



CITY OF ALBANY CITY COUNCIL AGENDA STAFF REPORT

Agenda Date: September 15, 2025
Approved by: NA

SUBJECT: Amendments to Chapter 20 of the Albany Municipal Code Sections 20.28.030.C and 20.24.050 Regarding Bicycle Parking Standards and Related Provisions – Second Reading, Pass-to-Print

REPORT BY: Leslie Mendez, Planning Manager
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SUMMARY

The action before the City Council is to adopt an ordinance modifying bicycle parking standards in Chapter 20 of the Albany Municipal Code “Planning and Zoning” (P&Z).

STAFF RECOMMENDATION

That the Council adopt Ordinance No. 2025-05, repealing and replacing subsection 20.28.030.C (“Bicycle Parking”) and amending subsection 20.24.050 (“Floor-Area Ratios”) regarding bicycle parking standards and related provisions – second reading, pass-to-print.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Consideration of the ordinance is categorically exempt from the California Environmental Quality Act ("CEQA") because the scope of this ordinance is limited to minor updates to zoning and development standards. It does not change land use or increase building density and therefore qualifies as a Class 5 Categorical Exemption (Minor Alterations in Land Use Limitations, CEQA Guidelines § 15305) and is also covered by the general exemption for projects with no potential for significant environmental impact (CEQA Guidelines § 15061(b)(3)).

BACKGROUND

At the September 2, 2025 City Council meeting, the City Council voted 4-0 to approve the first reading of an ordinance to amend the Municipal Code to update bicycle parking standards to ensure the city’s provisions for bicycle parking remain effective and consistent with Albany’s broader development, transportation, and climate goals.

DISCUSSION

The Ordinance before Council, with Council directed amendments, is for Second Reading, Pass-to-Print. The amendments adopted by Council are the following:

- Require short-term bicycle parking for non-residential projects undergoing a substantial renovation;
- Increase minimum required long-term bicycle parking for dwelling units with two or more bedrooms from 1.0 to of 1.5 spaces;

- Relocate the parking requirements for temporary events to the administrative regulations;
- Round up when calculating the number of required bicycle parking spaces;
- Swap contents of subsection 4.b.ii and 4.b.iii to improve flow; and
- Relocate the clearance requirements in the right-of-way to the administrative regulations.

If approved, a summary of the Ordinance will be published and be posted at each of the City's posting locations (City Hall, Community Center, Senior Center, and the City's website). The Ordinance will go into effect 30 days following adoption.

SUSTAINABILITY CONSIDERATIONS

The proposed code amendments are designed to align with the City's CAAP vehicle miles traveled (VMT) goals and with the following General Plan Policies and Action:

Transportation Element 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.

Transportation Element 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.

SOCIAL EQUITY AND INCLUSIVITY CONSIDERATIONS

By requiring secure bicycle parking citywide, the City can expand affordable, low-emission transportation options. Providing safe, convenient bicycle parking in all neighborhoods supports equitable mobility and fosters more inclusive communities.

CITY COUNCIL STRATEGIC PLAN INITIATIVES

These amendments support the following Strategic Plan initiatives:

Goal 1. Reduce Greenhouse Gas Pollution and Adapt to Climate Change

Objective #2: Explore opportunities to facilitate electric vehicle charging.

Goal 3. Promote Streets that Support Safety, Transportation & Mobility Options

Objective #3: Collaborate with transportation partners to increase transportation connections and options within the City.

Goal 4. Encourage Community Connectivity Through Diversity, Equity & Inclusion

Objective #1: Enhance programs and services for community members across the full lifespan and engagement on issues of equity and inclusivity.

FINANCIAL CONSIDERATIONS

None.

Attachments

1. Ordinance No. 2025-05
2. Exhibit A to Ordinance No. 2025-05 – Repeal and Replace Code Subsection 20.28.030.C
“Bicycle Parking”
3. Exhibit B to Ordinance No. 2025-05 – Amendments to Code Subsection 20.24.050 “Floor-Area Ratios”

ORDINANCE NO. 2025-05

**AN ORDINANCE OF THE ALBANY CITY COUNCIL AMENDING
CHAPTER XX OF THE ALBANY MUNICIPAL CODE “PLANNING AND
ZONING,” REPEALING AND REPLACING SUBSECTION 20.28.030.C
 (“BICYCLE PARKING”) AND AMENDING SUBSECTION 20.24.050
 (“FLOOR-AREA RATIOS”) REGARDING BICYCLE PARKING STANDARDS
 AND RELATED PROVISIONS**

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 20 established vehicle and bicycle parking requirements for land uses; and

WHEREAS, in 2023, the Planning and Zoning Commission recommended, and the City Council adopted, an ordinance making significant updates to the City's off-street vehicle parking regulations to eliminate minimum vehicle parking requirements; and

WHEREAS, following the vehicle parking amendments, the Planning & Zoning Commission directed staff to review the City's bicycle parking regulations to ensure they remain effective and consistent with Albany's broader transportation, housing, and climate goals; and

WHEREAS, consistent with section 20.100.070.C of the Zoning Code, the proposed amendments are consistent with the following policies and actions identified in the Transportation Element of the 2035 General Plan adopted by the Albany City Council in 2016:

- **Transportation Element 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.

