



Plan for the Future
 **Bastropville**

THE CIVIC PLANNING STUDIO

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State of the Community



Introduction

History & Geography

The city of Bastropville is located in the heart of Texas, 30 miles east of Austinville, where the Union Gulf Railroad Line meets Interstate 18. This advantageous location establishes Bastropville as highly accessible for industry, tourism, and commercial activities.

The site was first occupied in 1804, when a fort was established at the strategic Tejas River crossing of the Old Austinville Road and named Puerta del Tejas. The town was incorporated under the laws of Texas on December 18, 1837.



Bastropville Forest

Bastropville is geologically situated on the Blackland Prairies of Texas that run from the Red River all the way to the Rio Grande. The Blackland Prairies are characterized by chinks and marls that weather to deep, black, fertile clay soils, which are highly suitable for agriculture (Physiography of Texas, 2006).

Pine Forests inhabited by the Loblolly Pine are located to the south and north of town. The Houston Toad, an endangered species, lives to the south of town in the Pine forests. Lowland-Hardwood Forests inhabited by the Red Maple and the Cottonwood are to the east and south of town and an Upland- Hardwood Forest dominated by Oak Trees is to the north.

Bastropville is expected to double in population by the year 2025, necessitating tremendous housing, transportation and infrastructure investments. The city has created a vision statement in order to guide the growth in a sustainable manner.

Economic Opportunity and Security

Create transit-oriented development focused on light rail corridors that will alleviate congestion and enable pedestrian use

Densify residential, commercial, and public services located within the urban core

Address the need to relocate public facilities located within potentially hazardous areas

Promote eco-tourism to protect sensitive habitats

OUR VISION

Bastropville is a dynamic and versatile community located in Central Texas. Our community is working to embrace and cultivate adaptive strategies for the future to expand economic opportunities, manage growth, and enhance community well-being. We will promote a diversified economy comprised of locally- and regionally-owned businesses. In order to sustain economic growth, we will build an equitable transportation network; innovate urban design for a pedestrian-friendly downtown; and institute an environmentally sustainable growth model.

Equity

Maintain and further develop diverse and affordable housing opportunities

Strategically locate future school facilities

Improve the quality and connectivity of our bicycle paths and promote more pedestrian-friendly streets

Build strong relationships within our community and ensure public involvement in current and future land use decisions

Environmental Stewardship

Preserve and conserve sensitive environmental habitats, particularly those home to endangered species

Protect our primary environmental resources, such as prime agricultural land

Advance innovative urban landscape designs that will improve and incorporate local vegetation

Demographics

Population Trends

Approximately 10,000 people live within Bastropville's city limits, with an additional 1,000 living within the township. The population of the township has grown 22% since the 1990 census, and is projected to steadily grow to 22,000 residents by 2025. The projected growth is largely due to the close proximity of the large urban area of Austinville, located 30 miles to the east.

Table 1: Population Projection 2025

	1990	2005	2010	2015	2025
Population	9,000	11,000	13,500	16,500	22,000
Percent Growth		22%	23%	22%	33%

Source: <http://www.txcip.org/tac/census/profile.php?FIPS=48021>

Diversity of Race & Ethnicity

Bastropville has a diverse ethnic population. Currently the predominant ethnic group is Hispanic (63%), followed by White (24%), Black (10%), and Asian (3%). There is also a very small Native American and "Other" population (less than 0.5%). Based on state population trends, the Hispanic population will be growing the fastest at 77% (2006 Methodology for Texas Population Projections, 2006). The Upper and Upper-Middle income districts in the north and northwest parts of the city are heavily Hispanic (75% and 90%, respectively).

Diversity of Age

26.3% of the population is under 18, with 5.3% over 66. This is comparable to the state level data of 27.6% under 18 and 9.9% over 65 (Texas QuickFacts from the US Census Bureau, 2006). A majority of Bastropville's population is in the workforce (ages 18-34 and 35-64). With the projected population growth of 10,000 township residents over the next 20 years, our labor force will increase significantly.

Household Income Levels

The average household size of Bastropville is slightly higher than the state average; 2.9 people per household compared to 2.74 people per household at the state level. The poverty level of Bastropville, at 12.5%, is lower than the state average of 16.2%. Bastropville, on average, is well-positioned to absorb the projected growth in the next 20 years.

The residents of Bastropville are spatially segregated, with the low and lower-middle income groups on the eastern side of the city. With potentially growth in this area, attention will need to be paid to affordable housing. The wealthiest residents live to the west of downtown, around the Westgate Shopping Center. The median income is around \$30,000, well below the state average of \$41,645.

Table 2: Employment by Industry, 2005

Employment Data	Number	Percentage
Manufacturing	1,500	28.5%
Wholesale Trade	800	15.2%
Retail Trade	1,000	19%
Finance and Insurance	100	1.9%
Services	950	18.1%
Local Government	910	17.3%
TOTAL	5,260	100%

Employment by Industry

Bastropville supports a variety of industries. Of the 5,260 jobs currently in the city, 1,500 people are employed in manufacturing (29%), 1,000 in retail trade (19%), 950 in services (18%), 910 in local government (17%), 800 in wholesale trade (15%), and 100 in finance and insurance (2%). There are approximately 6,700 residents between the ages of 18 and 64, a strong and growing labor force that will attract future employers. Bastropville has an unemployment rate of 4.6% (approximately 300 residents) (Cities, 2007). In the next 20 years, the current industries are all projected to increase at approximately the same rate.

Housing Inventory

Housing Types

There are currently 3,700 dwelling units in Bastropville, with 92% located in the central city. Of the total units, 2,300 are single family and 92% are located in the central city. 100% of the multifamily dwelling units are located in the central city. 28% of the total dwelling units have been built in the last 10 years; garden



and multistory apartment stock increased by over 30%. Over the past 10 years, the single family detached and row/townhouses decreased in terms of share of the total housing stock by 0.4% and 2.7%, respectively. Garden and multistory apartments gained in share, as the rental market has been very lucrative over the past 10 years.



Table 3: Housing by Type, 1995 & 2005

Housing Type	1995		2005		Percent Change 1995-2005
	Number	Percent	Number	Percent	
Single Family Detached	1,695	62.5%	2,300	62.2%	-0.4%
Row/Townhouses	530	19.6%	625	16.9%	-2.7%
Garden Apartments	345	12.7%	560	15.1%	2.4%
Multistory Apartments	140	5.2%	215	5.8%	0.6%

Housing Conditions

Much of the housing stock in Bastropville is in good condition, as 27% of the dwelling units have been built in the last ten years. Housing condition can be classified in one of four categories:

Condition 1: Good and Sound Condition - Structures are either new or are older units that are in sound physical condition and are being maintained.

Condition 2: Housing in Need of Minor Repair - Structures are in need of minor repair, which could be performed by the occupant.

Condition 3: Housing in Need of Major Repair - Structures are in need of major repairs that would not normally be able to be undertaken by the occupant.

Condition 4: Dilapidated - Structures are considered to be inadequate as dwelling units; major structural deficiencies are apparent, rehabilitation of structures is questionable.

Table 4: Housing Conditions, 2005

Housing Condition	Number	Percent
Condition 1	2,321	87.9%
Condition 2	232	8.8%
Condition 3	82	3.1%
Condition 4	5	0.2%

A unit-by-unit housing survey for structures within the Central Business District, excluding apartments (2,640 units). The findings are summarized below. The majority of units (97%) were rated Condition 1 or 2; the units rated Condition 3 or 4 were primarily located in the lower-middle and low socioeconomic districts (the east side of the city). Apartment buildings, each with multiple housing units, were not surveyed. Both the housing units classified as Condition 3 or 4, and the apartment buildings, will need to be addressed to ensure safety and provide for replacement units if necessary (City of Melissa Comprehensive Plan, 2006).

Land Use Characteristics

Land Use Types and Zoning

The City of Bastropville is eighty square miles (eight miles from east to west and ten miles from north to south). The incorporated area of the central city is 2.5 square miles. Located at the heart of Bastropville are City Hall, the train station, and the Elisha Pease Public Library, which are surrounded by residential, commercial, and industrial areas [see Appendix: Existing Land Use Map].

Bastropville is divided up into twenty-three Planning Districts [see Appendix: Planning Districts Map]. Neighborhoods to the north of downtown are residential and are home to two commercial malls, several parks including Tonkawa Lake Park,

Mirabeau Lamar Hospital, and Sam Houston Elementary School. To the east, there are several residential neighborhoods, David Burnet Junior High School, two Wastewater Treatment Plants, and an industrial plant. Heavy industry is to the southwest of the city, with residential neighborhoods and commercial businesses on the southeast. George Wood Elementary School, Peter Bell Elementary School, and the Greenwood Nursing Home are also located on the southern side of city. To the west of city there are several larger residential neighborhoods, Ann Richards Senior High School, Westgate Mall, and many smaller parks.

In the Central City of Bastropville, the majority of land use acreage is Residential followed by Vacant land [see Appendix: Central Business District Land Use Map]. The periphery is mainly vacant land, with a little over 400 acres split almost evenly between low-density residential and transportation.

The Texas Local Government Code states that cities with population between 5,000 to 24,999 inhabitants are granted an extraterritorial jurisdiction (ETJ) of one mile outside their incorporated city limits (Texas Statutes, 2007). No community can incorporate to become a city within the ETJ boundary, and no other community can extend its city limits or ETJ boundary into this area.

Bastropville has ETJ planning and growth management jurisdiction over an area approximately 4.75 square miles outside the city limits. The remaining 5 square miles are currently not under land use management jurisdiction.

Bastropville may annex any area that is within its ETJ, but only if the area is contiguous with existing City limits. Annexation of land into the city correlates with growth both in terms of acreage and land use. In addition, Texas state law grants cities the right to enforce subdivision regulations and to require right-of-way in the ETJ according to an adopted plan.

Bastropville currently utilizes a simple zoning ordinance with zones for Commercial, High-Density Residential, Low-Density Residential, Institutional, Industrial, and Transportation [see Appendix: Zoning Map].

Physical Characteristics

Physical and environmental characteristics of Bastropville guide future growth and development [see Appendix: Regional Physical Features Map]. These characteristics are both limitations and opportunities. For example, floodplain areas are “undevelopable,” but are also opportunities for parks, open space, and trails. The key physical characteristics include:

- Existing developed areas, with related land uses generalized;
- The 100-year floodplain;
- Agricultural land and soil conditions;
- Forests;
- The Union Gulf Railroad line; and
- Creeks and major ridgelines;

Land Use Analysis

Providing for the logical and efficient use of land should be a major planning consideration in Bastropville. In order to more accurately assess the City's future land use needs, an analysis of present land use patterns is essential.

The patterns of land uses that exist today within the City have evolved to satisfy the requirements of the community as it has grown, both in geographic size and in population. The activities of the residents of a city create a need for residential, retail, commercial, recreational, industrial components, and community facilities, as well as an efficient thoroughfare system.

Growth and development occurring within Bastropville in the future will require the conversion of vacant land to more intensified urban uses. The conversion process and how it occurs will be very important to the City in that it is one of the factors that will determine the community's future urban form, and in turn, its attractiveness and desirability.

The relationships of existing and future land uses will not only have an impact upon how Bastropville develops economically, but will also shape the character and livability of the community in the years to come. Likewise, these relationships will be reflected in the provision of services and facilities throughout the community. An orderly and compact land use arrangement can be served (with infrastructure and City services) more easily and efficiently than a random and scattered association of unrelated uses.

Various issues relating to land use and Bastropville's pattern of growth are instrumental in developing the goals, objectives, and actions for Future Land Use. These issues include

- Planning for development (new roads, potential annexation) in Bastropville's extra-territorial jurisdiction (ETJ);
- Planning for additional schools as new development and school population growth occurs;
- Addressing the need for all levels of housing;
- Ensuring quality development (high standards);
- Saving agricultural land and green space;
- Developing a strong tax base (commercial/economic development);
- Creating good places to work;
- Reinforcing the traditional downtown;
- Protecting the Forest for the Houston Toad;
- Addressing the value of industrial use in central city adjacent to residential use; and
- Transitioning current facilities out of the flood plain and stopping further development in hazardous areas.

Infrastructure & Public Facilities

Transportation

Bastropville's location along Interstate 18, just 30 miles east of Austinville, will play a big part in providing opportunities for the future. The town is positioned to become a major center of growth over the next 25 years, particularly with the recent political and community push for a regional commuter rail line. The Bastropville community welcomes growth, but is wary of additional stress on the current transportation infrastructure. Traffic congestion and accidents have been increasing, primarily in the southwest area of the city [see Appendix: Transportation Congestion Areas Map].

The central business district consists of commercial, residential and industrial land uses. Due to this mixed use and the limited number of access roads, trucks have degraded residential streets and created unsafe conditions for children walking or biking to school. Road maintenance is now a substantial portion of the city's annual budget.

In the past, Bastropville's historic downtown district with its thriving commercial strip drew visitors from around the region. People shopping downtown used to stroll down the sidewalks or ride their bikes to visit local merchants; however, in more recent years, the typical biker or pedestrian is less inclined to making these trips due to the perceived danger of commuting alongside 40 ton vehicles (Source: The Trucker's Report, 2008).

Bastropville will create a comprehensive transportation network to provide citizens with a safe choice of modes. Transit-oriented development around a commuter rail station in the heart of the CBD will help revive the downtown by increasing connectivity and creating an atmosphere conducive to attracting customers and retaining businesses. Other tools to improve downtown dynamics are wider setbacks for sidewalks, trees along the sidewalks, on-street parking, truck restrictions, and traffic calming design. To address connectivity into and around the city, the city will consider creating alternate routes.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Proximity to a major city (Austinville), 30 miles to the west via Interstate 18	Poor walkability in CBD Lack of multi-modal options	Planned commuter rail line to improve regional connectivity Community commitment to increase multi-modal options	Congestion and traffic hazards in southeast of city No way for heavy traffic to circumvent city

Community Services

Municipal water supply for Bastropville is provided by the Lower Colorado River Authority. The LCRA manages the Tejas Reservoir, which is located to the north of the city. The projection of per household daily consumption of water for Bastropville is 125 gallons.



Planning Districts 1 through 7 are within the existing water-sewer service area. A network of two sets of lines runs along the Wichita and the Caddo Streams to two Wastewater Treatment Plants on the east side of city. The Caddo Creek Plant serves 3,800 residents and has a present capacity of 1.2 m.g.d. The Wichita Creek Plant services 5,500 residents and has a capacity of 1.0 m.g.d.

