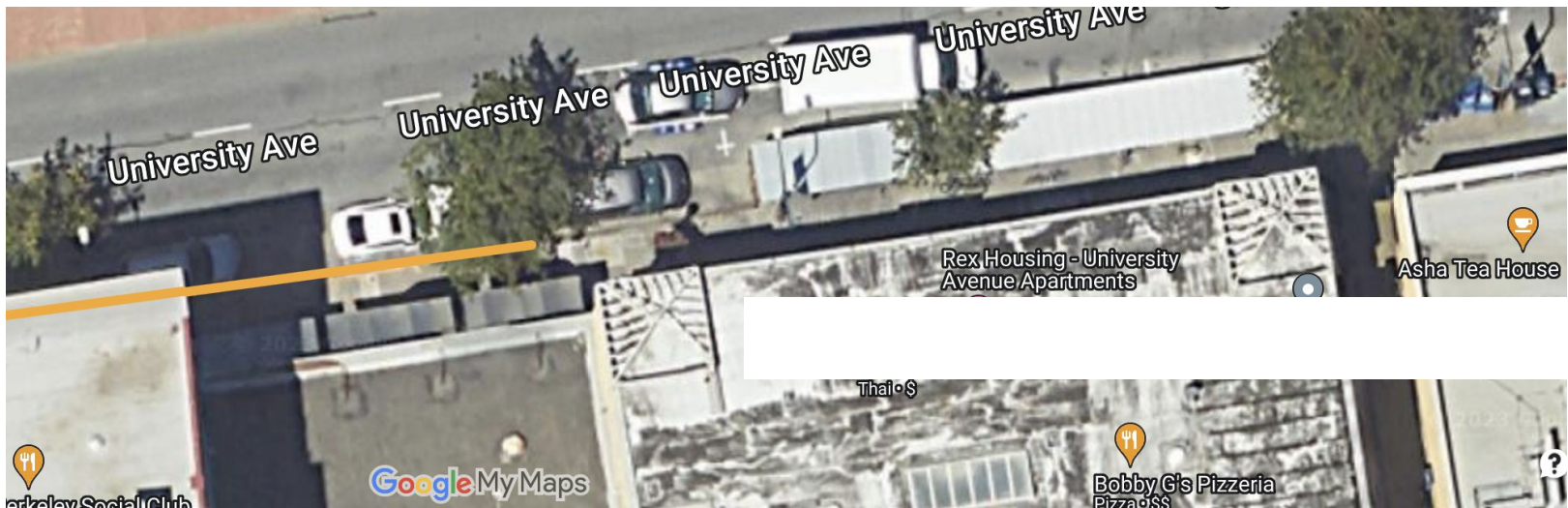


# Parking and loading zone pilot analysis

ECC Transportation and Public Space subcommittee  
Prepared by Commissioner Brianna McGuire, D3



# Agenda

- Background, context, and methodology
- General maps
- Housing mini-analysis
- Telegraph restaurant mini-analysis
- Next steps

# Background, context, and methodology

# Background - why do this?

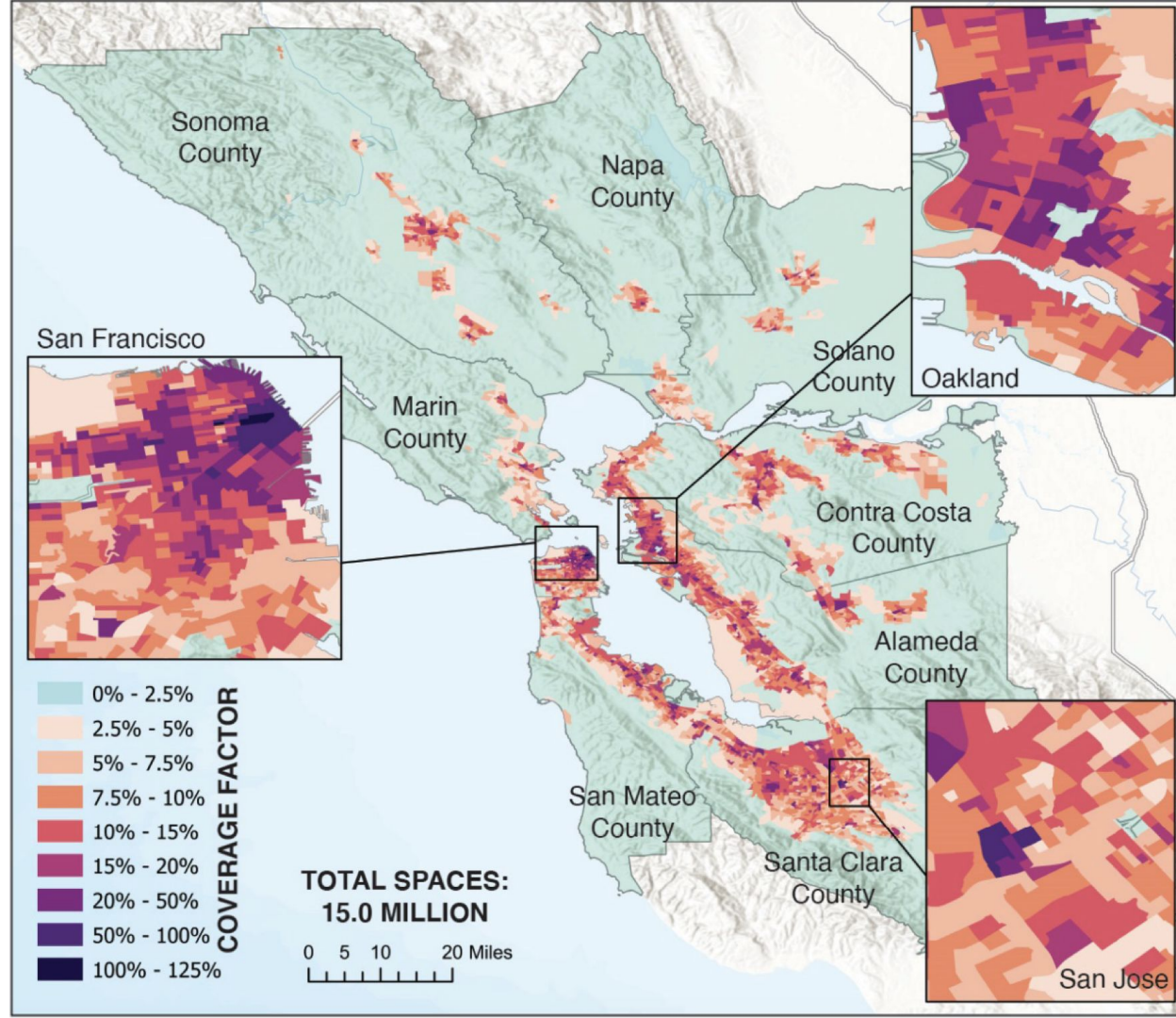
- To make recommendations for the locations of new loading zones
- To start building the infrastructure needed for a cargo-bike powered delivery structure in the city
- To identify win-win opportunities to reduce demand for private personal automobile trips while simultaneously improving traffic congestion and safety

Berkeley has a lower-to-similar ratio of loading zones to metered parking compared to San Francisco and New York

<b>City</b>	<b>Total parking</b>	<b>Metered parking</b>	<b>Total loading zones</b>	<b>Total planned by 2024</b>	<b>Ratio metered: loading</b>	<b>Total green zones</b>
Berkeley	>15,000	3,800*	330-360	?	0.086	220-240
San Francisco	442,000	27,550	9,324 (717)	?	0.338 (0.026)	625
New York	5,375,612	81,875	7,902	9,402 (+500/yr)	0.097	?

\*Metered parking includes city-owned garage space. This is not the case for the other cities.

“The Bay Area has 2.6x more parking than it needs.”



