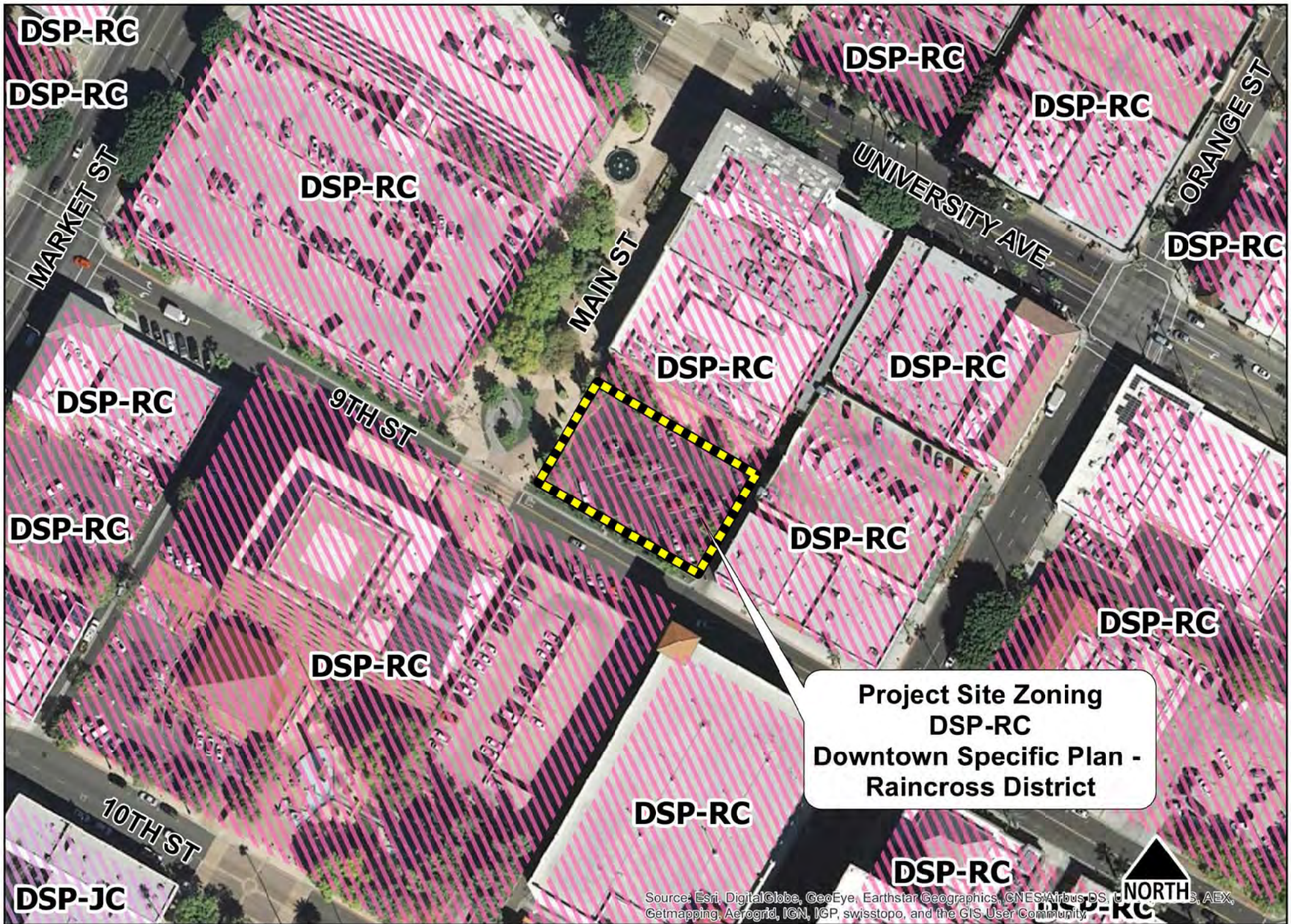


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community



0 25 50 100 150 200 Feet



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, IGN, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 30 60 120 180 240 Feet



A LOOKING SOUTH ON ORANGE STREET



E LOOKING SOUTH ON MAIN STREET



KEY PLAN



B LOOKING WEST ON 9TH STREET



F SITE FROM MAIN STREET LOOKING EAST



C SITE FROM 9TH STREET



G LOOKING NORTHEAST ON MAIN STREET



I CITY HALL FROM 9TH STREET



D LOOKING WEST ON 9TH STREET



H LOOKING EAST FROM MAIN STREET



J LOOKING EAST ON 9TH STREET



Main & 9th

3879 Main St., Riverside CA 92501

23 DEC 2016

PHOTOGRAPHIC SURVEY

G004 DESIGNARC

1025 9TH STREET, RIVERSIDE, CA 92501 951.501.4000



Main & 9th
Main St. & 9th St., Riverside CA 92507

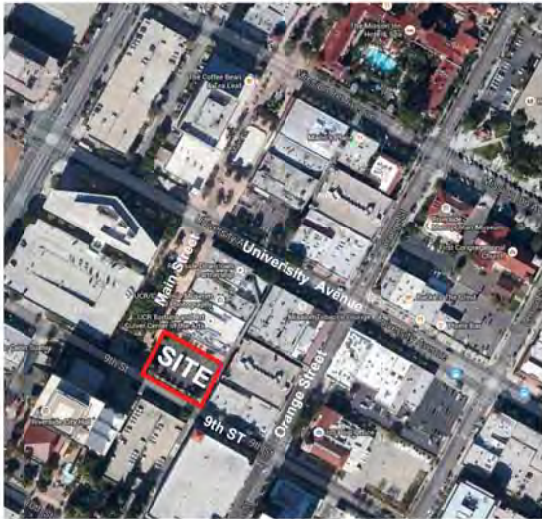
ENTITLEMENTS PLANNING REVIEW

DEC 22, 2016


RATKOVICH
PROPERTIES

DESIGNARC

2558 Overland Ave., Los Angeles CA 90064
310.204.4950 dmccarthy@designarc.net



LOT DATA

LOT AREA: 15,791 SF (.36 ACRE)
F.A.R. ALLOWED: 3.6 (47,973 SF)
PROJECT F.A.R.: 2.8
1988 STREET ADDRESS: 3878 MAIN STREET

PROJECT ADDRESS

3878 MAIN ST
RIVERSIDE, CA 92501

PROJECT DESCRIPTION

NEW CONSTRUCTION, MIXED USE DEVELOPMENT, 3 STORY TYPE IIIA BUILDING OVER A 2 STORY TYPE I BUILDING. PROPOSED USES ARE RESIDENTIAL WITH ASSOCIATED PARKING AND GROUND LEVEL COMMERCIAL SPACES ALONG 9TH ST. AND MAIN STREET.

LEGAL DESCRIPTION

LOTS 8, 9, 10 AND 11 AND SOUTHERLY RECTANGULAR 4 FEET OF LOT 7 OF DAVIS SUBDIVISION OF BLOCK 8, RANGE 4 OF RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE(S) 65 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ASSESSOR'S PARCEL NUMBER: 215 - 301 - 009

EXISTING SITE USE:

EXISTING PARKING LOT

CONSTRUCTION TYPE:

TWO LEVELS TYPE I-A: FULLY SPRINKLERED;
COMMERCIAL AND PARKING AT GRADE
PARKING AT SECOND LEVEL
THREE LEVELS TYPE II-A: RESIDENTIAL CONSTRUCTION

OCCUPANCY CLASSIFICATION:

R-2	MULTIFAMILY RESIDENTIAL
A-3	RESIDENTIAL AMENITY SPACE
M	COMMERCIAL/RETAIL
S-2	PARKING GARAGE

ZONING:

DSP-R/C: DOWNTOWN SPECIFIC PLAN, RAINBOWS DISTRICT

APPLICABLE CODE

CBC2013

RIVERSIDE MUNICIPAL CODE

PROPOSED BUILDING HEIGHT:

5 STORIES MAX RISE:
50' FROM GRADE

PROJECT TEAM

OWNER

RATKOVICH PROPERTIES

CONTACT: Rob Dodman
ADDRESS: 2465 Campus Drive
Irvine, CA
(714) 425-3203
EMAIL: rdodman@ratkovichproperties.com

ARCHITECT

DESIGNARC, INC.

CONTACT: Emily Alper
ADDRESS: 2555 Overland Avenue
Los Angeles, CA 90064
(310) 384-8950
EMAIL: ealper@designarc.net

DRAWING INDEX

G000	COVER SHEET
G001	PROJECT INFO
G002	DEVELOPMENT SUMMARY
G003	VICINITY MAP/SURROUNDING PARCELS
G004	PHOTOGRAPHIC SURVEY
G005	CONTEXT MASSING STUDY
G006	OPEN SPACE DIAGRAMS
A501	SURVEY
A502	SITE PLAN
A101	GROUND LEVEL PLAN
A102	LEVEL 2 PLAN
A103	LEVEL 3 PODIUM PLAN
A104	LEVEL 5-6 PLAN
A105	ROOF PLAN
A201	SOUTH ELEVATION
A202	NORTH ELEVATION
A203	WEST ELEVATION
A204	EAST ELEVATION
A205	WEST COURTYARD ELEVATION
A206	EAST COURTYARD ELEVATION
A207	NORTH COURTYARD ELEVATION
A401	PERSPECTIVE VIEW
A402	PERSPECTIVE VIEW
L100	GROUND LEVEL CONCEPTUAL LANDSCAPE PLAN
L101	LEVEL 3 (PODIUM) CONCEPTUAL LANDSCAPE PLAN

DEVELOPMENT SUMMARY (RESIDENTIAL COMPONENT ONLY)						
NOTE: ALL UNIT AREAS CALCULATED TO CENTERLINE OF PARTY WALLS , EXTERIOR AND CORRIDOR WALLS						
LEVEL 3 (PODIUM)						
UNIT TYPE	UNIT AREA	# PER FLOOR	TOTAL UNIT AREA			
ST-1	842 S.F.	3	1,264 S.F.			
ST-2	848 S.F.	1	848 S.F.			
1BR-1	716 S.F.	1	716 S.F.			
1BR-2	795 S.F.	4	3,180 S.F.			
1BR-3	652 S.F.	1	652 S.F.			
2BR-1	1,196 S.F.	1	1,196 S.F.			
2BR-2	1,139 S.F.	1	1,139 S.F.			
2BR-3	1,329 S.F.	1	1,329 S.F.			
TOTAL FLOOR		12	10,344 S.F.			
LEVEL 4						
UNIT TYPE	UNIT AREA	# PER FLOOR	TOTAL UNIT AREA			
ST-1	842 S.F.	2	1,264 S.F.			
ST-2	848 S.F.	1	848 S.F.			
1BR-1	716 S.F.	1	716 S.F.			
1BR-2	795 S.F.	4	3,180 S.F.			
1BR-3	652 S.F.	1	652 S.F.			
2BR-1	1,196 S.F.	1	1,196 S.F.			
2BR-2	1,139 S.F.	1	1,139 S.F.			
2BR-3	1,329 S.F.	1	1,329 S.F.			
TOTAL FLOOR		12	10,344 S.F.			
LEVEL 5						
UNIT TYPE	UNIT AREA	# PER FLOOR	TOTAL UNIT AREA			
ST-1	842 S.F.	2	1,264 S.F.			
ST-2	848 S.F.	1	848 S.F.			
1BR-1	716 S.F.	1	716 S.F.			
1BR-2	795 S.F.	4	3,180 S.F.			
1BR-3	652 S.F.	1	652 S.F.			
2BR-1	1,196 S.F.	1	1,196 S.F.			
2BR-2	1,139 S.F.	1	1,139 S.F.			
2BR-3	1,329 S.F.	1	1,329 S.F.			
TOTAL FLOOR		12	10,344 S.F.			
TOTAL UNITS		36				
TOTAL RESIDENTIAL UNIT AREA			31,032 S.F.			
RESIDENTIAL UNIT AREA INCLUDING BALCONIES						
TOTAL BALCONY AREA (SEE A006)			3,300 S.F.			
TOTAL RESIDENTIAL UNIT AREA INCLUDING BALCONIES			34,332 S.F.			
UNIT MIX BY TYPE						
	UNIT TYPE	UNIT AREA	NO. OF UNITS	TOTAL FLOOR AREA	MIX	MIX %
2BR	2BR-1	1,196 S.F.	3	3,589 S.F.		
	2BR-2	1,139 S.F.	3	3,417 S.F.		
	2BR-3	1,329 S.F.	3	3,987 S.F.	9	25%
1BR	1BR-1	716 S.F.	3	2,148 S.F.		
	1BR-2	795 S.F.	12	9,540 S.F.		
	1BR-3	652 S.F.	3	1,956 S.F.	18	50%
STUDIO	ST-1	842 S.F.	6	3,852 S.F.		
	ST-2	848 S.F.	3	2,544 S.F.	9	25%
TOTAL			36	31,032 S.F.		
AVERAGE UNIT SIZE				862 S.F.		