Bastropville intends to extend water and sewer services outside of the city limits “as requested” to new developments, particularly to industrial and commercial development, with the understanding that annexation will follow. Future population growth and development will require the expansion and upgrading of existing wastewater treatment capacity.



Bastropville’s park system totals 112 acres. Many of the parks are located along the Wichita and Caddo Streams and in residential neighborhoods. The largest park is the Tonkawa Lake Park surrounding Tonkawa Lake to the north of the city. Over the next twenty years, projected facilities include two community recreation facilities on

fifteen acres each.

The Bastropville Independent School District consists of three neighborhood elementary schools, one Junior High School and one Senior High School. Over the next twenty years, projected facilities include three elementary schools on ten acres of land each and two junior high schools on twenty acres each [see Appendix: Community Services Map].

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Comprehensive water-sewer service within city limits	Unclear service boundary	Additional schools and recreational centers planned	Development around reservoir and in open space
Substantial park and open space area	Many public facilities located in flood plain	Community commitment to preserving open space	
Substantial water resources			

Economy

Central Business District

Downtown Bastropville is the vital core of the town's economic, political, and cultural life. Historically the downtown has been mixed use, with a central strip of locally- and regionally-owned businesses surrounded by residential neighborhoods to the north and east, and light industrial to the west.



Although commercial activity has recently been moving away from the downtown to shopping centers on the periphery, the community has expressed its commitment to reinforcing downtown commercial viability. While encouraging commercial growth in the city center, it is important that to set clear guidelines and create quality control mechanisms to guarantee that the growth meets the community's standards. This will help preserve the town's historic and environmental character. It is also necessary that to coordinate our development with the new commuter rail line and other transit projects so we can take full advantage of TOD opportunities.

Currently, downtown Bastropville has industrial development that is increasing vacancy rates in adjacent residential and commercial districts. The major industrial activities include food processing, animal slaughtering and processing, cement and concrete production, and commercial lithographic printing. Although these industries are part of the town's basic economy and do not create serious environmental impacts, the town is receptive to concerns about whether these industrial activities are located in the appropriate locations.

A large portion of the growing population lives downtown, and the town has been keeping up with the increasing demand for housing by adding density with garden apartments, multifamily buildings, and townhouses. Continuing residential densification downtown is a key strategy for maintaining open space, preventing over-development in the flood plain, providing affordable housing, and attracting workers who support economic growth.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Commercial vitality	High vacancy rate due to conflicting land use and fringe retailers	Available structures for infill development	Incoming big-box retailers on the periphery
Diverse, densifying residential stock		Community eager for downtown growth	Conflicting land use
Ample water and sewer infrastructure	Low pedestrian accessibility		Flood plain in downtown

Outside Central Business District

Bastropville is surrounded by prime agricultural land and pine forest. The town recognizes the importance of these natural resources as an opportunity to diversify the local economy. Bastropville is home to the endangered Houston Toad, which



Houston Toad

lives in the pine forests located south of Bastropville. Town officials and local environmentalists are drafting a list of recommendations for the protection of the Houston Toad and other local wildlife.

Many citizens oppose any economic growth that could harm this rare and precious species. The American Farmland Trust is working with Bastropville's City Council to protect and conserve the pine forests and agricultural land. The town of Bastropville plans to preserve the pine forests and set growth boundaries for agricultural development. The American Farmland Trust and the Mayor are coordinating heritage tours for local school children to visit farms, educating youth about the importance of locally-grown food and livestock.



Wholey Foods has proposed establishing steward farms for the production and creation of distribution centers in and around Bastropville. Stakeholders are working to strategically place organic farms in areas that do not endanger the local pine forests and the Houston Toad. Wholey Foods is also providing low-interest loans for local farmers interested in organic farming practices. In addition to the local organic farms, Wholey Foods has proposed to use their farms as educational tools for school children and the local labor force in organic farming practices.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Proximity of large amount of prime agricultural land & water resources	Low agricultural employment	Wholey Foods desire to create local organic farming	Development in agricultural land
Agricultural land close to transportation corridors	No local educational programs concerning agriculture	5583 acres available for agriculture	No projected growth in agricultural sector for 2025
	Insufficient infrastructure	Possible tourism	

Goals, Objectives & Policies



Land Use

Goal: Strengthen zoning regulations and design standards to ensure preservation of Bastropville's rural character and quality of life

Objective:

1. By 2020, 100 percent of all new development must be within urban transition and rural community areas

Policies:

- a. Evaluate agricultural land, floodplains, soils, vegetation, and other physical features to identify the most appropriate sites for various types of development and indicate these restrictions on the Future Land Use Plan to designate conservation and preservation areas and development areas
- b. Extend urban services only to development located within urban transition and rural community areas. Annex land that is not within city limits but receives city services.

*Strengthening
Downtown
Bastropville is
the top
priority for
residents*

Objective:

2. Utilize the 26.3 acres of vacant lots within the Central Business District for appropriate development by 2015.

Policies:

- a. Create incentives for appropriate infill development in the 15 acres of vacant lots suitable for development. Policies include minimizing impact fees and expediting the permitting process.
- b. Use the 11.3 acres of vacant lots that are unsuitable for development for enhancing our park and trail system

*Bastropville
residents rank
rural character
as the number
one amenity
they like most
about living in
their town*

Objective:

3. Redevelopment of parcels within the Central Business District

Policy:

- a. Provide tax or other incentives for selected infill development on vacant lots or for selective redevelopment of parcels that have undesirable uses

Objective:

4. Starting with current development plans, ensure the preservation of traditional rural/small town style

Policy:

- a. By 2010, formulate building code design requirements to enhance small town character, such as maintaining historic facades, orienting new development towards pedestrian traffic, providing sidewalks and community space. This does not prohibit increased density or development of multi-family units.

"We need to clean up the old industrial buildings in the downtown – vandalism is getting out of control."

- Roslyn Kygar

Objective:

5. By 2020, develop a Rural Community Low Impact Development Strategy and have 100 percent of new development in rural community areas meet criteria.

Policies:

- a. Provide site evaluation free of charge for all new development by planners and geo-engineers and require that LID standards are met for building permit approval
- b. Provide low-interest loans for farm workers who are buying homes in rural community areas

Goal: Increased Public Involvement in Planning Decisions

Objective:

1. By 2010, establish quarterly and/or monthly (if needed) stakeholder meetings.

Policies:

- a. Maintain fully functional website updated weekly with past and current agendas, timelines for development projects, etc.
- b. Create a listserve that will automatically e-mail community leaders and members with the next meeting agenda and key issues that the planning department is dealing with
- c. Maintain a town website about planning process and agendas and keep stakeholders informed and involved
- d. Organize community service days for the public to get involved with planning

Objective:

2. By 2015, provide downtown with a distinct "visual identity"

Policies:

- a. Organize a downtown mural designed and executed by local youth artists in collaboration with local cultural societies
- b. Encourage public art competitions that will attract regional artists, and place winning piece downtown
- c. Organize a downtown Farmer's Market
- d. Partner with local cultural and art societies to foster town's visual identity

Housing

Goal: Varied range of housing options in both type and tenure in safe neighborhoods for present and future residents of Bastropville, regardless of age, race, or economic class

Objective:

1. Availability: the city will provide needed infrastructure within the identified urban transition area to increase housing stock by 4,585 units by 2025 to account for the projected population increase of 11,000 people by 2025

Policies:

- a. Zero net-loss for all housing units; if a specific development does create net loss, require an additional affordable housing impact fee
- b. Streamline permitting process for transforming existing commercial-zoned properties into mixed use

According to Texas Low-Income Housing Information Services, five out of six low-income Texas families who qualify for government assistance do not receive it because of Texas' shortage of subsidized housing.

Objective:

2. By 2015, require at least 1 affordable unit (housing cost is 60% of median family income) for every 10 new market rate units produced

Policy:

- a. Provide density bonuses for the development with 25% affordable units and streamline permitting process. Streamline permitting for affordable housing developments

Objective:

3. By 2015, establish a high standard of housing quality through a development code and requirements for new and existing housing

*"No more
smokestacks—
jobs just for jobs
we don't need!"
– Heidi Pressler*

Policies:

- a. Provide tax incentives for housing rehabilitation and preservation.
- b. Provide federal, state or local funds for rehabilitation of local substandard housing
- c. Enforce building and housing codes to ensure adequate construction and quality through regular inspections

Goal: Focus new housing development within the central city along major arterials in desired areas in order to create new housing choices while limiting sprawl

Objective:

1. Increase ratio of population to developed acres from 6.7:1 to 8:1 by 2015

Policies:

- a. Enforce density thresholds: minimum allowable density in the township is 3 units/acre and minimum allowable density in central city is 10 units/acre
- b. Restrict urban services to development located within urban transition and rural community areas

Economic Development

Goal: Job creation – focus labor force growth in desired industries

Objective:

1. By 2010, complete Economic Report Analysis and Community Skill/Trade Analysis.

Policies:

- a. Encourage and expand strong local industries
- b. Create Workforce Commission that will analyze local trade skills and suggest incentives for desired employers
- c. Identify local trade skills and encourage technical training
- d. Incentives for targeted employers to locate to Bastropville

Objective:

2. By 2020, maintain and promote the current number businesses downtown and have over 60% of new businesses located downtown

Policy:

- a. Increase requirements for businesses locating outside of central business district (economic impact review, environmental impact review, requirements for limiting automobile trips by carpooling or modal shifts, and/or increased impact fees).

Objective:

3. By 2015, improve downtown walkability and accessibility so all people living and parking within a .25 mile radius of downtown have a safe route to get downtown by walking or biking

Policies:

- a. Allocate Capital Improvement Programs funds to improve sidewalks, landscaping, bike lanes, and urban road safety.
- b. Create metered parking fund to improve streetscape
- c. Develop design standard for pedestrian scale orientation of buildings and roads

Objective:

4. By 2020, preserve the historic character of downtown

Policies:

- a. Create a downtown historic district through the implementation of a Main Street Program
- b. Enhance CBD by designating historic district and encouraging appropriate infill with lower parking requirements
- c. Enforce traditional design standards that include signage restrictions

Objective:

1. Decrease vacancy rates in the Central Business District to 5% by 2015 and 2% by 2025

Policies:

- a. Condemn vacant property where owner is unknown; if land is suitable for building, use property for community facilities or private development, and unsuitable for building use as park or open space.
- b. If owner of vacant property is known, charge a vacancy rate of \$500 per month. Fines collected will go towards infrastructure/landscaping improvements downtown.

Objective:

2. By 2020, create skilled job opportunities for Bastropville residents currently commuting to Austinville

Policies:

- a. Create partnerships with Austinville to help expand high-tech campuses across to a regional scale inclusive of Bastropville. Offer competitive terms to attract high value-added industries

Objective:

3. Increase downtown residential density to 15 dwelling units per acre in high-density residential units and 10 dwelling units per acre in mixed use developments by 2025

Policies:

- a. Add an average of 25 dwelling units on top of new commercial developments
- b. Provide incentives for vertical mixed use and transit-oriented development by streamlining the permitting process
- c. Rezone surface parking that include over two rows of vehicles and is directly abutting streets to a higher intensity use

Transportation

Goal: Transportation system with intermodal opportunities

Objective:

1. By 2025, achieve transportation oriented development that directly connects Bastropville to Austinville via rail

Policies:

- a. Provide tax incentives to businesses located within a .25 mile radius from the rail to encourage TOD use
- b. Create Transit Authority to develop small rural transit projects and subsidize rates for people who use transit to get to work

Objective:

2. By the 2025, develop a Bastropville transit system to provide alternatives to the use of single-occupant autos. Decrease the proportion of impervious cover due to transportation to 8% of growth area.

Policies:

- a. Determine meaningful routes connecting downtown, major employment centers, community facilities, residential neighborhoods, and commercial retail centers
- b. Fund public transit system with sales tax and user fees
- c. Include a park & ride area to take commuters into Austinville, encouraging commuters to patronize local businesses (while waiting for the rail)

Objective:

3. By 2020, increase bicycle trail connectivity from David Burnet Junior High School to Ann Richards Senior High School

Policies:

- a. Identify roads with signage that are appropriate to share with bicycles.
- b. Provide designated safe bike lanes connecting residential areas and downtown
- c. Establish incentives for businesses where employees travel to work by bicycle or carpooling.
- d. Establish a scenic bike route along the urban conservation zone

Objective:

4. By 2020, identify and acquire potential greenbelt corridors for bicycle/pedestrian trails and linear parks that provide a safe connection between parks, schools, neighborhoods to create a trail network of at least 6 miles.

Policies:

- a. Identify minor arterial, collector, and local residential streets that are appropriate for bicycle traffic
- b. Identify rights-of-way, easements, natural drainage ways, floodplains, rivers, streams and creeks that are appropriate for hike and bike trails.
- c. Utilize trail segments to link major destinations such as parks, schools, community facilities, and major employers
- d. Utilize conservation areas along the creeks and other waterways as greenbelt corridors
- e. Establish and acquire trail rights of way and easements
- f. Create a bicycle/pedestrian trail master plan that will delineate the routing and design standards for all trails

Objective:

5. By the year 2025, 100% of the sidewalks downtown will connect to a comprehensive network that meets ADA guidelines

Policies:

- a. During developer permit process, require developers to provide adjacent infrastructure needs, current and projected
- b. Allocate Capital Improvement Program funds for improving sidewalk networks

*"Kids should be able to walk and bike to schools safely."
– Nick Hernandez*

Wastewater & Water Treatment

Goal: Adequate wastewater system and treatment plant capacity

Objective:

1. By 2025, prepare and maintain a plan for wastewater treatment that is adaptive to future growth needs

Policies:

- a. Institute impact fees for waste water and water treatment plants
- b. Rehabilitate wastewater collection system to minimize infiltration and inflow
- c. Mitigate load on treatment facility with utilization of residential/commercial graywater treatment and low impact development standards
- d. Organize community education sessions around water usage, alternative gardening practices and conservation

Goal: Adequate stormwater drainage and flooding prevention

Objective:

1. By 2020, improve current drainage systems to meet current code standards and for future development

Policy:

- a. Prepare and implement a drainage plan that reflects current and projected future land use and ensures utilization of bio-retention infiltration and groundwater recharge systems

Objective:

2. By 2015, establish suitable drainage standards for new developments

Policies:

- a. Require geo-engineers to approve new developments
- b. New developments must meet Low Impact Development standards that includes utilization of bioretention infiltration and groundwater recharge

Parks/Open Space & Recreation

Goal: Extensive park, recreation, and open space areas

Objective:

1. By 2025, meet the national average of 18 acres of parkland per 1000 residents (up from current 6.7 acres) and ensure a geographic distribution of parks and recreational facilities that will provide equal opportunity and access for all residents and visitors

Policies:

- a. Create a Bastropville Master Parks and Recreation Plan to provide for assessment of adequate parks, recreation and open space opportunities
- b. Acquire land through urban conservation zone to develop neighborhood parks and bike trails
- c. For every additional acre of impervious cover, the city will acquire one acre of dedicated open space, parks, or recreational facilities.

