



# BASTROP DNA ANALYSIS

**An in-depth analysis of Downtown Bastrop's anatomy and how it functions as a complete neighborhood.**

October 2018 - DRAFT 2

# HONORING OUR AUTHENTIC PAST. PLANNING FOR OUR SUSTAINABLE FUTURE.

The original settlers of Bastrop discovered a lush landscape where several geographies of Texas collide along the banks of the Colorado River. They set out to build a unique and lovely place for the future. Using the tools they had at the time to plan a logical path for growth going forward, they laid the foundation for a resilient City. The geography of the area, the development pattern of the land, and the organization of the buildings established a pure and authentic Texas town. How the City uses the information, gifted from the founders, to guide Bastrop's future is the journey the City must afford itself to take, today.

Year after year, Central Texas continues to top the charts as one of the fastest growing regions in the nation. The ever growing industries and influx of people moving to the area create substantial opportunities and challenges for the cities in the metro area. Austin's high housing cost, unresolvable traffic congestion, and limited room for growth, create a shortage of attainable housing in Austin proper. Furthermore, its complicated and outdated development code and process further exacerbate the problems. These historical Austin issues drive up land cost and pave the way for huge sprawling subdivisions pushed to the outskirts. The surrounding little communities, overrun with rapid growth, are often times unaware of the commitments associated with such growth. Some are excited

about the additional services which follow the rooftops, however the results may not pan out to be what is expected.

The development patterns in these cities are on a scale which is out of compliance with the way cities were historically built. There are many serious challenges associated with the pattern of development, which many refer to as suburban sprawl. They range from the scale, speed, and cost of the streets to the separation of land uses, housing types, and isolation of schools, businesses and civic facilities. Terms often associated with suburban sprawl are placeless places, generic neighborhoods, or anywhere America. Bastrop currently lies just east of the rapid sprawling growth. However, it may not be long before the massive growth pressures arrive. As the growth heads eastward, it's imperative Bastrop understand its options and defines the path for its future or it too, could be a place run over with placeless characteristics.

As the City of Bastrop prepares to take an eye opening journey of planning a resilient City for the generation of today, and ones of the future, a connection must be made to understand and respect the history which shaped its past. In an effort to accomplish this mission, an in depth analysis of the physical built environment was completed, stories are being captured, and a movement called Building Bastrop was born.



### City Council Mission

“The Mission of the City of Bastrop is to continuously strive to provide **innovative** and **proactive** services that enhance our **authentic way of life** to achieve **our vision**.”

### City Council Vision

“The Vision of the City of Bastrop is to be a welcoming community with a compassion for our diversity, a tapestry of people, arts, and structures; **preserving our history and character while embracing progress around our unique environment**.”

## Introduction & Purpose

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## WHAT IS DNA & WHY DO WE STUDY IT?

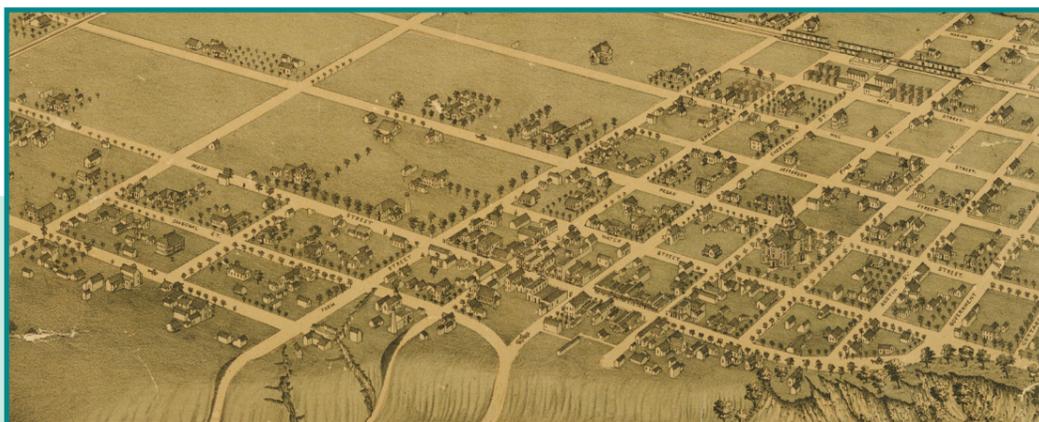
We shape our buildings;  
thereafter they shape us.  
- Winston Churchill

Downtown Bastrop is a special place. With its history and central location, Bastropians have gathered there for 186 years now. Words often used to describe it include, unique, distinctive, quaint, charming, and historic. Though the descriptions are accurate they do not fully capture its significance.

The physical makeup of the Downtown DNA is what attributes to the descriptions it receives above. The focus of this analysis is to extract the character of the place itself. Downtown's character comes from its individual parts; its

streets, buildings, sidewalks, blocks, trees and more. These elements of the built environment are Downtown's DNA, human-scaled and built slowly and intentionally over time.

The story of Downtown is also the story of Bastrop. Since its founding on the Colorado River in 1832, Bastrop has experienced periods of growth spurred by industries, such as lumber, oil, and the arrival of the railroad. The City has also faced periods of contraction, brought on by economic changes and natural disasters, such as fires and floods. Each of these periods has left a mark on the built environment and the history of the City. Perhaps because of the 1883 fire, Bastrop is unusual among county seats in Texas, in that the "center" of the community is not the courthouse square and surrounding commercial buildings. Rather, the community has grown around the intersection of Main and Chestnut.



**Bastrop, 1887**  
Amon Carter Museum

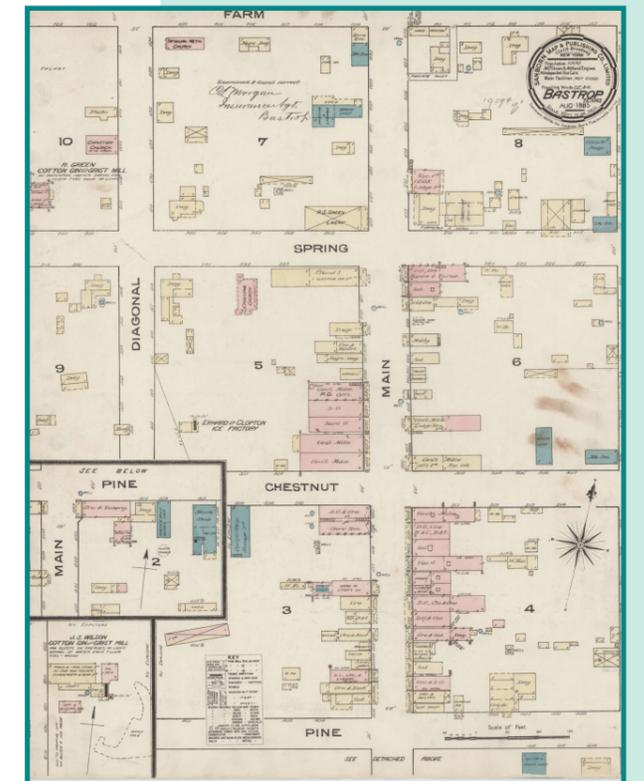
Throughout the 1800's and early 1900's the town grew incrementally outward from this core intersection, expanding streets and filling in gaps between buildings. Residential houses surrounded the commercial core, first with Greek-Revival, then with ornate Victorian and later with Prairie and Craftsman-style houses.

