EXHIBIT B

Steve Gerhardt
Planning Officer
City of Long Beach

Re: ***100 Long Beach Blvd***

Dear Steve,

In response to your request for a proposed parking plan for the above referenced project, if and when the project is converted to condominiums, I forward the following information:

Current Parking:
The project is planned to provide 153 residential units and 3 live/work units. In addition to the live work, there is a planned 3,293 SF of entertainment/commercial space to be provided. The parking availability on site is 161 spaces.

Proposed Parking:
In the event the project is converted, additional parking will be required as noted below. The owner as a condition of approval, would lease the additional spaces required to reach full compliance.

Residential –	153
Live/Work –	3
Commercial –	0
Guest -	9
Total -	165

As a part of our overall parking survey (attached) we have identified a number of parking lots with capacity in the immediate area that would be contracted long term. These lots include, but are not limited to the following:

- Diamond Lot @ Elm & 1st — 22 spaces
- Lot #7 — 233 spaces
- LB & Broadway Lot — 65 spaces
- Diamond Lot LB & 1st — 141 spaces
- Shoreline Square — 1,400 spaces

Sincerely,

Jan van Dijs

JR van Dijs, Inc.
425 East 4th Street, Unit A
Long Beach, California 90802

P 562.436.5200
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CA Contractors License #B757010

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los angeles omaha houston chicago

DRAFT #1

Parking Analysis for The Edison

at 100 Long Beach Boulevard

Long Beach, CA

October 23, 2013

5150 East Pacific Coast Highway., Ste. 200 . Long Beach, CA 90804 . 562-983-7105 p

parkingdesigngroup.com . parkgreen.net

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Cover Photo – Proposed Edison Lofts Building (center rear) with Metro Blue Line 1st Street Station (foreground)

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DRAFT #1

October 23, 2013

Mr. Jan Robert van Dijs
JR van Dijs, Inc.
425 East 4th Street, Unit E
Long Beach, CA 90802

Regarding
Parking Analysis for The Edison at 100 Long Beach Boulevard
Long Beach, CA

Dear Mr. van Dijs:

Enclosed please find the first draft of the *Parking Analysis for The Edison at 100 Long Beach Boulevard.*

This analysis is predicated upon the following:

- This proposed residential project is located at 100 Long Beach Boulevard in downtown Long Beach, CA.
- The project will have a total of 156 residential units with a total area of 112,583 square feet.
- The project is comprised of a Main Tower and a North Pavilion. The Main Tower will have ten typical levels and one Penthouse Level. The North Pavilion will have a Ground Floor and Lower Courtyard.
- The Main Tower will have 35 studio units, 80 one-bedroom/one-bath units, 19 two-bedroom/two-bath units and six two-bedroom/two-bath penthouse units.
- The North Pavilion will have six studio units, one one-bedroom/one-bath unit and five two-bedroom/two-bath units.
- The South Pavilion will have a restaurant component consisting of 1,800 s.f. of gross floor area (GFA).
- There will also be four two-bedroom/two-bath live/work units located on 1st Street.
- The Parking Garage will have a retail component consisting of 1,200 s.f. of GFA.
- As currently proposed, there will be 163 parking spaces, including 119 standard spaces and 44 compact spaces.

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

Sincerely,

David L. Vogel

David L. Vogel
Design Partner

Cc: Fabian Iobbi, The Kor Group
Clifford Ratkovich, Ratkovich Properties
Warren Vander Helm, Parking Design Group/Omaha

"The great challenge of the twenty-first century is to raise people everywhere to a decent standard of living while preserving as much of the rest of life as possible." - Edward O. Wilson

Executive Summary

The Edison at 100 Long Beach Boulevard is a proposed residential re-development project in downtown Long Beach, California. The project is located on a parcel bounded by Long Beach Boulevard to the west, W. 1st Street to the south, with alleys and adjacent downtown properties to the east and north (see Exhibit A). The following summarizes two methods of calculating parking needs for The Edison at 100 Long Beach Boulevard in Long Beach, CA. The first method outlines the parking requirements based on the code requirements for Long Beach, CA. The second demonstrates the required parking that may be anticipated with consideration given to alternative modes of transportation adjustment.

A) City of Long Beach Code-Required Parking.

