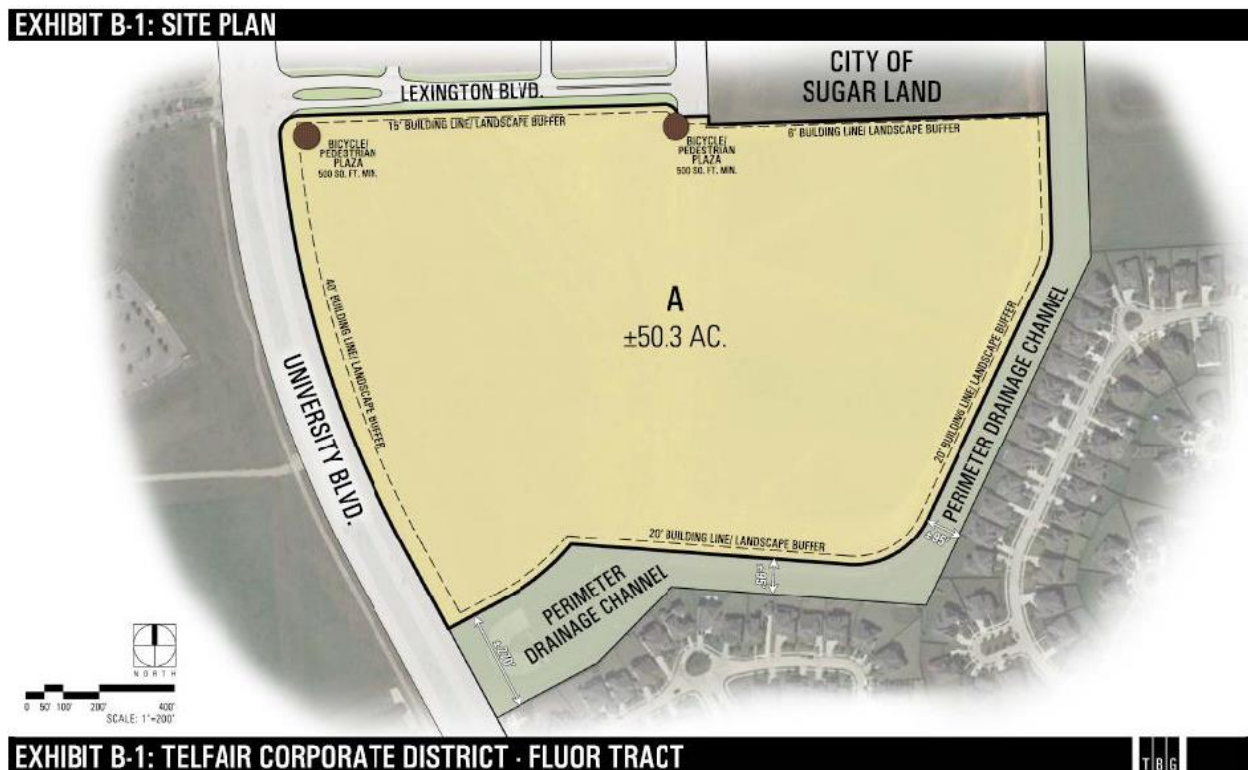


Miscellaneous Information

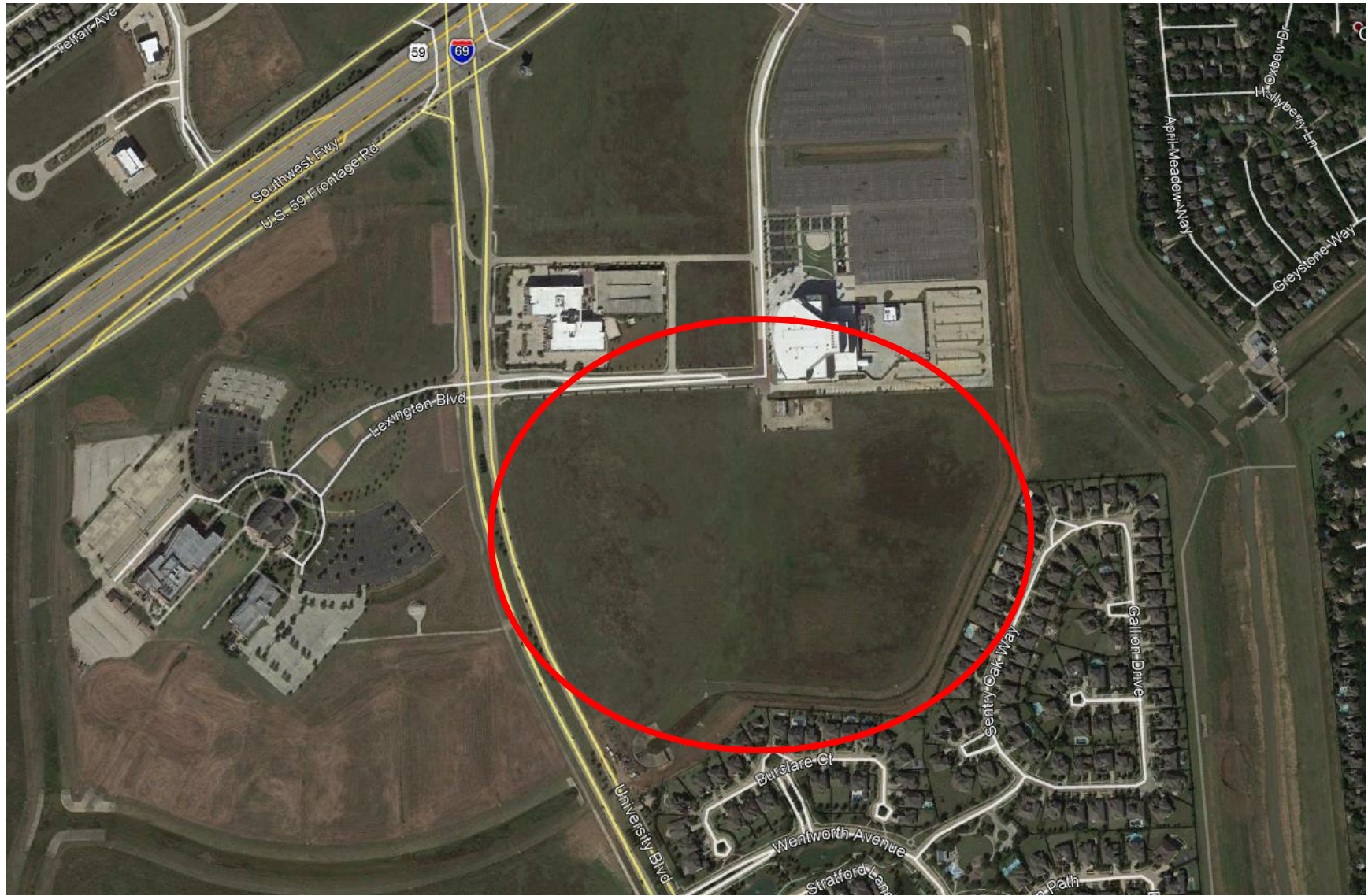
SURROUNDING ZONING AND LAND USES:

| | |
|---------------------------|---|
| Adjacent Zoning | Site: Planned Development (PD) Ordinance No. 1905 North: Business Office (B-O) & Interim Single Family Residential (R-1-I) South: Standard Single Family Residential (R-1) (located across drainage channel) East: Standard Single Family Residential (R-1) (located across Ditch H) West: Business Office (B-O) |
| Adjacent Land Uses | Site: Proposed Fluor Corporate Campus North: Texas Instruments, Telfair Tract 5, Smart Financial Center South: Avalon at Telfair subdivision (located across drainage channel) East: Various single family subdivisions (located across Ditch H) West: University of Houston campus |