The City has continually incrementally invested in Downtown. To further insure Downtown was preserved and enhanced, in 2014, the Bastrop City Council adopted a clear and vibrant illustrative vision for Downtown and in 2015 adopted a Form-Based Code to set standards which better aligned with the built form of Downtown. In 2016, the City adopted a new Comprehensive Plan (Comp Plan) that establishes a vision for Bastrop as **"diverse and welcoming community that celebrates our town character..."** The Comp Plan also recognizes that the development regulations currently in place were not created around the Downtown character and thus do not protect it. The plan also recommends updating the development standards for the community.

**This analysis is a starting point to inform the conversation as the City plans for implementing new development standards mentioned within the Comprehensive Plan, not just Downtown but city-wide.** The DNA analysis quantifies various elements of the original city fabric and, in doing so, captures the patterns of the built environment to inform the future of the City.

This study uses the framework of Character Areas established in the Downtown Form-Based Code (FBC) to establish a geography

but with a different focus. The FBC establishes a vision and regulations for infill and redevelopment within Downtown. This document measures the characteristics of existing traditional development in Downtown for the purpose of establishing regulations throughout the City which could have similar character. Where the Downtown FBC's purpose is to preserve and enhance Downtown, this document will provide the framework to establishing standards that transform the remainder of the City to emulate the established characteristics of Downtown. ➤



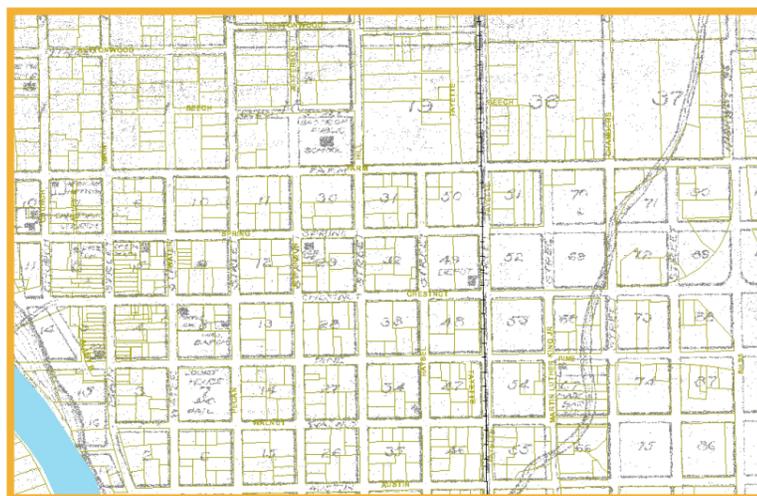
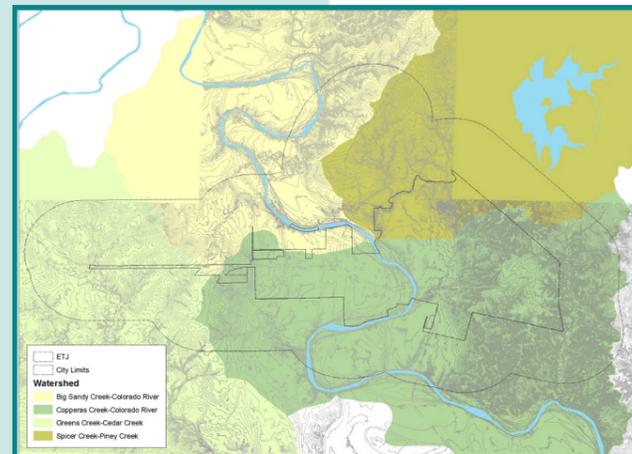
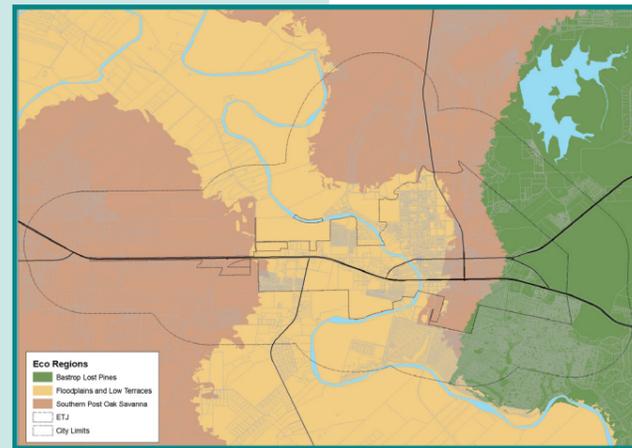
**Downtown Bastrop, 1885**  
Sanborn Fire Map

## Bastrop Geography

The geography of Bastrop is the fundamental focal point when planning and designing the built environment to be integrated with the natural topography. Nature's features and disasters are boundless. We must understand and respect the fragile ecosystems when planning for future buildout of a resilient Bastrop.

The complexities of the natural landscape in the region are significant, ranging from Houston toad habitat to an array of soil types. Each condition must be designed for accordingly when transforming natural state to built form. The unique geography provides an opportunity to achieve a high quality of life by integrating humans in the natural landscape without major disruptions into the natural systems. Integration does not come without challenges of course. Natural disasters have been a part of Bastrop's story since the earliest settlements.

As growth and development increase, stormwater management requirements will need to ensure flooding does not worsen for existing and new developments. A holistic review of measures must be examined using soil topologies, natural drainage systems, existing topography, and existing built environment to determine the most appropriate tools to mitigate current and future stormwater issues.



The **Iredell Map** is not an original plat but a survey from 1920, when Bastrop was already almost 100 years old. It depicts the layout of streets and blocks at the time. Overlaying the current parcel lines and streets show that many blocks and streets are in the same configuration as they were in 1920. However, lots within the blocks have been reconfigured in a very irregular pattern, several roads and intersections have been expanded, and the course of the river has changed.

## Extracting DNA Methodology

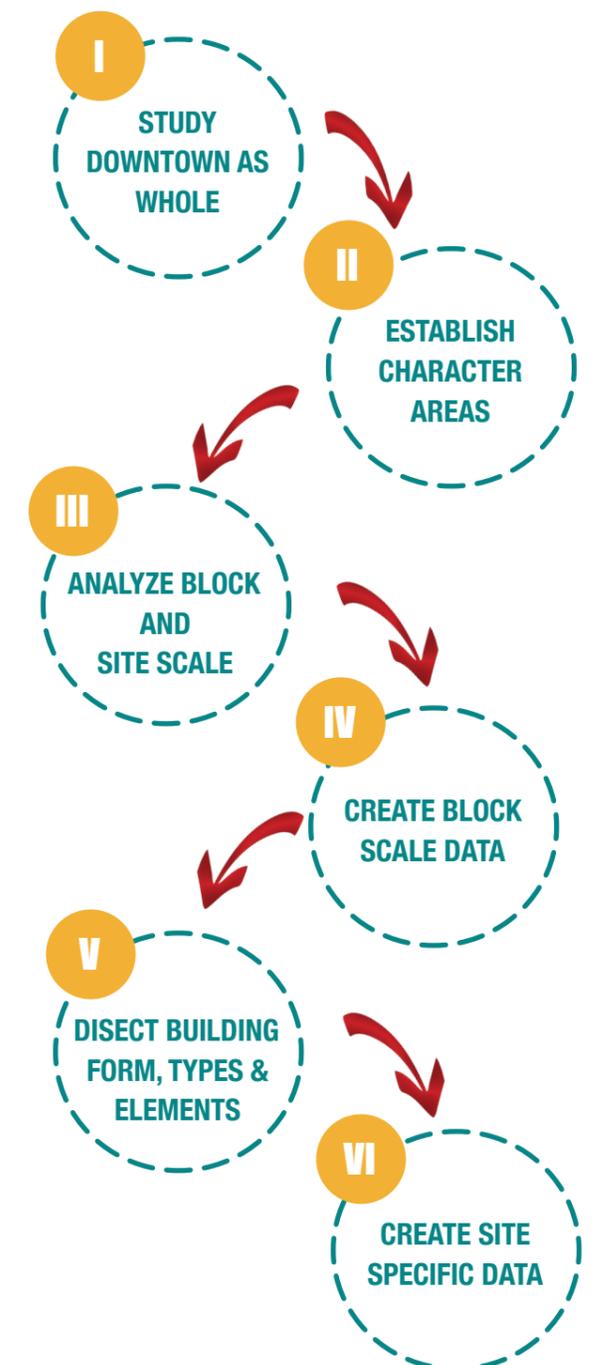
The DNA study began by walking, driving and studying maps, records and the physical makeup of the Downtown. For reference and to build upon the work already accomplished in the FBC, the DNA uses the three existing Character Areas within the Downtown as defined geographies: **Historic Main Street**, **Downtown Mixed-Use**, and **Neighborhood**. The physical characteristics of the built environment are recorded at three different scales: neighborhood, block, and building.

