CARLSBAD
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POINT RICHMOND
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SAN LUIS OBISPO

MEMORANDUM

DATE: February 6, 2025

TO: Robert Lo

FROM: Arthur Black

SUBJECT: 415 East Grand Avenue Parking Management Plan

LSA is pleased to present this Parking Management Plan for the proposed Elite Sports Centers (project) located at 415 East Grand Avenue in South San Francisco, California. Elite Sports Centers is a facility that provides volleyball instruction and training to school-aged athletes from ages 8 to 17. In a letter dated January 3, 2025, the City of South San Francisco (City) requested a parking management study to identify whether sufficient on-site parking is available to satisfy the parking demand generated by the project.

PROJECT DESCRIPTION

The project site is in an industrial area surrounded by warehouses and business parks. The current General Plan land use is designated as Business Technology Park and the zoning is Business Technology Park-Medium (BTP-M). BTP-M being classified as a Non-Residential Zoning District allows for the use of Indoor Sports and Recreation with the approval of a Conditional Use Permit (CUP). Access to the project facility is provided by East Grand Avenue, which is designated as a collector. Figure 1 illustrates the project site.

The existing facility at 415 East Grand Avenue is a 44,821-square-foot (sf) warehouse building. The project proposes to occupy approximately 34,630 sf of the warehouse building for the use of four volleyball courts. The remaining 10,191 sf of the warehouse building is proposed to be occupied by another warehouse tenant.

As stated previously, the project is a facility that provides volleyball instruction and training to school-aged athletes. As a result, most of the athletes are transported to and from the facility rather than driving themselves and parking. While the operator is not currently identified, it is anticipated that the project would operate from approximately 3:00 p.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 8:00 p.m. on weekends. Classes are expected to last for 90 minutes.

LSA

LEGEND

Project Location

FIGURE 1

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SOURCE: Google Earth, April 2022

Elite Sports Centers
Parking Management Plan
Regional and Project Location

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CITY OF SOUTH SAN FRANCISCO PARKING REQUIREMENTS

Pursuant to the South San Francisco Municipal Code (SSMC) Section 20.330.004 for Required Parking Spaces, all Commercial Entertainment and Recreation (All Subclassifications) uses are subjected to a Parking Management and Monitoring Study required pursuant to Section 20.330.004(E). Based on SSMC Section 20.330.004(E), a Parking Management and Monitoring Study shall include the following:

1. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.

2. Parking demand estimates using parking generation studies from professionally recognized and/or comparable studies from development(s) similar to the proposed use(s).

3. Survey of existing on-street and on-site parking within proximity of the project site.

4. Management procedures for peak demand periods, including the potential of shared parking, remote parking, wayfinding signage, attendants, or valet, and the anticipated effects on vehicle queues and on-street parking.

5. Description of other characteristics of the project that could result in reduced or increased parking demand, such as staggered work shifts, telecommuting, employee per square foot or customer/visitor trips compared to the accepted industry standard for that use.

6. For "Freight/Truck Terminal and Warehouse" and "Parcel Hub" uses, a description of the type of freight to be distributed and radius of delivery map.

7. Occupancy surveys if requested by the City (not to exceed once every three years).

ANTCIPATED PARKING DEMAND

Project Peak Parking Demand

According to the operational statement provided by the project applicant (and consistent with similar volleyball uses), there would be a maximum of 14 people per court and one staff member present during operations, or a maximum of 57 people during full operations of all four volleyball courts. For a conservative analysis, it is assumed that every student is dropped off individually without carpooling. Therefore, it is calculated that there would be a peak parking demand of 57 parking spaces during the peak sessions. However, during transition periods between the training sessions, parking demand may exceed 57 due to the simultaneous drop-off and pick-up of student athletes. As such, a further analysis of peak parking demand was analyzed.

The Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 6th Edition (2023), does not provide parking rates for youth sports clubs. As such, the parking demand for the facility was based on surveys of similar facilities. A previous parking analysis for a volleyball club published data (RK Engineering for City of Garden Grove, 2011, provided in Attachment A) collected at three operating facilities in California. Table A displays the parking survey results.

Table A: Average Surveyed Peak Parking Demand Rate

Location	Address	Size (sf)	Courts	Peak Parking Demand	Parking Ratio (per TSF)	Parking Ratio (per court)
South Coast Soccer City	540 Maple Ave., Torrance, CA	73,000	7	156	2.14	22.29
Saddleback Volleyball Club	26923 Fuerte Dr., Lake Forest, CA	51,000	9	144	2.82	16.00
Upland Sports Arena	1721 West 11th St., Upland, CA	66,000	5	107	1.62	21.40
				Average	**2.19**	**19.90**

Source: *Next Level Sports Complex Observed Parking Demand Study* (RK Engineering for City of Garden Grove, 2011).
sf = square feet
TSF = thousand square feet (or thousand-square-foot)

As shown in Table B, based on the average of the observed parking demand for similar facilities using a per square footage ratio, the proposed 34,630 sf facility would require 76 parking spaces. Alternatively, using the average parking demand for similar facilities using per a per court ratio, the proposed 4-court facility would require 80 parking spaces. Therefore, for a conservative analysis, it is estimated that there would be a peak parking demand of 80 parking spaces during the transition period between sessions.

Table B: Project Peak Parking Generation Summary

Land Use	Size	Unit	Parking
Peak Period Parking Demand Rates[1]			
Volleyball Facility		TSF	*2.190*
Volleyball Facility		*courts*	*19.90*
Peak Period Parking Demand			
Volleyball Facility	34.63	TSF	**76**
Volleyball Facility	4	*courts*	**80**

Source: LSA (2025).
[1] Parking rates referenced Next Level Sports Complex Observed Parking Demand Study (RK Engineering for City of Garden Grove, 2011).
TSF = thousand square feet (or thousand-square-foot)

SHARED WAREHOUSE TENANT PEAK PARKING DEMAND

Because of the shared use parking with the proposed warehouse tenant, a shared parking demand analysis was also conducted during the overlapping hours of operation between the project and the proposed warehouse tenant. The parking generation for the proposed warehouse tenant is developed using rates from the latest edition of the ITE *Parking Generation Manual* (6th Edition) for Land Use 150 – "Warehousing". Table C summarizes the parking generation from the shared warehouse tenant. As shown in Table C, the shared warehouse tenant is estimated to have a peak parking demand of four parking spaces during the warehouse peak period.

Table C: Warehouse Tenant Parking Generation Summary

Land Use	Size	Unit	Parking
Peak Period Parking Demand Rates[1]			
Warehousing		*TSF*	*0.370*
Peak Period Parking Demand			
Warehousing	10.191	TSF	4

Source: LSA (2025).
[1] Parking rates referenced from the ITE *Parking Generation Manual*, 6th Edition (2023). Land Use Code 150 - Warehousing
TSF = thousand square feet (or thousand-square-foot)

Based on the survey of similar volleyball facilities, during the weekday period of overlapping hours of operation between the warehouse and volleyball facilities (3:00 p.m.–5:00 p.m.), the volleyball facility is expected to generate 18 percent of its maximum weekday peak parking demand or 15 parking spaces. As such, it is anticipated that there would be a peak shared parking demand of 19 parking spaces during the overlapping hours of operation.

PARKING SUPPLY

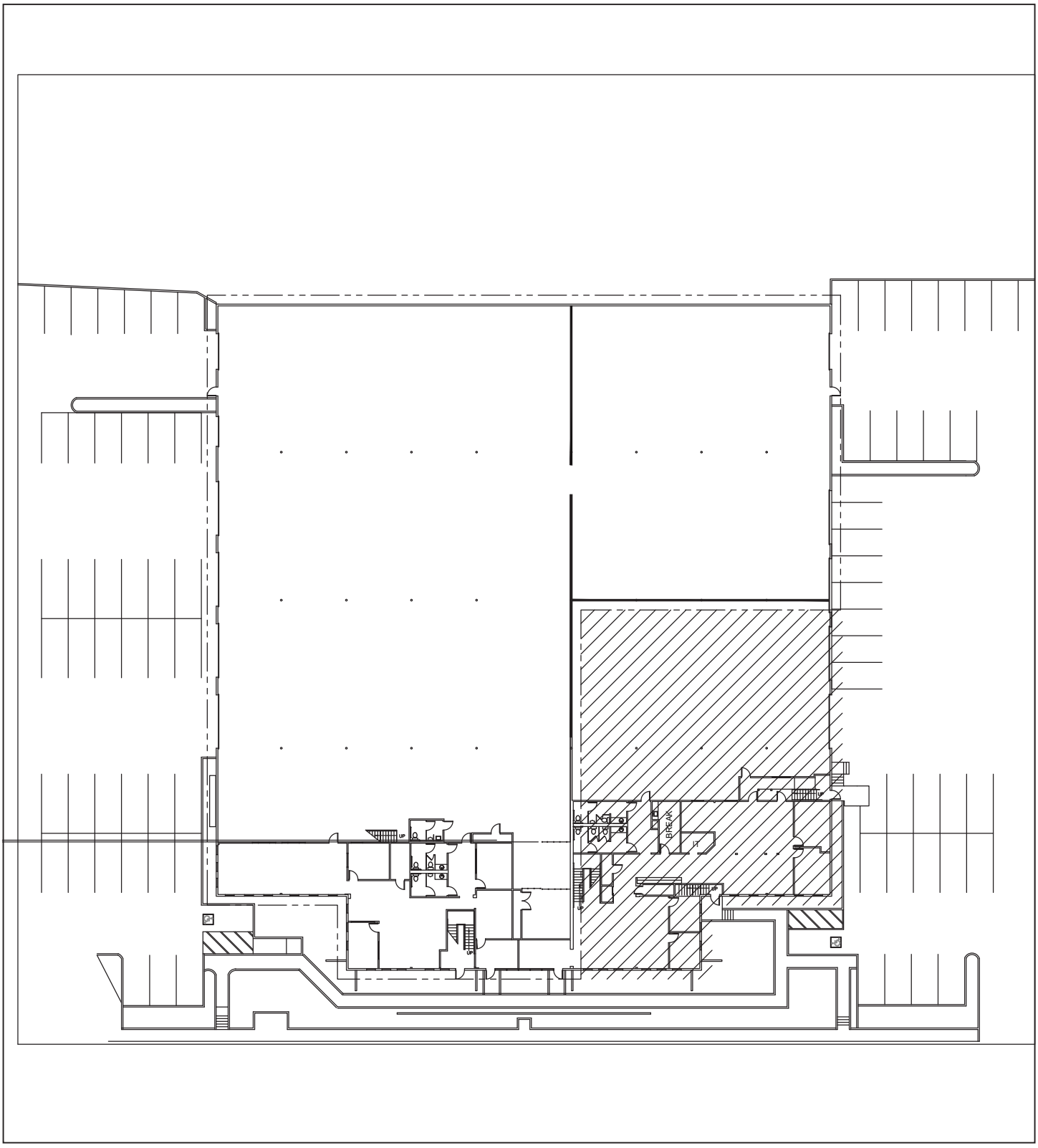
Based on the conceptual site plan of the proposed project, the entire west side of the building and northeast corner of the building would be used for volleyball courts. Therefore, the existing loading docks for these areas would no longer need to support trailer parking. As such, the existing parking lot on the west side would be reconfigured to support additional parking for passenger vehicles. Figure 2 shows the proposed configuration of the adjacent parking lots east and west of the building. As shown in Figure 2, the parking lot west of the building would be reconfigured to have 40 parking spaces, and the parking lot east of the building would be reconfigured to have 34 parking spaces, for a combined total of 74 parking spaces.

