



CITY OF ALBANY CITY COUNCIL AGENDA STAFF REPORT

Agenda Date: November 6, 2023
Reviewed by: NA

SUBJECT: Public Hearing for Amendments to the Transportation Element of the General Plan and Amendments to Chapter 20 Sections 20.08, 20.12, 20.20, 20.24, 20.28, 20.40 and 20.100 of the Zoning Ordinance to Modify Off-Street Parking Regulations – First Reading

REPORT BY: Jean Eisberg, Consulting Planner
Leslie Mendez, Planning Manager
Jeff Bond, Community Development Director

SUMMARY

The action before the City Council is to adopt an ordinance making changes to the off-street parking requirements ([AMC §28 Off-Street Parking and Loading Regulations](#)) in response to City Council comments at its July 17, 2023 meeting.

STAFF RECOMMENDATION

That the Council:

1. Approve Resolution No. 2023-59, amending the Transportation Element of the General Plan Land Use to reflect implementation of new parking standards and related updates;
2. Introduce and waive first reading of Ordinance No. 2023-06, amending the Zoning Ordinance to remove minimum parking requirements citywide in response to Assembly Bill (AB) 2097;
3. Confirm whether to establish maximum parking requirements, currently drafted as an optional section within Ordinance No. 2023-06

BACKGROUND

Assembly Bill 2097

Assembly Bill (AB) 2097, which took effect January 1, 2023, removes minimum parking requirements for residential and most commercial development when located within ½-mile of public transit.

Commission and Committee Recommendations

Since most of the land area within the City of Albany is located within ½ mile of public transit and therefore subject to AB 2097, all three advisory bodies who considered revisions to the parking ordinance—Planning and Zoning Commission, Climate Action Committee, and Transportation Commission—recommended eliminating parking minimums citywide, where applicable. In addition, the Planning and Zoning Commission and the Climate Action Committee recommended implementing parking maximums citywide. The Transportation Commission supported implementing parking maximums with an exemption for properties located on streets with bicycle facilities.

City Council Feedback

At its [July 17, 2023 meeting](#), the City Council considered the proposed parking amendments to the General Plan and Zoning Ordinance. After discussion, the item was continued to a later date. The following is a summary of comments during the July 17th hearing ([meeting minutes](#)):

- Generally supported removing minimum parking requirements citywide.
- Supported Transportation Demand Management (TDM) measures, including free transit passes, but recommended that detailed TDM measures be adopted by resolution.
- Supported updating bicycle parking requirements but acknowledged that this would be part of a separate future effort.
- Concerns about potential impacts on reduced parking requirements for people with disabilities and households that cannot rely on transit or alternate modes of travel.
- Generally supported maximum parking standards for properties located within ½ mile of BART (3-1 supporting straw poll vote, one council member recused).
- Mixed opinions about establishing parking maximums.

As noted below, staff have revised the draft ordinance in response to the Council’s feedback.

ABAG/MTC Transit-Oriented Communities Policy

The previous draft of the ordinance incorporated anticipated requirements related to the Association of Bay Area Governments and Metropolitan Transportation Commission (ABAG/MTC) requirements for their Transit-Oriented Communities (TOC) Policy. TOC Policy requires that to be eligible for various grant programs, cities will be required to modify zoning standards and allocate funding for affordable housing within ½-mile of BART stations. However, since the City Council’s July 2023 meeting, ABAG/MTC issued an update to the [TOC Policy Administrative Guidance](#). The update exempts cities from TOC Policy criteria if they comprise less than 20% of the total ½-mile area around a BART station. Since Albany’s portion of the area within ½-mile of the El Cerrito Plaza BART station is less than 20%, the City would be exempt from compliance with TOC Policy criteria. As a result, until TOC program details are finalized, staff believe it is premature to incorporate TOC policies into the Municipal Code.

DISCUSSION

General Plan Amendments

To achieve consistency with the City’s Planning and Zoning Code, amendments to the Land Use and Transportation Elements of the General Plan, adopted by City Council in April 2016, are proposed to align with implementation of parking minimums citywide. Additional language will be added as shown in annotation format if the Council adopts maximum parking standards. Proposed General Plan amendments, found in Exhibit A of the Resolution (Attachment 2) are shown in redline/strikeout and annotations. Amendments also reflect program implementation completed since the 2016 approval of the General Plan and changes in State law, including:

- General Plan Action T-7A, T-7B, and T-7C completed as part of the Measure N1 initiative, which was approved by the voters in 2016 following adoption of the General Plan and reduced parking requirements;
- General Plan Action T-7D commercial parking changes that resulted in blended rates on Solano Avenue in 2018 and parking exceptions for changes in use and small tenant spaces; and
- General Plan Action T-7F revisions to acknowledge that Accessory Dwelling Unit (ADU) legislation pursuant to State law superseded the City’s parking standards.
- General Plan Action LU-3.C commercial parking changes that resulted in blended rates on Solano Avenue in 2018 and parking exceptions for changes in use and small tenant spaces.

The current General Plan is available at <https://www.albanyca.org/departments/planning-zoning/albany-2035-general-plan>.

Zoning Ordinance Amendments

Staff has revised Exhibit A of the draft Ordinance (Attachment 4), and updated annotations in the margin, to consider two separate actions as it relates to the zoning amendments:

1. Zoning Ordinance amendments to remove minimum parking requirements for all land uses outside of the WF District.
2. Draft amendments and annotations in the margin of Exhibit A of the draft Ordinance provide the Council with two options regarding parking maximums:
 - Option 1: Set maximum parking requirements citywide (minus the WF District).
 - Option 2: Do not set maximum parking requirements.

A summary of changes incorporated into the parking ordinance in response to the City Council’s comments at the July 17, 2023, hearing is provided below:

- Addition of a general statement that specific TDM measures may be adopted by resolution. This will allow for more flexibility in administering a TDM program, as technologies and transit programs change over time (§20.28.020.K).

- Simplification of the nonresidential parking requirements in Table 5B (§20.28.030.B) to include only the list of uses allowed in the WF District. This represents an organizational change, not a material change to the WF regulations and therefore does not require voter approval.
- Annotation of alternative actions in Exhibit A of the draft Ordinance regarding implementation of maximum parking requirements.
- Expansion of standards for mechanical lift and future parking conversions citywide (not just to the San Pablo Avenue Specific Plan area).
- Removal of separate maximum standards within ½ mile of the El Cerrito BART Station given changes in MTC's TOC program and Albany's current exempt status.

No changes are proposed to bicycle parking at this time but can be addressed through a future ordinance. Additionally, City staff has made the following additions/deletions to the draft ordinance to create consistency across the Zoning Ordinance:

- Section 20.08.020: Changing the definition of nonconforming structures to exclude parking as a reason for nonconformity.
- Section 20.12.060: Removing required off-street parking from Commercial Mixed Use District requirements.
- Section 20.20 and 20.24: Removing parking and replacement requirements from Accessory Dwelling Unit, Cannabis Dispensary, Single Room Occupancy, and Accessory, Temporary and Manufactured Homes/Buildings regulations.
- Section 20.40: Removing required off-street parking from Inclusionary Housing and Density Bonus modifications of development regulations, and from Emergency Shelter requirements.
- Section 20.100.050: Removing sufficiency of parking facilities as standard for review for Design Review.
- Minor organizational and wording changes as recommended by city staff or via Councilmembers via email following the July 17th hearing.

ANALYSIS

The City Council's [July 17, 2023 staff report and attachments](#) provide in-depth background of why Albany has parking requirements, and how AB 2097 and other related State laws affect parking requirements in the city. It analyzes potential impacts of removing parking minimums and establishing parking maximums. It also explores options for implementation in response to State law and/or to achieve other objectives including implementation of the goals and policies of the Albany General Plan and Climate Action and Adaptation Plan. A summary of this analysis is provided below.

Effects of Removing Parking Minimums

Although required to implement AB 2097, the City is not required to codify the law in its Zoning Ordinance. However, codifying AB 2097 and expanding implementation of parking minimums citywide can have some advantages:

- Establishing consistent standards between State law and the City’s zoning regulations.
- Advancing state goals and policies in Albany’s General Plan and Climate Action and Adaptation Plan.
- Encouraging investment in, and use of, alternative modes of transportation.
- Streamlining, and ease of applying and understanding parking standards.

On the other hand, eliminating minimum parking requirements beyond what is required by AB 2097 could bring some challenges, including creating further demand for on-street parking and potential spillover parking impacts in certain neighborhoods.

Effects of Establishing Parking Maximums

Establishing parking maximums can have positive effects on economic development, environmental sustainability, the affordability of housing, and quality of life. Studies summarized in the July 17, 2023, staff report and attachments show that higher parking ratios can cause an increase in vehicle mode share—people are more likely to drive when parking is available—and lead to an increase in car ownership. Conversely, reducing on-site parking could result in more affordable homes and simultaneously incentivize car sharing, bicycle sharing, shared parking, and transit use.

On the other hand, the question must be asked whether it is necessary to establish maximum parking standards in Albany. Data from recently approved and constructed multifamily projects show that the developments are at, or below, the current parking minimum of 1 space per unit. As shown in Table 1, the most recent residential projects in Albany are taking advantage of lower parking requirements allowed under State law. The parking ratios range from 0 spaces per unit to 1 space per unit, with the lowest parking ratios on Solano Avenue and Evelyn Avenue, near transit and services. Projects that implemented the highest parking ration—1 space per unit—are the affordable housing project on Cleveland Avenue which is furthest from transit and services, and a for-sale townhome project, where one space per unit is typically expected. On average, the average parking ratio is 0.69 spaces per unit for these projects.

As several Council members noted, due to the cost of constructing parking, developers do not have an incentive to provide more parking than is needed, which again raises the question of whether the City should be adding regulatory requirements to fix a problem that may not exist.

Table 1: Parking Ratios for Recent Multifamily Projects in Albany

Name	Address	w/in ½ Mile of BART?	Status	Units	Parking	
					Spaces	Space/Unit
Kains & Portland Townhomes	634 Kains Ave.	No	Complete	9	9	1.00
Belmont Village (Senior)	1100 San Pablo Ave.	No	Complete	175	106	0.61
SAHA Housing (Affordable)	755 Cleveland Ave.	No	Under Construction	62	62	1.00
Masonic Mixed Use	904 Masonic Ave.	No	Approved	4	3	0.75
Albany Bowl*	540 San Pablo Ave.	Yes	Approved	207	154	0.74
Evelyn Apartments	423 Evelyn Ave.	Yes	Approved	14	0	0.00
Solano Mixed Use*	1600 Solano Ave.	No	Approved	12	0	0.00
Total/Average				483	334	0.69

* = Additional parking is proposed for commercial uses.

Source: Albany Draft Housing Element, 2023; Lexington Planning, 2023.

Additionally, the shift to alternative modes of transportation may fail to consider individuals whose work is either far from public transit, occurs during off hours when transit is not available, or involves driving as part of their employment, and/or needing to carry tools and equipment not easily transported on transit (e.g., house cleaners, day workers, ride share drivers, etc.). Additionally, available off-street parking may be priced competitively, placing greater economic strain on those who depend on a personal vehicle for employment.

PUBLIC COMMENT

The City has received public comment on this topic over the past several months, in addition to comments made during the Housing Element preparation. Comments are summarized below:

- Community members have generally supported removing parking minimums citywide.
- Community members have generally supported removing parking minimum ratios to support sustainability goals and multi-modal transportation.
- Several commenters have expressed concerns about potential for spillover parking, reduced parking for businesses, and setting parking maximums. Many commenters with this concern have been business owners/managers.
- Several commenters expressed support for the amendments as a way to improve equity between projects on San Pablo Ave., where there are currently parking maximums, but no minimums, and other projects in the city.
- Several commenters also supported the elimination of fees charged for parking waivers that are typically granted.
- At least one commenter asked about details for the free transit pass program.

- At least one commenter asked about the effects of the amendments on electric vehicle charging, and suggested that ADA (American Disability Act) spaces should be required in new construction, even when no parking is required/provided.

ENVIRONMENTAL REVIEW

These General Plan and Zoning Ordinance amendments are within the scope of the General Plan Environmental Impact Report (EIR) that was certified in April 2016. The EIR contemplated revisions to parking standards over time, including those that resulted in Measure D, which modified minimum parking requirements. Moreover, parking is no longer an impact topic under the California Environmental Quality Act (CEQA).

Additionally, on February 21, 2023, the City Council adopted an Addendum to the General Plan EIR to analyze potential impacts of the 2023-2031 Housing Element. This evaluation included implementation of Housing Element Program 4.E, described herein, to revise minimum and maximum parking requirements. The Addendum to the General Plan EIR is also available at: <https://www.albanyca.org/departments/planning-zoning/housing-element>

SUSTAINABILITY CONSIDERATIONS

The Albany General Plan and the Albany Climate Action and Adaptation Plan contain numerous goals and policies concerning parking and multimodal transportation. Based upon the evidence provided by the available transportation research literature, removing parking minimums citywide can be useful for achieving the following General Plan goals, policies, and actions:

- Reducing auto dependence and achieving more sustainable development (Goal T-7: Parking).
- Strongly encouraging the use of shared parking lots (Policy LU-3.14: Parking Management).
- Supporting shared parking and car-sharing programs and contributing to local sustainability objectives. (Action LU-3.C: Commercial Parking Studies).
- Maximize the efficient use of available on-street and off-street parking spaces (Policy T-7.1: Parking Management).
- Encourage shared parking agreements (Policy T-7.4: Shared Parking).
- Discourage site plans in which surface parking dominates the site or the street frontage (Policy T-7.7: Design of Surface Parking).

SOCIAL EQUITY AND INCLUSIVITY CONSIDERATIONS

Eliminating minimum parking requirements can free up more space for housing and commercial development and reduce the overall costs of housing. If parking is not required or is reduced on the ground-floor, this can allow additional space for residential and commercial uses, and reduce costs associated with construction of parking, especially for underground parking or concrete podiums. Research has shown that parking spaces add about 17% to a unit's rent (nationwide) and 13% to a condo's costs (San Francisco) compared to units without parking.

On the other hand, for some households, transit service and active transportation are not practical modes of travel. Additionally, this policy may affect multigenerational or larger households who have higher rates of car ownership. Thus, automobile parking will continue to be needed for some households, and future policies for pricing of parking could take into consideration household income levels.

CITY COUNCIL STRATEGIC PLAN INITIATIVES

The parking ordinance amendments support the following Strategic Plan initiatives:

- GOAL 2: Promote Housing Availability & Quality
 - OBJECTIVE: Identify ways to incentivize more housing development including zoning and other code updates
- GOAL 2: Promote Streets that Support Safety & Transportation Mobility Options

FINANCIAL CONSIDERATIONS

The City currently collects parking exception fees to cover staff time for processing parking exceptions. These revenues would be eliminated with the removal of parking requirements and the parking exception process. However, the staff time spent processing these exceptions would also be eliminated, freeing up staff time for other purposes. As a result, this change is generally net neutral with respect to City revenues and expenses. However, as described in the Housing Element, these changes may lead to a reduction in the cost of housing and therefore increase housing production and affordability.

Attachments

1. Resolution No. 2023-59: General Plan Amendments
2. Exhibit A to Resolution No. 2023-59 – General Plan Amendments
3. Ordinance No. 2023-06: Zoning Ordinance Amendment
4. Exhibit A to Ordinance No. 2023-06 – Zoning Ordinance Amendments

1 **RESOLUTION NO. 2023-59**

2 **A RESOLUTION OF THE ALBANY CITY COUNCIL TO ADOPT**
3 **AMENDMENTS TO THE LAND USE ELEMENT AND**
4 **TRANSPORTATION ELEMENT OF THE GENERAL PLAN**

5 **WHEREAS**, the California Government Code Section 65300 et. seq. requires every
6 city and county in California to adopt a General Plan for its long-range development, and
7 further, to periodically update that Plan to reflect current conditions and issues; and

8
9 **WHEREAS**, the Albany General Plan was adopted by the City Council on April, 18
10 2016, Resolution No. 2016-24; and

11
12 **WHEREAS**, the Albany General Plan included policies calling for balancing the needs
13 of vehicle parking with the goal of reducing automobile dependence and achieving more
14 sustainable development; and

15
16 **WHEREAS**, the Albany General Plan Housing Element was adopted by the City
17 Council on February 21, 2023, and certified by the California Department of Housing and
18 Community Development on September 8, 2023; and

19
20 **WHEREAS**, the General Plan amendments implement Program 4.E of the 2023-2031
21 Housing Element regarding revisions to parking requirements; and

22
23 **WHEREAS**, Assembly Bill (AB) 2097 was adopted by the California legislature in
24 2022, stating that “the imposition of mandatory parking minimums can increase the cost of
25 housing, limit the number of available units, lead to an oversupply of parking spaces, and
26 increased greenhouse gas emissions”; and

27
28
29

1 **WHEREAS**, AB 2097 prohibits the City from imposing or enforcing a minimum
2 parking requirement on nearly all types of residential, commercial or other development
3 projects that are within one-half mile of the intersection of two or more major bus routes; and
4

5 **WHEREAS**, the General Plan Amendments are attached as Exhibit A and incorporated
6 herein by reference, and are also on file with the Community Development Department; and

7 **WHEREAS**, the General Plan amendments acknowledge policy implementation
8 completed by the City of Albany since the General Plan adoption in 2016 and reflect the
9 provisions of AB 2097; and
10

11 **WHEREAS**, the Planning and Zoning Commission held study sessions on March 8,
12 April 26, and May 10, 2023 to discuss implications of AB 2097 and potential revisions to
13 parking regulations in the Zoning Ordinance; and

14 **WHEREAS**, the Planning and Zoning Commission held a public hearing on June 14,
15 2023 to consider the General Plan amendments; and
16

17 **WHEREAS**, the Planning and Zoning Commission adopted Resolution 2023-02
18 recommending that the City Council adopt an amendment to the Land Use Element and the
19 Transportation Element of the General Plan; and
20

21 **WHEREAS**, the Climate Action Committee held a public meeting on June 21, 2023
22 to consider the proposed parking amendments; and

23 **WHEREAS**, the Transportation Commission held a public meeting on June 22, 2023
24 to consider the proposed parking amendments; and
25

26 **WHEREAS**, the City Council held a public hearing on July 17, 2023 and November
27 6, 2023 to consider the General Plan amendments; and
28
29

1 **WHEREAS**, the City published a public hearing notice in three public places on
2 October 20, 2023 as required for a public hearing before the City Council; and

3
4 **WHEREAS**, as provided in Government Code Sections 65352 – 65352.5 for general
5 plan amendments, the City provided notice to the California Native American tribes on the
6 contact list provided by the Native American Heritage Commission and informed them of the
7 opportunity for consultation; and

8 **WHEREAS**, pursuant to the California Environmental Quality Act (CEQA), the
9 Albany General Plan Environmental Impact Report (EIR), including Findings and a Mitigation
10 Monitoring and Reporting Program was adopted by the City Council on April, 18 2016,
11 Resolution No. 2016-23; and

12
13 **WHEREAS**, on February 21, 2023, the City Council adopted Resolution 2023-09,
14 adopting an Addendum to the General Plan EIR which evaluated the impacts of the 2023-2031
15 Housing Element of the General Plan.

16 **NOW, THEREFORE, BE IT RESOLVED**, that the Albany City Council hereby:

17
18 **Section 1.** Makes the necessary findings for General Plan Amendments:

- 19 1. *Reasons for Recommendation.* A General Plan Amendment is required to amend the
20 General Plan Transportation narrative and certain policies and actions regarding
21 parking to reflect parking implementation completed since Plan adoption and respond
22 to legislative changes pursuant to AB 2097.
23
24 2. *Findings Supporting the Recommendation.* The General Plan amendments update the
25 Transportation Element narrative on parking to acknowledge the changes in State law
26 pursuant to AB 2097 and Accessory Dwelling Unit (ADU) legislation. Amendments
27 also update the General Plan to acknowledge implementation and completion of
28 parking programs such as voter approval in 2018 of Measure N1, which reduced
29

1 parking requirements citywide originally established by Measure D in 1978. These
2 changes continue to support the following Transportation Element Goals and Policies:

- 3 • GOAL T-7: PARKING: Balance the need for vehicle parking with the goal of
4 reducing auto dependence and achieving more sustainable development.
- 5 • Policy T-7.4: Shared Parking: Encourage shared parking agreements so that
6 adjacent or nearby uses with different demand characteristics can utilize the
7 same parking spaces.
- 8 • Policy T-7.7: Design of Surface Parking: On larger development sites where
9 off-street surface parking lots are required, parking should be located to the rear
10 or side of the building rather than between the building and the street. Site plans
11 in which surface parking dominates the site or the street frontage are strongly
12 discouraged.
- 13 • Policy T-7.8: Unbundling: Allow unbundled multi-family parking, so that
14 owners or buyers of multi-family units may opt out of having their own parking
15 space and pay a lower rent or sales price in exchange.

16 3. *Relationship of the Amendment to Applicable Plan.* The amendment of the General
17 Plan Transportation Element is necessary to implement the policies of General Plan in
18 light of changes in State law.

19
20 **Section 2.** Makes the following findings and determinations regarding the Project:
21 These General Plan amendments are within the scope of the General Plan EIR and the Housing
22 Element Addendum to the General Plan EIR. Nothing in these revisions constitute significant
23 changes to the project studied in the EIR or Addendum and any revisions will not cause any
24 new significant impacts, or substantially more severe impacts than those evaluated in the EIR
25 or Addendum such that a subsequent or supplemental EIR or negative declaration would be
26 required pursuant to CEQA Guidelines sections 15162 and 15163; and none of the other
27 conditions described in CEQA Guidelines section 15162 calling for the preparation of a
28 subsequent EIR or negative declaration have occurred.

29

CHAPTER
3
LAND USE
ELEMENT

New General Plan Text and
Redline/Strikeout

Comments Only

A. INTRODUCTION

The Land Use Element is the cornerstone of the General Plan. It establishes the basic policies guiding the physical form of the city and provides direction on development, conservation, and land use compatibility issues. The Element includes Albany’s official Land Use Map, showing the types of land uses envisioned for the city in the coming years.

Land use changes have the potential to make Albany more vibrant, economically healthy, and sustainable than it is today. But without proper direction and coordinated public investment, change can also be adverse. The Land Use Element strives for positive outcomes by setting limits on appropriate uses and densities, directing change to specific areas of the city, and guiding the character and form of new development. Policies in this Element are complemented by those in other elements of the General Plan, ensuring that priorities are balanced.

Government Code Section 65302(a) defines the requirements for the Land Use Element. The Element must designate the general distribution, location, and extent of land used for housing, business, industry, open space, recreational facilities, education, public buildings and lands, mineral extraction, and waste disposal. It must also contain standards for population density and building intensity. These standards must be coordinated with plans for transportation and infrastructure, and must also reflect environmental constraints such as flooding and steep slopes.

The Element is organized into five parts. The first part includes a profile of existing land uses. The second part presents the Land Use Map, including definitions of the land use categories shown on the Map. The third part provides guidance for areas of the City with the greatest potential for change in the next 20 years. Part Four addresses community design and historic preservation. The final section presents the goals, policies, and actions for land use and community design.



Ordway Street

B. PROFILE OF EXISTING USES

Albany is part of a continuous urbanized area extending 50 miles along the east side of San Francisco Bay from Richmond on the north to San Jose on the south. Most of the East Bay area in the Albany vicinity was developed in the early 20th Century. In 1950, Albany's population was already 17,600, only slightly less than its current total.

The city's land area is approximately 1,144 acres (1.8 square miles). The western flank of the city, consisting of approximately 180 acres west of I-80/ I-580, consists of waterfront open space and the Golden Gate Fields racetrack. The freeway itself is a major land use and physical presence, cutting a wide swatch across Albany's west side.

A narrow band of industrial uses lies alongside the freeway, running parallel to the Union Pacific Railroad tracks. Beyond this band and moving east, Albany Hill rises in the north, while large-scale public land uses are present in the south.

The lower slopes of Albany Hill include high and medium density development, while the ridgeline itself is protected open space. The eastern two-thirds of the city contain residential neighborhoods. Single family homes predominate, but lots are small and densities are fairly high. The average net density in single family neighborhoods is 11.6 units per acre, roughly double the density found in most suburban communities.

Most of Albany's neighborhoods are developed along a rectilinear street grid. There are roughly 25 north-south streets and fewer than ten major east-west streets, forming blocks that are generally 200 feet wide and 400 to 600 feet long. Most of this area was subdivided in the first three decades of the 20th Century, with rectangular lots of 25 to 50 feet in width and 100 feet in depth. The street grid is interrupted in places by schools, parks, and a former streetcar route, but is mostly continuous. The grid is one of Albany's defining characteristics and gives the City a comfortable, walkable scale.

Albany Land Use

Fast Facts*

1,144	Total acres
419	Residential acres
62	Commercial and Industrial acres
107	Commercial Recreation acres
133	Public and Institutional acres
112	Open Space acres
291	Street, Highway, and Rail acres
20	Vacant acres

* Tabulation is based on existing land uses as of 2015, using Tax Assessor data and aerial photos.

Source: Barry Miller Consulting, 2015

Residential Uses

Residential uses encompass 37 percent of Albany.¹ This includes about 343 acres of single family housing, 35 acres of townhomes and 2-4 unit buildings, and 41 acres of multi-family housing. Collectively, this acreage contains approximately 4,000 single family homes, 800 units in townhomes and 2-4 unit structures, and 2,000 multi-family apartments and condominiums. Another 973 units of multi-family housing exist within University Village, which is classified as a “public” land use despite its residential character.

Table 3-1 shows the range of single family residential lot sizes in Albany. Figure 3-1 shows this data spatially, with different colors corresponding to different lot sizes.

The data reflects the platting patterns of Albany’s original subdivisions, with a large number of 2,500 (25 x 100), 3,800 (38 x 100), and 5,000 (50 x 100) square foot lots. The mean size for developed residential lots is 4,036 square feet. Just over one-third of the lots in the city are less than 3,750 square feet, the minimum single family lot size permitted under current zoning regulations. Less than 10 percent of the city’s lots are over 5,000 square feet.

An estimated 1,500 homes in Albany—representing almost 40 percent of the city’s single family housing stock—were built by Charles Manning MacGregor in the 1920s and 1930s. Most were modest two- and three-bedroom homes ranging from 1,000 to 1,500 square feet in size, incorporating California Bungalow or Period Revival styles. The “MacGregors” were functional and affordable but also incorporated attractive facades and durable materials. Many of the homes incorporated Mediterranean features such as large picture windows, archways, tiled fireplaces, and built-ins. This has sustained their appeal for several generations.

¹ This total excludes mixed use (residential above commercial) development. Local street acreage is also excluded.

Table 3-1: Single Family Lot Sizes in Albany, 2014 (*)

Lot Area	Number of Lots	Percent of Total	Total Area (acres)	Percent of Total
Smaller than 2,500 SF	66	1.8%	3.3	1.0%
2,500-2,999 SF	624	16.9%	36.4	10.6%
3,000-3,499 SF	317	8.6%	23.6	6.9%
3,500-3,749 SF	311	8.4%	25.5	7.4%
<i>Total smaller than 3,750 SF</i>	<i>1,318</i>	<i>35.7%</i>	<i>88.8</i>	<i>25.9%</i>
3,750-3,999 SF	720	19.5%	63.0	18.4%
4,000-4,499 SF	401	10.9%	38.7	11.3%
4,500-4,999 SF	217	5.9%	23.4	6.8%
5,000-5,499 SF	789	21.4%	91.2	26.6%
5,500-5,999 SF	113	3.1%	14.8	4.3%
6,000-6,499 SF	55	1.5%	7.8	2.3%
6,500-6,999 SF	27	0.7%	4.2	1.2%
7,000-7,499 SF	16	0.4%	2.7	0.8%
Larger than 7,500 SF	38	1.0%	7.8	2.3%
<i>Total larger than 3,750 SF</i>	<i>2,376</i>	<i>64.3%</i>	<i>253.6</i>	<i>74.1%</i>
GRAND TOTAL	3,694	100.0%	342.4	100.0%

(*) Includes lots developed with single family homes only.

Source: Alameda County Assessor's Records, 2014. Barry Miller Consulting, 2014

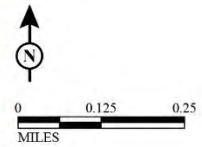
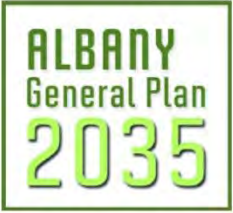
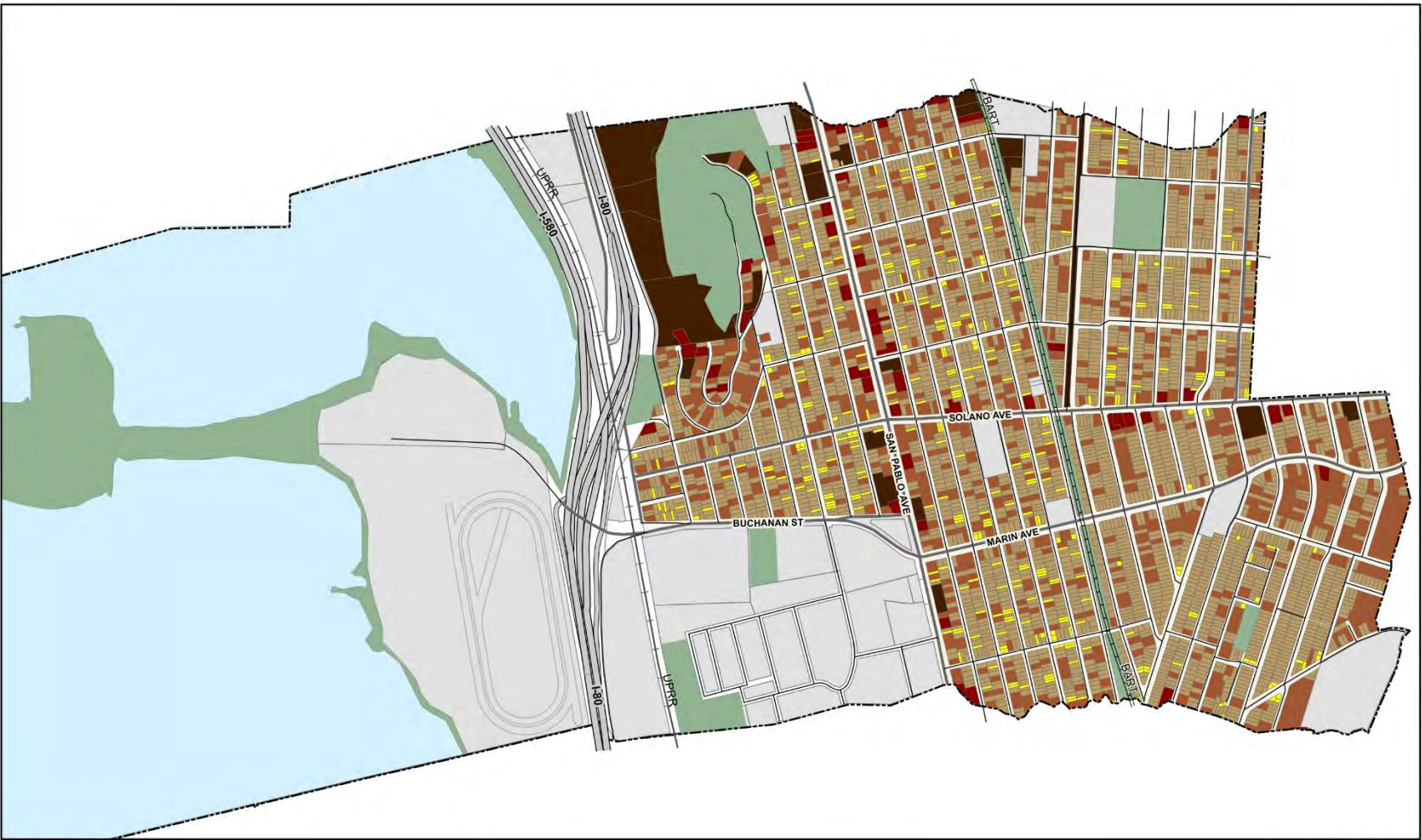
The City's earliest zoning regulations permitted multi-family development in the area between San Pablo Avenue on the west and Masonic Avenue on the east. This resulted in a development pattern of small multi-unit buildings scattered among single family homes. A 1978 voter-initiative established single family zoning in this area and increased the citywide parking requirement to two spaces for residential units, regardless of structure type or bedroom count. Prior to 1959, on-site parking was not required for residential development, and between 1959 and 1978 one space per unit was required.

In 2022, the California Legislature approved Assembly Bill (AB 2097) which eliminated minimum parking requirements for most uses within 1/2 mile of major transit. In 2023, the City modified parking regulations to remove minimum parking requirements citywide.

[IF MAXIMUMS ARE ADOPTED]
City Council also implemented maximum standards citywide.

Multi-family uses are clustered along the west side of Albany Hill, and to a lesser extent along the eastern and southern slopes of the Hill, along Kains Avenue and Adams Street, and in the area between Kains and Evelyn, north of Brighton Avenue. The area along Kains and Adams was previously zoned as a "Commercial Expansion" area for the San Pablo corridor, but was rezoned to high density residential uses as an outcome of the 1992 General Plan.

The average density on multi-family property in the city is 46 units per acre, which is substantially higher than the average in most Bay Area cities. The area along Pierce Street along the west side of Albany Hill has one of the highest densities in the Bay Area outside the major cities, with approximately 820 condominiums on 14 acres.



- LEGEND**
- Albany City Limit
 - Railroad Tracks
 - BART Tracks
 - Parks and Open Spaces (POS)
 - Other Parcels

- Lot Size (square feet)**
- 0 - 2,500
 - 2,500 - 5,000
 - 5,000 - 10,000
 - 10,000 - 20,000
 - 20,000 - 470,000

FIGURE 3-1
Lot Sizes in Albany

SOURCE: City of Albany (2015).
 I:\ABY1301 Albany GP\figures\General Plan\Fig_3-1_Lot Sizes.ai (3/8/16)

Commercial and Industrial Uses

Commercial uses in Albany are clustered along the San Pablo and Solano corridors and along the Eastshore Highway in southwest Albany. Industrial uses are almost entirely located on parcels abutting the Union Pacific Railroad right of way on the west side of the City. Approximately 250 parcels are developed with commercial or industrial uses in the city, totaling 62 acres.