Project 2123 | February 2022

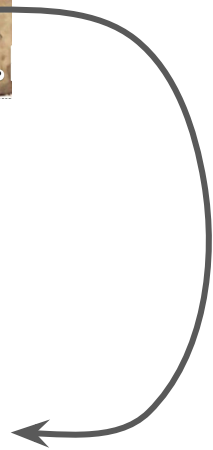
SJSU SAN JOSÉ STATE UNIVERSITY

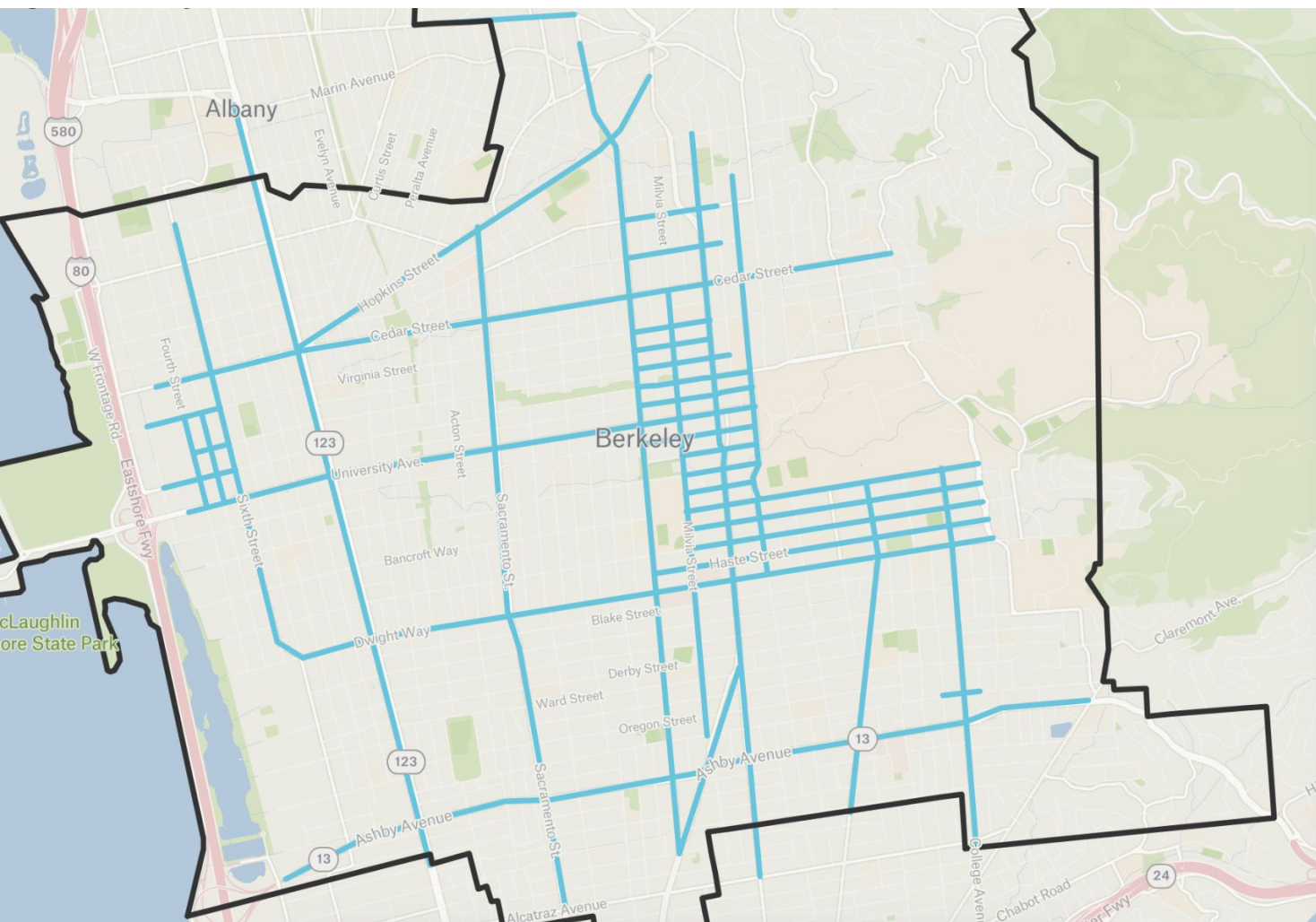


Inventorizing San Francisco Bay Area Parking Spaces:  
Technical Report Describing Objectives, Methods,  
and Results

Mikhail Chester, PhD  
Alysha Helmrich, PhD  
Rui Li

# Methodology





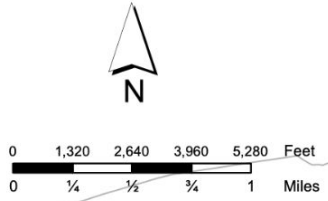
Streets of interest  
are shown in blue



# Official Zoning Map

of the  
City of Berkeley, California

Adopted by the Berkeley City Council on  
March 18, 1999 - Ordinance No. 6478-N.S.



## ZONING DISTRICTS

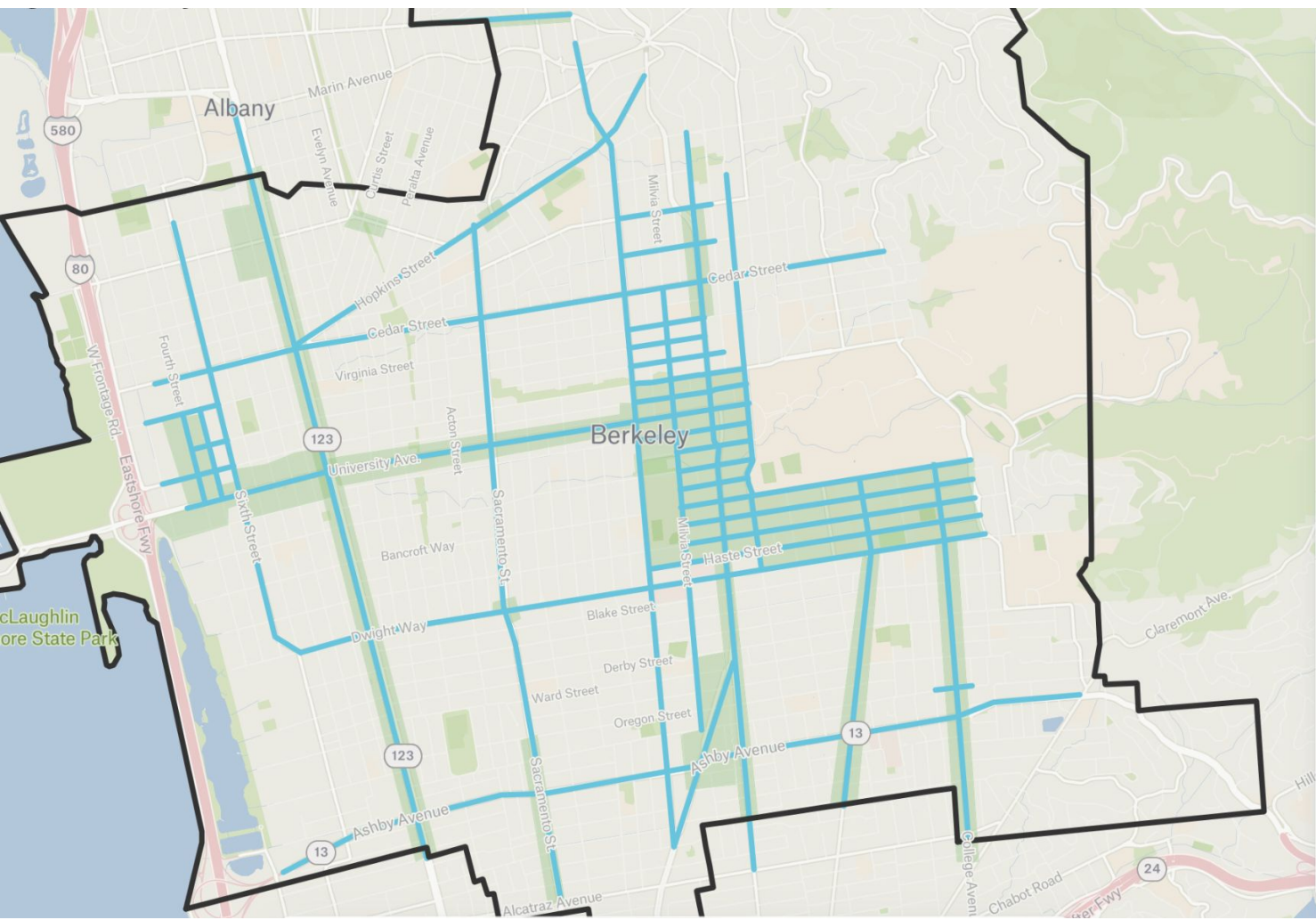
- |              |  |
|--------------|--|
| <b>R-1</b>   | Single Family Residential              |
| <b>R-1A</b>  | Limited Two-family Residential         |
| <b>R-2</b>   | Restricted Two-family Residential      |
| <b>R-2A</b>  | Restricted Multiple-family Residential |
| <b>R-3</b>   | Multiple-family Residential            |
| <b>R-4</b>   | Multi-family Residential               |
| <b>R-5</b>   | High Density Residential               |
| <b>ES-R</b>  | Environmental Safety-Residential       |
| <b>R-S</b>   | Residential High Density Subarea       |
| <b>R-SMU</b> | Residential Mixed Use Subarea          |
| <b>C-DMU</b> | C-DMU Core                             |
| <b>C-DMU</b> | C-DMU Outer Core                       |
| <b>C-DMU</b> | C-DMU Corridor                         |
| <b>C-DMU</b> | C-DMU Buffer                           |
| <b>C-C</b>   | Corridor Commercial                    |
| <b>C-E</b>   | Elmwood Commercial                     |
| <b>C-N</b>   | Neighborhood Commercial                |
| <b>C-NS</b>  | North Shattuck Commercial              |
| <b>C-SA</b>  | South Area Commercial                  |
| <b>C-AC</b>  | Adeline Corridor Commercial            |
| <b>C-SO</b>  | Solano Avenue Commercial               |
| <b>C-T</b>   | Telegraph Avenue Commercial            |
| <b>C-U</b>   | University Avenue Commercial           |
| <b>C-W</b>   | West Berkeley Commercial               |
| <b>M</b>     | Manufacturing                          |
| <b>MM</b>    | Mixed Manufacturing                    |
| <b>MULI</b>  | Mixed Use-Light Industrial             |
| <b>MUR</b>   | Mixed Use-Residential                  |
| <b>SP</b>    | Specific Plan                          |
| <b>U</b>     | Unclassified                           |