First, Downtown is viewed as a **whole neighborhood**. The maps show general characteristics, and the Character Areas. Then, each of the three Character Areas are analyzed at both the **block** and individual **site scale**. The block-scale analysis examines locations within each Character Area using worksheets that capture key Downtown characteristics, such as block size, lot makeup, and elements housed in the public right-of-way. The block scale worksheets also include general characteristics about the sites and buildings. Because this information can become overly technical, it's important for the reader to remember these places exist and one can physically experience the place on the ground.

Often there is a range of building types within a block. The Block Scale worksheets provide an average or typical measurements within the makeup of the blocks. This provides a **snapshot** of the general character of a given block, but it does not provide detailed data on specific building types or sites. To capture this information, select sites have been measured and recorded on the **Site Specific Sheets**.

This document also contains a **Visual Dictionary** which includes each of the key items measured on the Block Scale Sheets. The

on the Block Scale Sheets. The Dictionary explains both what the item measured is and why it is important to the character of an area.



# THE ORIGINAL MIXED-USE DEVELOPMENT

Tucked upon the bluff, overlooking the majestic Colorado River, Downtown Bastrop is a thriving neighborhood with authenticity unlike many Texas towns. Defining features - an old iron bridge, a network of quaint tree lined streets with shops and restaurants, and homes with front porches and friendly people - inform you when you arrive. Stepping into this seamlessly organic environment, you know you have entered a place worth caring about.

As noted above, the Downtown DNA is the extraction of the individual parts which make up the physical built environment. Using a technical and physical analysis to compile numerical and functional elements of the area allows us to fully understand Downtown. A thorough review of key components, including the gridded network of streets, the lot and block makeup, the placement and organization of buildings, the range of housing types and sizes, the proximity to services, and access to civic and natural spaces, all aid in the detailed findings of the characteristics which make up authentic Bastrop.

The findings of the DNA are crucial as the City writes its development standards for future growth. Removing conventional and arbitrary development codes, which support the creation of generic building patterns, can be accomplished once this understanding and

a conversation has been conducted. Using historical evidence and building upon a place which the community knows and loves, allows the City of Bastrop to begin its journey of city design and development code writing.



## THE GRID

Downtown Bastrop is laid out in an almost perfect series of small gridded blocks. Many of the world's greatest cities started in the exact pattern as Downtown Bastrop. The gridded network of streets is a fundamental element which creates the most effective and efficient structure for cities to be walkable, flexible and timeless.

The grid creates flexible blocks. A block could be used as a farm lot, a series of small houses, main street buildings, or even a skyscraper, without reconfiguring the network of streets.

- Streets are sized appropriately to the scale of the buildings and lot makeup.
- Infrastructure is gridded and provides a series of intersections for redundancy.
- A natural hierarchy of streets are determined by building forms and land uses.
- Bike routes from existing infrastructure can ►

be created based on the use and the design of the existing streets.

- The navigable design makes it easy to move around on foot, bike, skateboard or car with endless options for routes.



## A TIMELESS PLACE

The overall organization of the built environment Downtown is timeless. It has already proven to withstand the test of time with regards to the introduction of cars, new market demands, new housing trends, how services are delivered, and how people choose to live in the modern world. Downtown's simple building blocks are the key to timeless places. While the architecture Downtown is important, it is not what makes the place eternal; it only further enhances the captivating environment.

### Key Elements which make Downtown Timeless:

- The continuous rows of buildings and how they address the street.
- The shopfronts and ground floor characteristics at the street edge.
- Upper story space to house offices, residents, or artist/creative spaces.
- Awnings and street trees shading wide

sidewalks.

- Parks and civic spaces integrated into the built form of the City.
- Human scale signs informing people what comes next.
- Products spilling into the sidewalks from nearby storefronts.
- Incremental development and lack of uniformity creates an inherit visual interest.
- Most importantly, the people who live, work, and own shops and businesses Downtown.

All of these elements weave together, humanizing the environment to ensure Downtown will thrive for centuries to come. These elements and more are further refined in the detail studies throughout the report.



## FISCAL SUSTAINABILITY

The configuration of the streets, buildings, and infrastructure have served the Downtown patrons, residents, and businesses for hundreds of years, and the value of the built environment continues to rise. The day the buildings were built Downtown was the lowest value they have ever been. This can not be said for many of the current sprawling and disconnected ►

development patterns of today. The flexibility in design allows for the market trends to shift with little to no changes to the built environment or street network.

The diverse building types throughout Downtown create fiscally viable options for small businesses and residents, with a variety of income levels. The integration of small buildings, located alongside larger buildings, and small houses, located adjacent to larger homes, support a mix of options for people looking to move or open a business in Bastrop.

**Key Characteristics which make Downtown Fiscally Sustainable:**

- The continuous rows of buildings and how they address the street.
- Flexible space and building types to support a range of business and housing options.
- Existing resources, infrastructure and buildings are easily adaptable for modern

trends.

- The blocks provide a variety of density levels, lots sizes, and organization to fit what is supported at that time in history.

**A LOVEABLE AND WALKABLE PLACE**

Downtown Bastrop was built with clear and logical intentions, from the layout of the streets, the location along the waterfront, the orientation of the buildings, to the variety of building scales and types. The makeup of the original town functioned well for the population back then and now. Downtown functions as a complete neighborhood, providing easy access to a wide range of services, housing types, office space, and parks and civic space within a comfortable walk, bike ride or drive away. The arrangement of the small gridded network of streets further enhances the options provided to the people in Downtown.

