

# BHS Tennis Courts and Parking Structure

In 2001, Berkeley High School converted the tennis courts at Milvia and Durant to provide 130 parking spaces. Tennis advocates proposed alternative locations and offered creative parking solutions in the hopes of regaining their home court, but could not get everyone to agree. BUSD has decided to fund a two-story, ~220 space parking garage with 5 tennis courts on top using Measure G. At \$250 (or even \$500) per spot per month, building a lot doesn't make economic sense. Parking downtown is both cheap and plentiful, and therefore we do not think this is a wise expenditure of \$25MM.

- 1) Although many court location options have been considered, the following shows the parking options considered for the existing parking lot.

Options <sup>1</sup>	Additional Parking Spaces	Cost
Reverting current lot to tennis courts	-130 spaces	~\$1,500,000 (based on estimate at Derby field)
1 Story w/ tennis on top	~ -30 spaces	\$5,000,000 <sup>2</sup>
Two Story w/ tennis on top	+ 90 additional spaces	\$24,909,800 (recent estimate)

- 2) The above costs and estimates do not include operation and maintenance costs for the lot.
- 3) Downtown Berkeley has a surplus of empty parking spaces. Three large garages within 650 feet of the NE corner of BHS have at least **700 empty spaces** available now:

Garage	Capacity	Pre-Covid Capacity	Current Usage	Empty Spaces	Monthly Rates	Distance to BHS
Center St	720	45%	45%	400	\$250	650 feet
Allston Way	610	65%	43%	350	\$230	400 feet
Kittredge St	262	70%	55%	118	\$210	200 feet

- 4) The City of Berkeley has serious shortfalls for all parking revenue and has considered leasing spaces to BUSD. We have been told that the city is unable to discount parking for BUSD, but Ken's review of the [Installment Sale Agreement](#) financing for the Center St. Lot does not support this contention. Simply put, the City needs to pay the bonds. If a parking deal makes economic sense, the agreement supports it. Furthermore, other nearby garages may be willing to negotiate parking deals, but BUSD has not investigated this option. **It makes sense for this committee to understand the negotiations that have so far taken place - see questions below.**
- 5) Regardless of discount, the monthly rates at Center St. are more attractive than building spots. If courts are built on the current location for \$1.5m, a 100 year annuity with half the remaining money ( \$12MM) at 2.5% over 100 years yields enough (\$27,000) per month to pay for 100 spots.

### Outstanding questions:

- Why didn't the district explore leasing some parking spaces from other garages?
- What precedents exist for long-term leases at BUSD or other districts that have done similar arrangements?

<sup>1</sup> See [Facilities Subcommittee Meeting Notes for March 21, 2018](#), presenting "the design concepts for various parking layouts."

<sup>2</sup> This number come from Tim White, former Facilities director, c. 2017. See memo at the end of this document.

- When a good is free, almost everyone will want it, but that doesn't imply that the good is very valuable should we provide it.<sup>3</sup>
    - Does the district have any data supporting how valuable parking is for staff?
    - Does the district know basic data about parking trends at BHS?
      - How many staff at BHS currently drive and park near campus?
      - And of this group, how many move their car every 2 hours?
      - How many park in garages?
      - How many park on the street?
        - How much money does staff save by doing this (what is their next best option?)
  
  - Attached below is a 2018 letter proposing a single story parking structure and mitigating the loss of 30 spaces. It is known that this proposal was thwarted by a few strong resident voices. Times have changed, however. Does the district know who the primary voices of opposition were? Have they reached out again to see if parking permit changes are satisfactory?
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This was shared with me by a tennis advocate:

# Memorandum

To: BUSD Facilities Subcommittee  
From: Friends of Berkeley High School Tennis  
Subject: Update on Parking Options for BHS Staff  
Date: January 14, 2018