DEVELOPMENT SUMMARY (COMMERCIAL COMPONENT ONLY)		
TYPE		FLOOR AREA
LEVEL 1	COMMERCIAL 1	2,190 S.F.
	COMMERCIAL 2	3,408 S.F.
LEVEL 2	COMMERCIAL 2 MEZZANINE	1,138 S.F.
TOTAL		6,736 S.F.

CONSTRUCTION GROSS FLOOR AREA	
CONSTRUCTION GROSS FLOOR AREA	
GROUND FLOOR	15,969 S.F.
LEVEL 2	13,619 S.F.
LEVEL 3	13,714 S.F.
LEVEL 4	13,727 S.F.
LEVEL 5	12,950 S.F.
TOTAL GROSS FLOOR AREA	69,989 S.F.

PARKING SUMMARY				
TYPE	SIZE (FT.)	# GROUND LEVEL	# LEVEL 2	TOTAL
STANDARD STALL	9' X 18' "	6	19	25
TANDEM STALL	9' X 18' "	8	10	18
ADA **		1	0	1
ADA - VAN **		1	0	1
TOTAL PROVIDED				45
TOTAL SPACES REQ'D (11 BEDROOM)				45
* 9'5" X 18'0" where stall abuts wall				
** ADA spaces included in required parking count for units				

F.A.R. CALCULATION		
	FLOOR AREA	
LEVEL 1	7,291 S.F.*	
LEVEL 2	2,195 S.F.*	
LEVEL 3 (PODIUM)	12,578 S.F.	
LEVEL 4	12,590 S.F.	
LEVEL 5	12,590 S.F.	
TOTAL PROPOSED AREA	47,244 S.F.	FAR
MAX. ALLOWABLE FLOOR AREA @ 3.0 FAR	47,373 S.F.	2.9
		3.0
* PARKING AREA NOT INCLUDED IN F.A.R.		
SITE AREA		15,791 S.F.



Main & 9th

3978 Main St., Riverside CA 92501

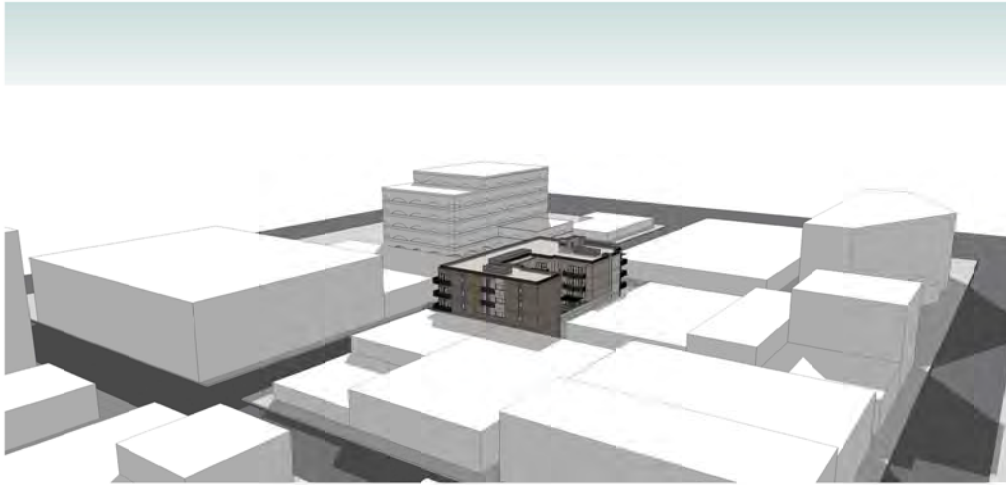
13 DEC 2016

DEVELOPMENT SUMMARY

G002 DESIGNARC

100% Proposed Addition, 100% New, 100% Old





LOOKING SOUTHWEST



LOOKING SOUTHEAST



LOOKING WEST



LOOKING EAST



Main & 9th

3678 Main St., Riverside (CA 92503)

23 DEC 2016

CONTEXT MASSING STUDY

G005 **DESIGNARC**

1000 10th Avenue, Suite 1000, San Francisco, CA 94103

USABLE PRIVATE OPEN SPACE CALCULATION		
PODIUM LEVEL		
ROOM NUMBER	UNIT TYPE	PRIVATE USABLE OPEN SPACE
301 1BR-1		82 S.F.
307 1BR-1		55 S.F.
303 2BR-1		234 S.F.
304 1BR-2		55 S.F.
305 1BR-2		55 S.F.
303 1BR-2		55 S.F.
307 1BR-2		55 S.F.
308 ST-2		103 S.F.
309 ST-1		93 S.F.
312 2BR-3		141 S.F.
311 2BR-2		141 S.F.
312 ST-1		93 S.F.
SUB TOTAL		976 S.F.
LEVEL 4		
ROOM NUMBER	UNIT TYPE	PRIVATE USABLE OPEN SPACE
401 1BR-1		82 S.F.
407 1BR-1		55 S.F.
403 2BR-1		234 S.F.
404 1BR-2		55 S.F.
405 1BR-2		55 S.F.
403 1BR-2		55 S.F.
407 1BR-2		55 S.F.
408 ST-2		103 S.F.
409 ST-1		93 S.F.
412 2BR-3		141 S.F.
411 2BR-2		141 S.F.
412 ST-1		93 S.F.
SUB TOTAL		1,162 S.F.
LEVEL 5		
ROOM NUMBER	UNIT TYPE	PRIVATE USABLE OPEN SPACE
501 1BR-1		82 S.F.
507 1BR-1		55 S.F.
503 2BR-1		234 S.F.
504 1BR-2		55 S.F.
505 1BR-2		55 S.F.
503 1BR-2		55 S.F.
507 1BR-2		55 S.F.
508 ST-2		103 S.F.
509 ST-1		93 S.F.
512 2BR-3		141 S.F.
511 2BR-2		141 S.F.
512 ST-1		93 S.F.
SUB TOTAL		1,162 S.F.
TOTAL		3,300 S.F.

(NOTE: * EXTERIOR PRIVATE OPEN SPACE AT PODIUM PATIO.

NO. OF UNITS WITH
PRIVATE OPEN SPACE:

REQUIRED: 16 (50% OF TOTAL UNITS)
PROVIDED: 34

* PER DOWNTOWN SPECIFIC PLAN RAIN CROSS DISTRICT
CHAPTER 8, § 8.3

OPEN SPACE PROVIDED:

COMMON OPEN SPACE : 2,620 S.F.
PRIVATE USABLE OPEN SPACE : 3,300 S.F.
TOTAL: 5,920 S.F.



