

RESOLUTION No. _____

**A RESOLUTION OF
THE CITY COUNCIL OF THE CITY OF PIEDMONT
ADOPTING GENERAL PLAN AMENDMENTS RELATED TO THE 2023-2031 6th
CYCLE HOUSING ELEMENT, WITH UPDATES TO THE FOLLOWING ELEMENTS:
LAND USE, TRANSPORTATION, NATURAL RESOURCES AND SUSTAINABILITY,
ENVIRONMENTAL HAZARDS (SAFETY AND NOISE), PARKS, RECREATION AND
OPEN SPACE, DESIGN AND PRESERVATION, AND
COMMUNITY SERVICES AND FACILITIES**

WHEREAS, State of California housing element law, as set forth in Government Code §§ 65302 and 65580, et seq., requires the City of Piedmont to periodically prepare and update its Housing Element in its General Plan, and to establish goals, policies, and programs to accommodate the maintenance, diversification, and expansion of the City’s housing supply to accommodate the City of Piedmont’s regional housing needs allocation (RHNA) of 587 housing units, comprised of 238 above moderate income units, 92 moderate income units, 94 low income units, and 163 extremely and very low income units; and

WHEREAS, Government Code section 65588 requires local agencies to update their housing element at least every eight years; and

WHEREAS, to comply with State housing element law, the City of Piedmont prepared the 2023-2031 6th Cycle Housing Element (the 6th Cycle Housing Element); and

WHEREAS, Government Code section 65302(d) requires updating the City’s Conservation Element upon revising the Housing Element; and

WHEREAS, Government Code section 65302(g) requires updating the City’s Safety Element upon revising the Housing Element; and

WHEREAS, Piedmont’s 6th Cycle Housing Element was adopted by the City Council on March 20, 2023, and found by the California Department of Housing and Community Development to be in substantial compliance with housing element law on November 9, 2023; and

WHEREAS, housing goals, policies, and programs in the adopted 6th Cycle Housing Element direct the City to amend the General Plan for consistency with the 6th Cycle Housing Element and direct the City to make amendments to zoning regulations applicable to all zoning districts within Piedmont, as well as other future implementation programs; and

WHEREAS, the amendments to the Piedmont General Plan and City Code are in conformance with the City Charter, including sections 9.01 and 9.02 because the amendments are to the City of Piedmont General Plan, no zones have been reduced or enlarged, and no zones have been reclassified, pursuant to City Code division 17.02.C; and

WHEREAS, Piedmont City Code Section 25.3 authorizes the Planning Commission to make recommendations to the City Council on planning and zoning matters; and

WHEREAS, on January 29, 2024, the Planning Commission reviewed the draft amendments to the General Plan pursuant to: Government Code sections Title 7, Chapter 2.7 Section 65090, Publication of notice of public hearing required by title; Chapter 3, Section 65353, Public hearing by Planning Commission; notice; Chapter 3, Section 65354, Recommendation by the Planning Commission; and Chapter 3, Section 65355, Public hearing by legislative body; notice; and

WHEREAS, on January 29, 2024, the Planning Commission reviewed the proposed General Plan amendments pursuant to: Piedmont City Code sections 25.3, Powers and Duties of the Planning Commission; Piedmont City Code Division 17.02, Title; Intent; City Charter and section 17.02.010.C, City Charter; Division 17.08, Establishment of Zones; Zoning Map; Interpretation; Division 17.62, Notice Requirements; and Division 17.64, Hearings; Term of Approval; Conditions; and

WHEREAS, an Environmental Impact Report (EIR), as well as CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, have been prepared by the City of Piedmont for the 2023-2031 Housing Element Implementation project pursuant to the California Environmental Quality Act (CEQA) and, on February 20, 2024, the City Council certified the 2023-2031 Housing Element Implementation Project EIR and adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program; and

WHEREAS, the draft amendments to the City of Piedmont General Plan were published on December 6, 2023, and consist of amendments to the following General Plan Elements included as Exhibit A to this resolution: Land Use; Transportation; Natural Resources and Sustainability; Environmental Hazards (Safety and Noise); Parks, Recreation, and Open Space; Design and Preservation; and Community Services and Facilities to implement the 2023-2031 6th Cycle Housing Element; and

WHEREAS, study sessions and briefings of either the Planning Commission or City Council were held on October 9, November 13, November 20, December 11, and December 18, 2023 and January 8, 2024; and

WHEREAS, on January 29, 2024, the Planning Commission held a duly noticed public hearing, took public testimony, and unanimously recommended that the City Council adopt the draft General Plan amendments to implement the 2023-2031 6th Cycle Housing Element, including updates to the following Elements: Land Use; Transportation; Natural Resources and Sustainability; Environmental Hazards (Safety and Noise); Parks, Recreation and Open Space; Design and Preservation; and Community Services and Facilities, and additional amendments recommended by staff to correct existing information in Figure 4.2 (Road Widths), Figure 4.4 (Pedestrian Paths), and Table 4.4 (Piedmont's Pedestrian Paths); and

WHEREAS, on February 20, 2024, the City Council held a duly noticed public hearing to consider amendments to the General Plan, as recommended by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Piedmont does hereby resolve, declare, determine, and order, based on substantial evidence in the record, as follows:

SECTION 1. Findings. The City Council hereby finds as follows:

- A. The above recitations are true and correct.
- B. The 2023-2031 Housing Element Implementation Project Environmental Impact Report is a program level environmental impact report, as defined by and, pursuant to, CEQA Guidelines Section 15168(a), and on February 20, 2024, the City Council certified the 2023-2031 Housing Element Implementation Project Environmental Impact Report and adopted CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the Housing Element Implementation and related actions; and
- C. The proposed amendments implement the 2023-2031 6th Cycle Housing Element goals, policies, and programs, are consistent with the 2023-2031 6th Cycle Housing Element, and are consistent with the remainder of the Piedmont General Plan; and
- D. The proposed amendments further public health, safety, and welfare of the community; and
- E. Public participation in the preparation of the amendments to the General Plan has been robust and reached all segments of the Piedmont community.

SECTION 2. The City Council adopts the amendments to the Piedmont General Plan, including amendments to the following General Plan Elements: Land Use; Transportation; Natural Resources and Sustainability; Environmental Hazards (Safety and Noise); Parks, Recreation, and Open Space; Design and Preservation; and Community Services and Facilities, as shown in Exhibit A, attached hereto and incorporated by reference, and authorizes City staff to make final edits and formatting changes to incorporate revisions to the text, tables, maps, and other revisions, including the following edits made February 20, 2024:

1. Page 4-27, Transportation Element, include Spring Trail, in Table 4.4, Piedmont's Pedestrian Paths.
2. Page 6-13, Environmental Hazards Element, remove text that states that Moraga Canyon is a CalFire State Responsibility Area outside of Piedmont Fire Department jurisdiction.
3. Page 9-27, Community Services and Facilities, add text that cities that make up Ava Community Energy include, but are not limited to, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Pleasanton, San Leandro, Tracy, and Union City, as well as unincorporated areas of Alameda County.

SECTION 3. All portions of this resolution are severable. If an individual component of this Resolution is adjudged by a court to be invalid and unenforceable, then the remaining portions will continue in effect.

[END OF RESOLUTION]

3 Land Use

The Land Use Element is the cornerstone of the General Plan and establishes Piedmont's fundamental goals for the use of public and private property. -The Element includes the City's City of Piedmont's official Land Use Diagram—a map which shows the types of land uses envisioned for the city Piedmont over the coming years.- It also includes policies to conserve Piedmont's neighborhoods, guide the development of vacant lots, preserve the city's open spaces, and avoid conflicts between adjacent uses.

Because Piedmont's land use pattern is well-established, the focus of the Land Use Element is on preserving the stability and integrity of the city's residential areas-, while promoting appropriate development to house Piedmont's growing population. The Element anticipates a limited amount of some change, primarily on among commercial land, in residential areas, and on publicly-owned sites. -Policies and actions to guide that change are included in this chapter. -Policies in the Land Use Element are complemented by those in other elements of the plan, such as the Housing Element, ensuring that choices and priorities are balanced.

The requirements for the Land Use Element are spelled out in Government Code Section 63502(a). By law, 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 steep slopes or unstable soils.

The Element is organized into three major sections. -The first part includes a profile of existing land uses in Piedmont.- The second part presents the Land Use Diagram, including definitions of the city's land use categories. -The final part contains goals, policies, and actions on an array of land use topics, including:

- Residential character uses
- Commercial and mixed uses
- Public, institutional, and open space uses
- Special sites
- Coordination with Oakland
- Planning and building administration

LAND USE

Table 3.1:
Existing Land Uses, 2008

	Acres	Percent of Total
Single Family Residential	772.4	68.1%
Multi-Family Residential	3.7	0.3%
Commercial (a)	3.7	0.3%
Parks (b)	43.6	3.8%
Other Open Space (c)	25.0	2.2%
Civic (d)	8.6	0.8%
Public Schools	25.5	2.2%
Religious	6.8	0.6%
Vacant (e)	21.6	1.9%
Streets	223.0	19.7%
TOTAL	933.2	100.0%

Notes:

- (a) Excludes homes that are zoned commercially but used residentially.
- (b) Includes Davies Tennis Stadium and a portion of the Oakland Rose Garden
- (c) Includes EBMUD Reservoir, Tyson Lake, parts of Mountain View Cemetery
- (d) City Hall, Corp Yard, Veterans Bldg, pump stations, and transmission lines
- (e) Includes vacant PG&E building

EXISTING LAND USES

Table 3.1 indicates existing land uses in the City of Piedmont. –Figure 3.1 shows this information graphically.

Piedmont is a primarily single-family residential community. When streets are factored out, residential uses make up 86 percent of the city’s land area. –The remaining 14 percent consists primarily of schools, civic buildings, and open space. Commercial uses comprise less than one-third of one percent of Piedmont’s land area and there are no industrial uses.

The greatest concentration of non-residential uses is in the Civic Center area, where a mix of commercial, public, open space, religious, and residential uses is present. –The only other area with a concentration of non-residential uses is along Grand Avenue, extending west to Beach School, and Linda Park, and the former PG&E substation. This is also where most of the city’s multi-family housing is located. –Open space uses are scattered around the city, with the highest acreage currently in Moraga Canyon.

Residential Uses

While the popular image of Piedmont is one of large homes on large lots, the City is in actuality relatively dense compared to many Bay Area suburbs.– Much of Piedmont was developed during the streetcar era, a time when neighborhoods were designed for walkability rather than auto convenience. –Parts of the city are developed on a rectangular street grid, with lots more typical of a mature urban neighborhood than a post-war suburb. –The spacing and orientation of homes and lots creates a pedestrian-friendly feel that is distinct from the newer cities and towns of the East Bay. –This is part of the city’s charm and is an important part of what makes Piedmont so attractive.

Figure 3.2 shows the range of lot sizes in Piedmont. –About two-thirds of the lots in the City, comprising almost half of Piedmont’s

land area, are between 4,000 and 10,000 square feet. -This equates to a density of about five to 10 housing units per net acre.- Nearly 10 percent of the city's lots are less than 4,000 square feet, with some blocks west of Grand Avenue approaching densities of 20 units per acre.

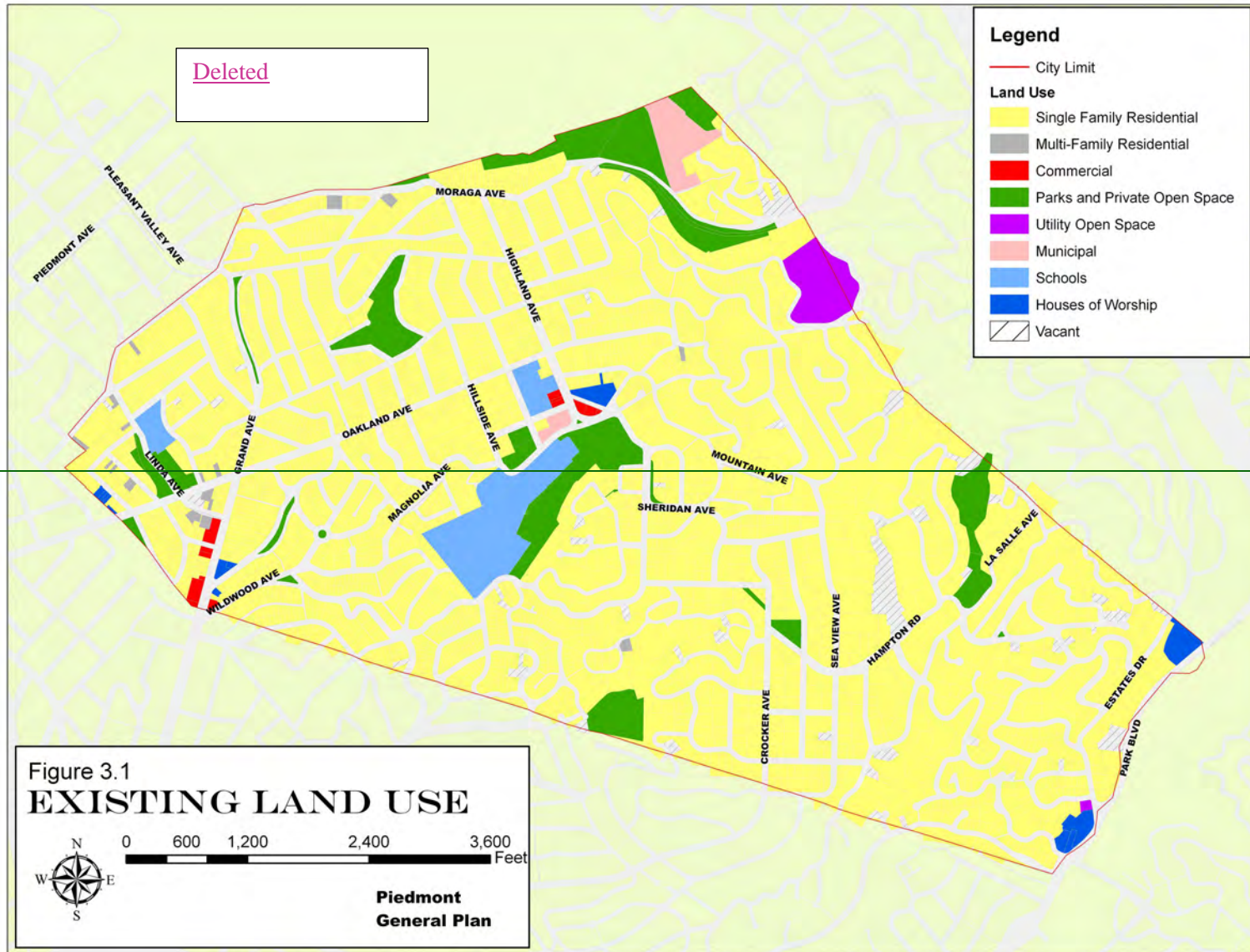
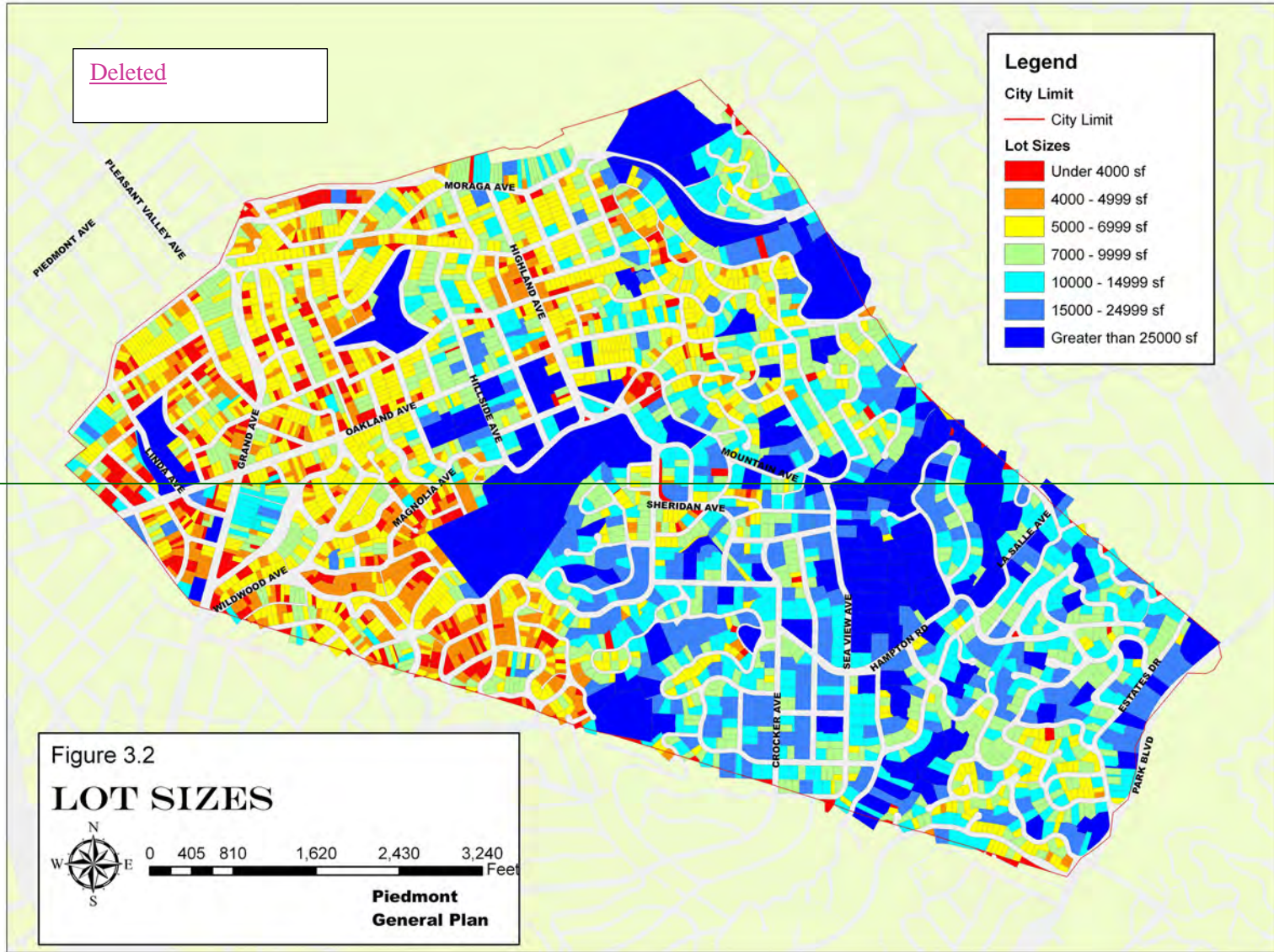
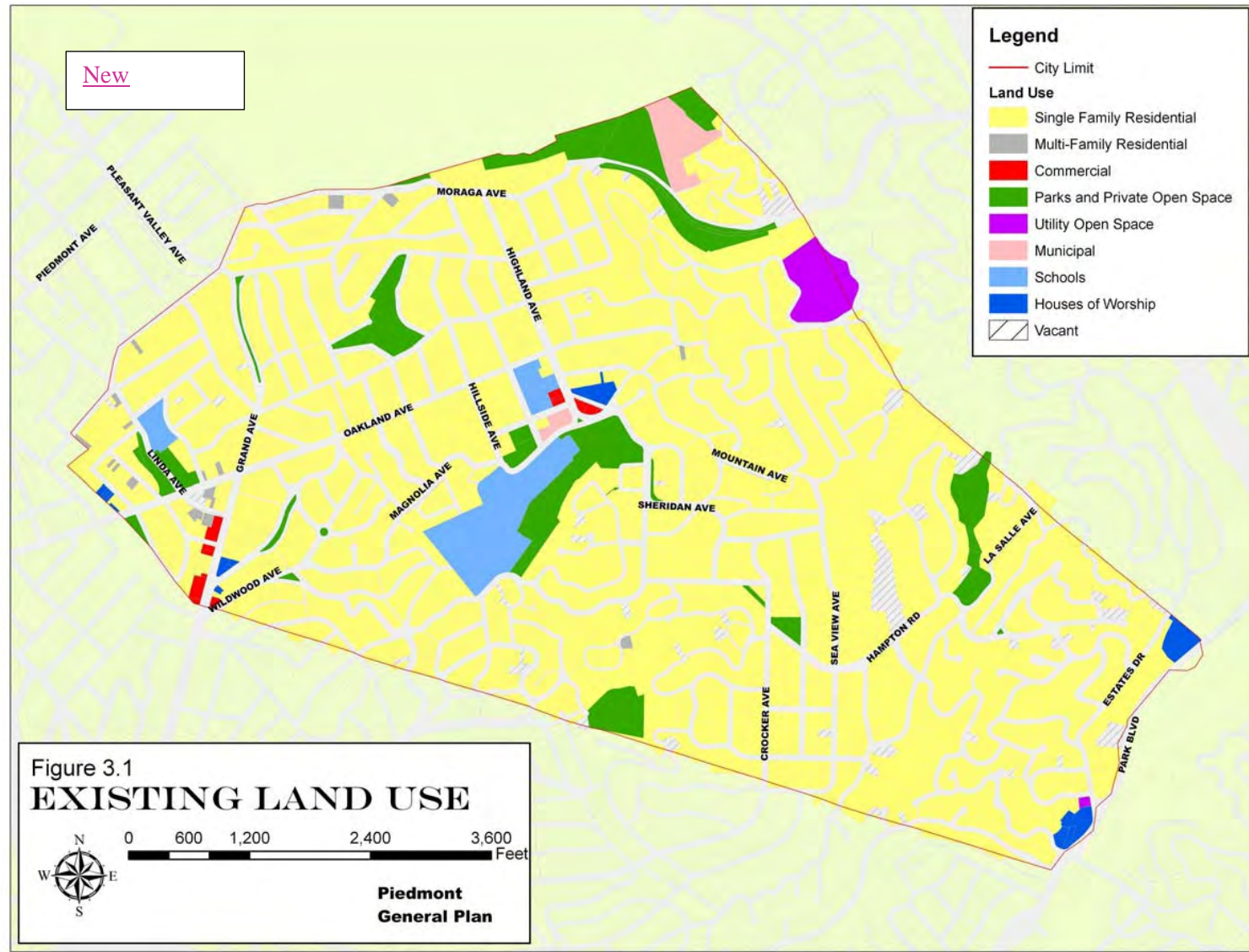


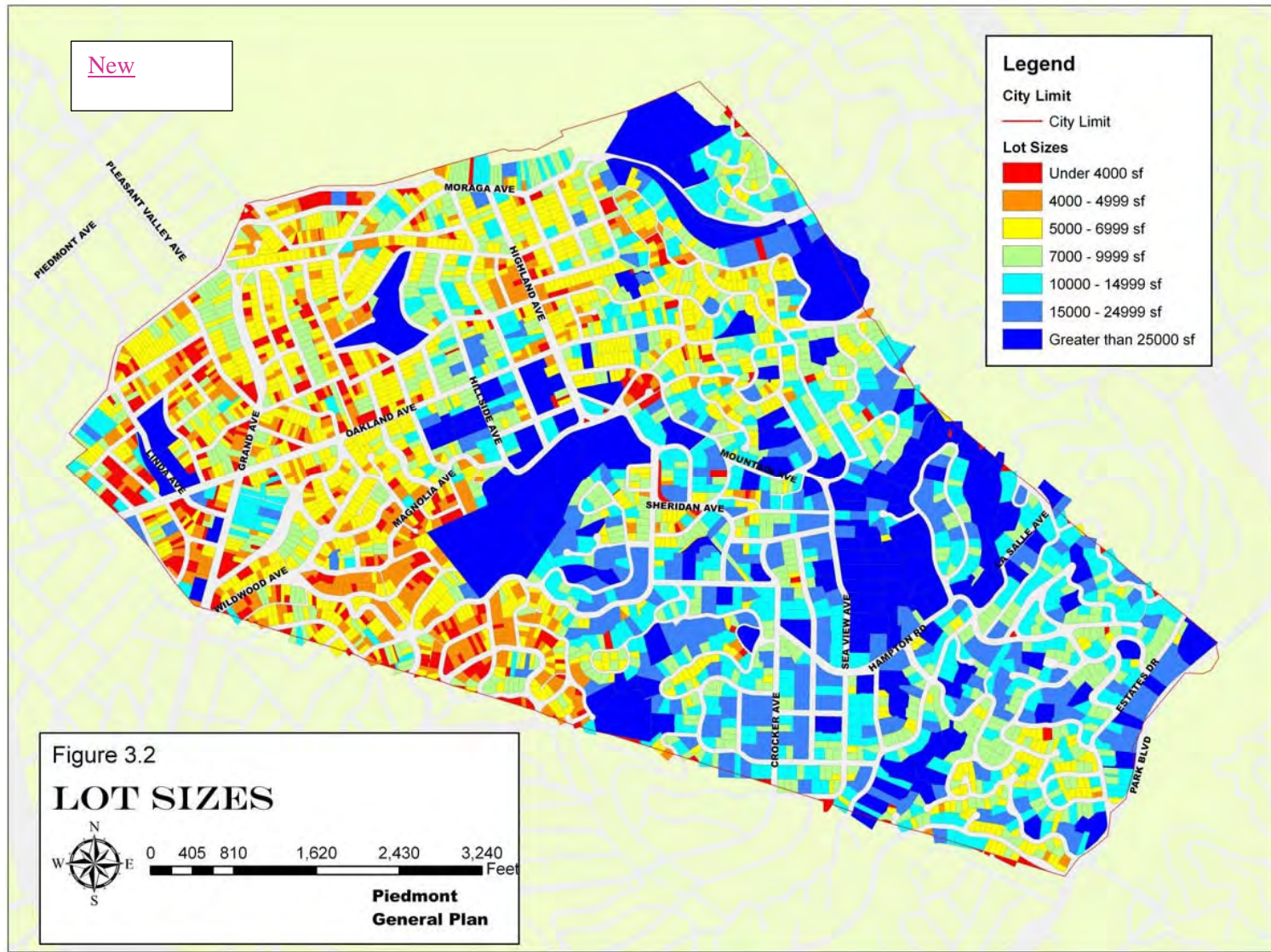
Figure 3.1
EXISTING LAND USE







LAND USE



Comparing Densities

While the popular image of Piedmont is one of large homes on large lots, the City's density is comparable to Oakland; twice that of Walnut Creek and Hayward; and five times greater than Orinda.

City	Population per Sq. Mile
Berkeley	9,646
Albany	9,415
Oakland	7,062
Alameda	6,547
Piedmont	6,265
San Leandro	5,965
Walnut Creek	3,224
Pleasanton	3,049
Hayward	3,169
Fremont	2,618
Danville	2,313
Moraga	1,757
Lafayette	1,629
Orinda	1,451
Alamo	760

Source: City-Data.com, 2008

In general, Piedmont's higher elevations are less dense than its lower elevations.- This contributes to the perception that Piedmont is divided into "upper" and "lower" sections, with the dividing line roughly formed by Highland Avenue. -Indeed, the areas around Glen Alpine Road, Sotelo Avenue, and Sea View Avenue are substantially less dense than the rest of the city, with most lots exceeding 20,000 square feet and densities around 1-2 units per acre.

Table 3.2 shows the number of lots in the city broken down by size. There are over 4,000 lots in Piedmont, ranging in size from a mere four square feet to 519,000 square feet. -The median lot size in the city is 6,350 square feet. -Because the Piedmont zoning ordinance establishes a minimum lot size of ~~108,000~~ square feet for Zone A, approximately ~~78.68~~ percent of the lots in Piedmont are technically considered "non-conforming" because they are smaller than this threshold.

Lot Area	Number of Lots	Percent of Total	Total acres	Percent of total
Smaller than 1,000	87	2.2%	0.4	0.1%
1,001 to 2,500 SF	49	1.2%	2.2	0.3%
2,501 to 4,000 SF	388	9.7%	31.8	4.0%
4,001 to 5,000 SF	679	16.9%	69.9	8.8%
5,001 to 6,000 SF	600	14.9%	76.1	9.6%
6,001 to 7,000 SF	592	14.7%	88.2	11.1%
7,001 to 8,000 SF	342	8.5%	58.9	7.4%
8,001 to 9,000 SF	220	5.5%	43	5.4%
9,001 to 10,000 SF	179	4.5%	39	4.9%
<i>Total smaller than 10K</i>	<i>3,136</i>	<i>78.1%</i>	<i>409.5</i>	<i>51.8%</i>
10,001 to 12,500	354	8.8%	90.4	11.4%
12,501 to 15,000	181	4.5%	57.2	7.2%
15,001 to 17,500	92	2.3%	34.2	4.3%
17,501 to 20,000	60	1.5%	26.2	3.3%
20,001 to 25,000	82	2.0%	41.2	5.2%
25,001 to 43,560	80	2.0%	60.6	7.7%
Greater than 43,560	31	0.8%	71.8	9.1%
<i>Total larger than 10K</i>	<i>880</i>	<i>21.9%</i>	<i>381.6</i>	<i>48.2%</i>
GRAND TOTAL	4,016	100.0%	791.1	100.0%

Source: Alameda County Assessor's Records, 2006.- City of Piedmont, 2007

(*) Excludes Piedmont Unified School District and most properties owned by City of Piedmont



Commercial uses represent less than three-tenths of one percent of the city's land area.

Most of the city's lots—about 3,780 out of the 4,106 total—contain one ~~single-single~~-family home each. -About 100 lots include a legal accessory dwelling unit (ADU) (formerly known as a second unit-). Only ~~24~~22 lots are developed with multi-family housing. -Some of the multi-family units are in structures that were built as single-family homes and subsequently subdivided; others are in structures built as apartments- or condominiums. The City of Piedmont also contains several lots that contain two detached single-family homes, each of roughly equal size.

Commercial Uses

Commercial uses in Piedmont are clustered in two locations:

- The Civic Center area contains a church, three banks, a gas station, a small grocery store, and an office building occupied by real estate and professional offices.
- The Grand Avenue area is the northern tip of a neighborhood shopping district that is primarily located in Oakland. -Commercial uses in Piedmont include a gas station, a hardware store- garden center, a bath products shop, and three small office buildings with multiple tenants, including medical, legal, and financial offices, a bank, aerobics, martial arts, and ballet studios, and a tutoring center.

There are currently five single-family homes in the commercially zoned area along Grand Avenue. -There are is also two housing units above the retail use at 1235 Grand Avenue—the only “mixed use” development in Piedmont.

Park and Open Space Uses

Piedmont contains about 80 acres of park and open space land, representing about 7 percent of the city's area. -The acreage includes 50 acres of parks and 30 acres of “functional” open space associated with Mountain View Cemetery, Tyson Lake, landscaped traffic islands, and the EBMUD Reservoir on Blair Avenue. Additional analysis of the City's parks and open spaces is provided in the Parks, Recreation, and Open Space Element.



Piedmont Community Church

Civic, Educational, and Religious Uses

Civic, educational, and religious uses in Piedmont comprise about 40 acres, or 4 percent of the city. Most of this acreage is associated with public schools, including Piedmont High School (and Millennium High), Piedmont Middle School, and three elementary schools (Beach, Havens, and Wildwood). Other civic uses include City Hall and the Veterans Memorial Building, the Corporation Yard on Moraga Avenue, an EBMUD reservoir on Blair Avenue, and an EBMUD pump station on Grand Avenue.

There are ~~three~~four churches and one synagogue in the city. Plymouth United Church on Monte Vista Avenue in Oakland is partially located in Piedmont and owns land in Piedmont. Two of the churches, both located on Park Boulevard, have affiliated ~~parochial~~ schools.

Vacant Land

There are approximately ~~7060~~ privately-owned vacant lots in Piedmont, totaling ~~21~~ acres. ~~There is also one vacant building—a former PG&E substation on 017.4 acres located at Linda Avenue near the Oakland Avenue bridge.~~

Many of the vacant lots in Piedmont ~~are unlikely to be developed in the foreseeable future.~~ Most are owned by adjacent homeowners (i.e., “double lots”) and are actively used as landscaped backyards, side yards, or gardens. Some include accessory uses such as pools. ~~Others~~Although some of the vacant lots are very steep, the terrain is comparable with surrounding developed lots and would require a significant ~~an unusual~~ amount of grading and excavation for new construction. ~~would not be necessary.~~ Some are landlocked, and ~~would~~will require access easements or lot line adjustments. A majority are considered non-conforming under the Piedmont zoning ordinance, either because they are below the minimum lot size or have inadequate street frontage. Despite these challenges, several of vacant lots have been developed with new residences during the last decade, indicating their development potential.

~~Conversely~~In addition, a few of the vacant lots are large enough to be subdivided. The largest vacant properties are located in the area between Glen Alpine Road and Sea View Avenue, north of the Hampton Road and St. James Drive intersection. ~~Access, steep terrain, and irregular boundaries present constraints to development in this area, however.~~

~~An application for redevelopment of the PG&E property as a 7-unit townhome development is pending. The existing structure is slated for demolition as part of the project.~~

Piedmont or Oakland?



Virtually the entire eastern and southern boundary of Piedmont consists of lots that are split by the Oakland-Piedmont city limit line. There are 133 split lots in total, including 51 lots where the city limit line runs through the house itself. Another 33 lots have a house in Oakland and a yard in Piedmont, while 44 lots have a house in Piedmont and a yard in Oakland. Five of the split lots are vacant.

Collecting taxes and providing services to these lots has been an issue since Piedmont's incorporation in 1907. Currently, taxes are pro-rated based on the percentage of lot and structure value in each city.

Beyond the Piedmont City Limits

Conditions in Piedmont are influenced by what happens just across the border in Oakland.- In some cases, there are dramatic changes in land use and building type immediately beyond the city limits. -This is most apparent on the western edges of the city where low-density single-family homes transition immediately to multi-story apartment complexes in the Rose Garden neighborhood. -On Kingston Avenue, for example, the Piedmont side of the street is zoned for single-family homes of about four units per acre, while the Oakland side of the street is zoned to allow apartments of roughly 100 units per acre.

On the other hand, the transition along much of the Piedmont-Oakland border is seamless.- Low density neighborhoods in Piedmont are similar in scale and character to Crocker Highlands and Montclair. -Zoning regulations in these Oakland neighborhoods allow smaller lots than ~~are permitted in~~ Piedmont, but the overall look and feel of development is comparable.

Over the next 20 years, infill development is very likely to occur on Oakland properties on or near the Piedmont border. -This is particularly true below Grand Avenue, along streets such as Monte Vista, Harrison, and Lower Oakland Avenue, where multi-family zoning prevails. -Coordination with Oakland will be essential to reconcile permitting and environmental review issues, and to address broader concerns regarding aesthetics, building height and mass, traffic, parking, infrastructure, services, and land use compatibility.

More far-reaching impacts could occur as development takes place in other parts of Oakland, particularly Downtown, Broadway (Auto Row), and the Telegraph and MacArthur corridors. -Thousands of new residential units are planned in these areas during the coming years, along with new offices, entertainment venues, shopping areas, and institutional uses. -The City will monitor Oakland's major projects closely, providing comments on key environmental documents and participating in the approval and entitlement processes for projects which could affect Piedmont residents.— to the extent allowable.

“The City of Piedmont desires to permit construction of new homes and reasonable residential expansions to adapt older homes to modern lifestyles, while at the same time preserving those elements which make Piedmont a desirable place to live: visual open space, bounteous trees and landscaping, and residential privacy and tranquility.”

*- Piedmont Municipal Code,
Section 17.22.1*

FUTURE LAND USE PLAN

Land Use Pattern

Piedmont’s land use pattern will remain essentially ~~unchanged residential~~ over the lifetime of this plan. -As noted in Chapter 2, the number of households ~~and jobs~~ is projected to increase by ~~approximately 600 and jobs are projected to increase by~~ only about 1 percent between 2010 and ~~2030.~~ 2031. Future development will primarily reinforce existing patterns, and the city will remain almost entirely residential. ~~– with a significant amount of development anticipated to occur in the Moraga Canyon area.~~

Between 2010 and ~~2025~~2031, the city’s remaining buildable lots are projected to develop ~~incrementally~~ with single-family residences, ~~much as they have for the past 30 years.~~ The ADUs, duplexes, triplexes, and fourplexes. ~~The City is hopeful that the pace of development is expected to remain slow, with an average of two homes added each year. Given the environmental constraints associated with most of~~ will increase as the city’s vacant lots and ~~City is putting in place regulations to allow increased housing development to meet the sensitivity to new construction in established neighborhoods, each new home will receive close attention as it proceeds through the planning and design review processes~~ City’s Sixth Cycle RHNA numbers.

As in the past, ~~most~~ a significant portion of future construction in the city will consist of improvements to existing homes. -Piedmont residents spend tens of millions of dollars each year on additions and major remodels. ~~–The City of Piedmont maintains design standards and~~ guidelines to ensure that these improvements maintain neighborhood character and preserve architectural integrity. -There are also zoning requirements for setbacks, lot coverage, hardscape surface coverage, building height, and floor area ratio which effectively limit the square footage that may be constructed on each site. ~~The City further limits home expansions through parking requirements related to the number of bedrooms.~~

One objective of the city’s zoning standards is to discourage “teardowns”—that is, the replacement of small older homes with large, modern homes.- The city has worked instead to preserve the diversity of its housing stock and retain the scale of existing construction. -Piedmont’s older homes are part of the city’s cultural heritage, and their conservation is an important public goal. (see the Design and Preservation Element). The City strongly supports the improvement of all homes, regardless of size, however.- Enhancements are necessary to upgrade aging or outdated building components, and respond to housing market trends.



Most construction in Piedmont consists of home improvement projects rather than new residences. In 2007, the City issued permits for \$31.9 million worth of improvements.

~~Very modest~~ Modest increases in density may take place in the future due to the addition of ~~second~~accessory dwelling units ~~to some Piedmont homes,~~ as well as conversion into, or construction of, duplexes, triplexes, and fourplexes. A large number of the city's homes are ideally configured for ~~second~~accessory dwelling units, with multi-level living areas, multiple entrances, second kitchens, detached studios or guest cottages, and so on. Piedmont also has many "empty nester" households who may wish to downsize without leaving the city. ~~The rental income from a~~ second~~an~~ accessory dwelling unit can be helpful for retirees, and having someone else in the house may bring real benefits to ~~frail~~ elderly residents living alone. At the same time, there is a need for rental units in the city for City and PUSD employees, service providers, local workers, college-age students, young professionals, and other low and moderate income workers. ~~Given the lack of land available for multi family housing, second~~Accessory dwelling units can provide a "win-win" solution.

There are three areas in Piedmont where more substantial changes may take place.- These are highlighted below.

Civic Center

The Piedmont Civic Center includes the four blocks bounded by Highland, Magnolia, Hillside, and Oakland Avenues and their immediate environs. ~~A~~ draft Master Plan was prepared in 2007-2008 to strengthen this area's role as a community gathering place and identify opportunities for new recreational and civic amenities for Piedmont residents (see text box on facing page). ~~At the time of adoption of this~~these amendments to the General Plan in ~~April 2009~~2024, the Civic Center Master Plan remains a working draft and has not been formally adopted.

~~Most~~As envisioned by in the 2007 Master Plan, most of the changes planned for the Civic Center are on the block bounded by Bonita, Vista, Hillside, and Magnolia. ~~Proposed changes include renovation of the Recreation Center, a new swim/ fitness center, and a new pool and pool deck area. Illustrative plans for the block also include a new 120-space parking garage with rooftop tennis courts, although alternatives to the parking structure are being considered. At this point in time, additional commercial or residential uses are not envisioned in the Civic Center.~~ Master Plan. Although new public buildings may include concession space for a small café or other vendors, the primary activities will be recreational ~~and civic,~~ emergency response, and civic. At the time of adoption of these amendments, a new Piedmont Community Pool is under construction in this area.

Other proposed changes to the Civic Center provided in the 2007 Master Plan include the closure of Bonita Avenue and the development of a public plaza in its place, the renovation or replacement of 801 Magnolia (the former Christian Scientist Church) with a new civic use (to be determined), and a

variety of circulation changes including a traffic roundabout at Highland and Magnolia. ~~In addition, Havens Elementary School is scheduled for replacement as part of the Measure E seismic upgrade program. A new two-story school building is planned, along with new public open space.~~

The 2008 Civic Center Master Plan



The Civic Center Master Plan (CCMP) was prepared to address the long-term need for new recreational, social, and cultural facilities in Central Piedmont. The Civic Center area already supports municipal and educational facilities, including City Hall, and Piedmont High School and Middle School. The CCMP complements these uses with new activities, while at the same time improving recreational space, applying consistent design principles, and building pedestrian linkages through the area.

The planning process included a series of community workshops, engaging Piedmont residents in visioning and design. Participants' ideas were refined and tested, and ultimately combined into a preferred alternative for the area. A scale model of the area was built, and color renderings of the proposed improvements were prepared. Detailed traffic and parking studies were conducted to address circulation and traffic safety in the area.

At the heart of the CCMP are a series of capital improvement projects, including a new swimming pool complex, a 22,000 square foot swim and fitness club, a remodeled recreation center, a new or remodeled community building at 801 Magnolia Avenue, and a reconstructed tennis court atop a two-level sub-surface parking structure.

The cost of these improvements has been estimated at \$35-\$50 million, excluding some of the roadway changes. Because a funding source has not been identified, the Plan is likely to be implemented in phases. Environmental review will be required for all CCMP projects as they move forward, and further refinements are likely.



Upper Moraga Canyon includes some of the largest open spaces in Piedmont.

Moraga Canyon / Piedmont Reservoir

Upper Moraga Canyon includes some of the largest open spaces in Piedmont, including Blair Park, Piedmont Reservoir, and a portion of Mountain View Cemetery. -Some long-term change in this area is likely, although open space will remain ~~the primary~~ significant land use.

Blair Park occupies a narrow swath of land along the south side of Moraga Avenue. -The 8-acre site has minimal improvements and is a popular dog walking spot. ~~As noted in the Parks, Recreation, and Open Space Element of this plan, the possibility of developing a multi-use athletic field in the park is being explored.~~ This General Plan ~~does not change~~ elaborates on the City's land use policy toward Blair Park, ~~except to eliminate references in the prior General Plan to the development of housing or a corporation yard on the site. An amendment to the Plan would be required for any use not ordinarily allowed on land designated for Parks, Recreation, and Open Space (for example, public facilities or residential).~~ with the preparation of a Moraga Canyon Specific Plan (see Policy 4.3 and Action 4.C from this Land Use Element, below, and Housing Element program 1.L).

Piedmont Reservoir

Just above Blair Park, the Piedmont Reservoir site occupies more than nine acres straddling the Oakland-Piedmont border (8.3 acres of the site is in Piedmont). -The site, which is owned by East Bay Municipal Utility District (EBMUD), contains a 22.8 million gallon water storage tank that provided water for Piedmont from 1905 to 2003. -The facility was decommissioned and drained in 2003 as part of EBMUD's facility modernization program, and Piedmont's water now comes from other large tanks in the Oakland Hills.- EBMUD will retain a portion of the site to develop a new 4.1 million gallon tank and pressure regulator, but ~~most~~ the city anticipates that some of the site will become available for other purposes sometime after 2031.

As in the 1984 and 1996 General Plans, the EBMUD site is designated for open space on the Piedmont General Plan Land Use Diagram. -This is an expression of the city's desire to keep the site as a wooded buffer between Piedmont and Oakland. -Use of the property for recreational use, including sports fields or other recreational facilities, would be consistent with this designation. -Any other use of this property would require an amendment to this General Plan.

Elsewhere in Moraga Canyon, the small portion of Mountain View Cemetery within the Piedmont city limits is also designated for open space. ~~The Piedmont Corporation Yard on Moraga Avenue is designated "Public Facilities" on the Land Use Diagram and is expected to remain a municipal maintenance facility for the lifetime of this plan.~~



Some of the commercial properties along Grand Avenue are aging and are not used as intensively as they might be.

Grand Avenue

The commercial district along Grand Avenue between Linda and Wildwood Avenues has the potential for ~~a small amount of significant~~ additional development. Although there are no vacant lots, some of the commercial properties are aging and are not used as intensively as they might be. Private redevelopment of some of these properties is possible and is permitted under ~~existing~~ proposed new land use programs to amend the zoning ordinance. The five single-family houses within the commercial district are ~~in excellent condition and are not also~~ expected to be replaced; ~~however, conversion to office, retail, or multi-family residential uses could occur~~. or expanded under proposed new land use programs to increase the development potential of these sites.

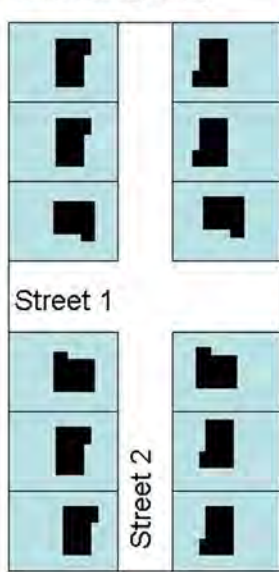
In the event that any property in the Grand Avenue commercial area is redeveloped, the city strongly supports mixed-use projects which combine residential and commercial uses. Development which includes ground floor retail shops and upper story ~~office or~~ residential use is encouraged. The commercial district should not be expanded beyond its current boundaries, however, since such expansion would encroach on established, stable residential uses.

Just beyond the northern edge of the Grand Avenue commercial district is a small multi-family district. Again, some of the older apartment buildings in this area could be privately redeveloped and expanded under proposed new land use programs to increase the development potential of these sites, and a few of the properties are developed below the maximum density allowed by zoning. To the extent feasible, any redevelopment of multi-family property in this area should avoid displacing tenants and result in a net gain of total housing units. Affordable housing units, as well as market rate units, are encouraged.

~~The General Plan identifies the former PG&E substation on Linda Avenue as being part of the multi-family district, since it is planned for redevelopment with townhomes. The existing structure has been proposed for demolition and replacement.~~

Gross and Net Densities

• 12 Residential Parcels, 60' X 120' ea
• 50-foot street right-of-way



Street 1

Street 2

GROSS DENSITY = 4.4 UNITS/AC
NET DENSITY = 6 UNITS/AC

The General Plan refers to both "gross" and "net" densities. Gross densities include streets, utilities, and common open space, and are usually used when describing larger geographic areas. Net densities include only the area within individual parcel boundaries. As a rule of thumb, gross densities are typically 20 to 30 percent lower than net densities.

Land Use Categories

The Land Use Diagram (Figure 3.3) uses ~~six~~seven categories to describe the general types of uses allowed in the city. -Definitions of each category are provided below.- Each category corresponds to a zoning district which includes more specific and prescriptive regulations for the use of property.

The State Government Code [65302(a)] requires that each general plan category include standards for development density and intensity. ~~In~~For residential ~~areas~~uses, this is expressed by setting a limit on the number of units that may be built per gross acre (see text box at left) as well as allowable floor area ratios, or FAR. ~~In employment areas~~For non-residential uses, this is expressed through floor area ratios, or FAR (see text box next page).

Estate Residential
Density: 1 to 2 units per acre

The Estate Residential land use category designates areas suitable for large homes developed at densities of one to two units per gross acre. ~~Single family homes, manufactured and mobile homes, and related accessory structures (including second accessory dwelling units) are permitted. Religious uses (churches, parochial schools, etc.) also are permitted, as are other uses stipulated by state law, including family child day care homes, small residential care facilities, transitional and supportive housing, employee housing, Low Barrier Navigation Centers, small group homes, and home occupations. This designation corresponds to Piedmont's Zone "E," which has a 20,000 square foot minimum lot size. Existing vacant lots smaller than 20,000 square feet may be developed, but any land subdivision must conform to this standard.~~ This designation has been mapped in eastern Piedmont, along the Sotelo-Glen Alpine loop, and along Sea View and King Avenues, portions of Lincoln and Lakeview Avenues, and portions of Mountain and Bellevue Avenues.

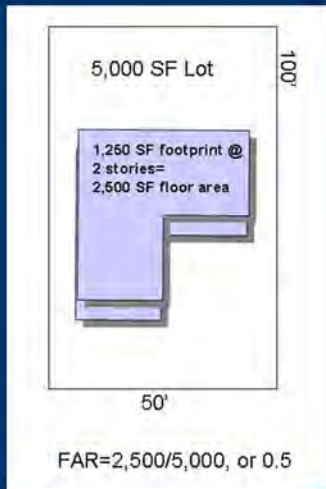
Low-Density Residential
Density: 3 to 8 units per acre

Low-Density Residential is the predominant General Plan designation in Piedmont, ~~applying to about 75 percent of.~~ Single-family residences are the city's principal uses in this area. The designation denotes areas developed at densities ranging from three to eight units per acre (up to 21 units per gross acre- for religious affiliated housing). Single-family homes, manufactured and mobile homes, duplexes, triplexes, fourplexes, and related accessory structures (including second accessory dwelling units) are permitted. ~~Religious uses (churches, parochial schools, etc.) and related accessory uses such as religious-affiliated housing developments,~~

LAND USE

~~including single-room occupancy units (SROs) and emergency shelters, also are permitted, as are other. Other uses stipulated required by state law are also permitted, including, but not limited to family ~~child~~ day care homes, small residential care facilities, transitional and supportive housing, employee housing, Low Barrier Navigation Centers, small group homes, and home occupations. -The designation corresponds to Piedmont's Zone "A," which has a 10,000 square foot minimum lot size. Existing vacant lots smaller than 10,000 square feet may be developed, but any land subdivision must conform to this standard.~~

Floor Area Ratio



Floor area ratio refers to the ratio of building area to land area on any given site. In Piedmont, building area excludes basements, garages, and other non-habitable spaces. The zoning code regulates the maximum FAR, by zone.

Medium-Density Residential
Density: 9 to 2060 units per acre

The Medium-Density Residential designation provides for the development of multi-family housing and accessory structures ~~that are harmonious with the character of existing development.~~ Multi-family housing is defined as multiple dwelling units in a single building, designed to be occupied by more than one family independent of each other. ~~It includes apartments, condominiums~~ apartments, condominiums, townhomes, single-family homes, manufactured and mobile homes, residential care facilities, single room occupancy (SRO), and related accessory structures (including accessory dwelling units) are permitted, as well as duplexes, triplexes, ~~and fourplexes,~~ and uses required by state law including but not limited to small family daycare homes, transitional and supportive housing, employee housing, and Low Barrier Navigation Centers.

This designation provides for the development at approximately nine to 2060 units per gross acre.- The Medium-Density designation applies to a small area near Oakland and Linda Avenues, adjacent to the Grand Avenue commercial district.- And sites located among Zone A properties. The area corresponds to Piedmont’s Zone “C.”¹

Mixed Use
Density/~~Intensity~~: Up to 2081 units per acre,~~or~~
Intensity: Commercial Floor Area Ratio of 0.75

The mixed-use designation includes the city’s commercial properties, as well as a handful of existing residences that are zoned for commercial use. Whereas previous Piedmont General Plans designated these areas as purely “Commercial”, they are shown as “Mixed Use” in this Plan. ~~This recognizes both the existing land use pattern and the City’s desire to encourage housing above any, mixed-use, and~~ new retail or office uses within these areas. ~~The corresponding zoning district is Piedmont Zone “D.”~~

The two Mixed Use areas in Piedmont are the Civic Center commercial district, and the Grand Avenue district. ~~Commercial uses in these areas are required to be local neighborhood-serving, rather than regional in nature. This is due in part to concerns over parking and traffic, but also to the extremely limited supply of commercial land in the city and the need to use this land to meet the day-to-day service needs of Piedmont residents.~~

Projects which are entirely commercial are permitted in these areas, subject to a maximum FAR of 0.75. ~~Projects which include multi-family residential~~

¹- Because designations on the Land Use Diagram are generalized and not parcel-specific, a few properties zoned for multi-family use and currently developed with apartments are contained within the Low-Density Residential area. ~~The overall gross density of these areas remains within the 3-8 unit per acre range, however.~~

uses are encouraged but are only permitted when combined with ground floor commercial uses. The residential component of a mixed-use project is subject to the 81-dwelling unit per acre maximum density limit, whereas the commercial uses; densities in such component of a mixed-use project is subject to the 0.75 maximum FAR intensity standard. The development regulations in these areas are established to ensure projects may not exceed 20 units per acre can achieve the maximum density and FAR envisioned for these areas. The ground floor commercial component may be waived for development proposals that include an affordability component that furthers the City's affordable housing goals.

The Piedmont Zoning Code

The legislative document controlling land use in Piedmont is Chapter 17 of the Municipal Code, (“Regulations Prescribing the Character of Construction”), more commonly known as the zoning ordinance. Although Piedmont has had zoning since 1929, most of the present code dates to 1987. Periodic amendments have been made since then in response to new land use issues, definitions, and state requirements.

The Zoning Code divides Piedmont into five zones, as noted in the Table below. Chapter 17 defines the allowable uses in each zone; sets development standards; defines on-site improvement and parking requirements; includes standards for fences, walls, retaining walls, landscaping, and signs; and establishes design review requirements. Chapter 17 also describes the findings necessary for granting variances and conditional use permits, as well as the procedures for hearings and appeals. It also addresses non-conforming uses and a range of administrative issues.

Key development standards in the five zoning districts are summarized below. This is an overview only; additional standards apply. Chapter 17 should be consulted for the full text of the regulations.

	Zone A	Zone B	Zone C	Zone D	Zone E
	Single Family Residential	Public Facilities	Multiple Family Residential	Commercial	Single Family Residential Estate
Lot Size	10,000 SF	None	10,000 SF	None	20,000 SF
Lot Frontage	90'	None	90'	None	120'
Max. Lot Coverage	40%	None	40%	50% if 1-story 25% if 2-story	40%
Max. Impervious Surfaces	70%	None	70%	80%	60%
Height	35'	35'	35'	35'	35'
Front Yard	20'	20' (*)	20'	None, unless adj to Zone A (*)	20'
Side Yard	4' except 20' on corner	20'	4' except 20' on corner	None, unless adj to Zone A	20', with 4' near rear
Rear Yard	4' except on double frontage lots	20'	4' except on double frontage lots	None, unless adj to Zone A	20'

(*) Single family residential uses in Zones B and D are subject to Zone A development regulations

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Related accessory structures (including accessory dwelling units and parking garages), single-family residences, small family daycare homes, manufactured and mobile homes, single room occupancy (SRO) units, residential care facilities, transitional and supportive housing, employee housing, and Low Barrier Navigation Centers are permitted.



Public Facilities

Density: Up to 60 residential units per acre

Intensity: Floor Area Ratio of 0.75

This designation applies to public schools and municipal facilities, including City Hall, ~~the Corporation Yard,~~ and the Veterans Building. -It has been applied only to land owned by the City of Piedmont and the Piedmont Unified School District. ~~Although the~~The maximum FAR is for commercial development continues to be 0.75, the actual FAR on most parcels with this designation is considerably lower. Any increase in square footage on public land is subject to environmental review. Housing that furthers the City's affordable housing goals, such as multi-family residential development, manufactured and a public process which ensures resident participation. ~~Consistent with the Piedmont zoning code, mobile homes, single-family residences, related accessory structures (including accessory dwelling units and parking garages), small family daycare homes, small residential care facilities, transitional and supportive housing is a, single room occupancy units (SROs), emergency shelters, employee housing, and Low Barrier Navigation Centers, and other uses that are deemed single-family under State law, are permitted uses~~uses within Public Facility areas. -Areas with this designation are generally in Piedmont's Zone "B."



Parks, Recreation, and Open Space

Intensity: Not applicable.

Density: Up to 3 to 8 units per acre.

Any increase in intensity subject to public review.

The Parks, Recreation, and Open Space designation applies to public parks and other public and private open space areas. -These other open spaces include EBMUD facilities, Tyson Reservoir, and the Piedmont portion of Mountain View Cemetery. -Permitted uses in these areas include recreation, resource conservation, and facilities which support park and recreation activities. -Depending on site conditions, these facilities may include recreation centers, swimming pools, tennis courts, sports fields, restrooms, child care centers, parking areas, park maintenance and staging areas, and similar uses. ~~Because the primary activity in these areas is recreation, no floor area ratio limit has been established.~~ -The intent is to maintain these sites as open space to the greatest extent feasible. Housing that furthers the City's affordable housing goals, such as single-family -residential development, manufactured and a public process which ensures resident participation. ~~Consistent with the Piedmont zoning code, mobile homes, related accessory structures (including accessory dwelling units and parking~~

garages), small family daycare homes, small residential care facilities, transitional and supportive housing is a, ~~single room occupancy units (SROs), emergency shelters, employee housing, and Low Barrier Navigation Centers,~~ and other uses that are deemed single-family under State law, are permitted ~~uses~~ within the Parks, Recreation, and Open Space designation. Areas with this designation are generally in Piedmont's Zone "B."