- **Transportation Element 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.
- **Transportation Element 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.
- **Housing Element Policy 4.9 Car-Free Living.** Coordinate housing initiatives with active transportation programs, car-sharing programs, and parking initiatives so that it is easier to live in Albany without owning a private automobile. Foregoing auto ownership can reduce household transportation expenses and create more disposable income for housing.

WHEREAS, consistent with section 20.100.070.C of the Zoning Code, the proposed amendments will not adversely affect the public health, safety and general welfare of the community because:

- Accessible and secure bicycle parking directly supports cycling as a viable mode of transportation, increasing physical activity and health of cyclists;
- A shift from automobile use to cycling, facilitated by convenient bike parking, decreases vehicle emissions improving air quality;
- Increasing cycling means less reliance on motor vehicles, contributing to a quieter urban environment;
- Designated bicycle parking prevents haphazard bicycle parking that can obstruct pedestrian pathways;
- Promoting cycling through adequate parking infrastructure is a key component of

1 sustainable development, reducing reliance on fossil fuels;

2 ▪ Promoting cycling provides affordable transportation options for residents and
3 employees associated with new developments; and
4 ▪ Bicycle parking is more space-efficient than automobile parking, allowing for more
5 effective land use; and

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7 **WHEREAS**, at a duly noticed public hearing held on July 23, 2025, the Planning and
8 Zoning Commission considered the amendments and voted 5-0-0-0 to adopt a Planning &
9 Zoning resolution recommending to the City Council to amend the Zoning Ordinance; and

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11 **WHEREAS**, consideration of the ordinance is categorically exempt from the
12 California Environmental Quality Act ("CEQA") because the scope of this ordinance is
13 limited to minor updates to zoning and development standards. It does not change land use or
14 increase building density and therefore qualifies as a Class 5 Categorical Exemption (Minor
15 Alterations in Land Use Limitations, CEQA Guidelines § 15305) and is also covered by the
16 general exemption for projects with no potential for significant environmental impact (CEQA
17 Guidelines § 15061(b)(3)); and

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19 **WHEREAS**, a public hearing notice was posted in three public places pursuant to
20 California Government Code Section on August 22, 2025; and

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22 **WHEREAS**, the Albany City Council held a public hearing on September 2, 2025, to
23 discuss the proposed amendments, considered all public comments received, the presentation
24 by City staff, the staff report, and all other pertinent documents regarding the proposed request.

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

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3 **SECTION 1: CHAPTER 20 OF THE ALBANY MUNICIPAL CODE,**
4 **SUBSECTION 20.28.030.C TITLED “BICYCLE PARKING” IS HEREBY REPEALED**
5 **AND REPLACED AS SPECIFIED IN EXHIBIT A:**

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7 **SECTION 2: CHAPTER 20 OF THE ALBANY MUNICIPAL CODE,**
8 **SUBSECTION 20.24.050 TITLED “FLOOR-AREA RATIOS” IS HEREBY AMENDED**
9 **AS SPECIFIED IN EXHIBIT B:**

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11 **SECTION 5: PUBLICATION AND EFFECTIVE DATE.**

12 The summary of this Ordinance shall be posted at three public places within the
13 City of Albany and shall become effective thirty days after the date of its posting.

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ROBIN D. LÓPEZ, MAYOR

17 **ATTACHMENTS:**

18 Exhibit A – Zoning Ordinance Repeal and Replace Code Subsection 20.24.030.C
19 Exhibit B – Zoning Ordinance Amendments AMC Subsection 20.24.050

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§ 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; amended 6-1-2020 by Ord. No. 2020-04; 9-6-2022 by Ord. No. 2022-03; 12-4-2023 by Ord. No. 2023-06]

[...]

