

December 15, 2023

General Manager  
Long Beach Yacht Club  
6201 E. Appian Way  
Long Beach, CA 90801  
[gm@lbyc.org](mailto:gm@lbyc.org)  
562.598.9401

**LLG Reference: 2.19.4084.1**

**Subject: Revised Parking Demand Analysis for Long Beach Yacht Club  
(LBYC) Remodel and Building Addition Project  
Long Beach, California**

Dear General Manager:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Revised Parking Demand Analysis for Long Beach Yacht Club (LBYC) Remodel and Building Addition (herein after referred to as Project), located at 6201 E. Appian Way in the City of Long Beach, California. Long Beach Yacht Club is an existing private organization whose members are focused on sailing and yachting. The subject property is a square-shaped 2.06±-acre parcel of land that is located at the terminus of E. Appian Way, south of 2<sup>nd</sup> Street and along Alamitos Bay. Long Beach Yacht Club is comprised of two (2), two-story buildings which will be remodeled/expanded. Additionally, the “members-only” parking lot will be reconfigured to maintain a parking supply of 72 spaces, An additional 316 spaces are located in the City Marina Lot adjacent to the Project. This revised parking study has been prepared to address comments provided by the City of Long Beach requesting future parking demand analysis along with Basin 4 parking demands.

Based on information provided by Michael Kollin, Kollin Altomare Architects, we understand that the City of Long Beach has required an additional parking demand study be prepared in order to support the proposed Remodel and Building Addition to assess the parking needs associated with the Project. This report evaluates those needs based on existing parking demand surveys and the intended use of the remodeled floor area and additional building square footage of the LBYC.

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## PROJECT LOCATION AND DESCRIPTION

Long Beach Yacht Club is located at 6201 E. Appian Way in the City of Long Beach, California. The Long Beach Yacht Club is an existing private organization whose members are focused on sailing and yachting. The subject property is a square-shaped 2.06±-acre parcel of land that is located at the terminus of E. Appian Way, south of 2<sup>nd</sup> Street and along Alamitos Bay. **Figure 1**, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the Project site in the context of the surrounding street system.

Long Beach Yacht Club is comprised of two (2), two-story buildings consisting of the Main Building and Pool Building, with a total floor area of 21,026 square-feet (SF) and a 4,151 SF outdoor deck. The proposed expansion consists of re-organizing the overall floor plan layout and increasing the building by 20,379 SF for a total building size of 41,405 SF. In addition, the proposed expansion would add 3,900 SF to the deck space. **Table 1A** located at the end of this letter following the figures shows the Project development summary. Review of **Table 1A** shows that the majority of the expansions is for areas that are considered ancillary uses such as lockers/showers, circulation areas, etc. As part of the remodel and expansion, the “members-only” parking lot will be reconfigured to maintain a parking supply of 72 spaces plus 4 additional spaces for golf carts. There are also an additional 316 spaces located in the City Marina Lot. Charging stations and bicycle racks will also be provided to help encourage other modes of travel.

It should be noted that it is our understanding that the proposed expansion will not increase the number of members, which is capped at 1,000 regular members as noted in the club’s bylaws. In addition, staff will have nominal increases (i.e. 3.5 staff members). To provide a conservative assessment the additional social/dining areas, added offices space, multipurpose room and classroom space has been assumed to be added demand generators. **Figure 2** presents the proposed site plan. **Figure 3** presents the existing and proposed level one site plan for Long Beach Yacht Club. **Figure 4** presents the existing and proposed level two site plan for Long Beach Yacht Club.

**Table 1B** further highlights the differences between the existing square footage and the proposed expansion. As a result, the following uses that could attribute to added demand:

- Social/Dining Areas – Net Addition, 7,649<sup>1</sup> SF

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<sup>1</sup> It should be noted that the social/dining area square footage includes outside deck space that could be used for Social Dining area. The pool deck space has been excluded since it is not intended for social dining.

- Office Area – Net Addition, 1,347 SF
- Multipurpose Room – Net Addition, 4,058 SF
- Classroom – Net Addition, 1,725 SF

## SHARED PARKING ANALYSIS

### Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of the site, opportunities to share parking exist within Long Beach Yacht Club uses and Marina uses. The objective of this shared parking analysis is to forecast the peak parking requirements for the project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City Zoning Code. In that way, the shared parking approach starts from the City's own code ratios and results in the "design level" parking supply needs of a site.

It should be noted that the "demand" results of the shared parking calculation are intended to be used directly for comparison to site supply. No further adjustments or contingency additions are needed because such contingencies are already built into the peak parking ratios and time of day profiles used in the calculation.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Urban Land Institute (ULI) Shared Parking* manual.

Shared parking calculations for Long Beach Yacht Club utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach illustrates how, at other than peak parking

demand times, an increasing surplus of spaces will service the overall needs of the center.

Key inputs in the shared parking analysis for each land use include:

- Peak parking demand by land use for visitors and employees.
- Adjustments for alternative modes of transportation, if applicable.
- Adjustment for internal capture (captive versus non-captive parking demand), if applicable.
- Hourly variations of parking demand.
- Weekday versus weekend adjustment factors
- Monthly adjustment factors to account for variations of parking demand over the year.
- City of Long Beach Ratios per *Chapter 21.41 – Off-Street Parking and Loading Requirements* of the City’s Municipal Code.

## **SURVEY/SHARED PARKING METHODOLOGY**

### **Non-Event Parking Demand Field Study Findings**

Parking demand counts were conducted in order to determine the parking needs for the project site on a non-event day. Although the Yacht Club has a dedicated parking lot, its members may also choose to park in the Marina Lot because many of them have boats located in the marina. Therefore, the parking demand counts also identify Marina Lot demands related to the Yacht Club. These counts were conducted on two non-large-event days, with one during the weekday and one during the weekend from 8:00 AM to 8:00 PM.

**Tables 2** and **3** summarize the results of survey plus shared parking methodology for a non-event day. Column (1) of **Tables 2** and **3** presents the weekday and weekend parking survey demand related to the Existing Yacht Club, respectively. Columns (2), (3) and (4) present the parking accumulation characteristics of the anticipated yacht club expansion related to additional office space, multipurpose rooms and classroom space. It should be noted that the added demand related to bar/social area is considered to be nominal during a non-event day. Additionally, the classrooms are typically used during Summer, Spring Break and Winter Break, but have been assumed year-round to provide a conservative assessment. Similarly, the classroom schedule may vary by hours of the day, but to provide a conservative estimate the demand was assumed to be fully occupied from 9:00 AM – 5:00 PM. Column (5)

presents the expected parking demand for Long Beach Yacht Club on an hourly basis, while Column (6) summarizes the hourly parking surplus/deficiency for the Project compared to the parking supply allowed by Long Beach Yacht Club of 256 spaces. It should be noted that the supply of 256 spaces is based on the combination of 72 private spaces reserved for Yacht Club use and 184 spaces associated with permits allowed to Long Beach Yacht boat owners with slips located in Basin 4 (46 slips x 4 permits per slip). Column (7) reflects the marina demand which has been modified to account for a peak summer condition. Column (8) presents the joint-use parking demand for the Long Beach Yacht Club and the Marina on an hourly basis, while Column (9) summarizes the existing hourly parking surplus/deficiency compared to existing parking supply of 388 spaces.

As presented in Columns (1) through (6) from *Tables 2* and *3*, the peak demand on a weekday and weekend related to Long Beach Yacht Club during a non-event are 143 spaces and 132 spaces, respectively. Comparing the peak non-event weekday and weekend demands to the parking allowed by Long Beach Yacht Club, 256 spaces, a surplus of 113 spaces and 124 spaces are provided, respectively. It should be noted that Long Beach Yacht Club has 46 members with boats located in Docks 26-32. Since each slip is allowed 4 permits to park in Basin 4 lot, this is the equivalent of 184 spaces. As such, Long Beach Yacht Club has the right to use 72 spaces within their private lot plus 184 spaces in Basin 4 lot for a total of 256 spaces. The 256 spaces allowed for use by Long Beach Yacht Club is more than adequate to support the Yacht Club's existing and proposed demands on both a weekday and weekend for a non-event day.

Review of Column (9) from *Tables 2* and *3*, the forecast peak parking demand for the Long Beach Yacht Club plus Basin 4 marina users would total 204 parking spaces at 7:00 PM, which results in a minimum functional surplus of 184 spaces (0.47% contingency). Peak overall demands on a Weekend are forecast at 220 spaces at 12:00 PM, for a minimum functional surplus of 168 spaces (43% contingency). Therefore, we conclude that there is adequate parking on-site and within Basin 4 lot to accommodate the existing marina users plus the proposed expansion. **Appendix A** presents the detailed shared parking worksheets.

**Figures 5** and **6** graphically illustrate the weekday and weekend hourly parking demand forecast for the Project, respectively. Each land use component and its corresponding hourly Shared Parking demand for various mixes of uses, which were presented in *Tables 2* and *3*, are depicted in these two figures relative to the future parking supply of 388 spaces. A review of these figures indicates that the proposed

parking supply of 388 spaces will adequately accommodate Long Beach Yacht Club and the Marina on a typical weekday and weekend.

### **Special Event Parking Demand Field Study Findings**

Hourly surveys of actual parking demands were conducted at Long Beach Yacht Club and the City Marina Lot from 7:00 AM through 9:00 PM on Wednesday and again on Saturday, April 10 and April 20, 2019, respectively. It should be noted that during the time of the counts Long Beach Yacht Club was hosting a morning breakfast which only occurs a few times each year. All parked vehicles during each hourly survey round were counted and recorded by parking zones.

### **Survey Plus Shared Parking Application**

**Tables 4** and **5** summarize the results of survey plus shared parking methodology. Column (1) of **Tables 4** and **5** presents the weekday and weekend parking survey demand from the Existing Yacht Club, respectively. Columns (2) and (3) present the parking accumulation characteristics of the anticipated yacht club expansion. It should be noted that the added demand related to multipurpose room and classroom spaces are considered to be nominal during an event day. Column (4) presents the expected parking demand for Long Beach Yacht Club on an hourly basis, while Column (5) summarizes the hourly parking surplus/deficiency for the Project compared to the parking supply allowed by Long Beach Yacht Club of 256 spaces. It should be noted that the supply of 256 spaces is based on the combination of 72 private spaces reserved for Yacht Club use and 184 spaces associated with permits allowed to Long Beach Yacht boat owners with slips located in Basin 4 (46 slips x 4 permits per slip). Column (6) reflects the marina demand which has been modified to account for a peak summer condition. Column (7) presents the joint-use parking demand for the Long Beach Yacht Club and the Marina on an hourly basis, while Column (8) summarizes the existing hourly parking surplus/deficiency compared to existing parking supply of 388 spaces.