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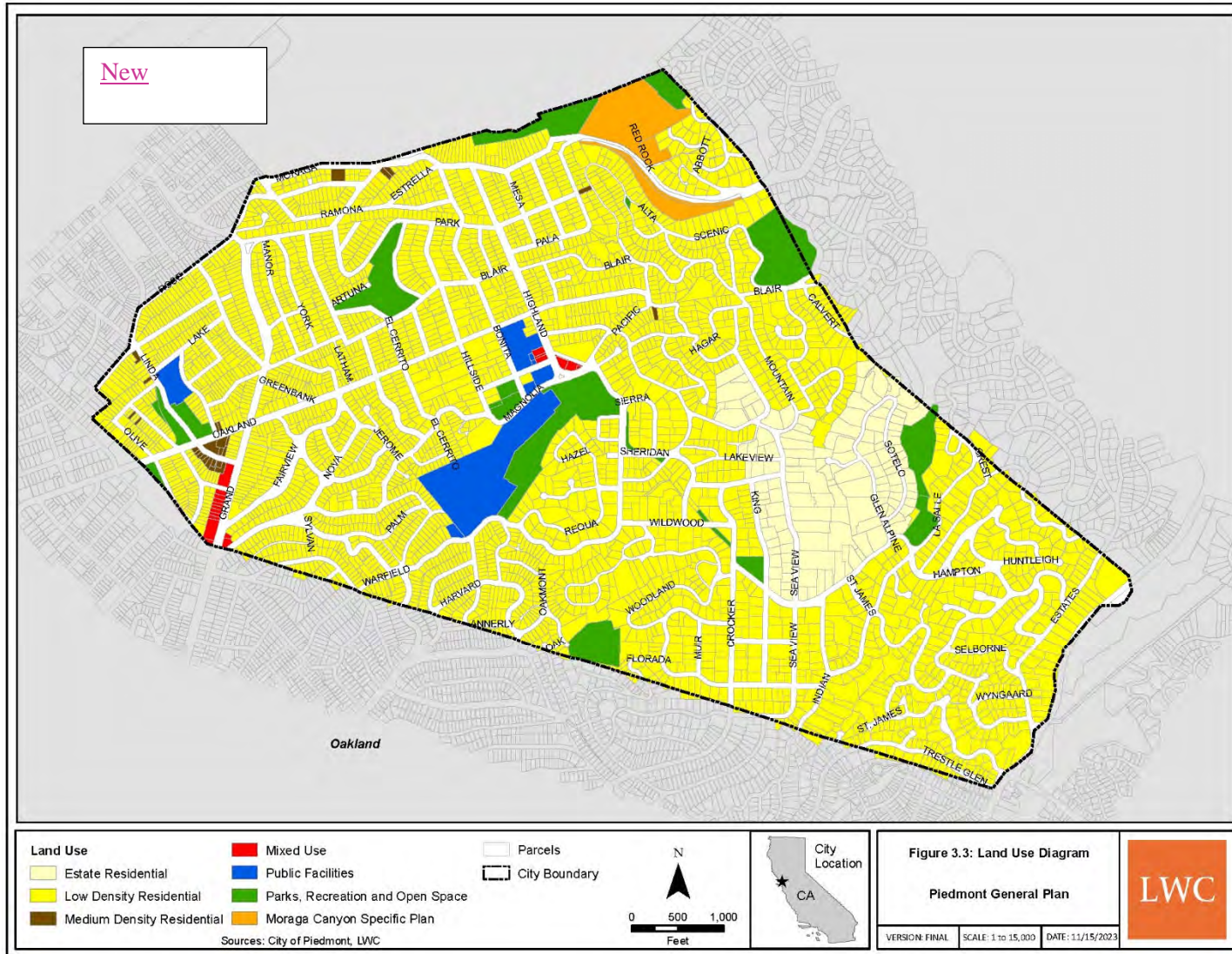
Moraga Canyon Specific Plan

Density: Up to 60 units per acre

Intensity: As determined in adopted Specific Plan.

The City of Piedmont is developing a specific plan for all City-owned land in Moraga Canyon, including Blair Park, Coaches Field, Kennelly Skate Park, and the City's Corporation Yard, to plan for new housing and to maintain, replace, and improve existing City facilities, open space, and recreational amenities. The Moraga Canyon Specific Plan will also plan for improved traffic, pedestrian, and bicyclist circulation and wildfire safety. Areas with this designation are generally in Piedmont's Zone "B." This area may be considered for new uses and evaluated for potential surplus land (see Parks, Recreation, and Open Space Element).

Exhibit A
LAND USE



The essential form of the city's residential areas—including the scale and appearance of its homes, the mature vegetation, the views and vistas, the appearance of streets and public places, and the street layout—should be maintained for the long-term future.

GOALS, POLICIES, AND ACTIONS

Goal 1: Residential Character

Maintain the character of Piedmont as a residential community and allow for various housing types.

Policies and Actions

Policy 1.1:- Encroachment of Non-Residential Uses

Maintain zoning regulations which strictly limit the encroachment of non-residential uses into residential areas, and which support residential uses on private land throughout the City.

Policy 1.2: Neighborhood Conservation

Sustain the balance between homes, private yards, and public space that defines Piedmont's residential neighborhoods. –The essential form of the city's residential areas—including the scale and appearance of its homes, the mature vegetation, the views and vistas, the appearance of streets and public places, and the street layout—should be maintained for the long-term future.

Policy 1.3: Harmonious Development

Maintain planning and development review procedures which ensure that new development is harmonious with its surroundings and will not conflict with adjacent properties. New development and home alterations should be consistent with ~~established~~ standards for setbacks, height, and bulk, thereby conserving the ~~low density~~, pedestrian-friendly character of the city's neighborhoods.

Policy 1.4: Lot ~~Sizes~~ Mergers

~~Retain lot size standards that conserve prevailing densities and discourage the division of developed lots into multiple parcels.~~

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.

Policy 1.5: Home Occupations

Permit home-based businesses, subject to a licensing process which ensures that off-site impacts are minimized and that the residential nature of structures and their surroundings are not threatened.

Policy 1.6: Construction Impacts

Minimize the impacts of residential construction on the peace, quiet, visual integrity, and environmental quality of Piedmont neighborhoods. -All new

construction and home improvements should be completed in a timely manner, subject to standards established by the Municipal Code.

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.

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.

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.

■ ***Action 1.A: Work Sessions***

Conduct periodic work sessions with the Piedmont City Council and Planning Commission to address emerging issues and to discuss changes that would help the City achieve its goal of protecting residential neighborhoods.

■ ~~***Action 1.B: Mandatory Lot Mergers***~~

~~*Continue City efforts to merge constrained, adjacent non-conforming lots under common ownership.*~~

See the Housing Element for policies on ~~second units~~ production of housing and residential “teardowns.” new housing types

See the Design and Preservation Element for policies on the design of new or altered residential structures.

Goal 2: Commercial and Mixed Use Areas

Provide for a ~~limited~~ range of commercial uses which serve the basic needs of the community.

Policies and Actions

Policy 2.1: ~~Local~~ Neighborhood-Serving Emphasis

On the city’s limited commercial land supply, strongly encourage activities that meet the needs of Piedmont residents rather than larger region-serving activities.- By supporting local-serving businesses in these areas, Piedmont can advance its goals of reducing driving, promoting walking, and creating a more balanced and well-rounded community.

Policy 2.2: Mixed Use Development

Within the Grand Avenue and Civic Center commercial ~~district,~~
~~encourage~~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).

Recognize the importance of Piedmont's commercial land uses as community gathering places. Any new commercial project should be designed in a way that contributes to pedestrian vitality and safety, and provides a clean, attractive, and welcoming environment for the public.

Policy 2.3: Office Development

Support limited office development in the city's commercial districts to accommodate businesses serving Piedmont residents, and to provide rental office space for Piedmont residents with small businesses.

Policy 2.4: ~~Commercial Parking~~

~~Resolve~~ Allow parking problems 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.

Policy 2.5: Off-Site Impacts

Maintain a conditional use permit procedure for commercial uses which ensures that off-site impacts such as traffic, noise, parking, and odor are disclosed and mitigated to the greatest extent possible. ~~Buffering and screening~~ Screening should be required between commercial and mixed-use development and adjacent residential properties to minimize the potential for land use conflicts between the two uses.

Policy 2.6: Commercial Uses as Gathering Places

Recognize the importance of Piedmont's commercial land uses as community gathering places. ~~Any~~ new commercial projects should be designed in a way that contributes to pedestrian vitality and safety, and provides a clean, attractive, and welcoming environment for the public.

~~■~~ Action 2.A: ~~Allowing~~ Allow Multi-family Residential in Commercial Zones

- Amend City regulations so that multi-family housing becomes a conditionally-permitted use in the Commercial zone (Zone D). However, such uses should only be permitted when they are part of a project that includes ground floor commercial uses. Update development regulations (including increased height up to four stories and reduced parking) for multi-family and residential mixed-use projects.
- Action 2B: Commercial Development Standards
Review the development standards for commercial uses to ensure that they support the goal of promoting pedestrian-oriented development and attractive streetscapes.

See the Housing Element for additional policies on housing development in Commercial and Mixed-Use Areas. See the Design and Preservation Element for additional policies on the design of commercial areas, including Action 28.F on commercial design guidelines.

Protect environmentally sensitive open space in Piedmont to the greatest extent feasible. Recognize open space as an important ecological and aesthetic resource in the city, and a defining element of Piedmont's character.

Goal 3: Public, Institutional, and Open Space Lands
Manage public and institutional land in a way that meets the educational, civic, and recreational needs of Piedmont residents, while preserving the city's open spaces and natural resources.

Policies and Actions

Policy 3.1: Civic Facilities

Provide attractive and safe civic facilities that foster and enrich public life. The City will promote the use of schools and other community facilities as gathering places that deliver a variety of services to Piedmont residents.

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.

Policy 3.3: Joint Use of School District and City Facilities

Achieve full utilization of existing and future school facilities and public buildings to the mutual benefit of the City of Piedmont and the Piedmont Unified School District.

Policy 3.4: Planning and Public Facilities

Fully consider the potential impacts of local planning decisions on City and School District properties and facilities.

Policy 3.5: Protection of Open Space

Protect environmentally sensitive open space in Piedmont from development to the greatest extent feasible. -Recognize open space as an important aesthetic and ecological resource in the city, and a defining element of Piedmont's ~~character~~ natural setting.

Policy 3.6: Other Public and Institutional Lands

Coordinate with East Bay Municipal Utility District, Pacific Gas and Electric Company, the City of Oakland, and the Mountain View Cemetery Association in the management and long-term use of their Piedmont properties. -All of the land belonging to these entities in Piedmont is designated as "Open Space" on the Land Use Diagram.

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.

Policy 3.8: Donation of Property

Review any proposed donation of private property to the City to ensure that a net community benefit will result, and to ensure that an undue burden will not be placed on adjacent property owners or the City.

- **Action 3.A: Seismic Retrofit of Schools**

Actively coordinate with the Piedmont Unified School District on the reconstruction of school sites under Measure E (2006). -Recognize the opportunity for new facilities which benefit all Piedmont residents.

- **Action 3.B: ~~Park and Open Space Zone~~ Accessory Uses**

~~Consider creation of a new zoning district (Zone F) for Piedmont's parks and public open spaces. The development standards and use restrictions in this zone would emphasize park and resource conservation activities rather than public facilities or residential 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

See Housing Element for additional policies on city-owned land and religious affiliated housing development.

See the Parks, Recreation, and Open Space Element for additional policies on parks.

See the Community Services and Facilities Element for additional policies on schools and public buildings.

“I would like to see one or more places in the Civic Center area where residents could grab a cup of coffee or a smoothie and interact socially with other Piedmonters.”

“I would like to have one place, under roof or in public, where I could say, ‘I’ll meet you at...’”

-General Plan Survey
Responses

Goal 4: Special Sites

Maximize potential benefits to Piedmont residents on key opportunity sites.

Policies and Actions

Policy 4.1: Civic Center

Encourage land uses, activities, design changes, circulation changes, and capital improvements which transform the Piedmont Civic Center into a more cohesive pedestrian-oriented gathering place. -The intent of this policy is not to commercialize or expand the Civic Center, but rather to enhance existing uses and create new places for social interaction.

Policy 4.2: Piedmont Reservoir

Retain the EBMUD Piedmont Reservoir as open space, consistent with previous General Plans for Piedmont.

Policy 4.3: Moraga Canyon

~~Retain open space and recreation as the primary uses in 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.

Policy 4.4: Availability of Services

Ensure that infrastructure and community facilities are adequate to handle any new development before approval is granted.

Policy 4.5: Environmental Review

Ensure that any land use changes on special sites in Piedmont (as defined by this Plan) are accompanied by appropriate and comprehensive environmental review. -All land use changes shall occur through an open and transparent public process.

■ **Action 4.A: Civic Center Master Plan Implementation**

Complete the Civic Center Master Plan process. -Additional analysis and public hearings should be conducted, and a modified version of the Plan reflecting further community input should be presented to the Council for adoption. Once adopted, develop a phasing and funding plan.

■ **Action 4.B: Reservoir Reuse**

Undertake a dialogue with EBMUD to preserve the Piedmont Reservoir site as open space and explore opportunities for long-term community use. In the event a use other than open space is required, a General Plan Amendment shall be required and the proposed use shall maintain the open, wooded quality of the site.

■ **Action 4.C: Implement Moraga Canyon Specific Plan (Housing Element Program I.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 I.L).

“We need to realize that by living ‘within’ Oakland, we should embrace—not reject or fear—the vibrant opportunities that surround us.”

-General Plan Survey
Response

Goal 5: Coordination with Oakland

Coordinate local planning efforts with the City of Oakland.

Policies and Actions

Policy 5.1: Collaborative Planning with Oakland

Work collaboratively with the City of Oakland on issues of mutual concern, including the preparation of land use plans for Oakland neighborhoods and shopping districts near Piedmont, and the review of large-scale development proposals in Oakland that could potentially impact Piedmont

Policy 5.2: Lots on the City Limit Line

Coordinate with Oakland on the permitting of development on lots that are bisected by the Piedmont-Oakland line.

■ ***Action 5.A: Joint Permitting***

Develop standard operating procedures for the issuance of planning and building permits on lots that are bisected by the Oakland/Piedmont city limit line.

■ ***Action 5B: Notification of Oakland Projects***

Explore the feasibility of standard notification and comment procedures for projects in Oakland, following the parameters of the City Code.

Goal 6: Planning Administration

Maintain planning and building procedures which ensure the safety of all new construction and which protect the quality and character of Piedmont.

Policies and Actions

Policy 6.1: Planning Process

Ensure that all planning decisions are made in a clear, consistent, objective, transparent, and timely manner.

Policy 6.2: Appropriateness of Planning Requirements Periodically assess planning practices and requirements in response to community feedback.

~~Periodically assess planning practices and requirements in response to community feedback.~~

“It is important to us that the city keeps its original appearance and that everybody’s interests are taken into account when new construction projects are approved.”

*- General Plan Survey
Response*

Policy 6.3: Pre-Development Conferences

Encourage pre-development conferences for medium- and large-size projects to identify neighbor concerns, discuss potential problems, and convey the City’s expectations and standards for major construction projects.

Policy 6.4: Community Input

Maintain a high level of public input in the permitting process, including opportunities for neighbors to comment on proposed plans.

Policy 6.5: Involving Community Organizations

Recognize the contribution of Piedmont’s organizations, clubs, and community groups to civic improvement, and engage these groups in the planning process.

Policy 6.6: Homeowner Resources

Prepare printed brochures and internet materials which clearly explain planning and building requirements and help homeowners navigate the permitting process.

Policy 6.7: Enforcement

Use enforcement authority, including fines and penalties, to ensure compliance with the conditions of approval issued under the City’s zoning and design review requirements.

■ *Action 6A: Review of Practices and Procedures*

Periodically review city planning procedures to ensure that they are appropriate and responsive to local concerns. -This review could include community surveys, public hearings and meetings, and changes to the process which reflect public input.

■ *Action 6B: Review of Regulations*

Revise zoning, subdivision, and design review regulations as needed to address emerging issues such as the siting of telecommunications equipment and the use of solar panels.

■ *Action 6C: Website Upgrades*

Consider changes to the Piedmont Planning and Building websites which help homeowners understand the City’s planning requirements. ~~Consider on line permit applications for small projects as a way to reduce trips to City Hall.~~ Consider on line permit applications for small development projects as a way to reduce trips to City Hall.

|



4 Transportation

The Transportation Element addresses mobility, accessibility, safety, and other issues related to travel in and around Piedmont. The Element looks beyond roads and automobiles and covers all modes of transport in the city, including buses, bicycles, and walking. It recognizes the relationship between transportation and the city's land use pattern, the effects of transportation infrastructure on the city's environment and quality of life, and the importance of providing transportation choices for Piedmont residents. The Element covers regional issues such as congestion management and commute patterns as well as local issues such as parking, speeding, and accident hazards.

Piedmont benefits from excellent access to the regional transportation system. The City is just minutes away from four freeways, the Bay Area Rapid Transit (BART) rail system, [an abundance of local bus stops](#), and even an international airport. On the other hand, the city's central location means that it experiences "pass-through" traffic that originates and ends in other cities. Local residents face congestion on a daily basis as they navigate local thoroughfares and East Bay highways.

Piedmont also benefits from being a walkable city. Most of its streets have sidewalks, and many residents live within walking distance of schools, parks, and shopping areas. Walking is also one of the most popular recreational activities in the city and contributes to the fitness of Piedmont residents. But walking is not practical or even possible for all Piedmont residents. Most residents drive to work alone in single passenger automobiles. Driving is also the norm for most errands and trips around town. One of the goals of this Element is to make alternatives to driving more convenient and attractive. This can help conserve energy, improve air and water quality, improve public health [and sustainability](#), and reduce transportation costs.

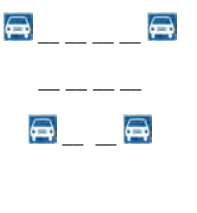
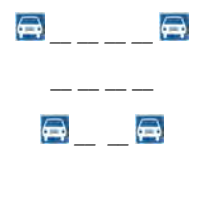
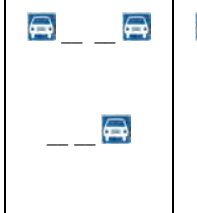
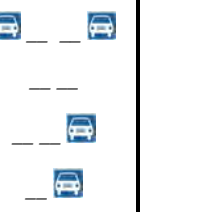
Goals, policies, and actions in this element address the following major topics:

- Mobility and transportation choice
- Traffic flow
- Public transit and carpooling
- Walking and bicycling
- Parking
- Traffic safety

ROAD NETWORK

Functional Classification

Piedmont’s road network is shown in Figure 4.1. The network consists of a hierarchy of arterials, major collectors, minor collectors, and local streets. Each type of street has different physical characteristics, carries different amounts of traffic, and has a different function. Table 4.1 indicates the characteristics of each road type.

Table 4.1: Roadway Classification				
	Functional Type			
	Arterial	Major Collector	Minor Collector	Local
Definition	Primary purpose is to carry traffic between freeways and major collectors or other arterials; serves area larger than Piedmont and thus carries a significant amount of through-traffic.	Primary purpose is to carry traffic between arterials and minor collectors or other major collectors; serves important local traffic generators.	Primary purpose is to carry traffic between major collectors and local streets or other minor collector streets; serves local traffic generators.	Primary purpose is to provide access to abutting properties.
Average Daily Traffic Volume	8,000 and over	3,000-8,000	1,000-3,000	Less than 1,000
Lane Design				


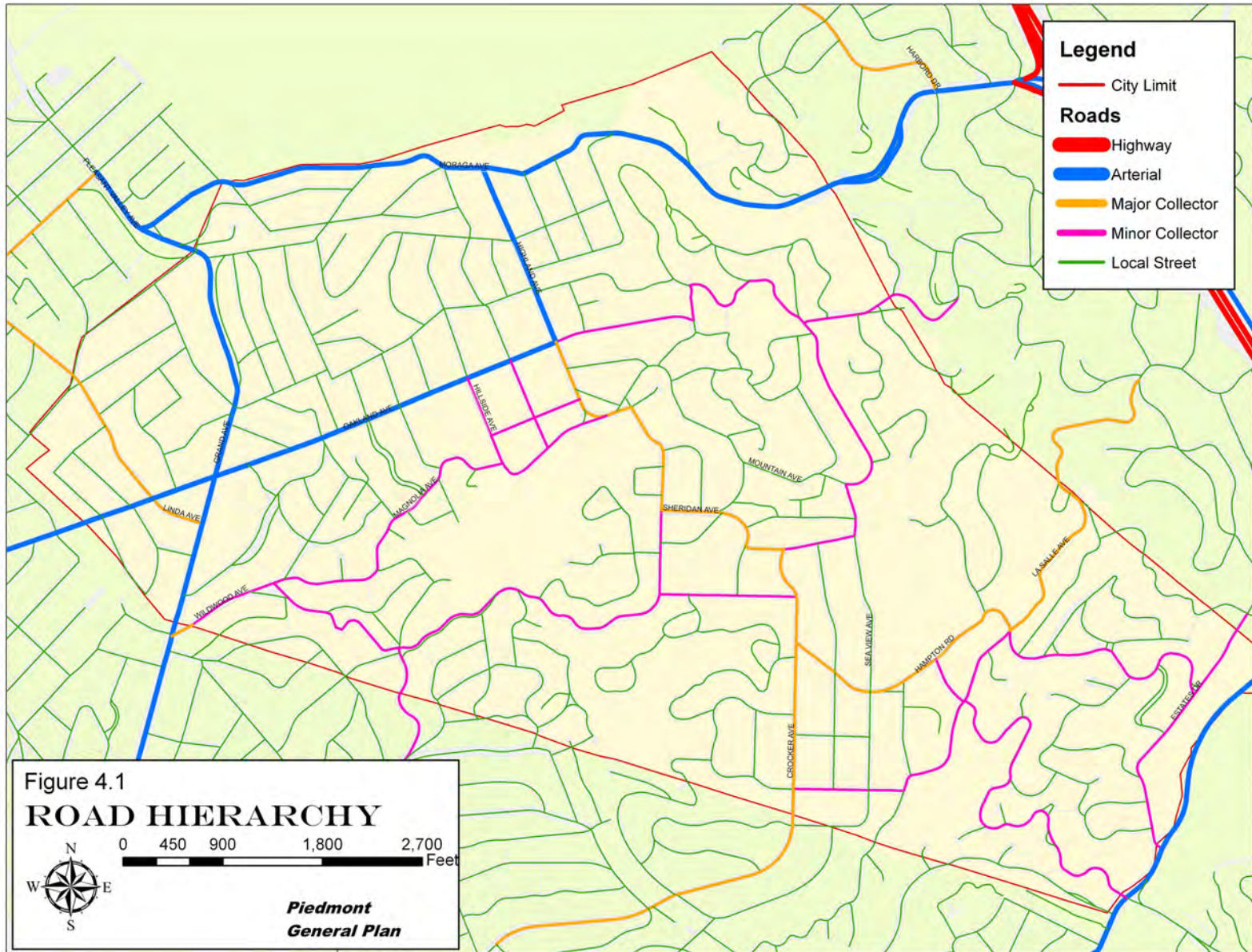
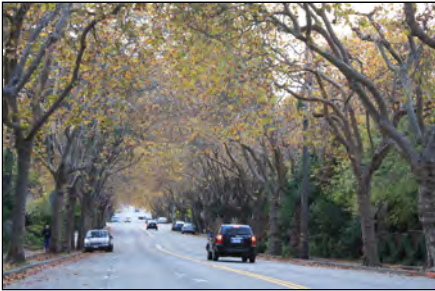
 = Parking lane
 __ = Travel lane

Exhibit A
TRANSPORTATION



TRANSPORTATION



Plans for Oakland Avenue must balance the street's dual role as an arterial and a residential street providing access to single family homes.

The city's **arterials** are Oakland Avenue, Grand Avenue, Highland Avenue, ~~and~~ Moraga Avenue, and portions of Park Boulevard. These ~~four~~ five streets connect Piedmont with Interstate 580 and State Highway 13. They form the backbone of the city's circulation system and each carry ~~more than~~ approximately 8,000 vehicles per day (traffic counts from 2023 shows approximately 4,900 vehicles per day on Highland Avenue). Traffic data for areas studied by the Public Works Department and/or included in the 2023 Draft EIR have been provided in this element. All of Piedmont's signalized intersections are located along these streets.

A system of lower volume **major collector** streets joins Piedmont's arterials to Park Boulevard, Montclair Village, and the Crocker Highlands and Lakeshore districts in Oakland. The major collectors include a series of short, linked road segments extending east from City Hall, including Highland, Sheridan, Wildwood, and Crocker Avenues (continuing into Oakland as Mandana). Major collectors also include Hampton (from Crocker to LaSalle) and the portion of LaSalle east of Hampton. Linda Avenue is also a major collector, linking Grand Avenue to the Piedmont Avenue shopping district in Oakland.

Connecting the arterials and major collectors is a system of **minor collectors**. These include streets in and around the Civic Center, Magnolia, Winsor, the remaining segments of Hampton and LaSalle, St. James and Estates Drives, and a series of linked road segments including Mountain/ Sea View/ Lincoln, and Upper Oakland Avenue/ Scenic/ Upper Blair, connecting to Harbord Drive in Oakland.




The remaining streets in Piedmont are **local**, meaning they have low volumes and generally do not carry through traffic.

Piedmont's arterials and collector streets must also function as local streets to some extent, since they provide access to individual residences at the same time they carry through-traffic. These streets were not initially designed to handle the volume of cars they carry today. Transportation planning in such cases must balance regional mobility needs with privacy, noise, aesthetic, and safety issues.






Table 4.1 illustrates typical cross-sections for each type of roadway. These are not intended to be design standards. They are included to show that there are a range of possible configurations for each type of road. Some of Piedmont's arterials have four lanes, and some have two. Some of the city's collector streets have parking on both sides, some have no parking at all. Some local streets are two lanes wide and some are just one lane wide.

Road Standards

In Piedmont’s hilly neighborhoods, roads ideally should have a curb to curb width of 34 feet, with two travel lanes that are each 10 feet wide and two parking lines that are each 7 feet wide. Where the existing curb to curb width is smaller, the following configurations are recommended:

Roadway Width (curb to curb)	Lane Design
10-12 feet	—
17-19 feet	— 
20-24 feet	— —
24-26 feet	 — 

In flatter areas, roads should have a curb to curb width of 38 feet, with 12-foot travel lanes and 7-foot parking lanes. Where the existing curb to curb width is smaller, or where the roads are arterials, the following configurations are recommended:

Roadway Width (curb to curb)	Lane Design
27-31 feet	— — 
34-38 feet	 — — 
40-48 feet	— — — —
54-62 feet	 — — — — 

Most of Piedmont’s streets were laid out during the early days of the automobile, before modern engineering standards were adopted. While this reduces the system’s efficiency in some ways, it enhances it in others. Ultimately, Piedmont’s varied street pattern tends to reduce speeds, discourage through traffic, and encourage walking. Western Piedmont was developed on a modified grid system, with gently curving streets forming walkable blocks. In the eastern part of the city, the street network is more organic, with streets following topographic contours and steep grades that make walking more difficult.

Figure 4.2 illustrates the curb-to-curb width of all Piedmont streets. About half of the city’s streets are classified as “Marginally Adequate” in width, based on Department of Public Works criteria (see text box on Page 4-7). Such streets are particularly prone to conflicts between parking and through-traffic. For instance, 30’ wide streets with cars parked on both sides have travel lanes reduced to just eight feet in each direction. Streets that are 20-25’ in width with cars parked on one side can present a similar constraint. In such instances, parked cars may use the sidewalks for “extra” space, blocking pedestrian flow, damaging the sidewalks, and creating aesthetic issues.

The reality is that planning for the city’s street system must take many factors into account, and cannot be based solely on traditional engineering standards. The narrow configuration of Piedmont streets is part of the city’s character. Although there are a few instances where hazards exist due to narrow width, tight turning radii, and limited emergency vehicle access, most of the city’s streets can function adequately as long as parking is properly managed. Widening the local and collector streets to suburban standards might increase capacity but would not necessarily enhance mobility or accessibility—nor would it make the city a better place to live. Given this fact, the city must explore traffic control and parking management measures to accommodate the increase in travel demand that is forecast for the next 20 years and plan for safe access and evacuation in case of emergencies.

Future standards for the Moraga Avenue public right-of-way east of Pala Avenue to the City limit, including roadway width, speed limit, lane configuration, sidewalks, and green infrastructure to treat stormwater runoff, such as bioswales, will be developed through public engagement and analysis and incorporated into the Moraga Canyon Specific Plan (Housing Element implementation program 1.L).

In California, per the California Complete Streets Act of 2008 (Assembly Bill 1358), all cities and counties are required to include complete

TRANSPORTATION



Parking Lane



Travel Lane

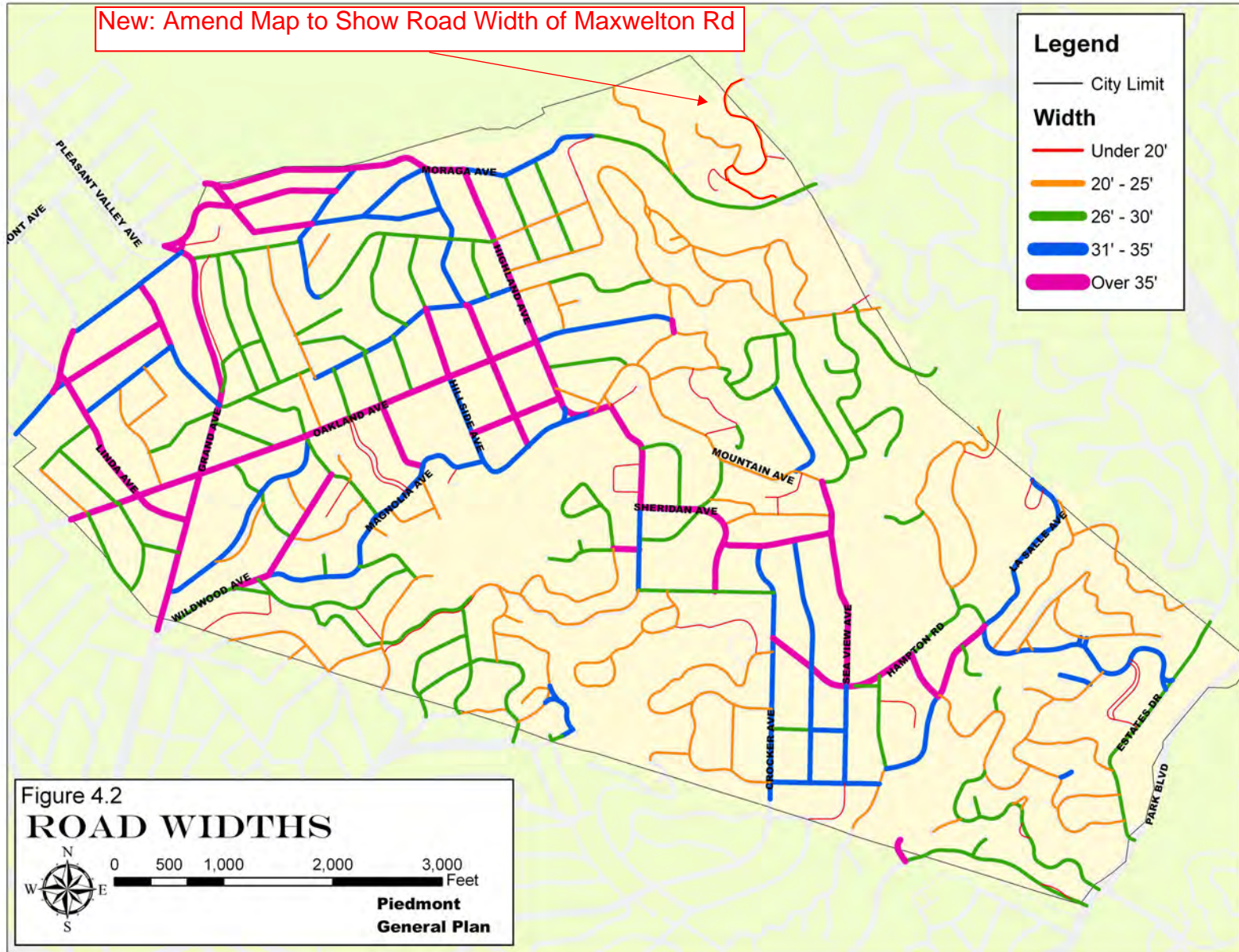
streets policies as part of any substantial revision to the circulation element of their General Plans. The Metropolitan Transportation Commission has a complete streets requirement for Bay Area jurisdictions that intend to apply for One Bay Area Grant funding. Unlike conventional street designs, which prioritize cars over other types of transit, Complete Streets promote mobility and physical activity for people of all ages, abilities, and income levels. Complete Streets facilitate many forms of transportation, including walking, bicycling, taking public transit, and driving.

The Piedmont City Council adopted a Complete Streets policy (Resolution 106-12) in November 2012, to guide future street planning, funding, design, and maintenance. “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe, attractive, and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families. According to the Policy, the City’s is committed to “fund, design, construct, operate, and maintain its transportation system and facilities so that they are safe and convenient for all users and modes, as appropriate to the function and context of each facility, and in ways that reflect local conditions and community values.” The City implements the policy by training staff; reviewing and, as necessary, updating street-design standards and other practices; developing implementation tools (such as designating a network of bicycle facilities); monitoring progress; and engaging the public and other stakeholders.

One performance measure used to quantify automobile travel is vehicle miles traveled (VMT), which refers to the amount of automobile travel attributable to a project, as well as the distance traveled. In 2013, Governor Brown signed Senate Bill (SB) 743, which added PRC Section 21099 to the California Environmental Quality Act (CEQA). PRC Section 21099 changes the way transportation impacts are analyzed and aligns local environmental review methodologies with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl, and reduce VMT in California.

The Piedmont City Council adopted the Policy for Analyzing VMT Impact under CEQA (Resolution 33-2023) in May 2023, to address the following consistent with SB 743 and OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA:

1. Criteria for screening to identify projects that can be expected to cause a less than significant impact without conducting a detailed evaluation;
2. The methodology for estimating the VMT for projects that do not meet any of the screening criteria;
3. VMT-based transportation thresholds of significance; and
4. Options for identifying mitigation measures and quantifying their effectiveness.



Narrow Roads



Piedmont considers roads with a curb-to-curb width of greater than 35' to be "adequate", those with a curb-to-curb width of 20' to 35' to be "marginally adequate" and those with a curb-to-curb width of less than 20' were "inadequate." Examples of inadequate roads include Maxwellton (12-16' wide), Abbott Way (10' wide), and portions of Pala and Scenic Avenues (20' wide).

Some of these streets do not have curbs and are prone to erosion. If cars are parked on one side of the street, through-traffic may be limited to a single lane. Widening of such streets is impractical and costly in most cases, due to steep topography, limited right-of-way, and the proximity of nearby structures.

Existing Traffic Conditions

Daily Volumes

Table 4.2 indicates daily traffic volumes at 22 locations in Piedmont over a 30 year period (1977-2007). The counts include two to three locations along each of the city's arterials (Oakland, Moraga, Highland, Grand), one to two locations along most collector streets, and a few counts along local streets near the Piedmont/Oakland border. The data provides perspective not only on the relative volumes on each street, but how these volumes have changed over time.

Grand Avenue is the busiest street in Piedmont, carrying about 15,000 cars per day as it exits the City to the south. Moraga Avenue carries about 12,000 cars per day. Oakland Avenue and Highland Avenue each carry between 7,000 and 10,000 cars on a typical day. The volumes on the collector streets are substantially lower.

Despite perceptions of worsening traffic, volumes on most Piedmont arterials have remained stable over the past 30 years. In fact, counts from identical locations on identical dates (the first Wednesday in June) show that traffic on Grand Avenue, Moraga Avenue, and Oakland Avenue declined slightly between 1994 and 2007. This is somewhat surprising, since bus service has declined and the number of vehicles per household has increased.

The only increases observed between 1994 and 2007 were on the Highland/ Sheridan/ Crocker collector, and on Hampton and LaSalle. Here, traffic was about 5 to 15 percent higher in 2007 than it was 13 years earlier. Beyond the Piedmont border, Interstate 580 and Highway 13 are also both carrying more cars than they were 15 years ago.

Peak Hour Volumes

Table 4.3 shows peak hour traffic data for the 22 monitoring locations. The peak hour is the 60-minute period each day when the highest volume of traffic occurs. Different Piedmont streets have different peak hours, depending on the uses they serve. For example, the peak hour is 5:15 to 6:15 PM on most of the city's arterials, but it is 3:00 to 4:00 on Highland/ Sheridan in the Civic Center area and 4:00-5:00 on St. James Drive. The earlier peaks are primary due to school-related traffic.

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Table 4.2: Daily Traffic Counts					
	1977	1983	1994	2007	1994-2007 change
Pleasant Valley (Grand) at Oakland line	6923	--	13077	12282	-6.5%
Grand between Cambridge and Oakland	--	11066	12318	11373	-8.3%
Grand between Fairview and Wildwood	--	--	16595	15266	-8.7%
Oakland between Howard and Grand	7860	8236	9565	7675	-24.6%
Oakland between Bonita and Highland	--	--	8316	7675	-8.4%
Moraga between Highland and Bonita	8320	8224	11333	9168	-23.6%
Moraga between Maxwellton and Oakland line	11412	11864	13180	12572	-4.8%
Highland between Moraga and Park Way	7430	8038	9281	8723	-6.4%
Highland between Craig and Oakland Av	--	8463	8009	9315	14.0%
Highland between Sierra and Piedmont Pl	--	5721	7625	7179	-6.2%
Sheridan between Lakeview and Richardson	--	2582	2855	3182	10.3%
Crocker between LaSalle and Ashmount	2620	2456	2489	2627	5.3%
Crocker between Wildwood and Hampton	--	--	4136	4141	0.1%
Estates between Park and Sandringham	1960	2254	3000	2730	-9.9%
Trestle Glen between Park and Cavanaugh	1620	1676	1252	1221	-2.5%
St James between Park and Croydon	1040	1582	1768	1472	-20.1%
LaSalle between Somerset and Hampton	--	--	2118	2242	5.5%
Magnolia between Bonita and Hillside	--	2052	2361	1842	-28.2%
Linda between Grand and Oakland	--	--	3791	3508	-8.1%
Boulevard between Crofton Av and city line	1500	--	1609	1484	-8.4%
Hampton between Indian and St James	--	--	3613	3765	4.0%
Mountain between Sharon and Dormidera	--	--	1174	1123	-4.5%

Source: Marks Traffic Data, 2007; Barry J Miller, AICP, 2007; Piedmont General Plan, 1996

TRANSPORTATION

Table 4.3: Peak Hour Traffic Counts, 2007

	Peak Hour (2007)	Volume	Percent of average daily traffic carried during peak hour
Pleasant Valley (Grand) at Oakland line	5:15-6:15 PM	1,171	10%
Grand between Cambridge and Oakland	5:15-6:15 PM	1,101	10%
Grand between Fairview and Wildwood	5:15-6:15 PM	1,482	10%
Oakland between Howard and Grand	7:45-8:45 AM	830	10%
Oakland between Bonita and Highland	7:45-8:45 AM	800	10%
Moraga between Highland and Bonita	4:45-5:45 PM	869	9%
Moraga between Maxwellton and Oakland line	5:15-6:15 PM	1,232	10%
Highland between Moraga and Park Way	5:15-6:15 PM	803	9%
Highland between Craig and Oakland Av	7:45-8:45 AM	868	9%
Highland between Sierra and Piedmont Pl	7:30-8:30 AM	773	11%
Sheridan between Lakeview and Richardson	7:30-8:30 AM	396	12%
Crocker between LaSalle and Ashmount	8:00-9:00 AM	277	11%
Crocker between Wildwood and Hampton	7:45-8:45 AM	481	12%
Estates between Park and Sandringham	8:00-9:00 AM	313	11%
Trestle Glen between Park and Cavanaugh	5:30-6:30 PM	122	10%
St James between Park and Croydon	7:45-8:45 AM	180	12%
LaSalle between Somerset and Hampton	5:00-6:00 PM	193	9%
Magnolia between Bonita and Hillside	7:15-8:15 AM	331	18%
Linda between Grand and Oakland	5:15-6:15 PM	392	11%
Boulevard between Crofton Av and city line	5:15-6:15 PM	176	12%
Hampton between Indian and St James	7:45-8:45 AM	459	12%
Mountain between Sharon and Dormidera	7:45-8:45 AM	115	10%

Source: Marks Traffic Data, 2007; Barry J Miller, AICP, 2007

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The morning peak hour on most Piedmont streets is 8:00 to 9:00 AM. The evening peak hour tends to have more traffic than the morning peak hour on Grand Avenue, but the two are about equal on Oakland and Moraga Avenues. Directional flows are predictable, with larger volumes headed out of the city in the morning and back into the city in the evening.

The AM and PM peaks generally represent about 10 percent of average daily traffic each. However, on streets like Magnolia (adjacent to Piedmont High School), the combined AM and PM peaks represent almost 40 percent of the average daily traffic.

Roadway Operations

The Piedmont Department of Public Works is responsible for maintaining the city's roads and ensuring their safe, efficient operation. The Department implements a pavement repair and maintenance program that includes periodic resurfacing. ADA-accessible pedestrian curb ramps, traffic calming, and pavement striping are scheduled in conjunction with paving projects. All streets are inspected annually, and priorities are identified for maintenance and repair. Street signs, road markings (stop signs, etc.), and traffic signals are all included in the maintenance program. In the past few years, the annual allocation has ranged from \$345,000-\$600,000. The City also provides regular street sweeping services.

The City Council provides direction on road operations, including the management of commercial traffic, the installation of signals and traffic control devices, and adoption of parking regulations. Piedmont's Municipal Code includes provisions designating Moraga Avenue, Grand Avenue, and Oakland Avenue (below Grand) as truck routes, meaning that commercial vehicles exceeding five tons in weight must use these routes when traveling across the city. The provisions do not apply to garbage trucks, utility vehicles, or buses. Trucks may use other Piedmont streets to access individual properties for local deliveries.

Future Traffic Conditions

~~Although this General Plan anticipates no significant development or land use change within Piedmont, l~~ocal traffic is ~~still~~ likely to increase during the next 10 to 20 years as development facilitated by the Housing Element is expected by 2031. Virtually all of the increase will be associated with growth anticipated in the Housing Element and "pass-through" traffic from growth elsewhere in the East Bay, including Oakland. Also, as the region's freeways become more congested, drivers are more likely to divert onto local streets.

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The CMA model indicates that average daily traffic volumes on the Grand Avenue corridor through Piedmont may increase by as much as 30 percent between 2005 and 2030. Volumes on Oakland Avenue are projected to increase by 15 percent and volumes on Moraga Avenue are projected to increase by 18 percent.

Traffic forecasts for Alameda County thoroughfares are prepared by the Alameda County Congestion Management Agency (CMA). The forecasts account for population and housing growth in the county, planned transportation investments, economic trends, and changing travel behavior and mode choices. As of 2007, forecasts had been prepared out to 2030 for weekdays and for the AM and PM peak periods. [CMA forecasts have also been prepared out to 2040.](#)

The CMA's [2007](#) projections include Interstate 580, Highway 13, and Highway 24, the three freeways which provide access to Piedmont. Their model projects that volumes on I-580 in the vicinity of Oakland Avenue and Harrison Street will increase by about 10 percent between 2005 and 2030. Peak hour volumes on Highway 13 in the vicinity of Moraga Avenue are projected to increase by about 20 percent, and peak hour volumes on Highway 24 approaching the Caldecott Tunnel are projected to increase by 35 percent. The peak commute period is also likely to last longer, as drivers leave earlier and later to avoid congestion.

Increased volumes on the freeways will affect thoroughfares in Piedmont, particularly Grand Avenue, Oakland Avenue, [Park Boulevard](#), and Moraga Avenue. These arterials will be further impacted by development in [both Piedmont and in](#) the city of Oakland, where more than [46,000~~26,251~~](#) new households ([Oakland's RHNA](#)) and [approximately](#) 73,000 new jobs are expected [between 2005 and 2030](#)[by 2031](#). The CMA model indicates that average daily traffic volumes on the Grand Avenue corridor through Piedmont may increase by as much as 30 percent between 2005 and 2030. Volumes on Oakland Avenue are projected to increase by 15 percent and volumes on Moraga Avenue are projected to increase by 18 percent.

Even more significant increases are projected for the AM and PM peak hours. In fact, the model projects that evening rush hour commute traffic on Grand Avenue could double between 2005 and 2030. More moderate increases (10-15%) are projected for Moraga and Oakland Avenues. The increased volumes on Grand Avenue could result in more traffic diverting onto local streets in Piedmont, creating the need for new traffic control measures.

Volumes on most local and collector streets in Piedmont are not expected to change significantly over the lifetime of this Plan [because development is primarily along arterial roadways](#). ~~Because the General Plan proposes no substantive changes to the Piedmont Land Use Diagram, there will be no increase in trip generation as a result of Plan adoption. In fact, the~~ [The General Plan's emphasis on walking, bicycling, and transit could result in](#)

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~~a net~~ avoid substantial decrease ~~increases~~ in volumes on local streets.

Additional ~~traffic~~ transportation studies may be necessary in the Moraga Canyon and Civic Center areas as plans for the areas are prepared and refined.

PUBLIC TRANSIT AND CARPOOLING

“Make ‘24/7’ access to BART a priority. Make AC Transit available ‘24/7’ to major destinations—maybe a continuous small bus loop or a free shuttle like Emeryville. I wouldn’t use my car if I had access to the Rockridge neighborhood or MacArthur BART. Especially on nights and weekends.”

-General Plan Survey
Response

AC Transit

Piedmont has a long tradition of transit use and was initially developed as a “streetcar suburb” of San Francisco and Oakland (see text box). The rise of the automobile and construction of the freeway system in the 1950s brought an end to streetcar service. In the late 1950s, the Key System trolleys were replaced by buses operated by the Alameda Contra Costa Transit District (AC Transit).

AC Transit is the primary bus service provider in 13 cities and adjacent unincorporated areas in Alameda and Contra Costa Counties, with Transbay service to destinations in San Francisco, San Mateo, and Santa Clara Counties. Table 4.14-1 summarizes the characteristics of the AC Transit routes operating in Piedmont and the vicinity. Five bus lines, comprised of two local, two Transbay, and one school line, operate in/near the vicinity of Piedmont.

The busiest bus stops in Piedmont by bus line as of winter 2019 are:

- Local Line 33 on Highland Way at Highland Avenue (208 daily passengers on/off)
- Transbay Line P on Highland Way at Highland Avenue (87 daily passengers on/off)
- Transbay Line P on Oakland Avenue at Hillside Avenue (69 daily passengers on/off)

Figure 4.14-1 shows the existing transit services in Piedmont.

Major transit stops and high-quality transit corridors could exist in Piedmont only along bus lines. Public Resources Code (PRC) section 21064.3 defines “Major transit stop” as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC section 21155 defines “High-quality transit corridor” as “a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.” For purposes of this section, the service intervals must be no longer than 15 minutes during peak commute times for at least one individual transit route in order to qualify as a high-quality transit corridor.

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No area within the City of Piedmont is within 0.5 mile of an existing major transit stop. As shown in Table 4.14-1 and as of June 2023, AC Transit Local Line 33 operates at 15-minute intervals during the weekday peak commute hours. Transit corridors may change since bus routes and schedules can change over time.

~~Today, the AC Transit system serves 235,000 riders a day in an area that extends from Pinole to Fremont and across the Bay to San Francisco. Existing bus routes through Piedmont are shown in Figure 4.3. Lines C, P, and V serve trans-bay traffic, while lines 11, 12, 18, and 41 serve local traffic. Residents in western Piedmont can use Lines 11 or 12 to reach the 19th Street or MacArthur BART Stations. Line 41 is a “collector” route, transporting passengers from eastern Piedmont to the Piedmont Civic Center. Riders must then transfer to Line 11 to reach Downtown Oakland and BART. Line 41 replaced Lines 2 and 3, which operated prior to 2003 before being discontinued due to low ridership and budget constraints.~~

~~The transbay lines operate on weekdays only and generally serve westbound traffic in the morning and eastbound traffic in the late afternoon. Westbound buses operate only between 5:30 AM and 9:00 AM and eastbound buses generally operate between 3:00 PM and 8:00 PM. These buses run on headways of approximately 30 minutes.~~

~~The local lines operate on a similarly limited schedule:~~

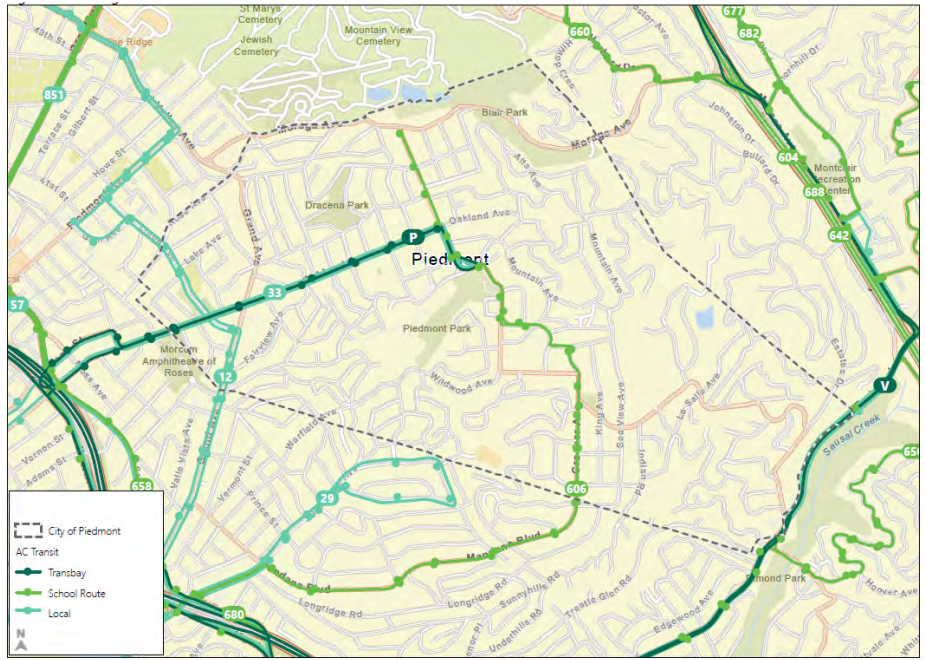
- ~~• Line 41 circulates through eastern Piedmont six times in the morning, and then roughly every 30 minutes between 2:30 and 7:30 PM~~
- ~~• Line 11 leaves the Piedmont Civic Center and follows Oakland Avenue to Downtown Oakland roughly every 20 minutes between 6:00 AM and 9:30 AM, then every 30 minutes from 9:30 AM to 3:30 PM, and then every 20 minutes until 7:15 PM~~
- ~~• Line 12 crosses western Piedmont via Grand and Linda Avenues roughly every 20 minutes from 6:15 AM to 9:30 AM, then roughly every 30 minutes from 9:30 until 3:30 PM, and then roughly every 20 minutes from 3:30 until 8:00 PM~~

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Table 4.14-1 AC Transit Bus Service in Piedmont

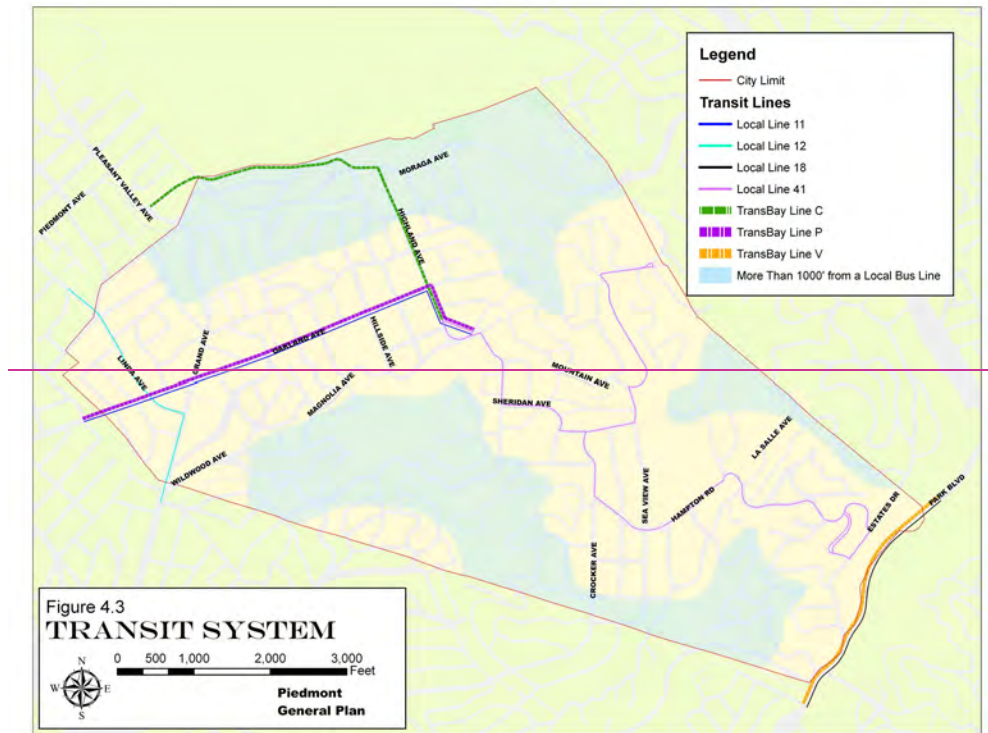
<u>Line</u>	<u>Service Frequency</u>	<u>Hours of Operation</u>	<u>Neighborhoods Served by Route</u>	<u>Stop Locations</u>	<u>Total Weekday On/Offs by Route within Piedmont</u>
<u>Local Lines</u>					
<u>12</u>	<u>20 to 30 minutes Monday – Sunday</u>	<u>6:00 AM to 11:00 PM Monday – Sunday</u>	<u>Oakland – Piedmont – Berkeley</u>	<u>Along Linda Avenue and Grand Avenue</u>	<u>104</u>
<u>33</u>	<u>15 minutes during weekday peak and 20 minutes at other times Monday – Sunday</u>	<u>5:45 AM to 11:00 PM Monday – Sunday</u>	<u>Montclair Oakland – Downtown Oakland – Piedmont</u>	<u>Along Oakland Avenue, Highland Avenue, and Park Boulevard</u>	<u>431</u>
<u>Transbay Lines</u>					
<u>P</u>	<u>20-40 minutes morning peak, 15-40 minutes evening peak Monday – Friday</u>	<u>7:30 AM to 9:10 AM and 4:45 PM to 7:00 PM Monday – Friday</u>	<u>Piedmont – San Francisco</u>	<u>Along Oakland Avenue and Highland Avenue</u>	<u>469</u>
<u>V</u>	<u>1-hour morning peak, 15-40 minutes evening peak Monday – Friday</u>	<u>6:45 AM to 8:00 AM and 4:30 PM to 6:30 PM Monday – Friday</u>	<u>Oakland – San Francisco</u>	<u>Along Park Boulevard</u>	<u>46</u>
<u>School Lines</u>					
<u>606</u>	<u>One morning trip to Head Royce School; One afternoon trip to Piedmont</u>	<u>Morning trip at 7:36 AM to Head Royce School, Afternoon trip at 3:30 PM to Piedmont School days only</u>	<u>Head Royce School – Oakland – Piedmont</u>	<u>Along Highland Avenue and Crocker Avenue</u>	<u>22</u>
<u>Source: Schedule, AC Transit, June 2023; Ridership data, AC Transit, Winter 2019; prepared by Fehr & Peers, 2023.</u>					

Figure 4.14-1 Existing Transit Services



Source:
AC Transit, July 2022

(Added Figure 4.14-2 from 2023 DEIR)



(Deleted Figure 4.3)

A Long Tradition of Transit



A Number 11 streetcar navigates between Linda Avenue and Oakland Avenue, around 1940.

Photo from John Harder

Piedmont originated as a “streetcar suburb” of San Francisco and Oakland and was connected to the business districts of these cities by trolley and ferry even before the Bay Bridge was constructed. Shortly after the city incorporated, the B electric car line from Trestle Glen and the C line from 41st Street and Piedmont Avenue provided connections to the ferry terminal in West Oakland. In 1924, the C line was extended to the Piedmont rail terminus at Oakland Avenue and Latham Street. Following completion of the Bay Bridge in 1938, the Key System provided direct rail service on both lines to San Francisco.