San Pablo Avenue extends approximately one mile through Albany, from the El Cerrito city limits on the north to Berkeley on the south. Typical land uses include service stations, auto body shops, car dealerships, restaurants, banks, small shopping centers, discount stores, and retail shops and service businesses. Several newer buildings contain multi-family housing above ground floor commercial uses. There are also a variety of medical, dental, and professional service offices. Buildings are generally 1-3 stories in height. Some structures are built to the front setback and others are set back from the street with parking areas in front.

The Solano Avenue commercial district extends about one mile from just west of San Pablo Avenue to the Berkeley border, and continues into North Berkeley on the east. On the easternmost four blocks within Albany, the north side of the street is in Berkeley and the south side is in Albany. The right of way is approximately 80 feet wide, but wide sidewalks, diagonal parking bays, curb bulbouts, landscaping, and the design of the travel lanes give the street a narrower feel.

Solano has traditionally functioned as Albany's "Main Street." Relative to San Pablo Avenue, there are a larger number of office buildings and restaurants, smaller retail footprints, and almost no auto-related uses. Notable buildings include the Albany Theater, Safeway, and the Post Office. There are also several multi-family residential buildings.

The West Albany district consists of the parcels along the Union Pacific Railroad and the I-80 Freeway. Uses are auto-oriented and large-scale, reflecting the area's location and industrial character. The area includes Albany's largest commercial property, a 163,000 square foot Target store on a 9-acre parcel.



Commercial storefronts, Solano Avenue

Photo: Doug Davidson



Golden Gate Fields, viewed from Albany Hill

Commercial Recreation Uses

Golden Gate Fields is defined by the Alameda County Tax Assessor as an “improved other commercial recreation activity.” It has historically had a General Plan designation of “Commercial Recreation.” The Albany portion of the site is approximately 107 acres and includes the racetrack, parking lot, clubhouse, and seating areas. The track complex extends south into Berkeley, where most of the stables are located.

Public and Institutional Uses

Public and quasi-public uses in Albany include federal, state, and local government facilities, as well uses such as private schools and houses of worship. Collectively these uses comprise almost 12 percent of the city. Public uses are the predominant land use in the southwest part of the city.

The University of California Village family housing complex comprises about 77 acres. The complex houses 15 percent of Albany’s residents and includes 973 apartments, recreation areas, administrative offices, a community garden, and community facilities. The complex was reconstructed in 1999-2008 and focuses on providing housing for University students who are married and/or have children.

The 16-acre campus of the United States Department of Agriculture Western Regional Research Center is adjacent to University Village on the northwest. The 300,000 square foot facility was constructed in 1939 and is one of four national research centers used to study agriculture, nutrition, food safety, crop production, animal production and protection, and similar issues. About a mile away at the north end of Adams Street, the State Orientation Center for the Blind assists visually impaired adults in leading independent lives.

Local government facilities in Albany include approximately 21 acres of public school campuses and 3 acres of City facilities, including City Hall, the Library/Community Center, and the Senior Center. The largest private institutional facility is St. Mary’s College High School, which occupies about 13 acres in the southeastern corner of Albany. Other institutional uses include the YMCA and several churches.

Open Space

Albany contains about 21 acres of “active” City-owned parkland and 91 acres of “passive” open space. The active parkland consists of Memorial Park, Ocean View Park, Terrace Park, Ohlone Greenway, and the Dartmouth Mini-park. The passive parkland includes roughly 27 acres on Albany Hill (including Albany Hill Park, Creekside Park and privately-owned conservation easement lands on the west side of the Hill), and about 64 acres of unimproved shoreline at the Eastshore State Park.

Transportation

Transportation uses comprise more than one-quarter of Albany’s land area. A majority of this area—over 200 acres—consists of local street rights of way. Street rights of way are generally 50 to 100 feet wide, including sidewalks, curb strips, parking lanes, and travel lanes. Freeways comprise about 68 acres, including Interstates 80 and 580. The right-of-way of the Union Pacific Railroad, which runs roughly parallel to the freeways, is approximately 16 acres.

Vacant Land

Vacant land includes undeveloped parcels that are not in use for park or conservation purposes. Only 21 acres in Albany meet this criteria and half of this total is associated with a privately owned parcel on Albany Hill. There are also 24 vacant residentially zoned parcels (only nine of which are large enough to support a home), nine vacant commercially zoned parcels and two vacant industrially zoned parcels. There is also a 4.4 acre vacant City-owned parcel on Pierce Street, most of which is planned for a neighborhood park.



Photo: Doug Dowdman

Gateview Towers and Albany Hill, viewed from Eastshore State Park

C. GENERAL PLAN LAND USE MAP AND CATEGORIES

The Albany General Plan Map (Figure 3-2) shows the pattern of land use desired for Albany in 2035. Future land use decisions must be consistent with the designations on the Map, including the definitions and standards in this section.

A total of 13 categories appear on the map, including 11 base categories and two overlay categories. The base categories include four residential categories, four commercial and mixed use categories, and three public and open space categories. Each category appears in a different color on the Map. The two overlay categories are mapped “on top” of base categories where special conditions apply.

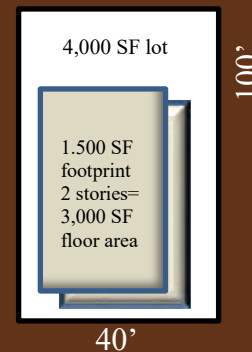
Definitions of each category depicted on the map are listed below. As required by the California Government Code [65302(a)], standards for development density or intensity are included for each category. In residential areas, this is expressed by setting a limit on the number of units that may be built per acre. To estimate the number of *persons* per acre, the number of units can be multiplied by the projected average number of persons per household, which is 2.5.

In non-residential areas, allowable development intensity is expressed through Floor Area Ratios, or FARs (see text box at right). For zoning purposes, FAR limits also may apply to residential lots. Consistent with State Density Bonus law, densities up to 35 percent above the maximums listed here may be permitted for projects incorporating affordable or senior housing. As required by State law, such projects are also entitled to development incentives such as additional height ~~and reduced parking~~.

Note:
Incentives no
longer
required for
reduced
parking

Understanding Floor Area Ratio

Floor Area Ratio (FAR) refers to the ratio of building area to land area on a site. Albany’s zoning regulations establish FAR limits on most properties in the city, effectively capping the square footage that may be built on each parcel. The FAR limits avoid overly massive or bulky buildings. This helps maintain the character of single family neighborhoods and guides the design of new buildings along major corridors.



$$\text{FAR} = 3,000 / 4,000 \text{ or } 0.75$$

In the illustration above, a 3,000 square foot building (two floors at 1,500 square feet each) on a 4,000 square foot lot yields an FAR of 0.75. The Planning and Zoning Code provides further guidance on how to calculate building area. Special provisions apply for covered and below ground parking, attics, atriums, and other unique building features.

Residential Categories

Low Density Residential

This designation is intended for areas where the prevailing land use consists of detached single family homes with front, side, and rear yards. The maximum density is 17 units per net acre (approximately one unit per 2,500 square feet of land area). This density limit recognizes that about 35 percent of Albany's existing single family lots are between 2,500 square feet and 3,750 square feet. However, any lots to be created in the future in Low Density Residential areas are subject to a minimum lot size standard of 3,750 square feet. Secondary units are permitted in all Low Density Residential areas, subject to appropriate standards and review procedures.



Medium Density Residential

This designation is intended for areas characterized by a mix of single family detached homes and small multi-unit buildings, as well as attached housing types such as townhomes and duplexes. These areas have many of the characteristics of lower density neighborhoods, such as yards and driveways, but have a more diverse mix of housing unit types than low-density areas. The maximum density is 35 units per net acre (approximately one unit per 1,250 square feet of land area). New development in areas with this designation is subject to a minimum density requirement of 20 units per acre. Secondary units are permitted in all Medium Density Residential areas, subject to appropriate standards and review procedures.



High Density Residential

This designation is intended for areas characterized by multi-family housing. Although single family homes and duplexes may be present, the prevailing housing type consists of apartments, condominiums, townhomes, and similar higher density housing types. The maximum density is 87 units per net acre (approximately one unit per 500 square feet of land area). However, development at the top end of this range is only permitted at Gateview Towers, where it reflects the density of existing development. The maximum elsewhere is 63 units per acre.



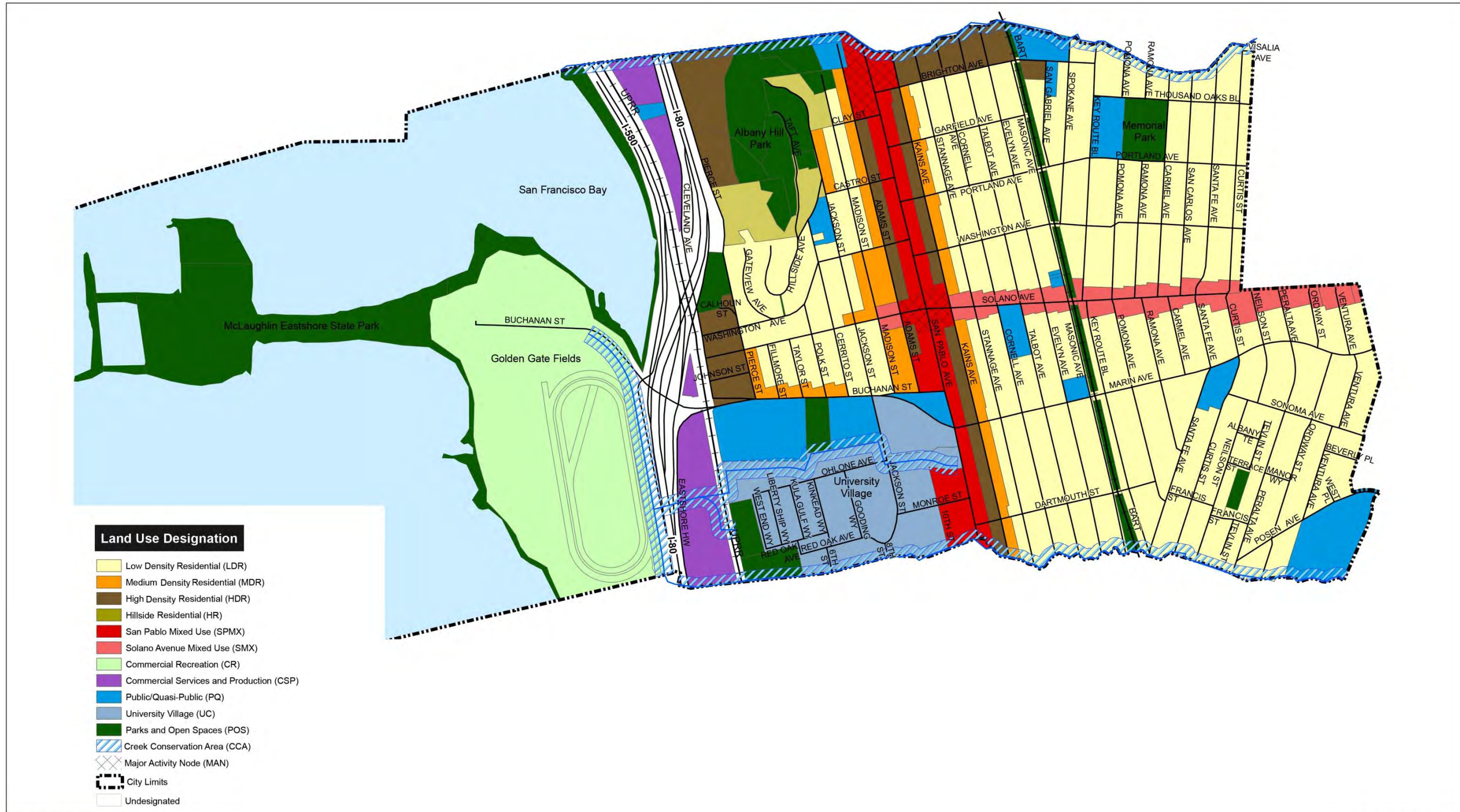
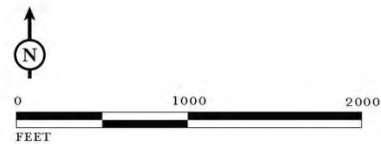


FIGURE 3-2
Albany 2035 General Plan Map



SOURCE: CITY OF ALBANY, 2015.

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New development in areas with this designation shall be subject to a minimum density requirement of 20 units per acre. Secondary units are permitted in all High Density Residential areas, subject to appropriate standards and review procedures.



Hillside Residential

This designation is intended to apply to sloped land on Albany Hill. Special development standards have been established for this area to conserve natural resources, limit disturbance of unstable terrain, and recognize the visual sensitivity of the hillside setting. The maximum density is 9 units per net acre. However, development at the top end of this range is not permitted on all sites. Two zoning districts apply, including one district on the west side of the hill with a maximum density of 6 units per net acre and one district on the east side of the hill with a maximum density of 9 units per net acre.

On any given parcel with this designation, the transfer of density to the least visually and environmentally sensitive part of the site is encouraged in order to minimize hillside disturbance, preserve the ridgeline, and maximize open space preservation. Both single and multi-family housing are permitted in this designation, although use permit requirements apply to multi-family units. Secondary units are permitted in all Hillside Residential areas, subject to appropriate standards and review procedures.

Commercial and Mixed Use Categories

San Pablo Avenue Mixed Use

The designation applies to parcels with frontage along San Pablo Avenue or that are otherwise part of the San Pablo Avenue business district. The General Plan envisions a transformation of this corridor from auto-oriented commercial uses to more attractive, pedestrian-oriented, mixed use development. Retail, office, service, and other commercial uses are accommodated by this designation.



Higher density residential uses are strongly encouraged, if they are located above or behind commercial uses facing San Pablo Avenue. Buildings that are entirely residential may be considered, subject to conditions specified in the General Plan. Residential uses are subject to a minimum density standard of 20 units per acre and a maximum of 63 units per acre.

The maximum floor area ratio (FAR) for non-residential space on any given parcel in San Pablo Avenue Mixed Use is 0.95. Additional floor space, up to a total FAR of 2.25, is permitted provided that the floor space above and beyond the base FAR of 0.95 consists of residential uses. Bonuses to allow intensities up to FAR 3.0 may be provided through zoning. A 38-foot height limit applies. Zoning overlay districts may apply within this area to achieve particular General Plan objectives, such as reducing impacts on nearby residential uses and creating “nodes” at key locations.

Solano Avenue Mixed Use

This designation applies to parcels with frontage along Solano Avenue or that are otherwise part of the Solano Avenue business district. The Solano Avenue corridor has a “Main Street” character, with small, local-serving shops, offices, restaurants, and services in a pedestrian-oriented setting. The corridor also includes civic uses, multi-family housing, and unique uses such as the Albany Theater. Future development should reinforce this character and include a similar mix of uses. Higher density residential uses are encouraged, if they are located above or behind commercial uses facing Solano Avenue. Buildings that are entirely residential may be considered, subject to conditions specified in the General Plan. Residential uses are subject to a minimum density standard of 20 units per acre and a maximum of 63 units per acre.

The maximum floor area ratio (FAR) for non-residential space on any given parcel is 1.25 and the maximum building height is 35 feet. Additional floor space, up to a total FAR of 2.0, is permitted provided that the floor space above and beyond the base FAR of 1.25 consists of residential uses, and that these uses are not located on the ground floor facing Solano Avenue.



Zoning overlay districts may apply within this area to achieve particular General Plan objectives, such as reducing impacts on nearby residential uses and creating “nodes” at key locations.



Commercial Recreation

This designation applies to the Golden Gate Fields property. Consistent with voter-approved Measure C (1990), the designation provides for a limited range of water-oriented uses as well as park, open space, conservation, recreation, and commercial recreation activities. Where commercial uses occur, a maximum floor area ratio (FAR) of 0.5 applies. As prescribed by Measure C, uses that are not specifically authorized by the Albany Zoning Ordinance for this area may only be approved through a citywide ballot measure.



Commercial Services and Production

This designation permits a variety of uses, including retail, production, light manufacturing, distribution, and repair. Live-work uses, artist’s studios, “maker” activities, and similar uses are also permitted. The designation applies to a linear corridor along the Union Pacific Railroad. Its intent is to provide adequate space to meet the needs of larger-scale commercial and creative activities and light industrial uses which are consistent with the character of the city and which present minimal health and safety hazards to Albany residents. Properties with this designation are subject to a maximum allowable FAR of 0.5.



Major Activity Node

This is an “overlay” designation that is used to identify areas within the San Pablo and Solano Avenue business districts that are appropriate for uses that generate higher volumes of pedestrian activity. Zoning regulations for activity nodes may permit additional building height, or may require or incentivize ground floor uses which create active street life and foot traffic. The nodes areas are also priority areas for future capital investment in transit, streetscape improvements, public art, and other public realm improvements. They are particularly important to defining Albany’s “sense of place.”

Public and Open Space Categories

Public/Quasi-Public

This designation corresponds to uses that are owned and operated by public agencies such as the City of Albany, the Albany Unified School District, the State of California, and the federal government. It includes City Hall, the Library and Community Center, and the City's elementary, middle, and high schools. It also includes large institutional uses, such as St. Mary's College High School and other religious facilities. Utility-owned land also may be included in this category. Residential uses are not permitted in this designation. To the extent permitted by law, properties with this designation are subject to a maximum allowable FAR of 0.95.



University Village

This designation applies to the University of California's Albany landholdings, also known as University Village or UC Village. University Village includes a mix of multi-family housing for UC Berkeley married students and families, as well as ancillary uses such as athletic fields, common open space, and community facilities. Other academic and community-oriented uses such as teaching, research, offices, and urban agriculture are permitted. Residential uses are subject to a maximum density of 34 units per net acre. To the extent permitted by law, non-residential uses, including recreational and academic buildings, are subject to a maximum allowable FAR of 0.95. Land uses in areas with this designation may be governed by master planning documents prepared by the University.



Parks and Open Space

This designation includes Albany's parks, including portions of Albany Hill, the Albany waterfront, linear parks such as the Ohlone Greenway (including BART), existing City parks such as Memorial Park and Ocean View Park, and planned City parks such as Pierce Street Park. It may also include land within large private developments that has been set aside as permanent open space through conservation easements or other means. In those park areas where recreational facilities are permitted, structures are subject to a height limit of 35 feet and a maximum coverage limit of 25 percent.





Creek Conservation Area

This is an overlay designation, meaning it applies in addition to one of the categories listed above. It is used to identify areas within 100 feet of the centerline of Codornices Creek along the southern city boundary, Cerrito Creek along the northern city boundary, and Village Creek, which is primarily on the University Village and Golden Gate Fields properties. The intent of the Creek Conservation Area is to ensure that the uses permitted under the “base” designation occur with minimal disruption of riparian vegetation, and minimal adverse effects on flooding and erosion. The City has developed a Watercourse Overlay District to establish standards for achieving these objectives.

Undesignated Areas

Approximately 66 acres on the General Plan Map are undesignated. These areas correspond to Interstates 580 and 80, and the Union Pacific Railroad Corridor. The City has limited jurisdiction over these areas, and they are in active use as state and federally regulated transportation facilities. The City will work with Caltrans, Union Pacific, and other appropriate state and federal regulatory agencies to ensure that the underlying lands are managed in a way that is consistent with this General Plan. The rights of way should be safe, well-maintained, and convey a positive impression of Albany. Opportunities to both improve the appearance of these areas, and put them to productive use should be pursued. Landscaping, signage, and design changes should support the creation and pursuit of such opportunities. Uses detrimental to community values should be prohibited.

Table 3-2 summarizes the total acreage in each General Plan category.

Table 3-2: Acreage by General Plan Category(*)

Land Use Category	Acreage	Percent of Citywide Total
RESIDENTIAL	584	51.0
Low Density	465	40.6
Medium Density	37	3.2
High Density	63	5.5
Hillside	19	1.7
COMMERCIAL/ MIXED USE	241	21.1
San Pablo Avenue Mixed Use	44	3.9
Solano Avenue Mixed Use	30	2.6
Commercial Recreation	137	12.0
Commercial Services and Production	30	2.6
PUBLIC/OPEN SPACE	254	22.1
Public/Quasi-Public	63	5.5
University Village	67	5.8
Parks and Open Space	124	10.8
<i>Undesignated (Freeway/Rail ROW)</i>	<i>66</i>	<i>5.8</i>
GRAND TOTAL	1,144	100.0

(*) City street right-of-way is reflected in the totals for each category.

D. FOCUS AREAS

In most of Albany, there is a close relationship between *existing* land uses and expected *future* land uses. However, six areas with the potential for change have been identified for more focused consideration. Each of these areas presents unique planning challenges related to urban design, environmental protection, transportation, and community character. The narratives below should be used in tandem with General Plan policies to ensure that future changes in use are consistent with the citywide vision.

San Pablo Avenue Corridor

Prior to the construction of Interstate 80 in the mid-1950s, San Pablo Avenue was the major north-south highway through the Central East Bay. This encouraged the pattern of region-serving, auto-oriented land uses that still exists today along much of the Avenue. San Pablo Avenue is the gateway to Albany from the north and south, the location of City Hall, and home to many of the city's businesses. Its future is vital to Albany's economic health and identity.

For the past three decades, the City has worked to transform the Avenue into a more pedestrian-oriented "retail boulevard." An Urban Design Concept Plan was prepared in 1989, followed by Design Guidelines in 1993. A San Pablo Avenue Vision Plan was adopted in 1998, followed by a Streetscape Plan in 2001. Capital improvement projects called for by these plans, including landscaping, lighting, and crosswalks, have improved the street's appearance. More recently, a Complete Streets Plan was adopted for San Pablo Avenue and Buchanan Street. The Plan calls for bicycle lanes, wider sidewalks, and raised medians in key locations.

Most of the City's future residential and mixed use development opportunities are located along San Pablo Avenue. The corridor is envisioned as a vibrant mixed use street, with architecture that reflects the high quality of the neighborhoods to the east and west. Sensitive transitions to lower density development east and west of the Avenue is critical.



Albany's "PDA"

The term Priority Development Area – or PDA—is used by the Association of Bay Area Governments (ABAG) to highlight where the region's growth will be focused in the next 25 years. PDAs are well served by public transit and have relatively high densities and diverse uses. Focusing office, retail, and housing in these areas can make it easier to travel without a car. Locally-designated PDAs are the focus of ABAG's *Sustainable Communities Strategy*, a plan to curb greenhouse gases through land use and transportation planning, required by Senate Bill 375.

In December 2011, the Albany City Council approved a resolution requesting that ABAG designate the Solano and San Pablo corridors as a PDA. As of 2016, there are 43 areas in Alameda County that have been approved by ABAG as either *planned* or *potential* PDAs. The *planned* PDAs are areas that are covered by a specific plan or area plan with detailed provisions for growth. The *potential* PDAs are areas where such a plan does not exist, but where the capacity for growth has been identified. The Solano and San Pablo Avenue corridors have been designated as a *potential* PDA. The designation improves eligibility for future funding.



800 block of San Pablo Avenue

Consistent with the adopted design guidelines for the Avenue, new construction should incorporate features such as awnings, lighting, color, decorative facades, parapets, and distinctive rooflines that enhance building character. Bolder designs are encouraged to create a stronger sense of place. New buildings should be sited close to the front property line, and should step down in height toward the rear property lines to respect the scale of development along Kains Avenue and Adams Street. Parking should be located to the side or rear of buildings, or in structures, rather than in surface lots along the Avenue.

The most significant development opportunity on the corridor consists of 6.3 vacant acres on the west side of San Pablo Avenue at Monroe Street, at the entrance to University Village. The site is planned for a 175-unit senior housing development and 45,500 square feet of commercial space. Public art and streetscape improvements also are planned in this area.

The changes at University Village will redefine Albany's southern gateway and could become a catalyst for development on the east side of San Pablo Avenue in this vicinity. The massing and design of development should reinforce the urban character of San Pablo Avenue while retaining compatibility with lower scale buildings along Kains Avenue to the east.

Further north, the intersection of Solano and San Pablo Avenue should be reinforced as the commercial hub of Albany. The area has been designated a "Major Activity Node" on the General Plan Map, meaning that active ground floor uses such as retail stores and restaurants are particularly important here. The existing pattern of tightly clustered storefronts near the intersection should be extended to the north and south, and special urban design, public transit, and streetscape improvements should communicate that this is the city's commercial center. Buildings exceeding the 38-foot height limit should be considered in this location where community benefits such as affordable housing and open space are provided.

The blocks between Solano Avenue and Clay Street / Brighton Avenue provide additional opportunities for new commercial, residential, and mixed use development. Several Housing Opportunity Sites have been identified along this section of the corridor, including the former Sizzler Restaurant and Mechanics Bank. Where feasible, new buildings should incorporate amenities such as small plazas, public art, and outdoor dining areas. Again, buildings should be designed to protect privacy and sunlight on adjacent lower-scale properties along Adams Street and Kains Avenue.

Like the San Pablo/Solano intersection, the northern end of the corridor has been designated a Major Activity Node on the General Plan Map. This area is close to El Cerrito Plaza and is a short walk from the El Cerrito Plaza BART Station. As a major city gateway, development here should convey a positive impression of Albany and capitalize on opportunities for transit-oriented development. The Albany Bowl at 540 San Pablo is the largest site in this area. The bowling alley and adjacent properties to the north encompass about 2.2 acres. The site could be redeveloped with entirely commercial uses, or alternatively as a mixed use project with multi-family housing above or adjacent to commercial uses.

Solano Avenue Corridor

The Solano Avenue commercial district extends from Madison Street on the west to the Berkeley border on the east. Solano Avenue embodies the ideal qualities of a “village” shopping district, including distinctive architecture, a comfortable scale for pedestrians, interesting storefronts, great restaurants, small local businesses, and iconic buildings such as the Albany Theater. The street invites strolling, browsing, and interacting with friends and neighbors. Solano Avenue provides fewer development opportunities than San Pablo Avenue, although there are a number of sites with the potential for change.

As on San Pablo Avenue, there are also frequent applications to improve or alter existing structures, or to change uses in existing storefronts or upper story spaces. Given the limited amount of off-street parking available, the proximity to single family homes, and the density of existing uses, these applications are sometimes controversial.

The largest privately-owned site on Solano Avenue is the 1.56-acre Safeway at 1500 Solano Avenue. The site includes a 24,000 square foot supermarket built in 1964 and recently modernized. Proposals to upgrade the store were considered in 2008-2012, including one alternative to replace the building with 61,000 square feet of retail floor space and a 197-space parking structure. In the event a more substantial redesign or replacement is proposed in the future, it should include ground level commercial uses directly abutting the street frontage, continuing the pattern of continuous storefronts that characterize the rest of the Avenue. Opportunities for including housing should be explored at that time.



1100 block of Solano Avenue

Photo: Doug Davidson

Elsewhere on Solano Avenue, future infill development should maintain commercial facades built at or near the front setback line. The existing 35' height limit and related development standards are appropriate and should be retained.

Along many of the perpendicular side streets that intersect Solano Avenue, zoning allows commercial uses in the first one or two single family homes on the block. This creates a transition zone between commercial and residential uses, and provides opportunities for service businesses, small offices, child care, and similar activities on otherwise residential streets. This is a positive attribute of the commercial district and it should also be retained.

Parking availability will continue to be an issue on Solano Avenue in the future. The 1990-2010 General Plan called for developing a one-acre municipal parking lot, but there are no viable opportunities for such a lot at this time. Other parking management strategies will continue to be explored.

Albany Hill

Albany Hill is the city's most iconic natural feature. Most of the ridgeline and upper slopes have been acquired by the City and are protected as permanent open space. With a few notable exceptions, the lower slopes have been developed and are subject to special hillside zoning regulations, or they are protected by conservation easements.

The Albany Hill / Creekside Master Plan provides guidance for managing vegetation on the hill, primarily to reduce fire hazards, restore native habitat, and provide appropriate levels of public access.

A single undeveloped privately-owned 11-acre parcel remains along the Pierce Street frontage just south of the Gateview Condominiums. The parcel includes about 660 feet of frontage along Pierce Street and extends up the hill a distance of about 775 feet to Taft Street. The entire site is steep and much of it is covered by eucalyptus forest.



Photo: Doug Davidson

The top of Albany Hill is visible above a fog bank blanketing the city.

Allowable residential density on the site was reduced from 12 units per acre to 6 units per acre through a voter-approved initiative in 1994. Thus, maximum development potential is approximately 66 units. Despite the low density zoning, the preference on the site is for townhome or clustered development, with the allowable number of units transferred to the least sensitive and most accessible areas along Pierce Street. Ingress and egress should be from Pierce Street, with the upper slopes protected by a conservation easement, transfer to public ownership, or equivalent mechanism.

Eastshore Highway/ Cleveland Avenue

The area along Cleveland Avenue west of I-80 and Eastshore Highway south of Buchanan Street has historically been Albany's only industrial district. Proximity to the Union Pacific Railroad and interstate highways have shaped the existing land use and parcelization pattern. Some of the existing uses in this corridor have the potential to intensify or redevelop during the next 20 years.

The corridor is envisioned primarily as an employment district for uses which might not be appropriate on the San Pablo and Solano corridors due to their external impacts or need for freeway visibility. The City particularly encourages activities in this area that advance Albany's reputation for sustainability and innovation.

The area could support "maker" spaces, artists' studios, technology incubators, and other types of light industry. It could also support commercial activities that relocate from San Pablo Avenue as that street evolves into a higher value retail boulevard, including automotive and auto-oriented activities. Live-work uses also may be appropriate, provided that noise and air quality impacts can be mitigated and a suitable environment for habitation is provided.

Given the area's visibility from the freeway and distance from residential areas, the corridor presents an opportunity for architecture that incorporates an industrial or modern aesthetic. Public realm improvements, including signage and landscaping, can help give the area a more cohesive image and strengthen its perception as a "district." Completion of a new Public Works Center at 540 Cleveland may be a catalyst for private investment on nearby sites.



Former industrial building, now in use for tire sales on Cleveland Avenue



Photo: Doug Davidson

Lagoon at the Albany Bulb

Albany Waterfront

The Albany Waterfront consists of about 175 acres, including roughly 107 acres at Golden Gate Fields and 68 acres at McLaughlin Eastshore State Park. A separate Element of the General Plan has been included to provide policy guidance for this area. The Waterfront Element focuses on the publicly owned properties rather than on Golden Gate Fields, which is privately owned.

Golden Gate Fields is the only remaining year-round horse racing track in Northern California. At the time of adoption of the 2035 Albany General Plan, it was owned by the Stronach Group, a Canadian-based company that operates racetracks in California, Florida, Maryland, and Oregon. The track is currently in active use and is an important revenue generator and employer in Albany.

Any change in land use regulations associated with the racetrack will be subject to Albany Measure C, a voter initiative that has been in effect since January 1, 1990. Measure C gives citizens approval authority over any General Plan change, zoning change, or development project at the waterfront.

The 2035 General Plan assumes no land use changes at the waterfront during the 2015-2035 planning horizon. However, it is acknowledged that future initiatives and development proposals for Golden Gate Fields are likely to be put forward by 2035. Such plans would be subject to a future General Plan Amendment, including detailed analysis, community discussion, and a public vote.

University Village

University Village comprises 77 acres and is bounded by San Pablo Avenue on the east, the Union Pacific Railroad on the west, Codornices Creek on the south, and the USDA, Ocean View Elementary School, and Buchanan Street on the north. Land uses are governed by a 2004 Master Plan, which was an update to an earlier Master Plan adopted in 1998. Much of the Master Plan has been implemented, including reorientation of the internal street system and reconstruction of student family housing.

As noted earlier in this chapter, 6.3 acres along San Pablo Avenue is planned for development with senior housing and retail uses. The remaining 70 acres includes a number of areas identified for potential new uses in the Master Plan, generally located east of Jackson Street. An area of approximately 10 acres bounded by San Pablo Avenue, Village Creek, Jackson Street, and Buchanan Street is currently in use for agricultural experimentation and research.

The 2004 Master Plan calls for continued use of this area as open space. An adjacent area of about five acres along Jackson Street south of Village Creek currently includes additional agricultural research facilities and modular buildings. Under the Master Plan, this area could potentially be redeveloped with housing.

The Master Plan also raises the possibility of relocating the Little League Field from 10th Street to the area east of Ocean View School, and developing housing in its place, although there are no plans to implement this change at this time. Other community facilities, including a child care center, are also envisioned in the Village area.

Because the Village is owned by the University of California, the City has limited jurisdiction over its development. Albany will work closely with the University to achieve outcomes that are consistent with this General Plan. The City encourages the University to update its 2004 Master Plan to reflect completed and pending projects, and updated priorities for the next decade.



Student family housing at University Village

Around Albany

Over the next 20 years, Albany will be impacted by development in adjacent communities, particularly Berkeley and El Cerrito. Like Albany, both of these cities have identified San Pablo Avenue as a “Priority Development Area”, indicating their intent to focus growth on the corridor. As in Albany, both cities have adopted policies that support the replacement of older auto-oriented commercial uses with housing and mixed use projects.

In Berkeley, mixed use projects along San Pablo are subject to a four story, 50’ height limit. Residential-only projects are allowed with a use permit and are subject to a three-story 40’ height limit. In El Cerrito, a recently adopted Specific Plan calls for 1,700 additional dwelling units along the San Pablo corridor, and 243,000 square feet of additional commercial space. The City of Albany will work closely with El Cerrito and Berkeley as their plans are implemented, and will pursue measures to mitigate the impacts of development in these cities on Albany.

Elsewhere on Albany’s perimeter, the West Berkeley Industrial district continues to evolve as a regional employment center. The West Berkeley blocks along the Albany boundary include a number of heavy industrial uses such as the solid waste transfer station and steel fabricators, as well as lighter industrial uses such as mini-warehouses and construction suppliers. There is also a large City of Berkeley park (Harrison Park) just south of the Albany City limits. Harrison Park includes Gabe Catalfo Field and the Berkeley Skate Park. Two additional sports fields adjoin Harrison Park on the University Village property within Albany.

Further south, the Gilman Corridor is continuing to evolve as a retail district, while the neighborhood to the south is experiencing residential, live-work, office, and light manufacturing growth. This is expected to continue for the next 20 years.

Along the waterfront, Golden Gate Fields Racetrack straddles the City limits, and the McLaughlin Eastshore State Park extends north into Richmond and south into Berkeley. Any discussion of the future of the racetrack will require collaboration with Berkeley, while planning for the State Park will involve nearby cities as well as the State, resource agencies, and the East Bay Regional Park District.