C. Bicycle Parking.

1. 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. Long-Term Bicycle Parking.** A bicycle parking facility that includes secure enclosed space with controlled access for one or more bicycles to be parked or stored for durations of greater than two hours. This includes, but is not limited to, bicycle lockers and rooms dedicated to bicycle parking and include means (e.g. racks) for securing individual bicycles.
- d. 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 for a limited duration.
- e. Large Bicycles:** Longer bicycles, such as cargo, longtail, recumbent, tandem, and bicycles with trailers, commonly used to carry children or cargo.

2. Applicability. Bicycle parking facilities shall be provided in accordance with the provisions of this ordinance for all of the following:

- a. New construction of commercial, public and quasi-public, industrial, or multi-family residential buildings;**
- b. Substantial renovation of any non-residential property – short-term bicycle parking requirements only; and**
- c. Temporary events on private property.**

3. Bicycle Parking Requirements by Use.

**Table 6. Bicycle Parking Requirements
(20.28.030)**

<u>Land Use</u>	<u>Parking Requirement¹</u>
<u>Residential (multi-family)</u>	<u>1 short-term space per 20 dwelling units</u> <u>1 long-term space per dwelling unit with less than 2 bedrooms</u> <u>1.5 long-term spaces per dwelling unit with 2 or more bedrooms</u>

Table 6. Bicycle Parking Requirements
(20.28.030)

Land Use	Parking Requirement¹
<u>Commercial / Public and Quasi-Public</u>	<u>1 short-term space per 1,500 sq. ft. of floor area</u> <u>1 long-term space per 10 employees, or 1 long-term space for every 10,000 square feet of floor area (whichever is greater)</u>
<u>Industrial / Manufacturing</u>	<u>1 long-term space per 10 employees, or 1 long-term space for every 10,000 square feet of floor area (whichever is greater)</u>
<u>Temporary Events</u>	<u>Number of spaces as established by the Administrative Regulations</u>

Notes:

¹ Calculations for the number of required bicycle parking spaces shall be rounded up to the nearest whole number.

4. Additional Requirements.

- a. Long-term Bicycle Spaces. The following regulations apply to all developments with long-term bicycle spaces:
 - i. No more than 50% of all bicycle parking spaces shall require manual lifting to use;
 - ii. At least 20% of required long-term spaces shall accommodate large bicycles; and
 - iii. At least 20% of required long-term bicycle spaces shall have electrical sockets accessible to the spaces, half of which should be made available to the large bicycle parking spaces.
- b. Bicycle Racks. The following regulations apply to bicycle rack installation:
 - i. Bicycle racks shall be securely anchored to the surface to prevent easy removal and shall be of sufficient strength to resist vandalism and theft.
 - ii. Wherever placement of a rack for short-term bicycle parking is determined to be infeasible on-site, the rack may be installed within the public right-of-way, subject to review and approval by the Public Works Director. Such review shall include, but not be limited to, the proposed rack design, location, installation method, and issuance of an encroachment permit.
 - iii. Bicycle racks located in the public right-of-way shall be installed in a manner that ensures safe and convenient ingress and egress for vehicles and shall maintain a minimum unobstructed accessible sidewalk clearance as established in the Administrative Regulations.
 - iv. In the Solano Commercial (SC) and San Pablo Commercial (SPC) Zoning Districts, racks for short-term bicycle parking may be located within the public

right-of-way regardless of on-site feasibility and shall be subject to the same review and approval requirements as outlined above.

- c. Commuter Amenities. All businesses employing more than fifty (50) persons and operating within newly constructed buildings shall be required to provide on-site bicycle commuter amenities, including showers, lockers, and changing facilities, to support active transportation.
 - i. The design, quantity, and placement of such amenities shall conform to the specifications outlined in the City's administrative regulations (see subsection 5 below).
 - ii. The number of employees of a business shall be defined as the number persons working on-site during at any one time.
- d. Temporary Events/Festivals. Event organizer(s) shall provide free monitored bicycle parking within one block of a primary event entrance, with the parking area free of obstructions, located on open, flat surfaces where feasible, and clearly marked. Event organizers must promote bicycle parking in all publicity materials, including the number of spaces and location, and must give bicycle parking equal prominence as other transportation information. For recurring events, organizers shall track the number of bicycles parked to inform future planning efforts.

5. Administrative Regulations.

- a. The Community Development Director shall develop, publish, and maintain administrative regulations which shall govern the design, placement, materials, and installation of bicycle parking facilities required under this ordinance. These standards shall be made publicly available and may be revised periodically by the Director to incorporate best practices, advancements in bicycle parking technology, and evolving community needs
- b. Compliance with the administrative regulations shall be mandatory for all applicable use permits and development projects. No permit shall be issued unless the required bicycle parking facilities have been verified in conformance with these standards.

