

CITY OF ALBANY

ACTIVE TRANSPORTATION



DEVELOPER PROJECT REVIEW GUIDE

THE CITY OF ALBANY has developed this checklist for project sponsors to document how the needs of bicyclists and pedestrians are being accommodated with a project. Besides documenting how a project would meet the City's adopted goals for encouraging active, non-motorized transportation (e.g., walking and bicycling), the checklist can also be used to help identify funding sources for bicycling and walking improvements that would provide community benefit.

This checklist is intended for use on projects at their earliest planning phase; however, some of the responses could be included in a transportation impact study prepared for a project. Projects with substantial design work should complete and submit siteplans with this checklist to City staff before finalizing designs. The City transportation engineer and planning staff will review the responses submitted by project sponsors during this process. The Traffic & Safety Commission may also review this information.

PROJECT DEVELOPMENT

> Review

New development should accommodate those choosing to walk or bike. What existing accommodations for bicyclists and pedestrians are provided near the project site?

1.

Do any adopted City or regional plans call for the development of bicycling or walking facilities on, crossing, or adjacent to the proposed project? If yes, list the applicable plan(s) and improvement projects. Is the proposed project consistent with these plans? To respond to this question, the project sponsor should reference the City of Albany Active Transportation Plan, MTC Regional Bicycle Plan, Alameda County Bicycle and Pedestrian Plan, and any applicable special area plans, such as the San Pablo Avenue Streetscape Plan.

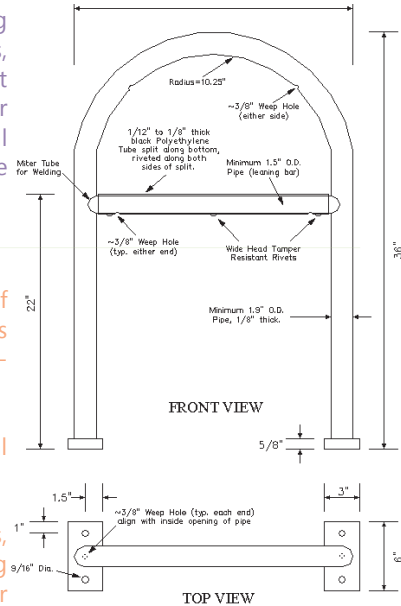
2.

Describe the existing walking and bicycling facilities located within 1,000 feet of the project site. Discuss how the project connects to transit, including crosswalks (marked and unmarked), sidewalks, bicycling lanes, bicycling routes, or shared-use paths.

Describe any schools, recreational centers, parks, job centers, or commercial areas near the site.

Describe walking or bicycling needs near the project site. Discuss deficiencies, including missing or damaged sidewalks or proposed bicycling or walking facilities that have not been constructed. The width of sidewalk, including clear path of travel, should be identified.

If no existing bicycling facilities are present, how far from the proposed project are the closest bikeways?



3.

All projects generate walk trips, even if only those between parked vehicles and the entrance. Describe to what extent the proposed project would generate walking or bicycling trips by customers, employees, students, visitors, or others. Describe the project will accommodate their access to, from, and through the site.

4.

Is the project located in an area with reported collisions involving bicyclists or pedestrians? If so, describe where these collisions have occurred with respect to the project site, and whether the project proposes safety enhancements to address real or perceived safety issues. The project should be designed to minimize potential conflicts between vehicles, pedestrians, and cyclists.

5.

If the project proposes new driveways (i.e., curb cuts), describe how pedestrians and bicyclists will be accommodated. Discuss whether the driveway would result in additional conflicts between drivers and pedestrians or bicyclists. Refer to the Active Transportation Plan Appendix F for guidance.

6.

How will access around the project site for bicyclists and pedestrians be maintained during project construction? Describe if the project construction will require any temporary sidewalk or lane closures. Construction management plans should be developed and address pedestrian and cyclist needs.

Projects should upgrade adjacent sidewalks to meet current standards, and go beyond basic standards on key walking corridors in the city. Refer to the Active Transportation Plan to identify these routes.



Bicycle Parking Requirements (by Land-Use)



Every bicycling trip has two main components: the route selected by the bicyclist and the “end-of-trip” facilities at the destinations, such as safe and secure bicycle parking. This table provides guidance on the provision of bicycle parking facilities.

RESIDENTIAL

Type of Activity	Long-term Bicycle Parking Requirement ¹	Short-term Bicycle Parking Requirement ²
Single Family Dwelling	No spaces required	No spaces required
Multifamily Dwelling		
a) With private garage for each unit*	No spaces required	0.10 spaces for each bedroom. Minimum is 2 spaces.
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.10 spaces for each bedroom. Minimum is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.10 spaces for each bedroom. Minimum is 2 spaces.

*A private locked storage unit may be considered

CIVIC // CULTURAL & RECREATIONAL

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Non-assembly Cultural (library, government, etc.)	1.5 spaces for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 8,000 s.f. of floor area. Minimum requirement is 2 spaces.
Assembly (churches, theaters, stadiums, parks, etc.)	1.5 spaces for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 5% of maximum expected daily attendance.
Healthcare/Hospitals	1.5 spaces for each 20 employees or 1 space for each 50,000 s.f. of floor area, whichever is greater. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
Education		
a) Public, parochial, and private nursery schools, kindergartens, and elementary schools (grades 1-3)	1.5 spaces for each 20 employees. Minimum requirement is 2 spaces.	1 space for each 20 of planned capacity. Minimum requirement is 2 spaces.
c) Public and, parochial elementary schools (grades 4-6), junior high, and high schools	1.5 spaces for each 10 employees plus 1.5 spaces for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1.5 spaces for each 20 students of planned capacity. Minimum requirement is 2 spaces.
d) Colleges and universities	1.5 spaces for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 s.f. of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum requirement is 2 spaces.
Rail/bus Terminals and Stations/Airports	Spaces for 7% of projected a.m. peak period daily ridership	Spaces for 2% of projected a.m. peak period daily ridership