As presented in Columns (1) through (5) from **Tables 4** and **5**, the peak demand on a weekday and weekend related to Long Beach Yacht Club during a special event are 246 spaces and 155 spaces, respectively. Comparing the special event weekday and weekend demands to the parking allowed by Long Beach Yacht Club, 256 spaces, a surplus of 10 spaces and 101 spaces is provided, respectively. It should be noted that Long Beach Yacht Club has 46 members with boats located in Docks 26-32. Since each slip is allowed 4 permits to park in Basin 4 lot, this is the equivalent of 184 spaces. As such, Long Beach Yacht Club has the right to use 72 spaces within their private lot plus 184 spaces in Basin 4 lot for a total of 256 spaces. The 256 spaces



allowed for use by Long Beach Yacht Club is more than adequate to support the Yacht Club's existing and proposed demands on both a weekday and weekend for a non-event day.

As presented in Column (8) *Tables 4 and 5*, the forecast peak parking demand for Long Beach Yacht Club plus Basin 4 marina users would total 284 parking spaces at 8:00 AM, which results in a minimum functional surplus of 104 spaces (27% contingency). Peak overall demands on a Weekend are forecast at 247 spaces at 10:00 AM, for a minimum functional surplus of 141 spaces (36% contingency). Therefore, we conclude that there is adequate parking on-site and within Basin 4 lot to accommodate the existing marina users plus the proposed expansion. *Appendix A* presents the detailed shared parking worksheets.

**Figures 7 and 8** graphically illustrate the weekday and weekend hourly parking demand forecast for the Project, respectively. Each land use component and its corresponding hourly Shared Parking demand for various mixes of uses, which were presented in *Tables 4 and 5*, are depicted in these two figures relative to the future parking supply of 388 spaces. A review of these figures indicates that the proposed parking supply of 388 spaces will adequately accommodate Long Beach Yacht Club and the Marina on a typical weekday and weekend.

## SPECIAL EVENT STRATEGIES

It is our understanding that during special events it is very common for members and/or guests to use the Marina Lot as overflow parking since it provides 316 spaces. LBYC currently encourages alternative modes of travel to minimize their parking needs. Surveys were conducted to get a better understanding of what is considered typical behavior of members in relation to the Yacht Club. Of the survey data, 757 members provided responses. A few key takeaways from the surveys were as follows.

### Do you live within half a mile of LBYC

- 24% responded yes

### What is your preferred mode of travel to LBYC during a non-event

- 19% walk, 6% drive a golf cart, 9% bike, 4% use ridesharing (Uber/Lyft), 14% arrive via boat

### What is your preferred mode of travel to LBYC during an event

- 10% walk, 4% drive a golf cart, 2% bike, 12% use ridesharing (Uber/Lyft), 8% arrive via boat

### How does a member guest arrive to LBYC

- 31% carpool with a member

Based on the above surveys, along with discussions with key personnel at LBYC, it is apparent that the Yacht Club promotes alternative modes of travel, especially during events to minimize their parking needs. Some key strategies that could be implemented to further improve alternative modes of travel are to have a bulletin board and/or website and/or monthly newsletters that would include information encouraging alternative modes of travel. This could include bus information, bike routes, pedestrian friendly routes, location of golf cart parking spaces, etc.

It is recommended that a committee be developed by LBYC that would meet quarterly to discuss parking strategies and how best to modify/improve their current procedures. LBYC is currently considering providing their members with coupons for uber/lyft, along with potentially incentivizing a carpool rideshare program. From our member surveys, 51% of were in support of these types of programs.

## CONCLUSIONS

1. Long Beach Yacht Club is located at 6201 E. Appian Way in the City of Long Beach, California. The Long Beach Yacht Club is an existing private organization whose members are focused to sailing. The subject property is a square-shaped 2.06±-acre parcel of land that is located at the terminus of E. Appian Way, south of 2<sup>nd</sup> Street and along Alamitos Bay.

The Long Beach Yacht Club is comprised of two (2), two-story buildings consisting of the Main Building and Pool Building, with a total floor area of 21,026 square-feet (SF) and a 4,151 SF outdoor deck. The proposed expansion consists of re-organizing the overall floor plan layout and increasing the building by 20,379 SF for a total building size of 41,405 SF. In addition, the proposed expansion would add 3,900 SF to the deck space.

2. On-site “members-only” yacht club parking for the subject property totals 72 spaces, with an additional 316 spaces located in the City Marina Lot for a combined parking supply of 388 spaces. As part of the remodel and expansion the “members-only” parking lot will be reconfigured to maintain a parking supply of 72 spaces. It should be noted that Long Beach Yacht Club has 46 members with boats located in Docks 26-32. Since each slip is allowed 4 permits to park in Basin 4 lot, this is the equivalent of 184 spaces. Therefore, Long Beach Yacht Club and its members have the right to 256 spaces (72 member lot plus 184 permit spaces).



3. Peak demand on a weekday and weekend related to Long Beach Yacht Club during a non-event are 143 spaces and 132 spaces, respectively. Comparing the peak non-event weekday and weekend demands to the parking allowed by Long Beach Yacht Club, 256 spaces, a surplus of 113 spaces and 124 spaces are provided, respectively.
4. Peak demand on a weekday and weekend related to Long Beach Yacht Club during a special event are 246 spaces and 155 spaces, respectively. Comparing the special event weekday and weekend demands to the parking allowed by Long Beach Yacht Club, 256 spaces, a surplus of 10 spaces and 101 spaces are provided, respectively.
5. Peak parking demand for the Long Beach Yacht Club plus Basin 4 marina users during a non-event would total 204 parking spaces at 7:00 PM, which results in a minimum functional surplus of 184 spaces (0.47% contingency). Peak overall demands on a Weekend are forecast at 220 spaces at 12:00 PM, for a minimum functional surplus of 168 spaces (43% contingency). Therefore, we conclude that there is adequate parking on-site and within Basin 4 lot to accommodate the existing marina users plus the proposed expansion.
6. Peak parking demand for Long Beach Yacht Club plus Basin 4 marina users during a special event would total 284 parking spaces at 8:00 AM, which results in a minimum functional surplus of 104 spaces (27% contingency). Peak overall demands on a Weekend are forecast at 247 spaces at 10:00 AM, for a minimum functional surplus of 141 spaces (36% contingency). Therefore, we conclude that there is adequate parking on-site and within Basin 4 lot to accommodate the existing marina users plus the proposed expansion.
7. LBYC will continue to promote alternative modes of travel to minimize their parking needs for both non-event and event days.

\* \* \* \* \*

We appreciate the opportunity to prepare this analysis for Long Beach Yacht Club. Should you have any questions or need additional assistance, please do not hesitate to call Shane Green or myself at (949) 825-6175.

Very truly yours,  
**Linscott, Law & Greenspan, Engineers**



Richard E. Barretto, P.E.  
Principal

Attachments

cc: Shane S. Green, P.E., Senior Transportation Engineer





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LINSCOTT  
LAW &  
GREENSPAN  
engineers