§ 20.24.050. Floor-Area Ratios. [Ord. No. 04-09; Ord. No. 09-011 § 10; Ord. No. 2017-05 § 1; amended 1-16-2024 by Ord. No. 2023-07]

- A. General. For buildings other than single-family residences, Floor Area Ratio (FAR) shall be calculated according to the definition provided in the Definitions section (20.08.020) of this chapter. Permitted ratios in the various zoning districts shall be as shown in the Table of Site Regulations by District, Section 20.24.020.
- B. Single-Family Residences. The following standards shall apply both to new construction on single-family lots, and to additions to existing single-family units. It is the intent of the City that all such construction be compatible with neighboring residential development. A ratio of the gross square footage of structures on a site to the land area of the site shall be employed by the Planning and Zoning Commission as a means of evaluating the bulk of any proposed residential building.
 - 1. For purposes of this section, Floor Area Ratio (FAR) shall be calculated as the total gross square footage of the building divided by the total land area of the site. The calculation of gross square footage shall include consideration of the following factors where applicable:
 - a. Gross square footage shall include all covered space located on the site.
 - b. Any covered parking area which is enclosed by two (2) or more walls, whether attached to or detached from the main dwelling structure, shall be included in the calculation of gross square footage, with the exception that one (1) a maximum of 220 square feet of interior space of such enclosed parking ~~space area~~—for automobiles or bicycles~~, with a maximum interior area equal to the minimum requirement for a single enclosed parking space, as stated in subsection 20.28.50.A.1.a.~~— may be excluded from said calculation.
 - c. ADUs with a maximum size of eight hundred (800) square feet may be excluded from said calculation.
 - d. Any covered area on or below the first or main floor, shall be considered a story and shall be calculated in the floor-area ratio if the average height of the perimeter is greater than five (5) feet, except a single parking area may be excluded as provided in Paragraph B.1.b above. Measurement of height shall be taken from existing grade conditions at the time the application is filed from the exterior to the top of existing finished floor of the first, main or story above. For the purposes of calculating Floor Area Ratio pursuant to this section, the average perimeter height shall not be altered to achieve a height less than five (5) feet.
 - e. Decks, patios or other usable open areas shall be excluded from calculation of gross square footage, except where such element is enclosed on three (3) or more sides. (Two (2) walls and a solid roof shall be counted as three (3) sides.)
 - f. The total exterior gross square footage of the footprint above and below the stairs shall be calculated for the purposes of FAR. Deductions shall be made for the actual stairwell footprint, up to a sixty (60) square foot maximum deduction from the overall FAR.

- g. Any attic space having a floor area of at least one hundred fifty (150) square feet with a ceiling height of seven (7) feet six (6) inches or more shall be calculated as gross square footage.
2. Except in the Residential Hillside Development District (RHD), the total gross square footage of single-family dwellings shall not exceed a Floor Area Ratio of .55. The Planning and Zoning Commission may approve a floor/area ratio of up to .60 based on determination that any of the following conditions exist:
 - a. The site is of such a size that application of the .55 floor/area ratio would result in a gross square footage of less than one thousand five hundred (1,500) square feet.
 - b. The site is in a zone other than R-1 and buildings on any surrounding properties exceed FAR .60, and the higher FAR is warranted by considerations of harmonious transition among properties.
 - c. The proposed design has architectural features, which contribute substantially to neighborhood quality, which could not be achieved in a smaller building mass.
3. In the Residential Hillside Development District, total gross square footage shall not exceed a Floor Area Ratio of .50, as provided in subsection 20.24.20.A, Note 8.

C. ~~Commercial~~Non-Residential, Multifamily and Mixed Uses: Calculation of Enclosed Parking Area. Enclosed off-street parking area serving commercial, multifamily or mixed uses shall be included in the calculation of the gross floor area, with the following exceptions:

1. Long-term bicycle parking, as defined in subsection 20.28.030.C, may be excluded from the Floor Area Ratio of a development project.
- 2.3. Enclosed parking areas that are located entirely below grade shall not be included in calculating the Floor Area Ratio of a development project.
- 2.3. Enclosed parking areas that meet the minimum requirement for the number of off-street parking spaces for a commercial use shall not be considered in calculating the Floor Area Ratio of a development project. However, where any enclosed parking spaces, other than those located entirely below grade, are provided in excess of the minimum requirement for commercial use, the area occupied by those additional spaces shall be included in the calculation of the Floor Area Ratio. If such additional spaces cause the allowable commercial Floor Area Ratio to be exceeded, the additional floor area for parking shall be subject to consideration through a use permit procedure.