The transbay streetcars were supplemented by a network of local streetcars serving Piedmont, Berkeley, Oakland, and Emeryville. Line 10 traversed Central Piedmont, originating near Hampton and Seaview, passing through the Civic Center and along Highland to Park Way, then descending to Grand (Pleasant Valley), and continuing down Piedmont Avenue to Broadway and Downtown Oakland. Line 12 originated at Jerome and Oakland Avenue, continued down Fairview Avenue to Grand, and followed Grand through Downtown to West Oakland. Line 18 originated near Mandana Avenue, extending down WalaVista to the top of Lakeshore, then to Downtown Oakland before looping back up Park Boulevard to Leimert. Line 11 originated at Piedmont Avenue and Linda, following Linda to Oakland Avenue, continuing to downtown Oakland, then out East 14th Street to Fruitvale.

Transit ridership declined as automobile ownership increased and the freeway system was constructed. The local streetcar lines were replaced by buses after World War II, with the right-of-way converted to other uses (including parks and private homes in a few cases). The transbay trains to Piedmont stopped running in 1958; transbay buses were substituted along their approximate routes.

TRANSPORTATION

The City will continue to work with AC Transit to explore cost-effective options for improving service. Piedmont is particularly interested in improving “feeder” service to BART, exploring the use of smaller buses to reduce service costs, and obtaining better evening and weekend service.

There is no bus service in Piedmont after 8:00 PM. Moreover, reaching popular destinations such as Rockridge, Montclair Village, or the UC Berkeley campus is difficult and requires multiple transfers and circuitous routing. The AC Transit buses are most useful for San Francisco or Downtown Oakland commuters who live within a few blocks of Oakland or Grand Avenues. For others, using the [existing bus service](#) can be difficult due to the distance to bus stops, sub-optimal walking conditions (steep terrain, lack of sidewalks, dim street lighting), or infrequent service.

AC Transit conducts long-range planning for its service area. The ~~District~~[District](#) has prepared a 2012 Strategic Plan and Vision to guide improvements for the coming decade. Density is used as a guiding factor in determining the level of service to be provided to AC Transit customers. Areas are classified as being High Density (20,000+ persons per square mile), Medium Density (10-20,000 persons per square mile), Low Density (5-10,000 persons per square mile), or Suburban Density (less than 5,000 persons per square mile). ~~With 6,500 persons per square mile, Piedmont is considered “Low Density” and is subject to a route spacing criteria of 1/2 mile.~~

~~The spacing criteria mean that enhanced bus service is not likely within Piedmont during the time horizon of this Plan. However, the~~ [The District](#) is exploring new forms of “demand-responsive service” in low density areas to improve efficiency and make the system more attractive to riders. AC Transit is also replacing its diesel vehicle fleet with more fuel-efficient, environmentally-friendly buses. These include zero emission hydrogen fuel cell buses.

Recognizing the benefits of transit as an alternative to driving, the City of Piedmont strongly supports better bus service, both for commuters and for short trips within the Piedmont-Oakland-[Berkeley](#) area. The City will continue to work with AC Transit to explore cost-effective options for improving service. This should include more fine-grained calculations of Piedmont’s density to justify more frequent service in the western part of the City. Piedmont is particularly interested in improving “feeder” service to BART, providing more convenient connections to reach places such as Rockridge and UC Berkeley, [increasing bus access at sites identified for new housing units in the Housing Element](#), exploring the use of smaller buses to reduce service costs, and obtaining better evening and weekend service. [See Housing Element goal 1: New Housing Construction.](#)

TRANSPORTATION

Getting to Work

Piedmont residents use a variety of transportation modes to get to work. About 62 percent of the city’s residents drive in a single-passenger auto, and about 17 percent carpool. The percentage of carpooling commuters is one of the highest in Alameda County.

About 10 percent of the city’s residents use public transportation to get to work—4 percent ride the bus and 6 percent take BART. Only about 2 percent walk or bicycle. About 8 percent of the city’s residents work from home and have no commute.

The table below compares commute travel modes for Piedmont, Oakland, and Orinda.

	Piedmont	Oakland	Orinda
Car, truck, or van:	79%	72%	74%
Drove alone	62%	55%	66%
Carpool	17%	17%	8%
Public transit	10%	17%	15%
Motorcycle	0.2%	0.4%	0%
Bicycle	0.7%	1.2%	0.2%
Walked	1.5%	4%	1%
Other means	0.5%	1.2%	0.3%
Worked at home	8%	4%	11%

Source: 2000 Census

BART

Although Piedmont does not have a BART station, approximately 6 percent of the city’s residents use BART on a daily basis to commute. Residents typically drive to the BART Stations at Rockridge, MacArthur, Fruitvale, or West Oakland—or take the AC Transit bus to BART at 19th Street or MacArthur. Residents may also use [rideshare services](#), and taxis to reach BART—one-way fare typically ranges from \$7.00 to \$~~40~~20.00 depending on pick-up location.

Carpools

About 17 percent of Piedmont’s employed residents carpool to work. This is a higher percentage than Oakland or Berkeley, and is second only to Hayward among Alameda County cities. The 2000 Census indicates that 40 percent of Piedmont’s carpoolers were in two-person carpools and 57 percent were in three-person carpools. Cars with three or more occupants can use the carpool lanes and bypass the Bay Bridge Toll Plaza, saving both time and money on the trip to San Francisco.

While some of the carpools in the city are organized, much of the activity consists of [rideshare services](#) and “casual” carpooling on Oakland Avenue. Drivers can pick up riders who queue at a designated “pick-up” point at Hillside Avenue and Oakland Avenue and proceed to the carpool lanes on the Bay Bridge. Since the informal carpool system does not occur during the return commute, most casual carpool riders return in the afternoon on AC Transit or on BART. Other casual parking pick-up spots exist along Park Boulevard (near Trestle Glen) and at Monte Vista and Oakland Avenue, just across the city limit line in Oakland.

Paratransit

Paratransit refers to “on-demand” shuttle bus or ride services for residents with disabilities and other special needs. The East Bay Paratransit Consortium was created through a joint agreement between AC Transit and BART to meet the needs of persons who have difficulty using the conventional AC Transit buses. The Consortium contracts with a broker who in turn contracts with multiple service providers.

TRANSPORTATION

Safer Streets



Piedmont residents enjoy a relatively high rate of pedestrian safety. Countywide data indicates that there were ten pedestrian-automobile collisions in Piedmont between 2000 and 2005. This equates to 0.18 collisions per 1,000 residents, which was the second lowest rate in the County. Oakland's rate was 0.88 and Berkeley's was 1.20. Pleasanton had the County's lowest rate, at 0.15 per 1,000.

WALKING AND BICYCLING

Walking

Walking is part of the daily routine of many Piedmont residents. It is important both as a recreational activity and as a practical mode of travel for short trips, errands, trips to school, and trips to transit. Many residents cite the city's pedestrian-friendly layout as one of the things they like best about living in Piedmont.

Most pedestrian travel in the city occurs on sidewalks and crosswalks. Piedmont also has a system of pedestrian pathways that run between blocks, particularly in steep areas where the paths serve as "short cuts". The pathway network is shown in Figure 4.4 and is inventoried in Table 4.4. Paths are maintained by the Department of Public Works, although clearing encroaching vegetation is the responsibility of individual homeowners.

The City has taken two steps to make sure sidewalks are properly maintained and repaired. First, municipal ordinances require a sidewalk inspection every time a home is sold and every time a building permit is issued for a project valued at more than \$5,000. Any deficiencies that are not caused by City street trees must be repaired by the homeowner before a permit can be issued. Second, the City has its own program to replace sidewalks damaged by City street trees. Funds are allocated to streets where the need is most urgent—typically where tree roots have caused the sidewalk to buckle. Residents may also petition to the city for sidewalk repair.

[Based on the City of Piedmont's Safer Streets \(PSS\) Plan \(City of Piedmont pedestrian and bicycle master plan, adopted in 2021\), the City plans to install new accessible pedestrian countdown signals at the remaining signalized intersections including the Moraga Avenue/Highland Avenue, Grand Avenue/Rose Avenue, and Grand Avenue/Oakland Avenue intersections, as well as other improvements and planning initiatives.](#)

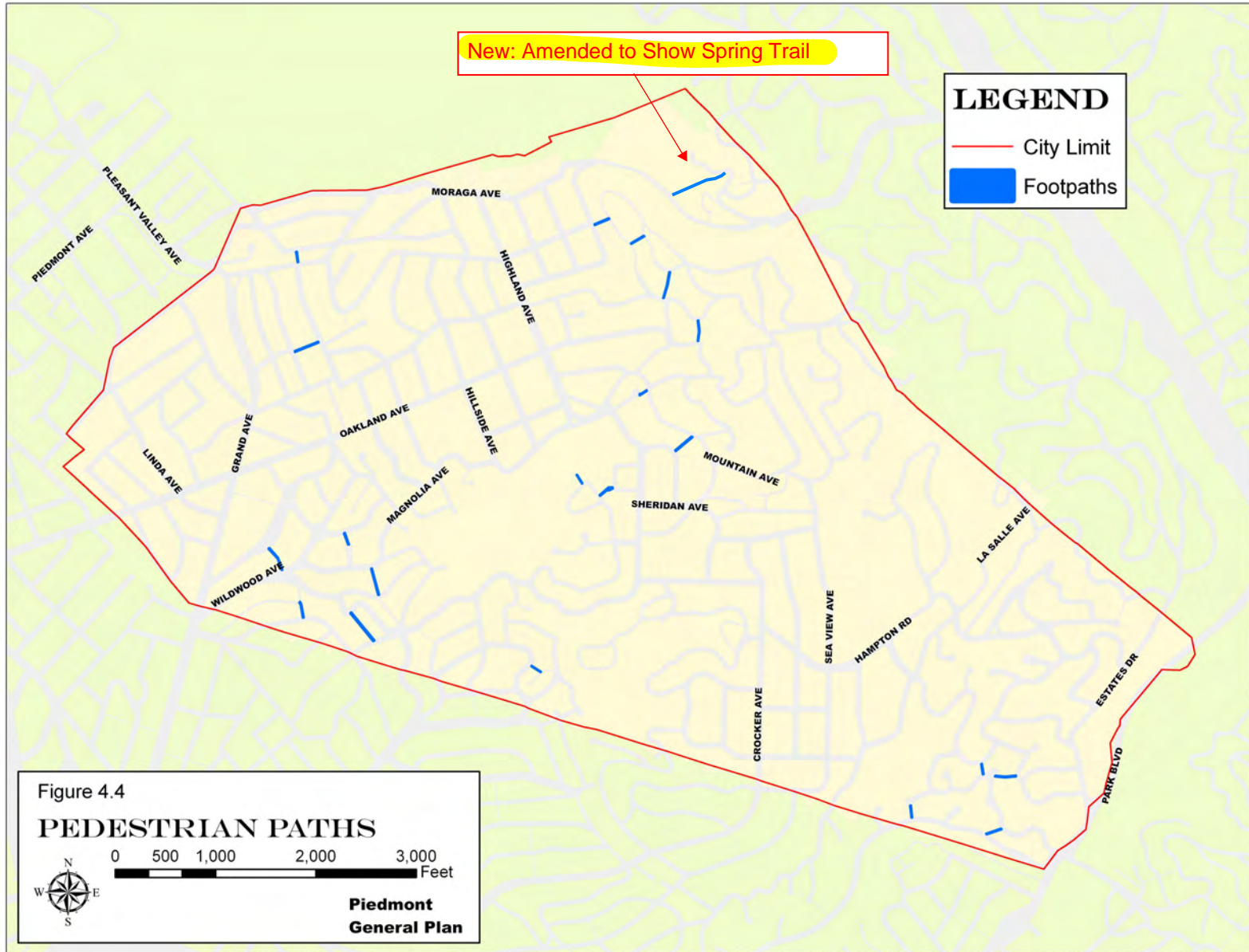
Both Alameda County and the City of Oakland have adopted "Pedestrian Master Plans." The County's plan includes Piedmont but does not call for specific projects or improvements within the City. Oakland's plan encircles Piedmont and is focused primarily on pedestrian safety, education, aesthetics, and removing barriers to pedestrian movement.

The Oakland Plan establishes a pedestrian route map showing a hierarchy of "City Routes," "District Routes," and "Neighborhood Routes." Moraga

TRANSPORTATION

Avenue and Trestle Glen Road in Piedmont are identified as “District Routes.” The Plan designates Rose Avenue below Grand, a short portion of Boulevard Way, LaSalle Avenue/ Indian Road (continuing on to Sunnyhills), and Estates Drive as “Neighborhood Routes.”

Exhibit A
TRANSPORTATION



Resolution revised 2/20/2024 to include Spring Trail.

Table 4.4: Piedmont's Pedestrian Paths			
No.	Location	Length (feet)	Visible from Street
1	Between 300-304 Ramona and Park Way	107	Y
2	Between 61-65 Arroyo and Ramona	106	Y
3	Between 33-37 Artuna and Monticello	169	Y
4	Between 68-102 York and Ricardo	272	Y
5	Between Pala and Scenic	161	Y
6	Between Scenic and Scenic	163	Y
7	Between 350-354 Blair and Scenic	281	N
8	Between 622-630 Blair and Pacific	210	N
9	Between 22-27 Piedmont Court and Mountain	89	Y
10	Between 17-29 Sierra and Mountain	217	Y
11	Between 129-131 Guilford and Hazel	153	N
12	Between 124-128 Hazel and City Park	102	Y
13	Between 50-58 Fariview and Nova	249	N
14	Between end of MacKinnon and Arbor	110	N
15	Between 144-200 Magnolia and Palm	246	Y
16	Between 220 Wildwood and Ranleigh	197	Y
17	Between 1155-1159 Harvard and Alley	110	Y
18	Between 50-60 St. James Place and Trestle Glen	120	N
19	Between 253 St. James Drive and Cambrian	104	N
20	Between 244-254 St. James Drive and Sandringham	206	N
21	Between 289-207 St. James Drive and Trestle Glen	151	Y
22	Between end of Lorita and Monticello	205	N
23	Between Moraga Avenue and Abbott Way	605	Y

TRANSPORTATION

Like Alameda County and the City of Oakland, Piedmont aspires to remain a safe, convenient, and attractive place to walk. Over the next 20-8 years, the City will work to increase the percentage of trips made by walking by improving the design and maintenance of pedestrian facilities, ensuring the safety of pedestrians, and providing connectivity between pedestrian routes.



Piedmont is a relatively safe place for bicycling. The accident rate between 2000 and 2005 was 1.3 per 1,000 residents, compared to 2.5 in Oakland and 8.0 in Berkeley.

In 2014, the City of Piedmont adopted the Pedestrian and Bicycle Master Plan, which was updated and retitled the Piedmont Safer Streets Plan in 2021. In 2017 the City of Piedmont adopted a crosswalk policy to ensure consistent and objective review of residential requests for the installation of crosswalk markings and “Stop” and “Yield” signs.

The City will continue to look for ways to make Piedmont safer and more comfortable for pedestrians. Median islands, new types of crosswalk paving, activated pavement lights, flashers, and other design changes have been explored on Oakland Avenue and may be explored elsewhere during the coming years. The city is particularly interested in changes which make it easier for Piedmont students to walk and bicycle safely to school, and for residents to walk to local bus routes. Piedmont will also work with Oakland to ensure that the pedestrian networks between the two cities are connected.

Bicycling

Many Piedmont residents enjoy recreational bicycling, and some residents use bicycles for commuting and short trips. ~~Although, there are no officially designated bike routes in the city,~~ Piedmont ~~will~~ takes measures to accommodate bicycling ~~to a greater degree in the coming years.~~ Bicycle travel provides a way to reduce vehicle emissions, promote public health, meet recreational needs, manage congestion, and reduce parking demand.

There are a number of opportunities and constraints to expanding bicycle travel in Piedmont. On the positive side, the climate allows for year round bicycling. Shopping and employment areas in Oakland are relatively close by. Most transit systems in the East Bay accommodate bicycles, and there are four BART stations within cycling distance of most Piedmont homes. The City is also relatively close to popular recreational trails such as the Bay Trail, as well as more rigorous world-class cycling routes in the Oakland Hills. On the negative side, most Piedmont streets are too narrow for dedicated bike lanes. Steep hills provide a constraint in some parts of the city. Blind curves and fast moving traffic may create hazards to bicyclists. Some destinations in the city do not have bike racks.

Both Alameda County and the City of Oakland have bicycle plans that include Piedmont, and the East Bay Bicycle Coalition has prepared a route map that includes the city. Although Piedmont does not have its own Bicycle Plan, the City has incorporated some of the recommendations of these plans in this General Plan. In 2014, the City of Piedmont adopted the Pedestrian and Bicycle Master Plan, which was updated and retitled the Piedmont Safer Streets Plan in 2021. Figure 6 shows the bike corridors from the Piedmont Safer Streets Plan. Figure 4.5 shows a composite of mapped routes from existing bike plans for Alameda County and Oakland. These routes have not been formally adopted by Piedmont, but provide a starting point for further discussion.

Figure 6: Bike Corridors for Implementation, from Piedmont Safer Streets Plan (2021)

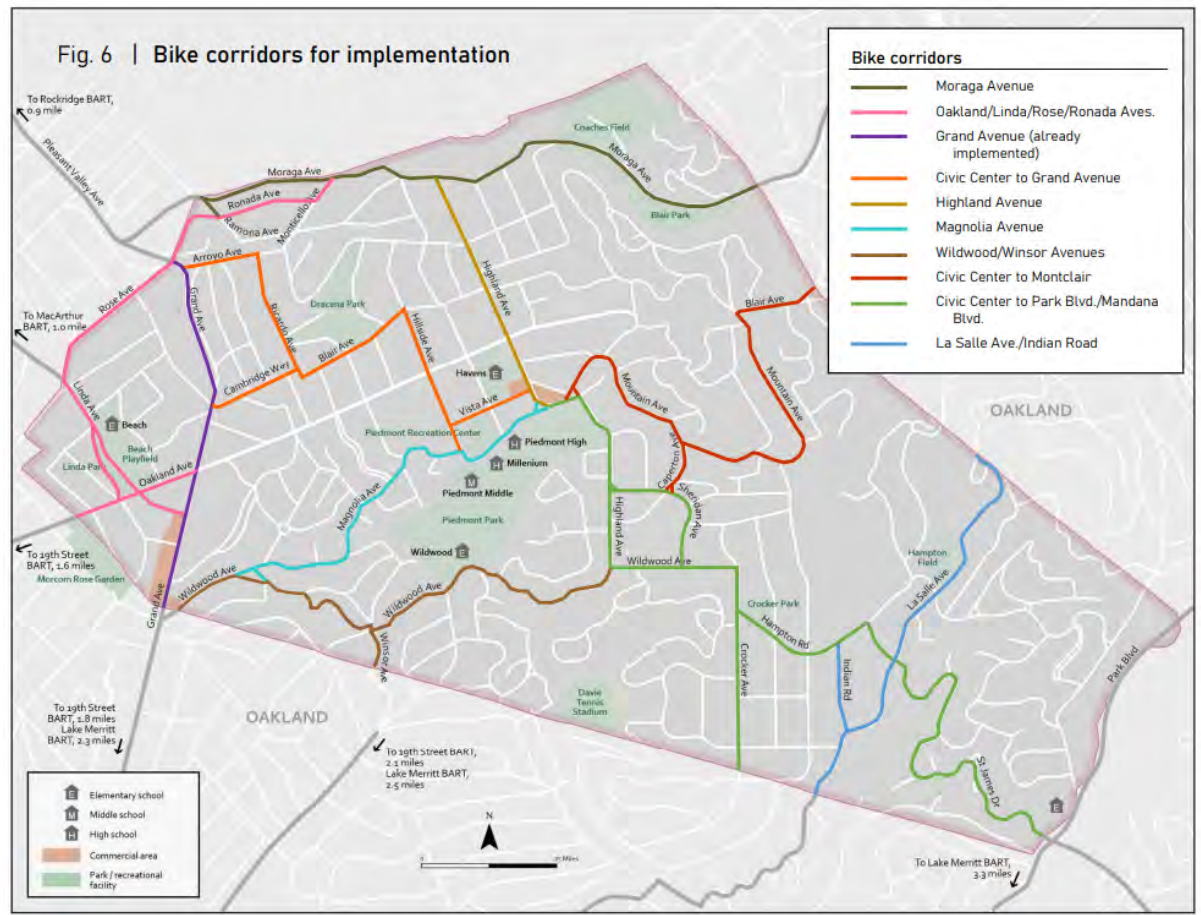
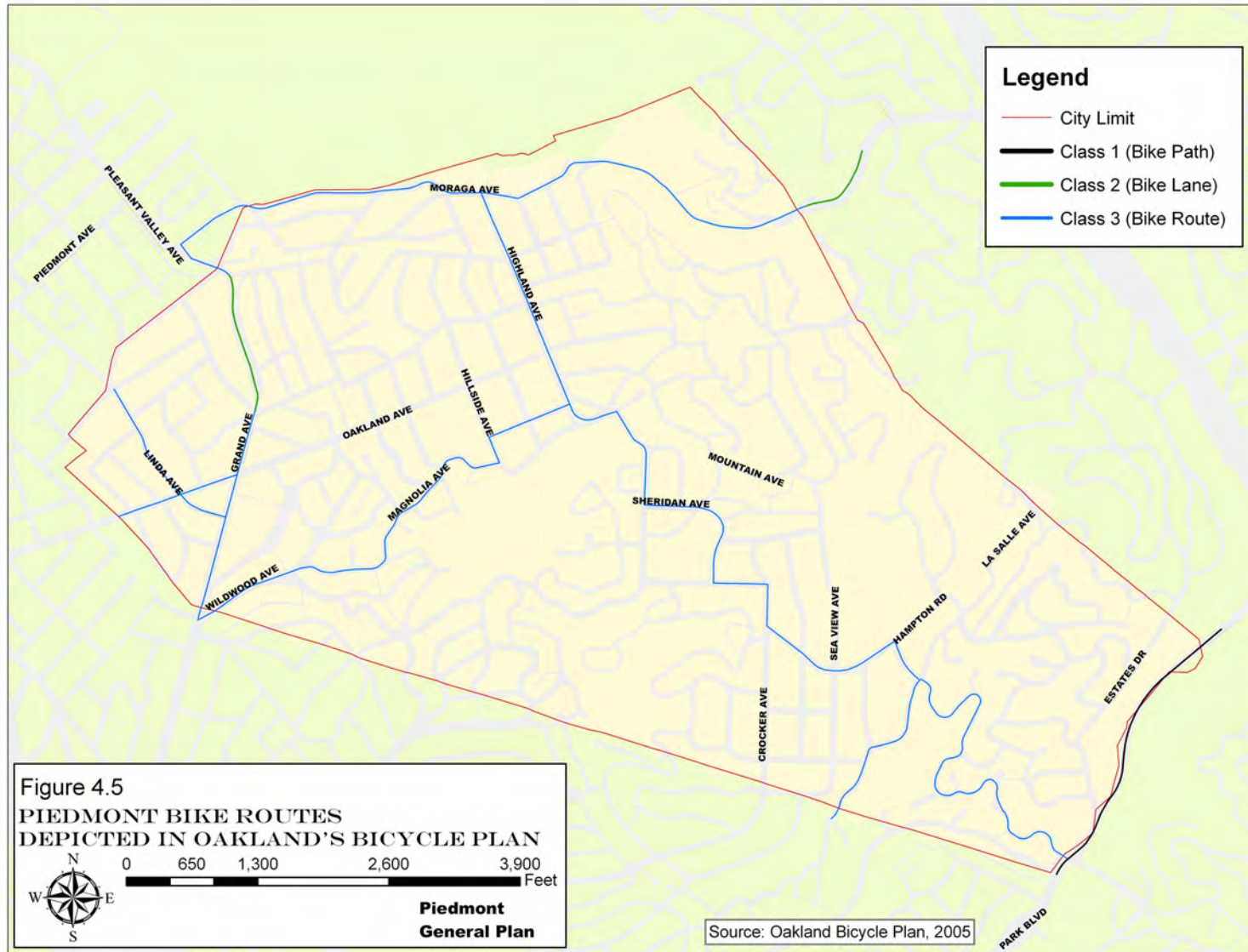


Exhibit A
TRANSPORTATION



TRANSPORTATION

Types of Bike Routes



Most cities recognize three different classes of bicycle routes:

Class I routes operate within a completely separate right-of-way and are exclusively used by bicycles and pedestrians. Examples include the Shepherd Canyon bike path in Oakland (pictured above).

Class II routes, or bike lanes, operate in a restricted lane within the right-of-way of a street. Motor vehicles are prohibited from using this lane, although cross-flows in and out of parking spaces and cross-streets is permitted. Examples include the Telegraph Avenue bike lane in Oakland.

Class III routes, or bike routes, operate within moving traffic lanes and are distinguished only by signs or pavement markings. Bicycles share the right-of-way with vehicles.

Policies and actions in this Transportation Element incorporate some of the basic principles that underpin the [Piedmont Safer Streets Plan](#) and the Alameda County and Oakland Bicycle Plans. During the coming years, the City will consider designation of bicycle routes, installation of signs, and requirements for bicycle parking at commercial and public buildings. Piedmont will also take steps to promote bicycle education and bicycle safety.

Major funding sources for bicycle improvements include Alameda County Measure B, which allocates 5 percent of the one-half cent sales tax to bicycle and pedestrian projects, and MTC's Regional Bicycle and Pedestrian Program, which has \$200 million earmarked for bike and pedestrian improvements in the Bay Area over the next 25 years. Funding is also available through the federal Transportation Efficiency Act and California's Transportation Development Act Article 3 Account, which is generated by gasoline taxes. Other funding sources include MTC's Transportation for Livable Communities grant program, Caltrans' Bicycle Transportation Account, the federal Congestion Mitigation and Air Quality Improvement Program, the State Air Resources Board Environmental Enhancement and Mitigation Program, the Caltrans Hazard Elimination and Safety Program, the CMA's Lifeline Transportation Program, State Office of Traffic Safety grants, Safe Routes to Transit funds, and federal block grants.

PARKING

Most of Piedmont was developed during an era when households owned a single car or no car at all. One-car garages were common, and conversion of garages to living space was not closely regulated. In the hillier parts of the city, some roads were designed without parking lanes, anticipating that garages and carports would be sufficient to meet demand. Yet today, half of all Piedmont households have two cars and about 30 percent own three or more cars (see text box). Most of the city's commercial areas and public facilities have fewer parking spaces than today's codes would require.

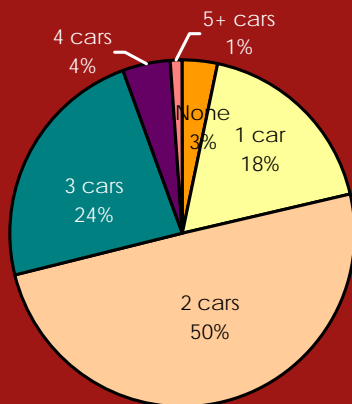
The City Council has the authority to create neighborhood parking districts if it finds that on-street parking is congested, creates problems for residents, constitutes a safety hazard, and will not adversely affect adjacent neighborhoods. Approval by 70 percent of the residents in an area is required. Presently, residential permit parking requirements apply in the Civic Center area, along El Cerrito and Jerome Avenues near Piedmont High School, in the Fairview Avenue area (near the Grand Avenue commercial district), [near the intersection of Kingston and Linda avenues](#), and around the

| casual carpool pickup points at Oakland/Hillside and Park Boulevard/
Trestle Glen.

TRANSPORTATION

How Many Cars?

Half of all Piedmont residents have two cars, and 30 percent have three or more cars. The pie chart below shows the number of vehicles per Piedmont household in the Year 2000 based on US Census data.



Piedmont’s zoning code ~~not only~~ includes conventional parking requirements for new development, but also a requirement that conforming parking (e.g., a covered off-street space) is provided when a room “eligible for use as a bedroom” is added to a home. However, under State law, cities (including Piedmont) cannot require parking spaces for some forms of new housing, including accessory dwelling units. For example, Pursuant to State laws, parking garages may be converted to accessory dwelling units without replacement parking spaces pursuant to State law. ~~One outcome of this requirement is that a~~ few garages that were illegally converted to dens, workrooms, studios, etc. in the 1950s, 60s, and 70s, have been converted back to usable off-street parking spaces. ~~The requirement has produced a net gain of off-street parking on a few congested streets.~~ ~~However, i~~It is unlikely that ~~the increases in legal parking spaces has have~~ kept pace with the growth in auto ownership and the demand for parking citywide.

Parking issues are most prevalent in the Civic Center and Grand Avenue areas. The Civic Center includes private homes as well as commercial uses, schools, recreational uses, and public buildings. This creates parking conflicts between residents, shoppers, students, teachers, employees, recreation center and pool users, and visitors to City Hall. In the past, the response has been to reserve on-street spaces for specific users and to place time limits on spaces in the areas of highest demand. However, the “assignment” of parking to multiple users has become part of the problem—only one-third of the area’s 357 curbside spaces are unrestricted. New parking management measures are proposed as part of the Land Use Element’s program to complete a Civic Center Master Plan, as well as a Moraga Canyon Specific Plan. Increases in parking supply are also being considered. Transportation Control Measures and Transportation Demand Management discussed in the Transportation Element provide alternatives to vehicle trips and incentives to incorporate alternatives into the design of new development.

Future parking strategies in Piedmont will explore ways to reduce the *demand* for parking as well as increasing the supply. This includes promoting walking and bicycling, improving transit, discouraging students from driving to school, enabling more City business to be conducted via the internet, and scheduling activities in the Civic Center area to spread parking demand more evenly. These changes are consistent with changing resident attitudes about parking, brought about by concerns about sustainability, greenhouse gas emissions, and the need for a more balanced approach to transportation. Supply-based strategies, such as relocating employee and or teacher parking, also may be considered.

Between 2005 and 2007, there were 248 traffic accidents reported in the city. About 36 percent of these accidents occurred on Grand, Oakland, Highland, and Moraga Avenues. Most accidents were associated with cars driving outside travel lanes (e.g., veering, hitting parked cars, etc) or unsafe backing rather than turning movement collisions at intersections.

TRAFFIC SAFETY

The City of Piedmont is committed to keeping its streets safe for motorists, bicyclists, and pedestrians. Over the years, steps have been taken to slow down or “calm” traffic on major thoroughfares and respond to other road hazards. The Piedmont Police Department monitors speeds to establish safe driving limits, and enforces traffic laws to minimize speeding and unsafe driving. The posted speed limit on most Piedmont streets is 25 MPH, although a few segments have 15 MPH limits due to narrow road conditions.

Between 2005 and 2007, there were 248 traffic accidents reported in the city. About 36 percent of these accidents occurred on Grand, Oakland, Highland, and Moraga Avenues. Most accidents were associated with cars driving from a direct course of travel (e.g., veering, hitting parked cars, etc) or unsafe backing. Some Piedmont streets have relatively low accident rates, but have hazards resulting from narrow widths, illegally parked cars, curves, blind driveways, and overhanging vegetation.

In 2014, the City of Piedmont adopted the Pedestrian and Bicycle Master Plan, which was updated and retitled the *Piedmont Safer Streets Plan in 2021*. The primary traffic calming methods used in Piedmont are road striping, signage, traffic lane realignment, medians, and left turn restrictions. Most of the recent traffic calming efforts have focused on Oakland Avenue, given the street’s steep topography, obstructed sight lines, and proximity to schools. The City has ~~considered taken steps to improve traffic safety~~ including eliminating parking spaces near crosswalks, adding a raised (or painted) center median at key intersections, increasing traffic enforcement, adding roadway striping at crosswalks, and adding school crossing guards to improve safety. ~~To date, none of these actions has been taken except the addition of crossing guards at El Cerrito and Oakland Avenues.~~

Restriping has ~~also been explored for~~ been added to Wildwood Avenue near Grand Avenue, and a new traffic signal ~~is~~ and crosswalk are proposed at the Grand/ Rose/ Arroyo intersection, in part to improve pedestrian safety.

TRANSPORTATION**GOALS, POLICIES, AND ACTIONS****Goal 7: Mobility and Choice**

Provide a balanced transportation system that maximizes mobility and choice for all Piedmont residents.

Policies and Actions**Policy 7.1: Balancing Travel Modes**

Ensure that [land use and](#) transportation planning [and design](#) balances the needs [and safety](#) of motorists, transit users, pedestrians, and [bicycles/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.](#)

Policy 7.2: Balancing Investments

Consider opportunities to improve provisions for pedestrians, bicycles, transit, and alternative fuel vehicles whenever improvements to roads are made. Streets should be regarded not only as circulation routes, but as public spaces that define the character of the city.

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.

Policy 7.4: Synchronizing Land Use and Transportation Decisions

Ensure that Piedmont's transportation system complements the city's land use pattern, and that land use decisions complement and make the most efficient use of the city's transportation system.

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.

Policy 7.6: Regional Perspective

Recognize the relationship of local transportation decisions to broader regional issues such as congestion management and environmental sustainability.

TRANSPORTATION

“We need start times for the various schools in the City Center area to be more staggered. We also need some traffic planning to rationalize the traffic flows....How about using the community center drive-through as a drop-off/pick-up spot?”

- General Plan Survey
Response

- **Action 7.A: Participation in Regional Planning**
Actively participate in regional transportation planning programs, including programs coordinated by the Metropolitan Transportation Commission and the Alameda County Congestion Management Agency.
- **Action 7.B: Intergovernmental Coordination**
Coordinate local transportation improvements with the City of Oakland, Alameda County, Caltrans, and local transit agencies.
- **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.
- **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. These types of development “screen out” of the following required project specific VMT programs:
 - *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.*
 - *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:*
 - *Limit parking supply.*
 - *Unbundle parking costs (i.e., sell or lease parking separately from the housing unit).*

TRANSPORTATION

- Provide car sharing, bike sharing, and/or scooter sharing programs.
- Subsidize transit passes.
- Contribution to a VMT mitigation fee program, bank, or exchange.

Goal 8: Traffic Flow

Maintain a road network that allows convenient, safe travel in and around Piedmont while minimizing negative impacts on adjacent uses.

Policies and Actions

Policy 8.1: Functional Classification of Streets

Designate a hierarchy of arterial, major collector, minor collector, and local streets. Maintain road design standards for each type of street that can be used to guide transportation planning and capital improvement decisions, and keep the majority of through-traffic on arterials.

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. However, widening roads to increase their capacity is generally discouraged, while road widening that affords additional turning lanes, traffic controls, or pedestrian improvements is encouraged.

Policy 8.3: Traffic-Generating Uses

~~Discourage development projects which would significantly increase congestion on Piedmont streets or create substantially increased road maintenance requirements.~~

Policy 8.4: Traffic Hot Spots

Improve vehicle circulation in problem areas, particularly school drop-off and pick-up locations, and key intersections along the city's arterials.

Policy 8.5: Truck Traffic

Minimize the effects of truck traffic on Piedmont streets by maintaining a system of designated truck routes and enforcing regulations for construction-related traffic.

TRANSPORTATION



New signal installation,
Rose and Grand

Policy 8.6: Street Maintenance

Maintain city streets and pavement to ensure safe, efficient, operation.

Policy 8.7: Minimizing Road Impacts

Minimize the impact of road improvement projects on the natural and built environment.

Policy 8.8: Traffic Planning With Oakland

Work collaboratively with the City of Oakland to address projected 25-year increases in congestion on Grand, Moraga, and Oakland Avenues [and Park Boulevard](#), and to coordinate any planned improvements or changes to these streets.

- **Action 8.A: Periodic Review of Street Classification**
Periodically review the street classification system and consider changes based on street function, street design, road width, traffic volume, pedestrian safety, neighborhood impacts, and surrounding land uses.
- **Action 8B: Traffic Monitoring**
Periodically evaluate traffic flow patterns, volumes, and speeds to determine the need for changes to the system, such as traffic signals, stop signs, design changes, new signs, parking restrictions, one-way street designations, and changes to speed limits. Criteria for implementing such changes should be developed. When monitoring traffic conditions in Piedmont, place a priority on street segments with signalized intersections and associated major collectors.
- **Action 8C: Traffic Studies for New Development**
Require traffic studies for development (including changes in the use of an existing structure) that may generate substantial increases in traffic volumes or otherwise impact traffic patterns.
- **Action 8D: Pavement Management System**
Implement the Pavement Management System on an annual basis. Funds for maintenance should be allocated as needed based on an annual survey of pavement conditions.

See also policies in the Design and Preservation Element on the visual character of Piedmont streets.

TRANSPORTATION



Oakland Avenue

Goal 9: Public Transit and Carpooling

Provide safe, reliable, convenient alternatives to driving as a means of travel to other Bay Area cities.

Policies and Actions

Policy 9.1: Accessible Transit

Strongly support the provision of safe, reliable, convenient public transportation service that is accessible to all Piedmont neighborhoods. AC Transit should be responsive to input from Piedmont residents and should increase service frequency to Piedmont as funds permit.

Policy 9.2: Transit Stops and Routes

Encourage AC Transit to provide a bus stop within walking distance (roughly 1,000-2,000 feet) of all Piedmont residences. Bus routes should generally follow arterial and major collector streets.

Policy 9.3: Transit Vehicles

Due to the high operating expense and greater impacts of full-size transit vehicles on Piedmont streets, encourage the use of mini-buses, shuttles, para-transit, and other smaller vehicle transit systems. Also, encourage the use of quiet, clean-fuel buses on Piedmont streets.

Policy 9.4: Transit for Residents with Special Needs

Support para-transit programs for those with special needs, including on-demand rides for elderly or disabled Piedmont residents.

Policy 9.5: Transit Amenities

Encourage amenities that make bus travel a more appealing alternative to driving. These could include bus shelters and bus stops with real-time information on bus arrival times.

Policy 9.6: Casual Carpooling

Support casual carpooling as a viable form of transit from Piedmont to San Francisco during the peak hours. However, carpools should be regarded as a *supplement* to public transit, and not ~~than~~ a *substitute* for public transit.

Policy 9.7: Carpool Parking

Mitigate the parking impacts of casual carpooling. Non-Piedmont residents should be discouraged from all-day parking on streets near carpool pickup points.

TRANSPORTATION

“I love that my kids can walk to school and their friends' houses and know that other families are watching out for them. It's beautiful and wonderful to walk throughout the city.”

*-General Plan Survey
Response*

- **Action 9.A: AC Transit Improvements**

Encourage AC Transit to implement:

- *Evening (8 PM – 10 PM) service between Central Piedmont and BART*
- *More convenient and reliable transfers between AC Transit routes (to reduce waiting time)*
- *More direct bus service between Piedmont, Montclair, Rockridge, and UC Berkeley.*

The City should also make the case that the western part of Piedmont should receive more frequent bus service, as its densities exceed 10,000 people per square mile and meet AC's criteria for “Medium Density” route spacing and frequency.

- **Action 9.B: Transit Vouchers**

Consider a public transit voucher or subsidy program for City and School District employees. This would provide the benefit of increasing transit ridership, reducing driving, and reducing parking demand. Incentives for ridesharing or carpooling by employees also should be explored.

- **Action 9.C: BART Shuttle**

Explore the feasibility of locally-operated shuttle service to BART, possibly in conjunction with area employers such as Kaiser Hospital.

Goal 10: Walking and Bicycling

Encourage walking and bicycling as viable modes of transportation for traveling within Piedmont.

Policies and Actions

Policy 10.1: Sidewalks

Maintain a system of well maintained and connected sidewalks to accommodate safe pedestrian travel in and around Piedmont.

Policy 10.2: Pedestrian Paths

Maintain Piedmont's mid-block pedestrian paths as walking routes and improve the pathways for pedestrian and stroller access. Adverse effects of the pathways on adjacent property owners should be minimized.

Policy 10.3: Street Crossings

Improve the safety and ease of crossing Piedmont's arterial streets on foot or by bicycle.

TRANSPORTATION



Grand Avenue

Policy 10.4: Bike Routes

Accommodate bicycles where feasible on Piedmont streets. Recognize that most streets are not wide enough to accommodate dedicated bike lanes, but that the designation of some streets as “bike routes” (as depicted on the [City of Oakland’s Bicycle Plan](#)) could improve connectivity to Oakland, [Berkeley, and the greater region](#) and link Piedmont to nearby destinations, including shopping districts, Downtown Oakland, and BART.

Policy 10.5: Bicycle Infrastructure

Expand the “infrastructure” necessary to accommodate bicycle travel, including bike racks in parks, at schools, and at public buildings, and adequate space for bicycle storage in residential garages.

Policy 10.6: Sidewalk Condition

Ensure that appropriate street trees are planted on city streets to avoid excessive sidewalk damage. Gradually replace trees that are likely to cause sidewalk damage.

- **Action 10.A: Sidewalk Repair Program**
Continue the city’s sidewalk maintenance and repair program. Sidewalk repair requirements should be periodically reevaluated to ensure that they are adequate.
- **Action 10.B: Additional Sidewalks**
Where feasible and as funding allows, close gaps in the City’s sidewalk system.
- **Action 10.C: Pedestrian Path Update and Naming**
Update the inventory and condition ranking of pedestrian pathway system, and review problems associated with specific pathways as appropriate. Consider naming individual paths after notable Piedmont residents as a way of encouraging community stewardship and recognition of this resource.
- **Action 10.D: Safe Routes to School**
Work collaboratively with the Piedmont Unified School District to determine the feasibility of a Safe Routes to School program. Pursue grant funding to initiate such a program and offset local costs.
- **Action 10.E: ~~Bicycle Plan~~ Piedmont Safer Streets Plan**
~~Contingent on the availability of funding and staff, develop a bike plan which incorporates the route alignments shown in Figure 4.5; 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 ~~prepare and implement such a plan~~ update the
Piedmont Safer Streets Plan.*

TRANSPORTATION

“Many streets are too narrow or curving to support parking on both sides...sooner or later the City needs to consider restricting parking to only one side on streets under a specified width.”

“I’d like for the city to encourage more people to clean out their garages and actually park their cars in them. This would clean up some of the street clutter.”

- *General Plan Survey Responses*

- **Action 10.F: Pedestrian Crossing Improvements**
Improve crossings for pedestrians and bicyclists at key intersections through pavement changes, restriping, curb redesign, street trees and landscaping, and other measures which improve pedestrian mobility and increase driver awareness of pedestrians and bicycles. This should include continued compliance with the Americans with Disabilities Act.

Goal 11: Parking

Minimize parking conflicts on Piedmont streets.

Policies and Actions

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.

Policy 11.2: Residential Permit Parking

Use residential permit parking as needed in areas where parking demand exceeds supply, such as the Piedmont Civic Center and the casual carpool areas.

Policy 11.3: Parking Lot Design

Require off-street parking to be attractively landscaped and designed. Off-street lots should generally be located to the rear of buildings, rather than along street frontages.

Policy 11.4: Shared Parking

Encourage the use of shared parking facilities that accommodate different uses at different times of day.

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.](#)

TRANSPORTATION



Bonita Avenue

Policy 11.6: Parking Enforcement

Maintain and enforce regulations that minimize the intrusiveness of parking, including the ticketing or towing of cars that block sidewalks and driveways, create hazards, or remain parked on the street for excessive periods.

- **Action 11.A: Joint Use Parking Agreements**
Consider joint use agreements with Piedmont Unified School District to allow shared parking.
- **Action 11.B: Home Garage Parking Incentives**
Explore the use of incentives, mandates, inspection agreements, or other measures that encourage or require residents to use their home garages for parking (rather than storage) and discourage on-street parking of multiple vehicles per household. In addition, consider revisions to the parking standards to allow smaller off-street spaces, and revisions to the design guidelines to improve the way that parking is provided.
- **Action 11.C: Civic Center Parking Management Program**
Consider new parking management measures for the Civic Center area, including permit parking requirements for Piedmont High School students, relocation of employee-only parking spaces to the Piedmont Community Center lot, creating angled parking, and changes to the residential permit parking requirements. These measures should be articulated in a Parking Management Plan.

Goal 12: Safe Streets

Ensure the safety of pedestrians, bicyclists, and motorists on Piedmont streets.

Policies and Actions

Policy 12.1: Enforcement of Traffic Laws

Strictly enforce traffic safety laws, including speed limit and stop sign regulations.

Policy 12.2: Maintaining Sight Lines

Maintain visibility and clear sight lines at intersections and driveways. Trim vegetation and remove other obstructions as needed to ensure roadway safety.

TRANSPORTATION

Policy 12.3: Emergency Vehicle Access

Provide adequate access for emergency vehicles on Piedmont streets.

Policy 12.4: Traffic Calming

Support a variety of traffic management techniques to slow or calm traffic on Piedmont streets, including signage, turning restrictions, lane restriping, median islands, raised dots, traffic signals, and strict enforcement of traffic laws. Emphasize visual deterrents to speeding (such as street trees, signs, and lane striping) rather than physical obstacles such as speed bumps/humps or road closures.

Policy 12.5: ~~Traffic Management Plans~~ 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.

Policy 12.6: “Rules of the Road” Education

Emphasize public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of pedestrian safety in the City.

- ***Action 12.A: Traffic Safety Monitoring***
Use police reports, traffic accident data, and speed survey results as a tool for identifying and responding to potential road hazards.
- ***Action 12.B: Oakland Avenue Safety Plan***
Prepare a traffic safety plan for the Oakland Avenue corridor from the Oakland city limits to Highland Avenue. Coordinate this effort with the City of Oakland’s plans for the Harrison-Oakland corridor.

See the Community Services and Facilities Element for additional policies on emergency response, evacuation, and law enforcement.



5 Natural Resources and Sustainability

The Natural Resources and Sustainability Element addresses the protection and management of Piedmont’s earth, water, air, ~~and~~ biologic and paleontological resources. It provides policies and actions on important issues such as creek protection, hillside grading, air and water quality, and management of the city’s “urban forest.” These policies are essential not only to protect the health of Piedmont’s natural environment, but also to protect the health and well-being of its residents.

State law requires that the General Plan includes a *Conservation Element* addressing a variety of environmental topics—from farmland preservation to fishery management. Many of the state requirements do not apply to Piedmont since the city is urbanized and landlocked. However, the city still has a unique ecology that requires careful, deliberate management. Piedmont’s natural landscape is part of its beauty and identity. The city is also part of a larger East Bay ecosystem that includes hundreds of species of plants and animals. Decisions made at the local level affect the health of San Francisco Bay, the quality of the region’s air, and even the supply of water and energy available to California residents.

The issue of climate change has made this element of the General Plan even more relevant to Piedmont residents. The ~~state~~ State of California has set an ambitious goal of reducing greenhouse gas emissions to 40 percent of 1990 levels by 20~~32~~30 and to ~~80 percent of 1990 levels~~ achieve carbon neutrality by 20~~45~~50. Accordingly, this element includes recommendations to make Piedmont more sustainable—in other words, a city that consumes fewer natural resources and produces fewer environmental impacts. The Natural Resources and Sustainability Element includes policies to encourage “greener” construction, water conservation, energy conservation, alternative energy sources, and solid waste reduction.

Goals, policies, and actions in this element address the following major topics:

- Protection of natural features
- Management of Piedmont’s urban forest
- Air and water quality
- Sustainable development
- Resource conservation

NATURAL RESOURCES AND SUSTAINABILITY

EARTH RESOURCES

Landform



Piedmont's landscape rises gently from west to east, reaching 704 feet above mean sea level above the Corporation Yard on Moraga Avenue.

Figure 5.1 illustrates Piedmont's topography and landform, including the location of steep slopes. The city's terrain rises gently from west to east, with the steepest slopes located along canyons and ravines. The combination of knolls, low ridges, and valleys creates scenic vistas throughout the city and is an important part of Piedmont's character.

Most of Piedmont consists of gentle slopes between zero and 20 percent, requiring a small to moderate amount of grading to support construction. The city's vacant and undeveloped land includes areas that are relatively flat and areas that are steeper, with slopes exceeding 50 percent in some cases. Development on such land may require extensive cutting and filling of hillsides, and special techniques to ensure the stability of structures. The City maintains design review standards and guidelines, grading regulations, and building code requirements to control the amount of excavation that may occur when such sites are developed.

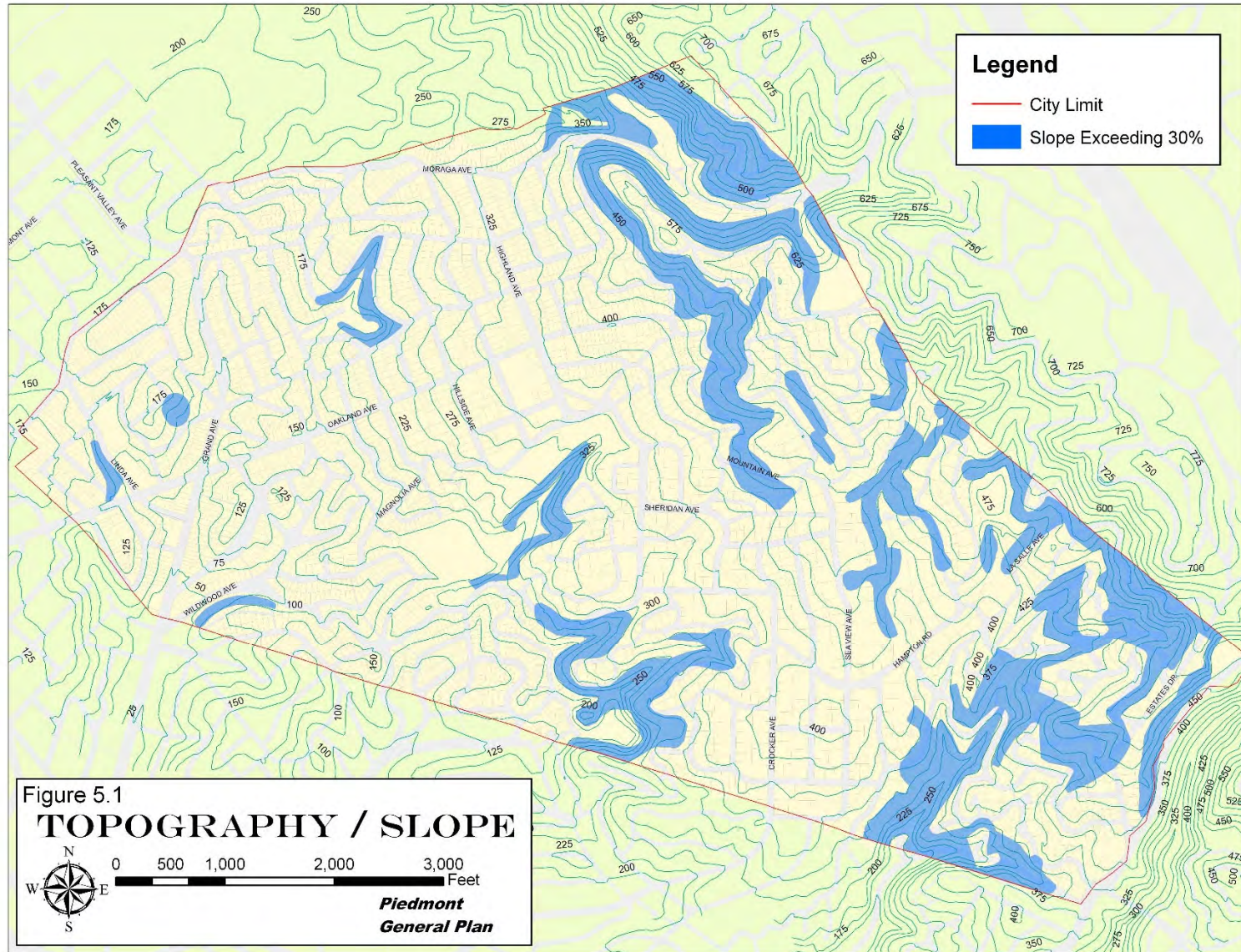
Soils

Soil affects the capability of land to support different activities and uses, including homes and businesses as well as landscaping and gardens. Good soil management is essential to reduce erosion, sediment runoff and landslide hazards.

There are two predominant soil types in Piedmont. The first consists of alluvial deposits created by hundreds of thousands of years of erosion from the East Bay Hills. These soils are found in the city's lower elevations and on flatter terrain. They tend to be rich in nutrients and are relatively stable. The second type consists of residual material from sandstone and shale. These soils are shallower, less fertile, and more prone to erosion. These clay-like soils are also prone to "shrinking" during dry weather and "swelling" during wet weather, affecting design requirements for foundations.

Piedmont has no agricultural land or land subject to the Williamson Act or Timberland Productivity Act. It is classified as "Urban and Built-Up Land" by the California Department of Conservation.

Exhibit A
NATURAL RESOURCES AND SUSTAINABILITY



NATURAL RESOURCES AND SUSTAINABILITY

Mineral Resources

Piedmont's principal mineral resources are volcanic rocks. Basalt, andesite, and rhyolite were mined during the East Bay's early development and were used for building roads, curbs, and foundations. During the early 1900s, stone quarries operated on the sites of what are now Davies Tennis Stadium, Dracena Park, and the Corporation Yard. A large sandstone aggregate quarry once existed just north of the city limits on Pleasant Valley Road—a remnant quarry lake still exists adjacent to the Rockridge Shopping Center parking lot.

Piedmont's quarries were converted to other uses as the land around them became urbanized. The dust, noise, vibration, water pollution, and landscape scarring made their operation infeasible. Quarrying is not expected to resume anywhere in the city during the life of this General Plan due to the city's built up, residential character and the lack of suitable sites.

Piedmont has no known oil, gas, or geothermal resources suitable for extraction. The State Mining and Geology Board has identified no regionally significant aggregate or other mineral resources in the city.

This sandstone and basalt formation in Dracena Park is a reminder of Piedmont's geologic history, as well as the site's former use as a stone quarry.



NATURAL RESOURCES AND SUSTAINABILITY

Piedmont's Creeks



Indian Gulch (Trestle Glen) originates near the Sotelo-Glen Alpine loop and flows parallel to Sea View Avenue before flowing through Crocker Highlands to Lake Merritt.

Wildwood Creek flows from Wildwood Gardens to Oakmont Avenue, and continues under Lakeshore Avenue to Lake Merritt.

Bushy Dell Creek begins in Piedmont Park and flows under Witter Field, then under Magnolia Avenue to Grand.

Pleasant Valley Creek originates in Dracena Park and flows under Grand Avenue to Lake Merritt.

Cemetery Creek follows Moraga Avenue and crosses Mountain View Cemetery, becoming Glen Echo Creek in the Piedmont Avenue neighborhood.

Sausal Creek is outside Piedmont but drains a small area along Park Blvd. It flows through the Dimond and Fruitvale Districts of Oakland.

WATER RESOURCES

Creeks

Figure 5.2 shows the location of Piedmont's creeks and watersheds. The city's creeks (profiled in the text box at left) are fed by a combination of natural springs, rain-water, groundwater, and runoff from urban activities. The entire city, with the exception of a narrow strip of land along Park Boulevard, drains to Lake Merritt. Piedmont represents about one-quarter of the Lake Merritt watershed.

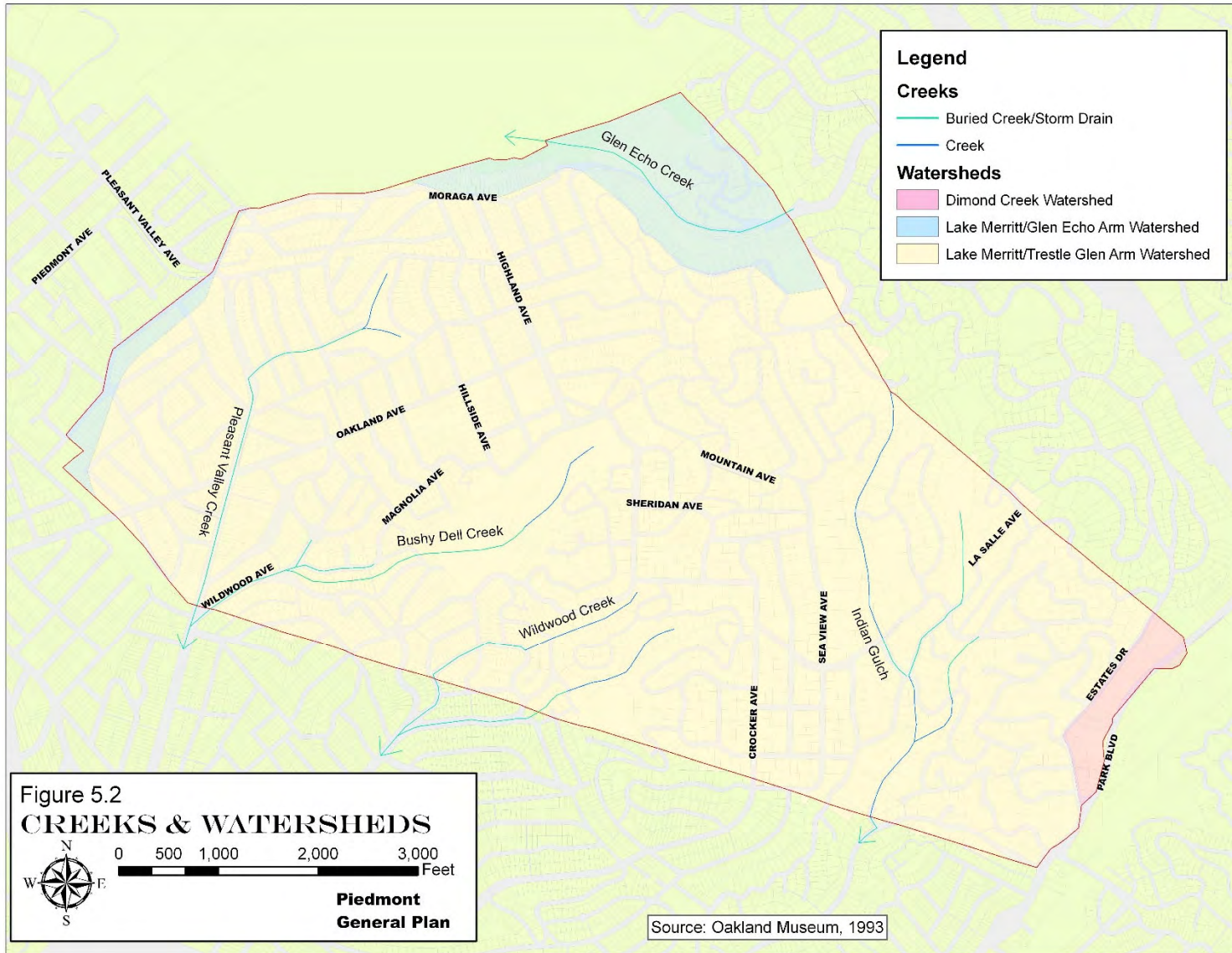
The city's creeks not only carry rainwater runoff, **but** they also support plant and animal life and provide physical beauty. Canyon bottoms contain some of Piedmont's richest natural habitat. Over the years, the integrity of Piedmont's creeks has been compromised. Much of the native vegetation has been removed and many segments have been rerouted into buried storm drains. Untreated runoff flows to the storm drains, carrying pollutants to Lake Merritt. As noted on Page 5-8, the City is actively involved in efforts to reduce stormwater pollution in the lake.