Nearly 75% of Bastropville residents support purchase of open space for parks.

Community Facilities

Goal: Exemplary community facilities

Objective:

1. By 2015, develop plan to ensure adequate facilities are provided in appropriate locations serving all residents, including children, of the community.

Policies:

- a. Partner with the Bastropville Independent School District to develop multi-purpose facilities and locate new schools within walking distance of residential communities
- b. Ensure access to buildings for people with special needs along ADA guidelines
- c. Provide adequate parking and accessibility for alternative transportation to public facilities and activities with proper site location

*"We need more small park access for neighborhoods – more trails and bikeways."
– Cassandra Martin*

- d. Conduct facility repair and maintenance of underutilized facilities
- e. Relocate schools and nursing home currently located in the floodplain

Areas of Critical Concern

Goal: Conservation of endangered species habitat

Objective:

1. By 2010, establish protected area for the endangered Houston Toad in Pine Trees Area.

Policies:

- a. Coordinate with the USFW to educate public about the designated Habitat Conservation Plan for the Houston Toad
- b. Access critical habitat for Houston Toad and designate areas to be protected

The habitat of the endangered Houston Toad is a prized asset for the Bastropville community.

Goal: Preservation of rural character and quality of life

Objective:

1. By 2015, ensure no net loss of farm lands to commercial, residential, and industrial development.

Policies:

- a. Establish an Agriculture Preservation District
- b. Designate and protect urban and non-urban conservation areas
- c. Revise zoning and subdivision code to preserve community character (rural design guidelines) Provide transfer development rights to farmers
- d. Provide low-interest loans for farm workers who are buying homes in rural community areas

A majority of Bastropville residents support the development of eco-tourism.

Objective:

2. By 2010, establish a Farm-to-Community program and Farmer's Market

Nearly 80% of Batropville residents approve of tax incentives to keep farmers farming

Policies:

- a. Establish plaza in CBD for community and markets
- b. Create a Farming Cooperative led by farmers and community leaders to organize community involvement in agricultural activities

Goal: Establish Eco-tourism around Farming Community and Natural Areas

Objective:

1. By 2010, establish city tourism department

Policy:

- a. Establish a marketing team that will promote tourism in Bastropville statewide

Areawide Policy Plan



Policy Districts

The areawide land policy plan for the city of Bastropville and the surrounding township includes seven new land policy districts as explained below.

Critical Conservation Policy District

Development in the Critical Conservation Policy District is strictly prohibited. This land includes the hardwood forests, pine forests (the habitat of an endangered species, the Houston Toad) and all floodplain land outside of the Bastropville city limits.

POLICIES:

- Work with State of Texas and Texas Land Conservancy (private land trust dedicated to conserving land in Texas to benefit wildlife and to protect examples of our natural and cultural heritage) to promote Conservation Easements.
- Partner with State to develop a state park to preserve valuable environmental ecosystems and develop Eco-Tourism opportunities and protect endangered species
- Give notice to landowners, developers, elected officials and others about specific lands where natural processes and features are sensitive to certain human activities and therefore subject to development controls or acquisition, or specific sites intended for future public recreational, cultural, or scenic uses

Agricultural Conservation Policy District

The land in the Agriculture Conservation district will be used for farming and farming-related low impact development. A buffer area around the rail may be considered for higher impact/transit oriented development.

POLICIES:

- Ensure no net loss of farmland to residential, commercial or industrial development
- Create an Agricultural Preservation District in order to preserve and promote the rural community character

Rural Policy District

Any land not currently developed or within the Critical Conservation, Agriculture Conservation, or Rural Community Policy Districts is included in the Rural Policy District. There are no specific policies related to development for this district; low impact development will be possible but city services are not planned to be extended at this time. Future annexation in this district to the city of Bastropville may be possible. Regional collaboration on the future of this land is necessary.

POLICIES:

- Ensure connection of Bastropville Policies with other local plans and programs
- Develop a Regional Monitoring and Evaluation Program
- Develop Regional Planning Council, instrumental in the planning and expenditure of funds derived from local, state, and federal resources

Rural Community Policy District

Sites of existing development with potential for agricultural cluster community to protect impact on valuable agricultural land, low impact development sites are part of the Rural Community Policy District. These parcels are located within the most desired development area or existing development, adjacent to or within agricultural land, close to existing roads, and close to the city (access to community services). Allowable development will be low density or conservation subdivisions to minimize infrastructure improvements and keep down development costs.

POLICIES:

- Provide site evaluation free of charge for all new development by planners and geo-engineers and require that Low Impact Development standards are met for building permit approval
- Provide low interest loans to farm workers to purchase homes in rural community areas

Urban Transition Policy District

Land in the Urban Transition Policy District will be the areas of densest development between 2005 and 2025. This is the area specified for urban growth, to provide for future intensive urban development. City services will be extended to these areas as the population expands and development intensifies.

POLICIES:

- Extend urban services only to development located within urban transition and rural community areas. Annex land that is not within city limits but is planned to receive city services.
- Effectively concentrate transportation and utilities to pre-specified areas where growth will be encouraged
- Annex land in the Extraterritorial Jurisdiction for control over conservation and urban development

Urban Conservation Policy District

Land within the city limits that is located within a floodplain is the Urban Conservation Policy District. The land will be used to create a cohesive trail system, and currently developed parcels located in this district will be considered for redevelopment.

POLICIES:

- Acquire land to develop neighborhood parks and linear linkages
- Involve citizens in the planning and design of parks and recreation facilities to meet particular needs and desires
- Use the 11.3 acres of vacant lots that are unsuitable for development for enhancing our park and trail system

Developed Land Policy District

All currently developed parcels are in the Developed Land Policy District. The majority of these parcels already receive city services; the developed parcels outside of the service boundary will either have services extended to them or be considered for redevelopment

Opportunities within the Developed Land Policy District:

Vacant parcels located within the wastewater boundary, and not located within floodplains, can be used for infill development

Services in the floodplain will be considered for redevelopment in the future (Two wastewater facilities, two Elementary Schools, nursing home, hospital), and the facilities will be relocated to more appropriate locations.

Mixed Use Development will be encouraged in specified areas, including commercially zoned parcels in the Central Business District (CBD) that are used for high-density residential, parcels in the CBD that are used for commercial purposes, the Westgate Shopping Center, and two commercially zoned areas located north of the CBD.

POLICIES:

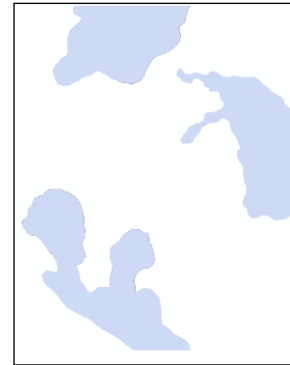
- Increase ratio of population to developed acres from 6.7:1 to 8:1 by enforcing density thresholds: minimum allowable density in the township (land to be annexed) is 3 units/acre and minimum allowable density in central city is 10 units/acre
- Formulate Building Code Design requirements to enhance the small town character
- Create incentives for appropriate infill development in the 15 acres of vacant lots suitable for development. Policies include minimizing impact fees and expediting the permitting process.

Suitability Analysis Process

In order to determine appropriate development areas, a suitability analysis must be performed. The proposed sites for new developments should satisfy criteria deemed suitable. In order to determine suitable areas, unsuitable areas are isolated, unioned and dissolved using GIS.

Forests

Hardwood Forests and Pine Forests (the habitat of an endangered species) should be avoided for development, as they are part of the Critical Conservation Policy District. These areas will be preserved, so the Hardwood Forest and Pine Forest from the Forest shape file were isolated.

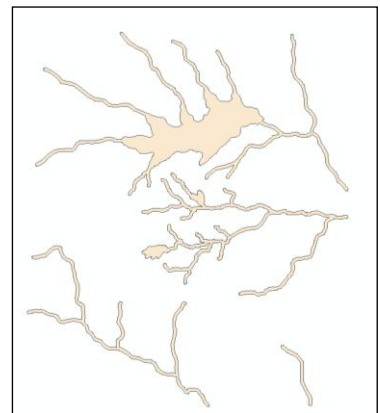


Floodplains

Development within floodplains is not recommended in order to prevent environmental concerns due to runoff. Floodplain land was isolated from the Floodplain shape file.

Water bodies, streams and buffer zones

Development will not be allowed within 200 feet of water bodies and streams. The township Streams shape file was used to create a new layer with a 200 foot buffer around the streams. Lakes and Reservoirs were isolated from the Floodplain shape file, and a 200 foot buffer was also created around those water bodies. These two new layers were unioned, and then dissolved, to create the following layer.





Slopes

Areas with a slope greater than 15% are not suitable for development as the steepness creates issues with grading. Slopes > 15% were isolated from the slopes shape file.

Agriculture

Land that is part of the Agriculture Conservation Policy District is not suitable for development. However, a buffer of 500 feet around the railroad is acceptable for agricultural related developments or transit oriented developments. Agriculture land was selected from the Agriculture shape file. The small middle parcel was deleted using Editor, as this land is close to already developed areas and will be considered for future development. Next, the Railroad was isolated from the Allroads shape file, and a buffer of 500 feet was created around the Railroad. The agriculture and railroad layers were unioned and the buffer area was removed from the unioned layer using Editor. The new layer was dissolved to create the following layer:

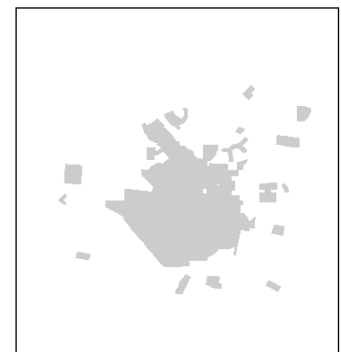


Soil

Areas with poor soil are not conducive to development. Soils classified as poor were isolated from the Soils shape file and a new layer was created.

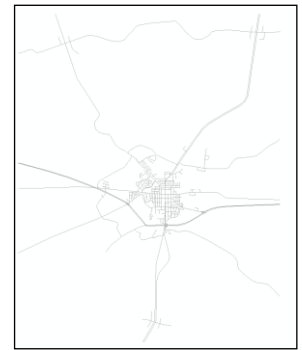
Developed Land

Areas with existing development are removed from consideration. The Landclass layer and the Parcel layer were both used, and Developed areas were selected from both. These two layers were unioned and dissolved to create the following layer.

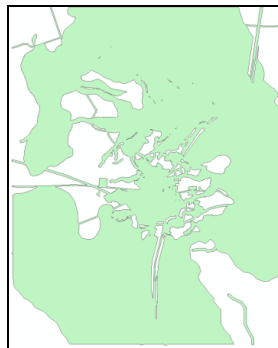


Roads

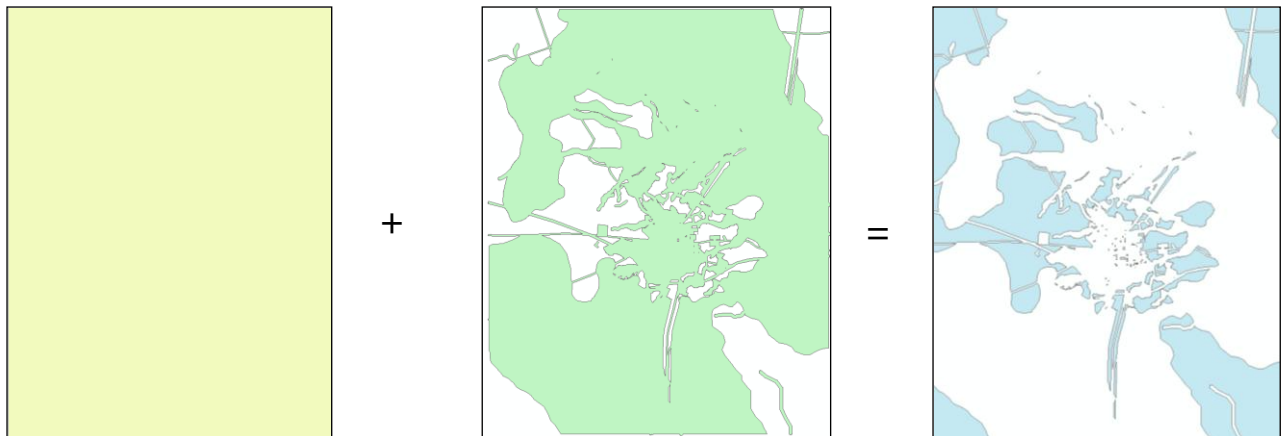
Roads are not suitable areas for future development. The Allroads layer was dissolved to create the following layer:



All eight of these layers were unioned and dissolved to create a final Unsuitable Development area map.



This Unsuitable layer was unioned with the entire township layer and dissolved. The unsuitable areas were removed using Editor and the following Suitability map was created.