Out of the 74 available parking spaces, 57 of the parking spaces have been dedicated for use by the project. The remaining 17 parking spaces have been dedicated for the other tenants on weekdays before 5:00 p.m. However, the project has entered into a parking agreement with the other tenants for the use of the remaining 17 parking spaces on weekdays after 5:00 p.m. and for all periods during the weekend.

Based on the surveyed percentage of peak parking and utilization of other volleyball facilities and the ITE parking requirements of the other tenants, it is anticipated that there would be adequate parking for the project and for other tenants during overlapping operational hours. Furthermore, with the parking agreement to use the remaining 17 parking spaces on weekdays after 5:00 p.m. and for all periods during the weekend, there would be 74 parking spaces at the project site.

PARKING SURVEYS

As required by SSMC Section 20.330.004(E), parking surveys were conducted on a typical weekday on Thursday, January 16, 2025, and on Saturday, January 25, 2025. Based on the weekday parking survey conducted, there was a peak total occupancy of nine parking spaces with the inclusion of HPL Apollo parking demand on the west lot and 22 parking spaces on the east lot with the inclusion of Morrison Express Corporation parking demand from 2:00 p.m. to 10:00 p.m. For the weekend parking survey conducted, there was a peak occupancy of eight parking spaces with the inclusion of



LSA

FIGURE 2

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Elite Sports Centers
Parking Management Plan

415 East Grand Avenue Parking Lot Configuration

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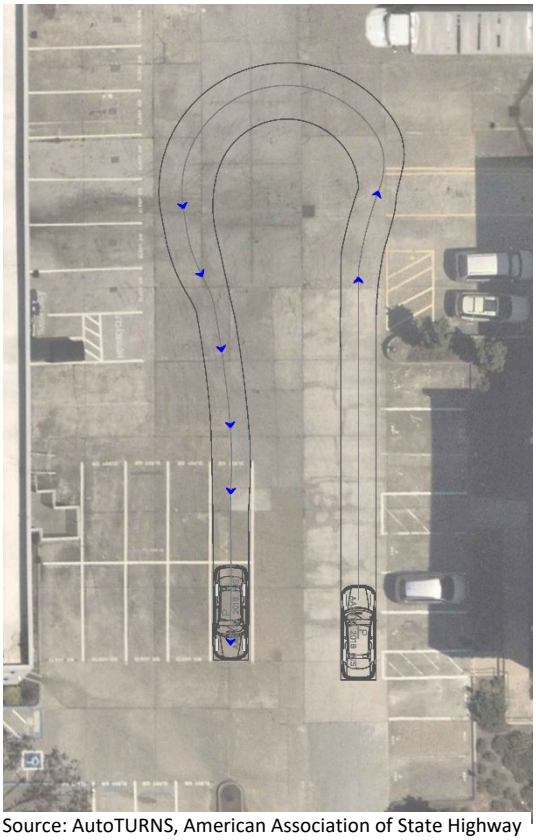
HPL on the west lot and 10 parking spaces on the east lot with the inclusion of MEC from 8:00 a.m. to 5:00 p.m. Based on the parking survey data, as provided in Attachment B, there is currently a very low parking occupancy from existing uses.

PARKING SUPPLY VERSUS DEMAND

Based on the maximum operational statement provided by project, it is anticipated that there would be a demand of 57 parking spaces. However, during the transition period between classes, the peak parking demand based on surveys of other similar facilities could be as high as 80 parking spaces. During this transition period, the parking demand may exceed the available parking spaces by six parking spaces. To alleviate this potential shortfall in parking spaces during the class transition period, it is recommended that the project convert two of the 74 available parking spaces to act as a drop-off/pick-up area. With the addition of a drop-off/pick-up area, the speed of loading and unloading of students should significantly improve. Vehicles queued for the drop-off/pick-up area would further reduce demand for parking spaces. Given the improved efficiency of the drop-off/pick-up operation and the queueing available, the total parking demand is expected to be reduced by at least 6 parking spaces. Figure 3 shows the conceptual configuration of a pick-up/drop-off area.

Figure 3: Conceptual Pick-Up/Drop-Off Area



Source: AutoTURNS, American Association of State Highway and Transportation Officials (AASHTO) – Passenger Vehicle.

In the event the drop-off/pick-up area is underutilized, and a parking shortfall is observed, the facility operators could schedule a 10-minute to 15-minute gap between classes. With sufficient time between classes, the parking demand peak would be reduced as the overlap between drop-off and pick-up is minimized.

CONCLUSION

Elite Sports Centers located at 415 East Grand Avenue in South San Francisco, California, has been requested by the City to complete a Parking Management Plan to identify whether sufficient on-site parking is available to satisfy the parking demand generated by the project. The project located at an existing 44,821 sf warehouse building, is proposing to convert 34,640 sf of warehouse space into a volleyball instruction facility with four courts, with the remaining 10,191 sf warehouse space to be occupied by another tenant. This facility would provide volleyball instruction and training to school-aged athletes and is expected to operate from approximately 3:00 p.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 8:00 p.m. on weekends with classes lasting 90 minutes.

Parking Demand

The parking demand for this facility was estimated using the operational statement provided by the operator and surveys of other similar facilities in California. Using these methodologies, it was estimated that the project would have a peak demand of 57 parking spaces during full operations of all four volleyball courts, and a peak demand of 80 parking spaces during the peak transition period between classes.

In addition to peak parking demand, a shared parking analysis was also conducted during the overlapping hours of operation (weekdays from 3:00 p.m. to 5:00 p.m.) between the project and the proposed warehouse tenant to ensure that adequate parking is available. Using the ITE *Parking General Manual* for Warehousing and surveys of other similar volleyball facilities, it was estimated that there would be a peak shared parking demand of 19 parking spaces during the overlapping hours of operation.

Parking Supply

The conversion of existing portions of the warehousing facility to volleyball courts would allow the reconfiguration of loading dock areas into vehicle parking to accommodate the additional parking required by the project. Based on the conceptual site plan of the proposed project, the parking lot west of the building would be reconfigured to have 40 parking spaces, and the parking lot east of the building would be reconfigured to have 34 parking spaces, for a combined total of 74 parking spaces. Out of the 74 available parking spaces, 57 of the parking spaces have been dedicated for use by the project. The remaining 17 parking spaces have been dedicated for the other tenants on weekdays before 5:00 p.m. However, the project has entered into a parking agreement with the other tenants for the use of the remaining 17 parking spaces on weekdays after 5:00 p.m. and for all periods during the weekend.

Parking Supply Versus Demand

Based on the operational statement provided by the project, it is anticipated that there would be a demand of 57 parking spaces. However, during the transition period between classes, the peak parking demand could be as high as 80 parking spaces. During this transition period, the parking demand may exceed the available parking spaces by 6 spaces. To alleviate this potential parking deficiency, it is recommended the project convert two of the parking spaces to act as a drop-off/ pick-up area. With the addition of a drop-off/pick-up area, the speed of loading and unloading of students should significantly improve and reduce the total parking demand. In the event the drop-off/pick-up area is underutilized, and a parking shortfall is observed, the facility operators could schedule a 10-minute to 15-minute gap between classes. With sufficient time between classes, the parking demand peak would be reduced as the overlap between drop-off and pick-up would be minimized.

