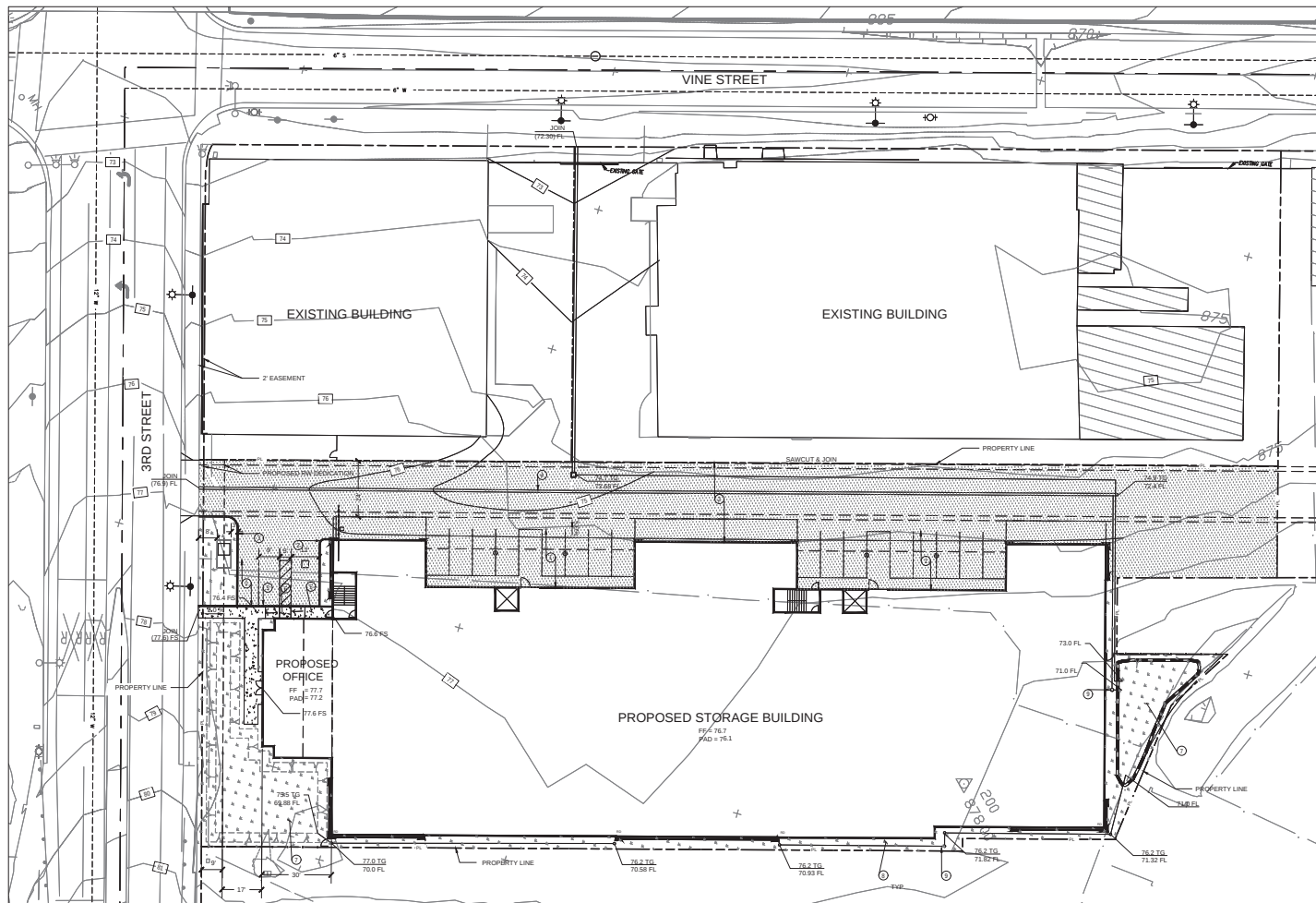
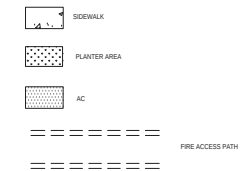




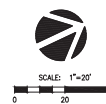
CONSTRUCTION NOTES

- ① CONSTRUCT 2' ACY AB(PARKING) - VERIFY WITH SOLS ENGINEER
- ② CONSTRUCT 4' ACY AB(PARKING) - VERIFY WITH SOLS ENGINEER
- ③ CONSTRUCT 6' CURB
- ④ CONSTRUCT 6' TRENCH DRAIN
- ⑤ CONSTRUCT SIDEWALK PER LANDSCAPE PLAN
- ⑥ CONSTRUCT CURB RAMP PER ADA REQUIREMENTS
- ⑦ CONSTRUCT INFILTRATION BASIN
- ⑧ CONSTRUCT PLANTER AREA PER LANDSCAPE PLAN
- ⑨ CONSTRUCT STORM DRAIN CLEANOUT



