

FOR LEASE



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International Square

San Ysidro's Busiest Commercial District



650 E. San Ysidro Blvd.
San Ysidro, CA 92173

- Ground floor retail, Suites 104 & 105, 800 s.f. , divisible to 400 s.f., \$2.25 p.s.f. NNN (\$.53)
- Second floor retail Suite 201, 405 s.f. \$1.50 p.s.f. NNN (\$.53)
- Second floor office Suite 202, 267 s.f. \$1.25 p.s.f. NNN (\$.53)
- One block from world's busiest border crossing
- Border Crossing now undergoing \$577 million expansion
- Lease in this strategically located center now at low rates before an improving economy and border expansion push rates up!

For more information, please contact:

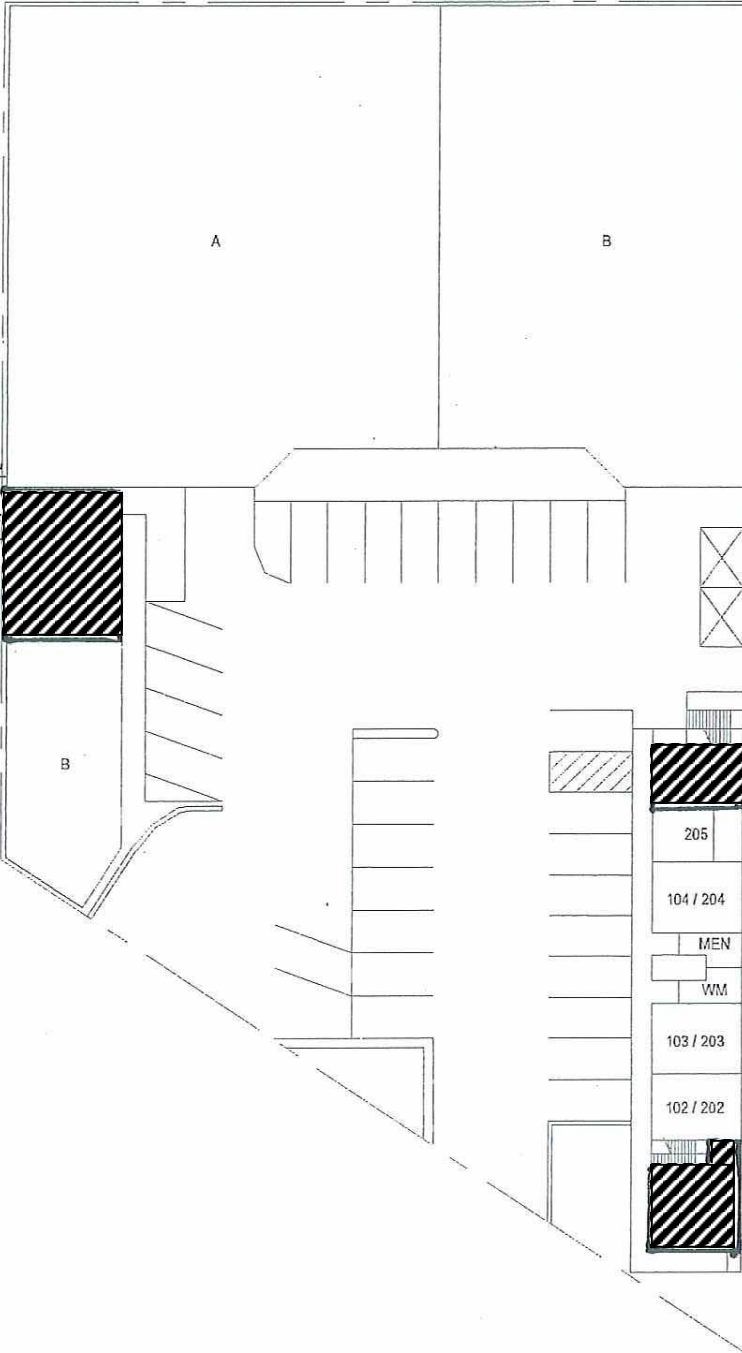
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Information contained herein has been obtained from the owners or from other sources deemed reliable. We have no reason to doubt its accuracy but regret we cannot guarantee it.
All properties subject to change or withdrawal without notice.

BUILDING 658



GROUND FLOOR RETAIL

Suite 654-A, 727 sf

SECOND FLOOR OFFICE

BUILDING 654

Suite 206, 267 s.f.

BUILDING 650

Suite 201, 405 s.f.

INTERNATIONAL SQUARE

SITE PLAN - BLDG. 650 - BLDG. 654 - BLDG. 658

SCALE: 1" = 40'-0"



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SAN DIEGO DAILY TRANSCRIPT
Monday, September 6, 2010



Courtesy photo

An illustration shows what the pedestrian entrance — which would house customs for those returning into the United States — of the San Ysidro Port of Entry will look like when completed sometime next year. The project, which also includes expanded lanes and a parking structure, initially began in January 2002.