Attachments: A: Next Level Sports Complex Observed Parking Demand Study (RK Engineering for City of Garden Grove, 2011)
B: 415 East Grand Avenue Parking Survey Data

ATTACHMENT A

NEXT LEVEL SPORTS COMPLEX
OBSERVED PARKING DEMAND STUDY

RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

LETTER OF TRANSMITTAL

TO: NEXT LEVEL SPORTS COMPLEX
435 West Center Street, Unit 229
Anaheim, CA 92805

ATTN: Mr. Jeff Luzzi

DATE: September 6, 2011
JOB NO.: 2273-2011-01
SUBJECT: Next Level Sports Complex Observed Parking Demand Study, City of Garden Grove

WE ARE FORWARDING:

	By Messenger	X	By E-Mail
	By Blueprinter		By Fedex

NUMBER OF COPIES	DESCRIPTION
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SENT FOR YOUR		STATUS		PLEASE NOTE	
	Approval		Preliminary		Revisions
	Signature	X	Revised		Additions
X	Use		Approved		Omissions
	File		Released		Corrections

REMARKS:
Attached is the REVISED Next Level Sports Complex Observed Parking Demand Study in the City of Garden Grove. Please call (949) 474-0809 if you have any questions.

BY: _____
Rogier Goedecke
Vice President, Operations

COPIES TO:

RK9122TB.xls

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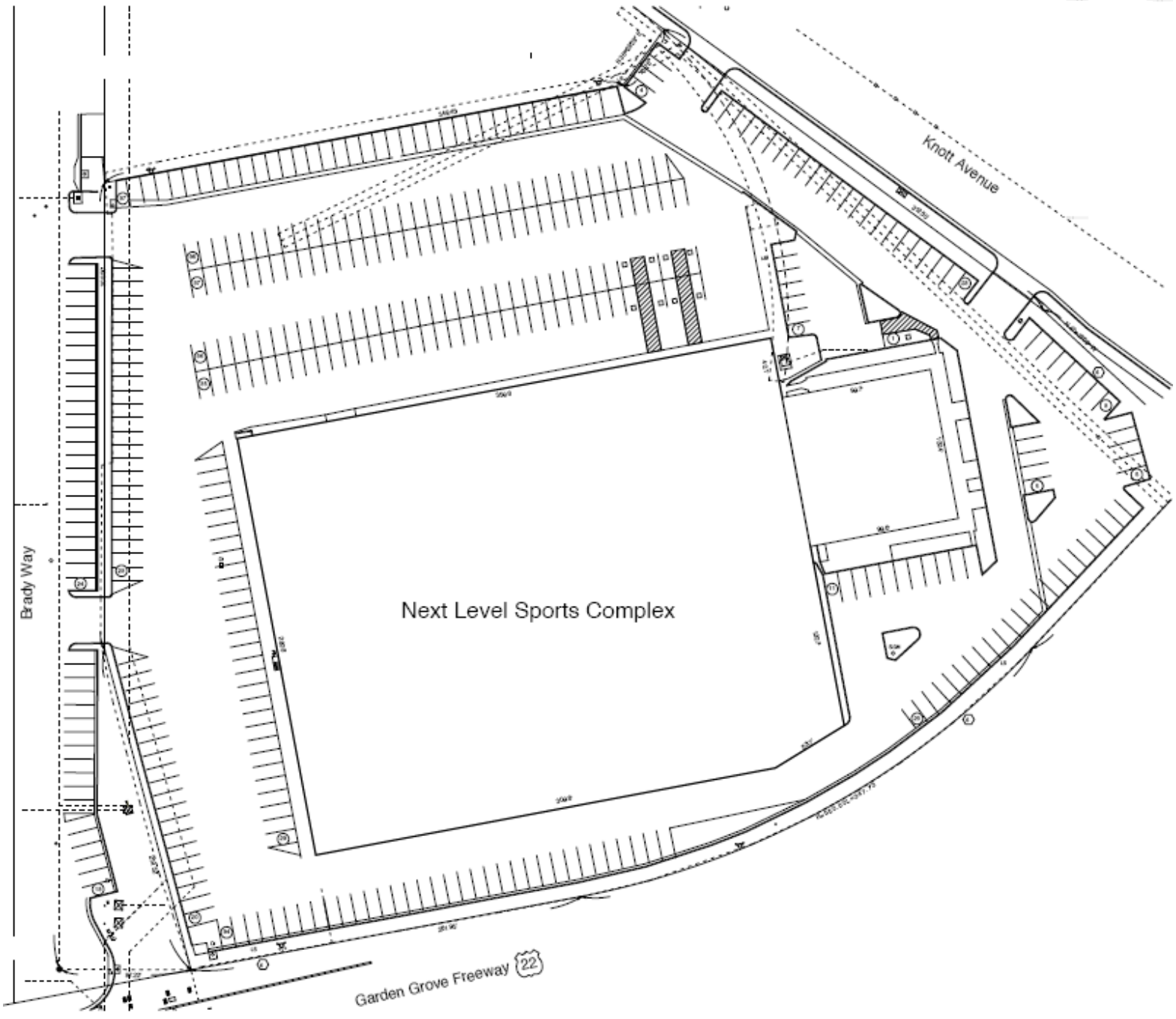
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
http://www.rkengineer.com

NEXT LEVEL SPORTS COMPLEX
OBSERVED PARKING STUDY
Garden Grove, CA



RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

September 6, 2011

Mr. Jeff Luzzi
NEXT LEVEL SPORTS COMPLEX
435 West Center Street, Unit 229
Anaheim, CA 92805

Subject: Next Level Sports Complex Observed Parking Demand Study, City of Garden Grove

Dear Mr. Luzzi:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this observed parking study for the Next Level Sports Complex Training Center. The proposed location of this site would be at 12821 Knott Street in the City of Garden Grove. At full capacity, the proposed project will consist of approximately 120,800 square feet (S.F.) of indoor athletic training and development facility use. The site provides for a total of 420 parking spaces which includes 42 parking spaces on Brady Street as shown in Exhibit B.

Next Level Sports Complex's primary use is to support the training and education of skills/techniques for achieving peak performance in basketball, volleyball, and other related sports. It is anticipated that during the initial phase of operations (January 2012 – January 2013), the number of basketball courts and volleyball courts will increase as demand for the business increases. This "ramp up" period will ultimately consist of 12 basketball courts and 16 volleyball courts.

Next Level Sports will partner closely with the Garden Grove Parks & Recreation to support programs that are designed to enhance the athletic performance of its members. The facility will support private coaching, clinics and club sports. In addition, the facility plans to support out-of-state athletic events. These events will utilize vans/shuttles/buses to transport participants to and from the complex from out of state and local airports. The complex will not offer general public use/entrants, host local tournaments or local competitions that will generate an overflow parking situation. All customers/members will be enrolled in the programs in order to use the facility.

The peak business hours of the sports complex are anticipated to be from 6:00 PM to 10:00 PM, on Monday through Friday and 10:00 AM to 3:00 PM, on Saturday and Sunday. At peak operating times, there is expected to be a maximum of 613 occupants within the

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http://www.rkengineer.com

facility. For private coaching, clinics and club sports, participation will be from 5-15 participants per court. There will be no more than thirty-five (35) total players, coaches, officials, etc. on each court at any one time. Additionally, the facility will only offer seating necessary to support the athletes. Spectator seating will be very limited. The sports complex is designed so that most parents/guardians will be able to conveniently drop-off and pick-up athletes to/from the complex without having to park.

It should be noted that Radio Shack is currently occupying 20,000 square feet of building space and has 60 parking stalls designated until their lease ends in January of 2013. Next Level Sports Complex will occupy the entire building (120,800 square feet) by January of 2013. This space will be utilized by Next Level Sports Complex for support activities like office space, team conference rooms, storage, etc. For the purpose of this analysis, the projected peak parking demand for the initial 100,800 S.F. of building space (Scenario 1 January 2012 – January 2013) and the future 120,800 S.F. of building space (Scenario 2 January 2013 – Future) was included in order to determine the future peak parking demand rate for the site during both occupancy conditions.

City of Garden Grove Municipal Parking Code

Due to the unique land use, the City of Garden Grove Municipal Parking Code does not have a requirement for multi-sport training facilities. Therefore, the City of Garden Grove Municipal Parking Code *(Section 9.16.040.180 Parking Management*) allows a parking study to be conducted in order to determine the appropriate parking rate for the project.

RK conducted a total of six (6) parking surveys at three (3) similar training facilities in order to generate realistic parking demand rates based on the existing demand at these three (3) existing sites. Based upon these observed parking demand surveys, RK has been able to establish a peak parking demand rate for the specific type of use planned for the proposed Next Level Sports Complex in Garden Grove. It should be noted that an independent data collection company was hired to conduct the observed parking counts at each location.

The peak parking demand rate data would be applied to the proposed Next Level Sports Complex development in order to determine whether the provided on-site parking at the new facility would be able to accommodate the anticipated peak parking demand.

