



CHAIRPERSON'S REPORT

PRE-DESIGN
SUBCOMMITTEE MEETING
OF THE
DOWNTOWN COMMUNITY PLANNING COUNCIL

TUESDAY JUNE 12, 2018
5:15 PM

CIVIC SAN DIEGO
401 B STREET, SUITE 400
SAN DIEGO, CA

1. Roll Call at 5:15pm. DCPC Members in Attendance: Cindy Blair, Pat Stark, Conor Brown, Jon Baker Dan Wery, Cameron Atsumi, Ned Lachman, Claudia Escala. Also joined the meeting Gordon Summer (Community Member) & LC Cline(Downtown Residents Group)
2. Public comments on non-agenda items. Gary Smith inquired if request sent via email would be addressed at next meeting. Gary's request is for DCPC to consider supporting a proposed Public District Ordinance (PDO) such that all projects within the Community Plan. Centre City PDO would be brought before DCPC for review prior to final approval by Civic SD. Pat Stark addressed the inquiry and noted that the item will not be part of the next DCPC agenda but may be addressed at the time Civic SD plans on giving a presentation to the full DCPC membership which is tentatively scheduled for August. Pat also indicated that any amendments to the PDO will need City Council approval.
3. Report from Chairperson: No report from Chairperson
4. **Action items**
 - Kettner & Hawthorn (block bounded by W. Ivy and W. Hawthorn streets, Kettner Boulevard, and the MTS Trolley Tracks) – Centre City Development Permit/Centre City Planned Development Permit No. 2018-08 – Preliminary Design Review – Little Italy Neighborhood of the Downtown Community Plan Area ~ James Alexander

The project consists of Class A commercial office space in a six story building totaling 96 feet in height. The building has a total of 200,811 SF with a 2,441 SF lobby and 14,929SF of retail at the ground level. A 1,900 SF courtyard is proposed along Kettner Blvd as well as a widened sidewalk plaza to complement the courtyard. There are 10,226 SF of private outdoor deck at the roof level. 280 parking spaces are provided in 1 ½ levels below grade and 2 above grade.

Design Issues and Considerations:

- Overall Massing - Is the project's overall mass, scale and height compatible with existing and future development within the overall neighborhood context? Does the building incorporate a variety of modulations to develop distinct architectural volumes?
- Blank Walls – Should the west elevation along W. Hawthorn Street be modified to add retail space with direct access to the public sidewalk?
- Mechanical Screening – Should the Project cover the rooftop mechanical yard?
- Deviations – Do the project's deviations to the street wall requirements result in a more desirable project than could otherwise be achieved if the project were required to rigorously adhere to the development regulations? Do the deviations to the street walls make the best use of the openings, enhance the pedestrian experience, and create a more interesting overall design?



Presentation by Applicant Kilroy (Project Manager - Dale Shimek) and Architect Gensler (Director of Design - Marin Gertler):

Kilroy is proposing a new typology of a Class A office building to Little Italy. The developer is excited about the kind of tenants the building will attract. Architect described the Little Italy context where the project is located as a collection of beautiful fine grain elements. New restaurants have been popping up on Kettner Blvd. Such context has inspired the project's composition. The project also aimed at maximizing parking efficiency. Key components that generate street activation are the urban living room proposed along Kettner and extension of the sidewalk to create a "piazza." The overall design parti involves breaking down the massing and reinforcing that concept with diverse materiality. The massing steps down to create interesting spaces. The large office floor plate is comprised of 35,000SF and the smaller upper level is intended for a creative office space.

The footprint of the below grade parking level does not go all the way to the property line resulting in a deviation. This approach is meant to avoid contaminated soil and prevent excessive costs for dealing with such soil.

The proposed urban living room and pushing back at both the Ivy & Hawthorn corners to create outdoor spaces. Be able to have some flat area for tables incurs in an additional deviation.

In regards to the southwest corner, the condition is different than that at the Underbelly as the Underbelly is located at an active corner but the trolley & railroad tracks do not present such condition. The concrete wall will be further explored and developed but the idea of dropping the retail to railroad tracks would not create a very leasable space.

