure 4.6** also indicates that the estimated median household income in Bastrop in 2014 was 49,230 dollars - 6 percent higher than that of the overall Austin-Round Rock-San Marcos MSA. Median household income levels are a significant measure in determining an area's eligibility for rural community development grants administered by the Texas Department of Agriculture. Such programs are designed to benefit low-to-moderate income populations [as defined by the US Department of Housing and Urban Development (HUD)]. Areas in which these grants would be utilized for infrastructure development, housing programs, and blight abatement must meet area minimum income criteria. HUD data suggests that Bastrop's future eligibility in state-administered community development grants may be limited.

**FIGURE 4.6. HOUSEHOLD CHARACTERISTICS.** In 2014 there were 2,939 households in the City of Bastrop. Average household size is 2.57 persons per household; however, families have higher households with an average of 3.46 persons and non-family households are smaller at 1.1 persons. Median Household Income has generally increased 22 percent since 2000 to \$40,230 dollars, despite a decline since 2010.



Source: U.S. Census Bureau 2014 ACS 5-Year Estimate HH Type by Tenure, 2014 ACS 5-Year Estimate Average HH Size of OCC Housing by Tenure, 2014 ACS 5-Year Estimate and 2000 Census HH Income by Gross Rent as a Percentage of HH Income

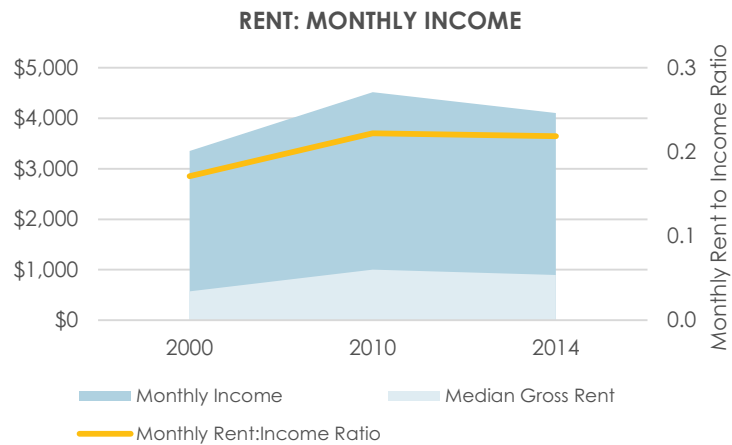
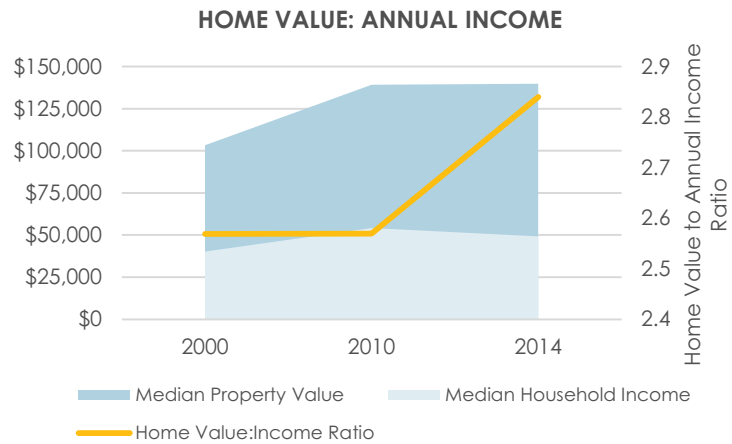


Providing affordable housing does not mean that a community must compromise preferred design goals, as demonstrated above.

FIGURE 4.7. COST OF HOUSING

**COST OF HOUSING**

Although household incomes in Bastrop exceed that of the MSA, housing affordability remains an issue for all income levels. **Figure 4.7, Cost of Housing**, indicates that property values and median household incomes in Bastrop grew at about the same rate between 2000 and 2010. Between 2010 and 2014 however, property values continued to grow slightly while median household income declined. This resulted in a higher property value to household income ratio. **Figure 4.7** also shows that median gross rents grew at a high rate between 2000 and 2010 (increasing by 75 percent). Although median monthly rents declined between 2010 and 2014, and the rent to income ratio has remained roughly equivalent since 2000, a 56 percent increase in median rents over the 14 year period mirrors stated community concerns about rapidly increasing housing costs.



**AFFORDABILITY CALCULATORS.**

The Zillow Affordability Calculator is one (1) tool that can assist communities in estimating the maximum home value affordable to households at each income category. Figure 4.9, Home Loan Thresholds (below), applies the Zillow Affordability Calculator to the median annual income of a four-person household in the MSA. This example suggests that a four-person household earning the median income of \$76,800 dollars could afford to purchase a house for as much as \$241,032 dollars.

**FIGURE 4.8. HOME LOAN THRESHOLDS**

PERCENT OF MEDIAN INCOME	MEDIAN HOUSEHOLD INCOME	AFFORDABLE MONTHLY HOUSE PAYMENT (30%)	FHA REGULAR LOAN (30-YEAR FIXED RATE AT 3.75% INTEREST)			
			MAXIMUM SALES PRICE	LOAN AMOUNT	DOWN PAYMENT 3.5% OF SALES PRICE OF HOME <sup>1</sup>	MONTHLY HOUSING COSTS <sup>2</sup>
30%	\$24,250	\$606	\$72,520	\$69,974	\$2,546	\$604
50%	\$38,400	\$960	\$117,895	\$113,863	\$4,032	\$957
80%	\$61,450	\$1,536	\$191,809	\$185,357	\$6,452	\$1,531
100%	\$76,800	\$1,920	\$241,032	\$232,968	\$8,064	\$1,913
120%	\$92,150	\$2,304	\$290,255	\$280,579	\$9,676	\$2,296

Source: Department of Housing and Urban Development, FY2015 Income Limits. U.S. Census Bureau. 2010-2014 ACS 5-Year Estimates, B19001: Household Income in the Past 12 Months (in 2014 Inflation-Adjusted Dollars)

Notes: Calculations assume \$0 monthly debt, 3% property tax rate, and \$500 for homeowners insurance. <sup>1</sup>Calculated by multiplying the loan required down payment rate times 3-times the "Median Household Income." <sup>2</sup>Monthly Housing Costs is based on 30 percent of income, and includes monthly mortgage payment, hazard insurance, property tax, utility costs, maintenance, and mortgage insurance.

**COST BURDENED HOUSEHOLDS**

A simple way to evaluate housing affordability across income levels is through the measure of "cost-burdened" households. Cost burdened households are those households that spend more than 30 percent of their monthly incomes on mortgage or rent, and related housing costs (i.e., utilities, maintenance). A cost burdened household is not necessarily a low-to-moderate income household, but may be found at any income level. The condition may reflect high rents associated with low housing supply, or simply a personal decision to live above one's means. Increases in an area's cost burdened ratios will eventually affect disposable income and local purchasing activity.

**Figure 4.9, Cost Burdened Households** (page 4-18), indicates that in 2014 approximately 34 percent of Bastrop households were considered cost burdened - including 11 percent that were considered severely cost burdened (monthly housing costs exceeding 50 of their household income). Today, more Bastrop householders are cost burdened compared to 2000. In 2000, only 20 percent of Bastrop households were not cost burdened. Likewise, the percentage of the community's severely cost burdened households has increased from 9 percent of the households to 11 percent between 2000 and 2014.

### HOUSING + TRANSPORTATION COSTS

The great distances that most Americans travel between home, work, and recreation has resulted in an increasing share of annual household income being applied to annual transportation costs. The land use patterns created by our auto-dependent built environments require that most of us live at distances between home and destinations that are greater than many might prefer. Regardless, housing and transportation costs are inter-related, and measuring both cumulatively provides a more accurate picture of local costs of living.

The Center for Neighborhood Technology suggest that the combined costs of housing and transportation should not exceed 45 percent of annual household income - with housing costs making up 30 percent of the ratio and transportation accounting for 15 percent. As shown in **Figure 4.10, Housing and Transportation Affordability Index**, housing and transportation costs consume approximately 45 percent of the income of a typical household in Bastrop, consistent with annual household expenditures that would be considered affordable. However, in Bastrop housing accounts for a low share of the typical household's income while transportation accounts for a high share.

FIGURE 4.9. COST BURDENED HOUSEHOLDS

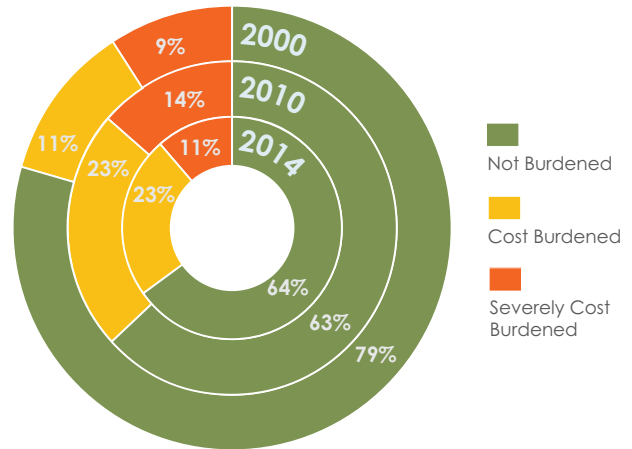
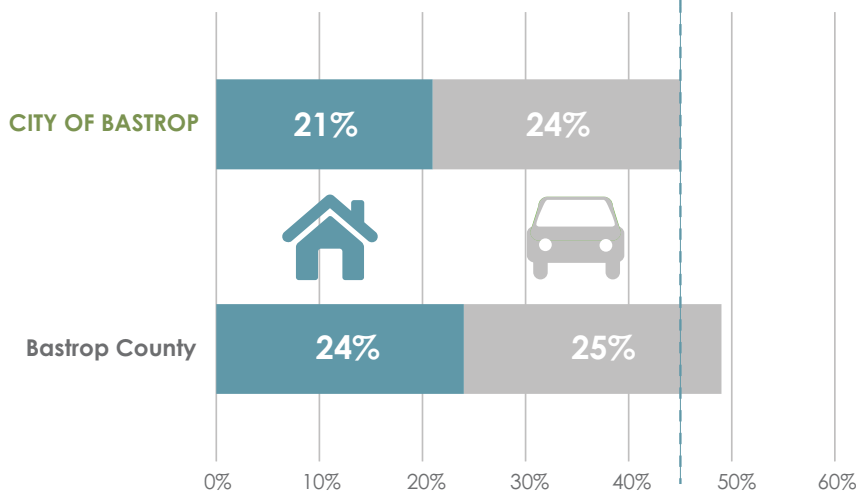


FIGURE 4.10. HOUSING & TRANSPORTATION AFFORDABILITY INDEX



*The combined costs of housing and transportation should not exceed 45% in order to be considered affordable.*

Source: Center for Neighborhood Technology. Housing and Transportation Affordability Index.



## JOBS-HOUSING BALANCE

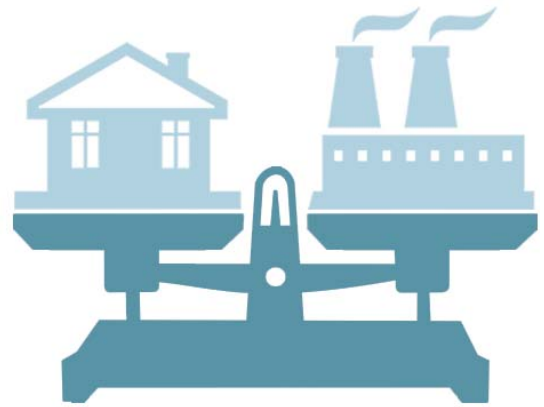
FIGURE 4.11. JOBS-HOUSING BALANCE

JOBS-HOUSING MEASUREMENT	RECOMMENDED TARGET RATIOS	RECOMMENDED TARGET RANGE	SOURCE
Jobs to Housing Units Ratio	1.5:1	1.3:1 to 1.7:1 or 1.4:1 to 1.6:1	Ewing 1996 Cevero 1991
Jobs to Employed Residents Ratio	1:1	0.8:1 to 1.25:1	Cevero 1991

Source: *Jobs-Housing Balance - APA Planning Advisory Service Report No. 516; Jerry Weitz, AICP.*

Eighty-nine percent of Bastrop's employed residents work outside of the city of Bastrop. A similar percentage commute into the city from other locations to work. These patterns of migration to and from work suggest a mismatch between the number and type of jobs offered within a community and available housing stock. Besides personal inconvenience and expense, the imbalance also contributes to greater traffic congestion within the affected community.

**Figure 4.11, Jobs-Housing Balance**, provides a recommended target ratio for the number of jobs which should be located within a community versus housing units. The standards may vary from community to community, but this figure provides the first step in determining how to provide a healthier jobs-housing balance. Bastrop's jobs to housing ratio in 2013 was estimated to be 1.9:1 – outside of the recommended target ranges listed in **Figure 4.11**. The estimated 2013 jobs to employment ratio was almost 1:1, suggesting that commuting patterns are influenced both by a lack of housing units in the City and mismatch between types of jobs that may be found in Bastrop and the resident population.



## SUMMARY

There are segments of the population that benefit from increased residential property values in Bastrop. The appreciation of property values bring new wealth to the community. These positive economic indicators however, can place strain on existing residents. Single householders often skew to older age groups who find rising property values amid fixed incomes (and decline physical health) a significant impediment to “aging in place.” As opposed to large institutionalized housing such as assisted living, many of these residents who find themselves in danger of displacement prefer smaller housing options within their current neighborhoods of residence.

In addition to existing residents who may be forced to find new housing options outside of their current neighborhoods, or the City as a whole, data presented in this Plan (and in the *Comprehensive Housing Supply and Demand Analysis*) suggests a need for additional housing options catering to the price points of those workers who are commuting into the City on a daily basis for work. Further evaluating the City’s job-housing imbalance typology, and expanding upon the Bastrop EDC’s prior work – by directly polling Bastrop workers on housing preferences and household income earnings - would provide a more nuanced understanding of the housing types that Bastrop needs to promote and accommodate.



### Goal 4.3: Develop housing targets that align with local demand.

**Objective 4.3.1:** Define the residential options that current Bastrop residents and workers feel are lacking in the City.

1. **Partner with the Bastrop EDC and large local employers to expand on previous housing analyses by conducting surveys to collect local data regarding the income and housing preferences of Bastrop workers.**
2. **Analyze the City’s jobs-housing imbalance typology to determine suitable price-points that should be marketed for housing in the City.**
3. **Based on local surveying efforts, establish policies that identify preferred City targets on single-family housing units (attached and detached) including consideration of size, and construction costs and associated sales prices.**
4. **Consider preferred single-family housing targets when reviewing applications for rezoning, PDDs, or development in the City’s ETJ. Establish incentives such as density bonuses and/or fee waivers to encourage developer efforts to include housing units meeting preferred City targets within their development plans.**

## HOUSING ASSISTANCE.

FIGURE 4.12. WORKFORCE AND SPECIAL NEEDS HOUSING

PROPERTY <sup>1</sup>	TOTAL UNITS	VACANCIES (JAN., 2016)	ASSISTANCE PROGRAM	POPULATION SERVED
Riverwood Commons	36	2	HOME, LIHTC	Seniors
Settlement Estates Senior Housing	70	0	LIHTC	Seniors
Supportive Housing Program	17	4	HOME	All low-to-moderate income
PROPERTY <sup>2</sup>	TOTAL UNITS OR BEDS	POPULATION SERVED		
Family Crisis Center/Bastrop County Women's Shelter	Undisclosed	Domestic abuse victims (Transitional housing)		
Argent Court	68 beds	Senior (Assisted living)		
Bastrop Lost Pines Nursing and Rehabilitation Center	120 beds	Senior (Nursing home)		
Bastrop Nursing Center	96 beds	Senior (Nursing home)		
Silver Pines Nursing and Rehabilitation	120 beds	Senior (Nursing home)		
Jefferson Community Residence	6 beds	Intellectual Disabilities (Resident home)		

Source: Texas Department of Housing and Community Affairs, Vacancy Clearinghouse; Texas Department of Aging and Disability Services, Quality Reporting System.

Notes: <sup>1</sup>Funding assistance from the Texas Department of Housing and Community Affairs. <sup>2</sup>Licensed with the Texas Department of Aging and Disability Services (except the Family Crisis Center). Figure does not include properties owned and operated by the Bastrop Public Housing Authority.

### WORKFORCE HOUSING

Although Bastrop is fortunate to have a high community-wide median income, and only a small percentage of its overall households classified as low or extremely low income, it is not without residents in need. Efforts to provide public and other low-to-moderate income housing choice is led locally by the Bastrop Public Housing Authority (PHA). The Bastrop PHA owns and maintains 49 public housing units, and provides Section 8 vouchers to qualifying families and individuals to assist them in finding suitable housing accommodations in the area.

**Figure 4.12, Workforce and Special Needs Housing**, lists three (3) subsidized housing developments located within Bastrop. The construction of these facilities was supported by the HOME Multi-family Rental Housing Development Program and/or Low-income Housing Tax Credits (LIHTC) (both programs administered by the Texas Department of Housing and Community Affairs (TDHCA). The snap-shot provided in **Figure 4.12** suggests an extremely low vacancy rate in subsidized housing of 4.6 percent. This vacancy rate drops to 3.4 percent when combined with Bastrop PHA units. The Figure does not consider the condition of subsidized units.

**HOUSING PROGRAMS ADMINISTERED BY TDHCA**

The Texas Department of Housing and Community Affairs (TDHCA) is the state-level administrator of housing programs in Texas. The list below references a number of programs available to units of local government, public housing authorities, and other qualifying non-profit entities. Additional information can be found at: [www.tdcha.state.tx.us/home-division](http://www.tdcha.state.tx.us/home-division).

**RENTAL ASSISTANCE**

- Section 8 Voucher
- Rental Assistance

**HOME BUYER ASSISTANCE**

- Home buyer Assistance
- Texas Bootstrap Loan
- My First Texas Home

**HOME MAINTENANCE ASSISTANCE**

- Homeowner Rehabilitation Assistance
- Amy Young Barrier Removal
- Comprehensive Energy Assistance

**HOUSING DEVELOPMENT**

- Low Income Housing Tax Credits
- Multifamily Mortgage Revenue Bond

In addition to the housing programs provided through the TDHCA, Bastrop may also participate in community development programs funded by the Texas Department of Agriculture.

**HOUSING FOR SPECIAL NEEDS**

**Figure 4.12** also lists six (6) residential facilities that support groups requiring special housing needs including: the elderly, individuals with developmental disabilities, and victims of domestic abuse. Most of these institutional resident uses are located on Old Austin Highway, except for Jefferson House which is operated in a residential neighborhood. There are no transitional housing options within the city of Bastrop for the chronically homeless or substance abusers, but the Hope House provides drug treatment services at a location just south of the City.

**CITY ASSISTANCE**

The City of Bastrop does not actively administer low-to-moderate income housing or other community redevelopment programs. Past City housing or redevelopment activities include endorsements of private LIHTC applications, and use of Texas Department of Agriculture-administered Community Development (CD) funds for infrastructure rehabilitation in qualifying City neighborhoods. Repetitive use of CD funds in Bastrop in the future may be difficult due to likely constraints on qualifying geographic areas in the City.

**SUMMARY**

The housing initiatives of entities other than the City of Bastrop have focused on the provision of public housing – including publicly-owned dwelling units and rental assistance vouchers. Although not exclusive, many of these opportunities are tailored to meeting the needs of Bastrop’s senior residents. These programs are a necessary component of a community’s multi-tiered affordable housing strategies – in part because there are some members of the community who will never be in a position to provide for themselves or otherwise live independently.

The next tier in a community’s evolving affordable housing strategy is to develop programs that either transition residents of subsidized housing units into their own homes, or prevent the need for an individual to enter public, subsidized, or institutionalized housing. The same TDA Community Development fund that has previously been used by Bastrop for



infrastructure improvement can be utilized to fund a local housing rehabilitation initiative. TDHCA-administered HOME funds that have been used to fund multi-family development can also be used to develop home-buyer assistance programs, or by Community Housing and Development Organizations (CHDO) to develop single-family homes. These types of initiatives can assist the elderly in “aging in place,” retain residential property values, and can also transition low-to-moderate income households out of a condition of dependency.

The City of Bastrop is an entity that would be eligible to lead local home maintenance assistance and home ownership programs. Alternatively, the City may partner with the Bastrop PHA or a regional CHDO to support their potential efforts to increase affordable and safe single-family housing options in Bastrop.



**Goal 4.4: Provide home ownership opportunities to Bastrop’s low-to-moderate income and special needs populations.**

**Objective 4.4.1:** Create incentives to support the provision of low-to-moderate income housing opportunities by partnering agencies in Bastrop.

1. **Encourage and support the creation of a program to provide home ownership opportunities to low-to-moderate income residents residing in rent subsidized or public housing. Work with the Bastrop PHA or other interested and qualifying entity to develop a home buyer assistance program with funding support from the TDHCA.**
2. **Support the efforts of non-profits, such as Habitat for Humanity, to construct homes for low-to-moderate income residents through fee abatements and the provision of building lots acquired through the dangerous building abatement process.**
3. **Establish an incentive program to encourage the incorporation of below market rate housing units into new development, or fees-in-lieu to fund other low-to-moderate income housing programs in Bastrop.**

## NEIGHBORHOOD DEVELOPMENT.

### DEVELOPING CITIES OF NEIGHBORHOODS

Vibrant and economically successful cities are comprised of strong, cohesive neighborhoods, woven together by thriving commercial corridors, and punctuated with schools and lively “town centers.” Well-designed neighborhoods that have stood the test of time exhibit key characteristics (see page 4-3) and include many of the following features:

- A focal point.
- Equal prominence of pedestrian and vehicular circulation.
- A variety of dwelling types.
- Convenient access to schools, recreation, and daily conveniences.
- An efficient street layout that provides various paths to other neighborhoods.
- Attractive streetscapes and use of local streets for parking to reduce parking lot area.
- Context sensitive landscapes, conservation areas, greenbelts, or other open space.
- A cohesive visual identity.
- Respect for historic sites and structures.

Similarly, the Charter of the New Urbanism describes a well-designed neighborhood as: The neighborhood has a center and an edge; The neighborhood has a balanced mix of activities, shopping, work, school, recreation, and all types of housing; The ideal size of a neighborhood is ¼ mile from center to edge;



*A well designed neighborhood provides a variety of dwelling types with a cohesive visual identity.*

Neighborhood streets are designed to provide equally for the pedestrian, the bicycle, and the automobile; The neighborhood gives priority to the creation of public space and to the appropriate location of civic buildings.

Many of these design features are absent in today’s residential developments. Many contemporary subdivisions are designed in an insular manner – with physical orientations that do not relate to surrounding property, and minimal street interconnectivity. Streets are built wider and landscape features are kept to a minimum. Residential design is often repetitive and lacking in quality building materials or aesthetic enhancement. Today, we build subdivisions – not neighborhoods.



*Landscapes areas can serve as community focal points to help define space and scale within neighborhoods.*

## NEIGHBORHOOD CHARACTER BY DESIGN

Bastrop's 2015 adoption of the DB-FBC was a significant milestone in preserving the City's built heritage and defining a preferred community image. The DB-FBC includes multiple provisions that align with characteristics of quality neighborhood design as described in this Plan, see characteristics as discussed in the Neighborhood Trends sub-section on **Page 4-3**. Many of these provisions are individually transferable to property subject to the City's other zoning districts.

The following suggestions for incorporating neighborhood design principles into areas of Bastrop outside of the DB-FBC area were generated after reviewing the provisions of the City's other land development regulations:

- **Pedestrian Circulation.** *Many pedestrian facility standards are optional. Sidewalks for non-single-family residential development, and pedestrian connectivity to parks and schools should be required. On-site pedestrian interconnectivity standards are lacking.*
- **Attractive Streetscapes.** *Urban (or neighborhood) street design standards could be developed for specific areas identified in the Future Land Use Plan and Major Thoroughfare Plan. Many of the streetscape provisions from the DB-FBC could be incorporated into the design requirements, as well as alternative travel lane width, parking, curb radii and extensions, and alley requirements. Such standards could be complimented by rear vehicular access requirements.*
- **Cohesive Visual Identity.** *Construction standards in the zoning ordinance may incorporate a greater degree of design provisions addressing elements such as: front door orientation, horizontal layer of building materials, front porches (and setback encroachments), facade articulation, etc.*
- **Focal Points.** *Subdivision requirements may require that a portion of park and open space be developed as a centrally-located green on which neighborhood streets converge. Landscaped islands at mid-block locations or intersections also provide visual enclosure. Small-scale neighborhood service or community uses can be conditionally permitted within large developments at key intersections.*
- **Planned Development Districts (PDD).** *Usually the place to try "something new" which is not otherwise allowed by standard regulations. Should Bastrop wish to "test" the application of preferred DB-FBC standards to a wider geographic area, cluster subdivision and traditional neighborhood development variations of the City's PDD could be developed that provide greater design guidance.*

While the DB-FBC is a valuable tool for developing a City of neighborhoods, it will also require refinement over time. If expanded to cover a larger area, more work will need to be done to ensure consistency with the City's subdivision regulations, and to ensure that the Regulating Map clearly identifies where street extensions must occur. Other considerations today may include:

- **Pedestrian Circulation.** *Sidewalks are not required by the Regulating Plan on the majority of streets subject to the DB-FBC. This contradicts the purpose and intent of the DB-FBC, and stated community preferences for more sidewalks.*
- **Streetscapes.** *The DB-FBC's streetscape provisions are limited to the pedestrian zone. Pedestrian-friendly street design that compliments surrounding urban form typically includes context-friendly street design standards that often narrow travel lanes and provide on-street parking and bicycle facility design standards. While the DB-FBC Regulating Plan does anticipate new streets, urban street design standards*





## HISTORIC PRESERVATION

Preferred neighborhood characteristics in older communities are often promoted through the use of historic preservation tools. In simple terms, governing bodies may identify and document historic, architectural, and cultural resources and protect them via designation as historic sites. This procedure enables federal, state and local governments to protect historic resources and consequently the identity and character that makes their communities unique.

There are two (2) districts in Bastrop listed on the National Register of Historic Places: the Bastrop State Park National Register District, and the Bastrop Historic and Architectural MRA (the latter including the: Bastrop Commercial District and the Bastrop County Courthouse and Jail). At the time of designation, such a district was known as an Architectural Multiple Resource Area (MRA) (now known as a Multiple Property Submission (MPS)). Rather than being defined by a rigid geographic boundary, an MRA (or MPS) is a list of related properties and structures that meet a thematic criteria and are submitted as a group of historic resources rather than individual nominations.

This list also allows future addition of historic resources that meet the same criteria as the original submission. The Texas Historical Commission (THC) has also designated many Bastrop structures and properties as Texas Historic Landmarks for their architectural integrity and historical associations in the same areas as the MPS.

Incentives exist on federal, state and local levels for owners of historic properties that typically include tax incentives, but may also include markers indicating the resources designation, and programs to encourage economic development and educate the public about historic preservation. The Texas Historical Commission alone has 32 projects and programs for historic preservation, including but not limited to: Historic Texas Cemeteries, Certified Local Governments, Texas Main Streets, Texas Courthouse Stewardship, and Historic Texas Lands plaques.

The Certified Local Government (CLG) Program rewards local governments that adopt historic preservation ordinances, designate local properties for preservation, develop educational programs for the community, and assist the Texas Historical



Commission and National Park Service in implementing state and federal historic preservation programs with grants that are only available to cities recognized as Certified Local Governments. The City of Bastrop offers both a marker and tax exemption from a portion of the and valorem taxes owed to the City for structures designated as historic landmarks.

The City of Bastrop has adopted and Historic Landmark Preservation Ordinance (Chapter 14, Article 14.03, Bastrop City Code) in order to provide protections to local resources that are not designated as national or state historical landmarks, and provide additional protections to those that have already been designated by the NPS or THC. Through this ordinance, Bastrop created their own local historic landmark commission with the authority over any resource “designated by the commission.”

The commission’s purpose is to:

- *Adopt criteria for the designation of historic, architectural, and cultural landmarks;*
- *Conduct surveys and maintain an inventory of landmarks;*
- *Recommend the designation of resources as significant landmarks and/or historic landmarks;*
- *Make recommendations to the city government concerning the utilization of state, federal, or private funds to promote the preservation of landmarks and historic districts within the city;*
- *Approve or disapprove applications for certificates of appropriateness, demolition or removal, and economic hardship; and,*
- *Propose tax abatements and other incentive programs for landmarks.*

In the event that a resource is designated by the local commission and the Texas Historical Commission (THC), the resource would be required to follow both the local and THC regulations. The Historic Landmark Commission’s role in considering certificates of appropriateness and demolition requests illustrates that historic preservation is also a tool that can promote neighborhood conservation.

### **NEIGHBORHOOD CONSERVATION**

Throughout the public engagement process of this Plan, residents voiced a desire to improve neighborhood conditions throughout Bastrop. Fortunately, there are a variety of options the City can enact to protect neighborhoods including day-to-day code enforcement, and other programs including historic preservation incentives, neighborhood empowerment zones, neighborhood improvement districts, and infrastructure investments.

### **NUISANCE & PROPERTY MAINTENANCE CODES**

The City of Bastrop Code of Ordinances includes a number of property maintenance and personal nuisance provisions designed to protect the public health, safety and general welfare of its residents. Nuisance and maintenance codes, as they pertain to property, buildings, and personal conduct, are distributed among multiple chapters throughout the Code. Regarding neighborhood conservation, provisions within the following chapters apply:

- *Chapter 3, Building Regulations;*
- *Chapter 6, Health and Sanitation;*
- *Chapter 8, Offenses and Nuisances; and,*
- *Chapter 14, Zoning.*

These codes are enforced by a certified code enforcement officer operating under the Police Department who typically responds to complaints that they typically receive by phone or e-mail. The general bulk of complaints relate to weeds and grass, junk vehicles, and parking; however, there are also complaints concerning bulk garbage, languished properties, livestock, and building completion. Complaint calls are becoming more frequent as Bastrop's population and affluence increases – particularly in older areas of the City.

Public input in the comprehensive planning process does not indicate that there is a community-wide desire for new public nuisance or property maintenance codes. Still many existing codes are subjective or difficult to enforce – causing delays or perceived inconsistencies in the enforcement process.



### NEIGHBORHOOD DEVELOPMENT TOOLS

There are many programs authorized by the State of Texas targeted to promote community and/or economic investment in established areas of a community. These tools may alternatively promote investment through abatement incentive, or conversely through additional assessments on property. Three (3) of these tools, using these alternative investment approaches may aid in accelerating neighborhood infrastructure development or abating blighted properties:

- **Neighborhood Empowerment Zone.** The Texas Local Government Code allows local governments to waive or adopt fees related to construction in a defined area, and to enter into agreements for refunding sales taxes and/or abating property taxes within the zone for a defined period of time. Creation of neighborhood empowerment zones must promote certain redevelopment objectives, but can potentially be used to attract investment in the older parts of Bastrop that meets defined land use and design parameters. The efficacy of neighborhood empowerment zones can be increased through the employment of corresponding property maintenance codes that reduce blight by targeting repeat offenders.
- **Neighborhood Improvement District.** A neighborhood improvement district (NID) is a geographically defined zone in which necessary public improvements are funded via bonds issued by the City. Projects may include streets, street lighting, sidewalks, sewer, storm water, and flood control systems, bridges, overpasses and tunnels, and parks and recreation opportunities. The bonds are then repaid by the property owners in the NID who benefit from the improvements through special assessments on their properties. Use of the NID in Bastrop may be a method to accelerate street improvements in older neighborhoods.
- **Tax Increment Reinvestment Zone.** Chapter 311 of the Texas Tax Code allows Bastrop to partner with a private entity to create a tax increment reinvestment zone (TIRZ). Like a NID, a TIRZ allows the City to provide public infrastructure to an area of the City in need of reinvestment/redevelopment – but unlike a NID, the TIRZ supports complimentary private investment. Through this process, the City ties its TIRZ commitment to an investor's commitment to generate development that meets the City's land use and character goals. The public's investment is repaid by capturing the increased assessments on redeveloped property over a specific period of time.

## SUMMARY

The City of Bastrop has made significant gains in its attempts to influence neighborhood character through the recent adoption of its form-based district. Although the geographic scope of the DB-FBC is fairly limited there are elements that may be applied to areas of new development throughout the remaining area of the City.

Many view the adoption of the form-based district as a suitable alternative to a previously failed attempt to adopt a local historic district in Bastrop's center-city neighborhoods. Negative public reaction to local historic preservation initiatives is often fueled by a perception that the decisions of local historic landmarks commission are arbitrary. This perception often comes about because such commissions do not have sufficient design guidance (that is locally relevant) to support their decisions. In spite of the existence of the form-based district, the Bastrop Historic Landmarks Commission could still benefit from the development of local historic design guidelines, and greater opportunities to advertise their public role.

Although there is little apparent desire to update City nuisance codes, there is always a degree of public frustration with the efficiency of the code enforcement process. It can be slow for a variety of procedural and legal reasons. Further, it is difficult to judge where pro-active code enforcement activity should occur if there is a lack of formal documentation. The City should anticipate these common frustrations take steps to automate the code enforcement process and make a greater volume of information accessible to the public.



**Goal 4.5: Maintain or enhance the health of Bastrop's older and historic neighborhoods.**

**Objective 4.5.1:** Incorporate preferred neighborhood design provisions into City land development regulations.

1. *Conduct an internal audit of the DB-FBC to identify design features that should be applied to future neighborhoods city-wide.*
2. *Modify land development regulations to require pedestrian interconnectivity along streets, between neighborhoods and community spaces, and within developments.*
3. *Draft conservation subdivision and traditional neighborhood development standards as alternatives to the standard PDD to allow for alternative lot arrangements and a greater mix of residential building within developments and individual blocks.*
4. *Develop urban or neighborhood street design standards for incorporation in the City subdivision regulations and associated City design manuals. Amend other associated ordinances to identify applicability in conjunction with the Future Land Use Plan and Major Thoroughfare Plan*

**Objective 4.5.2:** Expand local historic preservation initiatives with a focus on increasing public awareness and understanding.

1. *Commission a city-wide historic resources*

survey that provides an updated list of properties eligible for historic designation, or that no longer meet eligibility requirements as a contributing structure.

2. Update the City's lists and maps of federal, state, and local historic properties.
3. Create a historic preservation web page on the City website that details the activities of the historic preservation commission, provides a comprehensive inventory the City's historic resources, advertises incentives available to owners of historic properties, and explains the certificate of appropriateness review process.
4. Apply for Certified Local Government status with the Texas Historical Commission.
5. Develop a pattern book or similar set of historic preservation design guidelines that can be used by the Historic Landmarks Commission when considering certificates of appropriateness.
6. Conduct an annual public education open house, led by the Historic Land Mark Commission, that focuses on rules and incentives that apply to historic properties in Bastrop.

**Objective 4.5.3:** Initiate incentives and modifications to the City's code enforcement process that make it more transparent and user-friendly.

1. Develop on line and hard-copy materials that explain the code enforcement process and provides graphic examples of what does and does not constitute a violation of the City's nuisance codes.
2. Advertise, through the use of City code enforcement materials, and maintain the code enforcement officer's professional certifications.
3. Add an on line code violations system to the City's website that allows complainants to submit and track code enforcement requests.
4. Maintain a database of code publicly-

submitted and City-initiated code enforcement requests that is tied to the City's GIS system to quantify and map trends.

5. Review penalties associated with City nuisance codes. Evaluate possible adjustments to penalties – particularly as they relate to repeat offenders. Consider such tools as: a blight tax, or an escalating fee schedule for “maintaining a nuisance.”
6. Fund one (1) or more annual community clean-up events that may also serve as unofficial amnesty to violators of trash and refuse codes.
7. Work with landlords through a training and registration program to expediently abate nuisance violations generated by tenants.

**Objective 4.5.4:** Entice development in Bastrop's center city neighborhoods through the selective use of state-authorized investment tools.

1. Augment City support for public housing authority or CHDO investment in a targeted neighborhood of Bastrop with the creation of a neighborhood empowerment zone waiving select City fees.
2. Promote the establishment of one (1) or more neighborhood improvement districts where “high-demand” public facility or infrastructure investments are not competitive City capital improvements program (CIP) projects. Alternatively, the tool may be used to fund design enhancements not otherwise incorporated into a qualifying CIP project.
3. Continue to work with the Bastrop EDC to market and promote the redevelopment of vacant or underdeveloped parcels in the center city area. Entertain the use of a TIRZ within center city where necessary.



## SUMMARY OF GOALS AND OBJECTIVES (HOUSING AND NEIGHBORHOODS).



**Chapter 4, *Housing and Neighborhoods***, of the Bastrop Comprehensive Plan examines housing needs in Bastrop, and methods to develop and maintain quality neighborhoods in the City. The chapter seeks to balance the provision of greater housing diversity within Bastrop with recommendations that leverage preferred neighborhood characteristics for use in future residential developments, and improvements to neighborhood service delivery. The Housing and Neighborhoods chapter goals and objectives that have been incorporated into the City's overall comprehensive plan work program (**Chapter 9, *Implementation***).

The number five (5) goals and eight (8) objectives that are recommended throughout this chapter have been compiled into **Figure 4.13** below. Detailed initiatives and actions that correspond to the listed goals and objectives may be found on the page numbers referenced within the figure.

**FIGURE 4.13. HOUSING AND NEIGHBORHOODS, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 4.1: PROVIDE A GREATER DIVERSITY OF HOUSING OPTIONS IN BASTROP WHILE PROTECTING THE CHARACTER OF THE CITY'S EXISTING NEIGHBORHOODS.</b>	4-9
Objective 4.1.1: Establish processes to diversify housing options in Bastrop.	4-9
<b>GOAL 4.2: MAINTAIN THE OVERALL QUALITY OF EXISTING HOUSING STOCK IN BASTROP.</b>	4-12
Objective 4.2.1: Monitor housing conditions to limit the Volume and rate of deterioration of the City's housing stock.	4-12
<b>GOAL 4.3: DEVELOP HOUSING TARGETS THAT ALIGN WITH LOCAL DEMAND.</b>	4-19
Objective 4.3.1: Define the residential options that current Bastrop residents and workers feel are lacking in the City.	4-19
<b>GOAL 4.4: PROVIDE HOME OWNERSHIP OPPORTUNITIES TO BASTROP'S LOW-TO-MODERATE INCOME AND SPECIAL NEEDS POPULATIONS.</b>	4-22
Objective 4.4.1: Create incentives to support the provision of low-to-moderate income housing opportunities by partnering agencies in Bastrop.	4-22
<b>GOAL 4.5: MAINTAIN OR ENHANCE THE HEALTH OF BASTROP'S OLDER AND HISTORIC NEIGHBORHOODS.</b>	4-28
Objective 4.5.1: Incorporate preferred neighborhood design provisions into City land development regulations.	4-28
Objective 4.5.2: Expand local historic preservation initiatives with a focus on increasing public awareness and understanding.	4-28
Objective 4.5.3: Initiate incentives and modifications to the City's code enforcement process that make it more transparent and user-friendly.	4-29
Objective 4.5.4: Entice development in Bastrop's center city neighborhoods through the selective use of state-authorized investment tools.	4-29

## IMPLEMENTATION OF HOUSING AND NEIGHBORHOODS GOALS AND OBJECTIVES

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

In consideration of these inter-related implementation variables, many of the recommendations summarized in **Figure 4.13** have been incorporated into Bastrop's overall comprehensive plan work program contained in **Chapter 9, Implementation**. Please reference **Chapter 9** for a full overview on the methods and timing by which the city of Bastrop's housing and neighborhoods actions and initiatives will be implemented to the benefit of Bastrop's citizens, business owners and property owners.

# 5. LAND USE & COMMUNITY IMAGE





## CHAPTER FIVE

# LAND USE & COMMUNITY IMAGE

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

With these influences in mind, **Chapter 5** of the Bastrop Comprehensive Plan identifies the City's preferred future development patterns and the characteristics of its various districts, neighborhoods, and corridors. The

development framework established in this chapter incorporates parameters by which City officials may accommodate projected growth while preserving valued aspects of Bastrop's built and natural environments. It is by the City's adherence to this framework, that Bastrop can most effectively influence local development patterns in a way that mitigates undesirable impacts and maximizes community benefit.

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



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





## EXISTING DEVELOPMENT PATTERNS.

### EXISTING LAND USE

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

aerial photography, site-visits, and discussions with City staff to differentiate between active and discontinued land uses.

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

**FIGURE 5.1. BASTROP EXISTING LAND USE COMPOSITION (2016)**

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

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

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

**DEVELOPMENT CAPACITY**

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

**FIGURE 5.2. BASTROP LAND USE, 2000 TO 2016**

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

<sup>1</sup> The 2000 Comprehensive Plan Included "Streets Rights of Way/ Other" as a land use category. It is omitted from this figure.

<sup>2</sup> Difference between 2000 and 2016 does not reflect a significant change in land use, but rather a modification in how Bastrop County Appraisal District codes are depicted.

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

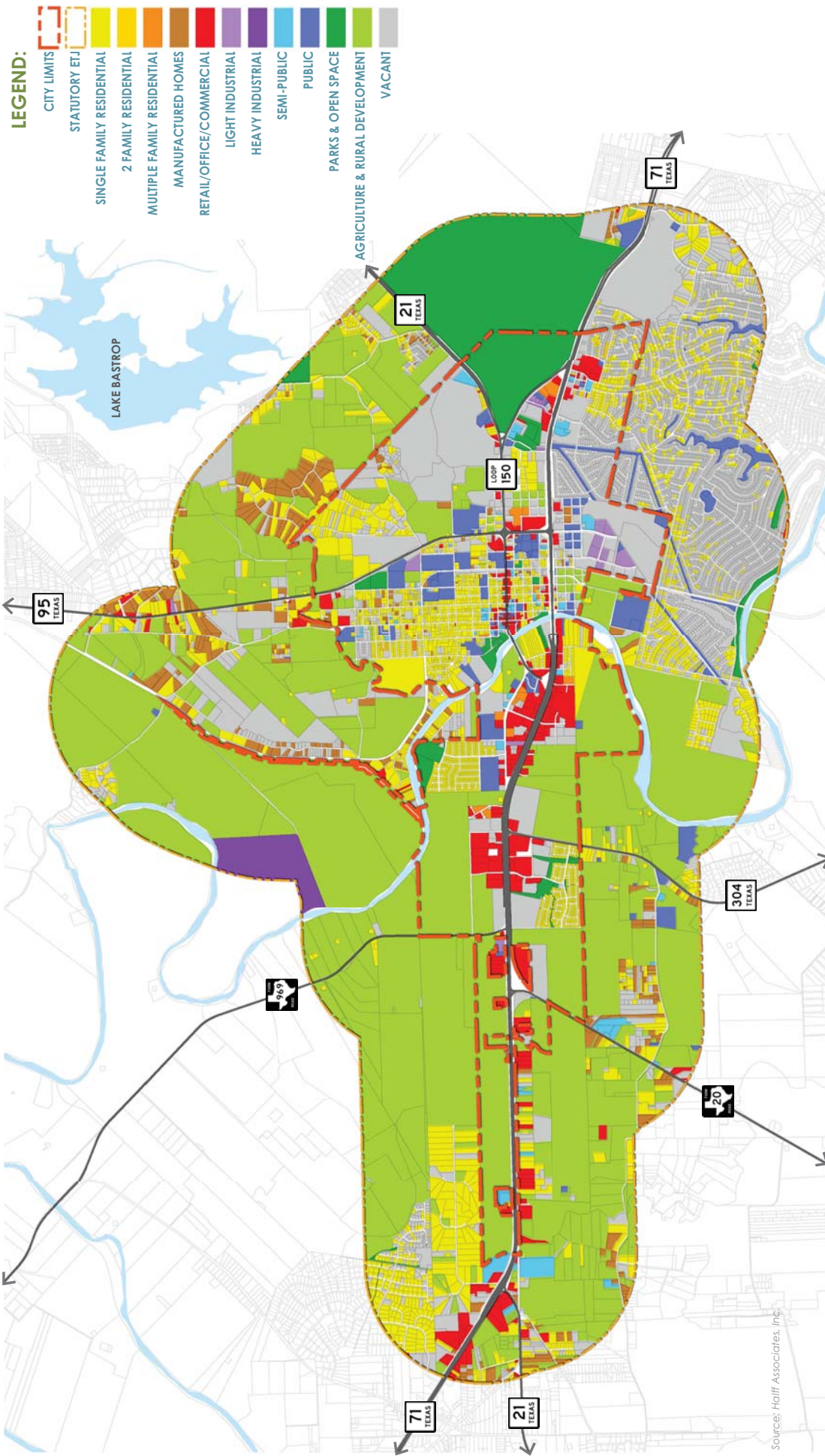
**COMMUNITY IMAGE**

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

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

# BASTROP EXISTING LAND USE (2016)

# MAP 5-A:



Source: Hoff Associates, Inc.

FIGURE 5.3. DEVELOPMENT CAPACITY, NON-RESIDENTIAL PROPERTY

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

Notes: <sup>1</sup>Excludes form-based districts. <sup>2</sup>Excludes land that is located within the 100 year floodplain. <sup>3</sup>For principal and accessory buildings only, per City Code. <sup>4</sup>Excludes parking, detention, landscaping, etc. <sup>5</sup>No maximum building coverage identified.



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





## BASTROP FUTURE LAND USE PLAN.

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

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

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

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

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

### FUTURE LAND USE PLAN PARAMETERS

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

### FUTURE LAND USE MAP APPLICABILITY

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

### CHARACTER AREAS

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

### CHARACTER AREA BOUNDARIES

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

**FIGURE 5.4. CHARACTER AREA ATTRIBUTES**

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

Source: Half Associates, Inc.

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

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

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

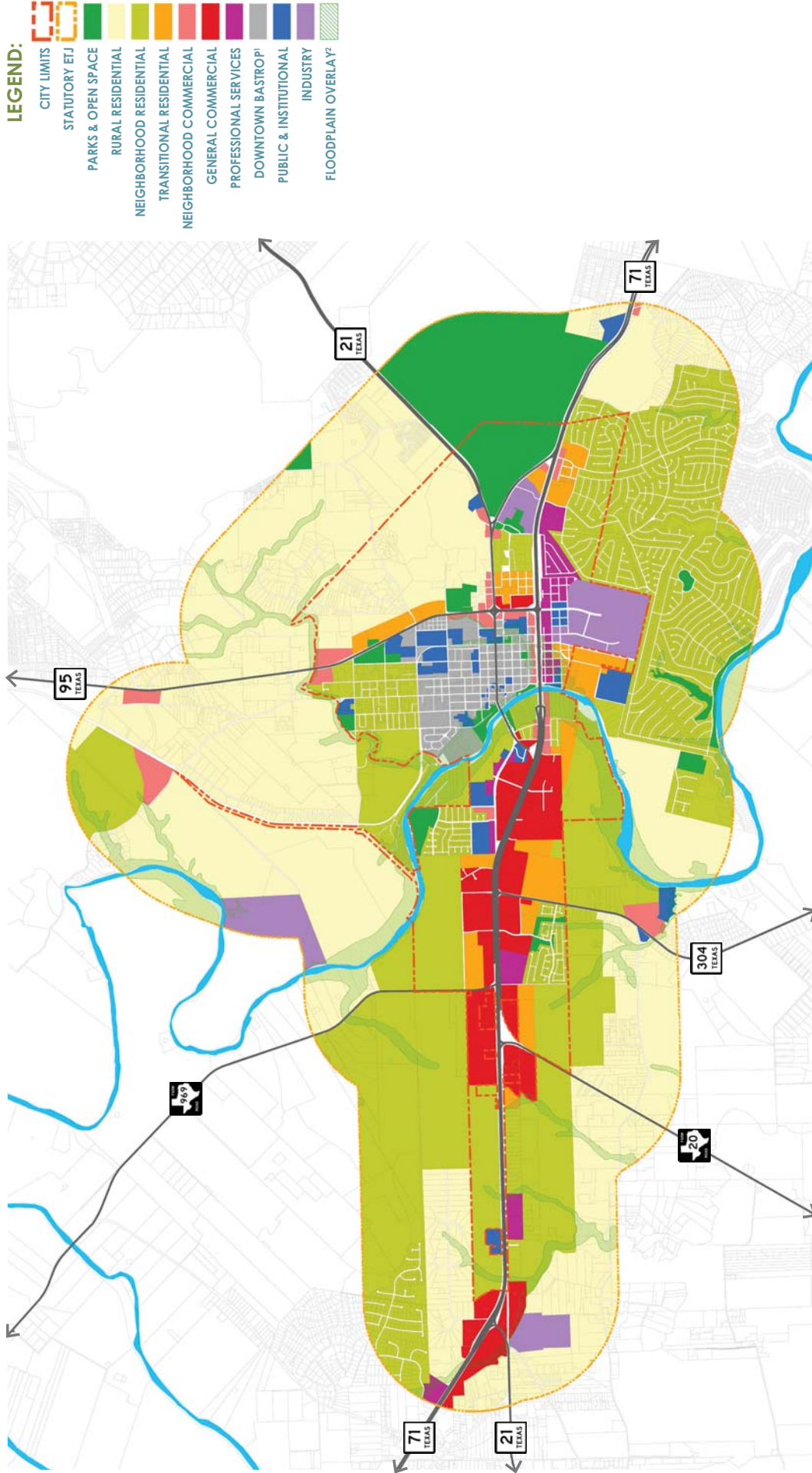
The applicability of character area boundaries is subject to the interpretation of the Mayor and City Council. Regardless, Bastrop should initiate amendments to the Future Land Use Map whenever it intends to promote a development pattern contrary to the adopted map.

**ANNEXATION**

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

# FUTURE LAND USE MAP

## MAP 5-B:



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

## BASTROP CHARACTER AREAS: GENERAL DESCRIPTIONS.

The Future Land Use Map (Map 5-B) illustrates 10 character areas within which certain types of building and site development should be promoted, and/or natural features retained or preserved. Population projections provided in **Chapter 1, Planning Context and Vision**, suggest that permanent population growth over the 20 year horizon will be substantial. As development activities take place, character areas provide distinctions

between areas of differing development style, form, and intensity. A simple way to view character areas is as development "reserves," particularly those overlaying land that is largely undeveloped.

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

### PARKS AND OPEN SPACE

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

### RURAL RESIDENTIAL

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

### NEIGHBORHOOD RESIDENTIAL

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

### TRANSITIONAL RESIDENTIAL

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







## NEIGHBORHOOD COMMERCIAL

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

## GENERAL COMMERCIAL

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

## PROFESSIONAL SERVICES

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

## DOWNTOWN BASTROP

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

## PUBLIC AND INSTITUTIONAL

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

## INDUSTRY

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

## BASTROP CHARACTER AREA: PARKS AND OPEN SPACE



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

### DESCRIPTION:

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

### REPRESENTATIVE LAND USES:

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

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

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

### REPRESENTATIVE ZONING DISTRICTS:

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

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

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



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

### RECOMMENDED DEVELOPMENT PATTERNS:

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

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

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



## BASTROP CHARACTER AREA: **RURAL RESIDENTIAL**



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

### **DESCRIPTION:**

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

### **REPRESENTATIVE LAND USES:**

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

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

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

### **REPRESENTATIVE ZONING DISTRICTS:**

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

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

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





**MAP LEGEND:**  
(Page 5-8)



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

### **RECOMMENDED DEVELOPMENT PATTERNS:**

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

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

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

## BASTROP CHARACTER AREA: NEIGHBORHOOD RESIDENTIAL



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

### DESCRIPTION:

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

### REPRESENTATIVE LAND USES:

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

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

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

### REPRESENTATIVE ZONING DISTRICTS:

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

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

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

**RECOMMENDED DEVELOPMENT PATTERNS:**

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

- *Require the creation of a homeowners' association for new residential developments regardless of subdivision type (as defined by Chapter 10 (Subdivisions) of Bastrop City Code) to maintain all common areas including storm water detention areas, parks, trails, etc.*
- *Require new residential developments with a large number of lots (e.g., 250 lots or greater) to have at least two (2) points of access to a collector roadway or greater in functional classification. Dead-end streets and cul-de-sacs should be minimized and an overall connectivity index standard should be adopted by the City.*
- *De-emphasize lot size as the primary factor for distinguishing among residential development types. Focus on net development density, and other spatial characteristics such as setbacks, lot widths, etc.*
- *Establish a neighborhood collector roadway standard that allows direct residential driveway access in return for traffic calming measures that slow motor vehicle speeds (i.e. curb extensions, street trees, medians, etc.).*
- *Establish a traditional neighborhood development standard - either as a permitted use in one (1) or more existing zoning districts - or as an independent zoning district.*
- *Require new nonresidential development (e.g., public neighborhood or community parks, golf courses, schools, institutional uses, places of public assembly, and neighborhood serving retail or services) to be located and take access from a collector roadway or greater in functional classification.*
- *Dedicate and develop thoroughfares and trails as set out on the Major Thoroughfare Plan, and the proposed multi-use trail network map as established in **Chapter 7, Parks and Recreation of this Plan** (or subsequent overriding parks and recreation plan, or bicycle and pedestrian plan) as part of development approvals for new residential/nonresidential development.*
- *Require pedestrian interconnectivity throughout new subdivisions (i.e. sidewalks, walkways, and trails).*
- *Include design considerations for new residential developments designed as part of a planned development that include a mix of proposed uses (e.g. Transitional Residential) which mitigate or buffer less intensive uses (i.e., the single-family detached lots) from the more intensive uses proposed as part of the project.*
- *Take community-wide priorities into consideration when considering where to locate dedicated property to serve the public good (e.g., a fire station site). For example, a proposed fire station site would need to be located on the periphery of a neighborhood, taking access from a collector or functionally greater roadway in order to maximize the ability to respond to other areas within the community in the shortest time possible.*
- *Design new residential developments to include landscape buffers (either natural or planted) between the development and any abutting less compatible uses (e.g., commercial uses).*

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



## BASTROP CHARACTER AREA: **TRANSITIONAL RESIDENTIAL**



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

### **DESCRIPTION:**

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

### **REPRESENTATIVE LAND USES:**

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

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

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

### **REPRESENTATIVE ZONING DISTRICTS:**

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

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

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



**RECOMMENDED DEVELOPMENT PATTERNS (AND IMPLEMENTATION MEASURES):**

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

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

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

## BASTROP CHARACTER AREA: NEIGHBORHOOD COMMERCIAL



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

### DESCRIPTION:

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

### REPRESENTATIVE LAND USES:

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

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

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

### REPRESENTATIVE ZONING DISTRICTS:

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

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

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



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

### **RECOMMENDED DEVELOPMENT PATTERNS (AND IMPLEMENTATION MEASURES):**

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

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

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



## BASTROP CHARACTER AREA: **GENERAL COMMERCIAL**



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

### **DESCRIPTION:**

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

### **REPRESENTATIVE LAND USES:**

---

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

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

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

### **REPRESENTATIVE ZONING DISTRICTS:**

---

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

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

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





### RECOMMENDED DEVELOPMENT PATTERNS (AND IMPLEMENTATION MEASURES):

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

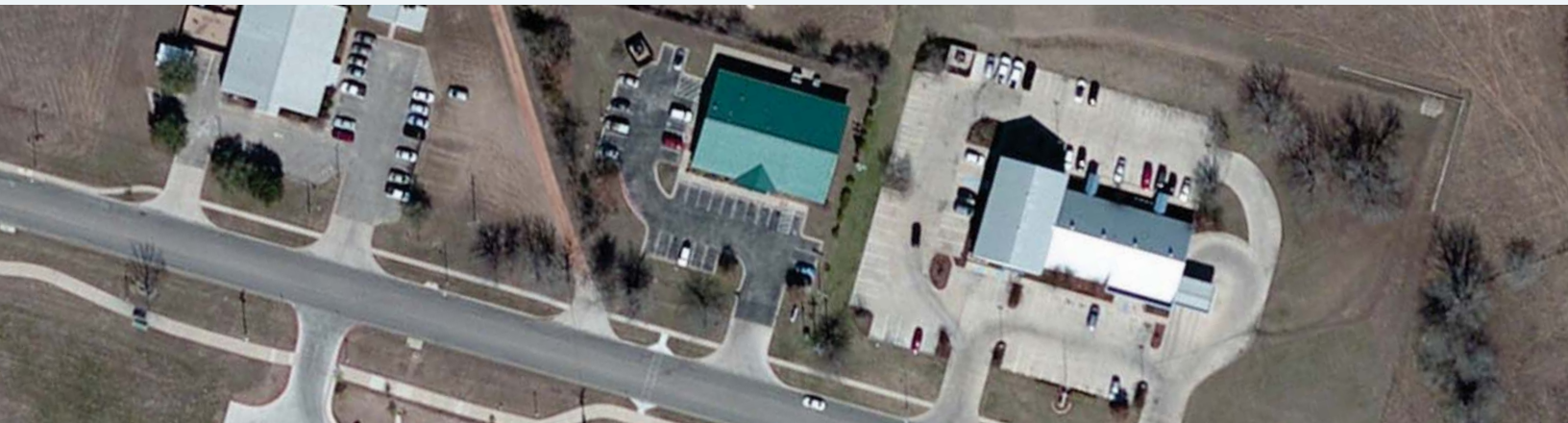
- Require new general commercial areas to be located on and take vehicular access from an arterial roadway.
- In some instances, a general commercial development may be proposed adjacent to or overlaying a future thoroughfare identified by the Major Thoroughfare Plan; but, the City is not in a position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



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

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

## BASTROP CHARACTER AREA: PROFESSIONAL SERVICES



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

### DESCRIPTION:

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

### REPRESENTATIVE LAND USES:

---

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

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

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

### REPRESENTATIVE ZONING DISTRICTS:

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

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

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

**RECOMMENDED DEVELOPMENT PATTERNS  
(AND IMPLEMENTATION MEASURES):**

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

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



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

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



## BASTROP CHARACTER AREA: **DOWNTOWN BASTROP**



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

### **DESCRIPTION:**

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

### **REPRESENTATIVE LAND USES:**

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

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

### **REPRESENTATIVE ZONING DISTRICTS:**

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

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

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



**RECOMMENDED DEVELOPMENT PATTERNS (AND IMPLEMENTATION MEASURES):**

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

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

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

## BASTROP CHARACTER AREA: **PUBLIC AND INSTITUTIONAL**



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

### **DESCRIPTION:**

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

### **REPRESENTATIVE LAND USES:**

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

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

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

### **REPRESENTATIVE ZONING DISTRICTS:**

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

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

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



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

### RECOMMENDED DEVELOPMENT PATTERNS (AND IMPLEMENTATION MEASURES):

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

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

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



## BASTROP CHARACTER AREA: **INDUSTRY**



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

### **DESCRIPTION:**

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

### **REPRESENTATIVE LAND USES:**

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

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

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

### **REPRESENTATIVE ZONING DISTRICTS:**

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

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

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





MAP LEGEND:  
(Page 5-8)



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

### **RECOMMENDED DEVELOPMENT PATTERNS (AND IMPLEMENTATION MEASURES):**

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

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

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

## FUTURE LAND USE PLAN SUMMARY

### CHARACTER AREA DISTRIBUTION

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

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

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

### AREAS REQUIRING SPECIAL ATTENTION

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

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

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



### FUTURE LAND USE POLICIES

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

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

FIGURE 5.5, BASTROP CHARACTER AREAS

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

Source: Halff Associates, Inc.