Observed Parking Study Parameters

RK has conducted a total of six (6) weekday and weekend parking surveys at the three (3) indoor multi-sport locations listed below:

1. **South Coast Soccer City:** (73,000 S.F. / 7 Indoor Soccer Fields)
   540 Maple Avenue, Torrance CA

   a. 1 Weekday Survey on Wednesday, August 24, 2011
      1. 11:00AM – 10:30PM at 30 minute intervals

   b. 1 Weekend Survey on Saturday, August 20, 2011
      2. 10:00AM - 8:30PM at 30 minute intervals

2. **Saddleback Valley Volleyball Club:** (51,000 S.F / 9 Indoor Volleyball Courts.)
   26923 Fuerte Drive, Lake Forest, CA

   a. 1 Weekday Survey on Wednesday, August 24, 2011
      1. 11:00AM – 10:00PM at 30 minute intervals

   b. 1 Weekend Survey on Saturday, August 20, 2011
      2. 9:00AM – 8:00PM at 30 minute intervals

3. **Upland Sports Arena:** (66,000 S.F. / 2 Indoor Soccer Fields & 3 Volleyball Courts)
   1721 West 11th Street, Upland, CA

   a. 1 Weekday Survey on Wednesday, August 24, 2011
      1. 9:00AM – Midnight at 30 minute intervals

   b. 1 Weekend Survey on Saturday, August 20, 2011
      2. 9:00AM – 8:00PM at 30 minute intervals

The parking survey time frames were conducted in order to coincide with the hours of operation at each of the indoor multi-use facilities for both weekend and weekday activities. It should be noted that the month of August represents a peak utilization month for these facilities. During the month of August these indoor training facilities host sports camps and tournaments when school is not in session. Due to summer vacation, enrollment is at its highest levels.

It should be noted that the facilities analyzed in the observed parking analysis have uses like a pro-shop, snack bar / food services, office space, conference rooms, etc. These uses are considered to be ancillary and therefore accommodate the users within the facility. The observed parking demand counts took into account all uses within each facility.

Visitors attending the facilities during peak operating hours may park in the adjacent parking lots if the parking lot of the sports complex is perceived to be occupied. Additionally, it is also common for visitors attending adjacent buildings to park in the sports complex parking lot and visit other uses. Due to the possible sharing of parking spaces, special care was taken to ensure that only vehicles parked specifically to visit the indoor sports complex were counted regardless of where they parked. Therefore, in order to determine an accurate parking demand, parking counts were conducted for all vehicles parking in the surrounding area that were specifically visiting the sports complex.

The parameters of the observed parking surveys are as follows:

1. Some of the indoor sports facilities are located adjacent to other land uses with shared parking conditions and, as a consequence, special care was taken to ensure that only vehicles parked specifically to visit the sports facilities were counted.

2. Appendix A shows the actual parking survey taken at each location. Table 1 contains a detailed account of each indoor sports complex and its approximate square footage. The parking demand shown in Table 1 represents the peak demand at each location during the peak weekend and weekday periods. Satellite images of all locations analyzed are included in Appendix C.

Findings

The findings of the study are as follows:

1. Table 1 shows each indoor training complex address, square footage and peak parking demand for activities that are similar to what is expected at the proposed Next Level Sports Complex in Garden Grove. The peak parking demand figures shown in Table 1 are based upon the parking survey shown in Appendix A.

2. Due to the fact that Radio Shack is planning to continue to occupy approximately 20,000 S.F. of building space until January of 2013, two (2) scenarios have been analyzed for the proposed development:

    a. Scenario 1 (January 2012 – January 2013) projects the peak parking demand rate based on 100,800 square feet of building space.

    b. Scenario 2 (January 2013 – Future) projects the peak parking demand rate based on 120,800 square feet of building space.

Following is a summary of the peak parking counts that occurred during the parking survey when there were similar activities as expected at the proposed Next Level Sports Complex in Garden Grove.

Saturday, August 20th & Wednesday, August 24th Observed Parking Counts

c. The peak weekday parking demand that occurred at any of the sites was 156 parking spaces. The weekday peak hour is 9:00 PM.

d. The peak weekend parking demand that occurred at any of the sites was 144 parking spaces. The weekend peak hour was 2:30 PM.

Table 2 shows the calculated peak parking rates for similar activities expected at the Next Level Sports Complex in Garden Grove based upon the observed parking survey.

Saturday, August 20th & Wednesday, August 24th Observed Parking Demand Rates

a. The peak weekend and weekday parking rate calculated was 2.82 parking spaces per 1,000 square feet of building area.

b. The average peak weekday and weekend parking rate plus 10% increase to calculate the worse case scenario for all locations analyzed are 2.41 parking spaces per 1,000 square feet of building area.

c. In order to be conservative, a "Worse Case Scenario" the peak parking demand rate plus 10% was calculated. Therefore, as shown in Table 2 and Table 3 the peak parking demand rate of 3.11 spaces per thousand square feet of building area represents the most intense parking rate.

Table 3 represents the calculated parking demand for the proposed Next Level Sports Complex in Garden Grove. Exhibit A shows the location of the proposed development and Exhibit B shows the proposed site plan.

Saturday, August 20th & Wednesday, August 24th Observed Parking Counts

a. The weekend peak parking rate that was used to calculate the required number of spaces for the proposed development is 3.11 parking spaces per 1,000 S.F. of building area. This rate was calculated using the peak parking rate generated in Table 2 and adding an additional 10% to this figure. This rate was based upon the activities expected to occur at the Garden Grove facility.

b. Scenario 1: The calculated peak parking demand for the proposed development would be 313 parking spaces. The site proposes to provide 360 parking spaces. This results in a surplus of 47 parking spaces during the peak parking period.

c. Scenario 2: The calculated peak parking demand for the proposed development would be 376 parking spaces. The site proposes to provide 420 parking spaces. This results in a surplus of 44 parking spaces during the peak parking period.

Due to the unique use, the City of Garden Grove Municipal Code allows for a parking demand analysis to be conducted in order to determine the appropriate parking rate. RK has conducted an extensive parking survey of three (3) indoor sports complex facilities. During many hours of these surveys, typical high use activities (i.e. tournaments, soccer games, basketball games, volleyball games, etc.) occurred. The peak demand plus ten (10) percent that occurred at the highest observed location (Saddleback Volleyball Club was used to establish the parking demand rate for the Next Level Sports Complex in Garden Grove. This rate (3.11 per thousand square feet of building area) represents a worse case scenario and is the most intense observed parking rate for the proposed Next Level Sports Complex.

Conclusions

Taking into account the data collected during this analysis, RK would make the following recommendations:

1. The purpose of this parking study is to seek relief from the City of Garden Grove Municipal Parking Code as it pertains to indoor multi-use training facilities. The proposed Next Level Sports Complex in the City of Garden Grove primary use is for training on skills and techniques in volleyball, basketball and individual team practices. Activities are proposed to be offered through the Garden Grove Park and Recreation programs along with physical education programs. Due to this unique use, the Municipal Parking Code allows a parking study to be conducted in order to determine the appropriate parking rate for the project.

2. The site provides for a total of 420 parking stalls which includes 42 parking stalls on Brady Street. The City of Garden Grove will allow parking on Brady Street.

2. Scenario 1 (January 2012 – January 2013): The site is projected to have a peak parking demand of 313 parking spaces based on the peak parking rates generated in this study. The site will provide 360 parking spaces, thereby resulting in 47 surplus parking spaces during peak times.

3. Scenario 2 (January 2013 - Future): The site is projected to have a peak parking demand of 376 parking spaces based on the peak parking rates generated in this study. The site will provide 420 parking spaces, thereby resulting in 44 surplus parking spaces during peak times.

4. Next Level Sports Complex is proposing to "ramp up" the number of volleyball courts and basketball courts during its initial start-up period (January 2012 – January 2013). It should be noted that this was not taken into account during the parking analysis. The observed parking rate assumes a worse case scenario by calculating the parking rate as if the facility was fully operational at all times.

5. By taking into account the projected worse case scenario, parking appears to be sufficient to accommodate the parking demands at the proposed Next Level Sports Complex in Garden Grove based upon planned operations for typical weekday and weekend conditions.

RK is pleased to provide this parking study for the Next Level Sports Complex in Garden Grove. If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

