

MEMORANDUM

DATE: March 11, 2025

To: Christy Usher, Senior Planner, City of South San Francisco

FROM: Dean Arizabal, Principal, LSA

SUBJECT: Parking Study for the 428 North Canal Street Badminton Facility Project
(LSA Project No. 20252227)

LSA has prepared this parking study for the proposed badminton facility (project) at 428 North Canal Street in South San Francisco, California. As a result of comments from the City of South San Francisco (City) and because the City's Municipal Code does not provide a specific parking rate for a badminton facility, a parking study is required.

The purpose of the parking study is to determine the parking adequacy for the proposed project. This parking study considers the operational characteristics of the proposed project, the parking demand of a similar facility, and the availability of parking surrounding the project site.

PROJECT DESCRIPTION

The 428 North Canal Street project site is zoned as T5 Lindenville (T5L). The project site is on the north side of North Canal Street between Spruce Avenue and Linden Avenue. It is bordered by industrial, warehouse, and commercial uses to the north, east, and west; and North Canal Street and the Colma Creek to the south. Access to the project site is provided via one driveway on North Canal Street.

The proposed project would convert an 8,250-square-foot (sf) space (Unit B) within the existing 428 North Canal Street building to a badminton facility with four badminton courts with high-performance flooring and lighting, a small shop for limited badminton equipment and supplies, and associated amenities (e.g., waiting area, restrooms, and a water refill station). The proposed project would operate on a reservation-only basis from 9:00 a.m. to 2:00 p.m. and from 4:00 p.m. to 11:00 p.m., daily.

The proposed project would have up to two staff present: one front desk staff to manage reservations and for customer service, and one coach during scheduled training sessions. A maximum of 16 people would be allowed in the facility at any given time, with no more than 4 players per court.

A shared surface parking lot serves the project site (428 North Canal Street Unit B) and the adjoining uses (428 North Canal Street Unit A and 408 North Canal Street). The surface parking lot includes 10 spaces designated for the proposed project and 41 spaces for the adjoining uses for a total of 51 spaces for these properties. Based on a shared parking agreement with the joint landlord of the 428 and 408 North Canal Street properties, the proposed project would be able to utilize 41 spaces (if needed) from its neighbors outside of typical business hours (after 5:00 p.m. on weekdays and all day on weekends).

A project location map (Figure 1) is provided in Attachment A, and the site plan is provided in Attachment B.

PARKING DEMAND SURVEYS

To ensure that the proposed project would not have any negative impacts on parking on or off site, hourly parking demand surveys were conducted by independent third party (Counts Unlimited) for a similar existing facility, the adjoining uses, and the adjacent street. The Counts Unlimited parking demand surveys are provided in Attachment C.

Bay Badminton Center

To estimate the parking demand of the proposed project, hourly parking demand surveys were conducted at a similar existing badminton facility (Bay Badminton Center at 1404 San Mateo Avenue in South San Francisco) during its current hours of operation on one weekday (Wednesday, February 26, 2025) between 9:00 a.m. and 10:30 p.m. as well as one Saturday (March 1, 2025) between 9:00 a.m. and 8:30 p.m. Bay Badminton Center has nine badminton courts.

Based on the Bay Badminton Center parking surveys, the peak parking demand was 12 spaces on a weekend (Saturday) at 4:00 p.m. On a weekday, the peak parking demand was 10 spaces at 6:00 p.m. and 7:00 p.m. With nine badminton courts, the surveyed peak parking demand equates to 1.33 weekend and 1.11 weekday spaces per badminton court.

Adjoining Uses

To determine the existing parking conditions surrounding the project site, hourly parking demand surveys were conducted for the adjoining non-project uses (428 North Canal Street Unit A and 408 North Canal Street) during the hours of operation of the proposed project on one weekday (Wednesday, February 26, 2025) and one Saturday (March 1, 2025) between 9:00 a.m. and 11:00 p.m.

As previously described, the proposed project has a shared parking agreement with the joint landlord of the 428 and 408 North Canal Street properties that would allow the proposed project to utilize 41 spaces (if needed) from its neighbors outside of typical business hours (after 5:00 p.m. on weekdays and all day on weekends).

Based on the parking demand surveys of the adjoining uses, the peak parking demand was 26 spaces on a weekday at 11:00 a.m. After 6:00 p.m. on a weekday, the parking demand decreased

to single-digit spaces. On a weekend (Saturday), the peak parking demand was 7 spaces from 9:00 a.m. to 11:00 a.m. The parking demand was 4 to 5 spaces during all other weekend hours.