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

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

## FUTURE LAND USE PLAN: GOALS AND OBJECTIVES.

The following goal, objectives, and initiatives are related to Future Land Use Plan implementation.



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

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

1. *Reference the Future Land Use Plan, and applicable goals, objectives, actions, policies, and statements of intent from other portions of the comprehensive plan when making staff, board and commission, and City Council recommendations on applications for zoning changes, subdivisions, and other land development activities or actions. Ensure that comprehensive plan references are incorporated into the written record.*
2. *Consider the consistency of special area plans (i.e., downtown, corridor, etc.) or other topic-specific plans (i.e., parks and recreation master plans, storm water master plans) with the Future Land Use Plan when evaluating land development applications. Consistency between such planning documents may mean that the special area or topic-based plans represent extensions of Future Land Use Plan recommendations.*
3. *Modify the Future Land Use Plan's recommended development patterns and policies as necessary to account for*

*development trends not anticipated during the comprehensive planning process. Plan amendments will occur in accordance with the recommendations of Chapter 9, Implementation.*

4. *Expand upon the Future Land Use Plan's recommended development patterns and policies through the Planning and Zoning Commission's and/or Zoning Board of Adjustment's preparation and adoption of supplementary policy statements. Such statements can guide decision-making processes for specific types of land development cases, and can also be adopted by other applicable boards and commissions.*

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

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





## COMMUNITY IMAGE.

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

Based in part on perceptions of the aesthetic quality of recent development in Bastrop, many planning participants have expressed the desire to enhance the character of future development. To some degree, this may include the application of design features prevalent in historic downtown Bastrop (and referenced in the recently adopted

DB-FBC). There is a recognition however that a strict application of historic building form, scale, and design is often not applicable to contemporary development. This section proposes a series of building and site design considerations that Bastrop may implement through modifications/updates to its existing land development regulations. Many of these recommendations are illustrated in two (2) case studies found on pages 5-35 through 5-38.

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



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

## COMMUNITY IMAGE CASE STUDY A

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



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





## COMMUNITY IMAGE CASE STUDY B

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

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









## COMMUNITY IMAGE CONSIDERATIONS

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

## ACCESS MANAGEMENT

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



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

## BUILDING FRONTAGE

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



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

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

### FACADE TREATMENTS

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



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



## IMPERVIOUS SURFACES

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



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

## LANDSCAPING

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



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





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

### PARKING

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

### PEDESTRIAN ACCESSIBILITY

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

### SIGNS

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



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

## STREETS

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

## STREET-SCAPES

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

## UTILITIES

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



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





## COMMUNITY IMAGE: GOALS AND OBJECTIVES.



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

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

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

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

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

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

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



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

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

### IMPLEMENTATION OF LAND USE AND COMMUNITY IMAGE GOALS AND OBJECTIVES

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

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



# 6 . T R A N S P O R T A T I O N



## CHAPTER SIX TRANSPORTATION

**Chapter 6** of the Bastrop Comprehensive Plan is designed to support the growth and land use vision discussed in prior chapters. It presents a series of policies, programs, and initiatives to guide the City in providing its citizens with a high quality transportation network based on comfort, sense of safety, and quality of place.

An efficient and safe transportation system is a vital component of the local economy and quality of life. Businesses depend on the transportation system to send and receive shipments and attract customers; workers

need reliable transportation options to commute to and from work; and parents demand safe travel options to get their children to school.

This chapter evaluates Bastrop's existing transportation system and highlights current transportation problem areas, potential future problem areas, and key opportunities. The chapter lays out an approach to address identified issues and opportunities to help ensure a transportation system that serves the long-term needs of residents and businesses.



**Bastrop's future transportation network will be designed to provide community-wide interconnectivity and accessibility to all users, while promoting the character of the city's varied districts and neighborhoods.**

## TRANSPORTATION POLICY.

### DUAL-PLANNING APPROACH

This chapter incorporates key findings and recommendations from the Bastrop Transportation Master Plan, which is a separate document developed concurrently with this plan. The Bastrop Transportation Master Plan provides a more detailed analysis of the city's transportation system and contains a prioritized list of transportation investments for building out the future major thoroughfare network. In contrast, this chapter of the comprehensive plan provides a broad policy framework for making transportation decisions that support the City's overall development approach - including support of desired land uses, growth patterns, and economic development.

Development of the Bastrop Transportation Master Plan concurrently with the Bastrop Comprehensive Plan provides the City with a unique opportunity to develop a transportation system that supports and correlates with the non-transportation-related goals articulated by the community.

### TRANSPORTATION PARTNERS

This chapter incorporates the input of key regional transportation planning partners, including the Capital Area Metropolitan Planning Organization (CAMPO), Texas Department of Transportation (TxDOT), Bastrop County and the Capital Area Rural Transportation System (CARTS). Engaging with these partners helped align the strategies

recommended in this chapter with regional transportation plans, planning processes, and implementation time lines. By extension, the City's transportation plans have been prepared to ensure the most efficient use of available funds and the best integration of the local transportation system with the regional system.

### EXISTING PLANS AND STUDIES

The development of this chapter included the review and analysis of existing transportation-related plans and studies from the City, the County, and the Capital Area Metropolitan Planning Organization (CAMPO).

A summary of existing transportation plans and studies is listed below to provide context for how this chapter fits into the goals and objectives that have previously been articulated by the Bastrop community and its regional partners.

### THE CITY OF BASTROP COMPREHENSIVE PLAN (2001)

This plan is a road map for policy decisions related to growth, economic development, and transportation in Bastrop from 2000 to 2020. Major transportation elements included strategies to ensure safe and efficient movement of people and goods, and addressing transportation related challenges associated with growth. Key goals expressed in this plan were to connect neighborhoods, relieve traffic congestion, preserve existing character and promote non-automobile transportation options.

**THE BASTROP COUNTY COMPREHENSIVE TRANSPORTATION PLAN (2010)**

This plan provides a blueprint for developing a safe and efficient County transportation system. Key themes in the plan include improving and enhancing mobility, preserving the environment, addressing and improving safety and planning for future growth and development. An update to the Bastrop County Transportation Plan is currently under development, with an expected completion date of September 2016.

**THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) 2040 REGIONAL TRANSPORTATION PLAN (RTP)**

This document guides regional transportation and land use planning for the six-county CAMPO region, which includes Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. CAMPO's main function is to coordinate regional transportation planning amongst the numerous jurisdictions, transit providers, and mobility authorities in the region, as well as the Texas Department of Transportation (TxDOT). The CAMPO 2040 Regional Transportation Plan includes a prioritized list of transportation projects for the region over the next 25 years.

**COMMUNITY INPUT**

Chapter 1, *Planning Context*, describes methods that were utilized to solicit public input during the comprehensive planning process. Input received through public surveys and open houses regarding transportation suggests that the general public would like to see the following key issues addressed:

- Congestion caused by operational deficiencies
- Unsafe travel conditions, especially for vulnerable users such as children and the mobility impaired
- Lack of east-west connectivity
- Lack of Colorado River crossings
- Lack of bicycle facilities
- Lack of sidewalk connectivity
- Limited public transportation options

**Figure 6.1** below illustrates how community members prioritize future transportation investment. Based on feedback from the community combined with technical analysis and input from City and CAMPO staff, a series of goals and objectives were developed for the transportation element of the comprehensive plan. **A summary list of all Transportation goals and objectives can be found at the end of this chapter (page 6-43).**

**FIGURE 6.1. TRANSPORTATION SPENDING PRIORITIES, PUBLIC OPEN HOUSE (2015) <sup>1</sup>**

COMMUNITY INPUT	
TRANSPORTATION INVESTMENT	NUMBER OF DOTS
FUNDING FOR A REGIONAL PASSENGER / COMMUTER RAIL SYSTEM	55
NEW ROAD CONSTRUCTION AND ROAD EXPANSION	39
EXPAND AND ENHANCE BICYCLE AND TRAIL NETWORKS	37
MAINTENANCE AND PRESERVATION OF EXISTING SYSTEM	34
IMPROVE PEDESTRIAN EXPERIENCE AND EXPAND SIDEWALK NETWORK	29
INCREASED FREQUENCY AND COVERAGE OF LOCAL AND REGIONAL TRANSIT SERVICE	16

<sup>1</sup> September 3, 2015. Participants were given a number of "dots" to prioritize transportation investments. The table above illustrates the transportation investments chosen most frequently by community members.



## TRANSPORTATION NETWORK EFFICIENCY.

The following sections provide a brief overview of existing and future traffic conditions in the Bastrop area, including travel patterns, capacity deficiencies, and operational deficiencies.

### TRAVEL PATTERNS

US Census estimates (2010) indicate that over 55 percent of all workers age 16 and over who reside in Bastrop work in areas outside of the city, with more than 46 percent of them working in Austin. This statistic underscores the importance of the city's east-west corridors connecting to Austin and other communities. In particular, SH 71 is the key transportation corridor for the local economy and Bastrop residents who commute to and from the Austin metro area for work. To illustrate this point, estimates of 2010 daily traffic volumes on state highways and major arterials in the city are shown in **Map 6-A, 2010 Daily Traffic Flow** (page 6-6). Traffic volumes were derived by applying the approved 2040 CAMPO Regional Travel Demand Model (TDM), which uses 2010 as the base year.

Results from the travel demand model confirm that SH 71 - along with SH 21 - are the most heavily-used roadways in the study area, which is to be expected as these serve as major linkages between the population centers of Austin and Houston, and San Marcos and Bryan-College Station, respectively. Other heavily traveled roadways in the area include SH 95 between Bastrop and Elgin, FM 969, which links Bastrop to Austin, and SH 304 just south of the Bastrop study area.

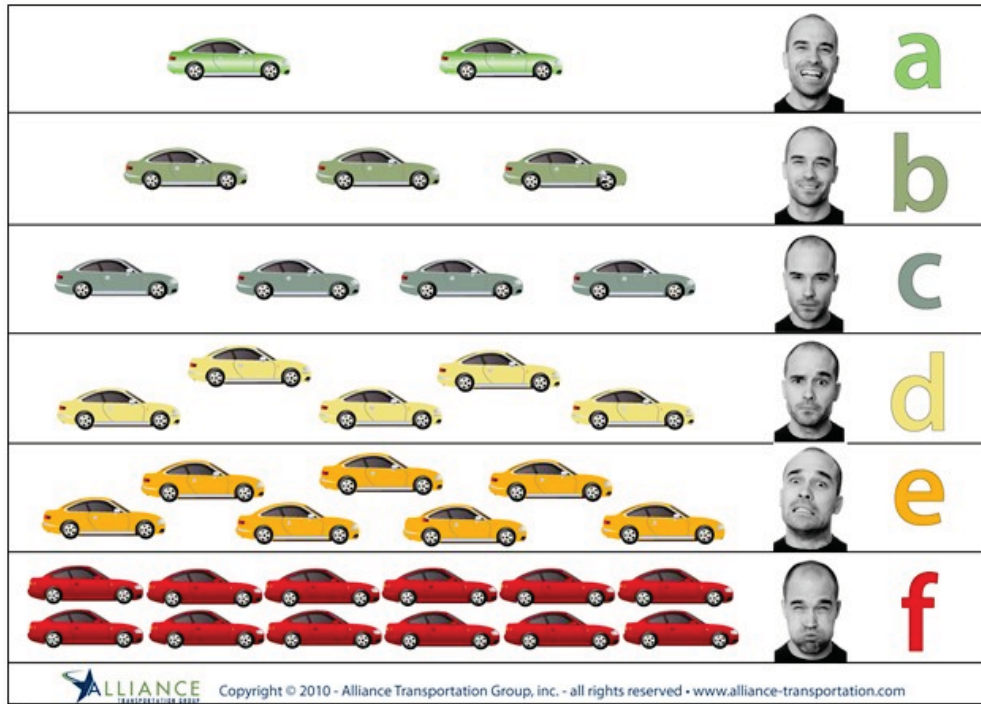
Future travel patterns are likely to change as the Bastrop area attracts new residents and employers in the coming years. **Map 6-B, Forecast 2040 Daily Traffic Flow** (page 6-7), shows projected 2040 daily traffic volumes in the Bastrop area - as projected by the 2040 CAMPO TDM.

Traffic projections for future growth show that SH 71 and SH 21 will continue to see the highest total traffic volumes in Bastrop in 2040. Notably, SH 95, FM 969 and FM 157 are projected to see a sharp rise in traffic due to substantial residential growth expected to occur north of Bastrop, particularly the XS Ranch development.

### CAPACITY DEFICIENCIES

The CAMPO TDM was utilized to identify roadway capacity deficiencies in the Bastrop study area by calculating roadway Level of Service (LOS) (which is a qualitative measure that characterizes conditions within a traffic stream and how those conditions are perceived by users of the facility). LOS is measured on an A to F scale, and is calculated as the ratio of traffic volume to roadway capacity. LOS A describes free flow conditions with low volumes and high speeds, while LOS F describes severe congestion with stop-and-go traffic. Typically, planning agencies in larger metropolitan areas strive to achieve between an LOS C and D when planning for future roadway capacity. **Map 6-C, 2010 AM Level of Service**, and **Map 6-D, Forecast 2040 AM Level of Service** (pages 6-8 and 6-9), show 2010 and 2040 roadway LOS for state highways and principal arterials in Bastrop and the surrounding area during AM peak period. **Figure 6.2** (page 6-5) shows typical traffic conditions for each Level of Service.

FIGURE 6.2. LEVEL OF SERVICE ILLUSTRATION



The figure above illustrates traffic conditions associated with each Level of Service classification.

**Maps 6-A** through **6-D** collectively show that there are a few areas with Level of Service problems on other roadways in 2010 (problem areas being principally confined to SH 71). By 2040, planned improvements along 71 will have helped congestion in key locations; but, new growth will have created congestion on a variety of other roadways and areas where improvements are not currently proposed.

The following takeaways serve as an overview of the results from the 2010 and 2040 travel demand model runs. A comprehensive and detailed review of the 2010 and 2040 models is included in the Bastrop Transportation Master Plan.

**2010 MODEL OF CURRENT CONDITIONS:**

- Commuters between Bastrop and surrounding cities, particularly Austin, create capacity deficiencies on SH 71 west of FM 304 during AM and PM peak periods.
- Colorado River crossings show capacity deficiencies, particularly on SH 71 and Loop 150/ Chestnut Street.

- Model results show capacity deficiencies on SH 71 west of Tahitian Village during AM and PM peak periods.

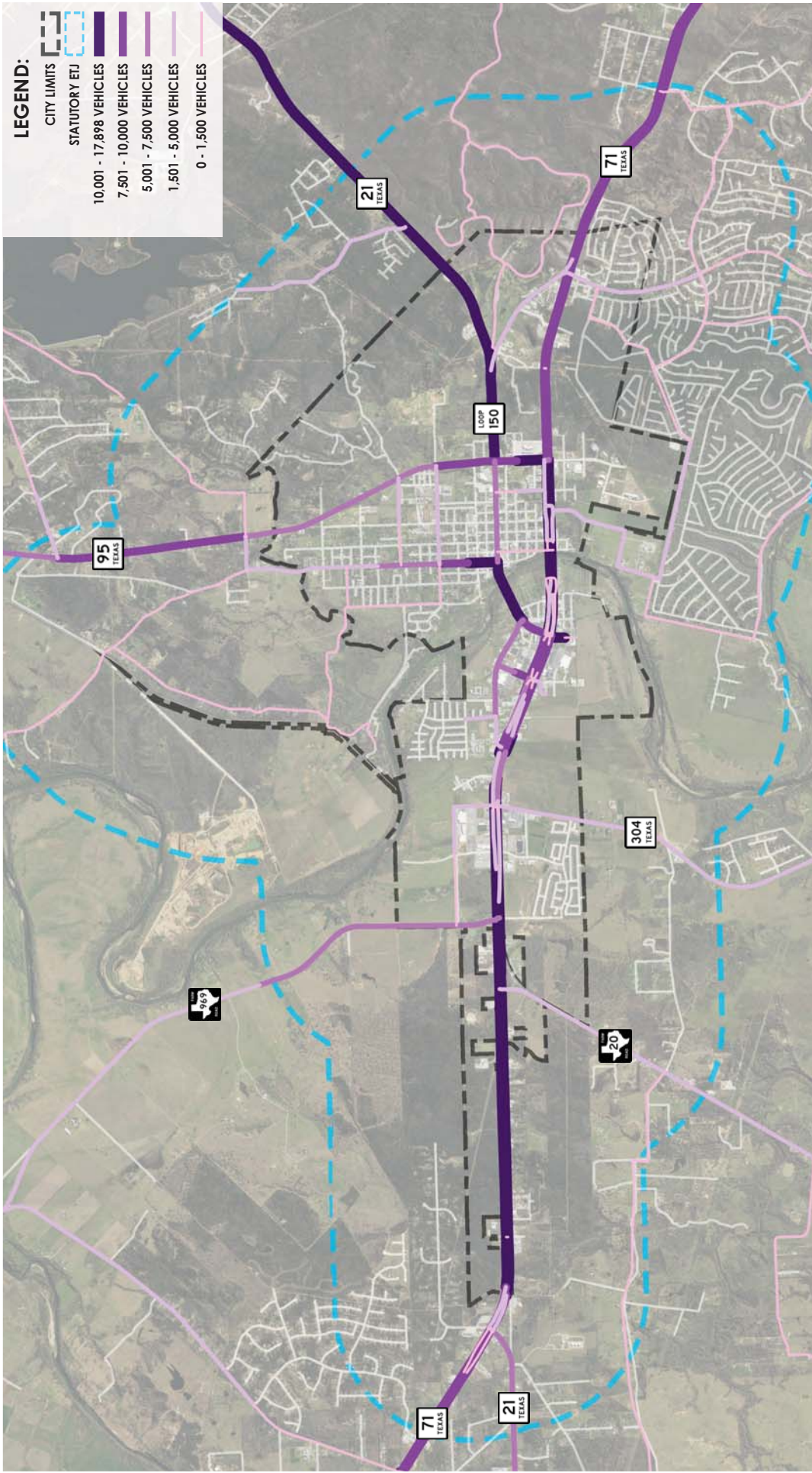
**2040 MODEL OF FUTURE CONDITIONS:**

- Significant increases throughout entirety of city and ETJ.
- Some portions of SH 71 see improved capacity over 2010.
- SH 71 west of FM 20 shows significant congestion increases.
- SH 21 and FM 969 show significant increases in traffic.
- Significant increases along Main Street and SH 95 extend northward from SH 71 to the north of the city.
- Traffic congestion spreading out from SH 71 into downtown to the north and residential areas to the south of SH 71.
- FM 157 north out of the city shows a severe increase in congestion due to increased residential development.

**Goals and objectives that are associated with network capacity considerations begin on page 6-10.**

# MAP 6-A:

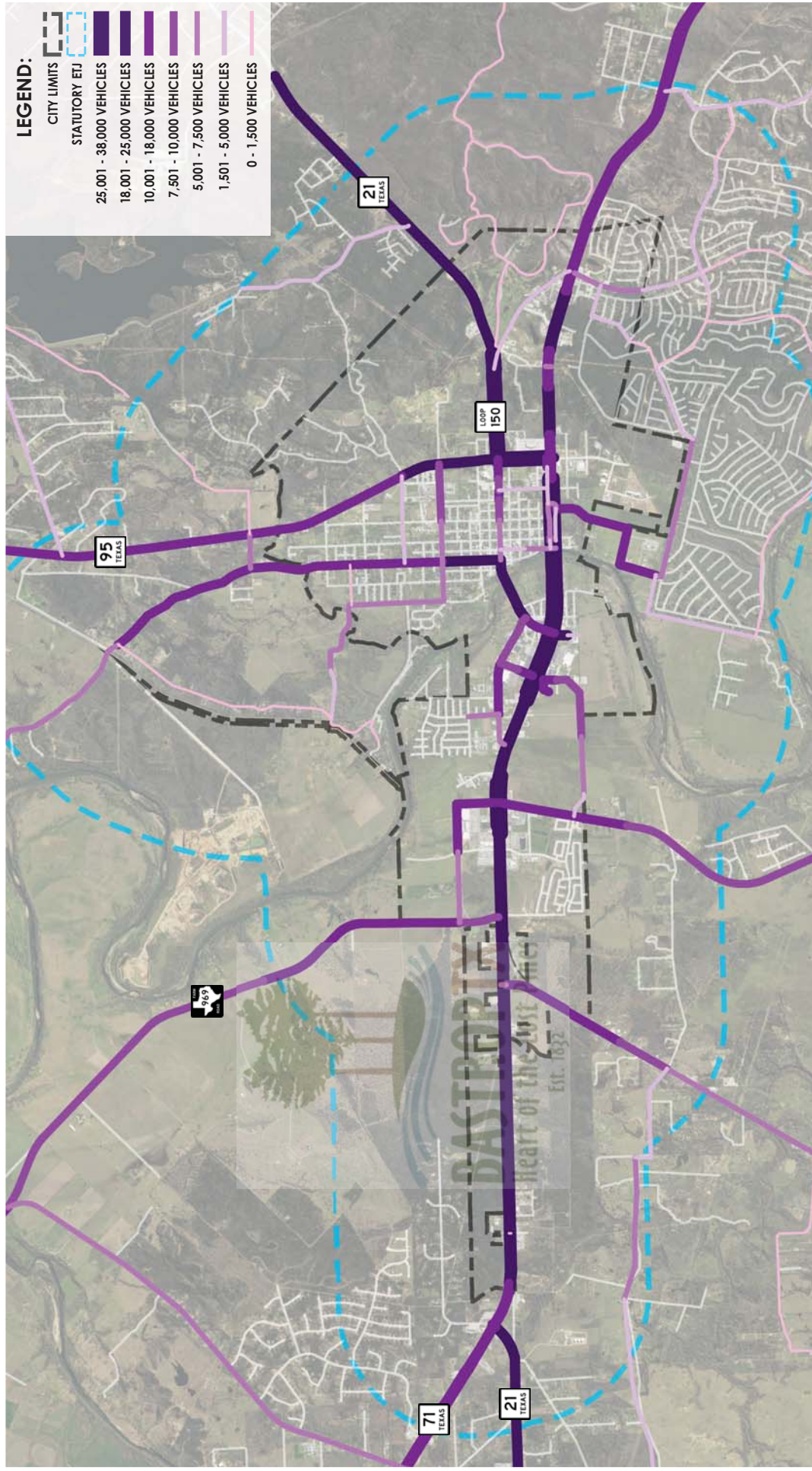
## 2010 DAILY TRAFFIC FLOW





# FORECAST 2040 DAILY TRAFFIC FLOW

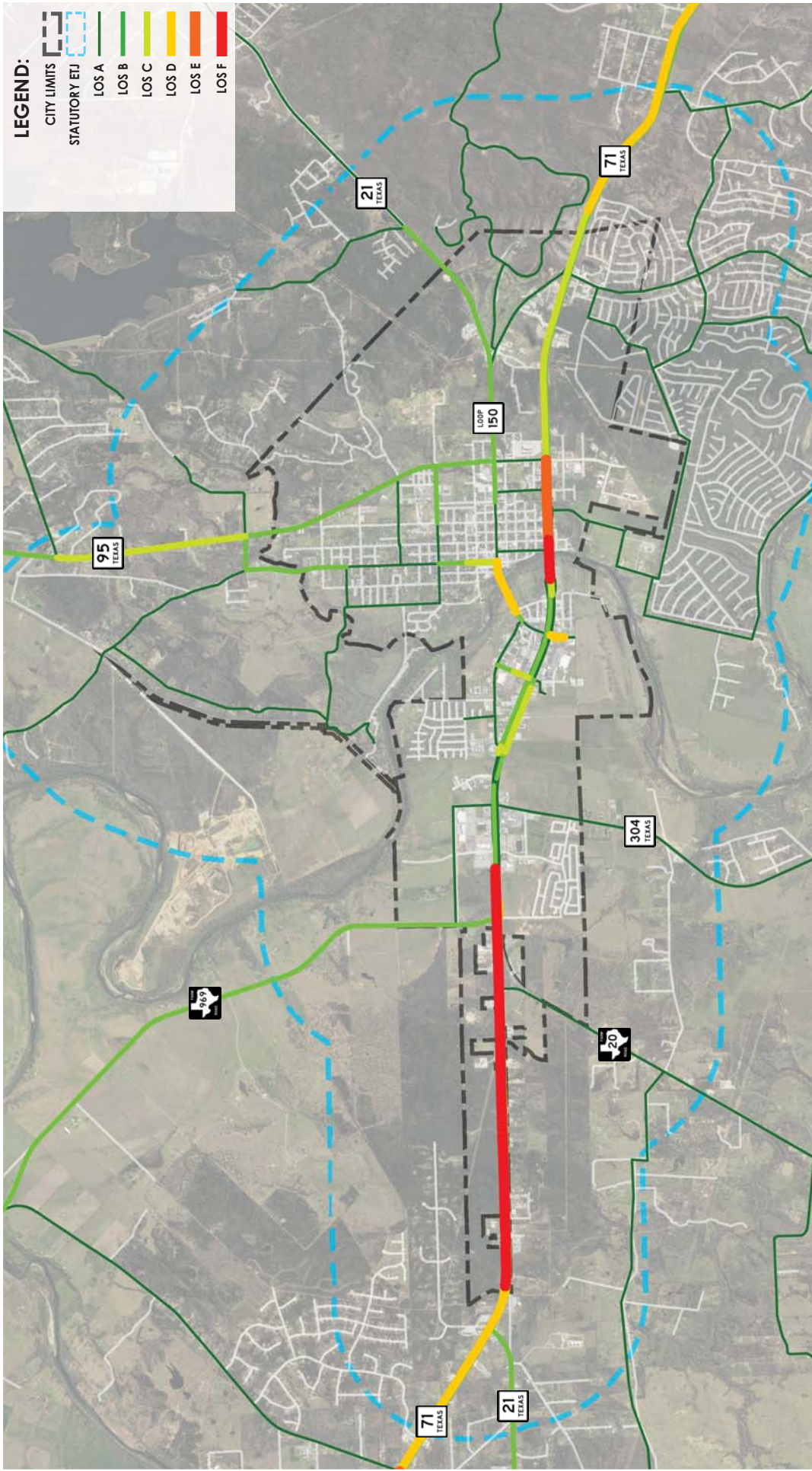
# MAP 6-B:





# 2010 AM LEVEL OF SERVICE

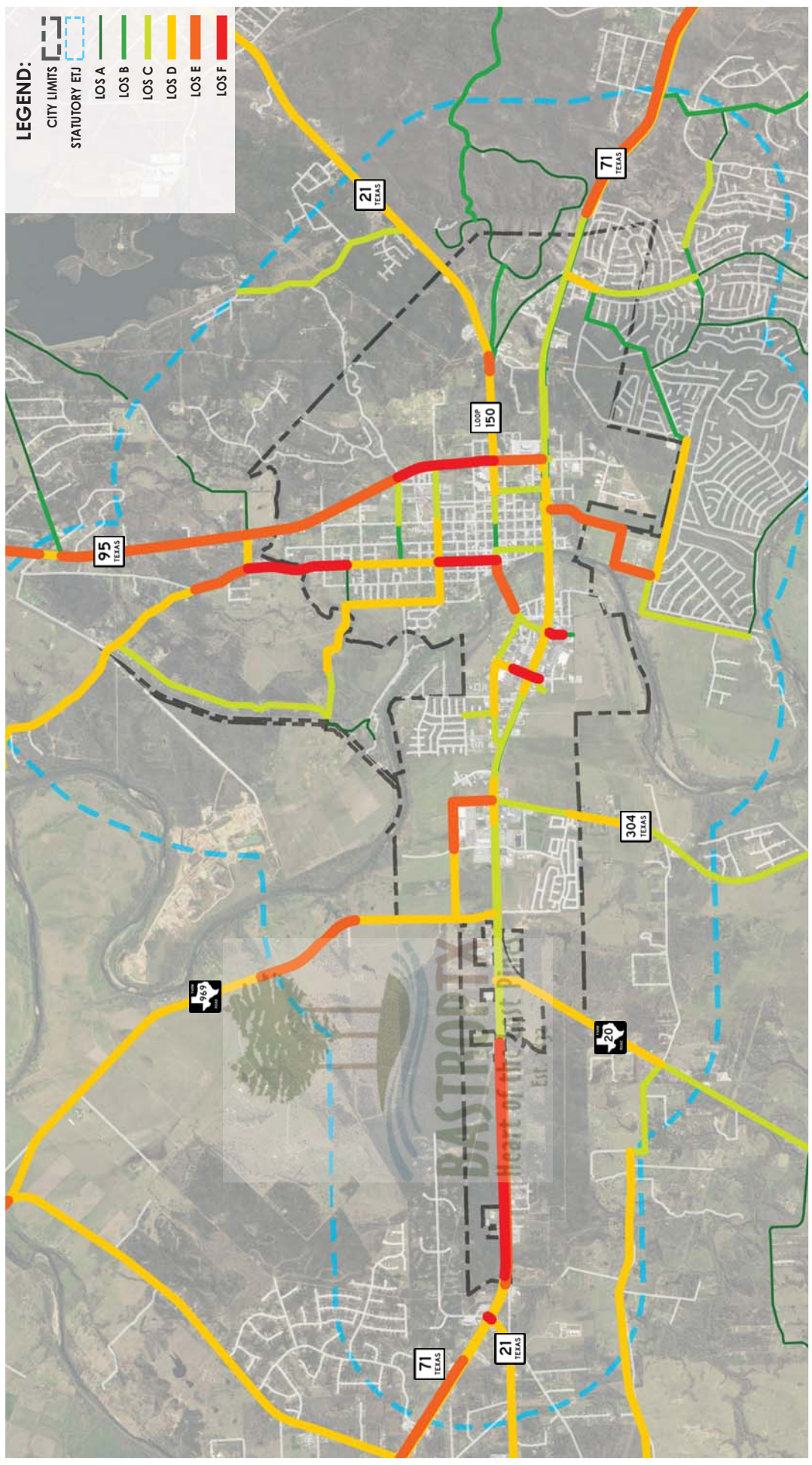
# MAP 6-C:





# FORECAST 2040 AM LEVEL OF SERVICE

# MAP 6-D:





**Goal 6.1: Manage traffic congestion and improve system reliability.**

**Objective 6.1.1:** Reduce vehicle miles traveled through Travel Demand Management strategies.

1. *Promote public transportation and ride-sharing programs by providing informational resources on the City of Bastrop website and through other City marketing materials.*
2. *Work with businesses that receive City incentives to develop programs to encourage employees to use alternative transportation options.*
3. *Develop and promote a program for City of Bastrop employees to take advantage of flexible work schedules, telecommuting, or free or reduced transit passes.*

**Objective 6.1.2:** Maximize the performance of the existing transportation system.

1. *Improve intersection throughput/performance.*
2. *Place signage and way-finding at strategic locations to alert drivers and reduce congestion in downtown area.*
3. *Ensure that signal timing is appropriate during peak periods to increase vehicle throughput.*
4. *Create a comprehensive access management policy/program for the City of Bastrop that considers access management best practices to ensure efficient traffic flow and reduce queuing, such as innovative intersection treatments like roundabouts.*

**Objective 6.1.3:** Identify strategic opportunities to expand roadway capacity.

1. *Coordinate transportation planning with TxDOT, CAMPO and Bastrop County to ensure that future roadway capacity adequately accommodates projected growth.*
2. *Identify locations where right of way may be required to expand roadway capacity.*

**Objective 6.1.4:** Ensure reliable commuting options for Bastrop residents who work in Austin and Travis County.

1. *Coordinate transportation planning with TxDOT, CAMPO and Bastrop County to ensure that key corridors to/from Travis County such as SH 71 and FM 969 are identified as priority corridors in transportation planning documents.*
2. *Work with CARTS to ensure adequate commuter service to/from Austin and Travis County.*

**Objective 6.1.5:** Improve emergency response and incident clearance times.

1. *Develop an Incident Management Plan in conjunction with Bastrop Police and Fire Departments to identify emergency response needs with respect to the existing and future transportation network.*
2. *Evaluate crash data to identify and prioritize areas with high crash frequencies for targeted enforcement.*
3. *Coordinate with TxDOT and the Central Texas Regional Mobility Authority (CTRMA) to explore the feasibility of implementing a roadside assistance program such as the Highway Emergency Response Operator (HERO) Program to provide traffic control and assistance to emergency response personnel during emergency incidents on SH 71 and US 290.*

## TRANSPORTATION SYSTEM CONNECTIVITY

In addition to roadway capacity and operational characteristics, connectivity between, and accessibility to, destinations are crucial factors for the ability of the transportation system to serve the needs of area residents and businesses. This section discusses current conditions of the Bastrop transportation system related to connectivity and emergency access. Connectivity refers to the directness of links and the density of connections in the transportation system. Emergency access refers to the ability of emergency responders (police, fire, EMS, etc.) to travel to the sites of emergency need.

A frequent concern raised by local stakeholders and members of the public is the lack of connectivity in the Bastrop street network. Residents have indicated that the street network needs additional east/west corridors to provide relief from the frequent bottlenecks that occur on Loop 150 and SH 71 at the Colorado River. These two (2) corridors currently represent the only crossing points for vehicles over the river, although an additional bridge is planned near the XS Ranch development just north of Bastrop. Residents of Tahitian Village have expressed a desire for a bridge to connect their neighborhood to the west side of the Colorado River.

Several stakeholders also expressed frustration over being forced to use the SH 71 frontage roads to access commercial establishments located along the SH 71 corridor, which includes many key destinations for residents, such as the HEB, Wal-Mart, and Home Depot.

To increase system connectivity, it is necessary to identify key gaps in the road network and prioritize funding for projects that connect gaps and promote connectivity. Another high priority item is to identify a long-term solution to increasing connections across the Colorado River. As previously highlighted, the limited Colorado River crossings are a major concern for residents. The City should identify priority locations and funding mechanisms for construction of new bridges. Additional considerations should prioritize pedestrian and bicycling connectivity throughout the city so that all travelers experience improved connectivity.

In stakeholder meetings with emergency response representatives, the lack of Colorado River crossings was mentioned as a chief impediment to ensuring rapid emergency response times and providing effective evacuation routes for area residents. Congestion or other incidents that cause delay at Bastrop's two (2) Colorado River crossings were also identified as a cause for concern for area emergency response personnel.

In addition to low water crossings and bridges, State Highway 71 was identified as a crucial corridor for emergency response. The only Trauma (Level IV) facility in the area, Seton Smithville Regional Hospital, is located over 12 miles from Bastrop on SH 71. While there are other emergency facilities in the area, none have in-patient services; if a patient were to require admittance to a hospital, the patient would be transferred to an Austin facility. Congestion on SH 71 is, therefore, a potential obstacle to the timely transfer of individuals to Austin area facilities. Emergency response



representatives also expressed a desire to improve SH 71 as it is a designated Hurricane Evacuation Route from the Gulf Coast region.

As traffic increases in Bastrop, a key objective is to ensure adequate facilities are in place to improve emergency response and incident clearance times. In order to do this, the City of Bastrop will need to coordinate with the Bastrop Police and Fire Departments to identify emergency response needs with respect to the existing and future transportation network. A thorough evaluation of up-to-date crash data will help identify and prioritize areas with high crash frequencies for targeted enforcement. Additional coordination with TxDOT and the Central Texas Regional Mobility Authority (CTRMA) to explore the feasibility of implementing a roadside assistance program such as the Highway Emergency Response Operator (HERO) Program would provide traffic control and assistance to emergency response personnel during emergency incidents on SH 71 and US 290. Efficient emergency operations will improve system reliability and quick responses will improve traffic congestion when an incident does occur.



## Goal 6.2: Enhance transportation system connectivity.

**Objective 6.2.1:** Ensure that subdivision ordinances/regulations and site development standards promote connectivity.

1. **Establish neighborhood connectivity standards for new developments that establish requirements for block spacing, access points, and discourage cul-de-sacs, gated communities or other restricted access streets. The policy should establish context-sensitive standards for different development types.**
2. **Site plan review staff should coordinate with the City Engineer to ensure new site plans comply with connectivity standards.**
3. **Update subdivision ordinances and site development standards to support connectivity and 'Complete Streets' principles.**

**Objective 6.2.2:** Identify gaps in the road network and prioritize funding for capital projects that connect these gaps.

1. **Consult with emergency response personnel to identify areas where a lack of connectivity hinders emergency response times.**
2. **Priority should be given to capital projects that improve emergency response times and expand evacuation options.**
3. **Utilize City GIS to identify areas of the city with a low Connectivity Index.**

**Objective 6.2.3:** Identify long-term priority locations for new Colorado River crossings.

1. *Identify locations where bottlenecks occur due to lack of Colorado River crossings and use observed origin-destination patterns to identify potential sites for new river crossings.*
2. *Consult with emergency response personnel to identify areas where a lack of Colorado River crossings hinders emergency response times.*
3. *Explore opportunities for federal or state grants to help fund new bridges.*
4. *Ensure that connectivity across the Colorado River is identified in the CAMPO MTP as a high priority for Bastrop.*

**Objective 6.2.4:** Enhance east-west connectivity in Bastrop.

1. *Identify and prioritize capital projects that increase connectivity to the SH 71 commercial corridor.*
2. *Identify and prioritize capital projects that increase east-west access into Downtown Bastrop.*

**Objective 6.2.5:** Prioritize pedestrian and bicycling connectivity.

1. *Require sidewalk construction on at least one (1) side of the street for all new developments within two (2) miles of a school or a quarter mile of a commercial area or park, or if there is an existing sidewalk network adjacent to the development.*
2. *Where dead-end streets must exist, encourage the construction of paths to provide shortcuts for pedestrians and bicyclists.*
3. *Complete a Bastrop Trails Plan to identify opportunities to enhance connectivity along the Colorado River and to/from Bastrop State Park.*

**Objective 6.2.6:** Develop, implement and maintain way-finding signage plans.

1. *Expand upon recently created Main Street way-finding plan to implement a city-wide way-finding signage plan that will guide visitors to key destinations throughout Bastrop and the surrounding area.*

### MAINTAINING EXISTING TRANSPORTATION ASSETS

This section provides an analysis of the existing transportation system assets, including operational issues, access issues, and system conditions.

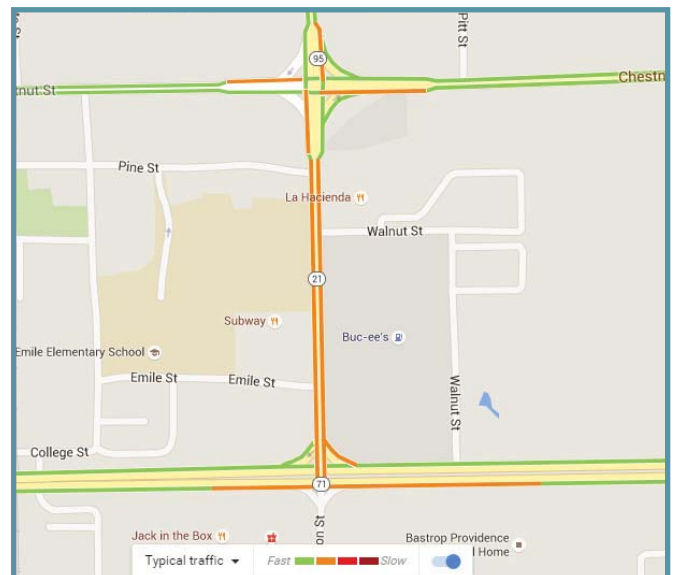
#### OPERATIONAL ANALYSIS

The intersections of SH 95/21 and SH 71, along with SH 95/21 and Chestnut Street, were the most frequently mentioned locations by stakeholders and the public as areas with operational issues. Analysis of traffic data confirmed severe congestion at these locations, which is particularly noticeable during peak periods (see **Figure 6.3**, right). Drivers turning left from SH 71 onto SH 95/21 frequently experience intersection delay, often for multiple signal cycles (as do drivers turning left onto SH 71 from SH 95/21). Another likely cause of delay in this area is the ingress/access issues associated with the Buc-ee's on the east side of SH 95/21, as well as traffic entering/exiting Emile Elementary on the west side of the road. It should be noted that construction on an overpass at SH 71 is already programmed by TxDOT, and the preliminary work began in December 2015. This mobility project is expected to benefit through traffic.

Congestion on Chestnut Street through Downtown Bastrop has been a frequent concern raised by stakeholders and the public, and is confirmed through traffic data. In field reviews, the project team noticed that delays are often caused by drivers trying to make left turns off of Chestnut, which causes long backups for other drivers. Delays may also be caused by signal timing issues. **Figure 6.4** (page 6-15) shows congested segments on Chestnut Street.

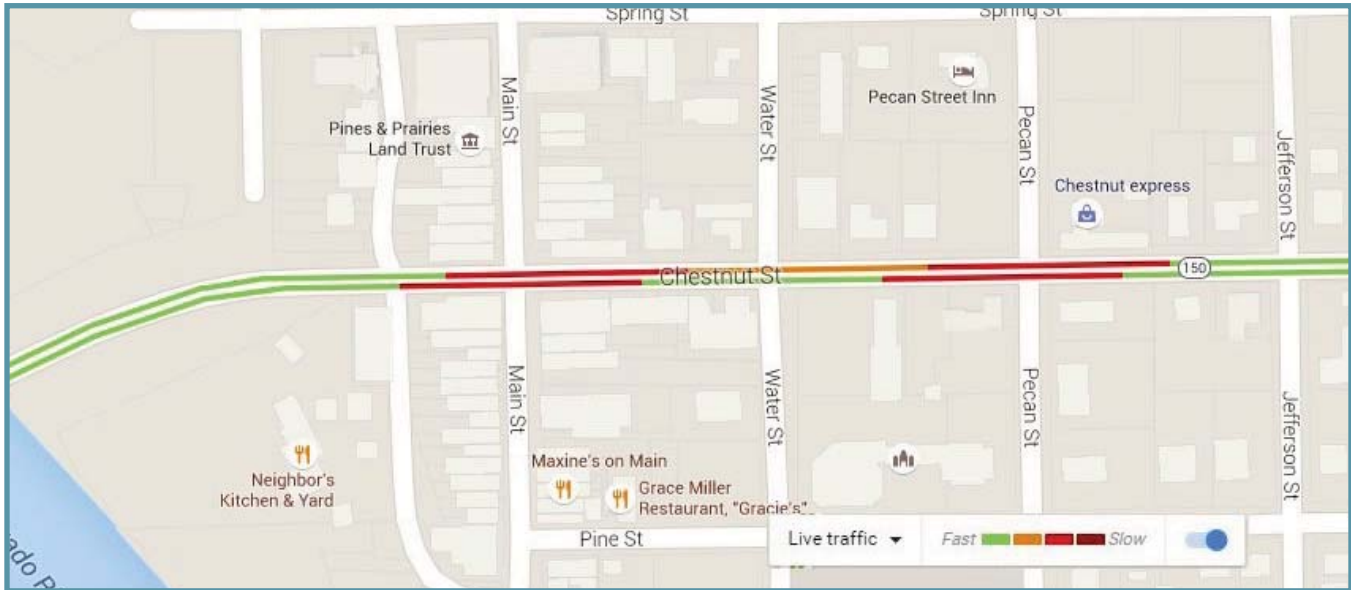
While the locations referenced herein were most frequently identified as “congestion hot-spots” by Bastrop residents during public outreach sessions, these are not the only areas of the Bastrop transportation network experiencing operational issues. The Bastrop Transportation Master Plan delves into operational analysis and deficiencies at much greater detail.

**FIGURE 6.3, SH 95 AND VICINITY  
(TYPICAL TRAFFIC, MONDAYS AT 5:50 PM)**



*The combined intersections of SH 95/21 and SH 71, and SH 95/21 and Chestnut Street, present severe operational challenges, but also produce barriers between city neighborhoods and districts.*

**FIGURE 6.4, CHESTNUT STREET (LIVE TRAFFIC, TUESDAY 10/27/2015 3:15 PM)**



*Congestion on Chestnut Street through Downtown Bastrop has been a frequent concern raised by stakeholders and the public, and is confirmed through traffic data.*

## ACCESS MANAGEMENT

Another major concern identified by stakeholders during the public outreach process was poor access management design along major roadways. Access management refers to the ability to access adjacent businesses, residential areas, or other attractions from the roadway. The public's concerns are due to too many driveways and access points leading to vehicle conflicts. Stakeholders mentioned that additional, unnecessary driveways could be impacting crash clusters not located at intersections. Additional comments also mentioned obstructed views and poor visibility exiting businesses along major roadways as access problems related to safety. An example of inadequate driveway spacing is shown in **Figure 6.5** (page 6-16).

Development of subdivisions and shopping centers will also create more conflict points (driveways and intersections) along major roadways. In order to efficiently manage congestion and safety along roadways, the City of Bastrop will need to ensure that proper access management is considered to limit conflict points along major roadways, potentially leading to fewer crashes and less traffic congestion. Access management principles are designed to direct traffic to and from private land uses in a safe and efficient manner. Effective access management can also lead to congestion relief along roadways whereby turning movements do not stop traffic flow, resulting in a smoother functioning roadway.



FIGURE 6.5, FREQUENT DRIVEWAY SPACING ON SH 71/21



The image above illustrates nine (9) driveways cuts along an 1,100 foot segment of the SH 71/21 frontage road. Pervasive curb cuts absent cross-access and space for vehicle stacking, can severely limit roadway function.

Some key principles of access management are:

- Limiting left-turn movements from driveways along busy corridors to eliminate potential conflicts;
- Encouraging shared access between businesses along a corridor to limit the number of driveway entrances/exits along the roadway; and
- Managing median space and left-turn lanes to ensure enough stacking space to minimize traffic impedance.

Access management principles are implemented during the site planning stage for new development or retrofits and during the design phase of roadway projects. City officials should work with businesses, TxDOT and other governmental entities to ensure access points along roadways are managed to reduce conflict points and help ease future traffic congestion.

## CONDITION OF TRANSPORTATION ASSETS

Street maintenance is generally provided by the governmental entity with jurisdiction over each roadway, unless a prior agreement is in place. Many comments throughout the public involvement process identified street maintenance as an issue and cited illegal dumping/littering and debris along the roadway as a key safety concern. In addition, recent flooding events have created deterioration on many streets.

## PAVEMENT PRESERVATION

Preservation of the existing transportation network pavement is integral to ensuring that the system is as efficient as possible until future capital improvements can be made. If the existing pavement is not preserved, any major repairs or construction not previously anticipated can have a major impact on the efficiency and reliability of the system, particularly if the repair is along main corridors. It will be important to monitor and quickly repair any faults with the existing pavement as traffic increases in the area, as detoured traffic from repair and construction projects will place a significant strain on the existing roadways not built to handle the increased demand.

## SIGNALIZATION AND SIGNAGE MAINTENANCE

There is a limited number of signalized intersections within Bastrop, however the optimization and maintenance of these signals has a significant impact on traffic flow.

The majority of signalized intersections are located along SH 71/21, the frontage roads associated with SH 71/21, or downtown along Chestnut Street (although these

concentrations are not exclusive). Additional electronic signalization occurs at railroad crossings. While most other streets use stop signs at intersections, some key locations have flashing beacons centrally located above the intersection to provide an additional visual alert of the intersection. Operational analysis tools being provided through the Transportation Master Plan will provide the City with the capability to evaluate these locations and to identify when upgrades may be necessary.

## BRIDGE MAINTENANCE

Bridges cross barriers to transportation flow, therefore when any bridge fails, significant negative transportation impacts follow. When a bridge fails, it may cause traffic to be rerouted to already over used alternative bridges, or it may create a barrier that prevents traffic from entering or exiting a section of the city. Bridge failures can also create serious problems for emergency responders.

There are two (2) major bridges in Bastrop that cross the Colorado River. The Colorado River Bridge along Loop 150 serves as a major connection between downtown, SH 71 and the commercial areas west of the Colorado River. The other bridge over the Colorado River is along SH 71/21 to the south of downtown. Additionally, multiple bridges over other features are situated along SH 71/21. Minor bridges within the city can be found along Hunters Point Drive, Hunters Crossing, Home Depot Way, Carter Street, the northern portion of Main Street, Lovers Lane, Martin Luther King Junior Drive, Pine Street, SH 95, Chestnut Street and Farm Street.



**Goal 6.3: Preserve and maintain existing transportation assets.**

**Objective 6.3.1:** Adequately maintain existing roadways.

1. *Manage a consistent infrastructure inspection and repair system.*
2. *Coordinate with County and TxDOT to ensure roadways not under Bastrop jurisdiction are adequately maintained.*
3. *Schedule regular roadway resurfacing to improve existing roadways and extend their life.*
4. *Identify and prioritize roadways in need of upgrades.*
5. *Implement citizen reporting system to identify major roadway issues or dilapidation.*

**Objective 6.3.2:** Improve maintenance along roadways.

1. *Coordinate with the Public Works Department to ensure that roadways and edges are clear of debris and trash.*
2. *Implement debris or trash reporting system to provide residents with specific contact to report debris or trash within the roadway and along the edges.*
3. *Coordinate with Bastrop Police/Department of Public Safety to monitor illegal dumping and littering along roadways.*

**Objective 6.3.3:** Improve function of existing roadway capacity.

1. *Implement a cohesive and connected signal timing system to improve flow through the existing transportation network. Coordinate with TxDOT on TxDOT roadways.*
2. *Identify opportunities to limit left turn movements where backup occurs.*
3. *Develop tools to monitor the operational efficiency of the city transportation system.*

## TRANSPORTATION SYSTEM SAFETY

Safety concerns related to the transportation system were frequently mentioned in conversations with area stakeholders and members of the public. The following safety issues were brought up most frequently throughout the public outreach process:

- *Intersections along roadways are dangerous due to speeds, inattentive driving and poor visibility.*
- *Driveways along high speed corridors create too many conflict points.*
- *High speeds contribute to accident rates and create unsafe conditions along roadways.*
- *Congestion on SH 71 creates safety concerns for merging traffic.*
- *Narrow and curvy roads with blind corners and high-speed turns are dangerous.*
- *Overgrown grass and trees contribute to poor visibility and obstruct views of signage.*
- *Inadequate bicycle and pedestrian facilities lead to conflicts/incidents along roadways.*
- *School bus safety is a major concern, specifically motorists passing stopped buses along roadways.*
- *Development of subdivisions along SH 71 leads to more conflict points.*

## CRASH ANALYSIS

Crash data from the Texas Department of Transportation's (TxDOT) Crash Records Information System (CRIS) was analyzed in order to gain a better understanding of crash patterns and causes in the Bastrop study area. Key findings from the analysis were:

- *There were a total of 2,660 crashes in Bastrop and its ETJ between 2010 and 2015. These crashes resulted in 976 injuries, 93 incapacitating injuries (i.e. any injury that prevents the person from performing activities they were capable of performing before the injury), and 16 fatalities.*

- *While only 31.2% of crashes occur at intersections, 39.2% of injury crashes and 37.5% of fatality crashes occur at intersections, suggesting that intersection crashes are more likely to result in injury or death.*
- *Approximately 87% of crashes in Bastrop occurred during clear or cloudy conditions, while 13% occurred during weather events, with rain contributing to the most accidents at 11%.*
- *There were 19 crashes involving school buses between 2010 and 2015, resulting in 7 injuries.*
- *Alcohol and drug impairment make up a disproportionate number of fatalities in Bastrop. While crashes whose primary cause is alcohol or drug impairment account for less than 3% of all crashes, they account for over 12% of fatalities.*
- *The time period between 4-7 PM has the highest hourly crash rate of any three-hour time period, while most fatalities occur during the AM peak (6-9 AM) and Evening (7-9 PM) periods.*

**Map 6-E, Crashes, 2010-2015**, shows all crashes, including crashes involving incapacitating injuries and fatalities that occurred in the Bastrop area from 2010 through 2015.

## SCHOOL BUS SAFETY

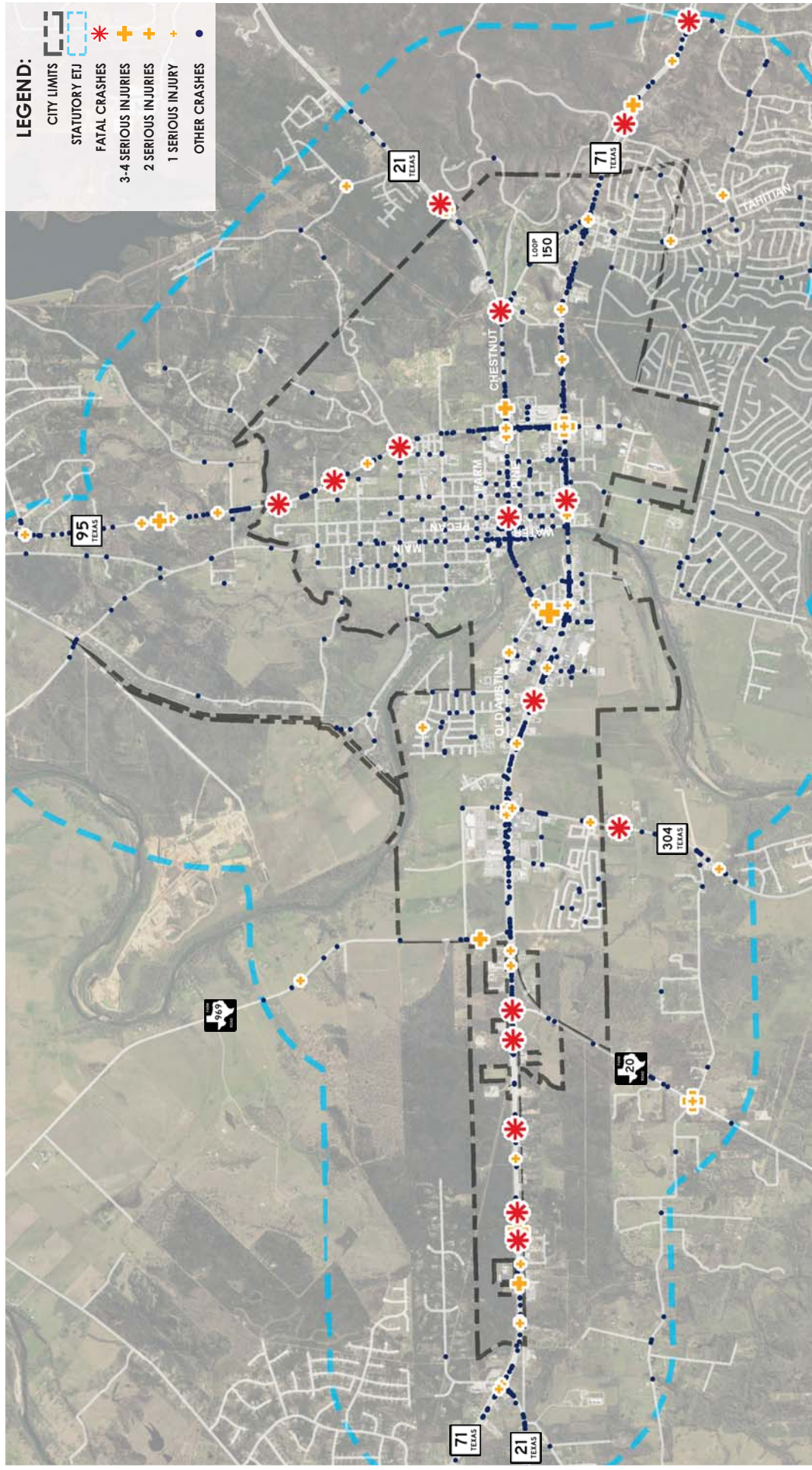
School bus safety was also identified as a major concern by stakeholders, the general public and the project team. The CRIS data shows that 19 crashes within the city between 2010 and 2015 involved a school bus. Community members identified the lack of pedestrian access to bus stops along major roads and automobiles not stopping for buses as key contributing factors to those incidents. **Map 6-F, Crashes Involving School Buses** (page 6-21) shows the locations of these school bus involved crashes.

Transportation network safety is a guiding principle of this chapter. All policies and recommendations should consider the safety of people who bike, drive or walk throughout Bastrop.