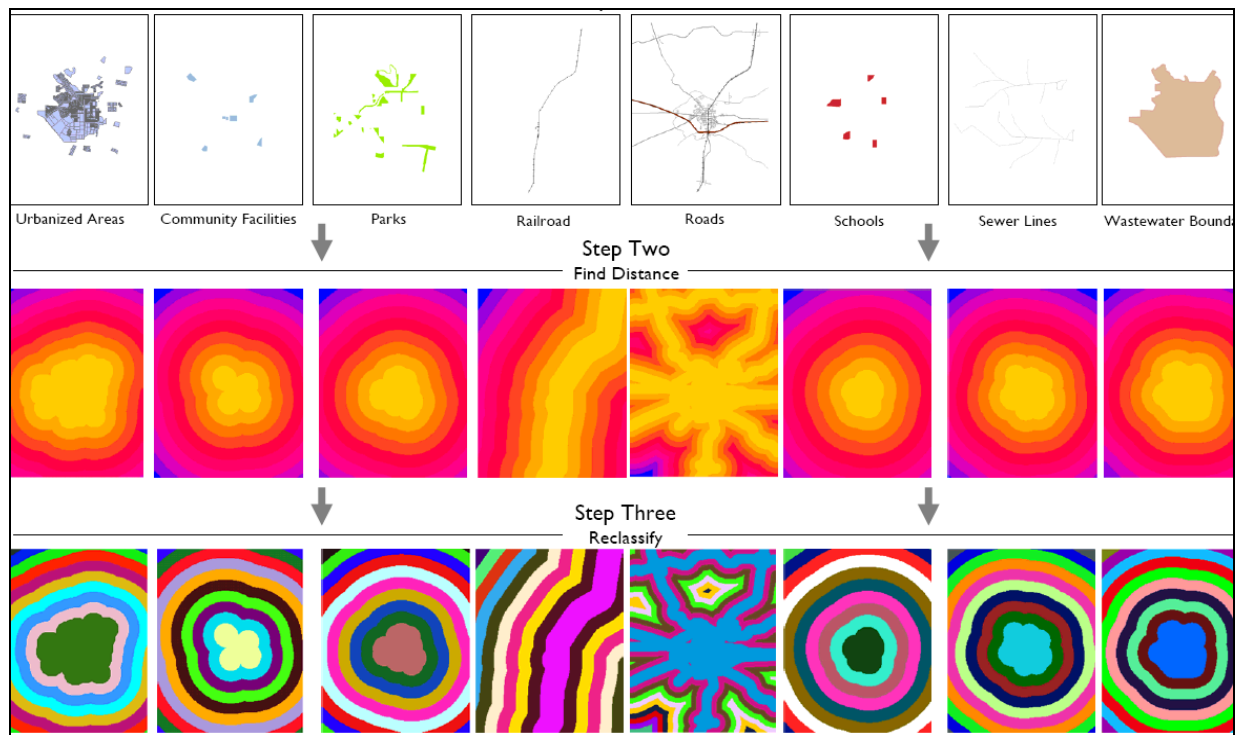
Preferred Growth Areas Process

Next, a Preferred Growth analysis was performed by prioritizing areas that new development should occur in close proximity. Weights were assigned to each area to reflect the most desirable areas; this is summarized in Table 5.

Table 5. Weights for Preferred Growth Proximity

New Development Near:	Weight
Urbanized Areas	20%
Wastewater Boundary	15%
Community Facilities	12%
Parks	12%
Schools	12%
Sewer Lines	12%
Railroad	10%
Roads	7%
TOTAL	100%

The below steps were taken to create the following maps and rasters.



In GIS, Spatial Analyst was used to find the distances to these areas. These were then reclassified into ten intervals. Then the raster calculator was used to apply the above weights and the following was created:



This was reclassified from a floating grid to an ESRI grid and unioned with the Suitability Map to create the Preferred Growth Areas Map [below and Figure 14 in Appendix].



Future Land Use Plan



Introduction

The City of Bastropville's Future Land Use Plan will guide future growth in its location, type, scale, and density. Land use policies that underpin the plan will preserve Bastropville's small-town character by strengthening neighborhoods, preserving environmentally-critical areas, enhancing commercial districts, and maintaining rural quality of life.

To create the Future Land Use Plan, the Civic Planning Studio applied policies from the Area-Wide Land Use Policy Plan and followed 7 steps:

- 1) Designed a Land Use Concept Map to generate basic guidelines for development [Figure 1];
- 2) Designated open space and park systems [Figure 2];
- 3) Analyzed land suitability for employment centers, treating industrial and commercial uses separately [Figures 3-7];
- 4) Analyzed land suitability for residential development [Figure 8];
- 5) Combined the three analyses into a single Future Land Use Map [in Appendix];
- 6) Calculated land area of future land use types to compare to previously calculated projected land area requirements [Table 6 in Appendix]; and
- 7) Developed low-impact strategies to address potential adverse impacts from impervious cover.

This report describes the step-by-step process in detail and presents the final results together with refined land use policies and strategies.

Land Use Concept Map

Three core concepts were the basis for the Land Use Concept Map. These concepts come directly from the public opinion survey and focus groups conducted in Bastropville prior to this study.

Connectivity

- Linear park and trail system to link the entire town to a new state park
- Ring road to alleviate downtown traffic
- Transit-oriented development at intersections of major roads and rail

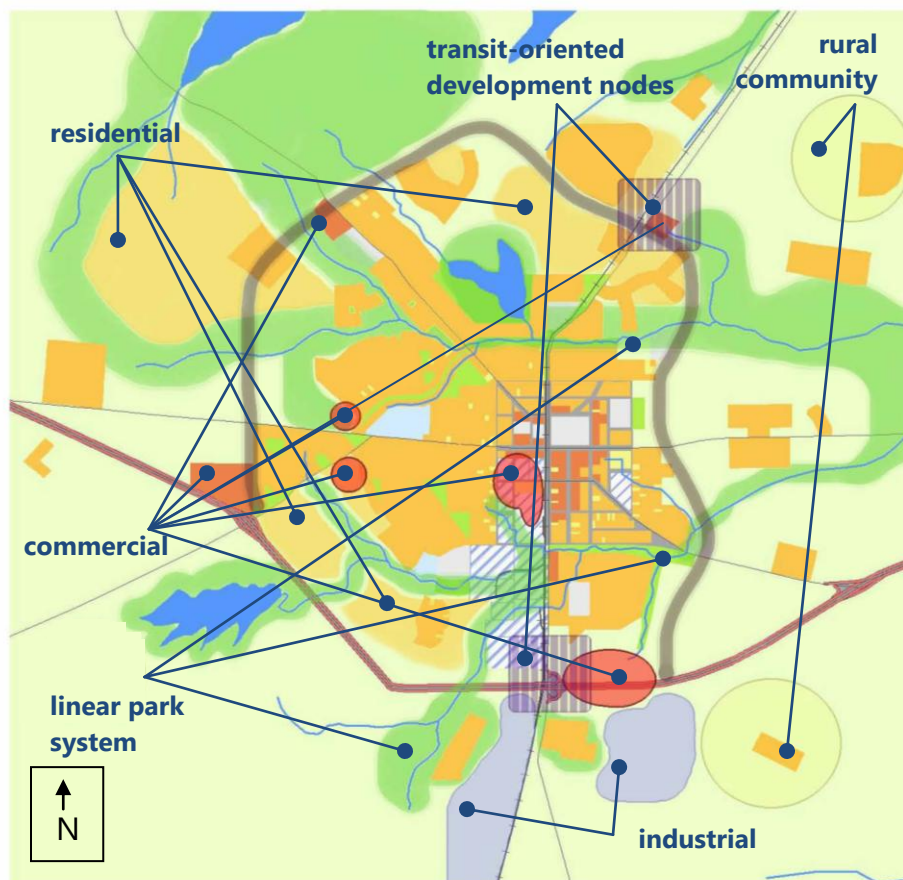
Compact Growth

- Employment centers on existing roads and rail lines
- Preservation of urban conservation areas and agricultural lands

Diversity of Economic Opportunities

- Rural communities to foster growth of agricultural industry
- Small-scale mixed use that preserves small-town character

Figure 1: Land Use Concept Map



Land Use Districts Suitability Analyses

Suitability Analysis Process

Steps for the calculation of the area of new shapefiles in acres in the Future Land Use Map are as follows:

First, the map units are set to inches.

In the attribute table of the layer with the new polygons or parcels, right click on "Area," select "Calculate Geometry," and click ok.

Next, right click on the "Acres" field and select "Field Calculator." In the Field Calculator, type the following formula to convert square inches to acres: $[AREA] * 1.59422508 * 0.0000001$.

Now in the attribute table the acres field will display the correct acres.

Open Space & Parks

Open space and parks determine the landscape of Bastropville. Complementing the rural character of township, open space and parks provide safe areas for families and visitors to explore the native vegetation and species in Central Texas. Open space and parks help maintain and control urban growth through delineating boundaries for neighborhoods.

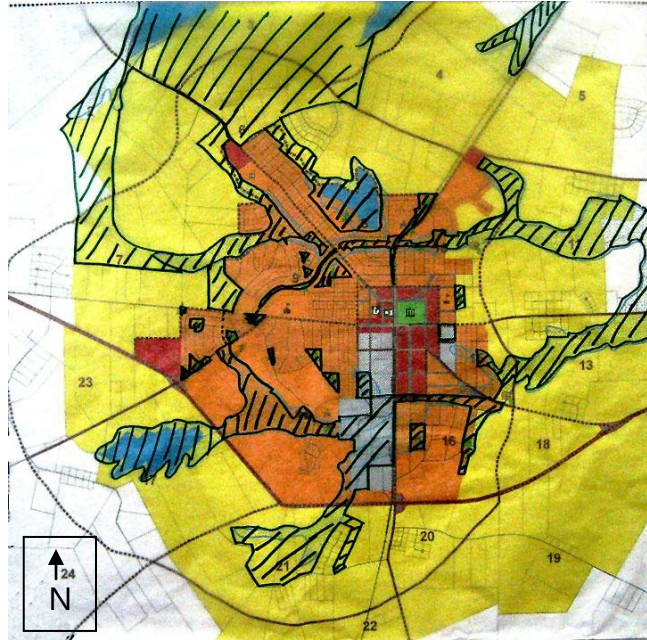
Bastropville's identity is strongly connected to its environment. Therefore, the Civic Planning Studio has prohibited new development in the 100-year floodplain by designating it an urban conservation zone. Most of the urban conservation area and other vacant lots throughout the town have been transformed into hike-and-bike trails. These trails lead to the Tejas Reservoir, which will be protected as a recreation area. The Pine Forests, which will be part of a new state park, are conserved to protect the habitat of the endangered Houston Toad.

Residents of Bastropville clearly desire to maintain their community's rural character. Open spaces and parks help soften urban landscapes and create a buffer between commercial, industrial, and residential land uses. Overall, dedicated park land accounts for 539 acres on the future land use map—a great increase from the 113 acres of parks currently in existence.

Figure 2: Hand-drawn Trace Paper Analysis for Open Space Land Use Suitability

Criteria:

- Floodplain
- Habitat connectivity
- Biological diversity
- Vacant land
- Public Access
- Cultural Significance
- Location Distribution
- Inside and outside the urban-transition zone
- Establish development constraints
- Appropriate zoning
- Existing protection



 Suitable for Parks and Open Space

Employment Centers

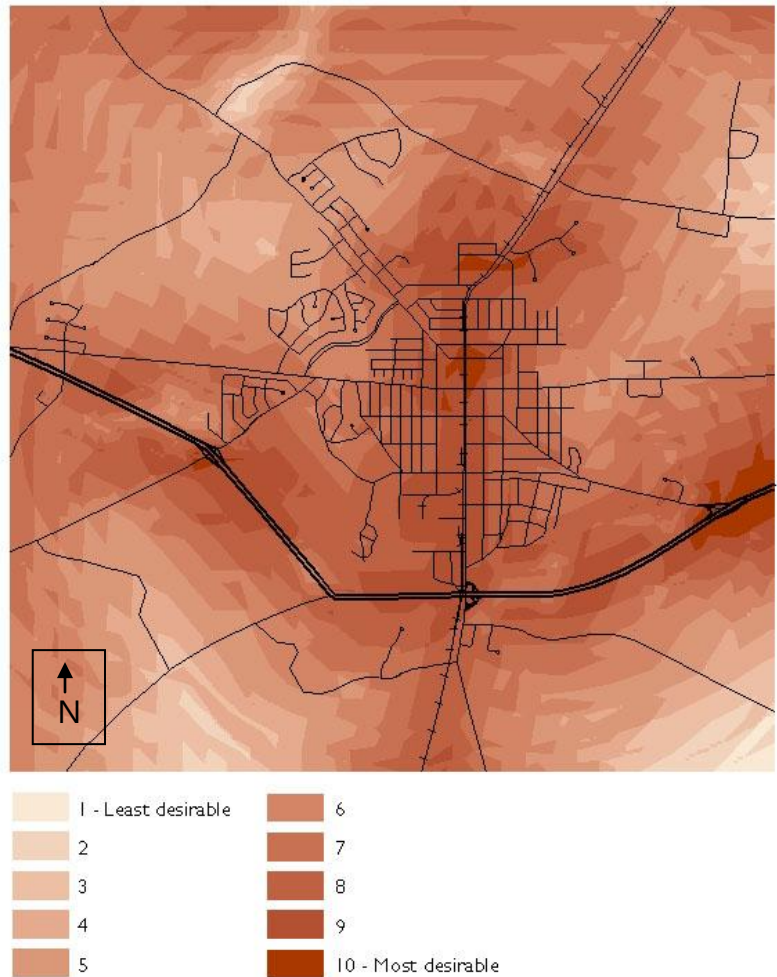
Since industrial employment centers have the greatest potential for conflict in terms of land use, a preliminary GIS suitability analysis was conducted specifically for industrial sites with the following criteria: (1) within urban transition area, (2) close proximity to rail and interstate, (3) outside of floodplains, (4) as far away from schools as possible, (5) close proximity to existing sewers, (6) on slopes less than 5 percent, (7) as far away from recreational and residential land uses as possible, and (8) on adequate soils for construction.

For weighting the various factors, there were three different calculations in order to determine the sensitivity of the suitability analysis to various criteria. All calculations were restricted to areas within the urban transition area.

Figure 3: Calculation 1 – Minimizing New Investment in Infrastructure

Weights:

Rail & Interstate - 25%
Sewers - 25%
Soil - 20%
Slopes - 15%
Floodplain - 5%
Schools - 5%
Recreation & Residential - 5%



The most desirable sites for industrial development are situated along the interstate and railroad, but also in the city center and in close proximity to existing residential development.

