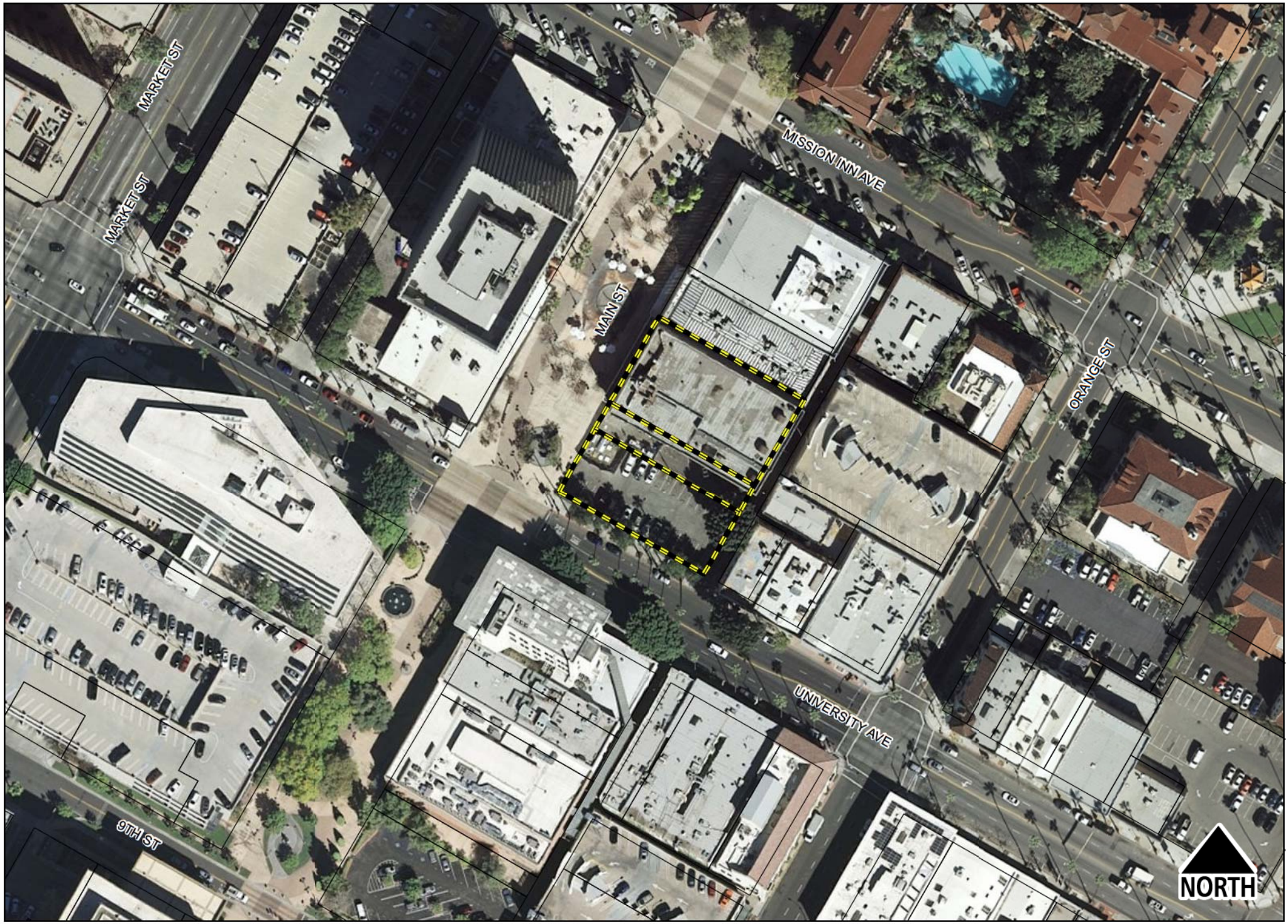
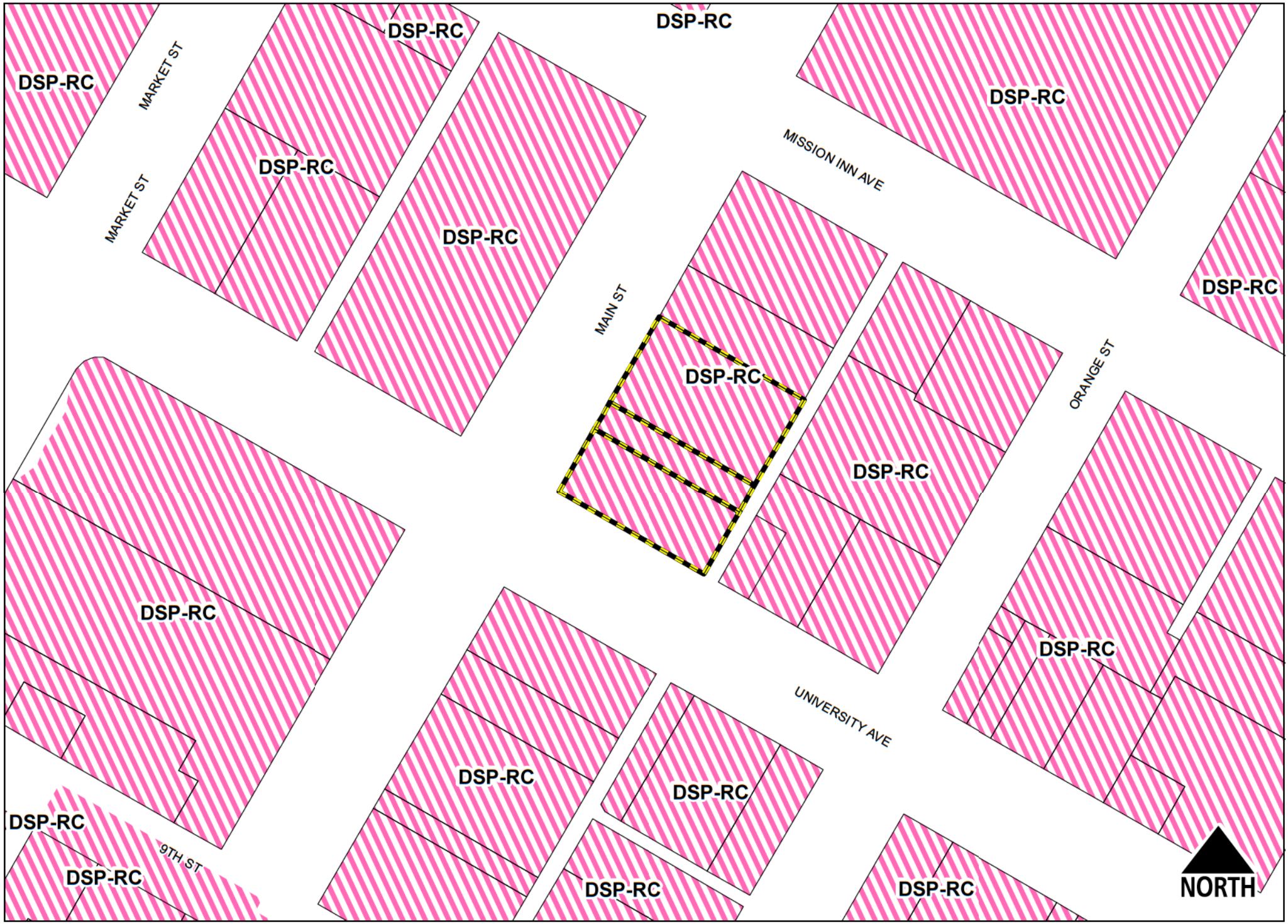


P15-0247-0248-0250-0251-0252-0363 - Exhibit 3, Aerial Photo / Location

0 35 70 140 210 280 Feet

P15-0247-0248-0250-0251-0252-0363 - Exhibit 4, General Plan Map

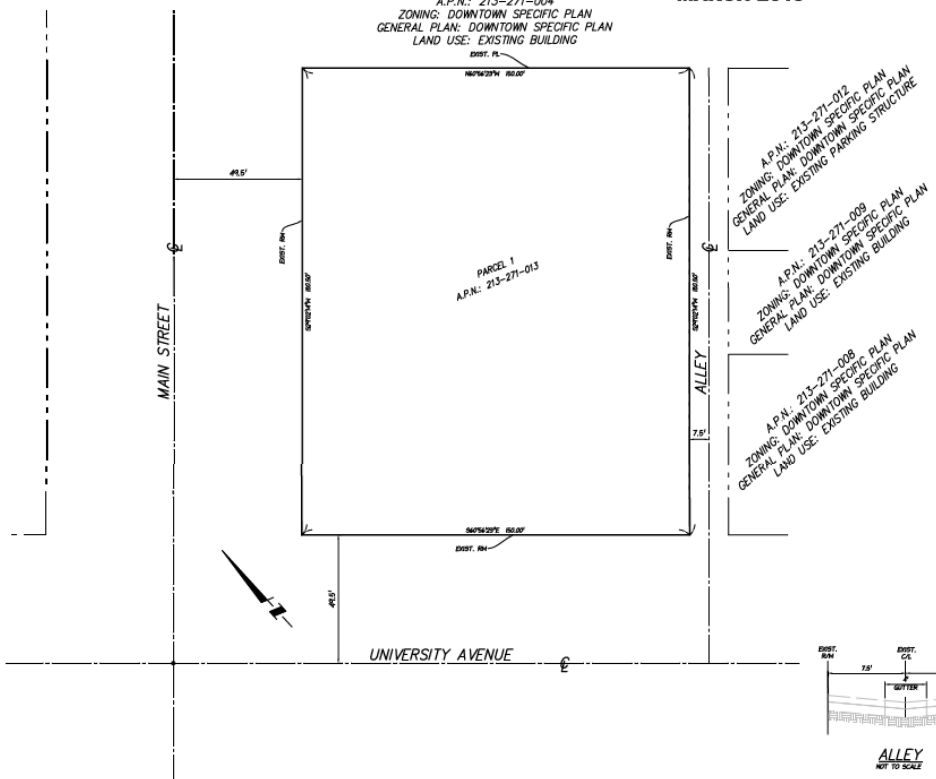
0 35 70 140 210 280 Feet



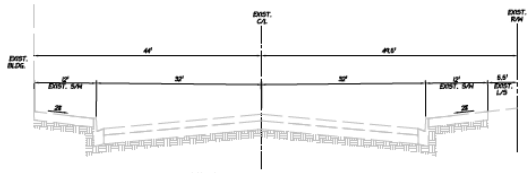
P15-0247-0248-0250-0251-0252-0363 - Exhibit 5, Specific Plan / Zoning Map

0 35 70 140 210 280 Feet

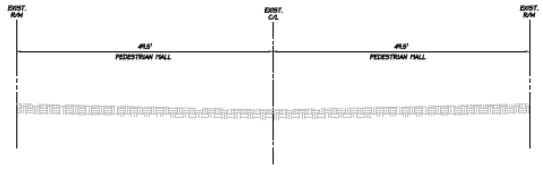
TENTATIVE TRACT MAP 36932
FOR CONDOMINIUM PURPOSES
CITY OF RIVERSIDE
MARCH 2015



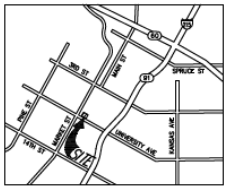
ALLEY
NOT TO SCALE



UNIVERSITY AVENUE
NOT TO SCALE



MAIN STREET
NOT TO SCALE



OWNER
CITY OF RIVERSIDE
3900 MAIN STREET
RIVERSIDE, CA 92522

DEVELOPER/APPLICANT
RATKOVICH PROPERTIES, LLC
2465 CAMPUS DRIVE, THIRD FLOOR
IRVINE, CA 92612
TEL: (562) 537-1002
CONTACT: ROB DOOMAN

ENGINEER
PSOMAS
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
PHONE: (951) 787-8421
FAX: (951) 682-3379

LEGAL DESCRIPTION
PARCEL 1 — 213-271-005
THAT CERTAIN REAL PROPERTY IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1 OF CITY OF RIVERSIDE CERTIFICATE OF COMPLIANCE P14-0746 FOR LOT MERGER, RECORDED OCTOBER 3, 2014 AS DOCUMENT NO. 2014-0377741, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

UTILITY PROVIDERS
WATER: ..... RPU WATER (951) 782-0330
SEWER: ..... CITY OF RIVERSIDE
ELECTRICITY: ..... RPU ELECTRIC (951) 782-0330
GAS: ..... THE GAS COMPANY (800) 427-2200
TELEPHONE: ..... AT&T (800) 288-2020
T.V. ..... AIR WAVES / CHARTER COMMUNICATIONS (888) 438-2427

ZONING/LAND USE/GENERAL PLAN
EXISTING ZONING: DOWNTOWN SPECIFIC PLAN - RAINCROSS DISTRICT
EXISTING GENERAL PLAN: DOWNTOWN SPECIFIC PLAN
SPECIFIC PLAN: DOWNTOWN SPECIFIC PLAN

ACREAGE
APN:213-271-013 ..... 0.62 ACRES

LEGEND
EXISTING PROPERTY LINE
EXISTING RIGHT OF WAY
EXISTING CENTERLINE
R/W — RIGHT OF WAY
P/L — PROPERTY LINE
EXIST. — EXISTING
S.F. — SQUARE FEET
N.T.S. — NOT TO SCALE

MARK	REVISIONS	DATE	BY

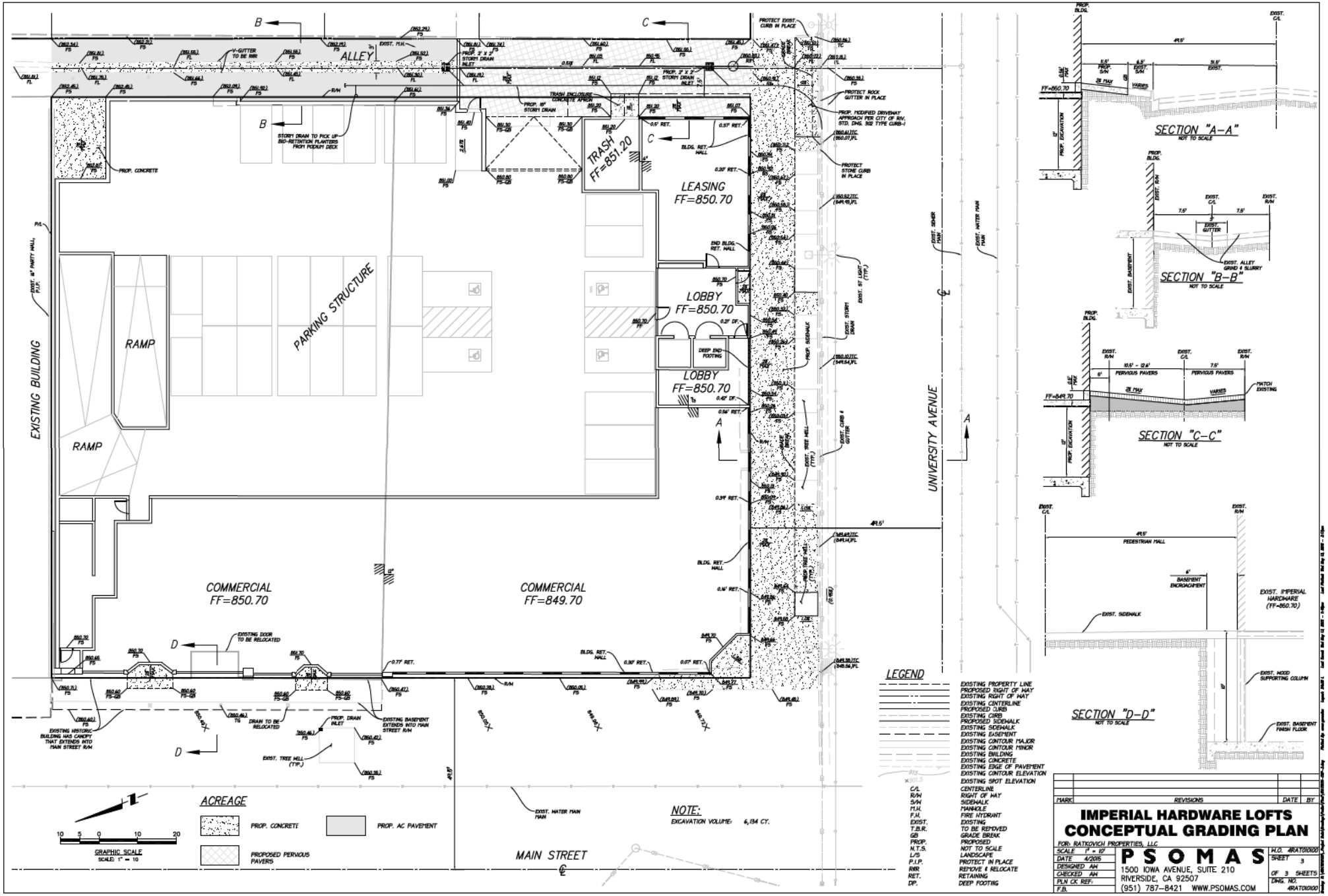
CITY OF RIVERSIDE
TTM. 36932

FOR: RATKOVICH PROPERTIES, LLC
SCALE 1" = 20'
DATE 3/2015
DESIGNED BS
CHECKED AH
PLN CK REF.
F.B.

PSOMAS
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
(951) 787-8421 WWW.PSOMAS.COM

W.O. 4RAT010100
SHEET 1
OF 1 SHEETS
DWG. NO. 4RAT010100

P15-0247-0248-0250-0251-0252-0363 - Exhibit 5, Tentative Tract Map



P15-0247-0248-0250-0251-0252-0363 - Exhibit 5, Proposed Grading Plan

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 92507

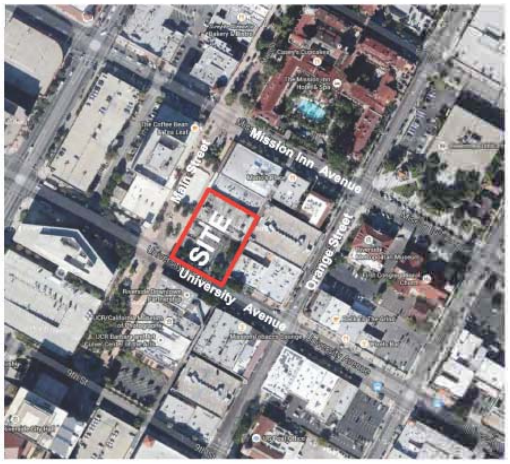
PLANNING REVIEW - resubmittal

APRIL 24 2015

RATKOVICH PROPERTIES

DESIGNARC

2558 Overland Ave, Los Angeles CA 90064
310.204.8950 dmccarthy@designarc.net



PROJECT DATA

PROJECT ADDRESS

3675 UNIVERSIY AVE
RIVERSIDE CA 92501

PROJECT DESCRIPTION

NEW CONSTRUCTION. MIXED USE DEVELOPMENT, 5 STORY TYPE III BUILDING OVER 1 STORY TYPE I BUILDING OVER 1 LEVEL OF BELOW GRADE TYPE I PARKING STRUCTURE. PROPOSED USES ARE RESIDENTIAL WITH ASSOCIATED PARKING AND GROUND LEVEL COMMERCIAL SPACES ALONG UNIVERSITY AVE AND MAIN STREET

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE, CITY OF RIVERSIDE, AND DESCRIBED AS FOLLOWS:

PARCEL 1: APN 213-271-005
THE PORTION OF BLOCK 7, RANGE 6, OF THE TOWN OF IVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 7 PAGE (S) 17, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF MAIN STREET, 92'6" NORTHERLY FROM THE SOUTHWEST CORNER OF LINE OF A 15 FOOT ALLEY; THE NORTHERLY ALONG THE WESTERLY LINE OF SAID 15 FOOT ALLEY, 88 FEET TO THE CENTER LINE OF A 16 INCH BRICK WALL; THENCE WESTERLY ALONG THE CENTER LINE OF SAID 16 INCH BRICK WALL, 150 FEET TO A POINT ON THE EASTERLY LINE OF MAIN STREET; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF MAIN STREET, 88 FEET TO THE POINT OF BEGINNING;

PARCEL 2: APN 213-271-007-1
THE PORTION OF BLOCK 7, RANGE 6, OF THE TOWN OF IVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 7 PAGE(S) 17, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID BLOCK; THENCE NORTHERLY ALONG THE EASTERLY LINE OF MAIN STREET, 66 FEET; THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF EIGHTH STREET, 150 TO THE WESTERLY LINE OF A 15 FOOT ALLEY; THENCE SOUTHERLY ALONE AT WESTERLY LINE OF SAID ALLEY 66 FEET TO THE NORTHERLY LINE OF EIGHTH STREET; THENCE WESTERLY ALONG THE NORTHERLY LINE OF EIGHTH STREET, 150 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN UNDIVIDED ON- HALF INTEREST IN "HE BRICK WALL ON THE SOUTHERLY ONE FOOT OF THE PROPERTY LYING IMMEDIATELY NORTH OF SAID PROPERTY HEREINABOVE DESCRIBED, AND THE RIGHT TO USE SAID SOUTHERLY ONE FOOT FOR ALL TIME FOR THE PURPOSE OF SUSTAINING A PARTY WALL, AS CONVEYED BY JOHN STONE TO GEORGE D. CUNNINGHAM BY DEED RECORDED JULY 12, 1888 IN BOOK 84 PAGE 5, OF DEEDS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

PARCEL 23: APN 213-271-006
THE PORTION OF BLOCK 7, RANGE 6, OF THE TOWN OF IVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 7 PAGE(S) 17, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF MAIN STREET, 66 FEET NORTHERLY FROM THE SOUTHWESTERLY CORNER OF SAID BLOCK 7, RANGE 6; THENCE NORTHERLY ON THE EASTERLY LINE OF MAIN STREET, 26.5 FEET; THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF UNIVERSITY AVENUE (FORMERLY EIGHTH STREET), 150 FEET TO THE WESTERLY LINE OF A 15 FOOT ALLEY; THENCE SOUTHERLY ON THE WESTERLY LINE OF SAID ALLEY, 26.5 FEET; THENCE WESTERLY PARALLEL WITH SAID NORTHERLY LINE OF UNIVERSITY AVENUE, 150 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH ALL RIGHT, TITLE AND INTEREST OF THE GRANTOR IN AND TO PARTY WALLS SITUATED ON AND ALONG THE NORTHERLY AND SOUTHERLY LINES.