## OTHER MAP SYMBOLS

- Hillside Overlay Boundary
- Arts District Overlay
- Southside Plan
- Downtown Area Plan

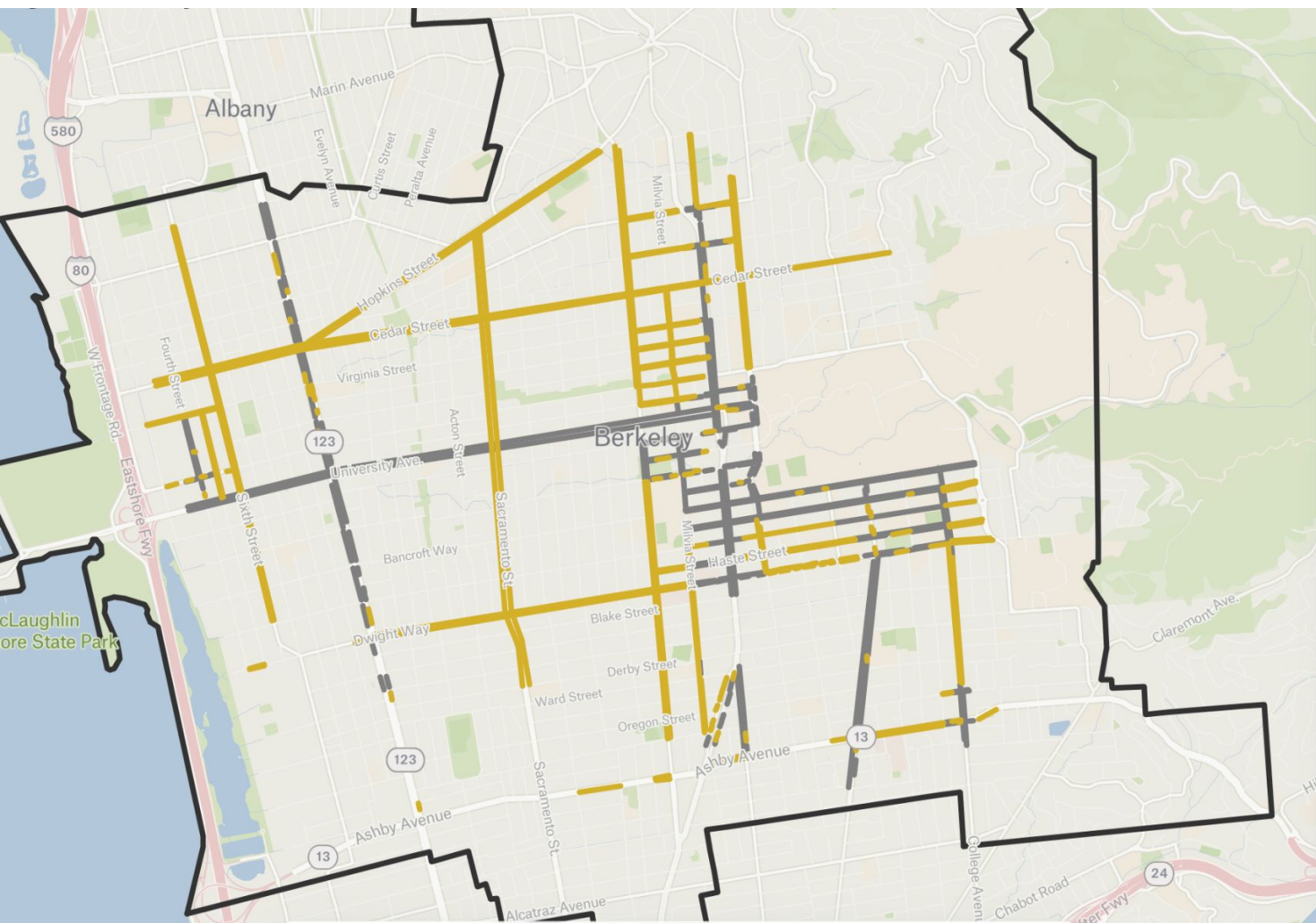
## University Ave Strategic Plan

- Avenue Mixed Use
- UASP Node