PROJECT AREA 1.62 AC

VICINITY MAP



PREPARED BY: ENGINEERING LOCAL SUPERVISOR	3RD AND VINE SELF STORAGE CONCEPT GRADING PLAN	SCALE: 1"=20' DATE: 1/1/2024 DRAWN BY: STAY CHECKED BY: JA RIVERSIDE, CA	SHEET 1 OF 3
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Exhibit 7 - P16-0168, P15-1107, P16-0388, and P16-0389, Conceptual Grading Plan

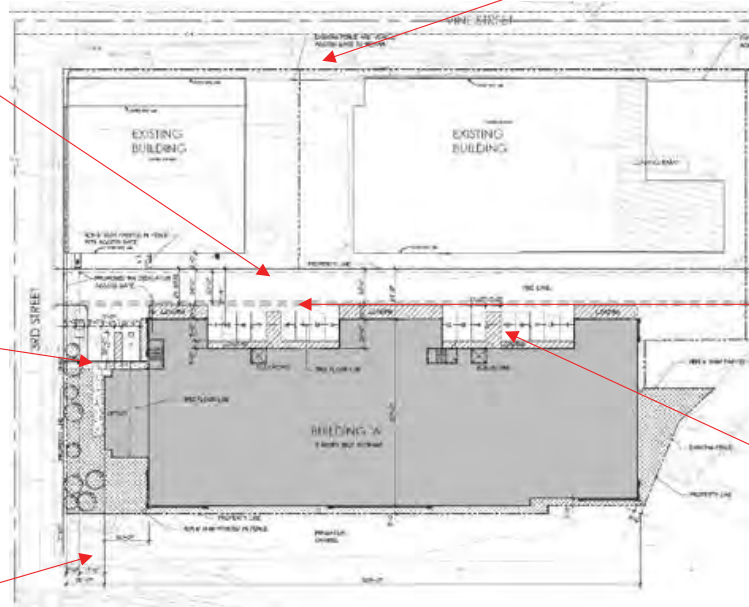


Exhibit 8 - P16-0168, P15-1107, P16-0388, and P16-0389, Existing Site Photos

ATTACHMENT A

COMMERCIAL SELF STORAGE FACILITY; NORTH EAST CORNER OF THIRD AND VINE

VARIANCE JUSTIFICATION FORM –

PROJECT DESCRIPTION

The proposal involves a design review of plot plan and elevations for the construction of a 117,478 sq. ft., single owner, three-story self-storage building containing 782 storage units and a 1,750sq. Ft. customer retail office plotted on approximately 1.66 acres. The project provides 27 parking spaces for the storage operation, 16 of which are covered on the west side of the building and 7 spaces that are parallel and contiguous to the west side of the building. Between the southerly-side of the building and Third Avenue is a landscaped area of approximately 4,100 sq. ft. that will provide for water runoff infiltration. Additionally, there is a landscaped area on the northerly end of the building of approximately 2,200 sq. ft. that provides a second infiltration area.

VARIANCES REQUESTED

The property is zoned BMP and to allow for this use, a commercial storage overlay (CS) is proposed. Additionally variances are being requested for the following items:

Three story height not exceeding 45". The permitted height in BMP is 45' but the permitted height of the CS overlay zone is 20 ft. The existing buildings adjacent the subject parcel to the west are owned by the same parent company as the subject parcel. The existing buildings are approximately 40 feet in height. The proposed building is 35.5 feet. (Less than 2% of building is 37.5' on the east and west elevation where an architectural detail is incorporated.)

A building setback of less than 50' from Third Street. The BMP setback standard is 50' from Third Street (understood to be the right of way line of Third Street). As proposed, the two story office of the proposed structure is 28' from Third Street. The main, three story element of the self-storage building is setback 58' from Third Street. Note the 28' foot setback area contiguous to Third Street is fully landscaped. The proposed structure provides ample relief from the street and does not place a view impediment upon the structures to the west as the existing building on the corner of Third Street and Vine Street is less than 2 feet from Third Street.