One of the largest planned development areas in the East Bay is located just a few miles northwest of Albany along the Bay shoreline in Richmond. The Richmond South Shoreline Specific Plan covers a 220-acre area, and provides capacity for 5.7 million square feet of business, commercial, and research and development space, 720,000 square feet of retail space, and 4,070 housing units. The area is also planned for the future UC Berkeley-Lawrence Berkeley National Laboratory Richmond Bay “Global” Campus, which would contain up to 5.4 million square feet of floor space.

There are also large multi-family residential projects planned close to the Albany line, including a 172-unit apartment complex on Central Avenue in Richmond and a 128-unit condominium just north of Cerrito Creek in El Cerrito (now under construction). Elsewhere along the border, the adjacent cities primarily contain low and medium density residential neighborhoods with little potential for change. Albany will continue to coordinate its planning and development services with these communities, and address transportation, community services, and other issues of mutual interest along the border.



View east from Albany Hill, Berkeley Hills in background

E. COMMUNITY DESIGN AND PRESERVATION

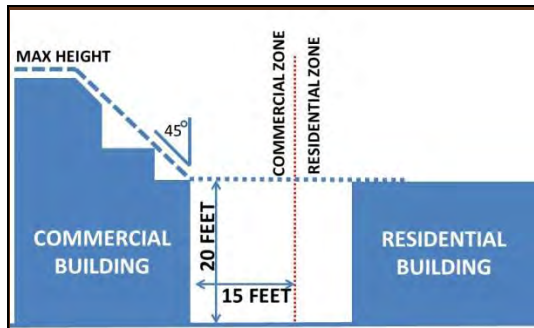
Views

Many homes in Albany have filtered or panoramic views of nearby landmarks, particularly San Francisco Bay and the hills of Marin County, Alcatraz and Angel Islands, the Golden Gate and Bay Bridges, the San Francisco skyline, the Berkeley Hills, the El Cerrito Hills, and Albany Hill. Other homes enjoy shorter-range views of landscaped yards, nearby homes, street trees, and adjacent streets. Large specimen trees occur throughout the city, providing orientation and adding beauty to the urban landscape.

Given the small size of most Albany homes, many owners seek to build additions and second stories. This creates the potential for view impacts and requires trade-offs between preserving community character and promoting investment in the city's housing stock. The City has developed Design Guidelines to help achieve a balance between view preservation and home expansion.

View protection is also addressed in the Albany Municipal Code. The zoning regulations include standards for height and bulk which preserve views, maintain light and air, and protect aesthetic quality. Daylight plane regulations have been adopted so that taller buildings step down in height as they approach property lines in order to preserve privacy and sunlight in adjacent yards (see text box).

The Zoning Code also includes special provisions for hillsides established to protect scenic beauty and preserve significant ridgeline or bay views from Albany Hill. The Code also regulates the siting of wireless communication facilities, noting that such facilities must avoid unreasonable interference with neighboring properties and be placed in locations where their visual impact is least detrimental to scenic vistas.



Daylight Planes

Like many cities, Albany has adopted daylight plane regulations in its zoning ordinance. These regulations require that taller buildings “step down” in height as they approach property lines, in order to reduce shading and the loss of privacy on adjacent lots. This is a particular concern on the rear property lines of commercially zoned parcels, which in some cases abut one-story single family homes.

For parcels on San Pablo Avenue, the regulation means that the 38 foot height limit can only be achieved on a portion of each property, since that limit becomes gradually lower toward the rear of the lot. The maximum height at a distance of 15 feet from the rear property line is 20 feet. The zoning regulations include additional information on how daylight plane is calculated, and what the regulations are in different zones.

Gateways

Gateways can create a first impression and lasting image of a community. A well designed gateway communicates vitality and prosperity while a neglected gateway can communicate disinvestment and a lack of civic pride. The major gateways into Albany are Buchanan Street east of I-80, the locations where San Pablo Avenue enters the city on the north and south, and the locations where Marin and Solano Avenues enter the city on the east.

The City’s Public Art Master Plan places a special focus on beautifying these locations. The Buchanan Gateway includes the “Rose Wave” sculpture and the southern Gateway on San Pablo is planned for a major new installation adjacent to new senior housing. The northern gateway presents opportunities for improvement. Gateway signage, public art, and distinctive architecture should be incorporated in the event that development in this area, including the Albany Bowl site. Opportunities to strengthen the visibility of Cerrito and Codornices Creek should also be pursued as gateways are improved. The creeks define the north and south edges of the city and can influence the character of its gateways.

Urban Form and Architecture

Albany has a large inventory of early 20th Century residential and commercial architecture. While there is great diversity in architectural style and exterior materials, there is also a strong sense of unity and consistency established by the street grid, lot patterns, and age and scale of the housing stock.

Many Albany homes were built as single story bungalows of less than 1,400 square feet. As housing values and incomes have increased, additions to these homes have become common. Given the narrow dimensions and small size of most lots, this often requires adding a second story. The City has adopted design guidelines to reduce the perceived mass of two-story homes from the street, protect the privacy of adjacent properties, and promote architectural compatibility. For second story additions, the upper floor is often recessed from the front facade, maintaining a lower profile at the street. The City has adopted floor area ratio and lot coverage standards which discourage teardowns and very large homes.

More than 40 percent of the city’s housing units are in multi-family buildings. Many incorporate modernist or mid-century designs typical of apartment construction in the 1950s and 60s. The quality and condition of these buildings varies. Some are in excellent condition and others need maintenance and repair. The public’s expectations for multi-family architecture are much higher today than when these buildings were constructed. Today, there is more sensitivity to the effects of such construction on adjacent residences and the aesthetics of multi-family design and materials.

The City’s commercial areas also have an eclectic mix of architecture spanning most of the 20th Century. San Pablo Avenue is characterized by a mix of building styles, signage types, setbacks, and off-street parking provisions. Solano Avenue tends to have greater cohesion, with many buildings that feature awnings, creative signage, interesting window displays, and pre-1940s architecture. On both streets, tree planting and undergrounding of utilities have improved the quality of the street. Solano Avenue, in particular, has an attractive street environment with landscaping, benches, bus shelters, and small plazas.

Albany has adopted design review standards to ensure that construction is visually and functionally appropriate to site conditions and surroundings, including natural landforms and vegetation. Design review also helps ensure the compatibility of signs, and achieves other policy goals relating to parking, water conservation, and waste management. Design review is required for new construction and most residential alterations, with exceptions for small accessory structures, changes which do not affect the exterior or which involve normal repair and replacement, re-roofing, skylights, and other minor changes.

The City has adopted design guidelines for residential additions and new homes. The guidelines are meant to enhance architectural creativity, respond to a variety of budgets and settings, and reflect Albany’s eclectic mix of architecture. Design guidelines have also been adopted for San Pablo Avenue, with the objective of improving the ambiance and vitality of the street. The Municipal Code also addresses the design of buildings in the “node” around Solano and San Pablo, and calls for “tower elements” to distinguish this area from the rest of each street.



This second story addition incorporates many of the design features of the original home.

Landscaping and Street Trees

Trees, shrubs, and flowers enhance the city's appearance and bring nature into the built environment. Trees offer shade for pedestrians, provide privacy and a buffer from noise, improve mental health, relieve some of the effects of air pollution, and provide habitat for birds and urban wildlife. Trees can have positive effects on stormwater runoff and water quality and can increase property values. They can also sequester carbon, and contribute to efforts to reduce greenhouse gas emissions.

There are approximately 5,000 publicly owned trees in the City, located in City parks and along City streets. The City has developed an urban forestry program to promote street tree planting and good tree maintenance practices. Pruning of street trees is conducted on a three to four year cycle, with a priority on fast-growing trees or potential hazards. The City also conducts tree planting for a fee when requested by homeowners. A landscape and lighting assessment district generates revenues for street tree planting, landscaping, public street lighting, sidewalks, and park and recreational improvements.

The City has adopted an official tree removal policy, which includes procedures for emergency and non-emergency removal of trees on public property. Causes for emergency removal include immediate, clear, and imminent danger to the public. The policy calls for a replacement tree to be planted in 60 days or less. For non-emergency removal, a permitting process and removal criteria have been established.

A list of recommended street tree species and a process for selecting and maintaining trees have been established. Tree selection should consider factors such as the potential for sidewalk damage, the required level of maintenance and water, vulnerability to insect pests, and resilience in the face of climate change and more extreme weather events.



Street trees on 800 block of Ramona Avenue

Public Art

Public art includes artwork in the public realm, such as sculptures, murals and mosaics. In some cities, it may also include decorated functional elements, such as manhole covers, paving patterns and painted utility boxes. Architecture and landscapes can also be a form of public art, as they express a particular perspective and can provide a source of beauty and interest. Public art can improve the quality and design of buildings, streetscapes and public places and create a stronger sense of place for a community.

Albany has adopted an Art in Public Places Ordinance as a way to fund public art in Albany. Certain types of public and private construction projects must either include a public art component, or pay an in-lieu fee which contributes to the development of public art elsewhere in the city. Any project with a construction cost greater than \$300,000 must include a public art component equal to 1.75% of the total construction cost, or contribute 1.75% of the project cost to the Public Art Fund.

The City has adopted a Public Arts Master Plan to guide the siting of public art. Locations throughout the city have been evaluated for future art pieces, and several prominent and high visibility sites have been identified as candidates. In addition to formally commissioned art, the Albany Bulb has an eclectic collection of outdoor folk art, much of it fashioned from refuse.

Historic Preservation

Albany has a large inventory of early 20th Century buildings and a few structures that date to the 19th Century. Roughly 2,000 homes—half of the single family housing stock in the city—is 85 years old or more. Collectively, this housing creates an ambiance and character that is important to Albany residents and representative of a defining period in Bay Area history.

Alameda County tax assessor records indicate there are 32 structures remaining in Albany that pre-date the City's 1908 incorporation, with the oldest home built in 1895 (1063 Curtis) and the second oldest in 1899 (1119 Kains). The 32 structures include 17 built in 1906 and 1907 and 15 built before the 1906 earthquake. All 15 structures are single family or two-family homes, and they are not concentrated on a particular street or in a specific neighborhood. Only one structure in the city is formally listed on the National Register of Historic Places. This is the Peterson House, a private home located at 1124 Talbot Avenue (National Register #82002155). The house was built in 1906 and is considered significant for its post and beam construction, which was unusual at the time.

None of the city's civic or commercial structures have been formally designated as historic buildings. Many were built during the 1920s and 30s, principally along San Pablo and Solano Avenues. These buildings have been altered to varying degrees over the years, with some bearing little resemblance to the original structures and others more or less intact.



Peterson House (1124 Talbot) is Albany's only listed National Register landmark



Veterans Memorial Building (1932)

Current tax assessor records indicate only four remaining commercial structures which pre-date 1920, 43 commercial structures built between 1920 and 1929, and 37 commercial structures built between 1930 and 1939.² These structures are mostly single-story retail buildings, although a few are single family homes converted to offices, and several are automotive service or sales buildings.

Civic buildings in Albany generally date from the second half of the 20th Century. However, there are a few exceptions. The mission-style Veterans Memorial Building (1325 Portland) was completed in 1932. Albany United Methodist Church was built in 1927 and is the oldest still existing church in the city. The Post Office on Solano Avenue was built in 1938. The USDA facility on Buchanan Street is representative of the federal buildings of the late 1930s. It has been recognized by the American Chemical Society as a National Historical Chemical Landmark due to the pioneering work on frozen foods conducted there.

² "Year Built" data from the County Assessor applies to the primary structure if multiple structures are present.

Historic structures are defined in the zoning regulations. The regulations state that Variances may be granted for the rehabilitation of such structures if they are currently non-conforming. Additionally, one of the purposes of having floor area ratio limits (FARs) on single family lots is to preserve the scale and mass of the existing housing stock.

As of 2016, there has not been a systematic evaluation of historically important sites and buildings in the city. As Albany matures, the value of these structures will become more important to the heritage and character of the city. Policies and actions in this General Plan call for an expanded preservation program, including greater recognition of older buildings, sensitivity to historic context, and the protection of important historic architectural features.

F. GOALS, POLICIES, AND ACTIONS

GOAL LU-1: URBAN VILLAGE BY THE BAY

Maintain Albany’s character as an “Urban Village by the Bay” by sustaining the city’s residential neighborhoods, supporting thriving walkable business districts, conserving and improving access to the waterfront, and providing parks, open space, and public facilities that contribute to the city’s outstanding quality of life.

POLICIES

Policy LU-1.1: New Housing Opportunities

Create opportunities to meet the housing needs of current and future Albany residents by zoning land for a variety of housing types, particularly on underutilized commercial properties. To the extent possible, new development throughout the city should be leveraged to create on-site and off-site opportunities for housing serving very low, low, and moderate income households.

Policy LU-1.2: Balanced Growth

Promote a balanced mix of housing and employment growth so that more Albany residents have the opportunity to live, work, and shop in their community. Although housing production is a high priority, the City must also expand its economic base and encourage uses that create local jobs.

Policy LU-1.3: Business Districts

Maintain and enhance San Pablo and Solano Avenues as Albany’s principal commercial streets. Encourage a vibrant mix of ground floor retail and service uses that meet the needs of Albany residents, enhance the local tax base, provide job opportunities, and provide a safe, walkable environment.

Policy LU-1.4: Production, Distribution, and Repair

Provide opportunities for production, distribution, and repair (PDR) businesses in the areas along the Eastshore Highway and Cleveland Avenue, recognizing that this area has a substantially different character than the Solano and San Pablo business districts. In addition to facilitating PDR uses, land use regulations for this area should also facilitate auto-oriented uses, larger-scale retail uses, and live-work development.

Policy LU-1.5: Open Spaces

Provide a diverse range of open spaces to complement the urbanized areas of the City, including improved parks and playing fields, conservation areas on Albany Hill and along the shoreline, a publicly accessible waterfront, natural areas along creeks, areas for community gardens and urban agriculture, and private open spaces.

Policy LU-1.6: Albany Waterfront

Support an inclusive, transparent dialogue on all issues relating to the future of the Albany waterfront, including Golden Gate Fields. Decisions relating to the future of the waterfront shall abide by the provisions of voter-approved Measure “C.”

See the Waterfront Element for additional policies on the Albany waterfront.

Policy LU-1.7: Sustainable Development

Ensure that future development mitigates its environmental impacts to the greatest extent possible and is designed and constructed to advance the principles of sustainability. This should include the use of greener and net zero energy building practices, greater energy and water efficiency, and the design of new development in a way that encourages walking and bicycling.

See the Conservation and Sustainability Element of the General Plan for additional policies on climate change, energy and water conservation, and sustainable development.

Policy LU-1.8: Transit-Oriented Development

Encourage land use patterns that support transit use, including additional mixed use (commercial and higher-density residential) development along the San Pablo and Solano Avenue corridors.

Policy LU-1.9: Income Diversity

Recognize economic and income diversity as one of Albany's greatest strengths. Ensure that future land use decisions contribute to this diversity by creating housing and employment opportunities for persons of all incomes and backgrounds.

Policy LU-1.10: Interagency Coordination

Coordinate land use planning with the cities of Berkeley, El Cerrito, and Richmond, and with appropriate regional, state, and federal agencies, to address issues which cross jurisdictional lines, and to ensure that the potential impacts of development in these cities on Albany is mitigated.

IMPLEMENTING ACTIONS**Action LU-1.A: PDA Designation**

Work with ABAG, MTC, and other appropriate agencies to pursue the re-designation of San Pablo/Solano as a "Planned" Priority Development Area (PDA) rather than a "Potential" PDA. If appropriate, the City should pursue funding to prepare the necessary plans and regulations for a "Planned PDA" designation. Such a designation could improve the City's eligibility for transportation, infrastructure, streetscape, and planning grants in the future.

See the Housing Element for actions on housing production and conservation.

Action LU-1.B: Sustainable Infrastructure

Ensure that the City's capital improvement program places a priority on sustainable infrastructure projects, such as renewable energy, composting and recycling facilities, bicycle racks, and electric vehicle charging stations.



Carmel Avenue

GOAL LU-2: RESIDENTIAL NEIGHBORHOODS

Preserve and enhance the high quality of Albany's residential neighborhoods.

POLICIES

Policy LU-2.1: Context-Sensitive Design

Ensure that infill development in residential areas is compatible in density, scale and character with the established neighborhood context.

Policy LU-2.2: Mixed Density Areas

In areas designated for high and medium density residential uses, ensure that new development is designed to minimize sharp contrasts in height, consider the potential for loss of sunlight and privacy for adjacent homes, and provide buffering and screening from nearby lower density uses.

Policy LU-2.3: Design Guidelines

Maintain residential design guidelines and design review procedures that promote the compatibility of residential alterations and additions with existing homes and that strive to reduce impacts on neighboring properties. The guidelines should be used to encourage high-quality, visually distinctive architecture, and the use of durable, attractive construction materials.

Policy LU-2.4: Community Standards

Implement construction regulations, code enforcement practices, and building inspection programs that protect neighborhood character, support responsible property management, and ensure the health and safety of Albany residents.

Policy LU-2.5: Second Units

Encourage development of secondary dwelling units and recognize their potential to meet a substantial portion of Albany's affordable housing needs. Seek creative solutions to ~~parking~~, design, and access issues so that second units are accommodated with minimal impacts on neighborhood character and adjacent properties.

Policy LU-2.6: Second-Story Additions

Ensure that second story additions to single story homes are designed to minimize increases in height and bulk, and to reduce their perceived mass from the street and surrounding yards.

Policy LU-2.7: Home-Based Businesses

Allow home-based businesses in Albany, subject to standards which ensure that off-site impacts are minimized and the residential nature of the structure is maintained.

Policy LU-2.8: Kains Avenue and Adams Street

Maintain Kains Avenue and Adams Street as predominantly residential streets. Land use regulations should limit the encroachment of commercial uses onto parcels that are currently developed with housing. Residential uses along these streets and in adjacent areas should be protected from the potential adverse impacts of commercial uses through special setback requirements. The use of these two streets for primary access to non-residential uses shall be discouraged or prohibited as appropriate.

Policy LU-2.9: Non-Residential Uses

Ensure that non-residential uses in residential areas, such as child care centers, houses of worship, and group homes, are designed and operated to minimize adverse effects on nearby homes and neighborhoods.

Policy LU-2.10: Small Lots

Recognize small residential lots (less than 3,750 square feet) as a basic feature of Albany's neighborhoods, and ensure that development regulations support the use of such lots in a productive way.

Policy LU-2.11: Front Yards

Encourage the management and design of front yard space, including landscaping and fences, to complement residential architecture and enhance neighborhood aesthetics.

See the Conservation and Sustainability Element for policies on the use of Bay-friendly landscaping.

Note:
No longer
required
for ADUs



Mixed density housing on the east side of Albany Hill

Policy LU-2.12: Residential Beautification

Enhance the appearance of residential areas through street tree planting, street lighting and sidewalk improvements, landscaping, and other investments that beautify local streets.

IMPLEMENTING ACTIONS

Action LU-2.A: Small Lot Standards

Consider special zoning standards for small lots (3,750 SF or less) that reflect the smaller setbacks and higher lot coverage typically associated with such lots. One option may be to consider a new zoning district or zoning overlay for areas where the prevailing lot size is less than 3,750 SF.

Action LU-2.B: Multi-Family Design Guidelines

Expand the City's design guidelines for multi-family housing to more comprehensively address residential design issues in the City's medium and high density zoning districts.

Action LU-2.C: Amendments to Design Guidelines

Amend and expand Albany's Residential Design Guidelines to proactively address the preservation of Albany's architectural history. This should include descriptions of the prevailing architectural styles and design elements of Albany homes, as well as guidelines for the treatment of such elements in substantial alterations and additions. This should also include guidelines for the sensitive introduction of contemporary architecture in a traditional context.

GOAL LU-3: BUSINESS DISTRICTS

Maintain vibrant commercial districts that provide and an attractive, walkable environment for shopping, dining, entertainment, and services.

POLICIES

Policy LU-3.1: Mixed Use Development

Encourage mixed use development combining residential uses above ground floor commercial uses along the San Pablo and Solano Avenue corridors. The City's zoning regulations should continue to provide floor area ratio (FAR) incentives for projects that include multi-family residential uses on the upper stories. State density bonus provisions for affordable housing may be used to allow floor area bonuses above and beyond those provided by the City of Albany, up to a maximum FAR of 3.0 for parcels on San Pablo Avenue and 2.0 for parcels on Solano Avenue.

Policy LU-3.2: San Pablo Avenue

Continue to foster the transformation of San Pablo Avenue from an auto-oriented commercial strip to a pedestrian- and transit-oriented retail boulevard. San Pablo Avenue should be a source of community pride, with distinctive buildings, an attractive streetscape, and a diverse mix of uses.

Policy LU-3.3: Solano Avenue

Enhance the pattern of tightly clustered retail storefronts, active ground floor uses, and specialty shopping, dining, and personal services along the Solano Avenue corridor. Any future infill development on Solano Avenue should maintain and enhance this pattern.

Policy LU-3.4: Solano/San Pablo

Enhance the intersection of Solano and San Pablo Avenues as the "center" of Albany and a major activity node. Land use regulations and design guidelines should reinforce the identity of this area as a hub of pedestrian traffic, distinctive architecture, and active ground floor uses.

Policy LU-3.5: West Albany Creative District

Encourage creative arts uses, "makers" and entrepreneurs, technology, and live-work activities which complement the existing commercial and industrial uses along Eastshore Highway and Cleveland Avenue in West Albany.

Policy LU-3.6: Flexibility

Ensure that land use regulations and other City requirements are sufficiently flexible to respond to the evolving needs of local retailers, and changes in the retail and service industries.

Policy LU-3.7: Commercial Design

Encourage distinctive architecture in Albany's commercial districts, with massing, height, façade design, signage, exterior materials, and lighting used to establish a strong sense of place and orientation. New buildings should be sited to enhance the sidewalk space, with any on-site parking located to the side or rear of a structure rather than between the structure and the street.

Policy LU-3.8: Buffering

Require buffering of residential uses, particularly along Kains Avenue, Adams Street, and the perpendicular side streets that intersect Solano Avenue, from the potentially adverse impacts created by nearby commercial activities. This should include special setback and daylight plane regulations to be applied where commercial zones abut lower density zones. It may also include special use, design, and noise standards.

Policy LU-3.9: Office Space

Support development of additional office space on commercially zoned land, especially for local-serving businesses and Albany residents seeking to establish or expand businesses in the city. Zoning should identify areas where office space is acceptable on the ground floor, and areas where office space should be limited to upper floors so that ground floor space is used for retail activity or other more active uses.

Policy LU-3.10: Use Permits

Maintain use permit requirements for businesses with the potential to create off-site impacts. Establish conditions of approval as needed to reduce the potential for traffic, noise, parking, odor, and other external effects.

Policy LU-3.11: Automotive Uses

Support the continued presence of automotive businesses in the city, including auto sales, auto servicing, auto accessories, and auto repair. Where such uses are located on the San Pablo Avenue corridor, they should be designed and operated in a way that is consistent with the overall vision of San Pablo Avenue as an attractive, walkable shopping street and that minimizes adverse impacts on nearby residences.

Policy LU-3.12: Lot Consolidation

Support the consolidation of underutilized parcels on the Solano and San Pablo corridors to create sites that are more viable for future mixed use development, including on-site parking. Development on larger sites should be designed to respect the fine-grained character of nearby properties, and should be articulated into multiple smaller storefronts rather than long, unbroken facades.

Policy LU-3.13: Urban Open Space

Ensure that new open spaces, including pocket parks, courtyards, plazas and other accessible outdoor areas, are developed to meet the growing demand for open space as new mixed use development occurs.

Policy LU-3.14: Parking Management

Manage parking along the San Pablo and Solano Avenue corridors in a way that meets the needs of local businesses, provides convenience for local shoppers and patrons, and minimizes spillover parking onto nearby residential streets. The use of shared parking lots is strongly encouraged.

See the Transportation Element for additional policies on parking.

Policy LU-3.15: Northern Gateway

Ensure that any future development on the Albany Bowl site, and surrounding sites along San Pablo Avenue north of Clay Street, reflects the importance of this area and its function as a northern gateway to the City.



600 block San Pablo Avenue

Policy LU-3.16: Golden Gate Fields

Require any future redevelopment of Golden Gate Fields to take place as part of an overall plan that is consistent with Albany’s values, protects the shoreline as a place of scenic beauty, and advances principles of environmental sustainability.

IMPLEMENTING ACTIONS**Action LU-3.A: Economic Analysis**

Conduct market studies of the San Pablo and Solano business districts in order to better understand the needs of local businesses, existing uses of space, constraints to business growth, and potential changes that would improve the business climate. Specific attention should be given to the balance between retail and personal service uses in commercial districts.

Action LU-3.B: Major Activity Nodes

Develop land use and design regulations that reinforce key areas along San Pablo and Solano Avenues as major activity nodes, particularly around the intersection of these two streets.

Subsequent planning studies should identify the desired character, activities, and development standards at the San Pablo-Solano node, the Northern Gateway node, and other nodes that may be identified in the future. The purpose of a node is to intensify pedestrian-oriented retail, commercial and mixed use activities at key locations. The City will work with property owners and neighbors in these areas to explore incentives, facilitate lot consolidation, and create more viable development opportunities.

Action LU-3.C: Commercial Parking Studies

~~Evaluate commercial parking requirements to ensure that they are consistent with national best practices, support shared parking and car-sharing programs, and contribute to local sustainability objectives.~~

Note:
Completed

Action LU-3.D: San Pablo Avenue Design Guidelines

Update the San Pablo Avenue Design Guidelines. In addition to providing direction on building scale, commercial facades, landscaping, and public improvements, the guidelines should consider the segmentation of the corridor into “districts” which are different in their function and character. If such districts are identified, zoning code amendments should be considered to reinforce the desired character.

Action LU-3.E: Building Height at Commercial Node

Subject to additional community input and discussion, consider restoring a 45-foot height limit along San Pablo Avenue within 500 feet of the Solano Avenue intersection and allowing a 50-foot limit within 100 feet of the intersection.

Action LU-3.F: Transition Parcels

Consider special zoning regulations for the commercially zoned parcels on the perpendicular streets that cross Solano Avenue that contain existing older single family homes. Such regulations would establish specific conditions for commercial uses in these properties to minimize potential impacts on neighboring residential properties.

Action LU-3.G: PRC Zone

Consider changes to the “Planned Residential Commercial” (PRC) overlay district which further incentivize the inclusion of housing on underutilized commercial properties.

Action LU-3.H: Potential BART and Capitol Corridor Stations

Maintain a dialogue with BART and surrounding property owners on the long-term feasibility of an “infill” BART station without off-street parking along Solano Avenue (near Key Route). Also, in conjunction with future planning for the Eastshore/ Cleveland corridor and/or the Albany waterfront, consider the possibility of an “infill” passenger rail station along the Capitol Corridor/ Union Pacific tracks.

See the Transportation Element for actions on parking and BART.

GOAL LU-4: CIVIC, INSTITUTIONAL, AND MEDICAL USES

Recognize civic and institutional facilities as an essential element of Albany's identity and an important part of the quality of life in the city.

POLICIES

Policy LU-4.1: Civic Facilities

Provide outstanding schools and public facilities that meet the educational, social, and recreational needs of Albany residents. Such facilities should provide safe, attractive places for the delivery of services to Albany residents and businesses while fostering interaction among persons of all ages and interests.

Policy LU-4.2: Large-Scale Institutional Uses

Work with community institutions such as St. Mary's College High School, the USDA, and the California Department of Rehabilitation Orientation Center to address neighborhood impacts and long-term facility planning issues. Such institutions are a valued part of the Albany community and should be sustained.

Policy LU-4.3: Health Care Facilities

Encourage the development of small-scale facilities that meet local health care and medical needs.

Policy LU-4.4: Mitigating Development Impacts

Ensure that the effects of proposed development projects on civic uses, such as schools, parks, the Library, and other public buildings are considered before such projects are approved. Provisions to mitigate impacts and ensure that development "pays its way" through fees or improvements to public facilities should be included in project approvals.

Policy LU-4.5: University Village

Recognize University of California (UC) Village as an integral part of the Albany community. Land use decisions on the University's property should be compatible with nearby uses and provide collateral benefits to Albany residents and businesses wherever feasible. Important natural features at University Village, such as Village Creek, Codornices Creek, and significant tree stands, should be protected.

Policy LU-4.6: Gill Tract

Support future uses of the Gill Tract (San Pablo Avenue at Buchanan Street) that are consistent with the University's academic objectives while also responding to the community's desire to retain a substantial portion of the property for open space, urban agriculture, and recreational uses.

Policy LU-4.7: UC Financial Support

Work with the University of California to obtain financial and/or in kind support for City infrastructure, services, and capital facilities that are used by residents of University Village. This could include support for public safety, public streets, parks and open spaces, sanitary and storm sewers, and similar services and facilities.

Policy LU-4.8: Coordinated Park Planning

Coordinate planning for the park and open space lands owned by the City, the University of California and the Albany School District to improve public access, increase use, and improve traffic safety for students, pedestrians, cyclists, and automobiles.

IMPLEMENTING ACTIONS

Action LU-4.A: University Village Master Plan Update

Encourage the University to update its Master Plan for University Village to reflect the completion of the family student housing redevelopment project, the approval of the retail and senior housing project along San Pablo Avenue, and the remaining opportunities for infill development and open space protection on the balance of the site.

Action LU-4.B: University Village Community Facilities

Explore opportunities for new community facilities on the University Village site, consistent with the University Village Master Plan.

Action LU-4.C: St. Mary's Enrollment Cap

Maintain a long-term agreement with St. Mary's College High School to cap enrollment at 600 students, plus a 5 percent margin to account for attrition (equivalent to an absolute cap of 630).

GOAL LU-5: ENVIRONMENTALLY SENSITIVE AREAS

Ensure that land use and planning decisions protect the quality of Albany's natural environment and conserve environmentally sensitive areas.

POLICIES**Policy LU-5.1: Albany Hill**

Ensure that any future development on Albany Hill is designed and planned to respect natural topography, minimize grading, respond to soil and drainage conditions, minimize impacts on parking and narrow streets, and protect view corridors. The entire crest of Albany Hill shall remain a non-urbanized open space area. In addition, the City will work with local and regional open space advocacy groups such as the Trust for Public Land to promote open space conservation and additional land acquisition on the Hill.

Policy LU-5.2: Albany Shoreline

Work collaboratively with federal, state and regional agencies, shoreline open space advocates and other interest groups, and Albany residents to enhance the recreational, ecological, and open space value of the Albany waterfront.

See the Waterfront Element for additional policies on shoreline open space improvements.

Policy LU-5.3: Albany's Creeks

Maintain a Creek Conservation Zone (CCZ) along Cerrito, Codornices, and Village Creek. Protect the existing riparian habitat within the CCZ and restrict development as necessary to conserve the creek environment.

See the Conservation and Sustainability Element for additional creek policies.

Policy LU-5.4: Archaeological Resources

Protect Albany's archaeological resources, including remains and artifacts from Native American settlement. The City will coordinate with local tribal representatives and follow appropriate mitigation, preservation, and recovery procedures in the event that important resources are discovered during development.

IMPLEMENTING ACTIONS**Action LU-5.A: Albany Hill Vacant Parcel**

Work with the owners of the vacant 11-acre parcel on the west side of Albany Hill to cluster the site's allowable development in a way that enables a majority of the property to be conserved as open space.

Action LU-5.B: Prehistoric and Archaeological Resource Protection

Continue to maintain standard conditions of approval for new development which require consultation with a professional archaeologist in the event that any subsurface prehistoric or archaeological remains are discovered during any construction or preconstruction activities on a development site. This includes consultation with Native American organizations prior to continued site work in the event such remains are discovered.

Action LU-5.C: Golden Gate Fields

Ensure that any future change of use at Golden Gate Fields is planned and designed to conserve environmentally sensitive areas on the site, including the shoreline, wetlands, and Codornices Creek.

GOAL LU-6: COMMUNITY CHARACTER AND PRESERVATION

Retain and enhance the positive elements of Albany’s visual character, including prevailing architectural styles, locally important landmarks, significant views, and natural features.

POLICIES**Policy LU-6.1: Historic Preservation**

Encourage expanded recognition, public education, and appreciation of Albany’s large inventory of early 20th Century homes and commercial buildings. Such buildings help define Albany’s sense of place and identity.

Policy LU-6.2: Gateways

Maintain high standards for the appearance of buildings, properties, and public space at the major entrances into Albany, particularly along Buchanan Street east of I-80, on San Pablo Avenue at the Berkeley and El Cerrito borders, at the end of the I-80 off-ramps, and on the Ohlone Greenway. Such areas should convey a positive impression of the City and create a sense of arrival that distinguishes Albany from adjacent cities.

See the Community Services and Facilities Element for policies on public art.

Policy LU-6.3: Views and Vistas

Consider protection of vistas from public viewpoints when reviewing new development applications.

Policy LU-6.4: Streetscape Improvements

Improve the visual character and safety of heavily traveled Albany streets through streetscape improvements such as lighting, signage, landscaping, sidewalk extensions and repair, public art, and tree planting.

See the Transportation Element for additional policies and actions on “complete streets.”

Policy LU-6.5: Signage

Treat commercial signage as an integral part of building design, and an opportunity to enhance the visual character of the city.

Policy LU-6.6: Lighting

Manage exterior lighting to reduce potential light and glare impacts, improve public safety, enhance night time visibility, complement local architecture, and enhance the character of the city.

Policy LU-6.7: Activating Public Space

Support activities such as farmers markets, outdoor concerts, street fairs, temporary street closures for block parties, and other programmed events that activate public space and provide gathering places for Albany residents.

Policy LU-6.8: Waterfront Identity

Improve Albany’s identity as a waterfront city, particularly through measures which safely connect Albany neighborhoods to recreational areas and trails along the shoreline. The City should work to improve pedestrian and bicycle access across the Union Pacific Railroad and Interstate 80 so that residents can more easily access existing and planned shoreline improvements. It will also ensure that any reuse of the Golden Gate Fields property enhances the city’s waterfront identity.

Policy LU-6.9: Commercial Property Upgrades

Support the upgrading of older commercial properties, particularly along San Pablo Avenue, and Eastshore Highway/ Cleveland Avenue.