# CRASHES, 2010-2015

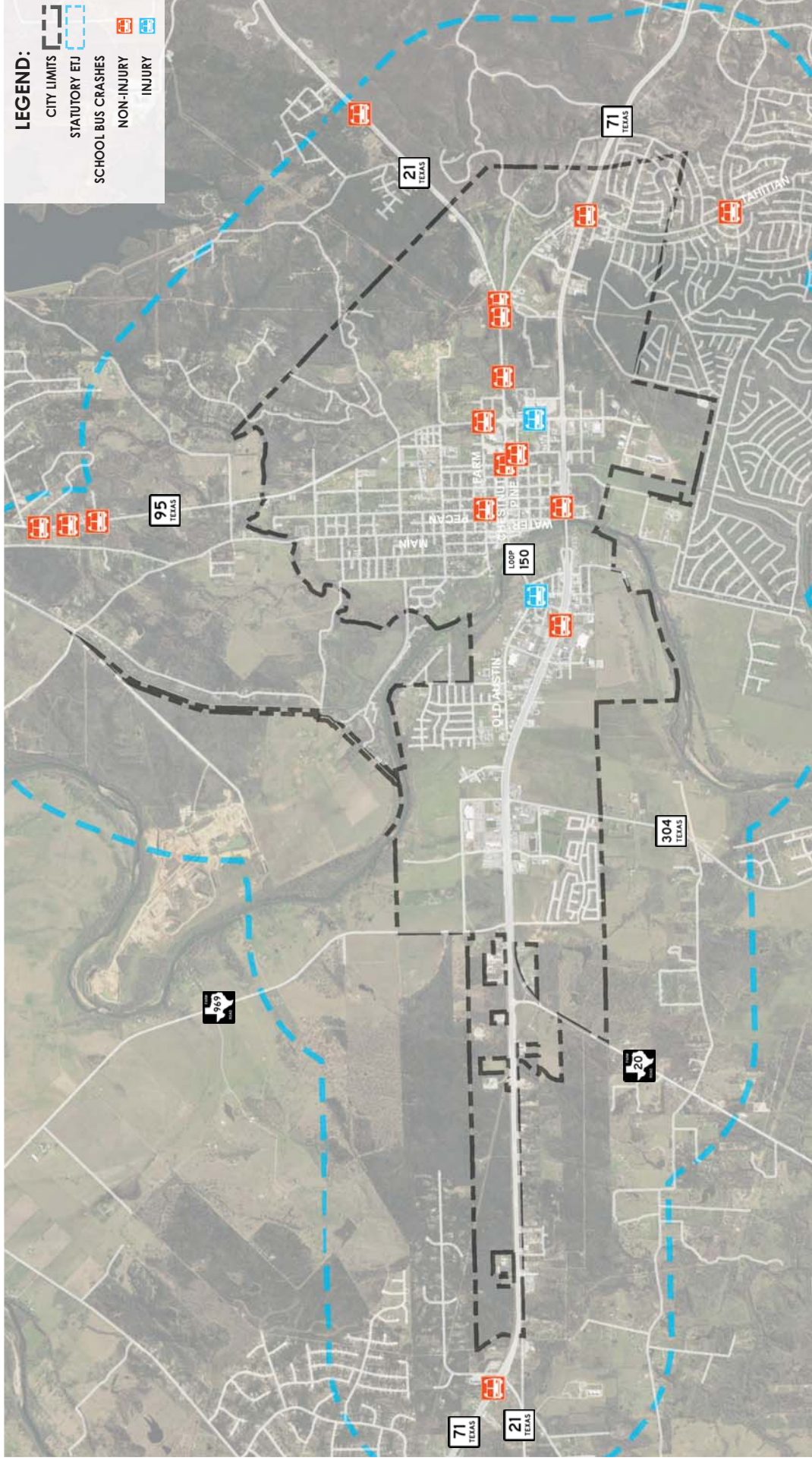
# MAP 6-E:





# CRASHES INVOLVING SCHOOL BUSES, 2010-2015

## MAP 6-F:



## TRAFFIC CALMING

One major theme identified throughout the public participation process was that traffic speed is a significant factor in safety in Bastrop. Many traffic calming techniques are relatively low-cost and can vastly improve the safety of automobiles, pedestrians and bicyclists along Bastrop roadways. Hunters Point Drive is an example of traffic calming principles applied through an extension of the “curb” that includes pedestrian and bicycle infrastructure that reduce lane widths. See **Figure 6.6** (page 6-23). Some great traffic calming examples, such as crosswalk enhancements, currently exist along Chestnut Street. Future intersection improvements should build upon this basic crosswalk design already implemented by the City to calm traffic.

## RAILROAD CROSSINGS

Union Pacific currently operates a freight line through the City of Bastrop. The existing rail line enters Bastrop from the south and runs mostly north/south. The rail line shifts to east/west alignment to the north of Bastrop High School and heads northwest out of the city towards Elgin. The rail line enters Bastrop from the south under SH 71. There are several at-grade rail crossings throughout the city, which can pose vehicle, bicycle and pedestrian conflicts and create safety issues. Train derailments or crashes have the potential to create hazardous materials incidents that must be addressed by local emergency responders.

**Goals and objectives associated with system safety topics are listed on pages 6-23 and 6-24.**

### WHAT IS TRAFFIC CALMING?

A popular and effective practice used to combat high speeds, traffic calming is a series of roadway design techniques that slow traffic along roadways, leading to a safer environment for all users within the public right-of-way.

#### EXAMPLES:

**Chicanes.** Chicanes are vertical barriers in the street that require motorists to slow down to safely travel around them. Some specific enhancements could include median landscaping, curb extensions, bollards and traffic circles.

**Curb Extensions.** Extensions of the sidewalk or landscaping that extends further into travel lanes to reduce number of lanes or lane width that shortens pedestrian crossing to a safer distance.

**Signage.** Increased signage and warnings can assist in slowing traffic and increase safety near intersections and pedestrian crossings.

**Raised Crosswalks.** A raised crosswalk is an above grade crossing with a flat top at an intersection or mid-block crossing that enhances visibility of the crosswalk and consequently slows traffic. Treatment requires adequate signage and may be paired with a textured or colored crosswalk.

**Pedestrian Refuge Islands.** Pedestrian refuge islands are a combination of mid-block crossings, landscaped medians, and chicanes. Pedestrian refuge islands are generally landscaped medians that allow pedestrians a stopping point mid-way between road edges. Their vertical elements alert drivers and divert them around them, ultimately slowing traffic. Sometimes pedestrian refuge islands are paired with raised crosswalks.

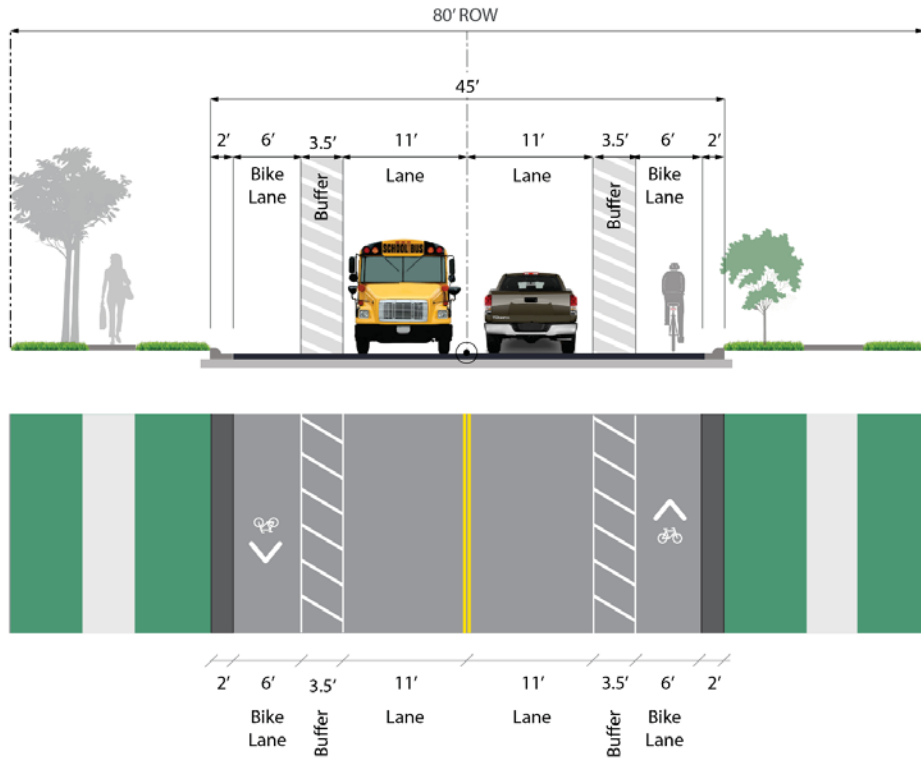
**Textured or Colored Pavement.** Textured or colored pavement at crosswalks is meant to alert drivers of an impending crosswalk and slow them down. Textures can also serve as an alerting mechanism.

**Landscaped Median.** A landscaped median is a planted median that forces traffic to slow to avoid the median.

#### OUTCOMES:

A recent statistic states that there is a 5% chance for a fatality if a pedestrian is hit by a vehicle traveling 20MPH. If that same car is traveling 30 MPH, the chance of a fatal incident increases to 45%. At 40 MPH, pedestrians and automobile incidents result in a fatality 85% of the time. These statistics are a strong basis for slowing travel speeds along roadways. Using traffic calming mechanisms throughout Bastrop will help increase pedestrian safety. (Source: <http://www-nrd.nhtsa.dot.gov/Pubs/811090.pdf>)

**FIGURE 6.6, HUNTERS POINT DRIVE TRAFFIC CALMING EXAMPLE, CURB EXTENSION**



The cross-section above illustrates a low-cost method by which a community's traffic calming objectives, and bicycle and pedestrian objectives can be met through modified street design. The example above shows a reduction in lane widths using bicycle and pedestrian facilities that serve as an extension of the "curb". Consistent with recommendations found in Chapter 5, Bastrop should consider the development of alternative street design (including areas extending beyond the DB-FBC area).



**Goal 6.4 - Improve the safety of the Bastrop transportation system for all users.**

**Objective 6.4.1:** Enhance safety by reducing conflict points through the implementation of sound access management principles.

1. Create a comprehensive access management policy/program for the City of Bastrop that considers access management best practices, including:

- Limiting direct access to major roadways from businesses by providing a comprehensive service road system.
- Requiring a minimum distance between intersections and driveways.

- Encouraging shared access between businesses to limit the number of driveways along major corridors.
- Limiting left-turn movements out of driveways along busy corridors.
- Managing median openings to allow left turn movements where appropriate.

2. Identify intersections to limit left turn movements.

3. City site plan review staff should coordinate with the City Engineer during the site plan review process to ensure compliance with the City's access management policies.



**Objective 6.4.2:** Reduce dangerous driving behavior by implementing strategic traffic calming interventions.

1. *Conduct public outreach with Bastrop residents, law enforcement, and neighborhood organizations to identify streets with frequent speeding.*
2. *Identify and prioritize opportunities in residential areas for constructing speed humps, traffic circles, chicanes or other context-sensitive traffic calming treatments.*
3. *Identify and prioritize key locations where increased signage could reduce speeding.*
4. *Identify and prioritize locations where curb extensions, raised crosswalks, pedestrian refuge islands, or other treatments can assist in safer pedestrian crossing.*
5. *Identify and prioritize opportunities in Downtown Bastrop to calm traffic through the use of textured pavement, raised intersections, or other treatments consistent with the Downtown district design overlay.*

**Objective 6.4.3:** Address locations with poor visibility on the Bastrop transportation network.

1. *Develop a prioritized list of areas with poor visibility and high crash rates.*
2. *Conduct public outreach with Bastrop residents to identify locations on the Bastrop street network with poor visibility due to horizontal or vertical curves, overgrown foliage, etc.*
3. *Develop a program to regularly cut or trim overgrown grass, trees, or brush along roadways and sidewalks.*
4. *Place signage to alert road users of conditions in areas with poor visibility.*

**Objective 6.4.4:** Improve safety near school bus pickup and drop-off locations.

1. *Develop a plan, in conjunction with BISS and other area schools, to reevaluate the placement of school bus stop locations. Guidance for appropriate bus stop locations can be found in the “Selecting School Bus Stop Locations: A Guide for School Transportation Professionals” report (2010) developed by the National Center for Safe Routes to School and the Pedestrian and Bicycle Information Center.*

2. *Work with the Bastrop Police Department to develop a targeted enforcement program near bus stops and area schools during morning and afternoon busing periods.*
3. *Perform public outreach to parents, BISS, and other area school representatives to identify and prioritize locations with the greatest school bus safety concerns.*
4. *Place highly visible signage alerting motorists to reduce their speed near bus stop locations.*

**Objective 6.4.5:** Develop an ongoing City program to promote traffic safety education.

1. *Partner with law enforcement, BISS or other organizations to provide free community workshops on traffic safety.*
2. *Host law enforcement training workshops on bicycle and pedestrian laws and safety.*
3. *Promote traffic safety and education through City marketing materials and campaigns such as National Walking Day or Bike Day.*

**Objective 6.4.6:** Develop an ongoing City program for monitoring and enforcement.

1. *Develop and maintain a comprehensive dataset of Bastrop area crashes, including location, date, number of people involved, contributing factors, and severity.*
2. *Utilize crash data to identify and prioritize locations with high crash rates where engineering or enforcement interventions may be necessary.*
3. *Coordinate with Bastrop Police Department to identify priority locations for targeted enforcement of speeding and other unsafe behaviors.*

**Objective 6.4.7:** Improve safety at rail crossings.

1. *Coordinate with Union Pacific Railroad to improve safety at rail crossings.*
2. *Coordinate with emergency responders to ensure that evacuation routes are available in case of a hazardous cargo incident.*

## ACTIVE TRANSPORTATION.

While the majority of Bastrop residents either drive alone or carpool to work, local stakeholders and the public have expressed a growing desire for additional transportation options within the city. This section describes existing conditions and stakeholder comments related to non-automobile transportation options in Bastrop, as well as outlines strategies to increase active transportation awareness and participation moving forward.

### BICYCLE NETWORK

While there are currently low levels of bicycle commuting, Bastrop has a growing recreational cycling community, particularly on weekends. Park Road 1C between Bastrop State Park and Buescher State Park is an especially popular route for cyclists and is part of the annual MS-150 Bicycle Race from Houston to Austin. The Pedal through the Pines race is also a popular bicycling event in the community.

### BICYCLE NETWORK CONDITIONS

As part of the analysis of the multi-modal transportation system within the city, an evaluation of bicycling conditions in the area was undertaken to better understand the physical condition of Bastrop's bicycling environment. The project team utilized evaluation criteria adopted from the Bicycle Environmental Quality Index (BEQI), a planning tool developed by the San Francisco Department of Public Health that allows planners to assign a bicycling suitability score to locations on the street network based on environmental variables that either enhance or detract from favorable bicycling conditions. The rating system was applied to

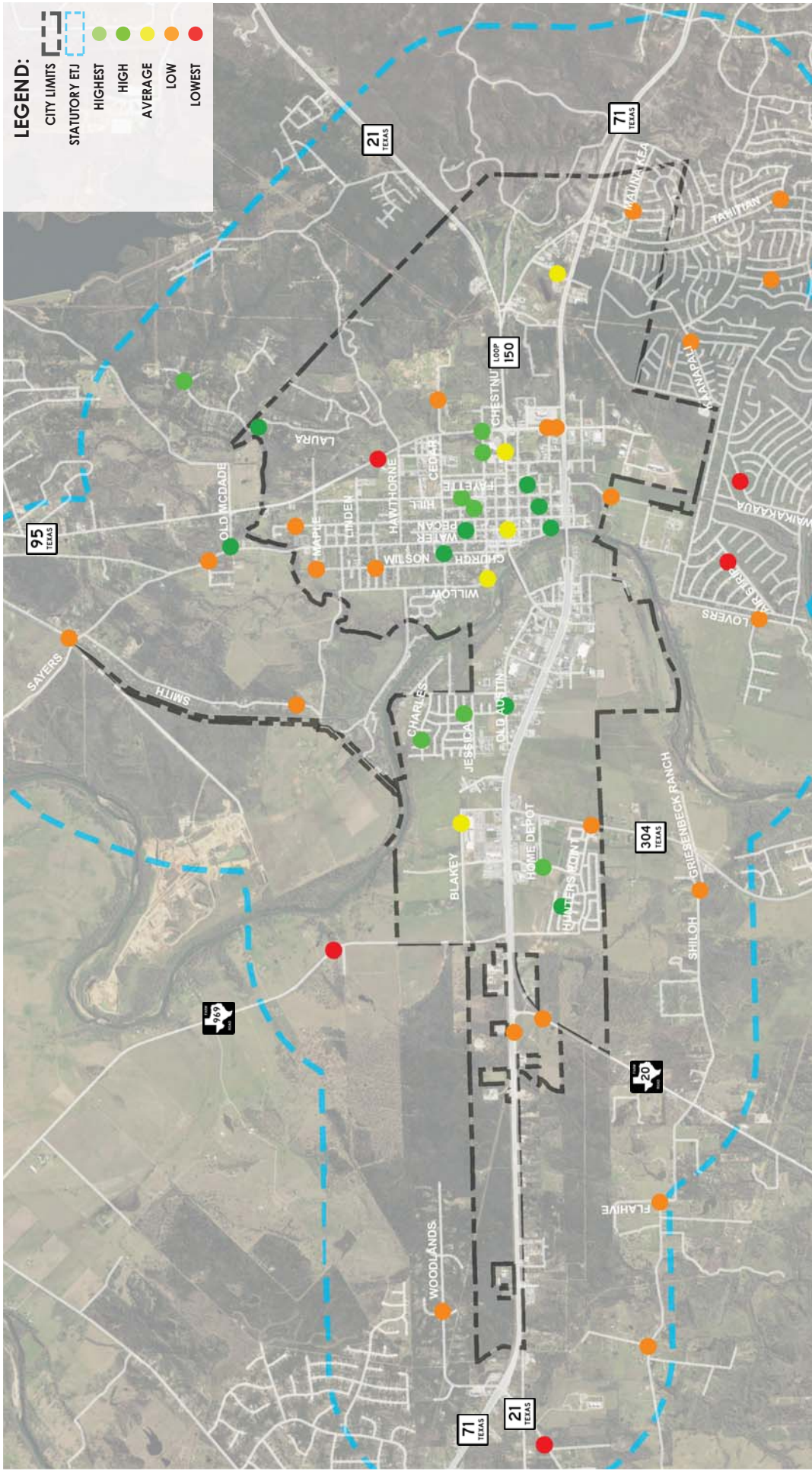
50 randomly chosen locations throughout the Bastrop area in order to acquire a high-level characterization of bicycling conditions in the area. **Map 6-G, Bicycling Suitability Results**, shows the results of the bicycling assessment, including the geographic distribution of BEQI scores for the chosen locations.

While this assessment includes a relatively small sample size of roads in the area, the results suggest that there are a number of deficiencies in the Bastrop transportation system that result in **below average** bicycling conditions. A lack of dedicated bicycling facilities and high posted speeds for vehicular traffic, especially on narrow roads without shoulders, creates a real and perceived safety hazard and likely discourages many potential bicyclists from riding on Bastrop roads. Stakeholders have expressed a desire for more bicycle infrastructure, particularly bike lanes.

Due to its many natural resources and the city's historic Downtown, Bastrop has the potential to significantly grow its bicycle tourism industry. In addition, the number of people who choose to commute or travel via bike throughout the city on a daily basis may increase if safer bicycle infrastructure is added. However, to accomplish this, significant enhancements to bicycle infrastructure are required. Part of the Complete Streets principles (discussed on page 6-37) that the City is using to develop its transportation infrastructure includes creating a well-connected network of on-street bicycling facilities for all ages and abilities.

# BICYCLING SUITABILITY RESULTS

# MAP 6-G:







#### GUIDING PRINCIPLES

In addition to plan goals and strategies aimed towards improving active transportation options, Bastrop should identify and prioritize key active transportation investments to create a robust network. To assist in those efforts, four (4) guiding principles are identified that the City should follow when selecting improvements:

- **Develop an All Ages and Abilities Network.** The most important guiding principle is that projects be prioritized based on the project's ability to contribute to the development of an "all ages and abilities" network. An "all ages and abilities" network can be utilized by all types of users, ranging from experienced to novice, regardless of their age. The goal is to create a low stress, inviting network that attracts riders who may not have previously thought about commuting or traveling via bicycle. In essence, Bastrop should provide initial facilities that accommodate the entire spectrum of users to best attract new users and accommodate current riders.
- **Connect Major Destinations.** Creating a well-connected network requires identifying key locations where people travel and prioritizing investments between them. Projects that enhance pedestrian and bicycling conditions near major employers, schools and residential areas should be given highest priority, as they have the potential to attract the greatest number of trips. Additional consideration should be made to connect transit stops/stations.
- **Focus on Major Corridors.** Focusing on major corridors in Bastrop will create an active transportation network that is continuous. Major corridors should be prioritized for facility enhancements such as buffered bike lanes, upgraded way-finding and signage, or streetscape features such as lighting, bicycle parking and trees.
- **Address Barriers.** Barriers can take the form of dangerous intersections, controlled access highways or bridges, railroad track crossings, water bodies, or gaps in the current sidewalk or bicycle network. Key network barriers should be identified throughout Bastrop and investments should aim to remove those barriers.

#### CONCEPTUAL BICYCLE FRAMEWORK

The following conceptual bike plan is meant to serve as a framework for future bicycle infrastructure investment. The framework is separated into three (3) main categories: priority routes, linking streets and neighborhood streets. Additionally, the conceptual bike plan highlights key intersections throughout Bastrop where upgrades would improve the safety and connectivity of the bicycle network. A high level roadway bicycle framework sketch can be found in **Map 6-H, Conceptual Bicycle Framework**.

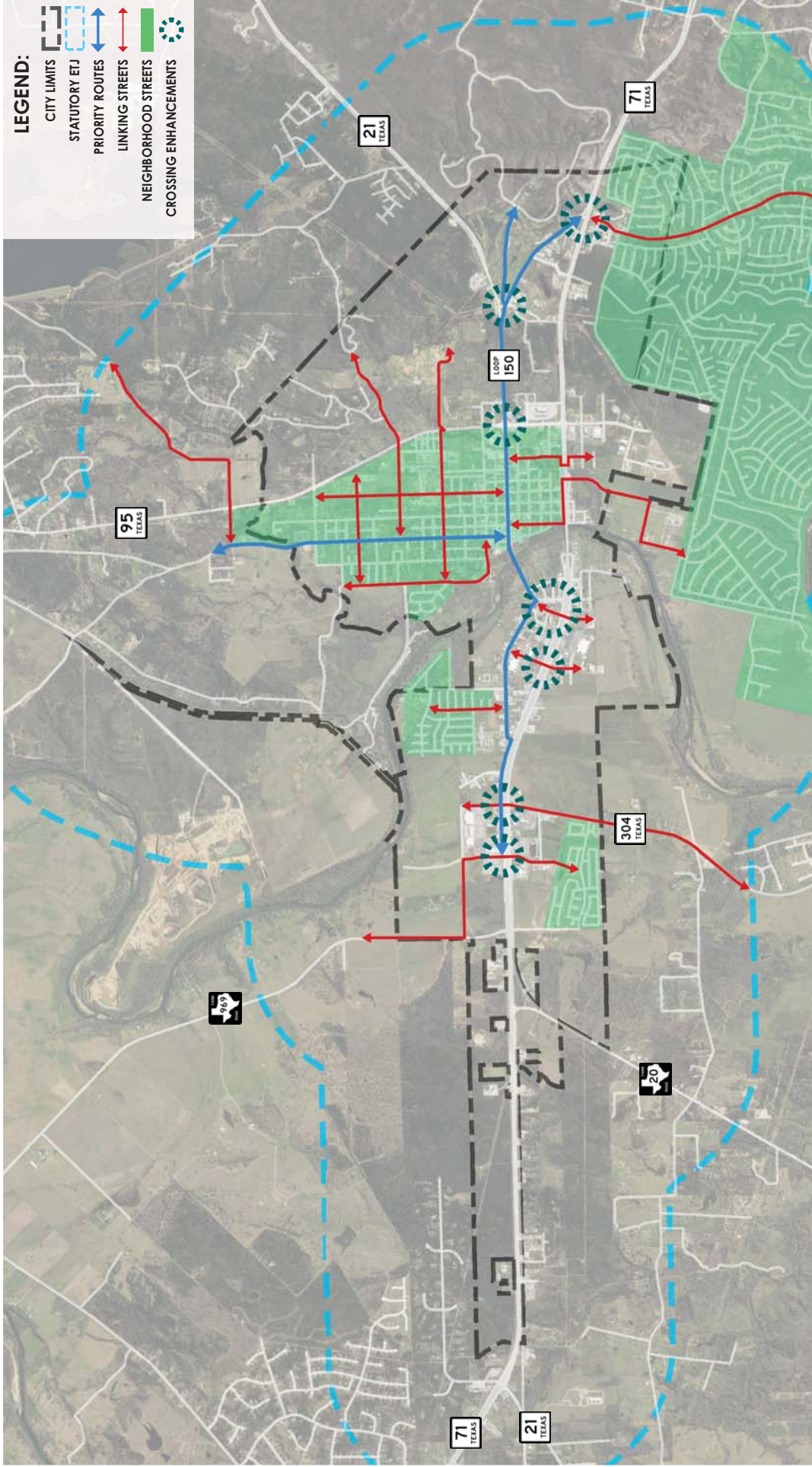
- **Priority Routes.** Priority routes should be the main focus of initial transportation investment and should focus on major corridors. Priority routes consist of Main Street and Chestnut Street/Old Austin Highway. Priority route bicycle elements include basic and buffered bike lanes, increased bicycle safety signage and enhanced way-finding.
- **Linking Streets.** Linking streets are designed to move bicyclists to and from neighborhood streets to priority routes. Linking streets also connect key destinations, such as the high school, to priority routes. Bicycle enhancements include shared lane markings and increased bicycle safety signage and way-finding. Some linking streets may also be suited for implementation of bike lanes.
- **Neighborhood Streets.** Neighborhood streets connect residents and bicyclists to linking streets and their final destination (i.e. home, school, business). Priority bicycle enhancements on neighborhood streets include increased bicycle awareness signage and pavement maintenance.
- **Crossing Upgrades.** Crossing upgrades should be implemented at various locations throughout the bicycle network to ensure safety at busy locations. Most major upgrades are required along SH 71, Loop 150, and SH 95 where major intersections occur. Bicycle safety should be prioritized at these intersections.





# CONCEPTUAL BICYCLE FRAMEWORK

# MAP 6-H:





### PEDESTRIAN NETWORK

Stakeholders indicated a desire for better sidewalk connectivity in neighborhoods and between key destinations. A grant was awarded to Bastrop in 2014 to enhance pedestrian connectivity between the city and Bastrop State Park.

### SIDEWALK CONDITION AND DESIGN

Pedestrian conditions were assessed using evaluation criteria adopted from the Pedestrian Environmental Quality Index (PEQI), which was also developed by the San Francisco Department of Public Health. Similar to the BEQI, the PEQI utilizes a combination of qualitative and quantitative indicators to assign an overall score representing the quality of the pedestrian environment for individual locations. Factors that are included in the rating system include the quality/completeness of sidewalks, presence or absence of traffic calming features or crosswalks, and presence of other pedestrian amenities such as public seating and lighting, among others.

The PEQI rating system was applied to 50 randomly chosen locations throughout the Bastrop area in order to acquire a high-level characterization of pedestrian conditions.

**Map 6-1, Pedestrian Suitability Results**, shows the results of the pedestrian assessment, including the geographic distribution of PEQI scores for the chosen locations.

Results from the pedestrian assessment suggest that, in general, the Bastrop transportation system provides **below average** conditions for pedestrians. Conditions that

detract from the pedestrian environment that were frequently observed included a lack of crosswalks and signage to alert drivers of crossing pedestrians, along with high posted speeds. Conditions that were observed that enhance the quality of the pedestrian environment include adequate lighting throughout neighborhoods, abundant tree coverage for shade and those residential areas that included sidewalk and curb features.

Stakeholders have voiced concerns about the high speeds, the lack of separation between pedestrians and motor vehicles on the Bastrop street network and a desire for more pedestrian facilities. Current conditions leave stakeholders feeling unsafe and therefore most people do not walk between destinations. During a site review, people were observed driving from one business to another although the businesses were immediately adjacent due to a lack of pedestrian amenities connecting the two businesses. Future projects should include enhanced pedestrian facilities along roadways. Also, crosswalk upgrades paired with appropriate signage will promote a more pedestrian friendly environment throughout Bastrop. Accommodating pedestrian travel is a principal aspect of the Complete Streets philosophy described beginning on page 6-37.







### MULTI-USE NETWORK

A multi-use network is a series of well-connected pathways or trails for active transportation modes that connect key destinations, as well as flow seamlessly into on-road bicycle and pedestrian facilities. An extensive multi-use network should be planned and would significantly aid in improving connectivity and safety for pedestrians and bicyclists in Bastrop. Connecting the multi-use network to regional trails would increase regional connectivity and potentially lead to an increase in tourism and improve community image.

Existing shared-use trails are located near the Colorado River to the west of downtown, along Old Austin Highway and in the Hunters Crossing subdivision to the south of SH 71.

**Map 7-D, Proposed Multi-Use Trail Network** (see **Chapter 7**, Page 7-14) proposes specific shared-use trails. As outlined in that map, the Colorado River is a main priority for multi-use trail construction. Connections to other natural resources, such as Lake Bastrop and Bastrop State Park should also receive a high degree of priority. Design guidelines for multi-use trails can also be found in the parks and recreation chapter. Implementation of goals, objectives and policies regarding active transportation and multi-use networks should consider and follow complimentary objectives outlined in **Chapter 7, Parks and Recreation**.

### ACTIVE TRANSPORTATION RESOURCES

An increase in active transportation activity could assist in easing future traffic congestion issues for the City. Providing adequate facilities and resources for those who choose to bicycle or walk is important for the success of a truly multi-modal transportation network in Bastrop. Bastrop should use the numerous resources that are available to assist in the design and implementation of an all ages and abilities active transportation network. The American Association of State Highway and Transportation Officials' (AASHTO) Guide to the Development of Bicycle Facilities (2012) has traditionally operated as the primary national resource for planning, designing, and operating bicycle and pedestrian facilities; however, recently the Federal Highway Administration has expressed support for flexible and local, context-sensitive bicycle and pedestrian facility design as outlined in the NACTO Urban Street and Urban Bikeway Design Guidelines. Additional resources can be found in the City of Bastrop's Transportation Master Plan.







### Goal 6.5: Improve active transportation options.

**Objective 6.5.1:** Identify, prioritize and fund bicycle facilities that improve safety, connectivity and accessibility.

1. Use bicycle suitability results to identify and prioritize key locations for new or upgraded facilities.
2. Implement a bike route way-finding system to help bicyclists identify optimal safe routes.
3. The City should participate in regional active transportation planning initiatives, such as the CAMPO Active Transportation Plan.
4. Place signage along high volume roads to alert drivers of bicyclists.
5. Identify, prioritize and fund key roadway projects to connect key destinations along the bicycle network and key trails projects that align with the goals outlined in the Parks and Recreation Chapter.
6. Encourage businesses to include bicycle parking during site planning and development process in support of the City's Complete Streets goals.

**Objective 6.5.2:** Identify, prioritize and fund pedestrian facilities that improve safety, connectivity and accessibility.

1. Use pedestrian suitability results to identify key locations for upgraded or new facilities.
2. Improve pedestrian crossings and crosswalks throughout Bastrop.
3. Identify key locations for enhanced crosswalks.
4. Identify key locations for enhanced mid-block crossings along busy corridors.
5. Ensure adequate signage is posted at crossings and before crossings to alert drivers.
6. Increase ADA compliance at intersections and crosswalks to increase network accessibility and compliance with ADA Standards.

7. Develop and maintain a list of non-compliant crosswalks and intersections.
8. Prioritize ADA enhancements along major corridors with high pedestrian traffic.

**Objective 6.5.3:** Create and sponsor bicycle and pedestrian programs and resources.

1. Work with public to create unique brand and slogan for active transportation in Bastrop to increase awareness and tourism (i.e. Bike Bastrop or Walk, Bike, Run Bastrop, etc.)
2. Develop bicycle resource pamphlet including maps of bicycle routes, key destinations, bike shops and additional resources for bicyclists.
3. Identify bicycle resources and key destinations through active public dialogue with bicyclists.
4. Place maps/pamphlets at key destinations throughout Bastrop.
5. Implement promotional campaigns to encourage safe roadway travel behavior, such as:
  - "Share the Road"
  - "Street Smarts"
  - "Drive Kind, Ride Kind"
6. Actively promote or sponsor programs that encourage people to bike or walk to school and work, such as:
  - "Bike/Walk to School Day"
  - "Bike/Walk to Work Week"

## PUBLIC TRANSPORTATION.

Public transportation is a key opportunity for Bastrop to increase alternative transportation options and relieve congestion on major highways. Public transportation is currently provided in Bastrop by Capital Area Rural Transportation System (CARTS), which provides a variety of fixed route and on-call transit services. These services include:

- **Interurban Coach** routes 1518 Purple and 1519 Blue, which connect the city to Smithville and La Grange;
- **Country Bus** curb-to-curb service, which provides service for mobility impaired persons;
- **Municipal Bus**, provides intercity service within Bastrop;
- **Weekday Commuter** service between Bastrop and Downtown Austin;
- **Grasshopper** service for Interurban Coach users, providing connecting rides between Austin CARTS headquarters and medical appointments; and
- **Door-to-door Medical Transportation** for appointments and non-emergency medical services.

Many stakeholders expressed a strong desire to expand public transportation options and services to provide connections both within the city and to areas outside the city. Coordination with CARTS will be key in improving transit coverage and frequency within the city and its ETJ. Stakeholders supportive of public transportation also indicated that priority should be given to identifying and funding park and ride inter-modal facilities at an appropriate location within the city for inter-city commuters. As shown in **Figure 6.1** (page 6-3), funding a regional passenger/commuter rail system connecting Bastrop to regional activity centers is a top priority to the public. The City would need to work collaboratively with regional planning partners to advance service of this type, which requires resources and commitment from a broad range of stakeholders and agencies.



### Goal 6.6: Expand and enhance transit services.

**Objective 6.6.1:** Expand coverage and increase frequency of the CARTS service within Bastrop.

1. **Coordinate with CARTS to provide higher frequency inter-city service.**
2. **Coordinate with CARTS to increase transit coverage within Bastrop to increase access, particularly for low income or elderly residents, to key destinations.**
3. **Maintain active dialogue with CARTS to improve bus stops and transit facilities within Bastrop.**

**Objective 6.6.2:** Expand commuter bus service into Austin and Travis County.

1. **Work with CARTS to identify, prioritize and fund park and ride/inter-modal facilities.**
2. **Coordinate with Capital Metro on potential Bus Rapid Transit between Austin and Bastrop.**

**Objective 6.6.3:** Promote and market transit services within Bastrop.

1. **Prioritize transit as an alternative mode of transportation to and from Austin.**
2. **In coordination with CARTS, market transit services through the City's website and other public outreach venues.**

**Objective 6.6.4:** Enhance bus stop amenities and areas surrounding transit stops.

1. **Connect bus stops to bicycle and pedestrian transportation facilities.**
2. **Create shelter and other enhancements at transit stops, including waiting areas in park and ride facilities.**

## INTER-MODAL TRANSPORTATION.

As part of the Comprehensive Plan, the inter-modal transportation system in Bastrop was examined. Freight, rail and air modes were considered. The Bastrop Transportation Master Plan goes into more detail on inter-modal operations in the city. The movement of freight into and through Bastrop supports local economic development. However, freight movement can also have negative impacts on the movement of other transportation system users. Therefore, it is important to balance the transportation needs of both people and goods.

### MOTOR FREIGHT

Due to Bastrop's central location in Bastrop County, the intersection of multiple state highways (SH 71, SH 95, SH 21) and its proximity to Austin, San Antonio and Houston, Bastrop's roadways see frequent freight movement. Motor freight is the primary method by which local businesses receive freight deliveries and distributions. Therefore, in designing roadway configurations near local businesses, the needs of motor freight carriers should be taken into consideration.

### AIRPORTS

Bastrop is well served by airports, with the Austin-Bergstrom International Airport (ABIA) approximately 20 miles to the west and the Smithville Municipal Airport approximately 15 miles to the east, both located on SH 71. Total passenger activity for ABIA from January to December 2015 was just under 11.9 million, an airport record. Air cargo was upwards of 157 million pounds during 2015. The Smithville airport averages approximately 25 aircraft operations a day, while housing 45 aircraft on

the field. The runway dimensions are 4,000 x 75 ft. According to the City of Smithville website, current operations include local (67%) and transient (33%) general aviation. As there is no airport within the City of Bastrop, roadway and transit connectivity to these regional airports needs to be maintained.



### Goal 6.7: Enhance multi-modal freight capacity

**Objective 6.7.1:** Improve motor freight access to local businesses.

1. *When street improvements are planned, motor freight access to local businesses should be taken into consideration, and where possible relegated to the rear of the business.*

**Objective 6.7.2:** Reduce impacts of motor freight on traffic congestion .

1. *Consider the freight movement when designing access management strategies, congestion management strategies, and safety improvement strategies.*

## TRANSPORTATION-LAND USE CONNECTION - COMPLETE STREETS.

The Comprehensive Plan outlines specific land use goals and strategies to mitigate the effects of a rapidly growing population as well as economic development goals and strategies. The transportation system is inherently linked to land uses in Bastrop and plays a distinct role in future economic development throughout the city. Ensuring that transportation and land use policies and economic development policies are in harmony is essential to achieving the desired growth and development in Bastrop. This section outlines the correlation between land use, economic development and transportation policy and creates a framework to ensure transportation, economic development, and land use policy decisions align with each other. Linking land use, economic development and transportation decisions to one another will create a better functioning and more harmonious city.

The backbone of the transportation system is the creation of a major thoroughfare plan that guides the use and development of the roadway system for the city, a system that takes into consideration the needs of all users, and the movement of both people and goods.

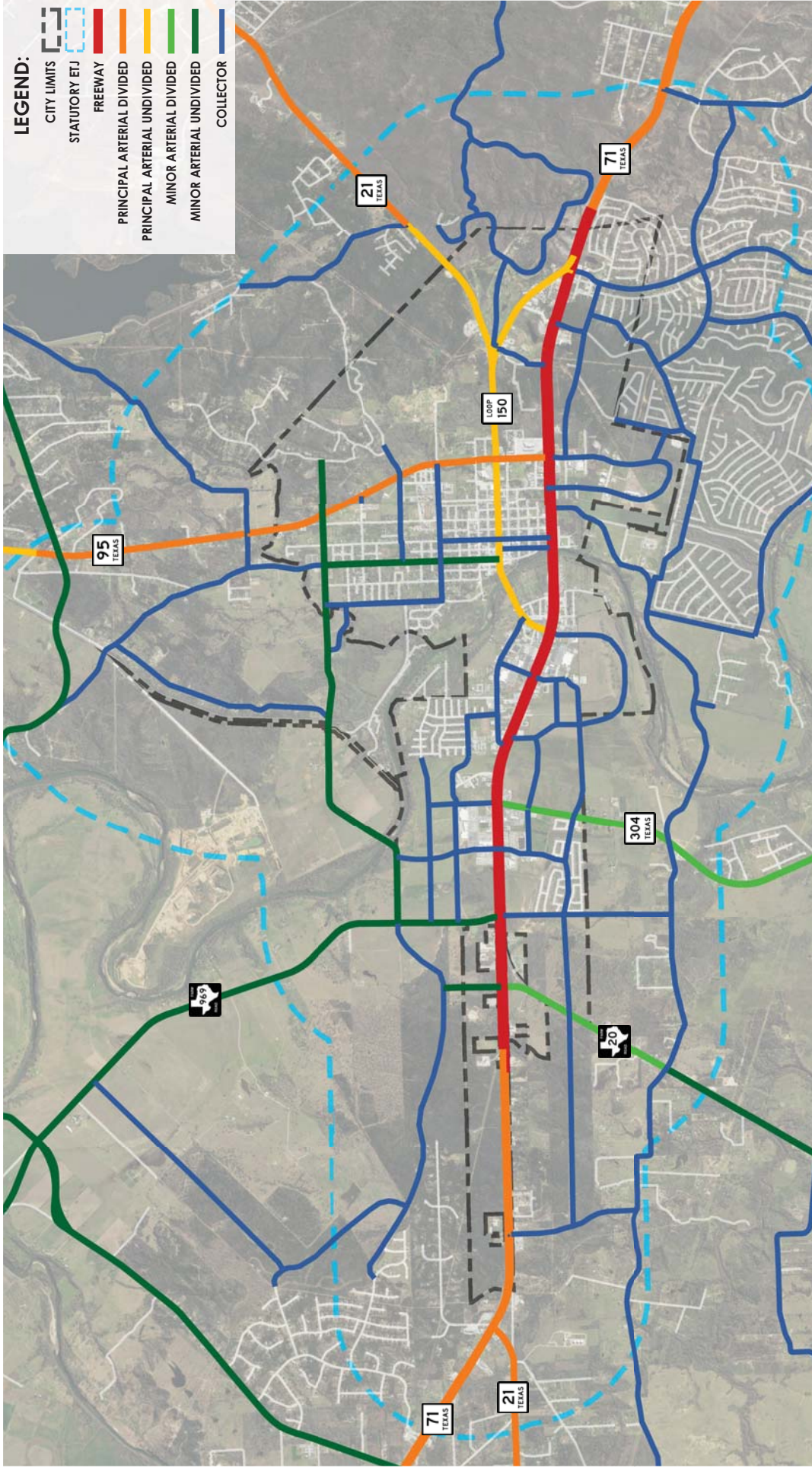
### MAJOR THOROUGHFARE PLAN

A Major Thoroughfare Plan has been developed for the city that supports the land use patterns and economic development goals of Bastrop as reflected in the respective chapters of the Comprehensive Plan. **The details of the development of the Major Thoroughfare Plan and a description of the roadway classification system can be found in the companion Bastrop Transportation Master Plan.** The proposed major thoroughfare map generated through the transportation master planning process is hereby inserted as a component of this Plan as **Map 6-J, Major Thoroughfare Map, 2040.**



# MAJOR THOROUGHFARE MAP, 2040

# MAP 6-J:



### COMPLETE STREETS POLICY

The Complete Streets approach to transportation planning encourages planners and engineers to consider all transportation modes and users when designing roadways, which can lead to increased mobility and accessibility for system users and acts as a driver of economic development by stimulating increased local spending and tourism.

To integrate transportation, land use and economic policies, the City will gradually implement a Complete Streets approach to transportation planning, which considers all transportation modes as well as the land use and economic activities supported by the transportation system. Additionally, the City will employ a Context Sensitive Solutions approach when designing the transportation system. Transportation facilities should reflect the context and character of the surrounding area, be it rural, urban or small town. Considering community context and character during the planning process helps preserve that character and sustain the community's quality of life.

Conversations with area stakeholders and the public revealed general support for Complete Streets principles and the promotion of all modes of transportation. There is an especially strong desire for increased sidewalk connectivity between key destinations and improved streetscape quality to enhance downtown character. There have been a number of efforts in recent years to enhance the pedestrian environment in Bastrop. The Downtown Bastrop Form-Based Code,

adopted in March 2015, provides regulatory tools to guide development of Downtown Bastrop as a "mixed use, walkable destination for local residents and visitors." Notably, the code requires or recommends sidewalks and/or trails for all new development along priority streets and corridors. It also provides design standards for sidewalk and trail width, and streetscape features such as bicycle racks, bus shelters and trees, among others. In addition, the City of Bastrop is currently in the preliminary planning and design phase for reconstruction of Main Street through the heart of Downtown Bastrop, which is expected to include new sidewalks from Pine Street to Spring Street.

In order to fully integrate Complete Streets into future transportation investments, the City should develop a Complete Streets Policy that can be adopted into the subdivision ordinance and that:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that "all users" includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles
- Applies to both new and retrofit projects, including design, planning, maintenance and operations
- Makes any exceptions specific and sets a clear procedure that requires high level approval of exceptions
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
- Is adoptable by all agencies to cover all roads
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs



- *Directs that Complete Streets solutions will complement the context of the community*
- *Establishes performance standards with measurable outcomes*
- *Includes specific next steps for implementation of the policy*

While these specific elements should be included into an adopted Complete Streets Policy, it is important to tailor the policy to match goals and objectives outlined within this chapter and the overall Bastrop Comprehensive Plan.

### **CONTEXT SENSITIVE STREET DESIGN**

In order to create a cohesive feel between land use and the transportation system, future street design should be cognizant of its context. Similar to the character areas described in **Chapter 5, Land Use and Community Image**, roadways should mirror the land use feel for each area. Downtown roadways should match the quaint small town charm of Downtown Bastrop and prioritize pedestrian and bicycle activity while discouraging high speeds.

### **STREETSCAPE**

Streetscape design is integral to creating a sense of place. The previously mentioned character areas aim to prescribe a distinct feel to each area of Bastrop. Enhanced streetscape design paired with context sensitive street design can establish an environment where transportation and land use complement one another. Elements that make up a streetscape include, but are not limited to, parking, medians/planting strips and furnishings. Streetscape improvements should use the recently adopted (March 2015) Downtown Bastrop Form-Based Code as a regulatory guide to enhancing the streetscape throughout Downtown Bastrop. Additional coordination with the Downtown Bastrop Main Street Program to identify potential enhancements to the existing way-finding signage and streetscape will be useful.



*Typical streetscape elements include lighting, plantings, way-finding, and signage.*



## PARKING

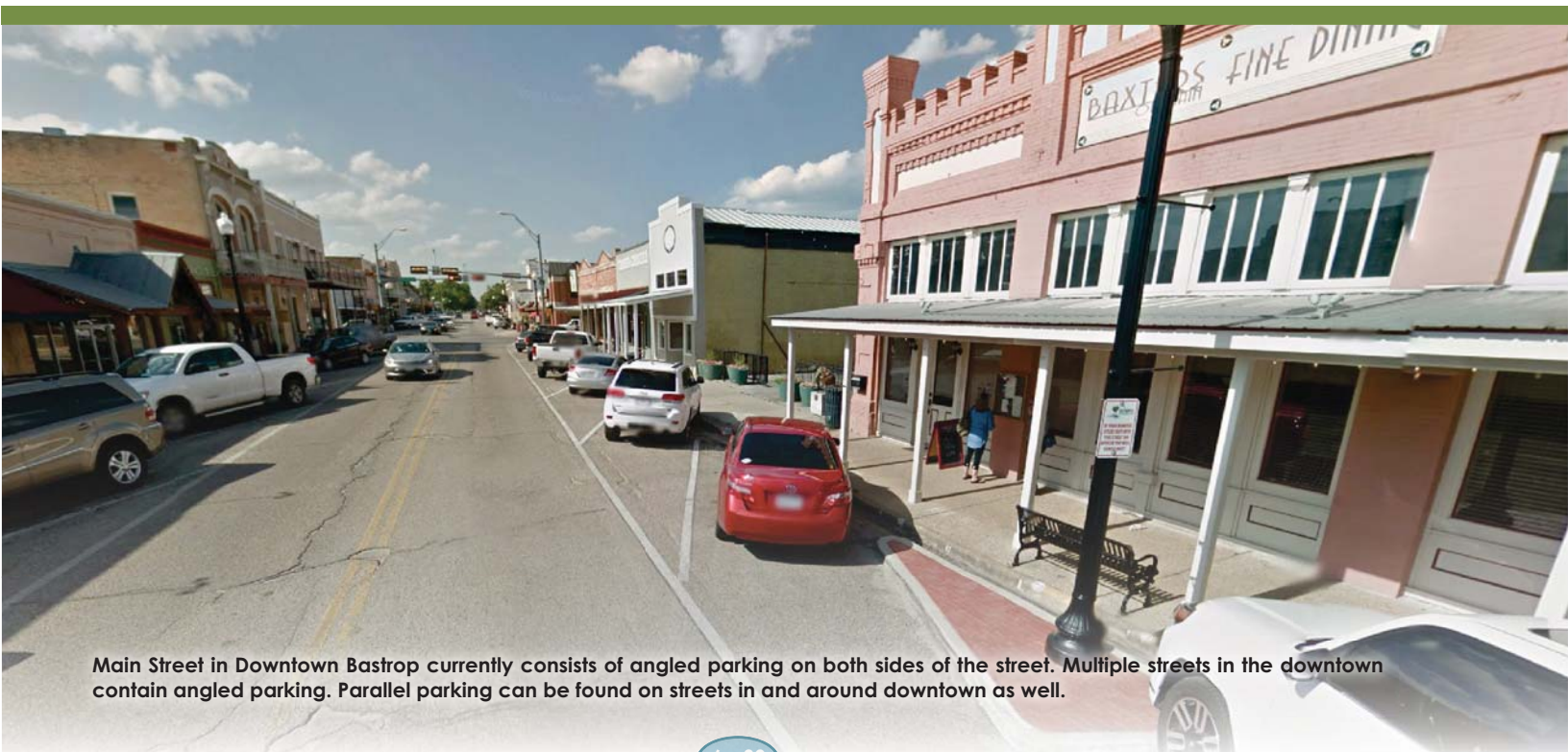
Parking is a major component of the Downtown Bastrop character. Parking in Downtown Bastrop generally consists of either angled or parallel parking. Main Street from Pine Street to Farm Street consists of angled parking on both sides of the street. Additional angled parking is scattered throughout downtown on various side streets. Pine Street, Water Street and Spring Street contain a mixture of both angled and parallel parking. Multiple private lots are also scattered throughout downtown and contain a combination of direct pull-in and angled parking. The City is currently planning a parking garage on Water Street. Ample parking is integral to the success of downtown businesses due to the draw of tourists to the historic downtown, however, too much parking in the downtown could diminish the walkability and historic fabric of downtown.

## MEDIANS AND PLANTING STRIPS

Medians and planting strips are a great way to increase the visual aesthetics of a streetscape. Currently no medians exist in Downtown Bastrop. If future medians are constructed within the city, they should be designed and constructed to include visual enhancements such as tree or flower plantings. In general, sidewalks in downtown are not buffered from travel lanes except where on-street parking is present. Some sidewalks do contain tree plantings. Adding planting strips along sidewalk edges would both increase the visual aesthetics of downtown and improve pedestrian safety. Both trees and flowers could provide an aesthetic enhancement to the downtown area.

## STREETSCAPE FURNISHINGS

Streetscape furnishings include items like hanging baskets, street lights, banners, planting pots and bollards. Furnishings are meant to enhance the streetscape visually and assist in creating a sense of place.



Main Street in Downtown Bastrop currently consists of angled parking on both sides of the street. Multiple streets in the downtown contain angled parking. Parallel parking can be found on streets in and around downtown as well.





*Medians can positively impact both pedestrian and vehicle conditions along roadways. An example median with plantings is shown above.*



*Street plantings and furnishings typically have a dedicated space within the right-of-way, as shown above.*

## FUTURE LAND USES SUPPORTED BY THE TRANSPORTATION PLAN

**Chapter 5, Land Use and Community Image**, describes the land use policies of this Comprehensive Plan. Chapter 5 identifies and classifies different geographic areas of the city into 11 character areas based on recommended future developments and “character.” The Downtown Bastrop character area provides a good example of how the Complete Streets and Context Sensitive Solutions approach to transportation planning supports the land use goals of the City.

The Downtown Bastrop character area has a small urban feel and includes both modern and historic buildings. This character area also has a wide range of land uses and is an economic center for the city, thus generating transportation needs for people and goods. All transportation modes are

needed, therefore the Downtown Bastrop character area is one of the most effective areas for starting implementation of the Complete Streets and Context Sensitive Solutions approach to transportation planning. In conjunction with the Form-Based Code already developed by the City, this transportation approach can meet the diverse transportation, economic development and land use needs that exist in the Downtown Bastrop character area.

The Form-Based Code (DB-FBC) adopted in March of 2015 provides the regulatory tools for new development and redevelopment consistent with the Illustrative Vision for Downtown Bastrop as a mixed use, walkable destination for local residents and visitors. The code is designed to implement this vision by:

- *Preserving and enhancing the existing development character of downtown and adjoining neighborhoods through a*

*comprehensive form based approach to achieve mixed uses, transitions, and pedestrian-oriented design.*

- *Creating appropriate Downtown Character Zones to implement the vision for different areas of downtown – the Historic Main Street corridor, the Chestnut Street commercial area, Civic/Cultural Arts District, neighborhoods north and south of Chestnut Street, and the SH 71 and 95 corridors.*
- *Establishing appropriate urban design standards associated with each Downtown Character Zone including building form, use, signage, and civic/open space standards with a focus on implementing pedestrian-oriented design.*
- *Establishing neighborhood standards with appropriate infill and redevelopment standards for the neighborhoods adjoining downtown; and*
- *Establishing a clear review, approval, and appeals process for all development.*

The DB-FBC divides Downtown Bastrop into six (6) different “Character Zones”. Each Character Zone is intended to create a distinct urban form based on the Illustrative Vision for different sections within downtown.

Each Character Zone has different use and building form standards, including standards for building height, bulk, location, functional design, and parking. The six zones from the code are:

- **Historic Main Street (HMS)**
- **Downtown Mixed Use (DMU)**
- **Civic/Cultural Arts (CCA)**
- **Commercial Mixed Use (CMU)**
- **Live-Work (LW)**
- **Neighborhood (N)**

Each of these character zones within the Downtown character area includes a description of the transportation needs that will support the “character” of the area. Through the application of Complete Streets and Context Sensitive transportation planning approaches, the integration of land use, economic development and transportation can be used to support the character and quality of life of the City of Bastrop.



**Goal 6.8:** Build a network of complete streets and preserve quality of place.

**Objective 6.8.1:** Incorporate Complete Streets principles in the design and construction of roadway projects, both new and retrofits.

1. *Adopt a Complete Streets Policy as part of the subdivision ordinance for Bastrop that enumerates strategies for the safe and efficient travel of all modes along roadways and utilizes design guidance specified in the NACTO Urban Street Design Guide.*
2. *Review and update Traffic Impact Analysis (TIA) requirements and developer participation regulations to incorporate Complete Streets policy guidelines into the subdivision regulations.*

**Objective 6.8.2:** Implement educational programs to inform the public and partner agencies of the City's commitment to Complete Streets

1. *Identify existing locations within the city that embody Complete Streets concepts and hold them out as examples of what could be achieved in other areas.*
2. *Disseminate information regarding the Bastrop Complete Streets Policy, including typical/preferred cross sections, to TxDOT, CAMPO, and Bastrop County for inclusion in relevant transportation planning efforts.*
3. *Host annual Complete Streets design guidance workshops for local planners, engineers and other interested transportation professionals.*
4. *Construct low-cost, temporary pilot projects (i.e. tactical urbanism) to demonstrate the viability of Complete Streets.*



**Goal 6.9:** Support City's land use, economic development and urban design goals.

**Objective 6.9.1:** Implement a Context Sensitive Approach to transportation planning

1. *Future street design should be cognizant of its context.*
2. *Streetscape improvements should use the recently adopted (March 2015) Downtown Bastrop Form-Based Code as a regulatory guide to enhancing the streetscape throughout Downtown Bastrop.*
3. *Streetscape design should coordinate with the Downtown Bastrop Main Street Program to identify potential enhancements to the existing way-finding signage and streetscape.*
4. *Parking in the downtown should be carefully designed so as not to diminish the walkability and historic fabric of downtown character.*
5. *Where possible, freight access to commercial buildings should be in the rear of the building.*
6. *Trees and other plantings should be used to enhance the character of the area where possible.*
7. *For all transportation projects, ensure that design supports the context or character of the area through which the facility passes.*

## SUMMARY OF GOALS AND OBJECTIVES (TRANSPORTATION).



**Chapter 6, Transportation**, of the Bastrop Comprehensive Plan provides a summary of the city's transportation system needs and how they relate to the city's projected growth and development patterns. The chapter identifies principles and policies that should be applied by local decision-makers when considering future land use and transportation priorities and investments. Goals and objectives from the transportation chapter are incorporated into the City's overall comprehensive plan work program (**Chapter 9, Implementation**) and align with recommendations in the *Bastrop Transportation Master Plan*.

The eight (8) goals and 37 objectives that are recommended throughout this chapter have been compiled into **Figure 6.9** below. Detailed initiatives and actions that correspond to the listed goals and objectives may be found on the page numbers referenced within the figure.