There are limited opportunities for "daylighting" (uncovering buried creeks) in Piedmont. The City is committed to preserving the remaining unchanneled segments of creek and protecting native vegetation in these areas.

Lakes

The only surface water body in Piedmont is Tyson Lake, a privately-owned man-made lake near LaSalle Avenue at the Oakland city limits. Tyson Lake is in the Indian Gulch watershed. It has a mean depth of 18 feet and a volume of 3,000,000 gallons of water.

Exhibit A
NATURAL RESOURCES AND SUSTAINABILITY



NATURAL RESOURCES AND SUSTAINABILITY

Accumulated grease, gasoline, animal waste, pesticides, household cleaners, dirt, and pollutants wash off roads and lawns during rainstorms and flow into the city's storm drains.

Ultimately, these materials end up in Lake Merritt and San Francisco Bay, where they can cause substantial water quality degradation.

Groundwater

Piedmont is underlain by a permeable layer of water-bearing rock and soil known as an aquifer. Water is contained in scattered pockets of permeable soil called lenses. In most parts of Piedmont, the upper level of the aquifer, or water table, is more than 20 feet below the ground.

Early settlers of Piedmont relied on the aquifer for farming and drinking water, and one of Piedmont's first attractions was a mineral spring in modern-day Piedmont Park. Once the area became urbanized, city wells were no longer adequate and a public water source was developed. There are still several wells in Piedmont today, but they are not used for potable water.

Water Quality

Most of the pollution entering Piedmont's creeks cannot be traced to specific points or sources. Accumulated grease, gasoline, animal waste, pesticides, household cleaners, dirt, and pollutants washes off roads and lawns during rainstorms and flow into the city's storm drains. Ultimately, these materials end up in Lake Merritt and San Francisco Bay, where they degrade water quality. Piedmont works collaboratively with other cities in the Bay Area and with regulatory agencies to reduce such pollution.

Water quality in the Bay Area is regulated by the Regional Water Quality Control Board (RWQCB). The RWQCB was created to protect the Bay and its tributaries and to implement programs to control "point source" (e.g., open pipe) and "non-point source" pollution. One of its responsibilities is to issue federal National Pollution Discharge Elimination System (NPDES) permits for surface water discharges.

Since 1987, the federal government has required NPDES permits for stormwater discharges in large urban areas that do not meet federal water quality standards. All jurisdictions draining to San Francisco Bay were included. For more efficient compliance in Alameda County, the RWQCB granted a joint permit to a consortium that included the County and its 14 cities. One of the conditions of this permit was development of a countywide stormwater management program, to be implemented by each jurisdiction (see text box on next page).

NATURAL RESOURCES AND SUSTAINABILITY

The Stormwater Quality Management Plan The City of Piedmont's Clean Water Program



Piedmont is one of over 75 cities responsible for meeting Federal Clean Water Act requirements set forth in a permit for urban runoff (a Municipal Separate Storm Sewer System or 'MS4'). The Alameda Clean Water Program is a Countywide agency that helps individual cities and jurisdictions meet the permit requirements. Piedmont has a Clean Water Program that focuses on meeting the permit requirements and advancing local priorities to reduce pollutants in stormwater and in the cities' creeks and streams, implementing the Alameda County Stormwater Quality Management Plan. The 2002 Plan is the third Countywide water quality plan prepared since 1991 when the Clean Water Program was initiated. The MS4 permit has many requirements, and aims to reduce stormwater pollutants in some of the following ways: Plan includes the following eight components:

- Municipal maintenance activities
- Commercial sites controls
- Watershed Assessment
- Illicit discharge detection and elimination
- Construction site controls
- Monitoring and Special Studies
- Public Information and Participation
- Outreach
- Municipal Maintenance Activities
- New Development and Construction Controls
- Illicit Discharge Controls
- Industrial and Commercial Discharge Controls

The Plan established new standards called TMDLs (Total Maximum Daily Load) which limit the total quantity of a pollutant that may be discharged to a water body during a specified time period. The Plan also includes a watershed management program that focuses on cooperative solutions among cities.

One of the most important aspects of the plan are recommended "Best Management Practices" (BMPs) to reduce stormwater pollution. These include techniques to limit the amount of silt and sand that runs off from construction sites, guidelines for litter control and road repair, and programs to educate residents about the importance of clean water. The program also requires "Standard Urban Stormwater Mitigation Plans (called SUSMPs) to control the effects of development projects on water quality.

**NATURAL RESOURCES
AND SUSTAINABILITY**

The City of Piedmont will continue to carry out programs to improve water quality during the lifetime of this General Plan. This will include efforts to reduce the use of toxic pesticides and fertilizers, maintain and improve the storm drainage system, and continue public education on pollution control.

Piedmont was a partner to the original countywide permit in 1991 and was included in the renewed permits in 1997 and 2002. As a co-permittee, the City's Public Works Department staff attends regular countywide meetings to discuss pollution control activities. The City also conducts regular street sweeping and cleaning of storm drain inlets, responds to complaints of illicit discharges, files periodic Clean Water Program reports with the RWQCB, and sponsors storm drain stenciling and other educational programs to reduce pollution. No specific pollution "hot spots" have been identified in the city.

The Countywide Clean Water Program also has a local permitting requirement. Projects that create or replace more than 5,000 square feet of impervious surface or which alter runoff patterns must include best management practice (BMP) measures to control stormwater. Changes to impervious surface coverage are also tracked by the city. Piedmont has also adopted a Stormwater Management Ordinance that prohibits most non-stormwater discharges to the storm drain system and bans illicit connections to the system. The ordinance includes provisions for watercourse protection, including a prohibition on altering the flow of water in a natural drainage course.

The City of Piedmont will continue to implement programs to improve water quality during the lifetime of this General Plan. This will include efforts to reduce the use of toxic pesticides and fertilizers, maintain and improve the storm drainage system, and continue public education on pollution control. Successful implementation will require ongoing cooperation with Oakland, Alameda County, and other jurisdictions in the region.

NATURAL RESOURCES AND SUSTAINABILITY

Major Air Pollutants (*)

Air pollutants regulated by the state and federal governments include:

Ozone, or smog, formed by chemical reactions involving reactive organic compounds and nitrogen oxides. The primary sources are motor vehicle emissions, power plants, refineries, and solvents.

Carbon Monoxide (CO), an odorless, colorless gas formed by the incomplete combustion of fuels and other organic substances. Motor vehicles are the main source.

Suspended Particulate Matter (PM_{2.5} and PM₁₀). Particulates includes a range of solid and liquid inhalable particles—air quality standards differentiate between particles less than 10 microns and less than 2.5 microns in diameter. Major sources include road dust, agriculture, soot, fires, and construction and demolition.

Nitrogen dioxide is a brown-colored gas that is a byproduct of the combustion process.

Sulfur dioxide is a colorless gas with a strong odor. It is generated through the combustion of fuels containing sulfur, such as oil and coal.

Lead is a widely used metal that can contaminate air, food, water, or soil.

AIR RESOURCES

Piedmont is located in the San Francisco Bay Air Basin. Although the city does not have major emission sources such as smokestacks or freeways, it is impacted by air pollution from stationary and mobile sources throughout the region. Residents also contribute to regional air quality problems as they drive cars, use gasoline-powered equipment and electric appliances, burn wood, barbecue, and carry out other routine household activities.

Air pollution is a contributor to asthma and other respiratory problems, suppressed resistance to disease, and heart ailments. It can also harm vegetation, impair photosynthesis, reduce visibility, and even damage buildings. To protect public health and reduce pollution levels, the state and federal governments have adopted air quality standards.

Air Quality Standards

Air pollution is regulated using state and federal ambient air quality standards and emission standards for individual sources. Since the passage of the Clean Air Act in 1970, the federal government (EPA) has developed standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead (see text box at left). California has had its own standards for these pollutants since 1969 but it was not until 1989 that the state enacted legislation requiring the standards to be achieved by a particular date.

The major agencies regulating air quality in the Bay Area are the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (BAAQMD). CARB prepares statewide plans to meet air quality standards and regulates “tailpipe” emissions from motor vehicles. The BAAQMD regulates emissions from stationary sources (such as power plants and refineries) and conducts air quality planning, permitting, monitoring, and enforcement. The BAAQMD works collaboratively with agencies like the Alameda County Congestion Management Agency and Metropolitan Transportation Commission to develop air quality improvement strategies.

(*) List excludes toxic air contaminants such as asbestos, benzene, beryllium, mercury, and vinyl chloride.

NATURAL RESOURCES AND SUSTAINABILITY

Improving Air Quality at the Local Level



Cars and trucks are the major source of air pollution in the Bay Area. Although controlling vehicle emissions is a regional challenge, local governments can do their part by implementing "Transportation Control Measures." Even in a small, residential community like Piedmont, TCMs can make a difference. TCMs or TDM (Transportation Demand Management) reduces the number of parking spaces required for housing and commercial uses.

Typical TCMs include:

- Carpool programs
- BART Shuttles
- Improved provisions for bicycles and pedestrians
- Converting City vehicles to electric "plug ins" or hybrids
- Transit service improvements
- Transit incentives for City and School District employees
- Public education
- Mixed use development (reducing the need to drive by placing housing, workplaces, and services close together)
- Shared parking among complementary uses

Under *federal* law, the San Francisco Air Basin is considered a non-attainment area for ozone, meaning it does not meet the federal ozone standards. The Bay Area is considered to be in attainment with federal standards for carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. Its federal attainment status for fine particulate matter is non-attainment for PM 2.5 (fine) and presently unclassified for PM 10. The San Francisco Air Basin is considered a non-attainment area for ozone under federal standards, and will not be determined until late 2009. Under *state* law, the Bay Area is considered a non-attainment area for ozone, PM_{2.5}, and PM₁₀. It is in attainment with state-State standards for all other pollutants (attainment for State standards for hydrogen sulfide, vinyl chloride, and visibility reducing air particles are either unclassified or unknown).

Table 5.1 indicates air quality measurements at the monitoring sites closest to Piedmont from 2019 to 2021-2001-2007. There were nowas one recorded day in 2019 when the monitoring station recorded an exceedances of the State and federal ozone standard in the Central Bay Area during this period. Ozone violations typically occur in the inland valleys where the summer heat is more intense and air circulation is less influenced by the marine layer. Standards-Federal standards for particulate matter (PM 10) were exceeded two days in 2020, and federal standards for fine particulate matter (PM_{2.5}) were violated-exceeded five times during 2007 at the San Francisco monitoring station 14 times in 2018 and 8 times in 2020. No other thresholds were exceeded in the years 2018 through 2020.

Piedmont and other Bay Area cities are susceptible to other forms of air pollution, including odors and toxic air contaminants. The BAAQMD maintains a data base of air quality complaints filed by residents and businesses across the region. Typical complaints relate to foul odors, smoke, spraying, and construction dust. The Air District investigates each complaint and issues citations where necessary. During the three most recent years of record, no complaints were received from persons giving Piedmont addresses. Presently, the only sites in Piedmont with BAAQMD emission permits are the City's Corporation Yard and two gasoline stations.

Planning for Cleaner Air

The BAAQMD is required to prepare plans showing how the Bay Area will meet state and federal air quality standards. In 2005, it adopted an Ozone Strategy that included new emission controls, mobile source programs, and transportation strategies. More recently, the California Air Resources Board (CARB) has prepared a plan showing how the state will achieve the greenhouse gas reduction goals set by AB 32 carbon neutrality.

NATURAL RESOURCES AND SUSTAINABILITY

Local governments play an important role in carrying out state and regional air quality plans. Their greatest contribution can be made by planning for communities that are less auto-dependent. The text box at left highlights “Transportation Control Measures” (TCMs) [and Transportation Demand Management \(TDM\) approaches](#) that are applicable to Piedmont.

Table 5.1 Ambient Air Quality at Nearest Monitoring Stations

Pollutant	2019	2020	2021
Oakland-West Station			
8-Hour Ozone (ppm), maximum	0.072	0.056	0.047
Number of days of state exceedances (>0.070 ppm)	1	0	0
Number of days of federal exceedances (>0.070 ppm)	1	0	0
1-hour Ozone (ppm), maximum	0.101	0.84	0.067
Number of days of state exceedances (>0.09 ppm)	1	0	0
Number of days of federal exceedances (>0.112 ppm)	0	0	0
Nitrogen dioxide (ppb), 1-hour maximum	50.0	48.0	49.5
Number of days of state exceedances (>180 ppb)	0	0	0
Number of days of federal exceedances (>100 ppb)	0	0	0
Particulate matter <2.5 microns, $\mu\text{g}/\text{m}^3$, 24-hour maximum	29.3	159.7	25.4
Number of days above federal standard (>35 $\mu\text{g}/\text{m}^3$)	0	8	0
San Francisco-Arkansas Street Station			
Particulate matter <10 microns, $\mu\text{g}/\text{m}^3$, 24-hour maximum	42.1	102.3	–
Number of days of state exceedances (>50 $\mu\text{g}/\text{m}^3$)	0	2	–
Number of days of federal exceedances (>150 $\mu\text{g}/\text{m}^3$)	0	0	–

ppm = parts per million

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Source: CARB 2023b

NATURAL RESOURCES AND SUSTAINABILITY

Table 5.1: Piedmont Area Pollutant Summary, 2001-2007								
Pollutant	State Standard ¹	Concentrations by Year						
		2001	2002	2003	2004	2005	2006	2007
Ozone²								
Highest 1-hr average concentration, ppm	.09	.07	.05	.08	.08	.068	.088	.071
Number of violations of state standard		0	0	0	0	0	0	0
Highest 8-hr average concentration, ppm	.07	.04	.04	.05	.06	.045	.066	.054
Number of violations of state standard		0	0	0	0	0	0	0
Carbon Monoxide³								
Highest 1-hr average concentration, ppm	20.0	5.0	4.4	3.9	3.5	3.4	2.7	2.5
Number of violations of state standard		0	0	0	0	0	0	0
Highest 8-hr average concentration, ppm	9.0	4.0	3.3	2.8	2.6	2.4	2.1	1.6
Number of violations of state standard		0	0	0	0	0	0	0
Suspended Particulates (PM-10)⁴								
Highest 24-hour average concentration, ug/m ³	50	67	74	52	52	46	61	70
Number of Violations		7	2	4	4	0	3	2
Annual Geometric Mean, ug/m ³	20	22.9	21.0	22.7	22.5	20.1	22.9	21.9
Suspended Particulates (PM-2.5)⁵								
Highest 24-hour average concentration, ug/m ³	35	N/A	70	42	46	43.6	54.3	45.2
Number of Violations		N/A	4	0	0	0	3	5
Nitrogen Dioxide⁶								
Highest 1-hr average concentration, ppm	0.18	.07	.08	.07	.06	.066	.107	.069
Number of Violations		0	0	0	0	0	0	0

Source: BAAQMD, 2007; Barry Miller AICP, 2008

Notes:

- (1) Standards shown are for California, except for PM-2.5 where the national standard is used
 (2) Ozone readings for 2001-2005 are from Oakland; 2006-07 reading is from San Leandro
 (3) Carbon monoxide readings for 2001-2005 are from Oakland; 2006-07 readings are from San Francisco
 (4) PM-10 readings are from San Francisco, as PM-10 was not monitored in Oakland between 2001-2007
 (5) PM-2.5 was not monitored until 2002. PM-2.5 readings are for the San Francisco station, since PM-2.5 was not monitored in Oakland between 2001-2007. PM-2.5 standard was changed from 65 ug/m³ to 35 ug/m³ in 2006.
 (6) Nitrogen Dioxide readings are from San Francisco, as NO₂ was not monitored in Oakland.

NATURAL RESOURCES AND SUSTAINABILITY

Piedmont's urban habitat consists of a mosaic of lawns, gardens, backyards, street trees, and parks. This "urban forest" provides nesting areas for birds, moderates temperatures, enhances property values, stabilizes slopes, reduces noise, absorbs air pollutants, and is a source of inspiration and beauty.

PLANT AND ANIMAL RESOURCES

Habitat

Piedmont's natural landscape has been twice transformed in the past two centuries. In the 1800s, its rolling hills were converted to ranches, orchards, and dairies. Cattle grazing eliminated most native species and invasive European grasses took root. In the 1900s, the agricultural landscape was urbanized with homes and gardens. Ornamental trees were planted along streets, flowering plants and shrubs were planted in private yards, and exotic plants such as eucalyptus and Himalayan blackberry appeared along streambeds.

Despite the altered state of Piedmont's landscape, the city still has many natural open spaces and distinct ecological communities. Piedmont's flora provides important aesthetic, environmental, and psychological benefits.

The principal habitat types in Piedmont are:

- **Woodlands.** These areas are generally located in Piedmont Park, along creeks and ravines, and on larger lots in the Estate Zone. Common trees include live oak, black oak, redwood, bay laurel, buckeye, alder, willow, and sycamore. An understory of shrubs such as poison oak, blackberry, and English ivy is often present. In Piedmont, these areas support deer, opossums, skunks, raccoons, squirrels, and many types of birds.
- **Grasslands.** These areas occur in the small portion of Mountain View Cemetery within the Piedmont city limits. A variety of oat grasses, rye grasses, herbs, forbs, and bromes are common. Wildlife is similar to woodland species, but also includes snakes, lizards, wild turkeys, and raptors such as turkey vultures and red-tailed hawks.
- **Wetlands.** The US Fish and Wildlife Service (USFWS) maintains an inventory of wetlands across the United States. Their data base shows a *freshwater forested shrub wetland* on a linear five-acre area along Indian Gulch to the rear of residences in the 100 block of St. James Drive, the unit block of LaSalle, and the 200 block of Indian Road. No other areas in the city of Piedmont appear in the inventory. One could expect to find frogs, newts, snails, water insects, and turtles in freshwater wetland areas. Wetlands are governed by a complex set of state and federal regulations designed to discourage their alteration and mitigate impacts of their disturbance.

NATURAL RESOURCES AND SUSTAINABILITY

Piedmont's Urban Forest



Piedmont maintains over 7,000 trees on 85 streets and has a regular program to plant, trim, and replace these trees. Spraying, cutting, pruning or trimming trees may only be done by the City's Public Works Department.

Many streets are planted on both sides, with trees extending the full length of the block. Seventeen varieties are predominant: acacia, birch, camphor, carob, cherry, chestnut, elm, ginkgo, hawthorne, linden, liquidambar, magnolia, mulberry, pepper, plum, poplar, and sycamore. The sycamores outnumber the other trees by far, and are the predominant tree on 35 of the city's streets.

- **Urban.** Piedmont's urban habitat consists of a mosaic of lawns, gardens, backyards, street trees, and parks. This "urban forest" provides nesting areas for birds, moderates temperatures, enhances property values, stabilizes slopes, reduces noise, absorbs air pollutants, and is a source of inspiration and beauty. Urban habitat in the city supports many of the species found in woodland and grassland areas.

The City currently does not regulate tree removal on private property. City trees may generally be removed if they are diseased or dying, or if the tree represents a safety hazard. The Parks Commission may recommend areas in need of street tree planting. Piedmont residents may request street trees and may donate funds to the Piedmont Beautification Foundation, which organizes tree planting in Piedmont Park and elsewhere in the City.

Special Status Species

Special status species are those which have been identified by the federal or state governments and conservation organizations as requiring protection due to their rarity, scarcity, or danger of extinction. They include rare, endangered, and threatened species, as well as species that are candidates for official listing. When the City of Piedmont makes decisions affecting land use and development, it must determine if the project might impact any listed species or its habitat. State and federal laws prohibit projects which would significantly impact such species without appropriate mitigation measures.

[Queries of the U.S. Fish and Wildlife Service Information, Planning, and Conservation System \(IPaC\) \(USFWS 2023a\), California Natural Diversity Database \(CNDDB\) \(CDFW 2023a\), and California Native Plant Society \(CNPS\) online Inventory of Rare and Endangered Plants of California \(CNPS 2022\) were conducted to obtain comprehensive information regarding special-status species and sensitive vegetation communities known or having potential to occur in Piedmont. Query of the CNPS inventory and CNDDB included the Oakland East California USGS 7.5-minute topographic quadrangle and surrounding eight quadrangles \(Richmond, Briones Valley, Walnut Creek, Las Trampas Ridge, Hayward, San Leandro, Oakland West, and Hunters Point\).](#)

[A total of 35 special-status plants were identified within the nine quadrangles queried, and 33 special-status animals were identified within five miles of Piedmont. Piedmont may support habitat for special-status wildlife species, including roosting bats and San Francisco dusky-footed woodrat. The habitat of each special status species has been catalogued by the California Department of Fish and Game and is mapped in the California Natural](#)

NATURAL RESOURCES AND SUSTAINABILITY

~~Diversity Data Base (CNDDDB). The only species mapped as being potentially present in Piedmont is the silver-haired bat, a coastal forest dweller that feeds over streams, ponds, and open brushy areas. The bat was last observed in Piedmont in October 1920.~~—There are no plant species within the Piedmont City limits indicated on the CNDDB.

Additional CNDDB plant and animal species are listed in Oakland, around Lake Merritt, Lake Temescal, and in the hills above Montclair. Because Piedmont contains habitat conditions that are similar to these areas, the presence of these species in Piedmont cannot be completely ruled out. These species include Western pond turtle, California red-legged frog, Bay checkerspot butterfly, Alameda whipsnake, pallid bat, hoary bat, golden eagle, and Coopers hawk. Some of these species have not been observed since the 1930s, when the Oakland Hills were less intensively developed.

NATURAL RESOURCES AND SUSTAINABILITY

SUSTAINABILITY

The basic concept behind sustainability is that natural resources should be managed so they are not permanently depleted or lost for future generations. The concept goes beyond environmental concerns and touches many social, economic, and public health issues. More recently, sustainable development has been embraced as a response to global issues such as climate change, dependence on foreign oil, and rising energy and food costs.

Sustainability is one of the overarching goals of this General Plan, and has been incorporated in all of the Plan's elements. For example, by encouraging [second-multifamily housing, mixed-use development, and accessory dwelling units](#) (Housing Element), Piedmont will provide affordable housing opportunities close to the region's major job centers and reduce the need for long commutes ([see Housing Element goal 6: Sustainability and Energy and its implementing programs](#)). By encouraging carpooling and walking (Transportation Element), the city is helping to reduce vehicle emissions. The following sections highlight other ways Piedmont will reduce its carbon footprint and become a greener community during the years ahead.

[In 2010, the City of Piedmont first developed a Climate Action Plan \(CAP\) to help achieve local greenhouse gas \(GHG\) reduction goals. The CAP 2.0 was adopted in 2018 and was developed by City staff and a Climate Action Plan Task Force of Piedmont residents, appointed by the City Council. The CAP 2.0's building and energy objectives are as follows:](#)

- [Reduce residential and commercial building energy use](#)
- [Increase renewable energy to 100 percent](#)
- [Partner with schools to reduce energy use](#)
- [Reduce local air pollution and high global warming potential gases](#)
- [Investigate infrastructure upgrades and new technologies](#)
- [Serve as a foundation for future planning efforts.](#)

[An implementing policy of the CAP 2.0 is to monitor effectiveness of policies on reducing GHG emissions. A GHG emissions inventory was last completed for calendar year 2021. Piedmont's municipal and residential accounts were enrolled into \[Ava Community Energy's 100% renewable electricity service plan\]\(#\) in November of 2018. The City and its residents being enrolled into a 100% renewable energy plan helps to reduce GHGs emissions the City produces; therefore, making significant steps towards reaching the CAP 2.0 objectives.](#)

NATURAL RESOURCES AND SUSTAINABILITY

“LEED-ing” the Way

The US Green Building Council has established a rating and certification system for green buildings known as LEED (Leadership in Energy and Environmental ~~Efficiency~~Design). Buildings are rated as “certified”, “silver”, “gold”, or “platinum” based on the degree to which they achieve environmental goals. In 2008, the Piedmont City Council adopted an ordinance requiring all City-owned or operated buildings to meet LEED standards.

In July 2008, the California Building Standards Commission amended the state’s building code standards to incorporate green building principles. The new code incorporates higher energy efficiency standards, along with new moisture control, indoor air quality, water conservation, and waste reduction measures. Piedmont will implement these measures as it updates its Building Code, and will consider additional steps to promote greener construction in the city.

Green Sustainable Building Development

~~“Green buildings”~~Sustainable building and development design incorporates recycled materials, advanced energy and water conservation systems, and are designed through a process that considers not only a building’s function but also its use of natural resources, its impact on the environment, and the well-being of its occupants. Typical green building strategies include the use of light-colored paving materials to reduce heat build-up, motion-activated light switches and high-efficiency appliances to save energy, greywater recycling systems, and solar panels. Green-Sustainable buildings are also designed to avoid indoor air quality problems and to encourage pedestrian, transit, and bicycle accessibility.

This General Plan recognizes the link between housing and climate change in the City’s decision-making process. Specifically, the General Plan’s Housing Element directs the City to strive to create additional local housing opportunities for persons employed within Piedmont in order to reduce commuting and associated greenhouse gas emissions. A particular emphasis might be placed on transportation and on housing for municipal and school district employees, since these are the largest employers in the City.

Piedmont ~~has already started taking~~takes steps to require greener-sustainable construction and design, starting with City-owned and operated buildings (see text box at left). In the future, amendments to the building code and other locally-sponsored initiatives may be considered.

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Reducing the amount of solid waste that ends up in landfills is one of the most effective ways that Piedmont can “go green.” Landfill space in California is limited, and the amount of waste generated by residents and businesses cannot be sustained.

Low Impact Development

“Low Impact Development” (LID) refers to construction methods that reduce stormwater run off. Allowing rainwater to percolate into the soil rather than flowing to storm drains provides many benefits. It reduces the risk of flooding, allows the aquifer to be recharged, and reduces the flow of pollutants to creeks. Stormwater can also provide a secondary water source for landscaping.

Piedmont implements LID practices in two ways. First, the city maintains impervious surface standards in most zoning districts. On single family lots, 30 percent of the surface area must be vegetated (not covered by pavement or a structure). On estate lots, the requirement is 40 percent. Second, the city must implement municipal separate storm sewer systems (MS4) requirements to manage stormwater runoff for developments that create or replace a certain amount of impervious cover. The City implements this through their plan check and review process, where any developments must fill out a stormwater checklist to identify if LID and green infrastructure must be part of those projects. Projects that are required to implement LID or green infrastructure must contain post construction runoff on-site to minimize impacts to downstream waterways.

Examples of LID and green infrastructure practices that help satisfy these requirements include: rain gardens, stormwater curb extensions, permeable pavement, and green roofs. ~~participates in the Countywide Clean Water Program, which requires stormwater containment and treatment measures for new construction.~~

Solid Waste Reduction and Recycling

Reducing the amount of solid waste that ends up in landfills is ~~one-an~~ one-an of the ~~most~~ effective ways that Piedmont can “go green.” Landfill space in California is limited, and the current per capita volume of waste generated by residents and businesses cannot be sustained. A 1989 mandate from the California legislature required all cities to reduce the amount of landfilled solid waste by 50 percent by 2000. Piedmont achieved this target; as of July ~~2008~~ 2023, ~~750~~ 750 percent of its waste was diverted. Along with other cities in Alameda County, the city ~~has-had~~ set a 75 percent waste diversion target for 2010.

Piedmont has an aggressive solid waste reduction and recycling program to reach its ~~2010 goal~~ waste diversion goal. In ~~2018~~ 2017, the City signed a new 10-year agreement with Richmond Sanitary Service to provide trash,

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recycling, and green waste services. These services include backyard collection of garbage, green waste, and recyclable materials (with the option of curbside service provided), and four-times yearly bulk waste and e-waste collection. The range of recyclables has been expanded to include plastic products and food scraps. Improved recycling containers are also being provided. The City has also implemented measures to increase the percentage of construction and demolition debris that is recycled.

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“Make it worth people’s time and money to make things greener...

incentives for planting trees, buying a hybrid or electric vehicle, changing to energy-efficient light bulbs...”

“Plant more native plants which are more water-conserving and will support indigenous insects and birds.”

“Let’s use the high baseball fence and light towers at Witter Field for large propellers and make our own electricity. Now *that’s* a cool idea!”

- General Plan Survey Responses

Water Conservation

California’s water supply has always been precarious. Today, it is subject to increasing demand by a growing population and constrained supply due to drought and changing climate patterns. Simply building more reservoirs will not solve the problem.

Over the past three decades, conservation has become an integral part of the state’s water management strategy. The City of Piedmont has worked with East Bay Municipal Utility District to implement programs to reduce water waste, encourage drought-tolerant landscaping, encourage the use of low-flow showers and toilets, and promote public education. These programs must be continued—and expanded—in the future.

Currently, the City is required by its MS4 permit for stormwater to implement bay-friendly landscape designs that minimize irrigation and runoff. New measures may include adoption of new “bay-friendly” landscape guidelines or standards to reduce water use and encourage native planting. The City may also explore the use of recycled water systems for landscaping its medians and parks, and encouraging gray water reuse systems, cisterns, and other water reducing measures in private construction.

The City encourages drought-tolerant and Bay-friendly landscaping as a way to conserve water, reduce greenhouse gas emissions associated with water transportation, and reduce homeowner water bills, thereby freeing up more income for other purposes. See Housing Element policy 6.7.

Energy Efficiency

Piedmont residents devote large portions of their incomes to lighting, heating, and cooling their homes and running computers and appliances. Changing technology has led to higher per capita energy consumption over the last few decades, despite the emphasis on conservation.

Although energy supply and demand are national issues, there is much that can be done at the local level. Piedmont currently enforces Title 24 of the California Code of Regulations. These are energy efficiency standards that apply to heating, cooling, water heating, and lighting in new construction. The City also works with PG&E and Ava Community Energy to promote education on energy efficiency and to support PG&E’ and Ava Community Energy’s weatherization and conservation programs.

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Piedmont can become more self-reliant in the future by increasing its use of solar power. Climatic conditions in the city are favorable to the use of solar energy for small-scale applications such as domestic water heating. Through good site planning and design, many of the city's homes can be retrofitted to incorporate solar panels, solar pool heaters, and other solar devices. The City can also support energy conservation through education and outreach, and by exploring home energy retrofit and energy-efficient lighting installation measures.

Because it is a City of older single-family homes, Piedmont must find ways to improve the energy efficiency of its new and existing housing stock in order to meet these goals. In December 2009, the City voted to join the California Statewide Communities Development Authority (CSCDA) and the California FIRST Program. In 2022, the City of Piedmont adopted Reach Codes which require all new single-family buildings and detached dwelling units to be electric and requires energy improvements at certain building permit cost and size thresholds.

In addition, the City has been participating in Energy Upgrade California, a statewide program that provides financial assistance for homeowners for select energy saving home improvements. The program includes energy assessments and physical improvements that reduce energy loss and improve energy efficiency. It encompasses rebates and incentives, income-qualified assistance for energy bills, and financing assistance to households seeking to install renewable energy systems and similar improvements. The City will continue to participate in such programs in the future, reducing the burden of utility costs on homeowners and renters, while advancing its climate action and sustainability objectives. See Housing Element program 6.C.

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As noted in the Transportation Element, Piedmont will also strive to reduce energy consumption in the transportation sector. This could include preferential parking for hybrid or electric cars, [reductions in required parking spaces](#), improved access to BART [and AC Transit](#), and even installing bio-fuel or other alternative fuel pumps at the city's gas stations.

Greening the Government

The City of Piedmont needs to set high standards for its own operations if it expects others in the community to follow suit. It should be a role model in recycling, green building construction, and environmentally sound landscaping. It should lead the way by composting clippings from medians and parks, procuring recycled materials, and [hybrid-hybrid and/or electric](#) for City use. These changes will not happen overnight—but they should be implemented gradually as funds allow. During the annual budgeting cycle and capital improvement process, the City will explore ways it can embrace sustainable development and business principles.

Behavioral Changes

Some of the most basic steps to becoming a more sustainable city take place in our own homes and backyards. Simple actions such as taking transit on “spare the air” days, walking more, reducing pesticide use, planting home vegetable gardens, and even using canvas grocery bags can make a big difference when everybody participates. Again, the City can lead the way by providing education and outreach on the steps Piedmont residents can take to reduce their impacts on the environment around them.

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City of Piedmont Sustainability Policy

It is the intent of the City of Piedmont to be a sustainable community - one which meets its current needs without compromising the ability of future generations to meet their own needs. In adopting this policy, the Climate Action Plan 2.0, the City of Piedmont accepts its responsibility, through its operations, programs and services, to:

- Continuously improve the quality of life for all Piedmont residents without adversely affecting others.
- Enhance the quality of air, water, land and other natural resources through conservation, reduced pollution, increased efficiency, and protection of native vegetation, wildlife habitat and other ecosystems.
- Reduce greenhouse gas emissions, specifically by reducing landfilled waste, energy consumption, and water consumption, and by encouraging walking, bicycling and other alternative travel modes.
- Encourage greener methods of construction.
- Support small local businesses that use sustainable practices in their own operations
- Promote public education and awareness of sustainability issues.
- Align and partner with community groups, businesses, residents, non-profits, and neighboring communities where appropriate to work toward these goals

The above policy is incorporated by reference into this General Plan and is intended to complement the other goals, policies, and objectives in all Plan Elements.



**NATURAL RESOURCES
AND SUSTAINABILITY**

NATURAL RESOURCES AND SUSTAINABILITY

GOALS, POLICIES, AND ACTIONS

Goal 13: Natural Features

Protect and enhance Piedmont’s natural features, including its hillsides, creeks, and woodlands.

Policies and Actions

Policy 13.1: Respecting Natural Terrain

Maintain the ~~natural-naturalistic~~ topography of Piedmont by ~~avoiding lot splits and subdivisions that would lead to large-scale 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.

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.

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.

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.

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Policy 13.5: Protection of Special Status Species

Ensure that local planning and development decisions do not damage the habitat of rare, endangered or threatened species, and other species of special concern in Piedmont and nearby areas.

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.

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.

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.

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.

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

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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.

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.

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.

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 site-specific roosting bat protection plan to be implemented by the contractor following the City's approval.

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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.

“Push stormwater runoff controls—support creek protection and restoration.”

“Take advantage of hillside locations to divert and capture stormwater into cisterns or bio-swales that can be used to irrigate parkway strips, parks, and school grounds.”

- General Plan Survey
Responses

- **Action 13.A: Biological Assessment Requirements**
Require a biological assessment (wildlife or botanical surveys) for any project which could alter or damage the habitat of special status species, as defined by the California Department of Fish and Game or the US Fish and Wildlife Service.
- **Action 13.B: Hillside Development Guidelines**
Consider revising the Piedmont ~~Residential~~ Design Standards and Guidelines to include guidelines-standards for the sensitive development of hillside sites.
- **Action 13.C: Development Standards for Hillside Sites**
Consider modifications to the current zoning setback and floor area ratio requirements for large or subdividable lots in Zones A and E where portions of the lot have slopes that exceed 30 percent (see Figure 5.1).
- **Action 13.D: Enforcement of Watercourse Protection Standards**
Enforce the watercourse protection provisions of the City’s Stormwater Management Ordinance to protect and enhance Piedmont’s creeks and drainage ways. The Ordinance requires a permit to modify the natural flow of a watercourse, carry out development within a watercourse setback, discharge into a watercourse, or add or remove any unconsolidated material in a watercourse. Federal regulations also apply to any project which would obstruct the flow of water in a creek.
- **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.

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- **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.
- **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.
- **Action 13.H: Seek Funding for Implementation**
Explore funding opportunities and grants to support urban forest expansion, riparian habitat restoration, and floodwater management projects.

See the Design and Preservation Element for additional policies on view preservation.

Goal 14: Urban Forest

Conserve and expand Piedmont's tree canopy to create visual beauty, provide shade, prevent erosion and absorb runoff, reduce noise and air pollution, and provide habitat for birds and other wildlife.

Policies and Actions

Policy 14.1: Street Tree Maintenance

Maintain the city's street trees and recognize their essential contribution to the character and environmental health of Piedmont. The City should continue to perform pruning and tree care on a regular basis to ensure the long-term health of trees and to address conflicts with views, utilities, and public safety.

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Ensure that street trees are appropriate for their settings, given considerations such as maintenance and pruning requirements, planting strip width, water requirements, and potential for sidewalk damage and view blockage.

Policy 14.2: Tree Removal and Replacement

Where appropriate and feasible, require replacement trees when trees on public property are removed. When non-native trees such as eucalyptus and acacia are removed, they should be replaced with native species or other species that are more appropriate to Piedmont's vegetation management and infrastructure maintenance goals.

Policy 14.3: Selecting Appropriate Street Trees

Ensure that street trees are appropriate for their settings, given considerations such as maintenance and pruning requirements, planting strip width, water requirements, and potential for sidewalk damage and view blockage.

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.

Policy 14.5: Landscaping

Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and enhance community character. To the extent possible, landscaping practices should minimize the use of pesticides and herbicides, reduce the need for pruning, and incorporate native, drought-tolerant species rather than exotic or invasive species. Landscaping and tree planting should also reinforce Piedmont's fire prevention and vegetation management goals.

Policy 14.6: Trees and Views

Encourage property owners, the Park Commission, and the Planning Commissions to find amicable solutions that balance tree preservation and view preservation goals.

▪ *Action 14.A: Street Tree Standards*

Review existing City standards for street tree planting to ensure that they address public concerns about sidewalk breakage, leaf litter, view blockage, and maintenance. Periodically consult the Piedmont Park Commission to review practices and procedures for tree management.

▪ *Action 14.B: Replacement of Hazardous Trees*

Continue the ongoing City program to replace liquidambar and other potentially hazardous trees with alternative species that are less likely to damage sidewalks and pavement.

NATURAL RESOURCES AND SUSTAINABILITY

“Green means using less. To be truly green, society needs to stop unnecessary consumption.”

“Adopt organic practices on parks and landscaped areas—especially since runoff goes to the Bay.”

“Offer a discount program on golf cart type electric vehicles for running around town...some of us parents are just driving up and down Oakland Avenue all day.”

- *General Plan Survey Responses*

- **Action 14.C: Tree Planting Initiatives**

Support the efforts of non-profit organizations such as the Piedmont Beautification Foundation to plant trees and undertake landscaping projects on public space.

See also Action 29.A regarding use of the [Residential-Piedmont Design Standards and Guidelines](#) to achieve landscaping and tree planting objectives.

Goal 15: Air and Water Quality

Actively participate in efforts to improve air and water quality in the San Francisco Bay Area.

Policies and Actions

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.](#)

Policy 15.2: Alternative Fuel Vehicles

Encourage the use of cleaner-burning fuels and low-emission vehicles. This could include providing infrastructure for “plug-in” vehicles; hydrogen fuel pumps at the city’s gas stations; and a gradual switch to hybrid, electric, or alternative fuel vehicles for the City fleet.

Policy 15.3: Urban Runoff

Protect the quality of groundwater and surface water in Piedmont and the watersheds it shares with Oakland. Support the efforts of state, federal, county, and adjacent city agencies to control urban runoff, thereby improving water quality in local creeks, Lake Merritt, and San Francisco Bay.

Policy 15.4: Countywide Clean Water Program Participation

Participate in the Alameda Countywide Clean Water Program and continue to be a co-permittee on the NPDES permit for urban runoff. This will require ongoing measures to monitor stormwater pollution, regulate construction runoff, sweep local streets and clean storm drain inlets, promote education and outreach programs (such as storm drain stenciling), enforce regulations

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AND SUSTAINABILITY**

and penalties for illicit discharges, and participate in County meetings to discuss water quality issues.

NATURAL RESOURCES AND SUSTAINABILITY

Policy 15.5: Integrated Pest Management

To the extent feasible and appropriate, use integrated pest management techniques when maintaining City parks, medians, and public facilities. These techniques minimize the use of pesticides, herbicides, and other toxic materials that could potentially pollute surface water and groundwater.

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.

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.

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.

NATURAL RESOURCES AND SUSTAINABILITY

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.

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:

- 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 PM_{2.5} increase of > 0.3 µg/m³ annual average

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.

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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 be used to assess health risks in lieu of a roadway HRA if said tools are the most current published BAAQMD tools.

- ***Action 15A: Bay-Friendly Landscape Ordinance***
Consider adopting a civic Bay-friendly landscape ordinance which anticipates a gradual shift toward drought-tolerant landscaping on public property, including parks, public buildings, and medians. Promote public education to encourage bay-friendly landscape practices in private yards.
- ***Action 15B: Construction Dust Controls***
Require local construction activities, including remodeling and landscaping as well as new construction, to minimize airborne dust and particulate matter. This should include requirements to cover stockpiled soil, avoid earthmoving on windy days, and cover trucks that are hauling dirt and debris.
- ***Action 15C: Wood-burning Fireplaces and Stoves***
Ensure compliance with EPA standards for wood-burning fireplaces and stoves, and consider incentive-based programs to replace or retrofit existing fireplaces and stoves with lower emission alternatives.
- ***Action 15D: Gas-Powered Leaf Blowers***
Enforce the existing ban on gasoline-powered blowers by private parties. Adopt a policy for municipal use of gas-powered blowers.

See the Transportation Element for additional measures to improve air quality and reduce greenhouse gas emissions.

NATURAL RESOURCES AND SUSTAINABILITY

Goal 16: Sustainable Development

Encourage building and construction practices that minimize environmental impacts and natural resource consumption.

Policies and Actions

Policy 16.1: Linking Land Use and Transportation Choices

Consistent with the Land Use and Transportation Elements of this plan, retain walkable neighborhoods, reliable public transportation, safe cycling, carpooling, convenient access to shops and services, and other measures which reduce the need for driving and fuel consumption in Piedmont.

Policy 16.2: ~~Green Building~~ Sustainable Development

Support the use of ~~green buildings~~ 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.

Policy 16.3: Water Conservation

Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency, irrigation systems designed to minimize water waste, and allowances for graywater use in residential construction, where feasible.

Policy 16.4: Permeable Pavement

Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater, recharge the aquifer, and reduce urban runoff.

Policy 16.5: Hardscape Surface Standards

Maintain hardscape (impervious) surface standards in the Piedmont Municipal Code as a way to retain stormwater absorption capacity and reduce runoff to the storm drainage system. Consider other methods to reduce runoff, such as green roofs, rain barrels, and cisterns.

Policy 16.6: Reclaimed Water Use

Support the use of reclaimed water (“gray water”), including treated effluent from the EBMUD wastewater facility, for landscape irrigation in Piedmont’s parks and on medians. Periodically consider the feasibility of reclaimed water use based on EBMUD’s capital improvement plans, cost factors, water supply, and other considerations.

Maintain development standards and building requirements that encourage the efficient use of water. These requirements should include the use of plumbing fixtures designed for water efficiency and irrigation systems designed to minimize water waste.

NATURAL RESOURCES AND SUSTAINABILITY

“How about a Piedmont “green tour”? Local residents could show what they are doing. Piedmont High School could form a student group that systematically evaluates every property in Piedmont for its green potential. What’s the low-hanging fruit for each home? This could be done as a fundraiser.”

- General Plan Survey
Response

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.

Policy 16.7: Greenhouse Gas Emissions Reductions

Single-family and multi-family 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.

- *Action 16A: Title 24*
Implement Title 24 of the California Code of Regulations (energy efficiency standards).
- *Action 16.B: Building Code Amendments*
Regularly evaluate any obstacles to ~~green-sustainable~~ building construction in Piedmont. Periodically amend the building code to incorporate green building principles, respond to changes in state law which promote green building, and match the steps being taken by nearby Alameda County cities to encourage ~~green-sustainable~~ construction.
- *Action 16.C: LEED Requirements for Public Buildings*
Periodically evaluate the City’s recently adopted LEED certification requirements for public buildings to determine whether they are achieving the desired outcomes. Encourage the Piedmont Unified School District to adopt similar standards.

NATURAL RESOURCES AND SUSTAINABILITY

GOAL 17: RESOURCE CONSERVATION

Conserve non-renewable resources for future generations through solid waste reduction and energy management.

Policies and Actions

Policy 17.1: Solid Waste Reduction

Actively promote recycling, composting, and other programs that reduce the amount of solid waste requiring disposal in landfills. The City of Piedmont will strive to exceed the waste diversion targets set by State and County waste management agencies.

Policy 17.2: Energy Conservation

Strongly advocate for increased energy conservation by Piedmont residents, businesses, and other public agencies such as the Piedmont Unified School District. Support [Ava Community Energy and PG&E](#) in their education and outreach efforts and encourage Piedmont residents to participate in [Ava Community Energy and PG&E](#) weatherization and appliance rebate programs

Policy 17.3: Alternative Energy Sources

Encourage the use of alternative energy sources, such as solar power and wind energy, by Piedmont residents.

Policy 17.4: Greening the Government

Ensure that the City of Piedmont follows conservation practices in its day-to-day operations and is a role model for residents and local businesses in the arena of conservation. The City should encourage the use of recyclable or reusable goods in its purchasing policies and implement other conservation measures that can be emulated by Piedmont residents.

Policy 17.5: Collaboration with Other Jurisdictions

Encourage collaborative efforts with other jurisdictions to address sustainability and conservation issues, recognizing the greater results and efficiencies that can be achieved by pooling resources with other communities.

NATURAL RESOURCES AND SUSTAINABILITY



Student poster, Wildwood School

- **Action 17.A: Climate Action Plan**
~~Complete and adopt a~~ Continue to update a Piedmont Climate Action Plan that identifies the steps the City can take to reduce greenhouse gas emissions and achieve the emission reduction targets established by ~~Assembly Bill 32~~ the State.
- **Action 17.B: Moving Beyond 75 Percent Waste Diversion**
 Implement programs to increase the city's solid waste diversion rate to—and beyond—75 percent, including bulk waste pick-up, e-waste pick-up, construction and debris recycling, food waste recycling, and yard waste composting. Periodically review the city's solid waste collection rate structure to ensure that it supports the city's waste reduction goals.
- **Action 17.C: Environmental Education and Outreach**
 Together with the Piedmont Unified School District and local media, sponsor education and outreach programs designed to increase awareness of environmental and conservation issues. Outreach programs could include “green” tours, classes and workshops, informational articles, Arbor Day tree planting and Earth Day activities, brochures on green building at the City Planning counter, promotional campaigns, cooperative ventures with groups such as the Piedmont Beautification Foundation and the Boy Scouts, and similar activities.
- **Action 17.D: Additional Recycling Receptacles**
 Place additional recycling receptacles in public places, especially City parks, as a strategy for reducing solid waste disposal.
- **Action 17.E: Solar Panel Study**
 Undertake a “best practices” study of design and permitting issues related to solar panels, wind turbines, and other alternative energy sources. The intent is to accommodate and encourage alternative energy sources in Piedmont without compromising public safety or the design integrity of the city's architecture and landscapes.
- **Action 17.F: Community Buying Groups**
~~Consider a collaborative~~ Continue to collaborate on efforts with other cities to form “community buying groups” for the joint purchase of solar panels at reduced costs.
- **Action 17.G: Best Management Practices**
 Implement “best management practices” (BMPs) that reduce pollution and waste. Typical BMPs include household hazardous waste collection drives, proper storage of pesticides and household chemicals, prevention of illicit discharges into storm drains, and erosion control measures.

NATURAL RESOURCES AND SUSTAINABILITY

- *Action 17.H: Environmentally Friendly Purchasing Sustainable Procurement Policy*
- *~~Consider adopting an~~Continue to implement Piedmont's Sustainable Procurement Policy ~~Environmentally Preferable Purchasing (EPP)~~ policy for municipal purchases. ~~An EPP~~The policy ~~would~~ promotes the cost-effective use of recyclable products and products made of recyclable materials, and ~~would help~~s the City achieve other goals, such as energy efficiency, water efficiency, transportation efficiency, and reduction of toxics.*



6 Environmental Hazards

The Environmental Hazards Element incorporates two of the mandatory elements of the General Plan—Safety and Noise. The primary goal of this element is to minimize future loss of life, injury, and property damage resulting from natural hazards. A secondary goal is to reduce exposure to hazardous materials, noise, vibration, and other dangers or nuisances associated with the built environment. The City will adopt and implement strategies for the fulfillment of these goals in conjunction with those identified in the City of Piedmont’s Local Hazard Mitigation Plan. ~~Mandated under the Disaster Mitigation Act of 2000, and adopted by the Piedmont City Council on August 5, 2019, this document is incorporated into the City of Piedmont’s Environmental Hazards Element under State Assembly Bill 2140 and will be updated periodically, as required by state and federal law. The LHMP guides hazard mitigation planning by assessing hazard risk, ensuring eligibility for federal disaster preparedness and relief funding, and providing long-term mitigation strategies to eliminate or reduce the frequency of hazard exposure.~~ (LHMP). The LHMP for the City of Piedmont was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA’s Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The LHMP can be found on the City’s Planning & Building Department website at the following location (https://piedmont.ca.gov/services_departments/planning_building/general_plan_other_policy_documents/hazard_mitigation_plan).

Emergency preparedness is an important part of hazard mitigation. However, the City has independent plans and programs for emergency response that are outside the scope of the General Plan. The focus in this chapter is on prevention and mitigation. By integrating hazards into land use decisions, Piedmont can reduce the risk of catastrophic damage when disaster strikes. Accordingly, this element includes policies to limit development on unstable slopes, seismically retrofit schools and older structures, maintain “defensible” space around homes on fire-prone hillsides, provide roads that are adequate for emergency vehicles, and ensure that the city’s water supply is adequate for fire-fighting.

The State Government Code (Section 65302(g)) identifies the specific hazards that must be addressed by the general plan. These include seismically-induced surface rupture, ground failure, tsunamis and seiches, dam failure, slope instability, subsidence, and liquefaction. Table 4-2, in the LHMP, identifies these hazards and details both their geographic extent and the type of risk they pose. The Government Code also requires general plans to address [climate change, wildfire and flood hazards](#), evacuation routes, ~~peakload~~[peak load](#) water supply requirements, minimum road widths, and clearances around structures. All ~~of~~ these topics are covered in this chapter.

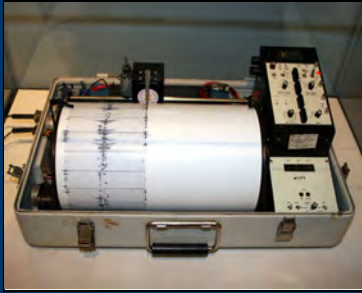
The Environmental Hazards Element also includes a proactive set of policies to address noise issues in Piedmont. Piedmont residents value their peace and quiet, and enjoy a relatively calm environment considering the city’s location in the center of a major metropolitan area. Policies in this chapter strive to maintain that environment and mitigate activities and land uses that generate noise.

6 Environmental Hazards

Goals, policies, and actions in this element address the following major topics:

- Geologic hazards
- Wildfire and flooding hazards
- Hazardous materials management
- Emergency preparedness
- Noise control
- Climate change

Measuring Earthquakes



Earthquakes are measured in terms of their magnitude and intensity.

Magnitude refers to the duration of the shaking and the size of the area affected. It is typically measured with the *Richter Scale*, a logarithmic scale which indicates the amount of energy released by the earth's movement.

Intensity refers to the degree of ground shaking. While each earthquake has only one magnitude, intensity varies with location. Intensity on any given site depends on many factors, including the site's distance from the fault, the fault's orientation to the site, and local soil and groundwater conditions.

GEOLOGIC HAZARDS

Piedmont's Geology

Piedmont is located in a geologically active part of the world. The region's geology is dominated by the intersection of the Pacific and North American tectonic plates, two components of the earth's crust that are moving in opposite directions. Large earthquake faults have developed in response to the stress between the plates. When enough strain builds up along a fault line, the plates slip and an earthquake occurs.

In the Central Bay Area, most earthquakes are associated with the San Andreas, Calaveras, and Hayward Faults. The San Andreas Fault traverses San Mateo County, about 15 miles west of Piedmont. The Calaveras Fault lies on the edge of the Diablo Range, about 15 miles to the east. The main trace of the Hayward Fault runs about 0.25 miles east of Piedmont, along an alignment that roughly parallels State Highway 13. The Fault extends from Point Pinole more than 40 miles south to Milpitas.

The Hayward Fault presents the greatest threat to Piedmont, although a large earthquake on any of the region's faults could cause significant damage. The last catastrophic earthquake on the Hayward Fault occurred in 1868 and was estimated to be magnitude 7.0. Piedmont was rural at the time, but there was extensive damage in Berkeley, Oakland, San Leandro, and Hayward. The San Andreas Fault produced the devastating 1906 San Francisco earthquake (magnitude 8.0) and was associated with the 1989 Loma Prieta earthquake (magnitude 6.9-7.1). Earthquakes of Magnitude 5.0 or greater have occurred on the Calaveras Fault in 1984 (Morgan Hill) and 2007 (North San Jose).

Table 6.1 indicates the region's major faults and the earthquake probabilities for these faults. Overall, there is a [62.72](#) percent chance that the Bay Area will experience an earthquake of magnitude 6.7 or greater between 2003 and 2043. The probability for the Hayward Fault alone is [27.33](#) percent—the single highest risk among Bay Area faults.

Since 1972, the State of California has required that earthquake fault zones with a high potential for surface rupture be officially designated on USGS maps. These areas are known as "Special Study Zones" and are subject to geotechnical study requirements and development restrictions. The Special Studies Zone associated with the Hayward Fault extends about 300-400 feet on either side of the fault trace, which places its western boundary just east of the Piedmont city limits. There are no Special Study Zones within Piedmont.



Source: Metropolitan Transportation Commission. 2017. Bay Area 30 Year Earthquake Risk Projection

The map above indicates the location of the Bay Area's major faults, as well as the probability of a major quake between 2014 and 2043.

The map above indicates the location of the Bay Area's major faults, as well as the probability of a major quake between 2003 and 2032.

Table 6.1: Magnitude 6.7 Earthquake Probabilities for the San Francisco Bay Area, 2003-2032/2014-2043

Source Fault	Probability of a 6.7 or Greater Quake	Maximum Credible Earthquake
San Francisco Bay Region	62% 62 72%	—
San Andreas	21% 21 22%	8.0
Hayward/ Rogers Creek	27% 27 33%	7.5
Calaveras	11% 11 26%	7.5
Concord/Green Valley	4% 4 16%	6-7.5
San Gregorio	10% 10 6%	7.5
Greenville	3% 3 16%	7.25
Mount Diablo Thrust	3% 3 16%	—
Background	1% 1 13%	--

Source: 2002 Working Group on California U.S. Geological Survey. 2016. Earthquake Probabilities Outlook for the San Francisco Bay Region 2014-2043

Earthquake Hazards in Piedmont

Earthquakes pose a substantial danger to property and human safety. Ground shaking is typically the greatest hazard and major cause of damage. The transmission of earthquake waves can cause buildings to collapse, streets to crack, and utility lines to rupture. Strong ground shaking can also cause damage due to falling objects such as bookcases or water heaters, chemical spills, and secondary effects such as fire or explosion. Additionally, damage to water and sewer infrastructure is a primary issue during a large earthquake event affecting Piedmont, and PG&E services could be cut off, hampering communications and local emergency response capabilities.