Policy LU-6.10: Wireless Facilities

Minimize the visual impact of wireless communication facilities by: (a) concealing wireless facilities in existing structures where possible; (b) using camouflage and screening techniques to hide or blend such facilities into the surrounding area; (c) designing facilities to be aesthetically pleasing and respectful of neighborhood context; and (d) concealing related mechanical equipment and devices in underground vaults or other unobtrusive structures.

IMPLEMENTING ACTIONS

Action LU-6.A: San Pablo Avenue Streetscape Master Plan

Update the San Pablo Streetscape Master Plan to reflect an emphasis on transit-oriented development, and improved provisions for pedestrians and bicyclists.

Action LU-6.B: Public Improvements

Identify public improvements for San Pablo and Solano Avenues and identify funding for such improvements in the City's Capital Improvement Program. This should include enhanced public spaces along both streets.

Action LU-6.C: Street Tree Program

Develop a comprehensive street tree master plan and planting program, including desired species and maintenance practices. Apply for grants and other funds which enable such a plan to be prepared and implemented. Street tree selection should minimize the potential for sidewalk damage and address issues such as climate resilience. Likewise, the design of sidewalks and planter strips should accommodate a variety of street tree types and sizes.

Action LU-6.D: Preservation Advocacy

Pursue development of a historic preservation program for Albany. Such a program could include a register of locally important historic buildings, markers and plaques which acknowledge key landmarks and sites, provisions to protect and enhance the defining qualities of the City's older buildings, and education and outreach on local resources and the benefits of preservation. Amendment of the Zoning Code to provide for historic preservation should be considered as part of this effort.

Action LU-6.E: Façade Improvements

Consider opportunities and potential funding sources for design assistance, façade improvement programs, and other measures that help local businesses and property owners update commercial buildings.

Action LU-6.F: Utility Undergrounding

Continue to pursue funding for utility undergrounding, consistent with PG&E Rule 20A procedures.

Action LU-6.G: Cultural Resource Identification

Pursue an agreement with the Northwest Information Center (NWIC) at Sonoma State University to identify properties on which further field studies of cultural resources may be required in the event demolition or construction on those properties is proposed. Where such resources are present, the City may require preconstruction surveys and project-specific recommendations to protect significant archaeological, paleontological, or historic resources.

Action LU-6.H: Sign Ordinance Revisions

Update Section 20.32 of the Municipal Code (Sign Regulations) to reflect best practices, ensure full compliance with recent court decisions, and address local objectives such as the elimination of billboards along major thoroughfares.



Photo: Doug Davidson

Ginkgo tree on Peralta Avenue

CHAPTER

4

TRANSPORTATION
ELEMENT

A. INTRODUCTION

The Transportation Element provides policies and actions to maintain and improve Albany's transportation network. The Element establishes policies to expand transportation choices, improve traffic safety, and make transportation more sustainable. These policies complement those in other elements on land use, air quality, greenhouse gas reduction, and public health. Recognizing the interplay between transportation and these topics is critical to improving mobility for all Albany residents.

Requirements for the Transportation Element are established by Government Code Section 65302(b). The Element must identify the general location and extent of existing and proposed thoroughfares, transportation routes, terminals, airports and ports, and it must be correlated with the Land Use Element. Since 2011, the Government Code has required the element to consider the needs of all users of roads and highways, rather than just motor vehicles. This change is part of a nationwide movement to plan for "complete streets" which balance the needs of motorists with those of pedestrians, bicyclists, transit users and persons with limited mobility.

Most of Albany's street system was laid out just before the automobile became the dominant mode of travel in the Bay Area. The legacy of this design is that Albany is more pedestrian-friendly than many cities in the region, with a connected grid of streets that supports walking, bicycling, and public transit use. As the region has grown, Albany has faced the dual challenge of responding to higher rates of vehicle ownership among its own residents and large increases in pass-through traffic with origins and destinations in other cities. Albany is criss-crossed by freeways and arterials serving local, regional, and even interstate traffic, including some of the busiest and most congested routes in California. Traffic management is not just a mobility issue—it is an environmental issue, an economic issue, and a quality of life issue.



Photo: Doug Davidson

Ohlone Greenway bicycle path, with BART overhead

The Transportation Element of the General Plan is organized in five parts. It begins with a “mobility profile” of Albany residents based on census data on commuting and vehicle ownership. This is followed by an overview of Albany’s circulation system, organized by travel mode. The next section includes a discussion of current and projected conditions on City streets. The focus is on future improvements that will expand the capacity for “active” transportation (e.g., bicycling and walking) and public transit, while recognizing that steps also must be taken to manage motor vehicle flow. A variety of transportation issues are then discussed, including traffic calming, transportation safety, parking, and technology. The final section presents goals, policies, and actions for transportation

B. MOBILITY PROFILE

Regional Context

Albany is connected to the region by a complex network of freeways, highways, bridges, railroads, rapid transit lines, trails, and paths. The planning, development, operation, and funding of these facilities is overseen by multiple agencies. The US Department of Transportation (DOT) ensures the safety and efficiency of the nation’s highways, airports, rail lines, and ports. The California Department of Transportation (Caltrans) manages more than 45,000 miles of highway and freeway lanes as well as other transportation facilities across the state. At the regional level, the Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the Bay Area. Other agencies providing regional transportation services include Bay Area Rapid Transit (BART) and the Alameda Contra Costa Transit District (AC Transit).

At the County level, the Alameda County Transportation Commission (ACTC) manages the County's transportation information and funding systems. ACTC was created in 2010 through the merger of the Alameda County Congestion Management Agency and the Alameda County Transportation Improvement Authority. The combined agency manages the County's half-cent sales tax, distributes funds to local governments and other agencies, and performs countywide transportation modeling and planning. At the local level, transportation planning is conducted by the Albany Community Development Department while operations and maintenance are handled by the Public Works Department.

Albany is located along the Interstate 80 (Eastshore Freeway) corridor. The section of freeway passing through the city is one of the busiest in the state, carrying an average of nearly 270,000 vehicles per day in 2013. Interstate 80 provides access to the San Francisco-Oakland Bay Bridge, six miles to the south and the Carquinez Bridge 15 miles to the north. It continues on to Sacramento 75 miles to the northeast and eastward across the United States. Interstate 580 (I-580) provides access from Albany to the Richmond-San Rafael Bridge eight miles to the west.

From Albany southward, I-580 is coterminous with I-80 to the Oakland city limits, where it branches to the east and continues to eastern Alameda County and onward to Interstate 5. From the I-580 Oakland junction (commonly known as the "MacArthur Maze"), Interstate 880 provides access to points south along the East Bay shoreline, extending from Oakland to San Jose some 45 miles to the south.

Albany is 17 miles from Oakland International Airport, 25 miles from San Francisco International Airport, nine miles from the Port of Oakland, and six miles from the Port of Richmond. The City is bisected by BART's Richmond line and AMTRAK's Capitol Corridor commuter rail line, although neither includes a station in Albany. AC Transit provides local and regional service throughout Albany.

Union Pacific operates a freight rail line on the west side of the city, providing access to other west coast cities and to points east. Although located on San Francisco Bay, Albany does not have a boat marina or ferry terminal. The nearest active ferry terminal is at Jack London Square in Oakland, eight miles to the south. Additional ferry terminals are planned to the north in Hercules and to the west at Marina Bay in Richmond.

Travel Patterns in Albany

According to US Census (American Community Survey) data for 2009-2013, only 15 percent of Albany's employed residents worked within the Albany city limits, while 85 percent commuted to a workplace in another city. The percentage of persons who both live and work in Albany is lower than in nearby cities, in part due to Albany's relatively small employment base and geographic area. The percentage is 48 percent in Berkeley, 22 percent in Richmond, and 21 percent in Emeryville. On the other hand, Albany's figure is slightly higher than El Cerrito (14 percent). Among those residents who both live and work in Albany, about 40 percent worked from home.

Among those commuting out of Albany for work, 62 percent traveled to another destination within Alameda County and 38 percent traveled to another county entirely. Many of those traveling within Alameda County commute to Berkeley and Oakland. Those commuting outside the County included persons traveling to jobs in San Francisco, Marin County, Richmond, Central Contra Costa County, and Silicon Valley, among other places.

Census data indicates that the time of departure for work in Albany is typical of most communities, with more than half of all commutes starting between 7 and 9 AM. About 14 percent of the city's employed residents depart for work before 7 AM, 23 percent depart between 7 and 8 AM, 30 percent depart between 8 and 9 AM, and 32 percent depart after 9 AM. The mean travel time to work was 29.9 minutes. However, 20 percent of the city's employed residents have commutes exceeding 45 minutes in length, including half with commutes with over one hour.

On the other hand, about 19 percent of the city’s residents have commutes of less than 15 minutes. The average commute time in Albany is somewhat longer than in Berkeley (27 minutes) and Oakland (28 minutes) and somewhat shorter than in Richmond (31 minutes) and El Cerrito (32 minutes). Albany’s average is almost the same as it was in 2000, when it was 29.2 minutes.

Albany residents are much more likely to walk, bicycle, or use public transit to get to work than residents in other parts of the East Bay. The Census indicates that 24 percent of the city’s employed residents used public transportation to get to work—the highest percentage of any city in Alameda and Contra Costa Counties. Approximately five percent of the city’s employed residents walked to work and six percent bicycled. About eight percent carpooled.

Only 49 percent drove alone to work each day, the lowest percentage in the East Bay outside of Berkeley. The percentage of Albany residents driving alone to work has declined from 2000, when it was 54 percent.

Albany households have fewer vehicles on average than households in Alameda County as a whole. Although 96 percent of the city’s households own at least one vehicle, which is the same as the countywide average, only 15 percent have 3 vehicles, compared to 32 percent countywide. Moreover, 38 percent of the city’s households have only one vehicle, compared to 23 percent countywide. About 43 percent have two vehicles, compared to the county average of 40 percent. Information on vehicle ownership can be used to help shape future transportation policy, including possible new parking standards.

Albany’s “transportation demographics” are compared to other East Bay cities in the text box on the next page.

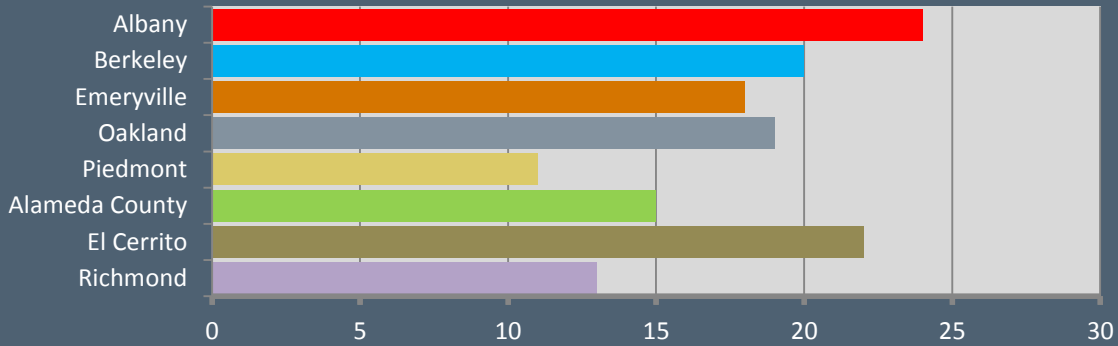


Intersection of Solano and San Pablo Avenues

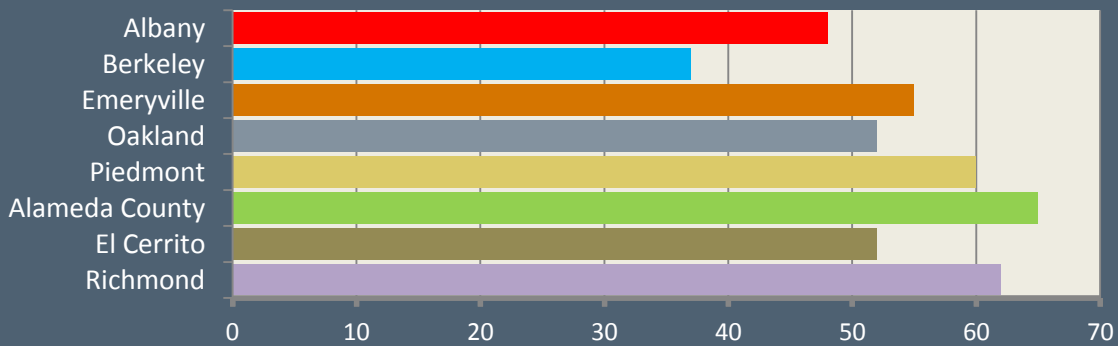
Photo: Doug Donakson

How Albany Measures Up

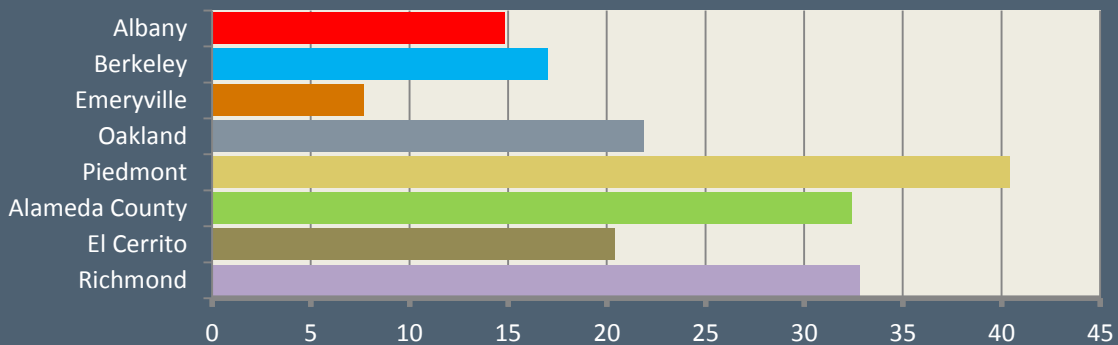
Percentage of Employed Residents Commuting by **Public Transit** **24%**



Percent of Employed Residents Who **Drive Alone to Work** **48%**



Households with **Three or More Vehicles** **14.8%**



Source: 2009-2013 American Community Survey

C. LOCAL TRANSPORTATION SYSTEM

Overview

Albany's transportation network is comprised of:

- a roadway system that includes travel lanes for motorized vehicles and bicycles, and sidewalks for pedestrians
- a network of off-road paths designed for use by bicycles and pedestrians
- railroad and elevated rail transit lines that pass through the city but without direct access within Albany.

The roadway system supports a variety of travel modes, including cars, trucks, buses, bicycles, and pedestrians. These modes sometimes operate in separate portions of the right-of-way (for example, sidewalks) and sometimes in the same space (for example, buses and cars).

For much of the 20th Century, road design in California focused on automobile speed and convenience. During the last 25 years or so, a more balanced approach has been taken, looking at the needs of all travel modes equally. In 2000, Albany adopted a Traffic Management Plan which explicitly stated its intent to provide residents with “rights to an equal share of mobility.” The emphasis of that plan was on increasing safety, reducing the effects of traffic on neighborhoods, and improving bicycling, walking, and public transit use.

Albany's current transportation focus is on the creation of “complete streets” (see text box). The basic concept is that streets should be designed for all travel modes, and not just for cars. A complete street is designed and operated to enable safe, attractive, and comfortable multi-modal access and travel for all users, including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities. Design criteria now reflect factors such as safety, environmental quality, greenhouse gas reduction, public health, and access for persons with mobility limitations.



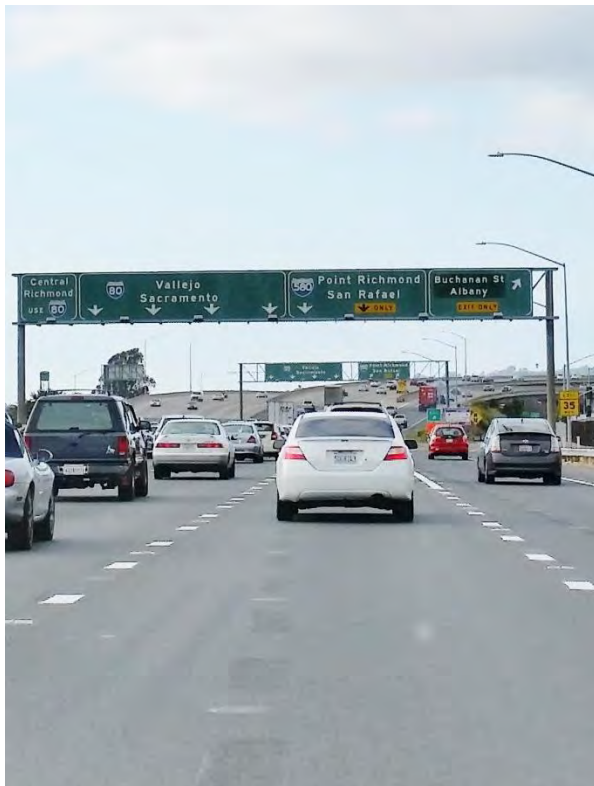
Complete Streets

In 2013, the City of Albany officially adopted a Complete Streets policy, including a vision to plan and implement all future transportation projects in a manner that provides safe access for walking, bicycling, and public transit facilities. Other components of the policy include context-sensitive design, creating more livable public spaces, and protecting the quality of life.

The Complete Streets policy emphasizes sidewalks, bike lanes, street trees, landscaping, crosswalks, street furniture, better transit stops, and other improvements that make it easier to travel without a car. It further requires that every City department looks for opportunities to humanize the City's streets through its standard operating procedures. The policy also stresses the safety and connectivity of the bicycle and pedestrian network.

Albany’s grid-based network of streets, relatively flat topography and temperate weather make the city well situated for bicycles, pedestrians, and transit users. The City has developed an “Active Transportation Plan” that seeks to improve conditions for bicycles, pedestrians, and people with disabilities while maintaining the functionality of the road system for motor vehicles. Active transportation refers to human powered motion, including walking and bicycling. These modes of travel are healthy, enjoyable, environmentally friendly, and free.

Walking is part of most trips a person takes. In Albany, walking and bicycling are often the quickest mode of travel for many trips, such as trips to school, local stores, and transit stops. The Active Transportation Plan includes capital improvement projects to improve walking and bicycling, as well as programmatic changes such as sidewalk maintenance and education. Encouraging these modes of travel is also a central part of the City’s Climate Action Plan, which aims to reduce greenhouse gas emissions from motor vehicles.



Interstate 80 eastbound, approaching Albany

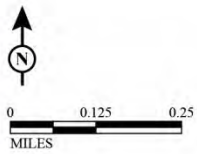
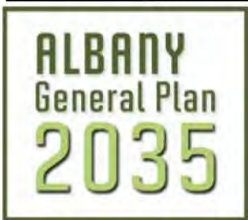
Road Network

Roads are classified based on their function, design, and the types of trips they carry. Five categories have been identified in Albany: freeways, major arterials, minor arterials, collectors, and local streets. Freeways are typically designed for motorized vehicles, while the other roadway types carry vehicles, bicycles, and pedestrians. Figure 4-1 indicates the category assigned to each road in the city.

Freeways

Freeways are designed to carry large traffic volumes over long distances at a high rate of speed. Connections to other roads are provided only through grade-separated interchanges, consisting of ramps and overpasses or underpasses. Center divides are used to separate lanes in opposite directions. Typically only motorized vehicles are permitted to use freeways, although in some instances freeways may include bicycle facilities.

As noted earlier in this chapter, Albany includes two freeways. Interstate 80 is a major commute route in the San Francisco Bay Area. It provides three to six mixed flow lanes and one high occupancy vehicle lane in each direction. Direct access to Albany is provided at the Buchanan Street interchange. According to 2013 Caltrans data, the freeway has an average daily traffic volume of 268,000 vehicles. Interstate 580 connects Highway 101 in Marin County with Interstate 5 in San Joaquin County. West of the junction with I-80, it provides three westbound and two eastbound mixed flow lanes, with an eastbound off-ramp to Buchanan Street. According to Caltrans, I-580 had an average daily traffic volume of 87,000 vehicles at the Albany city limits.

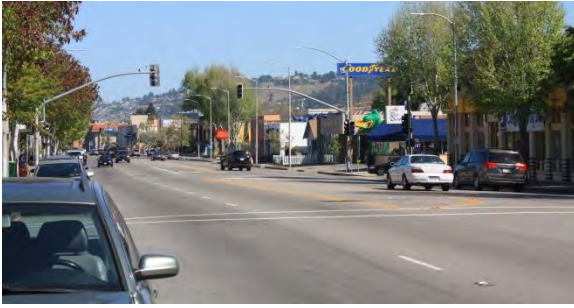


LEGEND	
	Albany City Limit
	Freeway
	Local Street
	Railroad Tracks
	BART Tracks
	Major Arterial
	Minor Arterial
	Collector

FIGURE 4-1
Roadway Classifications

SOURCE: Fehr & Peers, 2015.

F:\ALBY1301 Albany GP\figures\General Plan\Fig_4-1_Rdwy Class.ai (11/5/15)



Major Arterials

Major arterials are designed to carry heavy traffic volumes across town while also providing access to individual properties and cross-streets. They may have medians to control cross traffic. Separate turning lanes are often provided and traffic signals are present at major intersections.

The design of major arterials must balance the competing objectives of accessibility and mobility. Driveways into adjacent parcels may be necessary, but must be located away from intersections and limited to essential access points. These roads also typically have pedestrian and bicycle traffic and serve as primary bus routes. Curb parking is generally allowed, but may be prohibited during peak travel times to provide more capacity. Where there are no parking lanes, bulb outs or turnouts for disabled or temporarily stopped vehicles should be provided.



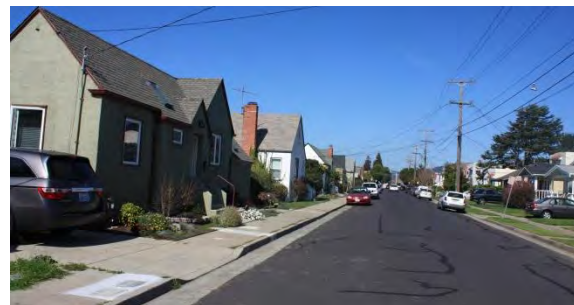
Minor Arterials

Minor arterials serve large segments of the City but usually do not involve crosstown circulation. Major intersections are signalized but may not have separate turn lanes. These streets serve motor vehicles, bicycles, and pedestrians.



Collectors

Collectors are designed to channel traffic from local streets into the arterial street system and to handle short trips within neighborhoods. Collectors normally have two lanes and curb parking. They may include traffic signals and turning lanes at major intersections. Collectors serve motor vehicles, bicycles, and pedestrians.



Local Streets

Local streets carry low traffic volumes at relatively low speeds. They provide access to individual residences, usually via driveways and curb cuts. Most of the streets in Albany are classified as local streets. Average daily traffic volumes are usually below 2,000 vehicles. Sidewalks are provided for pedestrians, while bicycles typically share the road with vehicles.



Evening traffic on Solano Avenue

Complete Streets Improvements

As noted above, much of the focus of Albany’s transportation planning in the past two decades has been to “humanize” the city’s major arterials. These streets include Solano Avenue, Marin Avenue, Buchanan Street and San Pablo Avenue. The arterials have the highest traffic volumes, the greatest number of bicycle and pedestrian accidents, and the largest number of trip destinations. They also define the image of the city and contribute to Albany’s sense of place. Several projects on these streets that have been completed and others are planned.

Solano Avenue and Marin Avenue

A streetscape improvement project along Solano Avenue between San Pablo and Masonic Avenues has resulted in wider sidewalks, benches, decorative street lights, new seating areas, and other amenities which make the Avenue more welcoming for pedestrians and bicycles. The initial redesign was completed in 1995.

More recent improvement projects have added curb bulbouts and crosswalks and included pavement resurfacing, ramps, landscaping, and other design changes to further enhance the street. A subsequent phase will extend these improvements eastward to Tulare Avenue near the Berkeley border.

Marin Avenue was redesigned in 2005. A lane re-configuration project reduced the number of travel lanes from four to two and added bicycle lanes and a center turn lane along most of the street. Traffic volumes and average vehicle speeds have decreased since that time, although further improvements are needed to improve the safety of pedestrian and bicycle crossings.

In 2011 and 2013, the City received “Safe Routes to School” grants for pedestrian improvements at the Marin/Santa Fe and Marin/Curtis intersections, adjacent to Marin School. Bulb outs, speed humps, high visibility crosswalks, signal improvements, bicycle racks, and a pedestrian beacon were included.

San Pablo Avenue and Buchanan Street

San Pablo Avenue and Buchanan Streets are Albany’s busiest streets. Their width, volume, and design contribute to the perception of these streets as “dividing” Albany into quadrants. Planned design changes should change that perception, to the point where the streets become a unifying element and a place where the city comes together.

For over three decades, the City has endeavored to make San Pablo Avenue a more pedestrian- and bicycle-friendly street, starting with an Urban Design Concept Plan in the late 1980s. In 2001, a Streetscape Plan for the Avenue proposed new gateways, redesigned sidewalks and crosswalks, upgraded lighting, street trees, and a plaza at Marin Avenue. Some of these improvements were implemented and others were not. Among the challenges to redesigning the Avenue are its dual function as a State Highway, its high vehicle volumes, and the regional nature of much of its traffic.

A “Complete Streets Plan” for San Pablo Avenue and Buchanan Street was adopted in 2013. The Plan carries forward some of the concepts in the 2001 Streetscape Plan, but goes a step further to redesign the travel lanes, parking lanes, and bus pullouts. The more recent plan also proposes a redesign of Buchanan Street, incorporating the recently completed bicycle and pedestrian path along the south side of the street and the new bike lane on the north side.

The proposed Plan for San Pablo and Buchanan responds to a strong community interest in improving connections to the waterfront, providing protected bicycle lanes, slowing down motor vehicle traffic, and enhancing the appearance of the “public realm” on both streets through landscaping, tree planting, outdoor seating, and street furniture. Planned improvements will help foster economic success, promote community identity, and create a stronger sense of place. Importantly, the improvements will also facilitate travel by bicycles, pedestrians and public transit users without reducing capacity for motorists.



Buchanan Street bicycle and pedestrian path

Design recommendations for San Pablo Avenue include:

- Narrowing the travel lanes from 12 feet to 11 feet
- Adding a combination of bicycle lanes and shared lane markings to facilitate bicycle travel
- Curb extensions and improved crosswalks
- Raised medians with pedestrian waiting areas (“refuges”) and street trees
- Enhanced gateways at the northern and southern city limits
- Intersection geometry changes to improve safety and usability by bicycles and pedestrians
- Improvements to crosswalks such as flashing beacons
- Other streetscape design elements such as enhanced sidewalk paving, pedestrian-scaled streetlights, and tree grates.

Specific changes to the Solano/San Pablo intersection are recommended to improve its functionality and reduce conflicts between pedestrians and motor vehicles. Changes also are recommended at Dartmouth and Monroe and at the staggered Washington Avenue intersections to facilitate east-west bicycle traffic across San Pablo Avenue. Mid-block crosswalks are recommended at key locations, making it easier for pedestrians to cross the street. Relocation of transit stops and removal of some curbside parking will be required as these changes are carried out.

The proposed design will help create a more active, mixed-use neighborhood. It will complement the City's efforts to promote higher quality architecture and a mix of ground floor uses that enliven the street and encourage pedestrian travel. Private development along the street will incorporate plazas, courtyards, and entries which complement the public spaces.

On Buchanan Street, the intent of the design proposals is to strengthen the street's function as a neighborhood parkway rather than as a high speed freeway connector. Among the recommended changes is the reconfiguration of the Buchanan/Marin/Madison intersection on the west side of the Fire Station, creating a pocket park and making it easier for pedestrians to access City Hall. Other improvements along Buchanan include the installation of a pedestrian beacon at Taylor and gateway improvements at the Buchanan Bridge overcrossing.

Bicycle Network

The bicycle network utilizes the roadway network described above along with off-road bike paths. Expansion of the bicycle network in the coming years will improve safety and make it easier to reach residences, employment centers, schools, parks, and transit facilities. The City has set a goal of implementing 90 percent of its planned bicycle network by 2020. It also has set a goal of having 15 percent of all commute trips made by bicycle or walking by 2020—an increase from 11 percent in 2014.

The text box on the following page identifies the four categories used to describe bicycle facilities. These categories are consistent with the Caltrans Highway Design Manual and the standards used in other communities. The existing and proposed bicycle network is shown in Figure 4-2. Bicycle facilities are categorized as Class I (off-street bike paths), Class II (striped bicycle lanes), Class III (bike routes), and Class IV (cycle tracks).

Currently, Albany's off-street (Class I) bike path network includes a segment of the Bay Trail, the Ohlone Greenway, and paths along Codornices and Cerrito Creek. The Ohlone Greenway is the primary regional bicycling corridor through the city, extending from Ohlone Park in Berkeley to the El Cerrito Plaza and El Cerrito Del Norte BART stations and onward to San Pablo Avenue in Richmond. The Buchanan-Marin Bikeway (Bike Trail connector) also recently opened along the south side of Buchanan Street, connecting the Bay Trail west of I-80 to University Village and other Albany neighborhoods.

The 2012 Active Transportation Plan proposes new bicycle facilities to create a more complete and functional bicycle network. Bicycle boulevards—streets that are redesigned to make cycling safer and easier—are proposed for Kains Avenue, Adams Street, Dartmouth Street, segments of Jackson Street and Spokane Avenue, and a portion of Washington Avenue. Striped bicycle lanes are proposed on San Pablo Avenue, Posen Street and on parts of Washington Avenue and Jackson Street. Class III bike route designations are planned for a number of streets, and new off-street paths are planned along Pierce Street, in University Village, on the Key Route median, and in the Eastshore State Park.

Bicycle Facility Types

Class I

Class I bike paths consist of completely separate rights of way and are designed for the exclusive use of bicyclists and pedestrians. Vehicle cross flow is minimized. Bike paths provide a safe environment for younger or less experienced cyclists who do not want to ride alongside traffic.



Class II

Class II bike lanes provide a restricted right of way and are designated for the use of bicyclists with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted. An examples is the Marin Avenue bicycle lane.



Class III

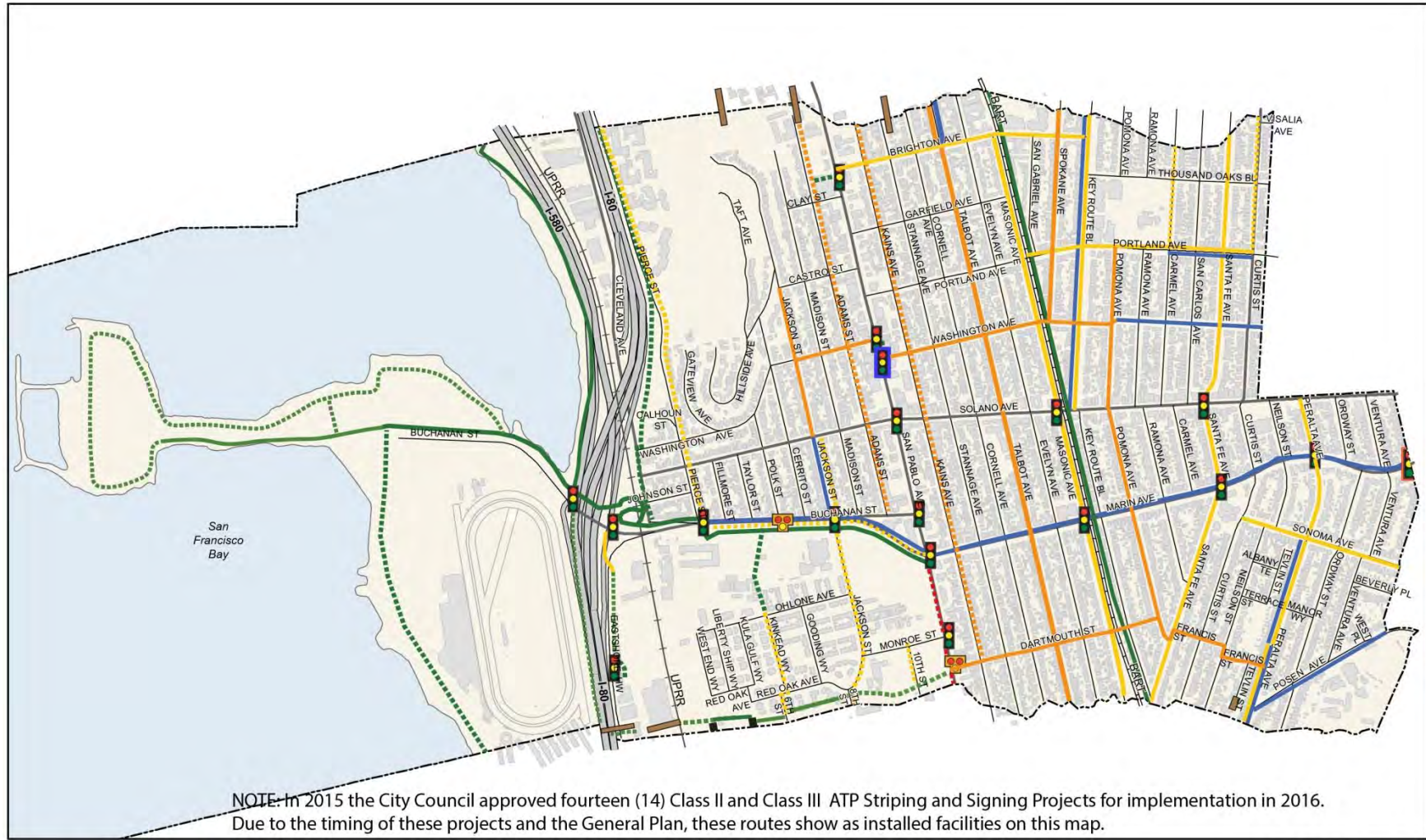
Class III bicycling routes provide a right-of-way designated by signs or pavement markings for shared use with motor vehicles. Bicycles travel in the same lanes as motor vehicles on such routes. While a basic Class III route may simply have signs, a bicycle boulevard is a special type of shared route that has been designed to make it easier to travel by bicycle. Class III routes also may be marked by “sharrows” or pavement markings which indicate that bicycles may use the vehicle travel lanes.



Class IV

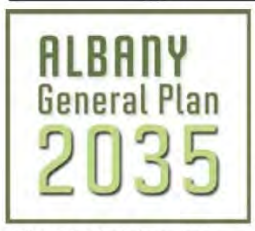
Class IV lanes, or “cycletracks” are dedicated bike lanes separated from vehicle traffic by bollards, raised medians, or dividers. They are located on the curb side of parking lanes, offering a higher level of protection to cyclists.





