

	Element	New and Substantially Amended GP Goals, Polices, and Actions	
1.	Land Use	Policy 1.4: Lot Sizes Mergers. Incentivize lot mergers for multi-family housing development in Zones C and D, and create lot merger standards to increase the availability of sites suitable for housing development in the City.	
2.	Land Use	Policy 1.7: Incentives for Affordable Accessory Dwelling Units. Incentivize the production of affordable accessory dwelling units by relaxing standards, including increasing the allowed height of ADUs, increasing the square footage expansion allowed for existing accessory buildings, and allowing three ADUs on a single-family property.	
3.	Land Use	Policy 1.8: Residential Parking. Allow parking reductions for certain residential uses, including affordable projects, housing for seniors, and special needs groups, hospices, nursing homes, convalescent facilities, group homes for minors, people in recovery, community care facilities, and persons with disabilities in order to reduce constraints that may adversely affect access to adequate housing options for Piedmont residents or affect project feasibility.	
4.	Land Use	Policy 1.9: Implement Housing Element. Facilitate increased housing production, the development of new housing, and implementation of Housing Element programs and policies to increase the availability of housing affordable to households of all income levels.	
5.	Land Use	Policy 2.2: Mixed Use Development. Within the Grand Avenue and Civic Center commercial districts, support mixed-use development that combines ground floor commercial uses and upper story residential uses and 100 percent residential development affordable to households earning less than 80 percent of the area median income (AMI).	
6.	Land Use	Policy 2.4: Commercial Parking. Allow parking reductions for certain multi-family, mixed-use, and affordable projects in the city's two commercial districts in order to reduce constraints that may adversely affect multi-family project feasibility in a way that balances the needs of local businesses with those of immediately adjacent residents and the community at large. Consider incentives for Transportation Control Measures (TCM) and Transportation Demand Management (TDM) methods. Also see Program 4.L in the Housing Element.	
7.	Land Use	Action 2.A: Allow Multi-family Residential in Commercial Zones. Amend City regulations so that multi-family housing becomes a permitted use in the Commercial zone (Zone D). Update development regulations (including increased height up to four stories and reduced parking) for multi-family and residential mixed -use developments.	
8.	Land Use	Policy 3.2: Need for Public Land. Retain a sufficient supply of public land to support all essential local government activities, including schools, parks, municipal maintenance facilities, utilities, cultural facilities, police and fire stations, and administrative offices. In the event public land becomes available for another purpose, first priority shall be placed on uses that benefit Piedmont residents, including housing.	
9.	Land Use	Policy 3.7: Religious Uses. Recognize the important contribution of religious facilities and parochial schools (and any related accessory uses, including housing) to Piedmont while ensuring that any adverse effects of operation or expansion are mitigated.	
10.	Land Use	Action 3.B: Accessory Uses. Amend the zoning code to allow emergency shelters, multi-family housing, transitional and supportive housing, and single-room occupancy (SROs) up to 21 dwelling units per acre by right as an accessory use to religious institution sites in Zone A	

11.	Land Use	Policy 4.3: Moraga Canyon. Promote market-rate and affordable housing development in Moraga Canyon, while maintaining, replacing, and enhancing existing City operations (such as the Corporation Yard) and recreational and open space uses, including Blair Park, Coaches Field, and the Mountain View Cemetery Association property.	
12.	Land Use	Action 4.C: Implement Moraga Canyon Specific Plan (Housing Element Program 1.L). Complete the preparation of the Moraga Canyon Specific Plan to maintain, replace, and improve existing City facilities, open space, and recreational amenities and to facilitate construction of 132 units of new housing, 60 of which would be reserved for lower income households (see Housing Element program 1.L).	
13.	Transportation	Policy 7.1: Balancing Travel Modes. Ensure that land use and transportation planning and design balance the needs and safety of motorists, transit users, pedestrians, and bicyclists. Where feasible, future land use and transportation decisions should discourage driving in single passenger autos and instead encourage alternative modes of travel. CIP investments in Piedmont’s circulation system should be directed toward improvements that benefit motorists, transit users, pedestrians, and bicyclists.	
14.	Transportation	Policy 7.3: Reducing Vehicle Miles Traveled. Implement the Piedmont Policy for Analyzing VMT impact under CEQA, adopted by Resolution 33-2023 in May 2023. Support changes that would reduce the number of vehicle miles traveled (VMT) by Piedmont residents, including continued support for transit, enabling residents to conduct business with City Hall on the internet, allowing home-based businesses, supporting telecommuting, encouraging carpooling, improving public transit, and upgrading facilities for bicycles and pedestrians.	
15.	Transportation	Policy 7.5: Public Facility Access. Consider pedestrian access, bicycle access, and public transit access when making investment decisions about future parks, schools, and other public facilities. Also, ensure that new public facilities, housing, and commercial uses are designed to include features that encourage walking, bicycling, and transit.	
16.	Transportation	Action 7.C: Complete Streets. Continue to maintain and update the Piedmont Safer Streets Plan to guide the design of Piedmont’s roadways, intersections, sidewalks, and bike lanes to implement Complete Streets improvements.	
17.	Transportation	<p>Action 7.D: VMT Screening Thresholds and Analysis. The following types of developments “screen out” of the required project-specific VMT programs set forth below: small multifamily and residential developments generating fewer than 50 automobile trips per day, development within 0.25 miles of a high-quality transit corridor, 100 percent affordable residential development, and small infill residential development generating fewer than 50 automobile trips per day.</p> <ul style="list-style-type: none"> o Individual housing developments that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis consistent with the City’s adopted Policy for Analyzing VMT Impact under CEQA, and modified as necessary to be consistent with local, regional and/or State thresholds and methodologies. o Development that results in significant VMT impacts shall include one-time physical and on-going operational travel demand management (TDM) measures to reduce VMT, including but not limited to the following: <ul style="list-style-type: none"> • Limit parking supply. 	

