

ORDINANCE NO. 2024-46

**AN ORDINANCE OF THE CITY OF BASTROP, TEXAS,
AMENDING THE BASTROP CODE OF ORDINANCES
CHAPTER 14, THE BASTROP BUILDING BLOCK (B3) CODE,
ARTICLE 6.3 GENERAL LOT STANDARDS, SECTION
6.3.005 ALLEYS & DRIVEWAY LOCATIONS (A), (B) AND
(C) AS ATTACHED IN EXHIBIT A; AND PROVIDING FOR
FINDINGS OF FACT, REPEALER, SEVERABILITY,
CODIFICATION, EFFECTIVE DATE, PROPER NOTICE, AND
MEETING.**

WHEREAS, pursuant to Texas Local Government Code Section 51.001, the City Council of the City of Bastrop has general authority to amend an ordinance that is for the good government, peace, or order of the City and is necessary or proper for carrying out a power granted by law to the City; and

WHEREAS, pursuant to Texas Local Government Code Chapters 211, 212, 214, and 217 the City Council of the City of Bastrop has general authority to regulate planning, zoning, subdivisions, and the construction of buildings; and

WHEREAS, these amendments will help clarify the intent of the code, allow residents the flexibility to create parking in the area between the street and the front façade of their home; and

WHEREAS, the City Council find that certain amendments to the aforementioned ordinances are necessary and reasonable to meet changing conditions and are in the best interest of the City;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS, THAT:

Section 1. Finding of Fact: The facts and recitations set forth in the preamble of this Ordinance are hereby found to be true and correct.

Section 2. Amendment To Bastrop Building Block Code (B3), Section 6.3.005 of the Bastrop Building Code is hereby amended and shall read in accordance with Exhibit "A", which is attached hereto and incorporated into this Ordinance for all intents and purposes. Any struck-through text shall be deleted from the Code, as shown in each of the attachments.

Section 3. Severability. If any clause or provision of this Ordinance shall be deemed to be unenforceable for any reason, such unenforceable clause or provision shall be severed from the remaining portion of the Ordinance, which shall continue to have full force and effect.

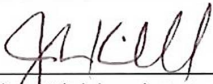
Section 4. Repeal. This Ordinance shall be and is hereby cumulative of all other ordinances of the City of Bastrop, Texas, and this Ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, in such other Ordinances, are hereby repealed.

Section 5. Effective Date. This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Bastrop and the laws of the State of Texas.

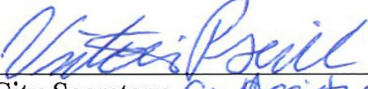
READ & ACKNOWLEDGED on First Reading on this the 10th day of **December** 2024.

READ & ADOPTED on Second Reading on this the 14th day of **January** 2025.

APPROVED:

by: 
John Kirkland, Mayor Pro Tempore

ATTEST:


City Secretary *for Assistant City Secretary Victoria Psenick*

APPROVED AS TO FORM:



City Attorney



EXHIBIT A

SEC. 6.3.003 BUILDING PLACEMENT

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

(1) The First Layer is the area of land between the Frontage Line and the Build-to-Line. The First Layer is measured from the Frontage Line.

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

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

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

SEC. 6.3.005 BUILDING SEPARATION

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

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

CHAPTER 6: PRIVATE REALM DEVELOPMENT STANDARDS

SEC. 6.3.005 ALLEYS & DRIVEWAY LOCATIONS

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

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

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

EXHIBIT A

~~(1) Alleys make it possible for rear accessed lots to be created, preserving the public frontages from interruptions of driveways and Curb cuts.~~

~~(2) Safety as sidewalks and pedestrians become separated from the access requirements of vehicles.~~

~~(3) They create a more casual neighborhood space adjacent to backyard activity centers leaving the front of the House as a more formal community space.~~

(d) Driveways:

(1) Where Alleys are present, all vehicular access shall be provided from the Alley.

(2) Where a Lot does not have access to an Alley, driveways are allowed in accordance with this section.

(3) For corner lots, all driveways shall be located at the Secondary Frontage.

(4) Driveways shall be located as far from the adjacent public Street intersection as practical to achieve maximum

available corner clearance, with consideration of property limits, adjacent Curb cuts, topography, and existing Drainage facilities. Non-Alley loaded driveways may intersect a Street no closer than twenty (20) feet from the intersection of 2 Street rights-of-way in P1, P2, and P3, and forty (40) feet in P4 and P5.

(5) Mid-Block lots greater than 40' in width at the Frontage are allowed one Driveway with a maximum width of 24' for two-way and 12' for one-way driveways.

(6) In P4 and P5, driveways accessing up to 80 feet wide of Street right-of-way must be spaced 200 feet apart centerline to centerline, and driveways accessing more than an 80 feet wide Street right-of-way must be spaced 300 feet apart centerline to centerline.

(7) Nothing in this section shall prevent all Site access to any property.

SEC. 6.3.006 PARKING

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

CHAPTER 6: PRIVATE REALM DEVELOPMENT STANDARDS

95 of 249