On any given site, the degree of shaking tends depends on the magnitude of the earthquake, distance to the fault, property of the underlying soils,

ENVIRONMENTAL HAZARDS

A magnitude 6.9 earthquake on the Hayward Fault would produce very strong to violent shaking in most of the city. Significant structural damage could occur, including failure of stucco and masonry walls, collapse of chimneys and tanks, unbolted houses moving off of their foundations, and cracks in wet ground and on steep slopes.

building design and construction, and building materials. Shaking tends to be strongest on filled soils and in areas where soil depth and moisture content are high.

Figure 6.1 shows projected ground shaking intensity in Piedmont in the event of a magnitude 6.9 earthquake on the Hayward Fault. Such a scenario would produce very strong to violent shaking in most of the city. Significant structural damage could occur, including failure of stucco and masonry walls, collapse of chimneys and tanks, unbolted houses moving off of their foundations, and cracks in wet ground and on steep slopes.

[ABAG](#)The Association of Bay Area Governments (ABAG) has modeled the ground shaking impacts of earthquakes along other Bay Area faults, including the San Andreas and Calaveras. A 7.2 earthquake on the San Andreas Fault would produce moderate to strong ground shaking in Piedmont, and a 6.2 quake on the Calaveras Fault would produce light to moderate shaking. Both scenarios create a high probability for structural damage in the city.

Another earthquake related hazard is liquefaction. This is the conversion of water-saturated soils, especially landfill, from a solid state to a liquid state. Structures on liquefaction-prone soils can rotate and slowly sink during a major quake. Areas of liquefaction susceptibility exist throughout the entire Piedmont area, but liquefaction hazard maps prepared by ABAG indicate only one high-risk area, located along an old streambed that runs beneath Grand Avenue. Despite this risk, there have been no disaster declarations in Alameda County nor any identified past issues of liquefaction within Piedmont.

A number of other earthquake hazards are present in the East Bay, although not in Piedmont itself. For example, surface rupture is a serious hazard in the Montclair District of Oakland, since it is bisected by the Hayward Fault. Differential settlement and lateral spreading are hazards along the Bay shoreline and in large areas of Oakland, Alameda, Berkeley, and Emeryville where tidal flats have been filled to accommodate development. Piedmont is also not vulnerable to tsunamis, as the city is located two miles from the shoreline at an elevation of over 25 feet.

Additional earthquake-related hazards, including landslides and dam failure, are addressed below and later in this chapter. ~~This is to be expected.~~

ENVIRONMENTAL HAZARDS

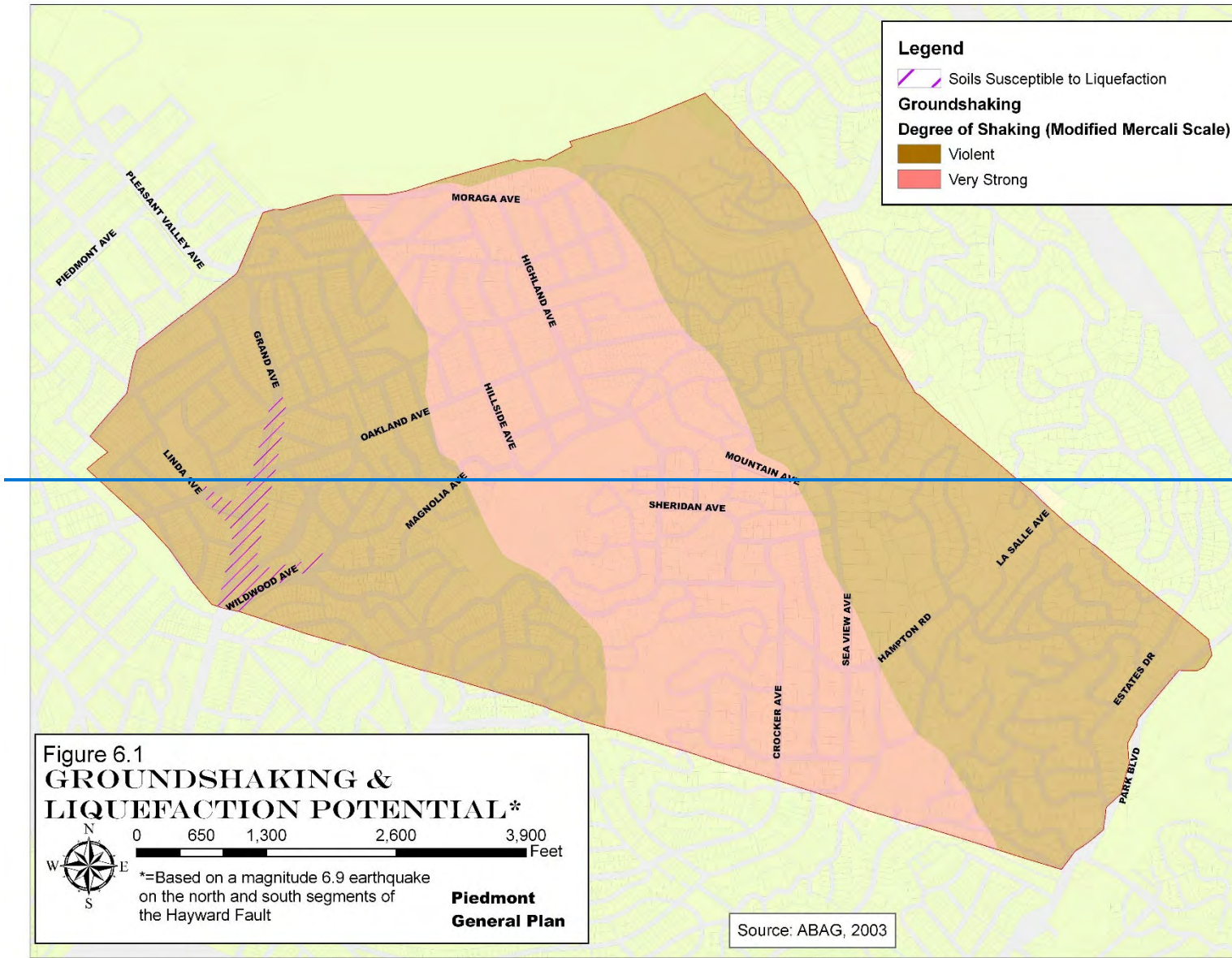
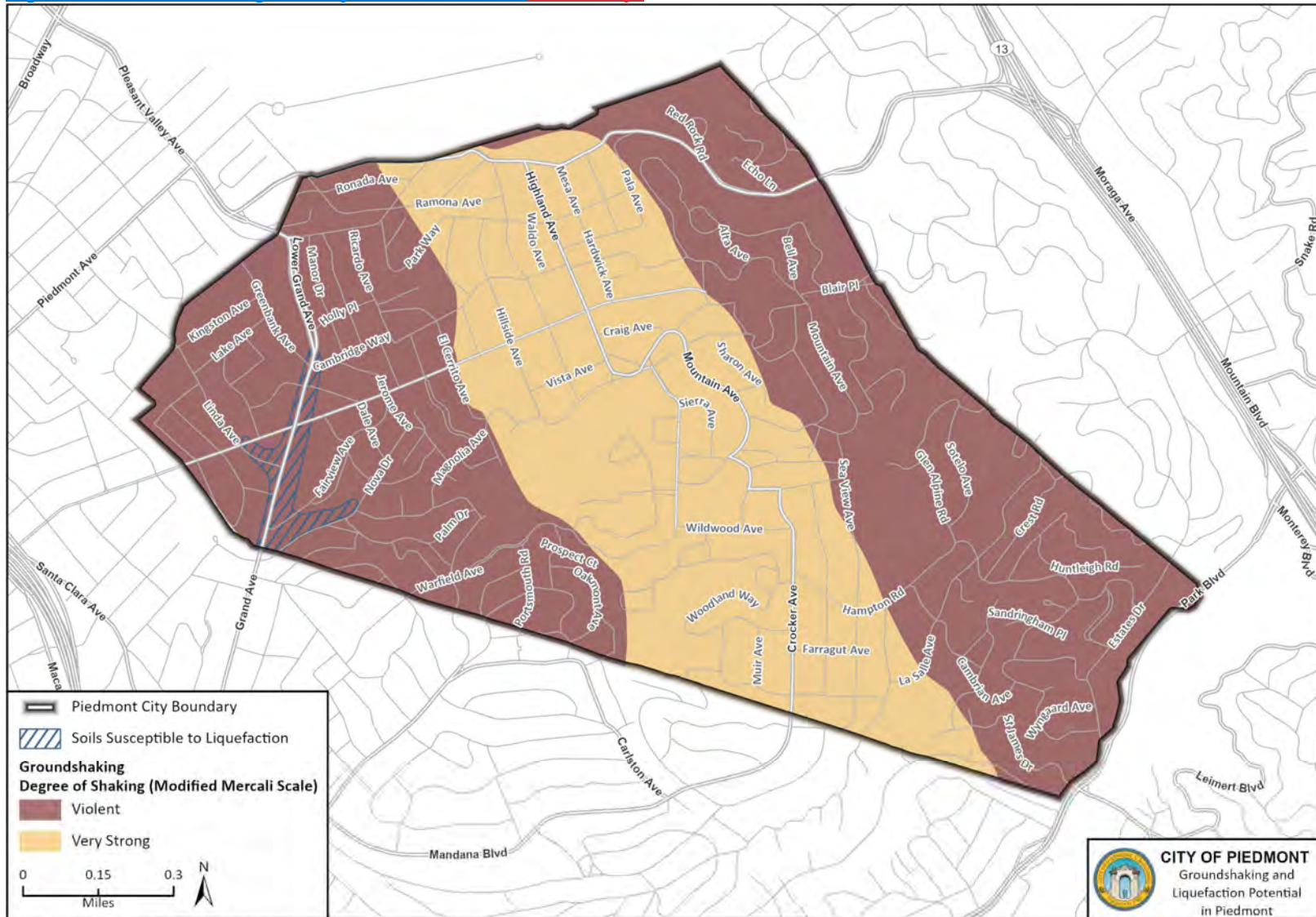


Exhibit A
ENVIRONMENTAL HAZARDS

Figure 6-1: Groundshaking and Liquefaction Potential (New Map)



Imagery provided by Esri and its licensors © 2023.
 Additional data provided by the City of Piedmont, 2023. Based on a magnitude 6.9 earthquake on the north and south segments of the Hayward Fault.

ENVIRONMENTAL HAZARDS

Landslide Hazards in Piedmont

Landslides are the rapid movement of soil, rock, or mud down a slope. They may be triggered by natural causes such as earthquakes and heavy rain, or man-made causes such as broken water mains, improperly constructed roads, and slopes that are undercut or overloaded during construction.

Landslides are relatively common in the East Bay Hills, especially during high-intensity, long duration winter rains. They generally occur along the sides of ravines where surface water and groundwater are concentrated, or on deep-seated bedrock and steep slopes with weak or shallow soils. When such soil becomes saturated with water, its weight increases and resistant forces are reduced. The risk of landslides increases where certain conditions are present, such as hillsides that have been denuded by fire.

The risk of landslides generally corresponds to slope, with the highest hazards in Moraga Canyon, along Indian Gulch, in Piedmont Park, in the Wildwood Gardens area, along Park Boulevard, and in the Somerset Road area along the Oakland border. Maps from the US Geological Survey illustrate the potential for mudslides (debris flows) in the city. The areas of greatest hazard are steep hillsides above the city's creeks.

Landslide hazards in the rest of the city are generally low, as most of Piedmont is set on sandstone and Franciscan shale formations. However, there is still the potential for slope instability resulting from improper construction and poor drainage. These hazards are somewhat greater in the eastern part of the city due to the steeper slopes, expansive clay soils, and weathered bedrock.

Mitigating Geologic Hazards

There is no way to eliminate geologic hazards completely. However, the potential for damage can be substantially reduced through construction methods and materials. A majority of buildings in Piedmont are one- and two-story early to mid-20th century wood-frame houses. While such structures generally perform well in an earthquake, they pre-date the current seismic requirements of the Uniform Building Code. Certain types of construction, such as homes that are not bolted to their foundations or homes with living areas over crawl spaces without substantial lateral strength, are more vulnerable than others. Tall brick chimneys and unrestrained water heaters are also a source of potential damage.

There is no way to eliminate geologic hazards completely. However, the potential for damage can be substantially reduced through construction methods and materials.

ENVIRONMENTAL HAZARDS

Measure E



In March 2006, Piedmont voters approved a bond measure which authorized the Piedmont Unified School District to sell up to \$56 million in general obligation bonds to seismically retrofit buildings on its five campuses.

The funds ~~are being~~ were used to modernize and strengthen these pre-1990 school structures that have not yet been brought up to current standards. Although these structures met the seismic standards in place at the time of their construction, a geotechnical evaluation determined they could pose a threat to life and property in the event of a major quake on the Hayward Fault. ~~One of the first major projects is the reconstruction of Havens Elementary School. Students are attending classes in temporary portables while the new school is constructed.~~ Havens

Over the last 50 years, many Piedmont residences have been retrofitted with shear walls, cross-bracing, and foundation reinforcements. Structural hazards in the city are also somewhat reduced due to the stability of the soil, the absence of large multi-family buildings, the relatively small number of commercial buildings, and the limited number of structures where large numbers of people congregate. Piedmont does not have “tilt-up” structures, soft-story buildings (apartments with tuck-under parking), mid-rise or high-rise buildings, elevated tanks, or unreinforced masonry buildings.

All construction and rehabilitation projects in Piedmont must conform to building codes which take seismic forces into account. The Building Code assigns a seismic design category (SDC) to each type of structure based on its occupancy, soil profile, acceleration parameters, and other factors. The SDC affects the type of structure that may be developed on a given site, as well as its design, height, and detail requirements.

~~In addition to this seismic retrofitting, the City has begun coordination with EBMUD and PG&E to retrofit water, sewer, and gas lines to minimize the severe disruption that could occur in a severe geologic event. EBMUD is upgrading the entirety of its East Bay water storage and conveyance system to minimize risks to bolster fire fighting capacity and secure the drinking water supply, and the City of Piedmont is exploring the undergrounding of electric lines.~~

Piedmont also requires a soils report for development on sites with slopes exceeding 20 percent, and on any site—regardless of slope—for a new residence. The Municipal Code also includes subdivision regulations that require soil and geologic reports with any application for a tentative subdivision map. The Code includes requirements for grading, drainage, and erosion control to reduce the risk of landslides and slope failure.

Piedmont is also working proactively to reduce seismic hazards in public assembly places, especially schools (see text box at left). The City is also coordinating with EBMUD and PG&E to retrofit water, sewer, and gas lines to minimize the service disruption that could occur after an earthquake. EBMUD is upgrading its entire East Bay water storage and conveyance system, improving post-earthquake firefighting capacity, and ensuring the reliability of the drinking water supply. For its part, the City of Piedmont is exploring undergrounding of electric lines, in part to reduce hazards and outages from falling utility lines and power poles. The City’s sewer replacement program will also ~~will~~ help reduce the risk of failure during a major earthquake.

ENVIRONMENTAL HAZARDS**Peak Load Water Demand**

The City of Piedmont's main water supplies are primarily from surface water sources and supplemental groundwater supply as well as local runoff stored in terminal reservoirs that are managed by East Bay Municipal Utility District (EBMUD). The surface water supply sources include the Pardee and Camanche Reservoirs in the eastern Sierra Nevada Mountains located east of Stockton. The Pardee and Camanche Reservoir water supplies are transferred through the Pardee Tunnel, the Mokelumne Aqueducts, and the Lafayette Aqueducts. The water is stored in terminal reservoirs including Briones, USL, San Pablo, Chabot, and Lafayette Terminal Reservoirs. EBMUD also manages the groundwater supply for the East Bay Plain Subbasin. Demand for water in the EBMUD's overall service area is primarily for municipal and industrial (M&I) uses which includes residential, commercial, institutional, industrial and irrigation.

The Pardee Reservoir includes 209,950-acre feet and the Camanche Reservoir includes 431,500-acre feet that has been licensed to EBMUD. Over the next 20 years, projected increase in water demand primarily results from expected increased densities in existing developed urban areas, as formerly lower consumption land uses are replaced with more intensive mixed uses and other developments.

The City of Piedmont imports its water from EBMUD, where 90 percent of the water comes from the Mokelumne River, delivered through the Mokelumne Aqueduct from the reservoirs previously discussed. The other 10 percent comes from local watersheds in the East Bay. The EBMUD Water Shortage Contingency Plan (WSCP) provides a breakdown of water supply and demand scenarios for normal water year, single dry year, and droughts lasting at least 5 years.

EBMUD's Urban Water Management Plan 2020 (UWMP), which is required to be updated every five years, concludes that EBMUD has, and will have, adequate water supplies to serve existing and projected demand during normal and wet years, but that deficits are projected for multi-year droughts. The EBMUD UWMP can be found on the EBMUD's website at this location (<https://www.ebmud.com/water/about-your-water/water-supply/urban-water-management-plan>). During multi-year droughts, EBMUD may require significant customer water use reductions and may also need to acquire supplemental supplies to meet customer demand. Potential supplemental water supply projects that could be implemented to meet projected long-term water supplemental need during multi-year drought periods are in the planning phases. Supplemental supply will also be needed to reduce the degree of rationing and to meet the need for water in drought years.

ENVIRONMENTAL HAZARDS

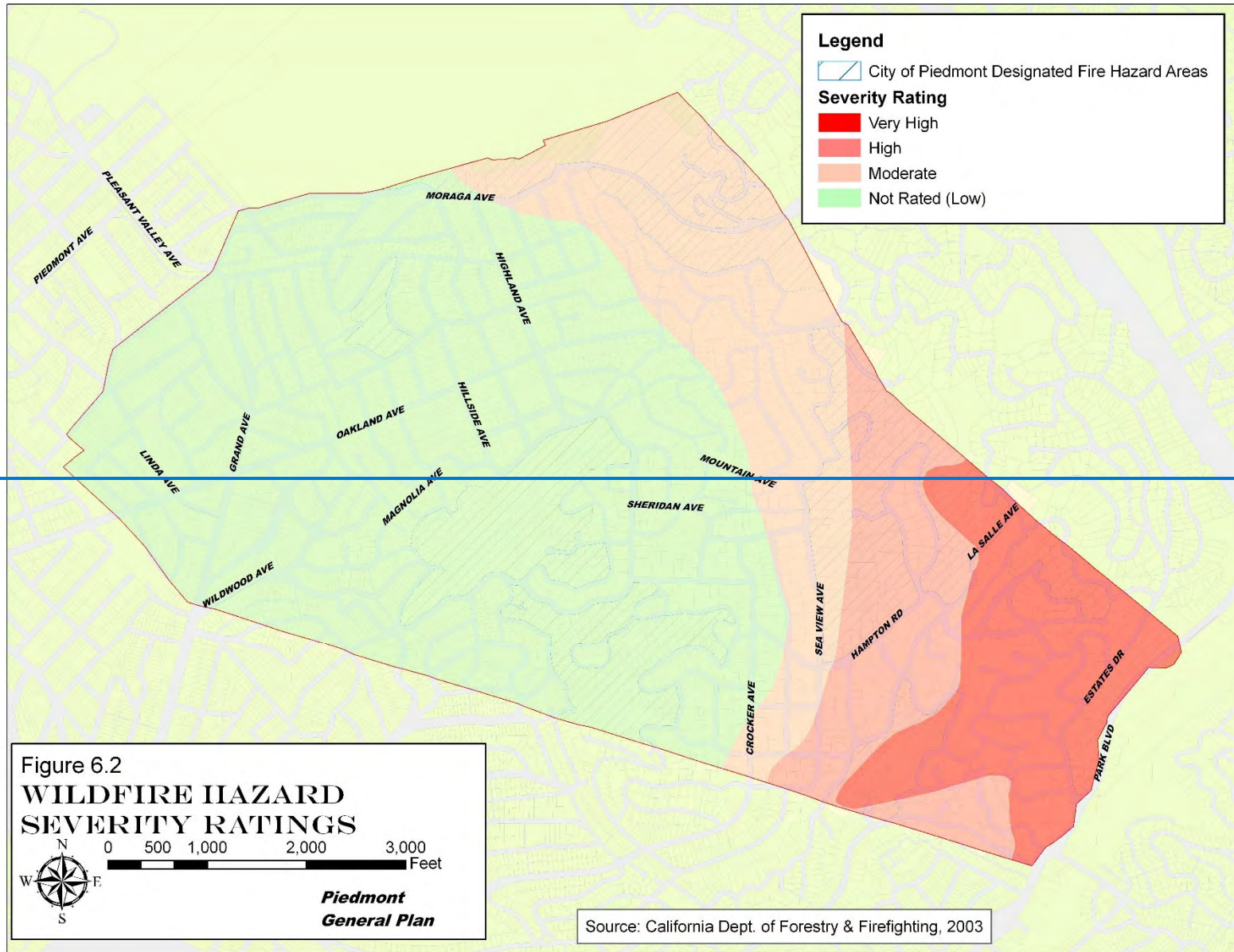
WILDFIRE

Wildfire is part of California's natural ecology. However, its danger and cost have increased as fire-prone areas across the state have been developed; and the impacts of climate change have exacerbated wildfire risk and intensity. Homes have been built on steep scrub-covered hillsides throughout the East Bay hills, creating an interface between urban uses and open space that has increased the risk of fire. Over the years, fire suppression and invasive plants have contributed to fuel build-up and increased the risk of more catastrophic fire events. With climate change, changes in precipitation and temperature will increase the frequency and intensity of wildfires especially during times of exacerbated drought conditions that increase the flammability of vegetation.

Parts There have been no recorded wildfire events in Piedmont. However, parts of Piedmont have the same landscape character as the area burned in the devastating 1991 Oakland Hills Fire. The 1991 Fire destroyed more than 3,000 homes in Oakland and Berkeley, caused 23 deaths, burned 2,000 acres, and resulted in \$3 billion in property damage. Although there were no casualties or damage in Piedmont, the fire stopped at the city limits. The Piedmont LHMP identified additional fires that occurred in Alameda County, outside city limits, in 1962 (state declared disaster) and 1970 (federally declared disaster).

Figure 6-2 illustrates wildfire severity in Piedmont based on data provided by the California Department of Forestry and Fire Prevention. ~~Over a third of the City's residential area is located in a moderate to very high hazard severity zone. The highest hazards are in the eastern half of the city, or just outside, generally corresponding (CAL FIRE). The most recent CAL FIRE Fire Hazard Severity Zone maps can be found on the Office of the State Fire Marshall Fire Hazard Severity Zones (FHSZ) website, located at <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>. A large section of the southeastern portion of the City of Piedmont is within a very high fire hazard severity zone. This portion of Piedmont corresponds~~ to the areas of hilliest terrain, densest vegetation, and lowest density development. The remainder of ~~City~~ the city is threatened by the effects of wildfire due to higher density of homes with substandard clearances, street widths, and previously under-enforced vegetation management practices.

ENVIRONMENTAL HAZARDS



ENVIRONMENTAL HAZARDS

Resolution revised 2/20/2024 with redline strikeout below

Moraga Canyon, which is located outside the city to the northeast, has emergency access issues which could limit adequate emergency response during a wildfire. The Piedmont Fire Department is responsible for fire protection within the city. ~~Moraga Canyon is within the State Responsibility Area and therefore CAL FIRE is responsible for fire protection in that area.~~

The Piedmont LHMP identifies critical facility points as including Essential Service Facilities, At Risk Population Facilities, and Hazardous Materials Facilities.

- Essential Service Facilities include public safety, emergency response, emergency medical, designated emergency shelters, communications, public utility plant facilities and equipment, and government operations.
- At Risk Population Facilities include pre-schools, public and private primary and secondary schools, before and after school care centers with 12 or more students, daycare centers with 12 or more children, group homes, and assisted living residential or congregate care facilities with 12 or more residents.
- Hazardous Materials Facilities include, without limitation, any facility that could, if adversely impacted, release of hazardous material(s) in sufficient amounts during a hazard event that would create harm to people, the environment and property.

A list of critical facilities can be found in the Piedmont LHMP in Table 4-40. Critical facilities that are located in the Very High Fire Hazard Severity Zone, in eastern portions of Piedmont, include two schools: The Renaissance International School and Corpus Christi School, as shown in Figure 6-2. Although only two critical facilities are located in the Very High Fire Hazard Severity Zone, the entire city is designated a wildland urban interface (WUI) pursuant to Section R337.2 of the Piedmont City Code. The WUI is a zone of transition between open space and residential or commercial development. These areas are particularly at risk of damage from wildfire because they often have significant quantities of vegetative fuels for fire near building and structures. The LHMP includes invasive exotic plant species as an exacerbation of wildfire risk in the area. Critical facilities located in the WUI include essential service facilities (e.g., emergency medical and emergency shelter), at risk population facilities (e.g., schools and senior living facilities), and hazardous materials facilities. All hazardous waste sites in the City are closed.

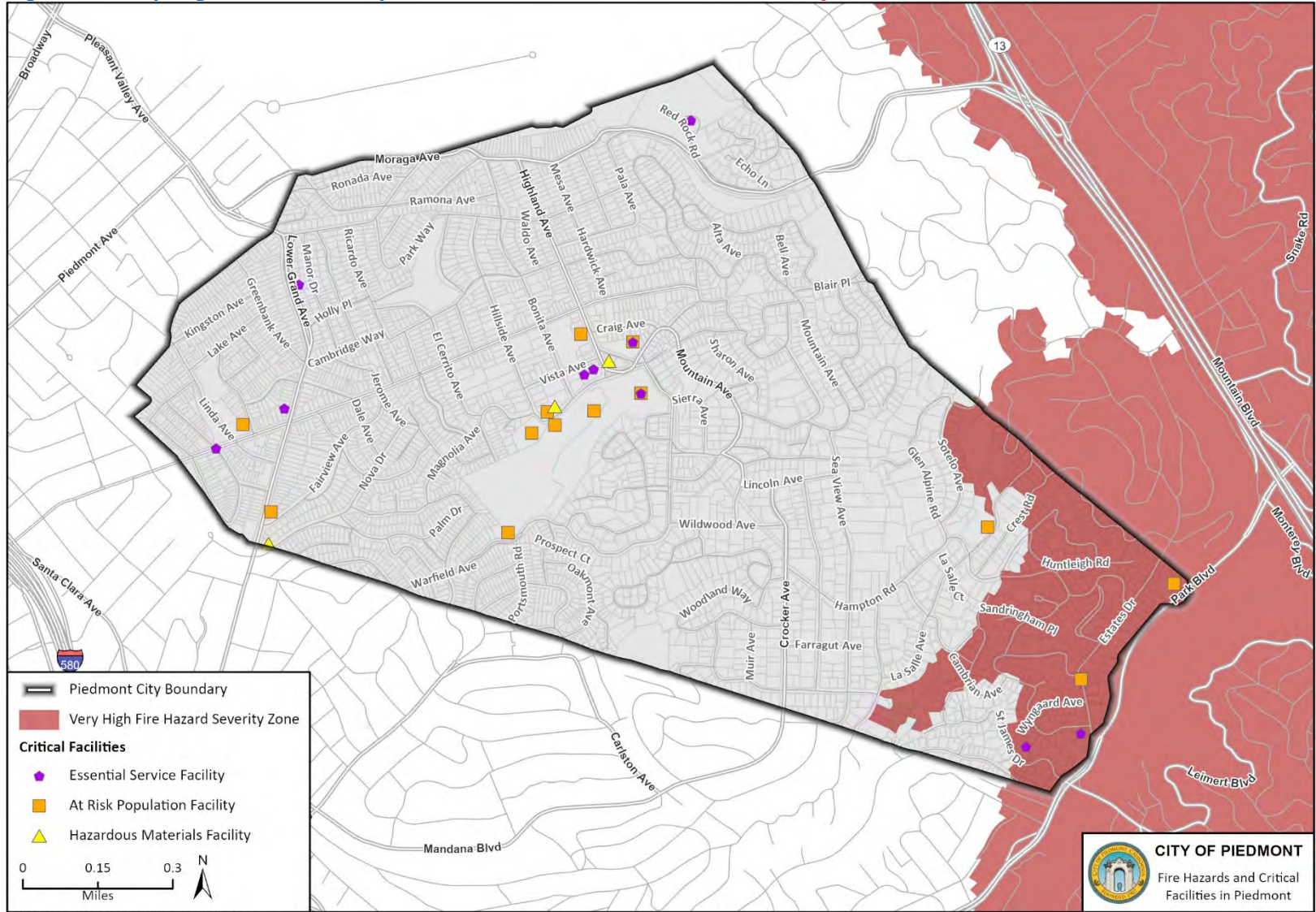
Figure 6-3 shows land use designations in Very High Fire Hazard Severity Zones. Most of the area in the Very High Fire Hazard Severity Zone consists

ENVIRONMENTAL HAZARDS

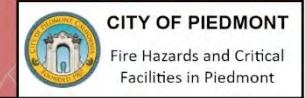
of low density residential land use with small areas designated Parks, Recreation, and Open Space and Estate Residential.

ENVIRONMENTAL HAZARDS

Figure 6-2: Very High Wildfire Severity and Critical Facilities in Piedmont (New Map)

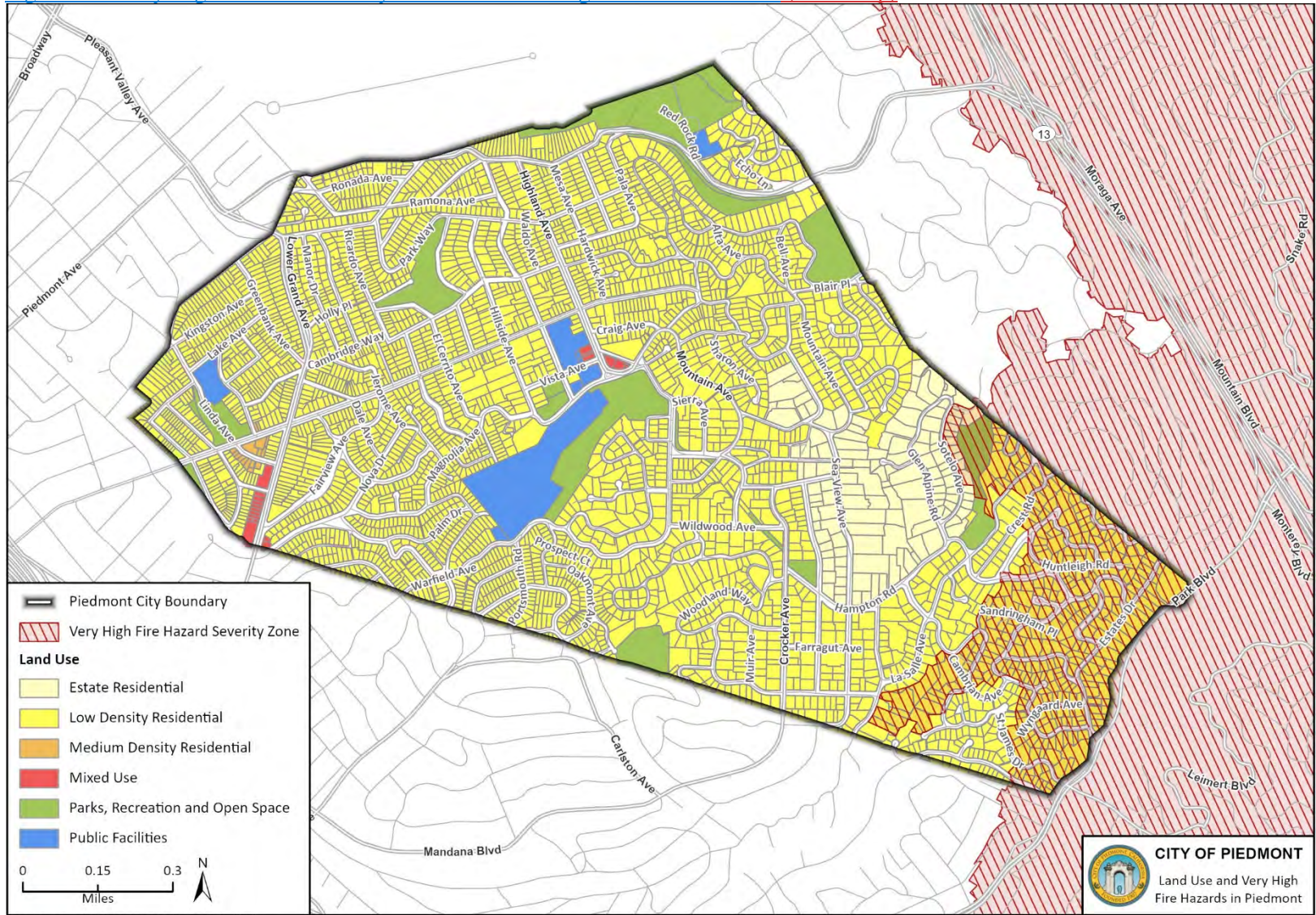


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 Additional data provided by City of Piedmont LHMP, 2019; Cal Fire, 2008



ENVIRONMENTAL HAZARDS

Figure 6-3: Very High Wildfire Severity and Land Use Designations in Piedmont (New Map)



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Additional data provided by City of Piedmont LHMP, 2019; Cal Fire, 2008

Defensible Space

In the aftermath of the 1991 Oakland Hills Fire, Piedmont and surrounding communities have taken important steps to control the hazardous conditions that contribute to wildfire risk. Probably the most critical step is to maintain "defensible space" around each residence to reduce the risk of structure loss.

Piedmont property owners are required to keep weeds and grass to within two inches of the ground, keep vacant lots cleared of debris, remove dead branches from trees and shrubs, remove piles of trimmings and trash, and keep roofs free of fallen branches. Homeowners on steep hillside lots must maintain a 100-foot buffer around any structure free of dry grass, brush and dead leaves. The requirement is 30 feet in non-hillside settings.

Other measures to reduce hazards include requirements for noncombustible roofing, fire breaks, one-hour rated exterior walls, spark arresters on chimneys, sufficient clearance between structures, and firebreaks. Piedmont also requires fire sprinklers in new residential construction.

Vegetation Management

Fuel reduction and vegetation management are high priorities in Piedmont. The Piedmont Fire Department enforces weed abatement regulations as outlined in [City Ordinance #505](#), Chapter 6.1, and [vegetation management standards described in Chapter 8](#). These regulations aim to reduce the loss of life and property by controlling fuels that could cause or support wildfire (see text box). Of additional concern is the risk of localized flooding due to the accumulation of vegetation and leaves. Piedmont property owners are required to keep weeds and grass to within two inches of the ground, keep vacant lots cleared of debris, remove dead branches from trees and shrubs, remove piles of trimmings and trash, and keep roofs free of fallen branches. The Fire Department is applying the three Hazardous Vegetation Zones recommended by NFPA and mandated by [CalFire CAL FIRE](#). Homeowners are mandated to maintain a 100-foot buffer around any structure free of tall dry grass, brush and dead leaves. Within 30 feet of a structure, owners will need to keep trees limbed up six feet from the ground and away from houses. Closer than five feet requires vegetation to be aggressively maintained in the "non-ignition zone".

Piedmont also participates in the Alameda County Operational Area Emergency Management Organization, part of the standard emergency management system established after the Oakland Hills Fire. Its agreement with the organization ensures mutual aid assistance during emergencies, cooperative training and exercise, and sharing of resources. The city has Mutual Response Area (MRA) agreements with Oakland during the fire season. Piedmont also ~~serves on an~~ [participates in](#) Operational Area ~~Council that reviews~~ [working groups to advise and approves](#) ~~review~~ countywide disaster preparedness policies and ~~programs.~~ [plans. The Piedmont Fire Department also participates in the Alameda County Community Wildfire Protection Plan \(CWPP\), which includes recommended strategies for vegetation management. The Alameda County CWPP can be found at \[https://static1.squarespace.com/static/637666524e88c826676ef6a3/t/63fa9f6abeb7fa049a659a80/1677369195776/CWPP++Alameda+County+CWPP+Update_3_2015.pdf\]\(https://static1.squarespace.com/static/637666524e88c826676ef6a3/t/63fa9f6abeb7fa049a659a80/1677369195776/CWPP++Alameda+County+CWPP+Update_3_2015.pdf\).](#)

Peakload Wildfire Smoke

[Wildfires have increased throughout the state and are expected to continue to increase. Smoke from wildfires can travel many miles beyond the perimeter of the fire, meaning that increased wildfires throughout the region will lead to increased exposure to wildfire smoke for Piedmont residents. Wildfire smoke is a mixture of gaseous pollutants, hazardous air pollutants, water vapor, and fine particulate matter, which is made up of very small particles. Fine particulate](#)

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matter is the main component of wildfire smoke and the principal threat to public health. Exposure to fine particulate matter of up to 24-hours has been associated with premature mortality, increased hospital admissions for heart or lung issues, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. The Bay Area Air Quality Management District (BAAQMD) provides local air quality monitoring and forecast throughout the Bay Area. BAAQMD's Spare the Air Program alerts residents when air quality is forecast to be unhealthy. Piedmont is in the Coast & Central Bay air quality zone with the nearest air district station in West Oakland.

Peak load Water Supply Requirements

~~Peakload~~Peak load water supply requirements refer to the water supply and pressure that would be needed to fight a major wildfire in the city. ~~These requirements are met in almost all of Piedmont. The Regua Place / Wildwood Gardens area has been identified as having less than optimal water volume, and could be targeted for future improvements.~~ EBMUD is the City's water supplier and meets water supply requirements for the city.

Minimum Road Widths

Roads must be sufficiently wide for emergency vehicles to reach the site of a fire or other emergency. Engineering standards in most California cities generally require at least 10-12 feet of lane width and two lanes in each direction on all streets (20-24 feet curb to curb). As noted in the Transportation Element, some of the city's roads do not meet these standards. Because widening such roads is not feasible in most instances, the City ~~implements~~is considering implementing parking restrictions and other ~~requirements~~strategies to keep such roads passable. Piedmont also maintains overhead clearances to keep local streets free of low hanging branches and other obstructions.

Fire safety considerations have influenced the placement of fire hydrants, the prioritization of capital improvements, and the approval process for new homes. Applications for new homes are typically reviewed by the Piedmont Fire Department to ensure adequate access and water supply.

Flooding could potentially result from the failure of Tyson Lake dam or the collapse of East Bay Municipal Utility District reservoir tanks in the hills above Piedmont. The probability of dam or tank failure is extremely low. Nonetheless, a worst case scenario Hayward Fault earthquake could produce this scenario.

FLOODING

Stream Overflow and Storm-Related Flooding

Maps published by the Federal Emergency Management Agency (FEMA) indicate the extent of flooding in the event of a 100-year storm (e.g., the “100-year flood plain”). Such a storm is defined as having a one percent chance of occurring in any given year. The extent of flooding is determined based on engineering and hydrologic studies that consider the capacity of streams, the extent of paved surfaces within watersheds, constraints to water movement (such as narrow culverts), and other factors.

There are no FEMA-designated flood plains in Piedmont. The city’s creeks carry relatively small volumes of runoff. Heavy rains may produce ponding around storm drains, but these events are short in duration and do not typically cause property damage. [As climate change unfolds, extreme precipitation events in the city will become more significant, which could lead to increased potential for flooding.](#) Piedmont’s risk as it pertains to storm events is largely limited to landslide formation, and all previous landslide events in Piedmont’s history have occurred during periods of substantial rainfall. [Climate change impacts may increase the frequency and intensity of landslides in the city as substantial rainfall events are exacerbated by climate change.](#) The City adopted a flood plain ordinance in 2006. The ordinance’s floodplain management activities apply to existing and new development areas, implementing flood protection measures for structures and the maintenance of drainage systems in compliance with the NFIP (National Flood Insurance Program).

Dam Failure

Flooding could potentially result from the failure of Tyson Lake dam or the collapse of East Bay Municipal Utility District reservoir tanks in the hills above Piedmont. Estates Dam and Lake Temescal present additional risks, though only the Tyson Lake Dam inundation area intersects the city. The probability of dam or tank failure is extremely low. Nonetheless, a worst case scenario Hayward Fault earthquake could produce this scenario. Dam inundation areas are shown in Figure 6-3-4.

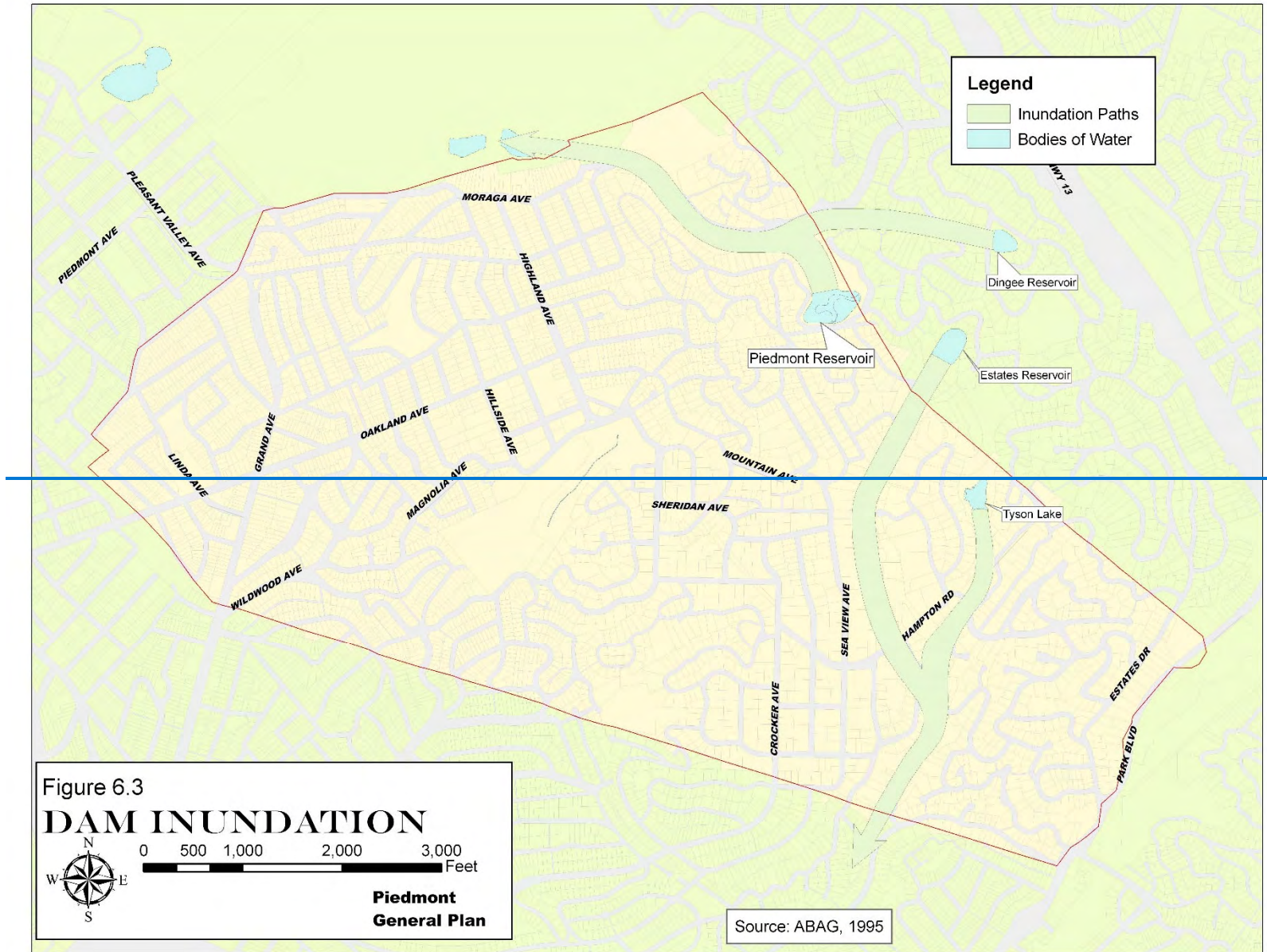
Tyson Lake and its associated dam are below the size threshold requiring monitoring by the State Department of Water Resources Division of Dam Safety. The dam is periodically inspected on behalf of the Tyson Lake Homeowners Association. In the event of dam failure, water would cross

ENVIRONMENTAL HAZARDS

Hampton Field Park and then follow LaSalle to Indian Gulch, potentially damaging homes in its path.

The probability of flooding from EBMUD tanks is greatly diminished by the fact that the Piedmont Reservoir (on Blair Avenue) is empty has been drained and decommissioned, and the Dingee Reservoir is being decommissioned has been drained and decommissioned. At the Piedmont Dam, the open cut dam was removed; and containment structures to replace the old dam are expected to be installed in next 10-year period, but currently no water is held in the Piedmont dam containment area. Moreover, EBMUD Reservoir #1 on Estates Drive is planned for replacement has been replaced with two reinforced concrete water tanks. In the event the Estates Reservoir (or the replacement tanks) collapsed, water would follow the streambed between Glen Alpine and Sea View, cross Hampton Road, and follow St. James to Indian Gulch. In the event the future Piedmont Reservoir tank collapsed, water would flow into Moraga Canyon.

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Figure 6-4: Dam Inundation (New Map)



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Additional data provided by the City of Piedmont, 2023.

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CLIMATE CHANGE EFFECTS

~~Climate change is the distinct change in measures of weather patterns over a long period of time, ranging from decades to millions of years.~~ Human induced climate change has been rapidly warming the Earth at rates unprecedented in the last 1,000 years. Since industrialization began in the 19th century, the burning of fossil fuels (coal, oil, and natural gas) at escalating quantities has released vast amounts of carbon dioxide and other greenhouse gases responsible for trapping heat in the atmosphere, increasing the average temperature of the Earth. Secondary impacts include changes in precipitation patterns, the global water cycle, melting glaciers and ice caps, and rising sea levels. According to the Intergovernmental Panel on Climate Change (IPCC), climate change ~~will~~ is “already affecting every region on Earth...[and will] increase the likelihood of severe, pervasive and irreversible impacts for people and ecosystems” if unchecked.

Climate change adaptation is a key priority of the State of California. The ~~2018 State of California Multi-Hazard Mitigation Plan stated~~ Adaptation Planning Guide states that climate change is already affecting California. Sea levels have ~~already risen by as much as seven over eight inches along in the California coast Bay Area~~ over the last century, ~~(CEC, 2019). This has led to~~ increasing erosion and pressure on the state’s infrastructure, water supplies, and natural resources. The State has also seen increased average temperatures, more extreme hot days, fewer cold nights, a lengthening of the growing season, shifts in the water cycle with less winter precipitation falling as snow, and earlier runoff of both snowmelt and rainwater in the year. In addition to changes in average temperatures, sea level, and precipitation patterns, the intensity of extreme weather events is also changing.

~~The 2017 Climate Adaptation Plan 2.0 for the City noted that in 2015, the three largest sources of GHG emissions in Piedmont were building electricity use, natural gas use for space and water heating, and petroleum fueled personal vehicle use. In Piedmont at large, the HPMC noted that temperatures have been warming. The City is seeing more applications for installation of air conditioners. The biggest issues related to climate change in the City play into drought conditions and dry vegetation creating a bigger wildfire risk. Urban trees are also being affected by climate change conditions, as climate conditions cause them to dry out and become more vulnerable to falling over during storm events. The HPMC also noted the climate change in Piedmont creates more intense rain events, and affects the numbers, magnitude, and severity of flooding and land movement hazards, such as localized landslides. The City of Piedmont is already experiencing climate change impacts on local hazards including extreme heat, extreme precipitation events,~~

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prolonged drought conditions, wildfires, and landslides. Extreme heat events are projected to increase between 9 and 17 days per year. Meanwhile, average annual precipitation is not expected to change much; however, the variability of rainfall is expected to result in less rain events overall but more extreme precipitation events. This increases the likelihood of landslide formation and flooding. Less precipitation events overall and for a prolonged period may lead to increasingly more intense dry spells. Drier conditions may present exacerbated wildfire conditions and lead to more frequent and destructive wildfire events. Climate change is projected to worsen hazards in the city and the city plans to adapt to these changing circumstances.

HAZARDOUS MATERIALS

Hazardous materials include substances that are flammable, corrosive, explosive, radioactive, infectious, thermally unstable, and poisonous. Although such substances are typically associated with industrial land uses, they may also be found at gas stations, dry cleaners, medical offices, public buildings, and many retail and office uses. Hazardous materials are also used in most households, and include cleaning solvents, paint, motor oil, pesticides, plastics, and common household chemicals. Common building materials and appliances may also contain substances such as asbestos, lead, and mercury. Naturally occurring hazards such as mold also may be an issue in some structures.

The storage, handling, transport, and disposal of hazardous materials can create health and safety issues. All Piedmont firefighters receive “first responder” training to respond to spills and accidents. The Fire Department also implements state and federal programs aimed at reducing exposure to hazardous materials.

More recently, the disposal of electronic waste such as computers, televisions, and fluorescent lamps has become a concern. The City of Piedmont implements programs to reduce these hazards, including e-waste collection, battery recycling, and stormwater controls. Household hazardous waste disposal centers have been established in Oakland and Hayward. Information on the location and hours of operation of these centers has been provided to each Piedmont household.

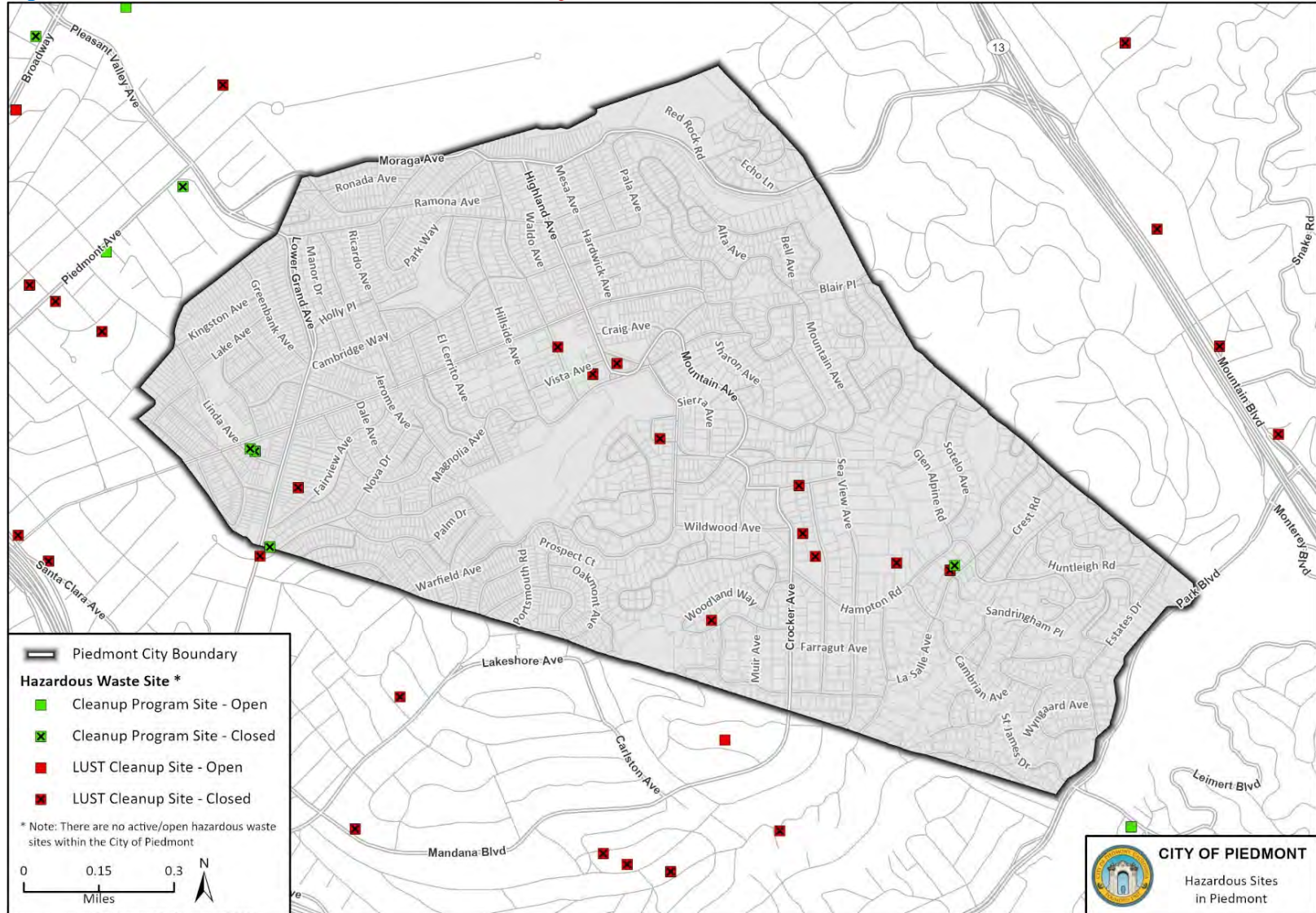
The State Department of Toxic Substances Control (DTSC) maintains data bases indicating permitted hazardous material sites in California, as well as clean-up sites and other sites where corrective actions have occurred. No

ENVIRONMENTAL HAZARDS

clean-up sites have been identified in Piedmont. DTSC also maintains inventories of leaking underground fuel tanks. Two sites are noted in Piedmont, both associated with gas stations: [\(see Figure 6-4\)](#). Groundwater quality at these sites is monitored on an ongoing basis, and only one is located in a CGS Earthquake Induced Landslide Zone.

Exhibit A
ENVIRONMENTAL HAZARDS

Figure 6-5: Hazardous Waste Sites in Piedmont (New Map)



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Additional data provided by GeoTracker, 2022.

ENVIRONMENTAL HAZARDS

EMERGENCY PREPAREDNESS

~~The City maintains five large emergency supply containers, sells 32-gallon household disaster kits with essential supplies, and operates a Community Emergency Response Training (CERT) program to help residents plan for disasters and disaster recovery.~~

The City maintains five large emergency supply containers, sells 32-gallon household disaster kits with essential supplies, and operates a Community Emergency Response Training (CERT) program to help residents plan for disasters and disaster recovery.

Piedmont's emergency preparedness program is coordinated through the Police, Fire, and Public Works Departments, in conjunction with the City Clerk and City Administrator. Chapter 5 of the Municipal Code establishes provisions for disasters and emergencies, including the creation of a Disaster Council comprised of the Mayor, Vice-Mayor, City Administrator, emergency service providers, and other individuals who may be appointed by the Council. The ~~Mayor~~City Administrator is designated as the Director of Emergency Services. The Disaster Council is responsible for developing the city's emergency operations plan (see text box, facing page). There is no area within Piedmont that lacks access to emergency services.

