

**Burelson Crossing East**

Warrant Requests

| B3 Code Section     | Description  | Development Issue   | Proposed Alternative   | Warrant Determination   | Response  |
|---------------------|--|---|--|---|---|
| 5.2.002(b)          | Max block perimeter length of 1,320 ft   | Due to the nature of this project (Retail Shopping Center), limiting block perimeter and block size is too restrictive and does not allow major retailers to utilize their prototypical buildings and site plans. Eastern driveway will be used for loading and servicing the shopping center by 18 wheeler trucks. Using the Eastern driveway as a City Street would create a safety issue between non-shopping center traffic and 18 wheeler trucks and other service vehicles, as the street could be used as a cut through street. The additional ROW requested to meet the 330 foot grid would prevent many anchors and small tenant buildings from the shopping center due to the reduced parking and inadequate service / loading areas. | Allow 30' wide private drives without street trees and sidewalks, to be utilized as boundary of blocks rather than public streets, as shown on Concept Site Plan. A public street in this location would encourage cut-through traffic that would conflict with proposed service traffic and create a safety issue.  | 1,320 block provided by private drive aisle with sidewalks and trees - Approved. 2,880 farm lot provided with private drive aisle - Denied. It does not meet TxDOT spacing for driveways on SH 71. The B' Code requires a maximum block perimeter of 1,320 feet in P-5. For this proposed development, staff would support an internal private block perimeter of 1,320 feet, with clearly established private drive aisles, with 6 foot pedestrian walkways on one side of the drive aisles. The 2,880 foot farm lot perimeter must be provided with publically dedicated streets that meet the B' Code requirements in Chapter 7. | The bold Warrant Determination would require the Eastern Driveway to be a public street, thereby creating the issues outlined.  |
| 5.2.002(c)          | 330' x 330' block size   |   |  |   |   |
| 5.2.002(d)          | 20' wide midblock pedestrian walkway for blocks that exceed (b) and (c)  | 20' pedestrian walkway, with landscaping, would eliminate 2 rows of parking   | Propose a 6' walkway within median between parking rows across Lot 6. Provide additional pedestrian connectivity throughout site and to public ROW's. Alternate pedestrian connectivity will be provided but is not required to align with proposed public or private drives.  | Partially approved. All private drives that are taking the place of the 330 grid will have trees and a six foot sidewalk.   |   |
| 6.3.003(a)(3)       | Building façade to be located within 30' of street corner and parking prohibited in First Layer  | For a Retail Shopping Center of this nature with large corner lots, this requirement cannot be met due to the parking and service / loading area needs of the retailers   | Eliminate this requirement   | Denied at this time. This warrant review is appropriate at the time of Site Development Plan.   | This warrant needs to be determined with Zoning in order to define the project constraints and to properly plan and market the Shopping Center to potential retailers.  |
| 6.3.005(d)          | (1) Requires all vehicular access to be taken from alleys, if alleys are provided<br>(3) For Corner Lots, driveways must be located in the Secondary Frontage<br>(4) Driveways shall be located as far as practical from adjacent public streets<br>(5) Mid-block lots with more than 40' of frontage are only allowed one driveway, with a max width of 24' for two-way drives<br>(6) For lots with more than 80' of frontage, driveway spacing shall be 300' | Many proposed private drives would qualify as an alley, thus prohibiting access from public streets.<br>For a Retail Shopping Center of this nature, limiting access would limit options for customers and thus create internal traffic congestion<br>This is an ambiguous statement and requirement  | Allow vehicular access from either alleys or public streets<br>To provide adequate traffic circulation, access should be taken from primary and secondary frontages<br>Proposed driveways shall meet the minimum separation from a public street of 40 feet, as required by this section   | Private drive aisle provided at the 330 foot block level would be considered in lieu of the publically dedicated street and not an alley. Warrant not needed.<br>Denied. Reviewed at Site Development Plan and has Traffic should take access off of Secondary Frontages based on the 720' grid.<br>Denied at this time. Will determine spacing at Site Development Plan.   | This warrant needs to be determined with Zoning in order to define driveway requirements so as to market major large retailers<br>This warrant needs to be determined with Zoning in order to define driveway requirements so as to market major large retailers            |
| 6.3.006(b)          | (5) Requires parking to be located in the 2nd or 3rd Layer   | Major Retailers expect their customers to be able to park in front of the front of the building for convenience, especially for customers with physical challenges  | Allow parking in any Layer   | Denied. More detail on pedestrian access to each building and specific architectural features that will be provided in lieu of providing interaction between the public and private realms is needed that will be determined at SDP.  | This warrant needs to be determined with Zoning in order to ensure that parking meets retailer requirements and an adequate number of spaces can be provided. Shopping Center cannot be planned or marketed otherwise   |
| 6.3.006(b)          | (8) Requires all parking to be screened either by building or other screening material   | By definition, all parking areas would be required to be screened from view up to six feet in height, along public streets and adjacent lots and properties   | Limit screening to be required from Wagon Wheel, Edward Burelson and SH 71, and to include landscaping to a height of three feet   | Partially Approved. Screening will be provided from all public streets at a height of 3 feet.   |   |