**FIGURE 6.9. TRANSPORTATION, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 6.1: MANAGE TRAFFIC CONGESTION AND IMPROVE SYSTEM RELIABILITY.</b>	6-10
Objective 6.1.1: Reduce vehicle miles traveled through Travel Demand Management strategies.	6-10
Objective 6.1.2: Maximize the performance of the existing transportation system.	6-10
Objective 6.1.3: Identify strategic opportunities to expand roadway capacity.	6-10
Objective 6.1.4: Ensure reliable commuting options for Bastrop residents who work in Austin and Travis County.	6-10
Objective 6.1.5: Improve emergency response and incident clearance times.	6-10
<b>GOAL 6.2: ENHANCE TRANSPORTATION SYSTEM CONNECTIVITY.</b>	6-12
Objective 6.2.1: Ensure that subdivision ordinance/regulations and site development standards promote connectivity.	6-12
Objective 6.2.2: Identify gaps in the road network and prioritize funding for capital projects that connect those gaps.	6-12
Objective 6.2.3: Identify long-term priority locations for new Colorado River crossings.	6-13
Objective 6.2.4: Enhance east-west connectivity in Bastrop.	6-13
Objective 6.2.5: Prioritize pedestrian and bicycling connectivity.	6-13
Objective 6.2.6: Develop and implement way-finding and signage plans.	6-13
<b>GOAL 6.3: PRESERVE AND MAINTAIN EXISTING TRANSPORTATION ASSETS.</b>	6-18
Objective 6.3.1: Adequately maintain existing roadways.	6-18
Objective 6.3.2: Improve maintenance along roadways.	6-18
Objective 6.3.3: Improve function of existing roadway capacity.	6-18
<b>GOAL 6.4: IMPROVE THE SAFETY OF THE BASTROP TRANSPORTATION SYSTEM FOR ALL USERS.</b>	6-23
Objective 6.4.1: Enhance safety by reducing conflict points through the implementation of sound access management principles.	6-23
Objective 6.4.2: Reduce dangerous driving behavior by implementing strategic traffic calming interventions.	6-24



**FIGURE 6.9. TRANSPORTATION, SUMMARY OF GOALS AND OBJECTIVES**

<b>GOAL/OBJECTIVE:</b>	<b>PAGE:</b>
Objective 6.4.3: Address locations with poor visibility on the Bastrop transportation network.	6-24
Objective 6.4.4: Improve safety near school bus pickup and drop-off locations.	6-24
Objective 6.4.5: Develop an ongoing City program to promote traffic safety education.	6-24
Objective 6.4.6: Develop an ongoing City program for monitoring and enforcement.	6-24
Objective 6.4.7: Improve safety at rail crossings	6-24
<b>GOAL 6.5: IMPROVE ACTIVE TRANSPORTATION OPTIONS.</b>	6-31
Objective 6.5.1: Identify, prioritize and fund bicycle facilities that improve safety, connectivity and accessibility.	6-31
Objective 6.5.2: Identify, prioritize and fund pedestrian facilities that improve safety, connectivity and accessibility.	6-32
Objective 6.5.3: Create and sponsor bicycle and pedestrian programs and resources.	6-32
<b>GOAL 6.6: EXPAND AND ENHANCE TRANSIT SERVICES WITHIN BASTROP AND TO KEY REGIONAL DESTINATIONS.</b>	6-33
Objective 6.6.1: Expand coverage and increase frequency of the CARTS service within Bastrop.	6-33
Objective 6.6.2: Expand commuter bus service into Austin and Travis County.	6-33
Objective 6.6.3: Promote and market transit services within Bastrop.	6-33
Objective 6.6.4: Enhance bus stop amenities and areas surrounding transit stops.	6-33
<b>GOAL 6.7: ENHANCE MULTI-MODAL FREIGHT CAPACITY</b>	6-34
Objective 6.7.1: Improve motor freight access to local businesses.	6-34
Objective 6.7.2: Reduce impacts of motor freight on traffic congestion.	6-34
<b>GOAL 6.8: BUILD A NETWORK OF COMPLETE STREETS AND PRESERVE QUALITY OF PLACE.</b>	6-42
Objective 6.8.1: Incorporate Complete Streets principles in the design and construction of roadway projects, both new and retrofits.	6-42
Objective 6.8.2: Implement educational programs to inform the public and partner agencies of the City's commitment to Complete Streets.	6-42
<b>GOAL 6.9: SUPPORT THE LAND USE, ECONOMIC DEVELOPMENT AND URBAN DESIGN GOALS OF THE COMPREHENSIVE PLAN.</b>	6-42
Objective 6.9.1: Implement a Context Sensitive Approach to transportation planning.	6-42

Many of the goals and objectives identified in this chapter complement recommendations located in the *Bastrop Transportation Master Plan*. Other goals and objectives listed herein are unique to this plan. Efforts have been made to ensure that the recommendations in both planning documents align. **Where appropriate, consideration should be given to the *Bastrop Transportation Master Plan* when implementing the recommendations contained in this chapter.**

## IMPLEMENTATION OF TRANSPORTATION GOALS AND OBJECTIVES

Implementation of the transportation goals and objectives must occur in coordination with those recommended in other chapters (and the *Bastrop Transportation Master Plan*). Goals and objectives - and corresponding actions and initiatives - contained in all seven (7) topic-specific chapters of the Bastrop Comprehensive Plan are important; but, several variables must be considered when determining the order of implementation. These variables include: **A)** The timing of expected growth and development impacts; **B)** Costs versus revenues; **C)** The availability of grants, loans and other financing methods; **D)** Staffing and other public resources; and **E)** Dependence on, or completion of, another action or initiative.

In consideration of these inter-related implementation variables, many of the recommendations summarized in **Figure 6.5** have been incorporated into Bastrop's overall comprehensive plan work program located in **Chapter 9, Implementation**. Please reference **Chapter 9** for a full overview on the methods and timing by which the City of Bastrop's transportation actions and initiatives will be implemented to the benefit of Bastrop's citizens, business owners and property owners.

# 7. PARKS & RECREATION





## CHAPTER SEVEN PARKS & RECREATION

**Chapter 7** of the Bastrop Comprehensive Plan reviews the City's recent park planning and implementation efforts to ensure consistency with public input received during the comprehensive planning process. The Chapter aligns community park and recreation needs with applicable sections of other chapters in this Plan; and, considers methods and partnerships by which the City's parks and recreation system can meet these needs as the City grows.

When compared to basic public services such as the provision of water, sewer, streets, and storm drainage, the condition and availability of public parks and recreational programs is typically viewed as a service

that is not essential to public health and welfare. While there may be some truth to this relative comparison, parks do provide some essential benefits. The quality of life measures embodied by a well-managed public parks system is a barometer of community health which can influence the City's competitiveness for private investment and growth.

This chapter's assessment of park space and natural resources is ultimately intended to ensure that access to, and enjoyment of, green space is an integral component of a growing Bastrop. **A summary list of all Parks and Recreation goals and objectives can be found at the end of this chapter (page 7-29).**



Premiere park systems provide linkages to active recreational spaces, passive open space, and other community destinations.



## PARKS AND RECREATION SYSTEM.

### SYSTEM OVERVIEW

A great parks system is recognized by its capacity to provide attractive and practical parks, open spaces, and recreation to people of all ages and backgrounds. The system should provide and link active and passive uses, public and private spaces, and urban and rural areas in order to enhance the health and quality of life of the community it serves, and to derive economic benefits from the visitors it attracts.

As evidenced through community input received during the comprehensive planning process, residents of Bastrop understand the advantages of access to a diverse range of park and open space types and opportunities. There is public recognition of the need to strengthen connections between the City's active recreation parks, and local natural resources (best represented by Bastrop State Park, the Colorado River and Lost Pines Preserve). Between the City's inventory of park properties and recreation programs, and those managed by non-profit or other governmental partners, there already exists a foundational park system in Bastrop on which to build.

### PARK PLANNING IN BASTROP

Bastrop's park and recreational planning efforts date back to 2000. Both the City's 2000 comprehensive plan, and 2008 parks and recreation master plan, identified standards and priorities for the development of a comprehensive city-wide parks system. The vision established by these documents has since been re-calibrated by more recent park planning efforts.

### SUSTAINABLE DESIGN ASSESSMENT TEAM REPORT (2011)

Following devastating fires in and around Bastrop in 2011, a report was generated by a Sustainable Design Assessment Team (SDAT) assembled by the American Institute of Architects. The purpose of the report was to provide a community vision to help Bastrop overcome "...obstacles to environmental, social, and economic realities."

The SDAT report affirmed goals identified by the City's 2008 parks and recreation master plan, and added new recommendations including: **A)** Establishing linkages between recreational and other uses; and, **B)** Programming the City's Museum and Visitor Center as a parks and recreation amenity with ties to the public library. A place making strategy was also developed to create a "River Loop" of green spaces along both sides of the Colorado River between Highway 71 and Chestnut Street - including a series of vistas, extension of existing trails, and a "quiet garden" at the corner of Chestnut and Water Street.



*Bastrop's recent parks and recreation planning efforts consistently identify bicycle and pedestrian connections as a community priority.*

## PARKS AND OPEN SPACE MASTER PLAN UPDATE (2015)

The City of Bastrop's Parks and Open Space Master Plan Update was completed in 2015. The plan identified new park system goals, a list of maintenance needs and capital projects, and suggestions for the development of additional park amenities. Key plan recommendations include:

- *Develop a prioritized list of maintenance needs to ensure adequate funding;*
- *Increase advocacy and outreach to the public regarding maintenance/upkeep issues;*
- *Improve lighting, fencing, and other safety measures in City parks;*
- *Upgrade existing facilities before adding new;*
- *Explore new funding opportunities;*
- *Improve pedestrian/cycling facilities throughout town;*
- *Develop city recreation programming;*
- *Develop an indoor recreation center; and,*
- *Develop additional community gardens.*

**This chapter includes new goals and objectives which align or expand upon those listed in the 2015 park plan.**

## COMMUNITY INPUT

**Chapter 1, Planning Context**, describes methods that were utilized to solicit public input during the comprehensive planning process. Input received through public surveys and open houses regarding parks, recreation, and open space suggests the following:

- **Level of Satisfaction.** *Survey respondents were generally 'satisfied' or 'very satisfied' with parks, trails, recreation services/programs, senior services/programs, and community events/festivals. In spite of positive feedback in all categories, an equally high proportion of respondents also suggested dissatisfaction with recreation services/programs.*

- **Additional Parks/Trails.** *A high percentage of survey participants reported that: **A)** Providing additional parks or recreation amenities in close proximity to their neighborhood was important or very important; and, **B)** Providing additional trails in close proximity to their neighborhood was important or very important.*
- **Park Priorities.** *Survey participants were asked if the City should prioritize the addition of new park properties, or the enhancement of existing park amenities and activities. Twelve percent replied that new parks should be a priority, 46 percent responded that existing parks should be enhanced, and 42 percent answered that both should be prioritized.*
- **Additional Improvements.** *Data gathered during the first public open house suggests that additional parks and recreational improvements were desired including (in order): **A)** Building a recreation/fitness center **B)** Investing in Lost Pines Nature Trails; **C)** Investing in the Colorado River Refuge; **D)** Building an aquatics complex; and, **E)** Providing a greater number of river access points.*
- *Survey respondents were asked what types of parks are most needed in Bastrop. Answers were weighted from highest to lowest needs with community parks ranked highest, followed by regional parks, trails, and neighborhood parks. The average between all four (4) park types was minimal rendering the answers statistically inconclusive.*

## RECREATIONAL ASSETS.

### PARKS AND TRAILS INVENTORY

The City of Bastrop's Parks Department is responsible for maintaining over 125 acres of park land, trails, and special use areas including both City-owned and privately-owned land. As seen in **Figure 7.1, Bastrop Parks, Open Space, and Recreational Assets** (page 7-5), Bastrop's

existing parks system includes parks of different sizes incorporating an array of amenities, and ownerships scenarios. **Map 7-A, Bastrop Parks, Open Space, and Recreational Assets** (page 7-6), illustrates the location of the public and private park land and accessible open spaces presented in **Figure 7.1**.

#### **PARK AND TRAIL CLASSIFICATIONS\***

*Many communities continue to define park types according to a classification system previously utilized by the National Recreation and Park Association (NRPA). Traditional NRPA park classifications include:*

**Pocket Park:** Pocket parks address specific passive recreation or open space needs, are less than 1 acre in size, and have a service radius of less than 1/4 mile.

**Neighborhood Park:** These parks provide for active and passive recreational and social uses for residential areas, are usually between 5 and 10 acres in size, and have a service radius of 1/2 mile.

**School Park:** School parks generally meet the service level of pocket or neighborhood parks. Bastrop does not currently have any official school parks, although school playground equipment is occasionally used for recreation outside of school hours.

**Community Park:** Much like a neighborhood park, community parks provide for active and passive recreational activities, but for several neighborhoods or large sections of the community. They allow for group activities and other recreation opportunities that are not possible or desired at a neighborhood level. Community parks are generally between 20 and 50 acres, and have a service radius between 1/2 and 3 miles. For the purposes of this plan, the service radius is 1 mile.

**Special Use Park:** These parks provide recreational facilities for a single use, such as a baseball complex, or aquatic center. These special use parks do not have a service radius as their designated use is too specific for the general public.

**Linear Park:** Linear parks are developed areas for one or more varying modes of recreational use such as hiking, biking, horseback riding, canoeing, etc. These parks do not have a service radius as their primary purpose is connectivity.

(\*Note: The definitions provided in this list are not exclusive, but may be used by the City as a starting point to describe the parks and open spaces currently found within Bastrop and the statutory ETJ area.)

### CITY PARKS

Bastrop's 2008 and 2015 parks and recreation master plans rely on classifications originally created by NRPA (and listed above) to describe City-owned and maintained parks. Referencing these categories, **Figure 7.1** (page 7-5) indicates that the City of Bastrop's parks system includes: one (1) pocket park, three (3) neighborhood parks, two (2) community parks, and five (5) special use parks serving residents of the City and the surrounding county. These parks primarily

serve "active" recreational uses such as football, soccer, t-ball, baseball, softball, basketball, tennis and sand volleyball; but, can also serve other pursuits such as walking, boating, fishing, and wildlife viewing. (Many such "passive" activities are also accommodated at local parks and preserves owned and maintained by other entities.) City parks include accessory facilities such as picnic shelters, concessions, restrooms, playgrounds, and other specialized site-specific facilities.

**FIGURE 7.1. BASTROP PARKS, OPEN SPACE, AND RECREATIONAL ASSETS**

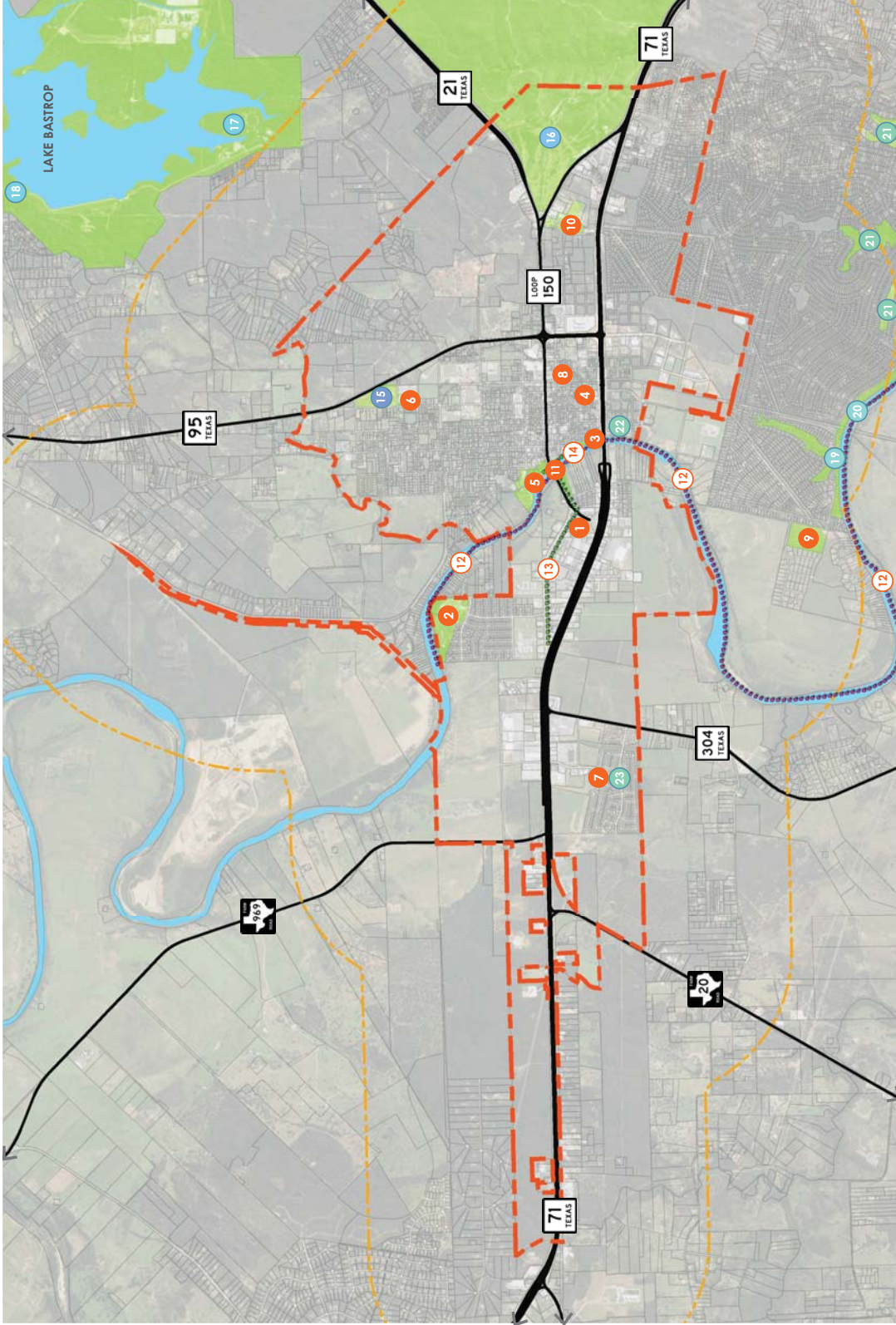
	CORRESPONDING MAP #	SHELTER	PICNIC FACILITIES	PASSIVE SEATING	SPORTS FIELDS	SPORTS COURTS	RESTROOMS	PLAYGROUND	WATER ACCESS	TRAILS/WALKWAYS	CONCESSIONS	SWINGS	POOL	CAMPING	GOLF	OTHER	GENERAL LOCATION	AREA/LENGTH
<b>CITY PARKS</b>																		
Pocket Parks																		
Ferry	3	x	x	x			x	x				x					502 Water Street	<1 ac
Neighborhood Parks																		
Hill Street	6		x	x		x		x				x				x	1209 Linden Street	1.0 ac
Hunter's Crossing	7	x	x		x	x	x	x		x		x				x	301 Hunters Crossing Blvd.	6.6 ac
Kerr Community	8	x	x	x		x	x	x		x		x					1308 Walnut Street	1.39 ac
Community Parks																		
Bob Bryant	2	x	x	x	x	x	x	x	x	x		x				x	600 Charles Blvd.	22.8 ac
Fisherman's	5	x	x	x	x	x	x	x	x			x				x	1500 Willow Street	20.0 ac
Special Use Parks																		
Bastrop Bark Park	1			x												x	104 Grady Tuck Ln.	1.0 ac
Fireman's	4				x												600 Hill Street	2.54 ac
Lovers Lane Fields	9		x		x		x				x						Lovers Lane	25.0 ac
Mayfest	10		x				x									x	25 American Legion Drive	26.74 ac
Rusty Reynolds	15				x		x				x						2400 Hill Street	20.77 ac
Linear Parks																		
El Camino Real Trail	13									x							Highway 71 to Old Iron Bridge	5,013 lf
El Camino Real Paddling Trail <sup>3</sup>	12								x								Colorado River from Fisherman's Park to Lost Pines Nature Trails	6 miles
June Hill Pape Riverwalk Trail	14	x	x	x						x						x	Colorado River between Fisherman's Park and Ferry Park	2,668 lf
Old Iron Bridge	11									x						x	515 Chestnut Street	1,288 lf
<b>OTHER PARKS</b>																		
Bastrop State Park	16	x	x	x			x					x	x			x	100 Park Road 1-A	5,926 ac
Lake Bastrop South Shore	17	x	x			x	x	x	x	x				x		x	375 South Shore Road	25 ac
Lake Bastrop North Shore	18	x	x				x		x	x				x		x	603 FM 1441	25 ac
Pine Forest Golf Club	21														x	x	636 Riverside Drive	N/A
Paul C. Bell Field	22				x												306 Paul C. Bell Street	N/A
Hunter's Crossing Pool	23												x			x	301 Hunter's Crossing Blvd.	N/A
<b>TRAILS</b>																		
Colorado River Refuge	19								x	x							Pines and Prairies Land Trust	60 ac
Lost Pines Nature Trails	20									x							375 Riverside Drive	30 ac

Note: <sup>1</sup>City-leased parks are owned by private entities, but leased by the City for recreational uses.  
<sup>2</sup>Private/Quasi-Public Parks are owned by private entities, but open to the public for fee-based use.  
<sup>3</sup>Part of TPWD operated Texas Paddling Trails network, but City owns and maintains 2 boat launches along trail.



# BASTROP'S PARKS, OPEN SPACE, AND RECREATIONAL ASSETS

## MAP 7-A:



**LEGEND:**

- CITY LIMITS
- STATUTORY ETJ
- MULTI-USE TRAIL
- PADDLING TRAIL
- PARK LAND

**CITY-OWNED PARKS**

- 1 BASTROP BARK PARK
- 2 BOB BRYANT PARK
- 3 FERRY PARK
- 4 FIREMAN'S PARK
- 5 FISHERMAN'S PARK
- 6 HILL STREET PARK
- 7 HUNTER'S CROSSING PARK
- 8 KERR COMMUNITY PARK
- 9 LOVERS LANE FIELDS
- 10 MAYFEST PARK
- 11 OLD IRON BRIDGE

**CITY-OWNED TRAILS**

- 12 EL CAMINO REAL PADDLING TRAIL<sup>1</sup>
- 13 EL CAMINO REAL TRAIL
- 14 JUNE HILL PAPER RIVERWALK TRAIL

**CITY-LEASED PARKS<sup>2</sup>**

- 15 RUSTY REYNOLDS PARK
- 16 BASTROP STATE PARK

**PRIVATE/QUASI-PUBLIC PARKS<sup>3</sup>**

- 17 LAKE BASTROP SOUTH SHORE PARK
- 18 LAKE BASTROP NORTH SHORE PARK
- 19 COLORADO RIVER REFUGE
- 20 LOST PINES NATURE TRAILS
- 21 PRIVATE PARKS
- 22 PINE FOREST GOLF CLUB
- 23 PAUL C. BELL FIELD
- 24 HUNTER'S CROSSING POOL

Notes: <sup>1</sup>City-leased parts are owned by private entities, but leased by the City for recreational uses. <sup>2</sup>Private/Quasi-Public Parks are owned by private entities, but open to the public for fee-based use. <sup>3</sup>Part of TPWD operated Texas Paddling Trails network, but City owns and maintains 2 boat launches along trail.

**FACILITIES AND MAINTENANCE**

In addition to the general availability of park spaces, park planning efforts must consider the adequacy and diversity of recreational facilities throughout a community's park system. A comparison of traditional NRPA (resource-based) facility standards to Bastrop's estimated 2015 population suggests no recreational facility deficiency in Bastrop (in terms of **quantity**). Still, when comparing recommended recreational facility **types** to known (demand-based) community priorities, it may be desirable for Bastrop to incorporate the following facilities into the City's park system in the future:

- Aquatic center/swimming pool (the standard is 1 aquatic center per 20,000 people)
- Skate park (no standard quantity per capita)

Regardless of Bastrop's ability to provide a sufficient amount of recreational facilities per capita, investment in park maintenance and upgrades remains a high community priority. The 2015 Parks Master Plan suggests that the following system upgrades and maintenance needs be addressed in the near-term:

- Identify and resolve health and safety issues at all parks;
- Repair water fixtures and drainage in the Bark Park
- Increase frequency of maintenance;
- Compile an inventory of light fixtures and add lighting where needed to improve visibility and safety;
- Repair, maintain, install, and upgrade fences around play spaces. Bark Park, Splash Pad, and any other appropriate areas;
- Maintain visibility along the El Camino Real Trail through regular landscape maintenance;

- Consider installing more cameras in the parks where appropriate, especially in secluded areas; and,
- Install signage with safety messages.

**QUANTITY AND DISTRIBUTION**

**Figure 7.2. Bastrop Projected Park Land Needs**, utilizes traditional NRPA standards to project the total amount of parkland that will be necessary in Bastrop to adequately meet the needs of its estimated 2036 population. The figure is derived from the 2015 parks master plan, but has been updated to account for City population projections presented in **Chapter 2, Community Growth. Figure 7.2** suggests that Bastrop must add a total of 63.15 acres to the City park system to meet the needs of its projected 2040 population.

**FIGURE 7.2. BASTROP PROJECTED PARK LAND NEEDS**

	Existing Average	Existing by 2016 est. of 18,074	Estimated (c. 2036 est. of 19,199)
All Parks	128.84 ac	14.82 ac / 1,000	63.15 acres to be added to existing 1,000
Pocket, Neighborhood and Community Parks*	52.79 ac	6.07 ac / 1,000	197.20 acres to be added to existing 1,000

Note: \*Average for All Parks includes the Bark Park, Neighborhood Parks, Community Parks, and Special Use Parks, located in Figure 7.1, Bastrop Parks, Open Space, and Recreational Assets.  
 \*Applicable parks listed in Figure 7.1, Bastrop Parks, Open Space, and Recreational Assets.

**It is important to note that the existing and estimated park acreage needs in Figure 7.2 refer solely to City-owned or maintained properties.** Some communities will selectively incorporate parks which are owned or maintained by other entities to measure their long-term park land and open space acreage goals.





**Map 7-B, Park Land Service Areas: Community Parks,** and **Map 7-C, Park Land Service Areas: Neighborhood Parks,** (pages 7-10 and 7-11) depict an updated version of the park land service areas that were originally identified as part of the 2000 comprehensive plan. Service area boundaries have been modified slightly to correspond with areas of projected residential growth as identified in the *Bastrop Community Growth Program* (Chapter 2), and the *Future Land Use Plan* (Chapter 5). The total number of service areas has also decreased from 11 to 10 total. These updated service area boundaries will guide park land dedication fee expenditures as provided in Chapter 10, § 8.20 (Park Land Dedication) of Bastrop City Code.

**Maps 7-B and 7-C** also depict the possible spacing of future community and neighborhood parks in and around Bastrop. *The spacing of proposed parkland service radii are hypothetical scenarios only, but they illustrate how the projected park land needs presented in **Figure 7.2** can be met through the equitable distribution of park land in proximity to existing and projected residential development.*

Unlike the service area boundaries illustrated in both maps, the suggested community and neighborhood park coverage areas may vary considerably in on-the-ground application.

### SUMMARY

Like many communities around the nation, Bastrop has utilized the National Recreation and Parks Association's (NRPA) "Suggested Outdoor Facility Standards" to establish expected levels of service for parks. It is important to note however, that the NRPA no longer endorses these standards and has developed a new system, the Parks and Recreation Operating Ratio and GIS system (PRORAGIS), to assist parks and recreation agencies in the management and planning of resources and facilities by comparing themselves to similar recreation agencies of the same size, geographic location, etc. Bastrop has submitted initial operational information to PRORAGIS, allowing the City to gauge its strengths, weaknesses, and improvement opportunities as it moves into the future. Annual updates to the City's PRORAGIS inputs will be necessary.



Maintenance and upgrades to existing City parks is a higher community priority than the establishment of new park land.



Specialized park categories should be established which can be applied to densely built areas such as downtown. City park distribution goals and service area funding procedures should support areas of community-wide significance such as downtown or Colorado River frontage.

The NRPA’s abandonment of the “Suggested Outdoor Facility Standards” was due in large part to the perception that “one size does **not** fit all.” Park systems will vary greatly depending on community preferences, economics, geography, environment, size, and more. A range of unique factors will determine acceptable amounts of park land, types of parks, and types of recreational facilities in which each individual community will want to invest. In continuing to develop its municipal park system, Bastrop should consider:

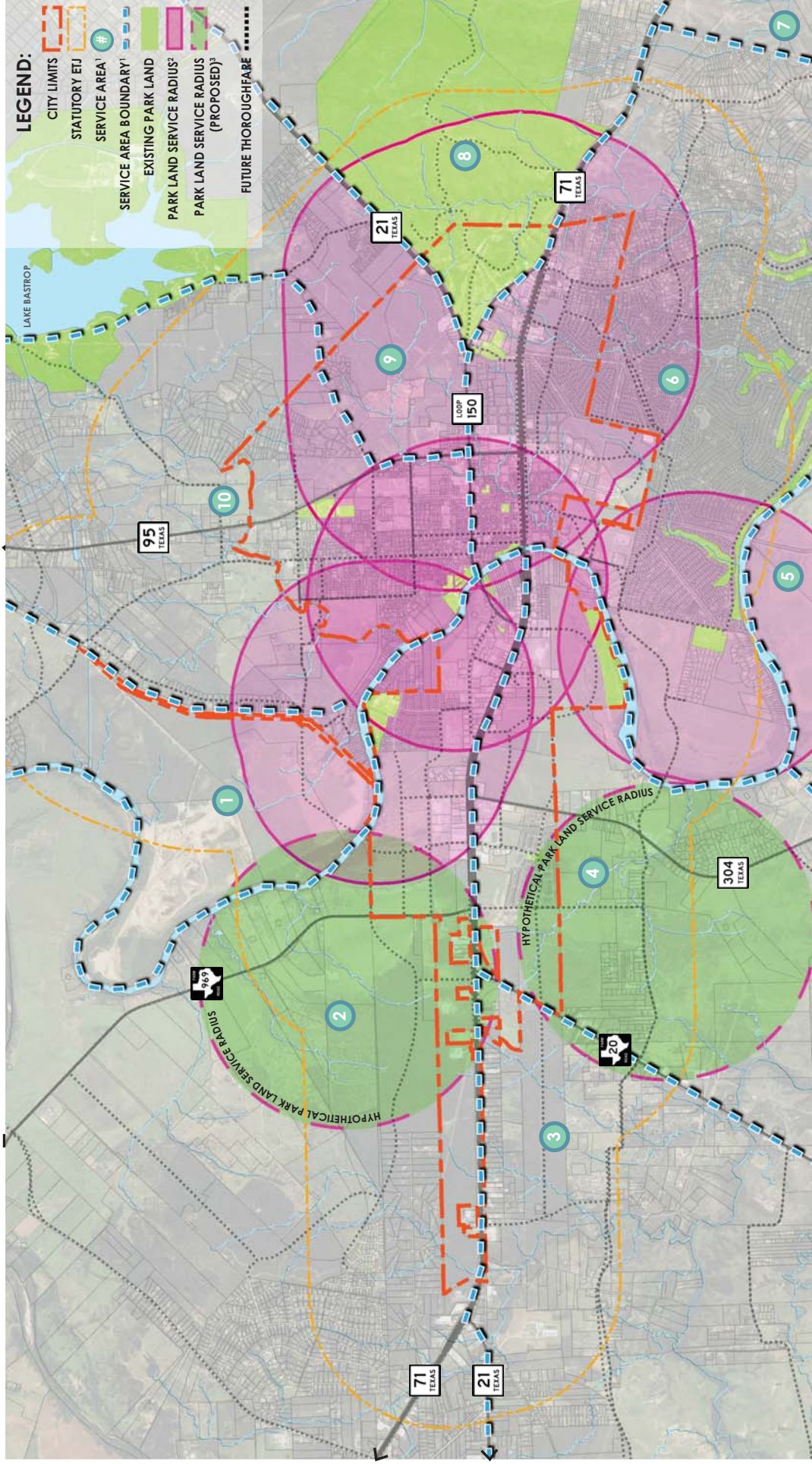
- **Park Categories.** NRPA’s original park land types and definitions should be used as a starting point to define municipal parks. Expanded definitions should be adopted by the City which define principal uses and facilities within each park type. Distinctions should be made between recreational parks, and passive parks, open space, and conservation areas.
- **Level of Service.** Bastrop’s park land level of service calculations should be modified to better reflect re-defined park categories, local preferences, and comparisons with other communities in the region. Separate park land goals should be established for special park types or locations (i.e. conservation land, downtown). Facility standards should also be revised to better reflect community preferences.
- **Service Area Boundaries.** Exceptions to Special Park Fund expenditures based on the City’s Park Land Service Areas should be made for regional parks, or other parks that can serve as unique community gathering spaces (i.e. downtown, Colorado River frontage).
- **Park Land Distribution.** The City should refine park land coverage area projections to account for varying park types and associated facility needs in each geographic service area. The boundaries of proposed coverage areas should be modified to reflect physical barriers such as rivers, highways, or lack of bicycle or pedestrian access.
- **New Parks.** Municipal park and recreation expenditures should favor park maintenance, and the development of existing City park properties (i.e. Pecan Park, Laura Hoffman Park) as opposed to acquiring new parks. Exceptions should be made for linear parks and multi-use trails, when park land is dedicated as part of new development, or when the acquisition expenditure serves as matching funds for a grant or donation.
- **Maintenance.** Many of the maintenance and upgrade projects listed in the 2015 parks and recreation master plan are general and not substantial enough to individually incorporate into a capital improvements program (CIP). Bastrop should determine how best to group priority maintenance and upgrade projects (by facility type or park location) in order for them to score competitively in a CIP.

**Goals and objectives that are associated with these considerations begin on page 7-19.**



# PARK LAND SERVICE AREAS: COMMUNITY PARKS

## MAP 7-B:

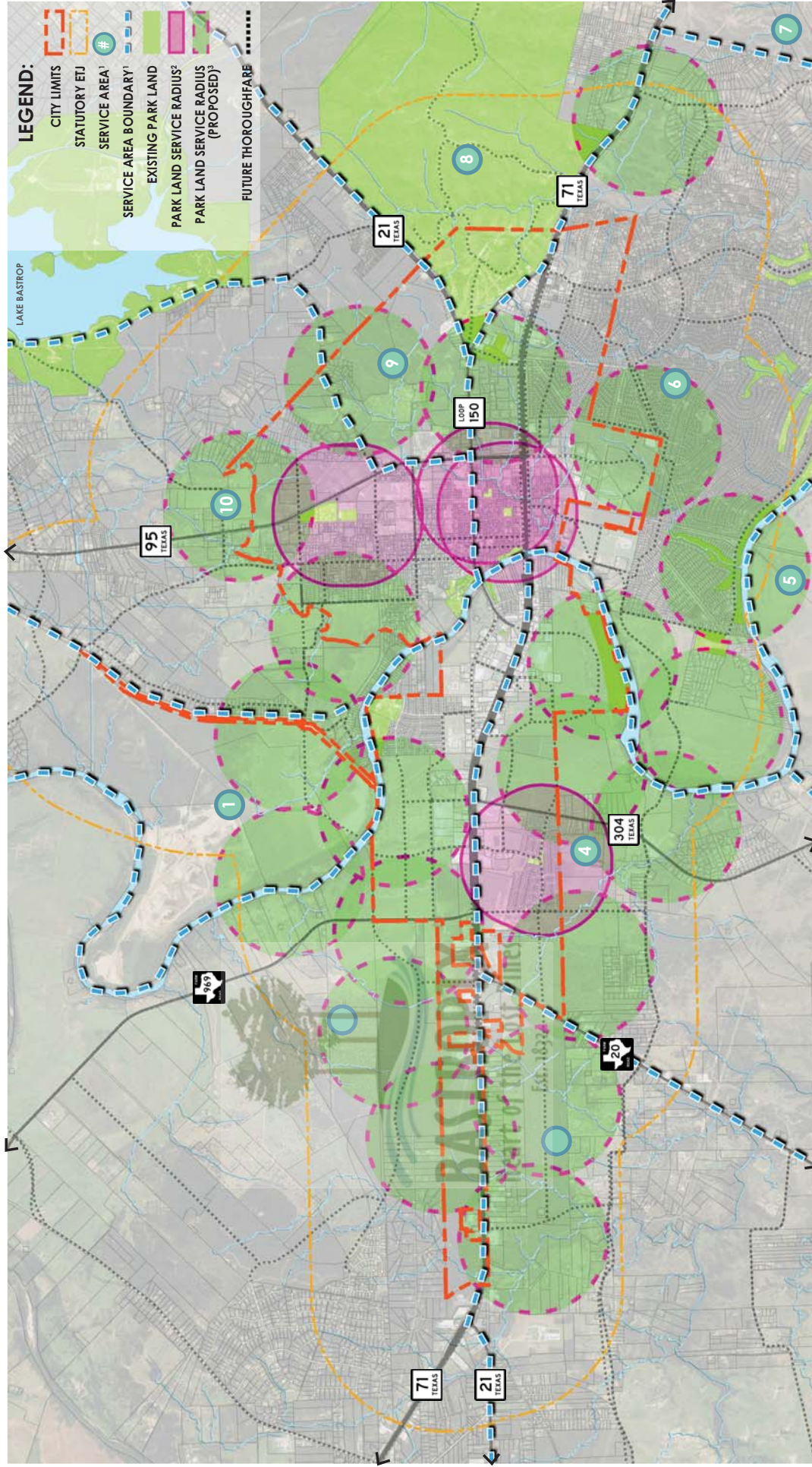


Note: Service area boundaries are depicted for purposes of park land dedication and the expenditure of special park lands as provided by City Ordinance. Park land service radii are depicted for demonstration purposes only. This map assumes the addition of two (2) community parks to meet the City's 2038 projected park land needs (Figure 7.2, page 7.7). Proposed parks and accompanying service areas (used in conjunction with neighborhood parks depicted on Map 7.8) are hypothetical. Final park land distribution targets should be determined through amendments to the City's parks and recreation master plan (see Goal 7.1.1, page 7.19).



# PARK LAND SERVICE AREAS: NEIGHBORHOOD PARKS

# MAP 7-C:



Note: Service area boundaries are depicted for purposes of park land dedication and the expenditure of special park funds as provided by City Ordinance. Park land service radii are depicted for demonstration purposes only. This map assumes the addition of sixteen (16) community parks to meet the City's 2036 projected park land needs (Figure 7.2, page 7-7). Proposed parks and accompanying service areas are used in conjunction with neighborhood parks depicted on Map 7-B and recreation master plan (see Goal 7.1.1, page 7-1).

## LINEAR PARKS/TRAILS

An increasingly popular way to achieve combined community-wide economic, health, recreation, and transportation benefits through a single facility is through the establishment of a multi-use trail network. Multi-use trails are often located in linear park or greenway corridors, but are distinct facilities - frequently being located in public street-rights-of-way or utility corridors. Trail networks in Bastrop include both multi-use trails (also referred to as shared use paths or greenway trails) catering to walkers, joggers, and bicyclists; and, a paddling trail following the Colorado River. Collectively, these facilities provide access to community activity centers and natural assets in a way that is difficult to achieve with fixed-site parks.

### MULTI-USE TRAILS IN BASTROP

There are currently over 2.6 miles of multi-use trails in Bastrop supporting pedestrians and bicyclists. This total includes “side paths,” which are trail facilities within a public road right of way (as opposed to a linear park or other greenway corridor). Bastrop’s existing multi-use trails are primarily found in the downtown area, and connect city-owned and private/quasi-public parks to surrounding uses. An inventory of Bastrop’s multi-use trail network is included under Linear Parks in **Figure 7.1, Bastrop Parks, Open Space, and Recreational Assets** (page 7-5).

Additional linear parks and trails may be found along the Colorado River and Riverside Drive in the Tahitian Village neighborhood (the Colorado River Refuge and Lost Pines Nature Trails). Although access to these privately-owned natural areas is free to the public, and they contain a significant network of internal walking and hiking trails, they are not inventoried or mapped independently in this chapter. Unlike the multi-use trails listed in **Figure 7.1**, Colorado River Refuge and Lost Pines Nature Trails are not currently designed to serve a dual recreation/transportation purpose - although both sites should be incorporated into a community-wide multi-use trail network in the future.



*Multi-use trails serve a dual recreation/transportation purpose. To effectively meet both needs, multi-use trails can often be found outside of linear park corridors, such as the side path along Old Austin Highway (above).*





Increased access to the Colorado River is a community priority. This view across the Colorado River from Fisherman's Park shows City-owned property where additional paddling launch facilities could be constructed.

### PADDLING TRAILS IN BASTROP

The El Camino Real Paddling Trail – extending within the Colorado River in Bastrop - is part of the Texas Paddling Trails network. The Texas Paddling Trails program is administered by the TPWD with the goal to providing accessible day trips in variable settings to paddlers of all experience levels. In order to construct safe and enticing paddling trail networks, TPWD promotes the development of basic facilities including: boat launches, signage (both on water and on land), and amenities such as parking, restrooms, trash receptacles, and potable water.

The El Camino Real Paddling Trail is a small portion of a much broader network on the Colorado River which connects the Willbarger Paddling Trail (at Fisherman's Park) to the Red Bluffs Paddling Trail – six (6) miles downstream at Lost Pines Nature Trails. Bastrop owns and maintains boat launches - at Bob Bryant Park and Fisherman's Park, both of which provide amenities to support a paddling trail network. Users of the paddling trail may also load/unload canoes and kayaks at the parking area on the Lost Pines Nature Trails property.

### SUMMARY

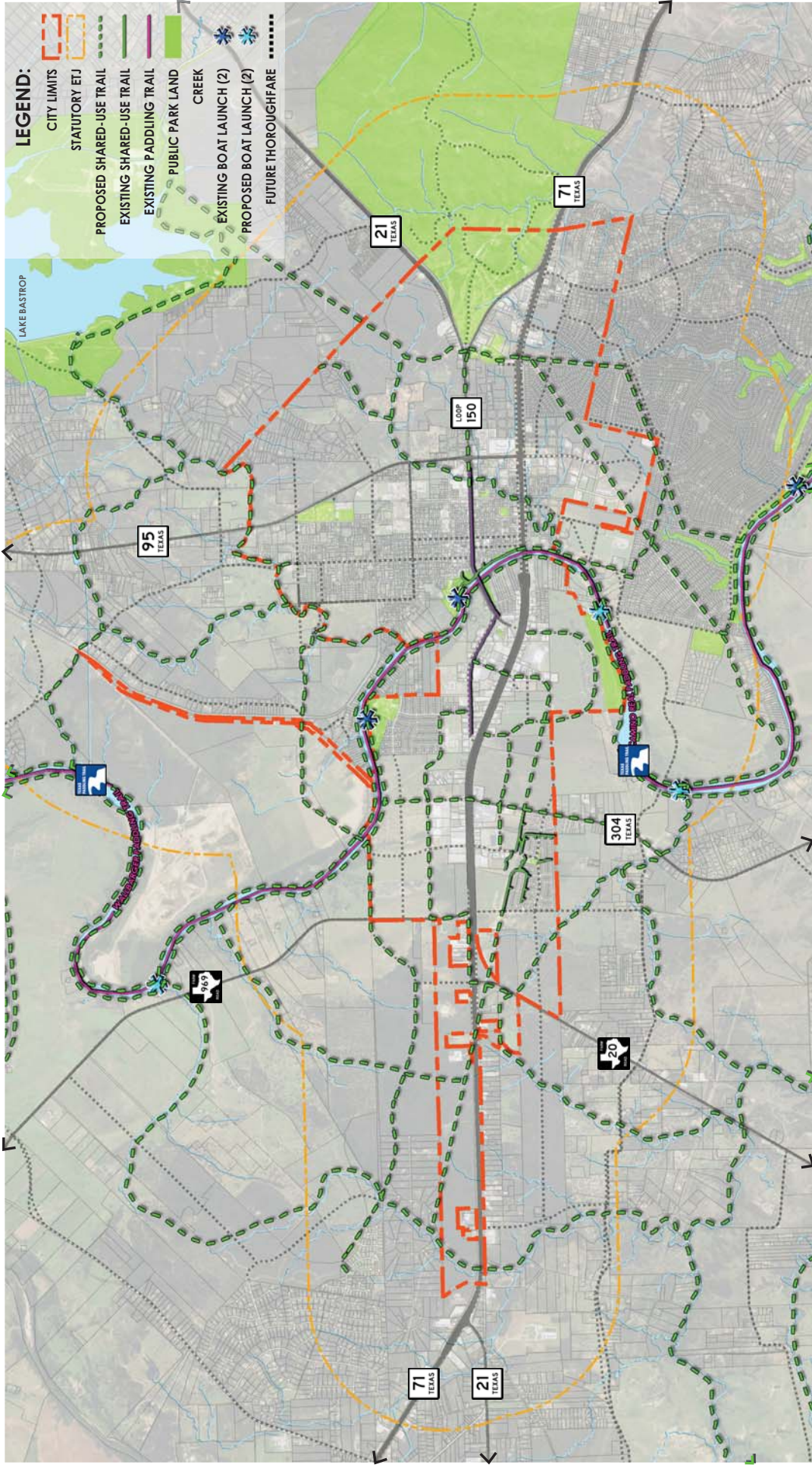
Bastrop's current inventory of linear parks and multi-use trails is limited. For the City to realize the cumulative benefits that these facilities can provide, a more substantial network is necessary. **Map 7-D, Proposed Multi-Use Trail Network**, proposes a trail network exceeding 100 cumulative miles. To achieve this long-term goal, Bastrop should also be guided by the following considerations:

- **Proposed Multi-Use Trail System. Map 7-D, Proposed Multi-Use Trail System**, identifies the general location of Bastrop's proposed (and principal) multi-use trail corridors. This map is not exclusive, and does not prevent the City from identifying other secondary multi-use trail corridors which may be necessary to link future neighborhoods or activity centers to the mapped multi-use trail system.
- **System Development (Multi-use Trails).** Bastrop's "greenway/trail systems" dedication ordinance ensures that trail system development will be an integral part of future development activity. Nonetheless, there is a public desire for more trail connections today. The City should pro-actively develop key segments of the network. Due to the proximity of the City's existing parks lands along the Colorado River in center-city, and priorities identified in previous plans and studies, the City's highest priority should be on developing the River Loop. Other opportunities exist along utility easements.



# PROPOSED MULTI-USE TRAIL NETWORK

## MAP 7-D:



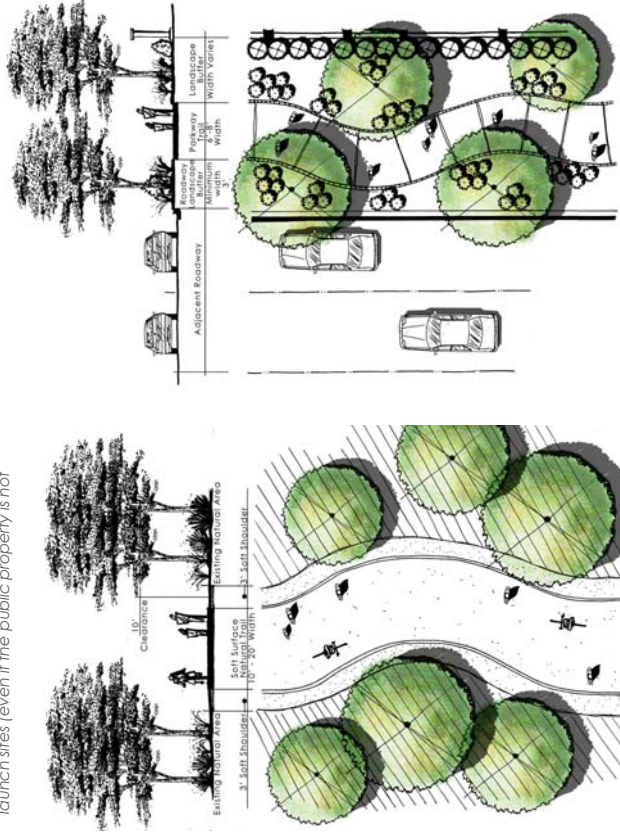
Note: Shared use paths depicted include "greenway" trails (per the City's parkland dedication ordinance provisions) and side paths within public road rights-of-way. The City may opt to include additional sidepaths within major thoroughfare rights-of-way which are not otherwise depicted on this map. Paddling trail is part of the Texas Paddling Trails network operated by TPWD. The City owns and maintains 2 boat launches.

- Facility Design (Multi-use Trails).** It is of particular importance that the City's multi-use trail system be viewed as more than a recreational amenity, and that it links to an on-street bicycle and pedestrian transportation system. Current land development ordinances requiring the provision of "greenways/trail systems" as part of new development should be amended to include clear design standards, and to formalize requirements for multi-use trails (side paths) in street rights-of-way.

- Paddling Trail Accessibility.** The City's property holdings on the Colorado River place it in a great position to provide greater paddling trail access through the development of new launch sites (even if the public property is not

otherwise programmed to be developed as a park). Not only can amenities such as parking, restrooms, trash receptacles, and more be added to existing sites; accessible launch facilities can be developed at key locations to increase opportunities for people of all ages and abilities. A concerted effort should also be made to improve on-water and off-water way-finding for safety and marketing purposes.

**Goals and objectives that are associated with these considerations begin on page 7-19.**



Multi-use trails (above left) can be constructed according to a variety of dimensional and surfacing standards - depending on conditions. Side paths within the public street-right-of-way (above right) should adhere more closely to AASHTO standards. Bastrop should prepare and adopt standard design guidelines for its proposed multi-use trail network.



### OTHER PARK LAND AND COMMON AREAS

In addition to City owned or maintained parks, Bastrop's residents have access to nearby park land operated by other governmental agencies and public authorities, including Bastrop State Park, Lake Bastrop South Shore Park and North Shore Parks. These parks are principally programmed to provide nature-based outdoor recreation opportunities such as hiking, camping, and fishing, etc. Similar public access opportunities are provided at the adjacent Colorado River Refuge and Lost Pines Nature Trails owned and operated by the Pines and Prairies Land Trust and Keep Bastrop Beautiful.

Private parks found in or near Bastrop's municipal limits include the Pine Forest Golf Club, the ColoVista Golf Club, Paul C. Bell Field (a church owned/operated park), and the Hunter's Crossing Homeowners' Association (HOA) pool. Hunter's Crossing HOA also owns and maintains several pocket parks and trails throughout the neighborhood.

Additional common areas can be found in other HOA neighborhoods as well as some commercial developments.



*Typically associated with residential development, many communities are now requiring common areas, public gathering spaces, and recreational amenities as part of non-residential development (above).*

**SUMMARY**

State and LCRA operated park facilities requiring access fees are not included in local park land level of service calculations. Likewise, athletic facilities owned and operated by the BISD do not serve to meet local park land goals due to access restrictions. Should Bastrop however, choose to develop park land level of service measures specifically for passive park space, open space, or natural areas, inclusion of properties such as the Colorado River Refuge and Lost Pines Nature Trails may be suitable based on current open public access policies. Bastrop should also consider the following:

- **Residential Common Areas.** *There exist opportunities to meet community park land goals through a mix of dedicated public park land, and private common area. For instance, City land development regulations could require that park land reservations or fees for parks that exceed a certain size, be*

*supplemented by the provision of smaller pocket or mini-parks as part of a subdivision's private amenity package. Programmed facilities in the mini-parks may be selected from a list of options that correspond with City-identified recreational facility deficiencies. Such "private" parks increase park land service areas, and serve immediate residents; but, do not increase the City's maintenance budget. Some communities even require a public access clause for the mini-parks as part of a new development's restrictive covenants.*

- **Non-Residential Common Areas.** *As an additional way to meet demands for accessible public gathering spaces or passive open spaces, there is a growing trend to require common areas as part of non-residential developments. Bastrop may consider applying privately-owned and maintained common areas as part of new retail or office developments which exceed a certain size.*

**Goals and objectives that are associated with these considerations begin on page 7-19.**



Common areas within residential developments can supplement City park land goals by linking multi-use trail networks, and providing accessible recreational facilities. Minimum requirements for common area design, location, and facilities can substitute for the services otherwise provided through public pocket parks or mini-parks.



## SPECIAL USE FACILITIES

A handful of Bastrop's parks may best be described as "special use" parks focused on a facility that provides a singular use (as defined on page 7-4: Park and Trail Classifications). A prime example of a special use park in Bastrop is Mayfest Park, including the City's recently acquired rodeo grounds. This type of specialized facility caters to a user group of limited size.

Similarly, individual parks may also include special use facilities which are not otherwise common in the community. Facilities that might fall into a special use category, and for which Bastrop residents have expressed a high degree of interest include: an indoor recreation center, an aquatics complex, and a skate park. The location, scale, and feasibility of these recreational assets remains undetermined.

### SUMMARY

Aside from guaranteeing that current and future residents have access to a sufficient amount of park space throughout the City, community input suggests a strong desire to expand the range of recreational opportunities that are currently available in Bastrop. Bastrop should consider at least the following:

- **Mayfest Park Rodeo Grounds.** *In acquiring the Mayfest Park rodeo grounds, Bastrop has inherited a significant maintenance responsibility. The site's maintenance needs will continue to demand City resources unless the facility can generate greater revenues. Somewhat counter-intuitively, the revenue potential of the rodeo grounds may require a significant amount of funding to modernize and expand the facility. Determining a suitable fiscal solution for Mayfest Park requires a more detailed business and development plan.*

- **Indoor Recreation and Aquatics.** *As with the rodeo grounds, the potential addition of an indoor recreation center to the City's inventory of capital assets raises the question of how best to offset long-term facility expenses. If the facility is small, it may not have the potential to generate revenue through user fees, but it may be relatively low-cost to maintain. If the facility is bigger, there is the risk that long-term usage may fall short of projections and user fees may not be sufficient to offset operations. Nonetheless, there is sustained community interest in indoor recreation and aquatics. The City should identify a site to meet both needs, and develop a plan for phased construction of a combined facility.*
- **Skate Park.** *This facility has been a community priority for many years. It is also the least expensive of the special use facilities referenced in this section. Funding should be dedicated to constructing the facility.*
- **Staffing Special Use Facilities.** *Depending on the size, projected use, hours, and marketing needs of the existing and potential capital facilities identified in this section, Bastrop may be required to increase funding for recreation staff and other operational expenses. Feasibility studies must consider the relationship of operational costs with projected revenues.*

**Goals and objectives that are associated with these considerations begin on page 7-19.**

## RECREATIONAL ASSETS: GOALS AND OBJECTIVES.



**Goal 7.1: Provide a sufficient amount of public park land and open space for current and future residents.**

**Objective 7.1.2:** Increase city-wide bicycle and pedestrian accessibility through the development of a linear park system.

**Objective 7.1.1:** Establish City park and open space targets by type and distribution.

1. *Identify and define the various park types that should comprise the City of Bastrop’s public park system. Determine ideal service areas by park type using criteria such as: radial distances; distances by walking, biking, or driving route; barriers (i.e. rivers, highways, etc.)*
  2. *Re-categorize existing City (and other public) parks according to City park typology. Prepare an existing service area map applying refined service area criteria to existing City parks.*
  3. *Utilize the NRPA’s PRORAGIS system, and a survey of other selected comparison communities, to refine Bastrop’s projected per-capita park land and open space level of service needs.*
  4. *Define various types of passive park space, open space, or natural areas. Establish parallel level of service needs for passive park land that are separate from “active” recreational park space.*
  5. *Determine a preferred combination of park land and open space types by which the City intends to meet its total projected level of service needs.*
  6. *Combine the current service area map with projected level of service needs (by park type) to generate one (1) or more future service area maps for land within the municipal limits and statutory ETJ.*
1. *Prepare design criteria for shared use paths of varying types. Design variations will consider surfacing options depending on conditions, trail widths, vertical and horizontal clear areas, slopes, and construction details. As appropriate, incorporate City design standards into land development ordinances and/or City design manuals.*
  2. *Modify greenway/trail system dedication requirements to correspond with the design criteria for shared-use paths.*
  3. *Define “proximity” criteria in the greenway/trail system dedication requirements for purposes of City Special Trail System Fund expenditures; and, allow for the optional construction of spur trails (which are not mapped in the Comprehensive Plan) where such trails would connect new development to the City’s mapped trail network.*
  4. *Amend City land development ordinances to distinguish between shared-use paths, side paths and sidewalks. Include provisions that allow the required placement of side paths on existing road frontage in lieu of sidewalks where such side path is identified in the Comprehensive Plan or other City policy document.*
  5. *Incorporate walkway access requirements into City land development regulations to ensure sufficient interconnectivity between shared-use paths and adjacent development (residential and non-residential).*
  6. *Prioritize development of riverfront linear park trails and incorporate projects into the City’s capital improvements program, and CAMPO TIP or LRTP where applicable.*
  7. *Augment the City’s Special Trail System Fund with other City funds, and Recreational Trails grants or transportation block grant set-asides, where applicable.*



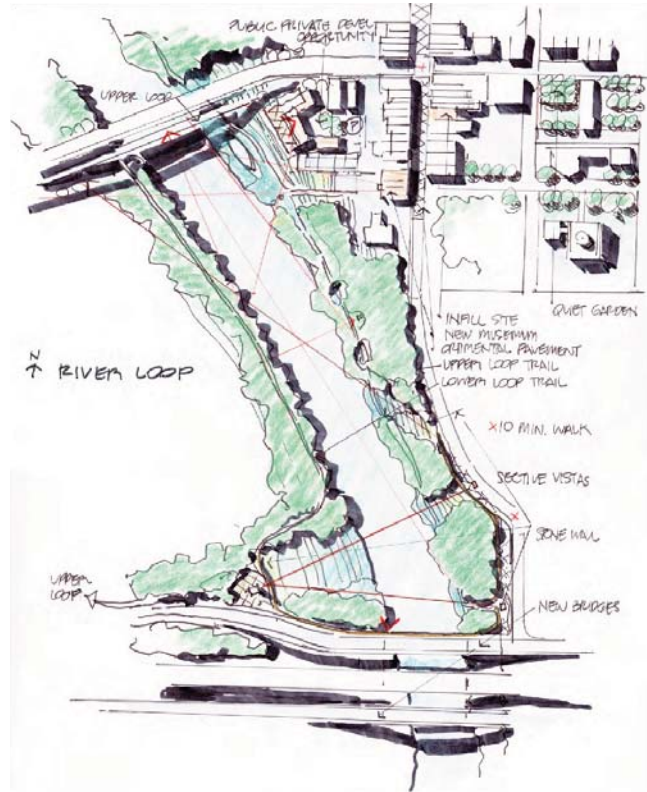


Not all parks must be programmed for active recreation. Through revisions to the City's land development ordinances, Bastrop can require the reservation of not just park land and trails, but also "passive" park land intended for open space preservation and/or restoration of natural habitats.



**Objective 7.1.3:** Create an interconnected center-city park network through the development of the River Loop.

1. Commission a River Loop design study that determines the feasibility of an interconnected multi-use trail network between Fisherman's Park, Ferry Park, proposed parks northwest of the SR71 bridge, and at River's Bend at Pecan Park. The study should: include a variety of potential pathway alignments, identify key properties for acquisition, present options for river crossings, and provide conceptual designs with cost estimates.
2. Require development of the Pecan Park property in accordance with concepts provided in the design study.
3. Acquire linear park property or easements as part of new development proposals and/or through the City's capital improvement program.
4. Seek transportation funding for enhancement/repair of the Old Iron Bridge.
5. Seek funding for the construction of a bicycle and pedestrian bridge at SH71 utilizing Surface Transportation Block grant set-aside funds; or, through other federal funding sources linked to SR71 bridge repair or rehabilitation.



The River Loop<sup>1</sup> (above) envisions a circuitous multi-use trail route linking both sides of the Colorado River in downtown Bastrop. Pro-active development of the River Loop - and a corresponding spur extending south to Pecan Park - should be a multi-use trail system priority.

Source: AIA Communities by Design

<sup>1</sup> AIA Communities by Design, Bastrop, Texas SDAT Report, 2016.