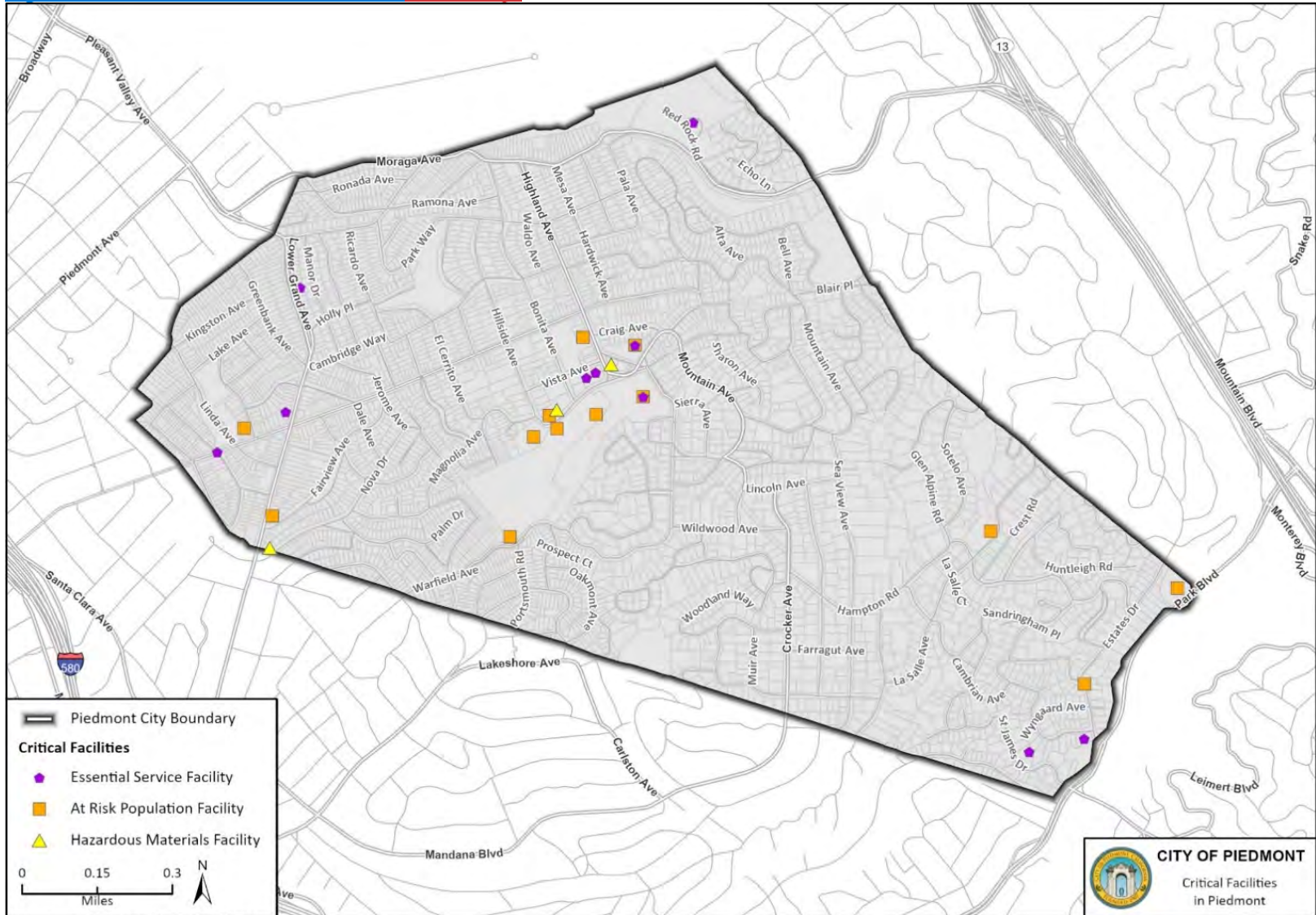
The City maintains five large emergency supply containers, ~~sells 32-gallon household disaster kits with essential supplies, and operates a Community Emergency Response Training (CERT) program~~ to help residents plan for disasters and disaster recovery. Piedmont has prepared an emergency preparedness video in cooperation with KCOM, mailed emergency preparedness brochures to Piedmont residents, and trained Fire Department personnel to provide ~~CERT~~neighborhood disaster training for residents. The City also conducts periodic drills and training exercises, holds annual "disaster days," and participates in multi-jurisdictional and multi-agency exercises. The training covers not only earthquake and fire response, but also acts of terrorism and other types of disasters.

Piedmont residents may also participate in emergency preparedness sponsored by the City of Oakland, including CORE (Citizens of Oakland Respond to Emergencies) training programs. CORE includes training in disaster response, light rescue, shelter management, first aid, neighborhood organization, communication, and personal readiness.

A list of facility types can be found in the Piedmont LHMP in Table 4-40 for more information about each of the facilities under three categories. These facilities are shown in Figure 6-6.

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Figure 6-6: Critical Facilities in Piedmont (New Map)



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Facilities list provided by the City of Piedmont LHMP, 2019.

ENVIRONMENTAL HAZARDS

Evacuation

Evacuation routes are used to move residents out of the impacted areas before or during a disaster or hazard event. Piedmont's major evacuation routes include:

- Moraga Avenue to State Highway 13 or Pleasant Valley Avenue
- Oakland Avenue to Grand Avenue or Bayo Vista Avenue
- Crocker Avenue to Mandana Avenue
- Hampton Road to Estates Drive onto Park Boulevard
- LaSalle Avenue to Mountain Boulevard
- Wildwood Avenue to Winsor Avenue or Grand Avenue
- Blair Avenue to Harbord Drive

While the major routes listed above can be used to support evacuation in some scenarios, evacuation routes will vary dependent on the type and location of each hazard incident.

The City's General Plan Safety Element, in accordance with California Government Code Section 65302(g), must identify residential neighborhoods that have fewer than two emergency evacuation routes. There are currently no single-access residential neighborhoods in Piedmont, however evacuation is still a constraint because the road widths are substandard, as discussed in the Wildfire section.

Industry-wide evacuation planning practices are evolving due to recent tragedies. Previous plans consisted of robust evacuation preparation with predesignated routes. These wildfire-initiated evacuations still resulted in fatalities, demonstrating the need for additional scrutiny and innovation. One fundamental paradigm has become evident; fire does not recognize jurisdictional boundaries. The City ~~is collaborating,~~ in collaboration with Alameda County, ~~and the~~ other local ~~cities and the technology industry to create a user interface~~ fire agencies, has implemented Zonehaven, an online mapping platform that can assess ~~provides real-time updates and recommend evacuation solutions in real-time~~ information when needed. Primary and secondary evacuation routes will be recommended and initiated in accordance with the Fire Department's "~~Know Two~~ Know Two Ways Out" motto, representing a commitment to flexibility and accessibility in the face of hazard events. The public will be automatically alerted on various platforms with advisory messaging.



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Piedmont's Emergency Preparedness Plan



Piedmont firefighters respond to a hazmat spill

Piedmont's emergency plan is formally known as the Multi-hazard Functional Plan (MHFP)—it deals with both wartime emergencies and peacetime emergencies, such as earthquakes, fires, floods, dam failure, major accidents, hazardous material spills, storms, epidemics, critical pollution, and civil disturbances.

The purpose of the plan is to:

- Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies;
- Make widely known the authority, responsibilities, functions, and operations of civil government during emergencies;
- Provide a means of incorporating into the City's emergency organization any non-governmental agencies and organizations having the resources necessary to meet unforeseen needs; and
- Establish emergency disaster containers with medical supplies, shelter, water, food, rescue, and communications equipment.

The MHFP becomes operative if there is a state of war, a proclamation of a state of emergency by the Governor, or an order of the Mayor, Council, or City Administrator.

One of the objectives of the MHFP is to maintain a system of emergency supply materials. These are located at Duane, 1400 Duane, and the various substations at

ENVIRONMENTAL HAZARDS

Piedmont's Emergency Preparedness Plan

Piedmont firefighters respond to a hazmat spill

Piedmont's emergency plan is formally known as the Emergency Operations Plan (EOP). It is an "All Hazards" Plan designated to outline the response structure of all hazards, such as earthquakes, fires, floods, dam failure, major accidents, hazardous material spills, storms, epidemics, critical pollution, and civil disturbances.

The purpose of the Plan is to:

- Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies.
- Make widely known the authority, responsibilities, functions, and operations of civil government during emergencies.
- Provide a means of incorporating into the City's emergency organization any non-governmental agencies and organizations having the resources necessary to meet unforeseen needs; and

ENVIRONMENTAL HAZARDS

NOISE

Noise is an environmental hazard with the potential to substantially impact human health and well-being. It can interfere with sleep, disrupt communication and relaxation, and even have harmful physical effects such as hearing loss. In a relatively quiet residential city like Piedmont, even small increases in noise may be perceptible. It is therefore important to maintain standards which retain the city's peaceful environment and mitigate potential noise sources.

Noise Sources

The primary source of noise in Piedmont is vehicular traffic. The noise level at any given location depends on a number of factors, including topography and proximity to major arterial or collector streets. Ambient noise in the western half of the city tends to be higher than the eastern half, given the greater density, proximity to the I-580 freeway, presence of schools and other non-residential uses, and less extensive tree cover.

Given the quiet character of the city, domestic noise sources are a greater concern in Piedmont than they ~~are~~ might be in other cities. Noise from sporting events at local parks and school playgrounds, leaf blowers and gardening equipment, private parties, and construction is a concern in some neighborhoods. Noise from air conditioning units, pool and spa filter systems, exhaust systems, air compressors, wireless equipment cabinets, pumps, and other mechanical equipment also may be an issue. Such noise sources are regulated by the Piedmont Municipal Code and the Building Code. Acoustical studies may be required when new sources of noise are introduced.

Section 12.8 of the City Code declares that loud, unnecessary, and unusual noise is a nuisance and is unlawful. The criteria for determining whether a nuisance exists considers includes the ambient noise level, the sound level of the objectionable noise, the intensity of the noise, whether the noise is continuous or intermittent, the duration and tonal content of the noise, the proximity of the noise to sleeping facilities, the zoning of the area, and the nature of the source. The Code specifically prohibits construction noise between 6:00 PM to 8:00 AM seven days a week, extending an extra hour (to 9:00 AM) on Sunday mornings. In addition, Chapter 5 of the City Code requires machinery that generates perceptible noise to include mitigating equipment which reduces the sound at the edge of the property to no more than 50 decibels.

Measuring Noise



Three factors must be taken into consideration when measuring noise:

- (a) the magnitude of the sound
- (b) the frequency of the sound
- (c) the variation in sound level over time.

Sound is typically measured using decibels (dB). Decibels are measured on a logarithmic scale, which means that each increase of 10 dB is equivalent to a doubling in loudness. The measurements are usually taken on an "A-weighted" scale that filters out very low and very high frequencies.

Noise levels are usually expressed with an indication of the duration of the measurement period. For longer periods, the measurement reflects the average noise level over the period. This accounts for the variations in sound levels that occur during the day. For instance, a fire truck with blaring sirens may produce a sustained noise level of 90 dB during the 15 seconds it passes by. The average noise level for an hour at this location would be much lower, since this noise level is not sustained the entire time. A single measure called the equivalent sound level or L_{eq} is used to describe average noise over a specified time period.

Noise measurements also make adjustments to reflect the greater sensitivity of people to night-time noise. The term Community Noise Equivalent Level (CNEL) is used to describe the average noise level during a 24-hour period, with a penalty of 5 dB added to sound levels between 7 and 10 PM, and a penalty of 10 dB added to sound levels between 10 PM and 7 AM. The term Day-Night Average Level (L_{dn}) is similar but only includes the 10 dB penalty for 10 PM – 7 AM noise.

The term "ambient noise" is used to describe the composite noise from all sources near and far—in other words, the characteristic noise environment at a given location. The US Environmental Protection Agency suggests an ambient exterior noise goal of 55 dB L_{dn} in residential areas. The US Department of Housing and Urban Development's minimum exterior standard is 65 dB L_{dn} . Most local governments use 60 dB L_{dn} as the limit for exterior noise exposure in residential areas. This corresponds to the state requirement that all new housing with noise levels exceeding this limit be insulated.

In general, increases in noise of less than 3 dB L_{dn} are not perceptible. A 5 dB increase can trigger a noticeable change is sometimes used as threshold to identify a "significant" noise impact under the California Environmental Quality Act.

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How Loud Was That?



Source	Sound in decibels
Civil Defense Siren from 100 feet away	130
Jet takeoff from 200 feet away	120
Jackhammer from 50 feet away	110
Pile driver or Rock concert	100
Ambulance siren from 100 feet away	90
Pneumatic drill at 50 feet away	80
Power mower from 3 feet away	80
Garbage disposal	80
Freeway from 100 feet away	70
Vacuum cleaner from 10 feet away	60
Washing machine	50
Light traffic from 100 feet away	50
Typical living room	40
Quiet bedroom	30
Whisper	30
Recording Studio	20
Threshold of Hearing	10
	0

Source: Illingworth and Rodkin, 2007

Noise Levels in Piedmont

Table 6-2 shows short-term and long-term noise measurements at seven locations in Piedmont in June 2007 (see text box on the previous page for an explanation of how noise is measured). Figure 6-47 indicates noise contours in Piedmont. The contour lines follow the highest volume traffic arteries in narrow bands. Contours in the range of 65 dBA L_{dn} run along Grand, Moraga, and Highland Avenues and along Park Boulevard. Contours in the range of 60 dBA L_{dn} run along Oakland and Linda Avenues. An area with ambient noise levels in the vicinity of 60 dBA L_{dn} exists around the Piedmont Civic Center.

Elsewhere in Piedmont, ambient noise levels are generally below 60 dBA L_{dn} and in most cases below 50 dBA L_{dn} . Noise levels diminish fairly dramatically away from major streets. This is due to both the normal reduction in noise level with distance from the source, and the absorption of noise by homes and trees adjacent to these streets. The hilly terrain and wooded character of the city provide additional noise shielding.

Noise levels vary with time of day, which is to be expected given the influence of traffic and other noise-producing activities. For example, on Moraga Avenue, noise levels are 66 dB L_{eq} during the afternoon rush hour, but drop to 49 dB L_{eq} in the middle of the night. Noise levels are highest on Grand Avenue, running as high as 76 dB L_{eq} during the morning and evening rush hours and dropping to 60 dB L_{eq} at 2 AM. By contrast, the noise monitor placed on Trestle Glen Drive recorded daytime levels of about 55-60 dB L_{eq} and nighttime levels of 40-45 dB L_{eq} .

Table 6-3 compares the noise measurements taken in June 2007 with those taken in June 1994 at the same locations. In general, the 2007 data show less variation than the 1994 data. Noise levels in 2007 were lower at the Oakland Avenue, Highland Avenue, Magnolia Avenue, and Linda Avenue locations, and higher at the Grand Avenue and Trestle Glen locations. The most significant increase was on Grand Avenue, which saw a 6 dBA rise between 1994 and 2007.

Major changes in the noise environment are not anticipated during the timeframe of this General Plan. The contours shown in Figure 6-47 are expected to remain constant and should be representative of noise conditions in the Plan's horizon year of 2025. A very slight increase in noise could occur along Grand Avenue, Moraga Avenue, and Park Boulevard as traffic volumes increase. At the same time, technological changes (such as alternative fuel vehicles and quieter buses) may offset such increases.

ENVIRONMENTAL HAZARDS

Table 6.2: Summary of Short-Term Noise Measurements and Estimated L _{dn} , 2007						
Location and Time	Measured Noise Levels, dBA					Primary Noise Source (distance from centerline)
	L ₁₀	L ₅₀	L ₉₀	L _{eq}	L _{dn}	
ST-A: Oakland Ave between Monte Vista and Olive 3:40-3:50 PM	63	58	48	60	60	Oakland Avenue (55 feet)
ST-B: Moraga Ave between Ramona and Monticello, 2:40-2:50 PM	69	61	49	65	66	Moraga Avenue (50 feet)
ST-C: Highland Ave between Moraga and Park Way, 2:00-2:10 PM	66	59	46	62	63	Highland Avenue (23 feet)
ST-D: Magnolia Ave between Bonita and Hillside, 2:20 and 2:30 PM	58	53	49	55	60	Magnolia Avenue (26 feet)
ST-E: Grand Ave between Cambridge and Oakland, 3:00-3:10 PM	67	60	51	63	64	Grand Avenue (35 feet)
ST-F: Linda Ave between Kingston and Lake, 3:30-3:30 PM	64	53	46	60	60	Linda Avenue (23 feet)
ST-G: Trestle Glen between Park Blvd and Cavanaugh, 12:40-12:50 PM	56	43	37	53	60	Trestle Glen Road (20 feet)

Source: Illingworth and Rodkin, based on data collected on June 7, 2007

Table 6.3: Comparison of L _{dn} Levels in 1994 and 2007		
Location	L _{dn} (dBA)	
	1994	2007
Oakland Avenue near Olive	63	60
Moraga Avenue near Ramona	66	66
Highland Avenue near Moraga	69	65
Magnolia Avenue near Hillside	62	60
Grand Avenue near Oakland	71	77
Linda Avenue near Kingston	65	62
Trestle Glen Road near Park	56	62

Source: Illingworth and Rodkin, 2007; Charles Salter Associates, 1994

Exhibit A
ENVIRONMENTAL HAZARDS

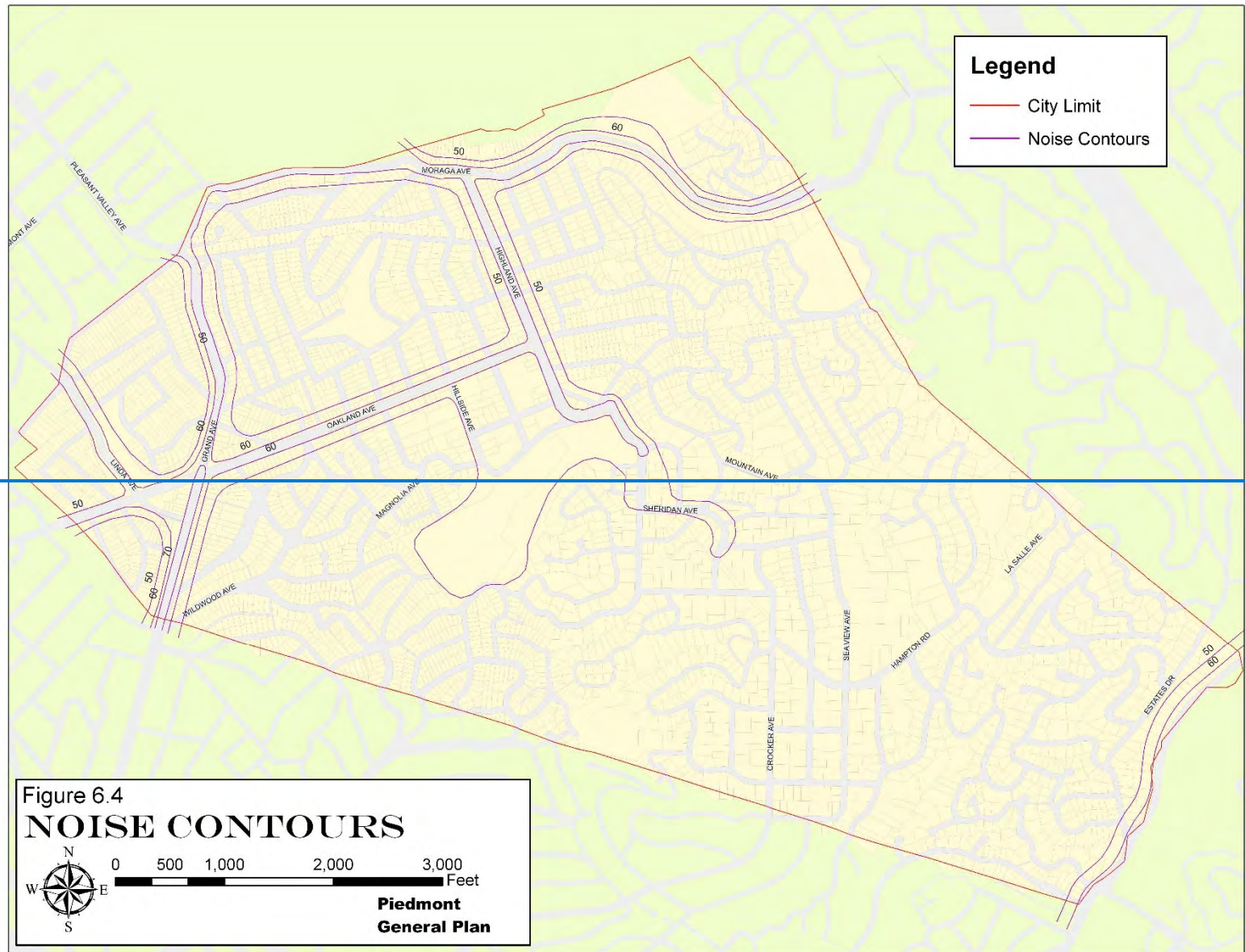
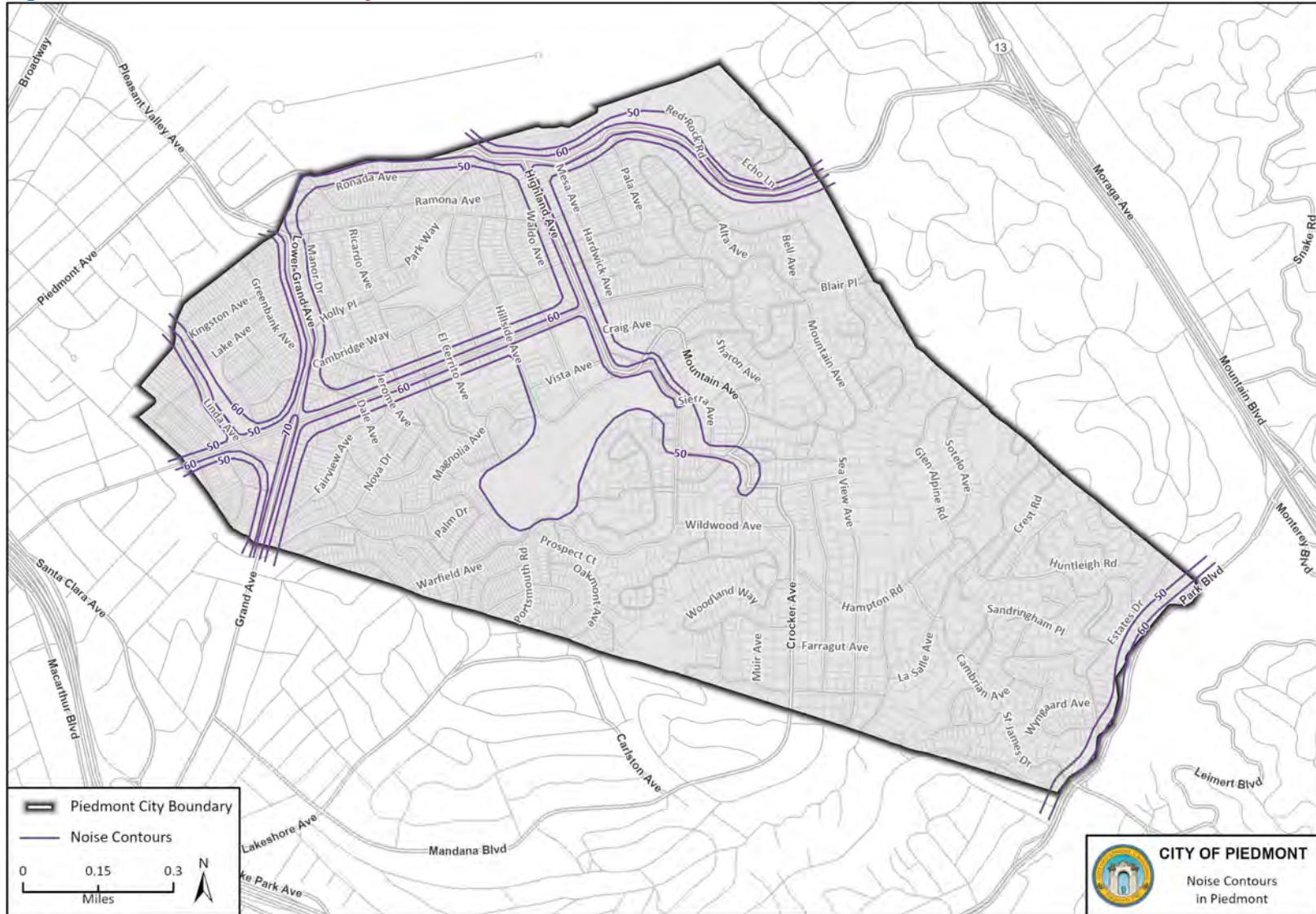


Exhibit A
ENVIRONMENTAL HAZARDS

Figure 6-7: Noise Contours (New Map)



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Additional data provided by the City of Piedmont, 2023.

Evaluating Noise Compatibility

The conventional way to determine noise compatibility is with three standards: *normally acceptable*, *conditionally acceptable*, and *normally unacceptable*. These are shown in Table 6.4 and are described below:

- **Normally acceptable** levels are those which would pose no threat to the specified use. Standard construction would reduce external noise so that the interior noise levels would not disrupt activities.
- **Conditionally acceptable** noise levels are those in which standard building construction would not be adequate to protect the use. Mitigation measures such as noise barriers, site design, or acoustical insulation could be employed to achieve acceptable sound levels.
- **Normally unacceptable** levels are those for which simple mitigation measures are not adequate. The specified land uses would not be appropriate in these areas without major noise attenuation measures.

Noise Compatibility Guidelines

Some land uses are considered to be more sensitive to noise impacts than others. According to the state General Plan Guidelines, these uses include hospitals, convalescent homes, schools, churches, sensitive wildlife habitat, and residential areas. Using this definition, virtually all of Piedmont would be considered “noise sensitive.” Based on the city’s current and expected future land use mix, particular care should be taken to address potential noise impacts from future commercial or mixed use development, park improvements, and school reconstruction. Additionally, existing high noise volumes along Grand Avenue suggest that special acoustical insulation may be needed for future development along this particular roadway.

Table 6.4 presents noise compatibility standards for different land uses in Piedmont. These standards are adapted from the state General Plan Guidelines. The table indicates the exterior noise levels that should be considered normally acceptable, conditionally acceptable, and normally unacceptable for each of the major land uses found in the city. Where exterior noise levels fall in the “conditionally acceptable” range, noise studies will typically be required before development is approved. Approval may be conditioned on mitigation measures which reduce interior noise to the standards in this table. This could include sound walls, tree planting, and other noise reduction measures on the part of the project sponsor.

Land Use	Interior	Exterior		
		Normally Acceptable	Conditionally Acceptable	Normally Unacceptable
Low Density Residential	45	<60	60-70	>70
Medium Density Residential	45	<65	65-70	>70
Office	55	<65	65-75	>75
Retail	60	<65	65-75	>75
Schools/ Churches	45	<60	60-70	>70
Parks and Playgrounds	--	<67	67-75	>75

Source: State of California General Plan Guidelines, 2003. Barry Miller, AICP 2008

One of the most effective ways to reduce noise is to control it at the source. Examples of noise source controls include Piedmont’s ban on private gas-powered leaf blowers, its building code standards for outdoor mechanical equipment, and its designation of certain streets as truck routes.

Mitigating Future Noise Impacts

Although Piedmont will remain a quiet community in the future, localized changes in noise levels will occur as homes are remodeled and expanded, new homes are built, and school and park facilities are constructed. Mitigation of noise impacts will sometimes be necessary. This can be accomplished by reducing noise at the source, modifying the path between noise source and noise receiver, and adjusting noise receivers.

Noise Source Controls

One of the most effective ways to reduce noise is to control it at the source. Examples of source controls include Piedmont’s ban on private gas-powered leaf blowers, its building code standards for outdoor mechanical equipment, and its designation of certain streets as truck routes. Other examples include federal regulations for quieter aircraft and motor vehicle mufflers, and the use of quieter buses by AC Transit. The City will continue to implement noise source controls by regulating hours of play on athletic fields, regulating the hours of construction, and enforcing the Piedmont noise ordinance.

Noise Path Controls

The path that noise travels between its source and receiver provides an opportunity for reduction in volume. Typical noise barriers include sound walls, fences, berms, or dense plantings of shrubs and trees. Because Piedmont does not have freeways or high-volume arterials, sound walls have been unnecessary in the city. Landscaping and fences are used on private properties to absorb noise and provide buffering, effectively reducing sound and providing privacy in many locations.

Noise Receiver Controls

Adjusting the noise receiver is typically done through building design, and construction. Standard construction reduces noise levels from outside to inside by 10 to 20 dB. Additional reduction can be achieved through site planning—for example, by setting a building back from the street, placing mechanical equipment away from sleeping areas, and limiting the use of decks that face onto noisy streets. Noise levels can be substantially reduced by increasing wall mass and thickness, adding acoustical blankets, sealing cracks and edges, increasing glass thickness or using double glazed windows, using solid core doors instead of hollow doors, and through interior finishes such as carpeting, drapes, and acoustical ceiling tiles.

ENVIRONMENTAL HAZARDS**GOALS, POLICIES, AND ACTIONS****Goal 18: Geologic Hazards**

Minimize the loss of life, personal injury, and property damage resulting from earthquakes, landslides, unstable soils, and other geologic hazards.

Policies and Actions**Policy 18.1: Restricting Development on Unstable Sites**

Permit development only in those areas where potential danger to the health, safety, and welfare of Piedmont residents can be adequately mitigated.

Policy 18.2: Seismic Design Standards

Maintain and enforce seismic design and construction standards which meet or exceed the standards established by the Building Code. Piedmont's Municipal Code should be periodically reviewed, updated, and amended to incorporate the most current knowledge and highest standards of seismic safety.

Policy 18.3: Infrastructure Reliability

Maintain road and infrastructure design standards which address geologic conditions in Piedmont, including the potential for earthquakes and landslides. Infrastructure should be retrofitted where necessary to improve reliability during and after an earthquake.

Policy 18.4: Soil and Geologic Reports

Require site-specific soils reports and geologic studies in instances where development may be exposed to substantial geologic or seismic hazards, including ground shaking and landslides. Ensure that any identified hazards are appropriately mitigated.

Policy 18.5: Seismic Upgrades

Encourage the upgrading and reinforcement of homes, businesses, schools, and other public buildings to protect against future damage, injury, and loss of life in the event of a major earthquake. The City will encourage the mitigation of seismic deficiencies through bolting of structures to their foundations, lateral bracing of cripple walls, bracing of water heaters and potential falling objects, and similar measures. Structural hazards in public buildings should be mitigated based on the severity of risk and the type of occupancy.

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Policy 18.6: Siting of Critical Facilities

Design and locate new critical facilities (**in addition to those outlined in Table E-1 of the LHMP-**) including schools, municipal offices, disaster supply containers, and emergency shelters, in a manner which maximizes their ability to remain functional after a major earthquake.

Policy 18.7: Earthquake Safety Education

Provide earthquake safety information to citizens, property owners, and volunteer groups.

Policy 18.8: Siting of New Developments (New Policy)

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.

Policy 18.9: Landslide Susceptibility Inspections (New Policy)

Regularly inspect locations with high landslide susceptibility directly following major storm and atmospheric events.

- *Action 18.A: Soil and Geotechnical Reporting Requirements*
Require soil and geotechnical reports for any structure constructed on a slope exceeding 20 percent, any application for a tentative subdivision map, and any new residence on any lot, regardless of slope.
- *Action 18.B: Data Base of Geologic Reports*
Maintain any soil and geologic reports completed for development applications as public records. Keep records of the location and extent of areas covered by such reports and refer to these records as needed when future applications for development are made.
- *Action 18.C: Incentives for Seismic Retrofits*
Consider a variety of incentives that encourage Piedmont residents to retrofit their homes for seismic safety. Incentives might include reduced fees for households seeking permits to replace brick foundations, install shear walls, or perform other seismic upgrades.
- *Action 18.D: Post-Earthquake Structural Evaluation*
Continue the program providing for evaluation of structures following a major earthquake, and take appropriate actions in the event a structure is determined to be unsafe.

See also Action 3.A in the Land Use Element regarding the Measure E bond measure to seismically retrofit Piedmont's public schools.

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Implement vegetation management programs which reduce the fuel load and potential for wildfire. This should include the removal of invasive fire-prone vegetation and the use of less flammable plants for landscaping, especially on hillside sites. Public education on “defensible space” and good vegetation management practices should be strongly promoted.

Goal 19: Wildfire ~~and~~, Flooding and Climate Change Hazards

Reduce exposure to wildfire, flooding, and other climate-related hazards.

Policies and Actions

Wildfire

Policy 19.1: Locate New and Existing Critical Facilities Outside of Very High Fire Hazard Severity Zones (New Policy)

Protect and harden critical facilities from natural hazards and minimize interruption of essential infrastructure, utilities, facilities, and services.

Policy 19.2: Minimize Risk to New Residential Development in Very High Fire Hazard Severity Zones (New Policy)

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.

Policy 19.3: New Development Siting (New Policy)

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.

Policy 19.4: Density Management (New Policy)

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.

Policy 19.5: Landscape Features (New Policy)

Site structures to maximize low-flammability landscape features to buffer against wildfire spread.

Policy 19.6: Development Water Systems (New Policy)

Permit development only within areas that have adequate water resources available, to include water pressure, onsite water storage, or fire flows.

Policy 19.3~~Policy 19.7: Fire-Fighting Water Flow~~

Ensure that Piedmont’s water system remains adequate for fire fighting purposes. Coordinate with East Bay Municipal Utility District to support the

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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.

Policy 19.8: Fire Protection (New Policy)

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.

Policy 19.9: Fire Protection Plans for New Development (New Policy)

Require fire protection plans for all new development, including new development within VHFHSZs. Fire protection plans shall contain the following components:

- 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

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.

Policy 19.11: Fire Hazard Reduction Around Buildings and Structures Regulations (New Policy)

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

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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.

Policy 19.12: Fire Safe Regulations (New Policy)

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).

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 management programs which reduce the and maintaining a fuel load and potential for wildfire. break around properties that meet or exceed the defensible space requirements of Public Resources Code 4291. This should include the removal of invasive 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 practices should be strongly promoted.

Policy 19.3: Fire-Fighting Water Flow

Ensure that Piedmont's water system remains adequate for fire fighting purposes. As funding allows, undertake improvements for areas where capacity is determined to be deficient.

Policy 19.14: Visible Street Signage (New Policy)

Require that all homes and businesses have visible street addressing and signage.

Policy 19.15: Fire Department Review of Development Applications

Ensure that the Piedmont Fire Department reviews proposed development applications to verify that response times will be acceptable, emergency access will be adequate, water supply and fire flow will be sufficient, vegetation clearances will be maintained, and appropriate construction materials will be used.

ENVIRONMENTAL HAZARDS**Policy 19.16: Post-Fire Re-Development (New Policy)**

In the event of a large fire, evaluate re-development within the impacted fire zone to conform to best practice wildfire mitigation.

Policy 19.17: Vegetation Clearance for Public and Private Roads (New Policy)

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.

Policy 19.18: Education on Fire Hazard Reduction Strategies (New Policy)

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.

Policy 19.19: Ensure Adequate Emergency Evacuation Routes (New Policy)

Ensure that all new residential development has at least two emergency routes.

Policy 19.20: Emergency Access (New Policy)

Ensure that the Piedmont Fire Department has complete access to all locations in the City, including gated residential communities and critical infrastructure.

Policy 19.21: Emergency Roadways (New Policy)

Maintain emergency roadways and improve them as necessary and appropriate to ensure they stay in operation during hazardous events.

Policy 19.22: Residential Neighborhood Engagement (New Policy)

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.

Policy 19.23: Evaluate Evacuation Route Capacity (New Policy)

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

ENVIRONMENTAL HAZARDS

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.

Policy 19.24: Underground Power Lines (New Policy)

Coordinate with Pacific Gas & Electric to implement an electrical undergrounding plan with a focus on critical evacuation roadways and areas with highest wildfire risk.

Policy 19.25: Restrict Parking (New Policy)

Restrict parking periodically (e.g., on red flag days) along critical evacuation routes.

Policy 19.26: Telecommunications (New Policy)

Coordinate with telecommunication service entities to fire-harden communications.

Policy 19.27: Vulnerable Schools Wildfire Resilience (New Policy)

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.

Policy 19.28: Access and Fuel Management Coordination (New Policy)

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.

Policy 19.29: Critical Facilities Hardening (New Policy)

Evaluate all City critical facilities to prioritize structure hardening and retrofitting efforts to increase long-term resilience to wildfire.

Policy 19.30 Transportation Construction Plan. (New Policy)

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.

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See policies in the Community Services and Facilities Element for additional guidance on Police and Fire Protection.

Flooding

Policy 19.30: Reduce Flood Damage (New Policy)

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.

Policy 19.31: Development Activities in Flood Prone Areas (New Policy)

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.

Policy 19.32: Implement CAP 2.0 (New Policy)

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.

Policy 19.5Policy 19.33: Keeping Flood Hazards Low

Maintain Piedmont's low potential for flooding through storm drain maintenance, preservation of creeks and drainage courses in their natural state, and periodic clearing of debris from storm drains and catchment basins. Ensure that new development does not increase the risk of off-site flooding, either in Piedmont or downstream in Oakland.

Policy 19.6Policy 19.34: Managing Runoff

Ensure that runoff from individual properties is directed in a way that does not threaten adjacent properties. Runoff should be directed to places where it can be absorbed into the ground, detained in rain barrels or cisterns, or directed toward storm drains.

See also Policy 16.4 in the Natural Resources Element on the use of permeable pavement and limits on impervious surface coverage. See the Community Services and Facilities Element for additional policies on the storm drainage system.

Climate Change Hazards

Policy 19.35: Home Cooling (New Policy)

Promote home cooling through retrofits to homes to better withstand extreme

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heat and bad air quality days. Provide information about financial assistance programs to vulnerable households, including seniors and renters.

Policy 19.36: Water Conservation (New Policy)

Continue to enforce updated State-mandated water conservation regulations.

Policy 19.37: Promote Water Conservation Efforts (New Policy)

Provide educational materials and programs to support water conservation efforts that consider extended drought conditions associated with climate change.

Policy 19.38: Resilient Water Supply (New Policy)

Pursue regional solutions with public and private partners including EBMUD to diversify the City's water supply through utilizing alternative sources, including recycled water.

Policy 19.39: Resilient Critical Facilities (New Policy)

The City will evaluate selected locations for new critical facilities for potential impacts from climate change hazards and implement mitigations and adaptations accordingly.

Policy 19.40: Implement CAP 2.0 Extreme Heat (New Policy)

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.

Policy 19.41: Resilience Hubs (New Policy)

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.

Policy 19.42: Climate Resilient Landscaping (New Policy)

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.

ENVIRONMENTAL HAZARDS**Policy 19.43: Extreme Heat Preparedness (New Policy)**

Expand public outreach and warning systems to increase preparedness for extreme heat events.

Policy 19.44: Extreme Heat Protocols (New Policy)

Develop protocols to improve language appropriate outreach and assistance to vulnerable populations, including older adults and domestic workers, before and during extreme heat events.

Policy 19.45: Integration of Climate Projections and Impacts (New Policy)

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.

Policy 19.46: Resilient Communities (New Policy)

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.

Policy 19.47: Climate Adaptation Planning Coordination (New Policy)

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.

Policy 19.48: Resilient Power at Critical Facilities (New Policy)

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.

Policy 19.49: Adapted Services (New Policy)

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.

Actions

- *Action- 19.A: Mutual Aid Agreements*
Maintain mutual aid agreements for wildland fire protection with the City of Oakland and other East Bay jurisdictions.
- *Action 19.B: Weed and Brush Abatement*

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Implement weed abatement and property inspection programs to identify and mitigate wildfire 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.
- **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.
- **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.
- **Action 19.F: Fire Sprinkler Requirements**
Consider a building code amendment that would require installation of sprinklers during major home remodels, for example, when more than 50 percent of a home’s interior space is refurbished.
- **Action 19.DG: Tyson Lake Dam Inspections**
Work with Tyson Lake Homeowners to obtain current information on the condition of the Tyson Lake dam, and receive notification and copies of reports when the dam is inspected.
- **Action 19.EH: EBMUD Reservoir Retrofits**
Support EBMUD’s efforts to seismically retrofit and/or replace its reservoirs above Piedmont as a way to reduce the threat of flooding in the event of tank collapse. Minimize the visual impact of any replacement tanks constructed on the reservoir site.
- **Action 19.FI: Drainage Improvements**
Require storm drainage improvements for any development or home improvement which could create or exacerbate the potential for flooding.

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Development applications should be reviewed by the Public Works Department to ensure that such hazards are identified and mitigated.

▪ **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.

▪ **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).

▪ **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.

▪ **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.

▪ **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.

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Minimize the use of toxic and hazardous materials. As feasible, residents should be encouraged to consider safer alternatives such as pesticide-free landscaping and non-toxic household cleaners and building materials. Information on proper methods of household hazardous waste disposal should be provided to Piedmont residents.

Goal 20: Hazardous Materials

Minimize the potential for exposure to hazardous materials.

Policies and Actions**Policy 20.1: Hazardous Material Handling, Storage, and Disposal**

Require that the handling, storage, and disposal of hazardous materials complies with all applicable local, county, state, and federal laws. Where appropriate, clearance from the Piedmont Fire Department should be required before businesses licenses are issued.

Policy 20.2 Transport of Hazardous Material

Coordinate and cooperate with nearby cities, regional organizations, and environmental agencies in efforts to control hazardous materials and regulate the transport of hazardous materials on Piedmont streets.

Policy 20.3 Hazardous Building Materials

Work with property owners to remediate hazardous building materials such as asbestos, mercury, and lead. Ensure that any hazardous building materials removed during home renovations are properly handled and disposed.

Policy 20.4 Hazardous Material Land Uses

Maintain planning and zoning procedures which protect the public from possible exposure to hazardous chemicals. New uses which involve storage or handling of hazardous materials should be discouraged.

Policy 20.5: Household Hazardous Materials

Minimize the use of toxic and hazardous household products. As feasible, residents should be encouraged to consider safer alternatives, such as pesticide-free landscaping and non-toxic household cleaners and building materials. Information on proper methods of household hazardous waste disposal should be provided to Piedmont residents.

Policy 20.6: Underground Tanks

Ensure that any underground storage tanks containing hazardous materials are properly installed, used, removed, and monitored.

Policy 20.7: Hazardous Waste Sites Cleanup (New Policy)

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

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uses, including but not limited to, agricultural chemicals, aerially deposited lead, common railroad contaminants, and hazardous material storage and/or use.

- **Action 20.A: Fire Department First Responder Training**
Continue to train Piedmont Fire Department personnel in hazardous materials response.
- **Action 20.B: Groundwater Monitoring**
Continue efforts to monitor groundwater plumes associated with leaking underground fuel tanks at local gas stations.
- **Action 20.C: Household Hazardous Waste Disposal Education**
Continue to educate Piedmont residents on proper disposal of household hazardous wastes, including information on household hazardous waste collection and drop off locations. Develop programs to ensure proper disposal of compact fluorescent light bulbs (CFLs).
- **Action 20.D: Participation in County HazMat Programs**
Support and participate in Alameda County's hazardous waste management planning programs. As needed, update local codes regulating the permitted use and storage of hazardous gases, liquids, and solids.

See also the Community Services and Facilities Element for additional policies on fire protection services.

See also the Natural Resources and Sustainability Element for additional policies on surface and ground water quality.

Goal 21: Emergency Preparedness

Ensure that the City, the School District, and Piedmont residents and businesses are prepared for natural and man-made disasters.

Policies and Actions

Policy 21.1: Preparedness and the Community

Recognize the importance of communication and full community engagement to the success of all emergency preparedness strategies.

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Policy 21.2: Emergency Preparedness Plan

Use the Standardized Emergency Management System as the basis for emergency planning. The City will maintain an emergency preparedness plan that identifies a chain of command and outlines the actions to be taken in the event of a disaster.

Policy 21.3: Preparedness Education and Citizen Training

Promote and coordinate public education on earthquake hazards and emergency preparedness. The City will continue to implement programs that advise the public of preparedness and post-disaster recovery measures, and will encourage volunteer citizen participation in disaster response.

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.](#)

- **Action 21.A: Police and Fire Emergency Training**

Take the steps necessary to ensure that Piedmont's Police and Fire Department maintain a high degree of readiness and that their facilities, equipment, and services remain operational after a major disaster. [Conduct emergency services training to improve emergency preparedness for Police and Fire personnel.](#)

- **Action 21.B: ~~Multi-Functional Hazard~~Emergency Operations Plan Updates**

Periodically update Piedmont's [Multi-functional HazardEmergency Operations Plan](#) to respond to changing conditions and resources. The Plan should include provisions to coordinate City Department actions with volunteers.

- **Action 21.C: Disaster Containers**

Provide emergency equipment and disaster containers to assist the Police and Fire Departments and citizen volunteers trained to respond to emergencies. These containers should be regularly maintained and replenished.

- **Action 21.D: Citizen Preparedness Training Programs**

Continue to implement emergency preparedness and training programs for residents and neighborhood groups through the Piedmont Fire Department. Public awareness of these programs should be increased through email and other media and by linking preparedness to other City initiatives such as crime prevention and environmental sustainability.

Continue to implement emergency preparedness and training programs for residents and neighborhood groups through the Piedmont Fire Department. Public awareness of these programs should be increased through email and other media.

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Encourage residents to participate in similar disaster preparedness programs in the City of Oakland.

- ***Action 21.E: Emergency Preparedness Drills***
Conduct periodic disaster drills to test the effectiveness of the City's emergency response procedures. Encourage the Piedmont Unified School District to conduct emergency drills, and to participate in City drills.
- ***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.

See the Community Services and Facilities Element for additional policies on Police and Fire Protection.

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“The quiet neighborhoods are a blessing.”

- General Plan Survey Response

Goal 22: Noise

Maintain the peace and quiet of Piedmont neighborhoods.

Policies and Actions

Policy 22.1: Noise Insulation for New Development

Design new development, including residential additions and remodels, in a way that reduces the potential for residents to be exposed to high levels of noise. Development along busy streets such as Grand Avenue and Oakland Avenue should include effective noise insulation measures for interior spaces.

Policy 22.2: Noise Reduction Measures

Require new development with the potential to create long-term increases in noise volumes to mitigate potential impacts. Noise reduction techniques, such as sound muffling devices, building orientation, buffers, landscaping, and acoustical barriers, should be used as appropriate.

Policy 22.3: Transportation Noise

Support efforts to mitigate the sources of transportation noise in the city, especially AC Transit buses and other motor vehicles.

Policy 22.4: Domestic Noise Controls

Maintain and enforce ordinances to reduce sources of domestic noise in the city, including residential construction and gasoline-powered yard equipment.

Policy 22.5: Outdoor Activity Noise

Maintain limits on the hours and extent of scheduled events at parks and athletic fields to maintain a peaceful environment in the residential areas around these facilities.

Policy 22.6: Non-Piedmont Noise Sources

Seek to reduce noise emanating from outside the city limits when it detrimentally affects Piedmont residents. This policy applies to such sources as the Oakland Rose Garden, Interstate 580, and Oakland and San Francisco International Airports.

Policy 22.7: Construction Noise Reduction (New Policy)

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,

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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.

Policy 22.8 Vibration Control Plan (New Policy)

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.

▪ *Action 22.A: Noise Compatibility Guidelines*

Follow the noise compatibility guidelines in Table 6.4 for future development. The table specifies the maximum noise levels that are normally acceptable, conditionally acceptable, and normally unacceptable for new development. If a project is in a “normally acceptable” noise contour, an increase in noise up to the maximum should not necessarily be allowed. The impact of a proposed project on existing land uses should be evaluated in terms of the potential for adverse community impacts, regardless. The noise compatibility guidelines are intended to apply to post-construction conditions and exclude construction-related noise.

▪ *Action 22.B: Acoustical Study Requirements*

On an ongoing basis, require acoustical studies for projects which could potentially elevate noise levels above the “normally acceptable” limits specified in Table 6.4, or introduce noise-sensitive uses in areas where the existing noise levels presently exceed the normally acceptable levels described in Table 6.4. Such analyses should be prepared by a qualified

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acoustical consultant and should include sufficient sampling data to adequately describe existing and future conditions.

- ***Action 22.C: Playfield Hours of Operation***
Define and enforce hours of operation for Piedmont Sports Field, Coaches Playfield, Linda Playfield, Dracena Park, and any other athletic fields that may be developed during future years. Noise levels at city parks should be periodically monitored to ensure that limits on hours of operation are sufficient to maintain neighborhood peace and quiet.
- ***Action 22.D: Enforcement of Noise Regulations***
Enforce rules and regulations pertaining to noise, including the California Motor Vehicle Code and Chapter 12 of the Piedmont Municipal Code. Continue to implement the Title 24 noise standard of 45 dBA L_{dn} in all habitable rooms.

LHMP Goals and Objectives

Goal 1: Minimize risk and vulnerability of the City of Piedmont to the impacts of natural hazards, and protect lives and reduce damage and losses to property, public health, economy, and the environment.

Policy 1.1:

Protect life and reduce exposure and hazard losses to City residents, businesses, vulnerable populations, and visitors.

Policy 1.2:

Increase community resiliency to the impacts of natural hazards and promote sustainable recovery from hazard events.

Policy 1.3:

Assure long term protection and resiliency of existing and future development/redevelopment from natural hazards, to include both public and private structures.

Policy 1.4:

Protect/harden critical facilities from natural hazards and minimize interruption of essential infrastructure, utilities, and services.

ENVIRONMENTAL HAZARDS**Policy 1.5:**

Provide protection for architectural resources in the City.

Policy 1.6:

Plan for and prioritize measures to respond to and address potential short- and long- term hazard impacts associated with climate change.

Goal 2: Enhance public outreach, awareness, education, and preparedness for all hazards to minimize hazard related losses.**Policy 2.1:**

Engage the community in disaster awareness and prevention education to reduce the risk and vulnerability of natural hazard impacts.

Policy 2.2:

Improve the communities' understanding of natural hazards and how to effectively be prepared and take action to mitigate the impacts of hazard events; Support and encourage public responsibility.

Policy 2.3:

Develop and target outreach and education for each hazard type and risk area and all City populations (e.g., vulnerable populations, schools, etc.)

Goal 3: Improve City's resiliency and capabilities to mitigate losses and to be prepared for, respond to, and recover from a disaster event.**Policy 3.1:**

Maintain current service levels related to public safety.

Policy 3.2:

Maintain and improve communication capabilities to ensure redundancy.

Policy 3.3:

Enhance emergency services capabilities to address evacuation planning, sheltering, and other associated efforts.

See Table 5-2: City of Piedmont's Mitigation Actions on Page 5-11 of the Local Hazard Mitigation Plan for specific actions in support of these LHMP goals.

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7 Parks, Recreation, and Open Space

This chapter combines the state-mandated open space element with an optional element on parks and recreation. Parks are vital civic necessities and make a significant contribution to Piedmont’s quality of life. The city’s recreational programs provide activities and facilities that enrich the lives of Piedmont residents in many ways.

Although “open space” represents only 7 percent of Piedmont’s land area, it accommodates a broad range of activities. Recreation is probably the most familiar, but the city’s open spaces also include portions of Mountain View Cemetery, the Oakland Rose Garden, Tyson Lake, and East Bay Municipal Utility District land. Piedmont’s parks likewise accommodate many activities and include settings ranging from tranquil redwood groves to the bustling Piedmont Recreation Center. Some open space consists of parcels that are remnants of historical subdivisions. These parcels, including areas in Moraga Canyon, were never developed with substantial improvements and may be considered for other uses by the City Council.

The State General Plan Guidelines recognize four types of open space: (a) Open space used for the preservation of natural resources, which includes wetlands, endangered species habitat, and other environmentally sensitive areas; (b) Open space used for the managed production of resources, such as forests, fisheries, and mining areas; (c) Open space for outdoor recreation; and (d) Open space for public health and safety, such as flood plains and earthquake zones. Most of the open space in Piedmont falls in the third category on this list and consists of city parks.

The Parks, Recreation, and Open Space Element addresses the following topics:

- Park planning and management
- Park operations and maintenance
- Recreational programming
- Joint use of City and School District recreational facilities

PARKS, RECREATION, AND OPEN SPACE ELEMENT



Piedmont Park is the site of major community events such as the annual Harvest Festival.

PARKS

City Parks

Table 7-1 presents a list of parks in Piedmont. Figure 7-1 shows this information graphically. Piedmont has about 59 acres of parkland, for a ratio of 5.4 acres per 1,000 residents, excluding regional parkland operated by the East Bay Parks District, of which Piedmont is a member agency. This compares to a National Recreation and Park Association State of California Department of Parks and Recreation standard of 40-three acres per 1,000 residents, although the national standard includes large regional parks.

The City's park acreage includes 44 acres of City-owned and operated parks. In addition, Davies Tennis Stadium (owned by the City of Oakland) and a portion of the Oakland Rose Garden, together occupying about six acres, are located in Piedmont. School recreational facilities, including playgrounds at Havens, Wildwood, and Beach Schools, and Witter Field (Piedmont High School) encompass another 8.5 acres, and are an important community asset.

The city's parks can be grouped into the following categories:

- **Community Parks.** Community parks are typically more than 10 acres and have a service area radius of one to two miles. Such parks have a full complement of recreational facilities. Piedmont Park is the only local park that serves this function and is the city's "flagship" park.
- **Neighborhood Parks.** Neighborhood parks are typically 3 to 10 acres, with a service area radius of ¼ to ½ mile. They serve surrounding neighborhoods with a limited number of recreational facilities and usually contain a field or lawn area, basketball courts, children's play equipment, and picnic tables. Dracena, Hampton, and Linda Park/ Beach Playfield are considered neighborhood parks.
- **Mini-Parks.** Mini-parks are an acre or less and serve as passive open spaces. They are landscaped, and usually have benches and walking paths. Examples in Piedmont are Crocker Park and the Hall Fenway.
- **Special Use Parks.** Special use parks do not conform to an acreage standard or menu of recreational facilities. They support special functions such as athletic fields or swimming pools. Special Use Parks

PARKS, RECREATION, AND OPEN SPACE ELEMENT

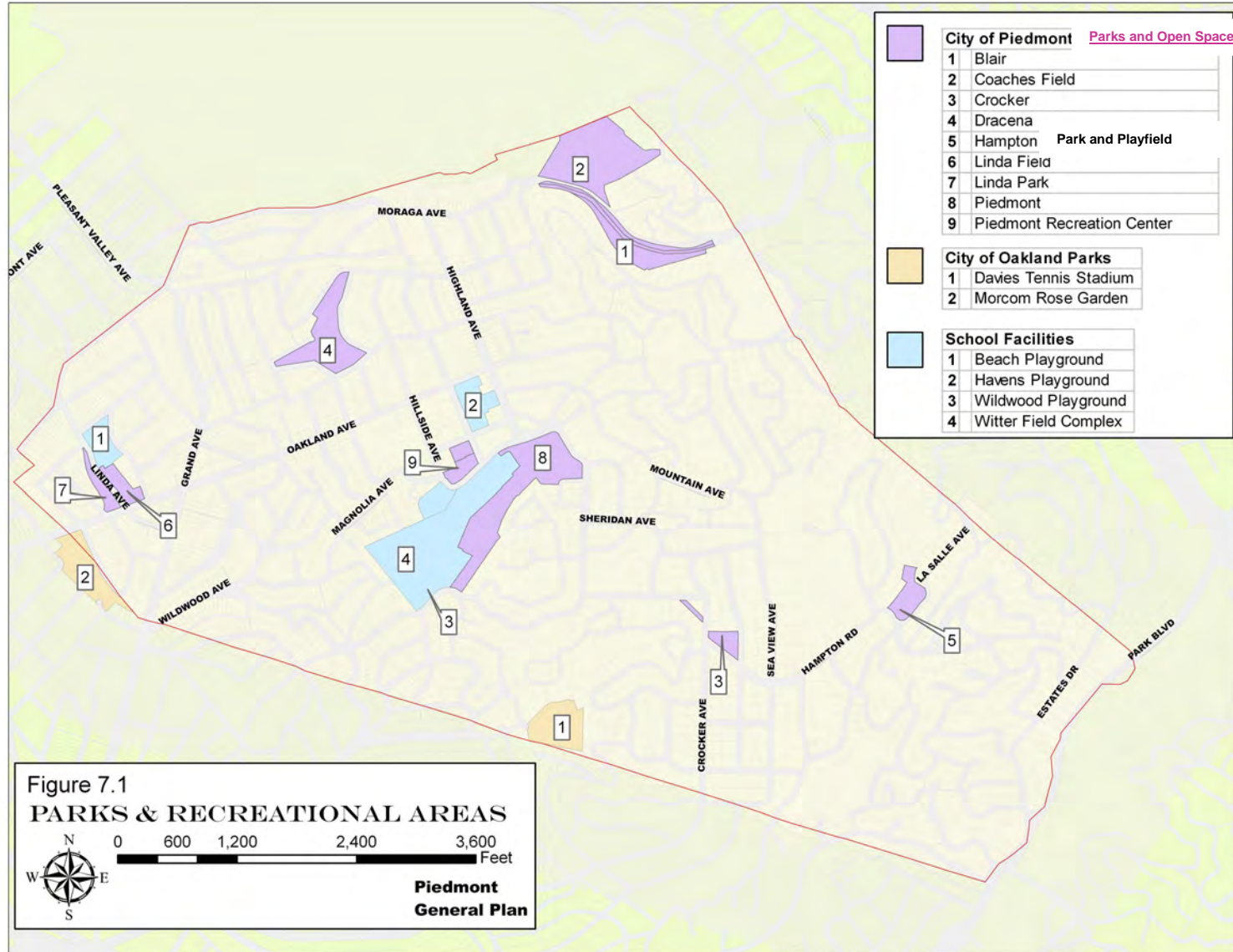
in Piedmont include ~~Blair Park~~, Coaches Field, and the Piedmont Recreation Center.

Table 7.1: Park and Playground Acreage in Piedmont	
Site	Acres
City Parks and Open Space	
Blair	8.2
Coaches Field/ Kennelly Skate Park	3.8
Crocker	1.0
Dracena	7.8
Hall Fenway	0.3
Hampton Park and Playfield (Piedmont Sports Field)	2.4
Linda	1.3
Linda / Beach Playfield	2.2
Piedmont Park	15.3
Piedmont Recreation Center complex	2.0
Subtotal	44.3
School Facilities	
Beach Playground	2.0
Havens Playground	1.5
Piedmont High - Witter Field	4.3
Wildwood Playground	0.7
Subtotal	8.5
City of Oakland Facilities	
Davie Tennis Stadium	5.0
Morcom Rose Garden (part)	0.8
Subtotal	5.8
Grand Total	58.6

**PARKS, RECREATION, AND
OPEN SPACE ELEMENT**

Source: Barry Miller, AICP 2008

PARKS, RECREATION, AND OPEN SPACE ELEMENT



PARKS, RECREATION, AND OPEN SPACE ELEMENT

Piedmont's Parks In A Nutshell



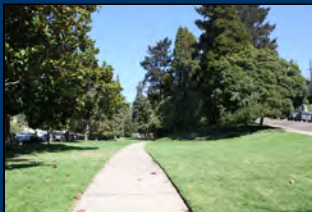
Piedmont Park. Piedmont Park is the City's "crown jewel" and is the largest park in the city. The park's formal entry near Highland and Magnolia Avenues includes Piedmont's historic Exedra Plaza. Behind the plaza, large sloping lawns surround the Mediterranean-style Piedmont Community Hall. Nearby, there is a Japanese Tea House in a meditative setting.