Based on the code-required parking for a residential land use as defined by the City of Long Beach Zoning Code, 292 parking spaces are required for The Edison (see Table 3, Page 4). Based on the code-required parking for a residential land use as defined by the City of Long Beach Downtown Plan, 195 parking spaces are required (see Table 3-A, Page 5). However, the *Long Beach Downtown Plan* indicates that for adaptive re-use projects, the existing parking spaces must be maintained and no new spaces are required.

B) Parking Needs with Alternative Modes of Transportation Considerations.

It is commonly acknowledged that in an urban, transit-oriented development, the parking needs for the project can be greatly reduced, especially as it relates to the residential demand. Based on alternative modes of transportation calculations for The Edison, a reduction in the estimated parking need for the project was calculated to be 156 spaces for the residents and five spaces for the residents' guests for a total of 161 spaces (see Table 5, Page 11).

Conclusion and Recommendations

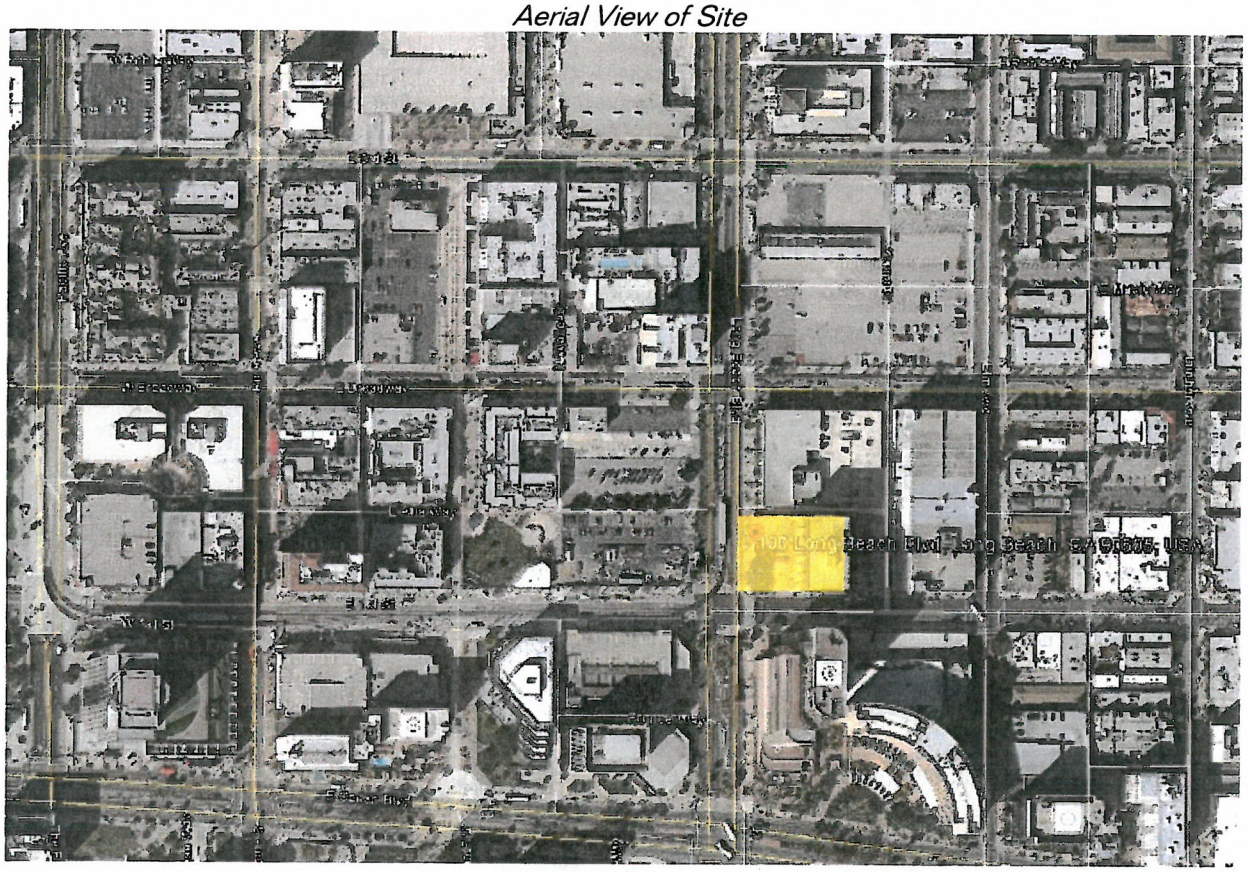
Based on the information presented and findings of this analysis, it would be prudent to respectfully request the City of Long Beach to allow a variance for a parking requirement adjustment to 156 parking spaces for residents as demonstrated in Table 5 (Page 11). This would apply to both condominiums and apartments residential land use. As designed, the current parking supply is 163 spaces. This results in a seven-space tolerance that could be used to address any additional guest parking needs and any possible adjustments that may be needed as the project proceeds through design or in the future.