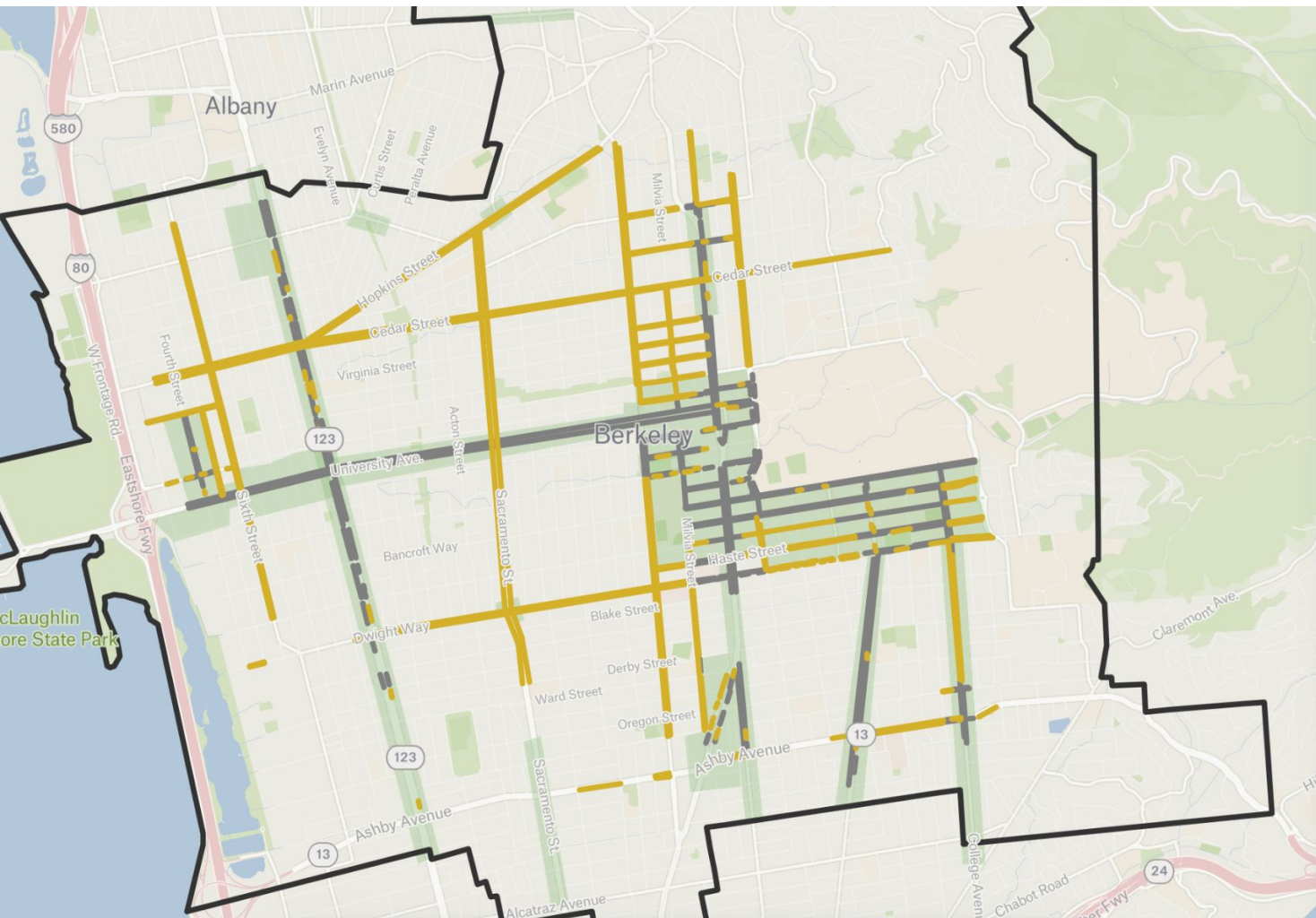


Commercial zones are shown in green

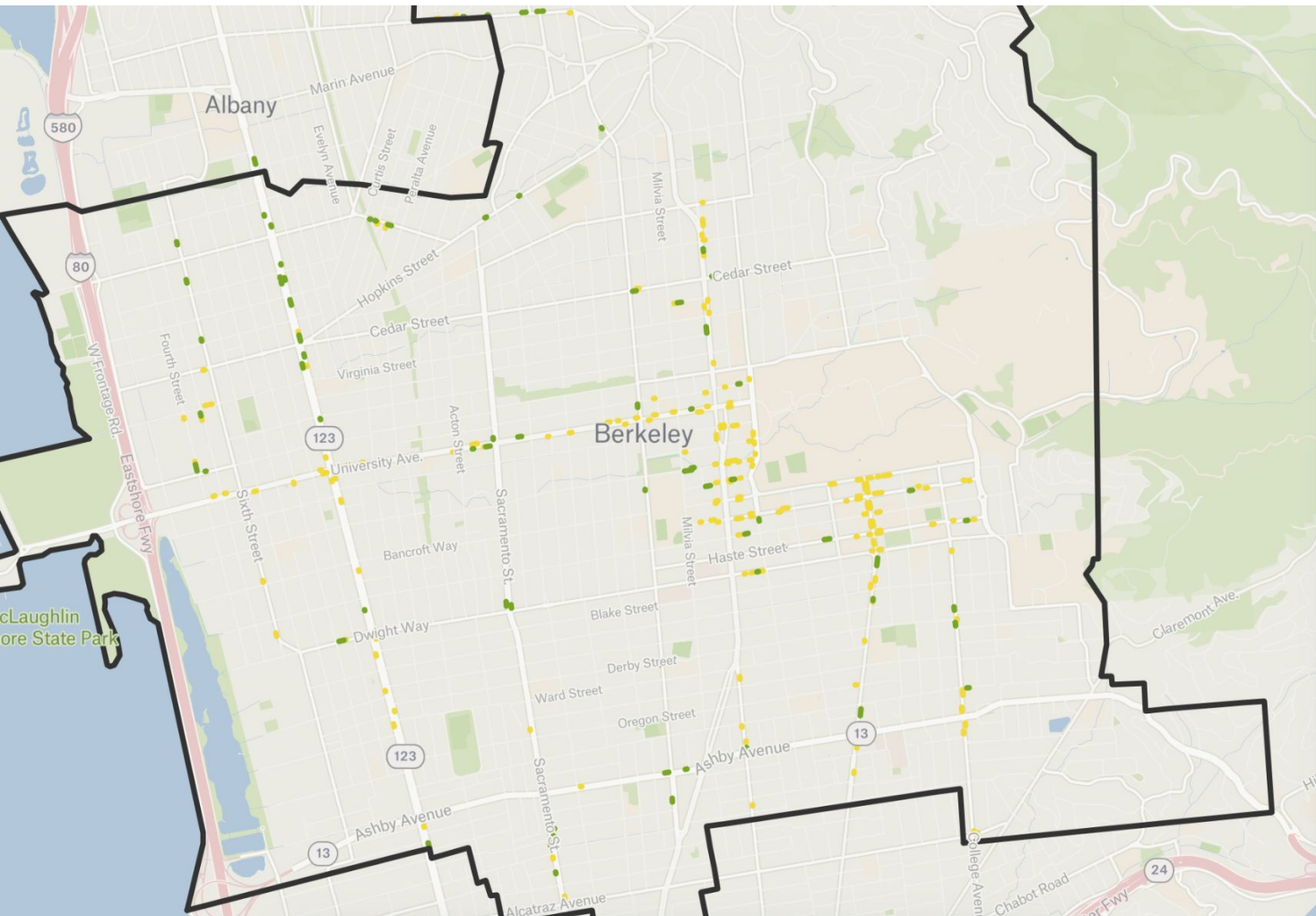
# General maps



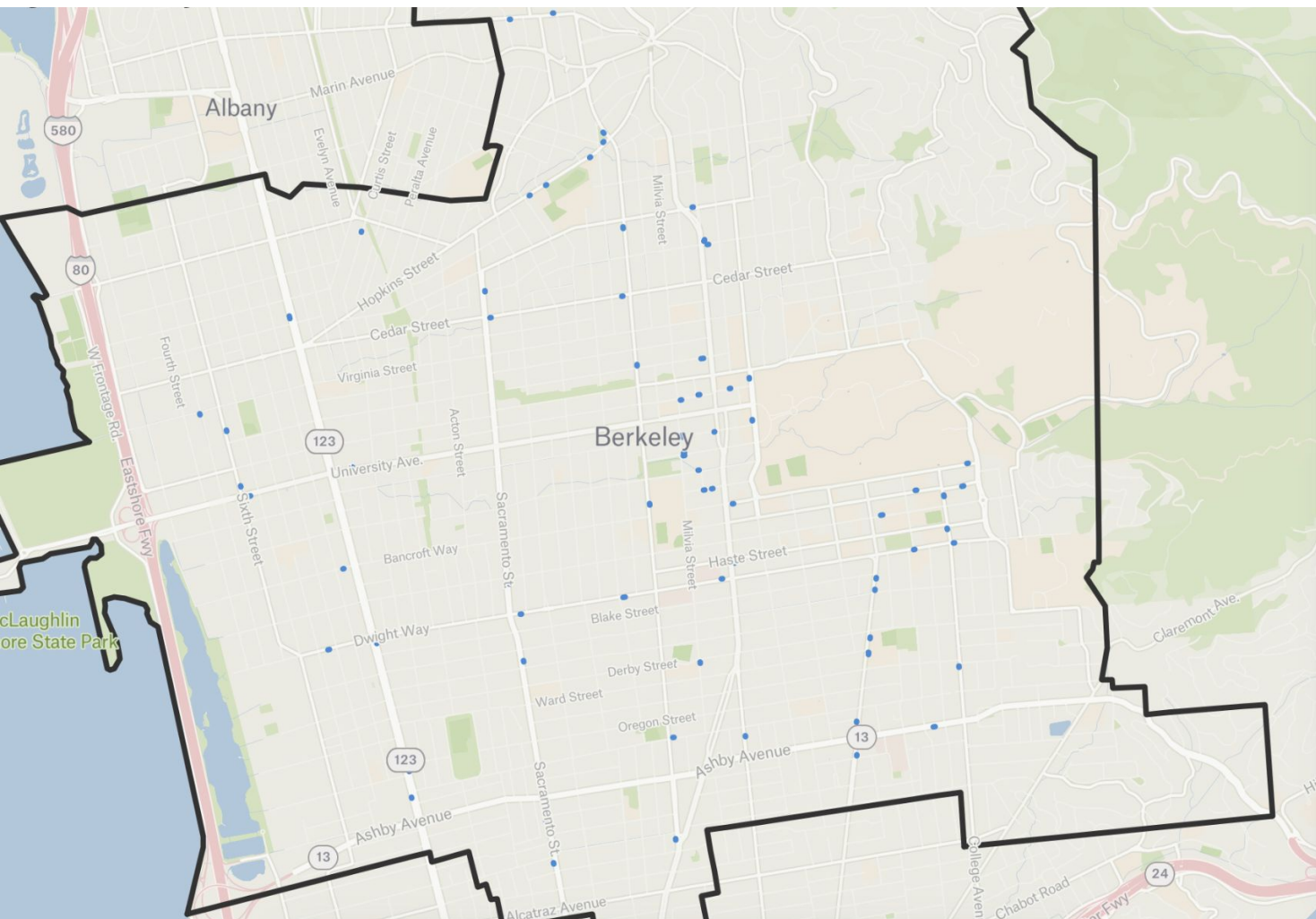
Yellow (lighter) = free  
Gray (darker) = metered