SOURCE: GOOGLE

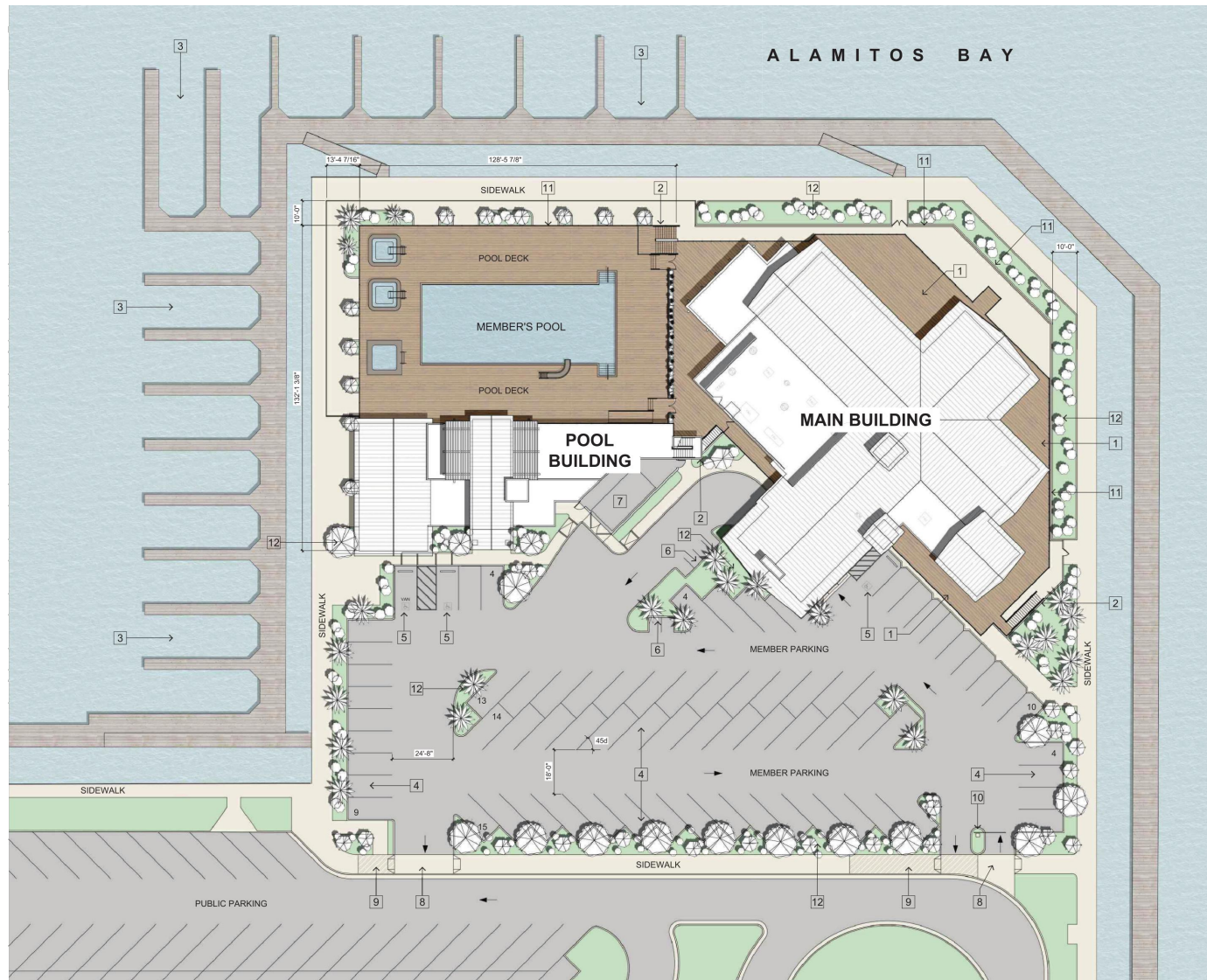
# KEY

-  = PROJECT SITE
-  = CITY MARINA LOT

## FIGURE 1

VICINITY MAP  
LONG BEACH YACHT CLUB, LONG BEACH





SOURCE: KOLLIN ALTOMARE ARCHITECTS

FIGURE 2

## PROPOSED SITE PLAN

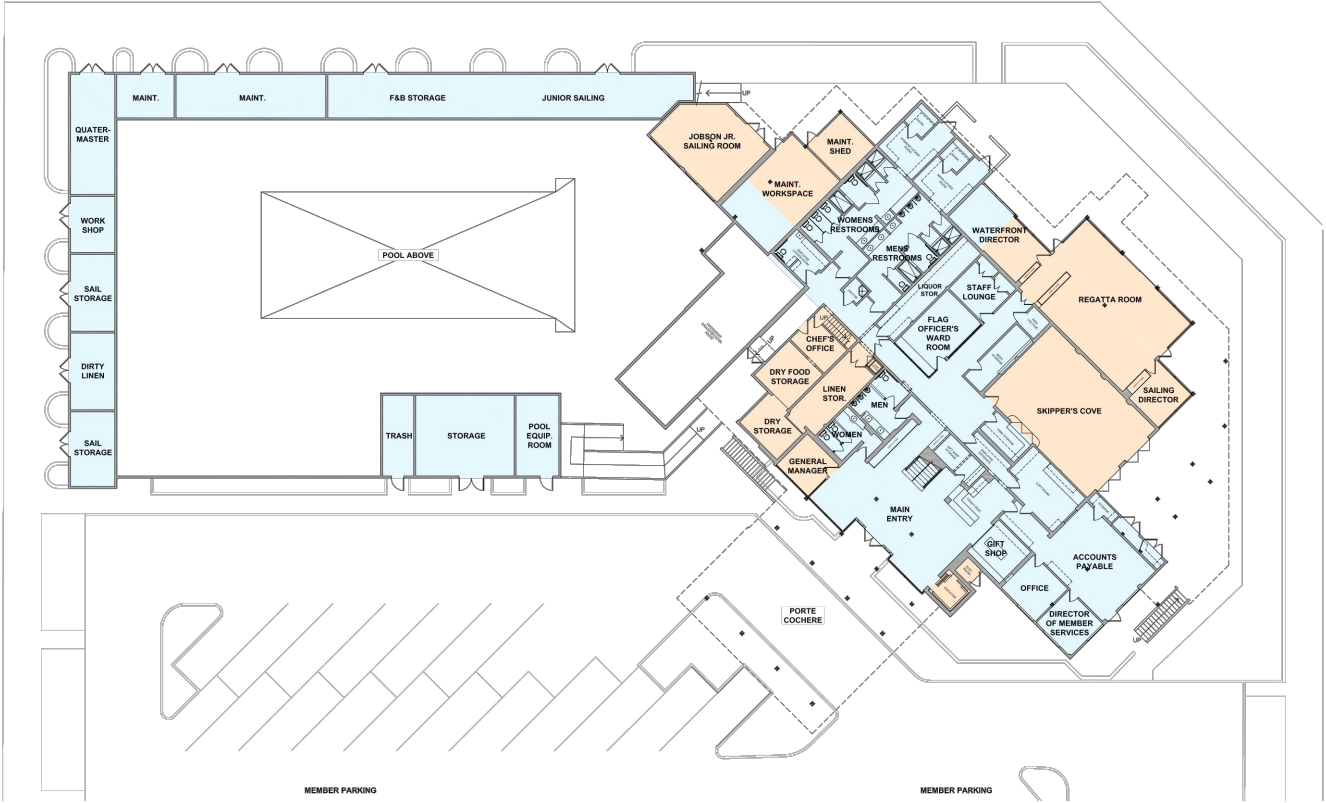
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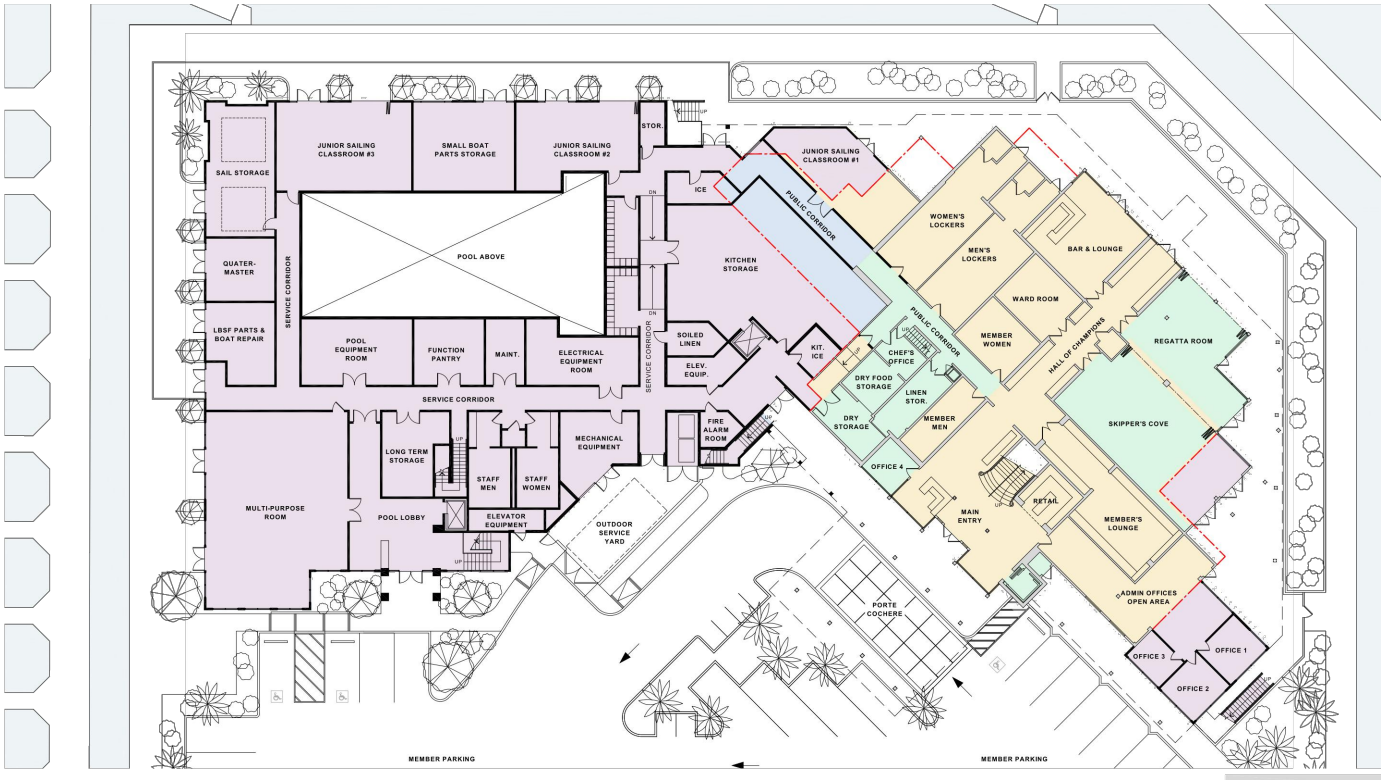
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engineers