Consideration should also be given to the *Long Beach Downtown Plan* indicating that for adaptive re-use project, the existing parking spaces must be maintained and no new spaces are required. The proposed parking supply of The Edison exceeds the existing parking supply, and should be deemed adequate by the City per the downtown plan.

Introduction

The Edison is a proposed residential re-development project located in downtown Long Beach, California. The project is located on a parcel bounded by Long Beach Boulevard to the west, W. 1st Street to the south, with alleys and adjacent downtown properties to the east and north (see Exhibit A).

Exhibit A
Aerial View of Site



The following analysis includes two methods of calculating parking needs for the proposed Edison project in Long Beach, CA. These two methods are:

A) Analysis of the parking requirements based on the code requirements for the City of Long Beach, and the *Long Beach Downtown Plan*[1].

B) Analysis that demonstrates the required parking that may be anticipated with consideration given to alternative mode of transportation adjustments. This analysis is based on the information provided, as well as typical conditions experienced at similar projects and historical data previously used while conducting other similar parking analyses.

[1] City of Long Beach Downtown Plan, January 2012 Prepared for City of Long Beach Development Services Department AECOM, Cityworks Design, Iteris, Strategic Economics, and ICF Jones and Stokes

Table 1 shows the proposed programming information based on this residential land use:

Table 1
Proposed Project Programming

Land Use			
Residential		**# of Units**	
Main Tower			
	Studio	35	Units
	1-bedroom	80	Units
	2-bedroom	19	Units
	2-bedroom - Penthouse	6	Units
	Total	*140*	*Units*
North Pavilion			
	Studio	6	Units
	1-bedroom	1	Units
	2-bedroom	5	Units
	Total	*12*	*Units*
Live/Work			
	2-bedroom	4	Units
	Total	*4*	*Units*
	Overall Total	**156**	**Units**
Other		**Area**	
South Pavilion			
	Restaurnant	1,800	s.f.
Parking Garage			
	Retail	1,200	s.f.

Estimated Parking Needs Calculations

A) City of Long Beach Minimum Code-Required Parking

Table 2 has been taken from the Long Beach Zoning Code, Chapter 21.41. The following are the parking requirements per code for residential land uses in Long Beach.

Table 2
Long Beach Code for Residential Land Use

Land Use		
Residential	**Requirement**	
Number of Units/Bedrooms	# of Spaces per Unit	Coastal Zone Only
0 bedrooms (not more than 450 s.f.)	1.00	1.00
1 bedrooms (or zero bedrooms, 451 s.f. or more)	1.50	2.00
2 bedrooms or more	2.00	2.00
Guest Parking	1 sp./4 units	1 sp./4 units
Dinner Restaurant	10 sp./1,000 s.f. GFA	
Retail	4 sp./1,000 s.f. GFA	

Discussions with the California Coastal Commission's South Coast District Office in Long Beach confirmed that this project lies outside of the Coastal Zone so the Coastal Zone Only codes do not apply.

However, given that this property is within the area covered by the Long Beach Downtown Plan, alternative calculations are permitted which allow for a reduced number of parking spaces required for this project. Table 2-A shows the code requirements for the Downtown Plan.

Table 2-A
Long Beach Code for Residential Land Use (per Downtown Plan)

Land Use **Residential**	**Requirement**
Number of Units/Bedrooms	# of Spaces per Unit
0 bedrooms (not more than 450 s.f.)	1.00
1 bedrooms (or zero bedrooms, 451 s.f. or more)	1.00
2 bedrooms or more	1.00
Guest Parking	1 sp./4 units
Other	**Requirement**
Dinner Restaurant	(none)
Retail	(none)

Based on Long Beach Code specifically, the code-required parking for The Edison is 288 parking spaces, 231 for the residents, 39 for the residential guests and 18 for the restaurant. Table 3 shows the required parking per the City of Long Beach Code.