Robert Kahn, P.E.
Principal

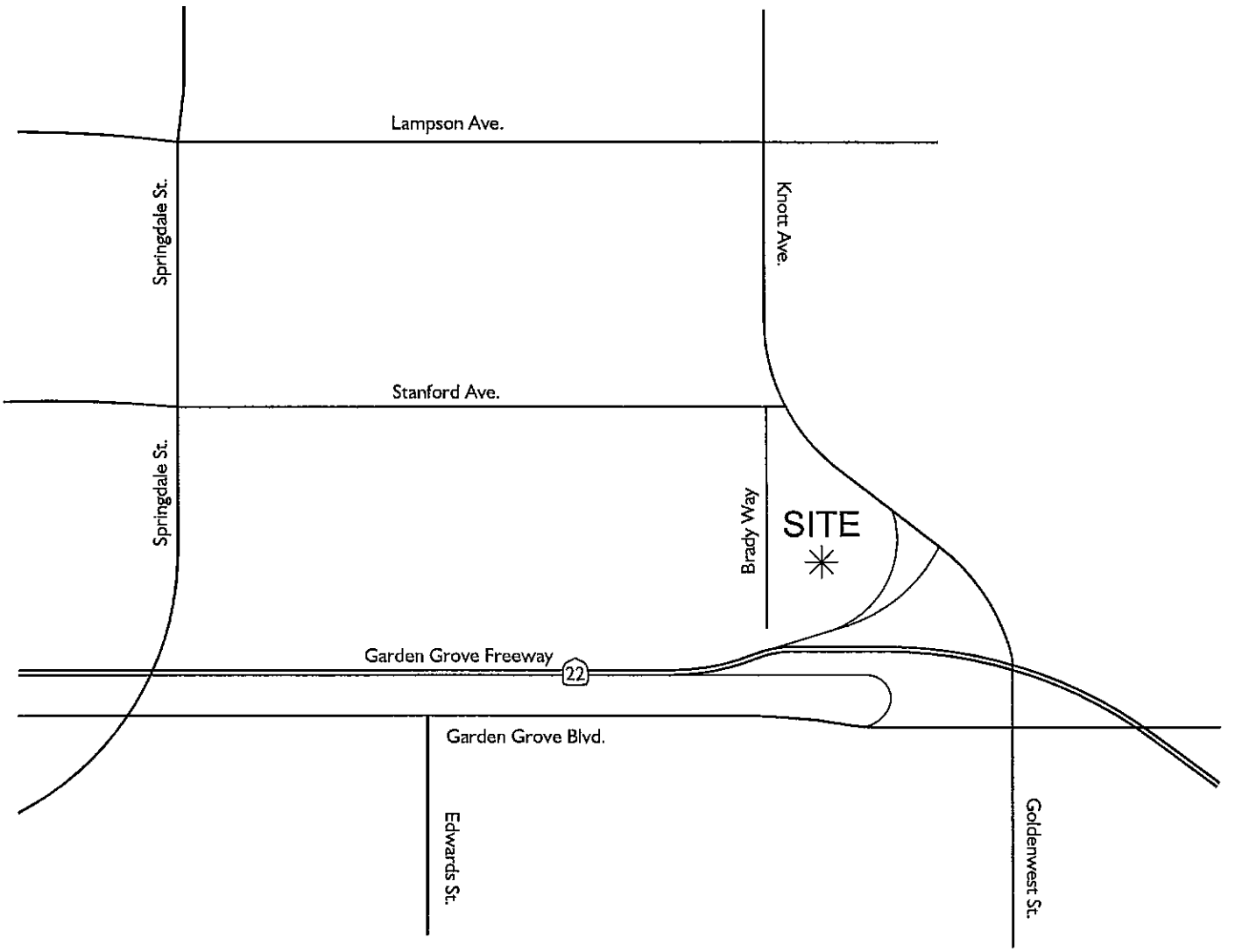
Rogier Goedecke
Vice President, Operations

Attachments

Exhibits

Exhibit A

Location Map



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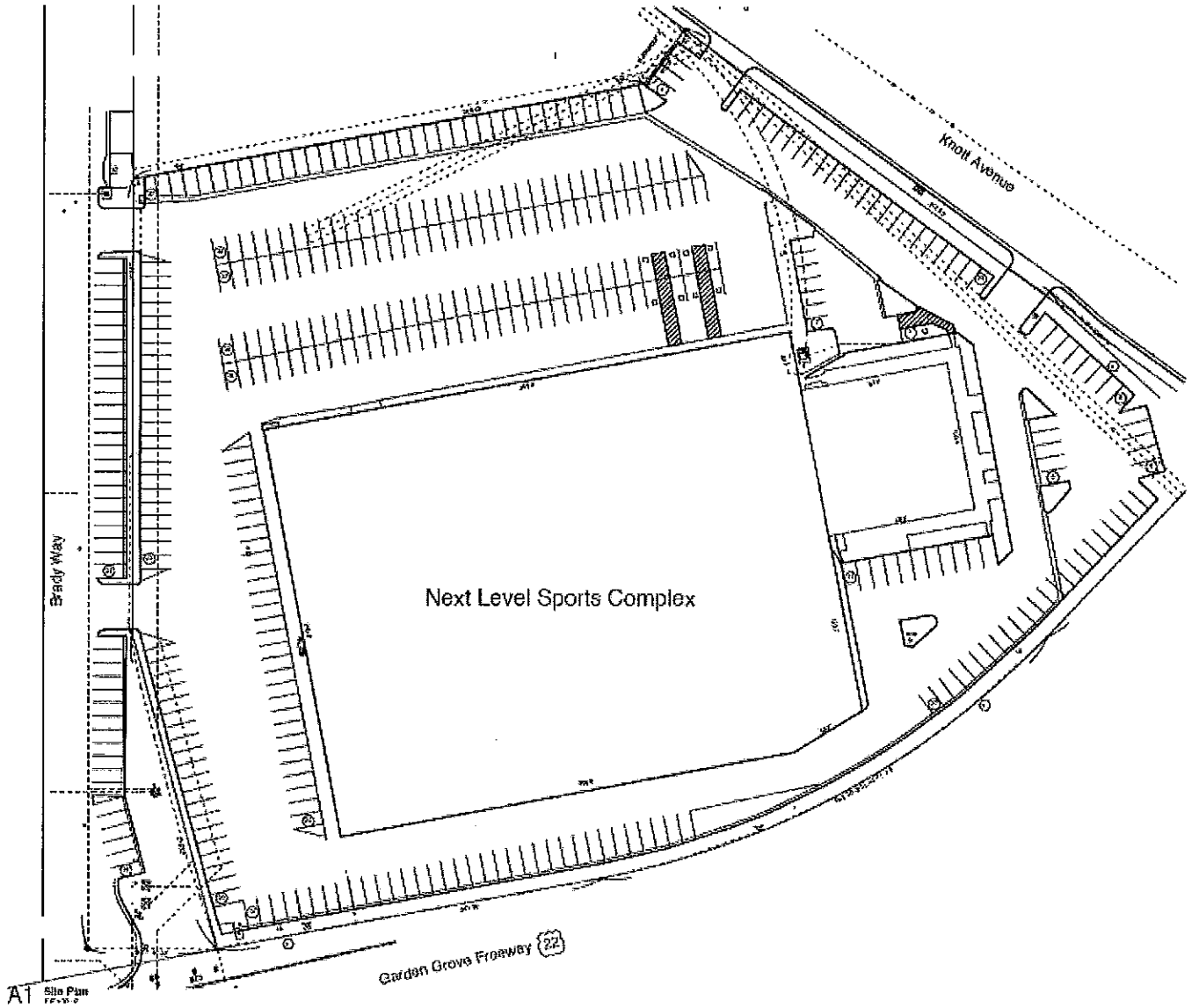
RK engineering group, inc.

Exhibit B

Site Plan



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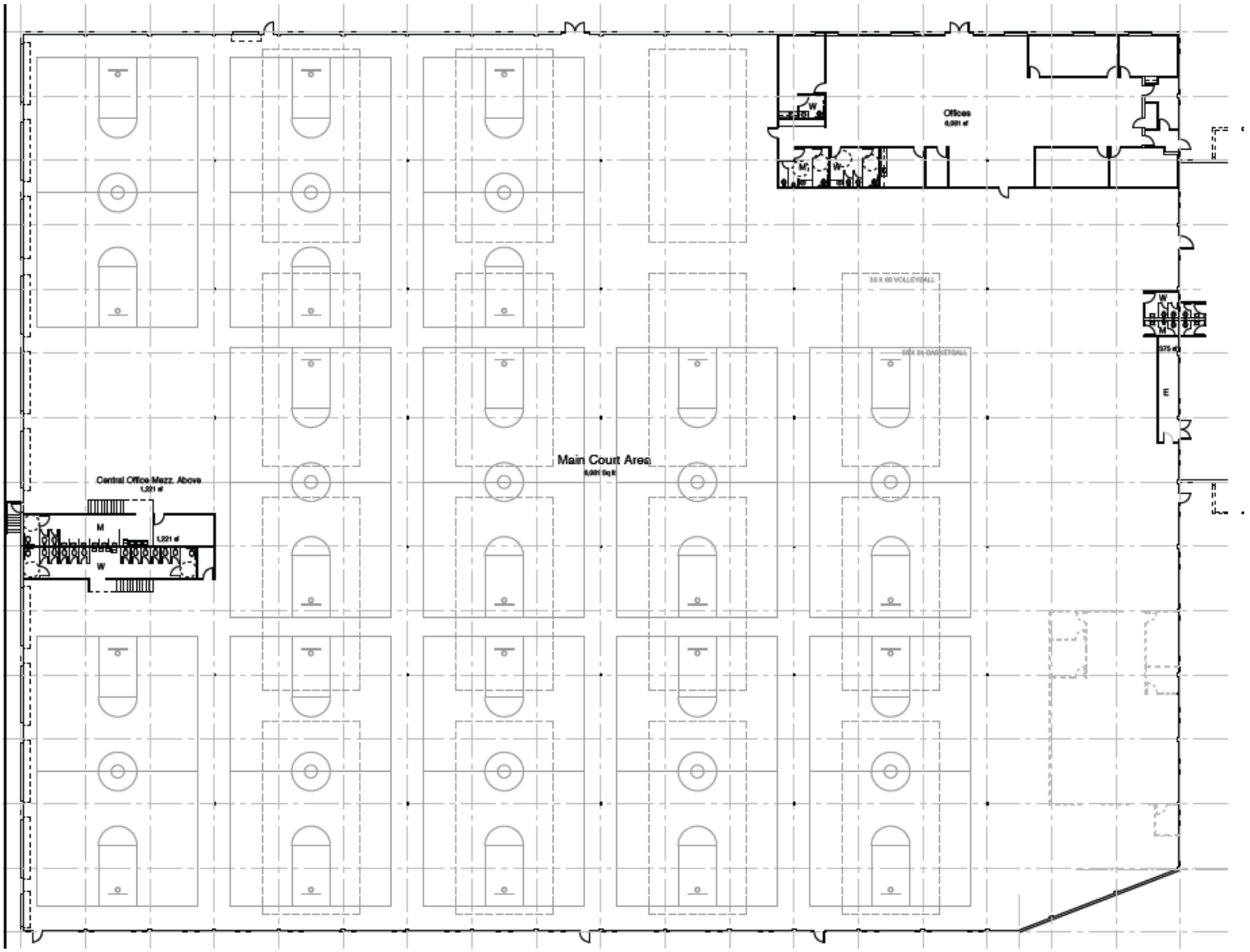
2273-11-01(ExB)
Sports Complex Parking Study, Garden Grove, California

RK engineering group, inc.

