

## MEMORANDUM

**DATE:** April 17, 2023

**To:** Victoria Kim, Associate Planner, City of South San Francisco

**FROM:** Dean Arizabal, Principal, LSA

**SUBJECT:** Parking Study for the 152 Utah Avenue Indoor Soccer Facility Project  
(LSA Project No. 20231249)

LSA has prepared this parking study for the proposed indoor soccer facility (project) at 152 Utah Avenue 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 an indoor soccer 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 152 Utah Avenue project site is on the south side of Utah Avenue east of Corey Way. The 41,665-square-foot (sf) project site is bordered by Utah Avenue to the north; industrial, warehouse, and commercial uses to the south and west; and Colma Creek to the east. The project site is zoned as Business Commercial (BC). The existing 15,118 sf building on site will be converted to an indoor soccer facility with one professionally lighted, 38-foot x 92-foot soccer field featuring a synthetic turf surface. Access to the proposed project would be provided via one existing driveway on Utah Avenue. The proposed project includes a surface parking lot of 39 spaces. The project location map is provided in Attachment A (Figure 1), and the site plan is provided in Attachment B (Figure 2).

The proposed project is for soccer players of all ages and levels for fun, practice, and games. The proposed project would operate on a reservation-only basis from 11:00 a.m. to 12:00 a.m., daily. The proposed project would be staffed by a manager and assistants to maintain typical operations of the facility and the scheduling of all activities on site.

### PARKING DEMAND SURVEYS

To ensure that the proposed project will 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 and for the adjacent streets. The Counts Unlimited parking surveys are provided in Attachment C.

### East Bay Sports

To estimate the parking demand of the proposed project, hourly parking demand surveys were conducted at a similar existing indoor soccer facility (East Bay Sports at 2411 Old Crow Canyon Road in San Ramon) during its current hours of operation on one weekday (Thursday, March 23, 2023) between 3:00 p.m. and 10:00 p.m. as well as one Saturday (March 25, 2023) between 8:00 a.m. and 9:00 p.m. East Bay Sports is a multi-use recreational facility that offers a range of amenities, including two indoor soccer fields, batting cages, and event facilities.

Based on the East Bay Sports parking surveys, the peak parking demand was 34 vehicles on a weekend (Saturday) at 11:00 a.m. On a weekday, the peak parking demand was significantly lower at 11 vehicles at 7:00 p.m.

### Adjacent Streets

To determine the existing parking conditions surrounding the project site, hourly parking demand surveys were conducted along the adjacent streets (Corey Way, Utah Ave, and Wattis Way) during the hours of operation of the proposed project on one weekday (Thursday, March 23, 2023) and one Saturday (March 25, 2023) between 10:00 a.m. and 12:00 a.m.

The immediate area surrounding the proposed project is a mix of industrial, warehouse, and commercial uses. The hourly parking demand surveys of these uses along the adjacent streets included the following eight locations:

1. Corey Way south of Utah Avenue (east side)
2. Corey Way south of Utah Avenue (west side)
3. Utah Avenue between Corey Way–Wattis Way and Harbor Way (south side)
4. Utah Avenue between Corey Way–Wattis Way and Harbor Way (north side)
5. Utah Avenue between Corey Way–Wattis Way and Airport Boulevard (south side)
6. Utah Avenue between Corey Way–Wattis Way and Airport Boulevard (north side)
7. Wattis Way north of Utah Avenue (east side)
8. Wattis Way north of Utah Avenue (west side)

The parking surveys were conducted by measuring the linear feet of permitted parking space and recording the number of parked cars in hourly intervals.

### Corey Way

A total of 742 linear feet of permitted parking space is provided on the east and west sides of Corey Way. Based on the parking surveys, the peak parking demand occurred during the early hours of the day with a maximum of 38 vehicles between 11:00 a.m. and 2:00 p.m. on a weekday. After 4:00 p.m. during both the weekday and weekend, the parking demand significantly decreased.

### Utah Ave Between Corey Way–Wattis Way and Harbor Way

A total of 1,142 linear feet of permitted parking space is provided on Utah Avenue between Corey Way–Wattis Way and Harbor Way. Based on the parking surveys, the peak parking demand occurred during the early hours of the day with a maximum of 20 parked vehicles between 3:00 p.m.

and 4:00 p.m. on a weekday. After 4:00 p.m. during both the weekday and the weekend, the parking demand significantly decreased.