Table 3
Required Parking (Per Long Beach Code)

Land Use		#of Units			Required Parking Ratio		Code-Required Spaces
Residential							
Main Tower							
	Studio	35	Units	x	1.0	=	35.0
	1-bedroom	80	Units	x	1.5	=	120.0
	2-bedroom	19	Units	x	2.0	=	38.0
	2-bedroom Penthouse	6	Units	x	2.0	=	12.0
North Pavillion							
	Studio	6	Units	x	1.0	=	6.0
	1-bedroom	1	Units	x	1.5	=	1.5
	2-bedroom	5	Units	x	2.0	=	10.0
Live/Work							
	2-bedroom	4	Units	x	2.0	=	8.0
Required Guest Parking		156	Units	÷	4	=	39.0
Other							
Required		1,800	s.f.	÷	10	=	18.0
Retail		1,200	s.f.	÷	4	=	4.8
Total Required Parking							**292**

Based on the Long Beach Downtown Plan, the code-required parking for The Edison project is 195 parking spaces, 156 for the residents and 39 for the residential guests.

Table 3-A shows the required parking per the City of Long Beach's Downtown Plan.

Table 3-A
Required Parking (Per Long Beach Downtown Plan)

Land Use		#of Units			Required Parking Ratio		Code-Required Spaces
Residential							
Main Tower							
	Studio	35	Units	x	1.0	=	35
	1-bedroom	80	Units	x	1.0	=	80
	2-bedroom	19	Units	x	1.0	=	19
	2-bedroom Penthouse	6	Units	x	1.0	=	6
North Pavillion							
	Studio	6	Units	x	1.0	=	6
	1-bedroom	1	Units	x	1.0	=	1
	2-bedroom	5	Units	x	1.0	=	5
Live/Work							
	2-bedroom	4	Units	x	1.0	=	4
Required Guest Parking		156	Units	÷	4	=	39
Other							
Restaurant							0
Retail							0
Total Required Parking							**195**

If these calculations are considered, based on the *Long Beach Downtown Plan*, the required parking exceeds the actual parking supply due to the amount of guest parking that is required. However, the *Long Beach Downtown Plan* also indicates that existing parking spaces must be maintained and no new spaces are required. In actuality, the proposed parking supply of The Edison exceeds the existing parking supply and should be adequate per the downtown plan.

To provide additional support to these conclusions, the following portion of this analysis will address items that lend themselves to possible reductions in residential parking requirements which should be considered for the residential and guest parking needs.

B) Parking Needs with Alternative Modes of Transportation Considerations.

There is a growing trend in the parking industry to move away from code-required parking standards towards alternative modes of transportation considerations. These typically will reflect the actual parking demand more accurately, opposed to strictly adhering to often outdated parking code requirements.

Traditionally, planners used surveys of peak parking occupancy to set minimum parking requirements. However, most surveys of parking demand were conducted at sites that offered ample free parking and they observed that the demand is correspondingly high. Unfortunately, these early planners neglected both price and cost of parking when they set the parking requirements. It should also be noted that most of the sites studied were often not in proximity to (or lacked) alternate modes of transit e.g., walking, bicycling, bus, train, etc. In addition, today's high fuel costs and trends towards alternative modes of transportation have also been overlooked and not considered.

By rethinking and reconsidering parking requirements, the costs associated with property development and re-development can be reduced, and much more urban land can be freed up which is now legally dedicated to parking lots. There is an enormous land bank that can be used for housing and other developments if the parking requirements are adjusted. In addition, off-street parking requirements hide the cost of parking in the prices for everything else. It collectivizes parking so that everyone pays for parking whether they use it or not. Excessive parking requirements encourage more vehicle travel and less travel by foot, bicycle or public transportation. It also increases energy consumption, traffic congestion and pollution.

Two recent movements in urban planning – New Urbanism and Smart Growth – provide an excellent opportunity to rethink off-street parking requirements and zoning ordinances. They argue that cities can reduce automobile dependency by altering land-use patterns and neighborhood designs.