The park includes a children's playground, with a climbing structure, a sand pit, swings, benches, restrooms, a drinking fountain and a historic oak tree. It includes large rolling lawns that are used for picnics, community gatherings, and town ceremonies. There are also two tennis courts, a meandering trail along Bushy Dell Creek, and a dog run area. The stream banks are lined with towering redwood trees, creating a dense forest just a block away from the Civic Center.

The park holds an important place in Piedmont history. In the late 1800s, it was the site of the Piedmont Springs Hotel and included a rock grotto and mineral springs. The park's history was commemorated in 2007 with the dedication of a Centennial trail.



Blair Park*. Blair is the second largest park unimproved open space area in Piedmont, with over 8 acres of land. It is used as a natural, unlandscaped linear park used mainly by dog owners. The linear park runs parallel to Moraga Avenue in a canyon setting.



Dracena Quarry Park. Dracena is Piedmont's ~~third~~ second largest park, at 7.8 acres. The park was created from a reclaimed rock quarry and still retains its "bowl-shaped" topography. It includes a children's playground with swings, a play structure, a climbing wall, a sand area and waterfall faucet, and a cement slide built into a grassy man-made hill. The park includes lawns and pathways, as well as steeper hillside areas. At the north end, there is a redwood grove, a picnic table, and a dog run, with shaded paths leading up to Dracena Avenue.



Coaches Field/ Kennelly Skate Park*. Coaches' Field, off Moraga Avenue, features a grassy play field frequently used by local youth soccer and softball teams. The field includes 70-foot base paths and a 200-foot outfield, along with a 120' x 180' soccer field. Kennelly Skate Park is located behind the field and up a flight of steps. The Skate Park opened in 2001 and includes specially designed concrete ramps and bowls. BMX bicycle use is permitted on a limited schedule.

*Areas such as Blair Park Open Space and Coaches Field/Kennelly Skate Park are expected to change in the future, pursuant to Housing Element program 1.L, Moraga Canyon Specific Plan.

PARKS, RECREATION, AND OPEN SPACE ELEMENT



Hampton / Piedmont Sports Field. Piedmont Sports Field is the only park located in the eastern part of Piedmont and is an important recreational resource for the entire city. The 2.4-acre park has a high-quality (although small) baseball field, with an outfield that is also used for children's football and soccer. It also has two tennis courts and tennis practice backboards, a volleyball court, and a basketball court. A new recreation center building was constructed in 2000 to replace an older storage structure on the site. The building is used for recreational programs and by the Piedmont Cooperative Playschool.



Crocker Park/ Hall Fenway. Crocker is a one-acre landscaped park in the estate area of Piedmont. It is intended primarily for passive recreational use. The park features a shaded lawn and beds of rhododendrons, camellias, azaleas, and ferns. The park is located on property that was once the home of Wallace Alexander, one of the city's founding fathers. A granite sculpture of a bear and her cubs by noted sculptor Benny Bufano is located in the park. Across the street, the one-quarter acre Hall Fenway provides another passive open space with similar qualities and ambiance.



Linda / Beach Playfield. The Linda Playfield is adjacent to Beach School and includes two tennis courts, a soccer/baseball field, a little tots play structure and sand pit, and picnic tables. There is also a public restroom.



Linda Park. Linda Park is a linear pathway and park across the street from Beach School. It includes a fenced dog-run as well as a pathway for jogging and walking.



Piedmont Recreation Center. The Piedmont Recreation Center occupies most of a city block at Hillside and Magnolia in the Civic Center area. It includes ~~swimming pool~~, four lighted tennis courts, ~~basketball courts, a play structure~~, and a small picnic area. The Recreation Center building itself provides administrative offices for the Recreation Department, and indoor activities. ~~The city leases a swimming pool on the same block to the Piedmont Swim Club, a private club open to all Piedmont residents on a membership basis.~~

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Based on [National Recreation and Park Association Standards California Department of Parks and Recreation standards](#), the city is well served by most facilities. However, because Piedmont is land-constrained, some of its facilities are below optimal size standards or are crowded in relatively small parks. In addition, the participation rate in recreational activities is very high and the city's parks receive extensive use.

Piedmont's parks are maintained by the Public Works Department. The City has a seven-member Park Commission that advises the City Council on the maintenance and improvement of city parks (and on planting, removal, and maintenance of street trees). The Piedmont Beautification Foundation and Piedmont Garden Club also contribute to park maintenance and conduct regular fund-raisers for park and landscape beautification.

The city's parks support a wide range of recreational facilities and activities. Table 2 indicates the major features of each park. Based on [National Recreation and Park Association Standards California Department of Parks and Recreation standards](#), the city is well served by most facilities. However, because Piedmont is land-constrained, some of its facilities are below optimal size standards or are crowded in relatively small parks. In addition, the participation rate in recreational activities is very high and the city's parks receive extensive use.

Regional Parks

There are no regional parks within Piedmont. However, the city lies within the East Bay Regional Parks District (EBRPD), a special district that owns and manages 55 parks encompassing 91,000 acres in Alameda and Contra Costa Counties. Regional parks often include facilities and features that cannot be provided in an urbanized setting such as Piedmont, including hiking trails, campgrounds, equestrian areas, golf courses, and swimming lakes. Among the EBRPD facilities serving Piedmont residents are Lake Temescal, Anthony Chabot, and Redwood Regional Parks (in Oakland) and Tilden Regional Park (in Berkeley). In addition, Piedmont residents also use Lake Merritt, Joaquin Miller, and Knowland Parks, which are region-serving facilities owned and operated by the City of Oakland.

School Grounds

Piedmont's schools provide an important complement to City-operated recreational facilities. All of Piedmont's public schools have children's play structures, handball courts, and basketball goals. Havens and Beach Elementary Schools have paved areas suitable for youth softball. Wildwood School has access to a natural lawn area and softball diamond. Witter Field at Piedmont High School has a regulation football field which is suitable for soccer. It also has a running track and a field suitable for high school baseball.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Table 7.2: Recreational Facilities and Amenities in Piedmont Parks

PARK / OPEN SPACE NAME	Passive Open Space	Basketball Courts	Dog Parks		Open Turf	Tot Lots and Children's Playgrounds	Restrooms	Skateboard Facilities	Soccer/ Softball/ Baseball Fields	Tennis Courts
			Off-leash	On-leash						
Blair Park	X		X							
Coaches Field					X		X		X	
Crocker Park	X			X						
Dracena Quarry Park	X		X		X	X	X			
Hampton (Piedmont Sports Field) Park and Playfield		X		X	X	X	X		X	X
Kennelly Skate Park								X		
Linda / Beach Field					X	X	X		X	X ^{**}
Linda Park	X		X*							
Piedmont Park	X		X*	X	X	X	X			X
Recreation Department		X				X				X

(*) dogs permitted off-leash with permit only (**) Linda Beach was dedicated to pickleball in 2023.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

A Kid-Friendly City



Piedmont offers an array of programs serving children of all ages. ~~Schoolmates is a before- and after-school program housed in the three elementary schools. It provides supervision for children in T-K through fifth grade. For younger children, the Department offers programs such as , Tiddlywinks Caterpillars and Butterflies (eighteen months to three year olds), Skipping Stones (for three to five year olds) and Hillside Playschool (for three to five year olds). The Department also offers a pre-K program for four and five year olds.~~

~~Schoolmates is a before- and after-school program housed in the three elementary schools. It provides supervision for children in kindergarten through fifth grade.~~

~~For younger children, the Department offers programs such as~~

The City and School District have established a joint use agreement for the shared use of facilities, including school fields and playgrounds, and for recreational programming. The agreement provides the City with priority access to school facilities for recreational uses during non-school hours and also provides the schools with priority access to City facilities (~~including the Piedmont Swim Club pool~~) when not in use for Piedmont recreational programs. The agreement also allows the City to operate its Schoolmates program in ~~City-owned buildings on the~~ Havens, Wildwood, and Beach School campuses. ~~The possibility of expanding the joint use agreement to develop a new City-operated day care facility at the reconstructed Havens School is being considered.~~

RECREATION

Piedmont's Recreation Department is committed to providing a rich and rewarding experience for Piedmont residents, and is dedicated to creativity, enthusiasm, and customer service. A seven-member Recreation Commission advises the Department and the City Council on the use of park properties, sports fields, and recreational programming.

The Recreation Department is organized into four major divisions:

- General Recreation, including sports programs, fee classes/camps, special events, activity guide, registration software, bookkeeping and accounting
- Facility Rentals and Reservations
- Childcare
- Aquatics

The general recreation division administers sports programs including: Piedmont Middle School Athletic teams such as cross-country, flag football, volleyball, basketball, ultimate frisbee and track and field programs; youth sports leagues (basketball) and sports classes and camps for golf, tennis, basketball, baseball, volleyball, lacrosse, and more; and adult basketball and softball programs; and handles reservations and management of the city's tennis courts, fields, and skate park. The division administers the fee classes and summer camp programs; publishes an activity guide three times a year with a complete listing of classes and programs. Fee classes and camps are divided into creative arts, music, dance, STEM, sports, tennis, adaptive programs, and adult and older adult/senior offerings. All fee classes are designed to be self-supporting, and the department has consistently met that goal. The division also organizes community special

PARKS, RECREATION, AND OPEN SPACE ELEMENT

events such as 4th of July parade, Harvest Festival, Lights Up!, movies ~~the~~ in the park, and youth events. In the past, such youth events included as Halloween, Donuts and Dreidels, Bunny Blast, Santa's Workshop and Noon Year's Eve.

The facilities division operates and coordinates the facility and hall rental program for the Community Hall, the Veterans Hall, 801 Magnolia, and the Exedra Plaza.

The childcare division administers Schoolmates after-school program at three elementary school sites and five preschool programs (see text box on prior page).

The Aquatics division oversees the management and overall operation of the Piedmont Community Pool, including classes and lessons, facility use schedules, pool operations, and facility rentals.

Piedmont also has a number of recreational sports leagues organized by residents. These include the Piedmont Baseball and Softball Foundation, Skyline Lacrosse, the Piedmont Soccer Club, the Piedmont Ladies Tennis Club, the Piedmont Swim Team, and community organizations such as the Girl Scouts and Scouts of America. These groups provide additional recreational outlets for Piedmont residents. The Recreation Department is organized into three major divisions:

- Sports programs, tennis monitors, computer systems, bookkeeping, and accounting
- Fee classes, rental facilities, brochure, and facility reservations
- Day care, special events, and training.

The sports programs division administers middle school cross country, flag football, volleyball, basketball, and track and field programs; youth sports (flag football and basketball) programs; summer sports camps for golf, tennis, basketball, baseball, volleyball, lacrosse, and more; and a summer t-ball program for ages 5-6. The division also operates adult basketball and softball programs and handles reservations and management of the city's tennis courts and skate park.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

~~The fee classes division publishes and mails a catalog three times a year with a complete listing of classes and programs. Fee classes are divided into pre-school, children's art, children's sports, children's music, dance, carpentry, day camps, sports camps, adult fitness, and tennis. All fee classes are designed to be self-supporting and the department has consistently met that goal. The division also operates the facility and hall rental program for the Community Hall, the Veterans Hall, and the Excedra Exedra Plaza.~~

~~The special programs division administers Schoolmates, PLAY, the teen center, and an array of early childhood development programs (see text box on prior page). It also organizes special activities such as the 4th of July parade and Easter egg hunt, as well as canoe and rafting trips, and trips to theme parks and professional ball games.~~

~~Piedmont also has a number of recreational sports leagues organized by residents. These include the Piedmont Baseball Foundation, the Piedmont Basketball Foundation, Skyline Lacrosse, the Softball Foundation, the Soccer Club, the Piedmont Ladies Tennis Club, the Piedmont Swim Team, and community organizations such as the Boy Scouts of America. These groups provide additional recreational outlets for Piedmont residents.~~

OTHER OPEN SPACE

In addition to the parks and open space described above, private and utility open space in Piedmont includes:

- The 8.3-acre East Bay Municipal Utility District property at the top of Blair Avenue. The property includes a large water storage tank that has been decommissioned as part of EBMUD's seismic improvement program. The edges of the property are heavily wooded and provide a buffer for surrounding residences. The site may be available for reuse during the coming years (see Land Use Element).
- An additional 1.2 acres on scattered sites owned by EBMUD elsewhere in the city. Although these sites are used for infrastructure, their visual profile consists of open lots with trees, shrubs, and other vegetation.
- Approximately 6.3 acres of Mountain View Cemetery is in Piedmont. The land consists of open hillsides covered with grass, scrub, and trees. A majority of the 226-acre cemetery property is in Oakland.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Improvements to city parks are constrained by two factors. First, the city is landlocked and has a limited amount of space available for new facilities. Second, increasing park space and building new facilities requires capital dollars and generates additional maintenance expenses.

- Medians and traffic islands, which encompass more than four acres on scattered sites in the city. Many of these spaces are landscaped and contribute to the visual beauty of Piedmont’s streets.
- Tyson Lake encompasses 4.6 acres near the Oakland-Piedmont border. The lake is privately owned and maintained.

Privately owned vacant lots that are zoned for residential uses are not counted as “open space” using the city’s definition, since these sites may potentially be developed in the future.

LOOKING TO THE FUTURE

The 2007 Piedmont General Plan Resident Survey confirmed that Piedmont’s parks are vitally important to its residents. More than 80 percent of the survey respondents indicated they were satisfied or very satisfied with the city’s parks. However, the survey elicited hundreds of written responses about the need for additional facilities and programs, especially playfields.

Improvements to city parks are constrained by two factors. First, the city is landlocked and has a limited amount of space available for new facilities. Second, increasing park space and building new facilities requires capital dollars and generates additional maintenance expenses. Because local revenues are finite, spending on parks must be balanced with spending on police and fire services, water and sewer projects, utility undergrounding, transportation investments, and other civic priorities. Major projects could require bond financing or large-scale fundraising campaigns.

The City of Piedmont is constantly working to upgrade its parks through landscaping, replacement of play structures, repair of drainage and irrigation systems, resurfacing of ~~tennis and basketball~~ courts, updating of restrooms, replacement of turf on playing fields, and similar improvements. Such projects are necessary to keep existing facilities in excellent condition.

Improving access for disabled residents ~~also is important~~ is prioritized in planning for any construction in City of Piedmont parks, facilities, and open spaces. ~~Most of the city’s facilities now comply with the Americans With Disabilities Act (ADA), but a few such as the Piedmont Recreation Center still do not.~~

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Passionate About Parks

Perhaps no other topic in the General Plan Resident Survey generated as many written comments as the future of Piedmont's parks. Several themes were evident:

Many respondents felt the city needs more sports fields. But there are diverse opinions on the best way to meet those needs, ranging from "making the most of the status quo" to installing night lights at Coaches Field or developing new fields at Blair Park.

Emotions also run high on the future of the Piedmont Swim Club. About half of the Survey respondents support development of a new swimming pool. Slightly less than half were opposed. There was no consensus on how a new pool should be operated and managed.

There was strong support for development of a teen center, additional landscaping, additional bike lanes, and retention of basketball courts. Some respondents suggested the city develop more indoor sports facilities. Opinions on dog parks were split, with some feeling that there are too many and others feeling that there are too few.

While maintenance of existing facilities is a priority, the City also is exploring ways to expand the number and range of facilities available to Piedmont residents, including facilities in new affordable housing. This requires careful planning so that a balance between passive and active open space is maintained. The City seeks creative ways to expand facilities without crowding existing parks or creating negative impacts on surrounding homes. The ~~recent~~ acquisition of the former Christian Science Church at 801 Magnolia Avenue is an example. The building has the potential to be converted to a teen center, a senior center, a cultural arts hub, or a similar recreational use. The City is in the process of preparing a specific plan for the City owned land in Moraga Canyon to create 132 units of new housing, as well as to improve public health and safety, public facilities, recreation, and open space.

Athletic Fields

There are not enough athletic fields in Piedmont to meet current demand. Existing facilities include Coaches Field, Hampton (Piedmont Sports) Field, and Linda/Beach Field, as well as Piedmont High School's Witter Field. Scheduling of City fields is extremely tight, and parking, noise, and traffic impacts associated with field use remains an issue for neighbors. Piedmont teams and sports programs must rely on facilities in Oakland, Alameda, and elsewhere in the East Bay for field space.

~~The possibility of developing an athletic field at Blair Park has been raised as a way of addressing the shortage. Most recently, a private citizens group has conducted preliminary engineering studies and has developed an athletic field master plan for the site. The field would accommodate soccer, baseball, and other activities. It is anticipated that the community and City Council will initiate a formal process to consider this proposal during the coming year. While the field would help address the shortage of facilities, its construction would require extensive grading and would affect surrounding neighbors. There is also no funding source for construction.~~

Improvements to Coaches Field ~~also~~ have been discussed. The City Council recently endorsed replacement of the grass field with synthetic turf. This will reduce wear and tear on the field, reduce watering and fertilizer use, reduce maintenance expenses, and facilitate current levels of use. The City is ~~currently~~ studying the feasibility of night lighting at the field, including visual simulation of the light poles and light impact studies. Further dialogue on night lighting will take place during the coming years. Changes and improvements to Coaches Field and other recreational uses in Moraga Canyon will be studied as part of the proposed Moraga Canyon Specific Plan, currently underway.

**PARKS, RECREATION, AND
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PARKS, RECREATION, AND OPEN SPACE ELEMENT

“The general lack of sports facilities is an ongoing problem—pretty intractable, too. Everything we have is overused, but its hard to see where new facilities might come from.”

“I can’t state it strongly enough—once open space is slated for something else, it’s gone. If we erect playing fields all over town, where does somebody throw a Frisbee?”

*- General Plan Survey
Responses*

The reconstruction of several Piedmont schools made possible by Measure E provides another opportunity to create additional field space in the city. ~~The current proposal to reconstruct Havens Elementary School includes a small ballfield on the southwest part of the site. Although the field would be school property and primarily serve Havens students, it would still accommodate some of the unmet demand.~~

A longer-term opportunity for athletic fields exists on the EBMUD reservoir site. Although the property is not available at this time, portions may be sold in the future as EBMUD completes its seismic work.

Swimming Facilities

The City’s only community swimming facility is the Piedmont ~~Swim Club~~ Community Pool at 777 Magnolia Avenue. The pool is owned by the ~~City~~ but is operated by a private club on a membership basis. ~~In January 2008, the city extended the Swim Club’s lease through 2011 and adjusted the terms so that memberships may be offered to City and School District employees. In the long term, there is still interest in developing a new municipal pool complex suitable for competitive swimming matches and spectator events.~~ The Civic Center Master Plan ~~has~~ explored possible sites for such a facility, including the Piedmont High School campus and the site of the existing pool. In 2016, an award of contract was approved for development of an Aquatics Center Master Plan. In 2020, a bond measure was approved by Piedmont voters to fund the development of a new pool. In 2023, construction of a new Piedmont Community Pool began at 777 Magnolia Avenue. Construction is expected to be completed by 2024.

Programs for a Changing Population

Demand for recreational programs in Piedmont is constantly evolving. The last few years have seen the resurgence of sports such as lacrosse and rugby, and the growing popularity of yoga, jiu-jitsu, and other fitness activities. Piedmont continues to attract and sustain a large number of families, generating strong demand for programs for children and teens. As the number of empty nesters and retired Piedmonters increases, there is also a growing need for programs geared toward adults and seniors. The Resident Survey indicated a high level of interest in arts and cultural programs, as well as additional access to programs in Oakland. The City will need to carefully evaluate trends and gauge public opinion about local recreational programs to determine what new programs should be offered in the future.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

State Surplus Lands Act

Some land owned by the City of Piedmont and used as open space or parks, such as land in Moraga Canyon, may have never been formally dedicated as a city park or improved. These lands may be considered by the City Council under the California Surplus Lands Act (Government Code section 54222 et seq.). Piedmont is currently undertaking a specific plan process for Moraga Canyon which may lead to the parcelization and development of land in Blair Park, Coaches Field, Kennelly Skate Park, and the Corporation Yard to create 132 units of new housing, as well as to improve public health and safety, public facilities, recreation, and open space. See Housing Element program 1.L Specific Plan.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Goals, Policies, and Actions

Goal 23: Park Planning and Management

Provide attractive, high-quality parks that accommodate a wide range of recreational needs.

Policies and Actions

Policy 23.1: Balancing Active and Passive Recreation

Provide a mix of active and passive recreational areas within the City's parks. The balance between active and passive uses should vary depending on the type of park, its physical shape and accessibility, and its location and physical features.

Policy 23.2: New and Expanded Parks

Consider opportunities for developing new parks and for expanding existing parks if appropriate sites become available.

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.

See also policies in the Natural Resources and Sustainability Element on creek protection, and policies in the Environmental Hazards Element on vegetation management.

Policy 23.4: Park Architectural Standards

Maintain a high standard of architectural and design quality for any permanent structure constructed in Piedmont's parks, consistent with the standards applied to private development in the community.

Policy 23.5: Americans With Disabilities Act Compliance

Consistent with federal law, ensure that future recreational facilities are designed to meet the needs of persons with disabilities.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Provide a mix of active and passive recreational areas within the City's parks. The balance between active and passive uses should vary depending on the type of park, its physical shape and accessibility, and its location and physical features.

Policy 23.6: Multi-purpose Field Design

If new athletic fields are constructed, encourage designs and configurations that can accommodate multiple sports, rather than one sport alone.

Policy 23.7: Non-Park Open Space

Recognize the importance of non-park open space, such as wooded hillsides and ravines, Mountain View Cemetery, and the EBMUD reservoir site to the overall ambiance, ecology, and visual quality of Piedmont.

Policy 23.8: Landscaped Medians, Traffic Islands, and Parking Strips

Recognize the importance of landscaped medians and roadsides, traffic "islands", parking strips, and other planted public open spaces to Piedmont's character and beauty. Encourage and support the planting and care of such areas by community groups and volunteers.

See also Design and Preservation Element policies on parking strips and the "public realm"

Policy 23.9: Regional Parks

Support the continued improvement and expansion of East Bay Regional Park District facilities to meet recreational needs that cannot be met within the Piedmont city limits.

Policy 23.10: Pedestrian and Bicycle Access to Parks

Encourage pedestrian and bicycle access to the city's parks by providing sidewalks, crosswalks, bike racks and other facilities that encourage safe non-motorized travel to and from the parks. Ensure that paths and walkways within city parks are safe and well maintained.

See also policies in the Transportation Element about the improvement of Piedmont's bicycle and pedestrian facilities for practical travel and recreation.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

The survey indicated that the City's highest recreational priorities should be landscaping, bike lanes, development of a teen center, improved swimming facilities, and increased availability of sports fields.

- **Action 23.A: Capital Improvement Priorities**
In prioritizing capital improvements, consider feedback from the 2007 General Plan Resident Survey. The survey indicated that the City's highest recreational priorities should be landscaping, bike lanes, development of a teen center, improved swimming facilities, and increased availability of sports fields.
- **Action 23.B: Civic Center Area Improvements**
Consistent with the Draft Civic Center Master Plan, explore opportunities for additional recreational facilities in the Civic Center area. To the extent feasible and as funding allows, this should include upgraded fitness and swimming facilities in the vicinity of the Piedmont Recreation Center and the reuse or redevelopment of the Christian Science Church Building (801 Magnolia Avenue) with a recreation- or community-oriented use such as a teen and/or senior center.
- **Action 23.C: New or Improved Athletic Fields**
Complete the feasibility studies and analyses ~~now underway for:~~ (a) night lighting and synthetic turf at Coaches Field ~~and (b) a sports field at Blair Park.~~ If appropriate, develop plans to fund future improvements consistent with study recommendations and community input.
- **Action 23.D: EBMUD Reservoir Park Opportunities**
Work with EBMUD to determine the feasibility of future park uses on the 8.3 acre reservoir site on Blair Avenue. Consider this site's possible availability in the decision-making process for other park-related capital improvements.

See Land Use Element Action 4.B for more discussion of the Reservoir site.

- **Action 23.E : Moraga Avenue Pedestrian Improvements**
Undertake improvements to make the City's parks more pedestrian-friendly. Subject to traffic safety studies and cost estimates, this should include better pedestrian access to Blair Park.
- **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.

**PARKS, RECREATION, AND
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▪ **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.

PARKS, RECREATION, AND OPEN SPACE ELEMENT



*Japanese Tea Garden,
Piedmont Park*

Goal 24: Park Operations

Maintain the City's parks in excellent condition, and ensure that park operations are as efficient and sustainable as possible.

Policies and Actions

Policy 24.1: Park Inspection and Maintenance

Regularly inspect, maintain, and upgrade park facilities to prolong the life of equipment, ensure safety and accessibility, and enhance the enjoyment of park users.

Policy 24.2: Funding Adequacy for Maintenance and Operation

Ensure that sufficient funding is available to maintain and operate recreational facilities.

Policy 24.3: Park Stewardship

Promote pride of ownership in local parks by involving local residents and neighborhood groups in park maintenance and improvement, community outreach, and special events.

Policy 24.4: Scheduling of Activities

Coordinate the scheduling and programming of recreational activities to avoid conflicts and detrimental use of fields. The School District should be closely involved in such coordination.

Policy 24.5: Organized vs Casual Park Use

Maintain a balance between organized ("programmed") sports activities and casual use ("pick-up games", frisbee, catch, etc.) activities in the city's parks.

Policy 24.6: Dog Parks

Continue the city's program of designating off-leash and on-leash dog areas within appropriate parks. Enforce rules and regulations regarding dogs and dog waste in all city parks.

Policy 24.7: Synthetic Turf

Consider the use of synthetic turf as a means of extending the life of play fields, accommodating greater field use, reducing water consumption, and reducing maintenance expenses. The use of synthetic turf should be evaluated on a case-by-case basis.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Policy 24.8: Off-Site Impacts of Park Activities

Ensure that the off-site impacts of recreational facilities and activities such as noise and parking are mitigated. Where space allows, encourage the use of landscaped buffer zones between parks and adjacent residences.

Policy 24.9: Night Lighting

Ensure that any night lighting of athletic fields, either on city parks or on school properties, is designed to minimize impacts on surrounding homes.

- ***Action 24.A: Interdepartmental Coordination***

Continue coordination between the Public Works Department and the Recreation Department on the operation and maintenance of recreational facilities. Also coordinate the efforts of the Recreation Commission, the Park Commission, and the Capital Improvement Committee to ensure consistency in recommendations and priorities.

- ***Action 24.B: Facility Condition Inventories***

Conduct periodic inventories of facility condition at the city's parks and identify required maintenance and replacement needs.

- ***Action 24.C: Funding Sources***

Seek a variety of funding sources for the city's parks, including state and federal grants, general fund revenues, and private donations. Although a citywide park bond measure (subject to voter approval) is not proposed at this time, the feasibility of such a measure could be explored in the future depending on the cost and range of projects to be considered.

See policies in the Land Use Element on accepting voluntary donations of land for park and open space purposes.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

“Recognize the contribution of private sports leagues, civic clubs, and other non-profit organizations to the variety and quality of recreational services available to Piedmont residents. There should be a high level of coordination between the City, non-profit service providers, and private leagues so that the public is made aware of the full range of recreational opportunities available.”

Goal 25: Recreational Programming

Provide outstanding recreational programs that respond to the diverse interests of Piedmont residents, and that promote personal growth, self-esteem, knowledge, fitness, health, and well-being.

Policies and Actions

Policy 25.1: Program Diversity

Maintain an active and thriving City recreation program that offers a variety of sports, exercise, arts and crafts, cultural, life skills, educational, social, and leisure programs for residents of all ages.

Policy 25.2: Responding to Demographic Change

Ensure that the city’s recreational programs respond to demographic changes in Piedmont, including the growing number of empty nesters and seniors.

Policy 25.3: Community Input in Recreation Programming

Ensure citizen participation and outreach in the evaluation and planning of park and recreational services. Utilize the City’s Recreation Commission as a forum for public input on recreational services.

Policy 25.4: Private and Non-Profit Recreation Clubs and Leagues

Recognize the contribution of private sports leagues, civic clubs, and other non-profit organizations to the variety and quality of recreational services available to Piedmont residents. There should be a high level of coordination between the City, non-profit service providers, private leagues, and the School District so that the public is made aware of the full range of recreational opportunities available.

Policy 25.5: Community Events

Encourage community fairs and special events as a way of building a sense of community and bringing Piedmonters together.

- *Action 25.A: Recreation Department Opinion Surveys*
Conduct periodic surveys of Piedmont residents to determine their recreational preferences, opinions of the city’s recreational programs, ideas for improvement, and level of support for additional programs or facilities.

PARKS, RECREATION, AND OPEN SPACE ELEMENT



Witter Field,
Piedmont High School

Goal 26: Joint Use of City and School Facilities

Encourage coordination between the City and School District to provide the widest range of recreational opportunities possible to Piedmont residents.

Policies and Actions

Policy 26.1: Joint Use Agreements

Maintain joint use agreements between the City and School District ensuring after-hours public access to school recreational facilities, and school day access to facilities in city parks for Piedmont students.

Policy 26.2: Comprehensive Coordination with PUSD

Consider the concept of “joint use” in the broadest context possible, including programs as well as facilities, and including collaboration on community outreach, education, planning, and capital improvements. Ongoing communication between the School Board and the City Council regarding recreational facilities, programs, and joint projects should be strongly supported.

Policy 26.3: Operating Procedures for Joint Use

Maintain operating procedures for joint use which address facility maintenance and capital improvement requirements.

- *Action 26.A: Updating the Joint Use Agreement*
Periodically update the joint use agreement between the City and the School District to ensure that it is current and responds to emerging issues and priorities.
- *Action 26.B: Design Changes to Facilitate Community Use*
Work with the School District to implement design changes that allow school grounds to function as neighborhood parks as well as school recreation areas. Explore opportunities to incorporate community open space in schools being reconstructed through the Measure E seismic improvement program.

**PARKS, RECREATION, AND
OPEN SPACE ELEMENT**



8 Design and Preservation

The Design and Preservation Element addresses Piedmont's character, appearance, and historic resources. Although the California Government Code does not require a General Plan element on these topics, they are matters of great concern to Piedmont residents. Issues such as aesthetics, view preservation, architectural quality and integrity, building scale and height, exterior materials, privacy, and buffering are the focus of many Planning Commission hearings and the source of much public discussion. General Plan policies can provide a framework for the City's design review program and a foundation for future community design decisions.

Piedmont has an extraordinary architectural heritage; protecting this heritage is one of the major functions of the City's Planning Department. Over the years, the City Council has adopted guidelines and procedures which promote the compatibility of new construction with existing homes and neighborhoods. The City's commitment to architecturally sensitive design has enabled Piedmont to retain its image as one of the most attractive and desirable cities in California.

Piedmont's character is also shaped by its landscapes, its views and vistas, its parks, and its streets and public spaces. Protecting and enhancing this "public realm" is a top civic priority. General Plan policies on the aesthetics of public space can help guide long-term decisions on issues such as undergrounding of overhead utility lines, landscaping of public spaces, public art, and view protection.

Historic preservation is another important aspect of community design. Older buildings and sites provide a tangible link to history and can expand our understanding of the places we live. The styles, materials, and tastes of past inhabitants place our own lives in context. Preservation provides a tool for strengthening a city's sense of identity. There are also practical benefits to preservation, including economic value, environmental sustainability, and aesthetics.

The goals, policies, and actions in this element address the following key topics:

- City Identity and Aesthetics
- Residential Architecture
- Yards and Landscapes
- Archaeological Resources
- Historic Preservation
- Preservation Advocacy and Awareness

“What I like best about Piedmont are the beautiful homes with proper yards--well landscaped and maintained--the wide shady streets, and the real sense of community.”

“Piedmont has a very unique character and well established neighborhoods. Every house is different and is well maintained in a park-like environment.”

- General Plan Survey Responses

URBAN FORM

Piedmont’s Identity

Piedmont has a distinct identity shaped by its topography, views, tree canopy, street pattern, architecture, and residential land use pattern. Its image is principally defined by relatively large single-family homes constructed during the early 20th Century. In many ways, Piedmont’s homes epitomize the best aspects of that era—quality craftsmanship, attention to detail, attractive and spacious front and rear yards, pedestrian oriented streets with sidewalks, and large street trees, and a traditional development scale. While these qualities are not uniform across the city, they are prevalent enough to create a memorable and positive visual image.

The city’s identity has also been shaped by its proximity to Oakland. Piedmont’s status as an incorporated city surrounded by Oakland tends to reinforce its “enclave” identity. On the other hand, the absence of a traditional retail-oriented downtown makes Piedmont functionally connected to adjacent business districts in Oakland. While Piedmont does have a “downtown”, its focus is on religious institutions, housing, banking, schools, and civic functions rather than shopping and dining. The city does not have well defined “gateways” and in most areas the border between Piedmont and Oakland is seamless.

As noted in Chapter 2, the form of the city is defined by terrain and elevation. Dimond and Moraga Canyons provide strong edges on two sides. The western or “lower” part of Piedmont tends to be more “urban”, with older homes and a traditional street grid. In the eastern parts of the city, streets follow natural contours, creating a more suburban development pattern. The City’s identity is also shaped by public schools, ~~churches~~religious institutions, and parks—these uses provide important focal points for Piedmont neighborhoods. Throughout the city, panoramic views and vistas provide orientation and an aesthetic amenity.

The City will protect and enhance its identity in the future. The integrity of residential areas will be conserved through design guidelines and zoning standards which reflect neighborhood context while encouraging the production of housing for residents of all income groups. The city’s non-residential areas will be strengthened as attractive community gathering places.

Exhibit A
DESIGN AND PRESERVATION
ELEMENT

The text box on the next page profiles the different residential development prototypes found in the city. Collectively, these areas create a distinctive sense of place that is uniquely Piedmont.

Neighborhood Typologies in Piedmont

Although Piedmont contains many different architectural styles, its neighborhoods can be broadly grouped into the following five typologies:



Bungalow and cottage neighborhoods include areas west of Grand Avenue and areas just above Oakland's Grand Lake district. They are characterized by small lots of less than 5,000 square feet. Much of the housing stock is over 90 years old. Housing is eclectic, and includes a mix of small one-story bungalows and cottages, larger brown-shingle homes, former farmhouses, Victorians, and a handful of small apartment buildings. Although these are Piedmont's most urban areas, they still retain a small town ambience.



Streetcar suburbs include most of the tracts developed between incorporation (1907) and 1930. This is the dominant neighborhood type in Piedmont. Neighborhoods are characterized by 5,000 to 15,000 square foot lots and include many Mediterranean Revival, Brown Shingle, Tudor, Prairie Style, and Colonial Revival homes developed on a modified street grid. Some blocks are characterized by a single style; others are eclectic. Many homes were built with one-car garages or detached rear-yard garages.



Estate neighborhoods are characterized by large lots with spacious homes. Included are the Sotelo-Glen Alpine "loop" and Seaview and King Avenues—streets lined with grand and elegant homes that convey an image of tradition. Many lots exceed ½ acre and are heavily wooded, creating a semi-rural feel. These areas contain some of Piedmont's most memorable homes, and showcase some of the finest work of early 20th Century California architects.



Hillside neighborhoods are located on the steep slopes of eastern Piedmont and are characterized by winding narrow streets and multi-level hillside homes. Many of the homes incorporate contemporary architectural styles and are designed to maximize views. However, the area also includes century-old homes that harken to the days when Piedmont was considered "the country" and was home to many artists and writers.



Mid-century neighborhoods include St. James Wood and other areas of eastern Piedmont that were primarily developed after 1940. While these areas include some "traditional" pre-war architecture, they are characterized by more contemporary California ranch homes. Many of the homes were designed with open floor plans, post and beam construction, attached two-car garages, shake roofs, and other features and amenities associated with the 1950s and 60s. One-story construction predominates in these areas.

DESIGN AND PRESERVATION ELEMENT

Trees vs Views



Chapter 3 of the Piedmont Municipal Code recognizes the conflicts that can arise as the city balances its goals of tree protection and view preservation. Trees and views are both highly valued, yet as the code acknowledges, “tree planting locations and species selections may produce both intended beneficial effects on the property where they are planted, and unintended deleterious effects on neighboring properties of equal or higher elevations.”

The City Code establishes a means for property owners to address tree trimming and view issues as a civil matter between property owners. The Code includes rules for documenting view obstruction, measuring view quality and benefits, apportioning the cost of tree trimming between neighbors, determining the extent to which trees must be cut back, and carrying out the trimming.

Visual Landmarks and Gateways

Visual landmarks are structures or landscape features that provide orientation and identity. They may be located within the city or they may be on the horizon. Important landmarks in Piedmont include the Oakland Avenue Bridge, the Civic Center complex, the [Exeedra](#) at Piedmont Park, Piedmont Community Hall, the allee of trees along Oakland Avenue, and the city’s [churches-religious institutions](#) and schools. More distant landmarks that shape Piedmont’s identity are the Oakland and San Francisco skylines, the Golden Gate and Bay Bridges, Lake Merritt, [Angel Island](#), and [Alcatraz Island](#), [San Francisco Bay](#), and the [Oakland Hills](#). Views to these horizon features are an important part of the city’s character.

Gateways are the key points of entry into a city, its neighborhoods, and business districts. They shape first impressions, create a sense of arrival, and present an opportunity to strengthen civic identity. Gateways in and out of Piedmont are presently understated and are marked only by small “neighborhood watch” signs. There are no “city limit” signs or monuments on the major arterials in and out of the city. More substantial neighborhood gateways exist on local streets. For example, pillars mark the entrances into St. James Wood from Park Boulevard and the Piedmont Manor tract along Grand Avenue. Although these are privately maintained, they create a strong visual imprint for motorists and pedestrians.

During 2007, Piedmont used centennial “banners” to enhance approaches to the Civic Center area along Highland Avenue. There may be other opportunities to strengthen city gateways in the future—or to create stronger civic “branding” through signage, graphics, and street lighting. There are also opportunities for new visual landmarks on school campuses and in the Civic Center area. Features such as public art, clock towers, or spires on new or refurbished buildings can quickly become local landmarks or points of visual interest.

Views and Vistas

Views in Piedmont enhance property values, provide a sense of orientation, and inspire local architecture. Many homes in the city have partial or full westerly views taking in skylines, bridges, water bodies, and hills. Short-range views are also important, with many homes looking out over wooded canyons or eastward toward the Oakland Hills. View preservation is addressed by the Piedmont Municipal Code (see text box at left) and by design review criteria for second story additions.



City Hall

PUBLIC REALM

Piedmont’s “public realm” includes city streets, parking strips, sidewalks, parks and plazas, civic buildings, and other areas within the public rights-of-way. The appearance and physical condition of these areas shapes the city’s image in the same way that private properties do. Design details such as pavement, street lights, benches, trash receptacles, newspaper stands, bike racks, and street signs are all important public realm elements. Their style, color, and materials can help otherwise unremarkable areas stand out in a positive light. Their level of maintenance provides an indicator to residents about the quality of services and life in the community.

The 2007 General Plan Resident Survey found that Piedmont residents take great pride in the quality of the city’s public spaces, particularly its parks, landscaped medians, and planted street islands and triangles. Aesthetics ranked fourth in the Survey’s query of what residents liked best about Piedmont, behind schools, safety, and small town character. A concerted effort is necessary to keep public space in top condition, while at the same time responding to fiscal constraints and meeting competing goals such as water conservation and a shift toward native landscaping.

Specific elements of the public realm are highlighted below.

Landscaping

Landscaping is an important part of community aesthetics and complements the city’s architectural heritage. Piedmont’s parks and rights of way are maintained by the Department of Public Works, with assistance from volunteer organizations such as the Piedmont Beautification Foundation and the Piedmont Garden Club (see text box, next page).

Piedmont’s ordinances also encourage, and in some cases require, the landscaping of private property. For ~~residential uses~~single-family areas, lots are required to have not less than 30% of the site devoted to landscaping (40% in the estate zone), and all required street setbacks must be landscaped. The requirement is as low as 20-15 % for multi-family and mixed-use and commercial uses, with at least 75 % of the requirement satisfied in the front setback. Applications for conditional use permits, new residences, and other large projects that substantially change existing vegetation must include landscape plans.

Exhibit A
DESIGN AND PRESERVATION
ELEMENT

Keeping Piedmont Beautiful

Piedmont benefits from having two outstanding civic organizations committed to improving the city's aesthetic quality.

The **Piedmont Garden Club** was founded in 1923. Over the years, its activities have varied from mosquito control and creek restoration to planting, horticulture, and park renovation. The Piedmont Garden Club regularly undertakes conservation, education, and beautification projects on Piedmont lands.

The **Piedmont Beautification Foundation (PBF)** was incorporated in 1964 to initiate and support community improvement and beautification projects through tax-deductible contributions. The PBF supports the planning, improvement, beautification, and maintenance of the community center, parks, streets, schools, and other civic places. Its commemorative tree and bench program honors Piedmont citizens and families. Its Endowment Fund provides a continuing source of financial support for civic projects and for Piedmont's future needs.

Street Trees

Street trees are an important part of the public realm. Because trees are also an essential environmental resource, they are discussed in the Natural Resources and Sustainability Element of the General Plan (see Chapter 5).

Signs

Signs are regulated by Chapter 17 of the Piedmont Municipal Code, [and there are different standards that apply to public and private property.](#) ~~Different standards apply to residential and nonresidential property. On residential properties, owners may erect one sign no larger than four square feet. On non-residential properties, signs require approval by the Planning Commission. Usually, a maximum of one sign (other than those required by law) is permitted on the face of the building. Signs must be compatible in design, color, and scale with the building and its surroundings. Chapter 17 also addresses the placement of signs on public property. The City also regulates the placement and size of political signs, consistent with state and federal law.~~

Municipal signs, street signs, and directional signs are also important components of the Piedmont streetscape. The City ensures that these signs are aesthetically pleasing and graphically consistent. Piedmont street signs use a white-on-green light-reflective material that is easily readable after dark. These signs indicate ascending house numbers on adjacent blocks, helping to orient motorists. Additionally, City ordinances require that each house clearly display its address number either on the house or on some structure or plaque between the house and the street. Some residents have also had house numbers painted on their curbs to assist in emergency response and to assist visitors.

Public Art

Public art includes sculptures, statues, monuments, murals, fountains, and other forms of art which beautify and enliven public spaces in the city. Good public art can enrich civic life and celebrate local culture and history. The City sponsors temporary public art exhibits as well as permanent works of art in public spaces, subject to review by the Council and City commissions.

The appearance of schools and municipal buildings conveys an important message about a city’s commitment to education and public services.... Future civic buildings should demonstrate the same commitment to quality design and construction required of private property owners.

Civic Buildings

The appearance of schools and municipal buildings conveys an important message about a city’s commitment to education and public services. Piedmont’s civic buildings are well designed and in excellent-good condition, but some structures show signs of age or obsolescence. As noted elsewhere in the General Plan, the Piedmont Unified School District is undertaking a major seismic upgrade of its school campuses, providing an opportunity for new or refurbished buildings. New or renovated municipal buildings are also likely in the Civic Center over the next 10 years. Future civic buildings should demonstrate the same commitment to quality design and construction required of private property owners.

Lighting

The lighting of streets and buildings can serve an aesthetic purpose as well as a functional and safety purpose. In Piedmont, most street lighting consists of cobra-head fixtures attached to wooden utility poles. Where utilities are underground, a variety of lighting standards are used. In some locations, decorative or vintage lighting fixtures contribute to neighborhood ambiance.

Utility Undergrounding

A majority of Piedmont’s electric and telecommunication lines consist of overhead wires supported by wooden poles. There is a general—though not universal—consensus that the lines are unsightly and should be underground. Undergrounding could provide other benefits, including safety, view enhancement, increased service reliability, and the removal of potential obstructions for emergency vehicles after an earthquake or severe storm. However, these benefits must be weighed against the costs to property owners, which are very high. There is no consensus about the cost-benefit “tipping point” and the issue is often controversial.

The 2007 General Plan Survey indicated that undergrounding was one of the most polarizing issues in the city today. Although 41 percent of the survey respondents indicated they would “strongly support” increased taxes or fees for undergrounding, 17 percent were “strongly opposed.” Many residents were concerned about the additional tax burden and initial costs.

Rule 20 A, B, and C

Undergrounding projects in Piedmont typically occur through the creation of undergrounding districts comprised of multiple contiguous properties. These districts may be initiated by the city or by groups of property owners. The former are known as Rule 20A or Rule 20 B districts.

Rule 20A districts are municipal projects that are funded by PG&E. They are often earmarked for arterial streets, historic districts, and neighborhood business districts. Rule 20B districts are funded by creating a City-Council approved assessment district, with costs allocated to owners based on the special benefits each property receives. In the absence of majority protest, the Council has the authority to approve or deny a Rule 20B district.

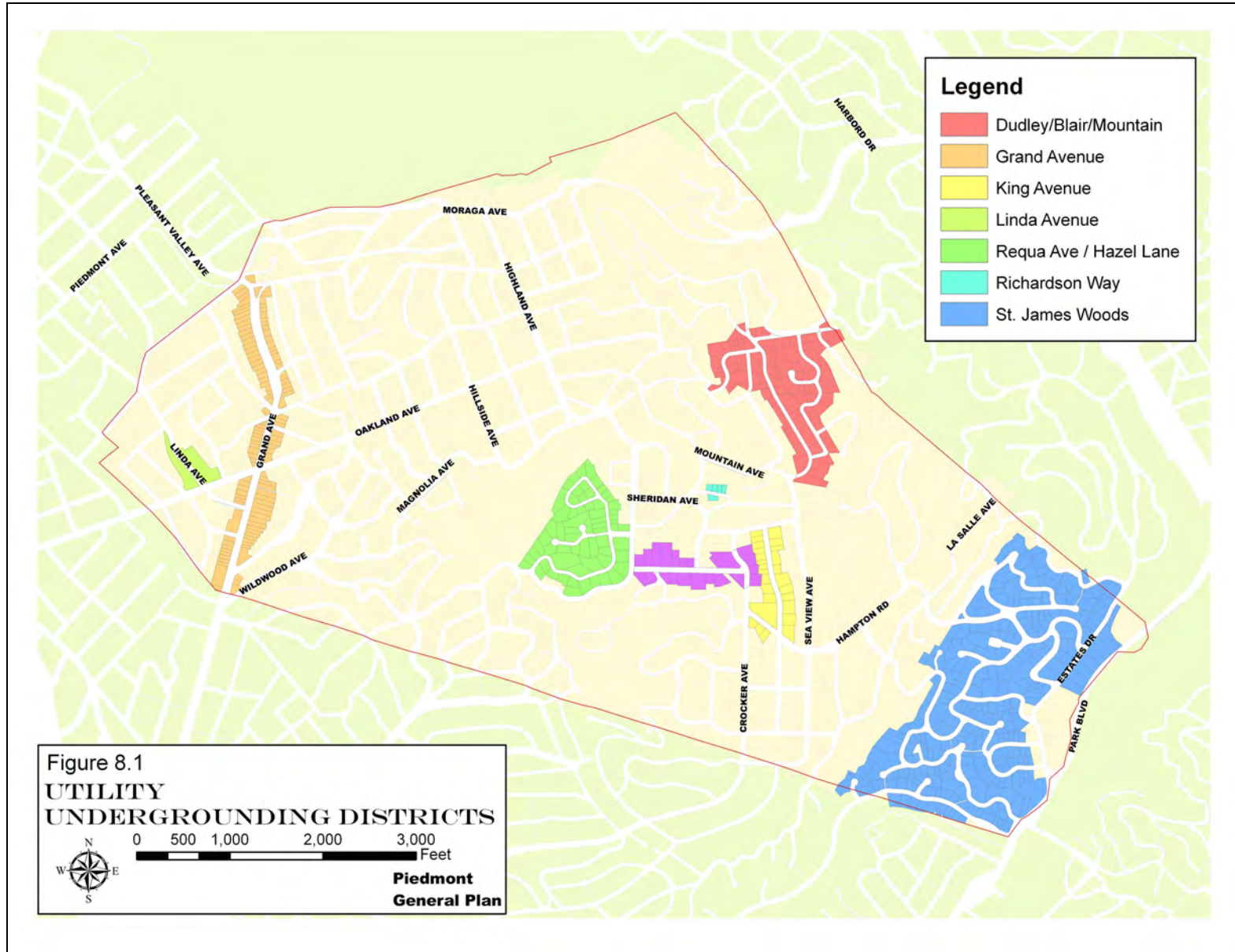
Undergrounding projects can also be initiated by private property owners under Rule 20C; 100 percent approval is required. Rule 20C is usually used for projects that only involve a small number of owners.

Undergrounding projects are subject to California Public Utility Commission rules and regulations (see text box at left). The work is typically done by creating assessment districts within a neighborhood or sub-area of a city. Citywide projects are uncommon due to the high cost, the difficulty of obtaining necessary voter support, and the disruption associated with construction and citywide road closures. Most local governments are not equipped to make the financial contributions that would be necessary to substantially reduce costs to property owners, although some allocation of General Fund dollars toward engineering and administrative costs may be made. PG&E is not in a position to underwrite the cost, nor is it required to do so by the Public Utilities Commission.

While there is no “typical” cost for undergrounding, expenses of \$30,000-\$40,000 per parcel are not unusual in a city such as Piedmont. In addition to these costs, property owners face the expense of replacing their overhead laterals (the wires between the house and the street) with underground conduits.

The City of Piedmont adopted its current undergrounding policy in 2003. The policy establishes a formal procedure for neighborhood groups seeking to form an undergrounding district. Currently, 70 percent of the owners in a proposed district must sign a petition before work begins on design and assessment. Several undergrounding districts have been created in Piedmont, and at least two more are pending.

Exhibit A
DESIGN AND PRESERVATION
ELEMENT



The Three Tiers of Design Review

Piedmont has a ~~three-four~~ tiered system of design review:

~~Ministerial Design Review is available to certain development projects under State of California law.~~

~~Administrative-Expedited Design Review~~ is an expedited process for minor projects such as replacing an existing feature with a new feature that is slightly different in material, function, or design. A public hearing is not required, although neighbors may be asked to sign off on the improvements. The process normally takes 10-14 days.

~~Staff Director Design Review~~ applies to most projects ~~that are less than \$75,000~~ and that do not require a Variance. The process takes about 40 calendar days, including a 14-day notification period and a 10-day appeal period. Adjacent neighbors are notified and are given an opportunity to comment.

~~Planning Commission Design Review~~ applies to most projects that ~~are more than \$75,000 exceed cost thresholds~~ or that require a Variance. In some cases, story poles (showing the extent of the airspace to be enclosed) may be required. Notification requirements vary from 100 to 300 feet depending on the scope of the project, and all residents may comment during a formal public hearing.

DESIGN REVIEW

A majority of Piedmont's housing stock has been renovated in the past 50 years, with many homes undergoing substantial expansion. During this time, the City has developed a design review program that accommodates a homeowner's right to alter or expand his or her residence while respecting neighborhood context and protecting the privacy and aesthetics of neighbors. This program applies to brand new homes as well as alterations. However, because only two or three new single-family homes, along with dozens of new accessory dwelling units, ~~are~~ were built in Piedmont in a typical year, the most frequent applications ~~are~~ have been for remodels in the past.

The City Council has delegated design review responsibilities to the Planning & Building Department and Planning Commission. The process has evolved in response to construction trends, community feedback, and public expectations. The nature of design review is such that there will always be tension between individual rights and community aesthetics. Piedmont's Design Review Standards and Guidelines make the process ~~less subjective~~ more objective and knowable in advance by spelling out (and illustrating) in detail the City's expectations for new construction, additions, and alterations.

The intent of design review as stated in the Piedmont Municipal Code is to promote orderly, attractive, safe, and harmonious development. It reinforces numerous General Plan goals, such as maintaining Piedmont's residential character, preserving its architectural heritage, protecting its environment, and enhancing its natural beauty and visual character. The Municipal Code notes that all property improvements should be properly related to their own site and to surrounding sites, with due regard to aesthetics, natural terrain, landscaping, and the exterior appearance of nearby structures.

Design review applies to most projects requiring building permits and all improvements requiring variances, conditional use permits, and demolition permits. It also applies to children's play structures visible from the street, other secondary and accessory structures, and large satellite dishes. Interior remodeling is exempt, as are most on-grade improvements (patios and pathways), and most fences, trellises, and retaining walls that conform to other aspects of the planning code. Small satellite dishes and normal home repairs are also exempt.

Exhibit A
DESIGN AND PRESERVATION
ELEMENT

The ~~city's~~City's design review requirements are profiled in the text box at left. |

The 2007 General Plan Resident Survey indicated majority support for the City's design review requirements. However, about one-third of the respondents felt the requirements were too restrictive and expressed frustration with the rules and procedures.

The 2007 General Plan Resident Survey indicated majority support for the City's design review requirements. However, about one-third of the respondents felt the requirements were too restrictive and expressed frustration with the rules and procedures. Critics of the process felt it was too intrusive and subjective and gave too much oversight to neighbors. A large number of suggestions were made to streamline the process, including exempting projects that are minimally visible to neighbors, applying more flexibility, and clarifying the rules.

A much smaller number of survey respondents felt the rules were not strict enough. Some residents felt that design review should go further to protect views and discourage oversized homes. Others felt the city should add landscaping guidelines and require tree removal permits.

~~During the coming years, the City will use the feedback from the General Plan Survey to explore changes to the design review program. In 2017, the City of Piedmont completed a second survey focused on applicants' perspectives and design review, and a majority of respondents reported that the process had improved their own designs.~~ Piedmont will continue to explore ways to streamline and simplify design review without compromising the program's basic objectives.

Residential Design Piedmont Design Standards and Guidelines

The Piedmont City Council first adopted Residential residential Design design Guidelines-guidelines in 1988. The Piedmont Design Standards and Guidelines are intended for use by the Planning Commission, City Planning staff, and the general public to ensure that construction projects are properly related to their sites, surroundings, and broader community setting. Five categories of construction are addressed:

- ~~▪ New construction, which includes new homes, reconstructed homes, and accessory structures~~
- ~~▪ Additions and remodeling, including room additions, decks, and porches~~
- ~~▪ Garages~~
- ~~▪ Retaining walls~~
- ~~▪ Fences and walls, including any structure designed to screen views or mark property lines.~~
- General site design
- General building design
- Single-family building design

Exhibit A
DESIGN AND PRESERVATION
ELEMENT

- [Multifamily development](#)
- [Mixed-use commercial and residential development](#)

The [design standards and](#) guidelines consider aesthetic design, compatibility, and safety for each feature. ~~These attributes are evaluated at three different geographic scales: (a) the neighborhood; (b) adjacent parcels; and (c) the site itself.~~ Illustrations are used to convey design ideas and to graphically show “do’s ([“yes”](#))” and “don’t’s ([“no”](#))” for changes such as room additions, new porches, and windows. The [design standards and](#) guidelines strive for architectural [enhancement](#), compatibility, and consistency across the city.



Crocker Park

Community Standards

Piedmont has high standards of property maintenance and upkeep. Conditions which substantially detract from the appearance of a neighborhood or which may impair surrounding property values are prohibited by Section 6.1 of the City Code. The City requires abatement of deteriorating structures, nuisances, and blight. City regulations address weeds and overgrown vegetation; exterior debris such as boxes and lumber; disabled or mothballed vehicles, boats, and trailers in yards; unsafe or unsightly buildings; and other property conditions which could diminish the enjoyment or aesthetics of adjacent properties. The City has the authority to abate such nuisances at the expense of the property owner, including the use of liens.

The City is responsible for maintaining its own property, including city parks, streets, street trees, and civic buildings. General fund allocations for property maintenance are provided in the municipal budget each year. The City conducts routine street sweeping and publishes a street sweeping schedule during the rainy season so that residents can plan accordingly. As noted in the Natural Resources and Sustainability Element, the City also provides green waste collection service. This encourages residents to keep their yards free of garden, leaf and pruning debris.

Preservation provides cultural benefits such as education and life enrichment; aesthetic benefits such as the protection of distinctive architecture; and economic benefits such as tax credits, jobs for skilled craftspersons, and business attraction for neighborhood shopping areas.