EXISTING SITE USE:

EXISTING COMMERCIAL STRUCTURE BUILT ca. 1920

PROJECT TEAM

OWNER

RATKOVICH PROPERTIES
CONTACT: Rob Dodman
ADDRESS: 2465 Campus Drive
Irvine, CA
T: (714) 425-3303
EMAIL: rdodman@ratkovichproperties.com

ARCHITECT

DESIGNARC, INC.
CONTACT: Andy Alper
ADDRESS: 2558 Overland Avenue
Los Angeles, CA90064
T: (310) 204-8950
EMAIL: aalper@designarc.net

LANDSCAPE ARCHITECT

EPT DESIGN
CONTACT: Stephen Carroll
ADDRESS: 844 East Green Street, Suite 201
Pasadena, CA 91101
T: (626) 795-2008
EMAIL: scarroll@eptdesign.com

CIVIL ENGINEER

PSOMAS
CONTACT: Andrew Walcker
ADDRESS: 1500 Iowa Avenue, Suite 210
Riverside, CA 92507
T: (951) 300-2830
EMAIL: andrew.walcker@psomas.com

CONSTRUCTION TYPE:

TYPE I A- FULLY SPRINKLERED PODIUM AND BELOW GRADE PARKING
TYPE III A- FULLY SPRINKLERED LOW RISE BUILDING

OCCUPANCY CLASSIFICATION:

R-2	MULTIFAMILY RESIDENTIAL
A-3	RESIDENTIAL AMENITY SPACE
B	LEASING OFFICE
M	COMMERICAL/RETAIL
S-2	PARKING GARAGE

ZONING:

DSP-RC; DOWNTOWN SPECIFIC PLAN; RAINCROSS DISTRICT

APPLICABLE CODE

CBC2013

RIVERSIDE MUNICIPAL CODE

PROPOSED BUILDING HEIGHT:

6 STORIES, LOW RISE; 1 LEVEL SUBTERREAN PARKING
85'-0" FROM DATUM EL.: 86.00' (AVERAGE OF HIGHEST & LOWEST GRADE)

DRAWING INDEX

DEVELOPMENT SUMMARY (RESIDENTIAL COMPONENT ONLY)

NOTE: ALL RENTABLE AREAS CALCULATED TO CENTERLINE OF PARTY WALLS , EXTERIOR AND CORRIDOR WALLS

LEVEL 2 (PODIUM)

UNIT TYPE	NET AREA	# PER FLOOR	TOTAL RENTABLE AREA
ST.1	517 S.F.	4	2,068 S.F.
ST.2	491 S.F.	1	491 S.F.
1BR.1	939 S.F.	1	939 S.F.
1BR.2	853 S.F.	2	1,706 S.F.
1BR.3	725 S.F.	1	725 S.F.
1BR.4	778 S.F.	2	1,556 S.F.
1BR.5	705 S.F.	2	1,410 S.F.
1BR.6	755 S.F.	1	755 S.F.
1BR.7	769 S.F.	1	769 S.F.
2BR.1	1,196 S.F.	1	1,196 S.F.
2BR.2	1,157 S.F.	1	1,157 S.F.
2BR.3	1,097 S.F.	1	1,097 S.F.
2BR.4	944 S.F.	1	944 S.F.
TOTAL/FLOOR		19	14,813 S.F.

LEVEL 3

UNIT TYPE	NET AREA	# PER FLOOR	TOTAL RENTABLE AREA
ST.2	491 S.F.	1	491 S.F.
ST.3	497 S.F.	4	1,988 S.F.
1BR.5	705 S.F.	2	1,410 S.F.
1BR.6	755 S.F.	1	755 S.F.
1BR.7	769 S.F.	1	769 S.F.
1BR.8	687 S.F.	1	687 S.F.
1BR.9	659 S.F.	2	1,318 S.F.
1BR.10	636 S.F.	1	636 S.F.
1BR.11	773 S.F.	2	1,546 S.F.
2BR.3	1,097 S.F.	1	1,097 S.F.
2BR.4	944 S.F.	1	944 S.F.
2BR.5	1,178 S.F.	1	1,178 S.F.
2BR.6	1,141 S.F.	1	1,141 S.F.
TOTAL/FLOOR		19	13,980 S.F.

LEVELS 4-5

UNIT TYPE	*NET AREA*	*# PER FLOOR*	TOTAL RENTABLE AREA
ST.2	491 S.F.	1	491 S.F.
ST.3	497 S.F.	4	1,988 S.F.
1BR.6	755 S.F.	1	755 S.F.
1BR.7	769 S.F.	1	769 S.F.
1BR.8	687 S.F.	1	687 S.F.
1BR.9	659 S.F.	2	1,318 S.F.
1BR.10	636 S.F.	1	636 S.F.
1BR.12	788 S.F.	2	1,576 S.F.
1BR.13	722 S.F.	2	1,444 S.F.
2BR.3	1,097 S.F.	1	1,097 S.F.
2BR.5	1,178 S.F.	1	1,178 S.F.
2BR.6	1,141 S.F.	1	1,141 S.F.
2BR.7	965 S.F.	1	965 S.F.
TOTAL/FLOOR		19	14,043 S.F.
TOTAL FLOORS 3-5		38	28,086 S.F.

LEVEL 6

UNIT TYPE	NET AREA	# PER FLOOR	TOTAL RENTABLE AREA
ST.3	497 S.F.	4	1,988 S.F.
ST.4	471 S.F.	1	471 S.F.
1BR.6	755 S.F.	1	755 S.F.
1BR.7	769 S.F.	1	769 S.F.
2BR.3	1,097 S.F.	1	1,097 S.F.
2BR.5	1,178 S.F.	1	1,178 S.F.
2BR.6	1,141 S.F.	1	1,141 S.F.
2BR.8	1,346 S.F.	1	1,346 S.F.
2BR.9	1,295 S.F.	1	1,295 S.F.
2BR.10	1,270 S.F.	1	1,270 S.F.
2BR.11	1,163 S.F.	1	1,163 S.F.
2BR.12	1,147 S.F.	1	1,147 S.F.
TOTAL/FLOOR		15	13,620 S.F.
TOTAL UNITS:		**91**	
TOTAL RESIDENTIAL RENTABLE AREA			**70,493 S.F.**
AVG. UNIT SIZE			775 S.F.

UNIT MIX BY TYPE

	UNIT TYPE	NET LEASABLE FLOOR AREA	NO. OF UNITS	TOTAL FLOOR AREA	MIX	MIX %
2BR	2BR.1	1,196 S.F.	1	1,196 S.F.		
	2BR.2	1,157 S.F.	1	1,157 S.F.		
	2BR.3	1,097 S.F.	5	5,485 S.F.		
	2BR.4	944 S.F.	2	1,888 S.F.		
	2BR.5	1,196 S.F.	4	4,784 S.F.		
	2BR.6	1,157 S.F.	4	4,628 S.F.		
	2BR.7	965 S.F.	2	1,930 S.F.		
	2BR.8	1,346 S.F.	1	1,346 S.F.		
	2BR.9	1,295 S.F.	1	1,295 S.F.		
	2BR.10	1,270 S.F.	1	1,270 S.F.		
	2BR.11	1,163 S.F.	1	1,163 S.F.		
	2BR.12	1,147 S.F.	1	1,147 S.F.	24	26%
1BR	1BR.1	939 S.F.	1	939 S.F.		
	1BR.2	853 S.F.	2	1,706 S.F.		
	1BR.3	725 S.F.	1	725 S.F.		
	1BR.4	778 S.F.	2	1,556 S.F.		
	1BR.5	705 S.F.	4	2,820 S.F.		
	1BR.6	755 S.F.	5	3,775 S.F.		
	1BR.7	769 S.F.	5	3,845 S.F.		
	1BR.8	687 S.F.	3	2,061 S.F.		
	1BR.9	659 S.F.	6	3,954 S.F.		
	1BR.10	636 S.F.	3	1,908 S.F.		
	1BR.11	773 S.F.	2	1,546 S.F.		
	1BR.12	788 S.F.	4	3,152 S.F.		
	1BR.13	722 S.F.	4	2,888 S.F.	42	46%
STUDIO	ST.1	517 S.F.	4	2,068 S.F.		
	ST.2	491 S.F.	4	1,964 S.F.		
	ST.3	497 S.F.	16	7,952 S.F.		
	ST.4	471 S.F.	1	471 S.F.	25	28%
TOTAL			**91**	**70,619 S.F.**		
AVERAGE UNIT SIZE				**776.0 S.F.**		

GROSS FLOOR AREA

GROSS FLOOR AREA		
BASEMENT PARKING		26,351 S.F.
GROUND FLOOR		11,678 S.F.
LEVEL 2 (PODIUM)		17,264 S.F.
LEVEL 3		16,333 S.F.
LEVELS 4 & 5	(16,415 X 2)	32,778 S.F.
LEVEL 6		15,951 S.F.
TOTAL GROSS FLOOR AREA		**120,355 S.F.**

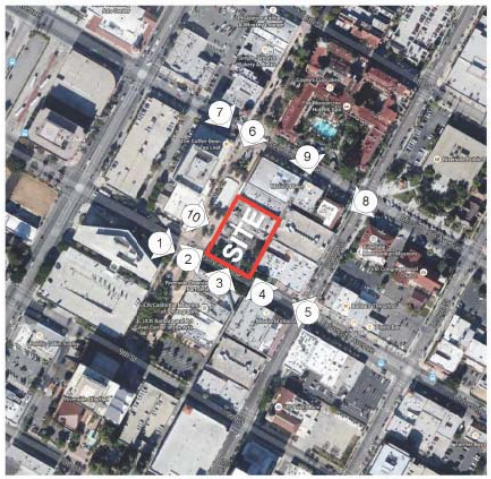
PARKING SUMMARY

TYPE	SIZE (FT.)	# GROUND LEVEL	# BASEMENT	TOTAL
STANDARD STALL	9 X 18	2	8	10
C1	8.5 X 18	17	54	71
C2 -TANDEM	8.5 X 15	0	24	24
C3 - EV CHARGING	8.5 X 15	6	0	6
ADA		3		3
ADA - VAN		1		1
TOTAL PROVIDED				**115**
TOTAL SPACES REQ'D (1/BEDROOM)				115

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

1 LOOKING EASTWEST ON UNIVERSITY AVE

5 LOOKING NORTHWEST ON UNIVERSITY AVE



KEY PLAN

2 LOOKING NORTHEAST ON MAIN STREET

6 LOOKING SOUTHWEST ON MISSION INN AVE

3 LOOKING NORTHEAST ON UNIVERSITY AVE

7 LOOKING SOUTHEAST ON MISSION INN AVE

9 LOOKING SOUTHEAST ON MISSION INN AVE

4 LOOKING NORTHWEST ON UNIVERSITY AVE

8 LOOKING SOUTHWEST ON ORANGE ST

10 LOOKING EAST ON MARKET ST

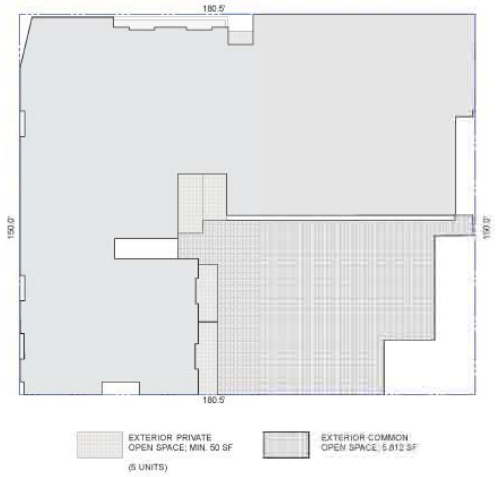
P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

LOOKING NORTHEAST

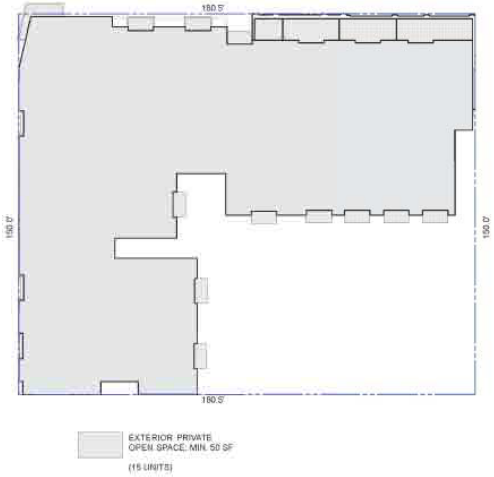
LOOKING NORTHWWEST

LOOKING SOUTHEAST

LOOKING SOUTHWWEST



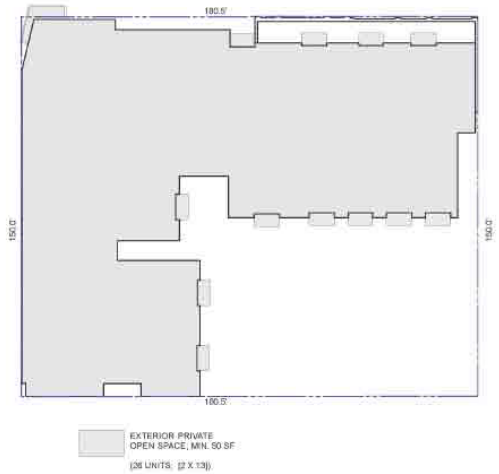
LEVEL 2



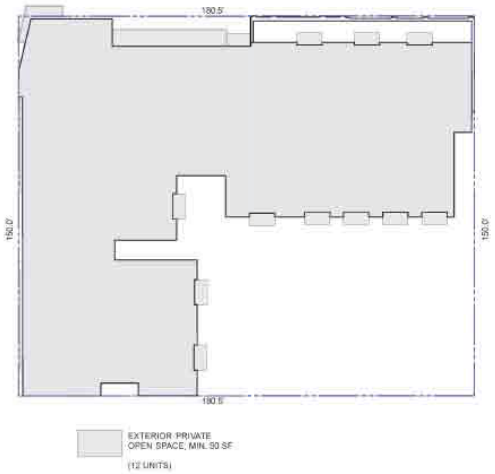
LEVEL 3

UNITS WITH PRIVATE OPEN SPACE:

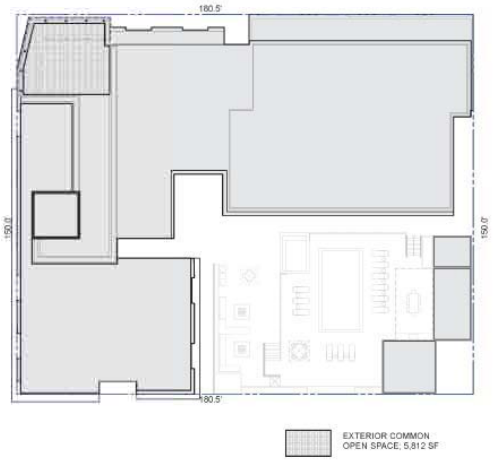
REQUIRED: 46 (50% OF TOTAL UNITS)
PROVIDED: 58



LEVELS 4-5



LEVEL 6



ROOF

Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

OPEN SPACE DIAGRAMS

A006

SCALE : 1" = 8'-0"

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

STEWART TITLE OF CALIFORNIA, INC.

PER STEWART TITLE OF CALIFORNIA INC
ORDER NO.: 484400
DATED: MAY 9, 2012

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE, CITY OF RIVERSIDE, AND DESCRIBED AS FOLLOWS:

PARCEL 1: 213-271-905

THAT PORTION OF BLOCK 7, RANGE 6, OF THE TOWN OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 7 PAGE(S) 17, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF MAIN STREET, 92.5' NORTHERLY FROM THE SOUTHWEST CORNER OF SAID BLOCK; THENCE EASTERLY AND PARALLEL WITH THE NORTHERLY LINE OF 8TH STREET, 150 FEET TO THE WESTERLY LINE OF A 15 FOOT ALLEY; THENCE THE NORTHERLY ALONG THE WESTERLY LINE OF SAID 15 FOOT ALLEY, 66 FEET TO THE CENTER LINE OF A 16 INCH BRICK WALL; THENCE WESTERLY ALONG THE CENTER LINE OF SAID 16 INCH BRICK WALL, 150 FEET TO A POINT ON THE EASTERLY LINE OF MAIN STREET; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF MAIN STREET, 66 FEET TO THE POINT OF BEGINNING.

PARCEL 2: 213-271-907-1

THAT PORTION OF BLOCK 7, RANGE 6, OF THE TOWN OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 7 PAGE(S) 17, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID BLOCK; THENCE NORTHERLY ALONG THE EASTERLY LINE OF MAIN STREET, 66 FEET; THENCE EASTERLY PARALLEL WITH THE NORTHERLY LINE OF EIGHTH STREET, 150 TO THE WESTERLY LINE OF A 15 FOOT ALLEY; THENCE SOUTHERLY ALONG AT THE WESTERLY LINE OF SAID ALLEY 66 FEET TO THE NORTHERLY LINE OF EIGHTH STREET; THENCE WESTERLY ALONG THE NORTHERLY LINE OF EIGHT STREET, 150 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN UNDIVIDED ONE-HALF INTEREST IN THE BRICK WALL ON THE SOUTHERLY ONE FOOT OF THE PROPERTY LYING IMMEDIATELY NORTH OF SAID PROPERTY HEREINABOVE DESCRIBED, AND THE RIGHT TO USE SAID SOUTHERLY ONE FOOT FOR ALL TIME FOR THE PURPOSE OF SUSTAINING A PARTY WALL, AS CONVEYED BY JOHN STONE TO GEORGE CUNNINGHAM BY DEED RECORDED JULY 12, 1888 IN BOOK 84 PAGE 5, OF DEEDS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

PARCEL 3: 213-271-906

THAT PORTION OF BLOCK 7, RANGE 6, OF THE TOWN OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 7 PAGE(S) 17, OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF MAIN STREET, 66 FEET NORTHERLY FROM THE SOUTHWESTERLY CORNER OF SAID BLOCK 7, RANGE 6; THENCE NORTHERLY ON THE EASTERLY LINE OF MAIN STREET, 26.5 FEET; THENCE EASTERLY, PARALLEL WITH THE NORTHERLY LINE OF UNIVERSITY AVENUE (FORMERLY EIGHTH STREET), 150 FEET TO THE WESTERLY LINE OF A 15 FOOT ALLEY; THENCE SOUTHERLY ON THE WESTERLY LINE OF SAID ALLEY, 26.5 FEET; THENCE WESTERLY PARALLEL WITH SAID NORTHERLY LINE OF UNIVERSITY AVENUE, 150 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH ALL RIGHT, TITLE AND INTEREST OF THE GRANTOR IN AND TO PARTY WALLS SITUATED ON AND ALONG THE NORTHERLY AND SOUTHERLY LINES.

SCHEDULE B EXCEPTION ITEMS:

NO EASEMENTS INCLUDED IN THE PRELIMINARY TITLE REPORT

SITE INFORMATION:

SITE ADDRESS: 3675 UNIVERSITY AVENUE, RIVERSIDE CA 92501
AREA: 27,075.00 S.F. (0.62 ACRES)

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTER LINE OF MAIN STREET BEING N 29° 02' 14"E AS SHOWN ON CORNER RECORD DOCUMENT NUMBER 98-150, RECORDS OF RIVERSIDE COUNTY.

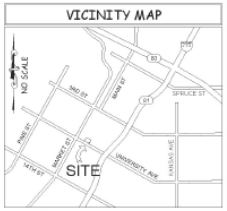
BENCH MARK:

CITY OF RIVERSIDE BENCH MARK - POINT ID: 2 LIRSET
ELEVATION = 960.09 FEET (NAVD 88) ADJUSTMENT YEAR 2009
A STANDARD U.S.C.& G. BRASS DISK CEMENTED IN A DRILL HOLE AT THE ENTRANCE TO THE RIVERSIDE MUNICIPAL MUSEUM BUILDING, ABOUT 4 FEET HIGHER THAN THE STREET, 37.10 & 4.5 FEET SOUTH OF A CONCRETE POST, 16.5 FEET EAST OF THE CENTER OF THE ENTRANCE INTO A BUILDING, 5.3 FEET WEST OF THE MOST EASTERLY ONE OF 6 COLUMNS, 3.3 FEET EAST OF THE SECOND COLUMN FROM THE EAST AND 0.6 FEET SOUTH OF THE NORTH EDGE OF THE ARCHWAY.