It has been well demonstrated in transportation demand management (TDM) research and practice that you can't build your way out of traffic congestion by building and widening roads. In fact, the opposite is true, the more freeways, vehicle lanes and parking that you build, the more people drive, creating more congestion and increased parking demand. This is due to "induced traffic" or some say the "law of congestion." There is a saying that states, "building more parking spaces to address perceived parking congestion is like loosening your belt to address obesity." This rather counter-intuitive concept is being discussed and embraced by most forward-thinking communities today. Induced demand, or latent demand, is the phenomenon that after supply increases; more of a good is consumed. This is consistent with the economic theory of supply and demand; however, the concept is becoming more important in the debate over the expansion of transportation systems and parking, and is often used as an argument against widening roads and providing more parking spaces. Some experts, like noted author Dr. Donald Shoup, consider induced demand to be a contributing factor to urban sprawl. "For a CBD (central business district) to survive, it should focus on a pedestrian scale that is inviting to people, and not on an automobile scale that is inviting to cars."

Even though some traffic engineers, planners and politicians are required to enforce previously-established codes which plan for the car, not people, more and more communities each day are learning from successful models that show a better way, and seeking alternatives to widening or expansions of traffic lanes and parking. To widen the road or build more parking just to move more vehicles faster and provide adequate storage for them seems to be taking the easy way out for the planners.

Based on the assessment of The Edison's demographics, re-thinking of the required parking for this proposed development would be prudent. Therefore, other issues that directly impact the parking needs of this project should be considered in establishing them for this project. The issues that will directly impact the parking needs are as follows:

1. The physical location of the project. The location of this project lends itself to opportunities for the residents to walk to many of their destinations, e.g. work, shopping, dining, entertainment, bus and train stations, etc.

2. There is a very high probability that many of the residents and their guests will take advantage of the alternate modes of transportation, other than a vehicle that must be parked on site. This project is located directly in front of LA Metro's Blue Line 1st Street Station and one block away from the City of Long Beach's Transportation Hub on 1st Street.

3. There is also high probability that many of the residents and their guests will travel and/or arrive via taxi cab service. Being centrally located in Downtown Long Beach taxi cab service will be very convenient.

4. The extensive amount of available public parking within one block of the project. This includes daily and monthly parking, as well as surface parking lots and covered parking.

5. The City of Long Beach's dedicated bicycle lanes and sophisticated bicycle program that allow for easy bicycling opportunities throughout the City.

6. Potential of residents in one residential unit sharing one vehicle and not requiring the need for additional parking no matter the number of bedrooms in the unit.

7. Policies established by the residential property management company and/or Homeowners Association (HOA).

8. The recently city-approved and initiated pedi-cab systems being used in the downtown Long Beach Areas.

9. The City's consideration of required parking maximums as opposed to parking minimums.

Appropriate assumptions for calculations of parking demand for this residential project have been developed through research, surveys, interviews, field observations and application of available data generated for similar uses at other locations. The *Dimensions of Parking, Fifth Edition*[2], a publication of the Parking Consultant's Council (a sub-group of the National Parking Association) in cooperation with the Urban Land Institute (ULI) has also been referenced. This publication states that the fundamental adjustments to recommended parking ratios will depend on local transportation characteristics, e.g. alternative modes of transportation alternatives. It also states that to properly discount the recommended parking ratios the analysis needs to take into account such considerations as the availability of mass transit and the level of walkability.

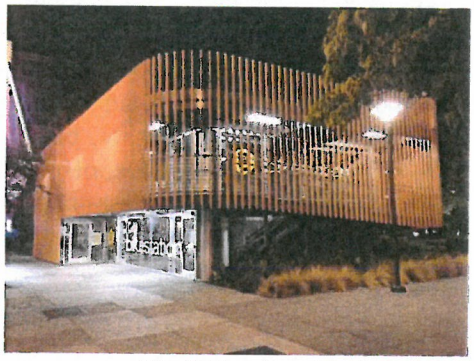
In addition, the Long Beach Downtown Plan states, "As the City embarks on a sustainable path to the future, a *Sustainable City Action Plan* has been adopted that establishes initiatives and goals that will guide future operational and policy decisions for buildings and neighborhoods, energy, transportation, urban nature, waste reduction and water usage. For all issues sustainability seeks to consider the environmental, social, and economic components and to maximize benefit with the smallest negative impact." This

[2] Dimensions of Parking, Fifth Edition - Prepared by the NPA's Parking Consultant's Council along with the Urban Land Institute

statement, along with the overall Downtown Plan, gives credence to this parking analysis with considerations given to alternate modes of transportation.

Residential Demand

The Edison is located within one or two blocks of the City's recently implemented dedicated bicycle lanes that are located on Broadway and 3rd Street. These dedicated lanes, along with the Bike Station located one block away and the many bicycle-friendly lanes throughout the City, will allow for drastically increased bicycling by the residents and residents' guests. Bicycles provide easy maintenance and clean transportation. Ample and secured bicycle storage areas and/or lockers will be located on-site to provide an incentive for the residents and/or residents' guests to use bicycles more often.