		<ul style="list-style-type: none"> • Unbundle parking costs (i.e., sell or lease parking separately from the housing unit). • Provide car sharing, bike sharing, and/or scooter sharing programs. • Subsidize transit passes. • Contribution to a VMT mitigation fee program, bank, or exchange. 	
18.	Transportation	Policy 8.2: Development-Related Improvements. When new development is proposed, require the improvements necessary to ensure that satisfactory operating conditions are maintained on adjacent roads. Widening roads to increase their capacity is generally discouraged, while road widening that affords additional turning lanes, traffic controls, or pedestrian improvements is encouraged.	
19.	Transportation	Action 10.E: Piedmont Safer Streets Plan. Continue to maintain and implement the Piedmont Safer Streets Plan which outlines safety, maintenance, and education programs; and identifies capital improvements to encourage pedestrian travel and bicycling in Piedmont. Pursue grant funding and consider use of Measure B funds to update the Piedmont Safer Streets Plan..	
20.	Transportation	Policy 11.1: Off-Street Parking Standards. Maintain off-street parking requirements for new development—including the addition of bedrooms to existing residences—that minimize increases in on-street parking. At the same time, consider modifications to the parking standards which recognize factors such as proximity to major bus lines, incentives for hybrid or electric vehicles, allowances for bicycles, and other measures which discourage driving. These modifications could include allowing smaller parking spaces and reduced parking requirements under appropriate conditions.	
21.	Transportation	Policy 11.5: Managing Parking Demand. Schedule City and School District activities and events to avoid major parking conflicts and periods of excessive demand. Develop Transportation Demand Management programs for new housing development and mixed-use commercial and residential development.	
22.	Transportation	Policy 12.5: Piedmont Safer Streets Plan. Continue to maintain and implement the Piedmont Safer Streets Plan. Use neighborhood-wide traffic management plans to evaluate possible traffic calming measures, rather than identifying improvements on a piecemeal, project-by-project basis. Engage and educate the community about traffic safety and alternative modes of transportation. Evaluate and design complete streets improvements to Piedmont's roadways.	
23.	Natural Resources and Sustainability	Policy 13.1: Respecting Natural Terrain. Maintain the topography of Piedmont by discouraging inappropriate grading and alteration of hillsides. Planning and building regulations should ensure that any construction on steep slopes is sensitively designed and includes measures to stabilize slopes, reduce view blockage, and mitigate adverse environmental impacts. Designate environmentally sensitive hillside areas as protected zones, restricting intensive development to maintain the natural landscape and prevent erosion.	
24.	Natural Resources and Sustainability	Policy 13.2: Erosion Control. Reduce soil loss and erosion by following proper construction and grading practices, using retaining walls and other soil containment structures, and development control measures on very steep hillsides. Development activities within hillside areas shall adhere to strict guidelines to minimize disturbance to native vegetation and habitats.	

25.	Natural Resources and Sustainability	Policy 13.3: Creek Protection. Retain creeks in their existing natural condition rather than diverting them into man-made channels or otherwise altering their flow. Riparian vegetation and habitat along the city's creeks should be protected by requiring setbacks for any development near creek banks. These setbacks should be consistent with state and federal laws governing stream alteration. Figure 5.2 should be used as a general guide for identifying creeks subject to this policy, but it is not intended to be a comprehensive inventory of all watercourses in the city.	
26.	Natural Resources and Sustainability	Policy 13.4: Conserving Native Vegetation. Require new development (including expansion of existing residences and major landscaping projects) to protect native vegetation, particularly woodland areas that support birds and other wildlife to the extent practicable.	
27.	Natural Resources and Sustainability	Policy 13.6: Floodwater Accommodation for Groundwater Recharge Identify suitable land areas within creeks' riparian zones or other designated zones for floodwater accommodation to facilitate groundwater recharge. These areas shall be managed and maintained to allow controlled floodwater infiltration, aiding in recharging local aquifers and supporting sustainable groundwater levels.	
28.	Natural Resources and Sustainability	Policy 13.7: Stormwater Management and Green Infrastructure Prioritize the implementation of green infrastructure solutions, such as permeable pavements, vegetated swales, and rain gardens, to manage stormwater runoff. Incorporate green infrastructure practices into urban planning. New developments and redevelopment projects shall incorporate best practices for stormwater management that mimic natural hydrological processes, reducing the burden on conventional drainage systems.	
29.	Natural Resources and Sustainability	Policy 13.8: Conservation Easements and Land Acquisition Explore opportunities to establish conservation easements on private properties located in creeks' riparian zones or ecologically valuable areas adjacent to creeks and woodlands habitats, ensuring long-term protection. Consider acquiring lands of significant ecological importance or strategic value for floodwater management and groundwater recharge purposes through partnerships or direct purchases.	
30.	Natural Resources and Sustainability	Policy 13.9: Monitoring and Adaptive Management. Implement a regular monitoring program to assess the health and resilience of the identified natural features, including creeks, and woodlands. Findings from the monitoring program will be used to inform adaptive management strategies, making necessary adjustments to policies and practices to ensure the continued protection and enhancement of natural features.	
31.	Natural Resources and Sustainability	Policy 13.10: Nesting Bird Protection. Development projects that involve tree removal or significant tree trimming shall take steps to avoid impacts to nesting birds. Initial site disturbance activities for construction, including vegetation and concrete removal, shall be avoided during the general avian nesting season (February 1 to August 30). If nesting season avoidance is not feasible, the applicant shall retain a qualified biologist to conduct a preconstruction nesting bird survey to determine the presence/absence, location, and activity status of any active nests on or adjacent to the project site. In the event that active nests are discovered, a suitable buffer (typically a minimum buffer of 50 feet for passerines and a minimum buffer of 250 feet for raptors) shall be established around such active nests and no construction shall be allowed inside the buffer areas until a qualified biologist has determined that the nest is no longer active (e.g., the nestlings have fledged and are no longer reliant on the nest). No ground-disturbing activities shall	

		occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest.	
32.	Natural Resources and Sustainability	Policy 13.11: Bird Safe Design. Development projects (excluding small structures exempt under CEQA) shall incorporate bird-friendly building materials and design features to prevent bird strikes and collisions. Strategies for bird safe designs include but are not limited to: prohibiting glass walls around planted atria or windows installed perpendicularly on building corners; directing external lighting downward or shielding light fixtures to prevent light from spilling upward; designing building and landscaping without features known to cause collisions such as clear glass terrace, deck, or porch railings; using bird glazing treatments such as fritting, netting, permanent stencils, frosted glass, exterior screens, or physical grids placed on windows.	
33.	Natural Resources and Sustainability	Policy 13.12: San Francisco Dusky Footed Woodrat Protection. For development projects where construction would take place within 50 feet of woodland or riparian habitat (excluding remodels of existing structures), a qualified biologist shall conduct a pre-construction survey for woodrats no more than 14 days prior to construction. Middens (woodrat or other packrat nest structure) within 50 feet of project activity that would not be directly impacted by project activity should be demarcated with a 10-foot avoidance buffer and left intact. If a midden(s) that cannot be avoided is found during the pre-construction survey, an approved biologist should monitor the dismantling of the midden by a construction contractor to assist with the goal of ensuring the individuals are allowed to leave the work areas unharmed before on site activities begin.	
34.	Natural Resources and Sustainability	Policy 13.13: Roosting Bat Protection. For development projects that involve the removal of on-site trees or demolition of vacant structures, a qualified biologist shall conduct a focused survey of trees and structures to be removed to determine whether active roosts of special-status bats are present. Trees and/or structures containing suitable potential bat roost habitat features shall be clearly marked or identified. If active roosts are present, the biologist shall prepare a sitespecific roosting bat protection plan to be implemented by the contractor following the City's approval.	
35.	Natural Resources and Sustainability	Policy 13.14: Paleontological Resources. For new development that involves ground disturbance within the high sensitivity Pleistocene alluvial fan and fluvial deposits (Qpaf) geologic unit, the project applicant shall retain a Qualified Paleontologist prior to excavations who shall direct all mitigation measures related to paleontological resources. If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity shall cease and the construction contractor shall contract a qualified paleontologist to evaluate the find and make appropriate recommendations. If warranted, the paleontologist shall prepare and implement a standard Paleontological Resources Mitigation Program for the salvage and curation of the identified resources.	
36.	Natural Resources and Sustainability	Action 13.B: Hillside Development Guidelines. Consider revising the Piedmont Design Standards and Guidelines to include standards for the sensitive development of hillside sites.	
37.	Natural Resources and Sustainability	Action 13.E: Hydrogeological Studies. Conduct a comprehensive hydrogeological study in collaboration with the Water Quality Control Board to assess the city's water systems, identify flood risk areas, and determine suitable locations for floodwater accommodation and groundwater recharge zones.	

