

PROJECT DESCRIPTION

THE RESIDENCES AT 4400 VON KARMAN

1. Project Location

The Residences at 4400 Von Karman (“Project”) site is located at 4400 Von Karman Avenue in the City of Newport Beach, County of Orange, California. The approximately 13.00-acre site is relatively flat at an approximate elevation of 46 to 52 feet above mean sea level (msl).

The Project site is an irregularly-shaped property generally bordered by Birch Street to the northeast, Von Karman Avenue to the west, and existing office uses and associated surface parking lots and parking structures to the east and south within Koll Center Newport. The Property currently provides a common pool of structured and surface parking to serve office tenants within the Koll Center Newport. Koll Center Newport is an approximately 154-acre mixed-use development area generally bordered on the northeast by Campus Drive, on the southeast by Jamboree Road, and on the west by MacArthur Boulevard.

Regional access to the site is from State Route 73 (SR-73) via Jamboree Road to the south and Interstate 405 (I-405) via Jamboree Road to the north. Vehicular access to the site is provided from Birch Street and Von Karman Avenue. Currently, there are three driveways on Birch Street and two driveways on Von Karman Avenue.

The Project site is approximately 0.5 mile southwest of John Wayne Airport, 0.5 mile northwest of the San Joaquin Freshwater Marsh Reserve, and 1.5 miles northwest of the University of California, Irvine (UCI).

2. Existing Land Uses

The Project site is currently developed with surface and structured parking lots and common landscape areas for Koll Center Newport. Koll Center Newport includes low-rise, mid-rise, and high-rise office buildings, hotels, and a private club.

There are three office buildings located within the boundaries of the Project site, none of which are part of the Project.

- 4490 Von Karman Avenue is a two-story (33 feet) office building located southeast of the intersection of Birch Street at Von Karman Avenue.
- 4440 Von Karman Avenue is a three-story (62 feet) office building located south of the 4490 Von Karman Avenue office building.
- 4910 Birch Street is a four-story (60 feet) office building located adjacent to and east of the 4490 Von Karman building.

Adjacent and surrounding land uses include the following:

| | |
|-----------------------|--|
| Northwest | <p>Extended Stay America Hotel (4 stories, 50 feet) is northwest of the intersection of Birch Street at Von Karman Avenue.</p> <p>The Duke Hotel (10 stories, 112 feet) is southwest of the intersection of Birch Street at Von Karman Avenue.</p> |
| Northeast | <p>Birch Street</p> <p>Low-rise, office buildings (one story) and surface parking north of Birch Street.</p> |
| South | <p>4340 Von Karman Avenue office building (4 stories, 63 feet).</p> <p>4350 Von Karman Avenue office building (4 stories, 63 feet).</p> <p>Uptown Newport residential apartments (75 feet)</p> <p>TowerJazz Semiconductor manufacturing facility (two to three stories, 88 feet)</p> |
| Southeast | <p>5000 Birch Street office building (10 stories, 154 feet) with an associated free-standing parking structure adjacent to and south of the building. The office building is immediately adjacent to the Project site.</p> <p>The California Superior Court Harbor Justice Center – Newport Beach (two stories) is on the northwest corner of Birch Street at Jamboree Road.</p> <p>Low-rise office buildings (two stories) with surface parking are on the south side of Birch Street. The surface parking for the office buildings is adjacent to the Uptown Newport apartments.</p> <p>Fast-food restaurants along Jamboree Road in Koll Center Newport abut the Uptown Newport project site.</p> |
| Southwest/West | <p>Von Karman Avenue</p> <p>West of Von Karman Avenue, land uses include but are not limited to a private club and the Bank of the West (9 story, 140 feet) office building.</p> |

3. Project Characteristics

The Project would allow for the development of 260 base residential units, a 1.1-acre public park, .6 acres of parks and walkways (including a 0.45 mile jogging trail), and a detached parking structure. Approximately 1 acres of the site would be dedicated to access, parking, utilities, and landscaping. In addition to the 260 base units, the Project is seeking a 20% density bonus. With the density bonus, the Project will include 312 residential apartments consisting of 299 market-rate units and 13 very-low affordable units.