**Pedestrian Shed Map**

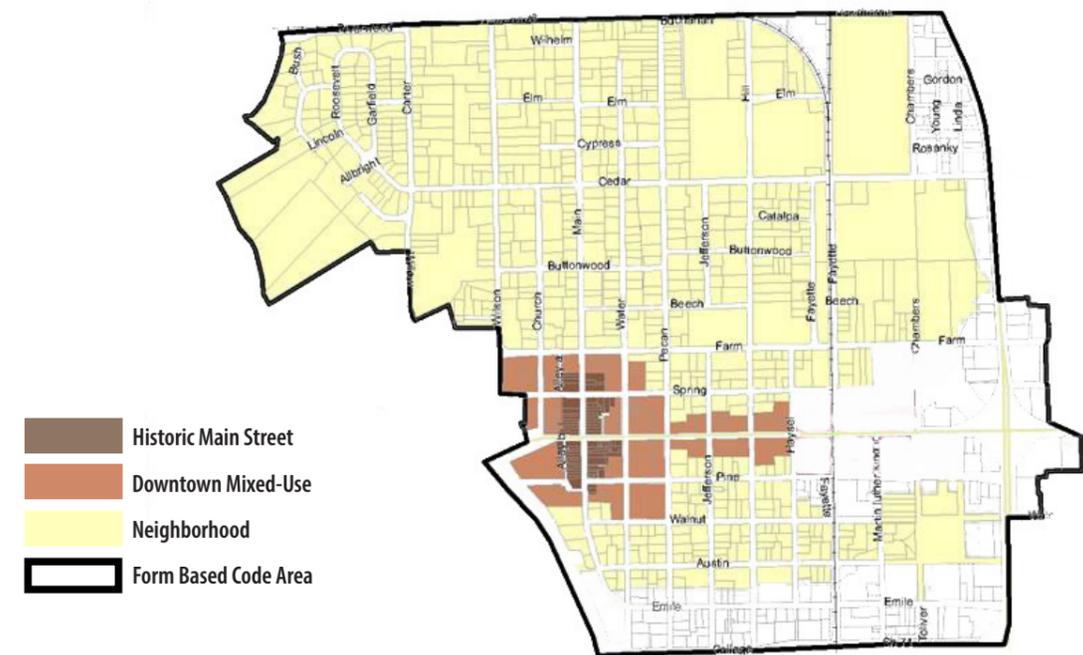
Generally, Americans walk about 1/4 of a mile or a 5 minute walk, to services or places of interest. However, when the environment is comfortable, shaded and welcoming they will walk about 1/2 of a mile. Bastrop's gridded treelined streets make it easy to access nature, services and restaurants all within a close proximity creating real opportunities for a walkable neighborhood. Which also make it a ideal environment for biking to and from these location. The Ped Shed Map represents five and ten minute walks from the Downtown core.



**DOWNTOWN BASTROP FUNCTIONS AS A COMPLETE NEIGHBORHOOD.**

The DNA analysis report uses the Downtown Form-Based Code (FBC) Character Areas as the defined geography's to examine Downtown as a neighborhood. The map below depicts the areas as defined by the FBC. The Character Areas Stats directly correspond with the boundaries on the districts. This analysis truly demonstrates how the smaller lots in the Main Street district vary greatly from the larger lots in the Neighborhood district.

**Downtown Bastrop Character Areas as established by the Form Based Code**



**Downtown Character Area Stats**

	HISTORIC MAIN STREET	DOWNTOWN MIXED-USE	NEIGHBORHOOD (ALL)	TOTAL
AREA (SF)	333,000 SF	1,407,587 SF	18,106,190 SF	---
ACRES	8 ac	32 ac	416 ac	456 ac
PARCELS	76	92	100	268

## CASE STUDY: COMPARING NEW TO ESTABLISHED DEVELOPMENT



**Land development patterns have dramatically shifted over the last 70 years.** Places have the same basic elements - streets, blocks, parking, land uses, and housing - but, they are built and arranged differently. Neighborhoods built at different times look noticeably different, and these differences affect more than just their appearance. How a neighborhood was built influences how people within it live, what they do, where they go, and how they get there. Two neighborhoods of similar size in Bastrop demonstrate these differences: Downtown and Hunters Crossing. In Downtown Bastrop a network of small gridded streets divides the land into an orderly network of blocks. Each block ranges from 330-350 feet. The series of streets manages the flow of vehicles in

a predictable manner allowing distribution of traffic with several access points and options to travel from one location to another. Parking is spread throughout, with shared on-street spaces in front of most businesses and on the side or rear of properties, in most cases. The area is made up of several uses all intermingled into a variety of building forms. They range from the very compact Main Street area to large lot residences. The housing sizes and types vary throughout allowing for a wide range of incomes and people at all stages of life to live in one complete neighborhood.

Services, schools, and retail are close to the residences, allowing people to walk, bike, or drive to their destinations. The American grid is a timeless, flexible and wonderful way to layout neighborhoods for the current and future markets.

Hunters Crossing was built under the current development regulations and provides a different organization structure for land use, transportation, and infrastructure. The street hierarchy and larger blocks leave residents with limited access in and out of the neighborhood. The block lengths are long and provide little opportunity for connectivity. The streets are wider and allow for traffic to flow at much higher speeds due to the lack of intersections. Uses are less varied and clearly separated. The residential is contained in the area to the south, and the retail and services are provided to the north. With this physical separation, driving is the predominant, and sometimes only way, to access services. Therefore, it is necessary to provide substantially more parking, as depicted in the images. In the commercial areas, parking is concentrated in large parking lots and garages, and concrete driveways dominate residences. Buildings are recessed back from the street and behind the large parking lots and garages. This development type is much less adaptable due to the scale and organization of the development patterns. The required infrastructure is bigger and maintenance cost is much higher to convey the vehicular traffic from home to services.

Overall, you can see how the timeless downtown neighborhood has held its value for over a hundred years and will continue to as morphs with the ever changing technology of how we move and access services. Only time will tell how the new development patterns will fare in the future.

## Historic Main Street

Established in the 1800's, Historic Main Street is the heart of Bastrop. Built with a framework of small streets and blocks, it traditionally served as the economic center of town. Over two centuries the street has organically evolved but still holds its original form. It continues to serve as a central gathering place, a restaurant and retail hub, and provides essential services to the community. Because of its resilience, economic productivity, and authentic sense of place, the Historic Main Street Character Area represents the highest standard of built environment in Bastrop.

The Comp Plan provides a general description of the area: "a 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."

### KEY CHARACTERISTICS

Within the right-of-way, the two-way street conveys traffic at a slow to moderate speed. This is an extremely important element to walkable places.

On each side of the street, free angled or parallel parking is provided. Curb extensions at the intersections reduce crossing times for pedestrians.

Off-street parking is located behind the buildings and served by secondary streets.

Wide sidewalks provide room for benches, restaurant seating and passing room, allowing people to gather and enjoy the street.



Street trees canopy over the sidewalk and are located at the edges of the sidewalk area. These trees, along with canopies, awnings, and galleries provide shade over the sidewalks.

Hanging signs are located below the awnings and inform pedestrians of upcoming businesses. Some signs are lower than the

standard 8 feet in height but still function as intended.

Block dimensions are short, creating pedestrian-scale walkable blocks.

Lot sizes are small and varied (typically from about 4,500 sq. ft. to 6,000 sq. ft.), which allows for a variety of building types and sizes. Many lots are narrow, providing opportunity for lots of businesses in a small area and creating an interesting and useful pedestrian environment.

Buildings cover most or all of the lots, with some parking located at the back of the lots, on the west. Front facades directly abut the sidewalk, allowing for people to directly enter

buildings without crossing a yard or parking area.

Buildings are built directly adjacent to their neighboring buildings with no side setbacks, creating a continuous “streetwall.” Most buildings are designed with shopfronts containing 60-80% glass for the width of the front building facade.

Main Street is the most formal, pedestrian-oriented street. Sidewalks are continuous and unbroken by driveways. Side streets provide more vehicular access to alleys and rear parking. This pattern of development is Bastrop’s key example of perfect urban form.