Exhibit C

Floor Plan



N

Tables

Table 1

Observed Parking Survey Results[1]

Location Name	Address	Project Size (Square Feet)	Total Number of Spaces Provided[2]	Peak Observed Parking Demand		PEAK PARKING HOUR	
				Weekday	Weekend	WEEKDAY Wednesday 8/24/11	WEEKEND Saturday 8/20/11
South Coast Soccer City	540 Maple Ave, Torrance, CA 90503	73,000	130	156	65	9:00 PM	10:30 AM
Saddleback Volleyball Club	26923 Fuerte Drive, Lake Forest, CA 92630	51,000	173	53	144	11:30 AM	2:30 PM
Upland Sports Arena	1721 West 11th Street, Upland, CA 91786	66,000	199	107	83	6:00 PM	10:00 AM

[1] Based upon the parking survey results shown in Appendix A. Special care was taken to only count visitors attending the facilities regardless of where they parked.

[2] Total number of parking spaces was determined by the number of stalls on-site and off-site.

j:/rktables/RK9122TB.xls
JN:2273-2011-01

Table 2

Average Calculated Peak Parking Demand Rate

Location Name	Address	Project Size	Peak Parking Demand[1]	Calculated Parking Rate (Spaces per 1,000 S.F.)
South Coast Soccer City	540 Maple Ave, Torrance, CA 90503	73,000	156	2.14
Saddleback Volleyball Club	26923 Fuerte Drive, Lake Forest, CA 92630	51,000	144	2.82
Upland Sports Arena	1721 West 11th Street, Upland, CA 91786	66,000	107	1.62
Average Parking Rate				2.19
Increased Parking Rate 10%				2.41

Peak Observed Parking Demand Rate (Worse Case Scenario)

Location Name	Address	Project Size	Peak Parking Demand[1]	Calculated Parking Rate (Spaces per 1,000 S.F.)
Saddleback Volleyball Club	26923 Fuerte Drive, Lake Forest, CA 92630	51,000	144	2.82
Increased Parking Rate 10%				3.11

[1] The Saddleback Volleyball Club was observed to have the highest peak parking demand. Therefore, it has been used to establish the peak parking demand rate for the proposed Garden Grove Next Level Sports Complex.

Table 3

Parking Demand for the Proposed Next Level Sports Complex (Jan 2012 - Jan 2013)[1] Scenario 1

Location Name	Address	Project Size (Square Feet)	Parking Rate[2]
Next Level Sports Complex	12821 Knott Street, Garden Grove	100.800	3.11
Total Parking Required Based upon the Parking Survey			313 Parking Spaces
Total Parking Provided On-site			360 Parking Spaces
Parking Surplus			**47 Parking Spaces**

Parking Demand for the Proposed Next Level Sports Complex (January 2013 - Future)[1] Scenario 2

Location Name	Address	Project Size (Square Feet)	Parking Rate[2]
Next Level Sports Complex	12821 Knott Street, Garden Grove	120.800	3.11
Total Parking Required Based upon the Parking Survey			376 Parking Spaces
Total Parking Provided On-site			420 Parking Spaces
Parking Surplus			**44 Parking Spaces**

[1] Existing tennant (Radio Shack) will continue to ccupy 20,000 S.F. of the building until January 2013. At this time, Next Level Sports Complex will Occupy the entire building (120,800 S.F.). Therefore, the peak parking demand was calculated for both occupancy scenarios.

[2] The parking rate was calculated by taking the peak parking rate calculated for the highest demand site (Saddleback Volleyball Club) listed in Table 2 and increasing the rate by an additional 10% to project the worse case scenario.

Appendices

Appendix A

Observed Parking Count Data

Torrance Parking Lot Study

Location: 540 Maple Ave
City: Torrance

Day: Saturday
Date: 8/20/2011

Lot A is the lot off of Maple
Lot B is the lot off of California

TIME	Lot A			Lot B			Total
	Reg.	♿	Street Parking	Reg.	Employee	Street Parking	
Spaces	35	5		82	8		130
10:00 AM	32	1	2	16	2	4	57
10:30 AM	32	1	6	19	2	5	65
11:00 AM	33	1	7	18	2	2	63
11:30 AM	35	1	1	10	2	3	52
12:00 PM	33	1	1	9	2	0	46
12:30 PM	21	2	4	5	2	1	35
1:00 PM	31	1	5	5	2	5	49
1:30 PM	32	0	0	3	1	1	37
2:00 PM	33	0	0	3	1	1	38
2:30 PM	33	0	1	3	1	0	38
3:00 PM	33	0	1	3	1	0	38
3:30 PM	33	0	1	3	1	0	38
4:00 PM	28	0	0	3	1	0	32
4:30 PM	18	0	0	2	1	0	21
5:00 PM	1	0	0	2	1	0	4
5:30 PM	0	0	1	2	1	0	4
6:00 PM	1	0	0	2	1	0	4
6:30 PM	1	0	0	2	0	0	3
7:00 PM	1	0	0	2	0	0	3
7:30 PM	1	0	0	2	0	0	3
8:00 PM	1	0	0	2	0	0	3
8:30 PM	1	0	0	2	0	0	3

Street Parking represents the # of vehicles that parked on the street and entered the facility

Torrance Parking Lot Study

Location: 540 Maple Ave
City: Torrance

Day: Wednesday
Date: 8/24/2011

Lot A is the lot off of Maple
Lot B is the lot off of California

TIME	Lot A			Lot B			Total
	Reg.	♿	Street Parking	Reg.	Employee	Street Parking	
Spaces	35	5		82	8		130
11:00 AM	5	0	0	14	3	0	22
11:30 AM	4	0	1	13	4	0	22
12:00 PM	9	0	0	13	4	0	26
12:30 PM	4	0	0	13	4	0	21
1:00 PM	4	0	1	14	4	0	23
1:30 PM	4	0	0	13	3	0	20
2:00 PM	3	0	0	12	4	0	19
2:30 PM	5	0	1	13	3	0	22
3:00 PM	8	0	3	12	3	0	26
3:30 PM	8	0	3	13	3	0	27
4:00 PM	8	0	3	15	2	0	28
4:30 PM	4	0	1	14	2	0	21
5:00 PM	10	0	5	7	2	6	30
5:30 PM	32	1	15	8	2	13	71
6:00 PM	33	2	18	8	2	13	76
6:30 PM	31	3	21	11	1	16	83
7:00 PM	34	3	20	17	2	21	97
7:30 PM	37	2	24	17	2	19	101
8:00 PM	32	1	28	31	1	18	111
8:30 PM	39	1	34	34	1	24	133
9:00 PM	34	2	35	46	1	38	156
9:30 PM	25	1	24	29	1	27	107
10:00 PM	28	0	20	27	1	17	93
10:30 PM	21	0	14	8	1	5	49

Street Parking represents the # of vehicles that parked on the street and entered the facility
When the # of parked vehicles exceed the # of spaces, cars were parking tandem illegally
After 5pm, cars started relying heavily on street parking for access to the site

Lake Forest Parking Lot Study

Location: 26923 Fuerte Dr
City: Lake Forest

Day: Saturday
Date: 8/20/2011

ZONE B Saddleback Volleyball Club (Rectangular Parking)
ZONE A Saddleback Volleyball Club (Circular Parking)

TIME	ZONE B					ZONE A				Total
	Reg.	♿	Carpool	Not marked	Street Parking	Regular	♿	Vanpool	Carpool	
Spaces	78	3	19			51	6	2	14	173
9:00 AM	78	3	19	26	14	0	0	0	0	140
9:30 AM	76	3	17	24	14	0	0	0	0	134
10:00 AM	76	3	17	24	14	0	0	0	0	134
10:30 AM	75	3	16	25	13	0	0	0	0	132
11:00 AM	77	3	18	25	11	0	0	0	0	134
11:30 AM	76	3	17	25	13	0	0	0	0	134
12:00 PM	78	3	19	26	11	0	0	0	0	137
12:30 PM	75	3	16	26	10	0	0	0	0	130
1:00 PM	78	3	16	18	9	0	0	0	0	124
1:30 PM	73	3	17	26	9	0	0	0	0	128
2:00 PM	78	3	19	30	13	0	0	0	0	143
2:30 PM	78	3	19	31	13	0	0	0	0	144
3:00 PM	78	3	19	31	11	0	0	0	0	142
3:30 PM	78	3	19	32	7	0	0	0	0	139
4:00 PM	78	3	19	32	7	0	0	0	0	139
4:30 PM	77	3	19	28	5	0	0	0	0	132
5:00 PM	35	3	9	14	2	0	0	0	0	63
5:30 PM	31	3	7	11	0	0	0	0	0	52
6:00 PM	9	3	1	0	0	0	0	0	0	13
6:30 PM	3	1	0	0	0	0	0	0	0	4
7:00 PM	2	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0

In Zone B, there were cars parked in places where there were no lines
Zone A did not experience any activity
Street Parking represents the # of vehicles that parked on the street and entered the facility

