

Board Informative: BHHS Parking Demand

How much parking is needed at BHHS? No other planning decision will receive as much community criticism. No school can afford to have 100% of its daily and event parking completely on school grounds. The Board must consider how much neighborhood spillover (either in parking or extra trip generation) is acceptable. The tight site conditions will force virtually all parking into parking structures. Regardless of the size parking chosen, it will attract criticism for the expense entailed.

Unfortunately, there is no single standard used for this decision. Instead the size selection should consider current usage, relevant standards being used elsewhere in education and municipal planning, possible demand mitigation, and a demand estimate based on peculiarities at the site.

What is the current usage?

This is what BHHS is living with today:

- a. Upper level Building A garage – staff - 180 slots
- b. Lower level Building A garage – students - 186 slots
- c. M&O area Building A – staff - 10 slots
- d. Heath Avenue – “visitors” - 30 slots
- e. Lacrosse Field N end – now students - 11 slots
- f. Lacrosse field S end – now students - 46 slots
- g. M&O – staff - 10 slots + 6 District vehicles
- h. Swim/Gym – brick wall lot for staff – 10 slots
- i. Swim/Gym – asphalt lot – now students – 56 slots
- j. Gymnasium – now staff – 11 slots

Total parking supply today: 556 slots

There are issues with the current supply: parking is too far from athletic events, parking garages are too crowded or seen as unsafe so drivers avoid them, there are not enough student passes to go around, lots are not available on weekends and some nights, and so on. The net result is spillover parking into the adjacent neighborhood which is already crowded due to the prevalence of rental housing.

What are the standards used in other locations?

There is a broad range of parking ratios used by other organizations. These are not controlling, but may be useful in selecting the best ratio for BHHS.

State Department of Education planning and funding guidelines allow parking equal to 50% of the planned high school student enrollment. The State goal is to make sure that the State funded parking facilities are fully used. It is understood that this ratio is less than demand, especially for more suburban schools without extensive school bus service or more affluent schools with higher than normal car availability to students. The result is spillover parking in the neighborhood and drop-off and pick-up congestion. **State DOE standard – 1100 slots**

Many urban schools struggle to provide school parking. LAUSD has taken the extreme position of limiting parking to the total school staffing plus 10%. (LAUSD modifies the formula slightly by using a 1:8 staff to student ratio for this calculation.) This policy only works for LAUSD where schools are located in the center of their attendance areas, where most students are within walking distance of the schools, and in neighborhoods with very low car to population ratios. It breaks down everywhere else resulting in excessive neighborhood congestion and complaints. It is not appropriate for BHHS which is at the edge of the attendance area, where most students are out of walking distance (generally 1 mile or less), where the majority of staff commutes by car, and where the population has a higher than average ratio of students with access to cars. **LAUSD standard - 275 slots**

The City of Beverly Hills has adopted parking standards that apply to private educational facilities and also to the non-educational functions at the campus:

- Performance space – 1 slot per 4 fixed seats (Peters, Salter, Swim/Gym – 600 slots)
- Fitness facilities – 1 slot per 100 square feet (Gymnasium interior only – 540 slots)
- Elementary schools – 1 slot per classroom (roughly one per every 1500 square feet – at least 160 slots)
- Commercial space – 1 slot per 350 square feet (exclude performance and fitness space – 1171 slots)
- Overall minimum parking for mixture of spaces – 1 slot per 500 square feet (1,000 slots)

The City of Beverly Hills ordinances are not controlling. However, they do establish a community standard and expectation. **City of Beverly Hills standards – 1200 to 1300 slots**

The City of Los Angeles utilizes lower parking ratios in accordance with its stated policy of restricting parking in order to shift users toward public transit.

- Performance space – 1 slot per 10 fixed seats (Peters, Salter, Swim/Gym – 200 slots)
- Fitness facilities – 1 slot per 200 square feet (Gymnasium interior only – 270 slots)

- Elementary schools – 1 slot per classroom (roughly one per every 1500 square feet – at least 160 slots)
- Commercial space – 1 slot per 1000 square feet (exclude performance and fitness – 400 slots)

The City of Los Angeles standards provides a reference point for a community that is less friendly towards parking. **City of Los Angeles – 630 to 870 slots**

Can the demand be mitigated?