38.	Natural Resources and Sustainability	Action 13.F: Development of Zoning Regulations. Revise existing zoning regulations or develop new ones to align with the identified policies, promoting sustainable land use practices, and ensuring compliance with flood management and conservation goals.	
39.	Natural Resources and Sustainability	Action 13.G: Inventory of Natural Features. A comprehensive inventory of existing riparian habitats, woodlands, environmentally sensitive hillside areas, and potential floodwater management sites shall be conducted to inform decision-making and resource allocation.	
40.	Natural Resources and Sustainability	Action 13.H: Seek Funding for Implementation. Explore funding opportunities and grants to support urban forest expansion, riparian habitat restoration, and floodwater management projects.	
41.	Natural Resources and Sustainability	Policy 14.4: Retention of Healthy Native Trees. Encourage the retention of healthy native trees as new construction takes place, including new multifamily development, mixed-use commercial and residential development, home additions and landscaping projects. Existing significant trees should be conserved where feasible when development takes place.	
42.	Natural Resources and Sustainability	Policy 15.1: Transportation Control Measures. Implement transportation control measures (TCMs) and Transportation Demand Management (TDM) to reduce air pollution emissions at the local level. This should include measures to promote walking and bicycling, continue casual carpooling, sustain or increase public transit service to Piedmont, and coordinate with other jurisdictions to create a more balanced and integrated transportation system. Create incentives, such as parking reductions, for development that incorporates complementary uses, TCMs, and TDM.	
43.	Natural Resources and Sustainability	Policy 15.6. Construction Emissions Screening. For individual projects subject to CEQA that do not meet the Bay Area Air Quality Management District (BAAQMD) construction and/or operational screening criteria under as provided in the 2022 BAAQMD CEQA Guidelines (or the guidelines in place at the time of development), individual air quality analysis shall be conducted to determine project significance. Where individual projects exceed BAAQMD significance thresholds, mitigation measures shall be incorporated to reduce emissions to below thresholds. Construction mitigation measures may include, but are not limited to, incorporation of Tier 4 and/or alternative fueled equipment, use of onsite power sources instead of generators, and use of low/no-VOC content architectural coatings. Operational mitigation measures may include, but are not limited to, increased incorporation of photovoltaic systems (PV) beyond regulatory requirements, increased incorporation of EV charging stations and/or infrastructure beyond regulatory requirements, incorporation of a development-wide ride-share system, or elimination of natural gas usage within residential developments. Individual project analysis and accompanying emission-reduction measures shall be approved by the City prior to issuance of a permit to construct or permit to operate.	
44.	Natural Resources and Sustainability	Policy 15.7 Construction Emissions Control Measures. As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM10 (Table 5-2, Basic Best Management Practices for Construction-Related Fugitive Dust Emissions Recommended for All Proposed Projects, of the 2022 BAAQMD CEQA Guidelines, or applicable best management practices in BAAQMD's guidelines in place at the time of development), outlined below.	

		<ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times a day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. 7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel. 9. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations. 	
45.	Natural Resources and Sustainability	<p>Policy 15.8 Construction Health Risk Assessments. Development projects (excluding small structures exempt under CEQA) where construction activities would occur within 1,000 feet of sensitive receptors, would last longer than two months, and would not utilize Tier 4 and/or alternative fuel construction equipment, shall perform a construction health risk assessment (HRA). If an HRA is to be performed, the HRA shall determine potential risk and compare the risk to the following BAAQMD thresholds:</p> <ul style="list-style-type: none"> • Non-compliance with Qualified Community Risk Reduction Plan; • Increased cancer risk of > 10.0 in a million; • Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute); or • Ambient PM2.5 increase of > 0.3 µg/m³ annual average <p>If risk exceeds the thresholds, measures such as conditions of approval limiting use of diesel equipment to a maximum of two months, and requiring the use of Tier 4 and/or alternative fuel construction equipment for construction lasting longer than 2 months shall be incorporated to reduce the risk to appropriate levels.</p>	
46.	Natural Resources and Sustainability	<p>Policy 15.9 Roadway Health Risk Assessments. Residential development projects (excluding small structures exempt under CEQA) that would be sited within 500 feet of a roadway with 10,000 vehicles per day or more such as Park Boulevard and Oakland Avenue, the Bay Area Air Quality Management District (BAAQMD) shall be consulted to determine if a health risk assessment (HRA) is necessary. The roadway HRAs shall demonstrate that roadway impacts are below the BAAQMD's single-source risk and hazard thresholds. If risks and hazards exceed the applicable BAAQMD thresholds, then feasible project design features such as high-efficiency particulate air (HEPA) filtration shall be incorporated into the project. Screening tools may</p>	

		be used to assess health risks in lieu of a roadway HRA if said tools are the most current published BAAQMD tools	
47.	Natural Resources and Sustainability	Policy 16.2: Sustainable Development. Support the use of sustainable development methods in new construction and rehabilitation projects, including both public agency projects, multifamily development, mixed-use commercial and residential development, and private projects undertaken by homeowners.	
48.	Natural Resources and Sustainability	Policy 16.7: Water Quality. Implement green infrastructure and Low Impact Design (LID) practices for new construction and city facilities where applicable and consistent with the MS4 permit requirements.	
49.	Natural Resources and Sustainability	Policy 16.7: Greenhouse Gas Emissions Reductions. Single-family and multifamily development projects shall be encouraged to not include natural gas appliances or natural gas plumbing and shall achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2	
50.	Environmental Hazards	Policy 18.8: Siting of New Developments. Minimize risks from landslide by requiring new developments to be sited outside of hazards areas, when possible, and to incorporate design that minimizes the potential for damage.	
51.	Environmental Hazards	Policy 18.9: Landslide Susceptibility Inspections. Regularly inspect locations with high landslide susceptibility directly following major storm and atmospheric events.	
52.	Environmental Hazards	Policy 19.1: Locate New and Existing Critical Facilities Outside of Very High Fire Hazard Severity Zones. Protect and harden critical facilities from natural hazards and minimize interruption of essential infrastructure, utilities, facilities, and services.	
53.	Environmental Hazards	Policy 19.2: Minimize Risk to New Residential Development in Very High Fire Hazard Severity Zones. Develop stringent initial site design and on-going maintenance standards incorporating adequate mitigation measures into individual developments to achieve an acceptable level of risk, considering the increased risk associated with wildland fire hazards due to climate change.	
54.	Environmental Hazards	Policy 19.3: New Development Siting. Require new development located along steep slopes and amidst rugged terrain to be fire resistant and avoid contributing to rapid fire spread and or decreased accessibility for firefighting.	
55.	Environmental Hazards	Policy 19.4: Density Management. Develop and implement density management strategies that cluster residential developments and minimize low-density exurban development patterns, or developments with undeveloped wildland between them, to reduce amounts of flammable vegetation and collective exposure to wildfire risk.	
56.	Environmental Hazards	Policy 19.5: Landscape Features. Site structures to maximize low-flammability landscape features to buffer against wildfire spread.	
57.	Environmental Hazards	Policy 19.6: Development Water Systems. Permit development only within areas that have adequate water resources available, to include water pressure, onsite water storage, or fire flows.	
58.	Environmental Hazards	Policy 19.7: Fire-Fighting Water Flow. Coordinate with East Bay Municipal Utility District to support the maintenance and long-term integrity of adequate water supplies throughout the City and provision of adequate water storage to meet future peak fire demand during times of peak domestic demands. As funding allows, undertake improvements for areas where capacity is determined to be deficient.	
59.	Environmental Hazards	Policy 19.8: Fire Protection. Require that new development have adequate fire protection, including proximity to adequate emergency services,	