NOTE: In 2015 the City Council approved fourteen (14) Class II and Class III ATP Striping and Signing Projects for implementation in 2016. Due to the timing of these projects and the General Plan, these routes show as installed facilities on this map.

FIGURE 4-2
Bicycle Network



LEGEND

- | | | | | | |
|-------------------|-----------------|-----------------|--|--|----------------|
| Existing: | Class I Path | Class II Lane | Class III Boulevard | Class III Route | Class IV Route |
| Proposed: | Class I Path | Class II Lane | Class III Boulevard | Class III Route | Class IV Route |
| Albany City Limit | Existing Signal | Proposed Signal | Existing Pedestrian/
Bicycle Bridge | Proposed Pedestrian/
Bicycle Bridge | Freeway |



SOURCE: Fehr & Peers, 2015.

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Buffered Class II bike lanes are proposed for the extension of the Marin Avenue bike lanes between Cornell and San Pablo Avenues. In addition, the 2014 Complete Streets Plan for San Pablo Avenue and Buchanan Street designated San Pablo Avenue as a primary “rapid” cycling route through the city. The “rapid” designation suggests the route would primarily be used by more experienced cyclists for commuting. Other routes, with lower motor vehicle volumes, have been identified as preferable for “relaxed” cycling by less experienced or more leisure-oriented cyclists.

On San Pablo Avenue, a Class IV lane or “cycle track,” is proposed along the University Village frontage of San Pablo Avenue. A cycle track is a dedicated bike lane that is protected from vehicle flow by removable bollards, a permanent barrier, or a grade separation.

The proposed system includes 7.2 miles of Class I bicycle paths, 3.5 miles of striped bike lanes, 2.75 miles of bicycle boulevard, and 6.75 miles of signed and marked bike routes. Less than half of this system is in place as of 2015. The new facilities include some bikeways designed for “slow” travel and others designed for “fast” travel, recognizing the different skill levels of bicyclists, and the different characteristics of recreational bike trips and commute trips. The Active Transportation Plan also raises the possibility of someday building a bicycle and pedestrian bridge or tunnel from University Village to the waterfront, spanning I-80 and the Union Pacific Railroad.

While new bicycle and pedestrian infrastructure can increase the percentage of trips taken using these modes of travel, additional steps are needed to fully achieve the city’s active transportation goals. This includes a robust education program aimed at residents of all ages, but particularly at school-aged children. Local community organizations such as Albany Strollers and Rollers work to augment City-led efforts and advocate for greater awareness of bicycle and pedestrian issues. The School District is another important partner and works with the City to implement Safe Routes to School programs.

The City has prepared brochures, bumper stickers, and banners promoting safe cycling. Among the educational initiatives the City may continue in the future are public service announcements, educational signs, bicycle training programs, and additional bike rodeos and demonstration programs. The City is also exploring options for increased enforcement, such as increased fines and red light ticketing. In addition to enforcement, the City is also committed to ongoing maintenance of its bicycle and pedestrian facilities, including cleaning, resurfacing, and restriping paths, removing trash, and landscaping. Participation in regional bike share programs also may be explored, if and when services are expanded to the East Bay.

Providing convenient, secure bicycle parking is also an important part of increasing bicycle ridership. Bicycle parking in Albany can be found throughout the City in community parks, schools, workplaces, shopping districts, and housing developments. A 2010 inventory of bike parking in the City found that Albany has bicycle racks that can accommodate over 600 bikes. Additional bicycle parking is planned. Bicycle parking is also required in new development with 10 or more parking spaces.



Bicyclists on Madison Street



Photo: Peggy McQuaid

Bicycle "Rodeo" event

Pedestrian Network

The 2012 Albany Active Transportation Plan (ATP) includes a detailed strategy to encourage pedestrian travel throughout the City. A key part of this strategy is improving the safety and convenience of pedestrian facilities. These facilities include not only sidewalks, but also crosswalks, off-road paths and walkways, curb ramps, and other infrastructure which facilitates travel on foot.

Most Albany streets include a sidewalk on one or both sides; a five-foot sidewalk standard has been adopted. Curb ramps exist at many intersections. However, some areas have no ramps or are in need of upgrades to comply with the 2010 Americans with Disabilities Act (ADA) standards. Major intersections along commercial corridors, such as those on San Pablo Avenue and Solano Avenue, have ADA compliant ramps. On Solano Avenue, the ramps are compliant in some locations but require improvement in others. Many of the intersections along commercial streets are uncontrolled (e.g., no traffic signal or stop signs) and lack a median refuge, making it difficult to cross the street on foot.

There are several off-street multi-use trails in the city, each serving bicycles as well as pedestrians. The Ohlone Greenway is located along the BART tracks and connects to El Cerrito and Richmond in the north and Berkeley in the south. The Bay Trail is located along the shoreline and connects to trails in Berkeley and Richmond, as well as the Albany Bulb and Point Isabel. Trails have also been developed along Cerrito and Codornices Creeks, although these trails are incomplete and provide limited connectivity. The Buchanan Street bikeway was recently opened between Pierce Street and San Pablo Avenue. There are also informal pedestrian trails, primarily recreational in nature, on Albany Hill and along the waterfront.

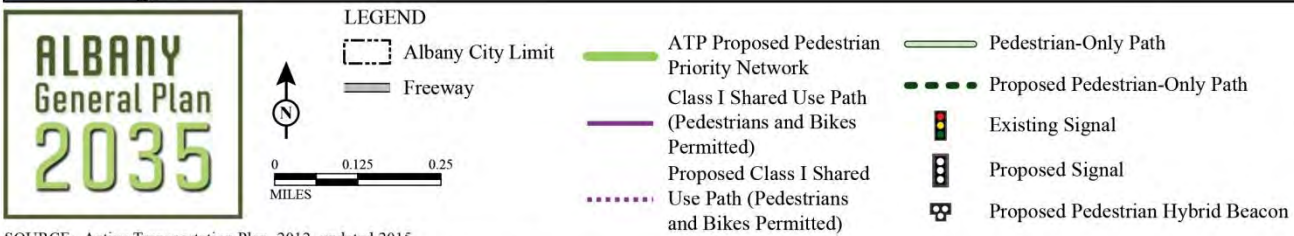
Albany also has a number of mid-block pedestrian paths and stairways. These include Manor Walk, which connects Ventura Avenue to Peralta Avenue, and Catherine's Walk between Hillside and Gateview Avenues.

The city's proposed pedestrian network is shown graphically in Figure 4-3. Most components of this network are already in place, but other components will require capital improvements and other enhancements in the coming years. The network includes designated "priority walking corridors" on 19 streets, comprised primarily of sidewalks and painted crosswalks. The corridors provide an interconnected network of sidewalks and paths that will facilitate safe, accessible walking between destinations in the city.

The Safe Routes to School Program will continue to be an important component of the City's pedestrian and bicycle planning. In addition to capital improvements to improve student safety, the program includes components such as International Walk and Bike to School Day, the Golden Sneaker Contest, and Bike to School Day. The City also conducts a Roll and Walk to School Day on the first Wednesday of the month during the school year.



FIGURE 4-3
Pedestrian Network



SOURCE: Active Transportation Plan, 2012, updated 2015.
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AC Transit's 18 Bus on Solano Avenue

Public Transportation

Nearly one-quarter of Albany's residents use public transit to commute to work each day. Many residents also use transit for non-work trips, including trips to school, shopping, recreational destinations, appointments, and errands. Albany's relatively high densities and initial development as a "streetcar suburb" have created a long tradition of transit use. Nearly all of the city's residents live within 800 feet of a bus stop, or about a three or four minute walk.

The City strongly supports public transit and other modes that reduce reliance on the automobile as the primary means of transportation. While there is no BART Station in Albany, bus routes link with both the El Cerrito Plaza and North Berkeley BART stations.

Buses

The Alameda Contra Costa Transit District (AC Transit) is the primary bus service provider in Albany. AC Transit serves 13 cities and adjacent unincorporated communities in the East Bay. It is the third largest bus system in California, serving 196,000 riders on an average day. Approximately 1.5 million residents live in the service area.

While the transit system includes 151 different bus lines, AC Transit indicates that nine corridors carry over 50 percent of the passenger traffic. Two of those corridors, including San Pablo Avenue and Solano Avenue, pass through Albany. The District is currently preparing a Major Corridors Study to improve service in these areas.

San Pablo Avenue is a Rapid Bus Corridor and is served by AC Transit Route 72 Rapid. The 72 line extends from Downtown Oakland north through Oakland, Emeryville, Berkeley, and Albany, and onward to El Cerrito and Richmond.

Some 4,300 transit customers pass through the Solano/San Pablo intersection each day, with buses running as frequently as once every six minutes during the peak hours. All signalized intersections along the San Pablo Corridor have transit signal priority, reducing congestion-related bus delays. Albany's San Pablo-Buchanan Complete Streets Plan recommends working with AC Transit to provide real-time information to riders, improve route signage and connections, and enhance bus stops.

The other high volume bus corridor in Albany is Solano Avenue, which is served by AC Transit Route 18. The 18 line connects Albany to Downtown Berkeley and Downtown Oakland, continuing on to the Montclair district in Oakland. Buses run at a headway of about once every 15 minutes during the commute hours. More than 8,000 riders a day use the 18 Bus, with nearly 1,000 boardings in Albany alone.

Both the 18 and 72 buses run from the early morning into the late evening. Other AC Transit lines in the city include the 52, which connects University Village to the University of California campus in Berkeley, and the 25, which runs in a loop configuration from El Cerrito Plaza to Downtown Berkeley using Pierce Street, Buchanan Street, and Jackson Street on the Albany portion of the loop.

AC Transit also operates limited stop services such as Route 800 which operates late nights, and Transbay Routes G, L, and Z, which serve the Transbay Terminal in San Francisco during peak commute periods. These routes include San Pablo Avenue, Solano Avenue, and Pierce Street, and use the Bay Bridge to transport riders to San Francisco.

Transbay service is also provided by Golden Gate Transit. In 2015, Golden Gate Transit began providing commuter bus service between Emeryville and San Rafael in the morning, and between San Rafael and Emeryville in the evening. The route includes a stop at Buchanan and Jackson in Albany.

Table 4-1 summarizes the hours of operation, headways and average weekday ridership for each route serving Albany. Figure 4-4 shows the location of these routes.

Albany has adopted a Transit Preference Policy that advocates for public transit use and improvements that increase ridership and service frequency. The policy covers such improvements as transit-only lanes, signal pre-emption devices, bus stop improvements, and optimization of bus stop locations. The Transit Preference policy also supports resolving conflicts between public transit and single occupancy vehicles in favor of the mode that provides the greatest mobility.

The City has also worked with the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) to designate the San Pablo and Solano corridors as "Priority Development Areas" (PDAs). One of the criteria for this designation is the frequency of transit service. A PDA designation indicates a city's intent to focus its future development in an area, thus making public transit more viable in the future. The PDA designation also improves access to grants for capital improvements that support bus service, such as bus shelters, pullouts, and signal upgrades.

While transit-oriented development in the Bay Area is usually associated with BART stations, it is also a valid designation along high-frequency bus corridors. Approximately 70 percent of the 2015-2035 housing growth and a majority of the employment growth envisioned by the Albany General Plan is associated with sites along San Pablo and Solano Avenues. Clustering development in these areas will only achieve the desired outcome—reducing greenhouse gas emissions and dependence on fossil fuels—if transit service is sustained at or above its current levels. The City will continue to work with AC Transit and other agencies to improve bus service and ensure that transit remains a safe, affordable, convenient travel mode. During the next 20 years, improvements such as Bus Rapid Transit (BRT) and even light rail may be considered along the San Pablo Avenue corridor.

Table 4-1: Bus Routes Serving Albany-2015

Route	From	To	Headways (Minutes) ¹				Total Daily Boardings ²	Total Daily Boardings in Albany
			Weekdays		Weekends			
			Peak	Non-Peak	Peak	Non-Peak		
18	Mountain Blvd & Moraga Av in Oakland	San Pablo & Monroe Street	15	30	20		8,300	940
25	El Cerrito Plaza BART	El Cerrito Plaza BART, via Downtown Berkeley (loop route)	40		60		900	71
52	Bancroft Way & Telegraph Av in Berkeley	Monroe St & San Pablo Av	15	30	35		3,000	604
72	2 nd & Harrison St in Berkeley	Hilltop Mall in Richmond	30	40	30	40	4,500	124
72M	2 nd & Harrison St in Berkeley	Tewksbury Av & Castro St. in Richmond	20	40	30	40	4,200	122
72R	2 nd & Clay Streets in Oakland	Contra Costa College in San Pablo	12		No Weekend Service		7,000	174
800	Market St. & Van Ness in San Francisco	Richmond BART	60		30		400	3
G	Transbay Terminal in San Francisco	Potrero Av & Richmond St. in El Cerrito	30	60	No Weekend Service		350	75
L	Transbay Terminal in San Francisco	San Pablo Dam Rd in San Pablo	15	60	No Weekend Service		700	93
Z	Transbay Terminal in San Francisco	Buchanan St. & Pierce St. in Albany	60		No Weekend Service		100	2
580	Hollis & 58 th in Emeryville	Anderson & Jacoby in San Rafael	30		No Weekend Service		N/A	N/A

Source: AC Transit, March 2014. Golden Gate Transit, 2016

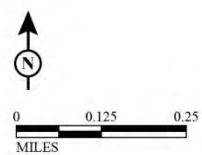
Notes: (1) Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route; (2) Weekday boardings from AC Transit, received March 2014.



FIGURE 4-4
Transit Routes

LEGEND

- Albany City Limit
- Freeway
- AC Transit Route
- AC Transit Transbay Route
- AC Transit Route Number
- Bus Stop
- University of California Shuttle
- AMTRAK
- BART
- Golden Gate Transit



SOURCE: Fehr & Peers, 2015.
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Bay Area Rapid Transit (BART)

BART provides regional rail rapid transit throughout the East Bay and across the Bay to San Francisco and the Peninsula. The system operates five routes on 104 miles of line with 44 stations. BART's average weekday ridership is over 422,000 passengers, making it the fifth busiest heavy rail rapid transit system in the United States.

BART does not provide direct service within Albany. The system's Richmond line passes through Albany on an elevated fixed guideway for a distance of just over a mile. This line currently terminates three stations to the north in Richmond, about five miles away.

El Cerrito Plaza station lies approximately 0.25 miles north of the Albany city limits. North Berkeley station lies 0.7 miles south of the Albany city limits. Both stations have monthly reserved, daily fee, extended weekend, and airport/long term parking, as well as bike racks and bike lockers. Average weekday boardings in 2013 were 4,540 riders at El Cerrito Plaza and 4,350 riders at North Berkeley.

Albany is well connected to these stations by the Ohlone Greenway, a linear park developed in the BART right-of-way beneath the elevated track. The Greenway provides bicycle and pedestrian connections to both stations from Albany. The northernmost blocks of Central Albany—principally the area east of San Pablo Avenue and north of Brighton Avenue—are within a one-half mile radius of El Cerrito Plaza and meet the ABAG/MTC criteria for transit-oriented development.

BART's long range plans include extensions on most of its lines, including an extension to San Jose now under construction on the Fremont line. A northern extension of the Richmond line to Hercules has been in discussion for many years, but decisions on route alignment and station locations continue to be debated. Funding for an extension continues to be a major constraint.

Consideration has also been given to an “infill” station midway between the El Cerrito Plaza and North Berkeley stations. Such a station would likely be positioned above Solano Avenue in Albany, and would potentially be constructed without off-street parking. The City supports further consideration of this stop, subject to extensive community discussion and environmental assessment.

Paratransit

Albany uses Measure B sales tax funds to provide paratransit services to adults with disabilities. It participates in the East Bay Paratransit Program, along with AC Transit, BART, and other cities, to provide service to anyone who cannot use conventional mass transit because of a mobility limitation. A taxi program is also available, enabling seniors over 80 and persons with disabilities to be reimbursed for taxi rides. In addition, the Senior Community Center operates a shuttle service which picks up seniors and persons with disabilities at their homes for short trips to the grocery store. A variety of low cost recreational trips also are provided using the shuttle vehicle. The City also participates in the 511 toll-free phone and web service that provides real-time details on traffic, public transportation routes and fares, carpool and vanpool referrals, bicycling, trip planning airport access, City Car Share, FasTrak and more.

Other Bus and Rail Services

The University of California operates a shuttle connecting the main University campus and the Richmond Field Station (RFS) with a stop in Albany serving University Village. The Shuttle operates from 6:45 a.m. to 6:10 p.m. with 60 minutes headways for most of the day.

Albany is located on the Capitol Corridor, a commuter train operated by Amtrak. Trains run from San Jose to Sacramento using the Union Pacific right-of-way through Albany. The closest stations are in Berkeley and Richmond.

Commercial Transportation

Commercial vehicle traffic in Albany consists of trucks using the I-80 and I-580 freeways and city streets. Truck traffic is regulated by Section 9.15 of the Municipal Code. The Code limits the movement of vehicles exceeding a gross weight of five tons to specifically listed truck routes. These routes are Cleveland Avenue, Buchanan Street, and Solano Avenue east of San Pablo. Trucks may use other streets only for the purpose of making pick-ups and deliveries. Based on Caltrans data, trucks represent about two percent of the volume on San Pablo Avenue and Interstate 80. The municipal code also regulates loading zones and the parking of oversized vehicles, including trucks, on city streets.



Albany's Senior Center shuttle assists persons with mobility limitations

D. CURRENT AND FUTURE SYSTEM PERFORMANCE

Moving Beyond “Level of Service”

This section of the Transportation Element includes data on current motor vehicle traffic volumes on Albany’s major streets. The data provides the basis for conclusions about the performance of the system under current conditions, and its likely future performance as growth in Albany and surrounding communities takes place. Average daily traffic counts were taken in April 2014 as part of the General Plan Update. These counts are supplemented by those taken by Caltrans and through other monitoring programs during the last few years.

The traditional metric for evaluating the performance of a roadway network is “Level of Service” or LOS. LOS uses a lettered grade system (from A to F) to describe the extent of delay experienced along road segments and at intersections. LOS A indicates free flow conditions with little or no delay experienced. LOS E usually represents “at-capacity” operations. LOS F indicates very congested conditions where traffic demand exceeds capacity and results in long delays.

Because LOS focuses on motor vehicles rather than other modes of travel, it is not always a valid indicator of where improvements are needed. Some degree of motor vehicle congestion may be acceptable where other objectives are being achieved, such as increased volumes of bicycles and pedestrians and higher transit usage. Moreover, the remedy to vehicle congestion in many communities has been to simply widen the roadway. This is neither practical nor desirable in Albany given the built out character of the city and the character of existing development. A more practical solution is to improve the efficiency of the existing system and to increase capacity for alternative modes of travel.

In 2013, Governor Jerry Brown signed SB 743 into law. This legislation will eventually eliminate the use of auto delay (as measured by LOS) as a metric for determining the significance of an impact under the California Environmental Quality Act (CEQA). The change was deemed necessary to balance the goal of congestion management with other goals related to climate change, public health, and infill development. The planning of transportation facilities is beginning to rely more heavily on vehicle miles traveled (VMT) as the basis for evaluating future conditions. Cities are shifting their focus to reducing VMT rather than simply reducing motor vehicle delays and increasing auto speed. This shift is consistent with Albany’s emphasis on more sustainable, less auto-centric development. The City fully supports the VMT metric as part of its efforts to reduce local greenhouse gas emissions.

Albany currently does not have adopted standards for roadway and intersection operations. In the past, traffic studies prepared for the City have used LOS as an indicator of potential “hot spots” when new development is proposed, especially along major arterials. The tables in this Transportation Element include references to LOS to provide such a benchmark. The fact that an intersection or road segment is at or near its capacity for motor vehicles does not mean that the road should be widened or that no further development should occur. Rather it is an indicator of where new approaches are needed to manage traffic and better balance the needs of all modes of travel. Changes to specific intersections or road segments may be necessary to accommodate individual development projects in the future, subject to more detailed project-level traffic studies.

Existing Roadway and Intersection Analysis

Albany's roadways were analyzed by comparing the actual daily traffic volumes on various road segments with generalized data on roadway and lane capacity. This comparison was used to develop a rough estimate of LOS along road segments.

Table 4-2 indicates the outcome of the analysis. The table indicates that the I-80 and 580 freeways are both operating beyond their design capacity based on their average daily volumes. All segments of the local street system are operating within their design capacities.

The General Plan analysis also included a review of conditions at intersections in Albany based on data from traffic reports completed during the last several years. These analyses consider conditions during the AM and PM peak commute hours, rather than average daily conditions. Most intersections were found to be operating within their design capacity. However, the capacity of the Marin/San Pablo intersection is exceeded during the afternoon peak hour. This is consistent with traffic studies dating back to the 1990s, which also highlighted this intersection as the most congested in the city.

Delays also occur at some of the two-way stop-sign controlled intersections along Marin Avenue, and on the Buchanan Street off-ramp from Interstate 80. The Solano/San Pablo intersection is performing at acceptable service levels, with moderate delays during the AM and PM peak hours.

Table 4-2: Motorized Vehicle Volumes and Levels of Service on Albany Roads, 2014

Road Segment	Road Type	Volume ¹	LOS ²
I-580 north of the I-80 interchange	Freeway	87,000	F
I-80 south of the I-580 interchange	Freeway	268,000	F
I-80 north of the I-580 interchange	Freeway	172,000	F
Cleveland Avenue north of Washington Avenue	2-Lane Undivided Arterial	6,600	C
Pierce Street north of Washington Avenue	2-Lane Collector	4,060	C
Eastshore Highway south of Buchanan Street	2-Lane Collector	5,500	C
Buchanan Street between Fillmore and Taylor Streets	4-Lane Divided Arterial	29,640	D
Jackson Street between Portland Avenue and Castro Street	2-Lane Collector	3,920	B
San Pablo Avenue between Buchanan Street and Solano Avenue	4-Lane Undivided Arterial	24,720	D
San Pablo Avenue between Buchanan Street and Solano Avenue	4-Lane Undivided Arterial	23,500	D
San Pablo Avenue between Monroe and Dartmouth Streets	4-Lane Undivided Arterial	23,520	D
Brighton Avenue between Stannage and Cornell Avenues	2-Lane Collector	3,540	B
Solano Avenue between Stannage and Cornell Avenues	2-Lane Undivided Arterial	10,390	D
Marin Avenue between Stannage and Cornell Avenues	3-Lane Arterial (TWLTL) ³	19,030	D
Masonic Avenue between Dartmouth Street and Marin Avenue	2-Lane Undivided Arterial	3,830	C
Key Route Boulevard between Portland Avenue and Thousand Oaks	2-Lane Divided Arterial	5,160	C
Solano Avenue between Santa Fe Avenue and Curtis Street	2-Lane Undivided Arterial	9,670	D
Marin Avenue between Santa Fe Avenue and Curtis Street	3-Lane Arterial (TWLTL) ³	17,580	D

Source: *Fehr and Peers, 2014*

Notes: (1) Average daily traffic based on April 2014 counts. Freeway volumes based on Caltrans data; (2) LOS=Level of Service; (3) TWLTL=two-way left turn lane

Projected Future Conditions

The Albany General Plan analysis included an evaluation of projected conditions in the Year 2040 using the Alameda County Transportation Commission traffic model.¹ The model considers expected increases in traffic due to population and employment growth in the region, development in each community, funded improvements to the transportation system, and changes in travel behavior. The model “assigns” vehicle traffic to each roadway in the network based on data on trip origins and destinations, providing an estimate of potential traffic volumes in 25 years. The model outputs may be used to identify likely areas of future congestion.

The traffic model does not consider the specific effects of any one individual project. Rather, it considers the cumulative effects of all projects in all communities that have been approved, plus additional growth that could happen under all local General Plans. This means that even if no growth occurs in Albany during the next 25 years, traffic volumes will increase as a result of development in surrounding cities.

Between 2010 and 2040, Alameda and Contra Costa Counties are projected to gain 248,000 households, 375,000 jobs, and 764,000 residents. The Bay Area as a whole is expected to add more than two million people. Albany’s projected growth represents about three-tenths of one percent of the East Bay’s growth and less than one-tenth of one percent of the Bay Area’s growth. Projected growth rates are higher in nearby communities such as El Cerrito, Richmond, and Berkeley than they are in Albany. Thus, on major arterials such as San Pablo Avenue, a growing share of the traffic will be non-local—in other words, the vehicles will begin and end their trips in other cities and pass through Albany on the way.

¹ Although the Albany General Plan has a horizon year of 2035, the year 2040 was used for forecasting purposes to align with the countywide model. Thus the General Plan forecasts are more conservative (e.g., about 15-20 percent higher) than the actual forecasts that would be expected by 2035.

The initial model results for Albany indicated very large projected increases in daily traffic volumes along Buchanan Street, San Pablo Avenue, Eastshore Highway, and Cleveland Avenue. Most of the increase is a result of the model “assigning” I-80 freeway traffic to alternate routes to bypass congestion on the freeway itself. While the model overstates the “spillover” effect, it is clear that congestion will get worse on Buchanan Street and San Pablo Avenue due to “pass-through” traffic. It is also likely that peak hour conditions will occur for longer periods in the mornings and evenings as commuters modify their behavior to travel at less congested times. Average vehicle speeds on Buchanan Street and San Pablo Avenue will continue to decline and delays will become longer. These changes will occur with or without future growth in Albany.

The planned “Complete Streets” redesign of these streets will make it easier and safer to travel along the Buchanan and San Pablo corridors on foot, by bicycle, and by public transportation. As a result, these “alternative” modes will constitute a growing percentage of the City’s trips in the future.

Table 4-3 indicates the existing and projected vehicle miles traveled (VMT) and mode share for Albany in 2014 and 2040. The table shows a total increase of 10 percent in VMT, which is slightly less than the projected increase in “service population” (the sum of all persons either living or working in Albany) during this same period.

The total number of trips generated in Albany is projected to increase by 2040, but a larger share of those trips will be made using modes other than private automobiles. The percent of trips made using “active” modes such as walking and bicycling is projected to increase from one-quarter of all trips in 2014 to about one-third of all trips by 2040.

Table 4-3: Vehicle Miles Traveled and Mode Share, 2014 and 2040

Variable	2014	2040	Percent Change
Total Motor Vehicle Miles Traveled Per Day in Albany	226,400	249,600	10.2%
Vehicle Miles Traveled per Capita ¹	9.6	9.3	-3.1%
Mode Share (for all trips)			
<i>Drive</i>	68%	59%	--
<i>Transit</i>	7%	8%	--
<i>Bicycle and Pedestrian</i>	25%	33%	--
Total	100%	100%	--

Source: Febr and Peers, 2015

Notes: (1) based on service population, which is the sum of residents and local jobs. (2) 2014 mode shares based on the 2006-2010 American Community Survey 5-Year Estimates for work trips and the 2012 California Household Transportation Survey for non-work trips. 2040 mode shares assume an increase in transit service, and the completion of the City's proposed pedestrian and bicycle network, and is estimated using the Alameda CTC Travel Demand Model.

Although the transportation planning focus is shifting to other modes of travel, it is still likely that most trips in the city will continue to be made by motorized vehicles. For these trips, the focus will be on improving transportation efficiency. Projects such as traffic signal synchronization, signal interconnects, electronic messaging signs, and directional signage improvements can improve vehicle flow and direct traffic more efficiently.

Managing transportation demand is also an important part of reducing congestion. Albany has a Trip Reduction Ordinance to promote carpooling, vanpooling, bicycling, and walking as commute modes, and to encourage telecommuting and flextime to reduce peak hour trips. Establishments with more than 50 employees are required to provide information to their employees on commute alternatives. Potential incentives for employees include transit fare subsidies, preferential parking for carpool vehicles, BART shuttles, on-site child care facilities, and guaranteed ride home programs for persons working late. Incentives for walking or bicycling to work include bicycle storage facilities, and workplace showers and changing areas. The City also supports infrastructure improvements that make telecommuting more viable, such as expanded fiber optics cabling and cellular facilities.

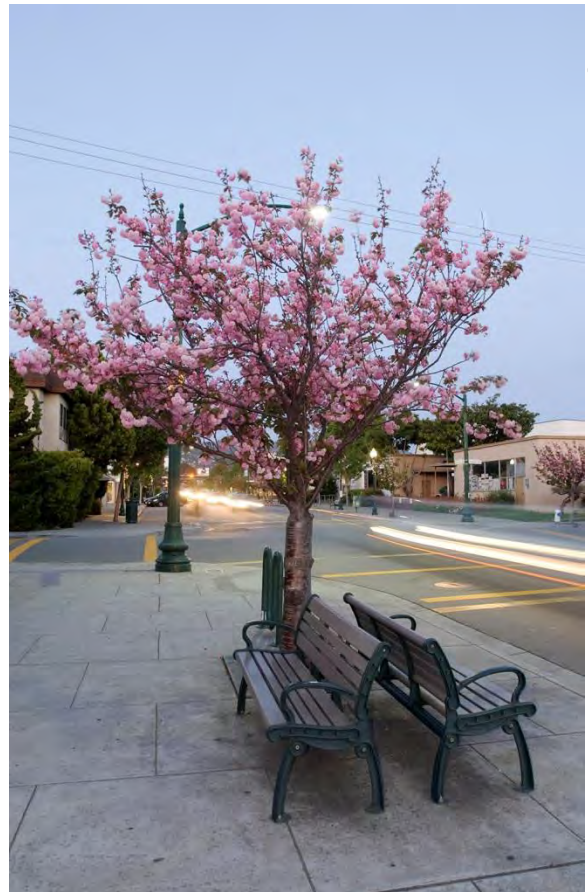


Photo: Dong Davidson

Streetscape improvements along Solano Avenue



Safety banner at Cornell Elementary School

E. SPECIAL TRANSPORTATION ISSUES

Traffic Safety

For the past 30 years, Albany has redesigned roadways, installed traffic signals and stop signs, and established speed limits to reduce hazards and the potential for collisions. Traffic safety hazards disproportionately affect pedestrians and bicyclists. The City regularly monitors collision data to identify potential hazards and develop new traffic control solutions. It also sponsors educational events to encourage awareness of hazards and traffic laws, as well as responsible cycling and walking.

The Statewide Integrated Traffic Records System (SWITRS) is the most readily available source for collision data. Table 4-4 summarizes the street segments where most accidents took place between 2008 and 2012. Not surprisingly, collisions are most frequent on the corridors with the highest volumes, particularly San Pablo Avenue, Solano Avenue, Buchanan Street, and Marin Avenue.

One of the City's top priorities is to improve the safety of students walking to and from school. Albany participates in the national Safe Routes to School program, which funds projects such as improved crosswalks and signage. A continuing effort must be made to enforce speeding laws, continue the school crossing guard program, and ensure the safety of students at street crossings and along bike routes.

Speeding presents a hazard for all modes of travel. Many drivers routinely exceed the posted speed limits. Moreover, some intersections have inadequate sight distances or confusing design elements which increase the risk of accidents. Other streets may require lighting improvements to address visibility and safety issues. Policies in this General Plan express a strong commitment to work toward improved traffic safety.

Table 4-4: Top Collision Locations, 2008-2012

Vehicle-Vehicle Collisions		Bicycle-Vehicle Collisions		Pedestrian-Vehicle Collisions	
Location	Number of Reported Accidents	Location	Number of Reported Accidents	Location	Number of Reported Accidents
San Pablo Avenue	144	Solano Avenue	16	San Pablo Avenue	15
Marin Avenue	112	San Pablo Avenue	6	Solano Avenue	8
Solano Avenue	78	Buchanan Street	6	Washington Avenue	5
Buchanan Street	46	Portland Avenue	5	Key Route Blvd	4
Washington Avenue	22	Marin Avenue	5	Pierce Street	2
Cleveland Avenue	19	Masonic Avenue	3	Marin Avenue	2
Brighton Avenue	13	Key Route Blvd	2		
Kains Avenue	13	Kains Avenue	2		
Cornell Avenue	12	Jackson Avenue	2		
Jackson Avenue	9	Dartmouth Street	2		
Masonic Avenue	9	Brighton Avenue	2		
Pierce Street	9				
Santa Fe Avenue	9				
Stannage Avenue	9				

Source: SWIRTS data, Febr and Peers, 2014

Parking

Parking has been an issue in Albany for many years. The city has a large inventory of homes and apartments with no garages or garages that are too small for the number of vehicles owned by residents. Some households use their garages for storage or work space rather than parking. As noted earlier, 58 percent of the city's households have two or more cars—many households park at least one car on the street. Most lots in the City lots are not large enough to add off-street parking spaces, resulting in high on-street parking demand.

In commercial areas, particularly along Solano Avenue, there are only a few parcels large enough for off-street parking. Business patrons often park on residential side streets, competing with residents for available spaces. Businesses on San Pablo Avenue are more likely to have off-street parking lots, but face competing parking demand from multi-family uses along Adams Street and Kains Avenue. Where off-street parking lots do exist, they often detract from the character and aesthetics of the street.

In 1978, Albany voters approved an initiative called "Measure D" that among other things, required that residential uses provide two parking spaces per dwelling unit. ~~This measure has been incorporated into the Planning and Zoning Code. Current practice is to require new residential units, regardless of size, number of bedrooms, or type of housing, to provide two off-street parking spaces. In addition, implementation of the measure requires that parking be provided when additions are made to single-family structures that increase the original floor space by more than 25 percent or 240 square feet (whichever is less).~~

~~The Planning and Zoning Code allows a reduction to 1.5 spaces per unit where the Planning and Zoning Commission finds that sufficient on-street parking is available. It also allows the Commission to grant exceptions to the requirement for a second space where certain findings are made. Under state law, reductions are also available for senior housing and affordable housing.~~

In 2013, the City Council created a Working Group to evaluate Measure D, and explore the possibility of a ballot measure to amend current requirements. The Working Group presented their findings in May 2014, including a recommendation for a 2016 ballot measure.

Short-term recommendations included allowing tandem parking for second units, promotion of car sharing, reducing parking in areas within one-half mile of a BART station, and “unbundling” parking spaces in multi-family projects (giving a tenant or condominium buyer the choice to pay for their parking space separately). Changes to the residential permit parking system and the idea of paid public parking on Solano Avenue also were explored. Other considerations such as requirements for electric vehicle charging stations in multi-family and commercial development will likely be included as zero-emission vehicles become more common and affordable.