Adjacent Street

To determine the existing parking conditions along the adjacent street (North Canal Street), hourly on-street parking demand surveys were conducted during the hours of operation of the proposed project on one weekday (Wednesday, February 26, 2025) and one Saturday (March 1, 2025) between 9:00 a.m. and 11:00 p.m.

The immediate area surrounding the proposed project is a mix of industrial, warehouse, and commercial uses. The hourly on-street parking demand surveys of these uses include the north side of North Canal Street between Spruce Avenue and Linden Avenue (parking is prohibited on the south side of North Canal Street). The parking surveys were conducted by measuring the linear feet of permitted parking space and recording the number of parked cars in hourly intervals.

A total of 850 linear feet of permitted parking space (approximately 34 vehicles at 25 feet per vehicle) is provided on the north side of North Canal Street between Spruce Avenue and Linden Avenue. Based on the parking surveys, the peak parking demand was 29 vehicles at 10:00 a.m. on a weekday. On a weekend (Saturday), the peak parking demand was 21 vehicles at 12:00 p.m. After 4:00 p.m. during both the weekday and the weekend, the parking demand significantly decreased.

PARKING ANALYSIS

On-Site Parking

Based on review and consideration of the parking demand surveys for Bay Badminton Center, which is larger than the proposed project (nine badminton courts versus four badminton courts), LSA concludes that the parking demand characteristics of the proposed project would be similar to Bay Badminton Center. As previously described, the peak parking demand at Bay Badminton Center was 12 spaces or 1.33 spaces per court. The proposed project of four badminton courts would have a peak parking demand of approximately 6 spaces based on the surveyed parking rate of 1.33 spaces per court. The proposed project has a designated surface parking supply of 10 spaces. As such, the on-site parking supply would accommodate its expected parking demand.

Shared Parking

The parking demand surveys of the adjoining uses (428 North Canal Street Unit A and 408 North Canal Street) identified a peak parking demand of 26 weekday and 7 weekend spaces. As such, the proposed project would have a surplus of at least 15 parking spaces from its neighbors after 5:00 p.m. on weekdays and all day on weekends. Therefore, the proposed project is not expected to negatively impact parking on or off site.

Off-Site Parking

The parking demand surveys of the adjacent street (north side of North Canal Street between Spruce Avenue and Linden Avenue) revealed that the parking demand is concentrated in the weekday mornings and early afternoons, with a decrease after work hours and into the evenings.

This contrasts with the peak operating hours of the proposed project, which would primarily occur in the weekday late afternoons and evenings and on the weekends. Therefore, the proposed project is not expected to negatively impact parking along the adjacent street.

Parking Management Strategies

As previously described, the proposed project is anticipated to adequately accommodate its parking demand on site. In addition, the proposed project would be able to utilize the parking spaces of its neighbors outside of typical business hours based on a shared parking agreement, as well as the parking spaces along the adjacent street. Therefore, the proposed project is not expected to adversely affect parking on or off site. As such, alternative parking methods are not required.

If the parking demand of the proposed project is anticipated to exceed its designated 10-space on-site parking supply, the additional parking spaces from its neighbors per the shared parking agreement, or the adjacent on-street parking in the future (i.e., facility expansion, additional badminton courts, and/or additional customers/employees), the project applicant and/or facility operator could consider one or more of the following parking management strategies.

- **Carpooling:** By encouraging customers and employees to carpool, the number of vehicles arriving at the facility could be reduced, therefore reducing parking demand.
- **Alternative modes of transportation:** Encouraging customers and employees to use alternative modes of transportation, such as public transit, walking, and cycling, could reduce parking demand.
- **Off-site parking agreements:** The project applicant or facility operator could negotiate agreements with other nearby businesses or parking facilities to allow overflow parking during peak hours of the proposed project.
- **Parking management plan:** A parking management plan could be implemented to optimize the use of available parking spaces on site, including the use of timed parking or reserved parking for specific customers or events.
- **Valet parking:** Implementing a valet parking service could maximize the use of available parking spaces, particularly during peak hours.
- **Flexible scheduling:** Adjusting the facility's operating hours to take advantage of lower parking demand along the adjacent streets during certain times of the day or week.