Members Questions

Q. Retail space comes down to the wall. Could that be terraced like a loading dock? **A.** Type of tenant looking to lease that space will not be a restaurant type, more like a yoga studio. The wall at the SW corner quickly reduces in size towards Kettner Blvd. **Q.** Regarding below grade parking is contaminated soil further to the west? If more parking was built below grade could the project add FAR? **A.** Even though FAR is not maximized it is restricted by the Airport Land Use Commission. Going to the west would make the parking hit the water table and to the east it would hit the contaminated soil. Picking up 24 additional parking stalls in the area where the contaminated soil exists would make those stalls outrageously expensive. **Q.** Further explain the proposed rooftop mechanical screening. **A.** Project proposes a mechanical enclosure that is vertical and not covered horizontally. Compressors are densely grouped together to keep the area organized. Explored putting solar panels over the enclosure but it would limit the necessary air flow. High rises will not be looking down on it. **Q.** Could you point out where are the solar panels? **A.** Not shown in the rendering but will be over the white roof.. **Q.** West elevation concrete façade artwork or green façade? **A.** Would like to come up with a solution that does not have a concrete wall. **Q.** Are vines at the top still part of the solution? **A.** Maintenance and health of plants make the vines not viable at that location. **Q.** Parking garage 100% mechanically ventilated? **A.** Yes mechanically ventilated but having openings along the west facade reduced the load. **Q.** The 1940s warehouse has some nice features in its façade. Are there any plans to preserve any of its elements? **A.** Not at this time and a lot of the elements are not salvageable **Q.** Parking egress and ingress point is it completely open or mechanically operated? **A.** After hours it will be a public parking and will have a roll down gate. **Q.** What kind of amenity space will be on the roof? **A.** It will depend on who the office tenants become. Could be a great place for an architecture firm. **Q.** Charging stations? **A.** Code requires EV charging stations and applicant is also speaking with Tesla. The project will create the infrastructure but more than what is required by code will be based on demand. **Q.** Are the frames around all the brick opening metal and how deep. **A.** They are metal frames and project 2" **Q.** Does the large extent of concrete wall architectural concrete and have a special treatment like board formed concrete? **A.** Board formed concrete may not feel appropriate but the wall will have a pattern.

Public Comments

Gary Smith (President of Downtown Residents Group) - Neutral SW corner at railroad tracks with a great big concrete space is a graffiti billboard. Applicant should look at putting a big mosaic. For the façade along the railroad track there are many buildings that have art attached to blank walls. Tile could be an option or something that fits with Little Italy. Robotic parking could be a good idea cause it eliminates the need for a drive aisle and is a more compact solution. Commercial buildings need to think about gates into the garage. A barrier does not keep people out unless it is manned, This is an excellent project, very well thought out and great articulation for an office building.



DCPC Member comments

Jon Baker- Terrific project in terms of scale, massing, materiality. Agrees with Gary that parking west wall will be attractive for tagging. Architect should pick a material finish treatment. Walking along Hawthorn with a huge cement wall and no relief accentuates you are on a highly transited road. From an attractiveness standpoint it would have to be something different. Could not wrap the corner but recommends studying a sidewalk level entry to the other bays to create some street activation and improve the feeling of that building on that street. This is a complicated but well thought out project.

Cameron Atsumi: Variation in the windows is a good move. Trying to make it fit in the neighborhood is also positive. Wishes something could be saved from the existing buildings. Concrete façade is the area where there is a grand welcome to San Diego. Not sure mural is the answer

Pat Stark: Comfortable with proposed deviations. Only concern with SW corner issues already mentioned.

Cindy Blair: Echoes Pat's comments but curious if there are any landscape opportunities on the west side. Applicant indicated that building is up to property line so no opportunity for adding landscape.

Dan Wery: Likes black base for parking. Recommends possibly using the proposed screen material in lieu of the concrete wall to avoid any flat surfaces more easily subject to graffiti. Avoid flat materials along large expanses of wall. Likes Jon's idea of bringing down retail. 8' to 11' wall. Wall off site is that part of project? Is existing.

Claudia Escala: Complimented the architect and noted that there is some great attention to detail on the project like with the metal frames around the openings in the brick wall and recommends that project not get value engineered along the process.

Non DCPC Member comments

LC Cline: Wonderful project, complex and great attention to the integration of outdoor space into the office environment.

5. **Informational Item:**

- Chinese Theatre Revised Comprehensive Sign Plan: Cindy Blair briefed the group on a Gaslamp Land Use Planning (LUP) meeting she attended earlier in the afternoon in which the latest signage plans were approved. The LUP was pleased with the changes with the exception that the building identification signage was still excessive but did not see a point in going for an appeal. Conor Brown noted that in previous meetings applicant had explained that as building can be entered from various points they felt the need for the TCL identification signage to be present at various locations

Meeting adjourned at 6:10 PM