LEVEL 3



LEVEL 4-5



Main & 9th

3878 Main St., Riverside CA 92501

23 DEC 2016

MAIN & 9TH NIGHT VIEW

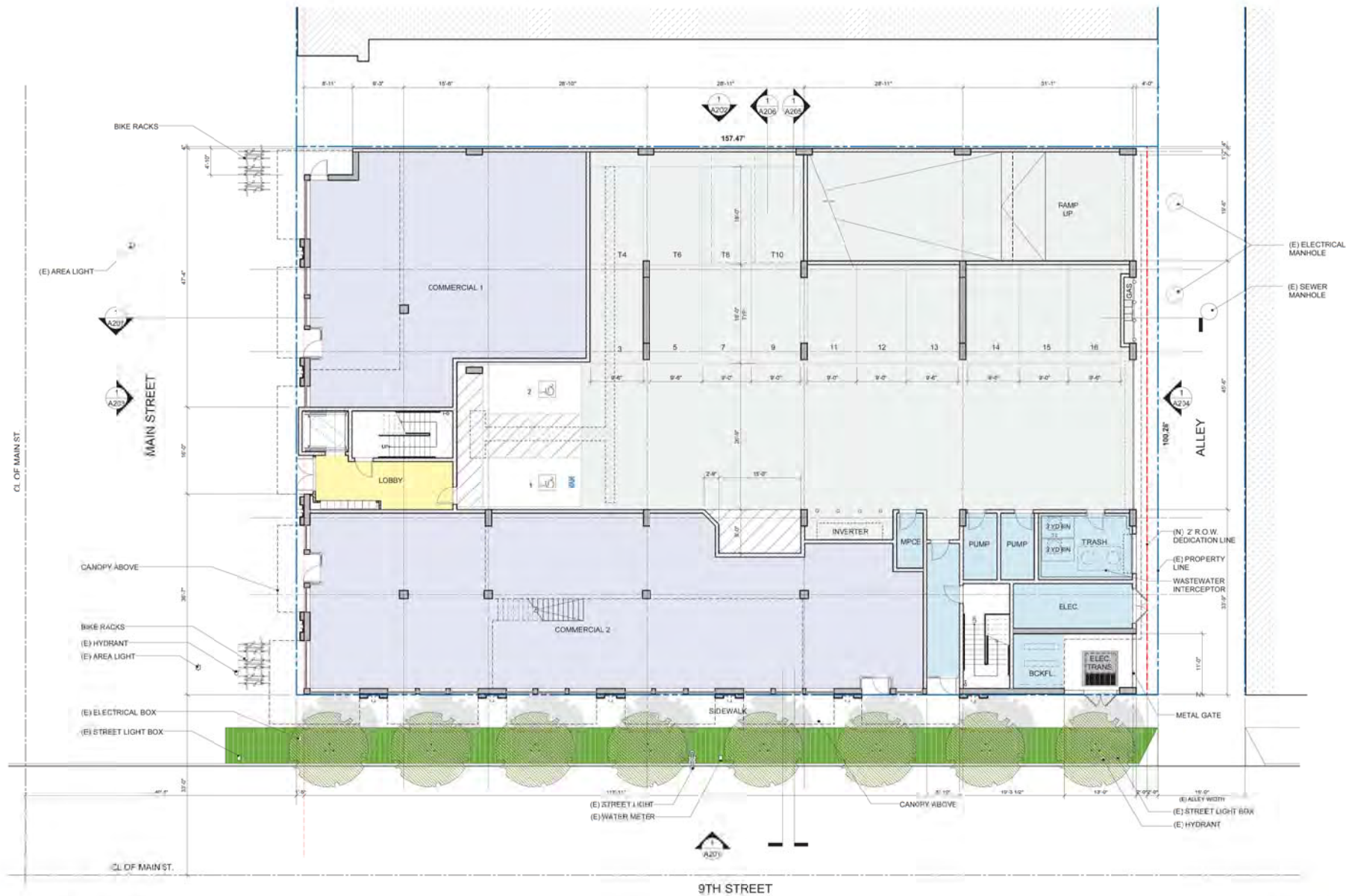
A401 **DESIGNARC**

3878 MAIN ST., RIVERSIDE, CA 92501 100% 2016



A402 DESIGNARC





Main & 9th

3979 Main St., Riverside CA 92501

23 DEC 2016

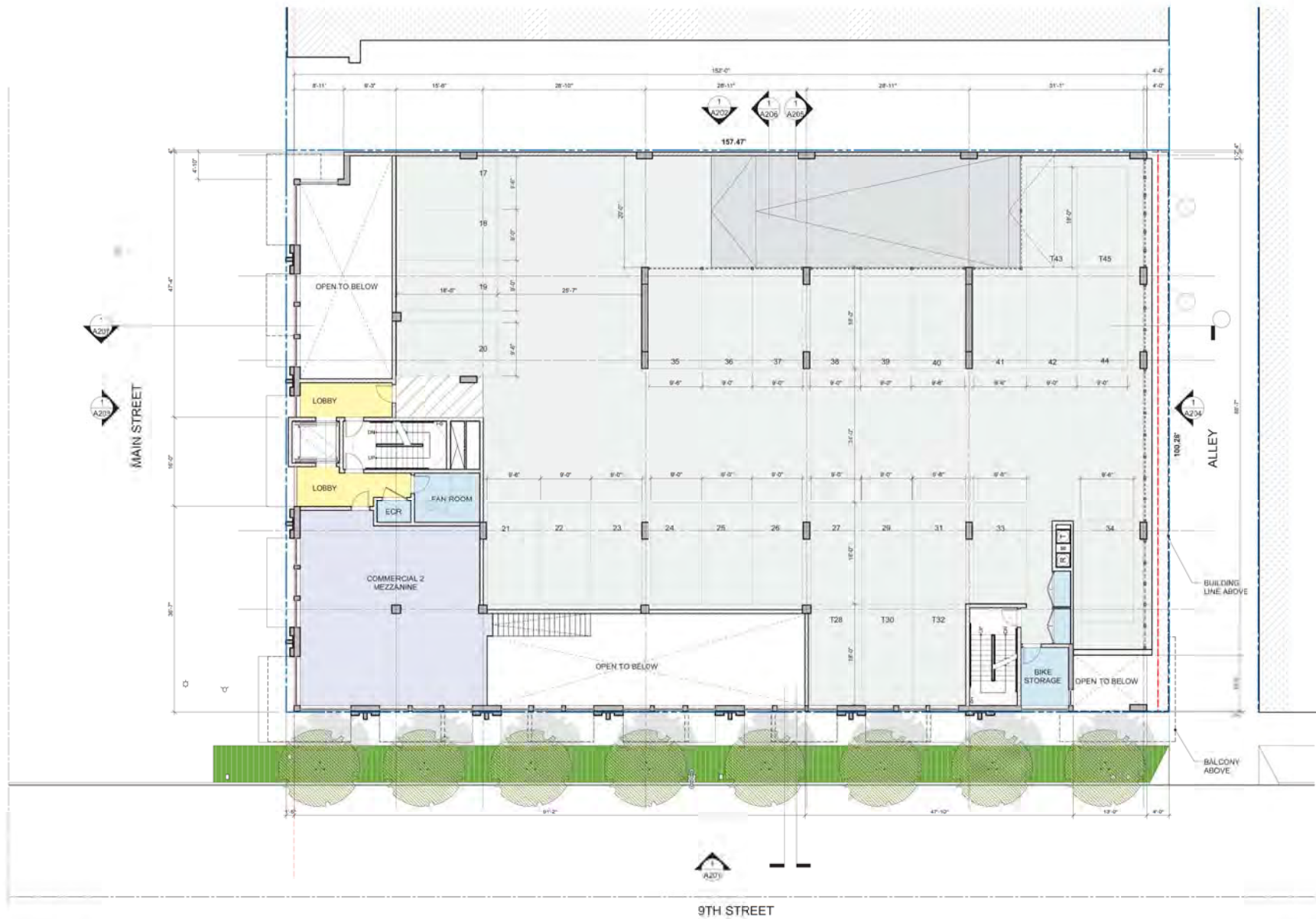
GROUND LEVEL PLAN



A101 DESIGNARC

SCALE: 1/8" = 1'-0"





Main & 9th

3978 Main St., Riverside CA 92501

23 DEC 2016

LEVEL TWO PLAN

0 5 10 20



A102 DESIGNARC

SCALE: 1/8" = 1'-0" (AS SHOWN ABOVE) (SEE SHEET A101)



Main & 9th

3979 Main St., Riverside CA 92503

23 DEC 2016

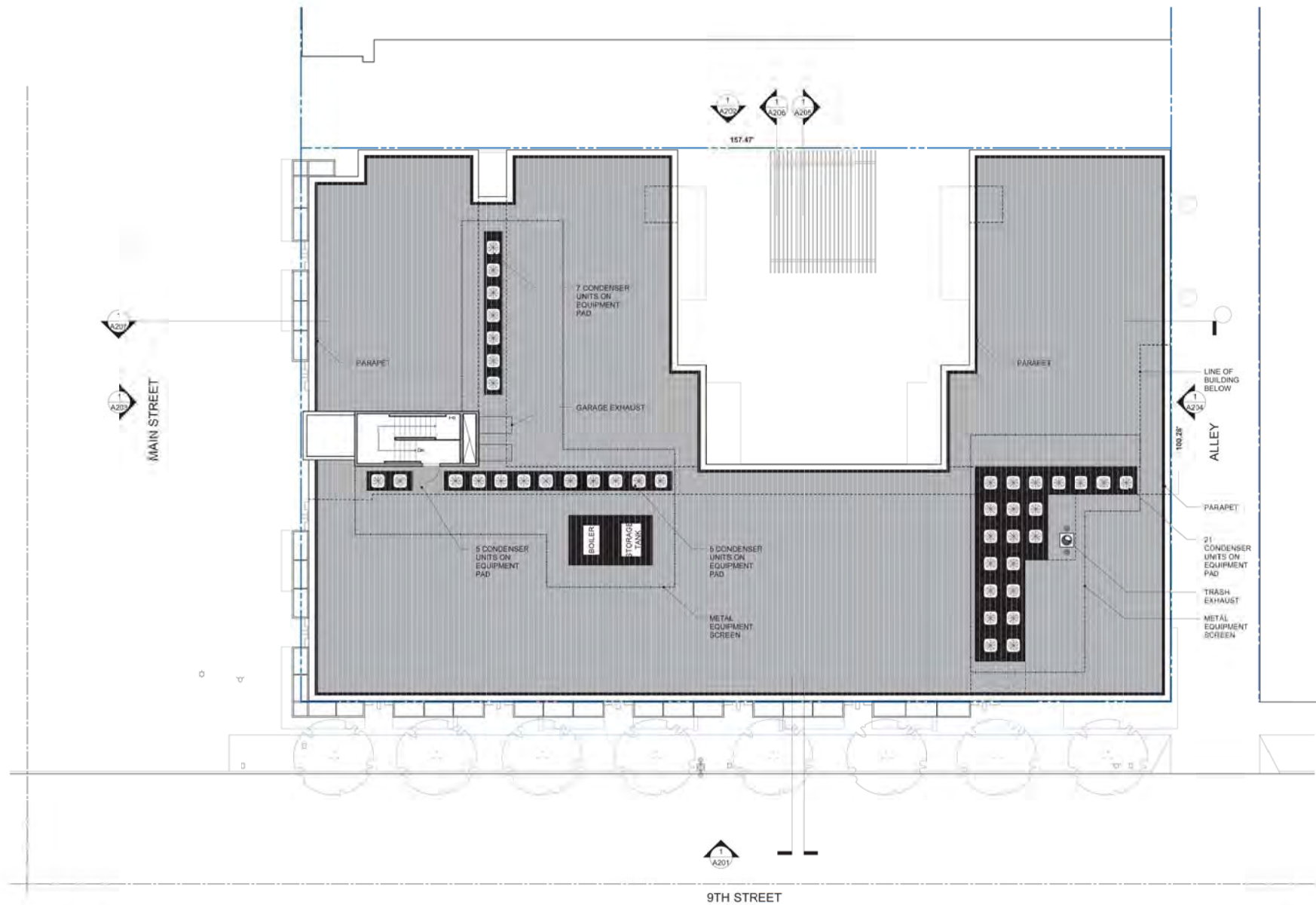
LEVEL THREE (PODIUM) PLAN

0 5 10 20



A103 DESIGNARC

SCALE: 1/8" = 1'-0"



Main & 9th

3978 Main St., Riverside CA 92501

23 DEC 2016

ROOF PLAN

0 5 10 20



A105 DESIGNARC

SCALE: 1/8" = 1'-0"





3978 Main St., Riverside CA 92507

23 DEC 2016

EAST ELEVATION

A204 DESIGNARC

SCALE: 1/8" = 1'-0"





- (PL-1) EXTERIOR PLASTER - 20/30 SAND FINISH
- (PL-2) EXTERIOR PLASTER - 16/20 HEAVY MACHINE DASH FINISH
- (PL-3) PLEATED FOAM PANEL WITH PAINTED STUCCO FINISH
- (DW-1) VINYL WINDOWS AND DOORS - COLOR: LIGHT GREY
- (DW-2) OVERHEAD COILING DOOR - PAINTED
- (DW-3) METAL SECURITY GATE - PAINTED
- (DW-4) OVERHEAD COILING GRILLE
- (DW-5) HOLLOW METAL DOOR - PAINTED

- (SF-1) ALUMINUM STOREFRONT - KYNAR PAINT FINISH
- (SF-2) ALUMINUM STOREFRONT DOOR - KYNAR PAINT FINISH
- (M-1) GLAZED BRICK VENEER - MEDIUM GREY
- (CT-1) CERAMIC TILE
- (RL-1) PAINTED STEEL GUARDRAIL
- (RL-2) PLASTER GUARDRAIL
- (RL-3) CABLE RAIL WITH PAINTED STEEL STANCHIONS

- (MTL-1) PAINTED SHEET METAL FASCIA
- (MTL-2) PAINTED STEEL
- (MTL-3) METAL EQUIPMENT SCREEN
- (MTL-4) PAINTED METAL SUNSHADE
- (C-1) BUSH HAMMERED CONCRETE VERTICAL STRIATION
- (C-2) ARCHITECTURAL CONCRETE

- (PT-1) SHERWIN-WILLIAMS 254-C2: FEARLY WHITE
- (PT-2) SHERWIN-WILLIAMS 244-C2: MINDFUL GRAY
- (PT-3) SHERWIN-WILLIAMS 244-C4: AGIER
- (PT-4) SHERWIN-WILLIAMS 244-C1: REPOSE GRAY
- (PT-5) SHERWIN-WILLIAMS 235-C5: SOFTWARE
- (PT-6) SHERWIN-WILLIAMS 144-C4: EDDY GOLD
- (PT-7) SHERWIN-WILLIAMS 125-C6: PENNYWIS



Main & 9th

3978 Main St., Riverside CA 92507

23 DEC 2016

WEST COURTYARD ELEVATION

A205 DESIGNARC

SCALE: 1/8" = 1'-0"





- (PL-1) EXTERIOR PLASTER - 20/30 SAND FINISH
- (PL-2) EXTERIOR PLASTER - 16/20 HEAVY MACHINE DASH FINISH
- (PL-3) PLEATED FOAM PANEL WITH PAINTED STUCCO FINISH
- (DW-1) VINYL WINDOWS AND DOORS - COLOR: LIGHT GREY
- (DW-2) OVERHEAD COILING DOOR - PAINTED
- (DW-3) METAL SECURITY GATE - PAINTED
- (DW-4) OVERHEAD COILING GRILLE
- (DW-5) HOLLOW METAL DOOR - PAINTED

- (SE-1) ALUMINUM STOREFRONT - KYNAR PAINT FINISH
- (SE-2) ALUMINUM STOREFRONT DOOR - KYNAR PAINT FINISH
- (M-1) GLAZED BRICK VENEER - MEDIUM GREY
- (CT-1) CERAMIC TILE
- (RL-1) PAINTED STEEL GUARDRAIL
- (RL-2) PLASTER GUARDRAIL
- (RL-3) CABLE RAIL WITH PAINTED STEEL STANDCHONS

- (MTL-1) PAINTED SHEET METAL FASCIA
- (MTL-2) PAINTED STEEL
- (MTL-3) METAL EQUIPMENT SCREEN
- (MTL-4) PAINTED METAL SUNSHADE
- (C-1) BUSH HAMMERED CONCRETE VERTICAL STRIATION
- (C-2) ARCHITECTURAL CONCRETE

- (PT-1) SHERWIN-WILLIAMS 254-C2: FAIRLY WHITE
- (PT-2) SHERWIN-WILLIAMS 244-C2: MINDFUL GRAY
- (PT-3) SHERWIN-WILLIAMS 244-C4: AGIER
- (PT-4) SHERWIN-WILLIAMS 244-C1: REPOSE GRAY
- (PT-5) SHERWIN-WILLIAMS 235-C5: SOFTWARE
- (PT-6) SHERWIN-WILLIAMS 144-C4: EDDY GOLD
- (PT-7) SHERWIN-WILLIAMS 125-C6: PENNYWEE