Main at Chestnut  
Private Frontage



Main at Chestnut  
Public Frontage

## BLOCK SCALE CHARACTER ANALYSIS

### MAIN AT CHESTNUT

#### NEIGHBORHOOD PATTERNS

AVERAGE BLOCK DIMENSION	330 feet x 330 feet
AVERAGE UNITS PER ACRE	See Site Specific Sheet
AVERAGE LOT SIZE	5,000 SF Approx.
AVERAGE BUILDING COVERAGE	75-100%
AVERAGE IMPERVIOUS COVER	90-100%

#### PUBLIC FRONTAGE

MEDIAN	None
ROW WIDTH	56'
CURB TO CURB	44'
TRAVEL LANES / WIDTH	Two / 12'
BICYCLE LANES / WIDTH	None
CURB/ DRAINAGE	Raised
CURB RADIUS	10' - 15'
PARKING TYPE	Parallel / Curb Ext.
PARKING WIDTH	10'
FURNISHING ZONE	Sidewalks
TYPE	Benches
LIGHTING	Column
PLANTER TYPE	At-Grade well
PLANTING PATTERN	Intermittent
TREE TYPE	Live Oak
SIDEWALK WIDTH	10' - 14'
PED THROUGH ZONE WIDTH	signage, cafe seating, arcades, trash bins, transformers
ALLEY WIDTH	20'

#### PRIVATE FRONTAGE

FRONTAGE TYPE	Shopfront
PRINCIPAL BUILDING HEIGHT	1-2 stories
FIRST FLOOR (ABOVE GRADE)	0-6"
BUILDING ORIENTATION	Fronts to Main Street
LOT WIDTH	Mostly 30' up to 50'
LOT DEPTH	150'
BUILDOUT % AT SETBACK	95% - 100%
FRONT SETBACK	0' - 5'
SIDE SETBACK	0' - 5'
REAR SETBACK	Varies 0'-70'
OUTBUILDING HEIGHT	1 story
OUTBUILDING SETBACK	Behind primary structure
GLAZING	60%-80% at ground
GROUND LEVEL FUNCTION	Commercial
UPPER LEVEL FUNCTION	Residential/Office
PARKING TYPE / SETBACK	Surface 85'
PRIMARY BUILDING MATERIAL	Brick
SECONDARY BUILDING MATERIAL	Stucco



928 MAIN ST.

928 Main is the typical size and scale for a building on Main Street. The building covers most of the lot except for the parking spaces in the rear and the small side setback, which at some point had been retrofitted to provide egress to the second floor. There is substantial glazing on the ground floor, though the transoms have been covered. The gallery encroaches substantially over the sidewalk in the right of way, providing cover for pedestrians.



UNITS PER ACRE	15*
LOT SIZE	3,100 SF
LOT WIDTH	27'
LOT DEPTH	115'
BUILDING COVER	90%
IMPERVIOUS COVER	90-100%
PRIMARY FRONTAGE TYPE	Gallery
PRINCIPAL BUILDING HEIGHT	2 stories
FIRST FLOOR ABOVE GRADE	At-Grade
BUILDING ORIENTATION	Fronts to Main Street
BUILDING % AT SETBACK	89%
FRONT SETBACK	0'
SIDE SETBACK	3'
REAR SETBACK	5'
OUTBUILDING HEIGHT	None
OUTBUILDING SETBACK	None
GROUND LEVEL FUNCTION	Commercial
PRIMARY BUILDING MATERIAL	Brick
SECONDARY BUILDING MATERIAL	Wood
ARCHITECTURAL STYLE	Commercial Infill
DWELLING UNIT SIZE	1,000 SF*
YEAR STRUCTURE BUILT	1909
PARKING	3 off alley
LIGHTING	None
LANDSCAPING	None
SIGN TYPE 1	Blade Sign
SIGN SIZE	3' x 2'
SIGN TYPE 2	Message Board
SIGN SIZE	1' x 2'

\* ASSUMING SECOND FLOOR AREA USED AS RESIDENTIAL

910 WATER ST.

This site is another of the smallest lots in the Downtown, just over 1,000 square feet total! It has no parking and is positioned on a secondary street



UNITS PER ACRE	N/A
LOT SIZE	1,072 SF
LOT WIDTH	27'
LOT DEPTH	42'
BUILDING COVER	58%
IMPERVIOUS COVER	70%
PRIMARY FRONTAGE TYPE	Shopfront
PRINCIPAL BUILDING HEIGHT	1 story
FIRST FLOOR ABOVE GRADE	At-Grade
BUILDING ORIENTATION	Fronts to Water Street
BUILDING % AT SETBACK	100%
FRONT SETBACK	0'
SIDE SETBACK	0' & 8'
REAR SETBACK	15'
OUTBUILDING HEIGHT	None
OUTBUILDING SETBACK	None
GROUND LEVEL FUNCTION	Commercial
PRIMARY BUILDING MATERIAL	Wood
ARCHITECTURAL STYLE	Vernacular
DWELLING UNIT SIZE	N/A
YEAR STRUCTURE BUILT	1935 (CAD)
PARKING	None (on-street)
LIGHTING	None
LANDSCAPING	None
FENCE TYPE	Privacy
SIGN TYPE 1	Wall Sign
SIGN SIZE	1' x 2'

**BASTROP CHRISTIAN**

Bastrop Christian Church was established over 150 years ago and has been meeting in the present building for over 100 years. Historically, the front entrance was likely to Church Street, but modified to present day access from the side.



UNITS PER ACRE	N/A	REAR SETBACK	0'
LOT SIZE	4,500 SF	OUTBUILDING HEIGHT	N/A
LOT WIDTH	60'	OUTBUILDING SETBACK	N/A
LOT DEPTH	75'	GROUND LEVEL FUNCTION	Church
BUILDING COVER	62%	PRIMARY BUILDING MATERIAL	Wood
IMPERVIOUS COVER	70%	ARCHITECTURAL STYLE	Victorian
PRINCIPAL BUILDING HEIGHT	2 stories	DWELLING UNIT SIZE	N/A
BUILDING ORIENTATION	Fronts to Church Street; Side Entrance	YEAR STRUCTURE BUILT	1895 (CAD)
BUILDING % AT SETBACK	72%	PARKING	None on site
FRONT SETBACK	10'	LANDSCAPING	Front yard shrubs, Large tree in backyard
SIDE SETBACK	5' & 9'	SIGN TYPE 1	Monument
		SIGN SIZE	2' x 3'

**707 CHESTNUT ST.**

One of the smallest and narrowest lots Downtown, at only about 23' wide and 1,265 square feet total. The building contains commercial on the ground floor with a flexible second floor space. Studying this small lot reveals some useful information. First, assuming the second floor would make a decent sized, 900 square foot, residential unit provides useful information about how density measured by units per acre can be deceptive. Because of the small lot size, the density of this site calculates out to 34 units per acre. This is 10 units per acre more than currently allowed under the MF-2 zoning district. This site shows how a human-scaled, well-designed building can have surprisingly high “density” when measured by units per acre.

Key Finding: Units Per Acre may not be the most effective tool when determining how to plan for infill or new development, moving forward.



UNITS PER ACRE	34
LOT SIZE	1,265 SF
LOT WIDTH	23'
LOT DEPTH	55'
BUILDING COVER	66%
IMPERVIOUS COVER	90%
PRIMARY FRONTAGE TYPE	Shopfront
PRINCIPAL BUILDING HEIGHT	2 stories
FIRST FLOOR ABOVE GRADE	At-Grade
BUILDING ORIENTATION	Fronts to Main Street
BUILDING % AT SETBACK	100%
FRONT SETBACK	0'
SIDE SETBACK	0'
REAR SETBACK	13'
OUTBUILDING HEIGHT	None
OUTBUILDING SETBACK	None
GROUND LEVEL FUNCTION	Commercial
PRIMARY BUILDING MATERIAL	Brick
ARCHITECTURAL STYLE	Victorian Commercial
DWELLING UNIT SIZE	900 SF
YEAR STRUCTURE BUILT	1885-1896 (Sanborn)
PARKING	None (shared in rear)
LIGHTING	None
LANDSCAPING	None
SIGN TYPE 1	Wall Sign
SIGN SIZE	2' x 20'
SIGN TYPE 2	Blade Sign
SIGN SIZE	2' x 3'

Downtown Mixed-Use

The Downtown Mixed-Use character area surrounds the Historic Main Street area. The area consists of mixed-use development that is compatible with both the Historic Main Street and Neighborhood Character Areas and provides a transition into the outlying neighborhoods.