MONUMENT NOTES:

- = INDICATES FOUND MONUMENT AS DESCRIBED HEREON
- = NAIL AND TAG STAMPED "LS 7867", PER CITY OF RIVERSIDE TIE 1XMAS
- = NAIL AND TAG STAMPED "LS 7867", PER CITY OF RIVERSIDE TIE 1XMH
- = 2" IRON PIPE WITH NAIL, PER CITY OF RIVERSIDE TIE 6954

VICINITY MAP



LEGEND

AS	AUTO SPRINKLER
	BUILDING
	CAR STOP
	CONTOUR
CP	CONTROL PANEL
	DRAIN
	EDGE OF PAVEMENT
EB	ELECTRIC BOX
EC	ELECTRIC CABINET
EP	ELECTRIC PANEL
FS	FINISHED SURFACE
FH	FIRE HYDRANT
FL	FLOW LINE
	GAS VALVE
GP	GUARD POST
LB	LIGHT BOX
NG	NATURAL GROUND
	PALM
PB	PULL BOX
RB	RELD BOX
R	RISER
	SEWER CLEANOUT
S	SEWER MANHOLE
	SIGN
SC	SPRINKLER CABINET
	STREET LIGHT
SLB	STREET LIGHT BOX
TC	TOP OF CURB
TSB	TRAFFIC SIGNAL BOX
TR	TRANSFORMER
	TREE
UC	UNKNOWN CABINET
UM	UNKNOWN MANHOLE
UV	UNKNOWN VAULT
WM	WATER METER
	WATER PIPE

11626 MISSION PARK DRIVE, SUITE 108
RANCHO CUCAMONGA, CA 91730
TEL 951.666.5733
ALEX@SALEM.NET

DATE	REVISIONS	INITIALS

TOPOGRAPHIC SURVEY

DRAWN: AP	DATE: 09/07/14	ADDRESS: 3675 UNIVERSITY AVENUE RIVERSIDE CA 92501
APPROVED:	DATE:	
SCALE: 1" = 20'	SHEET: 1 OF 2	PROJECT NO.: 14084

RATKOVICH — Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA — 24 APRIL 2015

SURVEY

AS01 DESIGNARC

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

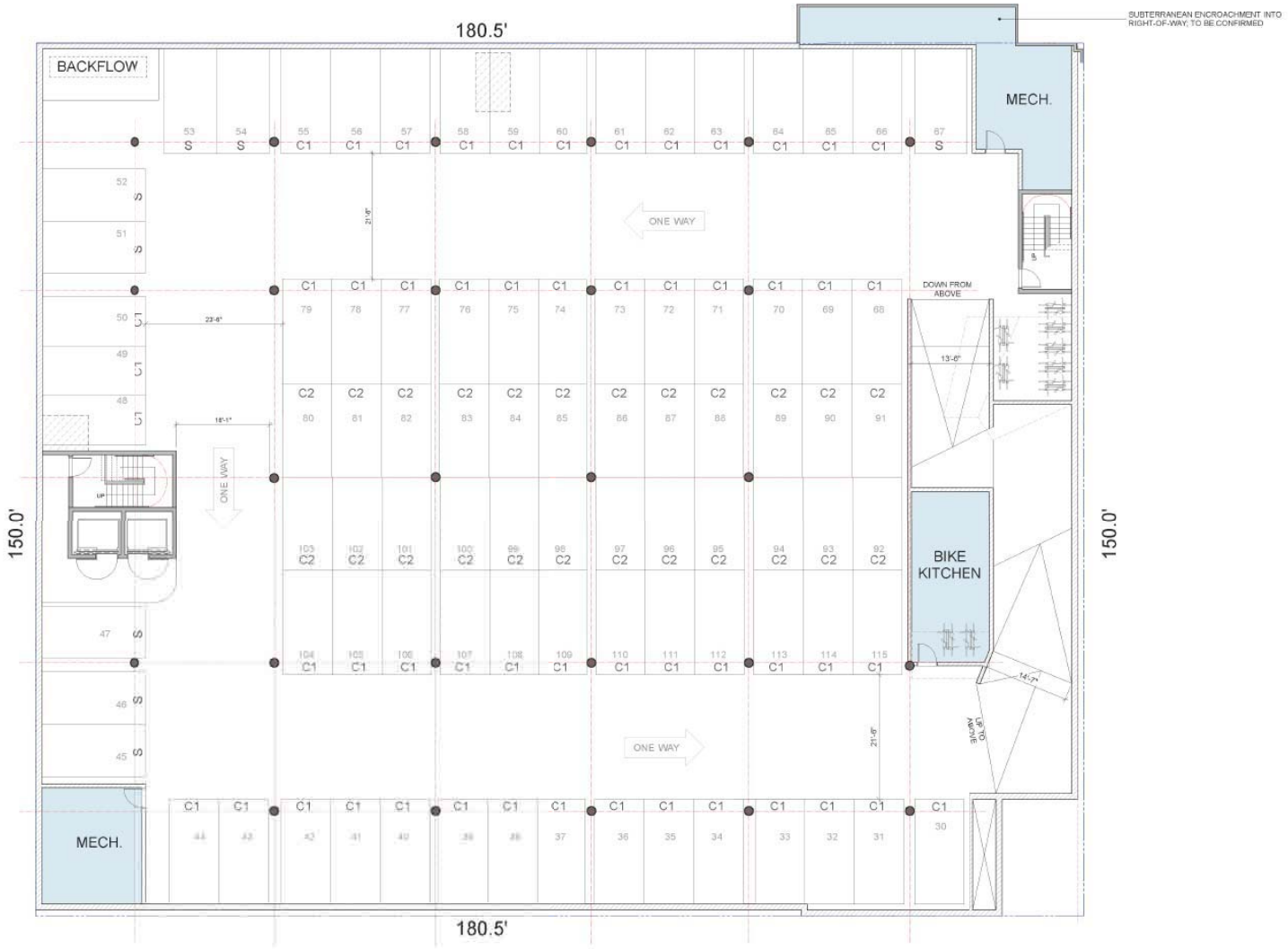
SITE PLAN

AS02

DESIGNARC

SCALE : 1/32"=1'-0"

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans



Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

SUBTERRANEAN LEVEL PLAN

A101

SCALE : 1" = 8'-0"

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA

24 APRIL 2015

GROUND LEVEL PLAN

A102

DESIGNARC

SCALE : 1" = 8'-0"

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA
24 APRIL 2015

LEVEL 2 PLAN

A103
SCALE : 1" = 8'-0"

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

LEVEL 3 PLAN

A104

SCALE : 1" = 8'-0"

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

LEVELS 4 - 5 PLAN

A105

SCALE : 1" = 8'-0"

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

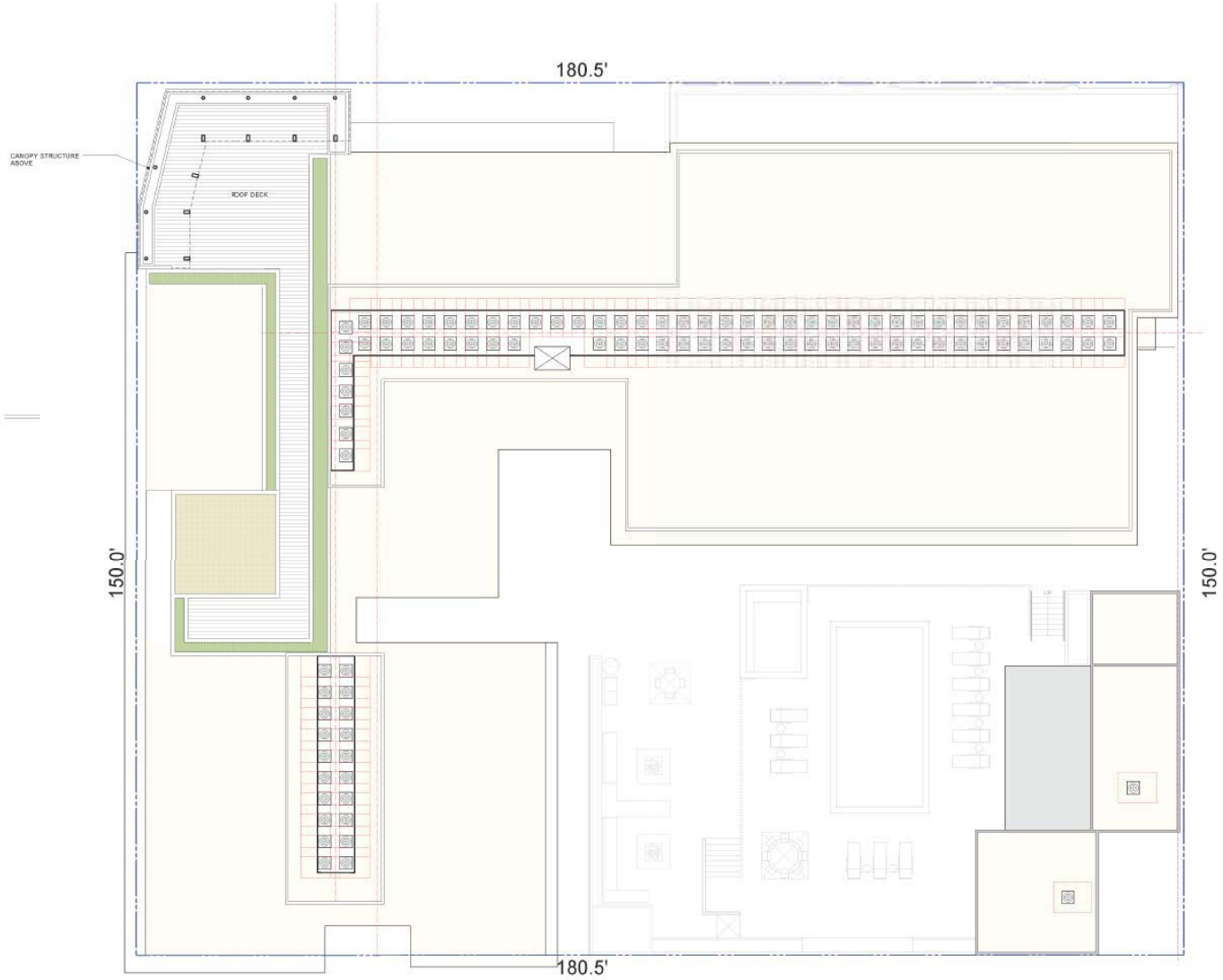
LEVEL 6 PLAN

A106

SCALE : 1" = 8'-0"

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans



RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

ROOF PLAN

A107
DESIGNARC
SCALE : 1" = 8'-0"

PL-1 / PT-1 EXTERIOR PLASTER TO MATCH TEXTURE OF (E) BUILDING
LAHABRA X-830 CLAY

PL-2 / PT-1 EXTERIOR PLASTER OVER FOAM "PLEAT" PATTERN, 20/10 SAND FINISH. PAINT TO MATCH PL-1
LAHABRA X-830 CLAY

PL-3 / XX-X EXTERIOR PLASTER, SMOOTH TROWEL FINISH
XXX

PL-4 / PT-2 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 33-32 MENDOCINO

PL-5 / PT-3 EXTERIOR PLASTER, SMOOTH STEEL TROWEL FINISH WITH HORIZONTAL CONTROL JOINTS @ 6" O.C.
PRATT & LAMBERT: 18-26 SAGEBRUSH

PL-6 / PT-4 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 28-39 GRANITINE

PL-7 / PT-5 EXTERIOR PLASTER, SMOOTH TROWEL FINISH, WITH HORIZONTAL CONTROL JOINTS @ FLOOR LINES
PRATT & LAMBERT: 9-23 CHIPMUNK STRIPE

GL-1 GLAZING, CLEAR WITH CLEAR ANODIZED ALUMINUM FRAMES

GL-2 GLAZING @ (E) BUILDING, WOOD SASH TO MATCH (E) DETAILS / PROFILES, TYPICAL

GL-3 GLAZING, MEDIUM GRAY TINT WITH DARK BRONZE ANODIZED FRAMES

GL-4 CANTILEVERED GLASS SCREEN TO 60" HIGH PER ACOUSTIC REPORT

GL-5 NEW STOREFRONT, CLEAR GLASS WITH CLEAR ANODIZED ALUMINUM FRAMES

ST-1 ADHERED STONE VENEER, QUIRK MITERED OUTSIDE CORNERS

MT-1 HORIZONTAL METAL LOUVERS

RL-1 RAILING, VERTICAL 1/2" X 1/2" BARS @ 4" O.C., BACKED WITH 30% OPEN PERFORATED 1/8" PANELS

RL-2 RAILING, MEDIUM GRAY SPANDREL GLASS IN PAINTED STEEL FRAME, COLOR TO MATCH GLASS

RL-3 RAILING, SOLID PLASTER GUARDRAIL TO 36" HIGH, PLASTER TO MATCH PT-5,
12" EXTENSION OF 30% OPEN PERFORATED METAL, FRAME AND PANEL TO MATCH COLOR OF PT-5

RATKOVICH ARCHITECTS

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA

24 APRIL 2015

WEST ELEVATION

A201

DESIGNARC

0 5' 10' 20' SCALE : 1" = 8'-0"

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

PL-1 PT-1 EXTERIOR PLASTER TO MATCH TEXTURE OF (E) BUILDING
LAHABRA X-830 CLAY

PL-2 PT-1 EXTERIOR PLASTER OVER FOAM "PLEAT" PATTERN, 20/30 SAND FINISH. PAINT TO MATCH PL-1
LAHABRA X-830 CLAY

PL-3 XX-X EXTERIOR PLASTER, SMOOTH TROWEL FINISH
XXX

PL-4 PT-2 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 33-32 MENDOCINO

PL-5 PT-3 EXTERIOR PLASTER, SMOOTH STEEL TROWEL FINISH WITH HORIZONTAL CONTROL JOINTS @ 6'-0" O.C.
PRATT & LAMBERT: 18-26 SAGEBRUSH

PL-6 PT-4 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 28-39 GRANITINE

PL-7 PT-5 EXTERIOR PLASTER, SMOOTH TROWEL FINISH, WITH HORIZONTAL CONTROL JOINTS @ FLOOR LINES
PRATT & LAMBERT: 9-23 CHIPMUNK STRIPE

GL-1 GLAZING, CLEAR WITH CLEAR ANODIZED ALUMINUM FRAMES

GL-2 GLAZING @ (E) BUILDING, WOOD SASH TO MATCH (E) DETAILS / PROFILES, TYPICAL

GL-3 GLAZING, MEDIUM GRAY TINT WITH DARK BRONZE ANODIZED FRAMES

GL-4 CANTILEVERED GLASS SCREEN TO 60" HIGH PER ACOUSTIC REPORT

GL-5 NEW STOREFRONT, CLEAR GLASS WITH CLEAR ANODIZED ALUMINUM FRAMES

ST-1 ADHERED STONE VENEER, QUIRK MITERED OUTSIDE CORNERS

MT-1 HORIZONTAL METAL LOUVERS

RL-1 RAILING, VERTICAL 1/2" X 1/2" BARS @ 4" O.C., BACKED WITH 30% OPEN PERFORATED 1/8" PANELS

RL-2 RAILING, MEDIUM GRAY SPANDREL GLASS IN PAINTED STEEL FRAME, COLOR TO MATCH GLASS

RL-3 RAILING, SOLID PLASTER GUARDRAIL TO 36" HIGH, PLASTER TO MATCH PT-5,
12" EXTENSION OF 30% OPEN PERFORATED METAL, FRAME AND PANEL TO MATCH COLOR OF PT-5

RATKOVICH

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

SOUTH ELEVATION

A202

DESIGNARC

0 5' 10' 20' SCALE : 1" = 8'-0"

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

PL-1 PT-5 EXTERIOR PLASTER TO MATCH TEXTURE OF (E) BUILDING
LAHABRA X-830 CLAY

PL-2 PT-1 EXTERIOR PLASTER OVER FOAM "PLEAT" PATTERN, 20/20 SAND FINISH. PAINT TO MATCH PL-1
LAHABRA X-830 CLAY

PL-3 XX-X EXTERIOR PLASTER, SMOOTH TROWEL FINISH
XXX

PL-4 PT-2 EXTERIOR PLASTER, 20/20 SAND FINISH
PRATT & LAMBERT: 33-33 MENDOCINO

PL-5 PT-3 EXTERIOR PLASTER, SMOOTH STEEL TROWEL FINISH WITH HORIZONTAL CONTROL JOINTS @ 6'-0" O.C.
PRATT & LAMBERT: 18-26 SAGEBRUSH

PL-6 PT-4 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 28-39 GRANITINE

PL-7 PT-5 EXTERIOR PLASTER, SMOOTH TROWEL FINISH, WITH HORIZONTAL CONTROL JOINTS @ FLOOR LINES
PRATT & LAMBERT: 9-23 CHIPMUNK STRIPE

GL-1 GLAZING, CLEAR WITH CLEAR ANODIZED ALUMINUM FRAMES

GL-2 GLAZING @ (E) BUILDING, WOOD SASH TO MATCH (E) DETAILS / PROFILES, TYPICAL

GL-3 GLAZING, MEDIUM GRAY TINT WITH DARK BRONZE ANODIZED FRAMES

GL-4 CANTILEVERED GLASS SCREEN TO 60" HIGH PER ACOUSTIC REPORT

GL-5 NEW STOREFRONT, CLEAR GLASS WITH CLEAR ANODIZED ALUMINUM FRAMES

ST-1 ADHERED STONE VENEER, QUIRK MITERED OUTSIDE CORNERS

MT-1 HORIZONTAL METAL LOUVERS

RL-1 RAILING, VERTICAL 1/2" X 1/2" BARS @ 4" O.C., BACKED WITH 30% OPEN PERFORATED 1/8" PANELS

RL-2 RAILING, MEDIUM GRAY SPANDREL GLASS IN PAINTED STEEL FRAME, COLOR TO MATCH GLASS

RL-3 RAILING, SOLID PLASTER GUARDRAIL TO 36" HIGH, PLASTER TO MATCH PT-5,
12" EXTENSION OF 30% OPEN PERFORATED METAL, FRAME AND PANEL TO MATCH COLOR OF PT-5

RATKOVICH

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

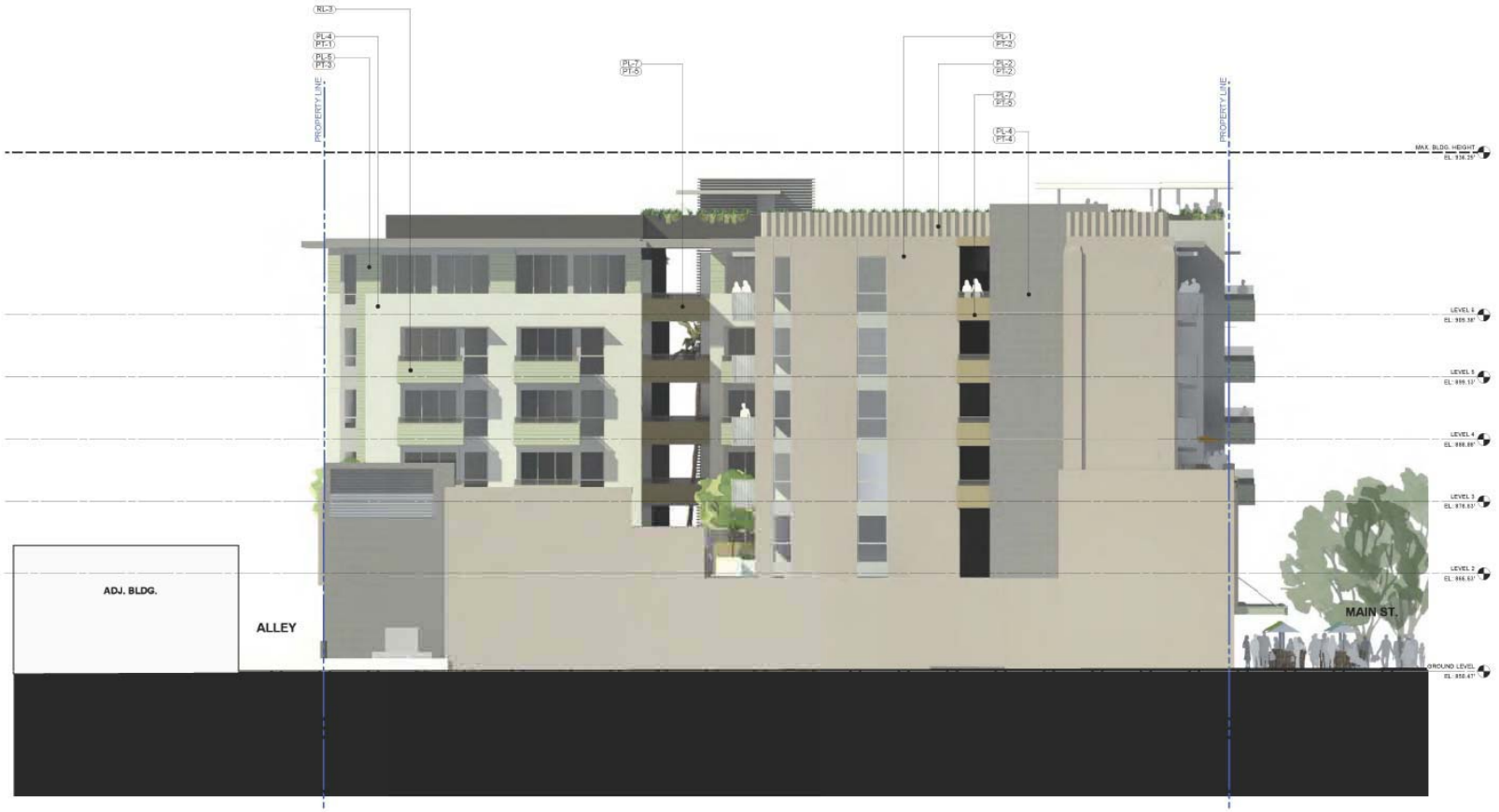
EAST ELEVATION

A203

DESIGNARC

0 5' 10' 20' SCALE : 1" = 8'-0"

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans



PL-1 PT-1 EXTERIOR PLASTER TO MATCH TEXTURE OF (E) BUILDING
LAHABRA X-835 CLAY

PL-2 PT-1 EXTERIOR PLASTER OVER FOAM "PLEXT" PATTERN: 20/30 SAND FINISH. PAINT TO MATCH PL-1
LAHABRA X-835 CLAY

PL-3 XX-X EXTERIOR PLASTER, SMOOTH TROWEL FINISH
XX

PL-4 PT-2 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 33-33 MENDOCINO

PL-5 PT-3 EXTERIOR PLASTER, SMOOTH STEEL TROWEL FINISH WITH HORIZONTAL CONTROL JOINTS @ 6'-0" O.C.
PRATT & LAMBERT: 18-26 SAGEBRUSH

PL-6 PT-4 EXTERIOR PLASTER, 20/30 SAND FINISH
PRATT & LAMBERT: 28-10 SUNSHINE

PL-7 PT-5 EXTERIOR PLASTER, SMOOTH TROWEL FINISH, WITH HORIZONTAL CONTROL JOINTS @ FLOOR LINES
PRATT & LAMBERT: S-32 CHIPMUNK STRIPE

GL-1 GLAZING: CLEAR WITH CLEAR ANODIZED ALUMINUM FRAMES

GL-2 GLAZING @ (E) BUILDING, WOOD SASH TO MATCH (E) DETAILS / PROFILES, TYPICAL

GL-3 GLAZING: MEDIUM GRAY TINT WITH DARK BRONZE ANODIZED FRAMES

GL-4 CANTILEVERED GLASS SCREEN TO 60" HIGH PER ACOUSTIC REPORT

GL-5 MINI STOREFRONT: CLEAR GLASS WITH CLEAR ANODIZED ALUMINUM FRAMES

ST-1 ADHERED STONE VENEER, QUIRK MITERED OUTSIDE CORNERS

MT-1 HORIZONTAL METAL LOUVERS

RL-1 RAILING, VERTICAL 1/2" X 1/2" BARS @ 4" O.C., BACKED WITH 30% OPEN PERFORATED 1/8" PANELS

RL-2 RAILING, MEDIUM GRAY SPANDREL GLASS IN PAINTED STEEL FRAME, COLOR TO MATCH GLASS

RL-3 RAILING, SOLID PLASTER GUARDRAIL TO 36" HIGH, PLASTER TO MATCH PT-5,
12" EXTENSION OF 30% OPEN PERFORATED METAL, FRAME AND PANEL TO MATCH COLOR OF PT-5