| 6.3.006(b)          | (9) Prohibits parking to be located within the rear setback  | For a Retail Shopping Center of this nature, many lot lines could potentially cross shared parking areas<br>Many major retailers standard prototypical buildings have ceiling heights greater than 25'. This would deter those retailers from this shopping center.   | Limit this requirement to be from eastern property line along adjacent properties only<br>Allow ceiling heights to exceed 25'  | Denied. Setbacks will be determined by the ICC requirements.<br>Denied. Willing to discuss alternative based on architectural elevations and features that meet the intent to be human scale during the site development plan process.  | ICC doesn't address parking within setbacks or regulate zoning setbacks.<br>Architectural elevations can be developed to meet human scale independently of allowing 25' ceiling heights.  |
| 6.3.009(b)          | Building frontage façade must be parallel to the ROW Frontage Line   | Due to the definition of "building frontage" and surrounding conditions, this project would require at least one public road to be curvilinear, thus making this requirement architecturally difficult to meet and would limit architectural articulation and creativity.   | Allow any building façades to be parallel to street ROW, or all the building front to deviate from being parallel to street ROW's  | Denied. Not needed. All buildings shown can be parallel to a public street that is not Wagon Wheel.   | This warrant needs to be determined with Zoning to ensure that buildings facing Wagon Wheel do not have to meet this requirement.   |
| 6.3.009(d)          | First floor of Commercial buildings shall have 70% minimum glazing   | As written, this would require the area of all four sides of a building to be glazed with 70% glazing, which is problematic for the sides and rears of any retail building  | Limit glazing to 70% of the building front for small multi-tenant buildings, 25% of the building front for larger retail buildings, an no glazing would be required for free-standing single use buildings such as restaurants and banks. The building fronts shall be either the primary side of the building facing a public street, or the side of the building facing the parking area servicing that building, whichever front the tenant / user has the storefront entrance. | Denied. This warrant cannot be considered until the Site Development Plan review with actual building elevations provided.  | As codified, the glazing requirement is a deterrent for a number of potential retailers. This warrant needs to be determined with the Zoning as the project cannot be marketed to potential retailers without a clear understanding of what glazing is required.            |
| 6.5.003 - A         | Requires that front façade be at least 80% of the frontage width, requires the building to be located between 2'-15' from the ROW / Frontage   | To measure this for each individual lot is problematic, especially for smaller single building lots like restaurants that require substantial parking area relative to building   | Allow façade to frontage width ratio to be reduced to 60% and measured cumulatively for entire block, not individual lots. Remove building placement requirement relative to ROW.  | Denied. Willing to discuss a reduction to 60% during Site Development Plan.   | This warrant needs to be determined with Zoning in order to define the project constraints and to properly plan and market the Shopping Center to potential retailers.  |
| 6.5.003 - D         | Limits Parking to Layer 3  | Major Retailers expect their customers to be able to park in front of the front of the building for convenience, especially for customers with physical challenges  | Allow parking in any Layer   | Denied at this time. Can be determined during SDP, once an internal 330' drive aisle grid is depicted that shows internal pedestrian  | This warrant needs to be determined with Zoning in order to ensure that parking meets retailer requirements and an adequate number of spaces can be provided. Shopping Center cannot be planned or marketed otherwise   |
| 7.3.003 - Reg Comm  | 16' wide sidewalks along both sides of road, trees every 30' on center both sides of road  | 16' wide sidewalks are excessively wide for this type of project and would not be consistent with adjacent shopping center. Trees evenly spaced at 30' would detract from a native / natural landscape scheme.  | Propose 10' wide sidewalks along one side of Wagon Wheel, and along the project side of Edward Burelson and SH 71. Allow more variation in tree spacing as determined by Landscape Architect, to be consistent and similar to the requirements established in the Burelson Crossing Chapter 380 Agreement.   | Partially Approved. A 10' sidewalk will also be required along the 720' grid street to the east.  | Encouraging pedestrian traffic along the Eastern Driveway in the close proximity to the loading and servicing area of the shopping center is unnecessary as there are no pedestrian destinations along that route, and creates potential safety issues with service trucks. |
| 7.3.003 - Connector | Trees every 30' on center along both sides of the road   | Trees evenly spaced at 30' would detract from a native / natural landscape scheme   | Allow more variation in tree spacing as determined by Landscape Architect, to be consistent and similar to the requirements established in the Burelson Crossing Chapter 380 Agreement.  | Denied at this time. This warrant review is appropriate at the time of Public Improvement Plan. Staff would be amenable to changing the spacing requirement, but the number of trees required will still be determined on a 30 foot spacing for the length of the street.   |   |
| 7.3.013(d)(1)       | Requires an additional 7' of ROW on each side of a road if P5 is located on both sides of the road   | This would require 70' of ROW for Wagon Wheel rather than 56', and would increase Edward Burelson from 60' to 67'.  | Propose no additional ROW for Wagon Wheel. Edward Burelson was platted with a 10' ROW Reserve on the opposite side of the street. Any additional ROW required along the project side of Burelson shall be determined and commensurate with any proposed improvements to Burelson   | Approved. The 55.5 foot ROW is sufficient for the extension of Wagon Wheel, which is a 60' ROW.   |   |