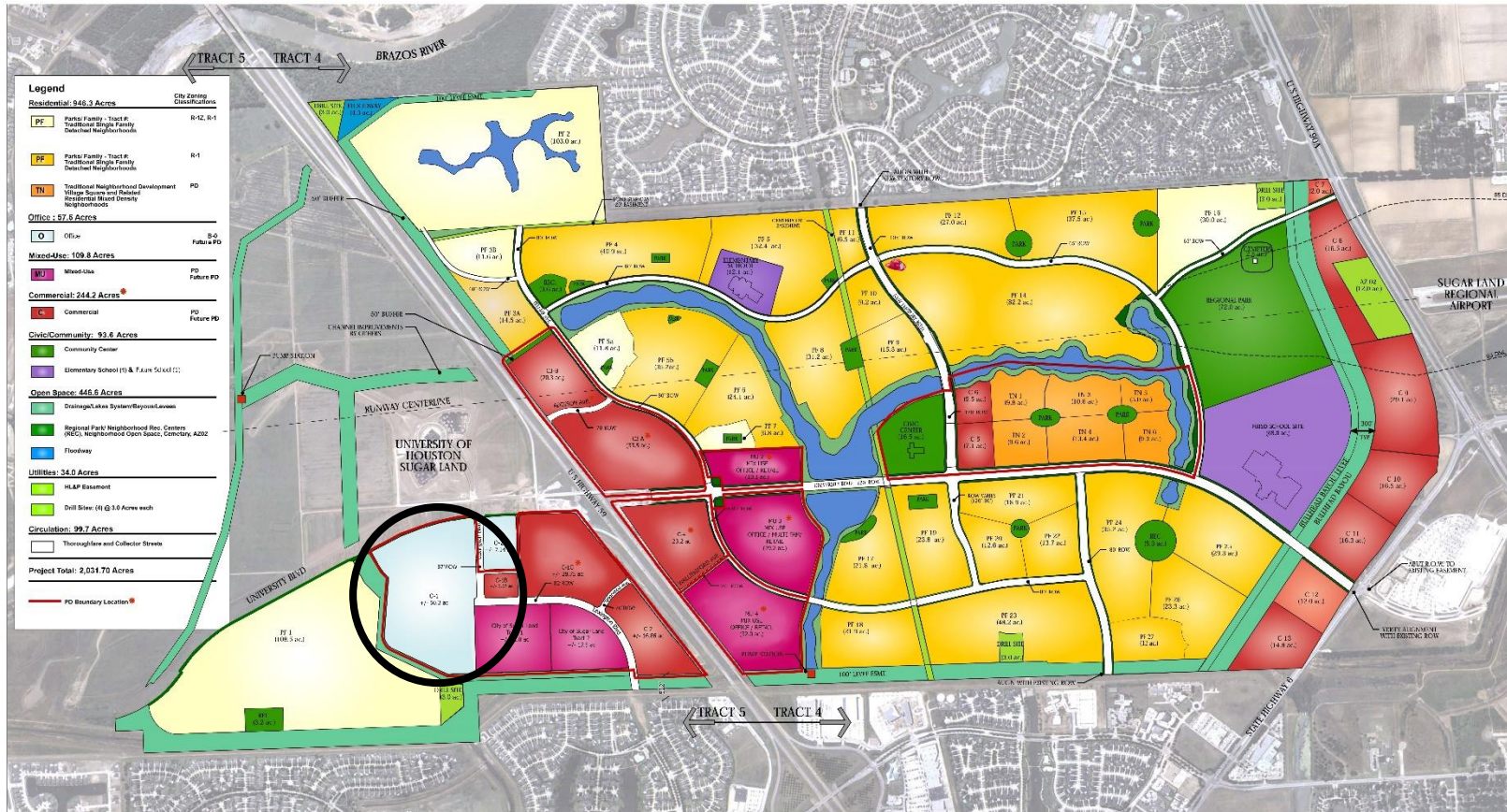
EXHIBIT B-1 FROM TELFAIR CORPORATE DISTRICT GDP (ORD NO. 1905):



AERIAL IMAGE OF 50 ACRE SITE



TELFAIR GENERAL LAND PLAN



VICINITY MAP



TELFAIR
GENERAL LAND PLAN AMENDMENT 7
OWNER: NEWLAND COMMUNITIES
10640 N. SAN LUIS, P.O. BOX 300
HOUSTON, TEXAS, 77064

DESIGN FIRM: TBC PARTNERS
LAND PLANNERS / LANDSCAPE ARCHITECTS
901 S. MOPAC EXPRESSWAY
BLDG. 2, SUITE 350
AUSTIN, TX 78746

Original Date: July 30, 2003
Revised Date: July 13, 2016



Scale: 1" = 600'

This information is shown as based on the best information available and is subject to change without notice.