#### *Utah Avenue between Corey Way–Wattis Way and Airport Boulevard*

A total of 591 linear feet of permitted parking space is provided on Utah Avenue between Corey Way–Wattis Way and Airport Boulevard. Based on the parking surveys, the peak parking demand occurred during the early hours of the day with a maximum of 31 parked vehicles between 11:00 a.m. and 12:00 p.m. on a weekday. After 3:00 p.m. during both the weekday and weekend, the parking demand significantly decreased.

#### *Wattis Way*

A total of 417 linear feet of permitted parking space is provided on Wattis Way. Based on the parking surveys, the number of parked vehicles varied during the weekday with a maximum of 20 parked vehicles between 8:00 p.m. and 9:00 p.m. During the weekend, the parking demand was consistently between 8 and 10 vehicles.

## **PARKING ANALYSIS**

### **On-Site Parking**

Based on review and consideration of the parking demand surveys for East Bay Sports, which is larger in size than the proposed project (two soccer fields, batting cages, and event facilities versus one soccer field), LSA concludes that the parking demand of the proposed site will be similar or less than that of East Bay Sports. The peak parking demand at East Bay Sports was 34 vehicles, and the proposed project has a surface parking lot of 39 spaces. As such, the on-site parking supply of the proposed project would accommodate its expected parking demand.

### **Off-Site Parking**

The parking demand surveys of the adjacent streets revealed that the parking demand of the surrounding area is concentrated in the early weekday mornings, with a decrease after work hours and into the evenings. This contrasts with the operating hours of the proposed project, which will primarily occur in the weekday afternoons and evenings and on the weekends. Therefore, the proposed project is not expected to negatively impact parking along the adjacent streets.

### **Parking Management Strategies**

As previously described, the proposed project is anticipated to adequately accommodate its parking demand on site. In addition, the proposed project is not expected to adversely affect parking on the adjacent streets. As such, alternative parking methods are not required.

If the parking demand of the proposed project is anticipated to exceed the 39-space on-site parking supply in the future (i.e., facility expansion, additional soccer fields, 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 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 indoor soccer facility, and the availability of parking along the adjacent streets, adequate on-site 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 on-street parking. In addition, the proposed project would not result in a significant impact to on-street parking in the surrounding area. Therefore, parking management strategies are not required.

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

Attachments: A – Project Location and Vicinity  
B – Site Plan  
C – Counts Unlimited Parking Surveys

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## ATTACHMENT A

### PROJECT LOCATION MAP



LSA

LEGEND

 Project Location



0 300 600  
FEET

SOURCE: ESRI Topographic 2023

J:\20231249\GIS\MXD\Project\_Location.mxd (4/14/2023)