The area is made-up of small blocks, much like the Historic Main Street Character Area. The area ranges from churches and civic buildings with large front lawns to small scale office and retail buildings wrapped in parking lots.

Within the right-of-way, two-way streets move traffic in a gridded network of streets. Often times off-street parking lots dominate the private frontages. Driveways often interrupt the sidewalks and remove the ability for parking to be handled on street. Some of the older blocks are still intact with larger front lawns and do not contain sidewalks. In such locations pedestrian functions are moved to the street.

The definition of the public and private realms degrades in this area due to the integration of off-street parking located in the front of the



lots. The primary reason for the development pattern was the time period the building and redevelopment of this area occurred. Many places within this character area look, feel and function differently than the Historic Main Street area due to the organization and spatial layout of the developments.



PINE AT MAIN

The intersection represents the transition from the Historic Main Street Character Area to the Downtown Mixed-Use Character Area. The intersection starting at 901 Main, is made up of a one of the smallest buildings in the Downtown at just 16'. Continuing to the east down main as the area transitions, the buildings began to go from 0' setbacks and to 10' to 15' setbacks. The forms of the structures change from Downtown rectangular buildings to small house form structures with transitioned from residential to retail. Small house-form retail and office spaces are found throughout Bastrop in transitional areas. This pattern is a great way to maintain core residential areas and allow fringe areas to organically transition if and when the time is right.



BLOCK SCALE CHARACTER ANALYSIS

PINE AT MAIN

NEIGHBORHOOD PATTERNS

AVERAGE BLOCK DIMENSION	350 feet x 330 feet
AVERAGE UNITS PER ACRE	See Site Specific Sheet
AVERAGE LOT SIZE	3,500 SF approximately
AVERAGE BUILDING COVERAGE	40% - 90%
AVERAGE IMPERVIOUS COVER	?

PUBLIC FRONTAGE

MEDIAN	42'
ROW WIDTH	None
CURB TO CURB	50'
TRAVEL LANES / WIDTH	Two / 13'
BICYCLE LANES / WIDTH	None
CURB / DRAINAGE	Raised
CURB RADIUS	6' / 20' on SS
PARKING TYPE	Parallel
PARKING WIDTH	8'
FURNISHING ZONE	None
TYPE	N/A
LIGHTING	Column
PLANTER TYPE	At-grade well
PLANTING PATTERN	Cluster
TREE TYPE	Live Oak
SIDEWALK WIDTH	?
PED THROUGH ZONE WIDTH	4' (private S) / 6-8' N
ALLEY WIDTH	None'

PRIVATE FRONTAGE

FRONTAGE TYPE	Gallery/Shopfront/ Stoop
PRINCIPAL BUILDING HEIGHT	1-2 stories
FIRST FLOOR (ABOVE GRADE)	0 - 18"
BUILDING ORIENTATION	Fronts midblock / side at intersection
LOT WIDTH	15'-85'
LOT DEPTH	55'-95'
BUILDOUT % AT SETBACK	100% intersection / 70% midblock
FRONT SETBACK	0' - 5'
SIDE SETBACK	0' intersection & 25' midblock
REAR SETBACK	0' typical / 12-30' midblock
OUTBUILDING HEIGHT	1 story / 8'
OUTBUILDING SETBACK	4 1/2'
GLAZING	30%-70% at ground
GROUND LEVEL FUNCTION	Commercial
UPPER LEVEL FUNCTION	Residential/Office
PARKING TYPE / SETBACK	None
PRIMARY BUILDING MATERIAL	Brick
SECONDARY BUILDING MATERIAL	Stucco, wood

1107 and 1109 Church Street are office uses, but with very different form. They were built in different periods and contrast in lot size, setbacks, and lot/building coverage. These properties represent the diversity and variety within the Downtown Mixed-Use Character Area.

1109 CHURCH ST.



LOT SIZE	1,786 SF
LOT WIDTH	40'
LOT DEPTH	45'
BUILDING COVER	80%
IMPERVIOUS COVER	85%
PRIMARY FRONTAGE TYPE	Shopfront
PRINCIPAL BUILDING HEIGHT	2 stories
FIRST FLOOR ABOVE GRADE	at-Grade
BUILDING ORIENTATION	Fronts to Church Street
BUILDING % AT SETBACK	95%
FRONT SETBACK	0'
SIDE SETBACK	0'
REAR SETBACK	13'
OUTBUILDING HEIGHT	None
OUTBUILDING SETBACK	None
GLAZING	15% (opaque)
GROUND LEVEL FUNCTION	Commercial
PRIMARY BUILDING MATERIAL	Brick
ARCHITECTURAL STYLE	Mid-century
DWELLING UNIT SIZE	N/A
YEAR STRUCTURE BUILT	1976 (CAD)
PARKING	None (shared next door)

LOT SIZE	24,655 SF
LOT WIDTH	128'
LOT DEPTH	147'
BUILDING COVER	15%
IMPERVIOUS COVER	58%
PRIMARY FRONTAGE TYPE	Stoop
PRINCIPAL BUILDING HEIGHT	2 stories
FIRST FLOOR ABOVE GRADE	at-Grade
BUILDING ORIENTATION	Front to Church St
BUILDING % AT SETBACK	40%
FRONT SETBACK	17'
SIDE SETBACK	<5' interior, 80' corner
REAR SETBACK	37'
GLAZING	20%
GROUND LEVEL FUNCTION	Office
PRIMARY BUILDING MATERIAL	Wood
ARCHITECTURAL STYLE	Victorian Commercial
YEAR STRUCTURE BUILT	1940 (CAD)
PARKING	22 striped
LIGHTING	Lamp posts
LANDSCAPING	5 trees, shrubs
FENCE TYPE	PRIVACY
FENCE LOCATION	Rear/ side
FENCE MATERIALS	Wood

1107 CHURCH ST.



LIGHTING	None
LANDSCAPING	1 tree, shrubs in setback
FENCE TYPE	Privacy
FENCE LOCATION	Rear property line
FENCE MATERIALS	Wood
SIGN TYPE 1	Monument Address

Neighborhood

The **Neighborhood District** makes up the majority of the Downtown. It surrounds the Downtown Mixed-Use District and extends outwards for about half of a mile to the north. To the south, it includes the area along Walnut and Austin Streets. The location and amenities offered within and surrounding the district allow for a walkable lifestyle.

The most central blocks are the same dimensions as the Historic Main Street or Downtown Mixed-Use districts, but the block pattern becomes irregular in the outer areas. Larger blocks allow additional area for residential development, while sacrificing street connectivity. Church, Beech, and Jefferson Street are not continuous, creating elongated blocks throughout the central area. At the northern edge, blocks double the size of those in the core.

Right-of-way widths vary but are typically around 50'. Narrower lots, like the 1200 block of Buttonwood, are as skinny as 25' wide. Width of pavement also varies. Main Street is 30' from curb to curb, while the smaller street, Buttonwood, is only 15'. Narrow streets, discontinuous streets, and offset intersections serve to slow the speed of traffic through the area.