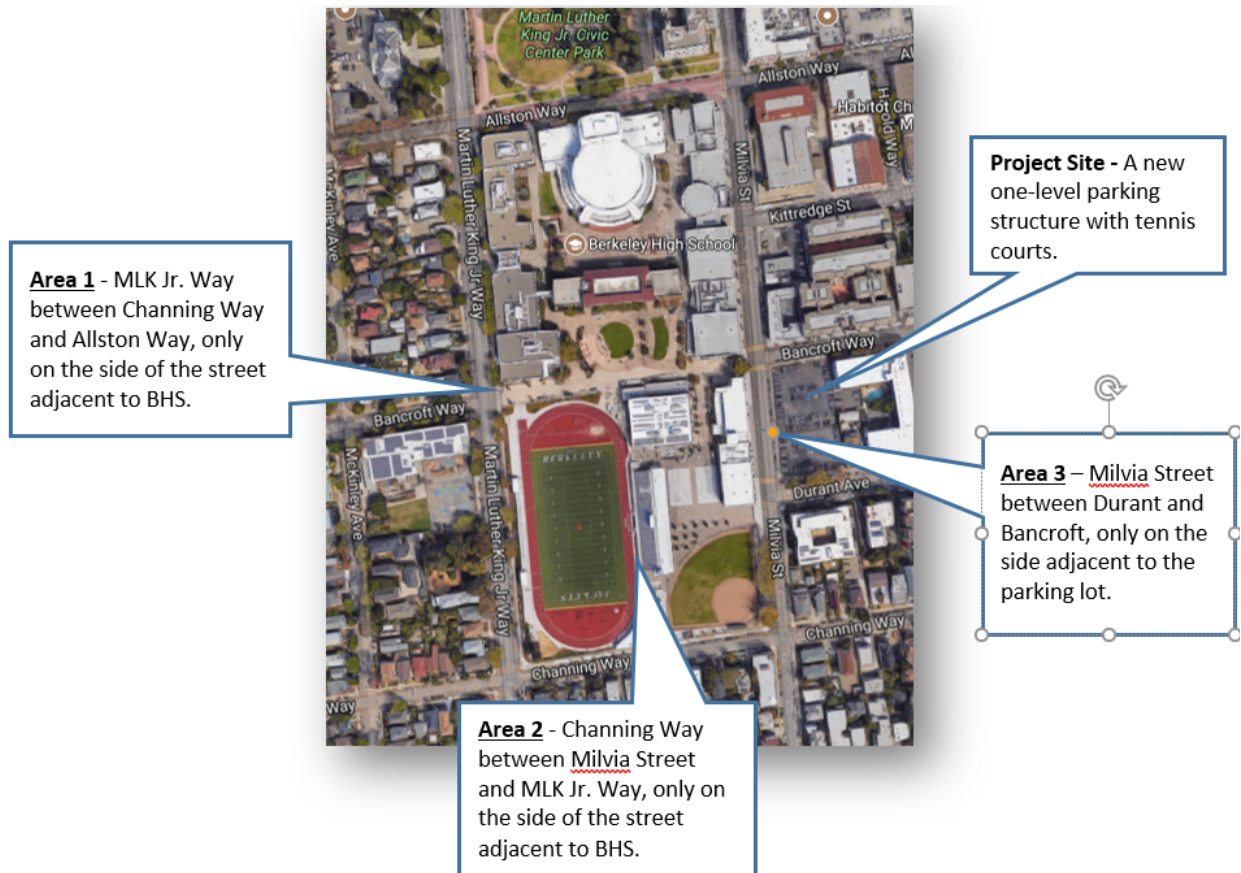
Our citizens group submitted a memo on November 20, 2017 with options for a cost-effective project for parking and tennis courts at the Milvia site. We have continued to work with BUSD staff and have conducted further evaluation of parking options near Berkeley High School, to replace any parking spaces removed to accommodate ADA compliance and structural support.

## **Parking Areas Adjacent to BHS**

Berkeley High School (BHS) promotes employee use of public transit through a pre-tax reimbursement program; in addition, a number of staff bike to work. However, some parking is needed for teachers and staff. The following options are described in this memo.

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<sup>3</sup> We know that BFT wants more parking, but it is likely that we don't know how valuable parking is given the following minutes from the March 21, 2018 Facilities subcommittee meeting: "Berkeley Federation of Teachers would love to see additional parking but not reducing the number of parking spaces currently available." [Facilities Subcommittee of the Board of Education](#)



Area 1 - MLK Jr. Way between Channing Way and Allston Way, only on the side of the street adjacent to BHS.

Area 2 - Channing Way between Milvia Street and MLK Jr. Way, only on the side of the street adjacent to BHS.

Project Site - A new one-level parking structure with tennis courts.

Area 3 – Milvia Street between Durant and Bancroft, only on the side adjacent to the parking lot.