Main & 9th

3978 Main St., Riverside CA 92507

23 DEC 2016

EAST COURTYARD ELEVATION

A206 DESIGNARC

SCALE: 1/8" = 1'-0"

©2016 DesignArc, Inc. 1004





- (PL-1) EXTERIOR PLASTER - 20/30 SAND FINISH
- (PL-2) EXTERIOR PLASTER - 16/20 HEAVY MACHINE DASH FINISH
- (PL-3) PLEATED FOAM PANEL WITH PAINTED STUCCO FINISH
- (DW-1) VINYL WINDOWS AND DOORS - COLOR: LIGHT GREY
- (DW-2) OVERHEAD COILING DOOR - PAINTED
- (DW-3) METAL SECURITY GATE - PAINTED
- (DW-4) OVERHEAD COILING GRILLE
- (DW-5) HOLLOW METAL DOOR - PAINTED

- (SE-1) ALUMINUM STOREFRONT - KYNAR PAINT FINISH
- (SE-2) ALUMINUM STOREFRONT DOOR - KYNAR PAINT FINISH
- (M-1) GLAZED BRICK VENEER - MEDIUM GREY
- (CT-1) CERAMIC TILE
- (RL-1) PAINTED STEEL GUARDRAIL
- (RL-2) PLASTER GUARDRAIL
- (RL-3) CABLE RAIL WITH PAINTED STEEL STANDONS

- (MTL-1) PAINTED SHEET METAL FASCIA
- (MTL-2) PAINTED STEEL
- (MTL-3) METAL EQUIPMENT SCREEN
- (MTL-4) PAINTED METAL SUNSHADE
- (C-1) BUSH HAMMERED CONCRETE VERTICAL STRIATION
- (C-2) ARCHITECTURAL CONCRETE

- (PT-1) SHERWIN-WILLIAMS 254-C2, PEARLY WHITE
- (PT-2) SHERWIN-WILLIAMS 244-C2, MINDFUL GRAY
- (PT-3) SHERWIN-WILLIAMS 244-C4, AGIER
- (PT-4) SHERWIN-WILLIAMS 244-C1, REPOSE GRAY
- (PT-5) SHERWIN-WILLIAMS 235-C5, SOFTWARE
- (PT-6) SHERWIN-WILLIAMS 144-C4, EDDY GOLD
- (PT-7) SHERWIN-WILLIAMS 125-C6, PENNYWEE



Main & 9th

3978 Main St., Riverside CA 92507

23 DEC 2016




NORTH COURTYARD ELEVATION

A207 DESIGNARC



SCALE: 1/8" = 1'-0"

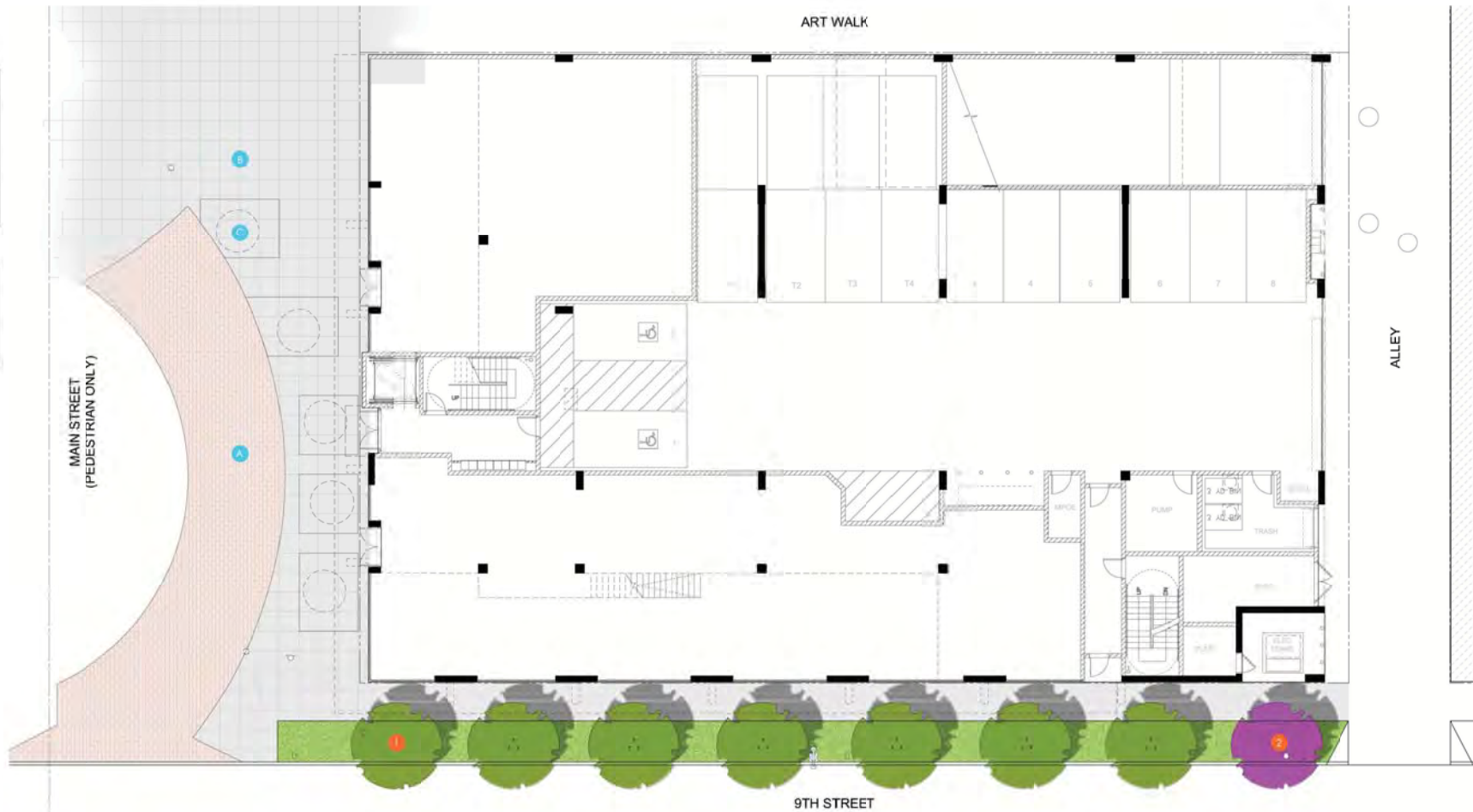



MATERIALS LEGEND

MATERIAL	
 Existing concrete pavers pathway	
 Existing concrete paving in grid pattern	
 Rectangular area containing tree cut-out (5 existing) will be sawcut and filled with concrete paving to match adjacent concrete paving	


PLANTING LEGEND

SPECIES	
 (7) Existing Magnolia parkway trees to remain	
 (1) Existing Jacaranda parkway tree to remain	




 Existing concrete pavers pathway




 Existing concrete paving in grid pattern




 Rectangular area containing tree cut-out (5 existing) will be sawcut and filled with concrete paving to match adjacent concrete paving



 (7) Existing Magnolia parkway trees to remain



 (1) Existing Jacaranda parkway tree to remain

MATERIALS LEGEND

MATERIAL
1 Concrete paving on structure
2 Fire element
3 Outdoor grill and dining counter
4 Raised bio-retention planters
5 Flush bio-retention planters
6 Standard fiberglass planters

PLANTING LEGEND

SPECIES
1 Umbellularia californica California Bay
2 Portulacaria afra 'Variegata' Rainbow Bush (groundcover)
3 Podocarpus gracilior Fern Pine
4 Carex divulsa / Iumulicola European Grey Sedge/ Berkeley Sedge
5 Dianella tasmanica 'Variegata' White Striped Tasman Flax Lily
6 Philodendron 'Xanadu'
7 Nandina domestica Heavenly Bamboo



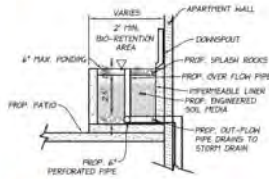
1 Concrete paving on structure



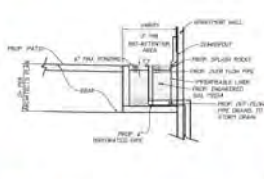
2 Fire element



3 Outdoor grill and dining counter



4 Raised bio-retention planters



5 Flush bio-retention planters



6 Standard fiberglass planters



Various site furnishing



1 Umbellularia californica
California Bay



2 Portulacaria afra 'Variegata'
Rainbow Bush (groundcover)



3 Podocarpus gracilior
Fern Pine



4 Carex divulsa / Iumulicola
European Grey Sedge/ Berkeley Sedge



5 Dianella tasmanica 'Variegata'
White Striped Tasman Flax Lily



6 Philodendron 'Xanadu'



7 Nandina domestica
Heavenly Bamboo





PT-1
SHERWIN-WILLIAMS
SW 7009 / 254-C2, PEARLY WHITE



PT-5
SHERWIN-WILLIAMS
SW7074 / 235-C5, SOFTWARE



PT-2
SHERWIN-WILLIAMS
SW 7076 / 244-C2, MINDFUL GRAY



PT-6
SHERWIN-WILLIAMS
SW6409 / 134-C4, EDGY GOLD



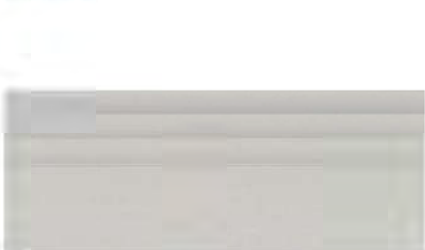
PT-3
SHERWIN-WILLIAMS
SW9170 / 244-C4, ACIER



PT-7
SHERWIN-WILLIAMS
SW6349 / 125-C6, PENNYWISE



PT-4
SHERWIN-WILLIAMS
SW 7075 / 244-C1, REPOSE GRAY



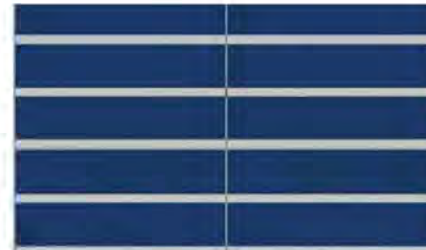
SF-1
ALUMINUM STOREFRONT - KYNAR PAINT FINISH (PT-4)



PL-1
LIGHT SAND FLOAT PLASTER - PAINTED (PT-6)



PL-2
HEAVY MACHINE DASH PLASTER - PAINTED (PT-3)



CT-1
CERAMIC TILE



M-1
BRICK VENEER (COLOR AND TEXTURE SIMILAR)



C-1
BUSH HAMMERED CONCRETE VERTICAL STRIATION



C-2
EXPOSED CONCRETE



Main & 9th

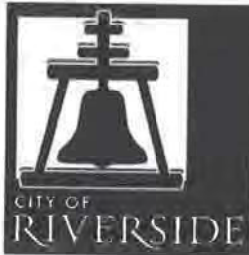
3878 Main St., Riverside CA 92501

16 DEC 2016

COLOR AND MATERIAL BOARD



DESIGNARC.COM 1-800-555-5555



COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

VARIANCE JUSTIFICATION FORM

PLEASE TYPE OR PRINT CLEARLY

Project Description: MAIN + 9TH LOFTS

Project Location: 3780 MAIN ST

Assessor's Parcel Number (APN): 213-301-009

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

REAR YARD SETBACK 15'

INTERIOR SIDE YARD SETBACK 15'

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 – Front and Rear Yard Setback

Project Description - The project is a new ground-up development of an existing parking lot. The project contains 36 residential units comprised of studio, one and two-bedroom units and also 6,795sf of commercial space. The project is parked at one space per bedroom with no retail and guest parking provided on-site.

Project Location - 3780 Main Street, Riverside, CA 92501

Assessor's Parcel Number – 213-301-009

Variance Requested:

Permission to reduce the front and rear yard setback from 15' to 0'.

Considering the zero lot-line development in this downtown urban setting it is not feasible or desirable to set the building back per code from the property line. In order to maintain a street presence along Main and 9th the building should "greet the street" at the property line in concert with the surrounding buildings and in order to park the project as proposed the garage entrance and layout must be at the zero lot line along the alley and paseo in order to work functionally.