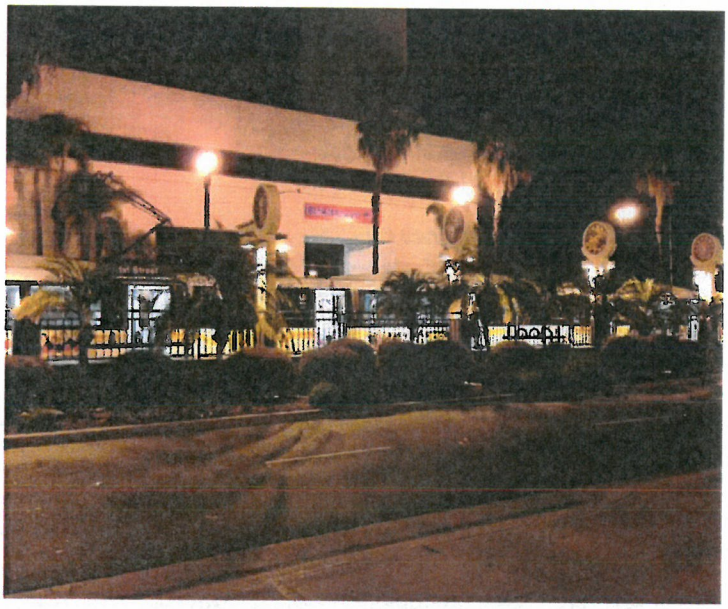


Bike Station - Downtown Long Beach

Consideration could also be given to a bicycle sharing program, as well. This could be provided through the management and/or homeowner's association where the development owns the bicycles and they could be checked out on an as-needed basis to the residents. The City-friendly approach to bicycling, along with the development's encouragement of increased bicycling and walking by the residents, would not only provide a sustainable approach to the design of this project but would also improve the overall health and wellbeing of its residents. This would be a win/win for The Edison, the City of Long Beach and the overall environment of the world.

As has been previously discussed in this analysis, the proximity of this project to train and bus travel will significantly impact the parking needs of the project. Many of the residents and their guests will have increased availability of traveling from or arriving to the site by means other than a car which will require a parking space.

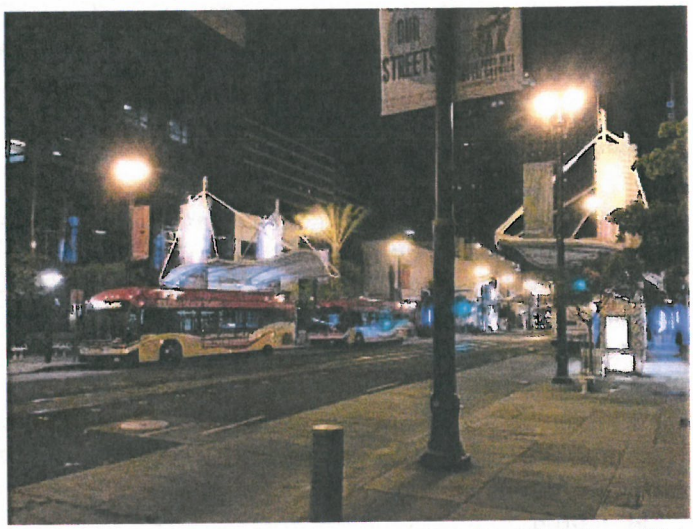
Recent studies[3] have shown that tendencies towards the use of alternative modes of transportation for urban dwellers of transit-oriented projects are impacted significantly when the opportunities are available to them.



Metro Blue Line - 1st Street Station

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

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



Long Beach Main Transit Hub

An extensive amount of available public parking within one block of the project exists that will lend itself to discount the code-required parking for the project. This additional parking supply includes nearby curbside, along with daily and monthly parking provided on surface parking lots and in a nearby parking structure. Much of this available parking can be seen in Exhibit A on Page 2 of this report. Table 4 lists the various parking locations that make up this additional parking supply and the associated parking rates for each.