In 2016, the Albany electorate approved Measure N1, which reduced minimum parking requirements and provided authorization to allow City Council to make future revisions to the Parking Ordinance.

~~If a City-sponsored ballot measure or voter initiative is successful, current parking requirements would likely be replaced with new requirements that are more context sensitive, and which balance other policy objectives such as housing affordability and greenhouse gas reduction. At minimum, parking requirements should be scaled to reflect the number of bedrooms, the proximity to public transit, and target occupancy groups. Greater emphasis on shared parking, spaces for shared cars and bicycles, and new technologies such as mechanical stacked parking, may be incorporated.~~

In commercial areas, there should be a continued focus on managing the use of existing parking rather than simply increasing the number of spaces. In 2014, the City received a grant from the Alameda County Transportation Commission to study parking supply, demand, and use patterns in the city. This is likely to lead to new parking management recommendations, and potentially to adjustments in the parking requirements for different commercial activities.

In 2022, the California Legislature approved Assembly Bill (AB 2097) which eliminated minimum parking requirements for most uses within 1/2 mile of major transit. Since AB2097 applied to most of the city, to encourage equity, reduce development and housing costs, and support climate goals, Albany decision-makers supported codifying the elimination of parking minimums citywide (with the exception of the Waterfront District, where voter approval is required).

[IF MAXIMUMS ARE ADOPTED]

City Council also implemented maximum standards citywide.

Transportation and Neighborhood Livability

Given the large volumes of traffic on Albany’s arterials and the grid configuration of the City streets, motorists sometimes divert from arterials on to local streets to bypass congestion. The City’s transportation policies and implementation programs support keeping through-traffic on arterial streets to the greatest extent possible. Like other cities, Albany has developed a “traffic calming” strategy to reduce the incidence of speeding on local streets and to encourage through-traffic to remain on arterials. Traffic calming can reduce negative effects such as noise, while keeping local streets safer for pedestrians and bicyclists. It can also improve the quality of the street as a public space and place for interaction between neighbors.



Traffic calming “island” at Posen Avenue and Ordway Street

The City has adopted specific guidelines for traffic calming, including a speed hump policy. The City has set up a multi-step process through which a neighborhood can petition for a speed hump on an individual block. The traffic calming guidelines strongly discourage complete closure of a street as a remedy, given the spillover effect this has on nearby streets and the secondary effects on vehicle miles traveled and fuel consumption.

Other solutions to slow down traffic include speed tables, the creation of planter “islands” in intersections, chicanes and curb extensions, tree planting and landscaping, signage, and pavement markings. A number of these measures are planned for the north-south streets between Brighton Avenue and El Cerrito Plaza to discourage “cut-through” trips in and out of El Cerrito on residential streets.

In 2015, the City modified its traffic calming policy to allow “soft” traffic calming options for streets that do not qualify for major changes. Such measures include edge striping, crosswalks, signage, and crosshatch areas which simulate bulbouts or chicanes. The City is currently developing a “toolbox” of traffic calming measures.



Speed humps are one of several traffic calming strategies

Emerging Technology

During the 20-year horizon of this General Plan, technology will continue to reshape the way we travel. Smart phone apps have already revolutionized transportation, with real-time information on traffic conditions and on-demand access to car-sharing, ride-sharing and private taxi services. GPS systems and collision warning systems provide aid to motorists and increased security for vehicle owners. “Intelligent” highways and smart cards have improved roadway efficiency and traffic flow, even as volumes have increased. Vehicles themselves are evolving, with electric buses and cars in mass production and new prototypes such as driverless cars and personal transport vehicles in development. In the last few decades, new technologies have been applied to address air pollution, congestion, safety, speed, security, reliability, energy, and environmental impacts.

In 2015, it is difficult to anticipate the transportation landscape of 2035. Transportation has always been a technology-intensive industry, heavily influenced by advances in science. Continuing research may offer dramatically expanded possibilities. Ultimately, technology may alter travel patterns, travel behavior, and travel choices in ways that cannot be fully understood at present. Albany’s challenge—and the challenge of all cities—will be to monitor emerging patterns and trends, and be prepared to adapt and change. City staff and decision makers must remain aware of coming technological changes so that they can be integrated into local planning.

F. GOALS, POLICIES, AND ACTIONS

GOAL T-1: COMPLETE STREETS

Create and maintain a street network that accommodates all modes of travel, meets the mobility needs of all travelers, and enhances Albany's sense of place.

POLICIES

Policy T-1.1: Balancing the Needs of All Users

Create and maintain “complete streets” that provide safe, comfortable, and convenient travel for all users, including pedestrians, bicyclists, transit users, motorists, movers of commercial goods, emergency responders, persons with disabilities, seniors, children, youth, and families.

Policy T-1.2: Context-Sensitive Design

Require City departments and other agencies responsible for the design and operation of the street system to be sensitive to the needs of nearby residents, businesses, and institutions. The design of the street network should respect the local physical context, improve the safety of all travelers, and contribute to the city's identity.

Policy T-1.3: Complete Streets Operating Procedures

Incorporate Complete Streets practices as a routine part of City operations. The planning, design, funding, and implementation of any construction, reconstruction, maintenance, alteration, or repair of the transportation network should consider ways to make streets safer and easier to navigate for all users. Exceptions to this policy may be considered, consistent with the Complete Streets Resolution adopted by the City Council in January 2013.

Policy T-1.4: Complete Streets Design

Follow locally adopted policies and standards in the design of City streets, including the Active Transportation Plan and the Climate Action Plan, as well as the General Plan. All roadway planning, design, and maintenance projects should be consistent with local bicycle, pedestrian, and transit plans. National, state, or other recognized standards may also be used if the outcome is improved safety, health, vitality, sense of place, and a more balanced transportation system.

Policy T-1.5: Connecting the City

Ensure that the design of streets and other transportation features helps to connect the city, enhance neighborhood livability, and facilitate safer and more convenient travel between Albany and surrounding communities.

Policy T-1.6: Accessibility

Improve access throughout the City for persons with disabilities, seniors, and others with mobility limitations. Repairs or improvements to City streets, sidewalks, pathways and trails should include curb cuts, accessible signal buttons, and other improvements which remove barriers to mobility.

Policy T-1.7: Development Review

Require that future development projects address bicycling and walking access in their project plans, and include provisions to accommodate access by all modes of travel.

See also Policy T-4.3 and T-6.6 on pavement management and Goals 4, 5 and 6 on safety, traffic management, and other traffic-related issues

IMPLEMENTING ACTIONS

Action T-1.A: NACTO Standards

Revise the City's street design standards to incorporate the National Association of City Transportation Officials (NACTO) recommendations for complete streets, thereby ensuring that road improvements accommodate the needs of all travelers.

Action T-1.B: Review Process

Continue to provide a public process, including regular meetings of the Albany Traffic and Safety Commission, to solicit public input on the implementation of Complete Streets policies.

Action T-1.C: Data Collection

Perform periodic evaluations of how well Albany's transportation network is serving each category of users. Baseline data should be collected and periodically monitored so that progress may be measured.

Action T-1.D: Exceptions to Complete Streets Requirements.

Develop a process for approving exceptions to Complete Streets procedures, including who is allowed to sign off on such exceptions. Written findings for exceptions must be documented in a publicly available memorandum explaining why accommodations for all modes and users were not included.

GOAL T-2: SUSTAINABLE TRANSPORTATION

Reduce the consumption of non-renewable resources and the emission of greenhouse gases and other air pollutants related to transportation.

POLICIES

Policy T-2.1: Transit-Oriented Development

Encourage land use patterns and public space designs that support walking, bicycling, and public transit use, thereby reducing greenhouse gas emissions and fossil fuel consumption. Future land use and development choices should maximize opportunities to travel without a car by focusing new growth along walkable, transit-served corridors such as Solano and San Pablo Avenues, and in areas within ½ mile of the El Cerrito Plaza BART station.

See also Land Use Element policies on achieving a jobs-housing balance and promoting mixed use development combining commercial and residential uses.

Policy T-2.2: Connectivity

Improve the ability to travel within Albany and between Albany and other cities using multiple modes of travel (e.g., bicycle and bus, walking and BART, etc.). Barriers to non-auto travel in the City should be reduced and the ability to easily transfer between modes should be improved.

Policy T-2.3: Low-Emission Vehicles

Encourage the use of low emission or zero emission vehicles, along with the infrastructure to support such vehicles, such as electric vehicle charging stations.

Policy T-2.4: Carpools, Vanpools, and Shuttles

Encourage measures to reduce single passenger auto travel, such as carpools and vanpools, BART shuttles or circulators, and transit passes for City employees.

Policy T-2.5: Carsharing and Bike Sharing

Support car sharing and bike sharing programs and consider incentives for establishing and expanding such programs in Albany. \

Policy T-2.6: Reducing Peak Hour Traffic

Reduce peak-hour traffic through such measures as flex-time by local employers, safe routes to school programs for local students, allowances for home-based business and telecommuting, support for shared offices and incubators, and creating opportunities for residents to work and shop near their homes.

Policy T-2.7: Evaluating Air Emissions

Evaluate transportation-related air pollution and greenhouse gas emissions associated with development proposals. Work with applicants to reduce such emissions while supporting infill development.

Policy T-2.8: Public Health

Recognize the benefits of a more balanced transportation system, especially more convenient walking and bicycling, for the health and wellness of Albany residents.

Policy T-2.9: Proactive Role

Take a proactive role in working with other agencies and jurisdictions regarding sustainable transportation improvements and initiatives to reduce transportation-related greenhouse gas emissions.

Policy T-2.10: Funding Commitment

Maintain reliable and sustained funding sources to ensure the safe and efficient operation of the transportation system, including funding for enforcement of motor vehicle and cycling laws and the maintenance of roads, sidewalks, and bicycle facilities.

IMPLEMENTING ACTIONS**Action T-2.A: Grant Applications**

Pursue grants and other funding sources which support multi-modal transportation improvements and other measures to reduce transportation emissions.

Action T-2.B: Outreach and Education

Develop community outreach and education programs which inform residents of ways they can reduce greenhouse gas emissions through their transportation choices. This should include the use of social media and other internet networking platforms to encourage community participation in carpools, vanpools, ridesharing, bicycling, and other alternative travel modes.

Action T-2.C: Trip Reduction Ordinance

Update the City's Trip Reduction Ordinance to reflect current conditions. Consistent with the Ordinance, continue to develop programs and incentives for the use of carpools, staggered work hours, bicycling, walking, and increased use of public transit.

Action T-2.D: TDM Ordinance

Create and implement a transportation demand management (TDM) ordinance to reduce peak commute trips and encourage alternatives to solo passenger driving.

Action T-2.E: City Vehicle Fleet

Improve the fuel efficiency of the City's vehicle fleet by purchasing low or zero emissions vehicles as gasoline-engine vehicles are retired from service.

Action T-2.F: 511.org Program

Continue to support the "511.org" program and other regional initiatives that help residents and workers find carpools, rides home from work, and other alternatives to driving alone. A link to 511.org should be included on the City's website.

Action T-2.G: Transportation Management Association

Facilitate the establishment of an Albany Transportation Management Association (TMA) for local employers.

See also Action T-3.E on funding for sidewalk repair

Action T-2.H: Electric Vehicle Infrastructure

Consider opportunities for on-street, curbside electric vehicle charging stations in future streetscape improvement projects.

Action T-2.I: Multi-Modal Levels of Service

Establish multi-modal level of service (MMLOS) standards for arterial streets, and apply these standards in the evaluation of future development proposals and planning studies. In support of the City's efforts to reduce greenhouse gas emissions, service standards should utilize vehicle miles traveled (VMT) as the primary metric, rather than the total number of trips generated or projected motor vehicle delays.

GOAL T-3: TRANSPORTATION CHOICE

Provide the opportunity to safely and conveniently travel through Albany using a variety of travel modes, including walking, bicycling, and public transportation as well as driving.

POLICIES

Policy T-3.1: Bikeway System

Support development of a bikeway system that meets the needs of commuters and recreation users, reduces vehicle trips, and links residential neighborhoods with BART and regional destinations. Bicycling in Albany should be a viable alternative to driving for most short-distance trips.

Policy T-3.2: Designated Bike Network and Improvements

Designate a network of bike paths, lanes, and routes as the primary system for bicyclists traveling through Albany. Improvements to this system, such as bike lanes and signage, should be made in accordance with an official plan for the Albany bicycle system.

Policy T-3.3: Intergovernmental Coordination

Coordinate development of Albany's bike network with plans for adjacent cities in order to improve the functionality of the system and create seamless connections across jurisdictional lines.

Policy T-3.4: Bike Route Maintenance

Regularly maintain bicycle routes and paths through sweeping, pavement repairs, and vegetation trimming. Encourage public reporting of facilities needing repair or clean-up.

Policy T-3.5: Bicycle Parking

Install additional bike racks and bike parking facilities in commercial and civic areas and in other locations where such facilities would help support bicycle use. The need for bicycle parking facilities should be periodically evaluated and at minimum should include locations along Solano and San Pablo Avenues and at high activity bus stops.



Directional signage on the Ohlone Greenway bike path

Policy T-3.6: Sidewalks and Paths

Improve Albany's network of sidewalks and paths to make the city safer and easier to travel on foot. Sidewalks should be present on all Albany streets, although their design and location may vary based on topography and other factors. Priority walking corridors should be identified and targeted for improvements such as wider sidewalks, enhanced crosswalks, curb ramp upgrades, sidewalk parking enforcement, and routine maintenance.

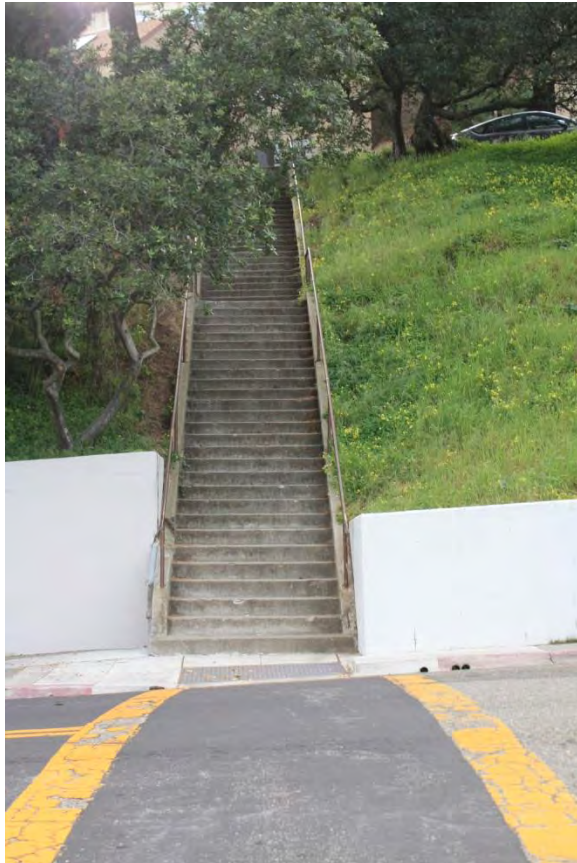
Policy T-3.7: Bicycle and Pedestrian Access to Open Space

Maintain and enhance trails through open space areas, including the Bay Trail along the shoreline, recreational trails on Albany Hill, trails along Cerrito and Codornices Creeks, and the Ohlone Greenway Trail in the BART Right-of-Way. Where appropriate, developers should be required to dedicate public access easements for trails through designated open space areas.

See the Recreation and Open Space Element for additional policies on recreational trails

Policy T-3.8: Bicycle and Pedestrian Connectivity

Improve the connectivity of Albany's pedestrian and bicycle networks by removing obstacles to pedestrian travel and linking major pathways such as the Ohlone Greenway and the Bay Trail to each other and to community facilities.



Stairway and crosswalk at Jackson Street near Castro Street

Policy T-3.9: Bicycle Programs

Continue to undertake programs and activities to encourage bicycle use and bicycle safety in the city, including bicycle “rodeos,” “Bike to Work Day” events, and programs which stress the health benefits of bicycling.

Bicycle programs should increase awareness of “rules of the road” for cyclists as well as motorists, and should encourage lawful cycling behavior while also improving the safety of cyclists.

Policy T-3.10: Public Transit Service

Improve public transportation service and transit amenities in Albany so that transit becomes a more reliable alternative to driving. The City will work with AC Transit to provide safe, accessible, convenient bus stops that can be easily accessed on foot or by bicycle. The City will also encourage investment in exclusive transit lanes, limiting parking and curb cuts on major transit routes, synchronization of traffic signals, signal pre-emption devices, curb extensions for bus stops, enforcement of parking rules in bus stops, posting of route information at bus stops, and other measures which increase the attractiveness and comfort of public transportation.

Policy T-3.11: Transit and Streetscapes

Incorporate provisions for public transit when undertaking streetscape improvements, including bike lanes, curb extensions, landscaping, benches, and crosswalks.

Policy T-3.12: Monitoring Transit Needs

Work with AC Transit to monitor and periodically adjust transit service and bus stop locations. A particular emphasis should be placed on feeder service between Albany and the BART stations at North Berkeley and El Cerrito Plaza.

Policy T-3.13: UC Village Service

Encourage AC Transit to continue to provide a route that connects University Village family student housing and the UC Campus.

Policy T-3.14: Paratransit

Support the provision of para-transit services for seniors and persons with disabilities, and others with special needs.

IMPLEMENTING ACTIONS

Action T-3.A: Active Transportation Plan

Implement the pedestrian and bicycle projects in the Active Transportation Plan through the City's Capital Improvements Program, specific transportation funding sources, and the General Fund budget for maintenance and operations.

Action T-3.B: Bike Parking Ordinance

Adopt an ordinance that requires new development to provide adequate bike parking for tenants and customers and requires businesses with more than 50 employees to provide end of trip facilities, including showers, lockers, and bike storage facilities. Encourage existing establishments to add such facilities in order to make bicycling a more convenient alternative to driving.

Action T-3.C: Bicycle and Pedestrian Access to the Waterfront

Pursue the long-term development of a grade-separated bicycle and pedestrian crossing of the Union Pacific Railroad and Interstate 80 to better connect Albany to its waterfront. Such a project could be collaboratively funded by multiple jurisdictions. Also, work with the City of Berkeley and Caltrans to facilitate access to the waterfront via Gilman Street.

Action T-3.D: Signage System

Implement the City of Albany Wayfinding Plan for Pedestrians and Bicyclists adopted by the City Council in 2013. The Plan provides coordinated signage for the pedestrian and bicycle network.

Action T-3.E: Sidewalk Improvements

Implement the City sidewalk policy adopted on December 21, 2015. The policy allocates funds for priority repairs, and establishes criteria for allocating future City funds to sidewalks with significant uprooting from street trees, tripping hazards, vertical faults of more than one inch, cracking or deterioration where pedestrian walkability is severely affected, and locations along safe routes to school or priority pedestrian routes. The sidewalk policy will be regularly evaluated to ensure easy, safe pedestrian travel across the city, and a reliable, consistent and equitable funding stream for sidewalk repair. Sidewalk repair should not be solely dependent on construction on adjacent properties or provided only in response to sidewalk damage.

Action T-3.F: Bike-Ped Coordinator

As funding allows, hire a part-time Bicycle and Pedestrian Coordinator to manage all non-motorized transportation projects and ongoing route maintenance programs.

Action T-3.G: Transit Corridors

Support the official designation of San Pablo Avenue and Solano Avenue as "major transit corridors" in County and regional transportation plans, and AC Transit service plans. Funding for transit improvements and increased service along these corridors should be strongly supported.

Action T-3.H: Transit Gap Study

Conduct a public transit gap study that evaluates local transit needs, analyzes strategies for increasing transit use, and identifies funding sources for transit improvements. Consideration should be given to the feasibility of a local circulator that connects destinations within Albany to nearby BART stations.

Action T-3.I: Bus Stop Improvements

Work with AC Transit to ensure that bus waiting areas are located in appropriate locations and are designed to maximize rider comfort and safety. Waiting areas should be improved and relocated as needed, especially in high activity locations such as San Pablo Avenue and Solano Avenue. Additional investment should be made in bus shelters in these locations, providing transit riders with shade, weather protection, seating, lighting, bike parking, route information, and a clean place to wait.

Action T-3.J: Bus to BART

Work with AC Transit and BART to reduce the waiting time associated with transferring from AC Transit buses to BART, and vice versa, and to make trips using the two systems as seamless as possible.

Action T-3.K: Active Transportation Plan Updates

Update the Active Transportation Plan (ATP) every five years, as required by Caltrans, to reflect new policies and ensure eligibility for funding. Changes to the designations of bicycle and pedestrian routes made through the ATP do not require an amendment to the General Plan, but should be incorporated in future General Plan updates or amendments.

Action T-3.L: Bike Sharing

Position Albany for funding and participation in the next segment of the regional bikeshare system.

GOAL T-4: TRAFFIC SAFETY

Improve the safety of all modes of travel, taking particular care to reduce the rate of injury accidents for bicycles and pedestrians.

POLICIES**Policy T-4.1: Accident Data**

Collect, analyze, and periodically report out on data on traffic accidents. When prioritizing capital improvement projects, place the highest priority on those that would reduce the potential for such accidents, particularly those involving pedestrians or bicycles.

Policy T-4.2: Enforcement

Strictly enforce traffic safety and speed laws for all modes of travel, taking special care to protect the rights of pedestrians and bicyclists on local streets.

Policy T-4.3: Preventive Maintenance

Continue to undertake preventive maintenance activities on sidewalks, streets, paths, and bike routes and ensure that such facilities are kept in a condition that minimizes accident risks. This should include trimming of trees and other vegetation along local streets to address visibility constraints.

Policy T-4.4: Crosswalks

Designate, stripe, and maintain a system of pedestrian crosswalks, and take appropriate street lighting, signage, and enforcement measures to ensure the safety of persons using these crosswalks

Policy T-4.5: Education on Safety Laws

Provide educational opportunities for Albany staff and residents to better understand the legal rights and responsibilities of motorists, bicyclists and pedestrians.

Policy T-4.6: School Safety

Work with the Albany Unified School District to identify key improvements and initiatives that would facilitate safer walking and bicycling to school.

Policy T-4.7: Pedestrian-Vehicle Interface

Design the pedestrian circulation system to minimize the number of times that walkers, runners, and other modes of active transportation need to stop for cross traffic.

Policy T-4.8: Personal Safety

Enhance personal safety for pedestrians by providing adequate lighting along sidewalks and other walkways, keeping vegetation properly trimmed, and taking other measures to reduce the potential for street crime.

Policy T-4.9: Street Lighting

Periodically assess street lighting needs and maintenance of street light facilities to ensure a high level of visibility for all travelers. Funds for new and replacement street lights should be set aside as part of the Capital Improvement Program.

Policy T-4.10: Emergency Vehicles

Provide adequate access for emergency vehicles as development takes place and as road modifications are completed. The Albany Police and Fire Departments should participate in development review and transportation planning to ensure that adequate access is provided.

Painted curbs should be used as needed to limit parking in areas where emergency vehicle access is needed or where vehicle parking would impede traveler safety.

IMPLEMENTING ACTIONS**Action T-4.A: Annual Safety Report**

Annually evaluate collision data to determine trends and potential improvements. Produce an annual report that summarizes the data, identifies “hot spots,” and includes recommendations to improve safety.

Action T-4.B: Parking on Sidewalks

Enforce ordinances prohibiting the parking of vehicles on sidewalks.

Action T-4.C: Safety Education

Work with the school district, parents, businesses, and other community institutions to enhance awareness of pedestrian safety laws and modify driver behavior.

Action T-4.D: School Pick-Up and Drop-Off

Continue to study and implement programs which reduce conflicts associated with drop off/ pick-up of children at local schools, including private schools and child care facilities as well as public schools.

Action T-4.E: Safe Routes to School

Pursue continued funding for Safe Routes to School programs and projects.

Action T-4.F: Pedestrian Crossings

Consider funding and implementation of new pedestrian crossing treatments on San Pablo Avenue, Solano Avenue, and Marin Avenue/Buchanan Street

Action T-4.G: Streetlight Intensity

Adjust street lighting levels on priority pedestrian routes and transit corridors to ensure the safety of pedestrians and bicyclists. Energy conservation and “dark sky” objectives should be balanced with the objective of encouraging safe travel and good visibility for pedestrians and bicyclists.

GOAL T-5: MANAGING TRANSPORTATION IMPACTS**Minimize the adverse effects of vehicle traffic on Albany's neighborhoods.****POLICIES****Policy T-5.1: Residential Arterials**

Recognize the dual function of arterial streets such as Buchanan Street and Marin Avenue to carry relatively high traffic volumes while also providing access to individual homes. Use landscaping, speed controls, and other streetscape improvements to create a more attractive environment, facilitate pedestrian crossings, and mitigate the impacts of vehicle traffic in such locations.

Policy T-5.2: Kains and Adams Access

Ensure that development along the San Pablo Avenue corridor is designed to minimize adverse traffic, parking, and circulation impacts on Kains Avenue and Adams Street.

See also Land Use Policy 2.7 regarding access limitations from Kains Avenue and Adams Street to non-residential uses.

Policy T-5.3: Regional Traffic on Local Streets

Support measures to reduce and better manage traffic resulting from vehicles using Albany surface streets to avoid freeway congestion. Encourage traffic to and from major employment centers such as the University of California and Downtown Berkeley to stay on Interstate 80 to the appropriate exit.

Policy T-5.4: Managing Through-Traffic

Focus motor vehicle through-traffic on arterial and collector streets rather than on local streets. Traffic calming measures may be used to encourage drivers to use arterials and collectors, and to discourage aggressive driving, disproportionately high volumes, and excessive speed on local streets. As appropriate and as a last resort, street closures to motor vehicles may be considered as a means of directing traffic to designated arterial and collector streets.

Policy T-5.5: Streetscape Improvements

Undertake streetscape improvement programs to beautify the city and reduce the degree to which major streets create real or perceived barriers within the community.

Policy T-5.6: Traffic Calming

Consider the use of road features such as speed humps, speed trailers, traffic diverters, traffic circles, medians, and other methods to limit through-traffic and reduce speeds on residential streets. Implementation of such measures should be subject to a public process and should consider the potential impacts to adjacent streets due to changed travel patterns.

Thresholds such as decreases in vehicle traffic volume and increases in pedestrian and bicycle volumes should be used to evaluate appropriate traffic calming measures.

Policy T-5.7: Truck Routes

Limit the intrusion of truck traffic into residential areas by designating and signing specific streets as truck routes and enforcing weight limits on all City streets.

Policy T-5.8: Sidewalk Cafes

Maintain Municipal Code provisions allowing outdoor seating on public sidewalks, provided that seating does not interfere with pedestrian movement and that the approval is subject to a revocable encroachment permit and applicable zoning clearance requirements.

Policy T-5.9: Hillside Sidewalks

On streets that traverse the slopes of Albany Hill, allow variations from conventional sidewalk standards which reduce the need for grading but still support continuous pedestrian circulation.



Pedestrian walkway at University Village

Policy T-5.10: UC Village Circulation

Provide a safe, pedestrian-oriented circulation system within UC Village that emphasizes walking, bicycling, and transit use; decreases internal vehicle traffic, accommodates recreational trips, reinforces a sense of community, and is seamlessly integrated with Albany's transportation system.

IMPLEMENTING ACTIONS

Action T-5.A: Traffic Calming Procedures

Maintain and periodically update a formal process for residents to initiate traffic calming requests for local streets. The process should include a series of steps which include evaluation of the street against specific physical design criteria, consultation with the Traffic and Safety Commission, volume and speed surveys, resident petitions, and post-improvement evaluations

Action T-5.B: Washington Avenue Traffic

Evaluate the degree to which vehicles from areas east of San Pablo Avenue are using Washington Avenue as a "short-cut" to the Buchanan/I-80 interchange, and take steps to reduce speeding and other traffic violations on this route.

Action T-5.C: Traffic Calming in Area South of El Cerrito Plaza

As appropriate, undertake a series of traffic calming measures on the 400 blocks of Kains, Stannage, Cornell, Talbot, and Avenues, and on Brighton Avenue between San Pablo Avenue and Key Route Boulevard. The intent of these measures is to reduce speeds, improve safety, create a welcoming environment for pedestrians, bicyclists, and other users of the street, and appropriately direct traffic associated with development in the El Cerrito Plaza area and North Central Albany to arterial and collector streets.

Action T-5.D: Truck Route Signage

Install truck route signs as needed to identify designated truck routes in the city. Provide information on designated truck routes to major employers and to delivery and trucking companies using Albany streets.

Action T-5.E: Code Amendment for Hillside Sidewalks

Amend Municipal Code 20.24.040(F)(10) to eliminate provisions discouraging sidewalks on hillside streets.

Action T-5.F: Projects in Nearby Cities

Monitor planned and newly constructed transportation projects in nearby cities to evaluate impacts and determine the need for mitigation in Albany.

Action T-5.G: Development Impact Fees

Update development impact fees for capital facilities, including transportation. The feasibility of a separate transportation impact fee may be considered through this process. Revenue from such a fee could be used for multi-modal improvements, including pedestrian, bicycle, transit, complete streets, and motorized vehicle flow projects.

GOAL T-6: MOTORIZED VEHICLE FLOW

Provide for the safe and efficient flow of motor vehicle traffic.

POLICIES

Policy T-6.1: Road Hierarchy

Maintain a network of arterial, collector, and local streets that safely and efficiently moves motorized and non-motorized vehicle traffic through Albany. Engineering and design standards for each road type should reflect function, road volumes, and the characteristics of adjacent uses, and should be consistent with the Complete Streets policies in Goal T-1 and the bicycle and pedestrian policies in Goal T-3.

Policy T-6.2: Monitoring Road Performance

Monitor critical road segments and intersections to determine where traffic improvements may be needed. When such locations are identified, develop plans to address them and incorporate them into the City's Capital Improvement Program.

Policy T-6.3: Transportation Efficiency

Undertake improvements which manage lane capacity more efficiently and avoid the need to widen roads or add lanes. Examples of such projects include signal interconnect projects, directional signage, and "intelligent transportation systems" providing real-time information on congestion and travel conditions.

Policy T-6.4: Interstate Improvements

Coordinate with Caltrans on future planning, construction, repair, maintenance, and mitigation activities along I-80, I-580, around the Buchanan Street interchange, and along San Pablo Avenue (SR 123).

Policy T-6.5: Development-Related Improvements

Require the completion of traffic studies to address the effects of new development, including the improvements needed to accommodate increased traffic or changes in traffic patterns. Based on the findings, collect the appropriate fees needed to complete the improvements and maintain satisfactory operating conditions.

Policy T-6.6: Maintenance

Provide adequate funding to maintain pavement, curbs, signage, signals, and other transportation facilities in good operating condition.

Policy T-6.7: Signal Timing and Lane Configurations

Consider modifications to signal timing and turning lanes as necessary to maintain traffic flow through Albany's signalized intersections.

Policy T-6.8: Construction Traffic

Require traffic management plans for major construction projects, and ensure that those plans address bicyclists and pedestrians.

Policy T-6.9: Levels of Service

On major corridors such as San Pablo Avenue and Solano Avenue, evaluate the performance of the transportation network using metrics that not only consider automobile speed and delay but other factors, such as vehicle miles traveled and the volume of transit passengers, bicyclists and pedestrians.

Policy T-6.10: Coordination with Berkeley, Richmond, and El Cerrito

Coordinate traffic planning and road improvements with the cities of Berkeley, Richmond, and El Cerrito. Work collaboratively to manage congestion that may impact Albany streets as a result of development in these cities.

Policy T-6.11: Regional Improvements

As appropriate and in partnership with other jurisdictions, participate in the funding and development of regional transportation improvements proportional to the demand associated with Albany residents and businesses.

IMPLEMENTING ACTIONS

Action T-6.A: Integrated Corridor Mobility

Participate in the I-80 Integrated Corridor Mobility Project, which includes ramp metering and signal coordination in Albany.

Action T-6.B: San Pablo Avenue Jurisdiction

Consider the feasibility of transferring responsibility for San Pablo Avenue from Caltrans to the City of Albany, taking into considerations the potential costs and benefits to the City.

GOAL T-7: PARKING

Balance the need for vehicle parking with the goal of reducing auto dependence and achieving more sustainable development.

POLICIES

Policy T-7.1: Parking Management

Develop comprehensive parking management strategies which maximize the efficient use of available on-street and off-street parking spaces.

Policy T-7.2: Balancing Supply and Demand

Consider timed parking limits, residential parking permits, parking benefit districts, paid public parking, more stringent parking enforcement, and other methods to address parking in locations where demand exceeds supply during all or part of the day. When modifying parking regulations, consider the potential impact on adjacent residential streets.

~~Policy T-7.3: Parking Standards~~

~~Adopt residential parking standards which consider factors such as the number of bedrooms in the unit, proximity to transit, the availability of on-street parking, and the characteristics of occupants (e.g., seniors, families, etc.), rather than applying a “one-size-fits-all” standard.~~

Policy T-7.4: Shared Parking

Encourage shared parking agreements so that adjacent or nearby uses with different demand characteristics can utilize the same parking spaces.

Policy T-7.5: Mechanical Lifts

Allow innovative methods of accommodating parking demand such as mechanical parking lifts.

Policy T-7.6: Car-Share and Bike-Share Parking

Consider incentives or requirements to include parking for car-share vehicles and shared bicycles in new mixed use development. Also consider preferential parking or dedicated curbside spaces for shared vehicles and shared ride services.

Policy T-7.7: Design of Surface Parking

On larger development sites where off-street surface parking lots are required, parking should be located to the rear or side of the building rather than between the building and the street. Site plans in which surface parking dominates the site or the street frontage are strongly discouraged.

Policy T-7.8: Unbundling

Allow unbundled multi-family parking, so that owners or buyers of multi-family units may opt out of having their own parking space and pay a lower rent or sales price in exchange.