Lake Forest Parking Lot Study

Location: 26923 Fuerte Dr
City: Lake Forest

Day: Wednesday
Date: 8/24/2011

ZONE B Saddleback Volleyball Club (Rectangular Parking)
ZONE A Saddleback Volleyball Club (Circular Parking)

TIME	ZONE B					ZONE A				Total
	Reg.	♿	Carpool	Not marked	Street Parking	Regular	♿	Vanpool	Carpool	
Spaces	78	3	19			51	6	2	14	173
11:00 AM	17	1 golf car	0	0	0	32	0	2	0	51
11:30 AM	18	0	0	0	0	33	0	2	0	53
12:00 PM	17	0	0	0	0	28	0	2	0	47
12:30 PM	11	0	0	0	0	26	0	2	0	39
1:00 PM	3	0	0	0	0	24	0	2	0	29
1:30 PM	2	0	0	0	0	28	0	2	0	32
2:00 PM	2	0	0	0	0	24	0	2	0	28
2:30 PM	3	0	0	0	0	28	0	2	0	33
3:00 PM	3	0	0	0	0	31	0	2	0	36
3:30 PM	3	0	0	0	0	30	0	2	0	35
4:00 PM	3	0	0	0	0	29	0	2	0	34
4:30 PM	3	0	0	0	0	29	0	2	1	35
5:00 PM	3	0	0	0	0	26	0	2	1	32
5:30 PM	3	0	0	0	0	19	0	1	0	23
6:00 PM	3	0	0	0	0	8	0	1	0	12
6:30 PM	2	0	0	0	0	3	0	0	0	5
7:00 PM	2	0	0	0	0	3	0	0	0	5
7:30 PM	2	0	0	0	0	0	0	0	0	2
8:00 PM	2	0	0	0	0	0	0	0	0	2
8:30 PM	2	0	0	0	0	0	0	0	0	2
9:00 PM	2	0	0	0	0	0	0	0	0	2
9:30 PM	2	0	0	0	0	0	0	0	0	2
10:00 PM	2	0	0	0	0	0	0	0	0	2

There were no pedestrians that either parked and headed elsewhere or arrived from outside parking

Lot Parking Study

Location: 1721 W. 11th St
City: Upland

Day: Saturday
Date: 8/20/2011

TIME	Lot (Red Outline on Map)		Total
	Reg.	♿	
Spaces	192	7	199
9:00 AM	40	1	41
9:30 AM	63	1	64
10:00 AM	82	1	83
10:30 AM	74	1	75
11:00 AM	65	1	66
11:30 AM	55	2	57
12:00 PM	63	2	65
12:30 PM	58	3	61
1:00 PM	47	1	48
1:30 PM	58	1	59
2:00 PM	56	1	57
2:30 PM	53	2	55
3:00 PM	66	2	68
3:30 PM	67	3	70
4:00 PM	79	3	82
4:30 PM	38	0	38
5:00 PM	60	0	60
5:30 PM	63	0	63
6:00 PM	69	2	71
6:30 PM	57	1	58
7:00 PM	65	0	65
7:30 PM	72	0	72
8:00 PM	52	0	52

There were no pedestrians that either parked and headed elsewhere or arrived from outside parking.

Lot Parking Study

Location: 1721 W. 11th St
City: Upland

Day: Wednesday
Date: 8/24/2011

TIME	Lot (Red Outline on Map)		Total
	Reg.	♿	
Spaces	192	7	199
9:00 AM	4	0	4
9:30 AM	8	0	8
10:00 AM	10	1	11
10:30 AM	10	1	11
11:00 AM	12	0	12
11:30 AM	12	0	12
12:00 PM	13	0	13
12:30 PM	14	0	14
1:00 PM	11	0	11
1:30 PM	13	0	13
2:00 PM	11	0	11
2:30 PM	9	0	9
3:00 PM	10	0	10
3:30 PM	9	0	9
4:00 PM	8	0	8
4:30 PM	12	0	12
5:00 PM	89	4	93
5:30 PM	98	6	104
6:00 PM	101	6	107
6:30 PM	99	5	104
7:00 PM	102	4	106
7:30 PM	59	1	60
8:00 PM	64	1	65
8:30 PM	71	2	73
9:00 PM	66	2	68
9:30 PM	82	1	83
10:00 PM	58	0	58
10:30 PM	63	0	63
11:00 PM	30	0	30
11:30 PM	21	0	21
12:00 AM	6	0	6

There were no pedestrians that either parked and headed elsewhere or arrived from outside parking.

Appendix B

City of Garden Grove Municipal Parking Code

GARDEN GROVE MUNICPAL CODE (printed 4/22/10)

SECTION 9.16.040.150: Parking spaces required

The number of off-street parking spaces required shall be no less than as set forth in the following schedule. Parking shall be calculated by the maximum building occupancy and/or the gross floor area, as applicable. Where the application of these schedules results in a fractional space, then the resulting fraction shall be rounded up to the higher whole number.

USE	REQUIRED MINIMUM PARKING SPACES
A. Residential Uses.	
1. Preschool/daycare	1 space per care provider and staff member plus1 space for each 6 children
B. Commercial Uses.	
1. Retail	
a. Under 40,000 square feet	1 space per 200 square feet gross floor area
b. 40,000--100,000 square feet	1 space per 225 square feet gross floor area
c. 100,000+ square feet	1 space per 250 square feet gross floor area
2. Restaurants	
Eating, Drinking Establishments, Cafes, Cafeterias, Lounges, Bars	
a. Attached 0-16 seats less than 300 s.f. of customer/dining area	1 space per 200 square feet of gross floor area
b. Attached 16+ seats	1 space per 100 square feet of gross floor area with a minimum of 10 spaces
c. Freestanding	1 space per 100 square feet of gross floor area with a minimum of 10 spaces
d. With entertainment	1 space per 100 square feet of gross floor area (seating and service), plus 1 space per 35 square feet of entertainment area, plus 1 space per 7 square feet of dance floor
3. Service stations	
a. With convenience store	1 space per pump, plus 1 space per 200 square feet of gross floor area of sales area, plus 3 spaces per service bay
b. Without convenience store	1 space per employee, plus 3 spaces per service bay
4. Financial institutions	1 space per 200 square feet of gross floor area if a drive-up window exists. If no window, 1 space per 150 square feet of gross floor area
5. Nursery, home improvement center, building materials,	1 space per 200 square feet gross floor area

furniture, general appliance stores (large display area)	
6. Hotel and motel manager unit	1 space per unit plus 2 spaces for hotel
7. Personal service	1 space per 200 square feet of gross floor area
8. Professional studio	
a. Art, music, dance, martial arts	1 space per employee, plus 1 space per 2 students
b. Photography, portrait, radio, TV, recording	1 space per 200 square feet of gross floor area
c. Karaokee studios	1 space per 200 square feet of gross floor area
9. Automatic car wash	5 times the internal washing capacity for stacking and drying, plus 1 space per employee based on the maximum shift, not less than 3 (internal capacity is defined as conveyor length divided by 20 feet)
10. Auto rental	
a. Office only	1 space per 250 square feet of gross floor area
b. Vehicle storage	1 space per 350 square feet of gross floor area of office, plus 1 space per vehicle
11. Auto and boat sales, leasing	1 space per 400 square feet of gross floor area of inside display, plus 1 space per 2,000 square feet of outside display, plus 1 space per 500 square feet of gross floor area of repair, plus 1 space per 300 square feet of gross floor area of parts storage and sales area
12. Auto repair and maintenance	1 space per 200 square feet of gross floor area including auto paint and body of office space, plus 3 spaces per service bay
C. Office.	
1. General business offices	1 space per 250 square feet of gross floor area
2. Medical, dental and related service support facilities	1 space per 170 square feet of gross floor area
D. Industrial Uses.	
1. Industrial uses	
a. Buildings less than 20,000 square feet of gross floor area	2.25 spaces per 1,000 square feet of gross floor area
b. Buildings 20,001 to 100,000 square feet of gross floor area	2 spaces per 1,000 square feet of gross floor area
c. Buildings over 100,000 square feet of gross floor area	1 space per 1,000 square feet of gross floor area
d. Incidental Office:	
i. Under 30 percent of gross floor area	No additional requirements
ii. 30 to 50 percent of gross floor	1 space per 250 square feet of gross floor area

area of a building	
2. Mini-warehouses	1 space per 250 square feet of gross floor area of manager's office and residence, plus 2 covered spaces for manager's residence
E. Public and Semi-Public.	
1. Hospital	4 spaces per bed
2. Private school	
a. Elementary thru high school	1 space per each employee, plus 1 space for each 6 students
b. College or university	1 space per employee, plus 1 space per 3 students
3. Trade school--Adult education	1 space per employee, plus 1 space per 3 students (based on maximum occupancy allowable by building code), or 1 space per 35 square feet of instructional area, plus 1 space per 250 square feet of office space
4. Churches/religious facilities	Fixed seats: 1 space per each 3 fixed seats No fixed seats: 1 space for each 21 square feet of area designated for assembly purposes All ancillary area(s) shall provide 1 space for each 250 square feet of gross floor area
F. Commercial Recreation.	
1. Golf course	100 spaces per 9 holes; 200 spaces for 18 holes, plus requirements for other facilities
2. Golf driving range	1.5 spaces per tee
3. Bowling alley	3 spaces per alley plus spaces for other uses on-site
4. Movie theaters	
a. Single screen	.5 space per seat
b. Multi screen	.3 space per seat
5. Arcades, pool hall	1 space per 200 square feet of gross floor area
6. Night clubs	1 space per 7 square feet of dance floor, plus 1 space per 35 square feet of additional gross floor area
7. Assembly halls and dance floors	1 space per 7 square feet of dance floor or assembly area, plus 1 space per 35 square feet of additional gross floor area
8. Spa/health clubs/gyms	1 space per 200 square feet of gross floor area
9. Private clubs	1 space per each 15 square feet of assembly area
10. Water oriented parks	
a. Public swimming pool	1 space per 500 square feet, plus spaces required for other uses on-site
b. Amusement park	Parking study required
11. Skating rinks	1 space per 100 square feet of gross floor area, plus spaces required for other uses on-site