Proposed Subdivision Plan

The proposed Final Development Plan (FDP) is comprised of approximately 50 acres located along University Blvd and Lexington Blvd south of Texas Instruments. Fluor's intent is to relocate their corporate campus to this property located along University Blvd. The proposed FDP is also in alignment with the recently approved Land Use Plan update which includes this area as part of the Regional Activity Center. The proposed FDP is within the Telfair Corporate District - Fluor Tract General Development Plan PD approved by City Council as Ordinance No. 1905 in May 2013. The General Development Plan included a number of shaping parameters for development of this property including guidelines to ensure a more integrated overall office campus. The proposed FDP includes an overall campus site plan as well as a potential subdivision plan which would guide any future subdivision of this property.

The proposed FDP is subdivided into four separate reserves. Reserve A consists of 28.5 acres and is dedicated to Fluor's corporate campus including office buildings, structured parking garages, a child day care center, and provides for an opportunity to develop a series of small standalone retail and food establishments. Reserve B consists of 16.08 acres located in the rear of the property south of the Smart Financial Center that is being reserved for future development. Please note that any proposals for future development on this acreage must also go through the zoning process with review by both the Planning & Zoning Commission and City Council. Reserve C consisting of 1.62 acres is located along the southern boundary of the property and is intended as a landscape buffer area. Finally, Reserve D (4.07 acres) is to provide the area of the future public street area that will provide access through the overall 50 acre campus.

Proposed Fluor Campus Plan

The proposed FDP includes Exhibit B-2.2, a detailed campus plan for Reserve A, the 28.5 acre Fluor corporate campus. Reserve A is proposed to include four multi-story office buildings ranging in size from 79,000 square feet to 169,000 square feet. The office buildings are designed around a 5-acre landscape open space which provides an opportunity for amenities such as a water feature, shade trellis, seating, hardscape plazas, walkways, and tree plantings to be designed within this open space area. Details of the landscape open space are also found in Exhibit B-5.2, the Landscape Plan. The campus will include a mix of surface parking and structured garage parking. There are two multi-level structured parking garages proposed, one with 900 parking spaces located along Lexington Blvd directly across from Texas Instruments campus and the other garage with 1,700 parking spaces located along the new public street north of the drainage channel. The campus is also proposed to include a 10,000 square foot or less child day care center, as well as an area of the campus at the corner of University Boulevard and Lexington Boulevard across from Texas Instruments that provides an opportunity to develop four small stand alone, one-story retail and food establishments which total a maximum allowance of 28,000 square feet cumulatively. In order to maintain a more integrated office campus environment, the first step General Development Plan set up a 300-foot buffer along University Blvd which prevented any use, other than corporate office, to be located within 300 feet of University Blvd. This regulation has been carried out within this proposed FDP on Reserve A. As part of this retail village area, there will be a pedestrian promenade located internal to these

buildings that will be dedicated to pedestrian traffic only and will include decorative pavement, the potential for outdoor dining plazas, and tree plantings.

Reserve A as part of this FDP includes several pedestrian amenities as shown in Exhibit B-2.2 and Exhibit B-7.2. Continuous sidewalks will be provided along all public roadways and there will be a series of internal pedestrian walkways connecting from the public sidewalks into the development as well as pedestrian activity in and around the landscape open space area in the center of Reserve A. The FDP also includes a set of pedestrian plazas located along University Blvd and Lexington Blvd which will include tree plantings, seating, and bike parking. During the workshop, the Commission reviewed the pedestrian amenities and held discussion with staff and the applicant regarding the various requirements within the FDP and related standard pedestrian and bicycle regulations as found in the Development Code which will also be applied to this development.

Office Building & Parking Garage Regulations

The FDP specifies development regulations which define the maximum allowable building sizes and location of each office and retail building and determines the building and parking setbacks along all public roadways, internal private drive, and the drainage channel.

The FDP includes specific building façade design requirements. Primary finishes are limited to brick, stone (natural, cast, or cultured-textured), textured concrete panels, terra cotta, and glass. Each wall must be comprised of 85% primary finishes. Additionally, the following building finish materials are prohibited in the PD: vinyl siding, wood fiber hardboard siding, oriented strand board siding, plastic or fiberglass panels, unfired or underfired clay, sand or shale brick, smooth or untextured surfaces, and EIFS. The FDP also includes provisions specific to Office Buildings 1, 2, 3, and 4 which provide for the ability to utilize architecturally finished metals as a Primary Finish.