The Project would include 55 studio units, 149 one-bedroom units, and 108 two-bedroom units, for a total of 312 units. The studios would range in size from 515 square feet to 628 square feet. The one-bedroom units would range from 665 square feet to 1,025 square feet. The two-bedroom units would range from 1,000 square feet to 1,413 square feet. Balconies would be provided on all units and would range in size from 26 square feet to 71 square feet (except that studio units would have Juliet balconies only).

The dwelling units would be in one building on approximately 2.7 acres consisting of four stories over one level of on-grade parking and two levels of below grading parking with an overall building height of 65 feet. Other elements such as stairwells, parapets, and elevator overruns would exceed 65 feet and would be at a height of approximately 70 feet.

A detached 284-space parking structure on approximately 1.4 acres would provide approximately three levels of parking with an overall height of 40 feet.

Implementation of the Project would require the demolition of existing surface parking and landscaping within the limits of disturbance. All Project residential parking would be provided on site, with additional on-site parking for the proposed public park and adjacent office uses.

| Table 3-2. Proposed Residential & Office Parking | | | | | | | |
|---|---------------|------------------|--------------------------|-----------------|------------------|----------------------------|--------------|
| Residential Building Parking Garage | | | | | | | |
| Level | Office | EV Stalls | Office Accessible | Resident | EV Stalls | Resident Accessible | Total |
| Level 1 | 135 | 17 | 3 | 5 | 0 | 5 | 165 |
| Basement 1 | 117 | 0 | 4 | 160 | 29 | 9 | 319 |
| Basement 2 | 0 | 0 | 0 | 313 | 28 | 0 | 341 |
| Garage Total | 252 | 17 | 7 | 478 | 57 | 14 | 825 |
| Surface Parking Along Internal Street | | | | | | | |
| Parallel | 0 | 0 | 0 | 0 | 0 | 10 | 10 |
| Total | 276 | | | 559 | | | 835 |

The Project's design and materials would be high-quality with lush landscaping and activated pedestrian spaces. The colors would be compatible with the surrounding natural and built environment. The main building corners are the featured project massing and will be clad in warm colored stone veneer providing a natural richness distinguishing the building as an inviting oasis in the Koll Center development. Internal accents of cementitious siding in dark grays and blues provide articulation to the main building façade along the southern internal street and accent the cool colors of the exterior plaster base. Storefront windows distinguish amenity and leasing areas as unique and

special from the residential units. At the upper level balconies and amenity entrances awning are used to provide façade articulation and visual interest. The main vehicular entrances utilize stone veneer wayfinding elements to identify project entry points.

The square footage and massing of the new residential and parking structure buildings would be compatible with existing buildings and would include articulated façades.

Shaded lounging would be provided in the park as well as opportunities for outdoor workspace. The park would be programmed with a mix of active and passive uses which may include a multi-purpose lawn for recreation, bocce court, and shade pavilion. Streetscapes would be well landscaped with pedestrian walkways to match neighborhood character. The main entry drive will be enhanced with seated nodes and lush landscape to soften the building façade. Podium courtyards are designed to be amenity rich with pool, spa, outdoor fitness and lush gardens for resident comfort and recreation.

The Project's design approach is intended to be reflective of the surrounding office context. Its contemporary forms complement the existing office buildings to create a building that is respectful of the current condition while creating a distinctly unique identity. The Project corners are enhanced with rich materials to bring attention and articulate the prominent areas of the Project. The approach to the building site orientation was done to create a sheltered refuge in the greater business development by turning the courtyards inward away from the busy roadways of Von Karman Ave and Birch Street. At the same time, the building pulls away from the east and west property lines to provide generous relief from the public right-of-way to create an enjoyable pedestrian experience. The site is linked with the surrounded development by means of a green belt and pedestrian trail along the north property line connecting Von Karman Avenue to Birch Street with the public park centrally located along the route. The park's location provides a centralized amenity for the entire neighborhood and provides the necessary relief between nearby office buildings and apartments.