Sidewalks are rare within the residential area. Existing sidewalks have been recently constructed. Sidewalks were unnecessary for streets built prior to the era of the automobile because they were multi-modal. A few blocks along Main and Water Street have alleys.

Lots are significantly larger in the Neighborhood area than in the Downtown core. The change in lot size occurs abruptly, with very little transition. This is particularly noticeable on Main Street between Spring and Farm Streets. North of Farm, lots are often 10,000 square feet or more. Because of "lot of record" subdivision, lots are not uniformly shaped and some are significantly smaller.

This abrupt change in lot size is fairly unusual for Texas towns built during this same era. In other Texas towns, the Downtown commercial area is surrounded by small residential lots housing Downtown workers, which is then surrounded by large farm lots. In Bastrop, this inner-ring small lot residential is largely missing.

Several aspects of building form define the Neighborhood Character Area. Buildings are set back further than in the core. The setbacks are typically 15'-25' from the front property line, though building setbacks range from zero front setback to very large setbacks. Side setbacks range from 5' to 20' or more, resulting in a semi-continuous street wall with a fairly regular pattern of solids to voids.

1107 Pine Street



# OF UNITS	8
UNITS PER ACRE	10
LOT SIZE	.0816 acres
LOT WIDTH	170'
LOT DEPTH	165'/230' (irregular)
BUILDING COVER	12%
IMPERVIOUS COVER	13%
PRIMARY FRONTAGE TYPE	Yard
PRINCIPAL BUILDING HEIGHT	1 story
FIRST FLOOR ABOVE GRADE	1' above Grade
BUILDING ORIENTATION	Fronts to Pine Street
BUILDING % AT SETBACK	100%
FRONT SETBACK	18' for primary
SIDE SETBACK	0'-5' min
REAR SETBACK	17' min
OUTBUILDING HEIGHT	1 story
OUTBUILDING SETBACK	20' side, 17' rear
GLAZING	20%
GROUND LEVEL FUNCTION	Residential
PRIMARY BUILDING MATERIAL	Wood
DWELLING UNIT SIZE	1,584 SF; 432 SF; 168 SF
YEAR STRUCTURE BUILT	1885/1942 (CAD)
PARKING	On-site: undesignated behind main structure
LIGHTING	None
LANDSCAPING	10+ mature trees
FENCE TYPE	Hedgerow

807 JEFFERSON

This site is a rare example of small lot residential in the Neighborhood Character Area. The lack of a curb cut and driveway leave the entire yard available for landscaping. Even with the small lot, impervious cover is fairly low because of the small house and lack of on-site parking and driveway.



UNITS PER ACRE	17
LOT SIZE	2,526 SF
LOT WIDTH	33'
LOT DEPTH	92'
BUILDING COVER	35%
IMPERVIOUS COVER	37%
PRIMARY FRONTAGE TYPE	Yard & fence
PRINCIPAL BUILDING HEIGHT	1 story
FIRST FLOOR ABOVE GRADE	1' above Grade
BUILDING ORIENTATION	Front to Jefferson Street
BUILDING % AT SETBACK	66%
FRONT SETBACK	14'

SIDE SETBACK	4'-5'
REAR SETBACK	33'
GROUND LEVEL FUNCTION	Residential
PRIMARY BUILDING MATERIAL	Wood
ARCHITECTURAL STYLE	Bungalow with stoop
DWELLING UNIT SIZE	725 SF
YEAR STRUCTURE BUILT	1960 (CAD)
PARKING	None
LIGHTING	None
LANDSCAPING	Large shrubs
FENCE TYPE	Picket
FENCE LOCATION	Front / side property line
FENCE MATERIALS	Wood

TRACY'S DRIVE-IN GROCERY



One of the biggest components of a complete neighborhood, like Downtown, is having a grocery store to serve the residents. Tracy's store may not be built in perfect urban form but it serves as a gathering spot and grocer for Downtown residents.

**THIRD PLACE:** People spend time at home (1st Place), work (2nd place) and another social spot where they gather with friends. Often time the third place could be churches, cafes, public facilities, and in Bastrop's case Tracy's. It takes real authenticity, charm and good people for a business to serve as a third place.

# OF UNITS	N/A
LOT SIZE	7,797 SF
LOT WIDTH	53'
LOT DEPTH	145'
BUILDING COVER	17%
IMPERVIOUS COVER	91%
PRIMARY FRONTAGE TYPE	Yard/ Shopfront
PRINCIPAL BUILDING HEIGHT	1 story
FIRST FLOOR ABOVE GRADE	At-Grade
BUILDING ORIENTATION	Diagonal, fronting to corner
BUILDING % AT SETBACK	0%
FRONT SETBACK	71'
SIDE SETBACK	3' - 25'
REAR SETBACK	4'
GROUND LEVEL FUNCTION	Commercial
PRIMARY BUILDING MATERIAL	Wood
SECONDARY BUILDING MATERIAL	Brick
YEAR STRUCTURE BUILT	1969 (CAD)
PARKING	Undesignated, approx. 12
LANDSCAPING	Dense shrub along property line
FENCE TYPE	Privacy / Chain Link
FENCE LOCATION	10' side setback along rear
FENCE MATERIALS	Wood / Metal
SIGN TYPE 1	Freestanding cabinet on pole
SIGN TYPE 2	Canopy

BLOCK SCALE CHARACTER ANALYSIS  
PINE AT JEFFERSON

NEIGHBORHOOD PATTERNS

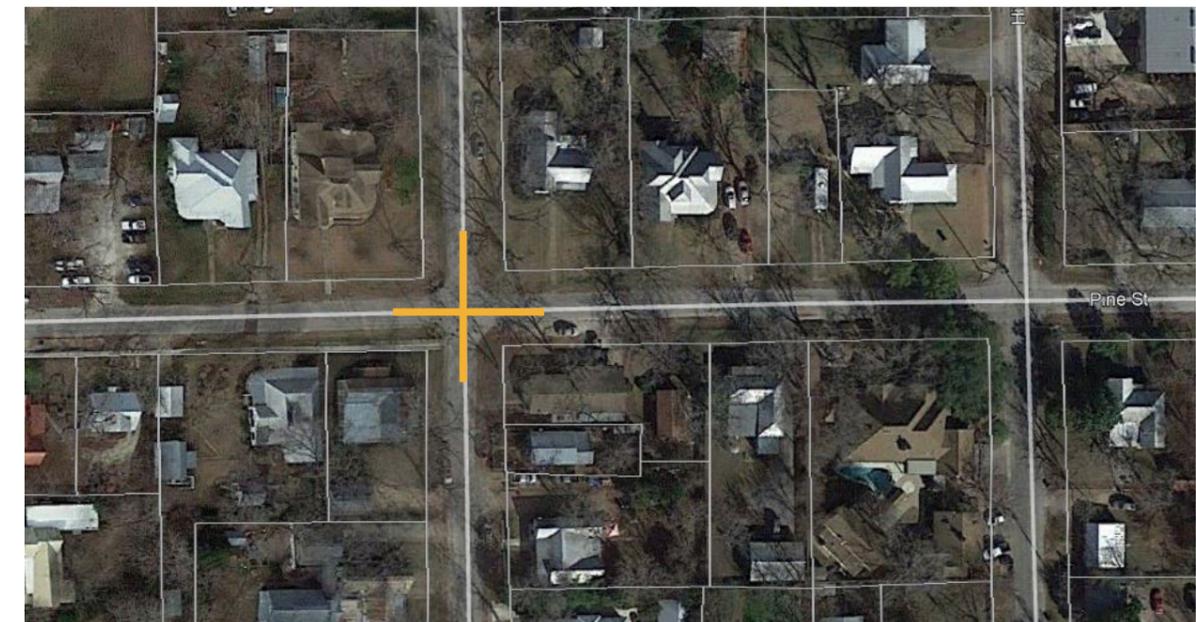
AVERAGE BLOCK DIMENSION	335 feet x 335 feet
AVERAGE UNITS PER ACRE	See Site Specific Sheet
AVERAGE LOT SIZE	9,800 SF approximately