Figure 4: Calculation 2 – Maximizing Quality of Life

Weights:

Rail & Interstate - 10%
Sewers - 10%
Soil - 10%
Slopes - 10%
Floodplain - 10%
Schools - 25%
Recreation & Residential - 25%

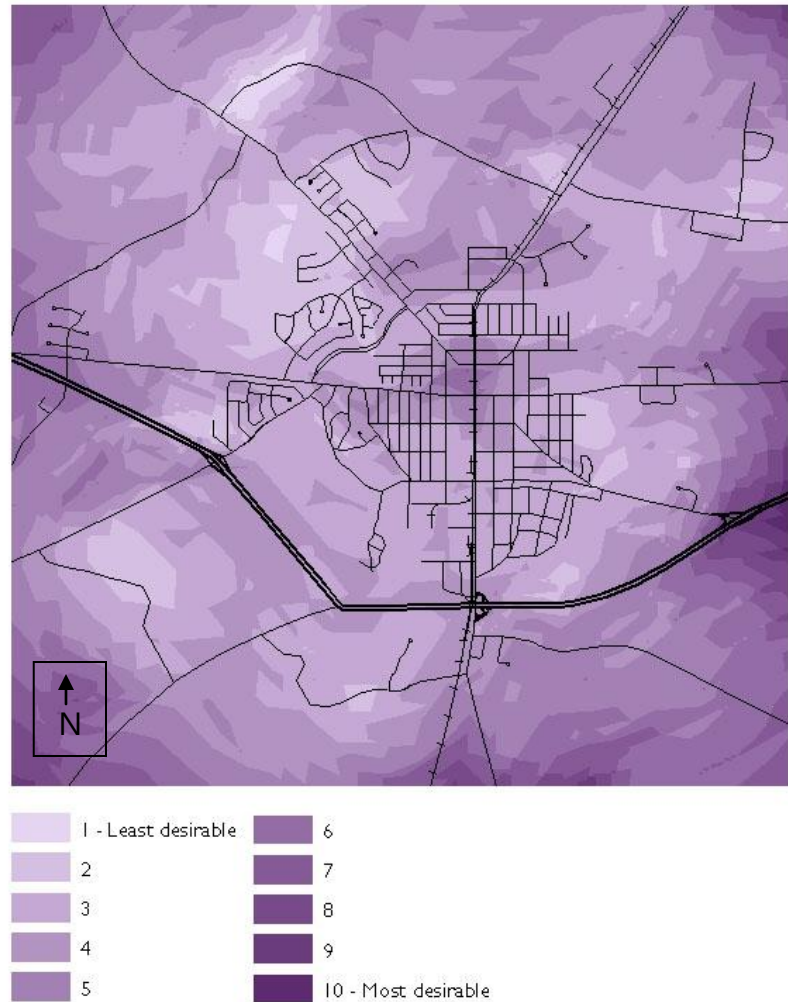


In Calculation 2, the most desirable areas for industrial development are far from existing developed land, which is a recipe for sprawl.

Figure 5: Calculation 3 – Minimizing Impact on Environment

Weights

Rail & Interstate - 10%
Sewers - 5%
Soil - 15%
Slopes - 25%
Floodplain - 25%
Schools - 10%
Recreation & Residential - 10%



In Calculation 3 the desirable areas for industrial development are again far from existing development.

The implication of these three calculations was that there needs to be compromise between environmental concerns, quality of life, and sustainable development.

After the GIS analysis, there was a hand-drawn analysis done with trace paper over the existing land use map. Each of the GIS calculations came into consideration during this process.

Figure 6: Hand-drawn Trace Paper Analysis for Commercial & Industrial Land Use Suitability

Criteria

Both Industrial & Commercial:

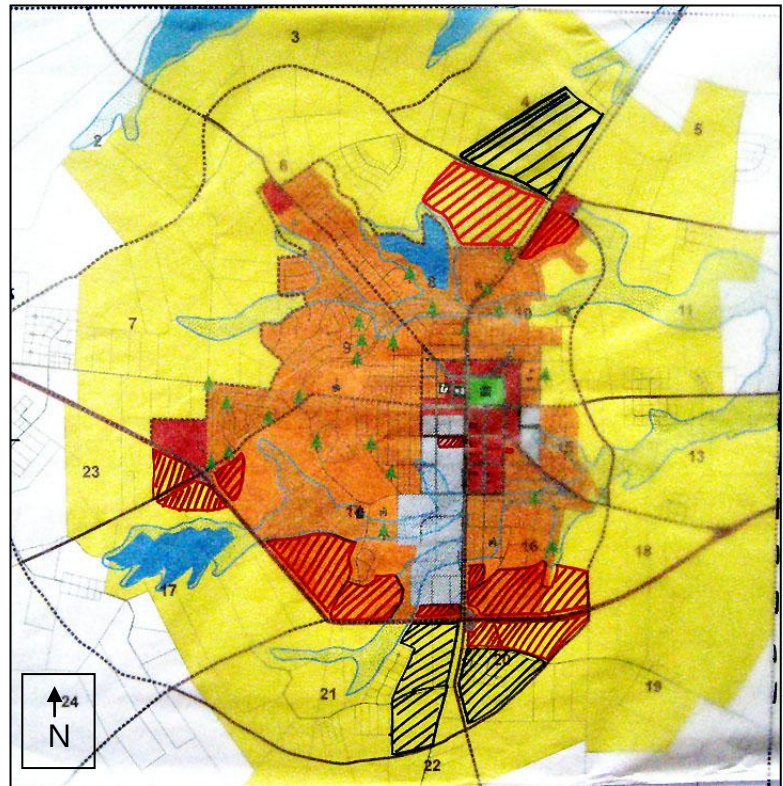
- Outside of floodplain
- Adjacent to existing roads/infrastructure
- Off of steep slopes
- Off of agricultural land
- Close to existing development

Industrial-specific:

- Away from residential and Recreational land use
- Away from schools

Commercial-specific:

- Act as buffer between Industrial development and other uses



Suitable for Industrial Development

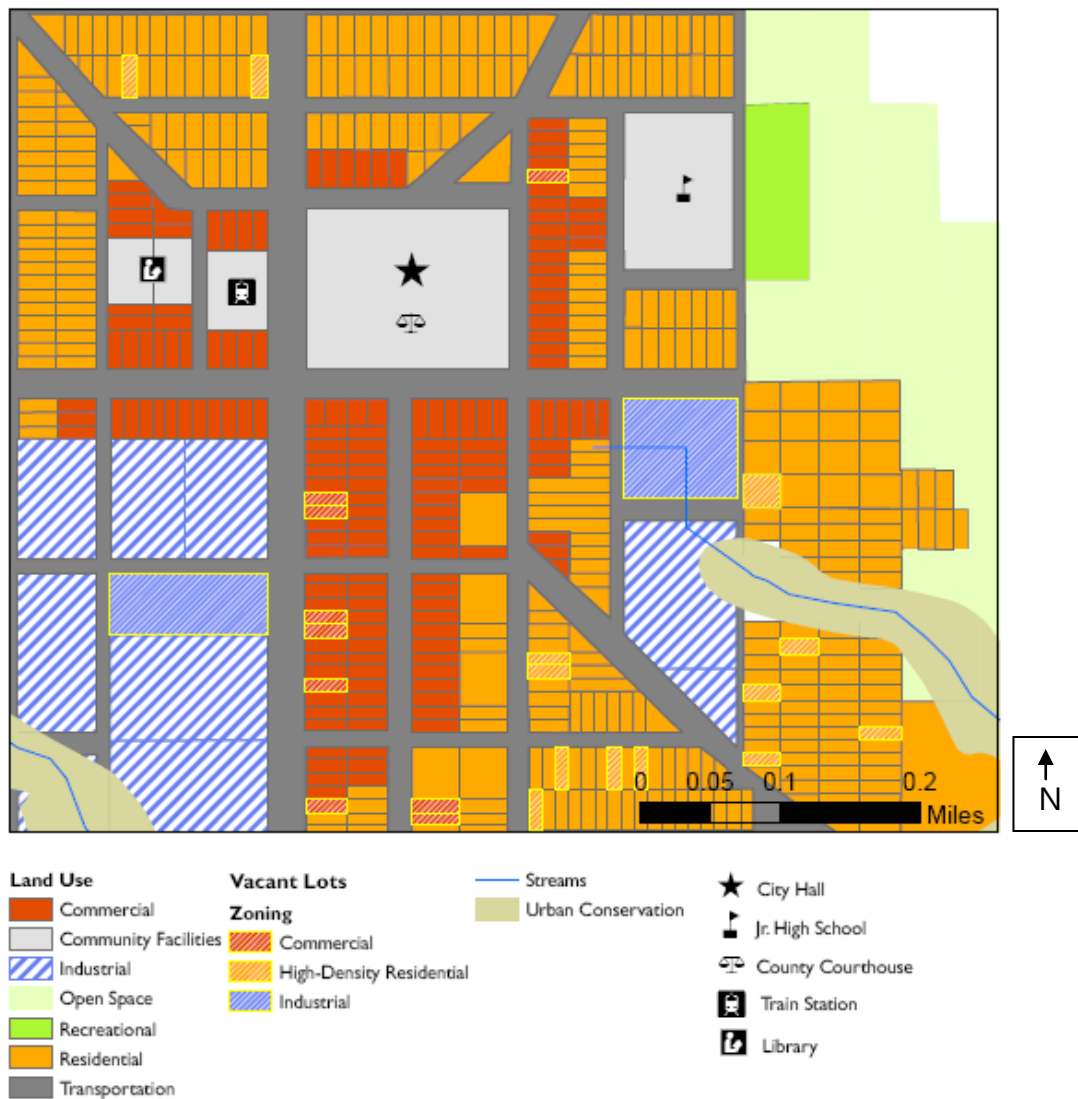


Suitable for Commercial Development

As a compromise between quality of life, environmental integrity, and efficient use of infrastructure, industrial will be relocated outside of the CBD along existing roads and rail lines.

Of the 176 projected additional acres of commercial space, roughly 23 will be in the CBD. To promote this growth, Bastropville will implement aggressive policies to reduce vacancy rates downtown. An analysis of vacant lots in the CBD shows that there are 9 parcels of vacant property in the CBD zoned for commercial development, 14 zoned for high-density residential development, and 2 zoned for industrial development. We plan to accommodate more acres of commercial growth in the CBD by applying a mixed use zoning overlay that will encompass lots within 0.5 miles of commercial development currently used for high-density residential development.

Figure 7: Central Business District Infill Opportunities



To avoid sprawl, the 153 acres of commercial development located outside of the CBD will be subject to rural design guidelines.

Industrial uses are going to be transitioned outside of the CBD. Light agricultural manufacturing, such as food processing or storage, will be permitted in proximity to agricultural lands, and more intensive industrial uses will be permitted along the rail line.

In the Future Land Use Map there are 266 acres of commercial, including 137 new acres, and 247 acres of industrial, including 125 new acres. 25 acres of industrial zoned land that was in the floodplain has been removed from the Future Land Use Map.

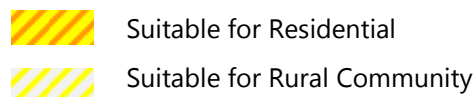
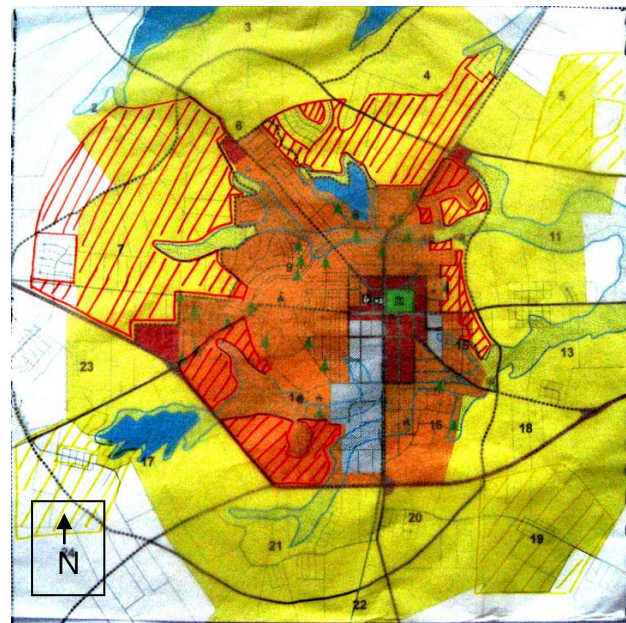
Housing & Density

Between 2005 and 2025, the population of Bastropville and the surrounding township is expected to grow by 11,000 residents. To house a population doubled in size, the town needs to add 4,585 new housing units covering approximately 791 acres. For planning purposes, the Civic Planning Studio conducted a residential suitability analysis and determined the most appropriate areas for this new residential development.

Figure 8: Hand-drawn Trace Paper Analysis for Residential Suitability

Criteria

- Avoiding non-developable areas such as steep slopes (>15%), poor soils, and conservation areas in agriculture land and forests
- Proximity to schools, parks and other community facilities
- Along existing roads
- West of the sewer shed, in order to avoid having to pump wastewater back to the wastewater treatment plants
- Within the existing sewer boundaries
- Proximity to new and existing employment centers



Low density residential will be focused on the outer edges of the city and rural community areas, at three dwelling units per acre. New residences within a 0.5 mile radius of CBD commercial will be at a higher density (15 dwelling units per acre) and

have mixed-use zoning overlay. A new mixed use development at the site of Westgate Mall will allow conversion of the existing development into housing. This corresponds to proposed city goals and policies to provide an adequate range of housing options in the future by streamlining development processes and offering incentives, as well as focusing new growth within the central city in desired areas by enforcing density thresholds.

After combining the suitability analysis of open space, commercial/industrial and residential, appropriate future land uses for each were determined. The future acres for residential growth by 2025 is 971, more than the projected need of 791 acres. [see Table 6 in Appendix]. Development should be focused on the areas closest to the Central Business District first, and the additional acreage further out should only be developed if growth necessitates the use.

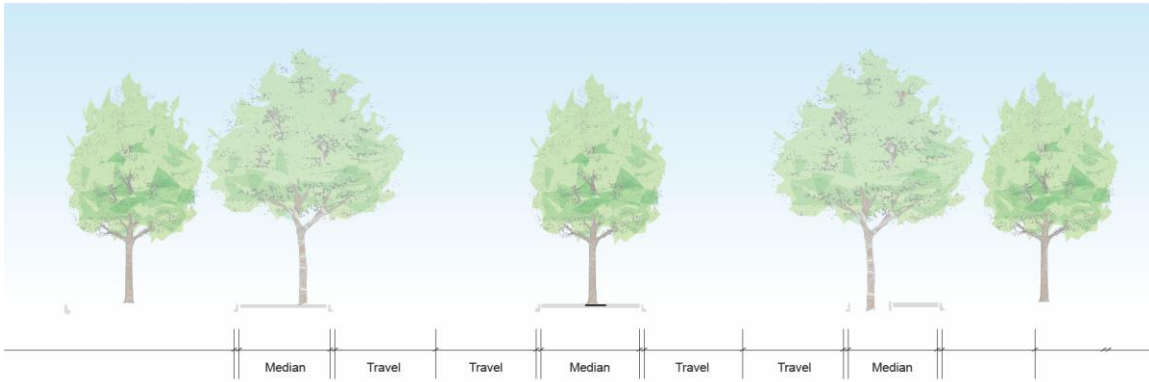
Transportation

Bastropville recognizes that placement of roads is critical in achieving sustainable development and adequate mobility within current and future development. To reinforce the development pattern in the Future Land Use Plan, transportation infrastructure is strategically designed to preservation of agricultural lands, integrity of rural communities and the city's small town charm. A proposed commuter rail and business loop around the city will discourage development beyond the urban transition zone. In addition, the proposed facilities will improve the current surface transportation system by providing the city and its surrounding township with innovative solutions to reduce congestion and create multi-modal transportation for commuters.