The Project will comply with the Cal-Green building code and utilize the following sustainable features:

- Low flow plumbing fixtures
- Moisture based irrigation controller
- Stormwater infiltration
- EV ready parking stalls
- Bike parking for residents and visitors
- Low-E glazing
- Low VOC paint & coatings
- High Albedo roofing
- LED light fixtures
- Low VOC emitting finished (carpet, resilient flooring, wood)

- Low formaldehyde composite wood products
- Recycled steel
- Fly ash concrete
- Building PV ready
- Energy Star appliances and bathroom fixtures
- Project is pre-piped for future gray water use

The Project will promote walkability given its proximity to the surrounding office-uses. It is anticipated that some of the surrounding office users will choose to live in the development and therefore be able to walk to work.

4. PARKING, VEHICULAR AND NON-VEHICULAR CIRCULATION

Parking

The Project would replace onsite parking through a combination of structure and surface parking. As shown in Table 3-2 (Proposed Residential & Office Parking), the Project will provide 559 onsite parking spaces for its residential units and 276 parking stalls to serve the existing office buildings in the parking structure located at the southeast corner of the Project site.

Vehicular Access

Vehicular access to Koll Center Newport is currently provided by three driveways on Birch Street and two driveways on Von Karman Avenue. Cross access throughout the site currently allows motorists to access any parking area within Koll Center Newport from any of the site driveways. All driveways are unsignalized and gated. Drivers enter either by key card or parking ticket. To exit the site, key card users use their card to raise the gate; others must have a validated ticket or pay at the gate.

Access for the Project site, as well as the existing office buildings, would be provided from two locations on Birch Street and one location on Von Karman Avenue. The Von Karman Avenue entrance will be widened to accommodate full left and right turn lanes. The Birch Street exit will be widened to accommodate full left and right turn lanes. Existing gates along the spine street that crosses the property from Birch Street to Von Karman Avenue would be relocated as necessary to facilitate efficient site circulation.

Pedestrian

There are existing sidewalks along Birch Street and Von Karman Avenue. Additionally, there is an existing pedestrian connection through the site. As a part of the Project, walkways would be provided within the site and connect to these existing sidewalks along the streets. Walkways would be provided along the Project frontage to the spine street and into the proposed residential building, as well as between the building, open space, and existing office buildings within the site.

Bicycle Storage

The Project would include a 770 square foot bike shop/storage on the ground level to serve Project residents.

5. LANDSCAPING, PARKS, OPEN SPACE, AND RECREATIONAL AMENITIES

Landscaping would be provided throughout the Project site to connect different areas of the site. In addition to the 1.1-acre public park, the Project would include approximately .6 acres of open space, including a 0.45 mile jogging trail.

Public Park

The Project includes a 1.1-acre publicly accessible park. The park would be located near the center of the building approximately equidistant from Birch Street and Von Karman Avenue. The park would be programmed with a mix of active and passive uses which may include a multi-purpose lawn for recreation, bocce court and shade pavilion.

The park would include an area of terraced seating with decomposed granite paving that has views of the central lawn. It would also include a shade pavilion with overhead shade structures, lounge areas with seating, outdoor tables for groups, and a specimen tree. Walkways would be provided within the park and adjacent to the park for access to the park. The park would provide shaded lounging and opportunities for outdoor workspace. It would be landscaped with a variety of grasses, trees, shrubs, groundcover, and succulents.

Open Space

Jogging Trail. The Project would include a 0.45 mile jogging trail connecting the residential building to the neighboring buildings and the park. The trail would include landscaped pathways, seating nodes, and connections to existing buildings.