### Parking Survey

Our citizens group conducted a survey of the parking patterns along the immediate perimeter of BHS on MLK Jr. Way (Area 1) and Channing Way (Area 2) to determine the potential impact of changing the parking restrictions currently in place on these streets.

There are about 63 parking spaces - 40 along MLK and 23 on Channing. Survey counts vary slightly because the parking is unmarked and therefore the actual number of parked cars and the apparent number of available parking spaces depend on how the cars are spaced. These blocks are posted for two-hour parking from 8 am to 7 pm, Saturdays, Sundays and holidays excepted, without a C or I residential parking permit. City regulations allow for property owners to opt in or opt out of residential permit parking, with City Council approval, if more than 51% of the owners of dwellings on a block vote affirmatively to do so. In this case, BUSD owns the entire property bordering the C/I permit zone on MLK and Channing and would like to have permission to join the permit zone on these few blocks.

BUSD sponsored a parking study in 2016 (prepared by Abrams Associates for the City of Berkeley) to look at the availability of parking during school days in the entire C permit zone. However, the BUSD parking study did not differentiate between cars that had residential parking permits and those that did not. Our parking survey does provide that data as important to know in terms of respecting the rights of residents to park in the neighborhood. Also note that our survey is limited to the immediate perimeter of Berkeley High School and does not propose that BHS staff park in the adjacent neighborhoods.

Currently, BHS staff park at a BUSD lot on Milvia between Durant and Bancroft with a capacity of 130 cars. A proposed project would build a new one-level parking structure (with 100 – 110 spaces) with tennis courts for BHS students on a deck above the parking. Note that Berkeley

High has a staff of 350, many of whom use public transit or bike to work. Also note that the same loss of approximately 20-30 parking spaces will eventually occur regardless of whether or not a new one-level parking garage is built as the current parking lot is not ADA compliant.

**Methodology**

Using a standard tally form, volunteers walked along the immediate perimeter of Berkeley High School along Martin Luther King Jr. Way from Allston Way to Channing, and along Channing from MLK to Milvia, counting the total number of parked cars, the number of cars with and without C or I permits, and the approximate number of open parking spaces. Surveys were made mid-morning and mid-afternoon, generally around 10:00 am and 2:00 pm. Surveys were also done on non-school days, during the winter holiday break and on weekends, to compare with school-day counts.

**Findings**

The surveys produced very consistent results. During school days, along **Martin Luther King**, there are far more cars parked without permits than with permits (77% of the cars parked have no C or I residential permits). On average, there are 6 available parking spaces. Along **Channing Way**, there are more parked cars with C or I permits than non-permitted cars (71% of parked cars have permits). There are also relatively few empty parking spaces, generally only two during school days/hours. This block of Channing Way allows vehicle parking on only one side of the street, the side immediately adjacent to the school. The residences on this block are all multi-unit and the street is narrower (2 lane) than MLK (4 lanes).

The survey data is shown in Appendix A. In summary, the average results during school days are:

Total parked cars	Cars without permits	Cars with C or I permits	Empty spaces
MLK between Allston and Channing			
31	24	7	6
Channing between Milvia and MLK			
21	6	15	2

**Proposed Changes**

· **Area 1:** Change the parking signage on MLK between Allston and Channing a from its current status of parking for C and I permit holders and 2-hour parking for the general public. Our proposal would be to restrict parking to only C and I permit holders and BHS staff during weekday hours, 8 am- 4 pm . During evenings, weekends, school holidays, and summer breaks, the City could allow the public to park without restriction or keep a 2-hour limit. The benefit of this change is that BHS would gain about 30 spaces on MLK, on average, for staff while current C and I residential permit holders would maintain their current parking preference. It also provides a disincentive for BHS staff or City staff to park along BHS and move their cars every two hours, a practice that presumably occurs now.

**Area 2:** While this area could be changed in the same way as Area 1, because it is more heavily used by RPP permit holders and because Channing has parking on only one side of the street (the south side has a bike lane), we recommend keeping the same parking restrictions that currently apply.

· **Area 3:** The curbside parking on the east side of Milvia Street, between Durant and Bancroft, adjacent to the BUSD parking lot currently has no signage restricting parking. This area borders the “I” Residential Permit Parking (RPP) area. It is possible to use the same approach proposed for areas 1 and 2. There are 12 parking spaces at this location.