RATKOVICH ARCHITECTS

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 24 APRIL 2015

NORTH ELEVATION

A204

DESIGNARC

0 5' 10' 20' SCALE : 1" = 8'-0"

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

WEST ELEVATION

A401 DESIGNARC

RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

AERIAL VIEW FROM NORTHEAST

A402 DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

SOUTH ELEVATION

A405 DESIGNARC

RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

VIEW FROM NORTHEAST

A406 DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

NORTH ELEVATION

A407 DESIGNARC

RATKOVICH
Imperial Hardware Lofts
University Avenue & Main Street, Riverside CA 24 APRIL 2015

VIEW LOOKING SOUTH ON MAIN STREET

A408 DESIGNARC












EPTDESIGN

RATKOVICH

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 25 MARCH 2015

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

LEGEND

1. Enhanced Concrete Paving at Podium Deck Common Areas
2. Raised Wood Decking at Amenity Areas
3. Glass Pool Barrier and Gate
4. Decorative Iron Pool Barrier and Gate
5. Guard Railing
6. Built-In BBQ and Counter
7. Built-In Banquette Seating
8. Fire Pit
9. Moveable Bistro Tables and Seating
10. Raised Planters
11. 5'-High Pool Barrier Wall at Unit Patios
12. Decorative Pots with Accent Planting
13. Swimming Pool
14. Spa with Decorative Spill Wall
15. Wheelchair with Accessible Lift
16. Integral Color Concrete at Raised Pool Deck Area
17. Raised Planter at Ground Floor Below
18. New Decomposed Granite Paving To Replace Existing Vines at Sidewalk Tree Wells Below
19. Pad Mounted Electrical Transformer at Ground Floor (By Others)
20. Line of Ground Floor Below
21. Decorative Spill Basin at Podium Deck
22. Movie Projection Wall/Screen
23. Water Service P.O.C. and Backflow Device in Basement Level

FS. Finished Surface
TOR Top of Rail
TW. Top of Wall
WE. Waterline Elevation

PLANTING PALETTE

TREES

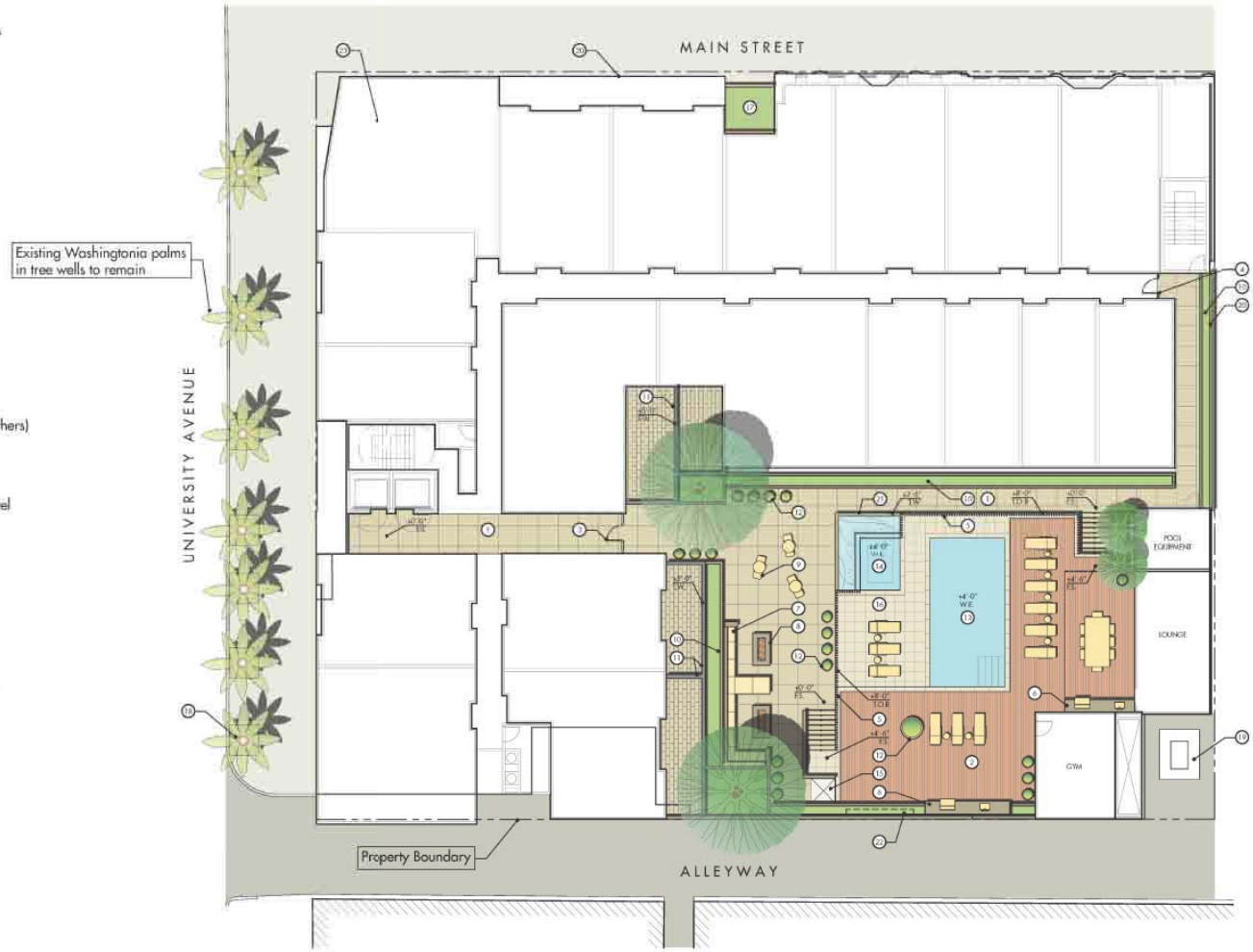
- Cercidium x 'Desert Museum' - Desert Museum Palo Verde
- Aloe bainesii - Tree Aloe

SHRUBS

- Agave attenuata - Foxtail Agave
- Agave attenuata 'Variegata' - Variegated Foxtail Agave
- Agave vilmoriniana -Octopus Agave
- Aloe vera - Aloe
- Aeonium undulatum - Stalked Aeonium
- Podocarpus elongatus 'Icee Blue' - Icee Blue Yellow-Wood
- Senecio mandraliscae - Blue Chalksticks

GRASSES

- Bulbine frutescens - Bulbine
- Chondropetalum tectorum - Small Cape Rush
- Lomandra longifolia 'Breeze' - Dwarf Mat Rush



EPTDESIGN

Imperial Hardware Lofts

University Avenue & Main Street, Riverside CA 25 MARCH 2015

LANDSCAPE CONCEPT PLAN

L100

DESIGNARC

P15-0247-0248-0250-0251-0252-0363 - Exhibit 8, Project Plans

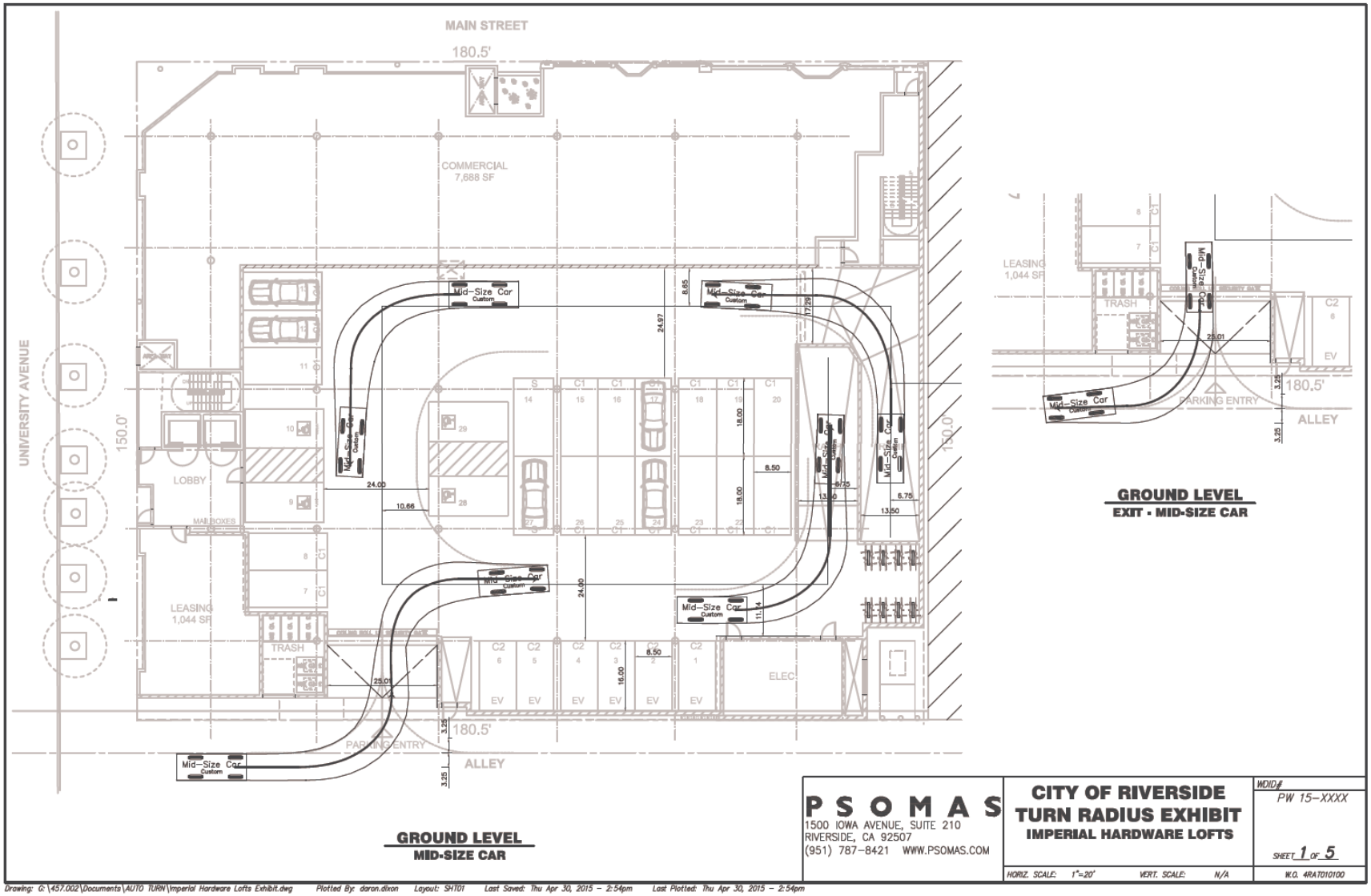

WALK TO END HOMELESSNESS
EndHomeless.info


4117
4116

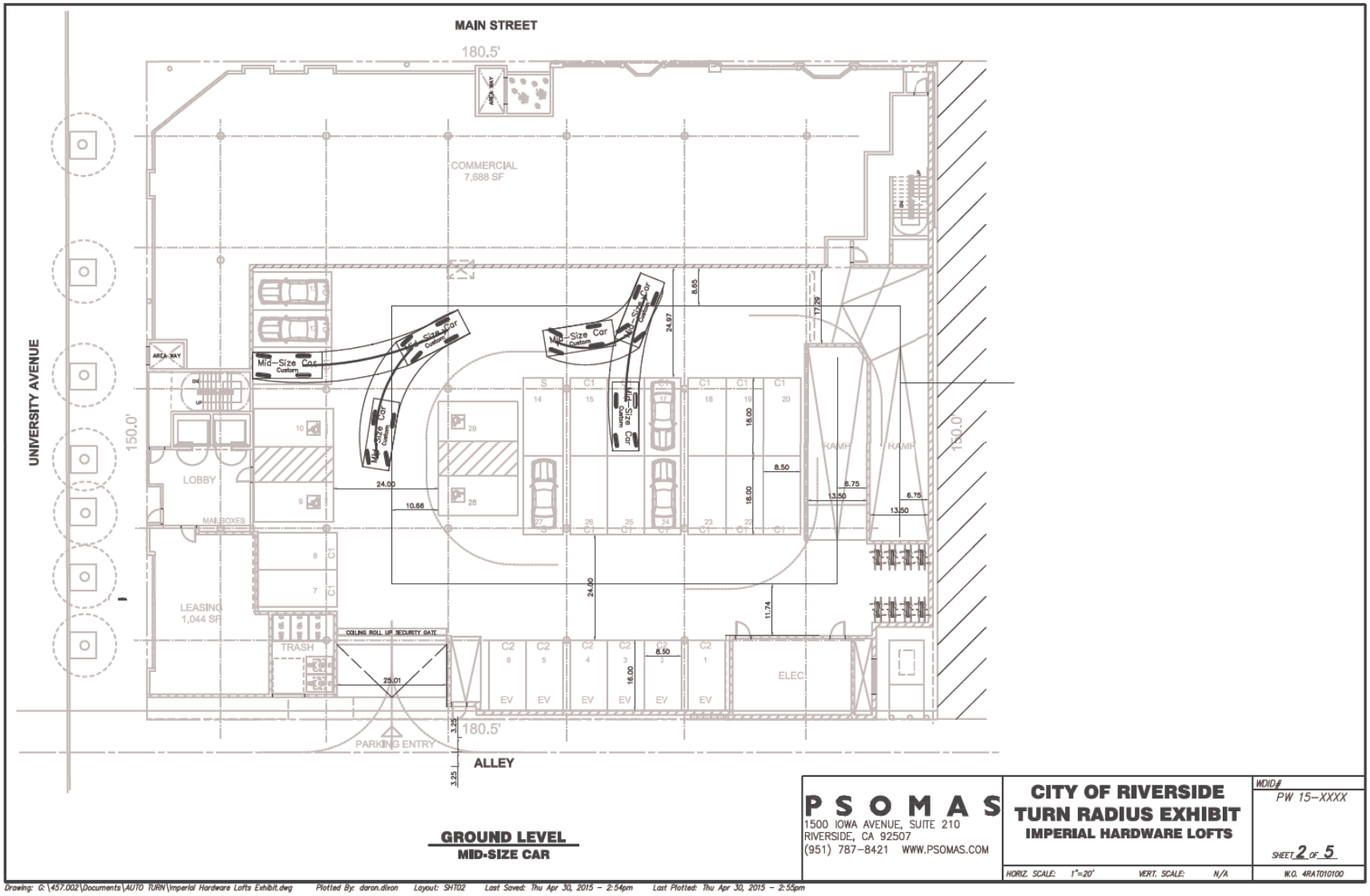

WALK TO END HOMELESSNESS
EndHomeless.info


I OWN IT
I OWN IT


P11785



P15-0247-0248-0250-0251-0252-0363 - Exhibit 10, Parking Diagram



GROUND LEVEL
MID-SIZE CAR

P S O M A S
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
(951) 787-8421 WWW.PSOMAS.COM

CITY OF RIVERSIDE
TURN RADIUS EXHIBIT
IMPERIAL HARDWARE LOFTS

WDID# PW 15-XXXX

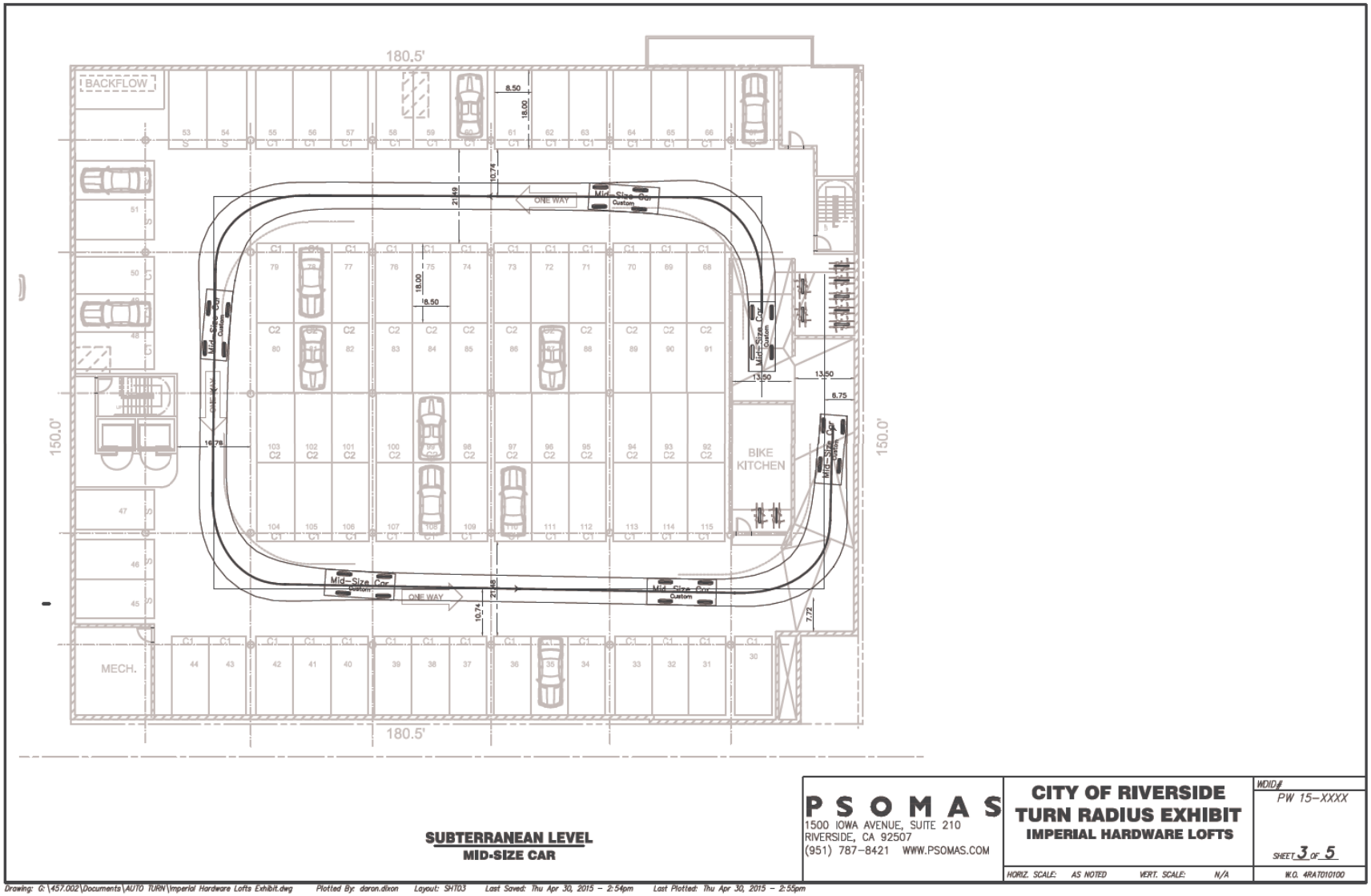
SHEET 2 OF 5

HORIZ. SCALE: 1"=20' VERT. SCALE: N/A

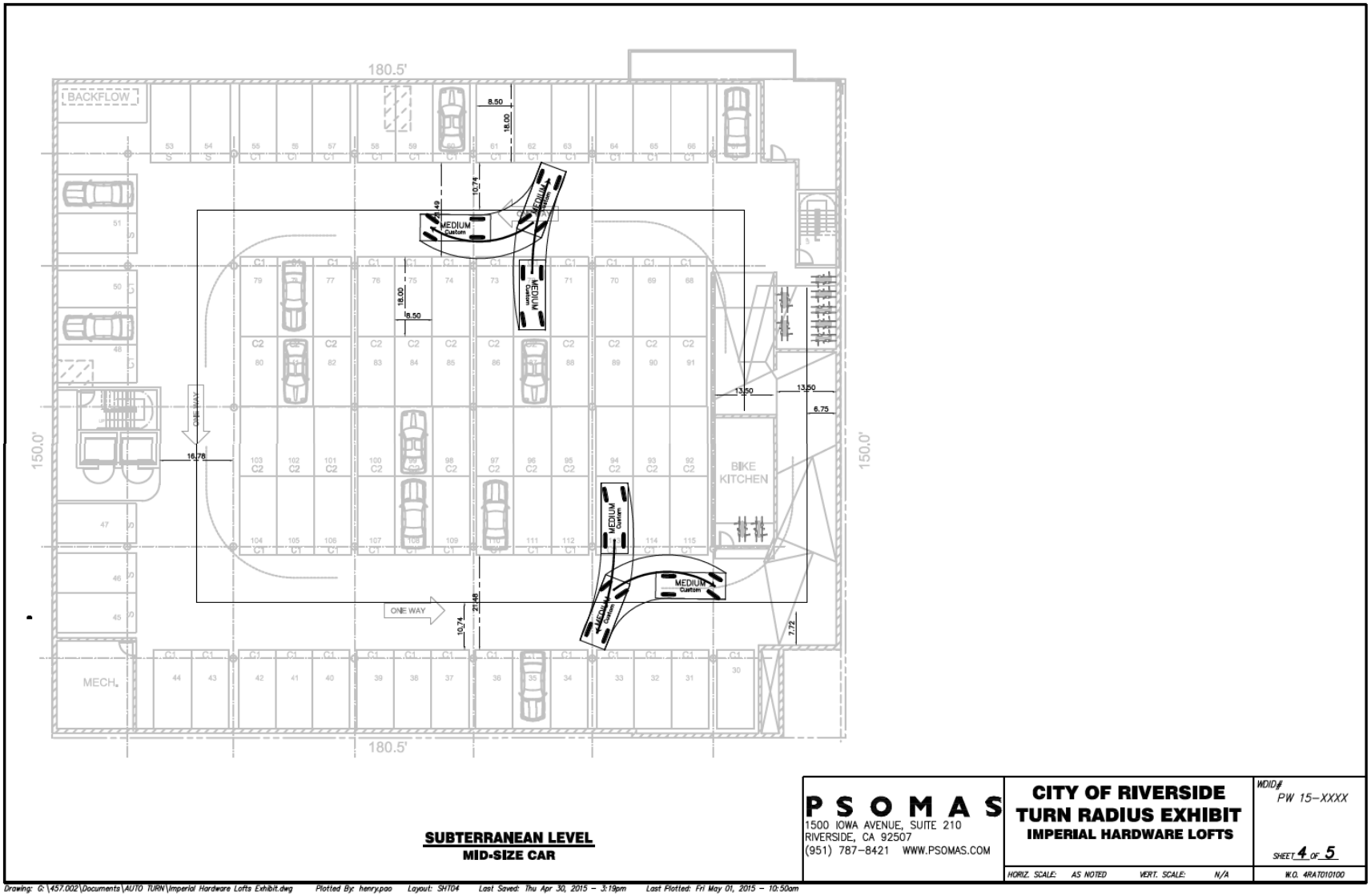
W.O. 4RAT010100

Drawing: G:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: daron.dixon Layout: SHT02 Last Saved: Thu Apr 30, 2015 - 2:54pm Last Plotted: Thu Apr 30, 2015 - 2:55pm