**Objective 7.1.4:** Meet park land and open space targets through a mix of public land and private common area.

1. *Identify smaller City-defined park types (i.e., mini-parks, pocket parks, neighborhood parks, etc.) for which private ownership and maintenance may be desirable on a case-by-case basis.*
2. *Provide a minimum common area requirement for all standard and suburban subdivisions. Distinguish between home-owner maintained common areas, and public parks. Define minimum facility options for common areas which align with those of comparable City-defined park types.*
3. *Establish a minimum open space requirement for all subdivision types major subdivisions which is distinct from common area requirements. Define what constitutes acceptable open space (also: passive park space, natural areas).*
4. *Work with land trusts or other similar entities to tie open space dedication or fee requirements to the establishment or expansion of local preserves.*
5. *Refine “usable open space” requirements in multi-family and other residential zoning districts to distinguish between active recreational open space, and open space set aside for preservation or regeneration. Provide flexibility in meeting refined open space requirements by eliminating requirements for specific facilities such as community buildings or swimming pools.*
6. *Require varying types of common areas or public gathering space for non-residential developments that exceed development thresholds based on building square footage and/or total impervious surface areas. Define on-site location criteria, and provide a suite of facility options.*



**Goal 7.2:** Address current and future recreation needs through the provision and maintenance of indoor and outdoor recreational facilities.

**Objective 7.2.1:** Prepare and implement a master plan for an indoor and outdoor recreation center.

1. *Prepare a building and site design plan for an indoor recreation center. Identify space for athletics, fitness, aquatics (indoor), meetings, general recreation, and offices. Site design may also consider outdoor facilities such as a swimming pool, fields, track, parking, etc.*
2. *Provide costs estimates for facility construction, operations, and maintenance according to a phased schedule.*
3. *Explore opportunities to partner with a vendor to operate the recreation center.*
4. *Consider funding options for phased facility construction (in conjunction with other major facilities such as the rodeo grounds), and adjust capital budgets accordingly.*

#### RECREATIONAL FUNDING SOURCES

The Texas Parks and Wildlife Department (TPWD) is the most reliable source of parks and recreation development grants in the state. TPWD administers recreation grants for development of recreational facilities and programming for which Bastrop may be eligible. Local Parks Grants, Recreational Trails Grants, and Boating Access Grants are awarded annually to assist local units of government with the acquisition and/or development of public recreation areas and facilities.

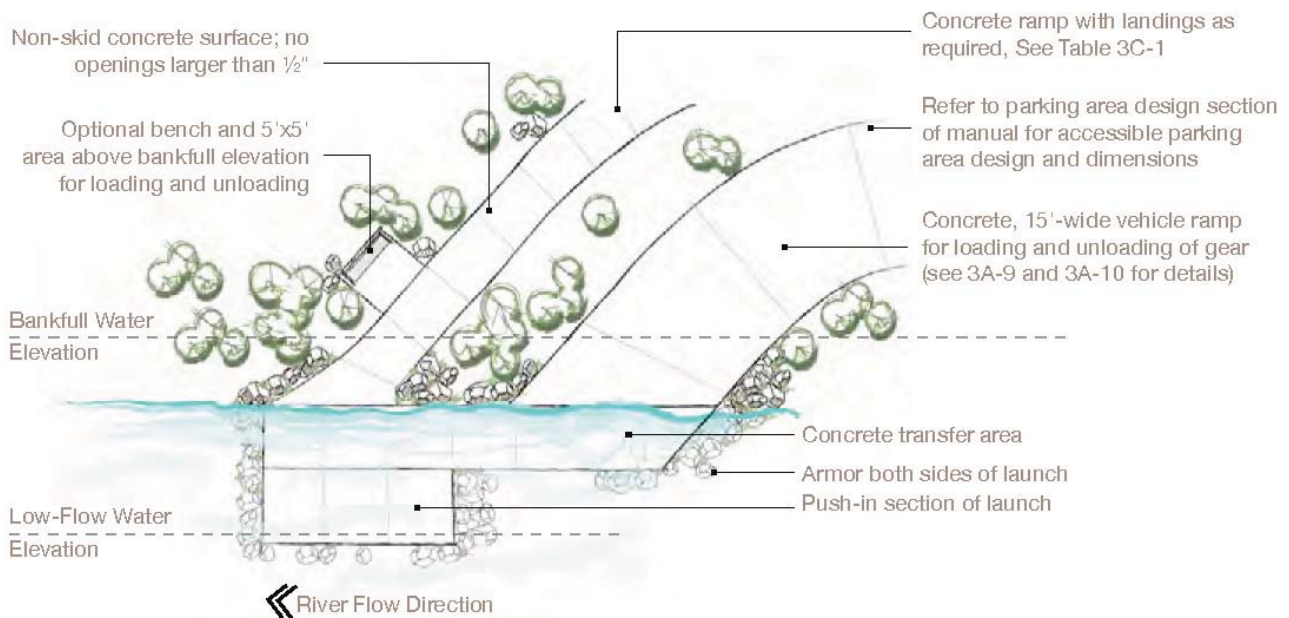
Many of Bastrop’s system-wide maintenance and improvement needs identified in the 2015 Parks and Recreation Master Plan may be eligible for TPWD funding. Additional information can be found at: <http://tpwd.texas.gov/business/grants/recreation-grants>.

**Objective 7.2.2:** Prepare and implement a business and development plan for Mayfest Park and the rodeo grounds.

1. Incorporate immediate upkeep and maintenance needs for the rodeo grounds into the City's five-year capital improvements program.
2. Fund facility upgrades and additions for portions of Mayfest Park reserved for community recreation (as opposed to areas intend for rodeo activities and operations).
3. Commission a business and development plan for long-term rodeo facility upgrades – and potential expansion. Provide costs estimates for facility construction, operations, and maintenance.
4. Consider funding options for phased facility improvements (in conjunction with other major facilities such as the rodeo grounds).
5. Adjust operational and capital budgets as necessary to meet projected staffing and construction needs necessary to make the rodeo grounds financially solvent.

**Objective 7.2.3:** Increase access to the Colorado River.

1. Work with TPWD to create an on-water and off-water way-finding program for the El Camino Real Paddling Trail. Partner with other governmental and non-profit entities to fund and install way finding features.
2. Prepare conceptual designs for boat launch upgrades at existing launch sites. Design boat launch facilities for additional sites including Laura Hoffman Park, Pecan Park, and the proposed waste water treatment site. Prioritize the construction of at least one (1) site within the next five (5) years based on feasibility and spacing from existing facilities.
3. Construct boat launch facilities at key locations that increase handicapped accessibility, and convenience for other users. Universal launch design features may include: floating frames, tapered ramps with rollers, hand railings, etc.
4. Seek support for launch site retrofits through the TPWD Boating Access Grant program or foundation funding.



Incorporating principles of universal design into El Camino Real Paddling Trail launch sites will increase accessibility and trail awareness. Source: Developing Water Trails in Iowa; Practical Guidelines and Templates for Planning, Site Design, Signage, and Construction in the State of Iowa, Iowa DNR (2010)



Multiple events are held each year at the City-owned rodeo facilities at Mayfest Park. Additional study will be necessary to determine how to prioritize facility investments for the long-term financial solvency of the grounds.

## OPERATIONS AND ACTIVITIES.

### ORGANIZATIONAL STRUCTURE

#### CITY STAFF

Operations and maintenance of Bastrop's public parks is the responsibility of the City's Parks and Recreation Department. Department responsibilities are primarily limited to property maintenance and facility upkeep. As necessary, the department also coordinates with other partners and vendors to ensure that Bastrop residents have opportunities to participate in recreational programs and community events – often utilizing City park properties and facilities. The department is the lead sponsor of relatively few recreational activities however, as its role and functions extend from the Public Works Department.

The Parks and Recreation “Department” is currently operated as a division of the Public Works Department, but assumes some operating autonomy. Staff includes: a director, superintendent, administrative assistant, crew leader, equipment operator, five (5) maintenance workers, a maintenance tech, and a cemetery groundskeeper.<sup>1</sup>

<sup>1</sup> Twelve total staff members listed. Will differ from total staff of 10 referenced in **Figure 3.5, Public Works, Staff Projections** (page 3-10), because director and administrative assistant positions are shared among Public Works divisions.

#### PARKS BOARD / PUBLIC TREE ADVISORY BOARD

The Bastrop Parks Board / Public Tree Advisory Board assists the City's elected officials and staff by setting goals, creating policies, and evaluating services to meet the recreational and open space needs of Bastrop's residents. The Board consists of eight (8) regular members and one (1) special member, each appointed by the mayor and confirmed by City Council. Board membership also includes an optional seat for a non-voting youth member selected by the sitting Board members. All Board members - including the youth member - serve terms of three (3) years.

#### PARTNERS, PROGRAMMING, AND EVENTS

The City of Bastrop partners with multiple organizations including: BIRD, LCRA, YMCA, Boys and Girls Club, Bastrop Youth Soccer Association, FC Arsenal, Bastrop Youth Football Association, to provide recreation opportunities and access to park land and open space. Many of the activities sponsored by the City's recreational partners take place on City owned or leased properties. These relationships have allowed the Parks and Recreation Department to focus on its



property maintenance responsibilities; although, there are continual demands on the parks superintendent to coordinate the use of City-owned park facilities for events and third party activities.

Recreational programming for area youth, adults and seniors provided by the YMCA and BISD alone includes:

- Active older adult programming
- Adult programming
- Art and drama
- Child watch
- CPR/First aid
- Dance
- Family programs
- Fitness
- Fitness and nutrition
- Health and wellness
- Parent's night out
- Specialty training classes
- Teen programs
- Training and certification
- Volunteerism
- Youth and teen fitness
- Youth programming
- Youth sports
- Zumba

In addition to the above partners and programs, Keep Bastrop Beautiful and the Pines and Prairies Land Trust provide nature-based events and activities to area youth and adults. Although both entities conduct many of their activities on conservation lands outside of the municipal limits, both fill a valuable niche in the community by exposing area residents to pristine natural habitats.

**SUMMARY**

Community feedback received as part of this planning process (and during the preparation of the 2015 parks and recreation master plan) suggests a desire for more recreational

programming options in Bastrop. This desire is not just limited to athletic programs, but includes non-athletic programming for youth and seniors, and nature programs. Although Bastrop may extend existing partnerships with other entities to meet immediate recreational programming demand, there is no guarantee that all perceived programming voids can be met long term (particularly as the City's park land inventory grows). Beyond the extension of existing partnerships, the City may regularly conduct evaluations of desired recreation programs, and consider options by which self-funding recreational opportunities may be implemented.

Potential City investments in any combination of an indoor recreational center, aquatics center, rodeo facilities, and more, have the potential to place new operational demands on the City's Parks and Recreation Department as well. Even if the City contracts with a vendor to operate these facilities, administrative responsibilities on the department will increase.

An accurate estimate of future parks and recreation staffing needs depends partly on the results of recommended business and development plans for an indoor recreation center and Mayfest Park upgrades. The potential addition of full-time or contract staff to manage such facilities – coupled by the anticipated growth of the Public Works Department in general – may necessitate the eventual separation of the Parks and Recreation Department from Public Works. Regardless, in the short term Bastrop should add a recreation coordinator position to Parks and Recreation Department staff to assist in meeting community demands for programming and



events. Such a position would be responsible for park reservations, vendor contracts, events, and the development of new City-sponsored recreational programs. The recreation coordinator could also oversee volunteer activities conducted in support of the City park system. The position would free the parks superintendent to focus on park land acquisition and development.

**Goals and objectives that are associated with these considerations begin on page 7-28.**

**ORDINANCES**

City ordinances regarding parks oversight and administration are located in Chapter 1, § 1.10 (Parks) of City Code. This article establishes the City’s Parks Board, identifies rules for the use of City parks, and guidelines for the commercial use of public park land. Parks Board responsibilities have been further expanded by Chapter 1, § 1.13 (Public Tree Care) to include a

dual role as the City’s Public Tree Advisory Board.

In addition to the City’s ordinances regarding parks oversight and administration, the City’s land development ordinances include mechanisms to ensure that the municipal parks and recreation system can grow in conjunction with new development. Park land reservation, dedication, and development ordinance are located primarily in Chapter 10, § 8 (Subdivisions, Reservations) of City Code and include the following key provisions:

- **Park Land Dedication.** Reserves the right to require either the dedication of land or a fee-in-lieu whenever a plat is filed with the county. Land dedication occurs at the rate of 1 acre per 100 dwelling units or 5 percent of the total residential platted area (whichever is greater), while the cash payment costs \$250 per dwelling unit.
- **Greenways/Trail System (Linear Park).** Requires the dedication of land and a cash fee in areas proposed for a trail system as identified by the comprehensive plan or otherwise proposed by the City.



*Equitable park land distribution and accessibility refers to more than park location. The utility of park land is diminished when environmental factors inhibit frequent use. Park land acreage lacking shade, or incorporating detention areas (above left) is less desirable than shaded upland spaces (above right). Park dedication ordinances - combined with landscaping ordinances - can encourage the reservation of more desirable park spaces.*



Detention area embankments offer a prime opportunity for the restoration of native plants, grasses, and trees. The environmental value of establishing mini-habitats is augmented by reduced maintenance needs.

## SUMMARY

Previous sections of this chapter recommend amendments to the City's land development regulations to provide for a greater diversity of park and open space types. Prior recommendations also suggest a greater reliance on private common space to assist in providing greater accessibility to pocket or mini-parks in residential and non-residential areas. Mini-parks (or private common space equivalents) are a particularly important components in meeting the active and passive recreation needs of users with decreased mobility such as children or the elderly.

There are other tools however, for ensuring that the distribution of park land and open space is not only equitable, but usable. Land development regulations can be written so that there is not only an suitable distribution of park land, but of facility types as well. Municipal regulations can also clarify the type of land which is suitable for park land dedication. Similarly, minimum landscaping or tree canopy requirements tied to park space can greatly increase the year-round accessibility of park land for Bastrop's residents.

## OPERATIONS AND ACTIVITIES: GOALS AND OBJECTIVES.



**Goal 7.3:** Meet future recreational demand through adjustments to the City's operational capacity.



**Goal 7.4:** Ensure that residents have access to recreational opportunities through the equitable distribution of park land and open space.

**Objective 7.3.1:** Restructure the Parks and Recreation Department to meet future operational demands.

1. Hire a recreational program manager to administer City-sponsored (or supported) events; coordinate senior, youth, and outdoor programming; maintain park reservations; and, work with concessionaires.
2. Fund full-time or part-time staff for the operation of a City indoor recreation center depending on the scale and accessibility of the facility based on the results of a facility master plan.
3. Fund full-time or part-time staff for the operation and maintenance of the rodeo grounds at Mayfest Park based on the result of a business and development plan.

**Objective 7.3.2:** Establish a “cornerstone” City recreation program designed to address at least one (1) unserved community recreation need.

1. In conjunction with existing local partners in recreational programming and/or conservation activities, identify a single recreational program that could be established by the City to meet an identified community priority.
2. Work with local recreation and conservation partners to determine program costs, location, schedule, and marketing. Base program type and location on existing resources that can be leveraged.
3. Incorporate Year 1 program funding in the City's operating budget. As applicable, seek program funding support through TPWD's Community Outdoor Outreach Program (CO-OP) or other federal, state, or foundation funding source.

**Objective 7.4.1:** Update land development tools to meet park and open space targets.

1. Amend City land development and zoning regulations regarding park land types, common space, and “usable” open space as provided in Objective 7.1.4 (page 7-22).
2. Incorporate minimum landscaping requirements and/or tree planting standards to be used in conjunction with the types and location of recreational facilities proposed for the park space. Require complimentary landscaping enhancements when detention areas are proposed to be incorporated into park land dedications.
3. Allow fee in lieu options of park dedication in each service area where park land, open space, and park facility goals are exceeded.
4. Maintain an ongoing inventory of public park land, private common areas, and open space. Incorporate new data into the PRORAGIS system on a recurring basis.
5. Establish minimum park facility standards by individual service area.

## SUMMARY OF GOALS AND OBJECTIVES (PARKS AND RECREATION).



**Chapter 7, Parks and Recreation**, of the Bastrop Comprehensive Plan examines public park and recreation needs in the City, facility development and maintenance priorities, and methods to incorporate natural lands into the City’s park and open space inventory. The Parks and Recreation chapter goals and objectives have been incorporated into the City’s overall comprehensive plan work program (**Chapter 9, Implementation**).

The three (3) goals and 10 objectives that are recommended throughout this chapter have been compiled into **Figure 7.3** below. Detailed initiatives and actions that correspond to the listed goals and objectives may be found on the page numbers referenced within the figure.

**FIGURE 7.3. PARKS AND RECREATION, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 7.1: PROVIDE A SUFFICIENT AMOUNT OF PUBLIC PARK LAND AND OPEN SPACE FOR CURRENT AND FUTURE RESIDENTS.</b>	7-19
Objective 7.1.1: Establish City park and open space targets by type and distribution.	7-19
Objective 7.1.2: Increase city-wide bicycle and pedestrian accessibility through the development of a linear park system.	7-19
Objective 7.1.3: Create an interconnected center-city park network through the development of the River Loop.	7-21
Objective 7.1.4: Meet park land and open space targets through a mix of public land and private common area.	7-22
<b>GOAL 7.2: ADDRESS CURRENT AND FUTURE RECREATION NEEDS THROUGH THE PROVISION AND MAINTENANCE OF INDOOR AND OUTDOOR RECREATIONAL FACILITIES.</b>	7-22
Objective 7.2.1: Prepare and implement a master plan for an indoor and outdoor recreation center.	7-22
Objective 7.2.2: Prepare and implement a business and development plan for Mayfest Park and the rodeo grounds.	7-23
Objective 7.2.3: Increase access to the Colorado River.	7-23
<b>GOAL 7.3: MEET FUTURE RECREATIONAL DEMAND THROUGH ADJUSTMENTS TO THE CITY'S OPERATIONAL CAPACITY.</b>	7-28
Objective 7.3.1: Restructure the Parks and Recreation Department to meet future operational demands.	7-28
Objective 7.3.2: Establish a "cornerstone" City recreation program designed to address at least one (1) unserved community recreation need.	7-28
<b>GOAL 7.4: Ensure that residents have access to recreational opportunities through the equitable distribution of park land and open space.</b>	7-28
Objective 7.4.1: Update land development tools to meet park and open space targets.	7-28

Many of the goals and objectives identified in this chapter expand upon those recommended in the City's 2015 *Parks and Open Space Master Plan Update*. Other goals and objectives listed herein are unique to this plan. Efforts have been made to ensure that the recommendations in both planning documents align. **Where appropriate, consideration should be given to the 2015 Parks and Open Space Master Plan Update when implementing the recommendations contained in this chapter.**



### IMPLEMENTATION OF PARKS AND RECREATION GOALS AND OBJECTIVES

Implementation of the parks and recreation goals and objectives must occur in coordination with those recommended in other chapters (and the 2015 Parks and Recreation Master Plan Update). Goals and objectives - and corresponding actions and initiatives - contained in all seven (7) topic-specific chapters of the Bastrop Comprehensive Plan are important; but, the order of their implementation must consider multiple variables including: **A)** The timing of expected growth and development impacts; **B)** Cost versus revenues; **C)** The availability of grants, loans and other financing methods; **D)** Staffing and other public resources; and, **E)** Dependence on, or completion of, another action or initiative.

In consideration of these inter-related implementation variables, many of the recommendations summarized in **Figure 7.3** have been incorporated into Bastrop's overall comprehensive plan work program contained in **Chapter 9, Implementation**. Please reference **Chapter 9** for a full overview on the methods and timing by which the city of Bastrop's parks and recreation actions and initiatives will be implemented to the benefit of Bastrop's citizens, business owners and property owners.

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# 8. CULTURAL ARTS & TOURISM





## CHAPTER EIGHT

# CULTURAL ARTS AND TOURISM

With a substantial inventory of historic properties and resources, and a burgeoning cultural arts scene, Bastrop has invested significant energy to position itself as a regional tourism destination. The City's inventory of attractions, events, and exhibition space continues to grow as it creates a 'critical mass' of tourism assets designed to solidify its community brand. Previous economic development initiatives have promoted investment in Bastrop's tourism sector for the obvious benefit of building a strong and stable economy. These same initiatives also solidify the community's identity

– one where a strong relationship between Bastrop's residents and its cultural and natural assets projects an enriched lifestyle of which others will want to be a part.

**Chapter 8** of the Bastrop Comprehensive Plan reviews Bastrop's cultural arts and tourism assets, and associated economic development initiatives. It includes operational and programmatic recommendations to increase the City's regional tourism draw. **A summary list of all Cultural Arts and Tourism goals and objectives can be found at the end of this chapter (page 8-22).**



A stop at the Bastrop County Historical Society Museum and Visitor Center is a great introduction to the City's cultural, historic, and natural assets.



## BASTROP'S TOURISM ECONOMY.

### PAST PLANNING EFFORTS

Over the past five (5) years, nearly a dozen studies have been commissioned to promote economic development in Bastrop. These studies include real estate analyses, demographic research, market analyses, and comprehensive economic development strategies (see **Figure 8.1, Recent Economic Studies**). While each study has something unique to offer, they have not yielded (nor been designed to produce) a unified set of strategies aimed solely at the development of Bastrop's tourism industry.

As part of this plan, a literature review of existing studies was completed to assess the recommendations that were crafted from each document and identify common themes. The literature review has been used to inform the goals and objectives that are found in later sections of this chapter.

**FIGURE 8.1. RECENT ECONOMIC STUDIES**

Study Name	Author	Year Completed
Program of Work Update	Mike Barnes Group	2015
Strategic Plan Review	Mike Barnes Group	2015
Multi-Family Feasibility Report	Capital Market Research	2015
Housing Supply and Demand Analysis	RCL	2015
Retail Trade Area Gap/Opportunity Analysis	Retail Coach	2015
Vision Task Force Progress Report	Citizens Committee	2015
Marketing Analysis: Downtown	Catalyst	2014
Bastrop Economic Development Strategy	Avalanche Consulting	2013
Psychographic Profile	Retail Coach	2011
Entertainment Potential	Retail Coach	2011
Sustainable Design	AIA	2011

Source: City of Bastrop

### COMMUNITY INPUT

**Chapter 1, Planning Context**, describes methods that were utilized to solicit public input during the comprehensive planning process. Input received through public surveys and open houses regarding all comprehensive plan topics - although not directly focused on tourism - have been assembled into an analysis of community strengths, weaknesses, opportunities, and threats (SWOT) see **Figure 8.2, SWOT Analysis**).

The SWOT analysis presented in **Figure 8.2** captures community themes and provides a high-level glance at the perceptions of Bastrop. The SWOT outputs categorize perceptions that are held by the people that live and do business within Bastrop, and participated in the comprehensive plan effort. Some perceptions are widely known, but other are not - and can be referenced by Bastrop officials as they build a local brand.

**FIGURE 8.2. SWOT ANALYSIS**

Strengths	Weaknesses
High quality of life	Traffic congestion
Close proximity to metro areas	Perceptions towards BISD
Access to Nature: Lost Pines, Parks/Open Space	Low availability of skilled labor
Downtown district	Lack of cohesion to city-wide marketing efforts
Overall image of city and region	Lack of diverse retail establishments.
Robust Hotel Occupancy Tax	Lack of suitable/attractive retail property.
Lodging Amenities	
Accessibility to artists/performers	
Opportunities	Threats
Eastward growth of Austin	Low housing supply, single and multi-family
Rising costs in Austin's downtown core	Lack of diversified retail establishments
Greater focus on entrepreneurial businesses	Natural disasters

Source: Angelou Economics

### OVERVIEW OF EXISTING CONDITIONS

Tourists are drawn to Bastrop for many reasons, but those reasons primarily fall within three (3) categories: **A)** Natural Resources; **B)** Family & Heritage Tourism; and, **C)** Visual and Performing Arts. These assets are discussed in more detail later in this chapter (including “Downtown Assets” as a fourth category), but their cumulative impact on Bastrop’s existing tourism economy are highlighted in this section.

Bastrop County’s Arts, Entertainment, and Recreation sector directly employed 82 individuals in 2015. **Figure 8.3, Bastrop Tourism Establishments**, suggests that arts, entertainment, and recreation employment is distributed among 16 establishments. Combined with Tourism Support industries, total direct and indirect employment in Bastrop’s tourism industry is 2,562 persons. The majority of these employees work in restaurants and hotel accommodations (1,723 and 763 employees respectively). In total, tourism accounts - at least in part - for 7 percent of all jobs in Bastrop County.

**Figure 8.4, Bastrop Tourism Support**, identifies 114 establishments across five (5) industry categories that can support Bastrop’s tourism attractions and destinations. Overall, 1 percent of businesses in Bastrop support the local tourism economy. A comparison of total tourism employment versus establishments suggests that while establishments do not make up a large proportion of the economy, they tend to employ more people than the average business in Bastrop.

**FIGURE 8.3. BASTROP TOURISM ESTABLISHMENTS (2015)**

Industry	Establishments
<b>Family &amp; Heritage Tourism</b>	
Museums, Historical Sites, and Similar Institutions	1*
Amusement Parks and Arcades	2
<b>Visual &amp; Performing Arts Tourism</b>	
Performing Arts Companies	1
Spectator Sports	2
Promoters of Performing Arts, Sports, and Similar Events	1
Art Galleries	3
<b>Natural Resources Tourism</b>	
Bob Bryant	8
Fisherman’s	1
<b>Retail Tourism</b>	
Retail That Caters to Tourism	7
<b>TOTAL:</b>	<b>26</b>

Source: Bureau of Labor Statistics  
 Note: \*Figure per 2014 statistical data. At the time this document was written, establishments for 2015 were not yet disclosed.

**FIGURE 8.4. BASTROP TOURISM SUPPORT (2015)**

Industry	Establishments
Hotels and Motels	13
Restaurants and Other Eating Places	96
Other Traveler Accommodation	1
RV Parks and Recreation Camps	1
Drinking Places	3
<b>TOTAL:</b>	<b>114</b>

Source: Bureau of Labor Statistics

### HOW TOURISM WILL SHAPE BASTROP’S BROADER ECONOMY

One of the primary benefits of tourism as a targeted industry, is the ability to realize broad economic impacts throughout the economy. Local retailers often have highly localized supply chains. For every dollar spent, a greater portion of that dollar remains local than it would otherwise for a larger national retailer.

Moreover, the same businesses that are supported by tourism can be enjoyed by residents. As tourism grows and sustains a larger share of retail, restaurant, and entertainment establishments, local residents then have more options available to them for leisure and entertainment.

**SO WHAT IS THE IMPACT OF TOURISM?**

The economic impact of tourism may be quantified through economic modeling. **Figures 8.5 and 8.6** utilize averages for the Austin MSA, and consider the anticipated annual impact from the creation of 100 new jobs in the tourism industry in Bastrop.

Every year, D. K. Shifflet & Associates creates Texas tourism profile for the Hill Country region as well as for the Austin MSA. The average tourist in Texas spends money within six (6) categories of expenditures, including: lodging, food, transportation, retail, entertainment, and miscellaneous.

**Figure 8.5, Tourist Spending Profile**, shows the average spending profile per visitor per day. **Figure 8.6, Breakdown of 100 Jobs by Sector**, outlines the annual impact of 100 jobs by spending category based on the stated visitor spending profile.

**FIGURE 8.5. AUSTIN MSA AVERAGE TOURIST SPENDING PROFILE**

Spending Category	Average Spending (per person per day)
Lodging	\$54.00
Food	\$33.00
Transportation	\$22.80
Shopping (Retail)	\$17.80
Entertainment	\$11.20
Miscellaneous	\$3.70
<b>TOTAL</b>	<b>\$142.50</b>

Source: AngelouEconomics, D.K. Shifflet & Associates, IMPLAN (2015)

**FIGURE 8.6. BREAKDOWN OF 100 JOBS BY SECTOR**

Spending Category	Breakdown of Jobs
Lodging	31
Food	26
Transportation	13
Shopping (Retail)	3
Entertainment	24
Miscellaneous	4
<b>TOTAL</b>	<b>100</b>

Source: AngelouEconomics, D.K. Shifflet & Associates, IMPLAN (2015)



In 2015, the average tourist spent over \$140.00 per day in Bastrop.

### ANNUAL ECONOMIC IMPACT OF 100 JOBS

Using IMPLAN, an industry standard software for economic impact modeling, the annual impact of 100 jobs can be quantified further. **Figures 8.7 through 8.9** suggests that 100 new tourism-related jobs in Bastrop County (according to spending categories listed in **Figure 8.6**, page 8-4), may generate the following impacts to the local economy:

- \$11.0 million in annual economic output
- \$2.9 million in annual labor income generated
- 124 jobs created (24 additional jobs outside the 100 within tourism)

The model also details the supply chain impact. Not surprisingly, the sectors that are most highly impacted are those within the tourism industry. However, there are also significant impacts generated for industry sectors that support or supply tourism, namely: real estate, utilities, telecommunications, insurance agencies, wholesale trade, and financial services.

This information can be used in internal planning processes and assists the City and the EDC in goal setting for this particular target industry.

**FIGURE 8.7. TOTAL ECONOMIC IMPACT OF TOURISM INDUSTRY (CITY OF BASTROP)**

Impact Type	Employment	Labor Income	Output
<b>Direct Effect</b> (Impacts generated within the tourism industry)	100	\$2,261,343	\$8,151,769
<b>Indirect Effect</b> ("Supplier" impacts, generate from businesses that support or supply tourism)	14	\$361,462	\$1,695,048
<b>Induced Effect</b> ("Consumer" impacts, generated from labor of income of employees)	10	\$258,005	\$1,142,814
<b>TOTAL EFFECT</b>	<b>124</b>	<b>\$2,880,809</b>	<b>\$10,989,632</b>

Source: AngelouEconomics, IMPLAN (2015)

**FIGURE 8.8. TOTAL ECONOMIC IMPACT OF 100 JOBS (CITY OF BASTROP)**

Industry Sector	Total Economic Output
Hotels	\$3,527,863
Restaurants	\$2,249,176
Entertainment	\$1,297,388
Transportation	\$803,787
Retail	\$662,871
Real Estate	\$189,437
Utilities	\$178,839
Telecommunications	\$72,161
Insurance Agencies	\$68,579
Wholesale Trade	\$63,212
Financial Services	\$57,355
<b>TOTAL</b>	<b>\$10,989,632</b>

Source: AngelouEconomics, IMPLAN (2015)

**FIGURE 8.9. TOTAL ANNUAL TAX REVENUE IMPACT (CITY OF BASTROP)**

Impact Type	Tax Revenues
State & Local	\$1,056,319
Federal	\$827,058
<b>TOTAL EFFECT</b>	<b>\$1,883,377</b>

Source: AngelouEconomics, IMPLAN (2015)



### ECONOMIC IMPACT OF PROJECTED TOURISM INDUSTRY

The economic impact analysis introduced on page 8-5 can be taken a step further. Given the historical growth of Bastrop's tourism industry, what is the anticipated economic impact of the industry sector going forward?

With tourism job growth at 91 percent since 2006, an estimated 1,198 jobs were created in the tourism (and tourism support) industries within Bastrop over the last 10 years. Looking forward, similar growth trends may be expected over the next 10 years. There are a number of challenges that face the tourism industry due to climatic events (fire, flooding), but a more focused targeting strategy for tourism should buffer those challenges.

Absent sudden climatic events, the analysis presented in **Figures 8.10 through 8.12** assumes an local industry growth rate through 2025 that mimics historic trends (91% growth). This growth rate will yield an increase of 2,292 additional jobs over the next 10 years, and generate the following projected economic impacts:

- \$251.9 million in total economic output
- \$66.0 million in labor income generated
- 2,842 jobs created (550 additional jobs outside the tourism industry)
- 185 different industry sectors will be impacted

The models highlighted herein indicate that Bastrop's continued emphasis on cultural arts and tourism development through coordinated policies **will lead to hundreds of millions in economic activity** for the region.

**FIGURE 8.10. TOTAL ECONOMIC IMPACT OF TOURISM INDUSTRY (CITY OF BASTROP, CUMULATIVE - 10 YEAR PERIOD)**

Impact Type	Employment	Labor Income	Output
<b>Direct Effect</b> (Impacts generated within the tourism industry)	2,292	\$51,829,982	\$186,838,545
<b>Indirect Effect</b> ("Supplier" impacts, generate from businesses that support or supply tourism)	321	\$8,284,709	\$38,850,500
<b>Induced Effect</b> ("Consumer" impacts, generated from labor of income of employees)	229	\$5,913,475	\$26,193,297
<b>TOTAL EFFECT</b>	<b>2,842</b>	<b>\$66,028,142</b>	<b>\$251,882,365</b>

Source: AngelouEconomics, IMPLAN (2015)

**FIGURE 8.11. TOTAL ECONOMIC IMPACT OF 100 JOBS (CITY OF BASTROP, CUMULATIVE - 10-YEAR PERIOD)**

Industry Sector	Total Economic Output
Hotels	\$80,858,620
Restaurants	\$51,551,114
Entertainment	\$29,736,133
Transportation	\$18,422,798
Retail	\$15,193,003
Real Estate	\$4,341,896
Utilities	\$4,098,990
Telecommunications	\$1,653,930
Insurance Agencies	\$1,571,831
Wholesale Trade	\$1,448,819
Financial Services	\$1,314,577
<b>TOTAL</b>	<b>\$251,882,365</b>

Source: AngelouEconomics, IMPLAN (2015)

**FIGURE 8.12. TOTAL TAX REVENUE IMPACT (CITY OF BASTROP, CUMULATIVE - 10-YEAR PERIOD)**

Impact Type	Tax Revenues
State & Local	\$24,210,831
Federal	\$18,956,169
<b>TOTAL EFFECT</b>	<b>\$43,167,001</b>

Source: AngelouEconomics, IMPLAN (2015)

## CULTURAL ARTS AND TOURISM ASSETS.

The economic impact models presented on page 8-4 through 8-6 illustrate the potential impacts that tourism industry development can have on Bastrop over the long term. The next consideration is how to leverage limited resources to facilitate tourism sector growth.

For Bastrop, targeting cultural arts and tourism is an easy justification. However, the terms “cultural arts” and “tourism” may be interpreted differently by each individual. The key to successfully growing any industry is knowing your target. By defining the specific sectors within cultural arts and tourism, new insight and clarity can be given to a complex system of companies and organizations.

To conceptualize Bastrop’s cultural arts and tourism industry, four (4) subsectors have been identified based on local strengths and assets:

- *Downtown Assets*
- *Natural Resources*
- *Family and Heritage*
- *Visual and Performing Arts*

The goal of delineating these four (4) subsectors is to increase the efficiency and efficacy of tourism development.

### DOWNTOWN ASSETS

Downtown Bastrop has a great concentration of the amenities that tourists look for in an historic town. There are shops, sidewalks, events, and access to green spaces that foster and support repeat visits to downtown for those within the region. Yet, continued success relies on community organizations to have the vision for downtown and be able to manage and market that vision.

The primary organizations that support downtown initiatives include:

- **Main Street Program.** *The Main Street Program oversees the historic preservation and revitalization of downtown Bastrop.*
- **Downtown Business Alliance.** *The Downtown Business Alliance serves to connect residents to businesses, festivals, and events that take place in Downtown Bastrop,*
- **Historic Downtown Bastrop.** *The historic center of the community serves as a living artifact of Bastrop’s significance in Texas history. The buildings and streetscapes offer visitors an appealing aesthetic and understanding of the city’s architectural chronology.*
- **Bastrop Museum & Visitor Center.** *The Museum and Visitor Center provides tourists with information about the community and also hosts walking tours that promote downtown and historical neighborhoods.*

The number one strategy that these organizations can employ to create success is to foster a positive climate for small businesses. Small businesses can not only provide tourists with local character and unique goods and services, but can provide for a more flexible development of spaces found in downtown or other areas of the city frequented by tourists.

Efforts to continue to improve Bastrop’s business climate can be undertaken using the city’s robust Hotel Occupancy Tax (HOT). In 2015, nearly \$3 million dollars was generated in HOT revenues. The majority of HOT revenues (75%) come from the Hyatt Regency Lost Pines. These funds can be used to fund studies, market, promote, and enhance the offerings of the cultural arts and tourism sector in Bastrop.

The creation of a Destination Marketing Organization (DMO) will create yet another asset for Downtown Bastrop. The DMO can strengthen the draw to downtown for both residents and tourists alike. Downtown businesses, organizations, and assets should be a central focus for the DMO right from the start. Knowing that downtown organizations have within their power the ability to create vibrant and thriving downtowns, the method by which they accomplish that goal can vary.



**Goal 8.1: Leverage existing downtown assets to spur additional business activity.**

**Objective 8.1.1:** Fund a downtown master plan.

1. *Commission a downtown master plan to coordinate downtown organizations and the marketing initiatives outlined by the DMO.*

**Objective 8.1.2:** Leverage Bastrop's designation as a TCA Cultural Arts District in Texas.

1. *Create a strategic plan for the cultural district that includes goals and key performance measures including: changes in property tax base and taxable sales to measure tax revenue and return on investment to the public sector; and, population and employment to measure how attractive the district is to residents, tourists and businesses*
2. *Measure and communicate the economic impact of the TCA Cultural Arts District.*

**Objective 8.1.3:** Enhance the offerings available at the Bastrop Museum & Visitor Center.

1. *Create a visitor's feedback survey to better understand demand for other tourism activities.*
2. *Increase the number of digital and interactive exhibits and consider offering virtual video tours on-line, either for free or for purchase.*

3. *Use interactive media displays that allows people to choose how they interact with the museum and visitor center, as well as other locations downtown.*
4. *Increase presence on social media by posting content on-line at regular and predictable intervals.*
5. *Offer "flash" sales on social media. These are deals that come up periodically that are only available for a short time, typically a day or two. This will get people excited about the social media outlets and help to grow viewership.*

**Objective 8.1.4:** Create multiple downtown destination events that rely on Bastrop's cultural assets.

1. *Encourage visitors to downtown Bastrop with events that occur weekly, monthly, or annually. Lost Pines Christmas is a great example of this type of event*
2. *Create a "demo day" downtown that occurs each month. Entrepreneurs and local businesses can demo their products, foods, and services.*
3. *Increase awareness of the culinary district by creating an event to showcase the districts offerings on a weekly or monthly basis.*

**Objective 8.1.5:** Develop and promote the availability of small business grants and incentives to draw specialty retailers and eateries to downtown.

1. *Communicate to the business community and residents the availability of small business development incentives, and resources.*
2. *Promote availability of incentives to local small businesses.*

**Objective 8.1.6:** Reinstate and ensure the long-term availability of façade and renovation grants for downtown businesses and property owners.

1. *Continue to make funds available for improvements to downtown structures to help Downtown Bastrop remain a destination for tourists looking to visit a historic downtown environment.*





Downtown Bastrop's position along the banks of the Colorado River has gradually allowed it to expand its local tourism industry contributions beyond cultural arts and heritage tourism to include nature-based activities.

## NATURAL RESOURCES

Natural resources tend to draw tourists from a much wider area than other tourism categories. Bastrop is particularly renowned for its outdoor activities, including:

- **Bastrop State Park.** *There's something for everyone at Bastrop State Park, including hiking and biking trails, fishing, picnic tables, and a swimming pool.*
- **Lake Bastrop.** *Lake Bastrop is another great spot for fishing, boating, hiking, and even beach volleyball.*
- **Buescher State Park.** *Nearby, the 1,016.7 acre park includes a 7.7 mile hiking trail, camping and picnicking facilities and a small lake for canoeing and fishing.*
- **Colorado River Refuge.** *Within minutes of downtown, residents and tourists enjoy 65 acres of natural habitat along the Colorado River.*
- **McKinney Roughs Nature Park.** *West of Bastrop, this unique park is home to four (4) ecosystems, the Mark Rose Natural Science Center, and has an attractive event facility that can host up to 100 guests.*

Bastrop's natural resource attractions are arguably the most well known of the area's tourism sectors. The majority of the area's natural resource assets are however concentrated in the public sector. Efforts should be made to expand upon the private sector offerings within this industry sector.



## Goal 8.2: Diversify the supply chain of natural assets.

**Objective 8.2.1:** Promote the growth of nature tourism through private enterprises.

1. *Partner with state-wide institutions, such as the Texas A&M AgriLife Extension Service and Texas Parks & Wildlife, that can help private land owners, farmers and ranchers, and other interested individuals start a nature tourism business.*
2. *Hold local information sessions with representatives from these agencies and communicate to local residents and the business community to spur business development in the nature tourism field.*
3. *Study the feasibility for bridle path development on private and public property to couple with activities at the rodeo grounds.*

**Objective 8.2.2:** Increase community access to the Colorado River.

1. *Develop the trails, parks, and river access points promoted as part of the City's River Loop concept. (See Objective 7.1.3, page 7-21).*
2. *Ensure that the downtown master plan (see Objective 8.1.1, page 8-8) expands upon the original River Loop concept to increase the visual connection and physical linkages between downtown and the riverfront.*
3. *Work with local partners and other Colorado River communities (Bastrop County, Smithville) to develop additional river access points and other enhancements of the El Camino Real Paddling Trail.*



## FAMILY AND HERITAGE TOURISM

This category of tourism comprises activities that draw tourists principally from nearby areas, as well as those that may reside in other parts of Texas. These activities draw upon historical assets that present Bastrop's storied history. Additionally, these activities tend to be family-oriented and support family outings that are fun and educational (and are typically short 1-2 day trips).

Within and around Bastrop, there are a number of family and heritage tourism attractions including:

- **Barton Hill Farms.** Known for the huge corn maze open during the fall, Barton Hill Farms is also home to a pumpkin patch and live Texas country and bluegrass music.
- **Public Library.** The Bastrop Public Library serves Bastrop residents of all ages with children's programming and its vast collection of over 48,000 items.
- **Capital of Texas Zoo.** The Capital of Texas Zoo is just 20 minutes from downtown Austin and is home to more than 500 rare wild animals.
- **Bastrop County Courthouse and Jail Complex.** Erected in 1883 after the original courthouse and jail burned down, it was added to the National Register of Historic Places in 1975.
- **Bastrop County Museum and Visitor Center.** The Bastrop County Museum and Visitor Center is a historic place, having formerly served as Bastrop's fire station, police station, and tax office.
- **Historical Society Walking Tours.** The Bastrop Historical Society hosts various walking tours, which serve to educate about Bastrop's rich history, including its 130 historic landmarks.
- **Fisherman's Park & Splash Pad.** With its many water jets, the Fisherman's Park Splash Pad is an ideal place for families to cool off on a sweltering summer day.

- **The Dinosaur Park.** This park, located in nearby Cedar Creek, offers nature trails with life-size dinosaur replicas, along with other activities.

Much has been accomplished to support family and heritage tourism in Bastrop. Success is visually apparent in the form of the preserved historic structures of Downtown Bastrop, in the local museums, and in the attractions mentioned previously.

The organizations that have had the greatest impact for this tourism niche are:

- **Bastrop Convention & Exhibit Center.** The convention center is a newly-built and versatile indoor/outdoor venue, ideal for conventions, trade shows, weddings, and more. In the case of family tourism, the Bastrop Convention & Exhibit Center is tasked with creating and maintaining a high level of programming throughout the year.
- **Historic Landmarks Commission.** Maintains Bastrop's historical, architectural, and cultural character by working with the City to determine best use for historic buildings. For heritage tourism, the Historic Landmarks Commission is charged with protecting Bastrop's history.



The Bastrop County Museum and Visitor Center has an expanding inventory of exhibits that can interest people of all ages.

The success of these organizations also proves the support the broader community has for maintain a healthy family and heritage tourism sector. The efforts of these organizations can be furthered by finding new avenues to diversify family-oriented tourism offerings and new sources for supporting the historic structures and landmarks of Bastrop.



**Goal 8.3: Bolster family and heritage tourism assets.**

**Objective 8.3.1:** Diversify family-oriented tourism offerings.

1. *Survey the local community to understand the demand for new family-oriented entertainment activities throughout Bastrop.*
2. *Create seasonal marketing materials that promote different assets and activities based around the school year schedule.*

**Objective 8.3.2:** Increase the number and types of programming at the Bastrop Convention and Exhibit Center.

1. *Offer incentivized rates for Bastrop's target industries. Trade shows provide a high level of visibility and promotion opportunity. Reach out to trade organizations related to Bastrop's targeted industries to promote the Bastrop Convention and Exhibit Center as a place to host an event.*
2. *In addition to non-profits, offer discounts for local organizations looking to rent space for corporate or social events.*
3. *Consider attracting an associated conference hotel near the convention center downtown.*

**Objective 8.3.3:** Solicit support for historical structures and landmarks.

1. *BEDC should complete an economic impact study of historic preservation investments in Bastrop to promote the role preservation has had on the local economy.*
2. *Put forward an application to become a Certified Local Government to receive grants from Texas Historic Commission and National Park Service.*

**VISUAL AND PERFORMING ARTS**

These sorts of activities are more likely to only draw from individuals within a day's drive. While the entertainment venues of Austin are only a short trip away, Bastrop has a number of outlets for the visual and performing arts. The fact that Bastrop has been designated as a cultural district is proof that the City can market its own merits. The City's principal assets within the visual and performing arts sector include:

- **The Farm Street Opry.** Family-friendly entertainment on the first Thursday of every month, featuring local and regional musicians and performers.
- **Lost Pines Arts Center.** The nonprofit Bastrop Fine Arts guild was founded in order to support and promote the fine arts in Bastrop.
- **Bastrop Opera House.** An icon of the late 19th century, the historic Bastrop Opera House still hosts regular theatrical and operatic performances.
- **Jerry Fay Wilhelm Center for the Performing Arts.** The Wilhelm Center for the Performing Arts is a prime venue in the Bastrop community, hosting not only performances but graduations and other community events.
- **A Wealth of Small Performance Spaces and Venues.**
- **Numerous galleries featuring works by local and regional, as well as national and international, artists and artisans.** The First Friday Art Walk has promoted these businesses and helped develop Friday nights as a vibrant time in the downtown area.

Bastrop Art in Public Places (BAIPP) board has laid the groundwork for enhancing the aesthetic appeal of Bastrop's built environment. However, a strategic plan that establishes measurable actions and initiatives is necessary to create a coordinated series of arts events funded and promoted by the City, art acquisitions by the City, art exhibitions on City property, and art calls and competitions. City support for these initiatives should be based in part on the degree to which each can grow the local cultural arts and tourism sector.



**Goal 8.4: Create a long-term strategy for placement of visual and performing arts assets.**

**Objective 8.4.1:** Develop a Bastrop Art in Public Places Master Plan for the community.

1. *City leaders and community groups can work with partners to provide the vision for this plan and ensure that it meets the goals of the arts community and has broader public support. BAIPP with City Council approval will be responsible for the implementation of the actions put forward in the master plan.*
2. *Begin reviewing best practices in public arts master planning and reach out to firms through a request for proposals.*

**BEST PRACTICE**

**THE CITY OF MOSAICS  
LEVELLAND, TX.**

Levelland, Texas is known as the City of Mosaics. With nine mosaics throughout the city, Levelland has connected these pieces of art through a self-guided walking tour. With printable materials that detail the location of each mosaic, visitors can take in the beauty of each mosaic at their own pace. The mosaics also incorporate key community assets; the mosaics are featured at the Fine Arts Building, the Study Services Building, the Science-Agriculture Building, the Methodist Hospital, the Levelland Clinic, the Adult Learning Center, the Hockley County Library, and the Levelland Area Chamber of Commerce.

Bastrop can replicate the success of Levelland by connecting the various pieces of art that are featured in public spaces.

For more detail see: <http://www.texasescapes.com/TOWNS/Levelland/Levelland-Texas-Mosaics.htm>

**Objective 8.4.2:** Align land-use policy and practices to make certain that space is available for arts and tourism.

1. *Ensure that land-use policies and decisions are made with the cultural arts community and tourism sector in mind. This means that code and ordinances regulating public art and signage should be flexible to promote art in the built environment. Potential gaps in the Bastrop's tourism economy should put to the forefront of land-use and development decisions.*

## TOURISM ADMINISTRATION AND MARKETING.

There are many organizations in Bastrop that are responsible -for providing arts, entertainment, and recreational services and/or marketing these resources to non-residents. While the missions of these organizations are distinct, there are instances where their interests and initiatives overlap.

The following organizations support and promote tourism in Bastrop (either directly or indirectly):

### CITY BOARDS

- **Art in Public Places Board.** Supports public art in Bastrop by advising city council with standards for purchase, display, and maintenance of public art.
- **Historic Landmarks Commission.** Maintains Bastrop's unique historical, architectural, and cultural character by working with the city to preserve its historic buildings and sites.
- **Main Street Advisory Board.** Advises city government as to the promotion, maintenance, and development of Bastrop's historic Main Street.

### CITY DEPARTMENTS

- **Convention Center.** The convention center is a newly-built and versatile indoor/outdoor venue, ideal for conventions, trade shows, weddings, and more.
- **Main Street Program.** The Main Street Program oversees the historic preservation and revitalization of downtown Bastrop.
- **Public Library.** The Bastrop Public Library serves residents of all ages with children's programming and its collection of over 48,000 items.
- **Bastrop EDC.** Seeks to provide "meaningful and rewarding employment" for the citizens of Bastrop by recruiting new businesses and expanding existing businesses.

### PARTNERS

- **Hyatt/Visit Lost Pines.** Visit Lost Pines is a partnering organization that promotes tourism and outdoor recreation in the Bastrop region.
- **Bastrop Museum & Visitor Center.** The Museum and Visitor Center offers residents and tourists alike the opportunity to connect with Downtown Bastrop, both past and present.

- **Bastrop County Tourism and Economic Development.** This department is the county's economic development organization. With a focus on tourism, they are an important partner for the City of Bastrop's tourism Initiatives.
- **Local and Regional Lodging Industry.**

### HARMONIZING CITY ARTS AND TOURISM EFFORTS

For the purposes of economic development, cities with vibrant downtowns may draw not just visitors, but future residents and businesses. In many ways, economic development is an exercise in marketing. The communities that do a better job marketing their assets are often the same that boast headlines of major expansion projects breaking ground in their community.

For Bastrop, marketing efforts should address the primary components of the cultural arts and tourism industry: downtown, natural resources, family & heritage, and visual/performing arts. Marketing efforts should give attention to the primary assets that define each component. For instance, marketing for Downtown Bastrop should address the city's designation as a TCA Cultural Arts District, the culinary district, and all of the destination events that occur downtown.

A destination marketing organization (DMO) could ensure that these varied marketing efforts promote Bastrop's goal of expanding and sustaining its tourism economy. DMOs can take many forms, but in general terms, they are the chief tourism organization for a given state, region, or municipality. DMOs are usually funded through membership dues, occupancy taxes, business improvement districts, and other government funds. As the case studies describe in this chapter describe, DMOs act as a resource for conventions, businesses, and tourists to assist with accommodations and promote tourism and related activities.





**Goal 8.5: Strengthen Bastrop's brand throughout the region and the rest of the country.**

**Objective 8.5.1:** Utilize the DMO to unify all organizations, businesses, and artists related to cultural arts and tourism.

1. *Support partners in creating a clear vision for cultural arts and tourism.*
2. *Collaborate on unifying the Bastrop story vis-à-vis marketing and collateral materials, such as visitor guides, tourist packages, and guided tours.*
3. *Host educational, informational, and networking opportunities for local artists and performers, working with partnering organizations where possible.*

**Objective 8.5.2:** Harmonize the efforts of organizations marketing Bastrop and develop cross-promotional campaigns.

1. *Bastrop would benefit from an organization like a DMO that can harmonize marketing and tourism efforts, while helping to make progress on the community's goal of becoming a nationally-renowned tourist destination.*
2. *Hire skilled marketing professionals to run the organization and provide necessary support for staffing.*
3. *Ensure that the various organizations that market Bastrop highlight downtown as a key attraction in its own right.*
4. *Make the wider region more aware of the draw of Downtown Bastrop, which can be achieved through greater cross-promotion with local and regional agencies and organizations.*

**BEST PRACTICE**

**GRAND RAPIDS, MI.**

After tying with Asheville, NC for the title of Beer City USA, Grand Rapids revamped its DMO to brand the city as a destination for craft beer. The DMO went ahead and trademarked Beer City USA for themselves, and launched several partnerships with local businesses to promote Grand Rapids as a craft beer destination. This included having employers use the craft beer reputation as a hiring tactic, having restaurants use craft beer in their food, offering a Brewsador passport for visitors, and stamping the Beer City USA logo all around town. The rebranding led to a 54% increase in the number of residents under 35 with college degrees, and also landed Grand Rapids on several Best Place to Visit lists.

**BEST PRACTICE**

**MYRTLE BEACH, SC.**

With the decrease in flights to Myrtle Beach following the 2008 recession, several tourist attractions pulling out of the city, and an insufficient budget to promote their offerings, the Myrtle Beach DMO rolled out a public awareness campaign to inform Myrtle Beach residents about how important tourism is to the local economy. From there, they lobbied the state government to invest in Myrtle Beach's resurgence through public infrastructure and jobs programs. In addition, they convinced city government to implement a 1% "Penny Tax" that went towards a Tourism Growth Initiative fund. The penny tax increased the DMO's budget six fold, and led to a 300% increase in brand awareness, a 30% increase in lodging revenues, and an 18% increase in airline passenger arrivals.

## PUBLIC POLICIES AND REGULATORY PRACTICES.

Land uses and activities related to arts, entertainment, and recreation can influence the character and function of a community's districts, neighborhoods, and corridors. Because stakeholders in Bastrop have indicated a desire to increase the City's tourism-based economy, it is necessary to review policy and regulatory provisions that impact the development of arts, entertainment, and recreation land uses. A code review pertaining to cultural arts and tourism allows a community to re-evaluate provisions that may inhibit tourism development, or that insufficiently manage the potential impact of assembly uses and activities.

### LAND USE SUITABILITY

#### ARTS, ENTERTAINMENT, AND RECREATION LAND USES

Bastrop's zoning regulations – including the DB-FBC – provide for a wide range of entertainment and recreational uses. Other similar land uses that promote the cultural arts, and event and exhibition space, are incorporated into the City's lists of permitted uses.

There are no apparent zoning provisions that prevent the establishment of business enterprises that build upon the City's current cultural, historic, or natural resource assets. City code is silent however, on the suitability of some assembly type uses such as amphitheaters or outdoor dining. Lack of clarity on uses of this nature may cause a community to over-regulate in an inconsistent manner, or to be overly permissive when faced with "unique" requests.



*Bastrop's business and zoning regulations are silent on accessory uses such as outdoor dining and seating, and live music venues.*

#### HOME-BASED BUSINESSES

Bastrop allows two (2) categories of home-based business: home occupations and live-work units. Home occupations allow for business activities to be conducted within a residential dwelling unit, with conditions that ensure the business use remains accessory in nature. Bastrop regulates home occupations through limitations on external activity or advertisement, maximum square footage provisions, and employee and customer traffic. Home occupations are permitted in all but one (1) City zoning district. The City's zoning regulations do not limit the type of business activity that may be conducted within the premises or accessory structures.

The DB-FBC allows for live-work units - which combine residential dwelling units and work spaces within the same structure. Each unit must be distinct – with the ability to sever ownership rights through condominium arrangements. The live-work unit may be operated in a manner that is more consistent with a stand-alone business than could a home occupation. Unlike a home occupation, suitable live-work commercial uses are limited by definition, but are subject to interpretation. Live-work units are permitted in the City's Live-Work (LV) zoning district.

The City's home-based business provisions are sufficiently permissive to support the City's efforts to encourage artisan business. The City's efforts may be enhanced by expanding the downtown footprint within which live-work units may be permitted.

**TEMPORARY LAND USES**

'Carnivals, circuses, or tent services' is the sole entertainment or recreational use that is listed in the Bastrop zoning ordinance as temporary. No specific conditions are associated with this land use in the zoning ordinance; nor, are applicable zoning districts listed within which the use could be operated. Ordinance language defers to the 'Bastrop Code of Ordinances' for direction on processing and approving this temporary use.

Although an individual seeking to operate a 'carnival, circus, or tent service' in Bastrop may believe that such a use may be approved through the procedures established in Chapter 4 § 4.06 (Special event permits, public gatherings, and parades), the use is only defined and referenced in the City's zoning

ordinance. Greater clarity in the City's code is needed to verify suitable locations and conditions within which this entertainment use may be permitted. The administration of temporary land uses may also be improved by establishing a separate land use chart in the Bastrop zoning ordinance for temporary uses. Conditions related to temporary uses, and the procedures related to their approval, should also be consolidated into a single zoning ordinance section similar to that established for conditional use permits.

**MOBILE BUSINESSES**

Many communities are developing regulations to permit – or even encourage – mobile food establishments ('food trucks') and other mobile businesses in defined areas of the community. Such uses are not currently defined by Bastrop's zoning ordinance, but may be managed as 'vendors' according to Chapter 4 § 4.04 (Peddlers, Solicitors, and Vendors) of Bastrop City Code.



*Bastrop can manage mobile businesses by establishing conditions under which they may be located and operated. Mobile business court are a unique community destination.*

As with temporary uses, greater clarity may be warranted between Bastrop’s business and zoning regulations to distinguish a mobile business from other vendors. The City may consider the use of an underutilized property for the specific purpose of establishing a mobile business court. Such a use can create a distinct community destination, and allow Bastrop to control the proliferation of mobile businesses to more established business districts.

**SPECIAL EVENTS**

The process for approving special events is addressed in Chapter 4 (Businesses) of Bastrop City Code. While the City’s provisions regarding the management of special events is thorough, there are opportunities to place more spatial requirements on the location of certain types of special events (in conjunction with Bastrop’s zoning regulations).



Greater clarity is needed in Bastrop’s city code to determine the conditions under which some assembly uses may be established.

**SUMMARY**

Bastrop’s current land use regulations seem well-calibrated to encourage growth in the City’s arts, entertainment, and recreation sector, while protecting property owners from negative impacts. Regardless, there is almost always room to improve administrative processes or conditions that mitigate undesirable land use conflicts. City ordinance amendments should increase compatibility between the City’s business and zoning regulations – with a particular focus on managing temporary uses (including seasonal or special events) and mobile businesses.