		adequate provisions for fire flow and emergency vehicle access and fire hardened communication, including high speed internet service.	
60.	Environmental Hazards	<p>Policy 19.9: Fire Protection Plans for New Development. Require fire protection plans for all new development, including new development within VHFHSZs. Fire protection plans shall contain the following components:</p> <ul style="list-style-type: none"> • Risk Analysis • Fire Response Capabilities • Fire Safety Requirements – Defensible Space, Infrastructure, and Building Ignition Resistance • Mitigation Measures and Design Considerations for Non-Conforming Fuel Modification • Wildfire Education, Maintenance, and Limitations • Evacuation Planning 	
61.	Environmental Hazards	<p>Policy 19.10: Reducing Fire Hazards. Maintain building and development regulations that minimize the potential for damage, injury, or loss of life due to fire. Ensure that development is designed and constructed in a manner that minimizes the risk from fire hazards by increasing resistance of structure to heat, flames, and embers. Where appropriate, this should include the use of fire-resistant building materials, fire sprinklers, non-combustible roofing materials, and other fire suppression and risk-reduction measures. Review current building code standards and other applicable statutes, regulations, requirements, and guidelines regarding construction, and specifically the use and maintenance of risk reduction measures and consider adopting amendments to implement these standards.</p>	
62.	Environmental Hazards	<p>Policy 19.11: Fire Hazard Reduction Around Buildings and Structures Regulations. Update the City's development standards to meet or exceed title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for VHRHSZs. Minimize new development in VHFHSZs. All new construction in VHFHSZ's will require a Fire Protection Plan, Fire Safe Regulations, Home Hardening, two emergency access routes, and implementation of Public Resources Code 4290.</p>	
63.	Environmental Hazards	<p>Policy 19.12: Fire Safe Regulations. Minimize risks to existing development by identifying existing non-conforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard, and requiring all development to meet or exceed title 14 CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 requirements (Fire Safe Regulations).</p>	
64.	Environmental Hazards	<p>Policy 19.13: Fuel Management and Public Education. Require all properties in the city to enforce precautionary measures to create defensible space, including removing flammable vegetation and maintaining a fuel break around properties that meet or exceed the defensible space requirements of Public Resources Code 4291. This should include the removal of fire-prone vegetation and the use of less flammable plants for landscaping, especially on hillside sites. Require ongoing maintenance and upkeep to be codified as part of building covenants or homeowner covenants, conditions, and restrictions. Piedmont Public Works should partner with the Oakland Fire Safe Council to promote public education on “defensible space” and good vegetation management.</p>	
65.	Environmental Hazards	<p>Policy 19.14: Visible Street Signage. Require that all homes and businesses have visible street addressing and signage.</p>	

66.	Environmental Hazards	Policy 19.16: Post-Fire Re-Development. In the event of a large fire, evaluate re-development within the impacted fire zone to conform to best practice wildfire mitigation.	
67.	Environmental Hazards	Policy 19.17: Vegetation Clearance for Public and Private Roads. Establish and maintain community fuel breaks and fuel modification/reduction zones, including clearance alongside public and private roads. The Piedmont Public Works Department will work with Oakland Firesafe Council, and Cal Trans to ensure continued long-term maintenance of vegetation clearance on public and private roads. Educate residents on vegetation clearance standards and maintenance practices to ensure maintenance of private roads.	
68.	Environmental Hazards	Policy 19.18: Education on Fire Hazard Reduction Strategies. Educate residents on fire hazard reduction strategies to employ on their properties and evacuation routes, focusing on the most vulnerable populations such as renters, elderly, disabled, and low-income residents.	
69.	Environmental Hazards	Policy 19.19: Ensure Adequate Emergency Evacuation Routes. Ensure that all new residential development has at least two emergency routes.	
70.	Environmental Hazards	Policy 19.20: Emergency Access. Ensure that the Piedmont Fire Department has complete access to all locations in the City, including gated residential communities and critical infrastructure.	
71.	Environmental Hazards	Policy 19.21: Emergency Roadways. Maintain emergency roadways and improve them as necessary and appropriate to ensure they stay in operation during hazardous events.	
72.	Environmental Hazards	Policy 19.22: Residential Neighborhood Engagement. Prioritize engagement with residential neighborhoods that have evacuation constraints to encourage home retrofits to meet current standards on structure hardening, proactively enforce defensible space standards, and conduct emergency preparedness trainings.	
73.	Environmental Hazards	Policy 19.23: Evaluate Evacuation Route Capacity. Evaluate evacuation route capacity, safety, and viability under a range of emergency scenarios as part of the next update to the Piedmont Hazard Mitigation Plan. Review and revise evacuation related policies in the Safety Element upon the revision of the Housing Element and LHMP, in accordance with Government Code Section 65302.15 (as amended by AB 747). Implement recommended mitigation measures to reduce evacuation constraints.	
74.	Environmental Hazards	Policy 19.24: Underground Power Lines. Coordinate with Pacific Gas & Electric to implement an electrical undergrounding plan with a focus on critical evacuation roadways and areas with highest wildfire risk.	
75.	Environmental Hazards	Policy 19.25: Restrict Parking. Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.	
76.	Environmental Hazards	Policy 19.26: Telecommunications. Coordinate with telecommunication service entities to fire-harden communications.	
77.	Environmental Hazards	Policy 19.27: Vulnerable Schools Wildfire Resilience. Partner with the Renaissance International School and Corpus Christi School to increase structure hardening and implement emergency evacuation protocols to follow during a wildfire scenario.	
78.	Environmental Hazards	Policy 19.28: Access and Fuel Management Coordination. Coordinate with the City of Oakland Fire Department and the Oakland Fire Safe Council to improve emergency access and implement fuel load modification in Moraga Canyon.	
79.	Environmental Hazards	Policy 19.29: Critical Facilities Hardening. Evaluate all City critical facilities to prioritize structure hardening and retrofitting efforts to increase long-term resilience to wildfire.	