Business Loop

Rather than widening existing roads within the city and altering the character and livability of Bastropville, a Business Loop will provide vital connectivity to the planned commercial, residential, industrial, and recreational areas. The proposed Business Loop would run along the ridge line of Bastropville and consist of four lanes (two in each direction) designed for 40-mph travel.

Figure 9: Cross-Sectional View of Proposed Business Loop



Source: http://www.sfgov.org/site/uploadedfiles/planning/Citywide/Better_Streets/proposals.htm

Commuter Rail

Due to high automobile collision incidence rates off the interstate, improving safety of regional mobility is priority for Bastropville. To maintain the city's character and enhance surface transportation, the proposed commuter rail will be an essential component of the local and regional transportation system. It will provide transit-oriented development opportunities and serve as an important regional commuter route connecting the City of Bastropville to Austinville and to other rapidly developing communities in the surrounding township.

Figure 10: Sketch of Proposed Commuter Rail Entering the Central Business District.



Source: <http://mdahmus.monkeysystems.com>

Rural Community

One of the priorities of Bastropville residents is to ensure preservation of Bastropville's rural character, quality of life, and agriculture production.

Two rural communities are located at sites of existing development, close to existing roads, close to the city for access to community services, and adjacent to or within agricultural land. These communities will ensure protection of valuable agricultural land and allow farmers to live in proximity to the farms in a neighborhood, agricultural cluster community model. To mitigate the impact of development of these communities they must follow the low impact development guidelines as part of the Rural Community Policy District.

Bastropville's policies to foster rural communities are:

- Provide site evaluation free of charge for all new development by planners and geo-engineers and require that low impact development standards are met for building permit approval;
- Provide low-interest loans for farm workers who are buying homes in rural community areas; and
- Encourage owners of agricultural land to relocate homes to rural communities rather than develop prime agriculture land.

Community Facilities

One of the goals of Bastropville is to provide exemplary community facilities. The objective is to ensure adequate facilities are in appropriate locations serving all residents, including children, by 2015. To implement this goal, Bastropville plans to:

- Partner with the Bastropville Independent School District to develop multi-purpose facilities and locate new schools within walking distance of residential communities;
- Address handicap access to City buildings and facilities as needed per requirements of the Americans with Disabilities Act;

- Provide adequate parking and accessibility for alternative transportation to public facilities and activities with proper site location;
- Conduct facility repair and maintenance of underutilized facilities; and
- Relocate schools and nursing home currently located in the floodplain.

Community Facilities should be located near existing residential development, in proximity to suitable future development based on projected demand, in proximity to accessible transportation, and geographically distributed throughout the city to ensure equal opportunity for all citizens. Bastropville will have two new community recreational facilities by 2025.

The Bastropville Independent School District consists of three neighborhood elementary schools, one Junior High School and one Senior High School. Over the next twenty years, projected facilities include three elementary schools on ten acres of land each and two junior high schools on twenty acres each. One elementary school currently in the floodplain has also been relocated.

Schools in particular are located in proximity to suitable future development based on projected demand, in proximity to accessible transportation and pedestrian and bike zones, near potential for joint use of recreation sites, situated as a focal point of neighborhoods, and geographically distributed throughout the city.

Water & Wastewater

The Lower Colorado River Authority provides Bastropville's municipal water supply. The LCRA manages the Tejas Reservoir, which is located to the north of the city. The projection of per household daily consumption of water for Bastropville is 125 gallons.

Planning Districts 1 through 7 are within the existing water-sewer service area. Networks of two sets of lines run along the Wichita and the Caddo Steams to two Wastewater Treatment Plants on the east side of city. The Caddo Creek Plant serves 3,800 residents and has a present capacity of 1.2 m.g.d. The Wichita Creek Plant services 5,500 residents and has a capacity of 1.0 m.g.d.

Bastropville intends to limit water and sewer services outside of the city limits to only areas with the urban transition zone. Municipal services will be limited to extend within the ridgelines of the city to not burden tax payers. Future population growth

and development will require the expansion and upgrading of existing wastewater treatment capacity plants with the sewer systems laid out to take advantage of gravity flow. In terms of the geographic distribution of demand, future residential development will require increased capacity on the northern Caddo Creek Plant.

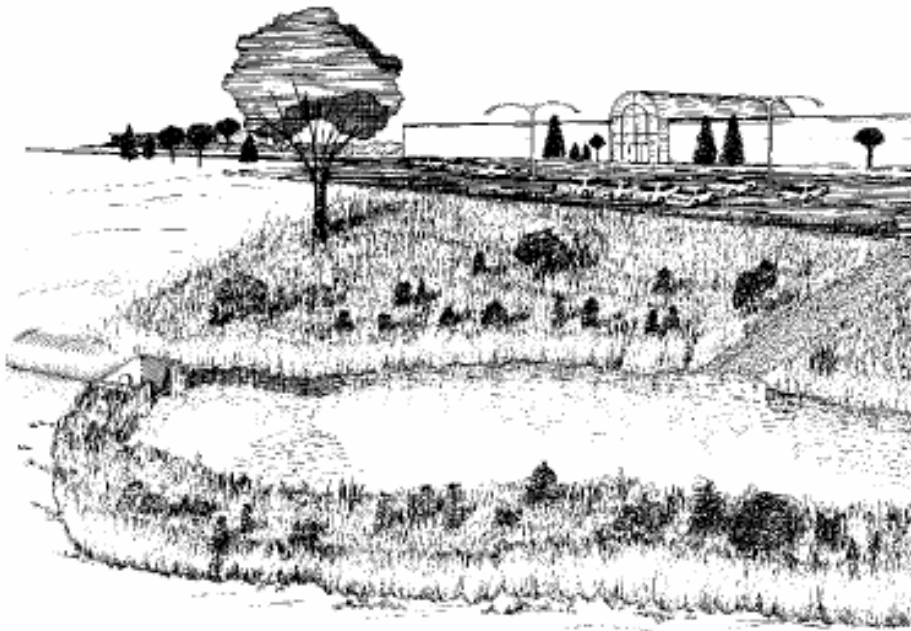
The goal of Bastropville is to ensure adequate wastewater system maintenance and treatment plant capacity. Bastropville plans to employ this goal through:

- Implementing an impact fee to fund wastewater system expansion and provide adequate capacity;
- Continuing wastewater collection system rehabilitation to minimize infiltration and inflow;
- Mitigating load on treatment facility with utilization of residential/commercial graywater treatment and Low Impact Development standards; and
- Organizing community education sessions around water usage, alternative gardening practices and conservation.

Since the proposed future development will significantly increase impervious cover and result in increased flood events (especially in areas near floodplains), Low Impact Development (LID) strategies will offer an innovative solution.

One LID strategy is installing storm water detention ponds or “basins” engineered to effectively hold rain water runoff from the surrounding area. They also offer opportunities for the public to “observe nature, engage in recreation” (Hudson, 1998).

Figure 11: Example of Storm Water Basin Near New Commercial Development



Source: Illinois EPA and Northeastern Illinois Planning Commission, June 1998

Additional LID hydrologic plans to offset flooding and runoff will include pathway alignments, strategic location of parks and buildings and integration of urban forms that work with the surface topography to optimize effective stormwater management at the predevelopment phase (Low-Impact Development Design Strategies, 1999). For example, development proposing to add certain acreages of impervious cover could combine in their site design some form of LID such as a bioretention area within the “parking lot that would not only function as a control site for hydrology” but also offer customers an aesthetically pleasing feature when parking (Low-Impact Development Design Strategies, 1999, Introduction p.1-1).

Figure 12: Depiction of LID for parking lots



Source: Low-Impact Development Design Strategies, 1999

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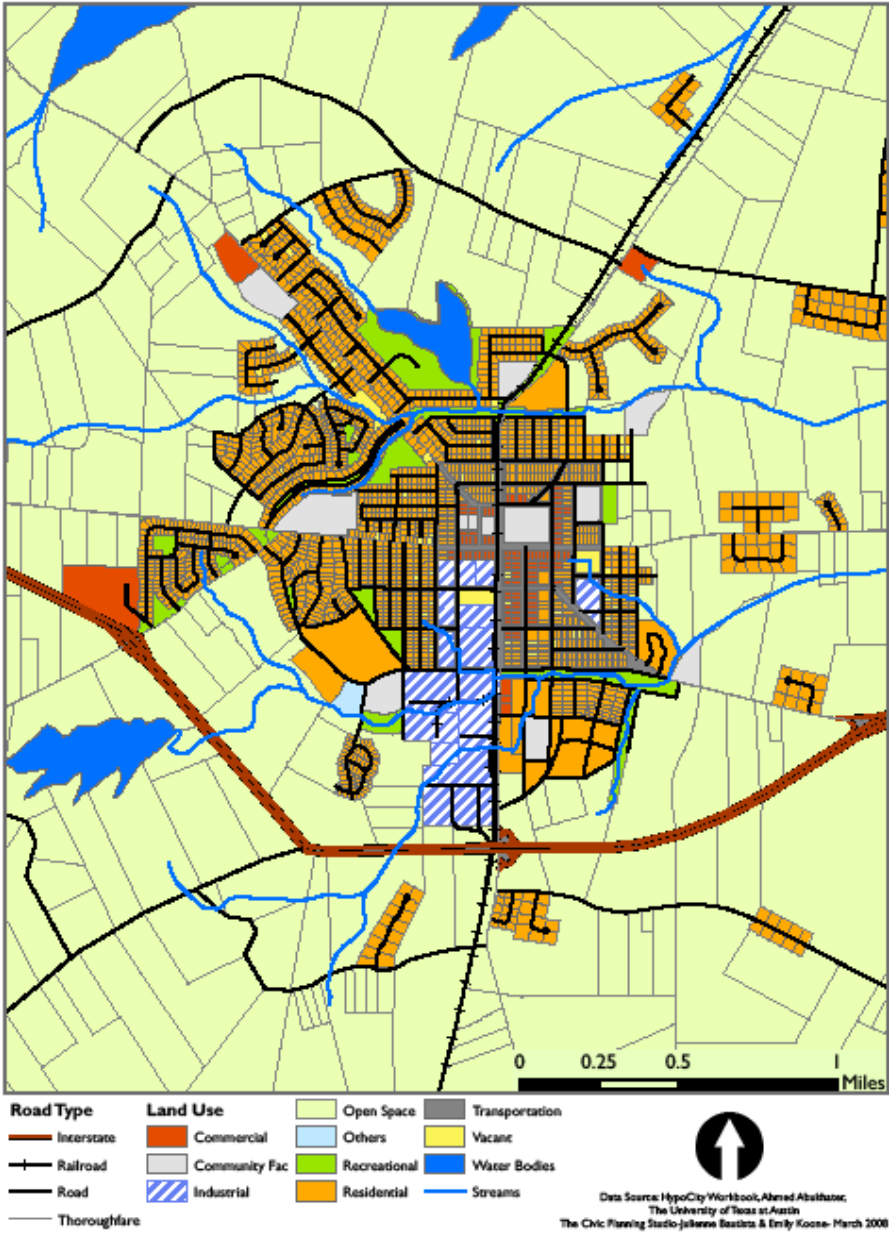
Appendix

Existing Land Use Map – ii
Planning Districts Map – iii
Central Business District Land Use Map – iv
Zoning Map – v
Regional Physical Land Features Map – vi

Transportation Congestion Areas Map – vii
Community Services Map – viii
Preferred Growth Areas Map – ix
Future Land Use Map - x
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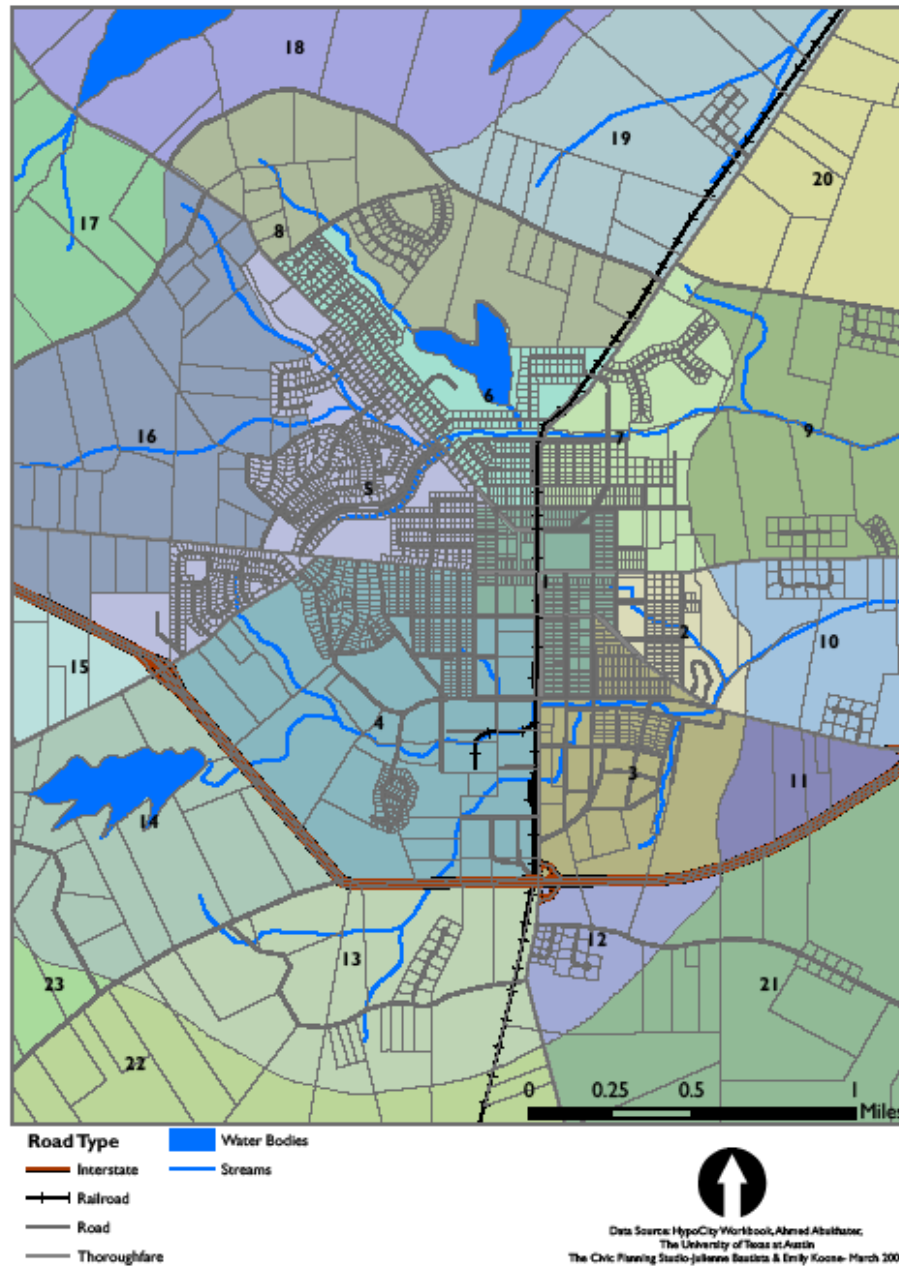
Existing Land Use Map