Conclusions

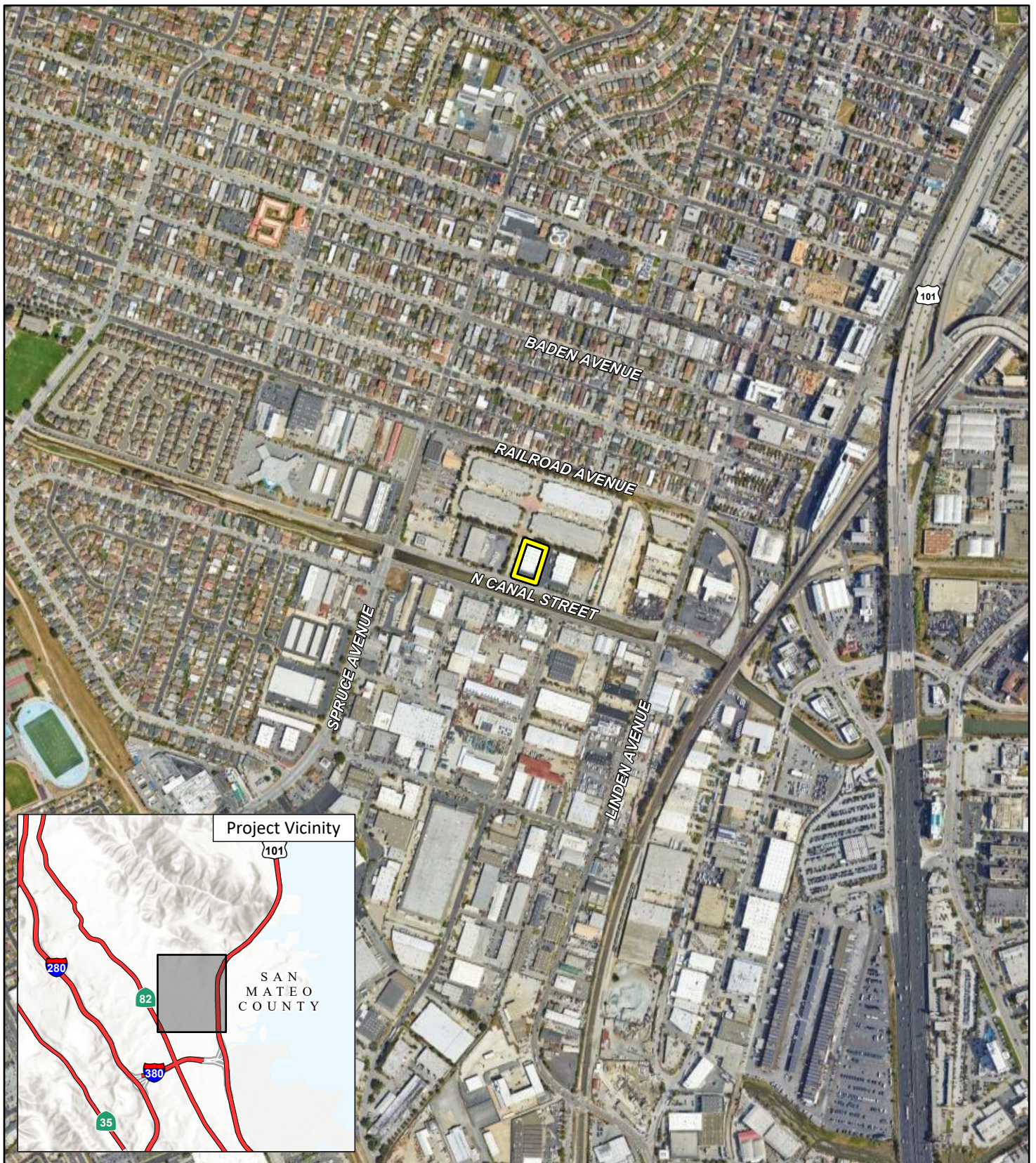
Based on the operational characteristics of the proposed project, the parking demand of a similar existing badminton facility, the ability to utilize additional parking spaces from the neighboring uses, and the availability of parking along the adjacent street, adequate parking would be afforded the proposed project during its peak periods. The proposed project would have sufficient on-site parking to accommodate its anticipated peak parking demand during weekday evenings and weekends, which coincides with the time when most of the workers of the adjacent uses have left for the day and there is ample parking. In addition, the proposed project would not result in a significant impact to parking on or off site. Therefore, parking management strategies are not required.

If you have any questions, please contact me at (949) 553-0666.

Attachments: A – Figure 1: Project Location
B – Site Plan
C – Counts Unlimited Parking Demand Surveys

ATTACHMENT A

FIGURE 1: PROJECT LOCATION



LSA


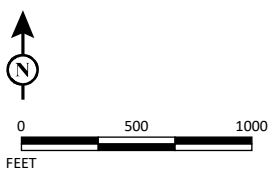
 Project Location

FIGURE 1



SOURCE: ESRI 2023, Google Maps Satellite 2022.