80.	Environmental Hazards	Policy 19.30 Transportation Construction Plan. Projects developers shall be required to prepare and implement a Transportation Construction Plan (TCP), which shall be approved by the City. The plan shall include the locations of material and equipment storage, trailers, worker parking, a schedule of site operations that may block traffic, and provisions for traffic control. The TCP shall include procedures for stopping construction in the event of an emergency and ensuring that emergency access and evacuation routes are not inhibited. The TCP shall ensure adequate emergency access and consistency with the California Fire Code and other development requirements as part of the development review process.	
81.	Environmental Hazards	Policy 19.30: Reduce Flood Damage. Reduce potential flood damage in areas of the city subject to flood conditions through Capital Improvement projects, the development review process, or other means as applicable.	
82.	Environmental Hazards	Policy 19.31: Development Activities in Flood Prone Areas. Require new development or expansion of existing development adjacent to canyons or valleys to assess potential environmental impacts from increased run-off and erosion and implement appropriate mitigation.	
83.	Environmental Hazards	Policy 19.32: Implement CAP 2.0. Implement all adaptation measures identified in the CAP 2.0 regarding addressing flooding risks, including the maintenance of storm drains across the city, encouraging green infrastructure, and restoring natural features of the watershed.	
84.	Environmental Hazards	Policy 19.35: Home Cooling. Promote home cooling through retrofits to homes to better withstand extreme heat and bad air quality days. Provide information about financial assistance programs to vulnerable households, including seniors and renters.	
85.	Environmental Hazards	Policy 19.36: Water Conservation. Continue to enforce updated State-mandated water conservation regulations.	
86.	Environmental Hazards	Policy 19.37: Promote Water Conservation Efforts. Provide educational materials and programs to support water conservation efforts that consider extended drought conditions associated with climate change.	
87.	Environmental Hazards	Policy 19.38: Resilient Water Supply. Pursue regional solutions with public and private partners including EBMUD to diversify the City's water supply through utilizing alternative sources, including recycled water.	
88.	Environmental Hazards	Policy 19.39: Resilient Critical Facilities. The City will evaluate selected locations for new critical facilities for potential impacts from climate change hazards and implement mitigations and adaptations accordingly.	
89.	Environmental Hazards	Policy 19.40: Implement CAP 2.0 Extreme Heat. Implement all adaptation measures identified in the CAP 2.0 regarding addressing risks of extreme heat, including the installation of increased tree and vegetation planting to reduce the urban heat island effect, and risks of grid outages, including the integration of energy assurance actions into citywide planning processes.	
90.	Environmental Hazards	Policy 19.41: Resilience Hubs. Partner with Alameda County to host resilience hubs to better support the needs of vulnerable populations during extreme climate events, such as extreme heat days and smoke events, including, but not limited to health assistance and resources, food refrigeration, charging stations, basic medical supplies, and other emergency supplies.	
91.	Environmental Hazards	Policy 19.42: Climate Resilient Landscaping. Facilitate the expanded establishment of climate resilient tree and plant species that are drought tolerant, resistant to pests and diseases, fire-retardant or fire-resistance, and heat tolerant by distributing and publishing guidance materials, updating code standards, and retrofitting City-owned parks and landscape strips and medians.	