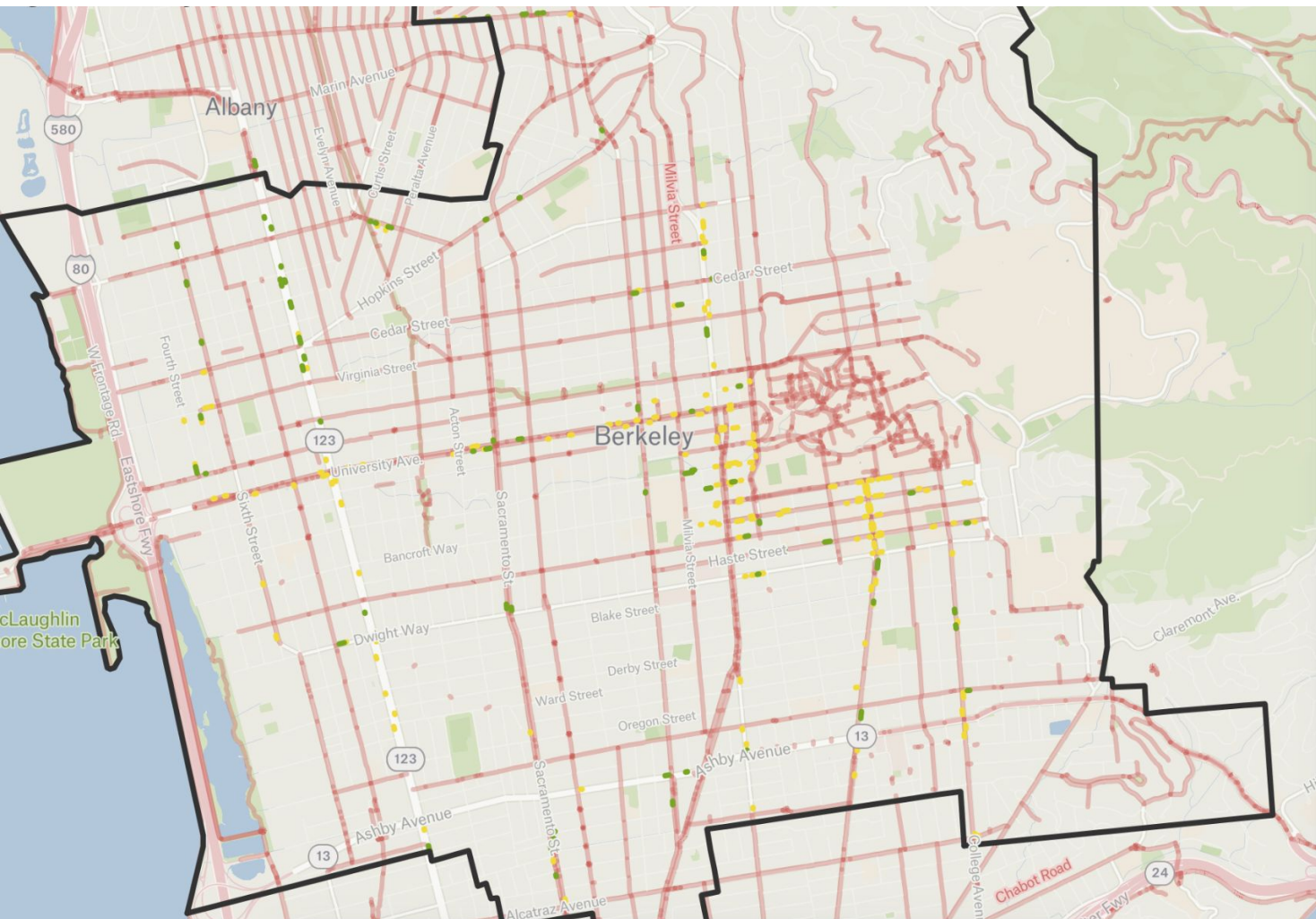
Areas of interest  
(in green)  
are  
mostly metered



330-360 loading zones (yellow) and 220-240 short term spots (green) on streets of interest