P:\2025\20252227 - 428 N Canal St Badminton\G\428 N Canal St Indoor Badminton Facility\428 N Canal St Indoor Badminton Facility.aprx (3/7/2025)

428 N Canal Street Indoor Badminton Facility
Project Location

ATTACHMENT B

SITE PLAN



ATTACHMENT C

COUNTS UNLIMITED PARKING DEMAND SURVEYS

South San Francisco

Bay Badminton Center - 1404 San Mateo Ave., South San Francisco, CA 94080

428, 408 North Canal Street, South San Francisco, CA 94080

North Canal Street - Spruce Avenue to Linden Avenue

Wednesday, February 26th, 2025

		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
1404 San Mateo Avenue	Regular	8	1	5	6	6	6	0	1	8	7	8	8	8	7	5	0
	Handicap	2	0	1	1	1	1	0	0	0	2	2	2	1	0	0	0
	Illegal	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	10	1	6	7	7	7	0	1	8	9	10	10	9	7	5	0
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
428 Canal Street	Regular	23	7	14	17	14	15	14	14	13	13	5	3	2	2	3	2
	Handicap	2	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
	Illegal	-	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
	Subtotal	25	8	15	18	15	16	15	15	14	14	5	4	3	2	4	2
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
408 Canal Street	Regular	24	7	7	8	8	8	8	7	7	8	6	3	2	2	2	3
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26	7	7	8	8	8	8	7	7	8	6	3	2	2	2	3
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
428-408 Canal Street Total	428 Canal Street	25	8	15	18	15	16	15	15	14	14	5	4	3	2	4	2
	408 Canal Street	26	7	7	8	8	8	8	7	7	8	6	3	2	2	2	3
	Subtotal	51	15	22	26	23	24	23	22	21	22	11	7	5	4	6	5
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Canal Street - West of Site	North Side	16	11	11	12	13	11	10	8	8	8	7	4	4	4	4	4
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	16	11	11	12	13	11	10	8	8	8	7	4	4	4	4	4
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Canal Street - East of Site	North Side	18	16	18	15	15	16	16	14	15	10	7	8	4	2	1	1
	Illegal	-	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0
	Subtotal	18	17	18	15	15	16	16	15	17	10	7	8	4	2	1	1
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Canal Street - Total	West of Site	16	11	11	12	13	11	10	8	8	8	7	4	4	4	4	4
	East of Site	18	17	18	15	15	16	16	15	17	10	7	8	4	2	1	1
	Subtotal	34	28	29	27	28	27	26	23	25	18	14	12	8	6	5	5

South San Francisco

Bay Badminton Center - 1404 San Mateo Ave., South San Francisco, CA 94080

428, 408 North Canal Street, South San Francisco, CA 94080

North Canal Street - Spruce Avenue to Linden Avenue

Saturday, March 1st, 2025

		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
1404 San Mateo Avenue	Regular	8	0	8	8	5	7	8	8	8	8	4	3	0	0	0	0
	Handicap	2	0	0	0	0	1	0	1	2	2	2	0	0	0	0	0
	Illegal	-	0	0	0	0	1	0	1	2	1	1	0	0	0	0	0
	Subtotal	10	0	8	8	5	9	8	10	12	11	7	3	0	0	0	0
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
428 Canal Street	Regular	23	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Illegal	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	25	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
408 Canal Street	Regular	24	4	4	4	2	2	2	2	1	1	1	1	1	2	2	2
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26	4	4	4	2	2	2	2	1	1	1	1	1	2	2	2
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
428-408 Canal Street Total	428 Canal Street	25	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	408 Canal Street	26	4	4	4	2	2	2	2	1	1	1	1	1	2	2	2
	Subtotal	51	7	7	7	5	5	5	5	4	4	4	4	4	5	5	5
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Canal Street - West of Site	North Side	16	4	4	4	5	4	3	3	4	2	1	1	1	1	1	1
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	16	4	4	4	5	4	3	3	4	2	1	1	1	1	1	1
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Canal Street - East of Site	North Side	18	12	14	12	14	13	12	12	11	7	4	4	2	2	2	2
	Illegal	-	1	2	0	2	1	2	0	0	1	0	1	1	1	1	1
	Subtotal	18	13	16	12	16	14	14	12	11	8	4	5	3	3	3	3
		Inventory	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Canal Street - Total	West of Site	16	4	4	4	5	4	3	3	4	2	1	1	1	1	1	1
	East of Site	18	13	16	12	16	14	14	12	11	8	4	5	3	3	3	3
	Subtotal	34	17	20	16	21	18	17	15	15	10	5	6	4	4	4	4