EXISTING LEVEL 1 PLAN



PROPOSED LEVEL 1 PLAN



SOURCE: KOLLIN ALTOMARE ARCHITECTS

PROPOSED SITE PLAN KEY

- = NEW
- = REMODELED
- = EXISTING

FIGURE 3

EXISTING AND PROPOSED PROJECT SITE PLAN  
- LEVEL 1

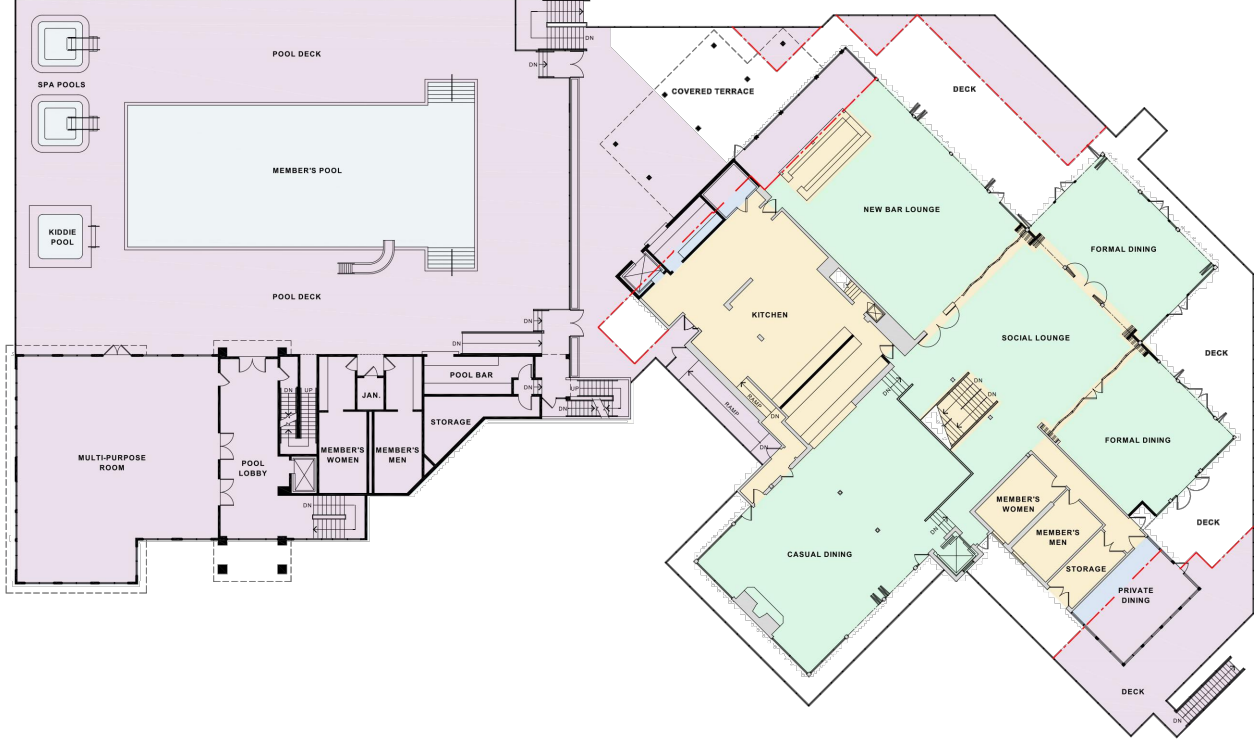
LONG BEACH YACHT CLUB, LONG BEACH



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EXISTING LEVEL 2 PLAN

PROPOSED LEVEL 2 PLAN



SOURCE: KOLLIN ALTOMARE ARCHITECTS

PROPOSED SITE PLAN KEY




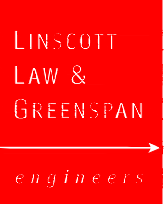
-  = NEW
-  = REMODELED
-  = EXISTING

FIGURE 4

EXISTING AND PROPOSED PROJECT SITE PLAN  
- LEVEL 2

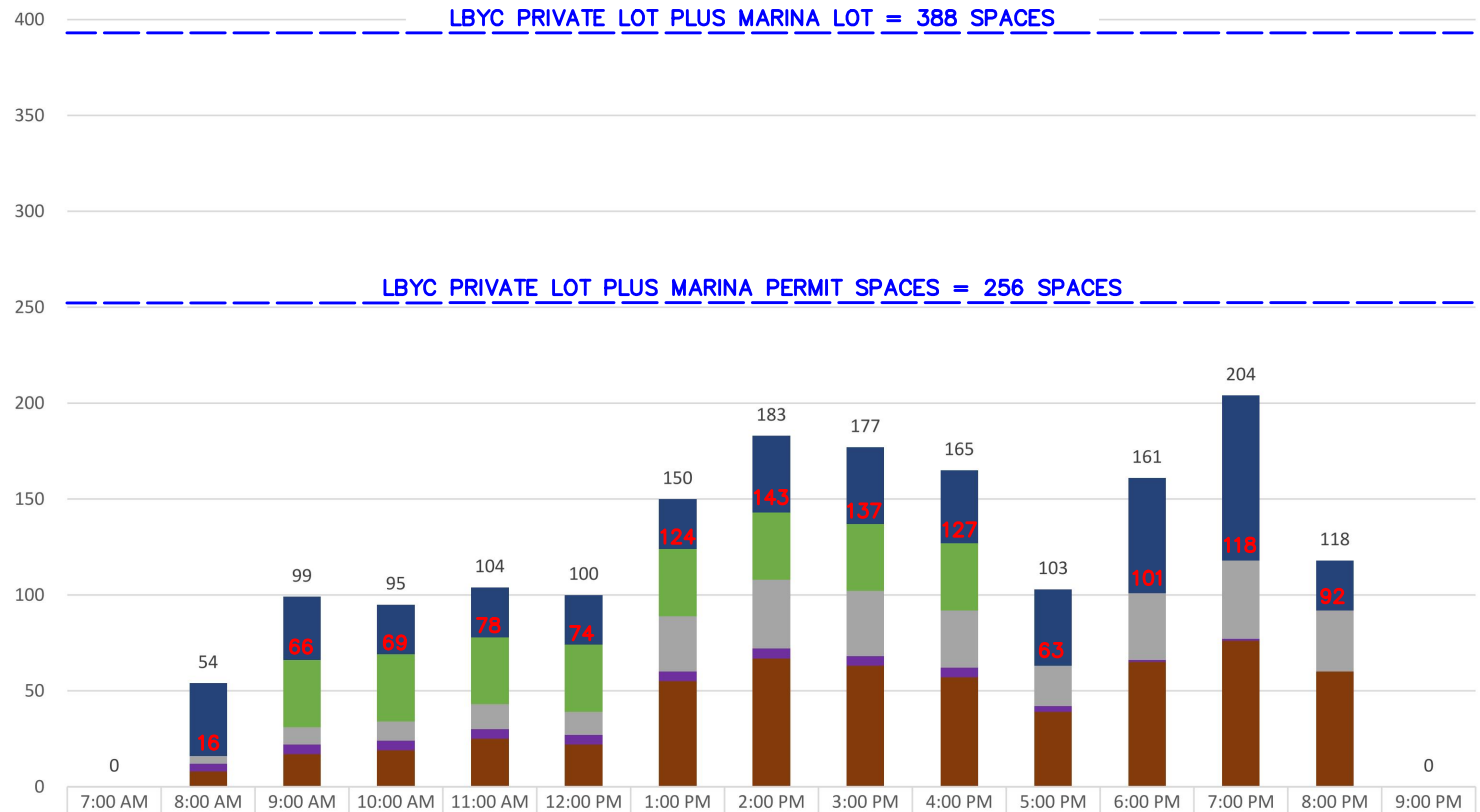
LONG BEACH YACHT CLUB, LONG BEACH



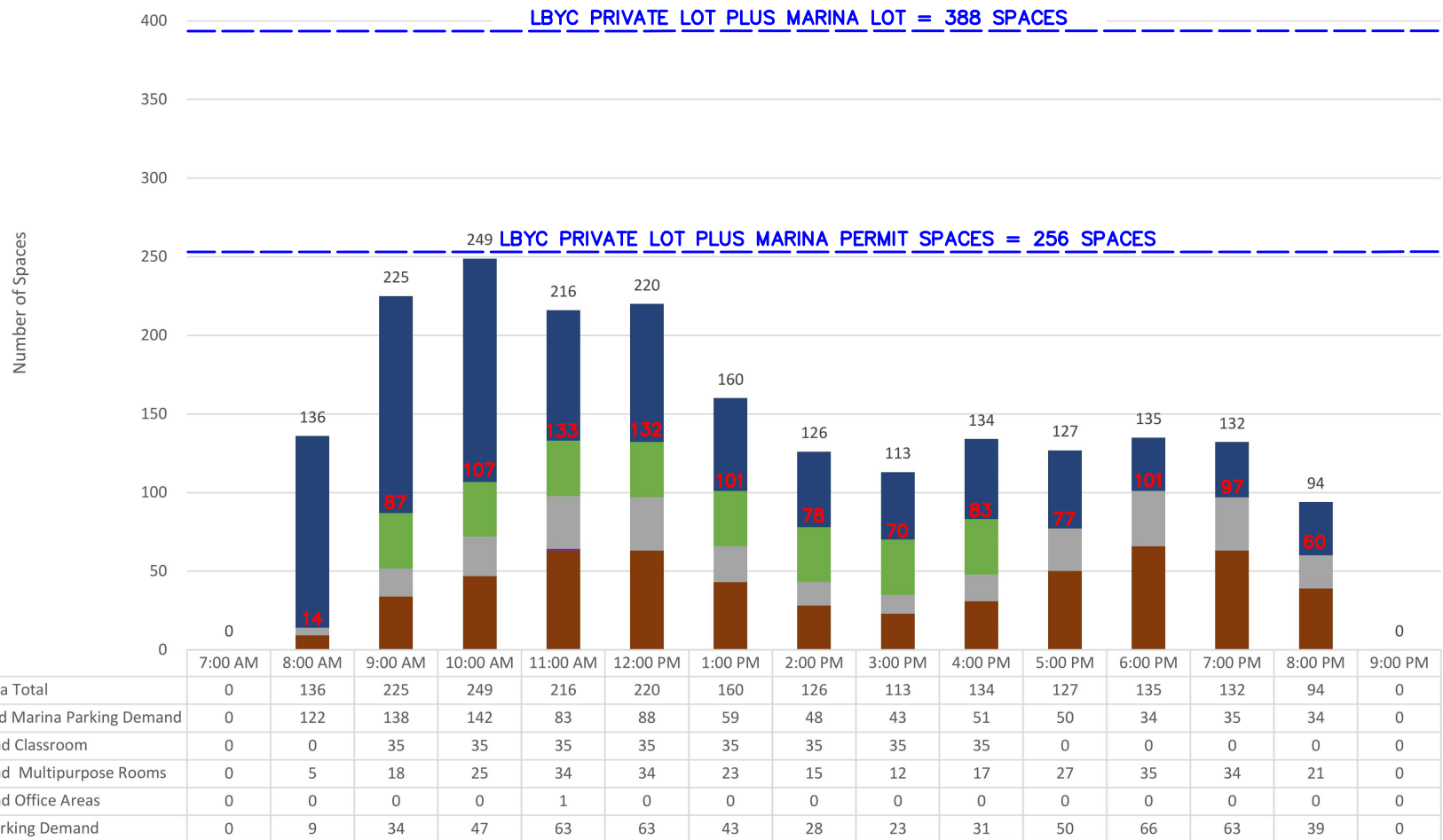
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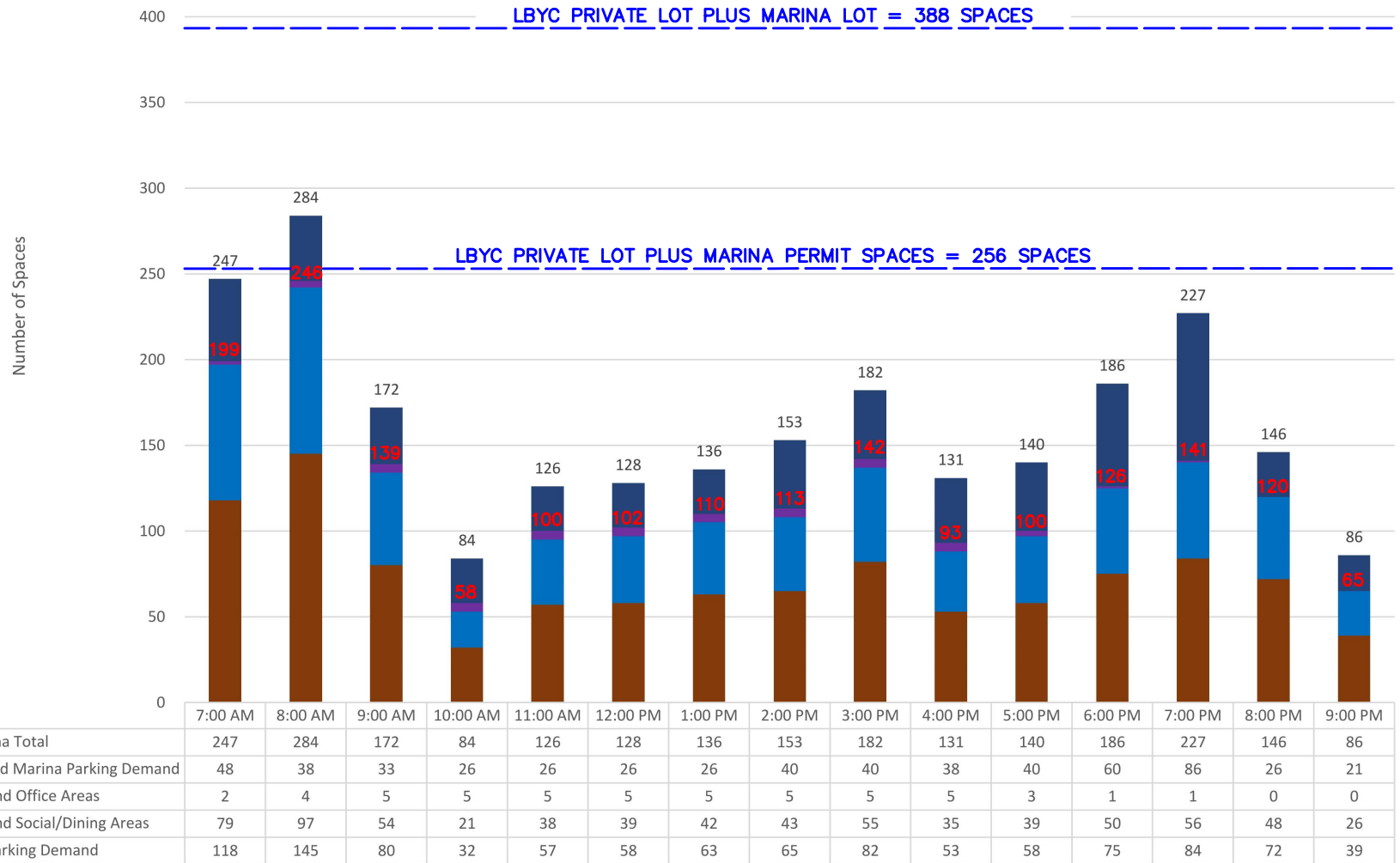
Number of Spaces