12. Adult entertainment uses	
a. Adult bookstores including video rental and video arcade	1 space per 90 square feet
b. Adult motion picture theater/ mini motion picture theater	1 space per 3 seats, plus 5 spaces for employees
c. Cabaret	1 space per 25 square feet of gross floor area
d. Massage parlor	1 space per 200 square feet of gross floor area
e. Escort bureau/introductory service	1 space per 200 square feet of gross floor area

SECTION 9.16.040.160: Parking: Special requirements

The following parking requirements are applicable to all land uses, unless otherwise stated (spaces provided for the following uses shall be clearly designated by signs, colored lines or other appropriate indicators):

A. Handicapped Parking. Handicapped spaces shall be located to provide easy access to the main building or designated entrance to the building to be used by the physically handicapped in accordance with federal, state and local laws.
    1. Parking spaces for the physically handicapped shall be provided at a ratio of not less than one space per forty parking spaces provided on an office, commercial or industrial site and shall count toward fulfilling the total automobile parking requirements.
    2. A minimum of one handicapped parking space shall be provided for each nonresidential building that requires more than fifteen spaces.
    3. Handicapped spaces shall be identified by blue striping and the installation of the appropriate signage incorporating the international physically handicapped symbol.

B. Parking Space Size.
    1. All parking spaces, stalls and garages or carports shall conform to minimum stall sizes as adopted by the Planning Commission.

C. Compact Car Parking Spaces. Up to twenty percent of the required parking stalls may be compact parking spaces. Compact stall size is subject to public works standards for compact car spaces.

D. Motorcycle Parking Spaces. Commercial and industrial facilities with twenty-five or more parking spaces shall provide at least one paved designated parking area for use by motorcycles. Said area shall be constructed of concrete.

E. Bicycles. All nonresidential buildings and places of assembly shall provide adequate locking facilities for bicycle parking at any location convenient to the facility for which they are designated.

SECTION 9.16.040.170: Location of parking spaces

A. All required open parking spaces and garages shall be located on the same building site or within the same development.

1. Off-site parking for new uses or new construction shall only be permitted with the approval of a parking management plan in accordance with Section 180.
2. If an irrevocable access and/or parking easement is obtained on another site for use and benefit of the site in issue, and such access and/or parking agreement, when fully exercised, does not diminish the available parking capacity of the site subject to the easement to less than required by this division, and a parking management plan is approved, the parking may be on an adjacent site.

B. All off-street open and enclosed parking spaces shall be located and maintained so as to be accessible and usable for the parking of motor vehicles.
   1. Off-street parking spaces shall not be located in any required setback.
   2. All motor vehicles, trailers, vessels, campers and camper shells must be parked or stored on a fully paved surface with approved entrances and exits to the street.
   3. For projects approved and developed after April 25, 1991, where security gates are proposed to be provided, seventy percent of the guest parking spaces shall be located outside the secured area.

SECTION 9.16.040.180: Joint use/parking management

A. Overall parking requirements may vary for mixed use, multi-tenant developments, uses that have staggered hours of operation, or similar uses that have different operational characteristics. Preparation of a parking management plan shall be required for varying parking requirements from standards established by this article as set forth below. When prepared, a parking management plan shall provide applicable parking standards that address current development trends and the benefits of parking alternatives.

B. Parking Required. A parking management plan shall be required as follows:
   1. Where off-site parking is proposed;
   2. Where parking is to be shared or jointly used among the same or different developments; or
   3. Where the number of parking spaces required is proposed to be reduced; however, no proposed reduction may exceed twenty-five percent of the parking required pursuant to this section.

C. Plan Contents. The parking management plan shall be prepared by a qualified transportation engineer, in accordance with planning commission policy, and shall include, at minimum, the following elements:
   1. Breakdown and description of the proposed uses, including their functional and spatial components;
   2. Statement of the functional area square footage based on the proposed plan;
   3. Statement of parking demands by uses for morning, midday and evening periods, and a statement of employee parking demands;

4. A peak-demand calculation by adding the various components together to determine the midday and evening demands with the higher figure represents the minimum number of spaces to be provided, and
    a. A ten percent increase in the minimum number of spaces shall be added to the peak demand calculation to allow for future changes in the types of uses proposed in the original development plan, and
    b. Use changes throughout the life of the project requiring more than the ten percent figure shall require the submittal and approval of an amended parking management plan;
5. A cross-check analysis for functional and operational aspects; and
6. Parking management plans shall include a copy of proposed easements or conditions, covenants and restrictions tying the parking agreement to the project in perpetuity, prohibiting revision without city approval. Pre-existing, shared parking proposals shall be accompanied by a recorded off-site parking covenant running with the land.

Appendix C

Satellite Images of Surveyed Locations

SATELLITE IMAGES OF SUVEYED LOCATIONS SOUTH COAST SOCCER CITY

Name	**South Coast Soccer City**
Bldg. Size	**73,000 S.F.**
Facility Type	**7 Soccer Fields**

N

Appendix C-2

SATELLITE IMAGES OF SUVEYED LOCATIONS SADDLEBACK VOLLEYBALL CLUB

Name	Saddleback Volleyball Club
Bldg. Size	51,000 S.F.
Facility Type	9 Volleyball Courts

N

SATELLITE IMAGES OF SUVEYED LOCATIONS UPLAND SPORTS ARENA

Name	Upland Sports Arena
Bldg. Size	66,000 S.F.
Facility Type	2 Soccer Fields, 3 Volleyball Courts

N

ATTACHMENT B

415 EAST GRAND AVENUE PARKING SURVEY DATA

South San Francisco
415 East Grand Avenue, South San Francisco, CA 94080

Thursday, January 16th, 2025

		Inventory	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
West Lot	Regular	22	3	5	5	3	1	1	1	3
	Handicap	1	0	0	0	0	0	0	0	0
	Visitor	3	0	0	0	0	0	0	0	0
	HPL	10	3	2	2	2	1	1	1	1
	Loading Bay	17	1	2	2	3	3	3	3	3
	Illegal	-	0	0	0	0	0	0	1	0
	Subtotal	**53**	**7**	**9**	**9**	**8**	**5**	**5**	**6**	**7**
	Total Occupancy	53	7	9	9	8	5	5	6	7
	Total Percent		**13%**	**17%**	**17%**	**15%**	**9%**	**9%**	**11%**	**13%**

		Inventory	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
East Lot	Regular	15	8	7	7	6	6	6	6	6
	Handicap	2	1	1	0	0	0	0	0	0
	Visitor	1	1	1	1	1	0	0	0	0
	El Roy Air	20	2	2	3	2	2	2	2	2
	MEC	6	5	5	5	5	3	2	1	1
	Loading Bay	14	1	1	2	4	3	3	3	3
	Tow Away	1	0	1	1	0	0	0	0	0
	Illegal	-	3	3	3	1	0	0	0	0
	Subtotal	**59**	**21**	**21**	**22**	**19**	**14**	**13**	**12**	**12**
	Total Occupancy	59	21	21	22	19	14	13	12	12
	Total Percent		**36%**	**36%**	**37%**	**32%**	**24%**	**22%**	**20%**	**20%**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

South San Francisco
415 East Grand Avenue, South San Francisco, CA 94080

Saturday, January 25th, 2025

		Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM
West Lot	Regular	22	1	2	2	2	2	2	2	2
	Handicap	1	0	0	0	0	0	0	0	0
	Visitor	3	0	0	0	0	0	0	0	0
	HPL	10	1	1	1	1	1	1	1	1
	Loading Bay	17	1	2	2	2	4	3	1	1
	Illegal	-	1	1	1	2	1	1	1	1
	Subtotal	**53**	**4**	**6**	**6**	**7**	**8**	**7**	**5**	**5**
	Total Occupancy	53	4	6	6	7	8	7	5	5
	Total Percent		**8%**	**11%**	**11%**	**13%**	**15%**	**13%**	**9%**	**9%**

		Inventory	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
East Lot	Regular	15	6	6	6	6	6	6	6	6
	Handicap	2	0	0	0	0	0	0	0	0
	Visitor	1	0	0	0	1	1	1	1	1
	El Roy Air	20	1	1	1	1	1	1	1	1
	MEC	6	0	1	0	0	0	0	0	0
	Loading Bay	14	2	2	2	2	2	2	2	2
	Tow Away	1	0	0	0	0	0	0	0	0
	Illegal	-	0	0	0	0	0	0	0	0
	Subtotal	**59**	**9**	**10**	**9**	**10**	**10**	**10**	**10**	**10**
	Total Occupancy	59	9	10	9	10	10	10	10	10
	Total Percent		**15%**	**17%**	**15%**	**17%**	**17%**	**17%**	**17%**	**17%**

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