P15-0247-0248-0250-0251-0252-0363 - Exhibit 10, Parking Diagram



P15-0247-0248-0250-0251-0252-0363 - Exhibit 10, Parking Diagram

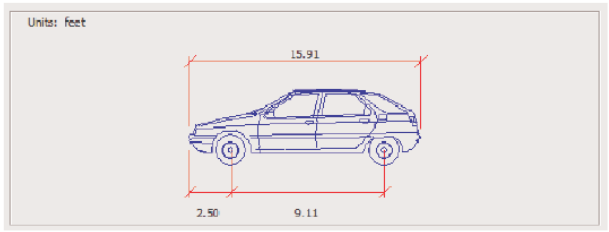


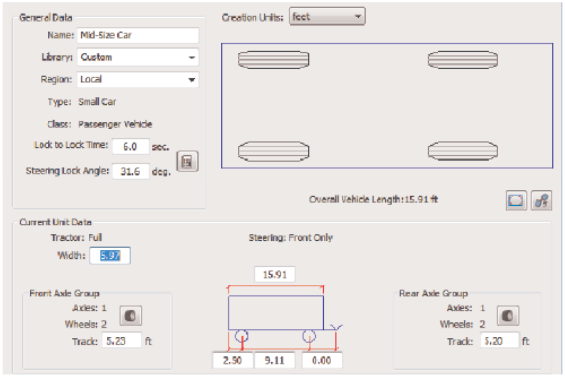
SUBTERRANEAN LEVEL
MID-SIZE CAR

P S O M A S 1500 IOWA AVENUE, SUITE 210 RIVERSIDE, CA 92507 (951) 787-8421 WWW.PSOMAS.COM	**CITY OF RIVERSIDE** **TURN RADIUS EXHIBIT** **IMPERIAL HARDWARE LOFTS**	WDID# PW 15-XXXX SHEET 4 OF 5
	HORIZ. SCALE: AS NOTED VERT. SCALE: N/A	W.O. 4RAT010100

Drawing: G:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: henry.pao Layout: SHT04 Last Saved: Thu Apr 30, 2015 - 3:19pm Last Plotted: Fri May 01, 2015 - 10:50am

P15-0247-0248-0250-0251-0252-0363 - Exhibit 10, Parking Diagram





MID–SIZE CAR
CUSTOM 2015

P S O M A S 1500 IOWA AVENUE, SUITE 210 RIVERSIDE, CA 92507 (951) 787–8421 WWW.PSOMAS.COM	**CITY OF RIVERSIDE** **TURN RADIUS EXHIBIT** **IMPERIAL HARDWARE LOFTS** **VEHICLE DATA**	WDID# PW 15–XXXX SHEET 5 OF 5
	HORIZ. SCALE: AS NOTED VERT. SCALE: N/A	W.O. 4RAT010100

Drawing: G:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: daron.dixon Layout: SHT05 Last Saved: Thu Apr 30, 2015 – 2:54pm Last Plotted: Thu Apr 30, 2015 – 3:04pm

CITY OF RIVERSIDE

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Project Description: _____

Project Location: _____

Assessor's Parcel Number (APN): _____

VARIANCES REQUESTED – State variance(s) requested specifically and in detail. Please attach separate sheets(s) as necessary.

_____

_____

REQUIRED FINDINGS – Answer each of the following questions yes or no and then explain your answer in detail. Questions 1 and 2 must be answered "yes" and 3 and 4 "no" to justify granting of a variance. Attach written details if insufficient space is provided on this form. Economic hardship is not an allowable justification for a variance.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code? Explain in detail.

2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification? Explain in detail.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located? Explain in detail.

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan? Explain in detail.

Variance Justification Form – Parking Ratio

Project Description - The project is an adaptive reuse of the historic Imperial Hardware building. The project consists of a two-story parking garage with 115 parking spaces, 7,797 square feet of ground floor retail and 91 market rate apartments totaling 70,619 net rentable square feet over five stories above the ground floor.

Project Location - 3750/3768 Main Street, Riverside, CA 92501 & 3675 University Avenue, Riverside, CA 92501

Assessor's Parcel Number - 213-271-005, 213-271-006, 213-271-007

Variance Requested:
Permission to park onsite residential parking at a ratio of one space per bedroom. The project includes 67 studio and one bedroom units and 24 two bedroom units for a total of 91 units, and a total of 115 onsite residential parking spaces. This compares to the required code parking of 149 spaces, or a requested reduction of 34 spaces per the following:

		Code	Code	Proposed	Proposed	Variance
Unit Type	# Units	Parking Ratio	# Spaces Required	Parking Ratio	# Spaces	# Spaces
Studios	25	1.5/Unit	38	1/Bed	25	(13)
One Bed	42	1.5/ Unit	63	1/Bed	42	(21)
Two Bed	24	2.0/Unit	48	1/Bed	48	(0)
Total	91		149		115	(34)

Required Findings

1. Yes. The Parking Study prepared by the Parking Design Group dated March 24, 2015 points out that the parking of residential mixed-used developments located in urban cores at a ratio of one onsite residential space per bedroom is consistent with parking industry standards and comparable with other progressive Southern California cities (see "Issue A").

If the proposed downtown project were required to provide additional onsite parking per the City's existing suburban parking code, a second level of subterranean parking would be necessitated to accommodate the additional 34 parking spaces required. The additional cost to provide this parking at a cost of $50,000 per space (hard and soft costs -- $1.7 million) would render the project financially infeasible.

Furthermore, The City requirement that the developer rehabilitate the existing historic facade of the Imperial Hardware Building and incorporate it into the design of the project will also place physical constraints on the feasibility of constructing additional levels of parking. Alternatively, the project would have to be reduced in scope by nearly 50% if the current two levels of parking were maintained and designed per the existing parking code.

2. Yes. The development of the proposed project will be the first urban residential and mixed-use project of its kind developed in the downtown core of Riverside. Heretofore, the development of multi-family residential projects in the City of Riverside have been located in suburban settings or on the fringe of downtown and appropriately developed in accordance with the City's existing suburban parking code.

The existing city parking code does not reflect an urban residential design approach. There is no Downtown Specific Plan overlay to address higher density, urban living such as the proposed project. Section 3.2 of the Specific Plan states:

" Zoning and Development Standards - Downtown's zoning categories and related development standards were inherited from citywide categories and standards more suited for suburban development. As such, they do not deal with important, contemporary downtown potential such as mixed used, live-work concepts and shared parking or parking districts."

3. No. In accordance with the Parking Design Group's study, the onsite parking of one residential parking space per bedroom is sufficient to address the parking demands of residents. Any additional residential guest, visitor or retail parking can be easily accommodated within existing public parking garages and curbside parking located within a 750 foot radius of the site and which contain 938 unassigned spaces that can be shared with other uses (see "Residential Guest Parking" section).

4. No. The granting of the variance will permit the development of the proposed urban residential and mixed-use project which is a defined objective of the General and Specific Plan to bring a variety of housing options to downtown to help create a lively, 24 hour downtown community. The Specific Plan states:

"The Downtown Land Use Districts are designed to provide a mix of retail, entertainment, cultural, residential, employment, and support service uses in appropriate locations in the Downtown to strengthen Downtown as the heart of the City and the Inland Empire, and create a more lively, 24- hour urban environment." (Page 2-13)

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Project Description: _____

Project Location: _____

Assessor's Parcel Number (APN): _____

VARIANCES REQUESTED – State variance(s) requested specifically and in detail. Please attach separate sheets(s) as necessary.

_____

_____

REQUIRED FINDINGS – Answer each of the following questions yes or no and then explain your answer in detail. Questions 1 and 2 must be answered "yes" and 3 and 4 "no" to justify granting of a variance. Attach written details if insufficient space is provided on this form. Economic hardship is not an allowable justification for a variance.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code? Explain in detail.

2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification? Explain in detail.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located? Explain in detail.

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan? Explain in detail.

Variance Justification Form – Compact Stalls

Project Description - The project is an adaptive reuse of the historic Imperial Hardware building. The project consists of a two-story parking garage with 115 parking spaces, 7,797 square feet of ground floor retail and 91 market rate apartments totaling 70,619 net rentable square feet over five stories above the ground floor.

Project Location - 3750/3768 Main Street, Riverside, CA 92501 & 3675 University Avenue, Riverside, CA 92501

Assessor's Parcel Number - 213-271-005, 213-271-006, 213-271-007

Variance Requested:
Permission to allow the use of compact stalls to meet the code parking requirements of the project. The current City code does not provide for the use of any compact stalls. As highlighted in the Parking Design Groups March 24, 2015 parking report, many cities throughout Southern California, as well as nationally, permit the use of compact stalls in response to the current and projected downsizing of automobiles. This is particularly true in downtown cores where alternative transportation nodes are present and urban dwellers typically have fewer, smaller, and more fuel-efficient vehicles than their suburban counterparts.

The required size of a standard parking stall in the City of Riverside is 9' wide by 18' long which is typical of more suburban environments where the size of automobiles tend to be larger to accommodate larger household formations.

The project proposes to provide parking stalls per the following:

Type	Size	Level P2	Level P3	Total	%
Standard	9' x 18'	10	8	18	16%
Compact 1	8.5' x 18'	31	7	38	33%
Compact 2	8' x 18'	9	5	14	12%
Compact 3	8.5' x 15'	12	5	17	15%
Tandem Compact 3	8.5' x 15'	24	0	24	21%
ADA		0	3	3	3%
ADA Van		0	1	1	1%
Total		86	29	115	100%

Taken literally, the total percentage of proposed compact stalls per the above is 81%. However, if the Compact 1 spaces (which are 6" narrower than the City's standard stall dimensions) are considered the equivalent to standard stalls (see the Parking Design Group study), the percentage of proposed compact stalls is 48%.

Further, the applicant is making a separate variance request for the use of tandem stalls which are typically sized to compact dimensions given their contiguous location to one another and

use by single households on an assigned basis. If that request is considered separately from this request for compact stalls, the net percentage of proposed compact stalls is 27%.

Required Findings

1. Yes. The Parking Study prepared by the Parking Design Group dated March 24, 2015 points out that the parking of residential mixed-used developments located in urban cores with a percentage of compact spaces is consistent with parking industry standards, comparable with other Southern California cities, and addresses the reality that vehicles amongst urban dwellers are typically smaller than those of suburban residents.

If the proposed downtown project were required to provide all standard spaces per the City's existing suburban parking code, a second level of subterranean parking would be necessitated to accommodate the substantial loss of parking spaces that would result by having to increase the size of spaces. The additional cost to provide this parking at a cost of $50,000 per space (hard and soft costs) would be significant and render the project financially infeasible.

Furthermore, the City requirement that the developer rehabilitate the existing historic facade of the Imperial Hardware Building and incorporate it into the design of the project will also place physical constraints on the feasibility of constructing additional levels of parking. Alternatively, the project would have to be significantly reduced in scope if the current two levels of parking were maintained and designed per the existing parking code.

2. Yes. The development of the proposed project will be the first urban residential and mixed-use project of its kind developed in the downtown core of Riverside. Heretofore, the development of multi-family residential projects in the City of Riverside have been located in suburban settings or on the fringe of downtown and appropriately developed in accordance with the City's existing suburban parking code.

The existing city parking code does not reflect an urban residential design approach. There is no Downtown Specific Plan overlay to address higher density, urban living such as the proposed project. Section 3.2 of the Specific Plan states:

" Zoning and Development Standards - Downtown's zoning categories and related development standards were inherited from citywide categories and standards more suited for suburban development. As such, they do not deal with important, contemporary downtown potential such as mixed used, live-work concepts and shared parking or parking districts."

3. No. The use of compact parking stalls as requested is internal to the project and does not affect any public or offsite parking demand. As pointed out in the Parking Design Group's report, the use of compact spaces in urban cores is an accepted industry standard and one that is embraced by other Southern California cities.

Alternatively, by not permitting the use of compact spaces, there would be fewer parking spaces located onsite, thereby increasing parking demand within offsite public parking facilities to accommodate the need for additional parking.

4. No. The granting of the variance will permit the development of the proposed urban residential and mixed-use project which is a defined objective of the General and Specific Plan to bring a variety of housing options to downtown to help create a lively, 24 hour downtown community. The Specific Plan states:

"The Downtown Land Use Districts are designed to provide a mix of retail, entertainment, cultural, residential, employment, and support service uses in appropriate locations in the Downtown to strengthen Downtown as the heart of the City and the Inland Empire, and create a more lively, 24- hour urban environment." (Page 2-13)

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Project Description: _____

Project Location: _____

Assessor's Parcel Number (APN): _____

VARIANCES REQUESTED – State variance(s) requested specifically and in detail. Please attach separate sheets(s) as necessary.

_____

_____

REQUIRED FINDINGS – Answer each of the following questions yes or no and then explain your answer in detail. Questions 1 and 2 must be answered "yes" and 3 and 4 "no" to justify granting of a variance. Attach written details if insufficient space is provided on this form. Economic hardship is not an allowable justification for a variance.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code? Explain in detail.

2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification? Explain in detail.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located? Explain in detail.

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan? Explain in detail.

Variance Justification Form – Tandem Stalls

Project Description - The project is an adaptive reuse of the historic Imperial Hardware building. The project consists of a two-story parking garage with 115 parking spaces, 7,797 square feet of ground floor retail and 91 market rate apartments totaling 70,619 net rentable square feet over five stories above the ground floor.

Project Location - 3750/3768 Main Street, Riverside, CA 92501 & 3675 University Avenue, Riverside, CA 92501

Assessor's Parcel Number - 213-271-005, 213-271-006, 213-271-007

Variance Requested:
Permission to allow the use of tandem parking stalls for two bedroom units to meet the code parking requirements of the project. The current City code does not provide for the use of any tandem stalls. As highlighted in the Parking Design Groups March 24, 2015 parking report, many cities throughout Southern California permit the use of tandem stalls to meet the parking needs of two bedroom units, particularly in downtown cores.

Tandem parking is commonly accepted by residents living in urban locations where land for parking is scarce and the alternative would be the use of one parking space vs. two. Tandem stalls are typically sized to compact stall dimensions given their contiguous location to one another and use by single households on an assigned basis.

The project proposes to provide 24 tandem parking stalls, or 21% of the total, for two bedroom units only per the following:

Type	Size	Level P2	Level P3	Total	%
Standard	9' x 18'	10	8	18	16%
Compact 1	8.5' x 18'	31	7	38	33%
Compact 2	8' x 18'	9	5	14	12%
Compact 3	8.5' x 15'	12	5	17	15%
Tandem Compact 3	**8.5' x 15'**	**24**	**0**	**24**	**21%**
ADA		0	3	3	3%
ADA Van		0	1	1	1%
Total		86	29	115	100%

Required Findings

1. Yes. The Parking Study prepared by the Parking Design Group dated March 24, 2015 points out that the parking of residential mixed-used developments located in urban cores with tandem spaces assigned to two bedroom units is consistent with parking industry standards, comparable with other progressive Southern California cities, and readily accepted by urban dwellers.

If the proposed downtown project were required to provide all single spaces per the City's existing suburban parking code, a second level of subterranean parking would be necessitated to accommodate the additional 24 parking spaces required. The additional cost to provide this parking at a cost of $50,000 per space (hard and soft costs -- $1.2 million) would render the project financially infeasible.

Furthermore, The City requirement that the developer rehabilitate the existing historic facade of the Imperial Hardware Building and incorporate it into the design of the project will also place physical constraints on the feasibility of constructing additional levels of parking. Alternatively, the project would have to be significantly reduced in scope if the current two levels of parking were maintained and designed per the existing parking code.

2. Yes. The development of the proposed project will be the first urban residential and mixed-use project of its kind developed in the downtown core of Riverside. Heretofore, the development of multi-family residential projects in the City of Riverside have been located in suburban settings or on the fringe of downtown and appropriately developed in accordance with the City's existing suburban parking code.

The existing city parking code does not reflect an urban residential design approach. There is no Downtown Specific Plan overlay to address higher density, urban living such as the proposed project. Section 3.2 of the Specific Plan states:

" Zoning and Development Standards - Downtown's zoning categories and related development standards were inherited from citywide categories and standards more suited for suburban development. As such, they do not deal with important, contemporary downtown potential such as mixed used, live-work concepts and shared parking or parking districts."

3. No. The use of tandem parking stalls as requested is internal to the project and does not affect any public or offsite parking demand. As pointed out in the Parking Design Group's report, the use of tandem spaces in urban cores is generally accepted by urban dwellers of the same household requiring two parking spaces. Alternatively, by not permitting the use of tandem spaces, there would be increased parking demand within offsite public parking facilities to accommodate the need for additional parking.

In today's world of design and construction, much emphasis is being placed on sustainable, green design and function. Flexible solutions, including tandem parking, allow more parking in less space, helping to reduce housing costs and environmental impacts, while at the same time improving overall urban design.

4. No. The granting of the variance will permit the development of the proposed urban residential and mixed-use project which is a defined objective of the General and Specific Plan to bring a variety of housing options to downtown to help create a lively, 24 hour downtown community. The Specific Plan states:

"The Downtown Land Use Districts are designed to provide a mix of retail, entertainment, cultural, residential, employment, and support service uses in appropriate locations in the Downtown to strengthen Downtown as the heart of the City and the Inland Empire, and create a more lively, 24- hour urban environment." **(Page 2-13)**

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Project Description: _____

Project Location: _____

Assessor's Parcel Number (APN): _____

VARIANCES REQUESTED – State variance(s) requested specifically and in detail. Please attach separate sheets(s) as necessary.

_____

_____

REQUIRED FINDINGS – Answer each of the following questions yes or no and then explain your answer in detail. Questions 1 and 2 must be answered "yes" and 3 and 4 "no" to justify granting of a variance. Attach written details if insufficient space is provided on this form. Economic hardship is not an allowable justification for a variance.

1. Will the strict application of the provisions of the Zoning Code result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Code? Explain in detail.

2. Are there special circumstances or conditions applicable to your property or to the intended use or development of your property that do not apply generally to other property in the vicinity and under the identical zoning classification? Explain in detail.

3. Will the granting of such variance prove materially detrimental to the public welfare or injurious to the property or improvements in the zone or neighborhood in which your property is located? Explain in detail.

4. Will the granting of such variance be contrary to the objectives of any part of the General Plan? Explain in detail.

Variance Justification Form – Drive Aisle Width

Project Description - The project is an adaptive reuse of the historic Imperial Hardware building. The project consists of a two-story parking garage with 115 parking spaces, 7,797 square feet of ground floor retail and 91 market rate apartments totaling 70,619 net rentable square feet over five stories above the ground floor.

Project Location - 3750/3768 Main Street, Riverside, CA 92501 & 3675 University Avenue, Riverside, CA 92501

Assessor's Parcel Number - 213-271-005, 213-271-006, 213-271-007

Variance Requested:
Permission to reduce the minimum drive aisle width for one-way traffic with contiguous 90 degree parking stalls from 24' to 21'6".

As cars are getting smaller and technology is allowing for improved parking techniques, the opportunity exists for drive aisle width compression in order for a more efficient parking garage layout.

The project proposes to reduce the drive aisle width in the subterranean level to 21'6" on the east and west drive aisles and 23'6" on the south drive aisle. The net result is a variance to the required width of 2'5" on the east and west drive aisle and 6" on the south drive aisle.

Required Findings

1. Yes. After multiple design iterations and analysis by Dr. Rick Willson and Psomas it was determined that the most suitable design would be to keep the parking stalls at standard depth and reduce the drive aisle width. An overall reduction in vehicle size and improvements in car technology and maneuverability allow for a safe and practical parking movement with smaller drive aisle widths. The attached exhibit prepared by Psomas shows the parking movements for a mid-size car (e.g. Toyota Camry/Honda Accord) in the subterranean garage. The driver is able to maneuver the car throughout the garage and park the car in any available space without difficulty.

2. Yes. The development of the proposed project will be the first urban residential and mixed-use project of its kind developed in the downtown core of Riverside. Heretofore, the development of multi-family residential projects in the City of Riverside have been located in suburban settings or on the fringe of downtown and appropriately developed in accordance with the City's existing suburban design standards.

The existing city design standards do not reflect an urban residential design approach. There is no Downtown Specific Plan overlay to address higher density, urban living such as the proposed project. Section 3.2 of the Specific Plan states:

" Zoning and Development Standards - Downtown's zoning categories and related development standards were inherited from citywide categories and standards more suited for suburban development. As such, they do not deal with important, contemporary downtown potential such as mixed used, live-work concepts and shared parking or parking districts."