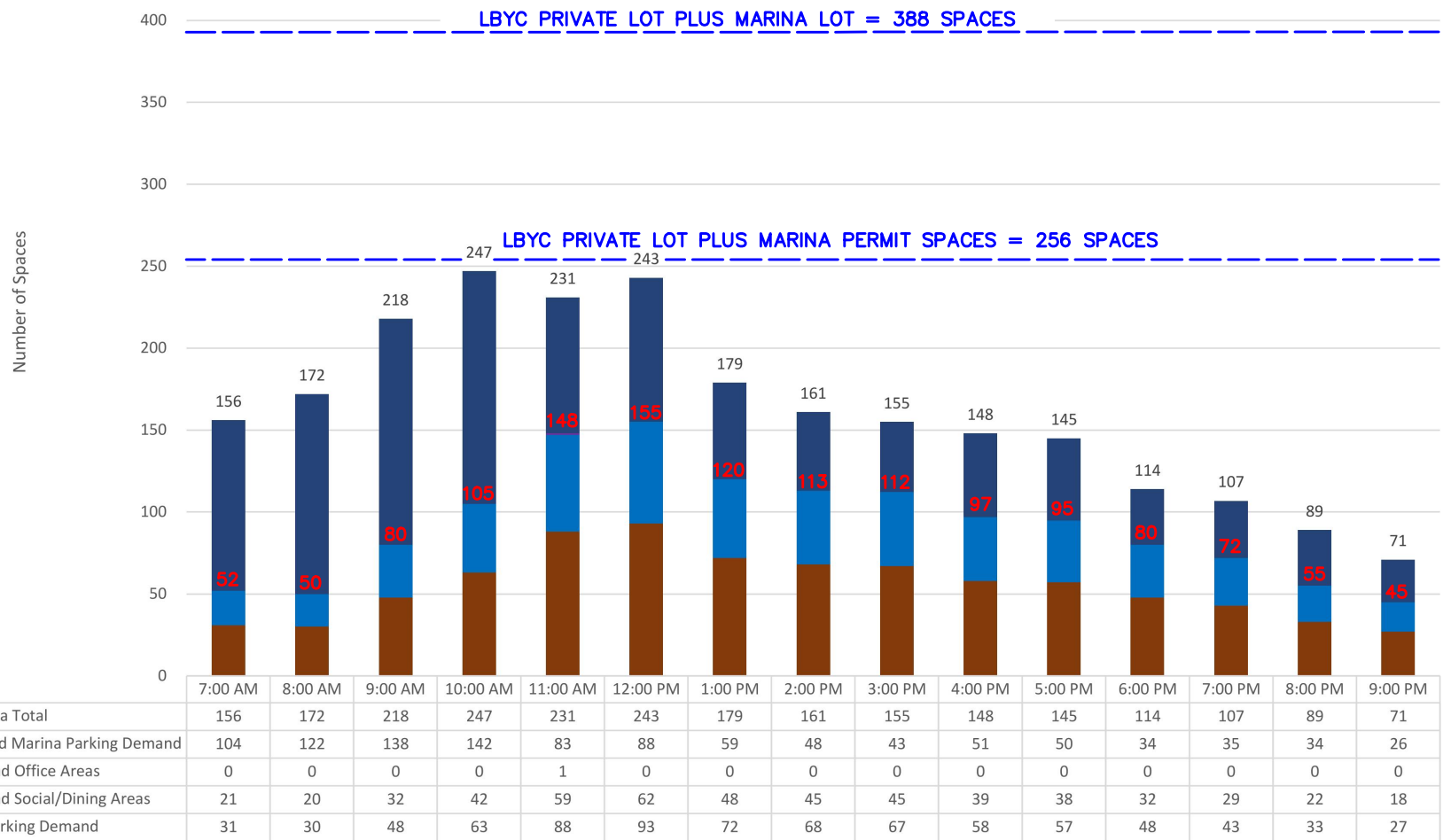
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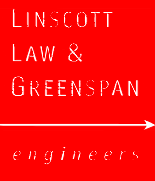
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**KEY**  
 XX = LBYC TOTAL

**FIGURE 8**

**WEEKEND SURVEY PLUS FORECASTED PARKING DEMAND – SPECIAL EVENT**  
 LONG BEACH YACHT CLUB, LONG BEACH

TABLE 1A  
PROJECT DEVELOPMENT SUMMARY [a]  
LONG BEACH YACHT CLUB, LONG BEACH

MAIN BUILDING					
BUILDING INFORMATION					
LEVEL 1	EXISTING BUILDING				
	TO REMAIN SF	REMODEL SF	TOTAL SF	ADDITION SF	TOTAL SF
MAIN ENTRY	-- SF	770 SF	770 SF	-- SF	770 SF
RECEPTION DESK	-- SF	132 SF	132 SF	-- SF	132 SF
RETAIL	-- SF	162 SF	162 SF	-- SF	162 SF
GEN. MANAGER OFFICE	128 SF	-- SF	128 SF	-- SF	128 SF
SKIPPER'S COVE	-- SF	902 SF	902 SF	269 SF	1,171 SF
REGATTA ROOM	-- SF	728 SF	728 SF	-- SF	728 SF
FLAG OFFICERS WARD ROOM	-- SF	285 SF	285 SF	-- SF	285 SF
MEMBER'S LOUNGE	-- SF	662 SF	662 SF	-- SF	662 SF
BAR & LOUNGE	-- SF	580 SF	580 SF	-- SF	580 SF
MEN'S RESTROOM/LOCKERS	-- SF	625 SF	625 SF	-- SF	625 SF
WOMEN'S RESTROOM/LOCKERS	-- SF	645 SF	645 SF	-- SF	645 SF
MEMBER'S MEN RESTROOM	-- SF	218 SF	218 SF	-- SF	218 SF
MEMBER'S WOMEN RESTROOM	-- SF	264 SF	264 SF	-- SF	264 SF
JUNIOR SAILING CLASSROOM #1	-- SF	277 SF	277 SF	361 SF	638 SF
KITCHEN STORAGE	-- SF	485 SF	485 SF	1,125 SF	1,610 SF
DRY STORAGE	351 SF	-- SF	351 SF	-- SF	351 SF
CHEF'S OFFICE	100 SF	-- SF	100 SF	-- SF	100 SF
ELEVATOR EQUIPMENT	30 SF	-- SF	30 SF	154 SF	184 SF
HIGH VOLTAGE	36 SF	-- SF	36 SF	-- SF	36 SF
PUBLIC CIRULATION	-- SF	1,725 SF	1,725 SF	143 SF	1,868 SF
SERVICE CIRCULATION	-- SF	-- SF	-- SF	3,580 SF	3,580 SF
OPEN ADMIN. OFFICES	-- SF	648 SF	648 SF	218 SF	866 SF
OFFICE #1	-- SF	-- SF	-- SF	181 SF	181 SF
OFFICE #2	-- SF	-- SF	-- SF	181 SF	181 SF
OFFICE #3	-- SF	-- SF	-- SF	119 SF	119 SF
KITCHEN ICE	-- SF	-- SF	-- SF	98 SF	98 SF
MEMBER'S ICE	-- SF	-- SF	-- SF	122 SF	122 SF
STORAGE	-- SF	-- SF	-- SF	86 SF	86 SF
LOCKERS	-- SF	-- SF	-- SF	331 SF	331 SF
SOILED LINENS	-- SF	-- SF	-- SF	125 SF	125 SF
FIRE ALARM ROOM	-- SF	-- SF	-- SF	98 SF	98 SF
GARBAGE	-- SF	-- SF	-- SF	122 SF	122 SF
MECHANICAL EQUIPMENT	-- SF	-- SF	-- SF	372 SF	372 SF
ELECTRICAL EQUIPMENT	-- SF	-- SF	-- SF	431 SF	431 SF
MAINTENANCE	-- SF	-- SF	-- SF	188 SF	188 SF
FUNCTION PANTRY	-- SF	-- SF	-- SF	336 SF	336 SF
POOL EQUIPMENT	-- SF	-- SF	-- SF	526 SF	526 SF
STAFF WOMEN RESTROOM	-- SF	-- SF	-- SF	270 SF	270 SF
STAFF MEN RESTROOM	-- SF	-- SF	-- SF	269 SF	269 SF
LONG TERM STORAGE	-- SF	-- SF	-- SF	346 SF	346 SF
POOL LOBBY	-- SF	-- SF	-- SF	533 SF	533 SF
MULTI-PURPOSE ROOM	-- SF	-- SF	-- SF	1,841 SF	1,841 SF
LBSF PARTS & BOATING REPAIR	-- SF	-- SF	-- SF	369 SF	369 SF
QUARTER-MASTER	-- SF	-- SF	-- SF	308 SF	308 SF
SAIL STORAGE	-- SF	-- SF	-- SF	639 SF	639 SF
JUNIOR SAILING CLASSROOM #2	-- SF	-- SF	-- SF	671 SF	671 SF
JUINOR SAILING CLASSROOM #3	-- SF	-- SF	-- SF	856 SF	856 SF
SMALL BOAT PART STORAGE	-- SF	-- SF	-- SF	641 SF	641 SF
TOTAL LEVEL 1	645 SF	9,108 SF	9,753 SF	15,909 SF	25,662 SF

Notes:

- [a] Source: *Remodel & Building Addition to the Long Beach Yacht Club, City of Long Beach Site Plan Review Revised September 21, 2022*, prepared by Kollin Altomare Architects
- = Social/Dining Area that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).
- = Office Area that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).
- = Multipurpose rooms that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).
- = Junior Sailing Classrooms that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).