IMPLEMENTING ACTIONS

~~Action T-7.A: Citywide Parking Analysis~~

~~Conduct a comprehensive analysis of parking supply and demand in Albany. This analysis should become the foundation for new parking standards which are more responsive to actual conditions and needs.~~

~~The City initiated a parking study in 2015 and expects to have a set of recommendations in place by early 2016. The analysis should also be used to inform future decisions about parking such as the feasibility of residential permit parking in specific locations, and changes to the way parking is priced and managed.~~

~~Action T-7.B: Parking Ballot Measure~~

~~Support and advance a ballot measure to modify Albany Measure D so that parking standards are consistent with other City goals, including the goal of reducing carbon footprints and increasing housing affordability. A variety of options for modifying the parking standards should be considered, based on public opinion and data collection on parking supply and demand.~~

~~See the Housing Element for policies on the use of State Density Bonus parking standards for affordable housing development.~~

~~Action T-7.C: Measure D Working Group~~

~~Consider additional recommendations of the Measure D Working Group regarding parking, including the possibility of a fee for parking exceptions and waivers, allowing parklets in commercial areas, and the use of metered or time-restricted parking in high demand areas.~~

~~Action T-7.D: Commercial Parking Standards~~

~~Evaluate Albany's commercial parking requirements relative to best practices around the country and determine whether changes to these requirements should be considered.~~

~~The evaluation should consider the dimensional requirements for parking spaces and aisles as well as the number of spaces required. Parking strategies which are market-driven and consider the true cost of parking should be considered.~~

Action T-7.E: Solano Avenue Parking Management

Develop a parking management plan for the Solano Avenue commercial district which includes provisions for patron parking, employee parking, and parking for persons living on or near Solano Avenue.

Among the options that should be considered are additional angled parking spaces in lieu of parallel parking on side streets, parking time limits on side streets, and the designation of employee parking in lower demand areas, and a partnership with AUSD and Solano Avenue businesses to use the Cornell School parking lot on weekends. Parking management should also consider the possibility for development of municipal parking, funded through creation of a parking district or incorporated in future mixed use development.

Action T-7.F: Second Units

~~Consider creating a category of second units in which occupancy is deed restricted to tenants without cars (or with shared car subscriptions) as a way to permit additional second units without providing off-street parking.~~

Note:
Superseded by State law which exempts ADUs from providing parking

Note:
Completed

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ORDINANCE NO. 2023-06

**AN ORDINANCE OF THE ALBANY CITY COUNCIL REVISING
SECTION 20.08, 20.12, 20.20, 20.24, 20.28, 20.40 and 20.100 OF CHAPTER XX OF
THE ALBANY MUNICIPAL CODE TO UPDATE PARKING REGULATIONS**

WHEREAS, on December 6, 2004, the City Council of the City of Albany adopted Ordinance #04-09 establishing Chapter XX “Planning and Zoning” of the Albany Municipal Code (“Zoning Ordinance”); and

WHEREAS, Chapter XX established parking requirements for land uses; and

WHEREAS, Planning and Zoning Code Section 20.100.070.B authorizes the Planning and Zoning Commission to initiate, by resolution, an amendment to Chapter XX; and

WHEREAS, recitals and findings from City Council Resolution No. 2023-59 adopted amendments to the Land Use Element and Transportation Element of the General Plan are incorporated by reference; and

WHEREAS, the Planning and Zoning Commission held study sessions on March 8, April 26, and May 10, 2023 to discuss implications of Assembly Bill 2097 and potential revisions to parking regulations in the Zoning Ordinance; and

WHEREAS, the Zoning Ordinance amendments reflect the provisions of AB 2097 and implement goals and policies of the General Plan and Albany Climate Action and Adaptation Plan with respect to parking; and

WHEREAS, the Planning and Zoning Commission held a public hearing on June 14, 2023 to consider the Zoning amendments; and

1 **WHEREAS**, the Planning and Zoning Commission adopted Resolution 2023-03
2 recommending that the City Council adopt amendments to the Zoning Ordinance; and
3

4 **WHEREAS**, the Climate Action Committee held a public meeting on June 21, 2023 to
5 consider the proposed amendments; and
6

7 **WHEREAS**, the Transportation Commission held a public meeting on June 22, 2023 to
8 consider the proposed amendments; and
9

10 **WHEREAS**, the City published a public hearing notice in three public places on October 20,
11 2023 as required for a public hearing before the City Council; and
12

13 **WHEREAS**, the City Council held a public hearing on July 17, 2023 and November 6,
14 2023 to consider the zoning amendments.

15 **NOW, THEREFORE, THE ALBANY CITY COUNCIL ORDAINS AS
16 FOLLOWS:**

17 **SECTION 1: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
18 **20.08 TITLED “DEFINITIONS” IS HEREBY AMENDED AS SPECIFIED IN EXHIBIT**
19 **A.**

20 **SECTION 2: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
21 **20.12 TITLED “ZONING DISTRICTS AND PERMITTED USES” IS HEREBY**
22 **AMENDED AS SPECIFIED IN EXHIBIT A.**

23 **SECTION 3: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
24 **20.20 TITLED “REGULATION OF SPECIFIC LAND USES” IS HEREBY AMENDED**
25 **AS SPECIFIED IN EXHIBIT A.**
26
27
28

1 **SECTION 4: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
2 **20.24 TITLED “DEVELOPMENT REGULATIONS” IS HEREBY AMENDED AS**
3 **SPECIFIED IN EXHIBIT A.**

4
5 **SECTION 5: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
6 **20.28 TITLED “OFF-STREET PARKING AND LOADING REGULATIONS” IS**
7 **HEREBY AMENDED AS SPECIFIED IN EXHIBIT A.**

8
9
10 **SECTION 6: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
11 **20.40 TITLED “HOUSING PROVISIONS” IS HEREBY AMENDED AS SPECIFIED IN**
12 **EXHIBIT A.**

13
14 **SECTION 7: CHAPTER XX OF THE ALBANY MUNICIPAL CODE, SECTION**
15 **20.100 TITLED “PROCEDURES” IS HEREBY AMENDED AS SPECIFIED IN**
16 **EXHIBIT A.**

17
18 **SECTION 8: PUBLICATION AND EFFECTIVE DATE.**

19 This ordinance shall be posted at three public places within the City of Albany and shall
20 become effective thirty days after the date of its posting.

21 **PASSED AND ADOPTED** by the City Council of the City of Albany at its meeting on
22 the __ day of _____ 2023, by the following vote:

23
24 AYES:

25 NOES:

26 ABSENT:

27 ABSTAIN:

28

AARON TIEDEMANN, MAYOR

ATTACHMENT:

EXHIBIT A – Zoning Ordinance Amendments

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Exhibit A

Chapter 20

Planning and Zoning

§ 20.04 TITLE, PURPOSE, AUTHORITY

Clean-up code sections to reflect elimination of minimum parking requirements

§ 20.08 DEFINITIONS

...

NONCONFORMING STRUCTURE

Means any legally created structure which no longer conforms to the density, height, coverage, yard, landscaping and screening, usable open space, sign, ~~parking~~, loading or other requirements applied to structures by this chapter.

...

§ 20.12 ZONING DISTRICTS AND PERMITTED USES

§ 20.12.060 Commercial Districts.

...

B. Specific Purposes of Individual Commercial Districts.

...

3. Commercial Mixed Use District (CMX): The Commercial Mixed Use District provides for a broad range of retail, production, light manufacturing, distribution, and repair uses consistent with the Commercial Services and Production designation in the General Plan Land Use Element. More specifically, the "CMX" district is intended:

...

b. To provide adequate space to meet the needs of commercial and industrial development, including ~~off-street parking and~~ truck loading areas and landscaped areas;

§ 20.20 REGULATION OF SPECIFIC LAND USES

§ 20.20.010 Bed and Breakfast.

[Ord. No. 04-09]

...

~~C. Off-street Parking Requirements. One compliant off-street parking space for each bedroom available for transient occupancy shall be provided on the site of the bed and breakfast facility, in addition to the parking spaces required for the dwelling unit. If the property is deficient in off-street parking at the time of application for approval of a bed and breakfast facility, the Planning and Zoning Commission may consider granting an exception under subsection 20.28.040 A. 3, as if the existing dwelling constituted a new residential unit. In no case may the off-street parking requirement for the transient occupancy be reduced.~~

DC. Use Permit Required. A major use permit shall be required for any bed and breakfast facility, including any facility that was established prior to the adoption of this Section. Once granted, a use permit for a bed and breakfast facility shall be subject to review for annual renewal.

ED. Business License Required. Following approval of a use permit and prior to initiation of operations, the owner of a bed and breakfast business shall make application and pay the required fee for a business license pursuant to the Municipal Code or such applicable ordinance or ordinances of this City as may be hereinafter enacted.

§ 20.20.020 Community Care Facilities (Child Care and Residential Care).

[Ord. No. 04-09; Ord. No. 09-011 § 4]

...

B. Family Day Care Homes. Two types of Family Day Care Homes are distinguished, pursuant to State regulations: Large Family Day Care Homes and Small Family Day Care Homes. Both types are located within family residences, under the operation of the residents thereof.

...

2. Large. State-licensed facilities that exceed the permitted occupancy of Small Family Day Care Homes may accommodate up to fourteen (14) children of less than eighteen (18) years of age, subject to approval of a Minor Use Permit. The following standards shall be applicable to Large Family Day Care Homes:

~~e. Parking Requirement. Each Day Care Home shall have the number of parking spaces required for residential units, in compliance with subsection 20.28.030.A, and one (1) additional parking space for each person, or full-time equivalent, working at the facility, other than a person who resides at the home. One (1) additional space, which may be an on-street space, shall be available for the drop-off and pickup of the children to ensure that the children are not placed at risk and street traffic is not unduly interrupted. Where the home is located on a lot having less than twenty-two (22) feet of legally permitted on-street parking along the frontage, a drop-off space shall not be required. A driveway that meets the dimensional requirements of this chapter may be utilized to meet any additional off-street parking spaces required for the use. Driveway parking space(s) may be in tandem with spaces required for~~

~~the residential unit. In evaluating the parking requirement for a large family day care home, the approving body shall consider the number of employees at the site, parking conditions in the neighborhood, and the cumulative effects of any previously approved reductions in parking requirements for the site.~~

- ~~dc.~~ Public Notice and Hearing. At least ten (10) calendar days prior to an administrative public hearing on a Minor Use Permit for a Large Family Day Care Home, notice of the proposed use and public hearing shall be mailed or delivered to owners of property within one hundred (100) feet of the exterior boundaries of the proposed day care home, as described in subsection 20.100.030.C.

...

C. Residential Care Homes.

...

- 2. Other. All licensed residential care facilities providing for more than six (6) residents shall be subject to approval of a Major Use Permit.

...

~~e. — Parking Requirement. Each residential care facility for more than six (6) residents shall have the number of parking spaces required for residential units, in compliance with subsection 20.28.030.A, and one (1) additional parking space for each person, or full-time equivalent, working at the facility, other than a person who resides at the home. A driveway that meets the dimensional requirements of this chapter may be utilized to meet additional off-street parking space requirements for the use. Driveway parking space(s) may be in tandem with spaces required for the residential unit.~~

Clean-up code sections to reflect elimination of minimum parking requirements

§ 20.20.040 Home Occupations.
[Ord. No. 04-09; amended 6-1-2020 by Ord. No. 2020-05]

...

- C. Requirements. Home occupations shall be carried out in strict compliance with the following requirements:

...

~~3. — Existing garages that are required for off-street parking spaces shall not be modified or used so as to preclude the normal parking and storage of family vehicles. 1~~

- 43. Businesses or home occupations located in accessory structures shall not adversely affect the enjoyment and use of adjacent residential properties, including, but not limited to, impacts from noise, odor, and light.

...

§ 20.20.080 Accessory Dwelling Units.

[Ord. No. 04-09; Ord. No. 2014-05 § 5; Ord. No. 2014-11 § 3; amended 6-1-2020 by Ord. No. 2020-04]

...

F. Specific ADU Requirements. The following requirements apply only to ADUs that require an ADU permit under Subsection D2 above.

...

~~8. Parking.~~

~~(a) No additional off-street parking is required for an ADU or JADU.~~

~~(b) No Replacement. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU, those off-street parking spaces are not required to be replaced.~~

...

§ 20.20.110 Cannabis Dispensaries.

[Ord. No. 07-01 § 4; Ord. No. 2011-08 § 5; Ord. No. 2017-07 § 2]

...

G. Personal Use Cultivation Regulations. Indoor cultivation of up to six (6) cannabis plants per residence for growth is permitted to the limited extent authorized under California Health and Safety Code Sections 11362.1 and 11362.2. Outdoor cultivation is prohibited. Indoor personal use cultivation is subject to the following restrictions:

...

4. Building Code Requirements. Any alterations or additions to the residence, including garages and accessory buildings, shall be subject to applicable building, fire, plumbing, and electrical codes, in addition to all applicable zoning codes, including lot coverage, setback, and height, ~~and parking~~ requirements.

...

§ 20.20.150 Single Room Occupancy (SRO) Residential Hotel.

[Ord. No. 2014-11 § 4]

...

D. Off-Street Bicycle Parking Requirements. Parking. ~~Off-street parking for tenants shall be provided pursuant to Section 20.28.030 (A). Parking requirements may be reduced pursuant to Density Bonus regulations in Section 20.40.040.~~

~~1. Bicycle Parking:~~ An SRO facility shall provide a secured bicycle parking area to accommodate one (1) bicycle for every SRO unit.

Clean-up code sections to reflect elimination of minimum parking requirements

Clean-up code sections to reflect elimination of minimum parking requirements

...

§ 20.24.040 Hillside Residential Regulations.
[Ord. No. 04-09; Ord. No. 2014-05 § 6]

...

B. Single-Family Residential Development on Less Than Two (2) Acres.

...

~~7. — Parking. Each single family residence shall provide two (2) off street parking spaces.~~

...

§ 20.24.130 Accessory Buildings.
[Ord. No. 04-09; Ord. No. 09-011 § 19; Ord. No. 2014-05 § 7]

...

C. Permitted Uses. Accessory buildings may be used as detached carports or garages, patio shelters, garden or storage sheds, greenhouses, pool houses, artist studios, workshops, tree houses, home offices, City licensed home occupations, or for a similar function as determined by the Planning and Zoning Commission, ~~provided that such use does not remove required parking.~~

...

§ 20.24.140 Temporary Buildings.
[Ord. No. 04-09]

...

C. Requirements.

...

5. The Planning and Zoning Commission may impose additional conditions relating to landscaping, ~~parking,~~ exterior appearance, location on the site, site restoration, time limitation, etc.

...

§ 20.24.150 Manufactured Homes.
[Ord. No. 04-09]

...

~~C. — Off street Parking. A manufactured home is defined as a single family dwelling unit, and in all cases shall be required to meet all requirements and standards for off street parking as provided for single family dwellings in Section 20.28.~~

...

§ 20.28. OFF-STREET PARKING AND LOADING REGULATIONS.

§ 20.28.010. Purpose. [Ord. No. 04-09; Ord. No. 2017-06 § 2]

These regulations are intended to:

- ~~A. Implement climate change, transportation, housing, and economic development, policy objectives established by the City of Albany General Plan, Climate Action and Adaptation Plan, and Active Transportation Plan;~~
- ~~A.B. Ensure that adequate, but not excessive, off-street parking facilities for vehicles and bicycles are provided for new land uses and for alterations and enlargements of existing land uses and structures in proportion to the need for such facilities created by each use.~~
- ~~B. Ensure that the existing inventory of parking spaces serving commercial districts is not diminished by new uses and construction.~~
- C. Acknowledge the constraints posed by the existing state of development and the lack of available land area that characterize the City, and provide for equitable application of ~~the vehicle and bicycle~~ parking space requirements; ~~and loading regulations.~~
- D. Ensure that off-street parking facilities are designed in a manner that will ensure circulation efficiency, and protect the public safety and minimize adverse impacts upon surrounding land uses for all travel modes, including pedestrians, bicyclists, public transit riders, and drivers.

§ 20.28.020. Citywide General Regulations and Exceptions. [Ord. No. 04-09; Ord. No. 2017-06 § 2; Ord. No. 2019-01 § 4]

This subsection provides general parking regulations and exceptions that apply citywide or to subareas described below, including the Waterfront zoning district. Supplementary regulations and exceptions for the Waterfront are provided in Section 20.28.040.

~~A. Residential Uses.~~

~~0. Expansion of Dwelling Unit. When an existing dwelling unit is expanded without creating an additional dwelling unit, the requirement of subsection 20.28.030.A shall be met unless it is waived or reduced pursuant to subsection 20.28.040.A.1 or 2.~~

~~0. Addition of Dwelling Unit. When any dwelling unit is added to a residential site, the new dwelling unit shall meet the requirement of subsection 20.28.030.A. The number of existing off-street parking spaces which serve to meet the requirements for existing dwelling units on a site shall not be reduced when any new dwelling unit is added to the site, except as provided in subsections 20.28.040.A.3 and 4.~~

~~D. Nonresidential Uses. When any structure is constructed, enlarged, or increased in capacity, or when a change in use occurs, the requirements of this subsection shall be satisfied, except as specifically provided in subsection 20.28.040.B. For purposes of this subsection a change of use shall mean replacement of one activity with another activity that the City~~

~~determines to be in a different category of parking space requirements, (e.g., a change in requirement from one (1) space per three hundred (300) square feet to one (1) space per two hundred (200) square feet.)~~

A. Unlisted Uses. Requirements for types of buildings or uses not specifically listed herein shall be determined by the Community Development Director based upon the requirements for comparable uses listed and on the particular characteristics of the building or use.

~~E.B. Changes in Use. No change of use request shall be required to meet the off-street parking requirements of this chapter.~~

~~F. Multiple Use. When two (2) or more nonresidential uses are located in the same building and/or in common developments other than shopping centers, or when parking facilities for different buildings or uses are provided collectively, the parking requirements shall be the sum of the separate requirements for each use, except as provided in subsection 20.28.040.B.4 below. Special provisions for mixed residential and nonresidential facilities are stated in subsection 20.28.040.C below.~~

~~G. Access During Business Hours. Required parking spaces that serve commercial uses and are intended for use by business clientele shall remain open and accessible during business hours.~~

~~H. Shopping Centers. Where shared parking facilities are provided for two (2) or more commercial uses in a shopping center, the minimum requirement may be reduced to seventy-five (75%) percent of the sum of the requirements for the various uses computed separately, when the combined requirements total twenty (20) or more spaces. Refer to subsection 20.08.020 for the definition of shopping center.~~

~~I. Dedication to Parking. All off-street parking spaces, carports, parking lots, parking garages and access drives required by this chapter shall be dedicated to the parking of motor vehicles and kept available for parking for the duration of the use requiring the parking. In the event that a change of use or other change of circumstances causes the existing parking spaces on a nonresidential site to be in excess of the minimum requirement for the use of the site, the Community Development Director may consider approval of an arrangement by which the excess spaces may meet requirements for other uses, through a minor use permit process.~~

~~J. Use of Required Yards. No portion of any required front yard shall be used to meet off-street parking requirements, except as provided below in subsection 20.28.040.A.8.~~

C. Limitation on Paved Area of Front Yards. Any paved area between the front property line and the front of a building shall be limited to a walkway for entry access, and a driveway not to exceed sixteen (16) feet in width, that forms a direct route from the street to a garage or other parking space deemed acceptable by the Community Development Director. The Planning and Zoning Commission may grant an exception to this limitation, based on unusual conditions of the site, such as topography, size, location or visibility. No parking of vehicles shall occur in any unpaved portion of a front yard.

K.

~~L.D.~~ Limitation on Repairs. No repair work or servicing of vehicles shall be conducted in an ~~required~~ off-street parking space, except such minor work performed by the resident as is common to residential use.

Remove
Changes in
Use clause if
parking
maximums
are not
established

~~M.E.~~ Bicycles. Sufficient bicycle storage space including outdoor bicycle racks and indoor storage where feasible, as determined by the Planning and Zoning Commission, shall be provided by new business establishments, new multi-family developments, residential mixed-use developments, and commercial mixed-use developments in the City of Albany.

~~N.F.~~ Calculation of Requirements. Fractional space requirements shall be rounded to the nearest whole number (one-half (1/2) shall be rounded up).

~~O.G.~~ Signage. Signs related to off-street parking shall be pursuant to Section 20.32.

~~P. — Alternative Methods of Meeting Parking Requirements for Nonresidential Uses. Required off-street parking spaces normally will be provided on the site of the use being served, through the approval process required for such use. Alternatively, the off-street parking requirements as specified by this section for nonresidential uses may be fulfilled by the following means:~~

~~0. — Off-Site: Required off-street parking spaces may be provided in a different location from the location of the use being served, provided that parking for customers and visitors is located within seven hundred (700) feet and parking for employees is within one thousand (1,000) feet, with distances measured from the near corner of the parking facility to the main public entrance of the use served via the shortest pedestrian route. Such arrangements may be approved through an administrative zoning permit process, unless a use permit is required for the basic use, in which case consideration of off-site parking shall be made part of the use permit consideration.~~

~~0. — In-Lieu Fee: The City Council may establish by ordinance a method by which payment of a fee may be accepted by the City in fulfillment of the requirement for one (1) or more parking spaces. Fees thus collected would be used by the City to increase the supply of parking available to support activities in the SC and SPC zoning districts and to enhance parking facilities.~~

~~0. — Assessment District: The City Council may initiate, pursuant to appropriate State statutes, the formation of one (1) or more special districts for the purpose of providing public off-street parking. Participation in such a district by property or business owners could provide a means of fulfilling all or part of the parking requirements for a particular site. Fees paid in lieu of providing parking spaces could be used by the City in conjunction with an assessment district.~~

~~T.H.~~ Car-Share Service. Where feasible, car share service may be established for public use. A car-share service is a mobility enhancement service that provides an integrated citywide network of neighborhood-based motor vehicles available only to members by reservation on an hourly basis, or in smaller intervals, and at variable rates. Car-share vehicles must be located at unstaffed, self-service locations (other than any incidental garage valet service), and generally be available for pickup by members twenty-four (24) hours per day. A car-share service shall assume responsibility for maintaining car-share vehicles.

~~U.I.~~ Multi-family Residential Unbundled Parking. ~~Unbundled parking may be incorporated as part of a multi-family or residential mixed-use development. Unbundled parking is a parking strategy in which parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or~~

~~commercial unit. Tenant or owners may purchase only as much parking as they need and are given the opportunity to save cost and space by utilizing fewer parking stalls. In new development projects, parking spaces shall be leased or sold separately from the rental or purchase of dwelling units for the life of the dwelling units. No resident shall be required to lease or purchase a parking space.~~

~~V.J.~~ Electric Vehicles. The City of Albany encourages electric vehicle use and the establishment of convenient and cost-effective electric vehicle infrastructure where appropriate. Electric vehicle infrastructure shall not conflict with or create hazardous situations in the public right-of-way.

1. Electric Vehicle (EV) is any motor vehicle registered to operate on California public roadways and operates, either partially or exclusively, on electrical energy from the grid or an off-board source that is stored on-board for motive purpose. "Electric vehicle" includes but is not limited to: a battery electric vehicle, a plug-in hybrid electric vehicle, a neighborhood electric vehicle, ~~and/or~~ an electric motorcycle.
2. Electric Vehicle Charging Station (EVCS) means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

~~K.~~ Transportation Demand Management Plan. The City of Albany encourages Transportation Demand Management (TDM) Plans as part of existing and new multi-family residential development, residential mixed-use development, affordable dwellings and new commercial and commercial mixed-use developments. ~~Transportation Demand Management (TDM)~~ TDM is an important strategy to increase access to alternative transportation systems, improve mobility, and minimize negative impacts associated with vehicular travel. A TDM plan describes policies, programs, or resources that support and incentivize sustainable travel choices such as walking, biking, taking transit, or carpooling.

Establish TDM requirements separately by resolution so that they can be more easily updated over time

~~Specific TDM measures, such as transit passes, bike share, and carshare requirements, may be adopted by resolution and updated from time to time.~~

~~W.~~ San Pablo Avenue Specific Plan planning area. Notwithstanding ~~In addition to the parking requirements contained in subsection 20.28.030.A, new development projects with residential use classifications in the San Pablo Avenue Specific Plan planning area shall be subject to the following supplementary standards:~~

~~X.~~ Minimum parking requirement: zero (0) spaces per dwelling unit;

~~Y.~~ Maximum parking requirement: as shown in Table 4 for each use;

~~Z.~~ Unbundling: Parking spaces shall be rented separately from the rental fees for dwelling units. No resident shall be required to lease a parking space.

Apply mechanical lift standards citywide

~~AA.~~ Mechanical Lifts: Mechanical parking lifts may be used for parking spaces intended ~~and required~~ for frequent users, such as residents and employees. Lift design must

allow for removal of any single vehicle without necessitating the temporary removal of any other vehicle.

Apply parking conversion standards citywide

~~BB.L.~~ Conversion of Unneeded Parking: Parking spaces may be allowed to convert to ~~housing, shared amenity space, personal storage, or other uses in the future~~ if they are no longer needed. ~~Replacement uses may be subject to permit review and approval, and conformance with zoning regulations pursuant to Chapter 20 of this Municipal Code. If unneeded parking is eliminated or converted, the existing driveway shall be removed and curb cut restored unless there is sufficient space to meet the minimum standard of seven (7) feet six (6) inches in width by sixteen (16) feet in length to park on the existing driveway in a location that no part of any vehicle will extend beyond the property line into the public right-of-way or will come within one (1) foot of the back of the sidewalk, nor permit a parked vehicle to constitute a visual obstruction exceeding three (3) feet in height within twenty-five (25) feet of the intersection of any two (2) street lines. This modification shall be based on a post-occupancy study following review and approval of a conditional use permit by the Planning & Zoning Commission.~~

~~) Transportation Demand Management Plan: TDM Plan shall include, at a minimum, one (1) monthly Clipper Card and/or AC Transit EZ Pass per dwelling unit for the life of the project. Carshare and bike share services are encouraged.~~

~~M. Exceptions for Parking Space Design and Spaces Above Maximum Requirement. The Planning & Zoning Commission may, through a major use permit process, approve parking spaces in excess of the maximum parking requirements contained in subsection 20.28.030 and/or modifications to the parking design standards contained in subsection 20.28.050, with approval of the following findings:~~

Remove italicized Exceptions for Spaces above Maximum Req's if parking maximums are not established

- ~~1. The applicant demonstrates, with a parking analysis, that the additional parking and/or revised parking design standards are required to meet the anticipated parking demand of the proposed uses.~~
- ~~2. That the provision of the additional parking and/or revised design standards will not result in an overdependence on vehicles, will not adversely affect public safety, and will not adversely affect transit, bicycle, or pedestrian access to the site or other abutting uses.~~

~~DD.N.~~ Exceptions for New Residential Uses. The Planning and Zoning Commission in considering a request for any exception to the parking requirements will weigh the special circumstances against the potential impacts of the exception on the health, safety and welfare of the public.

1. Parking in Required Yards. The City recognizes the existence of residential properties whose historical development did not allow for present day parking requirements. The City encourages off-street parking to be located in the rear yard or side yard. In some cases the Planning and Zoning Commission, after due consideration, may find that permitting required parking in a front yard would be more in the public interest than would a reduction in the off-street parking requirement. The Planning and Zoning Commission may approve front yard parking upon making at least the following findings as appropriate to the yard area in question:

Findings:

- a) Parking within a dwelling, a garage, carport or other structure or in the rear or side yard is not feasible or will be disruptive to landmark trees or will severely restrict private outdoor living space on the site.
- b) The area proposed for parking in the front yard will meet the minimum standard of seven (7) feet six (6) inches in width by sixteen (16) feet in length.
- c) The parking space is designed so that no part of any vehicle will extend beyond the property line into the public right-of-way or will come within one (1) foot of the back of the sidewalk, nor permit a parked vehicle to constitute a visual obstruction exceeding three (3) feet in height within twenty-five (25) feet of the intersection of any two (2) street lines. The Planning and Zoning Commission shall not approve a front yard parking space unless a finding is made that visual obstructions are not a significant safety hazard.
- d) Any ~~required~~ off-street parking spaces which are permitted in front yard areas are designed to minimize aesthetic and noise intrusion upon any adjacent property.

~~2. Existing Garages. The Planning and Zoning Commission may find that an existing garage meets the requirements for an off-street parking space if the interior dimensions of such garage are not less than sixteen (16) feet in length, and eight (8) feet in width, for a single garage, or sixteen (16) feet in width for a double garage, and six (6) feet six (6) inches in height. The Planning and Zoning Commission may allow a local obstruction (such as a chimney, stairs or other feature) to protrude into the required parking space dimension, upon finding that such obstruction does not impede the ability to park vehicles in the garage.~~

2. Garages in Front Yards of Up-Slope Lots. Garages which are situated within required front yard areas, and are built into a slope rising above the street at a ratio of one (1) vertical to two (2) horizontal, or greater, may be maintained or rebuilt to accommodate the same number of spaces as exist, so long as the minimum dimensions stated in subsection 20.28.050.A.1 are met. Such garages may not be converted into any nonparking use aside from an Accessory Dwelling Unit (ADU), and shall not be expanded outward or upward for the purpose of creating floor space for nonparking purposes, with the exception of access stairways connecting to the dwelling unit, which the garage serves.

~~EE.O.~~ City Council Authorized to Modify Measure D Parking Requirements. After following the normal procedures for amending City Zoning Ordinances, including compliance with the California Environmental Quality Act and conducting duly noticed public hearings before the Planning and Zoning Commission and City Council, the City Council may amend the residential parking requirements established by Measure D (enacted by the Albany voters on November 7, 1978). ~~Such amendments may include, but are not limited to, modifications to the number of parking spaces required per dwelling unit for residential uses in residential districts, as well as the provisions of Measure D which allow the Planning Commission to reduce these residential parking requirements by Conditional Use Permit~~

~~upon making specified findings.~~ This provision is not intended to limit in any way the authority and discretion which the City Council currently possesses to adopt Zoning Ordinance amendments.

§ 20.28.030. Citywide Parking Space Requirements. [Ord. No. 04-09; Ord. No. 2014-02 § 5; Ord. No. 2017-06 § 2; Ord. No. 2019-01 § 4]

Off-street parking spaces shall be provided according to the following schedule, unless ~~reductions or~~ exceptions are made according to Subsection 20.28.040 below.

A. Residential Uses. [Amended 6-1-2020 by Ord. No. 2020-04]

Table 4. Residential Parking Requirements (20.28.030)⁶ Land Use	
	Minimum Parking Requirement
Single-family dwelling¹	2 spaces per dwelling unit
Two-family dwelling²	1.5 spaces per dwelling unit
Multifamily dwelling^{3,6}	1 space per unit
Live/work space⁶	1 space per unit
Senior citizen housing development⁶	0.5 space per unit
Residential mixed-use development^{4,6}	1 space per unit
Affordable dwelling unit^{5,6}	0.5 space per unit
Shared housing⁶	0.5 space per bedroom
Bed and breakfast	See Subsection 20.20.010.C.
Large family day-care home	See Subsection 20.20.020.B.2.e.
Residential care home (more than 6 residents)	See 20.20.020.C.2.e.
Accessory dwelling unit	No off-street parking required
Transitional housing	1 space per 2 employees

Table 4. Residential Parking Requirements (20.28.030)¹		
<u>Land Use</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Single-family dwelling</u>	<u>0</u>	<u>2 spaces per unit</u>
<u>Two-family dwelling</u>	<u>0</u>	<u>1 space per unit</u>
<u>Multifamily dwelling</u>	<u>0</u>	<u>1 space per unit</u>
<u>Live/work space</u>	<u>0</u>	<u>1 space per unit</u>
<u>Shared housing</u>	<u>0</u>	<u>0.5 space per bedroom</u>
<u>Bed-and-breakfast</u>	<u>0</u>	<u>1 per transient-occupancy bedroom</u>
<u>Large family day-care home</u>	<u>0</u>	<u>1 per employee</u>
<u>Residential care home (more than 6 residents)</u>	<u>0</u>	<u>1 per employee</u>
<u>Accessory dwelling unit</u>	<u>0</u>	<u>1 space per ADU</u>
<u>Transitional housing</u>	<u>0</u>	<u>1 space per 2 employees</u>

Remove "Maximum" column if parking maximums are not established

Removed exception for "within 1/2-mile of BART" given that Albany is currently exempt from ABAG/MTC Transit-Oriented Communities Policy Requirements

Notes, Table 4

1. Requirements may be modified ~~or reduced~~ through Planning and Zoning Commission review subject to ~~Subsection 20.28.0040.A.2, Additions Where No New Dwelling Units are Created, or Subsection 20.28.040.M, Exceptions, or Subsection 20.28.040.A.N.81, Parking in Required Yards.~~
0. ~~Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.3, Two-Family Dwellings.~~
0. ~~Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.4, Multi-Family Dwelling.~~
0. ~~Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.5, Residential Mixed-Use Development.~~
0. ~~Requirement may be reduced through conditional use permit review pursuant to Subsection 20.28.040.A.6, Affordable Dwelling Unit.~~
0. ~~See Subsection 20.28.040.A.1120.L for parking requirements in the San Pablo Avenue Specific Plan planning area.~~

B. Nonresidential Uses.

1. Table 5A is applicable to all zoning districts, with the exception of the Waterfront (WF) district. Table 5B is applicable to the WF district only.

Key to schedule:

1/100 means one parking space per 100 square feet of gross floor area, except where specification is made for outdoor area.

1/200 means one parking space per 200 square feet, etc.

UP means parking requirement for a particular use will be determined through a use permit procedure.

<u>Table 5A. Nonresidential Parking Requirements – Except WF District (20.28.030)</u>		
<u>Land Use (See Chapter 20.16 for use classifications)</u>	<u>Minimum</u>	<u>Maximum</u>
<u>Commercial Uses: Restaurants Only</u>	<u>0</u>	<u>1/200</u>
<u>Commercial Uses: Other</u>	<u>0</u>	<u>1/400</u>
<u>Industrial Uses</u>	<u>0</u>	<u>1/800</u>
<u>Public & Quasi-Public Uses</u>	<u>0</u>	<u>1/1000</u>

Remove "Maximum" column if parking maximums are not established

<u>Table 5B. Waterfront (WF) District Nonresidential Parking Requirements (20.28.030)</u>	
<u>Land Use (See Chapter 20.16 for use classifications)</u>	<u>Minimum (spaces/sq. ft.)</u> See 20.28.040.E for exceptions.
Public and Quasi-Public	
<u>Park and recreation facilities</u>	<u>UP</u>
Commercial	
<u>Bars</u>	<u>1/200</u>
<u>Commercial recreation/entertainment in Waterfront District</u>	<u>Theatre: 1 space per 4 seats</u> <u>Other: UP</u>
<u>Marinas and boat launching ramps</u>	<u>UP</u>
<u>Restaurant</u>	<u>1/200</u>
<u>Waterfront and waterfront-sports-related commercial sales and service</u>	<u>1/400</u>

Simplified WF District table to only include permitted use categories

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement See 20.28.040.B and C for exceptions.