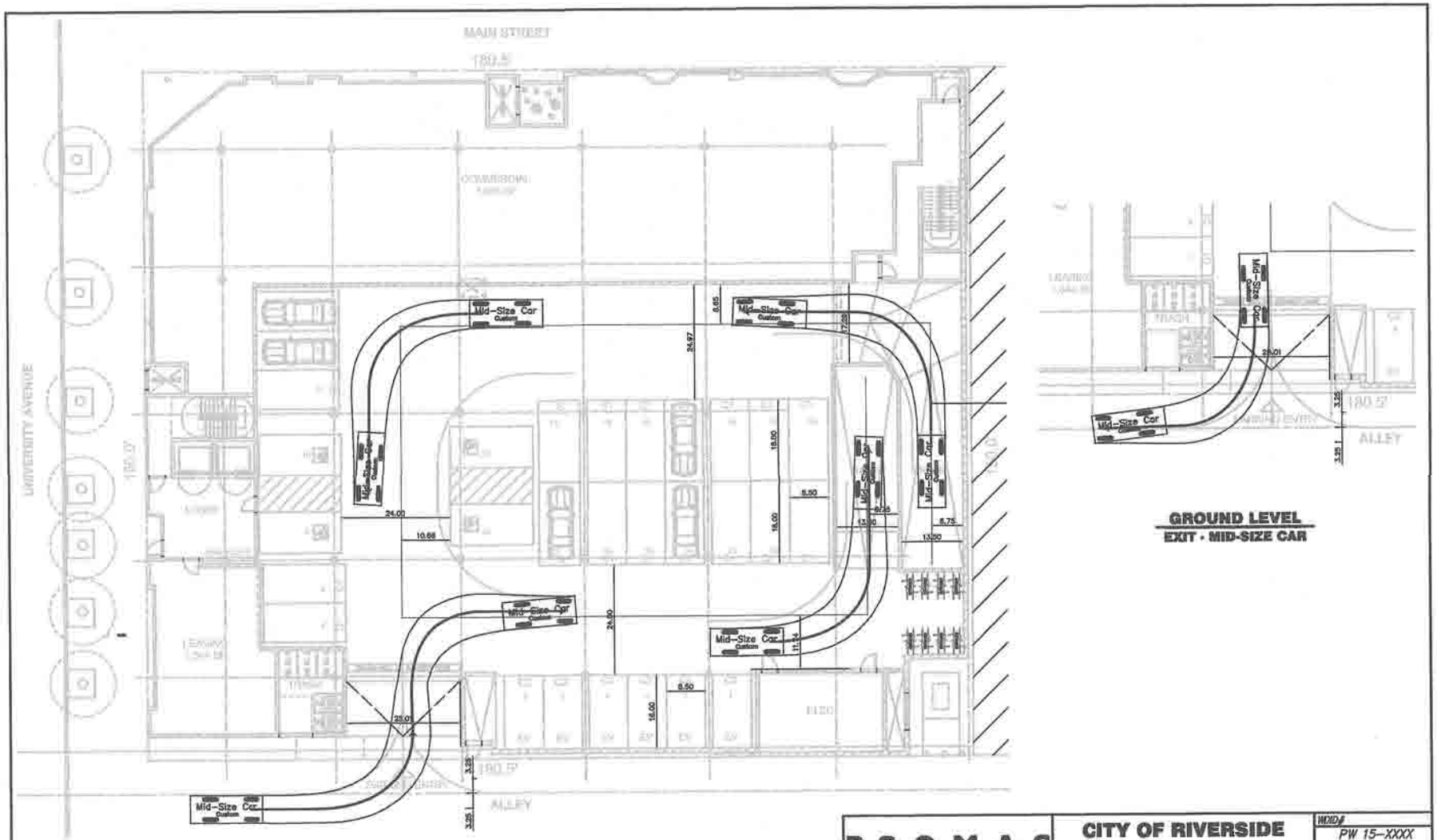
As a podium style project there are particulars relative to a parking garage solution, specifically to those with private only garages. Private garages provide a level of familiarity which over time allows the users to maneuver through the garage more comfortably. Speeds within the garage are often slower when they are residents only in addition to a garage in general can provide a calming effect with respect to vehicle speed. All of these factors are contributors towards allowing a safe reduction in drive aisle width in addition to the practical analysis of how cars can pragmatically maneuver within the garage.

3. No. A reduction in drive aisle width is internal to the project and does not affect any public or on street vehicle parking or circulation. As shown in the attached Psomas exhibit, the vehicle circulation and parking in the garage is practical and safe. Additionally, there is no impact on the design of the garage relative to the general public as the garage is private.

As vehicles continue to adapt and downtown cores again thrive, the movement is for compression. Vehicle size continues to drop because of stringent Federal fuel economy standards and vehicle technology is moving towards an "auto park" scenario wherein vehicles will park themselves. This will allow for a reduced parking and circulation footprint over the life of the building.

4. No. The granting of the variance will permit the development of the proposed urban residential and mixed-use project which is a defined objective of the General and Specific Plan to bring a variety of housing options to downtown to help create a lively, 24 hour downtown community. The Specific Plan states:

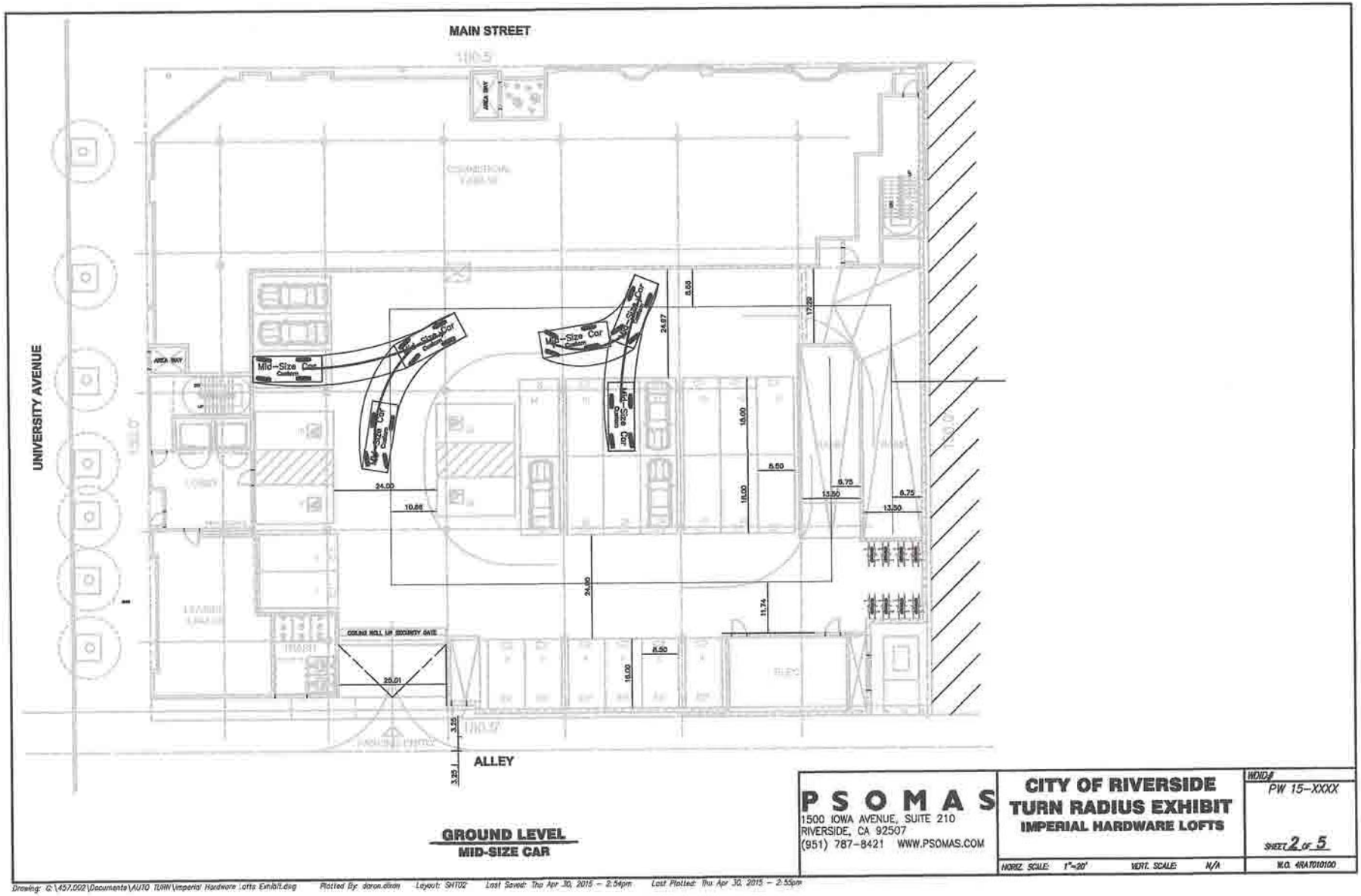
"The Downtown Land Use Districts are designed to provide a mix of retail, entertainment, cultural, residential, employment, and support service uses in appropriate locations in the Downtown to strengthen Downtown as the heart of the City and the Inland Empire, and create a more lively, 24- hour urban environment." (Page 2-13)



PSOMAS 1500 IOWA AVENUE, SUITE 210 RIVERSIDE, CA 92507 (951) 787-8421 WWW.PSOMAS.COM	CITY OF RIVERSIDE TURN RADIUS EXHIBIT IMPERIAL HARDWARE LOFTS	WORK# PW 15-XXXX SHEET 1 OF 5
	HORIZ. SCALE: 1"=20' VERT. SCALE: N/A	W.O. 4RA7010100

Drawing: G:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: daron.dixon Layout: SHT01 Last Saved: Thu Apr 30, 2015 - 2:54pm Last Plotted: Thu Apr 30, 2015 - 2:54pm

P15-0247-0248-0250-0251-0252-0363 - Exhibit 11, Applicant Variance Justifications



GROUND LEVEL
MID-SIZE CAR

PSOMAS
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
(951) 787-8421 WWW.PSOMAS.COM

CITY OF RIVERSIDE
TURN RADIUS EXHIBIT
IMPERIAL HARDWARE LOFTS

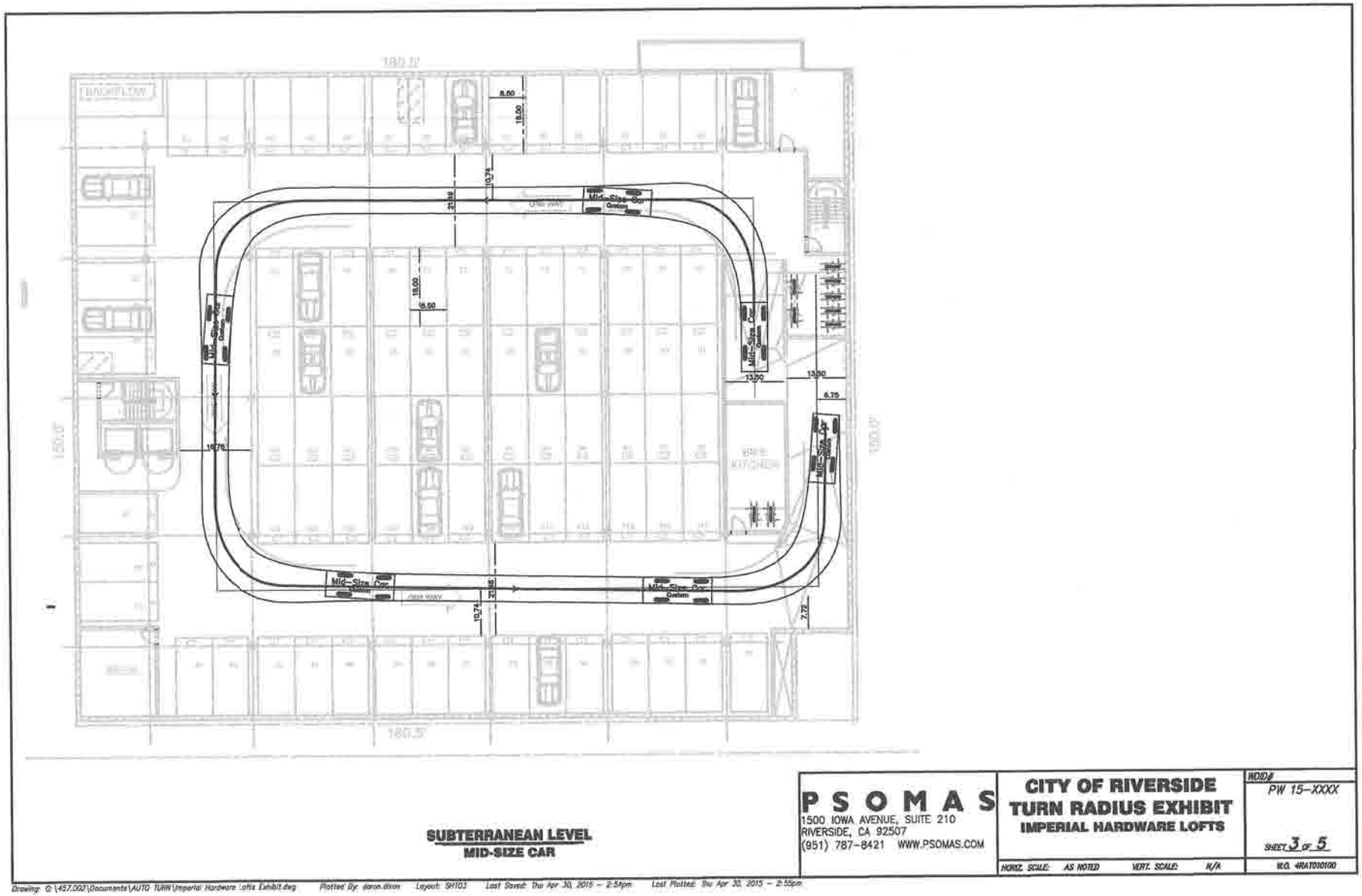
WORK# PW 15-XXXX

SHEET 2 OF 5

HORIZ. SCALE: 1"=20' VERT. SCALE: N/A

W.O. 4RAT010100

Drawing: G:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: daron.dixon Layout: SHT02 Last Saved: Thu Apr 30, 2015 - 2:54pm Last Plotted: Thu Apr 30, 2015 - 2:55pm



SUBTERRANEAN LEVEL
MID-SIZE CAR

P S O M A S
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
(951) 787-8421 WWW.PSOMAS.COM

CITY OF RIVERSIDE
TURN RADIUS EXHIBIT
IMPERIAL HARDWARE LOFTS

WO#D# PW 15-XXXX

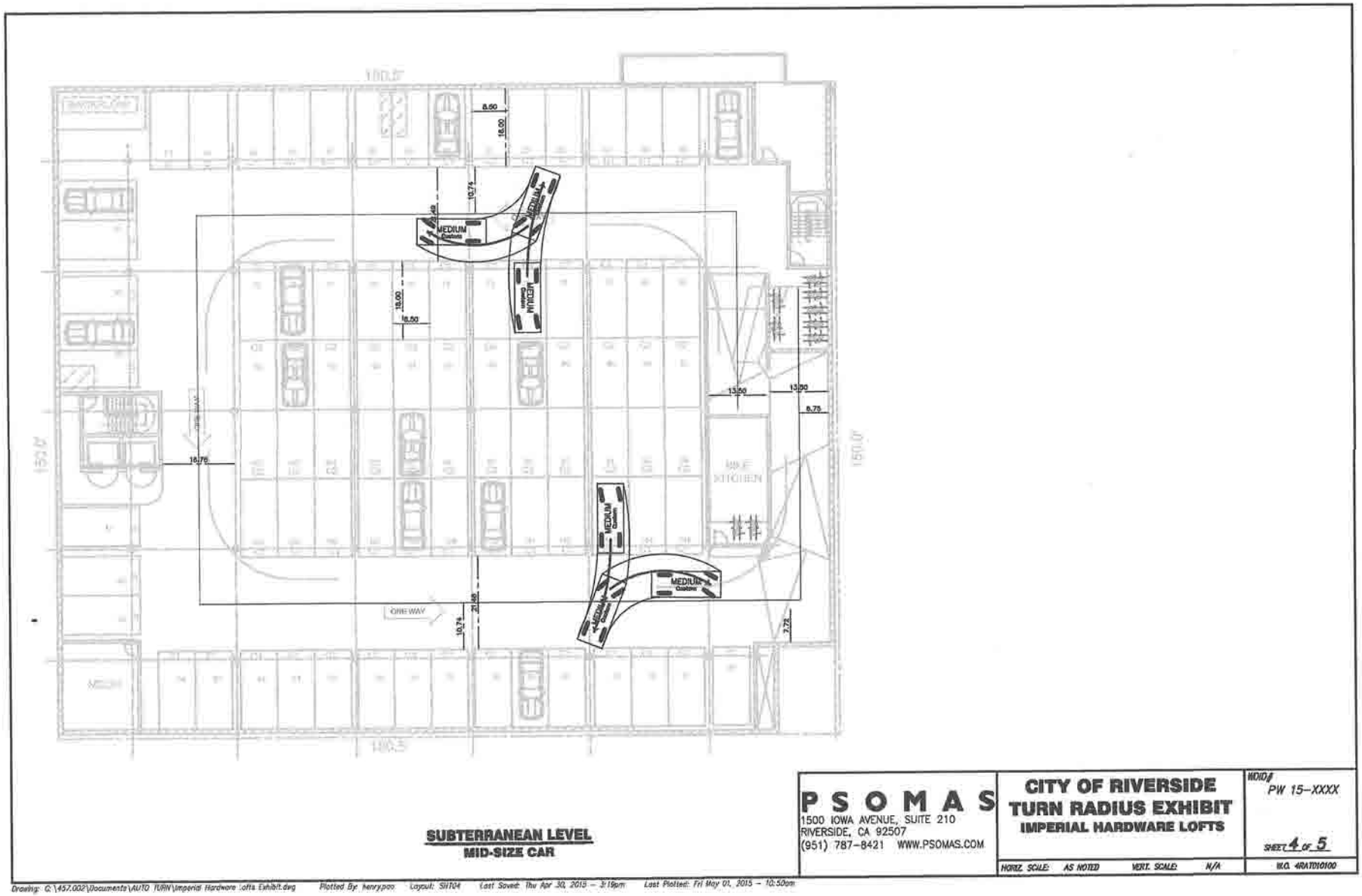
SHEET 3 OF 5

HORIZ. SCALE: AS NOTED VERT. SCALE: N/A

W.O. 4RAT010100

Drawing: G:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: daron.dixon Layout: SHT03 Last Saved: Thu Apr 30, 2015 - 2:54pm Last Plotted: Thu Apr 30, 2015 - 2:55pm

P15-0247-0248-0250-0251-0252-0363 - Exhibit 11, Applicant Variance Justifications



SUBTERRANEAN LEVEL
MID-SIZE CAR

P S O M A S
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
(951) 787-8421 WWW.PSOMAS.COM

CITY OF RIVERSIDE
TURN RADIUS EXHIBIT
IMPERIAL HARDWARE LOFTS

WORK ORDER # PW 15-XXXX

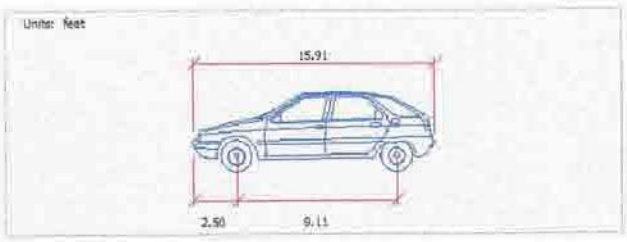
SHEET 4 OF 5

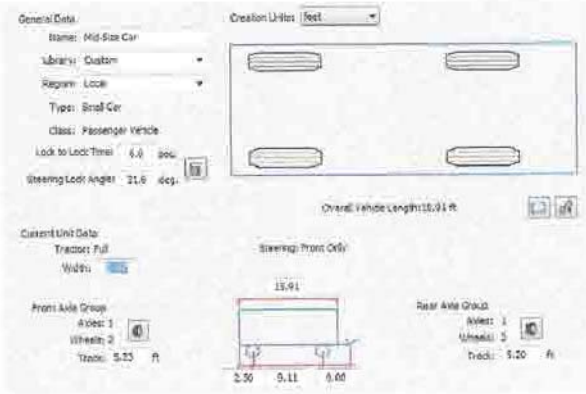
HORIZ. SCALE: AS NOTED VERT. SCALE: N/A

W.O. 4RATD10100

Drawing: C:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: henry.poo Layout: SHT04 Last Saved: Thu Apr 30, 2015 - 3:19pm Last Plotted: Fri May 01, 2015 - 10:50am

P15-0247-0248-0250-0251-0252-0363 - Exhibit 11, Applicant Variance Justifications





MID-SIZE CAR
CUSTOM 2015

PSOMAS 1500 IOWA AVENUE, SUITE 210 RIVERSIDE, CA 92507 (951) 787-8421 WWW.PSOMAS.COM	CITY OF RIVERSIDE TURN RADIUS EXHIBIT IMPERIAL HARDWARE LOFTS VEHICLE DATA	WORK# PW 15-XXXX SHEET 5 OF 5
	HORIZ. SCALE: AS NOTED VERT. SCALE: N/A	W.O. 4RAT010100

Drawing: Q:\457.002\Documents\AUTO TURN\Imperial Hardware Lofts Exhibit.dwg Plotted By: aaron.dixon Layout: SHT05 Last Saved: Thu Apr 30, 2015 - 2:54pm Last Plotted: Thu Apr 30, 2015 - 3:04pm

parking design group

Parkgreen®

Park Green, LLC is a wholly-owned subsidiary of Parking Design Group, LLP

March 24, 2015

Mr. Rob Dodman
Principal
Ratkovich Properties
2465 Campus Drive, Third Floor
Irvine, CA 92612

Regarding
Parking Analysis for the Imperial Hardware Lofts Mixed-use Redevelopment - Riverside, CA

Dear Mr. Dodman:

Enclosed please find the *Parking Analysis for the Imperial Hardware Lofts Mixed-use Development* in Riverside, California.

This analysis is predicated upon the following:

- Located in the heart of downtown Riverside, at the northeast corner of Main and University.
- The mixed-use project is an adaptive reuse of the historical Imperial Hardware Building which was built in 1900.
- The mixed-use project to include 91 apartment lofts, approximately 8,000 square feet of ground floor retail and commercial uses, and a two-level parking garage.
- The development will include the rehabilitation of the historic façade.
- It will be the first residential project of its kind in the downtown Riverside core.
- The project will be parked at one (1) parking space per bedroom, provide a modest use of compact stalls, and use tandem spaces for the two-bedroom units.
- The primary renter for the project will be younger, urban professionals (Millennials), many of which work in the downtown area.
- Therefore, as part of the entitlement process, there is a need for variances as it relates to the amount of on-site parking and the use of compact and tandem stalls.