Required Findings

1. The project is infeasible and not desirable if imposed with the existing Zoning code considering the urban nature of the development. The Downtown Plan in fact encourages the design approach of the project and is in conflict with the zoning code.
2. Yes. The development of the proposed project will be one of the first urban residential and mixed-use projects of its kind developed in the downtown core of Riverside. The size of the parcel in question further inhibits the ability to offer setbacks further reducing the size of the buildable area.
3. No. The project is designed to replicate the existing built out condition of the surrounding buildings which are currently built with a zero lot-line condition.
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: MAIN + 9th LOFTS

Project Location: 3780 MAIN ST

Assessor's Parcel Number (APN): 213 - 301 - 009

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

PARKING RATIO

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 a new ground-up development of an existing parking lot. The project contains 36 residential units comprised of studio, one and two-bedroom units and also 6,795sf of commercial space. The project is parked at one space per bedroom with no retail and guest parking provided on-site.

Project Location - 3780 Main Street, Riverside, CA 92501

Assessor's Parcel Number – 213-301-009

Variance Requested:

Park onsite residential parking at a ratio of one space per bedroom and provide no on-site commercial parking. The project includes 27 studio and one-bedroom units and 9 two-bedroom units for a total of 36 units. A total of 45 onsite residential parking spaces are provided. Current parking code requires 58.5 spaces for this project resulting in a parking shortfall to code of 13.5 spaces per the table below for residential. Additionally, the project is providing zero on-site parking spaces for the anticipated commercial uses and the existing code requires 34 spaces per the table below.

		Code	Code	Proposed	Proposed	Variance
Unit Type	# Units	Parking Ratio	# Spaces Required	Parking Ratio	# Spaces	# Spaces
Studios	9	1.5/Unit	13.5	1/Bed	9	(1.5)
One Bed	18	1.5/ Unit	27	1/Bed	18	(10.5)
Two Bed	9	2.0/Unit	18	1/Bed	18	(0)
Total	36		58.5		45	(13)
Cafe	2,190	1/150	15	n/a	0	(15)
Office	4,605	4/1000	19	n/a	0	(19)

Required Findings

1. Yes. This variance is requested as the City of Riverside does not have requirements that are tailored to the downtown. In many cases, cities adopt lower parking requirements as part of a downtown overlay zone. The parking standards as they exist are an impediment to the strategic vision of increasing downtown residents. Parking urban infill projects at suburban standards would place a financial burden on projects, which ultimately is passed on to the renter to yield the project financially feasible.

In many downtowns, developments do not accommodate all peak parking demand onsite. Rather, downtown uses rely on a pool of parking that is shared among uses with different time-of-day occupancies. This makes downtown parking more efficiently used than single-purpose suburban parking.

Relative to the retail and office parking the use of shared district parking resources is the hallmark of urban areas and attempting to accommodate the modest square footage of the ground floor uses is infeasible due to space constraints due to the size of the site and the financial burden that an underground garage level would place on the project. The large and readily available public parking pool can fill this need. 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. A study by Parking Design Group in 2015 found a total of 938 on-street or public spaces in the vicinity of the project. The project is near the Mission Garage and City Parking garages 1,2,3 and 6.

2. Yes. The development of the proposed project will be one of the first urban residential and mixed-use projects 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-use, live-work concepts and shared parking or parking districts."

The project will use the existing parking resources in the form of ample public parking garages in the vicinity within walking distance to accommodate guest, retail and office parking. These demands are approximately 12 spaces at the peak of 2p per Dr. Willson's parking study dated October 7th. This is a very modest amount, half of which peaks in the evenings and weekends, opposite of the peak demand currently being used by the majority of the garage daily users resulting in an anticipated actual demand of seven spaces.

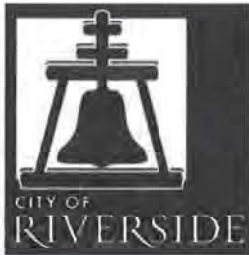
Finally, downtowns are adopting "park once" strategies wherein a downtown parking user is able to work, recreate and play and in this case sleep, all without moving his or her vehicle. This is due to the walkable nature of Riverside's downtown and is preferred by downtown visitors.

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. The one space per bedroom accommodates all the residential demand and as has been discussed only marginally seven spaces of additional demand are created by guest, retail and

office users. There is more than enough capacity in the existing parking resources for this modest number.

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: MAW + 9th LOFTS
Project Location: 3780 MAIN ST
Assessor's Parcel Number (APN): 213 - 301 - 009

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

TANDEM STALLS

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 a new ground-up development of an existing parking lot. The project contains 36 residential units comprised of studio, one and two-bedroom units and also 6,795sf of commercial space. The project is parked at one space per bedroom with no retail and guest parking provided on-site.

Project Location - 3780 Main Street, Riverside, CA 92501

Assessor's Parcel Number – 213-301-009

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 18 tandem parking stalls for its 9 two-bedroom units, representing 25% of the total units parked in this manner.

Required Findings

1. Yes. The project would have to be significantly reduced in scope if all parking were required to be side by side. 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. Additionally, Dr. Willson states in his October 7, 2016 letter that in two-bedroom units the residents coordinate among themselves to work out the solution that is best for them.

2. Yes. The development of the proposed project will be one of the first urban residential and mixed-use projects 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)

January 13, 2017

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 Main and 9th multifamily project 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 traditional suburban locations. Downtown infill projects offer new housing choices for those interested in walkable, multimodal environments. Downtown environments also offer an opportunity for lower levels of household vehicle ownership. Furthermore, social and demographic trends indicate a growing demand for housing with less parking among millennials, those seeking sustainable lifestyles, and baby boomers looking to downsize. Finally, these downtown areas are places where alternatives to private vehicle ownership are prospering, such as transit, short-term vehicle rental, shared-ride services, and private shuttles. Housing can be made more affordable by providing the option of renting a unit with a lower level of parking than a typical suburban housing unit.

In downtowns, many developments do not accommodate all the peak parking demand on site. Rather, downtown uses rely on a pool of parking that is shared among uses with different time-of-day occupancies. This makes downtown parking more efficiently used than single-purpose suburban parking. 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. In this case, variances are requested

¹ Richard Willson is professor in 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 articles 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.

for the Main and 9th project because the City of Riverside does not have parking requirements that are tailored to the downtown. This is an impediment to the strategic vision of increasing downtown residents. However, the City set a precedent for lower parking supplies with the approval of Imperial Hardware Lofts project in 2015.

As mentioned, the possibility that parking demand from a single land 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, spillover parking issues can be managed, avoiding problems that can occur if parking near a site is uncontrolled. In addition, residential permit parking addresses potential issues where commercial and residential neighborhoods abut.

When approving variances from city-wide code requirements, parking management tools avoid any unanticipated consequences. Fortunately, Riverside has deployed the full suite of downtown parking management tools – a public and private shared parking pool, on-street pricing, permit programs for long-term parking and neighborhood protection. The draft *City of Riverside 2016 Strategic Parking Plan* provides good suggestions on next steps for parking management. It includes innovative ideas that will ensure that Riverside deploys its shared parking resources efficiently and in support of community goals.

The remainder of the letter addresses three issues raised in the Main and 9th request for variances.

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

The project proposal provides 44 spaces for 36 units, a ratio of one space per bedroom, with 18 of those spaces in a tandem configuration. This analysis concludes that that is an appropriate ratio for this project and its market context. Main and 9th will appeal to a segment of the market seeking alternatives to vehicle ownership patterns typically found in suburban areas.

This conclusion is based on lower household vehicle ownership in downtown areas, stemming from greater transportation options and clustered nearby destinations. But perhaps more importantly, these projects serve a different market – those who accept less parking in return for desirable urban lifestyle features. 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. The current zoning code prevents the development of this important housing option. 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 (1.22 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.

There is precedent for lower parking supply in urban locations. The City of Riverside provided similar variances for the Imperial Hardware Lofts project in 2015. 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).

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

Tandem parking is an appropriate parking supply strategy because the reduced drive-aisle per space decreases the land or building area 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 the same 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. In this case, there is one pair of spaces for each two-bedroom unit.

Many jurisdictions allow tandem parking for some of the required parking, some with a conditional use permit requirement. Communities including Milpitas, Garden Grove, San Jose, and El Segundo allow tandem parking. In some cases, it is permitted in a specific plan, as is the case for the City of Oxnard's RiverPark Specific Plan. This smart growth plan is outside of Oxnard's downtown, but still allows tandem parking for the site planning efficiency it offers.

This proposal offers residents of two-bedroom units the opportunity to park two cars at 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, and is especially appropriate for a downtown area.

Question 3. Is it reasonable to use shared private and city parking garages to satisfy the guest, creative office, and retail parking demand?

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 of 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 that the City can manage to achieve their objectives.

The expected parking demand for guests is estimated from the ULI Shared Parking model, a common resource for parking demand calculations. Estimated visitor demand is 36 units * 0.15 space per unit = 5.4, rounded up to 6 spaces. The demand varies across the day, and is highest from 7:00 – 10:00 PM on weekdays, a time when there is excess public and private parking capacity. Any daytime visitors will likely use available curb parking.

The 6,795 square feet of area indicated as commercial includes a sandwich shop-style café/restaurant of 2,190 square feet and 4,605 square feet of office uses. Applying a worst-case parking demand scenario of 10 spaces per 1,000 square feet yields a predicted parking demand of 22 spaces at 12:00 PM. Applying a worst case scenario of 4 spaces per 1,000 square feet to the office yields a predicted parking demand of 19 spaces. If these uses were located *outside* of a downtown, the predicted parking demand would be 41 spaces.

Downtown parking demand is different because some patrons live in downtown and walk, others arrive by transit or bicycle, and others are already parked in downtown for work or shopping and will walk to the café (the park-once concept). Adjusting for downtown conditions, the appropriate rates should be 1 space per 1,000 square feet for the café and 2 spaces per 1,000 square feet for the office. Using these rates, the estimated peak demand is 12 spaces. Therefore, the commercial component of the project is predicted to add a daytime demand of 12 spaces to the shared parking pool in downtown Riverside, an insignificant amount.

A study by Parking Design Group in 2015 found a total of 938 on-street or public garage spaces in the vicinity of the project.

The project is directly across the street from the private Mission Square Garage and within a block of City Parking garages 1, 2, 3, and 6. For employees of the office or cafe, the 500-space Mission Square garage offers monthly parking permits, with unreserved spaces offered at \$55-65 per month and reserved spaces ranging from \$70-85 per month. In addition, the City of Riverside sells monthly permits for public garages for \$60. Currently, there are no permits available at Garage 6 and one at Garage 2.

For visitors to residential units, the office or café, short-term public parking is also available at the Mission Square Garage for \$2 per 30 minutes. On-street parking is also available for visitors. The garage also has high availability in the evening and on weekends as do public garages such as Garage 6.

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.

Conclusion

In summary, the proposed parking arrangements for the Main and 9th project are consistent with best practice in parking provision and management for downtown areas. My professional opinion is that variances requested are appropriate. Given the large shared parking potential and on-street parking controls in the downtown and adjacent neighborhoods, multifamily housing parking supplies of even less than one space per bedroom are justifiable and well within current practice in downtowns across the country. In that regard, the Main and 9th project represents a conservative approach that does not pose a risk of parking impacts.

As with any urban project, parking management is an important for operational success. Suggested management tools include:

- Property manager registration of tenant's vehicles and assigning them to appropriately-sized spaces.
- Inclusion of parking rules in lease provisions and property manager enforcement of parking rules.

Please let me know if you have questions or comments.

Best regards,



Richard Willson, Ph.D. FAICP
President

4618 West Eighth Street Los Angeles, California 90005
Mobile 310.874.8783 e: taylor@historicalarchitect.com
CA license no. C-24087 HISTORICAL ARCHITECT.COM

Historical Compatibility Assessment

14 December 2016

Project: Main and Ninth streets, Riverside CA; proposed new mixed-use construction

Subject: Design and Material Compatibility Review Assessment

SUMMARY OF PROJECT DESIGN & CONTEXT COMPATIBILITY

We have been asked by the City of Riverside's Community Development Department to clarify the compatibility of this proposed project with the standards of compatibility in project review. As this proposed project is located within a Historic District, design review and perceptions of compatibility with the specific and overall site context of Main Street and the City of Riverside apply. Riverside's Historic Preservation Program is administered through their Historic Preservation, Neighborhoods and Urban Design Division of the Community Development Department.