TABLE 1A (CONTINUED)  
PROJECT DEVELOPMENT SUMMARY [a]  
LONG BEACH YACHT CLUB, LONG BEACH

MAIN BUILDING					
BUILDING INFORMATION					
LEVEL 2	EXISTING BUILDING				
	TO REMAIN SF	REMODEL SF	TOTAL SF	ADDITION SF	TOTAL SF
SOCIAL LOUNGE	-- SF	1,084 SF	1,084 SF	-- SF	1,084 SF
MAIN DINING/NEW BAR LOUNGE	-- SF	1,745 SF	1,745 SF	352 SF	2,097 SF
BAR/CASUAL DINING	-- SF	2,035 SF	2,035 SF	-- SF	2,035 SF
BRIDGE MTG. RM./FORMAL DINING	-- SF	885 SF	885 SF	-- SF	885 SF
QUARTER MTG. RM./FORMAL DINING	-- SF	891 SF	891 SF	-- SF	891 SF
KITCHEN	-- SF	1,958 SF	1,958 SF	213 SF	2,171 SF
MEMBERS WOMEN RESTROOM	-- SF	221 SF	221 SF	-- SF	221 SF
MEMBERS MEN RESTROOM	-- SF	227 SF	227 SF	-- SF	227 SF
PRIVATE DINING	-- SF	116 SF	116 SF	309 SF	425 SF
MULTI-PURPOSE ROOM	-- SF	-- SF	-- SF	2,217 SF	2,217 SF
MEMBERS WOMEN RESTROOM	-- SF	-- SF	-- SF	341 SF	341 SF
MEMBERS MEN RESTROOM	-- SF	-- SF	-- SF	335 SF	335 SF
JANITOR	-- SF	-- SF	-- SF	51 SF	51 SF
POOL BAR	-- SF	-- SF	-- SF	239 SF	239 SF
STORAGE	-- SF	-- SF	-- SF	243 SF	243 SF
PUBLIC CIRCULATION	-- SF	2,111 SF	2,111 SF	170 SF	2,281 SF
TOTAL LEVEL 2	-- SF	11,273 SF	11,273 SF	4,470 SF	15,743 SF
MAIN BUILDING TOTAL	645 SF	20,381 SF	21,026 SF	20,379 SF	41,405 SF
OUTSIDE DECK/ TERRACE AREAS					
LEVEL 2 BUILDING DECK	-- SF	5,733 SF	4,151 SF	1,588 SF	7,321 SF
POOL DECK	-- SF	6,856 SF	9,566 SF	-- SF	6,856 SF
LEVEL 3 TERRACE	-- SF	-- SF	-- SF	2,312 SF	2,312 SF
TOTAL DECK	-- SF	12,589 SF	13,717 SF	3,900 SF	16,489 SF
GRAND TOTAL (MAIN BUILDINGS + DECK)	645 SF	32,970 SF	34,743 SF	24,279 SF	57,894 SF

Notes:

[a] Source: *Remodel & Building Addition to the Long Beach Yacht Club, City of Long Beach Site Plan Review Revised September 21, 2022*, prepared by Kollin Altomare Architects

= Social/Dining Area that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).

= Office Area that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).

= Multipurpose rooms that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).

= Junior Sailing Classrooms that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).



**TABLE 1B**  
**PROJECT DEVELOPMENT TOTALS UTILIZED IN PARKING STUDY [a]**  
**LONG BEACH YACHT CLUB, LONG BEACH**

SOCIAL/DINING AREAS					
	EXISTING BUILDING				
BUILDING INFORMATION (MAIN BUILDING)	TO REMAIN SF	REMODEL SF	TOTAL SF	ADDITION SF	TOTAL SF
SKIPPER'S COVE	-- SF	902 SF	902 SF	269 SF	1,171 SF
REGATTA ROOM	-- SF	728 SF	728 SF	-- SF	728 SF
BAR & LOUNGE	-- SF	580 SF	580 SF	-- SF	580 SF
SOCIAL LOUNGE	-- SF	1,084 SF	1,084 SF	-- SF	1,084 SF
MAIN DINING/NEW BAR LOUNGE	-- SF	1,745 SF	1,745 SF	352 SF	2,097 SF
BAR/CASUAL DINING	-- SF	2,035 SF	2,035 SF	-- SF	2,035 SF
BRIDGE MTG. RM./FORMAL DINING	-- SF	885 SF	885 SF	-- SF	885 SF
QUARTER MTG. RM./FORMAL DINING	-- SF	891 SF	891 SF	-- SF	891 SF
LEVEL 2 BUILDING DECK [b]	-- SF	5,733 SF	4,151 SF	1,588 SF	7,321 SF
LEVEL 3 TERRACE [b]	-- SF	-- SF	-- SF	2,312 SF	2,312 SF
TOTALS	0 SF	14,583 SF	13,001 SF	4,521 SF	19,104 SF
TOTAL "NET" PROPOSED ADDITIONAL SOCIAL /DINING AREA   TOTAL SF - EXISTING SF   [c]	7,649 SF				
OFFICE AREA					
BUILDING INFORMATION (MAIN BUILDING)	TO REMAIN SF	REMODEL SF	TOTAL SF	ADDITION SF	TOTAL SF
OPEN ADMIN. OFFICES	-- SF	648 SF	648 SF	218 SF	866 SF
OFFICE #1	-- SF	-- SF	-- SF	181 SF	181 SF
OFFICE #2	-- SF	-- SF	-- SF	181 SF	181 SF
OFFICE #3	-- SF	-- SF	-- SF	119 SF	119 SF
TOTALS	0 SF	648 SF	648 SF	699 SF	1,347 SF
TOTAL "NET" PROPOSED ADDITIONAL OFFICE AREA   TOTAL SF - EXISTING SF   [d]	1,347 SF				
MULTI-PURPOSE ROOM					
BUILDING INFORMATION (MAIN BUILDING)	TO REMAIN SF	REMODEL SF	TOTAL SF	ADDITION SF	TOTAL SF
MULTI-PURPOSE ROOM (LEVEL 1)	-- SF	-- SF	-- SF	1,841 SF	1,841 SF
MULTI-PURPOSE ROOM (LEVEL 2)	-- SF	-- SF	-- SF	2,217 SF	2,217 SF
TOTALS	0 SF	0 SF	0 SF	4,058 SF	4,058 SF
TOTAL "NET" PROPOSED ADDITIONAL OFFICE AREA   TOTAL SF - EXISTING SF   [e]	4,058 SF				
CLASSROOM					
BUILDING INFORMATION (MAIN BUILDING)	TO REMAIN SF	REMODEL SF	TOTAL SF	ADDITION SF	TOTAL SF
JUNIOR SAILING CLASSROOM #1	-- SF	277 SF	277 SF	361 SF	638 SF
JUNIOR SAILING CLASSROOM #2	-- SF	-- SF	-- SF	671 SF	671 SF
JUINOR SAILING CLASSROOM #3	-- SF	-- SF	-- SF	856 SF	856 SF
TOTALS	0 SF	277 SF	277 SF	1,888 SF	2,165 SF
TOTAL "NET" PROPOSED ADDITIONAL OFFICE AREA   TOTAL SF - EXISTING SF   [d]	1,725 SF				

**Notes:**

[a] Source: *Remodel & Building Addition to the Long Beach Yacht Club, City of Long Beach Site Plan Review Revised September 21, 2022*, prepared by Kollin Altomare Architects

[b] The Outside Deck area has been included in the parking calculations in order to provide a conservative assessment.

[c] From the prior 2019 Parking Study, the existing Social/Dining Area consisted of 11,455 SF which included 4,000 SF of deck space.

[d] From the prior 2019 Parking Study, the existing Office Area and Multi-Purpose Room consisted of 0 SF.

[e] From the prior 2019 Parking Study, the existing Classroom space consisted of 440 SF.

- = Social/Dining Area that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).
- = Office Area that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).
- = Multipurpose rooms that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).
- = Junior Sailing Classrooms that were utilized as the basis for determining the parking implications for the Long Beach Yacht Club (see Table 1B).

TABLE 2  
WEEKDAY SURVEY PLUS FORECASTED PROJECT PARKING DEMAND ANALYSIS – NON EVENT DAY  
LONG BEACH YACHT CLUB, LONG BEACH

Land Use	(1) Existing Total LB Yacht Club Demand	(2) Forecast LB Yacht Club Remodel/ Expansion Demand - Office Areas	(3) Forecast LB Yacht Club Remodel/ Expansion Demand - Multipurpose Rooms	(4) Forecast LB Yacht Club Remodel/ Expansion Demand - Classroom	(5)	(6)	(7) Existing Adjusted Marina Demand	(8)	(9)
Size Pkg Rate	Actual Observed Hourly Parking Demand [a]	1.347 KSF [d] 4.00 /KSF	4.058 KSF [d] 20.00 /KSF	1.725 KSF [d] 20.00 /KSF	Total LBYC Parking Demand	Comparison w/ Proposed Parking Supply 256 Spaces [j]	Adjusted Observed Hourly Parking Demand [b]	Total Combined Parking Demand	Comparison w/ Existing Parking Supply 388 Spaces [c]
Gross Spaces		5 Spc. [e]	81 Spc. [f]	35 Spc. [f]					
Time of Day		Number of Spaces [g]	Number of Spaces [h]	Number of Spaces [i]		Surplus (Deficiency)			Surplus (Deficiency)
7:00 AM	--	--	--	--	--	--	--	--	--
8:00 AM	8	4	4	0	16	240	38	54	334
9:00 AM	17	5	9	35	66	190	33	99	289
10:00 AM	19	5	10	35	69	187	26	95	293
11:00 AM	25	5	13	35	78	178	26	104	284
12:00 PM	22	5	12	35	74	182	26	100	288
1:00 PM	55	5	29	35	124	132	26	150	238
2:00 PM	67	5	36	35	143	113	40	183	205
3:00 PM	63	5	34	35	137	119	40	177	211
4:00 PM	57	5	30	35	127	129	38	165	223
5:00 PM	39	3	21	0	63	193	40	103	285
6:00 PM	65	1	35	0	101	155	60	161	227
7:00 PM	76	1	41	0	118	138	86	204	184
8:00 PM	60	0	32	0	92	164	26	118	270
9:00 PM	--	--	--	--	--	--	--	--	--

Notes:

[a] Existing counts collected on Tuesday, April 25, 2023 by Counts Unlimited.

[b] Based on existing counts collected for the *King Harbor Marina Parking Study prepared by LLG* during Winter and Summer conditions, a seasonal adjustment factor of 30% was applied to the Weekday Marina Demand counts to account for an increase in Marina-related demand during Summer conditions.

[c] Existing parking supply based on field inventory conducted in April 2019 - *See Table 2*.

[d] The proposed expansion to the existing Long Beach Yacht Club consisting of 1,347 SF Office area, 4,058 SF of Multipurpose Room space and 1,725 SF of classroom space.

[e] The parking requirement for the office areas were calculated based on the rates identified in the *City of Long Beach Municipal Code Section 21.41.216 - Parking - Required number of spaces*.

[f] The parking requirement for the multipurpose room and classroom were calculated based on the assembly rates identified in the *City of Long Beach Municipal Code Section 21*.

[g] The parking hourly profiles for the office areas were based on the profiles identified in the *ULI - Urban Land Institute "Shared Parking," Second Edition, 2005*.