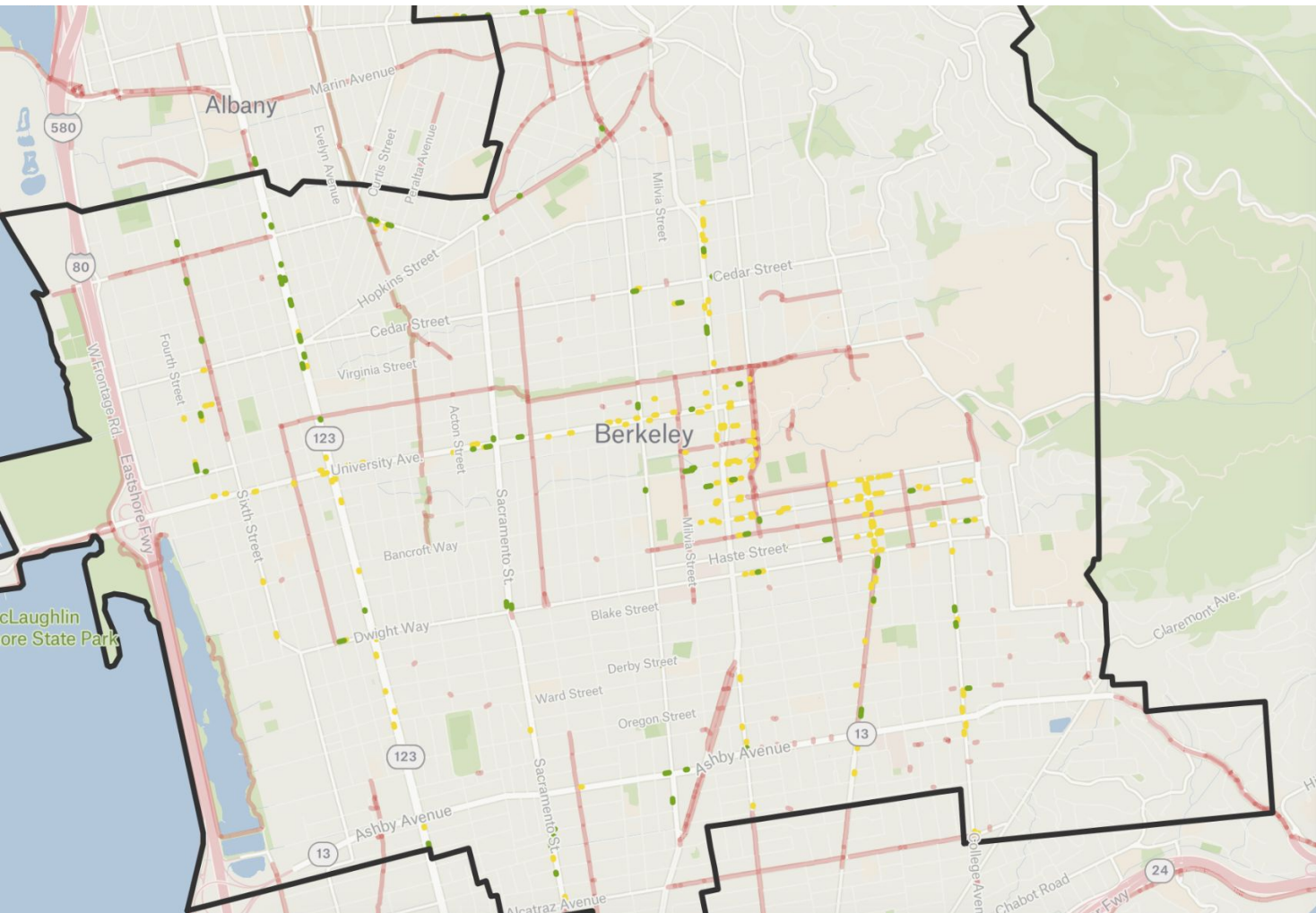


~82 disabled  
parking spots on  
streets of interest

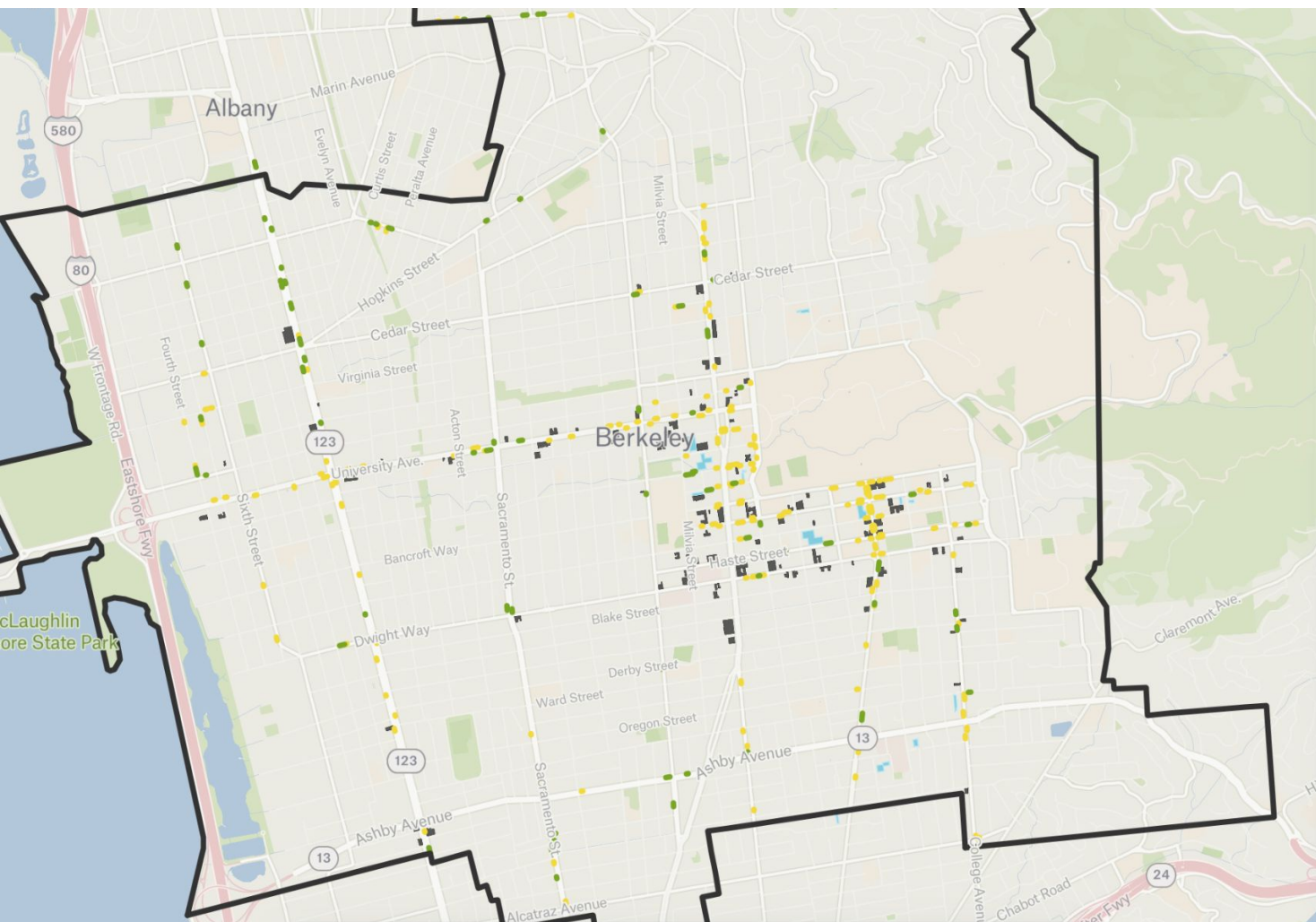


Most loading zones are on a type of bike lane (59%)



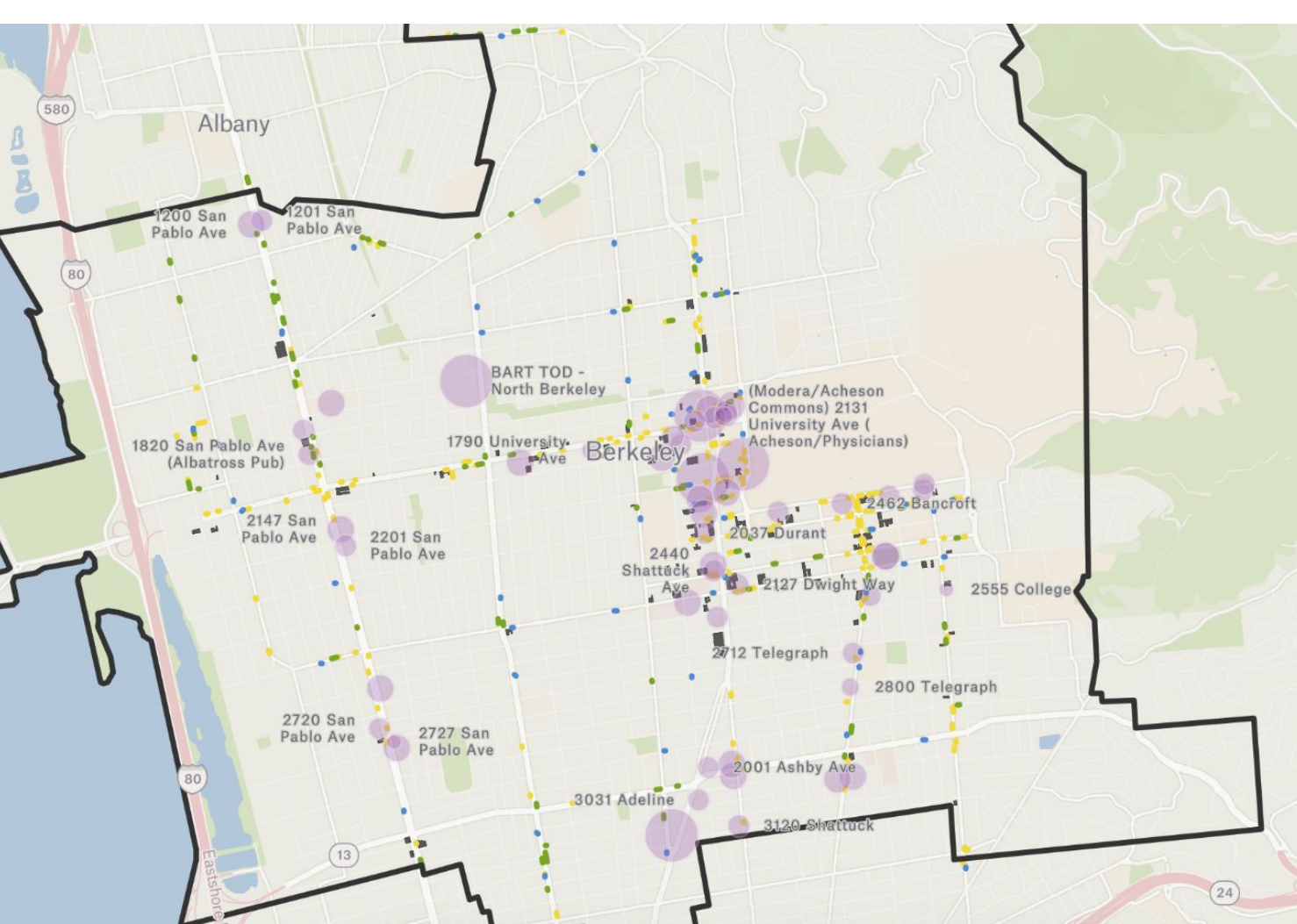


Only 10% of spots (36 loading zones and 22 short term parking spots) are on dedicated or protected bike lanes