Riverside's Downtown Specific Plan covers a wide range of design guidelines for features, materials, details, and relationships of proposed construction within a historic context. While this local Plan successfully creates methodologies for defining and interpreting such new construction projects, there is not as much specific information at the State and the Federal levels of guidelines for compatibility with historic contexts.

Federal language for defining appropriate design recommendations are codified in the Secretary of the Interior's Standards, where compatibility of new with existing is addressed in the Rehabilitation standard. This is aimed primarily at defining appropriateness for proposed new construction of additions to historically designated structures. These guidelines may interpretively be applied at a contextual design level of additions of structures to a district, following the logic of additions to a specific structure, but there is no specific language.

There is some direction given at the State level, especially within California's State Historical Building Code (SHBC.) In Section 8-1003, "Site Relations" there is language that states the relevance of a structure with its historical site context. "Associated features" of a district are referenced, as a "critical" component of a criteria that defines a historic district. Effectively, as a Certified Local Government, the City of Riverside establishes specific guidelines contained within Riverside's Downtown Specific Plan and pertaining to the Raincross District to determine the criteria for designation and for appropriate additions to a district, without compromising a district's character. These guidelines reference and support the Secretary's Standards.

- Summary of guidelines for associated historical features of qualified historical building resources in a historic district by the California Historical Building Code (CHBC):

CHAPTER 8-10

QUALIFIED HISTORICAL DISTRICTS, SITES AND OPEN SPACES

SECTION 8-1001 PURPOSE AND SCOPE

8-1001.1 Purpose. The purpose of this chapter is to provide regulations for the preservation, rehabilitation, restoration and reconstruction of associated historical features of qualified historical buildings, properties or districts (as defined in Chapter 8-2), and for which Chapters 8-3 through 8-9 of the CHBC may not apply.

8-1001.2 Scope. This chapter applies to the associated historical features of qualified historical buildings or properties such as historical districts that are beyond the buildings themselves which include, but are not limited to, natural features and designed site and landscape plans with natural and man-made landscape elements that support their function and aesthetics. This may include, but will not be limited to:

1. Site plan layout configurations and relationships (pedestrian, equestrian and vehicular site circulation, topographical grades and drainage, and use areas).
2. Landscape elements (plant materials, site structures other than the qualified historical building, bridges and their associated structures, lighting, water features, art ornamentation, and pedestrian, equestrian and vehicular surfaces).
3. Functional elements (utility placement, erosion control and environmental mitigation measures).

SECTION 8-1002 APPLICATION

8-1002.1 The CHBC shall apply to all sites and districts and their features associated with qualified historical buildings or qualified historical districts as outlined in 8-1001.2 Scope.

8-1002.2 Where the application of regular code may impact the associated features of qualified historical properties beyond their footprints, by work performed secondarily, those impacts shall also be covered by the CHBC.

8-1002.3 This chapter shall be applied for all issues regarding code compliance or other standard or regulation as they affect the purpose of this chapter.

8-1002.4 The application of any code or building standard shall not unduly restrict the use of a qualified historical building or property that is otherwise permitted pursuant to Chapter 8-3 and the intent of the *State Historical Building Code*, Section 18956.

SECTION 8-1003 SITE RELATIONS

The relationship between a building or property and its site, or the associated features of a district (including qualified historical landscape), site, objects and their features are critical components that may be one of the criteria for these buildings and properties to be qualified under the CHBC. The CHBC recognizes the importance of these relationships. This chapter shall be used to provide context sensitive solutions for treatment of qualified historical buildings, properties, district or their associated historical features, or when work to be performed secondarily impacts the associated historical features of a qualified historical building or property.

It should be noted that the SHBC is a unique code that is performance – oriented, rather than a prescriptive code. Room for interpretation of applications is allowed. There are limited references to specific requirements.

- There has been additional direction provided at the State level. Tim Brandt, Supervisor and Senior Restoration Architect of the SHPO gave a conference presentation in August 2011 that was memorialized with a power point. The script for this presentation is available at:
<http://ohp.parks.ca.gov/pages/1054/files/compiled%20script%20mod%201-3.pdf>

An excerpt from Brandt's presentation text:

1.5 Applying Standards You can apply the Treatment Standards to buildings, historic districts, structures, OHP001 Module 1 - Secretary of the Interior's Standards for the Treatment of Historic Properties landscape features, sites and environments, objects, and any attached, adjacent, or related new construction. Examples include: individual buildings such as the Buford House, a bed and breakfast, in Napa; a district such as the Sacramento Railyards; a structure such as the Golden Gate Bridge in San Francisco, the gardens and landscape around Wattles Mansion in Hollywood; building settings and environments within the boundaries of the Presidio in San Francisco...."

The treatment standards Brandt referenced would be the Rehabilitation Standards. These Rehabilitation Standards support compatibility with, yet differentiation from, new construction and their interfaces with existing construction. As these guidelines are interpretive, in our opinion it is allowed to correlate an acceptable compatibility of new construction within a historic district, with the Standards for construction of new construction additions to historical structures. Thus, the Tim Brandt quote gives direction for how to consider compliance of new construction within historic districts as qualifying with the Secretary's Standards for Rehabilitation.

The City of Riverside provides more definitive interpretation of the broad outlines that exist within the State level of review.

The City of Riverside establishes specific guidelines to determine the criteria for designation and for appropriate additions to a district, as referenced in the Downtown Specific Plan. These guidelines define more specifically what is outlined in California's State Historical Building Code (SHBC).

- Summary of guidelines for new additions to resource structures in a historic district by the City of Riverside:

Following are some excerpts from the Downtown Specific Plan. Highlighted are the directions and standards that are particularly relevant to the proposed Main & Ninth project:

6.6.1 District Character Defining Statement

The Raincross District is the cultural, entertainment, and retail center of Riverside and the region beyond. Its

significant, signature buildings include the Fox Theater, Stalder Building, Mission Inn, Municipal Museum, Unitarian Church, Congregational Church, Municipal Auditorium, Post Office, Loring Building, and Art Museum. Historic and cultural resource sensitivity are the key concepts in this district. Buildings that contribute to the historic character of this district should be preserved or restored to an authentic historic design. New construction should be in scale and architecturally harmonious with nearby historic buildings. The above listed signature buildings should be used for inspiration regarding design, form, detailing and site layout.... In addition, the design standards and guidelines for the Raincross District are intended to create a vibrant, pedestrian friendly downtown by encouraging pedestrian orientation to the storefronts, human scaled spaces, and pedestrian amenities.

>The proposed Main & Ninth structure provides for commercial/retail, ground floor level café/coffee, creative offices / dining-related spaces, all addressing and enhancing a pedestrian-use scale of the building. All these amenities meet guidelines stated above.

>The ground level "human scaled" pedestrian spaces re-engage a street corner intersection that has long been vacant. A harmonic conversation with the U. C. Riverside Culver Center/ Rouse Building to the north is established by the marquee interpretive references that intend to continue along the Main and the Ninth Street façades.

>Similar "architecturally harmonious" correlation is suggested by the use of brick masonry material and the variations in massing that interpretatively references the City Hall structure context diagonally across Main Street, and the Center for Photography further north on Main Street.

Following are the Specific Plan's stated stylistic guidelines:

6.6.3 Architecture Style (1) Existing buildings should be restored/ maintained in a historic style that reflects the actual, historic appearance of the building at its period of historic significance. (2) The historic fabric in Downtown Riverside is interspersed with "contextual" buildings - buildings that are not historic but contribute to the district character as one traverses the district. Similarly, new buildings should not necessarily be stylistically "historic", but should be compatible with their historic neighbors in terms of massing, modulation, height, and setbacks. New buildings should be contemporary interpretations using the signature buildings as a source of design inspiration. Scale (1) Buildings and improvements should be at a pedestrian scale. To maintain a sense of pedestrian scale, larger buildings should be broken into storefront bays about 25 feet wide.

The proposed Main & Ninth project is not "stylistically historic"- in fact, thus avoiding the false sense of history that would place the structure in non-conformance with the Secretary of the Interior's Standards. We assert that the proposed design is a contemporary interpretation of the structures that define the district- whether they be "heroic" in nature such as City Hall, or more background structures such as the parking garage and ground floor retail structures along the west side of Main Street in the same block.

Following the logic of the Architectural Style section, the following Main and Ninth design characteristics should be considered compatible *with their historic neighbors in terms of massing, modulation, height, and setbacks:*

The proposed Main & Ninth project characteristics:

Massing:

>Overall the U-shaped form opened towards the north creates a light courtyard with public/residential space above the parking structure.

>Design details intend to divide the mass of the structure into smaller components, creating storefront

bays that interrelate in surface finish and color.

>The Main Street façade is divided vertically by a projected balcony element that terminates a recessed circulation element beyond at stair and elevator cores. This divides the residential units and their respective balcony elements, reducing apparent mass while modulating the façade design.

>This modulation continues along the northern façade of Ninth Street, where balconies divide the façade elements into smaller portions that modulate the façade into rhythmic bays.

>Height at the ground level interface of building with street is diminished by a projecting horizontal canopy, aligning with the adjacent Rouse Building canopy and referencing City Hall.

Modulation:

>Projecting balconies interrupted by vertical piers rise above a marquee- styled ground level canopy, referencing the similar adjacent Rouse building's detail.

>Use of structural bay dimensions creates a modular background for these projecting trellis elements and balconies.

Height:

>The proposed design at four stories acts to mediate between the two-story Rouses' building to the north, and the eight-story City Hall structure to the south.

Setbacks:

>An interplay of projecting balconies is set within vertical elements of masonry brick-clad piers.

>A recess at the top of the structure modulates the massing of the structure with a setback, interpretively referencing the glazed brick parapet of the Rouse building above the uppermost cornice, as a method of lowering scale.

Relative to Scale and color:

(1) Buildings and improvements should be at a pedestrian scale. To maintain a sense of pedestrian scale, larger buildings should be broken into storefront bays about 25 feet wide. (2) The size and mass of a new building should blend with the surrounding district. Detailing (1) Detailing of existing buildings should be a restoration or replication of historic detailing during the building's period of historic significance. Roof Design (1) Roof design should reflect/complement significant buildings in the area. Colors and Materials (1) Muted earthtones and traditional materials should prevail, with brighter colors limited to trim areas. The Mission Inn is a good example of this type of treatment.

Colors and Materials:

Muted earthtones and traditional materials should prevail, with brighter colors limited to trim areas.

Contemporary applications of brick masonry elements are proposed that relate in a compatible yet differentiated manner to the material characteristics of the proximate City Hall and the historic Rouse Building. The current color scheme presents muted tones of several shades of greys, a subtle gradation of four shades, earthtones, and a warm white accent color. A subtle accent color of a light-blue porcelain tile is shown at the solid balcony elements, and as a part of the window wall assembly at the termination of the balconies.

Color is used in a cautious manner, with a signage element indicated in a red-burnt orange. Should such accent colors be utilized in limited ways of specific façade features, a greater distinction of the façade

may yet be realized. Final color selections have not been made at the time of the issuance of this report.

Relative to Multi-Family Housing:

1) Individual units should be articulated to diminish the massing of large structures and be compatible with the scale of surrounding development. (2) The mass and roof forms of buildings should be varied. In addition to porches, stoops and other entry elements such as bay windows, balconies and trellises are encouraged. (3) The street floor building level should be raised between two and four feet to protect the privacy of ground floor units. (4) Facades of multifamily buildings should be divided into shorter modules a maximum of 30 feet in width, to reflect the volumes of individual units within the building. This objective can be achieved with varied setbacks, vertical modulation, texture changes on the facade, porches and balconies.

The façade design is separated into shorter modules, and by use of non-continuous balconies, reflect the identity of individual units within.