**Goal 8.6: Adjust City ordinances to accommodate arts, entertainment, and recreation uses; and, to manage their impacts on the community.**

**Objective 8.6.1:** Manage the impact of assembly uses, special events, and temporary uses on surrounding property, and public infrastructure and services.

1. **Amend the Bastrop zoning ordinance to include a land use chart and administrative provisions to review and conditionally approve temporary uses.**
2. **Consider additional locational standards for some temporary uses such as major thoroughfare access, suitable zoning districts, spacing from residential areas, etc.**
3. **Draft provisions to manage mobile businesses. Consider suitable locations for a mobile business court.**
4. **Evaluate and amend (as necessary) City provisions permitting outdoor entertainment as an accessory use to restaurants and other businesses.**
5. **Provide distinctions between different tiers of special events and temporary outdoor recreation uses.**



## CULTURAL ARTS AND TOURISM INFRASTRUCTURE.

Tourism has and will remain a key component of Bastrop's economy. There are great benefits to tourism; visitors travel to the community, spend their money in the local economy, then leave to go back home. The benefit is to local businesses – and ultimately – the tax base, and moreover, broader civil services do not have to be provided to those travelers.

Adequate transportation infrastructure needs to be in place in order to serve the local market, as well as incoming tourists. Adequate infrastructure comes in many different forms: road capacity, mobility during special events, sufficient parking, and pedestrian and bicycle lanes.

### ROAD CAPACITY

Road capacity entails the major thoroughfares that tourists will use to enter Bastrop, as well as the roads that they will use within the city.

As provided in **Chapter 6, Transportation**, there are capacity deficiencies on SH 71 west of FM 304, as well as near Loop 150. The deficiencies are created from bottlenecks near river and railroad crossings. These deficiencies increase congestion and create barriers for tourists.

Residents also voiced frustrations that they are forced to use SH 71 frontage roads in order to access businesses located along that corridor. If additional options existed for residents to access establishments along the corridor, it would ease congestion on the frontage roads, which would benefit tourists and create a win-win scenario.

### ACCOMMODATING SPECIAL EVENTS

Travel demand models associated with the Bastrop Transportation Master Plan are not able to capture traffic congestion associated with special events. However, many residents commented on the significant levels of weekend traffic in the area associated with tourists and special events (particularly on Friday evening and Sunday afternoons).

Special events are a major driver of tourism in Bastrop and the congestion issues will limit the growth potential of the industry sector going forward. Moreover, if residents feel as though the tourism industry is a burden, they will be less likely to support the sector as a targeted industry. Targeted industries that don't have broad public support are less likely to succeed.

From a long-term perspective, road infrastructure from venues should accommodate multiple points of entry and exit, as well as multiple ways to access either SH 71 or downtown. In the short-term, congestion can be alleviated through temporary park and ride solutions completed through private contacts. Additionally, local police can engage in traffic management for special events.

### PARKING

While some residents regard parking as an issue, it does not seem to be a primary concern among the most stakeholders. That said, the growing success of the tourism industry and the continued investment in downtown Bastrop will place demands on parking infrastructure. At some point in the coming years, parking will become a larger issue without a plan to address the increased demand.



*With the support of shuttle connections or bike rental/share businesses 'remote' parking lots at City Hall and the conference center can support downtown lots during peak times.*

The obvious solution is to plan for an adequate number of spaces to accommodate local attractions. However, there are other solutions that can be undertaken in tandem that would keep cars out of downtown entirely, i.e., improve the pedestrian and bicycling infrastructure to create a downtown that is less dependent on automobiles.

### **PEDESTRIAN AND BICYCLE FACILITIES**

Residents in Bastrop have expressed the desire for expanded transportation options in the city, specifically for bicycling and walking. According to the on-line survey, 23 percent of residents feel that the sidewalk and pedestrian space is inadequate. Similarly, 36 percent of residents feel that bicycle facilities are inadequate.

For pedestrians, Bastrop residents have stated a strong need for increased sidewalk connectivity between neighborhoods and between key destinations. Recent public policy has been put in place within Bastrop that serves to bolster connectivity, namely through Form-Based Codes. Additionally, Alliance has detailed recommendations that allow for sidewalks and trails to be a part of all new developments along priority streets and corridors.

The current state of pedestrian infrastructure leaves residents feeling unsafe, meaning that walking is not seen as a viable option for many. This is a sentiment that does not go unnoticed by tourists. When walking, tourists tend to only venture where there are other pedestrians; rarely do they forge their own paths while within a city setting.

For bicycling, the story is very much the same. A recent bicycling assessment indicates that Bastrop's bicycle transportation network offers conditions that are below average. Despite this, there has been a growing community of recreational cyclists, but these individuals have a deeper interest in cycling and would likely continue even without better cycling facilities.

As a tourist destination, it is important that visitors leave their cars. When they walk or bike, they are more likely to visit retail establishments and tend to engage in more activities than they would have otherwise. This creates a better experience for the tourists and it creates a better outcome for local businesses. The best way to get tourists to leave their cars for any length of time is to offer pedestrian and cycling infrastructure that feels adequate, safe, and inviting.

Originally reserved for larger cities with dense urban environments, bike share programs are now expanding to smaller communities where they can link local attractions. Bike share feasibility has increased in small-town environments because new tracking technology within the bicycles themselves has decreased start-up costs tied to extensive docking stations. Even with only one (1) or two (2) docking stations (for example: in the central business district and at the arts center) 'smart bike' technology makes bike share affordable in a community such as Bastrop. With targeted marketing, historic walking tours can now become biking tours – increasing mobility options to a wider audience.

### SUMMARY

To expand the footprint of Bastrop's concentration of downtown cultural, historic, and natural attractions, investments in themed or targeted transit may be necessary - as well as the provision of bicycling options for visitors. These mobility options also increase the feasibility of utilizing remote properties to accommodate overflow parking and traffic tied to large special events.



### Goal 8.7: Improve local mobility to encourage higher levels of tourism.

**Objective 8.7.1:** Provide mobility options that increase tourist access to attractions while mitigating local traffic impacts.

1. **Commission a bike share feasibility study. Promote the establishment of a bike share program, or bicycle rental business in downtown and market historic bicycle tours.**
2. **Establish a downtown shuttle route for operation in center city on weekends and holidays, and/or under contract to serve special events.**
3. **Pro-actively utilize City-owned lots at the conference center and City Hall to serve center-city parking needs. Establish parameters for use of the lots for special events not being held at the venues that the lots serve.**
4. **Promote ride-share options to provide safe travel alternatives to and from Bastrop's entertainment and recreation venues.**
5. **Develop an inter-connected city-wide network of multi-use trails (see Objective 7.1.2, page 7-19)**



Businesses across small-town America are incorporating bicycle rental, sales, and/or repair into their business models. Photo: Courtesy of Adventure Cycling Association

**Objective 8.7.2:** Partner with technology firms that specialize in way-finding.

1. *Given that an average of 30 percent of traffic downtown is actually people finding a place to park, there is significant opportunity to relieve congestion during peak times. The level of detail can be customized based on the need. On the basic end, sensors can detect when lots or spaces are full and can illuminate signage that signifies if there are available spaces. On the detailed end, the illuminated signage can identify the number of spots available and where those spots are located.*

**Objective 8.7.3:** Study the levels and patterns of downtown foot traffic in order to help create uniform business hours.

1. *This can be advanced through the efforts of the Main Street Program, the City, and volunteers to, first, study the patterns of foot traffic for downtown businesses; and, to determine how to create uniform business hours in downtown into the evening, and find ways to make those extra hours profitable for business owners.*
2. *Bastrop's First Friday Art Walk is good start to creating the market needed for extended and uniform business hours, but additional events can help to promote extended business hours throughout other parts of the month.*

**BEST PRACTICE**

**MICHIGAN GOOGLE TREKKER  
MICHIGAN ECONOMIC DEVELOPMENT CORPORATION  
LANSING, MI.**

Among the first of its kind in the U.S., the Michigan Economic Development Corporation partnered with Google Maps to make many of Michigan's iconic tourist locations accessible for the first time ever as 360-degree, fully-navigable imagery to more than one billion people around the world who use Google Maps. The Google Maps Street View imagery increases global awareness of Michigan as a travel destination while showcasing the unique destinations and experiences only possible in Michigan, and has grown to a record \$22.4 billion industry in 2014. Michigan's Google Trekker launch received significant worldwide news coverage and generated 82 million impressions across Asia, Europe, South America and the United States. Pure Michigan is a brand representing business, talent and tourism initiatives across Michigan. These efforts are driven by the Michigan Economic Development Corporation, which serves as the state's marketing arm and lead advocate for business growth, jobs and opportunity with a focus on helping grow Michigan's economy.

For more details, see: <https://www.youtube.com/watch?v=PvEeK6NjDc>



## SUMMARY OF GOALS AND OBJECTIVES (CULTURAL ARTS & TOURISM).



Chapter 8, *Cultural Arts and Tourism*, of the Bastrop Comprehensive Plan examines economic development priorities, cultural arts and tourism programs, public policies and regulatory practices, the potential effect of tourism on transportation and the broader economy, and economic development strategies. This chapter's goals and objectives have been incorporated into the City's overall comprehensive plan work program (**Chapter 9, Implementation**).

The seven (7) goals and 19 objectives that are recommended throughout this chapter have been compiled into **Figure 8.13** below. Detailed initiatives and actions that correspond to the listed goals and objectives may be found on the page numbers referenced within the figure.

**FIGURE 8.13. CULTURAL ARTS & TOURISM, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 8.1: LEVERAGE EXISTING DOWNTOWN ASSETS TO SPUR ADDITIONAL BUSINESS ACTIVITY.</b>	8-8
Objective 8.1.1: Fund a downtown master plan.	8-8
Objective 8.1.2: Leverage Bastrop's designation as a TCA Cultural Arts District in Texas.	8-8
Objective 8.1.3: Enhance the offerings available at the Bastrop Museum & Visitor Center.	8-8
Objective 8.1.4: Create multiple downtown destination events that rely on Bastrop's cultural assets.	8-8
Objective 8.1.5: Continue to use and promote the availability of small business grants and incentives to draw specialty retailers and eateries to downtown.	8-8
Objective 8.1.6: Reinstate and ensure the long-term availability of façade and renovation grants for downtown businesses and property owners.	8-8
<b>GOAL 8.2: DIVERSIFY SUPPLY CHAIN OF NATURAL ASSETS.</b>	8-9
Objective 8.2.1: Promote the growth of Nature Tourism through private enterprises.	8-9
Objective 8.2.2: Increase community access to the Colorado River.	8-9
<b>GOAL 8.3: BOLSTER FAMILY AND HERITAGE TOURISM ASSETS.</b>	8-11
Objective 8.3.1: Diversify family-oriented tourism offerings.	8-11
Objective 8.3.2: Increase the number and types of programming at the Bastrop Convention and Exhibit Center.	8-11
Objective 8.3.3: Solicit support for historical structures and landmarks.	8-11
<b>GOAL 8.4: CREATE A LONG-TERM STRATEGY FOR PLACEMENT OF VISUAL AND PERFORMING ARTS ASSETS.</b>	8-12
Objective 8.4.1: Develop a Bastrop Art in Public Places master plan for the community.	8-12
Objective 8.4.2: Align land-use policy and practices to make certain that space is available for arts and tourism.	8-12
<b>GOAL 8.5: STRENGTHEN BASTROP'S BRAND THROUGHOUT THE REGION AND THE REST OF THE COUNTRY.</b>	8-14
Objective 8.5.1: Utilize the DMO to unify all organizations, businesses, and artists related to cultural arts and tourism.	8-14
Objective 8.5.2: Harmonize the efforts of organizations marketing Bastrop and develop cross-promotional campaigns.	8-14

**FIGURE 8.13. CULTURAL ARTS & TOURISM, SUMMARY OF GOALS AND OBJECTIVES**

GOAL/OBJECTIVE:	PAGE:
<b>GOAL 8.6: ADJUST CITY ORDINANCES TO ACCOMMODATE ARTS, ENTERTAINMENT, AND RECREATION USES; AND, TO MANAGE THEIR IMPACTS ON THE COMMUNITY.</b>	8-17
Objective 8.6.1: Manage the impact of assembly uses, special events, and temporary uses on surrounding property, and public infrastructure and services.	8-17
<b>GOAL 8.7: IMPROVE LOCAL MOBILITY TO ENCOURAGE HIGHER LEVELS OF TOURISM.</b>	8-20
Objective 8.7.1: Provide mobility options that increase tourist access to attractions while mitigating local traffic impacts.	8-20
Objective 8.7.2: Partner with technology firms that specialize in way-finding.	8-21
Objective 8.7.3: Study the levels and patterns of downtown foot traffic in order to help create uniform business hours.	8-21

**IMPLEMENTATION OF CULTURAL ARTS & TOURISM GOALS AND OBJECTIVES**

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

In consideration of these inter-related implementation variables, many of the recommendations summarized in **Figure 8.13** have been incorporated into Bastrop's overall comprehensive plan work program contained in **Chapter 9, Implementation**. Please reference **Chapter 9** for a full overview on the methods and timing by which the city of Bastrop's actions and initiatives will be implemented to the benefit of Bastrop's citizens, business owners and property owners.

# 9. IMPLEMENTATION



## CHAPTER NINE IMPLEMENTATION

The success of the Bastrop Comprehensive Plan will be measured through the community's commitment to implementation. Utilizing the Bastrop Comprehensive Plan on a frequent basis for policy, planning, regulatory, and capital decisions will lead to its commonplace acceptance and reference.

It is through the process of implementation that actions are translated into specific policies, operational changes, financial investments (e.g., capital improvements), further studies, and new regulation. Containing almost 300 individual actions throughout its nine (9)

chapters, implementation of the Bastrop Comprehensive Plan requires a clear short-term work program. **Chapter 9** of the Bastrop Comprehensive Plan identifies high priority objectives and actions for which near-term action is recommended (while not detracting from the importance of other actions listed throughout this Plan). To promote sustained implementation of the Bastrop Comprehensive Plan, this chapter also includes formalized procedures for the ongoing plan monitoring, amendments, and updates.



Chapter 9 identifies high priority objectives and actions as discussed in previous chapters, including policies, studies, and new regulatory adjustments that will guide infrastructure investments and growth patterns.



## PARTNERING FOR SUCCESS.

Comprehensive plan implementation will take coordinated effort from community leaders, and individual citizens, to appointed and elected officials, to outside agencies and entities. Ultimate success involves a combination of City and non-City partners. At a minimum, Plan implementation partnerships could include:

- *Bastrop elected and appointed officials;*
- *City Administration and staff;*
- *Bastrop Economic Development Corporation (EDC);*
- *Bastrop County;*
- *Texas Department of Transportation;*
- *Bastrop Chamber of Commerce;*
- *Bastrop Independent School District (BISD);*
- *Lower Colorado River Authority (LCRA);*
- *Abutting local municipalities (on projects that benefit both jurisdictions);*
- *Other affected agencies and entities; and*
- *Area land and business owners and the development community.*

## IMPLEMENTATION ACTION PLAN

Chapters 2 through 8 of the Bastrop Comprehensive Plan include 36 goals, 96 objectives, and 292 recommended implementation actions that may be initiated and accomplished at any point during the 20-year horizon of this Plan. These chapters also include background information, analysis, and guidance as to how these actions could be implemented over time. The plan's goals, objectives, and actions are also accompanied by multiple policy statements – principally associated with the Bastrop Growth Program, Future Land Use Plan, and Major Thoroughfare Plan components of this document.

Implementation of Bastrop's objectives, and recommended actions, can occur concurrently through the efforts of multiple partners. Still, the volume of actions contained within the plan increases the likelihood that substantial plan implementation will span the entire 20-year plan horizon. This recognition necessitates that certain initiatives are prioritized above others and that a short-term work program is generated to guide implementation actions over the immediate five (5) year period.

### SHORT-TERM WORK PROGRAM

The Bastrop Comprehensive Plan's Short-term Work Program is presented in **Figures 9.1 through 9.5** (pages 9-4 through 9-13). The Short-term Work Program includes prioritized lists of actions derived from the various Plan chapters. The figures do not include every action recommendation found throughout the Plan, but focus on activities that require new initiatives or the adjustment of current municipal policies or practices. Some objectives and action statements contained in the Plan that affirm ongoing activities or policies (many of which reflect "best practices") are not referenced in the Short-term Work Program because their continuation will not require a substantial adjustment to current municipal practices.

As configured, the Short-term Work Program details the “to do” list of the City’s highest implementation priorities, and shows the general time frame for the initiation of these prioritized tasks - as well as identifying those parties that are responsible for initiating and participating in the implementation process.

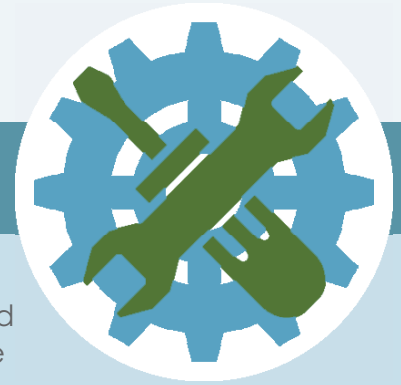
**Appendix C, Short-term work program ranking results** includes the results of ranking activities undertaken by the CPSC and Bastrop Planning and Zoning Commission which was utilized for Short-term Work Program preparation.

**The absence of a recommended Plan activity or initiative from the Short-term Work Program does not negate its overall community value.**

Changing community conditions may alter local priorities and require that previously non-prioritized actions be incorporated into the short-term work program. Short-term work program adjustments may be incorporated into the overall plan review and update process (see page 9-17).

## IMPLEMENTATION TOOLS

The priority actions listed in the Short-term Work Program have been organized across five (5) implementation categories. It is acknowledged that some prioritized actions could meet the definition of more than one (1) category described below.



### Operational Change.

New or changed programs, staffing, or operational procedures.

### Regulation.

Council adopted regulations used to guide development in the City.



### Policy.

Procedures or policies used to guide City decisions.

### Study.

Further study or investigation needed to determine the most appropriate solution.



### Financial Investment.

Capital improvement or general fund expenditures to improve the quality of Bastrop.

FIGURE 9.1. SHORT-TERM WORK PROGRAM (POLICY)

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>POLICY ACTION RECOMMENDATIONS<sup>6</sup></b>								
P.1	Incorporate references to applicable Comprehensive Plan goals, objectives, actions and/or policies within land use and development case reports, budget requests, agenda requests, and other similar procedural activities.	N/A	N/A (Chapter 9, page. 9-16)	N/A	■		■	City (City Council, Boards and Commissions, City Departments)
P.2	Interpret and apply the recommendations of the Future Land Use Plan, and other applicable provisions of the Bastrop Comprehensive Plan, to applications, grant funding requests, and other solicitations of City support that are related to land use or development in the City of Bastrop's area of jurisdiction.	N/A	5.1.1 (p. 5-33)	27	■		■	City (Planning and Development, Planning and Zoning Commission, DB-FBC Task Force)
P.3	Develop a list of minimum parameters which must be met for the City to approve a proposed MUD or other water district in the ETJ.	N/A	2.1.2 (p. 2-17)	7	■			City (Planning and Development, Planning and Zoning Commission)
P.4	Prioritize capital waste water projects that can be leveraged with storm water drainage, street, or other similar infrastructure improvements – particularly those that service developed areas where vacant infill tracts can be developed.	N/A	2.4.1 (p.2-27)	12	■			City
P.5	Address locations with poor visibility on the Bastrop transportation network.	N/A	6.4.3 (p. 6-24)	31	■		■	BISD, City (Public Works), TxDOT,
P.6	Establish clear multi-family residential targets as a ratio of all City housing to alternatively meet 2036 City population projections; or, to generate additional supply to meet anticipated market potential.	N/A	4.1.1 (p. 4-9)	34	■			City (Planning and Development)

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.  
<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.  
<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.  
<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.  
<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.  
<sup>6</sup> Policy Action Recommendations: Plan includes multiple other policy statements which may be applied to land development and growth decisions on a case-by-case basis, but do not necessarily require formal action.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

**FIGURE 9.1. SHORT-TERM WORK PROGRAM (POLICY, CONT.)**

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>POLICY ACTION RECOMMENDATIONS</b>								
P.7	Establish City park and open space targets by type and distribution. Meet park land and open space targets through a mix of public land and private common area.	N/A	7.1.1& 7.1.4 (p. 7-19, 7-22)	35, 44		■		City (Planning and Development, Public Works, Parks Board)
P.8	Coordinate transportation planning with TxDOT, CAMPO and Bastrop County to ensure that key corridors to/from Travis County.	N/A	6.1.4	36		■	■	City, CAMPO, TxDOT
P.9	Adopt a Complete Streets Policy as part of the subdivision ordinance for Bastrop that enumerates strategies for the safe and efficient travel of all modes along roadways and utilizes design guidance specified in the NACTO Urban Street Design Guide.	Yes (R.2 & R.3)	6.8.1	37		■		City, CAMPO, TxDOT
P.10	Create a comprehensive access management policy/ program for the City of Bastrop that considers access management best practices to ensure efficient traffic flow and reduce queuing, such as innovative intersection treatments like roundabouts.	Yes (R.2)	6.1.2 & 6.4.1 (p. 6-10, 6-23)	38, 43		■		City, TxDOT

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.  
<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.  
<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.  
<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.  
<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.  
<sup>6</sup> Policy Action Recommendations: Plan includes multiple other policy statements which may be applied to land development and growth decisions on a case-by-case basis, but do not necessarily require formal action.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**



FIGURE 9.2. SHORT-TERM WORK PROGRAM (STUDY)

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>STUDY ACTION RECOMMENDATIONS</b>								
S.1	Maintain and update a master water system plan which identifies priority water system rehabilitation projects, and sub-areas where system expansion projects are desirable.	N/A	2.2.1 (p. 2-22)	1	■			City (Public Works)
S.2	Prepare a master drainage study for the City that identifies critical storm water infrastructure improvement needs by watershed, phasing, and cost. Evaluate the feasibility of establishing a municipal drainage utility.	N/A	2.6.1 (p. 2-32)	2	■			City (Public Works)
S.3	Identify gaps in the road network, potential sites for new river crossings, where right of way may be required to expand roadway capacity. Fund capital projects that address these issues.	N/A	6.1.3, 6.2.2 & 6.2.3 (p. 6-10, 6-12, 6-13)	14,15, 16	■		■	City, CAMPO, TxDOT, Bastrop County
S.4	Commission a River Loop design study that determines the feasibility of an interconnected multi-use trail network between Fisherman's Park, Ferry Park, proposed parks northwest of the SR71 bridge, and at River's Bend at Pecan Park.	N/A	7.1.3 (p. 7-21)	17	■			City
S.5	Commission a needs assessment study to determine the personnel, space needs, and site needs for a new fire station. This station should be planned to maintain or exceed the current ISO rating for Bastrop.	N/A	3.1.4 (p. 3-16)	21	■			City (Administration, Public Safety)
S.6	Prepare an organizational study to be adopted by City Council which projects anticipated staffing needs for a minimum 10 year period.	N/A	3.1.1 (p. 3-15)	26	■			City Administration, Finance)
S.7	Develop an Incident Management Plan in conjunction with Bastrop Police and Fire Departments to identify emergency response needs with respect to the existing and future transportation network.	N/A	6.1.5 (p. 6-10)	28		■		City (Administration, Public Safety), Bastrop County

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.  
<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.  
<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.  
<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.  
<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

**FIGURE 9.2. SHORT-TERM WORK PROGRAM (STUDY, CONT.)**

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>STUDY ACTION RECOMMENDATIONS</b>								
S.8	Commission a downtown master plan - including a strategic plan for the Bastrop Cultural District.	N/A	8.1.1 & 8.1.2 (p. 8-8)	32, 41		■		City (EDC, Main Street, Boards)
S.9	Develop and implement a plan to reevaluate the placement of school bus stop locations.	N/A	6.4.4 (p. 6-24)	46		■		BISD, City (Public Safety, Public Works)
S.10	Prepare and implement a master plan for an indoor and outdoor recreation center, and for long-term rodeo facility upgrades – and potential expansion.	N/A	7.2.1 & 7.2.2 (p. 7-22, 7-23)	47, 53		■		City (EDC, Public Works)

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.

<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.

<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.

<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.

<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

**FIGURE 9.3. SHORT-TERM WORK PROGRAM (FINANCIAL INVESTMENT)**

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>FINANCIAL INVESTMENT ACTION RECOMMENDATIONS</b>								
F.1	Investigate the feasibility of establishing one (1) or more regional storm water detention basins. Consider assessing impact fees to fund regional storm water detention facilities.	Yes (S.2)	2.6.1 (p. 2-32)	2	■			BISD, City (Public Works), TxDOT,
F.2	Continue to incorporate water main replacement and water treatment filtering system projects into the City's capital improvements program (CIP) based on CIP ranking criteria.	Yes (O.3)	2.2.2 & 2.2.3 (p. 2-23)	3,6	■		■	City (Public Works)
F.3	Reinstate and ensure the long-term availability of façade and renovation grants for downtown businesses and property owners.	N/A	8.1.6 (p. 8-8)	8	■		■	BISD, City (Planning and Development, Public Works)
F.4	Develop and promote the availability of small business grants and incentives to draw specialty retailers and eateries to downtown.	N/A	8.1.5 (p. 8-8)	18	■		■	City (Main Street), EDC
F.5	Incorporate immediate upkeep and maintenance needs for the rodeo grounds into the City's five-year capital improvements program.	Yes (O.3)	7.2.2 (p. 7-23)	53	■			City (Planning and Development, Public Works, Parks Board)
F.6	Re-evaluate the City's water consumption charges to determine whether rate adjustments are necessary to reduce per capita water usage at a target conservation rate referenced in the City's 2014 Water Demand Projections model.	N/A	2.3.1 (p. 2-23)	55	■		■	City (Public Works)
F.7	Allocate a fixed percentage of annual revenues for the purchase of household low-flow fixtures for distribution to the general public.	Yes (S.1)	2.3.1 (p.2-23)	55	■		■	City
F.8	Develop the trails, parks, and river access points promoted as part of the City's River Loop concept - including Old Iron Bridge repair and bike-ped enhancements to the SH71 bridge.	Yes (S.4)	7.1.3 & 8.2.2 (p. 7-21, 8-9)	17, 23		■	■	City (Planning and Development, Public Works, Parks Board), CAMPO, TxDOT

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.  
<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.  
<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.  
<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.  
<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

**FIGURE 9.3. SHORT-TERM WORK PROGRAM (FINANCIAL INVESTMENT, CONT.)**

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>FINANCIAL INVESTMENT ACTION RECOMMENDATIONS</b>								
F.9	Identify and prioritize capital projects that increase connectivity to the SH 71 commercial corridor and downtown.	Yes (O.3)	6.2.4 (p. 6-13)	29		■		City, CAMPO, TxDOT
F.10	Work with TPWD to create an on-water and off-water way-finding program for the El Camino Real Paddling Trail. Partner with other governmental and non-profit entities to fund and install way finding features and boat launch upgrades.	Yes (S.4 & S.8)	7.2.3	31		■		City (Parks Board), TPWD, Bastrop County, Keep Bastrop Beautiful

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.

<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.

<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.

<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.

<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**



FIGURE 9.4. SHORT-TERM WORK PROGRAM (OPERATIONAL CHANGE)

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>OPERATIONAL CHANGE ACTION RECOMMENDATIONS</b>								
O.1	Create a comprehensive digital inventory of the City's water, waste water, and storm water facilities. Purchase equipment necessary to maintain the digital inventory internally.	N/A	2.2.1, 2.6.1 & 2.5.1 (p. 2-22, 2-28, 2-32)	1, 2, 11	■			City (IT, Public Works)
O.2	Manage a consistent infrastructure inspection and repair system.	N/A	6.3.1 (p. 6-18)	4	■		■	City (Public Works)
O.3	Include ranking criteria in a City Capital Improvements Program that provides weight to proposed projects that promote infill and/or contiguous development.	N/A	2.2.1 (p. 2-17)	5	■			City
O.4	Prepare and utilize a fiscal impact analysis tool when determining the value of annexing property, or when reviewing proposed planned developments or other development proposals.	N/A	2.2.1 (p. 2-17)	5	■			City
O.5	Seek additional water sources in which lower levels of metals causing water dis-colorization are found and program the replacement of ground water sources with higher levels of manganese.	N/A	2.2.3 (p. 2-23)	6	■		■	City (Public Works), TCEQ
O.6	Create a DMO to harmonize the City's marketing and tourism efforts.	N/A	8.5.1 & 8.5.2 (p. 8-14)	10	■			City (Boards, Main Street, Convention), EDC, Bastrop Museum and Visitors Center, Bastrop County, Hyatt/Visit Lost Pines
O.7	Develop a model storm water management program and implement best management practices(BMP) that address the six (6) minimum control measures required by TCEQ of MS4 communities.	N/A	2.7.1	13	■		■	City (Public Works), TCEQ
O.8	Consider costs related to establishing a paid full-time fire department. Select a site of a minimum of two (2) to three (3) acres west of the Colorado River for the construction of Fire Station #3. Design the station.	Yes (S.5 & S.6)	3.1.4 (p. 3-16)	21	■	■		City (Administration, Finance, Public Safety)

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.  
<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.  
<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.  
<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.  
<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

**FIGURE 9.4. SHORT-TERM WORK PROGRAM (OPERATIONAL CHANGE, CONT.)**

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>OPERATIONAL CHANGE ACTION RECOMMENDATIONS</b>								
O.9	Evaluate crash data to identify and prioritize areas with high crash frequencies for targeted enforcement. Implement a signal timing system to improve flow through the existing transportation network.	N/A	6.1.5 & 6.3.3 (p. 6-10, 6-18)	22, 28		■	■	City (Public Safety, Public Works), TxDOT
O.10	Put forward an application to become a Certified Local Government to receive grants from Texas Historic Commission and National Park Service.	N/A	8.3.3 (p. 8-11)	54		■		City (Planning and Development, Historic Landmarks Commission)

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.

<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.

<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.

<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.

<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

FIGURE 9.5. SHORT-TERM WORK PROGRAM (REGULATION)

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>REGULATION ACTION RECOMMENDATIONS</b>								
R.1	Update utility ordinances where necessary to permit development within the municipal limits only when it can tie into existing water mains, unless water main extension is paid for by the developer.	N/A	2.2.1 (p. 2-22)	1	■			BISD, City (Public Works), TxDOT,
R.2	Initiate the preparation of a unified development code, or amendments to individual land development regulations, to implement recommended character area development parameters and community image amendments.	N/A	5.2.1 (p. 5-44)	59	■			BISD, City (Planning and Development, Planning and Zoning Commission)
R.3	Establish neighborhood connectivity standards for new developments that establish requirements for block spacing, access points, and discourage cul-de-sacs, gated communities or other restricted access streets.	N/A	6.2.1 (p. 6-12)	19	■			City (Planning and Development, Public Works, Planning and Zoning Commission)
R.4	Manage the impact of assembly uses, special events, and temporary uses on surrounding property, and public infrastructure and services through the amendment of various City codes.	N/A	8.6.1 (p. 8-17)	24	■			City (Planning and Development, Finance, Public Works, Planning and Zoning Commission)
R.5	Amend City land development ordinances to distinguish between shared-use paths, side paths and sidewalks. Prepare design criteria for shared use paths of varying types.	N/A	7.1.2 (p. 7-19)	39	■			City (Planning and Development, Public Works, Planning and Zoning Commission, Parks Board)
R.6	Incorporate Future Land Use Plan development parameters and policies, and community image recommendations into new development via the planned development process.	N/A	5.2.2 (p. 5-44)	60	■			City (Planning and Development, Planning and Zoning Commission)
R.7	Update land development tools to meet park and open space targets.	Yes (P.7)	7.4.1 (p. 7-28)	40		■		City (Planning and Development, Public Works, Planning and Zoning Commission, Parks Board)

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.  
<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.  
<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.  
<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.  
<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**

**FIGURE 9.5. SHORT-TERM WORK PROGRAM (REGULATION, CONT.)**

INVENTORY # <sup>1</sup>	ACTION RECOMMENDATION <sup>2</sup>	PRE-REQUISITE ACTIONS <sup>3</sup>	PLAN OBJECTIVE	CPSC SURVEY RANKING <sup>4</sup>	SHORT-TERM PRIORITY <sup>5</sup>			INVOLVED ENTITIES
					IMMEDIATE (1-2 YRS.)	EXTENDED (3-5 YRS.)	ON-GOING	
<b>REGULATION ACTION RECOMMENDATIONS</b>								
R.8	Modify City landscaping requirements to require the use of drought tolerant native plant species and other xeriscaping techniques for select development sizes and types. Incorporate low impact development (LID) solutions.	N/A	2.3.1 & 2.7.2 (p 2-23, 2-33)	45, 55		■		City (Planning and Development, Planning and Zoning Commission)
R.9	Prepare corridor appearance standards for development along key City corridors.	N/A	5.2.2 (p.5-44)	60		■		City (Planning and Development, Public Works, Planning and Zoning Commission), TxDOT
R.10	Modify pedestrian accessibility requirements between developments and to destinations such as schools, parks, and shopping.	N/A	6.2.5 (p. 6-13)	68		■		City (Planning and Development, Planning and Zoning Commission)

<sup>1</sup> Inventory number applied solely to cross-reference "prerequisite actions" between each short-term work program figure.

<sup>2</sup> Action Recommendation: Statements may be abbreviated, or may combine one (1) or more actions. See applicable objective for full description.

<sup>3</sup> Prerequisite Actions: Initiation requires the completion of a prior action. See applicable objective for full description.

<sup>4</sup> CPSC Survey Ranking: Refers to the priority applied to each Plan objective by the CPSC through an on-line survey. See Appendix C.

<sup>5</sup> Short-term Priority: Estimates the year(s) within which the action should be initiated.

**NOTE: A consolidated list of all Bastrop Comprehensive Plan goals, objectives, and actions is located in Appendix A.**



## PLAN ADMINISTRATION.

### PLAN CHAMPIONS

During the planning process, public activities assisted in identifying the community's vision for the future. A by-product of such activities is that they often identify a key individual, or a group of people, who take on responsibility for being the Plan implementation champion(s). This may be for a specific Plan action or actions (e.g., updating the City's regulations), or for the entire Plan itself. Implementation champions can come from within the City (e.g., the Mayor, City Manager, Planning Director, a City Councilperson, etc.) or from within the community (e.g., a local prominent business owner, land owner, or activist). What is important, is that fostering these key individuals (or champions) is critical to the success of the Plan implementation.

### IMPLEMENTATION ROLES & RESPONSIBILITIES

While implementation of this Plan will require the efforts of the entire community, the City of Bastrop's elected and appointed officials and staff will take on a large role and be tasked with initiating and coordinating the work of others. Accordingly, the following City entities must play a key role in Plan implementation efforts:

- **City Council.** *Through strategic direction meetings, annual budgeting, and other related decision making, the City Council establishes overall action priorities and time frames by which each action will be initiated and completed. In some cases, they provide specific direction to the Planning and Zoning Commission, other boards and commissions, and City staff.*
- **Planning and Zoning Commission.** *The Planning and Zoning Commission is designated as an advisory board to the City Council and tasked with making recommendations related to the development and redevelopment of the City and its environs. The Planning and Zoning Commission should assume an ownership role of the implementation of this Plan. This could include preparing (in conjunction with City staff) an annual report of progress and short-term work program update recommendations. In addition, the Planning and Zoning Commission must ensure that each of their decisions are consistent with the vision, goals, objectives, actions, and policies of this Plan.*
- **Other Boards and Commissions.** *Bastrop's many boards and commissions are tasked with advising City Council on various topics ranging from parks and recreation, to public arts, and housing. City's boards and commissions should consult the applicable sections of this of this Plan to ensure that their activities remain consistent with overall community goals and objectives.*
- **Economic Development Corporation (EDC).** *The primary mission of the Bastrop EDC is the retention, expansion, and attraction of business and industry within the City. It works to foster a strong and long-lasting economy in Bastrop through attracting and expanding businesses, building a strong workforce, and supporting the expansion and revitalization of the City's economic core – Downtown Bastrop. In this regard, the EDC is an essential strategic partner in implementing the vision, goals, objectives, and actions of this Plan.*
- **Administration and City Staff.** *As the executive branch of City government, the Administration and its staff are the technical experts and primary entity responsible for administering this Plan. To varying degrees, several City departments (e.g., Planning and Development, Public Works, etc.) are integral to the success of this Plan. As such, they are vested implementers and should ensure that their annual work programs and budgets are reflective of the vision set by the community.*

## EDUCATION

The Bastrop Comprehensive Plan covers a wide variety of technical topics which affect the operations of City government. It includes background information on existing conditions, analysis of issues and alternatives, and provides direction as to an appropriate course of action to move forward. For those that were not as intimately involved in the process, it is important to convey not only the actions for moving forward, but also the reasons behind them. As such, it is important to educate appropriate elected and appointed officials on the strategic directions of the Plan. For City Council, this could include technical briefings by City staff during workshops prior to important decisions. For other boards and commissions, it could include a complete overview of the Plan itself followed by a question and answer session.

For those involved in the development process (including elected and appointed officials, and pertinent City staff), Plan awareness should be raised about the development policies that are included in each substantive chapter of the document. These development policies are intended to affect public actions and projects, whether it is a new City regulation, program, or capital improvement expenditure. Education could take the form of a one-time training session, but it would more beneficial if the policies were incorporated into monthly meeting packets and materials, in some fashion.

It is equally, if not more, important to provide education to those who are not part of the City government, including land and business owners, the development community, and the general public. Education should include a City web-page dedicated specifically to implementation of the Comprehensive Plan. This page should include a PDF of the Plan itself, the vision statement and guiding values, details on the near-term action agenda, a list of Plan-identified projects currently being implemented, annual reports of progress and successes, and details on opportunities to get involved. Additionally, identifying new projects (whether through signage, the newspaper, or social media) as part of "Plan Implementation" creates a strong foundation and connection between proactive planning and the City's wherewithal to follow through with implementation.



*Bastrop's Comprehensive Plan web page can serve as an important portal to Plan implementation activities, updates, and success stories.*

**Successful comprehensive plan implementation ultimately requires that Bastrop’s administrators, advisory bodies, and decision-making authorities continually link their activities to plan recommendations.** Such linkages will require that Bastrop systematically reference comprehensive plan goals, objectives, actions, and/or policies as part of its procedural activities including: land use case reports, budget requests, agenda requests (City Council, and boards and commissions), etc.

### IMPLEMENTATION FUNDING

Funding for Comprehensive Plan implementation will come from a variety of sources, including local resources such as the general fund; voter-approved bonds; federal, state, and other grants; among other sources. In addition to these common and typical sources of funding, some cities also pursue the creation of special districts to help promote and/or incentivize new development or redevelopment both within the City limits and the ETJ. While each of these special districts have their own unique statutory framework, they all have the same general objective – improving the overall quality and performance of the City’s infrastructure and facilities, ensuring high quality development, and protecting and diversifying the local tax base. The following includes a brief descriptions of potential special districts:

- **Tax Increment Reinvestment Zone (TIRZ).** Chapter 311 of the Texas Tax Code allows municipalities or counties to form a Tax Increment Reinvestment Zone (TIRZ), which is a form of tax increment financing. Tax Increment Financing (TIF) is a way to encourage reinvestment in blighted or under-utilized areas that probably will not redevelop on their own. Put simply, it is a way to self-finance new development projects by capturing their back-end tax proceeds to amortize front-end project costs.

- **Public Improvement District (PID).** A Public Improvement District (PID) is a financing tool created by the Public Improvement District Assessment Act as found in Chapter 372 of the Texas Local Government Code. A PID enables any city to levy and collect special assessments on property that is within the city or within the city’s ETJ. PIDs are typically used to help fund enhancements like special lighting and streetscapes, and to help fund special events that benefit businesses in the district.
- **Chapter 380 Economic Development Agreements.** Chapter 380 Agreements enable cities to provide incentives encouraging developers to build in their jurisdictions. Development incentives typically take the form of property tax abatements, loans or grants, commitments for infrastructure, or payments of portions of the sales tax generated by the project.

### CAPITAL IMPROVEMENTS PROGRAMMING

A capital improvements program, or “CIP,” is a multi-year plan (typically five (5) years) that identifies budgeted capital projects, including street infrastructure; water, waste water and drainage facilities; open space, trails and recreation facility construction and upgrades; construction of public buildings; and the purchase of major equipment. Identifying and budgeting for major capital improvements will be essential to implementing the Bastrop Comprehensive Plan. Decisions regarding the prioritization of proposed capital improvements should take into account the policy and management directives of this Plan and other policy documents adopted by the City.

A CIP framework has been developed by the City of Bastrop as part of this comprehensive planning process (**Appendix B, Capital improvements program**). The framework establishes the recommended structure for the inclusion of a CIP within the municipal budget in future City fiscal years. Key parameters of the City’s recommended CIP (as defined within **Appendix B**) include:

- **Program Parameters.** *The CIP identifies overarching program parameters such as: project categories, minimum costs of capital projects, grouping of projects based on costs and/or recurring activities, the project ranking process.*
- **Ranking Criteria.** *The CIP defines five (5) “community” and five (5) “operational” criteria that are used to rank proposed CIP projects. Scoring ranges and weighting values are applied to each criteria to reflect their individual levels of community priority or operational necessity.*
- **Capital Project Lists.** *The CIP contains a (fiscally unconstrained) list of all projects for which a preliminary project form was submitted during CIP framework development. Following an internal ranking process, completed project forms have been inserted into the CIP (FY 16/17 through 20/21) for priority projects which can be fully or partially funded based on anticipated City revenues and other funding sources.*

Utilizing the framework appended to this Plan, the City of Bastrop should incorporate a CIP ranking and amendment process into future municipal budget cycles. The CIP framework is subject to refinement over time to incorporate additional oversight by members (and/or designees) of City Council, accommodate public input, or to otherwise address changing community conditions or values.

## PLAN AMENDMENT

Based upon an analysis of existing conditions and public engagement, this Plan establishes the community’s vision for the future. Despite this, the Plan still just reflects a snapshot in time. In order to be achievable, implementation must remain flexible and allow adjustment to accommodate shifts in local and national social, economic, physical, and political changes over time.

There are many local and national trends which could change the direction of this Plan’s vision and Short-term Work Program for the future. Consequently, it is recommended that the Plan be revisited on a regular and routine basis followed by warranted updates.

- **Annual Progress Report.** *The Planning and Zoning Commission should prepare an annual report for submittal and discussion with the City Council. A status update of Comprehensive Plan implementation should be included in these annual reports. Significant actions and accomplishments during the past year should be recognized, in addition to recommendations for amending the Short-term Work Program. The Planning and Zoning Commission’s annual report should be coordinated with the City’s annual budget development process so that the recommendations will be available early in the budgeting process.*
- **Annual Updates.** *After the annual progress report is prepared, the Short-term Work Program should be updated as part of an annual Plan amendment. Annual Plan amendments also provide opportunities for relatively minor Plan updates and revisions, including changes to the Future Land Use Plan, Major Thoroughfare Plan, trails map. A Plan amendment should be prepared and distributed as an addendum to the*



# Year Planner

August      September

Mon  
Tue  
Wed

Plan review and amendment processes must be incorporated into the City's annual calendar.

adopted Comprehensive Plan. Identification of potential Plan amendments should be an ongoing process by the Planning and Zoning Commission and City staff throughout the year. Citizens, property owners, community organizations, and other governmental entities can also submit requests for Plan amendments. Proposed Plan amendments should be reviewed and approved by the Planning and Zoning Commission and City Council, and adopted in a manner similar to the Plan itself.

- **Five-Year Update.** A broader Plan evaluation and update should be prepared every five (5) years. This is typically staff-driven through input from various departments and elected and appointed officials. Spearheaded by the Planning and Development Department, the purpose of the update is to evaluate original Plan assumptions regarding growth trends, and to determine if recommended actions are still relevant. The five (5) year update should include the following:
  - » A summary of Plan amendments and accomplishments to date;
  - » Changes in trends and issues since the previous Plan adoption (e.g., changes in the predicted growth rate and the physical boundaries of the City; demographic composition; community attitudes; or other social, environmental, or political issues which may affect the feasibility of implementation);
  - » Conflicts between decisions made and implementation actions yet to be undertaken;
  - » Changes in law, procedures, or programs which will affect identified implementation actions; and
  - » A comprehensive re-evaluation of the Short-term Work Program.

- **10-Year Update.** Capturing, planning, and implementing the community's vision for the future is one of the most important actions a City government can undertake. In this regard, this Plan sets the stage for all subsequent implementation actions during the 20-year planning horizon. That being said, conditions, population composition, and City trends and concerns change over time. In order to ensure that the Comprehensive Plan continues to provide the best and most appropriate guidance possible, the Plan should be taken through a full update process every 10 years. The 10-year update should include a comprehensive re-evaluation of the community's vision for the future, re-engagement of the public, and reanalysis of the issues and trends related to community growth, transportation, land use, parks and recreation, public facilities and services, and infrastructure. Action items identified in this Plan which have yet to be implemented should be evaluated to determine if they are still appropriate. Additionally, new action items should be identified as needed to keep the City progressing towards the high-quality place to live, work, and play that the community desires.

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# APPENDIX A

## PLAN GOALS, OBJECTIVES & ACTIONS

BASTROP COMPREHENSIVE PLAN UPDATE (2016 - 2036)

A stylized graphic at the bottom of the page features three trees of varying heights and widths, rendered in a light teal color. Below the trees are several wavy, horizontal lines of the same color, suggesting water or a landscape. The entire graphic is set against a solid teal background.

SUMMARY OF GOALS, OBJECTIVES & ACTIONS


GOAL/OBJECTIVE/ACTION:	PAGE:
 <b>CHAPTER 2: COMMUNITY GROWTH</b>	
<b>GOAL 2.1: MAINTAIN AND ENABLE A POLICY OF “MEASURED GROWTH” AS REPRESENTED BY THE BASTROP CONCEPTUAL GROWTH PROGRAM.</b>	2-17
<b>Objective 2.1.1:</b> Implement a community growth program that maximizes the use of existing City infrastructure.	2-17
ACTION 1: Include ranking criteria in a City Capital Improvements Program that provides weight to proposed projects that promote infill and/or contiguous development.	
ACTION 2: Prepare and utilize a fiscal impact analysis tool when determining the value of annexing property, or when reviewing proposed planned developments or other development proposals.	
ACTION 3: Conduct one (1) or more studies of potential annexation areas, and utilize the results to amend and formalize the Bastrop Growth Program Map.	
<b>OBJECTIVE 2.1.2:</b> Exercise greater influence on development patterns and character in the Bastrop ETJ.	2-17
ACTION 1: Develop a list of minimum parameters which must be met for the City to approve a proposed MUD or other water district in the ETJ. The following topics are provided as examples only: <ul style="list-style-type: none"> <li>a. Roadway capacity improvements (Based on City-funded traffic impact analysis).</li> <li>b. Recreation space (Minimum allocations based on per capita parkland targets).</li> <li>c. Public facility land reservations (Based on estimated population, calls for service, emergency response times, Bastrop ISD master plan).</li> <li>d. Trail connectivity (In accordance with a greenways master plan).</li> </ul>	
ACTION 2: Require MUDs that are completely or partly located outside of the City’s preferred growth areas (as provided in this Chapter) or annexation areas to employ cluster development techniques, and preserve natural open space in addition to required recreation areas.	
ACTION 3: Develop minimum benchmarks which must be met in order for the City to approve major amendments to an approved MUD.	
ACTION 4: Employ graduated water and waste water impact fees based on a project’s location - proximate to the City’s municipal boundaries at the time of the development is proposed - and to water sources and treatment facilities.	
<b>GOAL 2.2: ENSURE LONG-TERM WATER SYSTEM CAPACITY AND WATER QUALITY FOR EXISTING CUSTOMERS, WHILE ACCOMMODATING INCREMENTAL GROWTH AND DEVELOPMENT.</b>	2-22
<b>OBJECTIVE 2.2.1:</b> Engage in regional and local planning initiatives to maintain sufficient short and long-term water supplies.	2-22
ACTION 1: Actively participate in regional water planning efforts with the Lower Colorado River Authority and surrounding water suppliers.	
ACTION 2: Create a comprehensive digital inventory of the City’s water facilities including: distribution lines, fire hydrants, etc. Purchase equipment necessary to maintain the digital inventory internally. Maintain an ongoing inventory of service records tied to the GIS database.	
ACTION 3: Maintain and update a master water system plan which identifies priority water system rehabilitation projects, and sub-areas where system expansion projects are desirable.	
ACTION 4: Strategically incorporate water main extension projects into the City’s capital improvements program which would promote development patterns that are consistent with the Bastrop Growth Program. Tie extension projects to sub-area land use studies that identify the maximum density/intensity of development that could tie into the water main without unduly taxing permitted withdrawals, or causing imbalances in system pressure zones.	
ACTION 5: Update utility ordinances where necessary to permit development within the municipal limits only when it can tie into existing water mains, unless water main extension is paid for by the developer. Base zoning decisions and development approvals on recommended sub-area development thresholds.	
ACTION 6: Periodically update water demand projections. Utilize local inputs to refine long-term population projections in conjunction with water demand projections.	



## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
<p><b>OBJECTIVE 2.2.2:</b> Upgrade the existing water distribution system so that water pressures remain sufficient for necessary fire flows but do not cause strain on existing lines.</p>	2-23
<p>ACTION 1: Continue to incorporate water main replacement projects into the City's capital improvements program (CIP) based on CIP ranking criteria, and prioritization established by the master water system plan.</p>	
<p>ACTION 2: Utilize a dynamic model prior to the operation of the elevated water storage tank in west Bastrop to verify areas of high and low water pressure throughout the water system. Run the model following the installation of the water storage tank. Adjust the priority of water main replacement projects based on modeling results.</p>	
<p>ACTION 3: Prioritize system rehabilitation or expansion projects (including transmission lines, loop connections, pressure valves, and pump stations) which help to equalize water pressure throughout the system's three (3) pressure zones.</p>	
<p><b>OBJECTIVE 2.2.3:</b> Decrease the infiltration of naturally occurring metals into the City of Bastrop's potable water supply, and the taps of water system customers.</p>	2-23
<p>ACTION 1: Install new filtering systems at each water treatment facility that reduce the infiltration of metals into the City's water distribution lines.</p>	
<p>ACTION 2: Schedule periodic flushing of system lines on a recurring basis. Ensure that the public receives advanced notice prior to each scheduled system flush.</p>	
<p>ACTION 3: Seek additional water sources in which lower levels of metals causing water dis-colorization are found and program the replacement of ground water sources with higher levels of manganese.</p>	
<p><b>GOAL 2.3: MITIGATE EXPECTED INCREASES IN WATER DEMAND THROUGH ENHANCED CONSERVATION PRACTICES.</b></p>	2-23
<p><b>OBJECTIVE 2.3.1:</b> Extend the time frame upon which future water withdrawal permits will be necessary by increasing water conservation activities.</p>	2-23
<p>ACTION 1: Re-evaluate the City's water consumption charges to determine whether rate adjustments are necessary to reduce per capita water usage at a target conservation rate referenced in the City's 2014 Water Demand Projections model.</p>	
<p>ACTION 2: Allocate a fixed percentage of annual revenues for the purchase of household low-flow fixtures for distribution to the general public.</p>	
<p>ACTION 3: Modify City landscaping requirements to require the use of drought tolerant native plant species and other xeriscaping techniques for select development sizes and types.</p>	
<p>ACTION 4: Construct a waste water reuse system in the City to decrease water consumption rates tied to landscaping and/or industrial uses. (see Objective 2.4.1)</p>	
<p><b>GOAL 2.4: EXPAND WASTE WATER COLLECTION AND TREATMENT CAPACITY IN A COST-EFFECTIVE MANNER.</b></p>	2-27
<p><b>OBJECTIVE 2.4.1:</b> Invest in waste water system expansion in areas that promote infill and contiguous development.</p>	2-27
<p>ACTION 1: Incorporate the findings of the waste water treatment plant study into the City's capital improvements program to ensure that future treatment capacity demands can be met.</p>	
<p>ACTION 2: Prioritize capital waste water projects that can be leveraged with storm water drainage, street, or other similar infrastructure improvements – particularly those that service developed areas where vacant infill tracts can be developed.</p>	
<p>ACTION 3: Adopt an adequate facilities ordinance to require that waste water system expansion to areas not generally contiguous to developed property – or located between developed areas and the anticipated waste water treatment plant – be privately financed, or be disallowed until planned City improvements are made available to the site.</p>	
<p>ACTION 4: Utilize statutory tools (380 Agreements, PID, TIRZ) to promote system maintenance or expansion in preferred growth locations.</p>	

SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
 <b>CHAPTER 2: COMMUNITY GROWTH</b>	
<b>GOAL 2.1: MAINTAIN AND ENABLE A POLICY OF “MEASURED GROWTH” AS REPRESENTED BY THE BASTROP CONCEPTUAL GROWTH PROGRAM.</b>	2-17
<b>Objective 2.1.1:</b> Implement a community growth program that maximizes the use of existing City infrastructure.	2-17
ACTION 1: Include ranking criteria in a City Capital Improvements Program that provides weight to proposed projects that promote infill and/or contiguous development.	
ACTION 2: Prepare and utilize a fiscal impact analysis tool when determining the value of annexing property, or when reviewing proposed planned developments or other development proposals.	
ACTION 3: Conduct one (1) or more studies of potential annexation areas, and utilize the results to amend and formalize the Bastrop Growth Program Map.	
<b>OBJECTIVE 2.1.2:</b> Exercise greater influence on development patterns and character in the Bastrop ETJ.	2-17
ACTION 1: Develop a list of minimum parameters which must be met for the City to approve a proposed MUD or other water district in the ETJ. The following topics are provided as examples only: <ul style="list-style-type: none"> <li>a. Roadway capacity improvements (Based on City-funded traffic impact analysis).</li> <li>b. Recreation space (Minimum allocations based on per capita parkland targets).</li> <li>c. Public facility land reservations (Based on estimated population, calls for service, emergency response times, Bastrop ISD master plan).</li> <li>d. Trail connectivity (In accordance with a greenways master plan).</li> </ul>	
ACTION 2: Require MUDs that are completely or partly located outside of the City’s preferred growth areas (as provided in this Chapter) or annexation areas to employ cluster development techniques, and preserve natural open space in addition to required recreation areas.	
ACTION 3: Develop minimum benchmarks which must be met in order for the City to approve major amendments to an approved MUD.	
ACTION 4: Employ graduated water and waste water impact fees based on a project’s location - proximate to the City’s municipal boundaries at the time of the development is proposed - and to water sources and treatment facilities.	
<b>GOAL 2.2: ENSURE LONG-TERM WATER SYSTEM CAPACITY AND WATER QUALITY FOR EXISTING CUSTOMERS, WHILE ACCOMMODATING INCREMENTAL GROWTH AND DEVELOPMENT.</b>	2-22
<b>OBJECTIVE 2.2.1:</b> Engage in regional and local planning initiatives to maintain sufficient short and long-term water supplies.	2-22
ACTION 1: Actively participate in regional water planning efforts with the Lower Colorado River Authority and surrounding water suppliers.	
ACTION 2: Create a comprehensive digital inventory of the City’s water facilities including: distribution lines, fire hydrants, etc. Purchase equipment necessary to maintain the digital inventory internally. Maintain an ongoing inventory of service records tied to the GIS database.	
ACTION 3: Maintain and update a master water system plan which identifies priority water system rehabilitation projects, and sub-areas where system expansion projects are desirable.	
ACTION 4: Strategically incorporate water main extension projects into the City’s capital improvements program which would promote development patterns that are consistent with the Bastrop Growth Program. Tie extension projects to sub-area land use studies that identify the maximum density/intensity of development that could tie into the water main without unduly taxing permitted withdrawals, or causing imbalances in system pressure zones.	
ACTION 5: Update utility ordinances where necessary to permit development within the municipal limits only when it can tie into existing water mains, unless water main extension is paid for by the developer. Base zoning decisions and development approvals on recommended sub-area development thresholds.	
ACTION 6: Periodically update water demand projections. Utilize local inputs to refine long-term population projections in conjunction with water demand projections.	