Table 5. Nonresidential Parking Requirements (20.28.030)¹	
Land Use	Parking Requirement
	See 20.28.040.B and C for exceptions.
Day Care Center (Non-Family)	1 space per 6 individuals under care
Emergency Shelter	See Section 20.40.070B.4.
Hospitals and Clinics	Hospital: UP Clinic: 1/300
Park and Recreation Facilities	UP
Public Administration Offices/Facilities	1/400
Public Maintenance Facilities	1/1,000, including building and open use areas
Religious Institutions	1/100
Schools, public or private	Elementary/Middle: 1 space per employee High: same plus 1 space per 10 students
Social Service Facilities	1/300
U.S. Post Office	1/300
Buildings or yards supporting utilities: Major, Minor, Underground.	UP
Commercial¹	
Adult entertainment establishments	1/400
Animal Sales and Services:	
a) Animal Boarding	1/500
b) Animal Grooming	1/400
e) Animal Hospitals	1/300
d) Animal Sales	1/400
Automobile/Vehicle Sales and Services:	
a) Automobile/vehicle/ equipment sales and/or rental (excluding inventory)	Sales: 1/1,000 including building and open use areas Rental: 1/400 (in building)
b) Automobile service stations (includes fueling stations)	UP
Commercial:	
e) Automobile/vehicle/ equipment repair	1/300
d) Automobile washing	UP

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement
	See 20.28.040.B and C for exceptions.
Bars	1/200, or if live entertainment, 1/100
Building materials sales and service:	
-) Within an enclosed building plus	1/400
-) Open storage area	1/800
Commercial recreation/entertainment	Theatre: 1 space per 4 seats Other: UP
Commercial recreation/entertainment in the Waterfront District	Theatre: 1 space per 4 seats Other: UP
Communication facilities	1/500
Construction services (contractors)	1/1,000, including building and open use areas
Dry cleaner (retail)	1/400
Financial institutions	1/300
Funeral and internment services	1/100
Gyms and health clubs	1/300
Hotels and motels	1 space per bedroom; other uses by UP
Laboratory, limited	1/500
Laundry, large scale	1/800
Laundry, self-service	1/400
Offices, professional and other	1/200 medical; 1/400 all other
Marinas and boat launching ramps	UP
Parking lots, commercial	-
Pawn shops	1/400
Printing (retail)	1/400
Printing (industrial)	1/800
Repair Services (non-auto)	1/400
Research and Development (commercial)	1/400
Research and Development (educational)	1/400
Restaurant	1/200, General

a) With live entertainment	1/100
b.1) With take-out (walk-up)	1/100

Table 5. Nonresidential Parking Requirements (20.28.030)	
Land Use	Parking Requirement See 20.28.040.B and C for exceptions.
b.2) With take-out (drive-through)	1/100
Retail, food and beverage sales	1/400
Retail, nurseries and garden supplies:	1/400
Within an enclosed bldg: Plus	1/800
Open sales or growing area:	
Retail sales:	
a) Neighborhood retail	1/400
b) Community retail	1/400
c) Regional retail	1/400
Services, ambulance	1/500
Services, business	1/800
Services, catering	1/500
Services, instructional	1/300, general 1/200, business school
Services, massage	1/400
Services, personal	1/400
Telecommunication facilities	1/1,000
Waterfront and waterfront sports-related commercial sales and service	1/400
Industrial	
Industry, limited	1/800
Industry, general	1/1,000
Truck terminal	UP
Warehousing and storage:	
-) Within an enclosed building Plus	1/1,000
-) Outdoor use area	1/1,000
Wholesaling and distribution	1/1,000

Notes:

No changes to bicycle parking proposed as this time; may be pursued as part of separate effort

~~+ See Section 20.28.040.B.7 for parking requirements in the SPC and SC Districts.~~

~~XXXXXXXXXX~~.C. Bicycle Parking.

1. Applicability. New commercial construction, mixed-use construction, multi-family properties, commercial properties where there is a change of use, and remodeled commercial or mixed-use building shall provide bicycle parking facilities.
2. General Requirements.
 - a. Bicycle parking facilities shall be provided in a convenient and well-lit area. Unprotected bicycle parking should be located in an area of high pedestrian foot traffic so as to discourage theft.
 - b. Bicycle racks in the Solano Commercial (SC) and San Pablo Commercial (SPC) Zoning Districts may be located within the public right-of-way subject to selection of rack design, review of location, and approval of an encroachment permit. Safe and convenient means of ingress and egress for vehicles shall be provided and an unobstructed sidewalk clearance of four (4) feet is maintained for pedestrians at all times.
 - c. Bicycle parking facilities shall be located on or within a concrete or similar surface and designed to support bicycles in a stable position without damage to wheels, frames, or other components.
 - d. Bicycle racks shall be securely anchored to the surface to prevent easy removal and shall be of sufficient strength to resist vandalism and theft.
 - e. New businesses with more than fifty (50) employees shall provide end of trip facilities, including showers, lockers, and bicycle parking facilities.
3. Bicycle Parking Requirements by Use.

Table 6. Bicycle Parking Requirements (20.28.030)	
Land Use	Parking Requirement
Residential	
Residential Mixed-Use Development ^{1,2}	1 exterior bicycle rack space per 1,500 sq. ft. of commercial floor area
	1 protected bicycle space per residential unit
Multi-Family Dwelling (Apartment and condominium buildings only) ^{1,2}	Services, personal
Commercial	
19	

Offices, professional and other	1 protected bicycle space per unit
Restaurant	
Retail sales	1 bicycle rack per 1,500 sq. ft. offfloor area
	1 bicycle rack per 1,500 sq. ft. offfloor area
	1 bicycle rack per 1,500 sq. ft. offfloor area

Table 6. Bicycle Parking Requirements (20.28.030) Land	
Use	Parking Requirement
a) Neighborhood retail	1 bicycle rack per 1,500 sq. ft. of floor area
b) Community retail	1 bicycle rack per 1,500 sq. ft. of floor area
c) Regional retail	1 bicycle rack per 1,500 sq. ft. of floor area

Notes:

¹For every ten (10) bicycle spaces provided on site, the Planning and Zoning Commission may waive one (1) required off-street parking space.

²See Section 20.28.030.C.5 for supplementary regulations that apply within the San Pablo Avenue Specific Plan planning area.

4. Bicycle Parking Definitions.

- a. Bicycle Parking Facility A space exclusively for the storage of bicycles. This includes bicycle racks and bicycle storage.
- b. Bicycle Rack A stationary fixture with a base that anchors for surface mounting and must be able to accommodate at least two (2) bicycles upright by rack frame. This includes exterior bicycle parking.
- c. Bicycle Parking Facility Location Physical space that may be located on public right or private property that is used for the placement and installation of a bicycle parking facility.
- d. Bicycle Storage (Protected) Individually enclosed and secure space for a bicycle. This includes bicycle lockers, electronic lockers, and interior bicycle parking.
- e. Public Bicycle Share Program A program which offers bicycles available for public use to individuals on a short-term basis. Bicycles and related kiosks are located in public areas and available to any member of the public.
- f. Private Bicycle Share Program A program which offers bicycles available for private use as part of a business, residential mixed-use development, commercial mixed-use development, or multiple family dwelling to individuals on a short-term basis. Bicycles and related storage are located in private areas and available to individuals who are part of the business or reside on site.
- g. Long-Term Bicycle Parking. Long-term bicycle parking shall consist of a locker, electronic locker, or interior bicycle parking facility in a secured area with controlled access where parking may exceed two (2) hours.
- h. Short-Term Bicycle Parking. Short-term bicycle parking shall consist of a bicycle rack or racks in an easily accessible location that is intended to accommodate visitors, customers, messengers, and others expected to park not more than two (2) hours.

- i. Large Bicycles: Longer bicycles, such as cargo, longtail, recumbent, tandem, and bicycles with trailers, commonly used to carry children or cargo.
5. San Pablo Avenue Specific Plan – Supplementary Regulations. Within the San Pablo Avenue Specific Plan planning area, the following supplementary regulations apply:
- a. At least 20% of required residential bike parking spaces in Table 6 (20.28.030) shall accommodate Large Bicycles, in ground-level spaces that do not require lifting and are at least 10 feet in length; and
 - b. At least 20% of required residential bike parking spaces shall have electrical sockets accessible to the spaces. Each electrical socket must be accessible to horizontal bicycle parking spaces, including a portion of long-tail bicycles;
 - c. Any residential bicycle room provided shall have at-grade ground-level access to the street or sidewalk.

§ 20.28.040. Waterfront (WF) District Parking Regulations and Exceptions to Parking Space

Requirements. [Ord. No. 04-09; Ord. No. 2014-05 § 8; Ord. No. 2016-01; Ord. No. 2017-06 § 2; Ord. No. 2019-01 § 4]

~~It is the City's intent that all off-street parking requirements be observed to the maximum extent feasible. The City recognizes that special circumstances may exist which warrant evaluation for special consideration and possible exceptions to the strict application of the requirements. These supplemental regulations apply to the Waterfront (WF) zoning district only.~~ The Planning and Zoning Commission in considering a request for any exception to the parking requirements will weigh the special circumstances against the potential impacts of the exception on the health, safety and welfare of the public.

~~B.A.~~ Nonresidential Uses. When any structure is constructed, enlarged, or increased in capacity, or when a change in use occurs, the requirements of this subsection shall be satisfied, except as specifically provided in subsection 20.28.040.B. For purposes of this subsection a change of use shall mean replacement of one activity with another activity that the City determines to be in a different category of parking space requirements, (e.g., a change in requirement from one (1) space per three hundred (300) square feet to one (1) space per two hundred (200) square feet.)

~~C.B.~~ Multiple Use. When two (2) or more nonresidential uses are located in the same building and/or in common developments other than shopping centers, or when parking facilities for different buildings or uses are provided collectively, the parking requirements shall be the sum of the separate requirements for each use, except as provided in subsection 20.28.040.B.4 below. Special provisions for mixed residential and nonresidential facilities are stated in subsection 20.28.040.C below.

~~D.C.~~ Dedication to Parking. All off-street parking spaces, carports, parking lots, parking garages and access drives required by this chapter shall be dedicated to the parking of motor vehicles and kept available for parking for the duration of the use requiring the parking. In the event that a change of use or other change of circumstances causes the existing parking spaces on a nonresidential site to be in excess of the minimum requirement for the use of the site, the Community Development Director may consider approval of an arrangement by which the excess spaces may meet requirements for other uses, through a minor use permit process.

~~E.D.~~ Alternative Methods of Meeting Parking Requirements for Nonresidential Uses. Required off-street parking spaces normally will be provided on the site of the use being served, through the approval process required for such use. Alternatively, the off-street parking requirements as specified by this section for nonresidential uses may be fulfilled by the following means:

1. Off-Site: Required off-street parking spaces may be provided in a different location from the location of the use being served, provided that parking for customers and visitors is located within seven hundred (700) feet and parking for employees is within one thousand (1,000) feet, with distances measured from the near corner of the parking facility to the main public entrance of the use served via the shortest pedestrian route. Such arrangements may be approved through an administrative zoning permit process, unless a use permit is required for the basic use, in which case consideration of off-site parking shall be made part of the use permit consideration.
2. In-Lieu Fee: The City Council may establish by ordinance a method by which payment of a fee may be accepted by the City in fulfillment of the requirement for one (1) or more parking spaces. Fees thus collected would be used by the City to increase the supply of parking available to support activities in the SC and SPC zoning districts and to enhance parking facilities.
3. Assessment District: The City Council may initiate, pursuant to appropriate State statutes, the formation of one (1) or more special districts for the purpose of providing public off-street parking. Participation in such a district by property or business owners could provide a means of fulfilling all or part of the parking requirements for a particular site. Fees paid in lieu of providing parking spaces could be used by the City in conjunction with an assessment district.

~~F. Exceptions for Residential Uses:~~

- ~~0. Minor Additions Where No New Dwelling Units Are Created. No additional parking spaces will be required for the addition of floor space which does not exceed a cumulative increase of twenty five (25%) percent of the original floor space within all structures on the lot, provided that in no case shall more than two hundred forty (240) square feet be so exempted.~~
- ~~0. Additions Where No New Dwelling Units Are Created. Where a proposed addition to a dwelling unit increases the original floor space within all structures on a lot, as defined above in Paragraph A.1, by more than two hundred forty (240) square feet and does not create additional dwelling units, the Planning and Zoning Commission may reduce the parking requirements contained in subsection 20.28.030.A upon consideration of the existence of such circumstances as listed in Paragraphs a through e below. In granting any such reduction, the Planning and Zoning Commission shall make specific findings consistent with its consideration of these and other circumstances relating to the application.~~
 - ~~) Required spaces cannot be located in front or side yard areas.~~
 - ~~) Space is not available to provide the required parking facilities without undue hardship.~~
 - ~~) Provision of required parking spaces would be disruptive to landmark trees or would severely restrict private outdoor living space on the site.~~
 - ~~) Creation of new off-street spaces would require the elimination of an equivalent or higher number of on-street parking spaces.~~
 - ~~) The proposed reduction in parking requirements is appropriate to the total size of the dwelling unit upon completion of the proposed addition.~~
- ~~0. Two Family Dwellings. The Planning and Zoning Commission may by Conditional Use Permit, reduce the parking requirement for the third required off-street parking space subject to a parking survey within a three hundred (300) foot radius of the subject site.~~

- ~~0.—Multi-Family Dwelling. The Planning and Zoning Commission may by Conditional Use Permit, reduce the off-street parking requirements contained in subsection 20.28.030.A. In reducing on-site parking requirements, the Commission shall consider an on-site car share service, unbundled parking, private bicycle share program, a Transportation Demand Management Plan (TDM) or a combination thereof.~~
- ~~0.—Residential Mixed Use Development. The Planning and Zoning Commission may by Conditional Use Permit, reduce the on-site parking requirements contained in subsection 20.28.030.A. In reducing on-site parking requirements, the Commission shall consider an on-site car share service, unbundled parking, a private bicycle share program, a Transportation Demand Management Plan (TDM) or a combination thereof.~~
- ~~0.—Affordable Dwelling Unit. The Planning and Zoning Commission may by Conditional Use Permit, reduce the on-site parking requirements contained in subsection 20.28.030.A. In reducing on-site parking requirements, the Commission shall consider an on-site car share service, unbundled parking, a private bicycle share program, a Transportation Demand Management Plan (TDM) or a combination thereof.~~
- ~~0.—Existing Residential Mixed Use and Commercial Mixed Use Developments. The Planning and Zoning Commission may, by Conditional Use Permit, reduce or waive the parking requirements contained in subsection 20.28.030.A for existing residential mixed-use developments and commercial mixed-use buildings where a residential conversion is proposed.~~
- ~~0.—Parking in Required Yards. The City recognizes the existence of residential properties whose historical development did not allow for present day parking requirements. The City encourages off-street parking to be located in the rear yard or side yard. In some cases the Planning and Zoning Commission, after due consideration, may find that permitting required parking in a front yard would be more in the public interest than would a reduction in the off-street parking requirement. The Planning and Zoning Commission may approve front yard parking upon making at least the following findings as appropriate to the yard area in question:~~

~~Findings:~~

- ~~)—Parking within a dwelling, a garage, carport or other structure or in the rear or side yard is not feasible or will be disruptive to landmark trees or will severely restrict private outdoor living space on the site.~~
- ~~)—The area proposed for parking in the front yard will meet the minimum standard of seven (7) feet six (6) inches in width by sixteen (16) feet in length.~~
- ~~)—The parking space is designed so that no part of any vehicle will extend beyond the property line into the public right-of-way or will come within one (1) foot of the back of the sidewalk, nor permit a parked vehicle to constitute a visual obstruction exceeding three (3) feet in height within twenty-five (25) feet of the intersection of any two (2) street lines. The Planning and Zoning Commission shall not approve a front yard parking space unless a finding is made that visual obstructions are not a significant safety hazard.~~
- ~~)—Any required off-street parking spaces which are permitted in front yard areas are designed to minimize aesthetic and noise intrusion upon any adjacent property.~~
- ~~0.—Existing Garages. The Planning and Zoning Commission may find that an existing garage meets the requirements for an off-street parking space if the interior dimensions of such garage are not less than sixteen (16) feet in length, and eight (8) feet in width, for a single garage, or sixteen (16) feet in width for a double garage, and six (6) feet six (6) inches in height. The Planning and Zoning Commission may allow a local~~

obstruction (such as a chimney, stairs or other feature) to protrude into the required parking space dimension, upon finding that such obstruction does not impede the ability to park vehicles in the garage.

- ~~0.—Garages in Front Yards of Up-Slope Lots. Garages which are situated within required front yard areas, and are built into a slope rising above the street at a ratio of one (1) vertical to two (2) horizontal, or greater, may be maintained or rebuilt to accommodate the same number of spaces as exist, so long as the minimum dimensions stated in subsection 20.28.050.A.1 are met. Such garages may not be converted into non-parking use, and shall not be expanded outward or upward for the purpose of creating floor space for nonparking purposes, with the exception of access stairways connecting to the dwelling unit, which the garage serves.~~
- ~~0.—San Pablo Avenue Specific Plan planning area. Notwithstanding the parking requirements contained in subsection 20.28.030.A, new development projects with residential use classifications in the San Pablo Avenue Specific Plan planning area shall be subject to the following standards:
 - ~~)—Minimum parking requirement: zero (0) spaces per dwelling unit;~~
 - ~~)—Maximum parking requirement: as shown in Table 4 for each use;~~
 - ~~)—Unbundling: Parking spaces shall be rented separately from the rental fees for dwelling units. No resident shall be required to lease a parking space.~~
 - ~~)—Mechanical Lifts: Mechanical parking lifts may be used for parking spaces intended and required for frequent users, such as residents and employees. Lift design must allow for removal of any single vehicle without necessitating the temporary removal of any other vehicle.~~
 - ~~)—Conversion of Unneeded Parking: Parking spaces may be allowed to convert to housing, shared amenity space, personal storage, or other uses in the future if they are no longer needed. This modification shall be based on a post-occupancy study following review and approval of a conditional use permit by the Planning & Zoning Commission.~~
 - ~~)—Transportation Demand Management Plan: TDM Plan shall include, at a minimum, one (1) monthly Clipper Card and/or AC Transit EZ Pass per dwelling unit for the life of the project. Carshare and bike share services are encouraged.~~~~

JJ.E. Exceptions for Nonresidential Uses.

- ~~1.—Existing Buildings and Land Uses. The following provisions are applicable to existing buildings and land uses only, and shall not apply where construction is proposed for vacant land or any site from which existing structures have been removed or are proposed to be removed.
 - ~~)—Properties on which structures have been erected prior to the effective date of this subsection and which are in use on said date shall be deemed to be in compliance with the off-street parking requirements of this section for the existing use.~~
 - ~~)—Properties that are not in use on the effective date of this subsection, and on which the use has not been abandoned or discontinued for a continuous period specified in subsection 20.44.040, shall be deemed to be in compliance with the off-street parking requirements of this section for the last use of the property prior to the effective date of this Section 20-28.~~
 - ~~)—Any on-site parking spaces that, as of the effective date of this subsection, serve the uses referenced in Paragraphs a and b above shall be required to remain in service in order to preserve the status of compliance.~~~~

~~)- In the case of any alteration resulting in an increase of floor area, or a change of land use to a category with a greater parking space requirement, any requirement for additional parking spaces will be based solely upon the incremental change of floor area or use.~~

~~7.—Ground Floor Retail Area.~~

~~)- In the case of any new construction, enlargement, or increase of capacity involving ground floor space for retail uses in the SC and SPC districts, the calculation of the off-street parking requirement shall include a reduction of the gross building floor area by up to two thousand (2,000) square feet of ground floor retail area.~~

~~)- No change of commercial use in the SC and SPC districts shall be required to meet the off-street parking requirements of this chapter unless the structure has been expanded to include new floor area. For the purposes of this subsection, increases in floor area necessitated to bring a change of use into compliance with American Disabilities Act (ADA) or Building Code mandated improvements shall not be considered new floor area.~~

~~0.—Administrative Exception. Upon the change of use of a site or existing building or structure not otherwise requiring a conditional use permit, the Planning Director may reduce the parking requirements contained in Paragraph 2.c above upon determination that such change of use will not significantly increase the demand for employee or customer parking. In no case may such reduction result in fewer parking spaces than were required for the previous use of the subject site. Such administrative approval shall be communicated to the Planning Commission.~~

~~11.1.~~ 11.1. Planning and Zoning Commission Adjustment for Shared Parking. Off-street parking facilities for one (1) use shall generally not be considered as providing required off-street parking facilities for any other use. However, off-street parking facilities for one (1) nonresidential use may be considered as providing required off-street parking facilities for other nonresidential uses on the same site or an adjacent site based upon demonstration that the peak of aggregate parking demand for the combined uses is not greater than the number of off-street parking spaces that are available to serve the combined uses. The Community Development Director may require a survey to substantiate such a request. ~~Any adjustment made by the~~ The Planning and Zoning Commission shall be limited to a reduction of a maximum of twenty five (25%) percent of the requirement, and will be considered consider the shared parking request through a major use permit process. The recordation of a written agreement among the parties participating in the sharing arrangement shall be a condition of the use permit.

~~12.2.~~ 12.2. Planning and Zoning Commission Adjustment. The Commission may, through a major use permit process, adjust the parking requirements contained in subsection 20.28.030.B for any nonresidential use in an existing building over 2,000 square feet. In granting an adjustment the Commission shall make the following findings:

- a) On the basis of a survey of comparable situations, parking demand for the proposed use or uses will be less-more than the required number of spaces.
- b) The probable long-term occupancy of the property or structure, based on the project design, will ~~not~~ generate substantial additional parking demand.
- c) Based on a current survey of parking space availability and usage within a five hundred (500) foot walking distance of the boundary of the site of the subject building, an addition-reduction of the parking requirement will not have a substantial effect on the parking available for neighboring uses.

~~1.—Commercial Infill Adjustment for Buildings 2,000 sq. ft. or less in area. For a commercial use with a maximum gross floor area of 2,000 square feet or less in an existing building, the~~

~~Community Development Director may, through a minor use permit process, adjust the parking requirements contained in subsection 20.28.030.B or allow off-site parking.~~

~~2. Blended Commercial Parking Rates in the SC and SPC Districts. Notwithstanding the parking requirements contained in subsection 20.28.030.B, commercial use classifications in the SPC and SC Districts shall be subject to the following parking standards:~~

- ~~d) Restaurants: Restaurant uses shall have a minimum parking requirement of 1 space per 200 square feet of gross floor area.~~
- ~~e) General Standard: The district minimum parking requirement for all other commercial uses is 1 space per 400 square feet of gross floor area. In the SPC District, this standard may be used at the time of initial construction unless a use with a more restrictive parking requirement is identified.~~

~~KK. Exceptions for Nonresidential Uses in a Residential Mixed-Use Development. Where both residential and nonresidential uses are proposed to be combined in a single development project, the Planning and Zoning Commission, through the major use permit process, may adjust the amount of off-street parking required for the nonresidential portions of the project, so long as the requirements of subsection 20.28.030.A for residential use are met. In granting any such adjustment, the Commission shall make the following findings:~~

~~Findings:~~

- ~~3. The aggregate amount of parking provided on site, or otherwise made available meets the anticipated demands of all users of the project, considering hours of usage and other demand factors.~~
- ~~4. A minimum of one (1) parking space is available for the exclusive, full-time (twenty-four (24) hour) use of occupants of each residential unit.~~
- ~~5. Except as provided in Paragraph 2 preceding, spaces are not designated for exclusive use of any residential or nonresidential owner or tenant.~~
- ~~6. Sufficient legal agreements are or will be in effect to assure continuing management of parking facilities as a single entity, with assurances as to accessibility by legitimate users of the mixed-use project.~~

~~LL. City Council Authorized to Modify Measure D Parking Requirements. After following the normal procedures for amending City Zoning Ordinances, including compliance with the California Environmental Quality Act and conducting duly noticed public hearings before the Planning and Zoning Commission and City Council, the City Council may amend the residential parking requirements established by Measure D (enacted by the Albany voters on November 7, 1978). Such amendments may include, but are not limited to, modifications to the number of parking spaces required per dwelling unit for residential uses in residential districts, as well as the provisions of Measure D which allow the Planning Commission to reduce these residential parking requirements by Conditional Use Permit upon making specified findings. This provision is not intended to limit in any way the authority and discretion which the City Council currently possesses to adopt Zoning Ordinance amendments.~~

§ 20.40.030 **Inclusionary Housing.**
[Ord. No. 05-06]

...

F. Incentives. In the interest of promoting the creation of housing units that are affordable to lower-income households, the City may grant certain incentives for projects that exceed the minimum required number of inclusionary housing units, where it is demonstrated that the granting of such incentives is necessary to assure the economic feasibility of a project. Incentives shall not be applicable to secondary residential units or single-family dwellings in R-1 Single-Family Residential districts. This paragraph shall not apply to projects for which a density bonus is proposed pursuant to Government Code Section 65915 and subsection **20.40.040** of this chapter, which provide separate regulations on incentives. In order to encourage the on-site inclusion of affordable units in housing development projects proposed under this subsection, the City, at its discretion, may grant incentives including but not limited to the types listed below. In granting any such incentive the City shall make findings that:

- a) Exceptional circumstances have been demonstrated that require City assistance, and
- b) Acceptable documentation has been provided as to how such incentives will increase the feasibility of inclusion of affordable units in the development project, and
- c) The project exceeds the minimum requirement for provision of inclusionary housing units.

1. Modification of Development Regulations: The City recognizes that modification to the following requirements (not listed in any order of priority) could result in financially sufficient, and actual, cost reductions that would facilitate additional inclusionary housing units. Such modifications may be made without a variance, subject to the making of findings a) through c) in this paragraph E.:

a. Setback from a street or nonresidential property line.

~~b. Off-street parking requirement for commercial space in a mixed-use development.~~

~~b.~~ Maximum lot coverage.

~~c.~~ Setback from a residential property line, except where a daylight plane is required.

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§ 20.40.040 **Density Bonus, Incentives or Concessions, Waivers or Reductions.**
[Ord. No. 05-06; Ord. No. 2014-11 § 6; Ord. No. 2018-04]

The City will facilitate the production of housing units for eligible households in accordance with California Government Code Sections 65915 through 65918, as described in this subsection. For purposes of this subsection, "Housing Development" shall have the meaning stated in Government Code Section 65915 (i). The City will grant a density bonus, incentives or concessions, and/or waivers or reductions of development standards ~~and parking ratios~~, as described below.

...

~~F. Off-Street Parking.~~

- ~~1. Parking Ratios. Notwithstanding the provisions of Section 20.28 of this chapter, the City will permit, if specifically requested by an applicant for approval of a housing development project that qualifies for a density bonus under paragraph A of this subsection, an off-street parking ratio, inclusive of handicapped and guest parking, to be limited, without requirement of a variance, to the ratios mandated by Government Code Section 65915 (p), as follows:

 - ~~a. Zero (0) to one (1) bedroom: one (1) on-site parking space~~
 - ~~b. Two (2) to three (3) bedrooms: two (2) on-site parking spaces~~
 - ~~c. Four (4) and more bedrooms: two and one-half (2-1/2) parking spaces~~~~
- ~~2. Configuration. Off-street parking spaces provided pursuant to this paragraph may be arranged in tandem and may be uncovered.~~
- ~~3. Proximity to Transit. Notwithstanding the provision of subsection 1 above, if a development includes the maximum percentage of low income or very low income units provided for in Government Code Section 65915 (f) (1) and (2), and is located within one-half mile of a major transit stop, as defined in of Section 21155(b) of the Public Resources Code, and there is unobstructed access to the major transit stop from the development, then, upon the request of the developer, the City shall not impose parking ratios that exceed 0.5 spaces per bedroom.~~
- ~~4. Affordable Rental Units. Notwithstanding the provision of subsection 1 above, if a development consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in Section 50052.5 of the Health and Safety Code, then, upon the request of the developer, the city shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds the following ratios:

 - ~~a. Developments consisting solely of rental units 0.5 spaces per unit.~~
 - ~~b. Rental housing for individuals who are 62 years of age or older that complies with Sections 51.2 and 51.3 of the Civil Code: 0.5 spaces per unit. The development shall have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.~~
 - ~~c. Special needs housing development, as defined in Section 51312 of the Health and Safety Code: 0.3 spaces per unit. The development shall have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.~~~~
- ~~5. This subdivision shall apply to a development that meets the requirements of California Government Code 65915 subdivision (b) but only at the request of the applicant. A request pursuant to this subdivision shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled pursuant to subdivision (d) of California Government Code Section 65915.~~
- GF.** Affordable Housing Agreement - Density Bonus: Applicants for density bonuses shall enter into an Affordable Housing Agreement with the City, for the purpose of assuring continuing compliance with applicable provisions of Government Code Section 65915 and all applicable regulations and conditions of the City. Such Agreement shall be subject to approval by the City Council, upon recommendation of the Planning and Zoning Commission. Where project approval includes a subdivision of land, execution of an Affordable Housing Agreement shall be made a condition of approval of a tentative map. The contents of the Agreement shall be as specified in subsection 20.40.030.D.1 above, except that the requirements of paragraphs f, j, and k thereof shall be replaced by the requirements of paragraphs 1 and 2 below:

1. An applicant who seeks a density bonus for rental units targeted for lower-income and very low-income households shall agree to continued affordability under the terms specified in Government Code Section 65915(c)(1).
2. An applicant who seeks a density bonus for moderate-income units in a common interest development project shall agree that:
 - a. The initial occupants of the moderate-income units that are directly related to the receipt of the density bonus are persons and families of moderate-income, as defined in Section 50093 of the Health and Safety Code, and that the units are offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the Health and Safety Code.
 - b. An equity-sharing agreement, to be enforced by the City, shall apply to resale of the units, which shall be subject to the terms specified in Government Code Section 65915(c)(2).

HG. Application Procedures for Density Bonus.

1. General.
 - a. The granting of a density bonus is exempted, by Government Code Section 65915, from discretionary approvals. However, elements of housing development proposals may be subject to discretionary approvals or other procedures set forth in Section 20.100.
 - b. All incentives or concessions that may be proposed pursuant to the requirements of Government Code Section 65915 shall be subject to final action by the City Council.
2. Preapplication Review. Prior to filing an application for a density bonus and concessions pursuant to Government Code Section 65915 and this subsection, an applicant shall participate with City staff in a preliminary review of project plans. The Community Development Director may determine that such review be held with the Planning and Zoning Commission, in a publicly noticed meeting.
3. Application Requirements. An applicant for a density bonus pursuant to Government Code Section 65915 and this subsection shall submit an application for any discretionary approval required by this chapter for the proposed development project. If no discretionary action is required, the applicant shall submit a Zoning Clearance application for City review of the proposed density bonus. At a minimum, applications for development projects that propose a density bonus shall include the following items:
 - a. The desired density increase;
 - b. Additional incentive(s) or concession(s) requested;
 - c. Any waivers or reductions in development standards that are requested;
 - ~~d. Off street parking ratios requested;~~
 - ed. The number, type, location, size and construction scheduling of all units;
 - fe. Documentation to demonstrate that any requested concession or incentive results in identifiable and actual cost reductions, to provide for affordable housing costs.

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§ 20.40.070 **Emergency Shelter.**
[Ord. No. 05-06; Ord. No. 2014-02 § 6]

The purpose of this section is to provide guidelines to be used in the implementation of the Housing Element policies regarding the siting and permitting of emergency shelters, including fac the description of "Emergency Shelter" in subsection 20.16.050.E.

Clean-up code sections to reflect elimination of minimum parking requirements

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B. Physical Characteristics. Applicants for approval of an emergency shelter shall demonstrate the following:

- 1. The facility provides adequate living space, shower and toilet facilities and secure storage areas for its intended residents.
- 2. The facility conforms to standards for sleeping rooms, as stated in codes adopted by the City and in current effect.
- 3. The facility is a minimum of three hundred (300) feet from any other emergency shelter, as measured between the closest points of the property boundaries involved.

~~4. The facility has exclusive use of a minimum of one (1) off-street parking space plus one (1) space for each two (2) employees.~~

54. The facility shall include indoor intake and waiting areas.

65. The facility shall include adequate indoor bicycle parking for employees and residents.

76. The facility accommodates no more than 25 beds. A shelter with more than 25 beds may be allowed with approval of a major use permit by the Planning and Zoning Commission under procedures stated in Section 20.100.030.B.2.

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§ 20.100.050 Design Review.

[Ord. No. 04-09; Ord. No. 2017-05; amended 9-6-2022 by Ord. No. 2022-03]

A. Purpose and Intent. The purpose of design review is to ensure that designs of projects that are subject to review will result in improvements that are visually and functionally appropriate to their site conditions and harmonious with their surroundings, including natural landforms and vegetation. Additional purposes of design review are to ensure that signs are consistent with the character and scale of the buildings and streets; that retention and maintenance of existing buildings and landscape features are considered; that site access ~~and vehicular parking are~~ sufficient; and that public policies for water conservation and solid waste management are considered in project planning.

D. Standards of Review. The reviewing authority shall evaluate all applications for new construction, additions or modifications in terms of their adherence to the following standards, to the extent they are applicable to the project under review.

1. General Standards. The following standards are applicable to all projects for which design review is required:

d. Access. Access and circulation are safe and convenient for pedestrians and vehicles. ~~Parking facilities are provided sufficient for the use, consistent with the requirements of Section 20.32.~~ Where required, access for persons with disabilities and facilities for bicycles are included.

2. Additional Specific Standards for Single-Family Residential Additions. The following standards shall apply in addition to those listed in paragraph A above.

~~e. Off street parking spaces are provided to the property to account for the increased living area as required by subsection 20.28.020A.~~

...

F. Standards of Development. Exceptions to the usable open space, lot area, lot width, lot coverage, yards, height, ~~parking~~, loading, sign, screening and landscaping requirements of the applicable zoning district may be allowed when it can be demonstrated that such exceptions would result in a more desirable development. In granting exceptions to the above standards, the Planning and Zoning Commission shall consider additional amenities, such as usable open space, provided by the development. In all cases, each structure shall conform to the development plan.

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