Thank you for your assistance and information provided in developing this analysis. Please review and contact us should you have questions or need clarifications.

Sincerely,

David L. Vogel

David L. Vogel
Design Partner

Cc: Clifford Ratkovich, Ratkovich Properties
Warren Vander Helm, Parking Design Group/Chicago

"Adaptive Reuse – Embracing the past while designing for the future."

Introduction

As part of the continued redevelopment of Riverside's Downtown core, Ratkovich Properties is redeveloping the historic Imperial Hardware Building. This new mixed-use project will feature approximately 8,000 square feet of ground floor commercial and five-stories of residential above totaling 91 residential units. The product mix of residential will consist of studio, one bedroom and two bedroom apartment units. The project utilizes a two-level parking garage of which one level is subterranean and one level is at grade. Access to the parking garage is via the alley which borders the site on the east. The general approach of the parking garage design is a two ramp system utilizing one-way movements in a counterclockwise motion..

This urban-redefining development will be the first residential project of its kind in the downtown Riverside core. As such, the existing city parking standards do not reflect an urban residential design approach. There is no Downtown Specific Plan overlay to address higher density, urban living. Section 3.2 of the Specific Plan states:

" Zoning and Development Standards - Downtown's zoning categories and related development standards were inherited from citywide categories and standards more suited for suburban development. As such, they do not deal with important, contemporary downtown potential such as mixed used, live-work concepts and shared parking or parking districts."

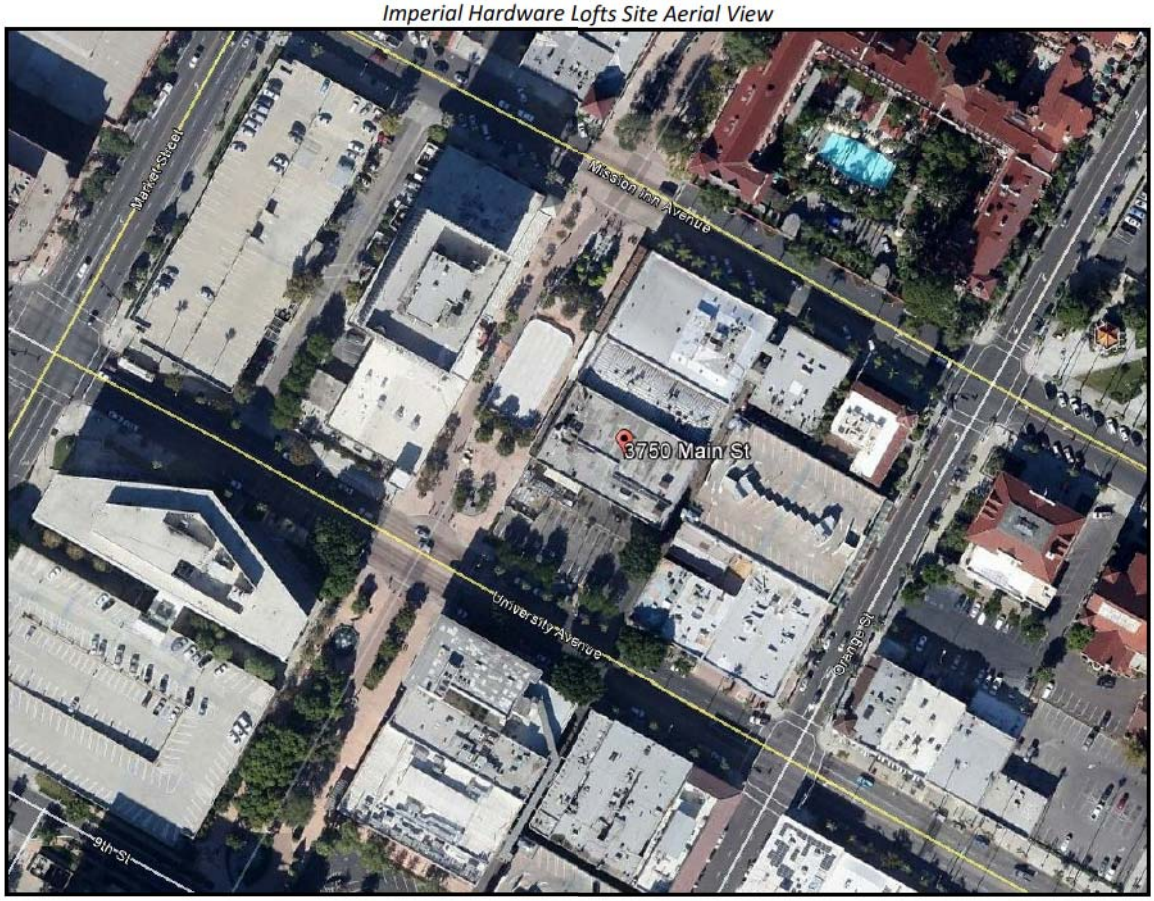
Because of this and the fact that the Imperial Hardware Lofts project is the first project to move forward for entitlements in the downtown core, variances will be the mechanism for the project to proceed with its urban parking solution.

As part of the entitlement process, the developer is seeking a variance to the municipal code as it relates to the amount of on-site parking and the use of tandem and compact stalls. Specifically, the project parks at one parking space per bedroom and includes the use of tandem spaces for two-bedroom units only, as well as a modest number of compact spaces. This parking study will address the project specific parking approach, compare it to other comparable municipalities and provide a recommendation on the suitability of the parking design.

Exhibit I below shows the aerial view of the site.

Exhibit I

Imperial Hardware Lofts Site Aerial View



The following analysis will address the three code-required parking issues relating to the proposed Imperial Hardware Lofts development. These code-required issues are:

A. Allowance for applying a ***1.0 parking space to 1 bedroom ratio*** to the on-site parking requirement for this development.

B. Allowance for ***compact*** parking related to the City of Riverside Municipal Code[1].

C. Allowance for ***tandem*** parking related to the City of Riverside Municipal Code.

[1] City of Riverside Municipal Code Parking and Loading. Chapter 19.580

Issue A

Allowance for applying a ***1.0 parking space to 1 bedroom ratio*** to the on-site parking requirement for this development:

A. One space per bedroom

Multi-family residential projects parked at a ratio of one space per bedroom are becoming very much the norm in progressive Southern California cities promoting smart growth, particularly in cities with downtown areas conducive to walking, biking, and providing access to transit and accommodating other transportation options to reduce reliance on the automobile. Contributing factors in support of this approach for the IHL site in Downtown Riverside include:

- The location of this project lends itself well to the use of mass transit. Riverside County's number one ridership is the line that originates at UCR and travels down University Avenue past the project site. In fact, 25% of all RTA ridership uses this line. Additionally, the potential development of a light rail system with a station adjacent to the project will only increase mass transit options for residents. The Metrolink transit center connecting to Orange County and Downtown Los Angeles is also easily accessible via mass transit and would allow the residents the option to not own a vehicle to get to their jobs outside the area.

- The downtown location lends itself well to a walkable/bikeable lifestyle wherein residents will be able to use the available amenities in short distances without the need for a car. From shopping for daily needs to an evening at the theater to residents that work in Downtown Riverside, there is less demand on owning a car. As such, we expect a portion of these residents, which is consistent with other Millennial inhabited projects, to not own a car and therefore not burden the project with a need for parking spaces.

- Many of the residents, in particular Millennials and their guests, will frequently travel and/or arrive via Uber, or other more mainstream forms of livery service.

- There is currently a 15,000 s.f. +/- retail building on site without any dedicated onsite parking, and the IHL development will be replacing only approximately 8,000 s.f.

- There is an extensive amount of available public parking for retail patrons, residents and guests within 750 feet of the project. This includes daily and monthly parking, as well as surface parking lots and covered parking.

- There is the potential of two residents living in one residential unit sharing one vehicle and not requiring the need for additional parking no matter the number of bedrooms in the unit.

- The City's consideration of National maximums, as well as locally required parking maximums, as opposed to parking minimums. Movements in City's across the country are using the language of maximum parking rather than minimum parking. City's and their adopted codes are more frequently encouraging developers and subsequently their residents to reduce the vehicular traffic. One way to do this is simply to provide less parking forcing the project to have a residential component that does not own a car. Putting fewer cars on the streets in downtown cores have myriad positive affects, including less congestion, less noise and less environmental impacts from car emissions.

1. Current Guidelines in other comparable cities - following are some of the cities in the nearby Southern California region that have geared development of residential parking to a one space per unit standard, which is more stringent than a one space per bedroom approach as being proposed for the IHL development. Nevertheless, the guidelines that follow are relevant and significant:

*Los Angeles** – Residential parking located inside the Central City Parking District (CCPD) may reduce parking as follows: a*) Provide 1 parking [space] per dwelling unit*.
(When more than 6 dwelling units having more than 3 habitable rooms per unit on the site, the parking for these units shall be at 1 ¼).

Pasadena - *Residential development* projects. The following requirements apply to multi-family residential and mixed-use development projects proposing at least 48 dwelling units per acre. Residential parking shall be a minimum of: *(1) 1 space for each unit* for units less than 650 square feet to a maximum of 1.25 spaces per unit; and (2) 1.5 spaces for each unit for units 650 square feet or more to a maximum of 1.75 spaces per unit.

Pasadena - *For new development projects*, parking shall be provided at a minimum of *one (1) off-street parking space for each residential unit* located on the subject site.

Long Beach – per Downtown Plan - Number of parking spaces per Residential Unit calls for (1) one bedroom (or zero bedrooms, 451 s.f. or more) = *(1.0) one parking space per unit,* and for 2 bedrooms or more, also = *(1.0) one parking space per unit*.

**The Los Angeles City Council, as of August 14, 2012, tentatively approved an ordinance that will allow for relaxed parking requirements for new or renovated buildings in designated areas of the city, a move aimed at spurring development and creating more density around transit hubs.*

2. Proximity to transit node - Alternate modes – tied to future light rail

Studies show[1] that smart growth and transit oriented residential projects, such as IHL, have a direct relationship to significantly reduced parking needs. These studies also show that the trend towards code-required parking maximums should be implemented as opposed to parking minimums. This is especially true when it is congruent with design standards that are strongly influenced by sustainability, along with increased public acceptance and awareness of creating a long-lasting healthy environment for today, as well as far into the future.

[1] Traditional Neighborhood Development Trip Generation Study - Prepared by A. J. Khattak, Ph.D., J. Stone, Ph.D., W. Letchworth, E.I., B. Rasmussen, B.Schroeder
Trip Generation and Parking Study for Urban TOD in Berkeley, CA – Prepared by Gabriel Ho

B. Residential guest parking offsite

Applying the current National industry standard of 0.15 *guest* parking spaces required per dwelling unit, the IHL development would require that (14) spaces be dedicated to guests: 91 units X 0.15 = 13.65. The reverse relationship between peak commercial office parking demand and peak residential parking demand comfortably allows this small number of guest spaces to be easily accommodated off-site within existing public parking garages on a shared parking basis.

Parking Generation 3rd Edition, ITE 2004, contained in The Dimensions of Parking, Fifth Edition, 2010, National Parking Association and ULI.

1. Shared Parking of unassigned spaces

"Shared parking occurs when multiple and usually adjacent land uses are able to meet their individual parking needs through common parking spaces. Under the shared parking approach, it must be physically possible to share the parking, but the parking supply does not have to be under a single ownership to achieve the benefits of shared parking. Although shared parking is most often associated with new, mixed-use developments, the original – and most visible – model of shared parking is in the central business districts. An inherent goal in these policies is to minimize the need for automobile travel, as well as to make it possible for visitors to park only once, even when they are visiting multiple uses."
Shared Parking – Second Edition, ULI 2005 contained in The Dimensions of Parking, Fifth Edition, 2010, National Parking Association and ULI.

Downtown Riverside and the Imperial Hardware Lofts development can benefit from shared parking as part of a broader adoption of policies that promote smart growth, TOD and/or new urbanism. Core principles here are to rely heavily on mixed uses, and exploit shared parking to decrease the total number of parking spaces and create improved pedestrian connections between uses.

Typically, in a vibrant urban setting such as Downtown Riverside, a retail/commercial/office visitor or residential guest will comfortably walk two (2) to three (3) city blocks, or approximately 600' to 900'.

Downtown Riverside has an abundance of available parking located in existing parking facilities and curbside throughout the downtown core. A recent on-site study was conducted to determine the amount of existing public parking that could be shared by visitors within comfortable walking distance (750') to the Imperial Hardware Lofts project.

Exhibit II shows the proposed Imperial Hardware Lofts site, along with a 750' radius highlighted. All visitor parking that falls within this 750' radius is counted towards the additional available parking. All of this parking, except for the Mission Square Parking Garage located at the intersection of Market and 9th Streets, is owned or controlled by the

City. Any parking that falls within this radius that is private or not available to public parking has not been included in these parking counts. It should also be noted that some of the parking lots are located on the very edge of the radius. If any part of a parking lot falls within the 750' radius the entire parking capacity was counted. This was also true for entire block faces with curbside parking.

Exhibit II

Imperial Hardware Lofts Site & 750' Radius

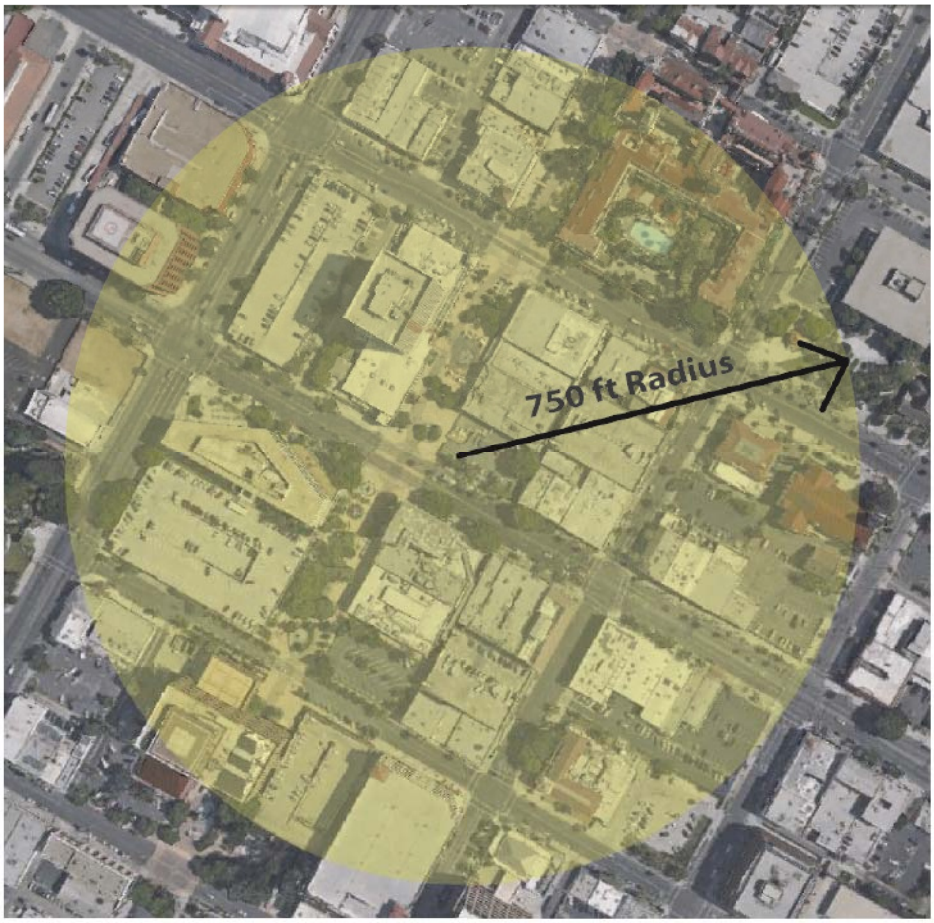


Exhibit III

Additional Nearby Parking Supply and Parking Rates

Parking Facility	# of Spaces	Parking Rates
Curbside		
10-min. (across Univ. Bl.)	13	Free
20-min.	10	Free
1-Hour	6	Free
2-hour (8a to 5p)	185	$1.00/Hour
Meter Heads	2	$1.50/Hour
Surface Lots		
Lot 1	37	$1.00/Hour
Lot 16	26	$1.00/Hour
Lot 42	89	$1.00/Hour
Lot 44	49	$1.00/Hour
Lot 46	36	$1.00/Hour
Parking Garages		
Garage 1 (Visitor Spaces =Approx. 40%*)	46	90 min. Free, $2.00/Hour After That
Garage 2 (Visitor Spaces =Approx. 40%*)	62	90 min. Free, $2.00/Hour After That
Garage 3 (Visitor Spaces =Approx. 40%*)	117	90 min. Free, $2.00/Hour After That
Riverside Metro Center Garage (Avg. Daily Vis.)*	100	$8/day
Mission Square Garage*	160	$2.00/20 min.
Total Additional Parking Supply	**938**	Spaces
* Information provided by private parking management firm.		

It is reasonable to anticipate that the retail and residential guest parking demand for Imperial Hardware Lofts could easily be accommodated by the available parking supply of 938 spaces listed above, especially with consideration to a shared-use approach.

Summary and Recommendations – One space per bedroom

There is a growing trend in the parking industry to move away from strictly adhering to often outdated code-required parking requirements and towards alternative standards that more accurately reflect parking demand in downtown cores and which take into consideration alternative modes of transportation. Based on this and the support items listed in the Issue A part of the report, we recommend the City approve a variance for a parking ratio of on-site parking of one space per bedroom.

Issue B

Allowance for *compact* parking related to the City of Riverside Municipal Code.

Parking and Loading, Chapter 19.580

As defined in the *City of Riverside Municipal Code Parking and Loading,* Chapter 19.580, Section 19.580.050 Basic Limitations for Off-Street Parking, Subsection B:

No compact parking spaces shall be permitted unless approved by variance pursuant to Chapter 19.720 (Variance). However, any compact parking spaces approved and constructed prior to the effective date of this regulation shall be allowed to continue.

As defined in the *City of Riverside Municipal Code Parking and Loading,* Chapter 19.580, Section 19.580.140 Variances:

The Zoning Administrator shall have the authority to administratively grant variances to the parking standards per Chapter 19.580 (Parking and Loading), consistent with the purpose of this Chapter, *where special circumstances relating to property configuration, terrain, landscaping or structure locations make adherence to the standards impractical*. Any such decision by the Zoning Administrator may be appealed to the Planning Commission or City Council per Chapter 19.680 (Appeals). (Ord. 6966 §1, 2007)

Therefore, this section will address a request for a variance from the City of Riverside Community Development Department to allow the use of a modest percentage of compact parking spaces. This variance will be based on:

1. Current sizes of compact stalls in the automobile market, and

2. Comparable compact allowances as per other nearby Southern California cities with similar downtown areas and demographics as Riverside.

3. Special circumstances relating to the IHL property configuration and physical constraints

Current Size of Compact Stalls

Compact car sizes, as defined by the United States Environmental Protection Agency (EPA), are approximately 13'-5"long for hatchbacks, or approximately 14'-5" and 15'-7" long for convertibles, sedans and small station wagons. Multi-purpose vehicles and sports utility vehicles (often called compact MPVs and compact SUVs) have similar sizes, ranging from 13'-9" to 14'-9". In addition, the average length of a standard vehicle in today's market is approximately 15'-10" with a width of just under 6'-0". By comparison, the code required size of a standard parking stall in the City of Riverside is 9'-0" wide by 18'-0" long with no provision for compact stalls.

The proposed size of compact stalls for IHL range from 8'-0" wide by 15'-0" long to 8.5'-0" wide by 18'-0" long which are considered large by national standards. The number of compact stalls designed at 8.5'-0" wide by 18'-0" long are just 6" narrower than the City's standard stall dimension. We would consider these technically "compact" stalls to be standard stalls based on industry practices.

Comparable Compact Codes per Nearby Southern California Cities

Many cities around the United States, and more specifically Southern California, have an allowance for compact parking spaces in their municipal and zoning codes. Exhibit "B" below shows a list of some of these cities, along with their respective percentages of allowance and compact parking space sizes.

Exhibit "B"
Similar Cities in Southern California
Compact Parking Comparison Analysis

City	% Allowance	Space Size
Buena Park	30%	8' x 16'
Claremont	40%	8.5' x 18'
Corona	25%	8.5' x 17'
Garden Grove	20%	8' x 15'
Los Angeles	40%	7.5' x 15'
Manhattan Beach	40%	8' x 15'
Palm Springs	40%	8' x 15'

Proposed for Imperial Hardware Lofts

Location	% of spaces	Compact Size
IHL	12%	8' x 15'
IHL	17%	8.5' x 15'
TOTAL	29%	

** Does not reflect 33% of spaces that are 8.5' x 18' and considered "standard", nor tandem stalls*

Special Circumstances Relating to Property Configuration and Physical Constraints

True to its urban character, the relatively small size of the Imperial Hardware Lofts site which is bordered by two main streets, an existing building and an alley requires that all onsite parking be constructed beneath the footprint of the mixed-use residential building above. If the existing City parking codes with respect to the number, size and configuration of parking stalls were required to be adhered to, an additional level of subterranean parking would have to be constructed to accommodate the current scope of the project.

We understand from our conversations with the developer that the cost of constructing a second level of subterranean parking would render the project financially infeasible. The City requirement that the developer rehabilitate the existing historic facade of the Imperial Hardware Building and incorporate it into the design of the project may also place additional constraints on the feasibility of constructing additional levels of parking. Alternatively, the project would have to be reduced in scope by nearly 50% if the current two levels of parking were maintained and designed per the existing parking code.

Summary and Recommendations – Compact parking spaces

The use of compact parking stalls is a common practice both nationally and within Southern California cities to address the current and future downsizing of automobiles. This is particularly applicable to urban residential projects such as IHL where environmentally-minded Millennial residents will typically drive smaller, more fuel efficient vehicles than the general population, including all-electric and hybrid models.

The size of compact stalls for IHL are large by industry standards, and the percentage of true compact stalls at 27% is at the low range when compared to other Southern California cities. We would recommend the City accept the variance for compact stalls as being consistent with industry practices.