3 designs released for San Ysidro LPOE

By CARLOS RICO
The Daily Transcript

Designs for all three phases of the San Ysidro Land Port of Entry project have been released, with the first phase of the \$577 million project slated to begin during the first quarter of 2011.

Phase 1 will consist of new northbound primary inspection lanes and booths and a secondary inspection area. A 725-foot canopy made of ethylene tetrafluoroethylene will extend over the northbound lanes and will be connected by four 100-foot poles. These masts will have security cam-

eras and large light fixtures.

The project's second phase will be the construction of a new pedestrian walkway and associated building, along with bus lanes and corresponding inspection booths.

See **San Ysidro** on 18B

San Ysidro

Continued from Page 1B

The final phase will involve building a secured four-level, 400-vehicle employee parking structure, and moving a part of Interstate 5 to the west, allowing it to connect to Mexico's border crossing facility, also known as El Chaparral Land Port of Entry.

Miller Hull Partnership is the architectural firm providing these designs, and has been working on them since January.

According to Miller Hull Partnership, the cost of construction of all three phases alone will be approximately \$395 million.

The entire project is being funded by various sources, including the American Recovery and Reinvestment Act.

Once completed the San Ysidro Land Port of Entry will expand from 24 to 34 vehicle inspection lanes, each with two border patrol agents to inspect two vehicles per lane.

The administrative and operations facility will total 200,000 square feet, and the primary and secondary inspection areas will be 110,000 square feet.

The project was designed to reach LEED Platinum certification from the

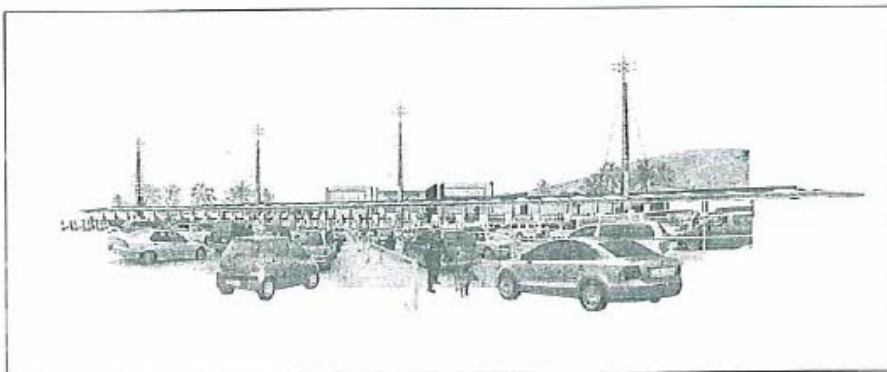
U.S. Green Building Council.

Some of the sustainable and environmentally friendly features will include a 700,000-gallon rainwater reclamation system that will be used for landscape, low-flow water urinals, and photovoltaic solar panels that will offset the facility's energy use.

Craig Curtis, a partner at Miller Hull Partnership and lead designer on the project, said both the U.S. General Service Administration's and the architectural firm's goal was to make the project as environmentally friendly and sustainable as possible.

According to Curtis, the goal of the project is to improve the Port of Entry's efficiency, security and safety for border crossers and federal agents.

"We worked closely with customs and border protection to develop new ways to process cars, buses and pedestrians and for providing officer comfort in this harsh environment," Curtis said. "This project will set a new standard for land ports of entry, not only for surpassing the General Service Administration's sustainability goals, but for enhanced processing of visitors and increased security measures."



Courtesy photo

The improved San Ysidro Land Port of Entry, shown here in this photo illustration, will feature expanded lanes. A 725-foot canopy made of ethylene tetrafluoroethylene will extend over the north-bound lanes and will be connected by four 100-foot poles. These masts will have security cameras and large light fixtures.

According to Miller Hull Partnership, the expanded San Ysidro border crossing will bring down wait time from 90 minutes to 30 minutes for both cars and pedestrians.

Approximately 102,000 people cross the San Ysidro/Tijuana border daily.

Currently, there is some work already going on at the San Ysidro Land Port of Entry.

Clark Construction is building an 806-foot pedestrian bridge, which will connect the existing transit plaza on San Ysidro Boulevard to the west

side of Interstate 5 on the north side of Camiones Way.

Project construction began in December, with completion expected within 18 months.

The project initially began in January 2002, with a feasibility study that addressed development of four alternative site layouts and north to south traffic routes through the facility.

The Mexican government is also upgrading its six-lane port of entry.

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Source Code: 20100901cye