[h] The parking hourly profiles for the multipurpose room matches that of the existing LBYC. It has been assumed that a portion of the multipurpose attendees would also have a child attending the junior sailing class at the same time. As a result a 50% reduction was applied to the demand to account for this interaction between uses.

[I] Since the classroom activity may vary by hour it has been assume to have the maximum parking demand for each our. Additionally, it should be noted that class activities are anticipated to occure between 9 AM - 5 PM.

[j] LBYC has 46 member slips located in Basin 4. Each slip is allowed 4 parking permits for a total of 184 spaces allowed in Basin 4 lot. The parking supply allowed by LBYC totals 256 spaces based on 72 private lot spaces plus 184 spaces in Basin 4 lot.

TABLE 3  
WEEKEND SURVEY PLUS FORECASTED PROJECT PARKING DEMAND ANALYSIS – NON EVENT DAY  
LONG BEACH YACHT CLUB, LONG BEACH

Land Use	(1) Existing Total LB Yacht Club Demand	(2) Forecast LB Yacht Club Remodel/ Expansion Demand - Office Areas	(3) Forecast LB Yacht Club Remodel/ Expansion Demand - Multipurpose Rooms	(4) Forecast LB Yacht Club Remodel/ Expansion Demand - Classroom	(5)	(6)	(7) Existing Adjusted Marina Demand	(8)	(9)
Size Pkg Rate	Actual Observed Hourly Parking Demand [a]	1.347 KSF [d] 4.00 /KSF	4.058 KSF [d] 20.00 /KSF	1.725 KSF [d] 20.00 /KSF	Total LBYC Parking Demand	Comparison w/ Proposed Parking Supply 256 Spaces [j]	Adjusted Observed Hourly Parking Demand [b]	Total Combined Parking Demand	Comparison w/ Existing Parking Supply 388 Spaces [c]
Gross Spaces		5 Spc. [e]	81 Spc. [f]	35 Spc. [f]					
Time of Day		Number of Spaces [g]	Number of Spaces [h]	Number of Spaces [i]		Surplus (Deficiency)			Surplus (Deficiency)
7:00 AM	--	--	--	--	--	--	--	--	--
8:00 AM	9	0	5	0	14	242	122	136	252
9:00 AM	34	0	18	35	87	169	138	225	163
10:00 AM	47	0	25	35	107	149	142	249	139
11:00 AM	63	1	34	35	133	123	83	216	172
12:00 PM	63	0	34	35	132	124	88	220	168
1:00 PM	43	0	23	35	101	155	59	160	228
2:00 PM	28	0	15	35	78	178	48	126	262
3:00 PM	23	0	12	35	70	186	43	113	275
4:00 PM	31	0	17	35	83	173	51	134	254
5:00 PM	50	0	27	0	77	179	50	127	261
6:00 PM	66	0	35	0	101	155	34	135	253
7:00 PM	63	0	34	0	97	159	35	132	256
8:00 PM	39	0	21	0	60	196	34	94	294
9:00 PM	--	--	--	--	--	--	--	--	--

Notes:

[a] Existing counts collected on Sunday, March 26, 2023 by Counts Unlimited.

[b] Based on existing counts collected for the King Harbor Marina Parking Study prepared by LLG during Winter and Summer conditions, a seasonal adjustment factor of 60% was applied to the Weekend Marina Demand counts to account for an increase in Marina-related demand during Summer conditions.

[c] Existing parking supply based on field inventory conducted in April 2019 - *See Table 2.*

[d] The proposed expansion to the existing Long Beach Yacht Club consisting of 1,347 SF Office area, 4,058 SF of Multipurpose Room space and 1,725 SF of classroom space.

[e] The parking requirement for the office areas were calculated based on the rates identified in the *City of Long Beach Municipal Code Section 21.41.216 - Parking - Required number of spaces.*

[f] The parking requirement for the multipurpose room and classroom were calculated based on the assembly rates identified in the *City of Long Beach Municipal Code Section 21.*

[g] The parking hourly profiles for the office areas were based on the profiles identified in the *ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.*

[h] The parking hourly profiles for the multipurpose room matches that of the existing LBYC. It has been assumed that a portion of the multipurpose attendees would also have a child attending the junior sailing class at the same time. As a result a 50% reduction was applied to the demand to account for this interaction between uses.

[I] Since the classroom activity may vary by hour it has been assume to have the maximum parking demand for each our. Additionally, it should be noted that class activities are anticipated to occure between 9 AM - 5 PM.

[j] LBYC has 46 member slips located in Basin 4. Each slip is allowed 4 parking permits for a total of 184 spaces allowed in Basin 4 lot. The parking supply allowed by LBYC totals 256 spaces based on 72 private lot spaces plus 184 spaces in Basin 4 lot.

**TABLE 4**  
**WEEKDAY SURVEY PLUS FORECASTED PROJECT PARKING DEMAND ANALYSIS – SPECIAL EVENT**  
**LONG BEACH YACHT CLUB, LONG BEACH**

Land Use	(1) Existing Total LB Yacht Club Demand	(2) Forecast LB Yacht Club Remodel/ Expansion Demand - Social/Dining Areas	(3) Forecast LB Yacht Club Remodel/ Expansion Demand - Office Areas	(4)	(5)	(6) Existing Adjusted Marina Demand	(7)	(8)
Size Pkg Rate	Actual Observed Hourly Parking Demand [a]	7.649 KSF [d] 12.66 /KSF	1.347 KSF [d] 4.00 /KSF	Total LBYC Parking Demand	Comparison w/ Proposed Parking Supply 256 Spaces [i]  Surplus (Deficiency)	Adjusted Observed Hourly Parking Demand [b]	Total Combined Parking Demand	Comparison w/ Existing Parking Supply 388 Spaces [c]  Surplus (Deficiency)
Gross Spaces		97 Spc. [e]	5 Spc. [g]					
Time of Day		Number of Spaces [f]	Number of Spaces [h]					
7:00 AM	118	79	2	199	57	48	247	141
8:00 AM	145	97	4	246	10	38	284	104
9:00 AM	80	54	5	139	117	33	172	216
10:00 AM	32	21	5	58	198	26	84	304
11:00 AM	57	38	5	100	156	26	126	262
12:00 PM	58	39	5	102	154	26	128	260
1:00 PM	63	42	5	110	146	26	136	252
2:00 PM	65	43	5	113	143	40	153	235
3:00 PM	82	55	5	142	114	40	182	206
4:00 PM	53	35	5	93	163	38	131	257
5:00 PM	58	39	3	100	156	40	140	248
6:00 PM	75	50	1	126	130	60	186	202
7:00 PM	84	56	1	141	115	86	227	161
8:00 PM	72	48	0	120	136	26	146	242
9:00 PM	39	26	0	65	191	21	86	302

Notes:

[a] Existing counts collected on Wednesday, April 10, 2019 by National Data Surveying and Services (NDS).

[b] Based on existing counts collected for the *King Harbor Marina Parking Study prepared by LLG* during Winter and Summer conditions, a seasonal adjustment factor of 30% was applied to the Weekday Marina Demand counts to account for an increase in Marina-related demand during Summer conditions.

[c] Existing parking supply based on field inventory conducted in April 2019 - *See Table 2*.

[d] The proposed expansion to the existing Long Beach Yacht Club consisting of 7,649 SF Social/Dining Areas and 1,347 SF Office area are based on the *Remodel & Building Addition to the Long Beach Yacht Club Site Plan Review* revised September 21, 2022, prepared by Kollin Altomare Architects - *See Table 1B*.

[e] An empirical parking ratio was developed based on the existing counts and existing square-footage for the social/dining areas of the LB Yacht Club. The peak existing Long Beach Yacht Club demand was 145 spaces and the Yacht Club has an existing social/dining area square-footage of 7,649 SF (*See Table 1B*). The empirical parking ratio of 12.66 spaces per thousand-square-feet was applied to the proposed 7,649 SF social/dining area expansion, which resulted in a total of 97 spaces required.

[f] A weekday empirical parking hourly profile for the social/dining area was based on the Existing LB Yacht Club demand counts.

[g] The parking requirement for the office areas were calculated based on the rates identified in the *City of Long Beach Municipal Code Section 21.41.216 - Parking - Required number of spaces*.

[h] The parking hourly profiles for the office and fitness areas were based on the profiles identified in the *ULI - Urban Land Institute "Shared Parking," Second Edition, 2005*.

[i] LBYC has 46 member slips located in Basin 4. Each slip is allowed 4 parking permits for a total of 184 spaces allowed in Basin 4 lot. The parking supply allowed by LBYC totals 256 spaces based on 72 private lot spaces plus 184 spaces in Basin 4 lot.

**TABLE 5**  
**WEEKEND SURVEY PLUS FORECASTED PROJECT PARKING DEMAND ANALYSIS - SPECIAL EVENT**  
**LONG BEACH YACHT CLUB, LONG BEACH**

Land Use	(1) Existing Total LB Yacht Club Demand	(2) Forecast LB Yacht Club Remodel/ Expansion Demand - Social/Dining Areas	(3) Forecast LB Yacht Club Remodel/ Expansion Demand - Office Areas	(4)	(5)	(6) Existing Adjusted Marina Demand	(7)	(8)
Size Pkg Rate	Actual Observed Hourly Parking Demand [a]	7.649 KSF [d] 12.66 /KSF	1.347 KSF [d] 4.00 /KSF	Total LBYC Parking Demand	Comparison w/ Proposed Parking Supply 256 Spaces [i]  Surplus (Deficiency)	Adjusted Observed Hourly Parking Demand [b]	Total Combined Parking Demand	Comparison w/ Existing Parking Supply 388 Spaces [c]  Surplus (Deficiency)
Gross Spaces		97 Spc. [e]	5 Spc. [g]					
Time of Day		Number of Spaces [f]	Number of Spaces [h]					
7:00 AM	31	21	0	52	204	104	156	232
8:00 AM	30	20	0	50	206	122	172	216
9:00 AM	48	32	0	80	176	138	218	170
10:00 AM	63	42	0	105	151	142	247	141
11:00 AM	88	59	1	148	108	83	231	157
12:00 PM	93	62	0	155	101	88	243	145
1:00 PM	72	48	0	120	136	59	179	209
2:00 PM	68	45	0	113	143	48	161	227
3:00 PM	67	45	0	112	144	43	155	233
4:00 PM	58	39	0	97	159	51	148	240
5:00 PM	57	38	0	95	161	50	145	243
6:00 PM	48	32	0	80	176	34	114	274
7:00 PM	43	29	0	72	184	35	107	281
8:00 PM	33	22	0	55	201	34	89	299
9:00 PM	27	18	0	45	211	26	71	317

Notes:

[a] Existing counts collected on Saturday, April 20, 2019 by National Data Surveying and Services (NDS).

[b] Based on existing counts collected for the *King Harbor Marina Parking Study prepared by LLG* during Winter and Summer conditions, a seasonal adjustment factor of 60% was applied to the Weekend Marina Demand counts to account for an increase in Marina-related demand during Summer conditions.