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| 7.4.002(a)             | 330' max block length, 1,320' max block perimeter                                 | Due to the nature of this project (Retail Shopping Center), limiting block perimeter and block size is too restrictive and does not allow major retailers to utilize their prototypical buildings and site plans.  | Allow 30' wide private drives without street trees and sidewalks, to be utilized as boundary of blocks rather than public streets, as shown on Concept Site Plan. A public street in this location would encourage cut-through traffic that would conflict with proposed service traffic and create a safety issue.   | Partially Approved. The B <sup>3</sup> Code requires a maximum block perimeter of 1,320 feet in P-5. For this proposed development staff would support an internal private block perimeter of 1,320 feet, with clearly established private drive aisles, with 6 foot pedestrian walkways on one side of the drive aisles. <b>The 2,880 foot farm lot perimeter must be provided with publically dedicated streets that meet the B<sup>3</sup> Code requirements in Chapter 7.</b> | The bold Warrant Determination would require the Eastern Driveway to be a public street, thereby creating the issues outlined.   |
| 7.4.002(b)             | 20' Pedestrian Way if block length exceeds 330'                                   |  |   |   |  |
| Art. 7.5               | Requires a Civic Space for development over 13.6 acres                            | Though this project slightly exceeds 13.6 acres, it is considered a relatively small shopping center and thus cannot accommodate a dedicated civic space   | Propose considering the existing public space constructed with the Burelson Crossing shopping center, which consists of a +/- 9000 SF gathering space, stage, lighting, and historical educational plaques, as consideration for the civic space requirement for this project. According to the management for Burelson Crossing, that public space has not been reserved or used by the public since constructed over ten years ago. | Denied. The Civic Space requirement is approximately 157,251.6 square feet. Staff recommends providing a mix of private civic spaces as open green lawns, bus stop plazas along the streets, outdoor seating and benches. Provide a proposal on the Conceptual Plan.  | The Civic Space requirement quoted is approximately 3.6 acres, or 20% of the gross area of the site. We're not aware of a bus service provider in Bastrap other than CARTS, which doesn't run specific bus routes.   |
| <b>B3 Tech. Manual</b> |   |  |   |   |  |
| 2.1.006(a)             | Requires parking and drive aisles to be located within Layer 2 or 3               | Major Retailers expect their customers to be able to park in front of the front of the building for convenience, especially for customers with physical challenges   | Allow parking in any Layer  | Denied. All of the building shown (except for lot 3) show at least one side with no parking between the building and the street ROW.  | This warrant needs to be determined with Zoning in order to ensure that parking meets retailer requirements and an adequate number of spaces can be provided. Shopping Center cannot be planned or marketed otherwise as <b>Layer 1 is defined as that space between the front of the building and the public realm, not just any building side.</b> |
| 3.2.008(c)             | P5 street sidewalks to be min. 10' wide and located wholly within the street ROW. | For a Retail Shopping Center of this nature, sidewalks along both sides of Wagon Wheel is redundant and provides no additional connectivity. Requiring sidewalks to be contained within ROW limits the ability to incorporate sidewalks into a native landscape scheme | Require one 10' sidewalk along one side of Wagon Wheel. Allow all street sidewalks to meander out of ROW, but to be incorporated into a sidewalk easement as necessary  | Approved.   |  |
| 3.2.013(a)(1)          | Street trees shall be 4" caliper and spaced every 30' on center                   | Trees evenly spaced at 30' would detract from a native / natural landscape scheme. 4" caliper trees are very scarce at this time due to last year's freeze and other conditions  | Allow more variation in tree spacing and tree size with 2" minimum, as determined by Landscape Architect  | Per Section 7.3.014 of the B <sup>3</sup> Code, 2 inch trees are acceptable as long as they are a minimum height of 10 feet.  |  |
| 3.2.013(a)(4)          | Requires plant material to meet very strict nursery / propagation standards       | Required standards further limits the availability of procuring a widely varying and diverse mix of plant material and species   | Allow plants to be procured from any competent wholesale nursery supplier   | Denied. Can be reviewed at Site Development Plan review   |  |
| 3.2.001(b)             | Requires pedestrian shed to have certain place type percentages                   | With the adjacent existing developments to this project that would be classified as P5 Place Types, this requirement cannot be met   | Allow P5 to exceed the maximum pedestrian shed requirement  | Partially Approved, if providing private civic space.   |  |

This list of warrants includes only those code sections that can be identified at this stage, and thus may not be all inclusive of warrants ultimately needed for the project. Additional Warrant Requests may be made in the future as the project progresses through the subdivision and site development phases of the project.