

**Exhibit C – Warrant List**

<b>B3 Code Section</b>	<b>Description</b>	<b>Development Issue</b>	<b>Proposed Alternative &amp; Reasoning</b>
7.1.002(k)	To prevent future conflicts regarding Street maintenance, private Streets are prohibited, except where justified by special considerations.	Dedication requirement does not permit developer to manage and maintain streets.	Allowing for streets to be privately owned, managed, and maintained is fiscally sustainable.
7.2.003	Street right-of-way . . . must be dedicated . . . .		
7.3.004	Traffic Lanes: Two lanes at 10 feet each  Parking Lanes: Both sides parallel at 8 feet, marked	Complying with health/safety codes requires lanes to be wider.  Only parallel parking does not allow for a financially feasible amount of parking spaces.	Permitting 12.5' lanes such that the street can meet fire lane requirements meets the intent of the code and is fiscally sustainable. Allowing for head-in parking to be 18' is fiscally sustainable.
7.5.002(d)	Storm Drainage Facilities, if equipped to provide Civic Space, may be counted toward the 10% Civic Place Type allocations requirement by warrant.	Drainage requires a large portion of the project to be a pond. Not allocating this space toward the Civic Space requirement makes project fiscally infeasible.	An amenitized wet pond with a trail meets the intent of code, is fiscally sustainable, and authentically Bastrop.
7.1.002(h)	Dead-end Streets must be avoided.	Proposed design does not show dead-end streets. Rather, internal drives culminate into left and right parking aisles for buildings or walkway plazas in line with 5.2.002(d).	For avoidance of doubt, internal drives culminating into 20' walkway easement places as generally shown in the Conceptual PD Master Plan meets the intent of code.
5.2.002	Preferred block size is 330' by 330' and max block perimeter of 1,320'	Drainage block is large due to odd shape of site and need for a large pond.  Treating private streets/driveways as block boundaries for this measurement results in an urban fabric of slow	Allowing for a single larger block complies with intent of code.  Permitting private drives as shown on the Conceptual PD Master Plan is fiscally sustainable and meets the intent of code.

		streets, with the plazas acting as traffic calming devices.	
5.2.002(f)	In the P4 Mix, a minimum Residential mix of three Building Types (not less than 20%) shall be required.	Proposed design elects only apartment buildings with amenity and civic spaces. A variety of building types is not fiscally sustainable.	As the project is unlikely to move forward if a variety of building types are required, allowing for a warrant is fiscally sustainable.
6.5.003	-70 percent max lot coverage; -60% minimum buildout at build-to-line; -Build-to-line is 5-15 ft	Conceptual PD Master Plan generally meets build-to-line requirements of P4 but may not meet all façade buildout or lot coverage requirements. Specifically, the 60% buildout line is doable along the publicly dedicated streets but not interior privately owned and maintained streets.	Permitting lot occupation as shown in Conceptual PD Master Plan is fiscally sustainable.
7.5.002	Plazas not permitted in P4 and require a minimum size of ½ acres.	Walkway/paseos as shown on Conceptual PD Master Plan allow for improved site design/walkability.	Allowing warrant meets the intent of code in that it improves walkability.