Issue C

Allowance for *tandem* parking related to the City of Riverside Municipal Code

As defined in the *City of Riverside Municipal Code Parking and Loading,* Chapter 19.580, Section 19.580.080 Design Standards, Subsection A.5:

> Tandem parking shall not be permitted to satisfy the minimum parking requirement.

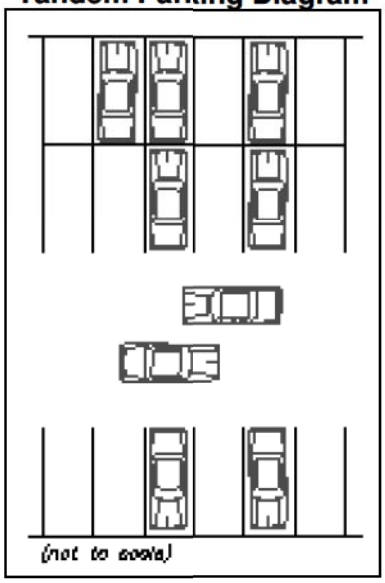
The common definition of tandem parking is where one parking space is located directly behind another parking space. Typically, the vehicles in the tandem parking arrangement are parked or moved by the individual drivers or residents. Tandem parking is commonly accepted by residents living in urban locations where land for parking is scarce and the alternative would be one parking space vs. two. This type of residential parking is ideal for two-bedroom rental units when spaces are assigned to individual units. Given the contiguous location of tandem spaces and their usage by single households, it is typical that these spaces be designed to compact stall dimensions

In these tandem parking arrangements it is up to the residents to maneuver the vehicles in and out of the parking spaces as needed. For instance, the residents may have a set of keys for both vehicles so that the driver can move both vehicles as needed. Tandem parking users often synchronize their daily schedules to best accommodate the use of their dedicated tandem parking spaces.

As defined in the City of Riverside Municipal Code Parking and Loading, Chapter 19.580, other land uses, e.g. single-family residences and day care facilities, allow the required parking to be provided as tandem parking. Therefore, especially for residential consideration, tandem parking is already considered a viable solution to meeting the parking requirements as set forth by the City of Riverside.

Exhibit III below illustrates the type of tandem parking that is being proposed for the Imperial Hardware Lofts development.

Exhibit III
Tandem Parking Diagram



In today's world of design and construction, much emphasis is being placed on sustainable, green design and function. Flexible solutions, including tandem parking, allow more parking in less space, helping to reduce housing costs and environmental impacts, while at the same time improving overall urban design[2]-- something that is important to the Millennial market

Other Southern California jurisdictions allow tandem parking to address their requirements for parking. Exhibit "D" is a partial list of some of these jurisdictions and the allowances.

Exhibit "D"
Southern California Jurisdictions
That Allow Tandem Parking for Required Parking

City	Land Use Allowance
Claremont	Residential
Corona	Residential
Garden Grove	Valet Parking
Long Beach	Residential
Los Angeles	Commercial and Residential
Manhattan Beach	Residential Guest
Palm Springs	Allowed on Approval
Santa Ana	Residential and Valet

[2] *Parking Management Best Practices, Litman, Todd (2006)*

Summary and Recommendations - Tandem parking

It would be consistent with industry practices in urban locations and acceptable by downtown residents of the Imperial Hardware Lofts development to use tandem parking to meet the City-required number of parking spaces. This would provide adequate parking for the residential units while also reducing the parking demand on nearby parking lots, parking garages and curbside parking.

We recommend the City approve the variance for tandem parking if assigned to two-bedroom units.

Conclusion

The Imperial Hardware Lofts development will be the first of its kind in the downtown core of Riverside. The proposed number of onsite parking spaces at one space per bedroom, the percentage of compact stalls, and number of tandem stalls designated for two-bedroom units are all consistent with contemporary industry standards and comparable with other progressive Southern California cities.

Because there have not been other residential and mixed-use projects preceding IHL, there currently does not exist an appropriate downtown parking code or "Downtown Parking Overlay" within the Specific Plan that reflects the reality of today's urban parking requirements. As a result, it will be necessary for the Imperial Hardware Lofts project to seek several variances to modify the existing code to meet its parking requirements.

We would suggest that if the City of Riverside is interested in bringing other similar residential and mixed-use projects to its downtown that it could benefit by adopting a Downtown Parking Overlay as part of its Specific Plan that reflects today's urban parking requirements which are consistent with those requested by IHL. It is our experience that doing so would streamline the development process, add predictability to the entitlement process, and appeal to other developers of urban residential and mixed-use projects that can help to achieve Riverside's goal of becoming a vibrant and livable downtown.

Richard Willson & Associates LLC

4249 Sea View Lane
Los Angles, CA 90065
(323) 251-0721 / (909) 869-2701
rwwillson@cpp.edu

May 5, 2015

Mr. Rob Dodman
Ratkovich Properties
2465 Campus Drive
Irvine, CA 92612

Dear Mr. Dodman,

This letter provides a review of parking arrangements for the proposed Imperial Hardware Lofts (IHL) in the City of Riverside. It compares those arrangements to best practice in urban housing development based on my research and consulting experience with parking.[1]

Context for Parking in Urban Areas

Parking for multifamily downtown infill projects follows a different model than those in traditional suburban locations. Downtown infill projects offer new housing choices for those interested in walkable, multimodal environments. Downtown environments offer an opportunity for lower levels of household vehicle ownership. Further, social and demographic trends indicate a demand for housing with less parking among millennials, those seeking sustainable lifestyles, and baby boomers looking to downsize. Finally, these downtown areas will be the first to offer alternatives to private vehicle ownership such as short-term vehicle rental, ride services, and private shuttles, as has been demonstrated in major California cities.

In downtowns, developments are not self-sufficient "islands" that accommodate peak parking demand on site. Rather, uses in downtowns rely on a pool of parking that is shared among uses with different time-of-day occupancies. Pricing and use rules establish priorities for what parker uses what space.

In response to these trends, some larger cities have eliminated minimum parking requirements, leaving parking supply decisions up to developers (e.g., City of Los Angeles Adaptive Reuse Ordinance). In other cases, cities adopt lower parking requirements as part of a downtown overlay zone to ensure that parking requirements are appropriate for downtown conditions. Variances are requested for IHL because the City of Riverside does not have requirements that are tailored to the downtown. This is an impediment to the strategic vision of increasing downtown residents.

[1] Richard Willson is professor and chair of the Department of Urban and Regional Planning at Cal Poly Pomona. His academic research focuses on parking supply and management, and has resulted in dozens of journal publications and two books on parking (*Parking Reform Made Easy* 2013 and *Parking Management for Smart Growth* 2015). He has also served as a consultant on parking and transit-oriented development issues for cities and developers across the western U.S.

In urban areas, the possibility that parking demand from an individual use is higher than the on-site supply is mitigated by the existence of a pool of public parking in the vicinity of the site. In addition, because on-street parking is time-limited and/or priced, there are no spillover parking issues. In addition, residential permit parking is used to address any issues where commercial and residential neighborhoods abut.

The remainder of the letter addresses four issues raised in the IHL request for variances.

Question 1. Is it appropriate for the project to park at a rate of one space per bedroom?

The one space per bedroom rate is appropriate for this market area. IHL will appeal to a segment of the market seeking alternatives to multiple vehicle ownership per household. Downtown Riverside is underserved with housing options that offer a downtown location, walkability and lower costs associated with a one space per bedroom parking supply. Considering recent trends in urban multifamily housing developments, one space per bedroom is a generous supply for an urban project in a downtown area.

The average per-unit level of parking proposed exceeds one space per unit (1.26 spaces per unit). Units will attract a range of household types and sizes, some having no cars, others one car, and still others two cars or more. The leasing agent will provide parking permissions to units in a way that balances the supply with the demand.

The traditional practice of assigning individual spaces to units reduces the ability of one space to serve more than one unit. In this case, the IHL developer has indicated that some spaces will not be assigned but will be part of in a pool that can be used by all residents who are granted permission to park. This increases the efficiency with which the IHL parking supply is used, since fewer spaces will sit empty when residents are away from their homes.

There is precedent for lower parking supply in urban locations. The following provides three examples of cities that have adopted lower multifamily housing parking requirements for their transit areas, citywide, or in downtowns.

- Portland, Oregon – requires 0.33 spaces per unit for projects greater than 51 units for projects within 500 feet of a transit street with 20-minute peak hour bus service. (Section 33.266.110)
- Santa Monica, California requires 1 space per unit for 1 bedroom units and 1.5 spaces per unit for 2 bedrooms or more.
- Claremont, Claremont Village District, California – requires one off-street parking space for each dwelling unit, for residential uses developed in conjunction with commercial uses. (Section 16.060.030).

In addition, the March 24, 2015 Parking Design Group letter report provides other examples of lower downtown parking requirements in Los Angeles, Pasadena, and Long Beach.

Question 2. Is it appropriate to allow tandem parking for two-bedroom units?

Tandem parking is an appropriate parking supply strategy. It increases the efficiency with which the building area devoted to parking by reduces the amount of drive aisle per parking space. This efficiency allows developments to occur on constrained urban sites and lowers the cost of construction, and ultimately rents. Tandem parking works well for two bedroom units, where both spaces are assigned to a single unit. Residents coordinate themselves on moving cars in and out as a private matter. On-site parking management and enforcement ensures that residents with tandem spaces do not use other tenant's spaces.

The March 24, 2015 Parking Design Group letter report lists eight examples of cities in Southern California that allow tandem parking for some or all of the residential uses. An additional example is the requirements of Oxnard's RiverPark Specific Plan, which allows tandem parking. This smart growth plan is outside of the downtown, but still allows tandem parking for the site planning efficiency it offers.

This proposal offers those with two cars a lower priced housing option than if side-by-side spaces were required, which would dramatically increase building costs and/or lower density, both of which would increase rents or could render the project financially infeasible. Of course, residents *prefer* side-by-side spaces if all else is equal, but the higher cost of that arrangement means that tandem parking offers two-car households a less expensive housing option.

Question 3. Is it reasonable to use shared city parking garages to satisfy the guest and retail parking?

The use of shared district parking resources is the hallmark of urban areas. The larger parking pool acts as a buffer for fluctuations in parking demand in particular uses. Visitors and retail patrons who drive have the option of considering a variety of on- and off-street parking locations depending on the length of their visit, their willingness to walk, and the price they wish to pay for parking. Sometimes, when much of the off-street parking is in private hands, property owners do not share their parking as part of the common pool. That is not the case in downtown Riverside, because there is a robust public parking supply the City can manage to achieve their objectives. The March 24, 2015 Parking Design Group letter report identifies 938 public parking spaces within 750 feet of the site. In addition, many of the retail patrons will walk to the site, given the large daytime population, or "park once" since they are already have parked to patronize existing uses in the downtown.

Three examples of shared public parking are offered here:

- Mission District Specific Plan, City of South Pasadena. No new parking required for adaptive use of historic buildings. Parking is accommodated in a pool of public on- and off-street parking facilities.
- RiverPark Specific Plan, City of Oxnard. On-street parking credited to fulfill guest parking requirements for multifamily residential uses.
- Eagle Rock, City of Los Angeles. Restaurant developers allowed to count existing, on-street parking toward the parking requirement.

Question 4. Are the proposed parking and aisle way dimensions consistent with best practice?

Parking space and aisle dimension requirements are being reconsidered by cities across the country. The general trend is away from having two sizes - standard and compact - toward a smaller "unispace" size. This reflects a goal to efficiently using land or building area devoted to parking, and a recognition that vehicle size is trending to smaller vehicles as the result of Federal fuel economy standards. In addition, the risk of parking conflicts associated with larger vehicles is reduced by parking management tools that direct larger vehicle to the spaces that are larger and more accessible.

Parking and aisle dimensions also relate to the type of parking use. In general larger spaces sizes are appropriate for facilities in which a wide variety of users park, and facilities where the parking turnover is high. In other words, many users park in the space in one day, parkers are searching for an available space, and the garage layout is not familiar (e.g., parking for the first time in mixed-use retail facility). The multifamily residential parking situation is the opposite: low turnover of spaces (number of movements in and out are less than other uses), spaces assigned to units, and familiarity with maneuvering into a particular space. Smaller space sizes and aisle widths are appropriate for this type of parking. Finally, vehicles that self-park in lots and structures will be widely available soon – this technology will require less maneuvering room, justifying smaller spaces and aisle widths.

The City of Portland has had a single-size parking requirement for a number of years. Chapter 33.266 requires an 8.5' space width, a 20' aisle width, and a 16' stall depth. This translates to a minimum of 52' for a double-loaded aisle of parking. The minimum width for IHL is 5.5' greater than Portland's standard ((18' stall depth x 2) + 21.5' aisle = 57.5'). Another example is the City of Santa Monica, which allows a 20 foot drive aisles on those aisles serving compact spaces (SMMC Section 9.04.10.08.070)

Conclusion

In summary, the proposed parking arrangements for the Imperial Hardware Lofts project are consistent with the best practice in parking provision and management for downtown areas. My professional opinion is that variances requested are appropriate from a parking standpoint. Given the large shared parking potential in the downtown, multifamily housing parking supplies of less than one space per bedroom are justifiable and well within current practice in downtowns across the country. In that regard, the Imperial Hardware Lofts represent a conservative approach that does not pose a risk of parking impacts. Please let me know if you have questions or comments.

Best regards,

Richard Willson, Ph.D. FAICP
President

P15-0247-0248-0250-0251-0252-0363 - Exhibit 14, Downtown Amenity Map

IMPERIAL HARDWARE LOFTS
AMENITY MAP

MUNICIPAL SERVICES

1. CITY OF RIVERSIDE - CITY HALL
2. COUNTY OF RIVERSIDE ADMINISTRATION BLDG.
3. RIVERSIDE PUBLIC UTILITIES
4. COUNTY OF RIVERSIDE JURY ASSEMBLY
5. RIVERSIDE COUNTY DISTRICT ATTORNEY
6. UNITED STATES POST OFFICE
7. RIVERSIDE CITY CLERK
8. RIVERSIDE HALL OF JUSTICE
9. RIVERSIDE COURT HOUSE
10. DOWNTOWN LIBRARY
11. RIVERSIDE TRANSIT CENTER
12. MULTIPLE RTA ROUTES
13. WHITE PARK
14. MAIN STREET PEDESTRIAN HALL
15. COUNTY DETENTION CENTER
16. RIVERSIDE COUNTY LAW LIBRARY
17. US SECRET SERVICE
18. GREYHOUND BUS STATION
19. RIVERSIDE POLICE DEPARTMENT
20. MULTIPLE PUBLIC PARKING STRUCTURES
21. MULTIPLE BIKE LANE AND CITY AND REGIONAL CONNECTION POINTS
22. RIVERSIDE ASSESSOR'S OFFICE

KEY BUSINESS

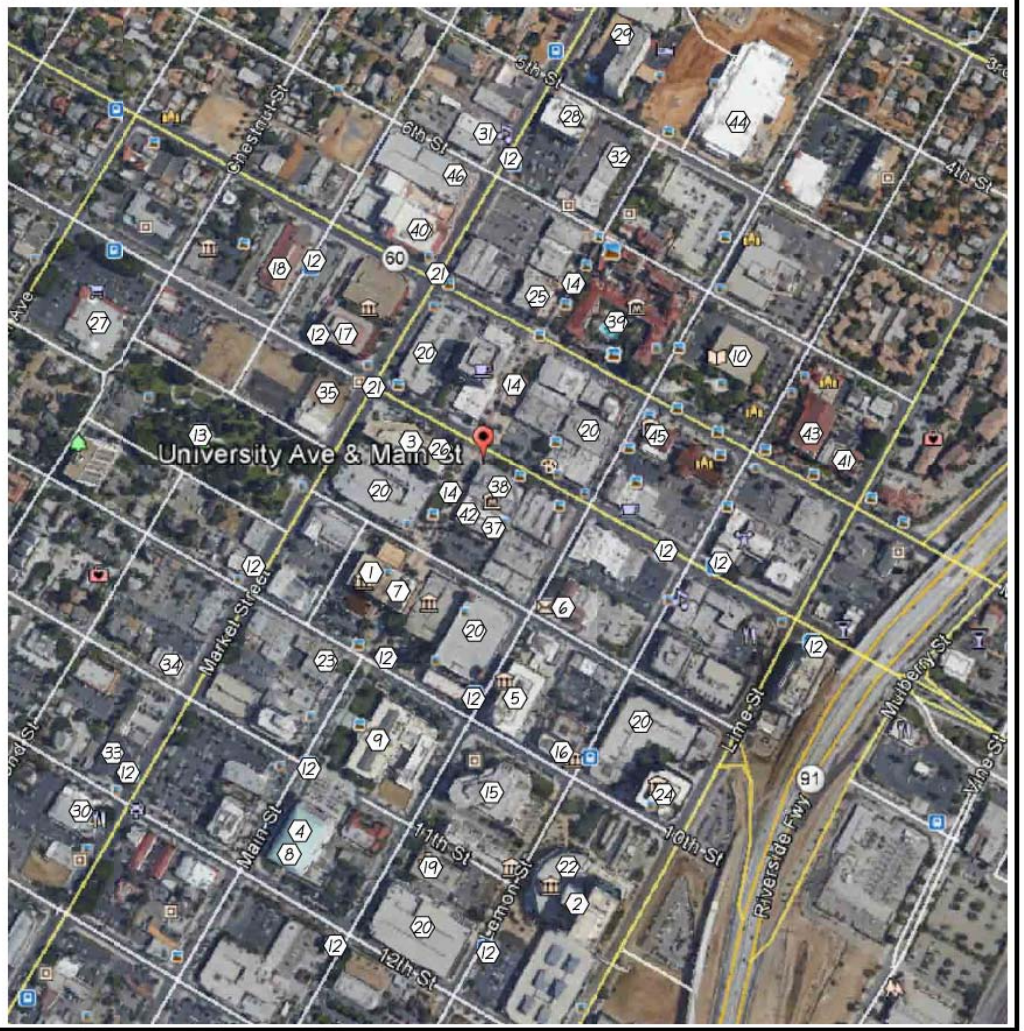
23. PROVIDENT SAVING BANK
24. SECURITY BANK OF CALIFORNIA
25. CITIZENS BUSINESS BANK
26. WELLS FARGO
27. MAXI FOOD MARKET
28. HYATT PLACE
29. RIVERSIDE MARRIOTT
30. CLARKS FOOD MARKET
31. EMPIRE ARCO GYMNASTICS
32. CURVES
33. FIRESTONE AUTO CARE
34. PIP PRINTING

ARTS & CULTURE

37. SWEENEY ART GALLERY
38. UCR / CALIFORNIA MUSEUM OF PHOTOGRAPHY
39. MISSION INN
40. FOX PERFORMING ARTS CENTER
41. RIVERSIDE ART MUSEUM
42. CULVER CENTER
43. MUNICIPAL AUDITORIUM
44. RIVERSIDE CONVENTION CENTER
45. RIVERSIDE METROPOLITAN MUSEUM
46. FOX ENTERTAINMENT PLAZA

EDUCATION

35. RCC CULINARY SCHOOL



P S O M A S
1500 IOWA AVENUE, SUITE 210
RIVERSIDE, CA 92507
(951) 787-8421 WWW.PSOMAS.COM

Drawing: R:\4RAT010100_Project Data\Documents\Ammenity Map\4RAT0101-AMENITY MAP.dwg Plotted By: omar.gonzalez Layout: 11x17 L Last Saved: Wed May 13, 2015 - 11:16am Last Plotted: Wed May 13, 2015 - 11:17am

The Old Riverside Foundation
for Historic Preservation

May 6, 2015

Hon. Mayor and City Council, Riverside
City Planning Commission, Riverside
Cultural Heritage Board
3900 Main Street
Riverside, CA 92501

RE: Imperial Hardware Lofts, Ratkovich Properties Proposal

Hon. Mayor, Council, Commission, and Board Members,

The Old Riverside Foundation is pleased to support the proposal by Ratkovich Properties to redevelop the Imperial Hardware building and adjoining property for ground-level commercial space and residential units. In doing so, their plans have demonstrated great sensitivity to the retention and rehabilitation of the 1390s-era façade.

Ratkovich Properties has demonstrated a willingness to reach out to local community groups such as our foundation to share their plans and goals, and to listen to and act upon suggestions to improve and enhance the historic façade.

We look forward to this project becoming a success and making its place in the historic fabric of downtown Riverside.

Sincerely,

Carol McDoniel
President
Old Riverside Foundation

cc: Erin Gettis
Cliff Ratkovich

RIVERSIDE DOWNTOWN PARTNERSHIP

May 13, 2015

Emilio Ramirez
Interim Director
Community and Economic Development Department
City of Riverside
3900 Main Street
Riverside, CA 92522

Dear Mr. Ramirez:

RE: Support for Imperial Hardware Lofts

At its May 13th meeting, the Riverside Downtown Partnership adopted a motion to support the Imperial Hardware Loft project as an appropriate adaptive use of the existing space and as a means to bring additional residents and retail space to the downtown core. The RDP Board feels that the project will not only bring residents and retail to downtown but will transform an important corner with a respectful reuse of a historic building. RDP's support also recognizes that the project is being undertaken by an experienced and quality developer agreed to by the City.

We understand that the approval process includes review of the project by the Cultural Heritage Board on May 20th, the Planning Commission on May 21st, and then approval by City Council at its June 16th meeting. We encourage the Cultural Heritage Board and the Planning Commission to recommend approval of the project to City Council, and encourage City Council to grant that approval.

The Riverside Downtown Partnership is a non-profit association managing the downtown business improvement district in Riverside. Our mission is to promote, represent, and manage an environment to support downtown Riverside as a regional destination for economic, arts, cultural, and residential uses. To accomplish this, we act as an advocate on behalf of downtown and its stakeholders, and we work with partners on issues and initiatives that are critical to downtown growth and development.

Sincerely,

Janice Penner
Executive Director

CC: Justin Tracy, Chair – RDP Board of Directors
Brian Pearcy, Chair – RDP Land Use Committee
Councilman Mike Gardner – Ward One

3666 University Ave., Ste.100 • Riverside, California 92501
Phone(951) 781-7335 • FAX(951) 781-6951 • E-Mail: rdpoffice@sbcglobal.net • www.riversidedowntown.org