Existing Land Use

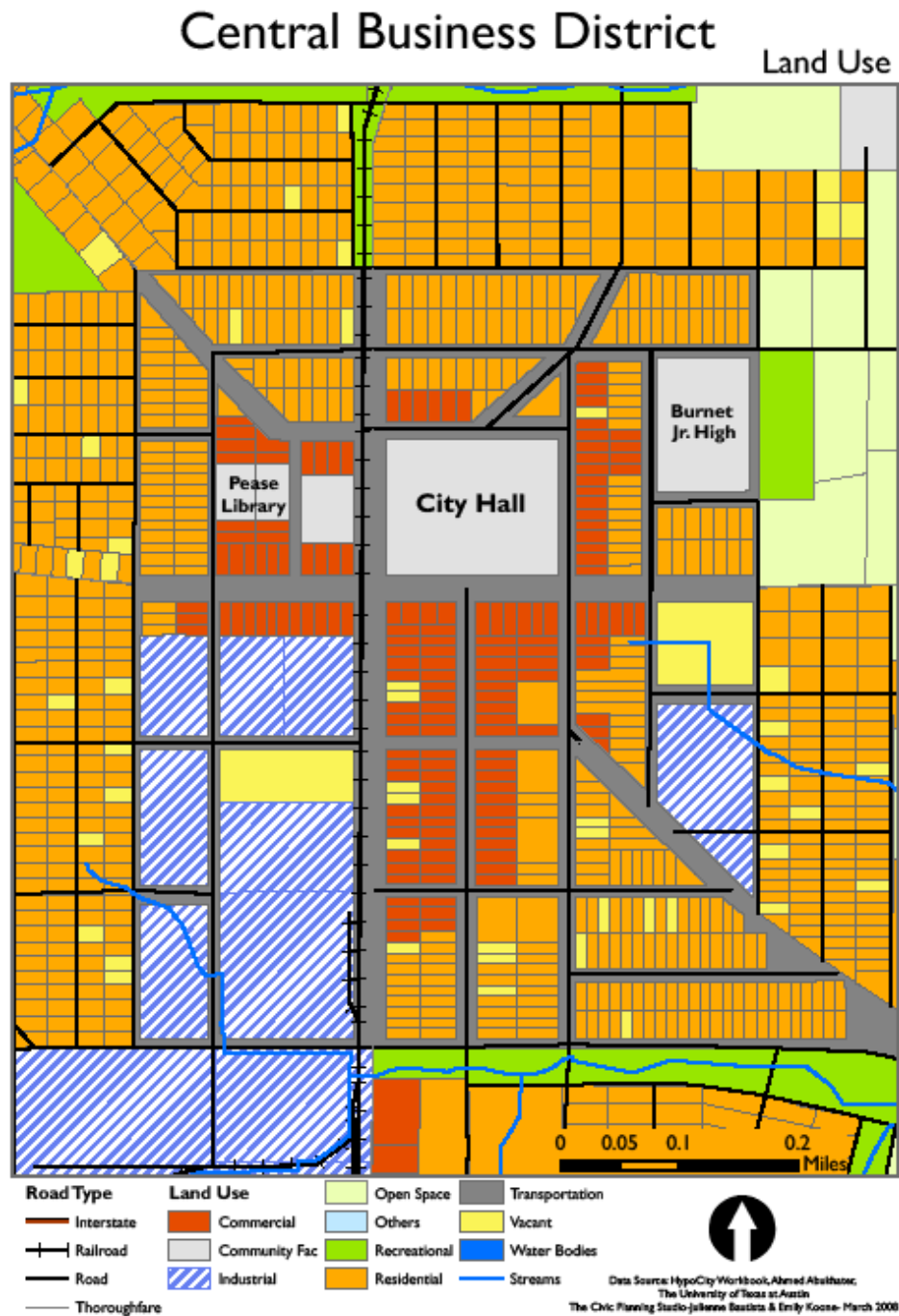


Planning Districts Map

Planning Districts

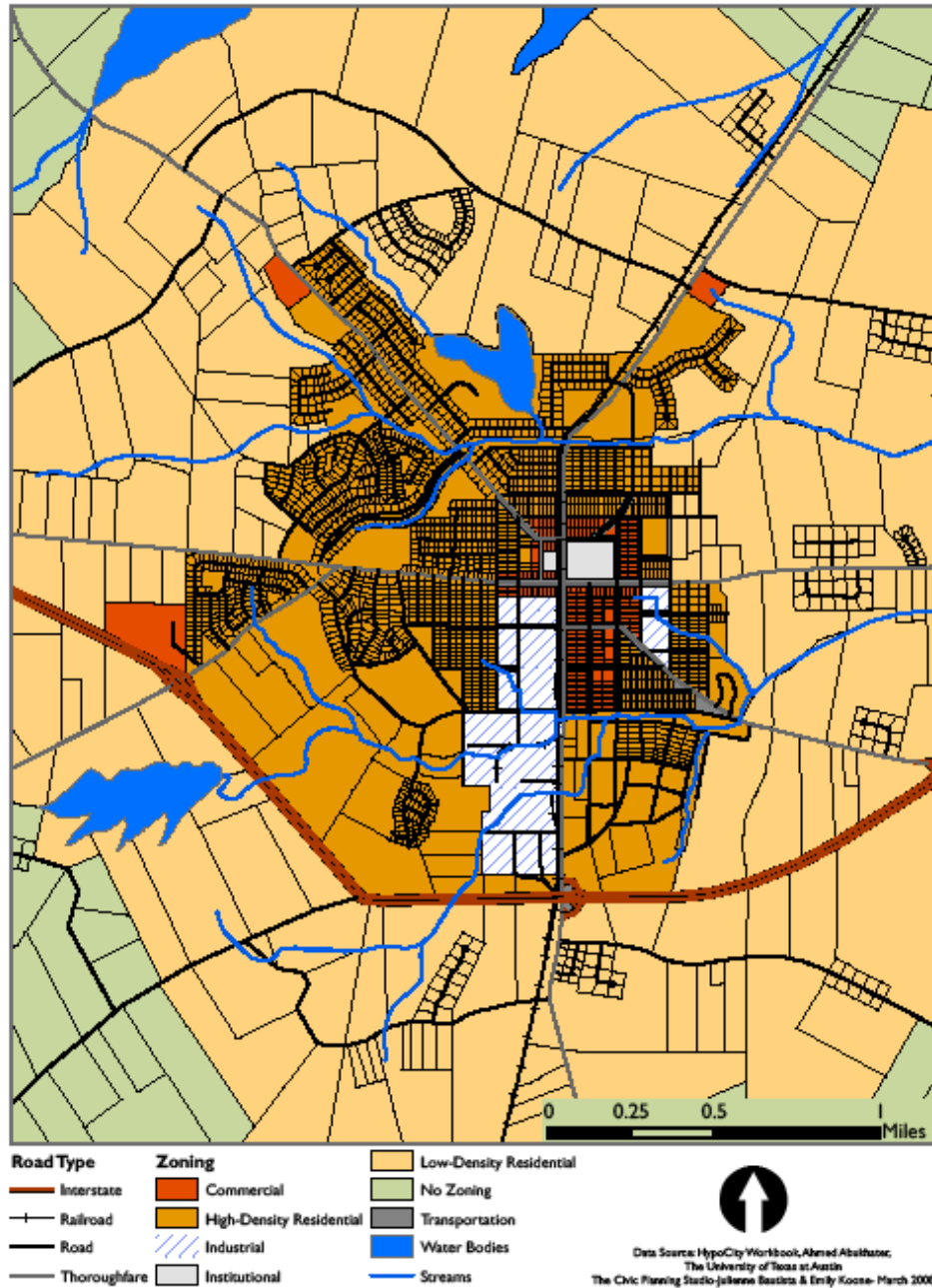


Central Business District Land Use Map



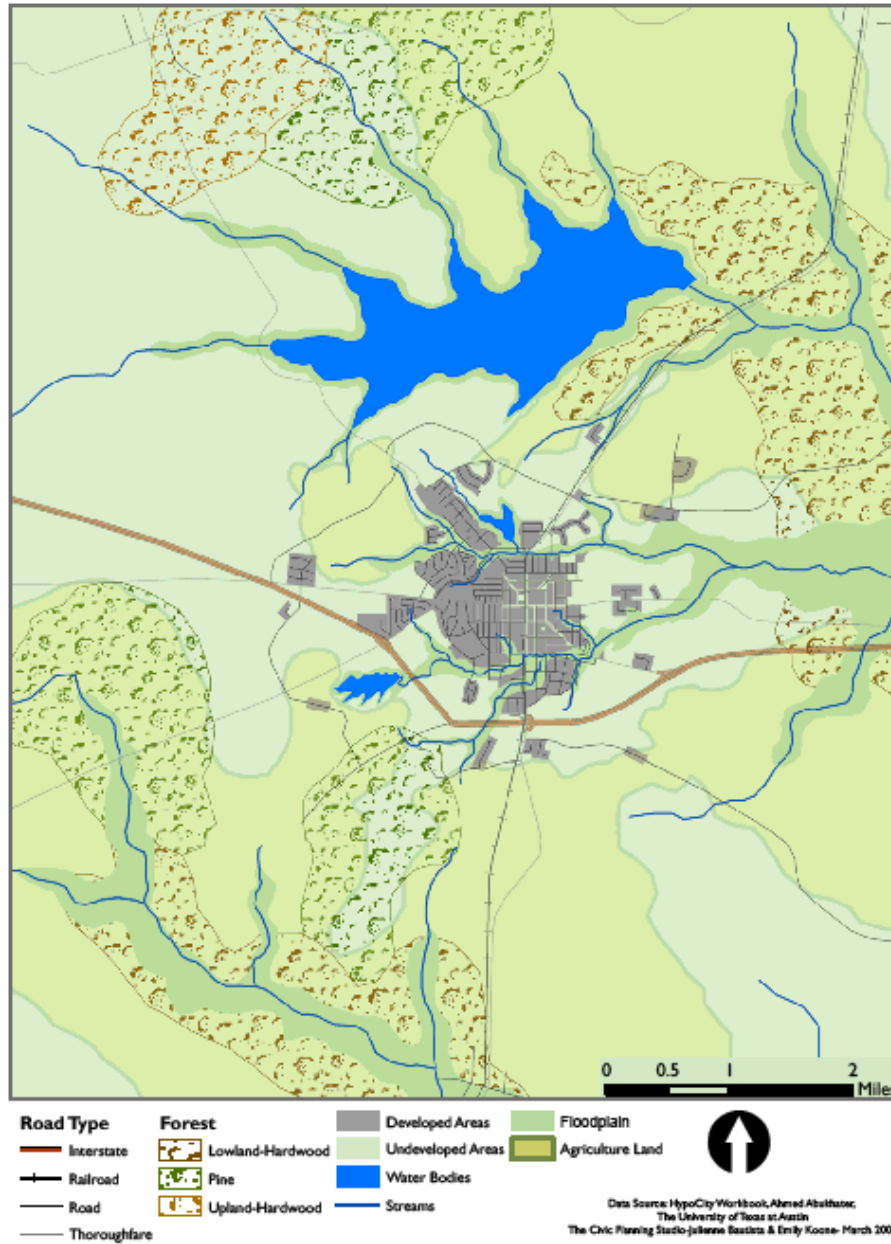
Zoning Map

Zoning Map



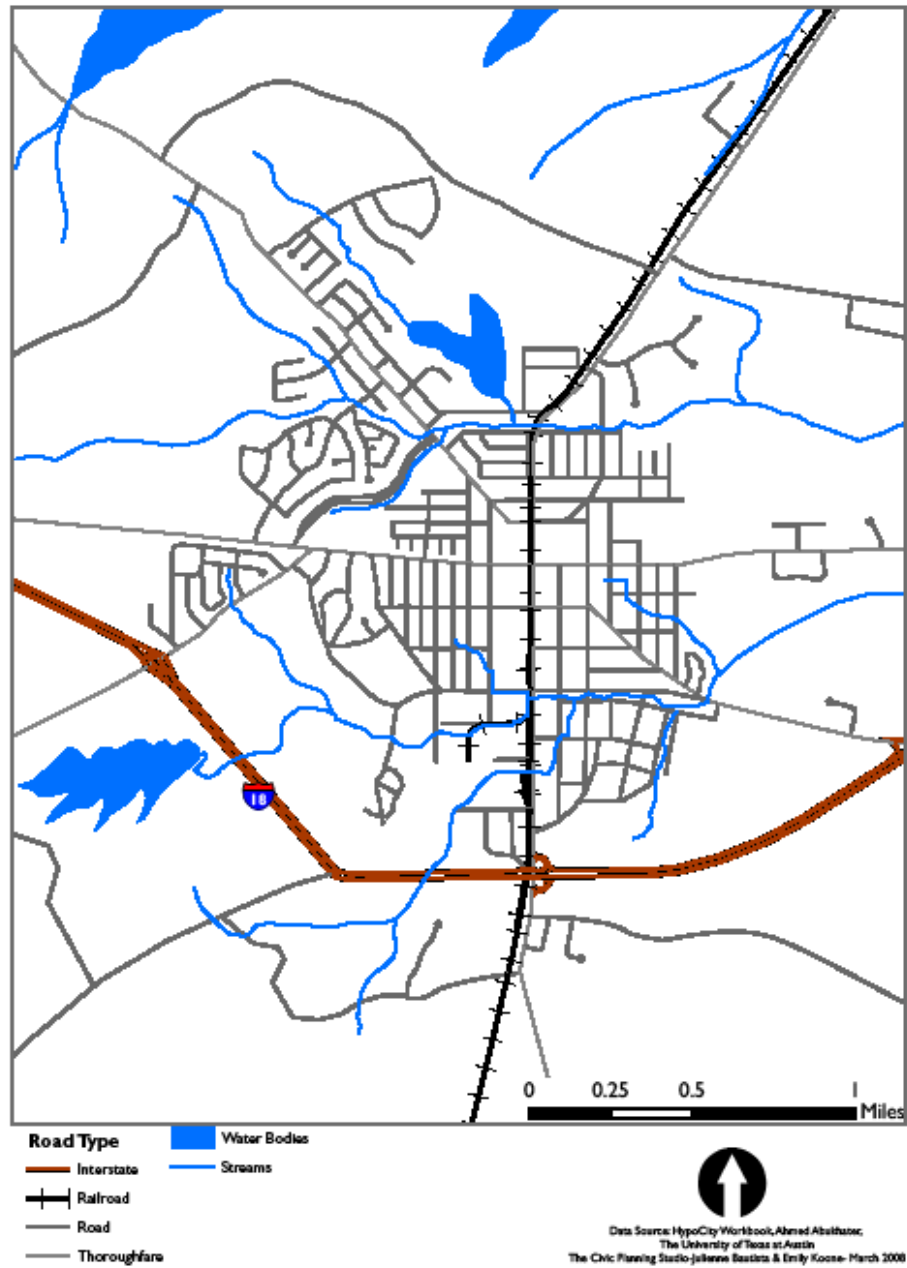
Regional Physical Land Features Map

Regional Physical Land Features



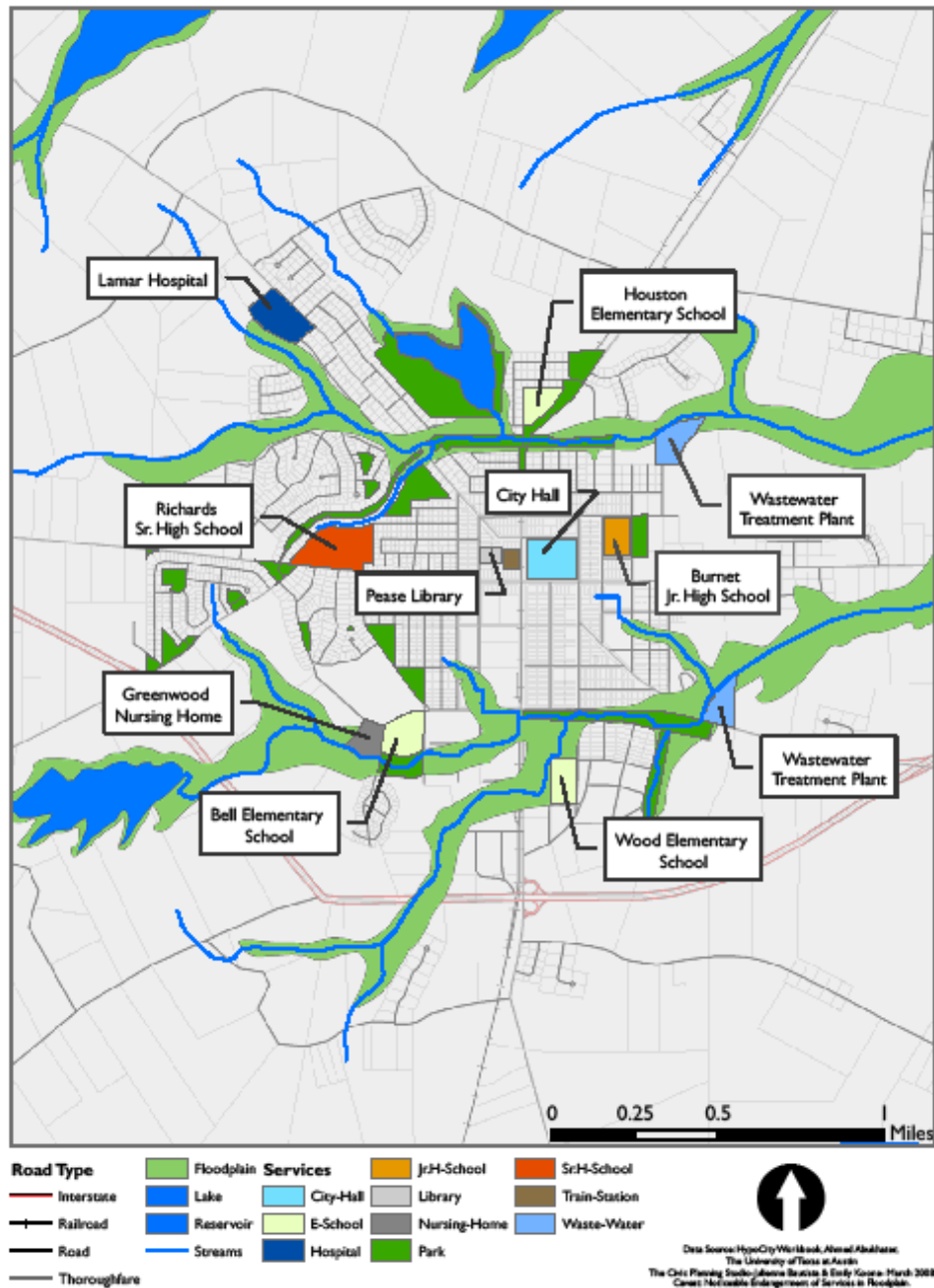
Transportation Congestion Areas Map

Transportation

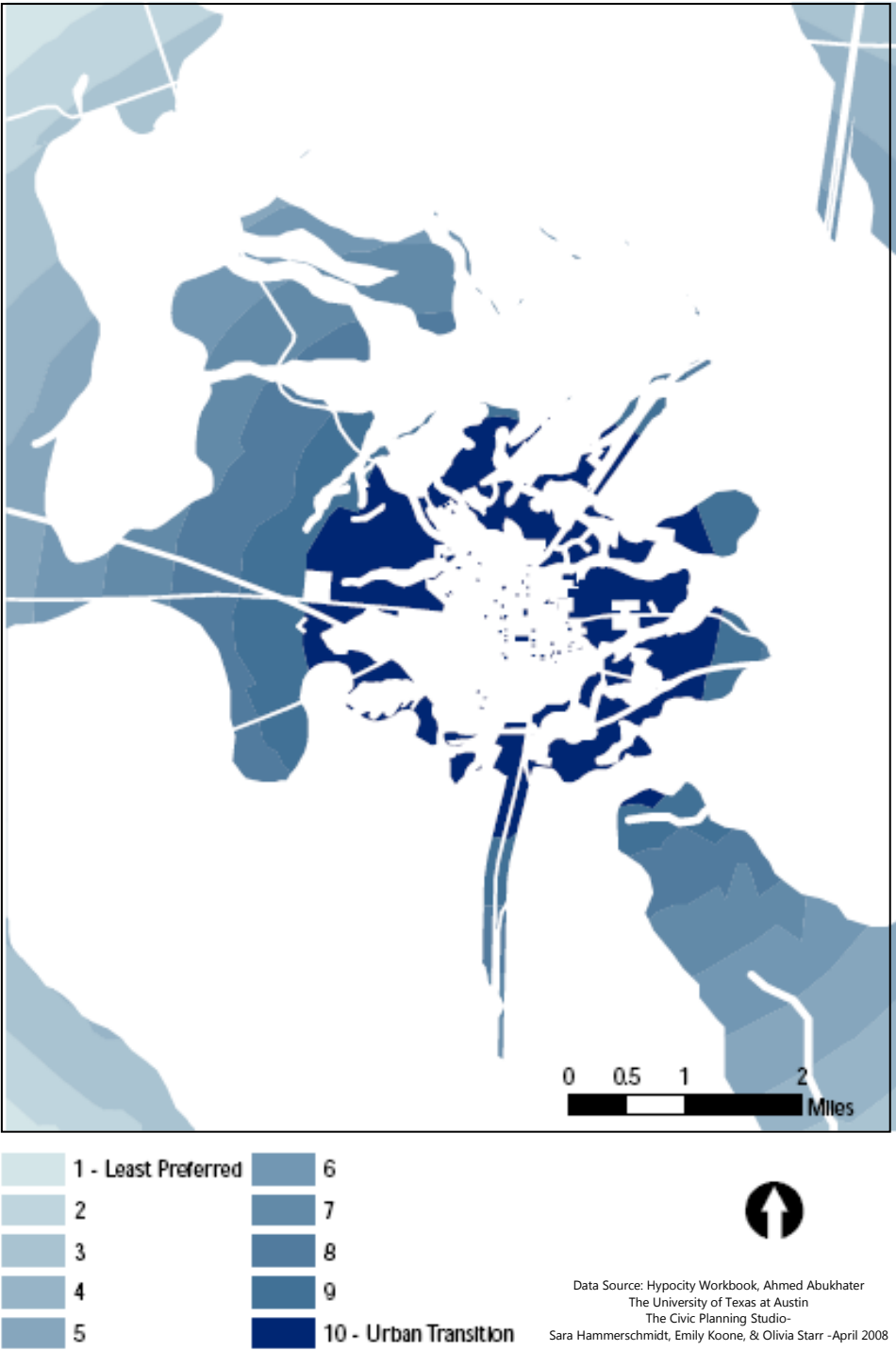


Community Services Map

Community Services