During the workshop, the Commission held significant discussion on the office building elevations and the proposed ability to utilize the architecturally finished metals. The Commission requested the labels for each façade material on the elevation exhibits be more clearly depicted so as to better differentiate between the stone, glass, and metal. The Commission also requested the applicant bring a material sample of the architectural metal panels for review. Subsequent to the workshop held in July, the applicant has revisited the proposed elevations for the four office buildings and has decided to utilize an exterior façade that is primarily composed of glass, and have added a metal mesh screen to the exterior of Office Building 1 as screening over the transparent glass façade for the stairwell tower. The new office building elevations as proposed comply with the regulations for Primary Finish as outlined in the FDP. During the public hearing, the applicant was able to provide the Commission with sample materials of the various metal products being proposed on the office building facades and a brief discussion was held regarding the use of the metal mesh screen on Office Building 1 and the updated elevation exhibits that depict use of more glass façade.

During the workshop, the Commission also discussed the two structured parking garages located within Reserve A. The parking garages will be comprised of precast concrete panels that

incorporate architectural detail with the use of form liners to create visual relief. At the workshop meeting, the applicant proposed to screen at least one side of the parking garage façade with an architectural metal screen. This was discussed with the Commission, however subsequent to the workshop meeting, the applicant has revisited the use of the proposed architectural metal screen and has decided to utilize precast concrete panels which is in compliance with the Development Code regulations for parking garages. The applicant has also proposed to screen portions of the stair tower with an architectural metal screen similar to what was discussed during the workshop meeting, and is also proposing to screen the elevator overrun area with solid metal panel cladding. The use of screening on the stair wells and elevator overrun area goes beyond the standard requirements in the Development Code for screening on structured parking garages.

During the public hearing, the applicant proposed providing an option to utilize the architectural metal screen previously discussed on one or more of the facades in addition to the standard parking garage design. This option would be added as a new exhibit as an “alternative” option for the applicant to consider when finalizing the design of the garage. It provides the ability for the applicant to utilize the metal screening by codifying it as an option within the PD document. The Commission reviewed this and did not offer further comment, given that the use of the architectural metal screen was already discussed in detail during the workshop meeting. The revised PD material now includes additional exhibits, Exhibit B-6.2e ALT & Exhibit B-6.2f ALT for the alternative options on the garage screening.

Subsequent to the public hearing meeting, the applicant has revisited the office building elevations and held discussions internally with Fluor and their Board. Based on those internal discussions, the applicant is now proposing to provide an option to utilize precast textured concrete panels on the sides and rear façade of each office building instead of the architectural metal which was previously reviewed with the Commission. The revised office building elevations now include a label on each side and rear façade for “precast or metal panel” which gives the option for the applicant to consider when finalizing the design of the office buildings, and provides the ability for the applicant to determine which façade feature to utilize by codifying it as an option within the PD document. The use of textured precast concrete panels is included in the PD as a primary finish, so the use of this material would be in alignment with the current proposed PD regulations.

Screening Requirements

During the workshop, the Commission discussed the service areas shown on Exhibit B-2.2 located behind the child day care center and another located between the retail village area and the structured parking garage along Lexington Blvd. The Commission requested additional detail be provided for the screening of these service areas including information on how it will be accessed via truck. In response, the applicant has now included Exhibit B-2.3, Service Area Details, which provides a detailed drawing of the screen wall area including elevations of the screen wall and further call outs within Reserve A depicting the service areas. This new exhibit also includes information on the turning movement for the trash truck to access both service areas. Based on feedback received during the public hearing, this exhibit now includes additional detail on the location of the screen wall, the pedestrian gate, and the location of the dumpster.

During the public hearing, further discussion was held regarding these two service areas and whether the service area located behind the child day care center would include any loading docks. The applicant explained that this area would be where the loading docks would be located. After further discussion, the Commission suggested to explore additional measures to enhance the screening wall. In response, the applicant has added a new exhibit, Exhibit B-2.4, which includes a small site plan depicting the activity in this area and the design of the loading dock and associated service areas and how they interact with one another.