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS


GOAL/OBJECTIVE/ACTION:	PAGE:
<p><b>OBJECTIVE 2.2.2:</b> Upgrade the existing water distribution system so that water pressures remain sufficient for necessary fire flows but do not cause strain on existing lines.</p>	2-23
<p>ACTION 1: Continue to incorporate water main replacement projects into the City's capital improvements program (CIP) based on CIP ranking criteria, and prioritization established by the master water system plan.</p>	
<p>ACTION 2: Utilize a dynamic model prior to the operation of the elevated water storage tank in west Bastrop to verify areas of high and low water pressure throughout the water system. Run the model following the installation of the water storage tank. Adjust the priority of water main replacement projects based on modeling results.</p>	
<p>ACTION 3: Prioritize system rehabilitation or expansion projects (including transmission lines, loop connections, pressure valves, and pump stations) which help to equalize water pressure throughout the system's three (3) pressure zones.</p>	
<p><b>OBJECTIVE 2.2.3:</b> Decrease the infiltration of naturally occurring metals into the City of Bastrop's potable water supply, and the taps of water system customers.</p>	2-23
<p>ACTION 1: Install new filtering systems at each water treatment facility that reduce the infiltration of metals into the City's water distribution lines.</p>	
<p>ACTION 2: Schedule periodic flushing of system lines on a recurring basis. Ensure that the public receives advanced notice prior to each scheduled system flush.</p>	
<p>ACTION 3: Seek additional water sources in which lower levels of metals causing water dis-colorization are found and program the replacement of ground water sources with higher levels of manganese.</p>	
<p><b>GOAL 2.3: MITIGATE EXPECTED INCREASES IN WATER DEMAND THROUGH ENHANCED CONSERVATION PRACTICES.</b></p>	2-23
<p><b>OBJECTIVE 2.3.1:</b> Extend the time frame upon which future water withdrawal permits will be necessary by increasing water conservation activities.</p>	2-23
<p>ACTION 1: Re-evaluate the City's water consumption charges to determine whether rate adjustments are necessary to reduce per capita water usage at a target conservation rate referenced in the City's 2014 Water Demand Projections model.</p>	
<p>ACTION 2: Allocate a fixed percentage of annual revenues for the purchase of household low-flow fixtures for distribution to the general public.</p>	
<p>ACTION 3: Modify City landscaping requirements to require the use of drought tolerant native plant species and other xeriscaping techniques for select development sizes and types.</p>	
<p>ACTION 4: Construct a waste water reuse system in the City to decrease water consumption rates tied to landscaping and/or industrial uses. (see Objective 2.4.1)</p>	
<p><b>GOAL 2.4: EXPAND WASTE WATER COLLECTION AND TREATMENT CAPACITY IN A COST-EFFECTIVE MANNER.</b></p>	2-27
<p><b>OBJECTIVE 2.4.1:</b> Invest in waste water system expansion in areas that promote infill and contiguous development.</p>	2-27
<p>ACTION 1: Incorporate the findings of the waste water treatment plant study into the City's capital improvements program to ensure that future treatment capacity demands can be met.</p>	
<p>ACTION 2: Prioritize capital waste water projects that can be leveraged with storm water drainage, street, or other similar infrastructure improvements – particularly those that service developed areas where vacant infill tracts can be developed.</p>	
<p>ACTION 3: Adopt an adequate facilities ordinance to require that waste water system expansion to areas not generally contiguous to developed property – or located between developed areas and the anticipated waste water treatment plant – be privately financed, or be disallowed until planned City improvements are made available to the site.</p>	
<p>ACTION 4: Utilize statutory tools (380 Agreements, PID, TIRZ) to promote system maintenance or expansion in preferred growth locations.</p>	
<p><b>OBJECTIVE 2.4.2:</b> Expand the City's waste - water re-use program.</p>	2-27

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 1: Invest in increased operational storage capacity at waste water treatment facilities for point of sale purchases of treated effluent.	
ACTION 2: Prepare a study to determine the viability of constructing a reclaimed water distribution system throughout all, or portions of the Bastrop municipal limits. Prepare the study in a manner consistent with the recommendations of WaterReuse (available quantities, potential users, potential demand, distribution system layout, system retrofit, code amendments.)	
ACTION 3: Modify City codes to require dual piping as part of new construction within at least those portions of the City for which a water reuse system has been deemed feasible. Alternatively, link the applicability of the dual piping requirement to construction in areas that are anticipated to be serviced in the near future as identified in the City's capital improvements program.	
ACTION 4: Require connection to the water reuse system for new construction in areas where the system is in place, or retroactively upon system expansion. Limit retroactive connection requirements to certain development types. Offer incentives for retroactive connection to the system of single-family residential property or other types of land uses where costs would otherwise exceed financial benefits.	
<b>GOAL 2.5: ENHANCE WASTE WATER SYSTEM EFFICIENCY.</b>	2-28
<b>OBJECTIVE 2.5.1:</b> Maintain a comprehensive inventory of waste water system facilities.	2-28
ACTION 1: Create a comprehensive digital inventory (GIS) of the City's waste water facilities including pipe size, lift stations, and manholes. Purchase equipment necessary to maintain the digital inventory internally. Maintain an ongoing inventory of service records tied to the GIS database.	
ACTION 2: Utilize digital service record inventories as a variable in determining future waste water system maintenance project priorities. (Also in conjunction with a subsequent I&I study as recommended in Objective 2.5.2)	
<b>OBJECTIVE 2.5.2:</b> Incrementally reduce the frequency and volume of inflow and infiltration (I&I) problems in waste water collection and outfall lines.	2-28
ACTION 1: Commission a comprehensive I&I study of the waste water collection system. Initiate the study following completion of the system-wide digital inventory referenced in Objective 2.4.2. Prioritize major projects within the study in a manner that mimics the City's capital improvements program, and provide associated cost estimates.	
ACTION 2: Utilize I&I study results to prepare a yearly maintenance program. Determine an appropriate amount of funds to be allocated in the annual operating budget for routine smoke testing and in-house repairs.	
ACTION 3: Determine a minimum threshold whereby the cost/size of a replacement/rehabilitation project requires that the project be considered for inclusion in an annual capital improvements program.	
<b>GOAL 2.6: REDUCE FLOOD HAZARDS IN BASTROP THROUGH THE PROGRAMMED IMPROVEMENT OF THE CITY STORM WATER SYSTEM.</b>	2-32
<b>OBJECTIVE 2.6.1:</b> Identify, prioritize, and fund a city-wide network of storm water infrastructure improvements.	2-32
ACTION 1: Create a comprehensive digital inventory of the City's storm water facilities including: inlets, piping, engineered channels, detention ponds, etc. Purchase equipment necessary to maintain the digital inventory internally.	
ACTION 2: Prepare a master drainage study for the City that identifies critical storm water infrastructure improvement needs by watershed, phasing, and cost. Include costs related to ongoing maintenance of existing and proposed facilities and structures.	
ACTION 3: Ensure that master drainage study recommendations incorporate applicable recommendations from the Bastrop Hazard Mitigation Plan.	
ACTION 4: Incorporate priority storm drainage projects into the City's capital improvements program.	



## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 5: Study the feasibility of establishing a municipal drainage utility as provided by Chapter 552 (Municipal Utilities), of the Texas Local Government Code. Consider storm water utility assessment options to provide funding solely for operations and maintenance versus improvement project costs.	
ACTION 6: Investigate the feasibility of establishing one (1) or more regional storm water detention basins to provide private development options for off-site detention.	
ACTION 7: Consider assessing impact fees to fund regional storm water detention facilities.	
<b>GOAL 2.7: PROTECT WATER QUALITY IN THE LOWER COLORADO RIVER WATERSHED BY MITIGATING STORM WATER DISCHARGES ASSOCIATED WITH GROWTH AND DEVELOPMENT.</b>	2-32
<b>OBJECTIVE 2.7.1:</b> Create a storm water management program modeled after the Phase II MS4 permitting requirements for small municipal storm sewer systems.	2-32
ACTION 1: Develop a model storm water management program for adoption by resolution of Bastrop City Council.	
ACTION 2: Implement best management practices (BMP) that address the six (6) minimum control measures required by TCEQ of MS4 communities.	
ACTION 3: Contract with a non-profit entity to assist in the implementation of BMPs related to public education and involvement.	
ACTION 4: Amend development regulations to provide a direct linkage to BMPs relating to development control policies.	
ACTION 5: Incorporate provisions into the storm water management program that address NFIP-eligible activities that will enable City participation in the Community Rating System (CRS).	
<b>OBJECTIVE 2.7.2:</b> Incorporate low impact development (LID) solutions into City development regulations and public construction projects.	2-33
ACTION 1: Conduct an "audit" of City land development regulations identifying opportunities for comprehensive low impact development (LID) amendments.	
ACTION 2: In lieu of a LID audit of development regulations, prioritize and incrementally amend land development regulations to incorporate one (1) or more of the following: <ul style="list-style-type: none"> <li>a. Require vegetative buffers of varying widths along creeks, streams, and the Colorado River.</li> <li>b. Adopt a tree preservation and planting ordinance. Link requirements to corresponding development regulation amendments requiring land clearance permits.</li> <li>c. Include porous paving requirements for parking areas in excess of established thresholds.</li> <li>d. Modify street design guidelines to allow "green street" options that incorporate features such as bio swales, street trees, and rain gardens.</li> </ul>	
ACTION 3: Prepare and adopt a policy requiring that selected recommendations from the LID audit of development regulations be incorporated into subsequent City building and site design and construction.	
ACTION 4: Prepare a greenways master plan for the Colorado River, Gills Branch Creek and Piney Creek corridors that ties recreational enhancements to master drainage study recommendations.	
 <b>CHAPTER 3: PUBLIC FACILITIES</b>	
<b>GOAL 3.1: PROVIDE ADEQUATE AND APPROPRIATE PUBLIC FACILITIES AND SERVICES TO MAINTAIN THE SAFETY AND QUALITY OF LIFE OF RESIDENTS, VISITORS, AND WORKERS IN BASTROP.</b>	3-15
<b>OBJECTIVE 3.1.1:</b> Adopt and maintain an organizational study to ensure the inclusion of anticipated staff resources in the annual operating budget.	3-15

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 1: Prepare an organizational study to be adopted by City Council which projects anticipated staffing needs for a minimum 10 year period. Include any staff necessary to maintain additional public facilities or grounds that are recommended as part of the Comprehensive Plan.	
ACTION 2: Incorporate public input when considering the addition of a new service not previously provided by the City.	
ACTION 3: Maintain the organizational study through annual amendments that consider changes in City revenues, the proposed acquisition of capital equipment and other assets, development of public grounds, and desire for new services.	
ACTION 4: Link proposed building and site needs assessments (referenced in Objectives 3.1.2 through 3.1.5) to the staffing levels recommended in the organizational study.	
<b>Objective 3.1.2: Monitor and determine the long-range functionality of the City Hall facility.</b>	3-15
ACTION 1: Inventory and assess the City Hall at regular intervals (as part of the annual CIP review process) to identify any maintenance needs or technology improvements.	
ACTION 2: As growth continues and space limitations require, conduct a facility expansion assessment plan to develop improvement strategies for City Hall. These strategies will take into consideration staffing growth, continuity/expansion of services, and capability of the site to accommodate any determined building additions.	
<b>Objective 3.1.3: Improve the long-term functionality of the Public Works administrative and operational facilities.</b>	3-16
ACTION 1: Commission a needs assessment study to determine the personnel, space needs, and site needs to meet the future service needs of Bastrop’s Public Works department. This study should provide the basis for land acquisition, site organization, site traffic flow, and site security measures, along with the required office, work, storage, and staff support spaces.	
ACTION 2: Prepare a building plan for the renovation and/or replacement of the Public Works administrative building.	
ACTION 3: Generate a parking plan on the shared Public Works/BP&L site for private and public vehicles, and associated circulation plan - prioritizing the separation of public access to the transfer station and the operation of official vehicles. Consider the need for additional acreage and vehicular access points for ingress and egress.	
ACTION 4: Prioritize public works building and site plan recommendations and incorporate incremental building/site improvements into the five-year capital improvements program.	
<b>Objective 3.1.4: Expand the operational capacities of the Bastrop Fire Department.</b>	3-16
ACTION 1: Review the potential for continuing the collaborative relationship with the Bastrop ESD for providing fire protection services to Bastrop.	
ACTION 2: Commission a needs assessment study to determine the personnel, space needs, and site needs for a new station. This station should be planned to maintain or exceed the current ISO rating for Bastrop. As this station may be home to full-time fire fighters, plans for the station should provide proper apparatus bays, sleeping quarters, office space, kitchen, living, and support spaces.	
ACTION 3: Consider costs related to establishing a paid full-time force. Evaluate appropriate funding mechanisms, including tax assessments which may be balanced by fire insurance savings.	
ACTION 4: Select a site of a minimum of two (2) to three (3) acres west of the Colorado River for the construction of Fire Station #3.	
ACTION 5: Design Bastrop Fire Station #3. Include the possibility of incorporating sleeping and living quarters within the station. Determine the feasibility of design modifications to Stations #1 and #2 to allow for the possible construction of living quarters.	
ACTION 6: Include additional fire vehicles and equipment in the City’s capital budget - in concert with the construction of Fire Station #3.	
ACTION 7: Adjust Public Safety operational budget to account for increases in Fire Department payroll and/or training and certifications.	

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
<b>OBJECTIVE 3.1.5:</b> Determine future need for expanded Library facilities.	3-16
ACTION 1: Commission a library master plan to evaluate the future user needs and space needs for the Bastrop Public Library. This plan should seek to analyze the current library facility and its value, the development of specific space or area needs, outline standards for meeting current and projected population growth, and the potential solutions for meeting these needs. This could include limited expansion at the current site, and/or a future branch location.	
ACTION 2: Incorporate the findings of the Library Master Plan into the City's capital improvements program to ensure continuity of services to the community.	
<b>GOAL 3.2: IMPROVE THE LONG-TERM FISCAL AND ENVIRONMENTAL EFFICIENCY OF PUBLIC FACILITIES.</b>	3-18
<b>Objective 3.2.1:</b> Develop programs to reduce the environmental impact of public building construction and rehabilitation while decreasing long-term energy consumption and building maintenance costs.	3-18
ACTION 1: Establish a public buildings and grounds sustainability committee including elected and appointed officials, and City staff.	
ACTION 2: Inventory current green building technologies employed by the City and actively measure changes in annual operating costs.	
ACTION 3: Adopt a long-term energy strategy for City facilities that enumerates reduction goals based on current energy usage. (A modest reduction of 5 to 10 percent in building energy usage may serve as an initial benchmark). In Year 1, apply the strategy to a single facility (in the form of a pilot project) to compare installation costs to first year benefits.	
ACTION 4: Develop and adopt a green building construction policy. Use the policy in the selection of designers and contractors bidding for public facility and construction projects.	
ACTION 5: Design new municipal buildings as pilot projects for innovative rainwater capture and treatment or other green design techniques. Discuss and analyze on a case-by-case basis which green design concepts will provide a better payback horizon for initial capital investment. Use interpretive displays to inform residents about the science and conservation efforts behind the pilot project.	
ACTION 6: Consider phasing in incentives for private sector development that meets an established third-party green standard, e.g.; LEED for Neighborhood Development (LEED-ND) or LEED for New Construction (LEED-NC), through reduced plan review fees or review times, reduced tax rates, etc.	
ACTION 7: Modify current City lighting standards to better adhere to dark sky principals. Apply dark sky lighting principals to lighting fixtures on public property – including within streetscapes.	
<b>GOAL 3.3: ENGAGE IN PARTNERSHIPS WITH OTHER PUBLIC ENTITIES TO MAXIMIZE THE UTILITY OF, AND ACCESSIBILITY TO, PUBLIC BUILDINGS AND GROUNDS.</b>	3-19
<b>Objective 3.3.1:</b> Maintain and/or engage in inter-local agreements with other public or non-profit entities to enable joint facility or program development.	3-19
ACTION 1: Extend the City's partnership with the YMCA through the joint development of a multi-purpose recreational center that may also be utilized as an emergency shelter.	
ACTION 2: Engage with the YMCA to develop a long-term operational plan to provide expanded indoor and outdoor recreational opportunities to Bastrop's residents. Use the operational plan to identify preferred sites for the construction of playing fields and other similar facilities.	
ACTION 3: Work with the Bastrop Chamber of Commerce's Education Committee, BISD, Main Street, and EDC to expand upon workforce and entrepreneurship programs to improve educational performance and attract full-time college programs to the community.	
ACTION 4: Explore opportunities with Bastrop County and the BISD to co-locate future public facilities on combined or adjacent development sites.	
<b>Objective 3.3.2:</b> Program educational facilities into new development and redevelopment projects.	3-20

SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 1: Partner with BISD to determine appropriate locations for the construction of new school facilities that would support the City's preferred Growth Program (see Chapter 2, Community Growth), and take steps to pro-actively reserve suitable development sites.	
ACTION 2: Coordinate between the City, BISD, and development community to ensure that mixed-use and residential developments preserve land for future elementary school sites.	
ACTION 3: Design future residential subdivisions so that elementary schools are within walking or biking distance.	
ACTION 4: Develop a policy which promotes any potential BISD efforts to renovate or expand permanent buildings in developed areas while respecting the character of surrounding neighborhoods.	
ACTION 5: Utilize BISD school sites as key linkages between segments of a City-wide linear park trail system.	
ACTION 6: Support efforts to attract a college campus to the City. Ensure that such location is within or contiguous to existing development areas, or partners with local entities to utilize existing public facilities. Promote preferred siting through infrastructure expenditures and/or participation in development incentives such as Chapter 380/381 Economic Development Agreements, PID, TIRZ, or Municipal Management District.	



**CHAPTER 4: HOUSING AND NEIGHBORHOODS**

<b>GOAL 4.1: PROVIDE A GREATER DIVERSITY OF HOUSING OPTIONS IN BASTROP WHILE PROTECTING THE CHARACTER OF THE CITY'S EXISTING NEIGHBORHOODS.</b>	4-9
<b>Objective 4.1.1:</b> Establish processes to diversify housing options in Bastrop.	4-9
ACTION 1: Establish clear multi-family residential targets as a ratio of all City housing to alternatively meet 2036 City population projections; or, to generate additional supply to meet anticipated market potential. Targets should be based in part on a further analysis of local housing preferences (see Objective 4.2.1, page 4-20).	
ACTION 2: In addition to other factors established by this Plan (e.g. Bastrop Growth Program), ordinance, or other City policy documents, consider the consistency of annexation and residential rezoning requests with the City's targeted housing ratio by type.	
ACTION 3: Monitor the volume of residential versus non-residential development applications in the City's DB-FBC districts to determine the degree to which the districts absorb residential demand. Modify residential rezoning targets in the City's traditional zoning districts accordingly.	
ACTION 4: Utilize the City's Planned Development (PDD) zoning to apply desirable aspects of the DB-FBC districts to other portions of the City. Gradually insert these housing and neighborhood design "best practices" into the body of the City zoning ordinance so that they apply to all applicable residential zoning districts, and concurrently reduce the long-term use of the PDD zoning district as a tool.	
ACTION 5: Promote the use of the SFA (Single Family Attached) district to provide transitions between single-family detached and multi-family land uses. Increase the permissible ratio of single-family attached housing and townhomes as a percentage of all housing units where the uses can serve as an effective transition, or as an extension of comparable DB-FBC districts.	
<b>GOAL 4.2: MAINTAIN THE OVERALL QUALITY OF EXISTING HOUSING STOCK IN BASTROP.</b>	4-12
<b>Objective 4.2.1:</b> Monitor housing conditions to limit the Volume and rate of deterioration of the City's housing stock.	4-12
ACTION 1: Prepare a standard inventory form and conduct an updated housing conditions inventory. Conduct the survey in winter months to better evaluate residences that may be obstructed by vegetation.	
ACTION 2: Incorporate housing conditions inventory data into GIS parcel data to enhance the manner in which housing conditions can be mapped and analyzed.	
ACTION 3: Work with the Bastrop Public Housing Authority (PHA) or a non-profit entity to conduct income surveys of households residing in deteriorated or dilapidated housing stock.	




## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 4: Evaluate the need and feasibility of establishing a home rehabilitation assistance program for owner-occupied housing units with funding support from the TDHCA.	
ACTION 5: Utilize housing conditions inventory data to determine if adjustments to the City's minimum property maintenance codes should be initiated in order to pro-actively prevent housing deterioration.	
<b>GOAL 4.3: DEVELOP HOUSING TARGETS THAT ALIGN WITH LOCAL DEMAND.</b>	4-19
<b>Objective 4.3.1:</b> Define the residential options that current Bastrop residents and workers feel are lacking in the City.	4-19
ACTION 1: Partner with the Bastrop EDC and large local employers to expand on previous housing analyses by conducting surveys to collect local data regarding the income and housing preferences of Bastrop workers.	
ACTION 2: Analyze the City's jobs-housing imbalance typology to determine suitable price-points that should be marketed for housing in the City.	
ACTION 3: Based on local surveying efforts, establish policies that identify preferred City targets on single-family housing units (attached and detached) including consideration of size, and construction costs and associated sales prices.	
ACTION 4: Consider preferred single-family housing targets when reviewing applications for rezoning, PDDs, or development in the City's ETJ. Establish incentives such as density bonuses and/or fee waivers to encourage developer efforts to include housing units meeting preferred City targets within their development plans.	
<b>GOAL 4.4: PROVIDE HOME OWNERSHIP OPPORTUNITIES TO BASTROP'S LOW-TO-MODERATE INCOME AND SPECIAL NEEDS POPULATIONS.</b>	4-22
<b>Objective 4.4.1:</b> Create incentives to support the provision of low-to-moderate income housing opportunities by partnering agencies in Bastrop.	4-22
ACTION 1: Encourage and support the creation of a program to provide home ownership opportunities to low-to-moderate income residents residing in rent subsidized or public housing. Work with the Bastrop PHA or other interested and qualifying entity to develop a home buyer assistance program with funding support from the TDHCA.	
ACTION 2: Support the efforts of non-profits, such as Habitat for Humanity, to construct homes for low-to-moderate income residents through fee abatements and the provision of building lots acquired through the dangerous building abatement process.	
ACTION 3: Establish an incentive program to encourage the incorporation of below market rate housing units into new development, or fees-in-lieu to fund other low-to-moderate income housing programs in Bastrop.	
<b>GOAL 4.5: MAINTAIN OR ENHANCE THE HEALTH OF BASTROP'S OLDER AND HISTORIC NEIGHBORHOODS.</b>	4-28
<b>OBJECTIVE 4.5.1:</b> Incorporate preferred neighborhood design provisions into City land development regulations.	4-28
ACTION 1: Conduct an internal audit of the DB-FBC to identify design features that should be applied to future neighborhoods city-wide.	
ACTION 2: Modify land development regulations to require pedestrian interconnectivity along streets, between neighborhoods and community spaces, and within developments.	
ACTION 3: Draft conservation subdivision and traditional neighborhood development standards as alternatives to the standard PDD to allow for alternative lot arrangements and a greater mix of residential building within developments and individual blocks.	
ACTION 4: Develop urban or neighborhood street design standards for incorporation in the City subdivision regulations and associated City design manuals. Amend other associated ordinances to identify applicability in conjunction with the Future Land Use Plan and Major Thoroughfare Plan	

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GOAL/OBJECTIVE/ACTION:	PAGE:
<b>OBJECTIVE 4.5.2:</b> Expand local historic preservation initiatives with a focus on increasing public awareness and understanding.	4-28
ACTION 1: Commission a city-wide historic resources survey that provides an updated list of properties eligible for historic designation, or that no longer meet eligibility requirements as a contributing structure.	
ACTION 2: Update the City's lists and maps of federal, state, and local historic properties.	
ACTION 3: Create a historic preservation web page on the City website that details the activities of the historic preservation commission, provides a comprehensive inventory the City's historic resources, advertises incentives available to owners of historic properties, and explains the certificate of appropriateness review process.	
ACTION 4: Apply for Certified Local Government status with the Texas Historical Commission.	
ACTION 5: Develop a pattern book or similar set of historic preservation design guidelines that can be used by the Historic Landmarks Commission when considering certificates of appropriateness.	
ACTION 6: Conduct an annual public education open house, led by the Historic Land Mark Commission, that focuses on rules and incentives that apply to historic properties in Bastrop.	
<b>OBJECTIVE 4.5.3:</b> Initiate incentives and modifications to the City's code enforcement process that make it more transparent and user-friendly.	4-29
ACTION 1: Develop on line and hard-copy materials that explain the code enforcement process and provides graphic examples of what does and does not constitute a violation of the City's nuisance codes.	
ACTION 2: Advertise, through the use of City code enforcement materials, and maintain the code enforcement officer's professional certifications.	
ACTION 3: Add an on line code violations system to the City's website that allows complainants to submit and track code enforcement requests.	
ACTION 4: Maintain a database of code publicly-submitted and City-initiated code enforcement requests that is tied to the City's GIS system to quantify and map trends.	
ACTION 5: Review penalties associated with City nuisance codes. Evaluate possible adjustments to penalties – particularly as they relate to repeat offenders. Consider such tools as: a blight tax, or an escalating fee schedule for "maintaining a nuisance."	
ACTION 6: Fund one (1) or more annual community clean-up events that may also serve as unofficial amnesty to violators of trash and refuse codes.	
ACTION 7: Work with landlords through a training and registration program to expediently abate nuisance violations generated by tenants.	
<b>OBJECTIVE 4.5.4:</b> Entice development in Bastrop's center city neighborhoods through the selective use of state-authorized investment tools.	4-29
ACTION 1: Augment City support for public housing authority or CHDO investment in a targeted neighborhood of Bastrop with the creation of a neighborhood empowerment zone waiving select City fees.	
ACTION 2: Promote the establishment of one (1) or more neighborhood improvement districts where "high-demand" public facility or infrastructure investments are not competitive City capital improvements program (CIP) projects. Alternatively, the tool may be used to fund design enhancements not otherwise incorporated into a qualifying CIP project.	
ACTION 3: Continue to work with the Bastrop EDC to market and promote the redevelopment of vacant or underdeveloped parcels in the center city area. Entertain the use of a TIRZ within center city where necessary.	

SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
 <b>CHAPTER 5: LAND USE AND COMUNITY IMAGE</b>	
<b>GOAL 5.1: UTILIZE THE FUTURE LAND USE PLAN TO GUIDE DECISIONS REGARDING PROPOSED DEVELOPMENT AND REDEVELOPMENT ACTIVITIES IN BASTROP AND THE CITY'S ETJ.</b>	5-33
<b>OBJECTIVE 5.1.1:</b> Interpret and apply the recommendations of the Future Land Use Plan, and other applicable provisions of the Bastrop Comprehensive Plan, to applications, grant funding requests, and other solicitations of City support that are related to land use or development in the City of Bastrop's area of jurisdiction.	5-33
<p>ACTION 1: Reference the Future Land Use Plan, and applicable goals, objectives, actions, policies, and statements of intent from other portions of the comprehensive plan when making staff, board and commission, and City Council recommendations on applications for zoning changes, subdivisions, and other land development activities or actions. Ensure that comprehensive plan references are incorporated into the written record.</p>	
<p>ACTION 2: Consider the consistency of special area plans (i.e., downtown, corridor, etc.) or other topic-specific plans (i.e., parks and recreation master plans, storm water master plans) with the Future Land Use Plan when evaluating land development applications. Consistency between such planning documents may mean that the special area or topic-based plans represent extensions of Future Land Use Plan recommendations.</p>	
<p>ACTION 3: Modify the Future Land Use Plan's recommended development patterns and policies as necessary to account for development trends not anticipated during the comprehensive planning process. Plan amendments will occur in accordance with the recommendations of Chapter 9, Implementation.</p>	
<p>ACTION 4: Expand upon the Future Land Use Plan's recommended development patterns and policies through the Planning and Zoning Commission's and/or Zoning Board of Adjustment's preparation and adoption of supplementary policy statements. Such statements can guide decision-making processes for specific types of land development cases, and can also be adopted by other applicable boards and commissions.</p>	
<b>Objective 5.1.2:</b> Pro-actively implement Future Land Use Plan recommendations through the initiation of ordinance amendments or special studies.	5-33
<p>ACTION 1: Initiate amendments to the City zoning map to increase the consistency of zoning district boundaries with the Future Land Use Map.</p>	
<p>ACTION 2: Initiate amendments to the City's land development regulations that improve the City's ability to implement the recommendations of the Future Land Use Plan (see also Goal 5.2, 5-44).</p>	
<p>ACTION 3: Consider the preparation or update of special area plans or studies to generate neighborhood, corridor, or district-specific development policies or guidelines. Examples include, but are not limited to: SH 71 corridor study, neighborhood plan (e.g., north of Hawthorne Street).</p>	
<p>ACTION 4: Seek opportunities to participate in other local, regional, and state planning processes conducted by other jurisdictions that may impact the City of Bastrop's area of jurisdiction. Evaluate draft recommendations for consistency with the Bastrop Comprehensive Plan.</p>	
<b>GOAL 5.2: ENHANCE COMMUNITY CHARACTER AND DESIGN THROUGH THE AMENDMENT OF CITY LAND DEVELOPMENT REGULATIONS AND PROJECTS TO IMPROVE THE FUNCTION AND AESTHETICS OF PUBLIC PROPERTIES.</b>	5-44
<b>Objective 5.2.1:</b> Assess and amend City land development regulations as necessary to implement applicable recommendations of the Bastrop Comprehensive Plan, and enhance code administration.	5-44
<p>ACTION 1: Initiate the preparation of a unified development code, or amendments to individual land development regulations, to implement recommended character area development parameters and community image amendments suggested on pages 5-45 through 5-49.</p>	

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 2: Conduct a strategic assessment of City land development codes (including at least: zoning, DB-FBC, subdivision regulations, flood plains, historic preservation, signs) to identify ordinances that can be unified, as well as ordinance contradictions or omissions. Compare current codes to the recommendations of the Future Land Use Plan and other portions of the Bastrop Comprehensive Plan.	
ACTION 3: Utilize the results of the assessment to determine if City development ordinances should be unified into a single development code, or if individual ordinances or code provisions should be amended based on City prioritization. Establish a schedule to prepare a unified development code, or to systematically initiate prioritized code amendments of limited scopes.	
ACTION 4: Ensure that all code amendment actions include complimentary updates to City construction design manuals, design guidelines, and administrative forms and applications.	
<b>Objective 5.2.2:</b> Initiate design projects that advance the community image recommendations of the Bastrop Comprehensive Plan, and that support complimentary development on private property.	5-44
ACTION 1: Incorporate Future Land Use Plan development parameters and policies, and community image recommendations into new development via the planned development process at least until comprehensive amendments to City ordinances can be completed.	
ACTION 2: Prepare corridor appearance standards for development along key City corridors which illustratively depicts preferred building materials and material applications, lighting fixtures, landscape applications, pavement variations, etc.	
ACTION 3: Work with TxDOT to initiate streetscape projects on key City gateway corridors such as Childers Drive, Hasler Boulevard, or Old Austin Highway. Among other features, incorporate a landscaped median for aesthetic and access management purposes.	



## CHAPTER 6: TRANSPORTATION

<b>GOAL 6.1: MANAGE TRAFFIC CONGESTION AND IMPROVE SYSTEM RELIABILITY.</b>	6-10
<b>Objective 6.1.1:</b> Reduce vehicle miles traveled through Travel Demand Management strategies.	6-10
ACTION 1: Promote public transportation and ride-sharing programs by providing informational resources on the City of Bastrop website and through other City marketing materials.	
ACTION 2: Work with businesses that receive City incentives to develop programs to encourage employees to use alternative transportation options.	
ACTION 3: Develop and promote a program for City of Bastrop employees to take advantage of flexible work schedules, telecommuting, or free or reduced transit passes.	
<b>Objective 6.1.2:</b> Maximize the performance of the existing transportation system.	6-10
ACTION 1: Improve intersection throughput/performance.	
ACTION 2: Place signage and way-finding at strategic locations to alert drivers and reduce congestion in downtown area.	
ACTION 3: Ensure that signal timing is appropriate during peak periods to increase vehicle throughput.	
ACTION 4: Create a comprehensive access management policy/program for the City of Bastrop that considers access management best practices to ensure efficient traffic flow and reduce queuing, such as innovative intersection treatments like roundabouts.	
<b>Objective 6.1.3:</b> Identify strategic opportunities to expand roadway capacity.	6-10
ACTION 1: Coordinate transportation planning with TxDOT, CAMPO and Bastrop County to ensure that future roadway capacity adequately accommodates projected growth.	
ACTION 2: Identify locations where right of way may be required to expand roadway capacity.	
<b>Objective 6.1.4:</b> Ensure reliable commuting options for Bastrop residents who work in Austin and Travis County.	6-10



## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 1: Coordinate transportation planning with TxDOT, CAMPO and Bastrop County to ensure that key corridors to/from Travis County such as SH 71 and FM 969 are identified as priority corridors in transportation planning documents.	
ACTION 2: Work with CARTS to ensure adequate commuter service to/from Austin and Travis County.	
<b>Objective 6.1.5:</b> Improve emergency response and incident clearance times.	6-10
ACTION 1: Develop an Incident Management Plan in conjunction with Bastrop Police and Fire Departments to identify emergency response needs with respect to the existing and future transportation network.	
ACTION 2: Evaluate crash data to identify and prioritize areas with high crash frequencies for targeted enforcement.	
ACTION 3: Coordinate with TxDOT and the Central Texas Regional Mobility Authority (CTRMA) to explore the feasibility of implementing a roadside assistance program such as the Highway Emergency Response Operator (HERO) Program to provide traffic control and assistance to emergency response personnel during emergency incidents on SH 71 and US 290.	
<b>GOAL 6.2: ENHANCE TRANSPORTATION SYSTEM CONNECTIVITY.</b>	6-12
<b>Objective 6.2.1:</b> Ensure that subdivision ordinance/regulations and site development standards promote connectivity.	6-12
ACTION 1: Establish neighborhood connectivity standards for new developments that establish requirements for block spacing, access points, and discourage cul-de-sacs, gated communities or other restricted access streets. The policy should establish context-sensitive standards for different development types.	
ACTION 2: Site plan review staff should coordinate with the City Engineer to ensure new site plans comply with connectivity standards.	
ACTION 3: Update subdivision ordinances and site development standards to support connectivity and 'Complete Streets' principles.	
<b>Objective 6.2.2:</b> Identify gaps in the road network and prioritize funding for capital projects that connect those gaps.	6-12
ACTION 1: Consult with emergency response personnel to identify areas where a lack of connectivity hinders emergency response times.	
ACTION 2: Priority should be given to capital projects that improve emergency response times and expand evacuation options.	
ACTION 3: Utilize City GIS to identify areas of the city with a low Connectivity Index.	
<b>Objective 6.2.3:</b> Identify long-term priority locations for new Colorado River crossings.	6-13
ACTION 1: Identify locations where bottlenecks occur due to lack of Colorado River crossings and use observed origin-destination patterns to identify potential sites for new river crossings.	
ACTION 2: Consult with emergency response personnel to identify areas where a lack of Colorado River crossings hinders emergency response times.	
ACTION 3: Explore opportunities for federal or state grants to help fund new bridges.	
ACTION 4: Ensure that connectivity across the Colorado River is identified in the CAMPO MTP as a high priority for Bastrop.	
<b>Objective 6.2.4:</b> Enhance east-west connectivity in Bastrop.	6-13
ACTION 1: Identify and prioritize capital projects that increase connectivity to the SH 71 commercial corridor.	
ACTION 2: Identify and prioritize capital projects that increase east-west access into Downtown Bastrop.	
<b>Objective 6.2.5:</b> Prioritize pedestrian and bicycling connectivity.	6-13

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 1: Require sidewalk construction on at least one (1) side of the street for all new developments within two (2) miles of a school or a quarter mile of a commercial area or park, or if there is an existing sidewalk network adjacent to the development.	
ACTION 2: Where dead-end streets must exist, encourage the construction of paths to provide shortcuts for pedestrians and bicyclists.	
ACTION 3: Complete a Bastrop Trails Plan to identify opportunities to enhance connectivity along the Colorado River and to/from Bastrop State Park.	
<b>Objective 6.2.6:</b> Develop and implement way-finding and signage plans.	6-13
ACTION 1: Expand upon recently created Main Street way-finding plan to implement a city-wide way-finding signage plan that will guide visitors to key destinations throughout Bastrop and the surrounding area.	
<b>GOAL 6.3: PRESERVE AND MAINTAIN EXISTING TRANSPORTATION ASSETS.</b>	6-18
<b>Objective 6.3.1:</b> Adequately maintain existing roadways.	6-18
ACTION 1: Manage a consistent infrastructure inspection and repair system.	
ACTION 2: Coordinate with County and TxDOT to ensure roadways not under Bastrop jurisdiction are adequately maintained.	
ACTION 3: Schedule regular roadway resurfacing to improve existing roadways and extend their life.	
ACTION 4: Identify and prioritize roadways in need of upgrades.	
ACTION 5: Implement citizen reporting system to identify major roadway issues or dilapidation.	
<b>Objective 6.3.2:</b> Improve maintenance along roadways.	6-18
ACTION 1: Coordinate with the Public Works Department to ensure that roadways and edges are clear of debris and trash.	
ACTION 2: Implement debris or trash reporting system to provide residents with specific contact to report debris or trash within the roadway and along the edges.	
ACTION 3: Coordinate with Bastrop Police/Department of Public Safety to monitor illegal dumping and littering along roadways.	
<b>Objective 6.3.3:</b> Improve function of existing roadway capacity.	6-18
ACTION 1: Implement a cohesive and connected signal timing system to improve flow through the existing transportation network. Coordinate with TxDOT on TxDOT roadways.	
ACTION 2: Identify opportunities to limit left turn movements where backup occurs.	
ACTION 3: Develop tools to monitor the operational efficiency of the city transportation system.	
<b>GOAL 6.4: IMPROVE THE SAFETY OF THE BASTROP TRANSPORTATION SYSTEM FOR ALL USERS.</b>	6-23
<b>Objective 6.4.1:</b> Enhance safety by reducing conflict points through the implementation of sound access management principles.	6-23
ACTION 1: Create a comprehensive access management policy/program for the City of Bastrop that considers access management best practices, including: <ul style="list-style-type: none"> <li>a. Limiting direct access to major roadways from businesses by providing a comprehensive service road system.</li> <li>b. Requiring a minimum distance between intersections and driveways.</li> <li>c. Encouraging shared access between businesses to limit the number of driveways along major corridors.</li> <li>d. Limiting left-turn movements out of driveways along busy corridors.</li> <li>e. Managing median openings to allow left turn movements where appropriate.</li> </ul>	

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 2: Identify intersections to limit left turn movements.	
ACTION 3: City site plan review staff should coordinate with the City Engineer during the site plan review process to ensure compliance with the City's access management policies.	
<b>Objective 6.4.2:</b> Reduce dangerous driving behavior by implementing strategic traffic calming interventions.	6-24
ACTION 1: Conduct public outreach with Bastrop residents, law enforcement, and neighborhood organizations to identify streets with frequent speeding.	
ACTION 2: Identify and prioritize opportunities in residential areas for constructing speed humps, traffic circles, chicanes or other context-sensitive traffic calming treatments.	
ACTION 3: Identify and prioritize key locations where increased signage could reduce speeding.	
ACTION 4: Identify and prioritize locations where curb extensions, raised crosswalks, pedestrian refuge islands, or other treatments can assist in safer pedestrian crossing.	
ACTION 5: Identify and prioritize opportunities in Downtown Bastrop to calm traffic through the use of textured pavement, raised intersections, or other treatments consistent with the Downtown district design overlay.	
<b>Objective 6.4.3:</b> Address locations with poor visibility on the Bastrop transportation network.	6-24
ACTION 1: Develop a prioritized list of areas with poor visibility and high crash rates.	
ACTION 2: Conduct public outreach with Bastrop residents to identify locations on the Bastrop street network with poor visibility due to horizontal or vertical curves, overgrown foliage, etc.	
ACTION 3: Develop a program to regularly cut or trim overgrown grass, trees, or brush along roadways and sidewalks.	
ACTION 4: Place signage to alert road users of conditions in areas with poor visibility.	
<b>Objective 6.4.4:</b> Improve safety near school bus pickup and drop-off locations.	6-24
ACTION 1: Develop a plan, in conjunction with BISD and other area schools, to reevaluate the placement of school bus stop locations. Guidance for appropriate bus stop locations can be found in the "Selecting School Bus Stop Locations: A Guide for School Transportation Professionals" report (2010) developed by the National Center for Safe Routes to School and the Pedestrian and Bicycle Information Center.	
ACTION 2: Work with the Bastrop Police Department to develop a targeted enforcement program near bus stops and area schools during morning and afternoon busing periods.	
ACTION 3: Perform public outreach to parents, BISD, and other area school representatives to identify and prioritize locations with the greatest school bus safety concerns.	
ACTION 4: Place highly visible signage alerting motorists to reduce their speed near bus stop locations.	
<b>Objective 6.4.5:</b> Develop an ongoing City program to promote traffic safety education.	6-24
ACTION 1: Partner with law enforcement, BISD or other organizations to provide free community workshops on traffic safety.	
ACTION 2: Host law enforcement training workshops on bicycle and pedestrian laws and safety.	
ACTION 3: Promote traffic safety and education through City marketing materials and campaigns such as National Walking Day or Bike Day.	
<b>Objective 6.4.6:</b> Develop an ongoing City program for monitoring and enforcement.	6-24
ACTION 1: Develop and maintain a comprehensive dataset of Bastrop area crashes, including location, date, number of people involved, contributing factors, and severity.	
ACTION 2: Utilize crash data to identify and prioritize locations with high crash rates where engineering or enforcement interventions may be necessary.	
ACTION 3: Coordinate with Bastrop Police Department to identify priority locations for targeted enforcement of speeding and other unsafe behaviors.	
<b>Objective 6.4.7:</b> Improve safety at rail crossings	6-24

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 1: Coordinate with Union Pacific Railroad to improve safety at rail crossings.	
ACTION 2: Coordinate with emergency responders to ensure that evacuation routes are available in case of a hazardous cargo incident.	
<b>GOAL 6.5: IMPROVE ACTIVE TRANSPORTATION OPTIONS.</b>	6-31
<b>Objective 6.5.1:</b> Identify, prioritize and fund bicycle facilities that improve safety, connectivity and accessibility.	6-31
ACTION 1: Use bicycle suitability results to identify and prioritize key locations for new or upgraded facilities.	
ACTION 2: Implement a bike route way-finding system to help bicyclists identify optimal safe routes.	
ACTION 3: The City should participate in regional active transportation planning initiatives, such as the CAMPO Active Transportation Plan.	
ACTION 4: Place signage along high volume roads to alert drivers of bicyclists.	
ACTION 5: Identify, prioritize and fund key roadway projects to connect key destinations along the bicycle network and key trails projects that align with the goals outlined in the Parks and Recreation Chapter.	
ACTION 6: Encourage businesses to include bicycle parking during site planning and development process in support of the City's Complete Streets goals.	
<b>Objective 6.5.2:</b> Identify, prioritize and fund pedestrian facilities that improve safety, connectivity and accessibility.	6-32
ACTION 1: Use pedestrian suitability results to identify key locations for upgraded or new facilities.	
ACTION 2: Improve pedestrian crossings and crosswalks throughout Bastrop.	
ACTION 3: Identify key locations for enhanced crosswalks.	
ACTION 4: Identify key locations for enhanced mid-block crossings along busy corridors.	
ACTION 5: Ensure adequate signage is posted at crossings and before crossings to alert drivers.	
ACTION 6: Increase ADA compliance at intersections and crosswalks to increase network accessibility and compliance with ADA Standards.	
ACTION 7: Develop and maintain a list of non-compliant crosswalks and intersections.	
ACTION 8: Prioritize ADA enhancements along major corridors with high pedestrian traffic.	
<b>Objective 6.5.3:</b> Create and sponsor bicycle and pedestrian programs and resources.	6-32
ACTION 1: Work with public to create unique brand and slogan for active transportation in Bastrop to increase awareness and tourism (i.e. Bike Bastrop or Walk, Bike, Run Bastrop, etc.)	
ACTION 2: Develop bicycle resource pamphlet including maps of bicycle routes, key destinations, bike shops and additional resources for bicyclists.	
ACTION 3: Identify bicycle resources and key destinations through active public dialogue with bicyclists.	
ACTION 4: Place maps/pamphlets at key destinations throughout Bastrop.	
ACTION 5: Implement promotional campaigns to encourage safe roadway travel behavior, such as: a. "Share the Road" b. "Street Smarts" c. "Drive Kind, Ride Kind"	
ACTION 6: Actively promote or sponsor programs that encourage people to bike or walk to school and work, such as: a. "Bike/Walk to School Day" b. "Bike/Walk to Work Week"	
<b>GOAL 6.6: EXPAND AND ENHANCE TRANSIT SERVICES.</b>	6-33
<b>Objective 6.6.1:</b> Expand coverage and increase frequency of the CARTS service within Bastrop.	6-33
ACTION 1: Coordinate with CARTS to provide higher frequency inter-city service.	



## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 2: Coordinate with CARTS to increase transit coverage within Bastrop to increase access, particularly for low income or elderly residents, to key destinations.	
ACTION 3: Maintain active dialogue with CARTS to improve bus stops and transit facilities within Bastrop.	
<b>Objective 6.6.2:</b> Expand commuter bus service into Austin and Travis County.	6-33
ACTION 1: Work with CARTS to identify, prioritize and fund park and ride/inter-modal facilities.	
ACTION 2: Coordinate with Capital Metro on potential Bus Rapid Transit between Austin and Bastrop.	
<b>Objective 6.6.3:</b> Promote and market transit services within Bastrop.	6-33
ACTION 1: Prioritize transit as an alternative mode of transportation to and from Austin.	
ACTION 2: In coordination with CARTS, market transit services through the City's website and other public outreach venues.	
<b>Objective 6.6.4:</b> Enhance bus stop amenities and areas surrounding transit stops.	6-33
ACTION 1: Connect bus stops to bicycle and pedestrian transportation facilities.	
ACTION 2: Create shelter and other enhancements at transit stops, including waiting areas in park and ride facilities.	
<b>GOAL 6.7: ENHANCE MULTI-MODAL FREIGHT CAPACITY</b>	6-34
<b>Objective 6.7.1:</b> Improve motor freight access to local businesses.	6-34
ACTION 1: When street improvements are planned, motor freight access to local businesses should be taken into consideration, and where possible relegated to the rear of the business.	
<b>Objective 6.7.2:</b> Reduce impacts of motor freight on traffic congestion.	6-34
ACTION 1: Consider the freight movement when designing access management strategies, congestion management strategies, and safety improvement strategies.	
<b>GOAL 6.8: SUPPORT THE LAND USE, ECONOMIC DEVELOPMENT AND URBAN DESIGN GOALS OF THE COMPREHENSIVE PLAN.</b>	6-42
<b>Objective 6.8.1:</b> Incorporate Complete Streets principles in the design and construction of roadway projects, both new and retrofits.	6-42
ACTION 1: Adopt a Complete Streets Policy as part of the subdivision ordinance for Bastrop that enumerates strategies for the safe and efficient travel of all modes along roadways and utilizes design guidance specified in the NACTO Urban Street Design Guide.	
ACTION 2: Review and update Traffic Impact Analysis (TIA) requirements and developer participation regulations to incorporate Complete Streets policy guidelines into the subdivision regulations.	
<b>Objective 6.8.2:</b> Implement educational programs to inform the public and partner agencies of the City's commitment to Complete Streets.	6-42
ACTION 1: Identify existing locations within the city that embody Complete Streets concepts and hold them out as examples of what could be achieved in other areas.	
ACTION 2: Disseminate information regarding the Bastrop Complete Streets Policy, including typical/preferred cross sections, to TxDOT, CAMPO, and Bastrop County for inclusion in relevant transportation planning efforts.	
ACTION 3: Host annual Complete Streets design guidance workshops for local planners, engineers and other interested transportation professionals.	
ACTION 4: Construct low-cost, temporary pilot projects (i.e. tactical urbanism) to demonstrate the viability of Complete Streets.	

SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
<b>Objective 6.8.3:</b> Identify strategic short term interventions to implement Complete Streets on existing city streets.	6-42
ACTION 1: Construct low-cost, temporary pilot projects (i.e. tactical urbanism) to demonstrate the viability of Complete Streets.	
ACTION 2: Conduct public outreach to identify candidate streets for road diets.	
ACTION 3: Promote vision of existing implementation of Complete Streets approach.	
<b>Objective 6.8.4:</b> Implement a Context Sensitive Approach to transportation planning.	6-42
ACTION 1: Future street design should be cognizant of its context.	
ACTION 2: Streetscape improvements should use the recently adopted (March 2015) Downtown Bastrop Form-Based Code as a regulatory guide to enhancing the streetscape throughout downtown Bastrop.	
ACTION 3: Streetscape design should coordinate with the Downtown Bastrop Main Street Program to identify potential enhancements to the existing way-finding signage and streetscape.	
ACTION 4: Parking in the downtown should be carefully designed so as not to diminish the walkability and historic fabric of downtown character.	
ACTION 5: Where possible, freight access to commercial buildings should be in the rear of the building.	
ACTION 6: Trees and other plantings should be used to enhance the character of the area where possible.	
ACTION 7: For all transportation projects, ensure that design supports the context or character of the area through which the facility passes.	



**CHAPTER 7: PARKS AND RECREATION**

<b>GOAL 7.1: PROVIDE A SUFFICIENT AMOUNT OF PUBLIC PARK LAND AND OPEN SPACE FOR CURRENT AND FUTURE RESIDENTS.</b>	7-19
<b>Objective 7.1.1:</b> Establish City park and open space targets by type and distribution.	7-19
ACTION 1: Identify and define the various park types that should comprise the City of Bastrop's public park system. Determine ideal service areas by park type using criteria such as: radial distances; distances by walking, biking, or driving route; barriers (i.e. rivers, highways, etc.)	
ACTION 2: Re-categorize existing City (and other public) parks according to City park typology. Prepare an existing service area map applying refined service area criteria to existing City parks.	
ACTION 3: Utilize the NRPA's PRORAGIS system, and a survey of other selected comparison communities, to refine Bastrop's projected per-capita park land and open space level of service needs.	
ACTION 4: Define various types of passive park space, open space, or natural areas. Establish parallel level of service needs for passive park land that are separate from "active" recreational park space.	
ACTION 5: Determine a preferred combination of park land and open space types by which the City intends to meet its total projected level of service needs.	
ACTION 6: Combine the current service area map with projected level of service needs (by park type) to generate one (1) or more future service area maps for land within the municipal limits and statutory ETJ.	
<b>Objective 7.1.2:</b> Increase city-wide bicycle and pedestrian accessibility through the development of a linear park system.	7-19
ACTION 1: Prepare design criteria for shared use paths of varying types. Design variations will consider surfacing options depending on conditions, trail widths, vertical and horizontal clear areas, slopes, and construction details. As appropriate, incorporate City design standards into land development ordinances and/or City design manuals.	
ACTION 2: Modify greenway/trail system dedication requirements to correspond with the design criteria for shared-use paths.	

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS


GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 3: Define “proximity” criteria in the greenway/trail system dedication requirements for purposes of City Special Trail System Fund expenditures; and, allow for the optional construction of spur trails (which are not mapped in the Comprehensive Plan) where such trails would connect new development to the City’s mapped trail network.	
ACTION 4: Amend City land development ordinances to distinguish between shared-use paths, side paths and sidewalks. Include provisions that allow the required placement of side paths on existing road frontage in lieu of sidewalks where such side path is identified in the Comprehensive Plan or other City policy document.	
ACTION 5: Incorporate walkway access requirements into City land development regulations to ensure sufficient interconnectivity between shared-use paths and adjacent development (residential and non-residential).	
ACTION 6: Prioritize development of riverfront linear park trails and incorporate projects into the City’s capital improvements program, and CAMPO TIP or LRTP where applicable.	
ACTION 7: Augment the City’s Special Trail System Fund with other City funds, and Recreational Trails grants or transportation block grant set-asides, where applicable.	
<b>Objective 7.1.3: Create an interconnected center-city park network through the development of the River Loop.</b>	7-21
ACTION 1: Commission a River Loop design study that determines the feasibility of an interconnected multi-use trail network between Fisherman’s Park, Ferry Park, proposed parks northwest of the SR71 bridge, and at River’s Bend at Pecan Park. The study should: include a variety of potential pathway alignments, identify key properties for acquisition, present options for river crossings, and provide conceptual designs with cost estimates.	
ACTION 2: Require development of the Pecan Park property in accordance with concepts provided in the design study.	
ACTION 3: Acquire linear park property or easements as part of new development proposals and/or through the City’s capital improvement program.	
ACTION 4: Seek transportation funding for enhancement/repair of the Old Iron Bridge.	
ACTION 5: Seek funding for the construction of a bicycle and pedestrian bridge at SH71 utilizing Surface Transportation Block grant set-aside funds; or, through other federal funding sources linked to SR71 bridge repair or rehabilitation.	
<b>Objective 7.1.4: Meet park land and open space targets through a mix of public land and private common area.</b>	7-22
ACTION 1: Identify smaller City-defined park types (i.e. mini-parks, pocket parks, neighborhood parks, etc.) for which private ownership and maintenance may be desirable on a case-by-case basis.	
ACTION 2: Provide a minimum common area requirement for all standard and suburban subdivisions. Distinguish between home-owner maintained common areas, and public parks. Define minimum facility options for common areas which align with those of comparable City-defined park types.	
ACTION 3: Establish a minimum open space requirement for all subdivision types major subdivisions which is distinct from common area requirements. Define what constitutes acceptable open space (also: passive park space, natural areas).	
ACTION 4: Work with land trusts or other similar entities to tie open space dedication or fee requirements to the establishment or expansion of local preserves.	
ACTION 5: Refine “usable open space” requirements in multi-family and other residential zoning districts to distinguish between active recreational open space, and open space set aside for preservation or regeneration. Provide flexibility in meeting refined open space requirements by eliminating requirements for specific facilities such as community buildings or swimming pools.	
ACTION 6: Require varying types of common areas or public gathering space for non-residential developments that exceed development thresholds based on building square footage and/or total impervious surface areas. Define on-site location criteria, and provide a suite of facility options.	

SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
<b>GOAL 7.2: ADDRESS CURRENT AND FUTURE RECREATION NEEDS THROUGH THE PROVISION AND MAINTENANCE OF INDOOR AND OUTDOOR RECREATIONAL FACILITIES.</b>	7-22
<b>Objective 7.2.1:</b> Prepare and implement a master plan for an indoor and outdoor recreation center.	7-22
ACTION 1: Prepare a building and site design plan for an indoor recreation center. Identify space for athletics, fitness, aquatics (indoor), meetings, general recreation, and offices. Site design may also consider outdoor facilities such as a swimming pool, fields, track, parking, etc.	
ACTION 2: Provide costs estimates for facility construction, operations, and maintenance according to a phased schedule.	
ACTION 3: Explore opportunities to partner with a vendor to operate the recreation center.	
ACTION 4: Consider funding options for phased facility construction (in conjunction with other major facilities such as the rodeo grounds), and adjust capital budgets accordingly.	
<b>Objective 7.2.2:</b> Prepare and implement a business and development plan for Mayfest Park and the rodeo grounds.	7-23
ACTION 1: Incorporate immediate upkeep and maintenance needs for the rodeo grounds into the City's five-year capital improvements program.	
ACTION 2: Fund facility upgrades and additions for portions of Mayfest Park reserved for community recreation (as opposed to areas intend for rodeo activities and operations).	
ACTION 3: Commission a business and development plan for long-term rodeo facility upgrades – and potential expansion. Provide costs estimates for facility construction, operations, and maintenance.	
ACTION 4: Consider funding options for phased facility improvements (in conjunction with other major facilities such as the rodeo grounds).	
ACTION 5: Adjust operational and capital budgets as necessary to meet projected staffing and construction needs necessary to make the rodeo grounds financially solvent.	
<b>Objective 7.2.3:</b> Increase access to the Colorado River.	7-23
ACTION 1: Work with TPWD to create an on-water and off-water way-finding program for the El Camino Real Paddling Trail. Partner with other governmental and non-profit entities to fund and install way finding features.	
ACTION 2: Prepare conceptual designs for boat launch upgrades at existing launch sites. Design boat launch facilities for additional sites including Laura Hoffman Park, Pecan Park, and the proposed waste water treatment site. Prioritize the construction of at least one (1) site within the next five (5) years based on feasibility and spacing from existing facilities.	
ACTION 3: Construct boat launch facilities at key locations that increase handicapped accessibility, and convenience for other users. Universal launch design features may include: floating frames, tapered ramps with rollers, hand railings, etc.	
ACTION 4: Seek support for launch site retrofits through the TPWD Boating Access Grant program or foundation funding.	
<b>GOAL 7.3: MEET FUTURE RECREATIONAL DEMAND THROUGH ADJUSTMENTS TO THE CITY'S OPERATIONAL CAPACITY.</b>	7-28
<b>Objective 7.3.1:</b> Restructure the Parks and Recreation Department to meet future operational demands.	7-28
ACTION 1: Hire a recreational program manager to administer City-sponsored (or supported) events; coordinate senior, youth, and outdoor programming; maintain park reservations; and, work with concessionaires.	
ACTION 2: Fund full-time or part-time staff for the operation of a City indoor recreation center depending on the scale and accessibility of the facility based on the results of a facility master plan.	



## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 3: Fund full-time or part-time staff for the operation and maintenance of the rodeo grounds at Mayfest Park based on the result of a business and development plan.	
<b>Objective 7.3.2:</b> Establish a “cornerstone” City recreation program designed to address at least one (1) unserved community recreation need.	7-28
ACTION 1: In conjunction with existing local partners in recreational programming and/or conservation activities, identify a single recreational program that could be established by the City to meet an identified community priority.	
ACTION 2: Work with local recreation and conservation partners to determine program costs, location, schedule, and marketing. Base program type and location on existing resources that can be leveraged.	
ACTION 3: Incorporate Year 1 program funding in the City’s operating budget. As applicable, seek program funding support through TPWD’s Community Outdoor Outreach Program (CO-OP) or other federal, state, or foundation funding source.	
<b>GOAL 7.4: ENSURE THAT RESIDENTS HAVE ACCESS TO RECREATIONAL OPPORTUNITIES THROUGH THE EQUITABLE DISTRIBUTION OF PARK LAND AND OPEN SPACE.</b>	7-28
<b>Objective 7.4.1:</b> Update land development tools to meet park and open space targets.	7-28
ACTION 1: Amend City land development and zoning regulations regarding park land types, common space, and “usable” open space as provided in Objective 7.1.4 (page 7-22).	
ACTION 2: Incorporate minimum landscaping requirements and/or tree planting standards to be used in conjunction with the types and location of recreational facilities proposed for the park space. Require complimentary landscaping enhancements when detention areas are proposed to be incorporated into park land dedications.	
ACTION 3: Allow fee in lieu options of park dedication in each service area where park land, open space, and park facility goals are exceeded.	
ACTION 4: Maintain an ongoing inventory of public park land, private common areas, and open space. Incorporate new data into the PRORAGIS system on a recurring basis.	
ACTION 5: Establish minimum park facility standards by individual service area.	
 <b>CHAPTER 8: CULTURAL ARTS AND TOURISM</b>	
<b>GOAL 8.1: LEVERAGE EXISTING DOWNTOWN ASSETS TO SPUR ADDITIONAL BUSINESS ACTIVITY.</b>	8-8
<b>Objective 8.1.1:</b> Fund a downtown master plan.	8-8
ACTION 1: Commission a downtown master plan to coordinate downtown organizations and the marketing initiatives outlined by the DMO.	
<b>Objective 8.1.2:</b> Leverage Bastrop’s designation as a Cultural District in Texas.	8-8
ACTION 1: Create a strategic plan for the cultural district that includes goals and key performance measures including: changes in property tax base and taxable sales to measure tax revenue and return on investment to the public sector; and, population and employment to measure how attractive the district is to residents, tourists and businesses	
ACTION 2: Measure and communicate the economic impact of the Cultural District.	
<b>Objective 8.1.3:</b> Enhance the offerings available at the Bastrop Museum & Visitor Center.	8-8
ACTION 1: Create a visitor’s feedback survey to better understand demand for other tourism activities.	