**Conclusions**

In summary, the above three areas could provide the following parking spaces for BHS staff:

Areas	Average parking spaces for BHS staff
1. MLK between Allston and Channing	30
2. Channing between Milvia and MLK	Not recommended
3. Milvia between Durant and Bancroft	12
<b>Sub-total</b>	<b>42</b>
<b>New project on Milvia</b>	<b>100-110</b>
<b>Total</b>	<b>142-152</b>

### Next Steps

Any change to a Residential Permit Parking area is within the purview of the City of Berkeley and requires City Council approval. We have discussed the concepts in this report with Councilmembers, the Mayor, and City Transportation staff. A community meeting hosted by Councilmember Kate Harrison will be scheduled soon so that residents of the C and I zones have an opportunity to review these concepts and provide their input.

cc: Superintendent Don Evans

Principal Erin Schweng

BUSD Facilities Director Tim White

BFT President Cathy Campbell

BCCE President Paula Phillips

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September 26, 2017

President Ty Alper

Berkeley School Board

Dear School Board Members,

Since I may not have a chance to speak during the public comment period on September 27, I am sending my comments to you in writing concerning the replacement of Berkeley High School tennis courts. I have reviewed the staff memo in your packet and find that it contains a few errors and inconsistencies as well as an important omission.

First, regarding the current number of staff parking spaces at the Milvia site (former tennis court site). On page 1 of the memo the number is given as 167; on page 2, the number is stated as 136. I walked the site personally and counted each marked space on both halves of the lot. The correct total is 130 (64 in the north lot; 66 in the south lot).

Second, the cost of tennis courts at the west end of Derby Field is estimated at \$3 million in the memo. On September 5, a group of tennis court supporters met with Tim White. At that time he said the estimated cost for a project at Derby Field was \$1.5 million. Our estimate was less than \$1 million, based on the experience of our members (e.g., from the Berkeley Tennis Club, UC Berkeley Tennis, other school districts). However,

Mr. White advised us not to “low ball” the estimate and to make sure we cover all amenities, landscaping, and unanticipated costs. That figure, he said, was \$1.5 million. Somehow the cost has doubled in the past 3 weeks.

You have been presented with two options, but there is a third that you should consider: Build a single deck over the existing parking lot, repair and restripe the lot and install tennis courts on the top. According to Mr. White, the cost would be about \$5 million or the amount you have already approved for a parking/tennis facility on Milvia. There are several benefits of this option. Constructing a dual-use facility would essentially add to the space allocated to Berkeley High School instead of replacing one use for another at Derby. Tennis could, once again, be included as a PE elective. Student athletes could use the bathrooms and changing facilities on campus. Their friends and fans could easily attend their matches. The community could use the courts when not in use by the school, such as for youth instruction, wheelchair tennis, or by downtown residents. There is one drawback, which is a loss of a few parking spaces due to the need for support columns and ADA features. However, I believe you can offset this by securing an equivalent number of parking permits from the City for staff to park adjacent to the campus or in the neighborhood, as is done at other school sites. The Board could approve this option contingent upon securing those permits.

Note that the proposed two-level parking garage, at a cost of \$11 million, would only gain 20 additional parking spaces according to the staff memo (total estimated capacity of about 149). The limitations of the lot size, the cost of constructing underground parking, the necessity for an auto ramp and circulation, and the cost of ADA compliance make the two-story project untenable, in my opinion. The added \$6 million cost for a second level of parking means that each additional parking space would cost about \$300,000 in today’s dollars! (For comparison, the average cost to build underground parking in San Francisco is about \$40,000-\$50,000/space.) Waiting for a 2020 bond measure will not make it any more fiscally responsible to pursue this project; indeed, the cost is likely to increase substantially in the intervening years.

As a supporter of the Berkeley High School tennis program and youth sports generally, I would be happy with any solution that restores the courts in a timely fashion. Sixteen years of promises and waiting is long enough. I submit that the two viable and fiscally responsible options are a one-story parking/tennis structure on Milvia or tennis courts at Derby Field.

Sincerely,

Irene Hegarty

Berkeley School Board Director 1988-1996

Parent of BHS Tennis Team members, 1994-1999

cc: Donald Evans, Ed.D, Superintendent

Tim White, Executive Director of Facilities