Residential Adjacency

The maximum building height permitted within the FDP is 150 feet, and is subject to bulk plane requirements along the east and south boundaries of the PD district. The bulk plane requirement states that any portion of a non-residential building within 500 feet of a residential lot line shall not extend beyond the bulk plane formed by a property line setback of 2 linear feet per 1 foot in height over 24 feet. This requirement is graphically described in Exhibit B-4.1, Bulk Plane Diagram. Based on work that was done with the first step GDP, this development incorporates a unique way to measure the bulk plane due to a sensitivity to the residential neighborhood located directly south of the open drainage channel along the southern boundary of the PD district and a desire to further mitigate impacts of commercial development on this property. Typically, the measurement for the bulk plane would begin at the residential lot line, however within this FDP the measurement begins at the internal edge of the open drainage channel. This is depicted in Exhibit B-4.2, Bulk Plane Plan, and clearly shows the various building heights that would be permitted at any certain distance from the property line at the drainage channel. This provides additional distance and protection between the single-family residential neighborhood and any structure that could be constructed to the maximum 150-foot height that is permitted within the FDP. During the public hearing, the Commission requested the applicant verify that the language for the bulk plane requirement in Exhibit B, the PD document, corresponds with what is shown in Exhibit B-4.1 & B-4.2. That has now been modified in the revised PD material.

Land Uses

Exhibit B-3 establishes the permitted uses for the PD district. Many of the uses permitted are by right, and others include specific conditions for that particular use. The use list included in this FDP is broken out into two separate columns for the two reserves, Reserve A and Reserve B. It's important to remember that although there are uses shown under the column for Reserve B, any future development proposal for Reserve B must receive approval through the zoning process with review by both the Planning & Zoning Commission and City Council and that would include a final determination as to the appropriateness of uses on that reserve.

The FDP also includes further regulations on land uses which are listed in Section C of Exhibit B. This includes prohibitions on drive-thrus within the PD as well as prohibiting fleet vehicle storage. Exhibit B also includes language to ensure the 300-foot retail buffer along University Blvd that was established in the first step GDP is followed within Reserve A, and includes size parameters for internal, ancillary cafeterias located within the office buildings so that they would

not be subject to the specified conditions for Eating Places (SIC 5812) that applies to the remainder of the FDP.

Traffic and Circulation

This development will be served by a new public street with a proposed right-of-way of not less than 80 feet in width. This public street will connect at the portion of the existing Lexington Blvd that is located directly in front of the Smart Financial Center, then loop south into the 50 acre property, then continue south and west to connect at University Blvd near the main drainage channel at the southern portion of the property. This street will serve as a divided collector for traffic circulation and long-term development at the property. As part of the submittal process for the PD application review, the applicant submitted a detailed Traffic Impact Analysis (TIA) for the Fluor Campus. This TIA took into account a development scenario for the full 50 acres and examined circulation and mitigation measures. City Staff is currently working with the applicant on final revisions to the TIA for the project, which will require concurrence from the City's Engineering Department. As part of the development requirements, the applicant must mitigate traffic impacts generated from the development. The name of the new public street will be determined at the time of platting.

POINTS FOR CONSIDERATION:

- The revised FDP contains more detailed information as to the proposed screening of the service areas located adjacent to the retail area and behind the child day care center. The Commission had requested additional detail on the screen wall height and materials during the workshop meeting, as well as detail on the ability to access these areas via truck. Further information was requested during the public hearing in an effort to better understand the activity associated with the service area located behind the child day care center. The Commission should determine whether the additional detail provided by the applicant is adequate to address Commission comments and concerns.
- The FDP includes revised elevations for the office buildings in response to the Commission's discussion during the workshop and public hearing. The revised elevations also include an option for Fluor to choose between use of textured precast concrete panels or the architecturally finished metal façade which was discussed with the Commission during the workshop and public hearing meetings. These façade options are both considered primary finishes in the FDP.
- The FDP also includes the revised elevations for the structured parking garages that were reviewed with the Commission during the public hearing meeting. The parking garage elevations now propose to utilize precast concrete paneling, and also propose to screen portions of the stair tower with an architectural metal screen similar to what was discussed during the workshop meeting, as well as metal cladding to screen the elevator overrun area.