The actual number of people who commute to and from the school every day is relatively fixed. A large fraction of the staff lives outside of Beverly Hills; it is unlikely that many staff will be diverted from driving to school. The vast majority of students arrive each day by car – either driven by themselves or by parents. Parent drivers do not require parking, but the tradeoff is that the number of neighborhood trips is almost doubled (morning home-school-home + afternoon home-school-home versus morning home-school + afternoon school-home). The result is the extensive neighborhood gridlock that occurs every day. If the City of Beverly Hills implements its plan to further reduce cross traffic on Charleville, the level of congestion will rise in the immediate neighborhood.

Some of our students ride bikes when they are young and will resume riding bikes in college where bike travel is commonplace and the only alternative is to walk. It may be possible to increase the share of students who walk or bike to school, but it requires a serious and sustained effort to be meaningful.

Part of the effort required is to change attitudes to make walking or biking as “cool” as driving. Another part of the effort required is to make area streets safe and convenient for walking and biking. For example, Charleville is an ideal connector street between BHHS, Beverly Vista and Horace Mann and extends the width of the City. If Charleville can be reconfigured to accept bike lanes or otherwise protect bike riders from cars it would have a significant impact on bike safety and bike attractiveness. The City of Beverly Hills is required to have a bike travel component as part of its overall transportation planning. It may be possible to modify the City’s plan to encourage bike riding to school. The FTA administers a safe school access program that sponsors grants for this type of improvement.

The extent of possible mitigation is unknown.

What is the real parking demand today?

- BHHS Staffing – the current full time teaching, admin, and custodial staff – is 163. Budget restrictions have reduced staffing. As a general rule, plan on a 1:10 staffing to student ratio for design student population. **220 slots**
- Some District operations will also be based at BHHS – **30 slots**

- Operations – M&O, Support – currently 10 staff + 6 District vehicles
- Food service - if a full prep kitchen, assume up to 10 people
- Special Education - most specialty teachers should work out of BHHS
- Students – 2200 total BHHS students – all freshmen and most sophomores are too young for licenses; most juniors and seniors are old enough. Some fraction of junior and senior students lives close enough to walk, some fraction of students do not get license + car, some fraction of students ride a bus. **700-900 slots**
- Visitors – school business – average visitor count coming and going all day – **20 slots?**
- Visitors – performances – max attendance at normal theatrical and music events is less than 400 at specialty theaters. Peters attendance is infrequent, but could easily exceed 1,000; festival attendance can exceed 1,000 – half by bus, half by car. Most performance events will be at night or on weekends and able to share daytime parking.
- Visitors – athletics – current evening attendance of non-BHHS people using facilities often 30 or more; event attendance can be +400 for major games, +200 for average games; tournament attendance can exceed 1,000 athletes and spectators – half by bus, half by car. The vast majority of athletics visitors will be in the evening or on weekends and would share parking devoted to daytime uses if that parking is convenient to the athletics area of the campus.
- Buses – there are currently three school buses serving special education students daily; athletic events can frequently have seven or more buses; there are no public buses on Moreno or near the school.

It appears that the school demand, unless substantially constrained or mitigated, is between 1,000 and 1,200 slots.

What is the real cost of parking?

The general rule of thumb is that parking garage space costs between \$40,000 and \$50,000 per slot. Staff is doing detailed design and cost alternatives for various parking arrangements on campus. The main alternatives being explored are: (1) completely underground multi-story parking with buildings or hardscape overhead; (2) partially underground single story parking with athletics or light use overhead. Either arrangement will have access directly to Olympic and Moreno in order to direct and smooth out traffic flows. The thrust of the effort is to reduce the cost per slot by \$10,000.

What does staff request of the Board?

Total school demand and the majority of parking guidelines and regulations are leading the BHHS to a range of 970 to 1200 slots. More complete analysis of design concepts and costs will be presented to the Board in the future. At this time, staff is seeking general direction and comment from the Board.