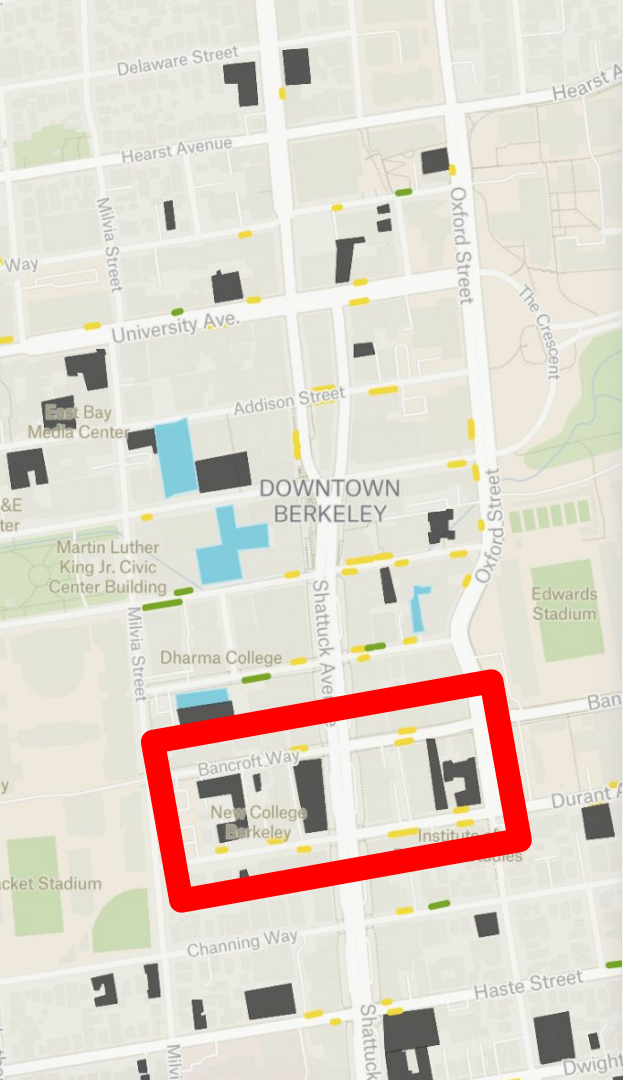
Blue (light)  
squares =  
parking

Dark squares =  
apartment  
buildings

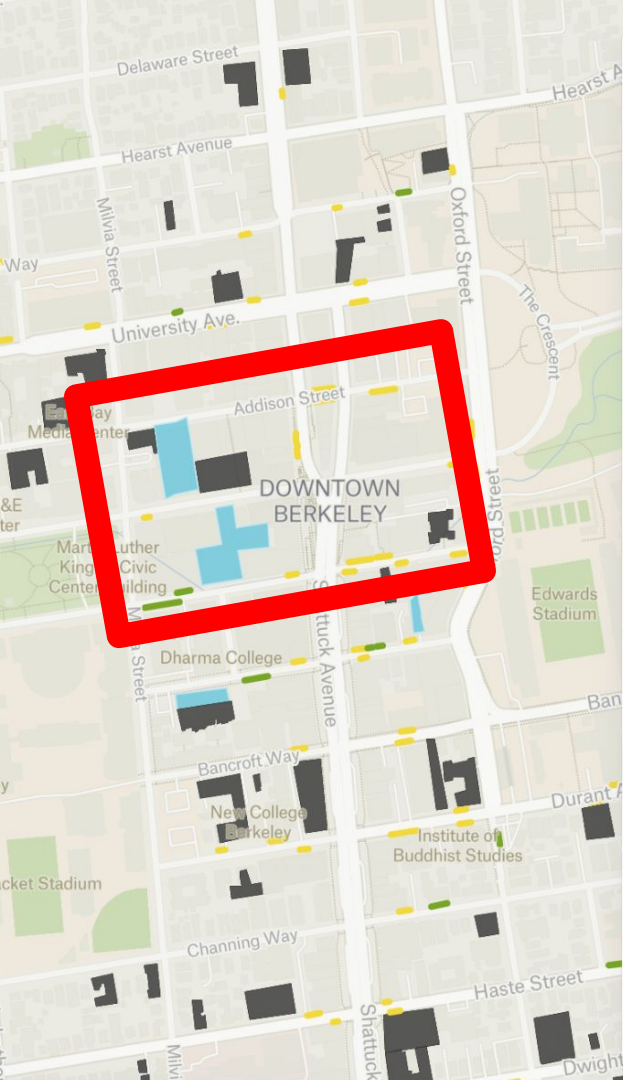


Planned  
housing: purple  
(circles)

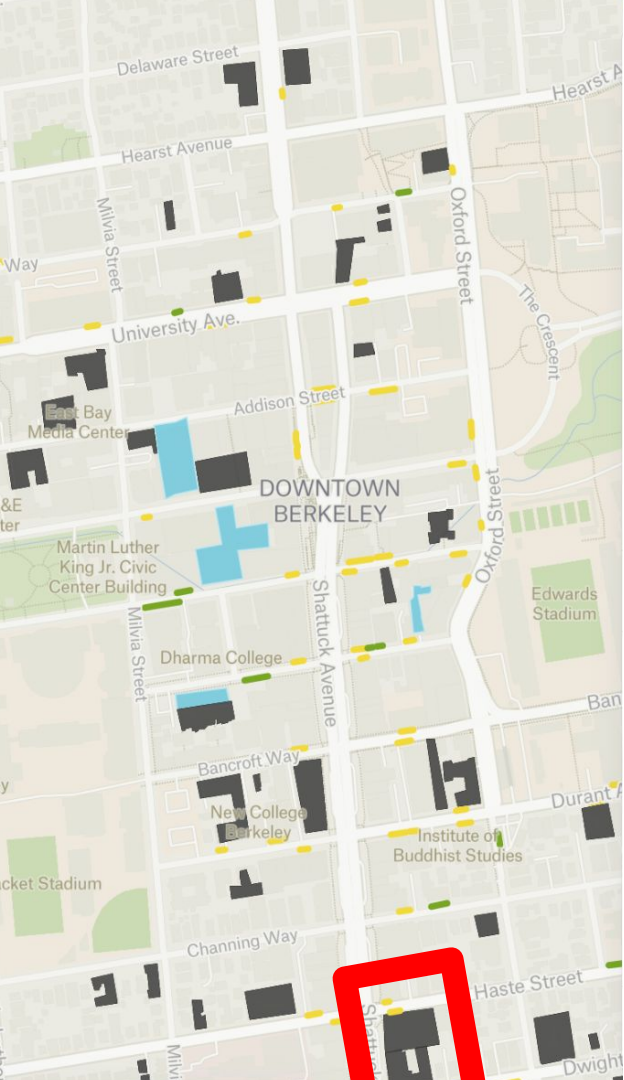
# Housing mini-analysis



Only 2 loading spots  
among these five  
apartment buildings

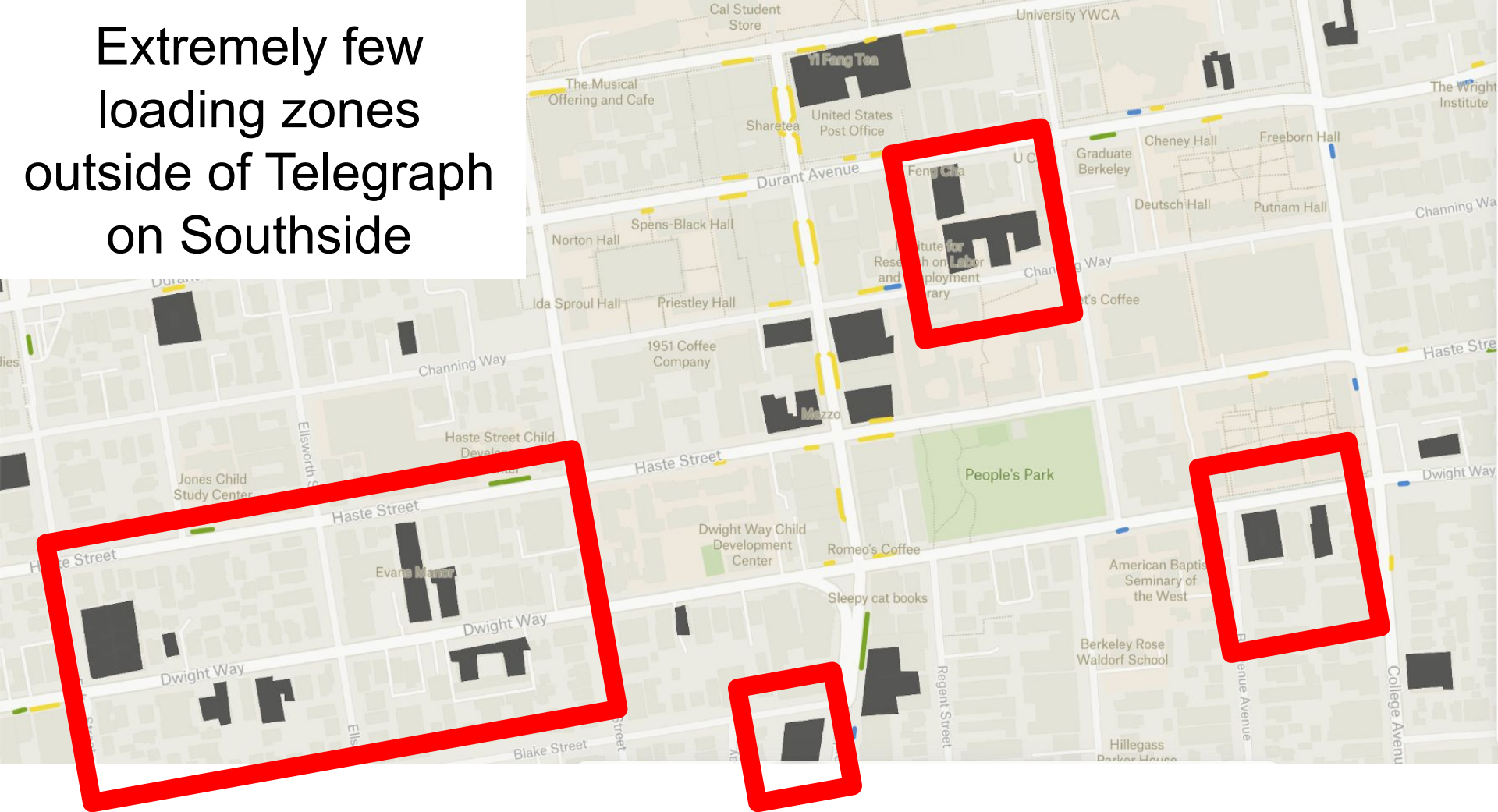


Great candidate area  
for loading zones -  
parking lots are very  
nearby!