PUBLIC FRONTAGE

MEDIAN	None
ROW WIDTH	50'-52'
CURB TO CURB	21'
TRAVEL LANES / WIDTH	10.5'
BICYCLE LANES / WIDTH	None
CURB/ DRAINAGE	None/ Swale
PARKING TYPE	None
PARKING WIDTH	None
FURNISHING ZONE	None
TYPE	N/A
LIGHTING	Pole mount at inter.
PLANTER TYPE	Continuous / 10'+
PLANTING PATTERN	None
TREE TYPE	None
SIDEWALK WIDTH	4'
PED THROUGH ZONE WIDTH	SIGNAGE
ALLEY WIDTH	NONE

PRIVATE FRONTAGE

FRONTAGE TYPE	Yard
PRINCIPAL BUILDING HEIGHT	1-2 stories
FIRST FLOOR (ABOVE GRADE)	0-2"
BUILDING ORIENTATION	Fronts to Street
LOT WIDTH	32' - 120'
LOT DEPTH	95' - 170'
BUILDOUT % AT SETBACK	60% min
FRONT SETBACK	15' - 50'
SIDE SETBACK	5' - 10'
REAR SETBACK	Varies
OUTBUILDING HEIGHT	1 story
OUTBUILDING SETBACK	Behind primary structure
GROUND LEVEL FUNCTION	Residential
UPPER LEVEL FUNCTION	Residential
PARKING TYPE / SETBACK	Surface 85'
PRIMARY BUILDING MATERIAL	Brick
SECONDARY BUILDING MATERIAL	Stucco



## SUMMARY OF FINDINGS

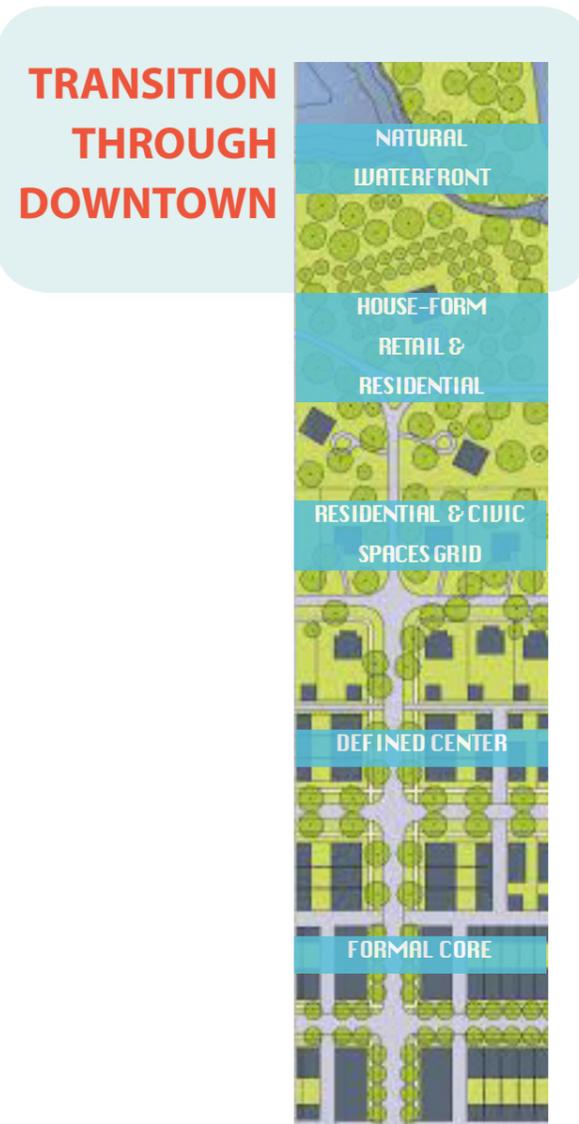
Downtown Bastrop functions as a large complete neighborhood. The network of streets creates an environment that is easily walkable, bikeable, and driveable between home, work, play and various cultural and social environments. The Downtown contains most daily services for residents residing in the area. Located just southwest of the center, the Historic Main Street District forms the core of Downtown. Directly adjacent to Downtown is the trail-lined Colorado River that provides an immediate natural edge to the well connected core.

The Civic and Cultural Arts District, as defined by the FBC, consists of the Bastrop City Hall, the Convention & Exhibit Center, and other surrounding properties forming a second core west of Downtown. From the classic Main Street center to the range of residential building types and lot sizes, Bastrop has all the elements to serve a wide variety of populations and lifestyles. Many of the residential neighborhoods are lined in open spaces, parks with civic uses integrated into the core of the neighborhoods. The Downtown neighborhood serves as a solid fountain for growing a sustainable and resilient community moving forward.

### NEXT STEPS

This study is part of the Building Bastrop initiative, which the City is undertaking to guide responsible development that honors our

authentic past and prepares for our sustainable future. Throughout the process, the Building Bastrop team should continue to physically study the environment, listen, and draw upon the history of the City. Moving forward the knowledge we received about Downtown can inform future community decisions. Now that this DNA framework is in place, any measurements or information not gathered in this report can be added if the community or team determines a measurement is necessary.



### CODE AND DEVELOPMENT STANDARDS REVIEW

Now that we have learned how Bastrop grew in the past, next we will evaluate the rules in place that determine how it is growing in the present. The current rules will be compared to the DNA in order to apply the right standards to the best plan for the future. This will be similar to the Form Based Code Updates section in this document, but for the entire zoning code.

### STORMWATER MANAGEMENT

Stormwater is directed through a variety of connected and disconnected systems throughout the Downtown area. Gravity directs water to the lowest point where it is conveyed down the street to the first inlet, box culvert, or open swale, which is able to transfer the water to the next system.

The stormwater facilities range from large underground systems to open swale ditches. The locations and facility type vary regardless of development types. Updates happen incrementally and are primarily focused on addressing immediate issues rather than long term stormwater management. A systemic approach to stormwater is necessary to best plan for the future buildout of the City.

### THE RODEOS

A series of feedback loops will be facilitated through the use of two two-day events. The public event programed on November 29-30, which we are calling the Design Rodeo, will begin the conversation about the overall design of the City. The December 12-13 event, which is being called The Code Rodeo. The Code

Rodeo will focus on the code standards which will implement the outcomes of the Design Rodeo. The Rodeos will contain experts from the community, designers, illustrators, city planners, geographers, engineers, drainage experts, elected and appointed officials, and City staff. The Rodeos will have designated time slots for open studio for the community, design time, stakeholder meetings, and fun public presentation and conversation nights.

### MOVING FORWARD

The Building Bastrop team should continue to physically study the environment, listen to the stories, and extract history of the City. Moving forward the knowledge we received Downtown can inform future community decisions. We have learned how they handled situations in the past, evaluated what we know now presently, and how to apply the right standards to best plan for the future. Any information not gathered in the DNA will be added if the community or team determines a measurement is necessary.

We invite the leadership and the community to update its DNA as patterns in the community expand and change. This exercise can be passed on to city staff, citizens and elected or appointed officials.





BUILDING BASTROP

simple**city**design