92.	Environmental Hazards	Policy 19.43: Extreme Heat Preparedness. Expand public outreach and warning systems to increase preparedness for extreme heat events.	
93.	Environmental Hazards	Policy 19.44: Extreme Heat Protocols. Develop protocols to improve language appropriate outreach and assistance to vulnerable populations, including older adults and domestic workers, before and during extreme heat events.	
94.	Environmental Hazards	Policy 19.45: Integration of Climate Projections and Impacts. Integrate and regularly update best available climate science, projections, and potential impacts into relevant City plans, codes, and planning documents including the Municipal Code and Capital Improvement Program.	
95.	Environmental Hazards	Policy 19.46: Resilient Communities. Prepare for and adapt to the effects of climate change by considering climate change vulnerability in planning decisions, including those involving new public facilities and private development.	
96.	Environmental Hazards	Policy 19.47: Climate Adaptation Planning Coordination. Coordinate with Alameda County and neighboring jurisdictions to prioritize climate adaptation efforts that address regional climate change vulnerabilities affecting community members, infrastructure and services, natural resources and ecosystems, and critical facilities and buildings.	
97.	Environmental Hazards	Policy 19.48: Resilient Power at Critical Facilities. Invest in renewable back-up power sources and storage options to increase energy resilience at critical facilities during extreme heat events, wildfires, extreme precipitation events, or other scenarios that may trigger a power safety shutoff or outage.	
98.	Environmental Hazards	Policy 19.49: Adapted Services. Coordinate with emergency services as well as utility providers to assess needed service improvements in providing increased redundancy and uninterrupted service for water, power, and emergency service response.	
99.	Environmental Hazards	Action 19.C: Intergovernmental Coordination on Vegetation Management. Implement recommended fire mitigation strategies from the Alameda County Community Wildfire Protection Plan including vegetation management for and around existing and new development.	
100.	Environmental Hazards	Action 19.D: Educational Materials. Make available and promote educational materials for defensible space standards, or vegetation "clear zones," and vegetation compliance for all existing and new structures in areas that are designated by the California Department of Forestry and Fire Protection and Local Ordinance 15.60. as State Responsibility Areas or Very High Fire Hazard Severity Zones. In addition, make available educational materials on evacuation routes for all residential neighborhoods. Promote educational materials for elderly, disabled, and low-income residents.	
101.	Environmental Hazards	Action 19.E: Fire Suppression Guidelines. Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.	
102.	Environmental Hazards	Action 19.J: Review New Essential Facilities. The City will require review of new essential facilities and, as necessary, development of measures to avoid flood and fire hazard impacts.	
103.	Environmental Hazards	Action 19.K: Shade Structures. Complete an assessment to identify locations in Piedmont to implement shade structures to minimize the impacts of extreme heat vulnerable populations. Prioritize walking corridors, areas with lowest proportions of canopy coverage, areas most susceptible to the urban heat island effect, and areas that have population that could be most negatively impacted by heat (e.g., older adults and young children).	
104.	Environmental Hazards	Action 19.L: Extreme Heat and Air Quality Monitoring. Collaborate with the Alameda County Public Health Department and local community	

		organizations to establish extreme heat and air quality monitoring systems and develop accessible and language appropriate community education resources to prepare community members for increased extreme heat events and air pollution.	
105.	Environmental Hazards	Action 19.M: Retain Water Services during Extreme Heat Events. Establish a lifeline program for vulnerable populations to sustain water services during high heat days.	
106.	Environmental Hazards	Action 19.N: Resilient Buildings and Properties. Conduct near-term and long-term climate hazard evaluations, such as for flooding and wildfire, for at-risk City facilities. Develop adaptation plans for at-risk buildings and facilities, and prioritize necessary retrofits or upgrades based on the age, vulnerability, and need of the City facility.	
107.	Environmental Hazards	Policy 20.7: Hazardous Waste Sites Cleanup. Regulate development on sites with known contamination of soil and groundwater, according to maps herein or conclusions of a Phase II environmental report, to ensure that construction workers, future occupants, and the environment, as a whole, are adequately protected from hazards associated with contamination, and encourage cleanup of such sites. Provide documentation that development sites are not impacted by former/current site uses, including but not limited to, agricultural chemicals, aerially deposited lead, common railroad contaminants, and hazardous material storage and/or use.	
108.	Environmental Hazards	Policy 21.4: Intergovernmental Preparedness Planning. Cooperate with other cities, regional organizations, and other public agencies to undertake emergency preparedness planning. Collaborate with other agencies and neighboring jurisdictions during future LHMP and emergency operations plan updates.	
109.	Environmental Hazards	Action 21.F: Emergency Vehicle Access. Maintain on-street parking prohibitions where necessary to ensure adequate access to all properties by emergency vehicles and adequate evacuation access.	
110.	Environmental Hazards	Policy 22.7: Construction Noise Reduction. For projects within 500 feet of a noise sensitive land use and that involve subterranean parking, large excavation, construction over 18 months in duration, and/or the use of heavy-duty equipment, a Construction Noise Study prepared by a qualified noise expert shall be required. The Construction Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify feasible measures to reduce noise exposure. The project shall incorporate the feasible measures identified in the study. Noise reduction techniques may include, but are not limited to, shielding and silencing construction equipment, enclosing and screening outdoor fixed equipment, placing construction staging areas away from noise-sensitive uses, using smart adjusting back-up alarms for mobile construction equipment, controlling worker radio noise, installing temporary sound barriers, designating a noise complaint response protocol, shall be used as appropriate.	
111.	Environmental Hazards	Policy 22.8 Vibration Control Plan. For construction activities involving vibratory rollers and sonic pile drivers within 40 feet of a historic structure or impact pile drivers within 115 feet of a historic structure, or if an impact pile driver is used within 60 feet of an occupied structure, the applicant shall prepare a Vibration Control Plan prior to the commencement of construction activities. The Vibration Control Plan shall be prepared by a licensed structural engineer and shall include methods required to minimize vibration such as alternative installation methods for pile driving or vibration monitoring. The Vibration Control Plan shall also establish baseline	