INDUSTRIAL // MANUFACTURING

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Manufacturing and Production	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

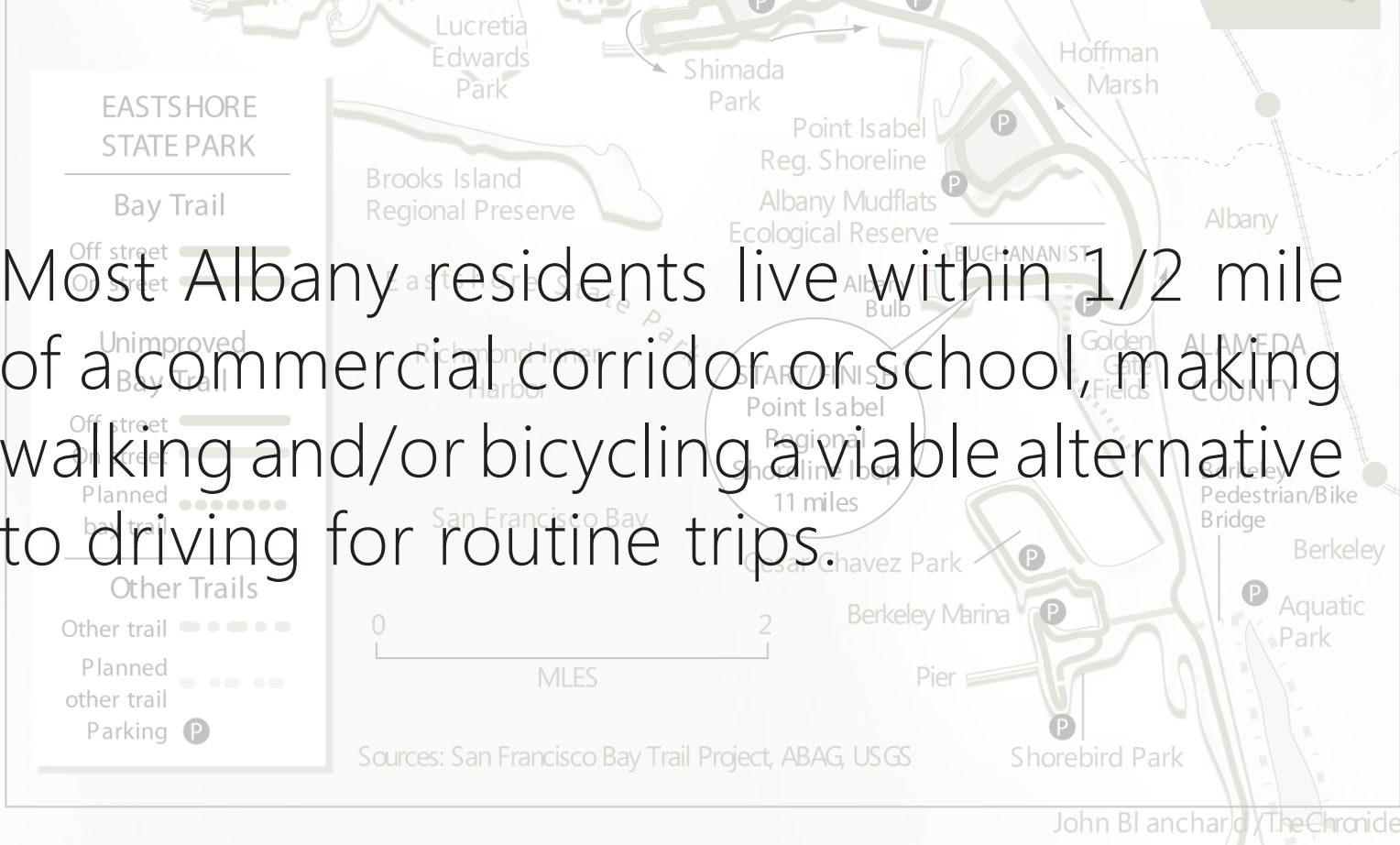
RESIDENTIAL

Type of Activity	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Retail		
a) General food sales or groceries	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 2,000 s.f. of floor area. Minimum requirement is 2 spaces.
Office	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
Auto Related	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces.
Off-street parking lots and garages available to the general public	1 space for each 20 automobile spaces. Minimum requirement is 2 spaces. Unattended surface parking lots excepted.	Minimum of 6 spaces or 1 per 10 auto spaces. Unattended surface parking lots excepted.

¹Long-term parking facilities include secure and covered room, lockers, or shelters.

²Short-term parking facilities include on-street bike racks near the entrance of the project.

Most Albany residents live within 1/2 mile of a commercial corridor or school, making walking and/or bicycling a viable alternative to driving for routine trips.



Parking within 30 feet of an intersection is discouraged. In many cases, corner curb extensions should be considered to shorten crosswalk length. The Active Transportation Plan provides guidance for designing pedestrian-oriented street improvements.

Albany, through the Active Transportation Plan, will be a community that enables adults and children to walk or bike to meet their travel needs and improve their health and the environment. The Plan prioritizes routes to schools, BART, Solano Avenue, San Pablo Avenue, shopping, parks, the waterfront, and neighboring towns.



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