[c] Existing parking supply based on field inventory conducted in April 2019 - *See Table 2*.

[d] The proposed expansion to the existing Long Beach Yacht Club consisting of 7,649 SF Social/Dining Areas and 1,347 SF Office area are based on the *Remodel & Building Addition to the Long Beach Yacht Club Site Plan Review* revised September 21, 2022, prepared by Kollin Altomare Architects - *See Table 1B*.

[e] An empirical parking ratio was developed based on the existing counts and existing square-footage for the social/dining areas of the LB Yacht Club. The peak existing Long Beach Yacht Club demand was 145 spaces and the Yacht Club has an existing social/dining area square-footage of 7,649 SF (*See Table 1B*). The empirical parking ratio of 12.66 spaces per thousand-square-feet was applied to the proposed 7,649 SF social/dining area expansion, which resulted in a total of 97 spaces required.

[f] A weekend empirical parking hourly profile for the social/dining area was based on the Existing LB Yacht Club demand counts.

[g] The parking requirement for the office areas were calculated based on the rates identified in the *City of Long Beach Municipal Code Section 21.41.216 - Parking - Required number of spaces*.

[h] The parking hourly profiles for the office and fitness areas were based on the profiles identified in the *ULI - Urban Land Institute "Shared Parking," Second Edition, 2005*.

[i] LBYC has 46 member slips located in Basin 4. Each slip is allowed 4 parking permits for a total of 184 spaces allowed in Basin 4 lot. The parking supply allowed by LBYC totals 256 spaces based on 72 private lot spaces plus 184 spaces in Basin 4 lot.

# APPENDIX A

## SHARED PARKING DEMAND WORKSHEETS



**Appendix Table A-1**

**SOCIAL/DINING AREAS - SPECIAL EVENT  
WEEKDAY SHARED PARKING DEMAND ANALYSIS**

<b>Land Use</b>	<b>Social/Dining Areas</b>	
<b>Size</b>	<b>7.649 KSF</b>	
<b>Pkg Rate[1]</b>	<b>12.66 /KSF</b>	
<b>Gross Spaces</b>	<b>97 Spaces</b>	
<b>Time of Day</b>	<b>% Of Peak [2]</b>	<b># Of Spaces</b>
7:00 AM	81%	79
8:00 AM	100%	97
9:00 AM	55%	54
10:00 AM	22%	21
11:00 AM	39%	38
12:00 PM	40%	39
1:00 PM	43%	42
2:00 PM	45%	43
3:00 PM	57%	55
4:00 PM	37%	35
5:00 PM	40%	39
6:00 PM	52%	50
7:00 PM	58%	56
8:00 PM	50%	48
9:00 PM	27%	26

Notes:

[1] An empirical parking ratio was developed based on the existing counts and existing square-footage for the social/dining areas of the LB Yacht Club.

[2] An empirical parking profile was developed for the social/dining area based on the existing LBYC demand counts.

**Appendix Table A-2**

**SOCIAL/DINING AREAS - SPECIAL EVENT  
WEEKEND SHARED PARKING DEMAND ANALYSIS**

<b>Land Use</b>	<b>Social/Dining Areas</b>	
<b>Size</b>	<b>7.649 KSF</b>	
<b>Pkg Rate[1]</b>	<b>12.66 /KSF</b>	
<b>Gross Spaces</b>	<b>97 Spaces</b>	
<b>Time of Day</b>	<b>% Of Peak [2]</b>	<b># Of Spaces</b>
7:00 AM	21%	21
8:00 AM	21%	20
9:00 AM	33%	32
10:00 AM	43%	42
11:00 AM	61%	59
12:00 PM	64%	62
1:00 PM	50%	48
2:00 PM	47%	45
3:00 PM	46%	45
4:00 PM	40%	39
5:00 PM	39%	38
6:00 PM	33%	32
7:00 PM	30%	29
8:00 PM	23%	22
9:00 PM	19%	18

Notes:

[1] An empirical parking ratio was developed based on the existing counts and existing square-footage for the social/dining areas of the LB Yacht Club.

[2] An empirical parking profile was developed for the social/dining area based on the existing LBYC demand counts.

**Appendix Table A-3**

**OFFICE  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]**

Land Use	Office				
Size	1.347 KSF				Shared Parking Demand
Pkg Rate[2]	4 /KSF				
Gross Spaces	5 Spaces				
	0 Visitor Spc.		5 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
7:00 AM	1%	0	30%	2	2
8:00 AM	20%	0	75%	4	4
9:00 AM	60%	0	95%	5	5
10:00 AM	100%	0	100%	5	5
11:00 AM	45%	0	100%	5	5
12:00 PM	15%	0	90%	5	5
1:00 PM	45%	0	90%	5	5
2:00 PM	100%	0	100%	5	5
3:00 PM	45%	0	100%	5	5
4:00 PM	15%	0	90%	5	5
5:00 PM	10%	0	50%	3	3
6:00 PM	5%	0	25%	1	1
7:00 PM	2%	0	10%	1	1
8:00 PM	1%	0	7%	0	0
9:00 PM	0%	0	3%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code, unless otherwise noted.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

**Appendix Table A-4**

**OFFICE  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]**

Land Use	Office				
Size	1.347 KSF				Shared Parking Demand
Pkg Rate[2]	4 /KSF				
Gross Spaces	5 Spaces				
	0 Visitor Spc.		5 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
7:00 AM	2%	0	2%	0	
8:00 AM	6%	0	6%	0	
9:00 AM	8%	0	8%	0	
10:00 AM	9%	0	9%	0	
11:00 AM	10%	0	10%	1	
12:00 PM	9%	0	9%	0	
1:00 PM	8%	0	8%	0	
2:00 PM	6%	0	6%	0	
3:00 PM	4%	0	4%	0	
4:00 PM	2%	0	2%	0	
5:00 PM	1%	0	1%	0	
6:00 PM	1%	0	1%	0	
7:00 PM	0%	0	0%	0	
8:00 PM	0%	0	0%	0	
9:00 PM	0%	0	0%	0	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code, unless otherwise noted.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

**Appendix Table A-5**

**MULTIPURPOSE ROOMS  
WEEKDAY SHARED PARKING DEMAND ANALYSIS**

<b>Land Use</b>	<b>Multipurpose Rooms</b>	
<b>Size</b>	<b>4.058 KSF</b>	
<b>Pkg Rate[1]</b>	<b>20.00 /KSF</b>	
<b>Gross Spaces</b>	<b>81 Spaces</b>	
<b>Time of Day</b>	<b>% Of Peak [2]</b>	<b># Of Spaces [3]</b>
7:00 AM	--	--
8:00 AM	11%	4
9:00 AM	22%	9
10:00 AM	25%	10
11:00 AM	33%	13
12:00 PM	29%	12
1:00 PM	72%	29
2:00 PM	88%	36
3:00 PM	83%	34
4:00 PM	75%	30
5:00 PM	51%	21
6:00 PM	86%	35
7:00 PM	100%	41
8:00 PM	79%	32
9:00 PM	--	--

Notes:

[1] Parking rates for all land uses based on City code, unless otherwise noted.

[2] An empirical parking profile was developed for the existing LBYC demand counts.

[3] It has been assumed that a portion of the multipurpose attendees would also have a child attending the junior sailing class at the same time. As a result a 50% reduction was applied to the demand to account for this interaction between uses.

**Appendix Table A-6**

**MULTIPURPOSE ROOMS  
WEEKEND SHARED PARKING DEMAND ANALYSIS**

<b>Land Use</b>	<b>Multipurpose Rooms</b>	
<b>Size</b>	<b>4.058 KSF</b>	
<b>Pkg Rate[1]</b>	<b>20.00 /KSF</b>	
<b>Gross Spaces</b>	<b>81 Spaces</b>	
<b>Time of Day</b>	<b>% Of Peak [2]</b>	<b># Of Spaces [3]</b>
7:00 AM	--	--
8:00 AM	12%	5
9:00 AM	45%	18
10:00 AM	62%	25
11:00 AM	83%	34
12:00 PM	83%	34
1:00 PM	57%	23
2:00 PM	37%	15
3:00 PM	30%	12
4:00 PM	41%	17
5:00 PM	66%	27
6:00 PM	87%	35
7:00 PM	83%	34
8:00 PM	51%	21
9:00 PM	--	--

Notes:

[1] Parking rates for all land uses based on City code, unless otherwise noted.

[2] An empirical parking profile was developed for the existing LBYC demand counts.

[3] It has been assumed that a portion of the multipurpose attendees would also have a child attending the junior sailing class at the same time. As a result a 50% reduction was applied to the demand to account for this interaction between uses.



**Appendix Table A-7**

**CLASSROOMS**  
**WEEKDAY SHARED PARKING DEMAND ANALYSIS**

<b>Land Use</b>	<b>Classrooms</b>	
<b>Size</b>	<b>1.725 KSF</b>	
<b>Pkg Rate[1]</b>	<b>20.00 /KSF</b>	
<b>Gross Spaces</b>	<b>35 Spaces</b>	
<b>Time of Day</b>	<b>% Of Peak [2]</b>	<b># Of Spaces</b>
7:00 AM	--	--
8:00 AM	0%	0
9:00 AM	100%	35
10:00 AM	100%	35
11:00 AM	100%	35
12:00 PM	100%	35
1:00 PM	100%	35
2:00 PM	100%	35
3:00 PM	100%	35
4:00 PM	100%	35
5:00 PM	0%	0
6:00 PM	0%	0
7:00 PM	0%	0
8:00 PM	0%	0
9:00 PM	--	--

Notes:

[1] Parking rates for all land uses based on City code, unless otherwise noted.

[2] Since class schedule could vary it has been assume at maximum occupancy during all hours of operation which are from 9AM-5PM.

**Appendix Table A-8**

**CLASSROOMS  
WEEKEND SHARED PARKING DEMAND ANALYSIS**

<b>Land Use</b>	<b>Classrooms</b>	
<b>Size</b>	<b>1.725 KSF</b>	
<b>Pkg Rate[1]</b>	<b>20.00 /KSF</b>	
<b>Gross Spaces</b>	<b>35 Spaces</b>	
<b>Time of Day</b>	<b>% Of Peak [2]</b>	<b># Of Spaces</b>
7:00 AM	--	--
8:00 AM	0%	0
9:00 AM	100%	35
10:00 AM	100%	35
11:00 AM	100%	35
12:00 PM	100%	35
1:00 PM	100%	35
2:00 PM	100%	35
3:00 PM	100%	35
4:00 PM	100%	35
5:00 PM	0%	0
6:00 PM	0%	0
7:00 PM	0%	0
8:00 PM	0%	0
9:00 PM	--	--

Notes:

[1] Parking rates for all land uses based on City code, unless otherwise noted.

[2] Since class schedule could vary it has been assume at maximum occupancy during all hours of operation which are from 9AM-5PM.