Summary of compatibility:

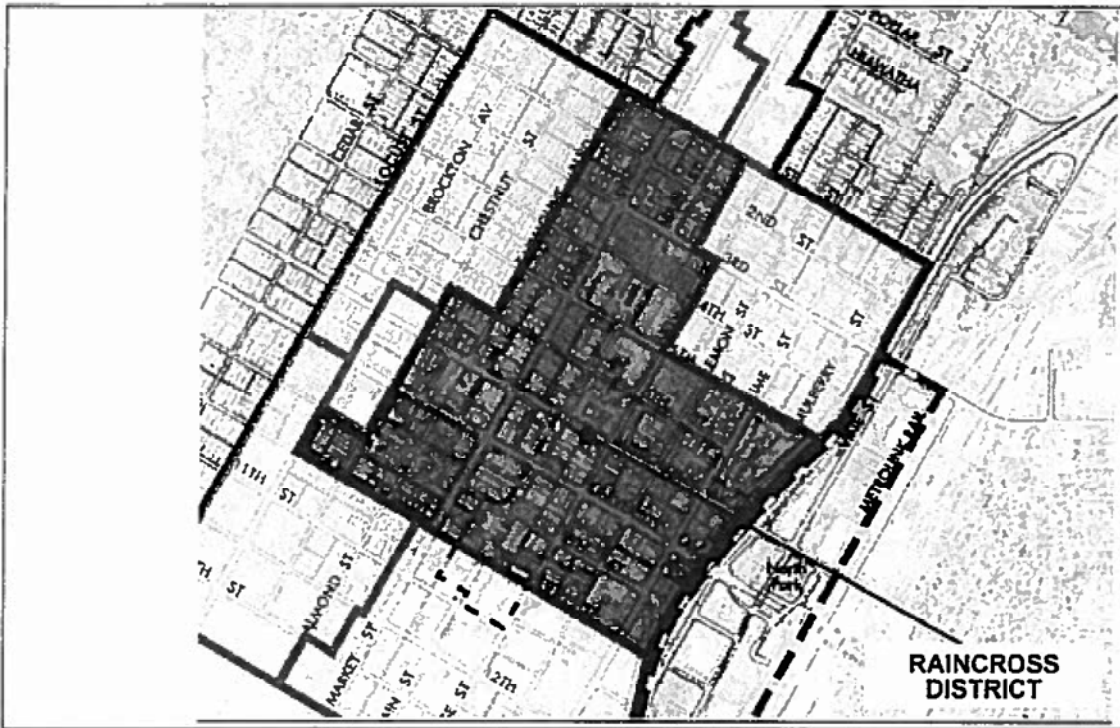
We recommend considering the proposed design as an acceptable urban infill, conforming to recommendations referenced in the City's Downtown Specific Plan and compatible with the Secretary of Interior's Guidelines. The Main & Ninth design will prove an appropriate companion to the District and the adjacent landmarked and / or contributing structures. As shown previously, Mr. Brandt of the Office of Historic Preservation has correlated the Secretary of the Interior's Standards for Rehabilitation for new additions to historic resources, with an ability to apply these guidelines to new building construction in historic districts. We submit that the proposed project conforms with these standards of review.

Following is a summary of the proposed project and its compatibility with the Downtown Specific Plan, as outlined previously in this Historical Compatibility Assessment:

1 Site context plan: historic district compatibility

The property at the northeast corner of Main Street and Ninth Street is located within the Mission Inn Historic District. Architects Design Arc have developed a scheme for the corner of Main and Ninth that appears to meet a precedent idea of compatibility with the intentions of Riverside's Downtown Specific Plan and the client's building design precedent suggestions. This design performs well in the context south of Ninth street- mediating between the local Historic Landmark No. 73 Rouse Building (hereafter, UC Riverside's Culver Center for the Arts) to the north, and the massive City Hall structure to the south. Given the Ninth street corridor is located along the boundary of the Mission Inn Historic District, the proposed design mediates this interface between districts.

This structure is considered an edge structure, connecting differing scales and architectural design emphases.



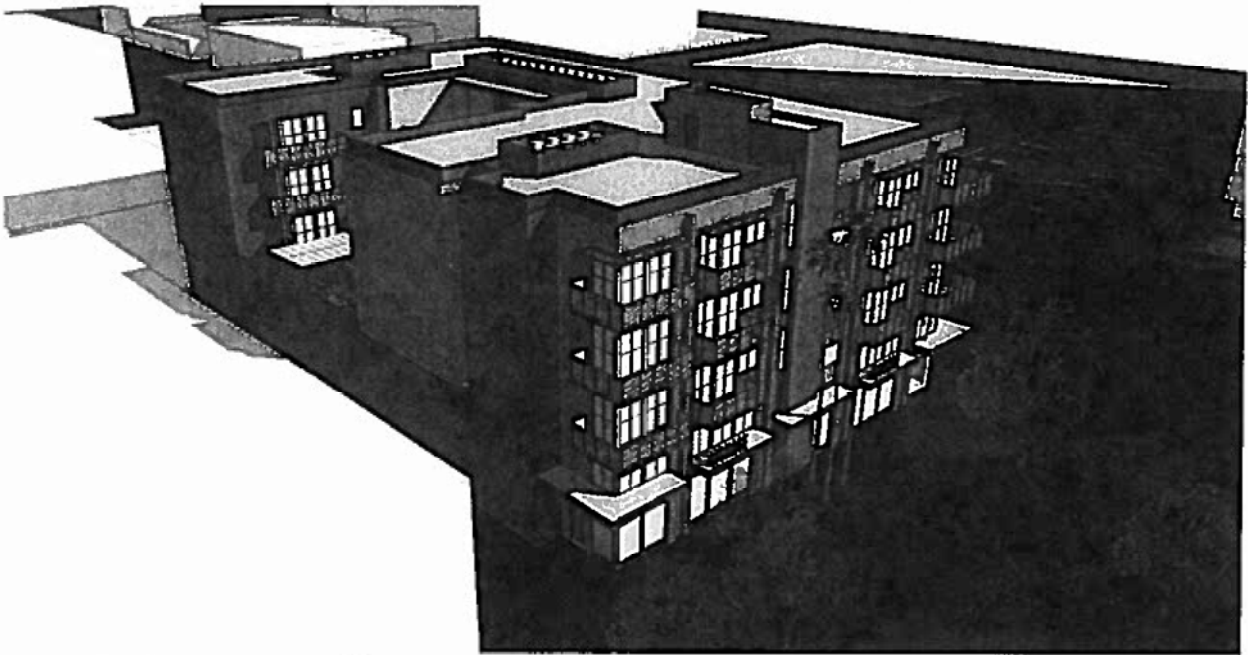
Site Context plan drawing

b.

The nature of the immediate context of Main Street represents a juxtaposition of older and historical elements: the Loring Building at University Avenue, the California Museum of Photography, and the Rouse/ Culver Center for the Arts building along the east side of Main Street. In contrast, the west side of the street has a mix of new structures- two-story parking garages, some with ground floor retail/commercial uses, and to the south of Ninth street, the heroically modern, "brutalist-lite" styled City Hall structure, part of which spans Main Street. Of course, Main Street itself was dramatically changed and altered when it was closed to vehicular traffic and became a pedestrian mall. Within the past decade, a renewal of the mall with new materials and details was commenced and completed.

c.

The site in consideration has served as a parking area most recently; a one-story structure was removed prior to the Adaptive-Reuse project at the Rouse Building. It is located at the intersection of an alley at the southeast corner with Ninth Street, and presents a strong identification for the corner view along Ninth Street in both directions.



Corner view of Ninth & Main streets, view to southeast; DesignArc

2 General design precedent

a.

Reference is made to an “industrial loft” style precedent in a mixed-use vocabulary, where the residential component is placed on top of the ground floor commercial use. While this is not generally a historical precedent in downtown Riverside, it is consistent with the City’s Downtown Specific Plan and multiple recent development projects that are consistent with the goals and objectives of the Plan.

b.

The proposed structure’s arrangement is well-considered and will form again an important downtown corner. An existing adjacent open space is placed at the north elevation façade, near the Rouse Building’s secondary southern façade. An alley runs along the east of the property, where a parking ramp accessing the parking garage level above has an entrance and exit. Ninth street to the south presents another contextual response. Several parking garage structures are located on Ninth street in both directions, and one accessed from the alley along the eastern façade.

3 Façade design and material compatibility:

a.

The proposed façade has distinctive layout configurations on each of four orientations in support of a U-shape structure in plan. The open end of the courtyard U shape faces north to the secondary façade of the Rouse Building. Vertical and horizontal themes are balanced between balconies interrupted by

masonry pier elements which terminate at the cornice level. In this revised scheme, the cornice line is held back from the façade, slightly stepped back in a reference to an Art-Deco-Moderne stylistic influence present elsewhere in Riverside.

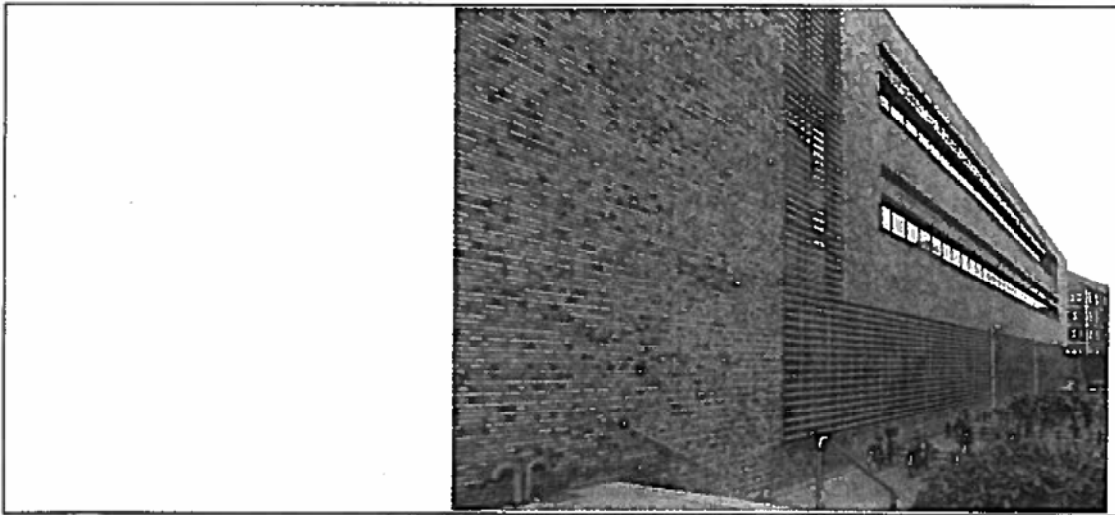
b.

An emphasis on the verticality of the brick masonry clad- piers, where the balcony horizontals defer in the composition to the modular piers, is confirmed as a recommended approach. The height and verticality of the metal balcony grilles act as a significant "screen" layered element for the building. These railing elements are interrupted by the thin, attenuated verticality of the masonry clad piers and form a contrast in material and detail. While the decorative detail of these railings is wholly within a modern- styled vocabulary, a reference is made to the simpler decoration of the wrought-iron balcony elements present at the adjacent Rouse building behind its French doors.

c.

Material selection process is not understood to be final.

The expanse of brick masonry at the north façade and at the defined piers along the Main Street /west façade and the Ninth Street south façade is rendered to reflect this precedent image as forwarded:



This image was selected by the Design Arc architects to show the mottled, mixed color characteristic of the masonry façades and vertical fin walls.

d.

A reference is made to a marquee present at the Rouse Building. This is a modern-styled, intermittent element that references a similar façade structure present at the Main Street façade as a part of the G. Stanley Wilson design modifications made in 1926. An opportunity to reinforce a pedestrian commercial corner where these two structures align is recommended, and has been incorporated in the design. The responsive nature of the proposed ground floor

canopy with a similar appearance to the Rouse's projecting canopy at their corner is a positive unifying reference. (Originally the corner space now used in the Rouse building as a museum shop was programmed for a potential coffee shop.) A corner-café opening at the building corner would reinforce this definition as well.

e.

A recommendation is made that there be more use of color identification in the proposed façade design. Equally, a signage program is suggested to be developed that defines limits of the area, size, graphics and location of signage design panels.

f.