FIGURE 1

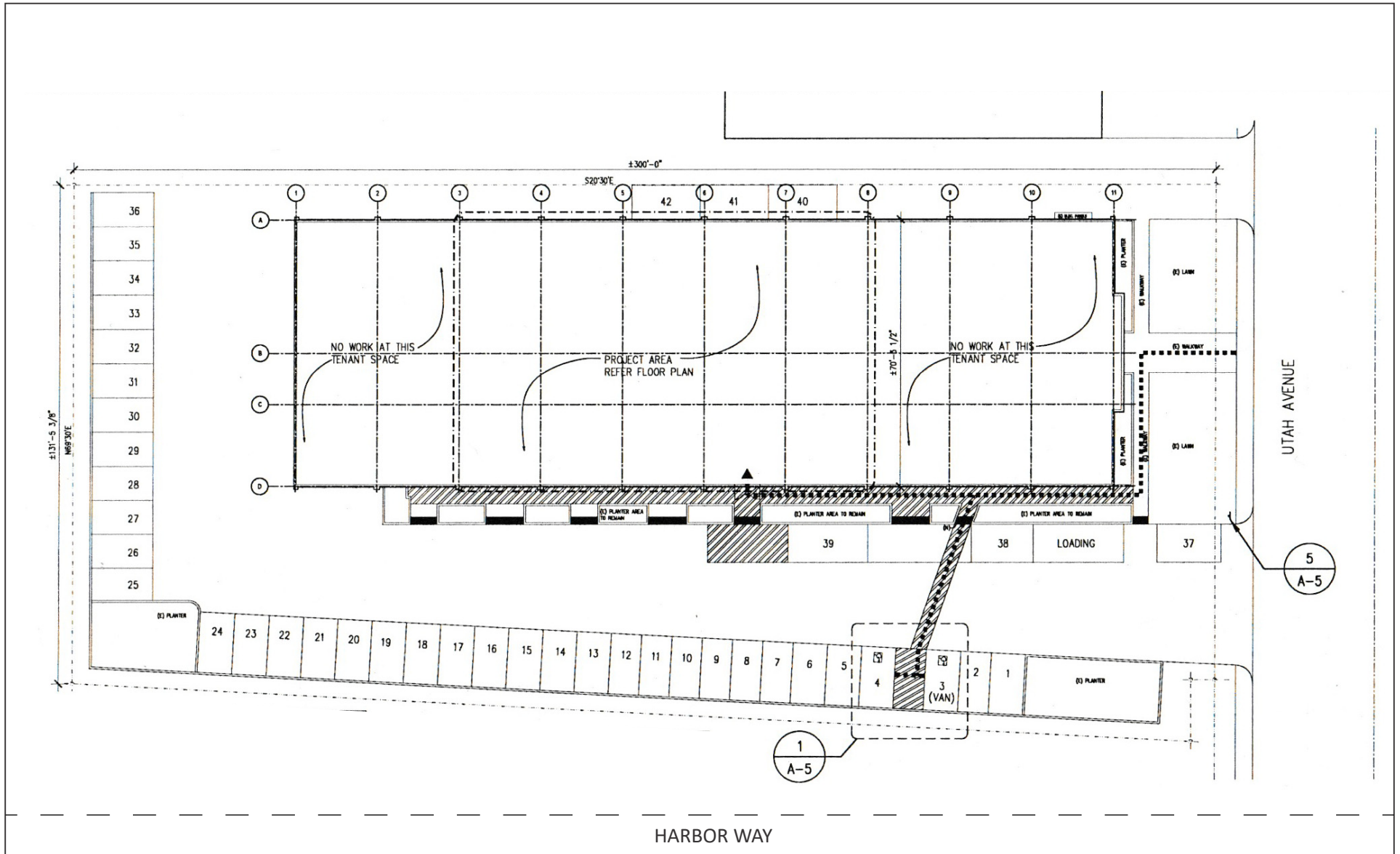
152 Utah Ave  
Project Location and Vicinity

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## **ATTACHMENT B**

### **PROJECT SITE PLAN**





LSA FIGURE 2



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## ATTACHMENT C

### COUNTS UNLIMITED PARKING SURVEYS

San Ramon  
East Bay Sports  
2411 Old Crow Canyon Rd, San Ramon, CA 94583

Thursday, March 23rd, 2023

		Inventory	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Full Lot	Regular	220	58	85	81	157	103	78	66	60
	Handicap	5	1	0	1	0	1	0	1	0
	East Bay Sports Only	-	0	6	3	1	11	10	6	4
	Subtotal	225	59	91	85	158	115	88	73	64
Total Occupancy		225	59	91	85	158	115	88	73	64
Total Percent			26%	40%	38%	70%	51%	39%	32%	28%

San Ramon  
East Bay Sports  
2411 Old Crow Canyon Rd, San Ramon, CA 94583

Saturday, March 25th, 2023

		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	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Full Lot	Regular	220	21	32	146	138	139	136	85	63	53	42	26	26	12	6
	Handicap	5	0	0	2	3	2	1	0	0	0	0	0	0	0	0
	East Bay Sports Only	-	0	15	21	34	25	15	9	28	19	7	17	6	3	3
	Subtotal	225	21	47	169	175	166	152	94	91	72	49	43	32	15	9
Total Occupancy		225	21	47	169	175	166	152	94	91	72	49	43	32	15	9
Total Percent			9%	21%	75%	78%	74%	68%	42%	40%	32%	22%	19%	14%	7%	4%