Courtyards and Terraces. Within the footprint of the building, the Project would provide a level 2 podium pool courtyard, a level 2 podium garden terrace, and a level 5 roof terrace. These improvements will be for the use for the exclusive use of the residential buildings tenants and their guests.

Entry Court. The Project would feature an entry court with a water feature and planted pottery in cobble.

Amenities

The Project would include approximately the following private amenities to serve Project residents:

- 3,354 square foot clubroom
- 640 square foot dog wash
- 2,910 square foot fitness center
- 2,611 square foot roof deck
- 1,703 square foot outdoor amenity

- 15,484 square foot podium courtyard
- 770 square foot bike shop and bike storage

6. UTILITIES

Implementation of the Proposed Project would require the construction of new on-site utility infrastructure to serve the residences and onsite features. These utilities would be connected to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities to occur during final building design and plan check.

The Project would connect to existing utility systems. The Project site is within the service area of the Irvine Ranch Water District. The City of Newport Beach collection system serves the Project site and conveys wastewater to the Orange County Sanitation District. Storm water drainage is managed by the City and the Orange County Flood Control Division of the Orange County Public Works Department. Dry utilities—Southern California Edison for electricity, Southern California Gas Company for natural gas, AT&T for telephone service, and Cox Communications for cable television and data transmission—would be extended to the new buildings.

Water Service

The Project site is within the service area of the Irvine Ranch Water District (IRWD) which provides both potable and non-potable water. IRWD has existing potable distribution lines adjacent to and within the site in Von Karman Avenue, the on-site spine street, and between the 4910 Birch Street and 4440 Von Karman Avenue office buildings.

The Project would construct a new water system with connections to an existing 10-inch IRWD main in Von Karman Avenue and a 10-inch main in Birch Street to provide potable and fire flow water service to the Project site. IRWD maintains a non-potable water main immediately adjacent to the Project site in Von Karman Avenue. The Proposed Project would connect to the existing 8-inch IRWD non-potable main in Von Karman Avenue.

The proposed residential building would include approximately 53,000 square feet of landscaping that would utilize irrigation. To conserve water, the following measures would be incorporated into the Project:

- Installation of automatic 'smart' irrigation controller with rain-sensor.
- Use of low precipitation/low angle irrigation spray heads.
- Use of low water consuming plants.
- Soil amendment to achieve good soil moisture retention.
- Mulching to reduce evapotranspiration from the root zone.
- Installation of automatic irrigation system to provide deep-root watering to trees.

The irrigation system for each hydrozone would be automatic and would incorporate low volume drip emitters, bubblers, and high efficiency low angle spray heads at turf only. Drip irrigation systems would be employed where effective and feasible. Irrigation valves would be separated to allow the system to operate in response to orientation and exposure. Plants would be grouped with similar water, climatic and soil requirements to conserve water and create a drought responsive landscape.

Each hydrozone would consist of moderate to low water consuming plants. In areas of moderate water consuming plants, plants would be amended to retain moisture for healthy growth and to conserve water. Soils would be prepared and amended to provide for maximum moisture retention and percolation. Planted beds would be mulched to retain soil moisture and reduce evapotranspiration.

To avoid wasted water, controls would be overseen by a flow monitor that would detect broken sprinkler heads to stop that station's operation, advancing to the next workable station. In the event of a pressure supply line breakage, the operation would completely stop.

Wastewater Collection and Disposal

The City would provide sanitary sewer service to the Project site. There are three, 8-inch service connections in Birch Street and Von Karman Avenue. The Proposed Project would connect to existing service connections through sanitary sewer lines or laterals. Discharge from the sewer system would be directed to the Orange County Sanitation District's treatment plants.