The BMP floor area ratio is 1.5. The proposed structure will have a floor area ratio of 1.62. Based on the length of the building, it will provide both a view, dust and noise buffer between the existing buildings and the heavily traveled, highly noisy railroad tracks contiguous to the easterly boundary of the subject property. The structure is a highly efficient and effective use of lessor desirable, unattractive property. It provides a highly supportive service to businesses and residence within a three mile radius. Its size provides a cost effective structure providing economy of scale to promote its economic viability. Typical single story "suburban" self-storage facilities as are common in the City of Riverside would require 4 to 5 times the land for the same number of units. Please see Variance Justification form for further discussion of this and the other variances being requested.

ATTACHMENT A continued

COMMERCIAL SELF STORAGE FACILITY; NORTH EAST CORNER OF THIRD AND VINE

Question 1

An effective and efficient scale is achieved by the proposal not otherwise accomplished if the variances were not provided. Given the proposed structures height and length, it fully buffers the historic portions of the existing buildings to the west from highly impactful noise, sight and dust pollution from the trains.

The height variance is only necessary due to the CS overlay zone standards. The CS standards are not written to accommodate urban style self-storage facilities which have become the predominant solution to self-storage needs in urban areas throughout the country over the last 10 or more years. Such multi-story structures are a much more efficient use of land than a suburban self-storage layout. It would take 4 to 5 times the amount of acreage to provide a similar number of storage units as is provided by this multi-story, urban designed structure. The height limit is sufficiently under the height limit of BMP -which will remain as the underlying zone. The BMP zone is contemplated to allow low intensity, low impact uses, which is clearly the functional characteristic of this self-storage facility.

Question 2

The proposed use mitigates detrimental nuisances of sight, noise and dust pollution from the trains upon existing structures that are contemplated to change in the future through adaptive reuse. The two existing buildings to the west will be preserved through a historic preservation conservation easement and their underlying zoning will be proposed for change to CG (Commercial General) to allow for more commercial office and commercial retail than has been historically, customarily attracted to this area of the Hunter Industrial Park. A significant deterrent to such desired economic activity has been the railroad tracks, immediately adjacent the property to the east, which have markedly impacted the types of tenants locating in the area. This proposal greatly reduces the adverse impact of the tracks to business uses and operations which would be desired in the future for the existing buildings to the west. Yet the proposed structure does not create adverse impacts to neighbors stemming from its designed use of operation nor building structure. As examples, no load noises, harsh exterior lighting, continual, heavy traffic, to name a few possible problems many uses can present to neighbors, will emanate from this type of business.

Question 3

The proposed structure will not have a materially detrimental effect upon the public welfare nor surrounding neighborhood. Self-storage is a low impact use which provides a service to both businesses and residences. A high demand for this use in this area is reported by the Cushman Wakefield Western Inc., valuation and advisory group (located in Irvine Ca). Though the FAR is slightly over the target for the BMP zone, favorable findings can be made because clearly this use will not have a detrimental effect on infrastructure or municipal services. Demand for such services by self-storage is greatly reduced when compared to most other land uses. The surrounding neighborhood, specifically the buildings to the west, will not be adversely affected, in fact the

COMMERCIAL SELF STORAGE FACILITY; NORTH EAST CORNER OF THIRD AND VINE

architecture of the self-storage building will complement the mission style of the existing buildings and, as mentioned before, the self-storage building will buffer adverse effects from the tracks. The height of the proposed structure is lower than adjacent buildings and it has a setback from 30 to 60 feet where the existing buildings are within 5 feet of the contiguous streets.

Question 4

This proposed structure forms a highly effective buffer to the existing buildings to the west from incompatible, adverse conditions created by the railroad tracks to the east. Riverside is intentional about promoting Smart Growth principles. This self-storage proposed structure makes highly compact the storage units provided from that of traditional self-storage facilities common to Riverside. Consequently, the subject structure better utilizes land by its compact nature as well as it is an infill development. The site is conveniently located (within a 3 mile radius) to both business, especially the office market of downtown, and residences; is situated on land impacted by the railroad tracks which is a deterrent to most business users; will provide a positive economic impact to the City of Riverside by the service it provides and the revenue it generates and present an attractive architectural structure that will be compatible to the neighboring buildings.

It is Riverside's desire to see older, underutilized properties developed. This development greatly improves the appearance of the area and, by buffering the adverse effects of the tracks, enhances the opportunity to improve upon the uses desired in the neighboring buildings to the west. By complimenting the architecture of the westerly structures, which first functioned as packing houses, the proposed structure assures the image of the packing house buildings are complimented.

It must be further stressed that self-storage is a use that compliments business and residential uses, allowing for more productive use of business space in offices and retail places and more enjoyable use of residential dwellings through compact, efficient storage space provided by self-storage facilities. Those benefits can be anticipated to the surrounding area of this proposed facility.