Selection of a glazed brick mix of cool gray and white colors on the brick masonry piers and arcade return make the pedestrian spaces appear inviting and fitting with the adjacent site context. Repetition of existing color values reflecting the adjacent tangerine/orange color of the Rouse's cornice (based on our previous historical color chronology research analysis,) appearing elsewhere in the Main & Ninth project, including entrance doors. This dialogue is appropriate, handled with subtlety.

Review comment and confirmation of approach regarding these scope elements will assist the project team in the construction development of the project. A timely response is requested due to the construction schedule and project requirements.

End of Historical Review Memo Notes

George Taylor Loudon AIA
Historical Architect
Historical Architecture Consultant



January 11, 2017

Cliff Ratkovich
Ratkovich Properties
2465 Campus Drive, Third Floor
Irvine, CA 92612

Dear Mr. Ratkovich:

RE: Support for proposed mixed use project at Main and Ninth

Thank you for the presentation to the RDP Land Use Committee on November 17th on the proposed mixed use project to be located at Main and Ninth Streets in the current parking lot. At that meeting, the RDP Land Use Committee expressed support for the proposed project as being reflective of the development objectives for downtown Riverside and undertaken by an experienced and quality developer with an existing project (Imperial Hardware Lofts) underway.

At its January 11th meeting, the Riverside Downtown Partnership adopted a motion to support the mixed use project proposed by Ratkovich Properties. The Board support reflected the opinion of the RDP Land Use Committee that the proposed project would be an effective infill development that would bring additional residents and retail space to the downtown core.

We understand that the proposed project will be reviewed by the Cultural Heritage Board on January 18, 2017. RDP supports the project and encourages the Cultural Heritage Board to recommend approval of the project to City Council.

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:

David St. Pierre, Chair – RDP Board of Directors
Brian Pearcy, Chair – RDP Land Use Committee
Councilman Mike Gardner – Ward One
Steve Lech, Chair – City of Riverside Cultural Heritage Board



GREATER RIVERSIDE CHAMBERS OF COMMERCE

The Chamber...building a stronger local economy.

January 5, 2017

Chairperson Clarence A. Erin House
City of Riverside Cultural Heritage Board
3900 Main Street, 3rd Floor
Riverside, CA 92501

RE: Culver Lofts by Ratkovich Properties – Support

Chairperson House and Members of the Cultural Heritage Board:

The Downtown Business Council Board of Directors of the Greater Riverside Chambers of Commerce has met with Ratkovich Properties on the loft development located at 9th and Main. The Board will like to convey its support for this project, known as the Culver Lofts, as it is expected to attract young professionals to Riverside and drive the economy forward.

Ratkovich Properties is known for their efficient and creative adaptation of historic buildings, such as The Edison and the Broadway Block in Long Beach. Their designs honor the historic communities they aim to revitalize, which in turn reestablishes value within the surroundings. Ratkovich Properties is also dedicated to helping the community by improving the quality of urban life and developing lasting relationships with key players to foster additional growth.

Considered the sister project of the Imperial Hardware Lofts, this five-story mixed-use project will provide 35 boutique loft units for urban professionals moving into the City of Riverside. With the acquisition of resources and entertainment venues such as Chow Alley, the Riverside Food Lab, the Centennial Plaza, and more, Riverside is expecting to see a spike in young professionals and millennials migrating to Downtown. Due to the expected influx in population, the City of Riverside will need additional housing to fit the lifestyle of urban professionals by offering contemporary residences within walking distance of businesses and offices.

The developers will formulate this project so that the five-story building does not conflict with the Culver Art Center, but rather complement it by offering opportunities for partnership and outdoor space for art showings. Ratkovich Properties have proved to work with the community via their Imperial Hardware Lofts project and can be expected to complete another substantial development for the City of Riverside.

We respectfully request your favorable consideration for the Culver Lofts development by Ratkovich Properties located on 9th and Main.

Sincerely,

Cindy Roth
President/CEO

CR/kc

P16-0727, 0728 & 0729, Exhibit 10 - Comment Letters

Email dated 11/3/16
From: Dave Leonard, Old Riverside Foundation
To: Cliff Ratkovich, President, Ratkovich Properties
Re: Proposed Main & 9th Development

Hi Cliff,

The Old Riverside Foundation held a board meeting this week and I circulated your plan packets for board review. The board wants me to first convey how appreciative we are that you contact us about these proposals so that we may work out any concerns we have to preserve the built history of Riverside as best we can.

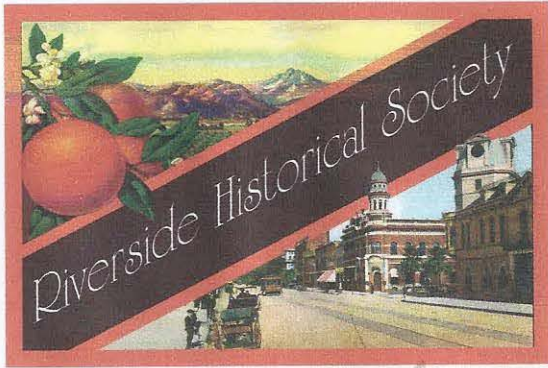
In this instance, we particularly focused on the massing study and verified the effort to step the building between City Hall and adjoining buildings to the north. We did not identify any direct impacts to adjoining historical buildings. The Culver Art Center has already gone through an extensive rehabilitation, (we presume).

In summary, we do not have any issues with your proposal. If the plan undergoes a substantial change, particularly in scale, we would like to be kept in the information loop on that.

Again, thank you for your outreach and we wish you continued success.

Sincerely,

David Leonard for
Old Riverside Foundation



Riverside Historical Society

PO Box 246

Riverside, CA 92502-0246

Cliff Ratkovich
2465 Campus Drive
Third Floor
Irvine, CA 92612

January 9, 2017

Dear Mr. Ratkovich:

The Riverside Historical Society (acting in the absence of President Steve Lech) at our January 7, 2017 Board Meeting discussed the proposed apartment project at Main and Ninth St. We do not have any objections to this project.

Sincerely,

A handwritten signature in cursive script, reading "Nancy Wenzel".

Nancy Wenzel
RHS Secretary



D.A.N.A.

DOWNTOWN AREA NEIGHBORHOOD ALLIANCE | RIVERSIDE CA

November 21, 2016

Cliff Ratkovich, President
Ratkovich Properties

RE: Main and 9th Project Development

Dear Mr. Ratkovich,

Thank you for taking the time to reach out to the Downtown Area Neighborhood Alliance (DANA) and explain your proposed project on Main and 9th Streets in downtown Riverside.

We understand this project is an extension of your Imperial Hardware Lofts project and will be owned and managed by Ratkovich Properties. As you explained, this project includes 35 apartment lofts over ground floor retail and creative office space. The preliminary design you shared with us demonstrates sensitivity to the scale of downtown and has provided parking for new residents.

Your proposal provides parking for the new residents at the rate of 1 space per bedroom which will require a conditional use permit (CUP). DANA supports issuance of a CUP as consistent with the purpose of downtown urban living of limiting the need for vehicle transportation and encouraging more reliance on pedestrian, bicycle and public modes of transportation.

As an organization that supports downtown living as an essential part of creating a vibrant downtown, DANA supports your proposed project and believes it is consistent with the Downtown Specific Plan vision to create:

- *"A vibrant mix of retail, residential, civic, employment, educational, cultural and arts resources in a walkable downtown environment that is part of a unique natural and historic setting"*
- *"A highly desirable living environment with diverse housing opportunities and historic neighborhoods."*

We are happy to work with you and the city to help make downtown Riverside a destination for healthy, urban living. Please feel free to visit our web site at DANARiverside.com or attend our monthly meeting on the 3rd Monday of each month.

We look forward to working with you.

Sincerely,

Chani Beeman, Chair
Downtown Area Neighborhood Alliance



BOARD RESOLUTION

December 7, 2016

Endorsement: Ratkovich Properties' Main & 9th Development

WHEREAS, The Pick Group strives to bring the interests of young professionals of Riverside to the awareness of the community, the Main & 9th Project provides desirable housing to the young professional demographic; and

WHEREAS, The location of the property will allow residents to foster a round the clock energy to the downtown area and support local businesses. The redevelopment of the existing surface parking lot into a boutique mixed-use multi-family project adjacent to the ARTSBlock respects Riverside's historic charm with a conscientious massing approach while invigorating the area with new residents, jobs and purchasing power.

WHEREAS, The design of the project is a structural design that is both modern and appropriate to the surrounding area. The architecture of the building is respectful of the adjacent historic building and the overall height of the development of that specific block. The design of the project shows the commitment of Ratkovich Properties' desire to create a building that blends seamlessly with the surrounding buildings and Riverside's culture.

RESOLVED, by a unanimous vote of the Board, the Pick Group hereby endorses the Ratkovich Properties' Main & 9th development.

IT IS SO ORDERED

CERTIFICATION

On a motion duly moved by Scott Geiser, seconded by Nicholas Adcock, and a unanimous vote of a quorum of Directors, the forgoing Resolution was adopted by the Pick Group Board of Directors, during the Board's regularly scheduled meeting, which was properly noticed and convened this 7th day of December, 2016. Meeting location: 3390 University Ave #5, Riverside, CA 92501

I so CERTIFY:


Jenna Fuller, Secretary

Taylor, Matthew

From: Thomas Cahraman <thcahraman@gmail.com>
Sent: Thursday, January 26, 2017 12:35 PM
To: Taylor, Matthew
Subject: [External] Ninth Street project

RECEIVED

JAN 26 2017

Mr. Taylor,

**Community & Economic
Development Department**

I appreciated your courtesy a few days ago when you showed me the proposal drawings for the five story building that the Ratkovich company hopes to build on Lot 46. You will recall that I own the building right next door to the proposed project, at 3637-3649 Ninth Street, and also the building next up, at 3625-3635 Ninth Street. My buildings are fully occupied with successful businesses: a civil engineer, an art supply store, a dance studio, a hair salon, and a nonprofit organization that assists African-Americans with health issues. Every one of those business owners has been established in the present location for years, and each is a respected member of the community.

I have now spoken to Councilman Melendrez, who e-mailed me the parking study done by the Dixon company, and I have set a meeting with Councilman Gardner. The Dixon study actually acknowledges that "some block face locations exceeded the 85% occupancy threshold" (page 13). Also, the City Council Memorandum dated 1/24/17 itemizes 341 spaces that will be lost if all the pending projects are approved. Keep in mind that Lot 6, which is right across the street from my buildings, is not available for public use. Customers for my tenants frequently pull up to that kiosk, only to be sent away. Under these circumstances you can imagine how valuable Lot 46 is to my tenants and their customers.

I have reviewed section 65906 of the Government Code, and many of the appellate cases construing that statute. I have also reviewed Chapter 19, sections 580 and 720 of the RMC. Those legal authorities establish a very strict standard for granting a zoning variance. That legal standard does not seem to be met here. It is difficult to understand why this project should not at least include enough spaces to carry its own weight. As it is, the project will take from us the most valuable lot for my two buildings. We certainly don't need additional competition for the spaces that remain in the vicinity.

Further, it is not clear to me that the City Council or the RMC can legally supersede the strict standard established by section 65906 of the Government Code.

As a practical matter the City is extremely strict when a private landowner seeks to build an office building or strip mall. In those instances the parking-space ordinances are routinely enforced to the letter. It is difficult to conceive why the City would want to allow a variance for this present project, which is sited downtown, where parking is already scarce.

The project as presently conceived would involve 6,794 square feet of new retail space at street level. I welcome the additional commerce, but I believe the owner will have a very hard time renting that space, when you are providing no new parking on Ninth Street. I imagine that the owner will need top-dollar rents, based upon the costs of construction, and it is hard to get top-dollar when there is not enough parking.

Further, no one has contacted me with regard to the losses my tenants may suffer during the construction process. I realize that it is Ratkovich, not the city, who should have contacted me, but anyway that subject needs to be addressed.

You have my consent to forward this email to Ratkovich and to anyone at the City who may be involved. I will of course be present at the meeting set for February 9. I am consulting with two law firms but remain self-represented at the moment. I would like to meet with you at your convenience. I am at 951/203-7740.

Thank you for considering these points.

Thomas H. Cahraman