Drainage and Water Quality Treatment

The site currently drains toward Von Karman Avenue (approximately 60% of flow) and Birch Street (40% of flow) and connects to the City's stormwater system. With buildout of the Project site, the Project would continue to connect to the City's stormwater system through an on-site storm drain system. The site's runoff would be collected and treated through vegetation before exiting the site.

Dry Utilities and Services

Public infrastructure and utility buildings, structures, and facilities including, but not limited to, electrical, gas, telephone, and cable television would have to be extended to the proposed land uses. All new public utilities would be placed underground within the development area. Utilities would be principally located in road rights-of-way.

7. Construction Phasing

Implementation of the Proposed Project would be phased over an approximately 2.7-year period with demolition and construction activities anticipated to commence in the third quarter of 2021 and conclude in the first quarter of 2024. The Proposed Project would be constructed in three phases. Construction phasing will be set forth in a construction management plan to be submitted, reviewed and approved prior to construction of each phase. As discussed below and shown in the submittal package sheet A5.3, Phase 1 includes the demolition of some surface parking and landscaping and the construction of a free-standing parking structure; Phase 2 includes the construction of the 312 unit residential structure; and Phase 3 includes the reconfiguration of existing surface parking.

Phase 1: Parking Structure

Phase 1 includes the demolition of approximately 106 surface parking spaces and associated landscaping. A free-standing 284 stall parking structure would be constructed prior to breaking ground on the remainder of the Proposed Project in order to replace surface parking temporarily and permanently displaced by site development. The parking structure would have 3 levels of above-ground parking, including rooftop parking. Construction activities are anticipated to occur over an approximate 6-month timeframe.

Phase 2A: Residential Structure

Phase 2 includes the demolition of approximately 443 surface parking spaces to allow for the construction of the Project. At the completion of Phase 2, there would be 1,654 parking spaces with parking for the Project residences and guest as well as 284 spaces in the structure for office uses.

The Proposed Project’s site grading and foundation excavation would require the removal of approximately 112,000 cubic yards (cy) of material. It is anticipated that all 112,000 cy will be exported from the site. Construction activities are anticipated to occur over an approximately 24-month time period.

Phase 2B

Phase 2B includes the demolition of 75 surface parking spaces to allow for the reconfiguration of on-site surface parking and access. No grading is assumed in Phase 2B. Phase 2B construction activities would run concurrent with Phase 2A and are anticipated to occur over an approximate 3-month time period.

The following table identifies the number of parking spaces that would be provided during each phase of the Project both during the construction of the phase when the surface parking has been removed, and at the completion of the phase when the replacement parking or the new parking has been completed. During the construction of the new parking structure (Phase 1) and the construction of the residential structure (Phase 2), parking shuttles would be provided for the use by office employees of and guests of the office buildings. At the completion of Phase 1, there would be a net increase of 178 parking spaces from 1,643 existing spaces to 1,821 spaces.

| Phase | Starting Parking Supply | | Parking Loss /Gain | | Ending Parking Supply | |
|-----------------------------------|-------------------------|---------------------|--------------------|---------------------|-----------------------|---------------------|
| | Existing Office | Proposed Residences | Existing Office | Proposed Residences | Existing Office | Proposed Residences |
| Existing | 1,643 ^a | 0 | n/a | n/a | 1,643 | 0 |
| Phase 1 - During Construction | 1,643 | 0 | -106 | 0 | 1,537 | 0 |
| Phase 1 - At Phase 1 Completion | 1,537 | 0 | 284 | 0 | 1,821 | 0 |
| Phase 2A - During Construction | 1,821 | 0 | -443 | 0 | 1,378 | 0 |
| Phase 2A - At Phase 2A Completion | 1,378 | 0 | 276 | 559 | 1,654 | 559 |
| Phase 2B - During Construction | 1,654 | 559 | -75 | 0 | 1,579 | 559 |
| Phase 2B - At Phase 2B Completion | 1,579 | 559 | 75 | 0 | 1,654 | 559 |
| Net Change | | | | | +11 | n/a |