		conditions at potentially affected structures, provide shoring design to protect buildings and structures from damage, document damage at the conclusion of vibration generating activities, and include recommendations for repair if necessary.	
112.	Parks, Recreation, and Open Space	<p>Policy 23.3: Environmentally-Sensitive Park Design. Design parks, trails, and other recreational facilities in Piedmont’s parks to be compatible with the natural environment, including habitat, views, and other environmental resources. New recreational buildings, housing, and other park structures and facilities should be sited in a way that minimizes their impacts on useable open space, avoids conflicts with existing park activities, and is compatible with the natural setting. Park design should also be compatible with city policies to reduce fuel loads and wildfire hazards.</p> <p>See also policies in the Natural Resources and Sustainability Element on creek protection, and policies in the Environmental Hazards Element on vegetation management.</p>	
113.	Parks, Recreation, and Open Space	Action 23.C: New or Improved Athletic Fields. Complete the feasibility studies and analyses for: night lighting and synthetic turf at Coaches Field. If appropriate, develop plans to fund future improvements consistent with study recommendations and community input.	
114.	Parks, Recreation, and Open Space	Action 23.F: Park Master Plans. As funding allows, develop master plans or specific plans for individual Piedmont parks which identify the locations of future facilities (if any), landscaping and drainage/irrigation improvements, and other changes necessary to implement City goals and ensure optimal use, aesthetic quality, and environmental protection.	
115.	Parks, Recreation, and Open Space	Action 23.G: Surplus Land Inventory. Maintain an inventory of potential surplus land. Consider the potential highest and best use of City open space, including parks, that may be underutilized. New uses may include multifamily housing development consistent with the Housing Element. See Housing Element program 1.L	
116.	Design and Preservation	Policy 27.3: View Preservation. Recognize and protect significant views in the city, particularly Piedmont’s characteristic views of the San Francisco and Oakland skylines, Lake Merritt, the Bay and Golden Gate Bridges, Angel Island, and Alcatraz Island. Discourage the obstruction of such views by upper-level additions, tall structures, and devices such as communication towers. Similarly, tree planting should avoid species or locations that will lead to the obstruction of desirable views.	
117.	Design and Preservation	Goal 28: Residential Architecture. Integrate new residential construction, additions, and alterations in a way that is physically compatible with existing structures, their immediate surroundings, and enhance the community as a whole.	
118.	Design and Preservation	Policy 28.10: Multi-family Design. Require any new development in Piedmont’s multi-family and mixed use areas and housing development affiliated with religious institutions to enhance the residential architectural styles of Piedmont. Avoid “motel style” apartment buildings which face the side yard rather than the street, and “podium” (or soft-story) units built over street-facing parking bays. Where feasible, multi-family buildings and mixed-use buildings should be broken into clusters to reduce perceived size and bulk.	
119.	Design and Preservation	Action 28.D: Commercial, Mixed Use, and Multi-Family Standards. Maintain updated codes and standards for multifamily residential development and mixed-use development to reflect changes in State and federal law, new technology, and market trends. Streamline the review and approval of certain	

		qualifying affordable housing developments through a ministerial process with objective design standards. (See Housing Element program 4.R.)	
120.	Design and Preservation	Action 28.E Accessory Dwelling Units. Encourage the creation of rent-restricted accessory dwelling units for low and very low income households. Maintain Planning & Building regulations which ensure the health and safety of accessory dwelling unit occupants and the occupants of the adjacent residences. (See Housing Element goal 3 policies and programs.)	
121.	Design and Preservation	Goal 30: Tribal and Archaeological Resources. Protect Piedmont's Native American cultural resources and archaeological resources.	
122.	Design and Preservation	Policy 30.2: Archaeological Resources Assessment and Treatment. Prior to approval of development projects (excluding small structures exempt under CEQA) that have the potential to impact an archaeological resource(s), such as through grading, excavation for foundations or basements, or new swimming pools, an Archaeological Resources Assessment shall be conducted under the supervision of an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in either prehistoric or historic archaeology. Assessments shall be completed in accordance with the California Office of Historic Preservation guidance and will follow the Archaeological Resource Management Reports (ARMR): Recommended Contents and Format guidelines. If the Archaeological Resource Assessment identifies resources that may be affected by the project, Phase II testing and evaluation will be required. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures may include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist. If significant archaeological resources cannot be avoided, impacts may be reduced to less than significant by filling on top of the sites rather than cutting into the cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites.	
123.	Design and Preservation	Action 31.B: Historic Preservation Ordinance. Adopt a historic preservation ordinance that establishes a program of designating local landmarks and establishes a process for review of alterations to these landmarks.	
124.	Design and Preservation	Policy 31.10: Historical Resources Assessment and Treatment. A historic resources assessment including State of California Department of Parks and Recreation (DPR) 523 forms shall be prepared prior to the approval of development projects involving the demolition or substantial alteration (alteration of 30 percent or more of the building exterior) of buildings 45 years or older. DPR forms shall include a Primary Record (523A), Location Map (523J), and appropriate detailed recording forms (e.g., BSO Record (523B), Archaeological Site Record (523C), or District Record (523D)). The forms shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history (as defined in Code of Federal Regulations, Title 36, Part 61). If the property is already listed in the NRHP or CRHR or if DPR forms or an historical resources evaluation (HRE) has been prepared for the property in the past five years, preparation of new DPR forms shall not be required.	