## SUMMARY OF GOALS, OBJECTIVES & ACTIONS

GOAL/OBJECTIVE/ACTION:	PAGE:
ACTION 2: Increase the number of digital and interactive exhibits and consider offering virtual video tours on-line, either for free or for purchase.	
ACTION 3: Use interactive media displays that allows people to choose how they interact with the museum and visitor center, as well as other locations downtown.	
ACTION 4: Increase presence on social media by posting content on-line at regular and predictable intervals.	
ACTION 5: Offer “flash” sales on social media. These are deals that come up periodically that are only available for a short time, typically a day or two. This will get people excited about the social media outlets and help to grow viewership.	
<b>Objective 8.1.4:</b> Create multiple downtown destination events that rely on Bastrop’s cultural assets.	8-8
ACTION 1: Encourage visitors to downtown Bastrop with events that occur weekly, monthly, or annually. Lost Pines Christmas is a great example of this type of event	
ACTION 2: Create a “demo day” downtown that occurs each month. Entrepreneurs and local businesses can demo their products, foods, and services.	
ACTION 3: Increase awareness of the culinary district by creating an event to showcase the districts offerings on a weekly or monthly basis.	
<b>Objective 8.1.5:</b> Continue to use and promote the availability of small business grants and incentives to draw specialty retailers and eateries to downtown.	8-8
ACTION 1: Continue to communicate to the business community and residents the availability of small business development incentives, and resources.	
ACTION 2: Continue to promote availability of incentives to local small businesses.	
<b>Objective 8.1.6:</b> Reinstate and ensure the long-term availability of façade and renovation grants for downtown businesses and property owners.	8-8
ACTION 1: Continue to make funds available for improvements to downtown structures to help Downtown Bastrop remain a destination for tourists looking to visit a historic downtown environment.	
<b>GOAL 8.2: DIVERSIFY SUPPLY CHAIN OF NATURAL ASSETS.</b>	8-9
<b>Objective 8.2.1:</b> Promote the growth of Nature Tourism through private enterprises.	8-9
ACTION 1: Partner with state-wide institutions, such as the Texas A&M AgriLife Extension Service and Texas Parks & Wildlife, that can help private land owners, farmers and ranchers, and other interested individuals start a nature tourism business.	
ACTION 2: Hold local information sessions with representatives from these agencies and communicate to local residents and the business community to spur business development in the nature tourism field.	
ACTION 3: Study the feasibility for bridle path development on private and public property to couple with activities at the rodeo grounds.	
<b>Objective 8.2.2:</b> Increase community access to the Colorado River.	8-9
ACTION 1: Develop the trails, parks, and river access points promoted as part of the City’s River Loop concept. (See Objective 7.1.3, page 7-21).	
ACTION 2: Ensure that the downtown master plan (see Objective 8.1.1, page 8-8) expands upon the original River Loop concept to increase the visual connection and physical linkages between downtown and the riverfront.	
ACTION 3: Work with local partners and other Colorado River communities (Bastrop County, Smithville) to develop additional river access points and other enhancements of the El Camino Real Paddling Trail.	
<b>GOAL 8.3: BOLSTER FAMILY AND HERITAGE TOURISM ASSETS.</b>	8-11
<b>Objective 8.3.1:</b> Diversify family-oriented tourism offerings.	8-11
ACTION 1: Survey the local community to understand the demand for new family-oriented entertainment activities throughout Bastrop.	

# APPENDIX B

## CAPITAL IMPROVEMENTS PROGRAM

BASTROP COMPREHENSIVE PLAN UPDATE (2016 - 2036)

A stylized graphic at the bottom of the page features three trees with rounded, leafy canopies and thin trunks, standing on a small, rounded mound. Below the mound are several horizontal, wavy lines representing water or a landscape feature. The entire graphic is rendered in a light, semi-transparent teal color that blends with the background.



## APPENDIX B

# CAPITAL IMPROVEMENTS PROGRAM



A capital improvements program (CIP) is a multi-year plan that identifies and prioritizes projects related to public facilities and services. Developed in accordance with documented community goals and objectives, the CIP is focused on physical enhancements that upgrade, extend, or replace infrastructure, and provide a governing authority with increased service capacity for its constituents. Capital improvement projects may include: streets; water, waste water, and drainage utilities; open space, trails, and recreation facilities; public buildings; major equipment; and, technology investments.

Prior to the development of the Bastrop Comprehensive Plan (2016-2036), the City of Bastrop's capital improvement planning process did not utilize uniform criteria or ranking methodologies to prioritize municipal facility or infrastructure needs. Although previous City budgets have included "capital improvements," these project lists were compiled by individual municipal departments and were not subject to a centralized process. A more uniform approach to capital improvement programming was viewed by the City as necessary to ensure that Bastrop's future capital expenditures would correspond to the goals and objectives of the City's new comprehensive plan (adopted in November, 2016). With an intention of matching future capital needs with community goals and objectives, Bastrop city staff conducted a capital improvements programming process concurrent to the development of the Bastrop Comprehensive Plan.

## CAPITAL IMPROVEMENT PROGRAM FRAMEWORK

This document provides the City of Bastrop with a template to engage in future capital improvements programming. Utilizing the framework documented in this report, Bastrop has the tools to incorporate coordinated capital programming into the City's annual budgeting process. This template summarizes how the City may identify capital projects, conduct ranking exercises, establish project costs, identify anticipated funding sources, and annually evaluate the program.

The Bastrop Capital Improvements Program Template is divided into two (2) principal parts:

- **A. Template Development Process.** *Describes the staff-level process by which a preliminary CIP list was compiled, and the corresponding project prioritization methodology. Includes details on ranking criteria, and a fiscally unconstrained project list.*
- **B. Utilizing the Bastrop Capital Improvements Program Process.** *Provides recommendations on how the capital improvements program template can be incorporated into Bastrop's annual funding cycle. Provides suggestions on the public input process, scheduling, and funding options.*

Many of the capital improvement program elements described/displayed in this template (i.e. scoring methodologies, project lists, project sheets) have been provided to the City of Bastrop in digital format for use in future fiscal years.



## A. TEMPLATE DEVELOPMENT PROCESS

The Bastrop Capital Improvements Program template was developed by a staff-level committee of City department heads. Principal participants included the Director of Planning and Development, Director of Public Works, Finance Director, and City Engineer. Other department heads were directly or indirectly involved in the CIP planning process including the Public Safety Director, Main Street Director, and Director of Bastrop Power and Light. All municipal activities were coordinated by the Director of Planning and Development. Template development was overseen by a consultant team led by Halff Associates.

Between July and November 2016 the City/consultant capital improvements program team coordinated on the following tasks:

- *Development of capital improvements program parameters;*
- *Compilation of capital improvements project lists;*
- *Establishment of capital project ranking criteria;*
- *Development of ranking criteria weights and scores;*
- *Preparation of the capital project nomination forms; and,*
- *Ranking of capital improvement projects.*

The completion of these activities provides the basic tools for the City of Bastrop to implement a formal capital improvements programming process in upcoming fiscal years. The results of this preliminary process, and corresponding tools are referenced in this report.

### A.1. CAPITAL IMPROVEMENTS PROGRAM PARAMETERS

**Table 1** identifies basic parameters which guided the development of the Bastrop Capital Improvements Program Template, and which should apply to the City's future CIP planning processes.

**TABLE 1. BASTROP CAPITAL IMPROVEMENTS PROGRAM PARAMETERS**

TOPIC	CONSIDERATIONS <sup>1</sup>	DETERMINATIONS <sup>2</sup>
CATEGORIES	How will CIP project lists be organized? Bastrop's current CIP project categories include: Roadway, Wastewater, Water, Parks and Recreation, and Facilities. Examples of other categories may include: Drainage, Electric, Equipment, Miscellaneous, Mobility, Public Safety.	Project categories: Facilities, Quality of Life, Utilities, Transportation
COST	What will be the minimum estimated cost of a capital project?	\$100,000
GROUPING	Will similar project types be grouped into a single CIP project? If so, will there be a geographic relationship between grouped projects?	Yes to grouping projects by type. Deferred maintenance must be grouped.
PROGRAMMATIC	Will the Bastrop CIP include projects for recurring operations and maintenance activities?	Yes. Deferred maintenance projects will be placed in the CIP. Grouped based on timing, and to meet minimum dollar amount.
STUDIES	Will the Bastrop CIP be limited to physical infrastructure improvements? Will studies/plans that inform project design and construction be considered in the CIP?	Studies will not be part of the CIP ranking process, but included in the document. Minimum value varies.

<sup>1</sup> Provides options for the structure of the capital improvements program.

<sup>2</sup> Preferred capital improvements program structure as determined by participating City department heads.

## A.2. PROJECT SELECTION

The initial capital improvement project list was compiled by the consultant team through a review of prior capital improvements plans, City project lists, and adopted planning documents. This list was subsequently reviewed and adjusted by participating City staff. Additional projects were submitted by City staff utilizing a project nomination form prepared by the City/consultant team. The Capital Improvements Program form is located on the facing page. Project nomination form instructions are listed in **Table 2**.

**TABLE 2. BASTROP CAPITAL IMPROVEMENTS PROGRAM - PROJECT FORM INSTRUCTIONS<sup>1</sup>**

CATEGORY <sup>1</sup>	INSTRUCTION
PROJECT CATEGORY	Choose from the following categories: Facilities, Quality of Life, Transportation, Utilities.
SUB-CATEGORY	List specific infrastructure, facility, or utility type (ex. roads, waste water, buildings, etc.)
RECOMMENDED BY:	Examples include: City Council, City staff. Other categories to be determined.
RESPONSIBLE DEPT.:	City department that will administer the project and/or directly benefit from project completion.
JUSTIFICATION:	Statement of need. Should reference applicable recommendation from the Bastrop Comprehensive Plan or other policy document(s).
QUALIFIERS:	Four questions relate directly to the "Operational" criteria for ranking proposed capital projects.
NOTES:	Clarify any "Yes" answers to the Qualifiers questions. Additional miscellaneous information.
ESTIMATED PROJECT COSTS:	Estimated costs to be divided by fiscal year. All remaining costs beyond FY 20/21 to be lumped into single column (">YR 20/21").
COST NOTES:	Description of estimated project cost categories.
FUNDING SOURCE NOTES:	Description of funding sources to be used including grants and outside funding sources. Outside funding source will influence "Operational" ranking criteria.
FUNDING SURPLUS/ DEFICIT:	Project does not have to be 100% funded to be nominated to the CIP project list.

<sup>1</sup> Project form on facing page.

## A.3. CAPITAL PROJECT RANKING CRITERIA

Ten capital project ranking criteria were developed for prioritizing submitted capital projects. Ranking criteria were divided into two (2) categories: Community and Organizational. Capital project ranking criteria are listed in **Table 3** (page B-6).

**Table 3** includes corresponding criteria descriptions. In general terms, Community criteria may be viewed as value-based. They are largely qualitative in nature and are designed to reflect community values that were identified throughout the 2016 Bastrop comprehensive planning process. In contrast, Organizational criteria are more directly tied to the administrative realities of budgets, project leveraging, and regulatory mandates. Although all ranking criteria were initially scored and weighted together, future CIP weighting exercises should take care that the cumulative values of Community criteria and Organizational criteria remains balanced.

BASTROP CAPITAL IMPROVEMENTS PROGRAM - PROJECT FORM

**CITY OF BASTROP, TEXAS**  
**CAPITAL IMPROVEMENTS PROGRAM**



PROJECT TITLE (ID No.)	
<b>Project Category:</b> <i>Text</i>	<b>Sub-category:</b> <i>Text</i>
<b>Recommended by:</b> <i>Text</i>	<b>Responsible Dept.:</b> <i>Text</i>
<b>Project Description/Location:</b> <i>Text</i>	

<p><b>Justification:</b> <i>Text</i></p> <hr/> <p><b>Qualifiers:</b></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Can be funded fully/partially through non-municipal sources?</td> <td style="width: 15%; text-align: center;">Yes <b>X</b></td> <td style="width: 15%; text-align: center;">No</td> </tr> <tr> <td>Necessary to meet a regulatory mandate?</td> <td style="text-align: center;">Yes <b>X</b></td> <td style="text-align: center;">No</td> </tr> <tr> <td>Requires completion of another project?</td> <td style="text-align: center;">Yes <b>X</b></td> <td style="text-align: center;">No</td> </tr> <tr> <td>Will additional resources/staff be required to operate/maintain the completed project?</td> <td style="text-align: center;">Yes <b>X</b></td> <td style="text-align: center;">No</td> </tr> </table> <p><b>Notes:</b> <i>Text</i></p>	Can be funded fully/partially through non-municipal sources?	Yes <b>X</b>	No	Necessary to meet a regulatory mandate?	Yes <b>X</b>	No	Requires completion of another project?	Yes <b>X</b>	No	Will additional resources/staff be required to operate/maintain the completed project?	Yes <b>X</b>	No	<p>Hold for Map or Picture</p>
Can be funded fully/partially through non-municipal sources?	Yes <b>X</b>	No											
Necessary to meet a regulatory mandate?	Yes <b>X</b>	No											
Requires completion of another project?	Yes <b>X</b>	No											
Will additional resources/staff be required to operate/maintain the completed project?	Yes <b>X</b>	No											

Estimated Project Cost(s)	YR 16/17	YR 17/18	YR 18/19	YR 19/20	YR 20/21	> YR 20/21	TOTAL
Acquisitions (ROW/Easements/Land)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction (+10%)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Project Cost</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Cost Notes:** *Text*

Funding Source(s)	YR 16/17	YR 17/18	YR 18/19	YR 19/20	YR 20/21	> YR 20/21	TOTAL
Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenue Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CO Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GO Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Source(s)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Project Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Funding Source Notes:** *Text*

<b>Funding Surplus/(Deficit)</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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**TABLE 3. CAPITAL PROJECT RANKING CRITERIA<sup>1</sup>**

CATEGORY (COMMUNITY)	DESCRIPTION	CONSIDERATIONS
PUBLIC HEALTH AND SAFETY	The project will directly or indirectly improve public health and safety - either by reducing a known/existing health of safety hazard, or mitigating a potential hazard that may negatively impact the general public if not addressed.	"1. Does the project directly impact the public health and safety of Bastrop residents? To what degree? 2. Does the project indirectly enhance community-wide health or safety? 3. Does the project pro-actively mitigate a hazardous condition? Will it promote community resiliency in the event of a disaster?"
ECONOMIC DEVELOPMENT	The project will increase the marketability and/or development potential of one or more properties. The project may support one or more economic development goals and objectives referenced in the comprehensive plan, redevelopment plan, or other relevant City-adopted planning document.	"1. Does the project have the potential to promote economic development in a new area of town? 2. Does the project implement plans or policy documents adopted or endorsed by the City of Bastrop?"
LAND DEVELOPMENT AND GROWTH	The project is consistent with and will promote the recommended development patterns contained in the Bastrop Comprehensive Plan – particularly the recommendations contained in the Bastrop Growth Program and Bastrop Future Land Use Plan.	"1. Does the project support the development of land uses that are recommended in one (1) or more City plans? 2. Does the project channel development activities to areas recommended by the Bastrop Growth Program?"
COMMUNITY REINVESTMENT	The project improves the living standards in existing residential neighborhoods, or reinvestment potential within established commercial areas – particularly those areas that exhibit conditions of blight. The project's impact is associated with a tax increment reinvestment zone, neighborhood improvement district, or other public reinvestment tool.	"1. Does the project create reinvestment in a previously developed portion of Bastrop? 2. Does the project support other public reinvestment activities within the vicinity. 3. Does a traditionally under-served area or population benefit from the project?"
QUALITY OF LIFE	The project will improve Bastrop residents' quality of life by enhancing community aesthetics, promoting local heritage, preserving historic resources, providing recreational opportunities, promoting healthy lifestyles, and/or conserving natural resources.	"1. Does the project improve community aesthetics or otherwise assist in development/maintaining a preferred community image? 2. Does the project enable or support the preservation of a cultural, historical, or natural resources? 3. Does the project provide greater citizen access to recreational opportunities that support healthy lifestyles?"
CATEGORY (ORGANIZATIONAL)	DESCRIPTION	CONSIDERATIONS
IMPACT ON OPERATIONAL BUDGET	The project will add to the City's annual maintenance and operations costs. The project will require new personnel to operate and/or new equipment or other expenditures to maintain. Conversely, the project will reduce long-term municipal operational costs through savings in staff time, energy efficiency, etc. The project may have the opportunity to generate revenue.	"1. Does the project require additional personnel to operate? 2. Does the project create a significant increase in Bastrop's annual maintenance budget? 3. Will new equipment be required to support the long-term operation of the project? 4. Will the project result in operational efficiencies? 5. Will the project be used to generate revenue or the City? Will revenue generated mitigate annual operations costs?"
COST SHARING	The project can/will be fully or partially funded through non-municipal sources such as private development funds, grants, agency donations, and other external sources. Completion of the project may involve direct participation by other partners in the form of labor and/or materials.	"1. Will the cost of the project be split between the City of Bastrop and one or more other sources? 2. Is City financial commitment to the project required to utilize substantial funds from another source?"
REGULATORY COMPLIANCE	The project assists the City in meeting a federal, state, or other regulatory mandate.	"1. Does the project satisfy one (1) or more existing regulatory mandates? 2. Will the project impact foreseeable regulatory compliance issues?"
LEVERAGING	The project may be coupled with other projects due to timing and/or location. Other projects are dependent on completion of the listed project (including a study).	"1. May the project be constructed in conjunction with another CIP project? 2. Will completion of the project allow for other CIP projects to be initiated?"
ENVIRONMENTAL ENHANCEMENT	The project improves natural habitat or ecology that may have been negatively impacted by prior human activity or a natural event. Environmental enhancements may be directly enjoyed by Bastrop residents through access and passive recreational activities.	"1. Does the project improve an environmental condition in or around Bastrop? 2. Does the project abate an environmental hazard? 3. Does the project improve wildlife habitat?"



Capital project ranking criteria were prioritized by the votes of participating City staff and members of the Bastrop Comprehensive Plan Steering Committee in August 2016. Based on voting results, relative scoring values and weights were assigned to each criteria. The application of scoring values and weights to each criteria resulted in a scale of between 13.5 and 67.5 points within which all nominated capital projects could be scored. The capital project scoring scale is illustrated in **Table 4** (page B-8).

**BASTROP CAPITAL IMPROVEMENTS PROGRAM - PROJECT FORM**

## BASTROP COMPREHENSIVE PLAN UPDATE

### C.I.P. RANKING EXERCISE

Please help us determine which criteria should be weighted most heavily during the Capital Improvements Programs scoring exercise.

Please score the following criteria on a scale of 1-5 based on their importance to you, with **one (1)** being **MOST** important and **five (5)** being **LEAST** important. *Please score Community Goals and Operational Goals separately.*

#### COMMUNITY GOALS

- Public Health and Safety.** The project will directly or indirectly improve public health and safety - either by reducing a known/existing health of safety hazard, or mitigating a potential hazard that may negatively impact the general public if not addressed.
- Economic Development.** The project will increase the marketability and/or development potential of one or more properties. The project may support one or more economic development goals and objectives referenced in the comprehensive plan, redevelopment plan, or other relevant City-adopted planning document.
- Land Development and Growth.** The project is consistent with and will promote the recommended development patterns contained in the Bastrop Comprehensive Plan – particularly the recommendations contained in the Bastrop Growth Program and Bastrop Future Land Use Plan.
- Community Reinvestment.** The project improves the living standards in existing residential neighborhoods, or reinvestment potential within established commercial areas – particularly those areas that exhibit conditions of blight. The project’s impact is associated with a tax increment reinvestment zone, neighborhood improvement district, or other public reinvestment tool.
- Quality of Life.** The project will improve Bastrop residents’ quality of life by enhancing community aesthetics, promoting local heritage, preserving historic resources, providing recreational opportunities, promoting healthy lifestyles, and/or conserving natural resources.

#### OPERATIONAL GOALS

- Impact on Operational Budget.** The project will add to the City’s annual maintenance and operations costs. The project will require new personnel to operate and/or new equipment or other expenditures to maintain. Conversely, the project will reduce long-term municipal operational costs through savings in staff time, energy efficiency, etc. The project may have the opportunity to generate revenue.
- Cost Sharing.** The project can/will be fully or partially funded through non-municipal sources such as private development funds, grants, agency donations, and other external sources. Completion of the project may involve direct participation by other partners in the form of labor and/or materials.
- Regulatory Compliance.** The project assists the City in meeting a federal, state, or other regulatory mandate.
- Leveraging.** The project may be coupled with other projects due to timing and/or location. Other projects are dependent on completion of the listed project.
- Environmental Enhancement.** The project improves natural habitat or ecology that may have been negatively impacted by prior human activity or a natural event. Environmental enhancements may be directly enjoyed by Bastrop residents through access and passive recreational activities.

**TABLE 4. BASTROP CAPITAL PROJECT SCORING SCALE**

CRITERIA <sup>1</sup>	CATEGORY	INSTRUCTION	MAXIMUM VALUE	WEIGHT	MIN. WEIGHTED SCORE	MAX. WEIGHTED SCORE
ENVIRONMENTAL ENHANCEMENT	Organizational	0.5	2.5	1	0.5	2.5
LAND DEVELOPMENT AND GROWTH	Community	0.5	2.5	1.2	0.6	3
COMMUNITY REINVESTMENT	Community	1	5	1.2	1.2	6
REGULATORY COMPLIANCE	Organizational	1	5	1.3	1.3	6.5
LEVERAGING	Organizational	1	5	1.4	1.4	7
IMPACT ON OPERATIONAL BUDGET	Organizational	1	5	1.5	1.5	7.5
COST SHARING	Organizational	1	5	1.6	1.6	8
ECONOMIC DEVELOPMENT	Community	1	5	1.7	1.7	8.5
QUALITY OF LIFE	Community	1	5	1.8	1.8	9
PUBLIC HEALTH AND SAFETY	Community	1	5	1.9	1.9	9.5
<b>TOTAL</b>		<b>9</b>	<b>45</b>	<b>-</b>	<b>13.5</b>	<b>67.5</b>

<sup>1</sup>Lowest to highest priority in descending order following City staff and Comprehensive Plan Steering Committee voting in August 2016.

### MOBILITY PROJECT CRITERIA

The 2016-2021 preliminary capital project list presented in **Table 5** (facing page) includes 26 roadway projects that were identified during the development of the Bastrop Master Transportation Plan (2016). Although scored utilizing the capital project ranking criteria presented in **Tables 3** and **4**, a separate set of ranking criteria were also used to prioritize each project within the Master Transportation Plan document. These mobility-focused criteria reflect federal goals and objectives for transportation system development and include:

- *Manage traffic congestion.*
- *Enhance transportation connectivity.*
- *Preserve/maintain existing assets.*
- *Improve safety.*
- *Improve active transportation options.*
- *Expand/enhance transit services.*
- *Enhance freight capacity.*
- *Complete streets/quality of place.*
- *Support land use, economic development and design.*

Category-specific criteria may be used to rank different project types in the CIP. Care should be taken however to retain consistent weighting and scoring scales - particularly where projects from distinct categories will be prioritized according to a consolidated project list.

#### A.4. CAPITAL PROJECT SUMMARY

**Table 5** lists all capital projects for which a project nomination form was submitted during the preparation of the Bastrop Capital Improvements Program template. All projects contained in the list were submitted by Bastrop City staff. Many project forms remained incomplete at the conclusion of this project (reflected by the number of projects for which estimated costs are unprovided). Nonetheless, the ranking exercise completed by City staff provides the groundwork for the development of an annual capital improvements program in Bastrop which reflects the procedures recommended in this report.

**Table 5** lists projects chronologically. All corresponding project nomination forms are maintained by the Bastrop Planning and Development Department.

**TABLE 5. BASTROP CAPITAL PROJECT LIST (2016-2021)<sup>1</sup>**

PROJECT CATEGORY <sup>2</sup>	NUMBER	SUB-CATEGORY <sup>2</sup>	PROJECT NAME	TOTAL SCORE	TOTAL ESTIMATED COST <sup>4</sup>
FACILITIES	F-1	Building	New Fire Station	23.60	Undetermined
FACILITIES	F-2	Study	Public Library Expansion	-	-
FACILITIES	F-3	Building	Bastrop Power & Light Capital Improvements	-	-
FACILITIES	F-4	Building	Police Station Renovation	-	-
QUALITY OF LIFE	QOL-1	Study	Arts Master Plan	-	-
QUALITY OF LIFE	QOL-2	Equipment	Public Wi-Fi Network	23.60	\$0
QUALITY OF LIFE	QOL-3	Safety/Parks & Recreation	Old Iron Bridge Repairs	31.80	\$1,000,000
QUALITY OF LIFE	QOL-4	Study	River Loop Phase 1	33.40	\$350,000
QUALITY OF LIFE	QOL-5	Parks & Recreation	Skate Park Construction	21.40	\$270,000
QUALITY OF LIFE	QOL-6	Parks & Recreation	Cover Stock Pens at Mayfest	27.30	\$65,000
QUALITY OF LIFE	QOL-7	Parks & Recreation	Replace Restrooms at Mayfest	27.30	\$265,000
QUALITY OF LIFE	QOL-8	Parks & Recreation	Additional/Covered Seating at Mayfest	27.30	\$265,000
QUALITY OF LIFE	QOL-9	Study	Develop Historic Preservation Design Guidelines	-	-
QUALITY OF LIFE	QOL-10	Study	Commission Historic Resources Survey	-	-
QUALITY OF LIFE	QOL-11	Study	Commission Downtown Master Plan	-	-
TRANSPORTATION	TR-1	Roadway	Roadway Maintenance Program	31.4	Undetermined
TRANSPORTATION	TR-2	Roadway	Future Pitt Street	24.6	Undetermined
TRANSPORTATION	TR-3	Roadway	Jefferson Street Reconstruction	18.7	Undetermined
TRANSPORTATION	TR-4	Roadway	Jasper Street Extension	30.9	Undetermined
TRANSPORTATION	TR-5	Roadway	Burleson Extension	23.4	Undetermined
TRANSPORTATION	TR-6	Roadway	Lost Pines Extension	21.7	Undetermined
TRANSPORTATION	TR-7	Roadway	Pine Hollow Drive	24.2	Undetermined
TRANSPORTATION	TR-8	Roadway	Shiloh Road Phase 1	23.9	Undetermined
TRANSPORTATION	TR-9	Roadway	Farm Street Phase 3	24.1	Undetermined

<sup>1</sup> Project nomination form submitted by Bastrop City staff (August - October, 2016). Projects listed in chronological order.

<sup>2</sup> See Table 2 (page B-6). Studies included in the CIP, but not ranked.

<sup>3</sup> Preliminary. Ranked by City-staff department head committee (September - October, 2016).

<sup>4</sup> Some cost estimates pending City staff completion of project nomination forms. Preliminary projects scores subject to change pending cost estimates.

TABLE 5. BASTROP CAPITAL PROJECT LIST (2016-2021)<sup>1</sup>

PROJECT CATEGORY <sup>2</sup>	NUMBER	SUB-CATEGORY <sup>2</sup>	PROJECT NAME	TOTAL SCORE	TOTAL ESTIMATED COST <sup>4</sup>
TRANSPORTATION	TR-10	Roadway	Jackson Street Extension	27.9	Undetermined
TRANSPORTATION	TR-11	Roadway	South Street Extension	30.9	Undetermined
TRANSPORTATION	TR-12	Roadway	MLK Drive Extension	27.0	Undetermined
TRANSPORTATION	TR-13	Roadway	MLK Drive Reconstruction	32.6	Undetermined
TRANSPORTATION	TR-14	Roadway	Hunters Point Drive Extension	26.3	Undetermined
TRANSPORTATION	TR-15	Roadway	Carter Street Extension	30.8	Undetermined
TRANSPORTATION	TR-16	Roadway	Charles Boulevard Extension	23.1	Undetermined
TRANSPORTATION	TR-17	Roadway	Orchard Parkway	33.0	Undetermined
TRANSPORTATION	TR-18	Roadway	Agnes Street - FM 304 Connection	33.0	Undetermined
TRANSPORTATION	TR-19	Roadway	Hasler Boulevard Extension Phase 1	29.8	Undetermined
TRANSPORTATION	TR-20	Roadway	Childers Drive Reconstruction	27.2	Undetermined
TRANSPORTATION	TR-21	Roadway	Lovers Lane Extension	28.7	Undetermined
TRANSPORTATION	TR-22	Roadway	Blakey Lane Extension	31.5	Undetermined
TRANSPORTATION	TR-23	Roadway	Hasler Boulevard Extension Phase 2	29.7	Undetermined
TRANSPORTATION	TR-24	Roadway	Mesquite Street Arterial	27.5	Undetermined
TRANSPORTATION	TR-25	Roadway	Downtown Bastrop Traffic Calming	43.5	\$1,650,000
TRANSPORTATION	TR-26	Roadway	Downtown Bastrop Signage & Way-finding	29.6	\$120,000
UTILITIES	U-1	Equipment	Fiber-Optic Network Expansion	16.00	Undetermined
UTILITIES	U-2	Wastewater	Main Line from WWTP #3 to Trunk Main #1	32.10	\$774,000
UTILITIES	U-3	Wastewater	Trunk Main #1 from Bastrop Grove to Hunters Crossing	41.60	\$1,467,600
UTILITIES	U-4	Wastewater	Trunk Main #3 along SH 304 to Trunk Main #4	40.20	\$2,376,400
UTILITIES	U-5	Wastewater	Trunk Main #4 from SH 304 to Trunk Main WWTP #3	40.20	\$1,320,000
UTILITIES	U-6	Wastewater	Design & Construction of WWTP #3	40.40	\$10,266,000
UTILITIES	U-7	Wastewater	WW Main Extension: SH 20 to Hunters Crossing Blvd.	28.60	\$960,000
UTILITIES	U-8	Wastewater	WW Main Extension: Tahitian Dr. to McAllister Rd.	19.50	\$600,000
UTILITIES	U-9	Wastewater	WW Main Extension: East on HWY 21/Loop 150 to City Limits	29.90	\$300,000
UTILITIES	U-10	Wastewater	WW Main Extension/Lift Station: Future Mesquite St. & Carter St.	38.90	\$600,000
UTILITIES	U-11	Wastewater	WW Main Extension: SH 71 from Duff Dr. to SH 21	27.60	\$1,000,000
UTILITIES	U-12	Wastewater	WW Main Extension: Blakey Ln. from Bureson Ln. to Settlement Dr.	27.60	\$450,000
UTILITIES	U-13	Water	Storage Tank at SH 20 & SH 71 E	31.50	\$3,800,000
UTILITIES	U-14	Water	Water Main Extension: SH 71 from MLK & College to Perkins St.	31.50	\$1,215,000
UTILITIES	U-15	Water	Water Main Replacement: Pine St. Main St. to Haysel St.	31.80	\$250,000
UTILITIES	U-16	Water	Phase 2 Infrastructure for Well Site #1	36.40	\$4,900,000
UTILITIES	U-17	Water	Water Main Extension: Future Mesquite St. & Carter St.	31.00	\$700,000

<sup>1</sup> Project nomination form submitted by Bastrop City staff (August - October, 2016). Projects listed in chronological order.

<sup>2</sup> See Table 2 (page B-6). Studies included in the CIP, but not ranked.

<sup>3</sup> Preliminary. Ranked by City-staff department head committee (September - October, 2016).

<sup>4</sup> Some cost estimates pending City staff completion of project nomination forms. Preliminary projects scores subject to change pending cost estimates.



**TABLE 5. BASTROP CAPITAL PROJECT LIST (2016-2021)<sup>1</sup>**

PROJECT CATEGORY <sup>2</sup>	NUMBER	SUB-CATEGORY <sup>2</sup>	PROJECT NAME	TOTAL SCORE	TOTAL ESTIMATED COST <sup>4</sup>
UTILITIES	U-18	Water	Riverwood Addition	34.20	\$1,000,000
UTILITIES	U-19	Water	Water Main Extension: East on HWY 20 from the ET to Packhorse Dr.	31.70	\$1,440,000
UTILITIES	U-20	Water	Water Main Extension: Hoffman Rd. to CCN Boundary	31.60	\$420,000
UTILITIES	U-21	Water	Water Main Extension: Undeveloped Portion Pineforest	36.90	\$865,000
UTILITIES	U-22	Water	Water Main Extension: Pitt St. to Arena Dr.	24.70	\$420,000
UTILITIES	U-23	Water	Water Main Extension: HWY 21 East to City Limits	24.70	\$420,000
UTILITIES	U-24	Water	Water Main Extension: Tahitian Dr. to Mahalau Ln.	22.90	\$300,000
UTILITIES	U-25	Water	Water Main Extension: Mahalau Dr. to Hulu Ct.	22.90	\$300,000
UTILITIES	U-26	Water	Water Main Extension: SH 304 Hunters Point Dr. to WWTP #3	28.80	\$960,000
UTILITIES	U-27	Water	Water Main Extension: Blakey Ln. East to Charles Blvd.	34.70	\$420,000

<sup>1</sup> Project nomination form submitted by Bastrop City staff (August - October, 2016). Projects listed in chronological order.

<sup>2</sup> See Table 2 (page B-6). Studies included in the CIP, but not ranked.

<sup>3</sup> Preliminary. Ranked by City-staff department head committee (September - October, 2016).

<sup>4</sup> Some cost estimates pending City staff completion of project nomination forms. Preliminary projects scores subject to change pending cost estimates.

## B. UTILIZING THE BASTROP CAPITAL IMPROVEMENTS PROGRAM TEMPLATE

The Bastrop Capital Improvements Program template was prepared as an administrative exercise during the development of the Bastrop Comprehensive Plan (2016-2036). As such, there remain additional steps which must be taken in the City’s future CIP planning process to adjust the preliminary project list identified in **Table 5** into a capital program that truly reflects community priorities and Bastrop’s financial realities. This part of the CIP template recommends procedures that Bastrop should incorporate into future CIP planning processes.

### B.1. CIP OVERSIGHT

The Bastrop Capital Improvements Program template was developed by a staff-level committee of City department heads. The Bastrop Comprehensive Plan Steering Committee also participated in the criteria ranking process to link subsequent scoring exercises to public priorities identified during the development of the comprehensive plan. The CIP ranking process was further influenced by citizen participation at a comprehensive plan open house focused on plan implementation. All activities were coordinated by the Director of Planning and Development.

While it is suitable for the Bastrop Planning and Development Department to retain administrative authority over the City’s CIP process in the future, additional public oversight will be necessary to ensure that the CIP remains closely linked to the goals and objectives of the City’s comprehensive plan and other applicable policy documents.

The Bastrop CIP process should incorporate a Capital Improvements Program Advisory Committee (CIPAC). The CIPAC would be a citizen committee appointed by the Mayor and City Council to assist City staff in prioritizing annual CIP lists. The CIPAC would be responsible for the following tasks:

- Review and recommend modifications to CIP ranking criteria.
- Assist staff in soliciting public input into the CIP project list.
- Remove CIP projects which do not meet the definition of a suitable project from the project list.
- Ranking CIP projects.
- Presenting CIP project prioritization recommendations to City Council.

It is an essential component of the CIP process. In addition to the above referenced tasks, a CIPAC provides an ongoing citizen voice to the CIP process. The CIPAC’s presence and activities also shield City staff from criticism if annual project rankings do not align with the preferences of specific interest groups. To facilitate CIPAC formation, membership may be drawn largely from existing boards and commissions.

Although CIPAC membership would be determined at the discretion of the Mayor and City Council, Council participation in the CIPAC’s activities should be limited. No more than 1-2 Council members should serve on a CIPAC, and should represent a distinct minority of the overall membership. This recommended limitation is due to the fact that individual members of City Council are permitted to nominate CIP projects, and could unduly influence ranking criteria weights or project scores.

**B.2. CIP TIME-LINE**

The annual CIP process should be conducted in conjunction with the City’s annual budget. Key CIP activities and benchmarks are suggested in **Table 6** below.

**TABLE 6. CAPITAL IMPROVEMENT PROGRAM TIME-LINE**

ACTIVITY/BENCHMARK	TIME FRAME	DESCRIPTION (& CORRESPONDING OPERATIONAL BUDGET BENCHMARK)
CIP PLANNING INITIATION	January	City Council action including: Establishment of fiscal year CIPAC; Review of CIP process; Call for project nominations. <b>(Operational Budget Benchmark: Finance conducting the annual vehicle and equipment replacement fund review.)</b>
CALL FOR PROJECTS	January - February	Submittal period for new fiscal year projects; Update prior year project nomination forms; Prepare for fiscal year ranking.
CIPAC MEETING #1	March	Review of prior fiscal year process. Consider suitability of ranking criteria, weights and scoring. Overview of upcoming City budget process. <b>(Operational Budget Benchmark: Preliminary departmental budgets submitted to Finance.)</b>
PUBLIC INPUT PERIOD	April	Presentation of project list to the general public. Public voting on projects via survey and/or open house. Results incorporated into project scoring process.
CIPAC MEETING #2	May	Project scoring. Evaluation of criteria, weights, and scoring. <b>(Operational Budget Benchmark: Final departmental budgets due.)</b>
CIPAC MEETING #3	May	Project scoring. Prepare final report.
CITY COUNCIL SUBMITTAL	June	CIPAC submittal of prioritized project list to Mayor and City Council. Presentation of process and findings. <b>(Operational Budget Benchmark: Department head meetings to refine departmental budget.)</b>
CITY COUNCIL ACTION	July	City Council consideration of CIPAC recommendations. Refinement and endorsement of selected projects into fiscal year capital budget.

### **B.3. PROJECT NOMINATION**

CIP projects may be nominated by the City Manager, City department heads, the Mayor, and members of the City Council. Administrative project nominations should be vetted and approved by the City Manager prior to submitted to the CIPAC for review and recommendation. The Mayor and City Council should submit their nominated projects as a group. Project nomination forms must be complete before they are submitted to the Director of Planning and Development and CIPAC for consideration.

Nominated projects must meet the definition and minimum parameters of a capital project (currently a minimum estimated cost of \$100,000). City staff may assist individual City Council members in preparing project nomination forms, but the CIPAC would determine whether or not a nominated project met minimum project criteria and would receive a score.

### **B.4. RANKING CRITERIA**

The Bastrop Capital Improvements Program ranking criteria presented in **Table 4** (page B-8) should be reviewed on an annual basis. Category descriptions and considerations may be subject to minor modifications at the staff and CIPAC level. Ranking criteria replacement should only occur subject to the approval of the Mayor and City Council. The process by which the Bastrop Capital Improvements Program template was created reveals that Community Reinvestment and Environmental Enhancement criteria should be modified or replaced.

The CIP scoring scale presented in **Table 4** (page B-8) should be revised to provide for a maximum weighted score of 100 points. The current 67.5 point scale was developed to correspond with parallel ranking criteria created for major thoroughfare plan projects identified in the Bastrop Master Transportation Plan. The priority of each CIP “Community” and “Organizational” criteria may be adjusted by the CIPAC and participating City staff throughout the ranking process.

Direct citizen input on the relative priority of the five (5) “Community” criteria identified in **Table 3** (page B-6) may be considered early in the annual CIP process. Citizen input may also be sought in ranking initial lists of CIP projects. While important, citizen input must not however be allowed to skew the CIP process by diminishing the importance of “Organizational” criteria. (At its core the CIP is a budgeting process.) If incorporated into the CIP process, direct citizen project rankings should be consolidated into a new ranking criteria entitled “Citizen Input” and assigned a value not in excess of 5 percent of the maximum weighted score.

### **B.5. PROJECT PRIORITIZATION**

Annual CIP projects should initially be prioritized by combining the individual votes of each CIPAC member and participating City staff members. Participating City staff members will include the City Manager, Director of Planning and Development, Finance Director, Director of Public Works, and any other department head or senior staff member that the City Manager may designate. Subsequent project ranking exercises should be conducted as a group, and may include the adjustment of ranking criteria scores or weights (excluding the optional “Citizen Input” category).

CIPAC and City staff members should not be compelled to change their voting on individual projects as a result of group ranking sessions, but may be offered the opportunity to voluntarily (and anonymously) adjust their votes between ranking sessions. Optional adjustments to individual project voting should be permitted only between the first and second ranking sessions because group discussion may provide common clarity to how each criteria should be applied to individual projects. All voting results will be maintained by the Director of Planning and Development.

## **B.6. PROJECT FUNDING**

The list of projects identified in **Table 5** (page B-9) is fiscally unconstrained. Anticipated City revenues are insufficient to ensure that all projects identified in this "catch-all" list may be initiated within the five-year CIP time frame. In preparing its annual capital improvements program, Bastrop should identify funding scenarios that would enable the City to implement prioritized capital projects at different paces – ranging from conservative to assertive.

## **B.7. FUNDING SOURCES**

Many funding sources are currently available to the City of Bastrop to implement its CIP. Some funding sources may be applied to most or all project types. Other funding sources are limited to specific project categories. **Table 7** (facing page) identifies municipal funding sources that may be utilized to fund capital projects. The table is limited only to those funding sources which are generated and administered by the City (e.g. excludes grants, cost sharing with other entities, land dedications, etc).

## **B.8. FUNDING OPTIONS**

The constraints that current municipal revenues can place on CIP implementation may be viewed by community leaders as too limiting when considering the City's immediate and long-term goals. Bastrop may consider some of the following funding options to increase the rapidity by which the City's capital needs can be addressed:

- **Park Land Dedication and/or Development Fee.** Pending adjustments to the City's park land level of service measures (as discussed in Chapter 7 of the Bastrop Comprehensive Plan) current park land dedication and/or development fees may be increased to generate additional revenues.
- **Roadway Impact Fee.** The City may levy an impact fee on new development for roadway improvements.
- **Storm Water Utility Fee.** Following completion of master drainage study (as discussed in Chapter 2 of the Bastrop Comprehensive Plan) the City may establish a storm water utility and levy applicable fees.
- **General Obligation Bonds.** The City may hold a referendum to issue general obligation bonds to fund prioritized capital projects, subject to voter approval.



**TABLE 7. MUNICIPAL FUNDING SOURCES FOR CAPITAL IMPROVEMENTS<sup>1</sup>**

FUNDING SOURCE	APPLICABILITY
GENERAL FUNDS	Category includes property and sales tax revenues, as well as special revenue funds such as hotel/motel taxes. Most general fund sources are suitable for a wide range of capital projects; but, special revenue funds are often limited by category.
PROPRIETARY FUNDS	Includes enterprise funds for select utilities (water, waste water, storm water, electric), and associated franchise fees for collected for the use of public property by a commercial venture. Expenditures of most proprietary funds on capital projects must relate to a specific service category.
BOND FUNDS	Additional fees (in the form of taxes or utility fees) to service the debt on bonds issued for the development of specific capital projects.
IMPACT FEES	Fees associated with new development to provide new public services and infrastructure. Tied to specific capital projects. May also include park land dedication and or park development fees.
USER FEES	Fees assessed to a specific user for a specific point-in-time service or use of a public facility (i.e. rental fees, public recreation programs, etc.)

<sup>1</sup> List excludes funding sources that require partnership with another entity such as grants, cost-sharing scenarios, in-kind services, and land dedications.

## B.9. SUMMARY

Implementation of a capital improvements programming process is an annually-evolving process, but should be fairly easy to administer after completion of the first funding cycle where the recommended procedures and tools identified in this report are implemented. Essential CIP tools are introduced in Part A of this report (pages B-3 - B-11). These tools should be utilized by the City of Bastrop as it applies this template to its annual capital budgeting process.

Since this report is a template only, it includes recommended procedural adjustments (in Part B) to the City's CIP process that were not incorporated into the process introduced in this report.

**Table 8** identifies CIP procedural modifications that the City of Bastrop should exercise in any future capital programming process.

**TABLE 8. CAPITAL IMPROVEMENTS PROGRAM TEMPLATE - UTILIZATION SUMMARY<sup>1</sup>**

TOPIC	SUMMARY	PAGE
B.1. CIP OVERSIGHT	Establish a capital improvements program advisory committee (CIPAC) for annual CIP oversight - including CIP project prioritization.	B-11
	Council membership on the CIPAC should be limited to no more than 1 - 2 representatives (serving as a distinct minority on the committee). The CIPAC is a citizen's committee and should not be unduly influenced.	
B.3. PROJECT NOMINATION	Nominated projects should only be accepted if project nomination forms are completed within a prescribed time frame. Projects lacking an incomplete project nomination form should not be ranked.	B-12
B.4. RANKING CRITERIA	Ranking criteria should only be changed subject to the approval of the Mayor and City Council.	B-13
	Changes in ranking criteria weights and scoring may occur at the City-staff/CIPAC level during the annual ranking process, but should be addressed the CIPAC's report to City Council.	
	The current ranking score should be modified to a maximum 100 point scale. A new category for citizen input should be added to the ranking criteria (subject to City Council approval).	
B.5. PROJECT PRIORITIZATION	CIPAC members should be permitted to change their project prioritization votes throughout the ranking process, but should not be compelled to do so.	B-13
B.6. PROJECT FUNDING	Annually identify multiple funding scenarios, including a baseline scenario utilizing anticipated revenues, and alternatives requiring fee adjustments and/or bonding obligations.	B-14

<sup>1</sup> Summarizes key implementation steps in Part B of this report only. CIP implementation should also utilize all tools introduced in Part A of this report.

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# APPENDIX C

## SHORT TERM WORK PROGRAM RANKING RESULTS

BASTROP COMPREHENSIVE PLAN UPDATE (2016 - 2036)

A stylized graphic at the bottom of the page features three trees of varying heights and widths, rendered in a light teal color. Below the trees are several wavy, horizontal lines, also in light teal, suggesting water or a landscape. The entire graphic is set against the solid teal background of the page.

Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
2.2.1 Engage in regional and local planning initiatives to maintain sufficient short and long-term water supplies.	17	3	1	0	0	4.76	SHORT
2.6.1 Identify, prioritize, and fund a city-wide network of storm water infrastructure improvements.	16	5	0	0	0	4.76	SHORT
2.2.2 Upgrade the existing water distribution system so that water pressures remain sufficient for necessary fire flows but do not cause strain on existing lines.	15	5	1	0	0	4.67	MEDIUM
6.3.1 Adequately maintain existing roadways.	12	6	1	0	0	4.58	SHORT
2.1.1 Implement a community growth program that maximizes the use of existing City infrastructure.	13	10	1	0	0	4.50	MEDIUM
2.2.3 Decrease the infiltration of naturally occurring metals into the City of Bastrop's potable water supply, and the taps of water system customers.	10	8	3	0	0	4.33	SHORT
2.1.2 Exercise greater influence on development patterns and character in the Bastrop ETJ.	10	8	6	0	0	4.17	MEDIUM
8.1.6 Reinstate and ensure the long-term availability of façade and renovation grants for downtown businesses and property owners.	6	7	4	0	0	4.12	SHORT
8.3.2 Increase the number and types of programming at the Bastrop Convention and Exhibit Center.	7	7	2	0	1	4.12	SHORT
8.5.2 Harmonize the efforts of organizations marketing Bastrop and develop cross-promotional campaigns.	5	9	3	0	0	4.12	SHORT
2.5.1 Maintain a comprehensive inventory of waste water system facilities.	9	6	5	1	0	4.10	SHORT
2.4.1 Invest in waste water system expansion in areas that promote infill and contiguous development.	5	12	4	0	0	4.05	MEDIUM

\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).



Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
2.7.1 Create a storm water management program modeled after the Phase II MS4 permitting requirements for small municipal storm sewer systems.	6	12	1	2	0	4.05	MEDIUM
6.2.2 Identify gaps in the road network and prioritize funding for capital projects that connect these gaps.	7	7	4	1	0	4.05	SHORT
6.2.3 Identify long-term priority locations for new Colorado River crossings.	7	9	3	0	1	4.05	LONG
6.1.3 Identify strategic opportunities to expand roadway capacity.	7	8	3	2	0	4.00	SHORT
7.1.3 Create an interconnected center-city park network through the development of the River Loop.	7	4	5	1	0	4.00	SHORT
8.1.5 Continue to use and promote the availability of small business grants and incentives to draw specialty retailers and eateries to downtown.	5	9	2	0	1	4.00	SHORT
6.2.1 Ensure that subdivision ordinances/regulations and site development standards promote connectivity.	8	5	5	2	0	3.95	MEDIUM
6.3.2 Improve maintenance along roadways.	4	11	3	1	0	3.95	SHORT
3.1.4 Expand the operational capacities of the Bastrop Fire Department.	7	8	4	1	1	3.90	MEDIUM
6.3.3 Improve function of existing roadway capacity.	4	9	6	0	0	3.89	SHORT
8.2.2 Increase community access to the Colorado River.	4	8	4	1	0	3.88	LONG
8.6.1 Manage the impact of assembly uses, special events, and temporary uses on surrounding property, and public infrastructure and services.	3	10	3	1	0	3.88	LONG

\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).

Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
8.5.1 Utilize the DMO to unify all organizations, businesses, and artists related to cultural arts and tourism.	5	7	2	3	0	3.82	SHORT
3.1.1 Adopt and maintain an organizational study to ensure the inclusion of anticipated staff resources in the annual operating budget.	4	10	4	2	0	3.80	SHORT
5.1.1 Interpret and apply the recommendations of the Future Land Use Plan, and other applicable provisions of the Bastrop Comprehensive Plan, to applications, grant funding requests, and other solicitations of City support that are related to land use or development in the City of Bastrop's area of jurisdiction.	4	10	5	0	1	3.80	SHORT
6.1.5 Improve emergency response and incident clearance times.	7	5	6	1	1	3.80	SHORT
6.2.4 Enhance east-west connectivity in Bastrop.	6	8	3	2	1	3.80	MEDIUM
6.4.3 Address locations with poor visibility on the Bastrop transportation network.	4	8	4	2	0	3.78	SHORT
7.2.3 Increase access to the Colorado River.	5	5	5	2	0	3.76	LONG
8.1.1 Fund a downtown master plan.	5	6	3	0	2	3.75	SHORT
8.1.4 Create multiple downtown destination events that rely on Bastrop's cultural assets.	2	8	6	0	0	3.75	SHORT
4.1.1 Establish processes to diversify housing options in Bastrop.	8	3	7	2	1	3.71	SHORT
7.1.1 Establish City park and open space targets by type and distribution.	4	5	7	1	0	3.71	MEDIUM
6.1.4 Ensure reliable commuting options for Bastrop residents who work in Austin and Travis County.	6	7	3	3	1	3.70	SHORT

\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).

Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*	
6.8.1	Incorporate Complete Streets principles in the design and construction of roadway projects, both new and retrofits.	4	8	5	1	1	3.68	LONG
6.1.2	Maximize the performance of the existing transportation system.	4	8	5	3	0	3.65	MEDIUM
7.1.2	Increase city-wide bicycle and pedestrian accessibility through the development of a linear park system.	4	6	5	1	1	3.65	MEDIUM
7.4.1	Update land development tools to meet park and open space targets.	3	6	7	1	0	3.65	MEDIUM
8.1.2	Leverage Bastrop's designation as a Cultural District in Texas.	5	5	4	2	1	3.65	SHORT
8.3.1	Diversify family-oriented tourism offerings.	2	9	4	2	0	3.65	MEDIUM
6.4.1	Enhance safety by reducing conflict points through the implementation of sound access management principles.	2	8	9	0	0	3.63	LONG
7.1.4	Meet park land and open space targets through a mix of public land and private common area.	4	3	8	1	0	3.63	LONG
2.7.2	Incorporate low impact development (LID) solutions into City development regulations and public construction projects.	6	6	5	3	1	3.62	MEDIUM
6.4.4	Improve safety near school bus pickup and drop-off locations.	3	7	6	2	0	3.61	SHORT
7.2.1	Prepare and implement a master plan for an indoor and outdoor recreation center.	3	6	6	2	0	3.59	SHORT
8.2.1	Promote the growth of nature tourism through private enterprises.	2	8	5	2	0	3.59	LONG
8.7.1	Provide mobility options that increase tourist access to attractions while mitigating local traffic impacts.	3	7	4	3	0	3.59	MEDIUM

\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).

Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
6.6.1 Expand coverage and increase frequency of the bus service within Bastrop.	1	9	8	1	0	3.53	MEDIUM
6.6.2 Expand commuter bus service into Austin and Travis County.	2	10	3	4	0	3.53	MEDIUM
6.8.4 Implement a Context Sensitive Approach to transportation planning.	3	7	7	1	1	3.53	LONG
7.2.2 Prepare and implement a business and development plan for Mayfest Park and the rodeo grounds.	3	5	7	2	0	3.53	SHORT
8.3.3 Solicit support for historical structures and landmarks.	4	4	7	1	1	3.53	SHORT
2.3.1 Extend the time frame upon which future water withdrawal permits will be necessary by increasing water conservation activities.	3	8	7	3	0	3.52	SHORT
3.1.3 Improve the long-term functionality of the Public Works administrative and operational facilities.	6	5	5	4	1	3.52	LONG
5.1.2 Pro-actively implement Future Land Use Plan recommendations through the initiation of ordinance amendments or special studies.	3	8	6	2	1	3.50	MEDIUM
8.4.2 Align land-use policy and practices to make certain that space is available for arts and tourism.	3	7	2	5	0	3.47	MEDIUM
5.2.1 Assess and amend City land development regulations as necessary to implement applicable recommendations of the Bastrop Comprehensive Plan, and enhance code administration.	4	6	6	3	1	3.45	SHORT
5.2.2 Initiate design projects that advance the community image recommendations of the Bastrop Comprehensive Plan, and that support complimentary development on private property.	5	5	5	4	1	3.45	SHORT

\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).



Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
4.5.3	4	8	3	5	1	3.43	MEDIUM
7.3.1	3	6	3	5	0	3.41	MEDIUM
2.5.2	3	8	5	4	1	3.38	SHORT
4.2.1	4	6	6	4	1	3.38	MEDIUM
4.5.1	2	8	8	2	1	3.38	MEDIUM
2.4.2	2	7	9	2	1	3.33	LONG
3.3.2	5	4	6	5	1	3.33	SHORT
6.2.5	5	4	6	2	3	3.30	SHORT
3.3.1	4	7	4	3	3	3.29	MEDIUM
4.3.1	3	6	7	2	3	3.19	SHORT
4.5.4	0	9	8	3	1	3.19	SHORT
6.5.2	3	6	2	7	1	3.16	SHORT

\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).

Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
6.8.3 Identify strategic short term interventions to implement Complete Streets on existing city streets.	1	6	9	1	2	3.16	LONG
4.5.2 Expand local historic preservation initiatives with a focus on increasing public awareness and understanding.	4	6	3	5	3	3.14	SHORT
8.4.1 Develop a Public Arts Master Plan for the community.	3	4	4	4	2	3.12	SHORT
8.7.2 Partner with technology firms that specialize in way-finding.	1	6	6	2	2	3.12	LONG
8.7.3 Study the levels and patterns of downtown foot traffic in order to help create uniform business hours.	2	5	5	3	2	3.12	MEDIUM
6.4.6 Develop an ongoing City program for monitoring and enforcement.	1	6	7	4	1	3.11	SHORT
6.2.6 Develop and implement way-finding signage plan.	2	4	7	6	1	3.00	SHORT
6.7.2 Reduce impacts of motor freight on traffic congestion.	2	1	11	5	0	3.00	LONG
7.3.2 Establish a "cornerstone" City recreation program designed to address at least one (1) unserved community recreation need.	1	4	6	6	0	3.00	LONG
3.2.1 Develop programs to reduce the environmental impact of public building construction and rehabilitation while decreasing long-term energy consumption and building maintenance costs.	3	3	7	6	2	2.95	LONG
6.7.1 Improve motor freight access to local businesses.	2	0	11	6	0	2.89	LONG
6.8.2 Implement educational programs to inform the public and partner agencies of the City's commitment to Complete Streets.	1	5	6	5	2	2.89	LONG
8.1.3 Enhance the offerings available at the Bastrop Museum & Visitor Center.	1	1	12	1	2	2.88	SHORT

Objective	5 (Very Important)	4	3	2	1 (Less Important)	Rating Average	P&Z Timeframe*
6.4.2 Reduce dangerous driving behavior by implementing strategic traffic calming interventions.	1	3	8	6	1	2.84	MEDIUM
6.4.7 Improve safety at rail crossings.	1	4	7	5	2	2.84	MEDIUM
4.4.1 Create incentives to support the provision of low-to-moderate income housing opportunities by partnering agencies in Bastrop.	3	3	5	7	3	2.81	SHORT
6.5.1 Identify, prioritize and fund bicycle facilities that improve safety, connectivity and accessibility.	2	4	5	4	4	2.79	MEDIUM
6.6.4 Enhance bus stop amenities and areas surrounding transit stops.	1	4	5	8	1	2.79	MEDIUM
3.1.2 Monitor and determine the long-range functionality of the City Hall facility.	2	1	9	7	2	2.71	LONG
3.1.5 Determine future need for expanded Library facilities.	2	1	9	6	3	2.67	LONG
6.5.3 Create and sponsor bicycle and pedestrian programs and resources.	1	3	5	8	2	2.63	LONG
6.4.5 Develop an ongoing City program to promote traffic safety education.	1	1	8	7	2	2.58	LONG
6.6.3 Promote and market transit services within Bastrop.	1	2	5	9	2	2.53	MEDIUM
6.1.1 Reduce vehicle miles traveled through Travel Demand Management strategies.	1	2	7	5	5	2.45	LONG

*\*Note: P&Z timeframe is not a measure of priority. "Short," "Medium," and "Long" designations refer to the expediency with which each objective may be accomplished (as determined by the Planning and Zoning Commission on 09/29/16).*