Table 4
Nearby Parking Supply and Parking Rates

Parking Facility	#of Spaces	Parking Rates
Curbside		
24-min. (9a to 6p)	6	$.25/24 min.
2-hour (9a to 6p)	41	$.25/Half Hour
Surface Lots		
Lot #7	233	$5 Flat Rate
Diamond Lot @ Elm & 1st	22	$15/Day $49 Monthly
L.B. & Broadway Lot	65	$5 Flat Rate
Diamond Lot @ L.B. Blvd. & 1st	141	$2 Daily/$49 Monthly
Parking Structure		
Shoreline Square Garage	1,400	$6 hrly./$15 Daily/$90 Monthly/$140 Reserved
So. Cal. Edison Garage	N/A	(reserved for So. Cal. Edison Use Only)
Bank of America Garage	N/A	(reserved for Bank Use Only, closed at 8p)
Total Additional Parking Supply	**1,908** Spaces	

There have been discussions about development taking place on the property containing Lot #7; however, even without these parking spaces available for use, there will still be a large number of parking spaces in the nearby area for public use and available to residents/residents' guests of The Edison.

The City of Long Beach has approved and issued licenses for pedi-cab services as a means of transportation in the downtown Long Beach and surrounding areas. As has been discussed in this analysis,

there has been an overall cultural shift towards non-motorized, "green" types of transportation. Pedicabs provide a safe, energy-efficient mode of transportation for congested areas with high parking demands. This mode of transportation is very popular for evenings and weekends, providing transportation for the social users going out to dine or enjoy the local nightlife and clubs. An additional plus of pedicabs are they provide an alternative means of transportation for the inebriated patrons. This service in Long Beach is basically in its infancy and various neighborhoods are being tested with future expansion of the system anticipated as the service matures.

In many urban, transit-oriented residential communities such as this, not all residents own cars or need two parking spaces. This is not only true for studio and one-bedroom units, but true for two-bedroom units, as well. Therefore, to address this consideration at the proposed Edison project, a ratio of 1.0 space per studio units, as well as 1.0 space per one- and two-bedroom units will be used. This is becoming a generally-accepted standard used in estimating parking demand for many urban, transit-oriented residential developments around the world. It is the intention of this development to provide one parking space per residential unit. However, if the condo owner chooses to have another vehicle, policies should be in place to require them to rent monthly parking from nearby public parking facilities that are readily available to them. As it relates to the residential guest parking, given the amount of alternative modes of transportation as discussed in this analysis, a recommended ratio of 1 space per 30 units will be used for the residential guest parking needs.

Table 5 shows these adjusted parking requirements with consideration to information stated above and requirements that work to improve the sustainability of the project.

Table 5
Adjusted Parking Needs per Alternative Modes of Transportation

Land Use		#of Units			Required Parking Ratio		Code-Required Spaces
Residential							
Main Tower							
	Studio	35	Units	x	1.0	=	35
	1-bedroom	80	Units	x	1.0	=	80
	2-bedroom	19	Units	x	1.0	=	19
	2-bedroom Penthouse	6	Units	x	1.0	=	6
North Pavillion							
	Studio	6	Units	x	1.0	=	6
	1-bedroom	1	Units	x	1.0	=	1
	2-bedroom	5	Units	x	1.0	=	5
Live/Work							
	2-bedroom	4	Units	x	1.0	=	4
Required Guest Parking		156	Units	÷	30	=	5
Total Required Parking							**161**

Conclusion and Recommendations

The overall sustainability of the Edison project and the Long Beach Downtown Plan will be increased by using a "parking maximum" calculation rather than a "parking minimum" calculation. This will encourage the use of alternative modes of transportation, reduce the impact of vehicles in the Downtown area, and serve as a model for other developments to adopt sustainability practices such as shared-bike and car programs, off-site parking, and encouragement of utilization of nearby mass transit assets.

Based on the information presented and findings of this analysis, it would be prudent to respectfully request of the City of Long Beach a variance that will allow for a parking requirement adjustment to 156 parking spaces for residents as demonstrated in Table 5 above. This would apply to both condominiums and apartments residential land use. As designed, the current parking supply is 163 spaces. This results in a seven-space tolerance that could be used to address any additional guest parking needs and any possible adjustments that may be needed as the project proceeds through design or in the future.

Again, consideration should be given to the *Long Beach Downtown Plan* indicating that for adaptive re-use projects, the existing parking spaces must be maintained and no new spaces are required. The proposed parking supply of The Edison exceeds the existing parking supply and should be allowed per the downtown plan.