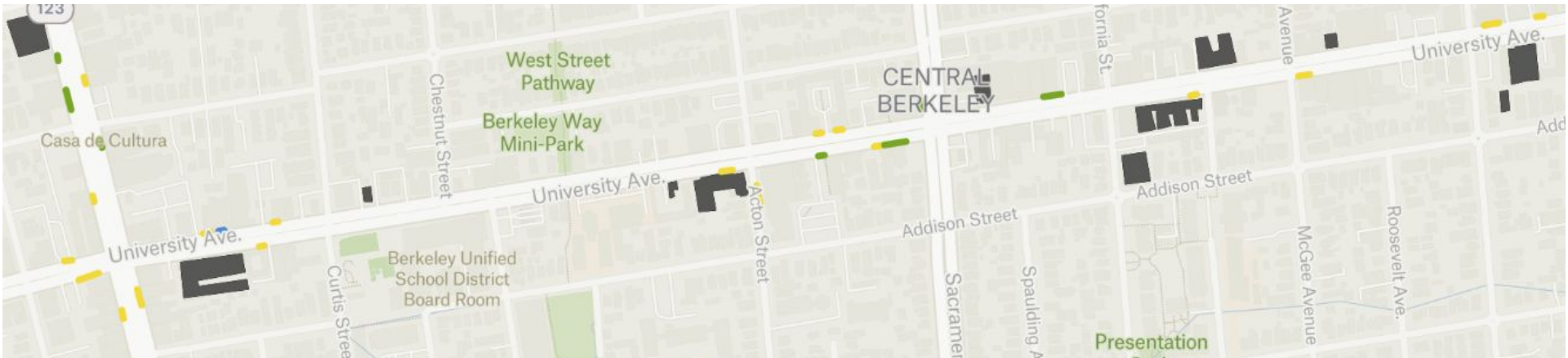
2 buildings - 1  
loading zone!

Extremely few  
loading zones  
outside of Telegraph  
on Southside

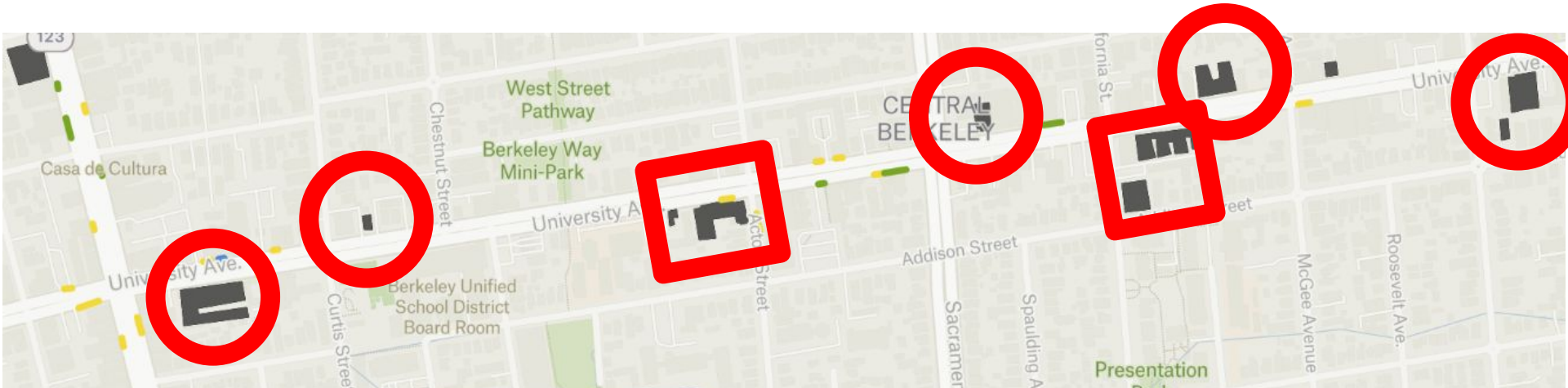




University is entirely metered parking, medium restaurant density, medium-low housing density, but low loading density



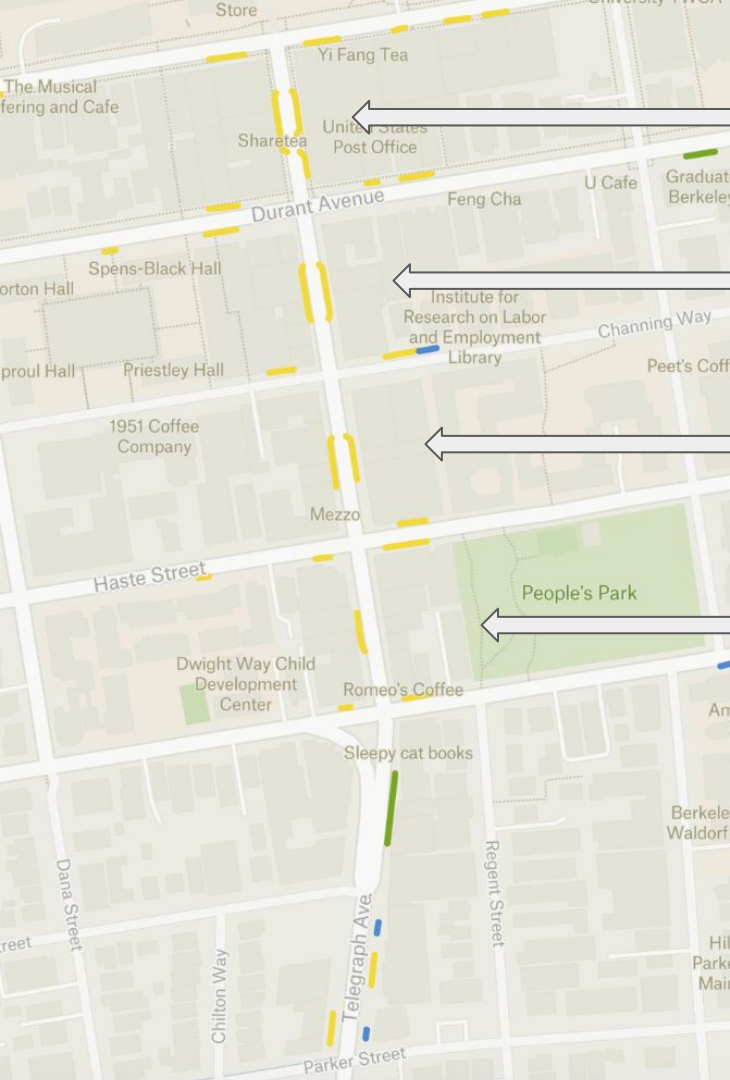
Buildings with squares have loading zones,  
buildings with circles do not





1 loading zone  
among these 6  
apartment buildings  
on San Pablo

# Telegraph restaurant analysis



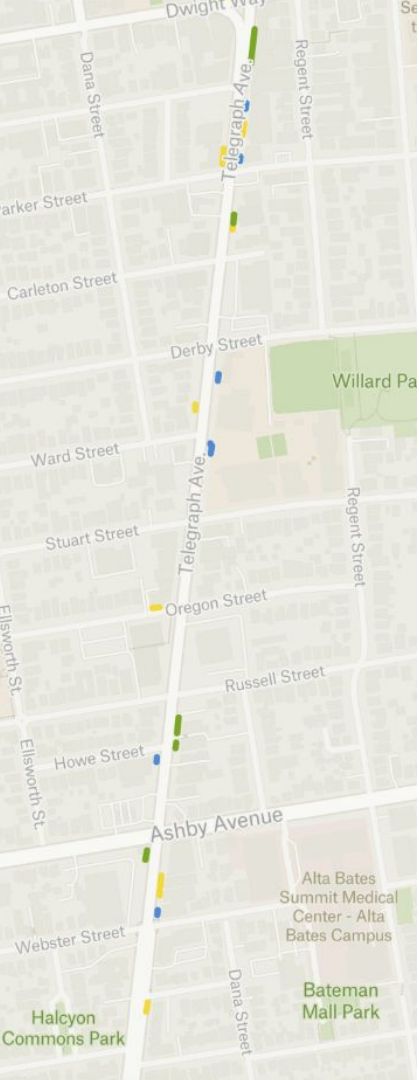
11 restaurants on these blocks, 5 served by loading zones; 7 other storefronts

9 restaurants on these blocks, 3 served by loading zones; 10 other storefronts

6 restaurants on these blocks, 2 served by loading zones; 8 other storefronts

9 restaurants on these blocks, 2 served by loading zones; 6 other storefronts

North Telegraph has the highest density of loading zones in the city, but even so, the majority of restaurants on each block do not have direct access to one at their curb



South Telegraph is less well served by loading zones - there are 9 restaurants total on this stretch, only 2 with loading zones. The rest of the loading zones serve urgent cares, dry cleaners, thrift stores, or schools

# Conclusions and next steps

- While we may have somewhat comparable levels of loading zones to other cities, we (and they) could probably use more
- Apartments and restaurants are mostly poorly served by loading zone locations
  
- Determine highest priority intervention space
  - Compare Telegraph to other restaurant corridors
  - Evaluate loading zone density more completely on blocks with planned housing
- Study “completeness” of loading zone transition and best practices
- When to refer to Council to refer to Transportation and Infrastructure?

What other work is needed at this time?