Preferred Growth Areas Map



Future Land Use Map

Future Land Use Map

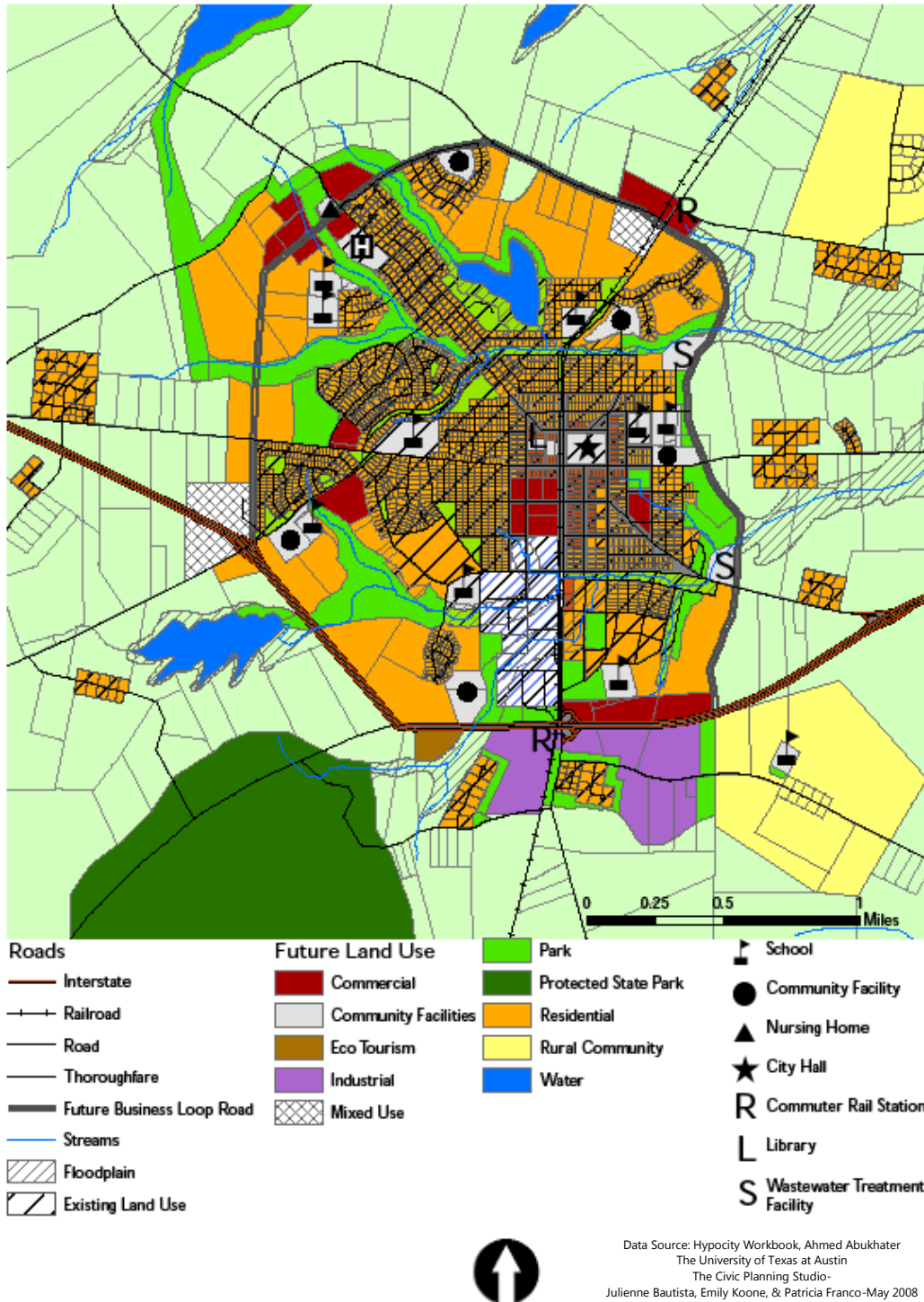


Table 6: Land Use Calculations: Projected versus Future Land Use Map Acreages

Land Use	Existing Acreage	Projected Needed Additional Acreage	Projected Future Total	Acreage Added in Plan	Acreage Removed in Plan	Future Net Total in Plan
Commercial	71	176	247	137	0	266
Community Facilities	83	100	183	117	5	200
Industrial	122	70	192	125	25	247
Residential	905	791	1,696	971	0	1,876
Transportation	125	90	215	90	0	215
TOTAL	1,306	1,227	2,533	1,440	30	2,804