**South San Francisco**

Street Parking

Corey Way-Wattis Way and Utah Avenue

Thursday, March 23, 2023

		Linear Feet	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	12:00 AM
Corey Way (North of Main St.)	East Side	430	16	17	16	20	16	17	8	7	5	2	1	1	2	1	1
	East Side - Illegal	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	West Side	312	15	20	19	18	17	18	7	7	7	3	4	4	5	5	5
	<b>Subtotal</b>	<b>742</b>	<b>31</b>	<b>38</b>	<b>35</b>	<b>38</b>	<b>33</b>	<b>35</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>6</b>

		Linear Feet	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	12:00 AM
Utah Avenue Between Corey Way-Wattis Way and Harbor Way	North Side	597	6	7	7	9	11	10	7	6	10	10	10	8	2	2	2
	North Side - Illegal	-	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South Side	545	6	4	6	7	6	10	5	3	2	1	1	1	1	1	1
	South Side - Illegal	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Subtotal</b>	<b>1142</b>	<b>14</b>	<b>12</b>	<b>13</b>	<b>16</b>	<b>17</b>	<b>20</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3</b>

		Linear Feet	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	12:00 AM
Utah Avenue Between Corey Way-Wattis Way and Airport Boulevard	North Side	241	8	12	10	7	8	8	3	4	2	2	4	4	3	2	3
	North Side - Illegal	-	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
	South Side	350	13	17	12	15	14	10	3	3	1	4	3	3	3	1	3
	South Side - Illegal	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Subtotal</b>	<b>591</b>	<b>21</b>	<b>31</b>	<b>23</b>	<b>24</b>	<b>22</b>	<b>18</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>6</b>

		Linear Feet	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	12:00 AM
Wattis Way	East Side	250	5	5	7	6	6	7	5	7	7	11	11	10	4	5	5
	East Side - Illegal	-	2	1	1	3	2	2	0	1	0	0	0	0	0	0	0
	West Side	167	5	4	7	7	4	5	4	3	5	5	9	8	4	3	2
	West Side - Illegal	-	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0
	<b>Subtotal</b>	<b>417</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>14</b>	<b>9</b>	<b>12</b>	<b>13</b>	<b>16</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>7</b>

**South San Francisco**

Street Parking

Corey Way-Wattis Way and Utah Avenue

Saturday, March 25, 2023

		Linear Feet	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	12:00 AM
Corey Way (North of Main St.)	East Side	430	16	16	16	15	15	15	4	4	4	3	3	3	3	3	3
	West Side	312	9	10	10	8	9	8	3	4	6	6	6	5	5	5	5
	West Side - Illegal	-	1	2	1	2	1	1	0	0	0	0	0	0	0	0	0
	<b>Subtotal</b>	<b>742</b>	<b>26</b>	<b>28</b>	<b>27</b>	<b>25</b>	<b>25</b>	<b>24</b>	<b>7</b>	<b>8</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>

		Linear Feet	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	12:00 AM
Utah Avenue Between Corey Way-Wattis Way and Harbor Way	North Side	597	7	8	8	7	5	6	3	3	3	3	3	2	2	3	2
	North Side - Illegal	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	South Side	545	7	8	8	8	7	6	1	1	1	1	1	1	1	1	1
	<b>Subtotal</b>	<b>1142</b>	<b>14</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>3</b>

		Linear Feet	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	12:00 AM
Utah Avenue Between Corey Way-Wattis Way and Airport Boulevard	North Side	241	8	8	8	8	7	6	1	0	2	2	1	1	1	1	1
	North Side - Illegal	-	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	South Side	350	15	16	16	15	10	4	2	1	1	1	0	1	1	1	1
	South Side - Illegal	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	<b>Subtotal</b>	<b>591</b>	<b>23</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

		Linear Feet	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	12:00 AM
Wattis Way	East Side	250	5	6	5	5	4	5	4	5	4	4	4	4	4	4	4
	East Side - Illegal	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	West Side	167	1	1	2	1	2	3	3	3	2	3	3	3	3	3	3
	West Side - Illegal	-	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1
	<b>Subtotal</b>	<b>417</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>9</b>