HISTORIC PRESERVATION

Historic preservation refers to the sensitive maintenance, continued use, and restoration of older buildings, districts, and properties having historic, architectural, aesthetic, or other special interests or values. Broadly defined, preservation may also include archaeological resources, including Native American sites.

Preservation provides cultural benefits such as education and life enrichment; aesthetic benefits such as the protection of distinctive architecture; and economic benefits such as tax credits, jobs for skilled craftspersons, and business attraction for neighborhood shopping areas. It also provides environmental sustainability benefits by preserving and reusing building materials, and conserving the resources that would otherwise be needed to rebuild.

The National Park Service and State Historic Preservation Office have developed criteria for defining what is “historic.” These criteria are sometimes supplemented by local guidelines adopted by cities or counties. Generally buildings are eligible for historic designation if they are more than 50 years old; have significance to the history of the community, region, state, or nation; are representative of a significant architectural style or type of construction; are the site of a significant historic event; are associated with important people or organizations in the community’s past; are a significant work of a renowned architect or builder; or have design, engineering, material, artistry or craftsmanship representing notable innovations.

Historic properties may be identified as individual sites, or as groups of sites (known as historic districts). Federally listed properties are eligible for tax benefits. The State of California also has tax reduction programs for historic properties. For example, the Mills Act involves a 10-year contract between a City and a property owner to provide property tax relief in exchange for restoration and maintenance of a historic structure.

Most preservation programs are based on standards for the treatment of historic properties developed by the US Department of the Interior (see next page). These standards distinguish between preservation, rehabilitation, restoration, and reconstruction. In fact, Piedmont’s *Residential Design Standards and Guidelines* incorporate many of the same principles as the Secretary of the Interior’s standards, including guidelines for the treatment of windows, doors, roofs, and porches.

Secretary of the Interior Standards



62 Farragut Av, circa 1920



62 Farragut Av, circa 2008

The US Department of the Interior has developed standards intended to promote responsible preservation practices by local governments across the country. These standards identify four possible "treatments" for historic resources, defined below:

Preservation places a high premium on the retention of historic fabric through conservation, maintenance and repair. It reflects a building's continuum over time, through successive occupancies, and the respectful changes and alterations that are made.

Rehabilitation emphasizes the retention and repair of historic materials, but more latitude is provided for replacement because it is assumed the property is more deteriorated prior to work. Both Preservation and Rehabilitation standards focus attention on the preservation of those materials, features, finishes, spaces, and spatial relationships that, together, give a property its historic character.

Restoration focuses on the retention of materials from the most significant time in a property's history, while permitting the removal of materials from other periods.

Reconstruction establishes limited opportunities to re-create a non-surviving site, landscape, building, structure, or object in all new materials.

A set of design principles has been developed by the Secretary of the Interior for each of the treatments listed above. Choosing the most appropriate treatment requires an evaluation of a building's historical significance, as well as other factors such as its relative importance in history, its physical condition, its proposed use, and mandated code requirements.

The city's earliest homes include some of the Bay Area's best examples of Victorian, Bungalow, American Foursquare, Craftsman, Colonial Revival, and English/Tudor residential architecture. Many of these homes include period details that have been preserved or restored over the years, while others have been substantially altered.

Native American Resources

Native Americans inhabited the East Bay Plain for ~~hundreds-thousands~~ of years before European settlers arrived. The area around Piedmont was populated by the Ohlone (also known as the Muwekma or Costanoan) Tribe. Evidence of their presence includes shell mounds along the Bay, and arrowheads, tools, skeletons, and ornaments occasionally unearthed in settlement sites. Most Ohlone settlements were located along the shoreline and on creeks. The settlements nearest to Piedmont were along Temescal Creek in North Oakland and along Trestle Glen near Lake Merritt.

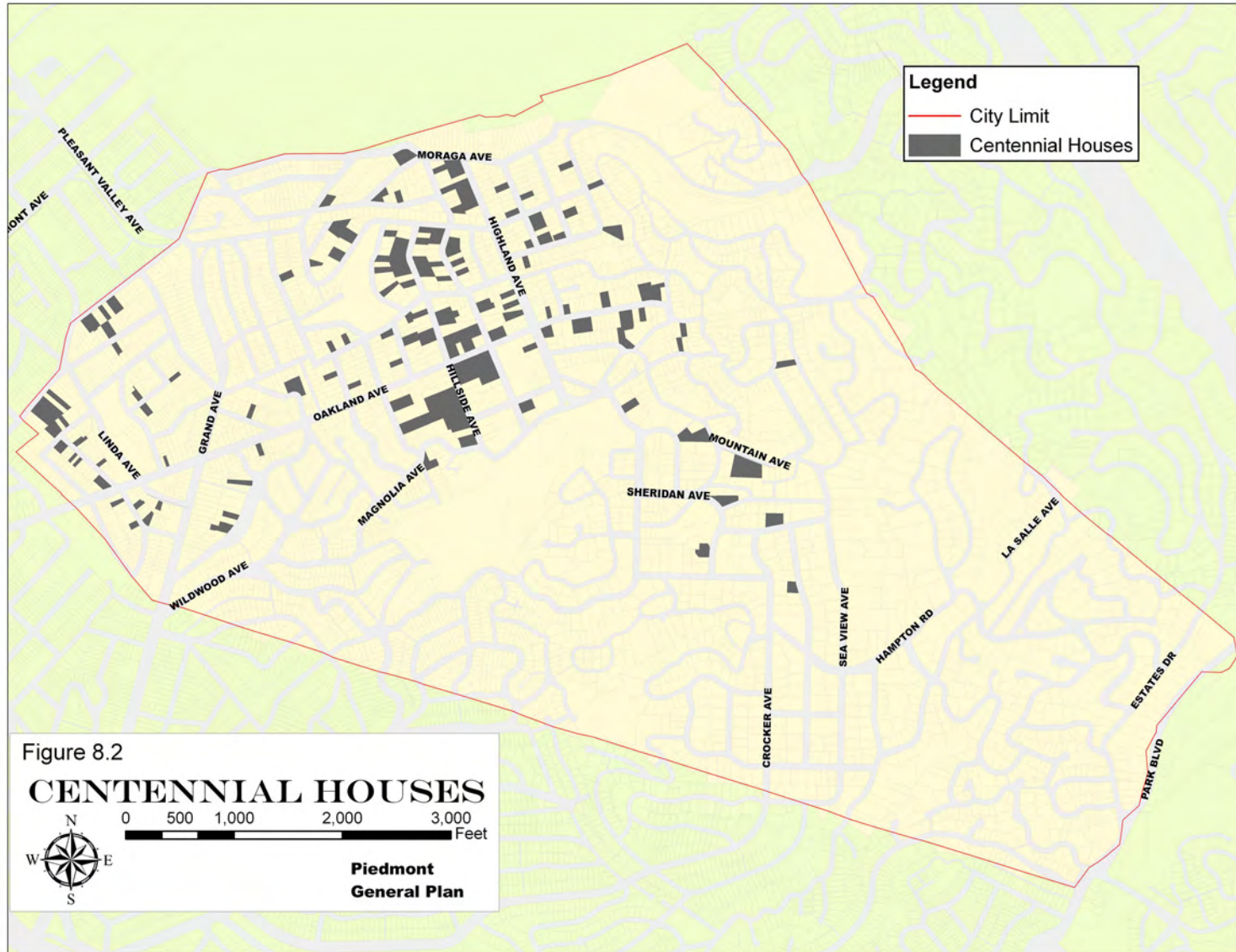
As part of the General Plan Update, the city consulted with Native American tribes and the California Native American Heritage Commission to determine the extent of pre-settlement resources in Piedmont. Although no places of special significance are documented, it is still possible that artifacts exist. The most likely locations would probably be in open space areas such as Piedmont Park (site of historic mineral springs), Moraga Canyon, and Indian Gulch.

Centennial Homes

There are just over 170 existing homes in Piedmont that pre-date the City's incorporation in 1907. These homes were catalogued ~~and inventoried~~, and their individual stories told in "*Cottages and Castles*" a 2007 publication prepared as part of Piedmont's Centennial celebration. The city's earliest homes include some of the Bay Area's best examples of Victorian, Bungalow, American Foursquare, Craftsman, Colonial Revival, and English/Tudor residential architecture. Many of these homes include period details that have been preserved or restored over the years, while others have been substantially altered.

The location of the city's "Centennial Houses" (over 100 years old) is shown in Figure 8-2. The greatest concentration is in Central Piedmont along streets such as Hillside, Bonita, Highland, Mesa, and Oakland Avenues, and in the area near Grand Avenue, particularly along Sunnyside, Rose, Lake, and Kingston. There are also several estates on larger lots east of Piedmont Park that date from the pre-incorporation period.

Exhibit A
DESIGN AND PRESERVATION
ELEMENT



DESIGN AND PRESERVATION ELEMENT

A Legacy of Older Homes

More than 70 percent of Piedmont's homes were built before 1940, the highest percentage of any city in the Bay Area. Even when only single family homes are counted, the city still retains a higher percentage of pre-war dwellings than San Francisco, Berkeley, or Oakland.

Percent of Homes Built Before 1940		
	All housing units	Single family homes
Alameda	33.4%	39.3%
Albany	41.9%	68.6%
Berkeley	48.8%	67.3%
Charleston, SC	17.2%	16.2%
Los Angeles	16.7%	20.9%
Oakland	35.1%	43.5%
Pasadena	30.0%	42.9%
New York City	36.0%	35.7%
Philadelphia	41.7%	46.3%
Piedmont	70.5%	71.6%
San Francisco	49.9%	49.9%
San Leandro	11.7%	14.7%
Savannah, GA	16.4%	14.6%
Vallejo	11.6%	11.7%
Washington, DC	34.6%	49.8%

Source: Census 2000

Post Incorporation

Between 1907 and 1940, some 2,500 homes were built in Piedmont—nearly 70 percent of the city's existing housing stock (see text box at left). It was during this era that Piedmont became known as the “City of Millionaires,” with large, stately homes constructed on many of its avenues. Some of these homes were designed by well-known early 20th Century architects such as Julia Morgan, Bernard Maybeck, John Hudson Thomas, Charles Sumner Greene, and Newsom and Newsom. Some, like the former residence of Frank Havens (101 Wildwood Gardens), are significant not only for their architecture but also because they were home to notable individuals. Others are remarkable for their amenities, craftsmanship, beauty, design innovation, and even their sheer size.

Most Piedmont homes are not considered individually historic, but collectively they have a transcendent quality that defines the image of the city. Piedmont contains block after block of fine early 20th century residential architecture, representing some of the Bay Area's best examples of the styles of the 1910s and 1920s. Although some of the city's architectural legacy has been lost to demolition, fire, and unsympathetic remodeling, most of Piedmont's older buildings are remarkably intact. The city's neighborhoods evoke a sense of nostalgia and convey an image of permanence and enduring quality. It is easy to take these qualities for granted, but they are truly what makes Piedmont the special place it is.

Many of the city's civic buildings also date from the 1907-1940 period, including City Hall, Piedmont Community Church, and the former Christian Science Church. Local architect Albert Farr was particularly important during this period, and designed many of Piedmont's early civic landmarks. The Oakland Avenue Bridge, [designed by Farr](#), is another example of an important historic civic feature—when it opened in 1910, it was the largest of the new concrete reinforced spans in the United States.

Some of the formal gardens and open spaces from the city's early days also have historic importance. Piedmont Park was developed according to a master plan that is now almost 90 years old, and still contains historic statuary, pathways, and restored street furniture. Mature trees are part of the city's historic landscape as well, uniting neighborhoods and creating enduring symbols of the city's heritage.

Although Piedmont does not have designated historic districts, the entire city is effectively treated as a neighborhood conservation district through the application of design guidelines that reflect prevailing architectural styles and context.

Preservation Efforts and Opportunities

Despite the large number of historic resources and older buildings in the city, Piedmont has only one house on the National Register of Historic Places—the Wetmore house at 342 Bonita Avenue. The house is adjacent to City Hall and is the oldest residence in Piedmont. It was built in 1877 and has been listed since 1978. There are many other properties in the City that are potentially eligible for the National Register, or that could be considered as potential California Historic Landmarks or Points of Historical Interest.

Most of the preservation activity in Piedmont occurs through the design review program. Although Piedmont does not have designated historic districts, the entire city is effectively treated as a neighborhood conservation district through the application of design [standards and guidelines](#) that reflect prevailing architectural styles and context. These guidelines are reinforced by zoning standards that maintain [single-family residential](#) uses, limit excessive height and bulk, ~~and~~ discourage replacement of older homes with substantially larger homes, [and encourage the production of housing affordable to residents in all income levels](#). The combination of zoning and design review has effectively protected the older building stock and in many cases led to the restoration of original architectural features.

No addition, alteration, or new construction may be approved in Piedmont unless it is found to be harmonious with existing and proposed development in the neighborhood. In addition to looking at height and bulk, the Planning Commission examines details such as the line and pitch of the roof, exterior materials, and the treatment of windows and doors. Staff also considers these features in administrative and staff-level design review applications. Adherence to these standards over the past few decades has helped sustain property values and substantially reduced the threat of demolition.

Conserving and restoring older buildings is only one aspect of historic preservation. Advocacy, documentation, and education are also critical. These are the goals of the Piedmont Historical Society (PHS), a non-profit organization that actively promotes preservation in the city. The Society maintains a collection of memorabilia in the Piedmont Recreation Center. Its broader mission is to encourage interest and increase knowledge of Piedmont's local history, publish material of historical interest, produce exhibits and events, and collect material of historic importance to the city.

It is also important to recognize that history is not static—part of looking forward is continually redefining what was most significant about the past. Surveying and cataloguing historic resources must be an ongoing process.

There are opportunities to substantially expand the public’s awareness of Piedmont’s historic resources. Brochures, walking tours, historic fairs, awards programs, lectures, websites, and other media can be used to broaden public appreciation of local history and culture. The City ~~currently sponsors a local history program for all Piedmont third graders, and~~ has prepared a guide to Piedmont history designed for elementary school students. Historic trails such as the ~~recently dedicated~~ Centennial Trail in Piedmont Park can also be an effective educational tool. While many of the city’s early structures remain standing, some are long gone—their commemoration through plaques and markers can keep the past alive and create a sense of living history.

There is also more that can be done to catalog and continue to survey Piedmont’s historic resources. The Centennial home inventory should be seen as a model for similar surveys and publications covering the post-incorporation period. The City and Historical Society have a wealth of photographic archives, blueprints, old permits, and other records that have been used to chronicle the history of important Piedmont homes. Much of the work has been—and will continue to be—done by volunteers. Grants and other funding sources for preservation activities may be pursued to support these efforts.

It is also important to recognize that history is not static—part of looking forward is continually redefining what was most significant about the past. Surveying and cataloguing historic resources must be an ongoing process. In this regard, the significance of Piedmont’s mid-century (1940-1965) architecture is now starting to be appreciated and acknowledged. During the coming decades, it will become more important to take stock of the “recent past.” Similarly, preservation must look not only at the built environment, but also at the people and events that have shaped Piedmont history.

Finally, preservation is as much about shaping the future as it is about saving the past. Some of the historic elements that have been lost in Piedmont—including historic schools and older commercial buildings in the Civic Center area—can provide the inspiration for future construction. This will be especially important as Piedmont schools are rebuilt and as the city’s two mixed-use and commercial business districts and other areas evolve. It is also an important philosophy to embrace in the event existing structures must be reconstructed due to fire, earthquakes, or other natural disasters.

GOALS, POLICIES, AND ACTIONS

Goal 27: City Identity and Aesthetics

Ensure that streets, parks, civic buildings, and other aspects of the “public realm” contribute to Piedmont’s overall identity, beauty and visual quality.

Policies and Actions

Policy 27.1: Streets as Public Space

Recognize that streets are important public spaces as well as transportation routes. Sidewalks, street trees, landscaping, and other amenities should be provided and maintained to keep these spaces attractive.

Policy 27.2: Sidewalks and Planting Strips

Manage sidewalk space and planting strips along Piedmont streets to promote pedestrian safety and comfort, enhance visual character, and reduce the impact of vehicle traffic on adjacent yards.

See also Transportation Element policies on sustaining a pedestrian friendly city, and on siting parking lots to the rear of non-residential buildings rather than in the front setback.

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 ~~and San Francisco Bay~~, the Bay and Golden Gate Bridges, [Angel Island](#), and ~~Alcatraz Island surrounding hills, canyons, and geological features~~.

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.

Policy 27.4: City Gateways

Create more distinctive and memorable points of entry into the city to provide a stronger sense of arrival and define city edges.

Policy 27.5: Beautification Efforts

Exhibit A
**DESIGN AND PRESERVATION
 ELEMENT**

Support local beautification and median planting efforts by neighborhood and community groups.



*Bufano Sculpture, Bear and Cubs
 Crocker Park*

Policy 27.6: Public Art

Encourage the placement of public art in parks, around public buildings, and in important civic spaces and visitor areas. Such art should reflect the city's history, character, landscape, and people.

Policy 27.7: Street Lighting

Provide street lighting that improves public safety and assists travelers while also enhancing neighborhood character. Street lights should complement the city's architecture, avoid light and glare conflicts, and be consistent with the energy conservation goals laid out elsewhere in the General Plan.

Policy 27.8: Utility Undergrounding

Support neighborhood efforts to underground utilities throughout Piedmont, with due consideration given to the level of community support and the financial impacts on the City and its residents. Underground utilities shall be required for any new subdivision.

Policy 27.9: Signs

Require quality, balance, consistency, and high quality materials in the design of signs, including commercial business signs, municipal signs, street signs, and traffic signs. Signs should be compatible with buildings and streetscapes, and should be minimally obtrusive to surrounding uses.

27.10: Design Continuity

Apply consistent standards for pavement, signage, street furniture (benches, planters, trash receptacles, bus shelters, etc), and other elements of public space to help unify the city and strengthen Piedmont's identity

See also Land Use Element Policy 4.1 on strengthening the Civic Center as a community gathering place.

“It is important to us that the city keeps its original appearance and that everybody’s interests are taken into account when new construction projects are approved.”

*- General Plan Survey
 Response*

- ***Action 27.A: Viewshed Ordinance***
Increase public awareness of the viewshed ordinance and provide technical assistance as needed to property owners filing claims.
- ***Action 27.B: Rooftop Structures***
Encourage residents to remove obsolete rooftop features such as antennae and satellite dishes that are no longer in use. At the same time, regulations and guidelines for rooftop structures should be reviewed to ensure that “green” features such as photovoltaic panels are not precluded or discouraged.
- ***Action 27.C: Gateway Enhancement***
Consider a program to enhance the gateways in and out of Piedmont (on Grand, Moraga and Oakland Avenues) with landscaping, art, and signage that helps define Piedmont’s boundaries. Priority should be on the two Grand Avenue gateways, the Oakland Avenue gateway, and the Moraga Avenue gateway at the eastern edge of the city.
- ***Action 27.D: Funding for Beautification Projects***
Apply for grants and other funding sources for citywide improvements, including landscaping, street trees, and street lighting.
- ***Action 27.E: Changes to City Undergrounding Policies***
Continue the public dialogue on alternative solutions to utility undergrounding and prioritization of Rule 20A funds. Modifications to current City practices and procedures for the use of Rule 20 undergrounding funds should continue to be studied. Any changes to current City policy should be vetted with the community through an open and transparent process.
- ***Action 27.F: Street Lighting Standards***
Study street-lighting standards in Piedmont to ensure that they result in an appropriate level of lighting. Street lights should avoid excessive light pollution and energy consumption, while ensuring public safety and safe road conditions.

See also Policies 14.3 and 14.6 on trees and views

“Every change to a residence has a strong impact on individual homes on the street and to the potential resale value. There should be wise design approval for all.”

“Homes have to fit character and vintage details of neighborhood. If the street is one story bungalows, does a big 2-story addition really fit?”

- *General Plan Survey Responses*

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.

Policies and Actions

Policy 28.1: Scale, Height, and Bulk Compatibility

Strengthen the defining qualities of Piedmont neighborhoods by relating the scale of new construction, additions, and alterations to existing homes and neighborhood context. Overpowering contrasts in scale and height on adjacent lots should be avoided.

Policy 28.2: Style Compatibility

On blocks where one architectural style or design theme is predominant, require new construction and alterations that respect and are compatible with the prevailing style. On blocks where no particular style is predominant, new construction and alterations should be compatible with the style of homes nearby. This applies not only to the house as a whole but to building elements such as foundations, porches, exterior stairs, doors, exterior materials, ornamentation, roofs, and doors.

Policy 28.3: Additions

Discourage residential additions which appear “tacked on” or which obstruct views from adjacent houses. The mass and scale of additions should not overpower the existing residence.

Policy 28.4: Setback Consistency

Wherever possible, maintain the established setbacks along neighborhood streets by orienting new or remodeled buildings in a manner that is consistent with prevailing setbacks.

Policy 28.5: Garages, Decks, and Porches

Encourage garages, decks, and porches to complement the architecture and design of the primary residence and adjacent residences. Garages should be visually integrated with the neighborhood and respect the amenities enjoyed by residences on contiguous parcels. New garages should be sited to minimize safety impacts and should not encourage parking that blocks all or part of a sidewalk.

On steep hillside sites, take advantage of topography and views and encourage designs that reduce effective visual bulk. New hillside homes should follow the contour of the slope, with buildings broken into several horizontal and vertical elements rather than large building planes.

Policy 28.6: Exterior Materials

Encourage the use of exterior materials that are appropriate to the property, neighborhood and natural setting.

Policy 28.7: Hillside Home Design

On steep hillside sites, take advantage of topography and views and encourage designs that reduce effective visual bulk. New hillside homes should follow the contour of the slope, with buildings broken into several horizontal and vertical elements rather than large building planes.

Policy 28.8: Acoustical and Visual Privacy

Encourage the siting of windows, vents, exhaust ports, skylights, and other appurtenances in a way that respects the acoustical and visual privacy of adjacent residences and yards.

Policy 28.9: Eyes on the Street

Locate and design windows and doors in a manner which discourages views into the house by persons driving or walking by, but allows for views of the street by the occupants themselves.

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 be compatible with the single-family 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.

Policy 28.11: Design Review

Implement General Plan residential design policies through zoning and design review. Design standards, guidelines, requirements, policies, and procedures should be stated clearly and applied consistently.

Policy 28.12: Creativity and Innovation

To the extent possible, avoid the imposition of artificial or excessive limitations in the interpretation of the city's design standards and guidelines. The policies laid out herein should be carried out without eliminating the possibility for architectural creativity and innovative design.

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Seaview Avenue

- **Action 28.A: Zoning Ordinance Implementation**
Apply the development standards in the zoning ordinance, including setback, height, floor area ratio, and lot coverage, to help achieve the city's design policies.

See also Action 6.B on revising development standards to achieve City goals.

- **Action 28.B: Design Review Program**
Continue the design review process for new development, alterations, and additions.
- ~~**Action 28.C: Design Review Amendments**
Consider methods to streamline the design review process in response to feedback from the 2007 General Plan Resident Survey, including additional exemptions for rear yard projects that comply with zoning standards and are minimally visible to neighbors. Adjustments to the fee schedule also should be considered to ensure that fees are logical and equitable.~~

- **Action 28.CD: Design Media**
Develop additional media and educational tools to assist residents with navigating the design review process. This could include new or improved informational brochures and local access cable / web broadcasts that lay out design review requirements.

See Also Action 6.C on the City Planning and Building websites.

- ~~**Action 28.E: Residential Design Guidelines Update**
Update Piedmont's 1988 Residential Design Guidelines. At minimum, the Guidelines document should be given a more contemporary look, and reformatted to reflect current graphic design standards. As needed, the guidelines should also be assessed and a determination should be made about which guidelines have proven to be effective and which should be modified or eliminated altogether. Two key issues that could be added are special provisions for structures on: (a) steep hillside lots, and (b) small (less than 5,000 square feet) lots. In addition, the guidelines should establish priorities so that the relative importance of habitable space, decks, porches, garages and other building elements are defined; and the treatment of setbacks is better articulated.~~

Use landscaping to soften the appearance of buildings, frame desirable views, screen undesirable views, and buffer potentially incompatible uses.

- **Action 28.DF: Commercial, Mixed Use, and Multi-Family Guidelines Standards**
Expand the City's design guidelines to address commercial, mixed-use, and multi-family residential development. Although the number of lots zoned for these uses is small, there are currently no adopted design guidelines for them.
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.)
- **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.)

Goal 29: Yards and Landscapes

Encourage well-maintained residential yards that enhance the park-like image of the city.

Policies and Actions

Policy 29.1: Conserving Residential Yards

Recognize the importance of yards to the overall balance and composition of Piedmont neighborhoods. Avoid overbuilding or excessive coverage of yards with structures.

Policy 29.2: Landscape Design

Use landscaping to soften the appearance of buildings, frame desirable views, screen undesirable views, buffer potentially incompatible uses, and maintain an attractive streetscape. Landscape design should fit the surrounding context and complement the city's natural landscape.

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See also policies in the Natural Resources and Sustainability Element on conserving large, mature trees; and policies on the use of drought-tolerant and native plants.

Policy 29.3: Front Yard Enclosures

Regulate front yard fences, walls, and equipment enclosures so that the open quality of Piedmont's streetscape is maintained. Enclosure of front yards should be discouraged except in rare instances due to traffic, topography, lack of alternative outdoor living space, or other unique site circumstances.

Policy 29.4: Maintaining Privacy

In lieu of fences, encourage the use of landscaping to define private outdoor areas on corner lots and in the front yards of properties with little or no usable rear yard space.

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Olive Avenue

Policy 29.5: Fence and Wall Design

Encourage fences and walls to be designed in a way that complements the architecture of adjoining residences. Adverse visual effects of fences and walls on adjacent properties should be minimized.

Policy 29.6: Retaining Walls

Minimize the visual prominence of retaining walls by requiring construction in a stepped or terraced fashion where feasible. Landscaping should be used as necessary to minimize the visual impact of larger walls.

Policy 29.7: Driveway and Parking Location

Locate driveways and off-street parking areas in a manner that minimizes their visual prominence and avoids front yards dominated by parked cars, paved surfaces, and garage doors. Driveways should also be located to minimize the need for grading, paving, and tall retaining walls.

Policy 29.8: Exterior Lighting

Discourage excessive or overly bright exterior lighting and lighting which could interfere with motorist safety. Exterior yard lighting should be designed to avoid spillover on to adjacent properties.

Policy 29.9: Sight Obstructions

Avoid landscape designs that create safety hazards, impair driver visibility, or create the potential for conflicts between pedestrians and motorists, especially on driveways and at intersections.

▪ *Action 29.A: Landscape Guidelines*

Consider developing landscape guidelines to assist residents with plant selection and design concepts. The guidelines should achieve multiple city goals, including the greater use of native plants, conservation of Piedmont's urban forest, and reduction of fire hazards, as well aesthetic improvements.

See also Action 15.A on Bay-friendly landscaping

See also Policy 19.2 on maintaining "defensible space" around residences and using less flammable plants for landscaping on fire-prone hillsides.

▪ *Action 29.B: Fence and Wall Guidelines*

Update provisions in the ~~1988 Residential~~ [2023 Piedmont Design Standards and Guidelines](#) addressing fences and retaining walls.

Identifying Archaeological Resources

Although there are no known archaeological resources in Piedmont, the city is located in an area that was inhabited by Native Americans for ~~hundreds~~ thousands of years before European settlement. There is a possibility resources could be discovered during construction. Archaeological resources include **prehistoric** materials and **historic** materials.

Prehistoric materials may include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite tool-making debris; midden (i.e., darkened soil containing heat-affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones).

Historical materials might include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse.

- **Action 29.C: Nuisance Abatement**
Enforce city ordinances to abate weeds, debris, litter, and other property nuisances.
- **Action 29.D: Street Sweeping**
Conduct regular street sweeping to keep streets and curb areas free of leaves, litter, and other debris. Amend the street sweeping schedule as needed.

Goal 30: Tribal and Archaeological Resources Protect Piedmont's Native American cultural resources and archaeological resources.

Policies and Actions

Policy 30.1: Archaeological Resource Protection

Ensure that future construction and/ or earth movement does not result in the loss of important archaeological resources (see text box at left).

- **Action 30.A: Procedures for Managing Archaeological Resources**
Implement the following procedure in the event that archaeological deposits or features are discovered and/or disturbed: (1) Work within 50 feet of the discovery should cease until the find is flagged, secured, and assessed by a qualified archaeologist. (2) If the find is determined to be isolated or recent, then construction may resume. If it is potentially significant, appropriate mitigation measures should be developed and the City and property owner should be notified. Movement of significant materials by personnel other than a qualified archaeologist should be prohibited. (3) Following resolution, a report documenting the methods, findings, and recommendations of the archaeologist should be prepared.
- **Action 30.B: Procedures for Managing Native American Remains**
Follow accepted protocol in the event that human remains from the period of pre-European settlement or later are encountered during construction. This includes halting work in the immediate area until the Alameda County Coroner and California Native American Heritage Commission have been contacted. As appropriate, it may also include contact with the Most Likely Descendant to make recommendations for the respectful treatment of remains and related burial goods, and accompanying documentation.

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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.



Wetmore House (1878)

Goal 31: Historic Preservation

Identify, preserve, and maintain Piedmont’s cultural and historic resources and recognize these resources as an essential part of the city’s character and heritage.

Policies and Actions

Policy 31.1: Comprehensive Approach to Preservation

Take a comprehensive approach to historic preservation in Piedmont, considering cultural history as well as architectural history, neighborhoods as well as individual buildings, the natural landscape as well as the built environment, and archaeological resources as well as living history.

Policy 31.2: Preserving Historic Resources

Ensure that planning and building decisions, including zoning and design review approvals, are sensitive to historic resources and promote the conservation of Piedmont’s historic neighborhoods. The demolition of historically important structures shall be strongly discouraged.

Policy 31.3: Context-Sensitive Design

Ensure that the repair, maintenance, and expansion of Piedmont’s historically important structures uses appropriate materials and architectural details and respects historic context.

Policy 31.4: Restoration

Promote the restoration of original period details to older Piedmont homes and where feasible, the modification of exterior alterations that were unsympathetic to the original design of the home.

Policy 31.5: Older Public Buildings

Sustain exemplary standards of stewardship for historic buildings owned by the city, including Piedmont City Hall and the Community Hall. Ensure that the rehabilitation of older public buildings adheres to generally accepted preservation standards.

Policy 31.6: Historic Landscapes

Preserve important historic landscape features, including parks, landscaped traffic islands, and neighborhood entry pillars dating back to Piedmont’s early subdivisions. Ensure that new public works such as street lights, street furniture, and sidewalks are compatible with the historic context of Piedmont’s neighborhoods.

In the event that a historically important structure is destroyed by fire or earthquake, or is deemed unsafe and in need of replacement, encourage the new structure to respect the historic architectural character and form of the building it replaces.

Policy 31.7: Adaptive Reuse

Where it is no longer feasible to continue using an older building for its originally intended use, encourage adaptive reuse of the structure rather than demolition and replacement

Policy 31.8: Replacement of Historic Structures

In the event that a historically important structure is destroyed by fire or earthquake, or is deemed unsafe and in need of replacement, encourage the new structure to respect the historic architectural context.

Policy 31.9: Recent Past

Anticipate the need to recognize and preserve structures from the “recent past”, that is, the “California modern” era between 1945 and 1960.

- *Action 31.A: State Historic Building Code*
 Allow the use of the State Historic Building Code in appropriate circumstances to achieve the preservation of important historic structures, provided that public health and safety are assured.
- *Action 31.B: Historic Preservation Ordinance*
~~Consider adopting~~Adopt a historic preservation ordinance that establishes a program of designating local landmarks and establishes a process for review of alterations to these landmarks.
- *Action 31.C: Financial Incentives to Preservation*
 Consider financial incentives to preservation, including state and federal historic preservation tax credits and tax relief programs, grants and funds for preservation, and Mills Act preservation contracts.

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

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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.

If a building to be demolished or substantially altered is identified as a historical resource, efforts shall be made to the greatest extent possible to ensure that the alteration of the identified historical resources is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Where compliance with the Standards and/or avoidance is not possible, documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report shall be prepared. The documentation shall be completed by a qualified architectural historian or historian who meets the PQS.



Piedmont Park, 1870s

Goal 32: Preservation Advocacy and Awareness
Raise public awareness of Piedmont’s history and historic resources, both locally and throughout the Bay Area.

Policies and Actions

Policy 32.1: Documentation of Historic Resources

As resources allow, conduct surveys and inventories of Piedmont’s historic resources, using criteria and survey methods that are consistent with state and federal guidelines.

Policy 32.2: Preservation Education

Provide outreach to Piedmont residents on the cultural, physical, and social history of the city. Promote understanding not only of Piedmont history, but also of the community benefits of historic preservation.

Policy 32.3: Preservation Partnerships

Create partnerships between the City of Piedmont, the Piedmont Historical Society, the Piedmont Unified School District, other community groups, and the private sector to advance historic preservation activities in the city.

Policy 32.4: Historic Plaques and Markers

Support the identification of historically important properties through plaques, markers, and heritage trails.

Policy 32.5: Historic Resource Media

Encourage the development of books, videos, brochures, display exhibits, websites, and other media that increase awareness of historic sites and structures.

Policy 32.6: Preservation Events

Promote preservation awards, festivals, conferences, walking tours and other special events that celebrate Piedmont history and historic places.

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- ***Action 32.A: Roster of Historic Properties***
Work collaboratively with the Piedmont Historical Society to expand the locally maintained roster of historically important structures in Piedmont. The City's historic surveys and on-line data base of Piedmont properties should be expanded as resources allow. Future surveys should utilize generally accepted practices for defining what is "historic" and for cataloguing historic resources.
- ***Action 32.B: Nomination of Additional Properties***
Consider the nomination of additional Piedmont structures to the National Register of Historic Places, and the listing of structures or sites as California Points of Historical Interest, California Historical Landmarks, or California Register of Historical Resources landmarks. Any proposals for designation should be done systematically and consistently, in consultation with property owners and the general public.
- ***Action 32.C: Certified Local Government Program***
Study the feasibility of becoming a "Certified Local Government" (CLG) to promote historic preservation at the grass roots level. Becoming a CLG would make Piedmont eligible for federal and state funds that support preservation activities, including education and surveying.
- ***Action 32.D: Historic Data in the GIS***
As resources allow, expand information on historic resources as a data layer in the city's geographic information system (GIS).
- ***Action 32.E: Teaching Piedmont History***
Work collaboratively with the Piedmont Historical Society, the Piedmont Unified School District, and other community groups to maintain the history room at the Piedmont Recreation Center, and to continue efforts to teach Piedmont students about the history of the city.

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9 Community Services and Facilities

The Community Services and Facilities Element addresses Piedmont’s municipal buildings, public safety services, educational facilities, and social services. It also covers infrastructure, including water, sewer, storm drainage, energy, and telecommunication facilities. While state law does not explicitly require this Element, these topics are integral to long-range planning. A commitment to providing superior police and fire services, exceptional schools, excellent child care and senior services, and well maintained utilities is essential to achieve Piedmont’s broader quality of life objectives.

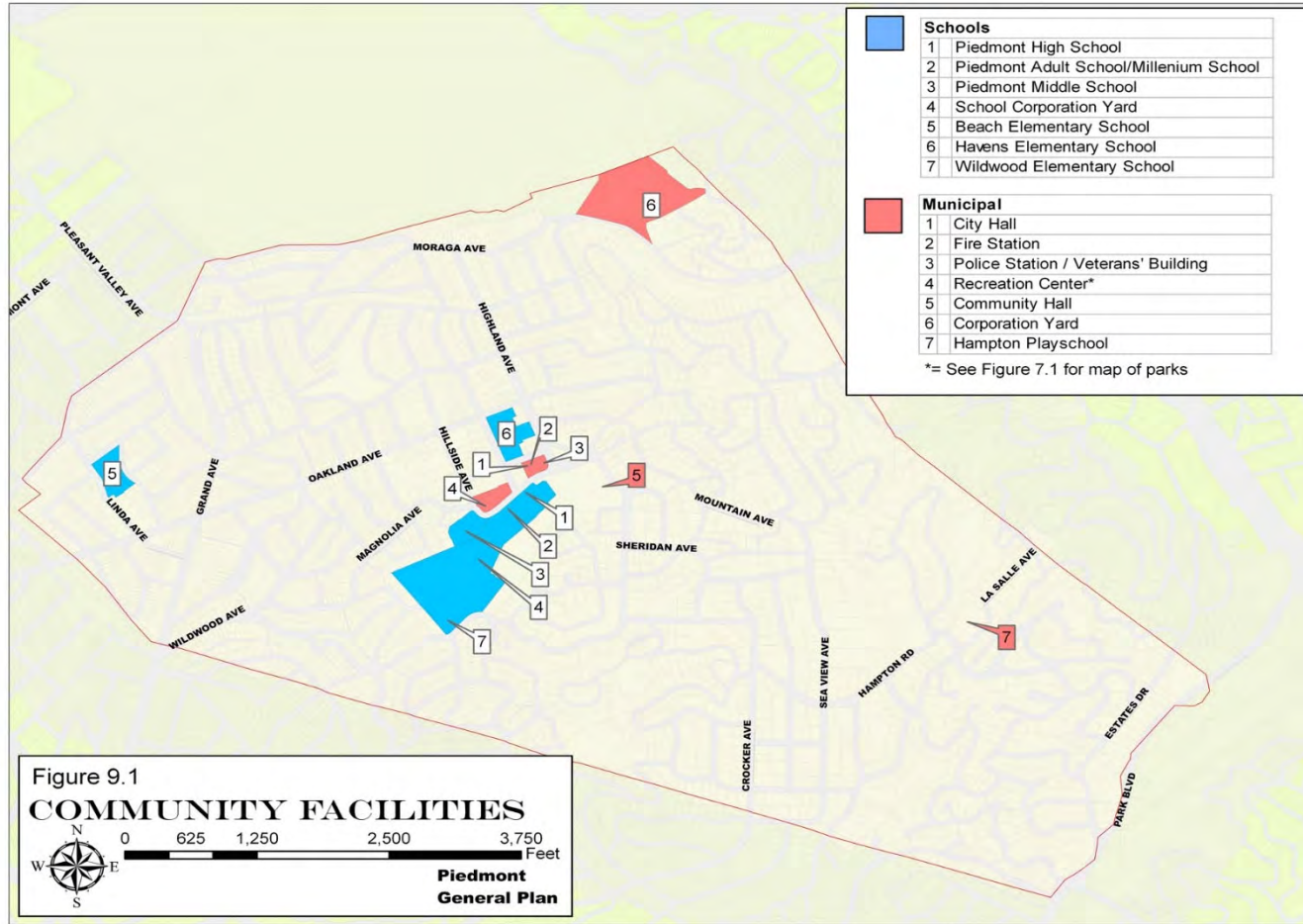
Piedmont’s population is expected to ~~be stable~~ grow during the next two decades. ~~Nonetheless,~~ Continued investment in public facilities will be needed to sustain existing service levels, incorporate new technology, and respond to changing demographics. Intergovernmental coordination is essential to service planning, as the City of Piedmont is only one of several entities involved. Other key agencies include the Piedmont Unified School District, the City of Oakland Library system, East Bay Municipal District, Pacific Gas and Electric, ~~Ava (formerly titled “East Bay Community Energy” or “EBCE”),~~ and a myriad of County agencies and non-profits.

The Community Services and Facilities Element addresses the following topics:

- City Facilities
- Public safety (Police and Fire)
- Educational services (Schools and Libraries)
- Social services (Child Care, ~~and~~ Senior Care, ~~and housing affordability~~)
- Infrastructure (Water, Sewer, Storm Drainage, and Energy)

Major community facilities are identified in Figure 9.1.

COMMUNITY SERVICES AND FACILITIES ELEMENT



COMMUNITY SERVICES AND FACILITIES ELEMENT

“This is the ‘little city that could.’ I like the can-do atmosphere and the long record of effective civic governance and the close cooperation between citizens' groups and the city administration.”

- General Plan Survey Response

CITY FACILITIES

The City of Piedmont owns and operates several municipal buildings, all located in the Civic Center complex on the blocks bounded by Vista, Magnolia, Highland, and Hillside. These include:

- City Hall (120 Vista Avenue), which houses the City Administrator’s Office, the City Clerk’s Office, the Finance Department, the Public Works ~~Department, and~~ Planning & Building Department Offices, the Fire Department, and the Council Chambers.
- The Veterans Memorial Building at the corner of Highland and Vista, which has community meeting and classroom space on the main floor and the Police Department on the lower level.
- The Recreation Department at 358 Hillside Avenue, which houses the Recreation Department offices and several of its programs, as well as the Piedmont Community Pool nearby at 777 Magnolia Avenue.

In addition, the City ~~recently acquired~~ owns the former Christian Scientist Church at 801 Magnolia and is considering possible options for its reuse or replacement.

The City also owns and operates a Corporation Yard on Moraga Avenue. This is the only city-operated non-recreational facility located outside the Civic Center. It houses a variety of public works functions, including equipment storage and vehicle maintenance.

~~Although~~ While Piedmont’s population has remained stable for the past 50 years, its administrative space needs have increased. The addition of new staff and new technology has strained City Hall’s capacity. The City has reconfigured interior spaces and added offices in former storage areas in response. If the Civic Center Master Plan is implemented as proposed (See Chapter 3), it is possible that space now used for recreation may be freed up for other purposes.

Piedmont is expected to grow by approximately 600 to 1,700 new residents over the next 8 years. The Housing Element includes new policies that the City will use to manage this growth and continue to provide excellent public services and facilities.

City facilities in parks such as the Community Hall are addressed in Chapter 7.

COMMUNITY SERVICES AND FACILITIES ELEMENT

[New Photo Added](#)



An officer assists with child safety seat installation

PUBLIC SAFETY

Law Enforcement

The Piedmont Police Department is located in the Veterans Memorial Building at the corner of Vista and Highland Avenues. The Department employs 20 sworn personnel (the police chief, ~~two~~ captains, four sergeants ~~and thirteen~~ twelve patrol officers, ~~and two detectives~~) and ~~eight ten non-sworn~~ professional personnel (support services commander, five six dispatchers, two animal control officers and one administrative assistant). The force is supplemented by ~~Reserve Officers and citizen volunteers~~ three part-time community service officers, one per-diem dispatcher, and reserve officers.

The Department is organized in three divisions, under the direction of the Chief of Police:

- The **Administration Division** provides overall management of the Police Department, prepares and administers the budget, carries out City Council directives, coordinates with other departments and agencies, and investigates employee grievances and citizen complaints.
- The **Operations Division** provides primary 24-hour a day law enforcement services to the community. It is responsible for animal control and dog licensing, anti-terrorism liaison, bicycle patrol, ~~canine services,~~ community policing, crime prevention & neighborhood watch, crossing guards, ~~dispatch~~ detectives & investigations, fleet maintenance, internal affairs, parking enforcement, patrol, payroll, police explorers, ~~solicitor permits,~~ traffic, and training.
- The **Support Services Division** includes ~~detectives~~ dispatch, records management, social media, technology (including all internal systems, automated license plate readers, and public safety camera program management), public records act requests, state and federally mandated criminal justice reporting and auditing, and other ~~and various~~ support service functions. ~~Support service personnel are assigned to activities such as criminal investigation and analysis, school liaison, property and evidence control, recruitment, accreditation, and parking citation appeals, among others.~~

COMMUNITY SERVICES AND FACILITIES ELEMENT

New Photo Added

How Safe Are We?



Relative to other cities in the East Bay, Piedmont is very safe. In 2006, the incidence of violent crime as reported by the Federal Bureau of Investigation was 1.8 per 1,000 residents. The incidence of property crime was 28.4 per 1,000 residents. By contrast, the rates for Oakland were 19.1 per 1,000 and 61.0 per 1,000 respectively, while the rates for Berkeley were 6.4 per 1,000 and 72.0 per 1,000. On the other hand, Piedmont's 2006 crime rate was higher than the rates in some East Bay cities, such as Orinda (0.6 per 1,000 for violent crime and 17.9 per 1,000 for property crime) and Pleasanton (1.0 per 1,000 for violent crime and 23.1 for property crime).

FBI data reported here is from www.idcide.com

To improve patrol effectiveness, Piedmont is divided into two patrol areas known as beats. Streets above (east of) Highland Avenue are in Beat 1 and streets below (west of) Highland Avenue are in Beat 2. Patrol Officers work 12-hour shifts on one of four patrol teams (two night teams and two day teams). The city also contracts with a private vendor for school crossing guard services at several intersections.

In addition to providing high visibility patrol, the Piedmont Police Department leverages technology, such as automated license plate readers and public safety cameras, at a number of intersections throughout the City of Piedmont. Not only does this technology provide critical information for investigative follow up, but it also provides an ability for Piedmont Police Officers to immediately prevent crime. The mission of the Piedmont Police Department goes beyond responding to criminal incidents, and includes an array of ~~proactive~~ services that keep residents safe. The Department responds to home security alarm calls, provides home checks for residents who are on vacation, and offers ~~car seat inspection, fingerprinting construction burglary prevention program,~~ and daily phone calls or visits to check in on single seniors and disabled residents. It also issues solicitor permits, and operates a "police explorer" program for teens and young adults interested in law enforcement, ~~and manages crime site evidence and found property.~~

Police operations are supplemented by a wide array of community engagement efforts which provide crime prevention education to the public. These efforts include Cop on the Block, Coffee, Cars, and Cops, National Night Out, Safety for Seniors, and a well-managed social media presence Neighborhood Watch programs. The Police Department assists residents in organizing such programs and provides practical guidance to citizens on crime prevention. In addition, the Department manages a Police Reserves program, which assigns officers in duties such as crowd and traffic control during special events, and accident and crime scene investigations. The Department also enlists the services of volunteers in activities such as language interpretation, alarm enforcement, and park patrol.

Trends and Issues

The Piedmont Police Department handles an average of ~~27-32~~ Calls per day, or a monthly average of about ~~840-960~~ calls. Calls are handled through a computerized system that is shared with the Fire Department. The system permits rapid communication with federal, state, and other local law

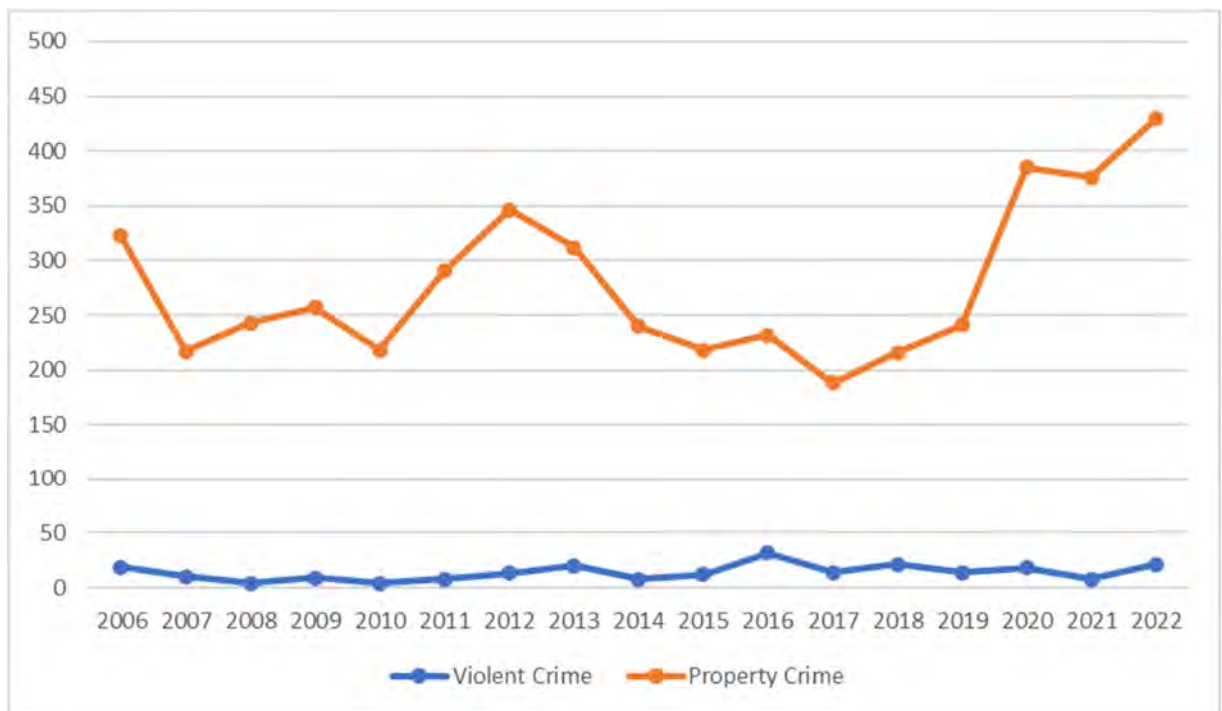
COMMUNITY SERVICES AND FACILITIES ELEMENT

enforcement operations. The consolidated dispatch office is the local answering point for 911 emergency and non-emergency calls from Piedmont citizens. The average response time to emergency calls ranges from two to three-four minutes.

Chart 10.1 presents crime data graphically, using a line chart to show violent crime and property crime per capita. The violent crime rate fluctuates from year to year but overall is very low. The property crime rate is lower now than it was in the early 1990s but there has been a slight upward trend since 2000. Piedmont’s crime is lower than nearby cities (see text box at left).

In any given category, the number of crimes in a given year is variable—this is partially due to the overall low rate of crime in the city. The City has had only one homicide in 22 years. There has been a slight upward trend in larceny-theft and motor vehicle theft since 2001 and a slight upward trend in burglary since 2002. There has been an increase in robbery since 2004. The number of rapes, assaults, and arson incidents has remained extremely low.

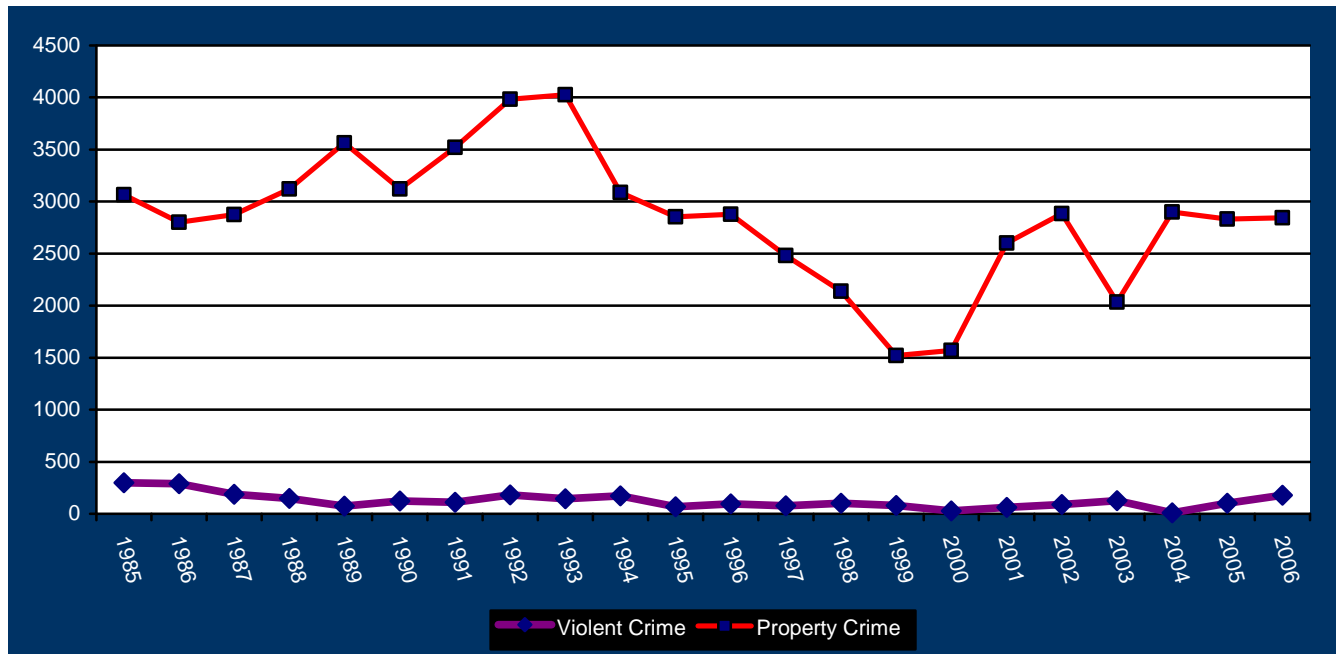
Chart 2.1: Violent Crime and Property Crime per 100,000 in Piedmont, 2006-2022



New figure, above, added to show 2006 to 2022 crime statistics sent from Piedmont PD on 8/10/23

COMMUNITY SERVICES AND FACILITIES ELEMENT

Chart 2.1A: Violent Crime and Property Crime Rate per 100,000 in Piedmont, 1985-2006



Source: FBI Uniform Crime Reports, as prepared by the US Department of Justice, 2008

Crime is influenced by a number of factors, including the city's proximity to higher-crime urban neighborhoods in the inner East Bay, and easy access in and out of the city. On the other hand, the small number of commercial uses and lack of major trip generators tend to limit the transient population, which keeps the crime rate low.

The Piedmont Police Department works collaboratively with citizens to address public safety and law enforcement issues. It must constantly stay aware of trends in criminal activity (such as the rise in identity theft and internet-related crime) and the most effective crime prevention and response methods. Ongoing training and education is an essential part of the Department's mission and is required of all personnel.

The Police Department is space-constrained in its current quarters, which were not initially designed for law enforcement. Space needs have increased during the last 25 years due to the addition of personnel, technology, and communication equipment, but the floor area available has remained the same. Efforts are currently underway to move the dispatch center into the

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existing emergency operations center because of the current lack of space and challenging infrastructure systems. The City is considering the long-term needs and options for its aging public safety facilities. Options for reconfiguring the existing space are being explored.

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Piedmont Fire Station

Fire and EMS

The Piedmont Fire Department was founded in 1909 as a volunteer department. Today, its full-time professional staff of 25 includes a chief, three captains, three lieutenants, three engineers, ten firefighter/ paramedics, and five firefighters. The Piedmont Fire Station is located ~~within~~adjacent to City Hall at 120 Vista Avenue. Fire fighting equipment includes two Type 1 engines, one Type 6 engine, one 65' aerial ladder truck, two ambulances, ~~(one front line and one reserve,)~~, one utility truck, and one command vehicle. Equipment is periodically replaced and updated through the General Fund.

The City of Piedmont has its own PSAP (Public Safety Answering Point) that supports both fire and police emergency response. Emergency dispatch is part of the East Bay Regional Communications System Authority (EBRCSA).

~~The Fire Department shares the 911 emergency calling and dispatching system with the Police Department. The dispatch and business offices are linked to the Oakland Police and Fire Department's 800 MHz Computer Aided Dispatch system.~~

In the event of an emergency or disaster, back-up is provided through mutual aid agreements with surrounding communities. These agreements are reciprocal, meaning that Piedmont firefighters may be called on to respond to emergencies in Oakland and nearby cities. Mutual aid agreements are periodically reviewed and updated. The East Bay Regional Communications System Authority (EBRCSA) is responsible for ~~interagency~~interagency communications during an emergency or disaster. EBRCSA is managed by a Board of Directors made up of representatives of Alameda County and Contra Costa County Boards of Supervisors, Administrators, and City Managers, and representatives of public safety personnel, including the County's Sheriffs.

The Piedmont Fire Department places a strong emphasis on training and readiness, fire prevention and safety, and community emergency preparedness. The Department ~~conducts scenario based training drills and first responder hazardous materials training~~has an annual internal training and exercise plan as well as provides disaster preparedness training, evacuation planning, and exercises to the Piedmont community~~g~~. Much of the continuing education and training is mandated by State agencies. The Department also answers fire prevention inquiries, interprets fire codes, and assists the Building Department with plan checking.

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The Fire Department provides many public safety services for Piedmont residents. Firefighters ~~It~~ offers guidance on the proper installation and operation of smoke detectors and home fire extinguishers. Residents can drop off old batteries at the fire station ~~It operates a battery recycling where they will be delivered to the~~ ~~program in conjunction with~~ Alameda County Household Hazardous Waste location in Oakland, ~~a bicycle licensing program, a rapid entry lock-box program which enables Piedmont~~ firefighters and paramedics ~~to~~ access participating homes ~~properties with a rapid entry lock-box program~~ in the event of an emergency. The fire station ~~is~~ ~~a Safely-Surrender sited~~ Baby Program for unwanted newborns ~~new mothers in crisis~~, and a Vial of Life program for residents with ~~emergency medical needs~~. CPR and first aid programs are also offered by request to all Piedmont residents age 12 or older. The Department also sponsors special events such as Fire Prevention Week, Harvest Festival exhibitions, and operates public school programs for Piedmont youth.

The Piedmont Fire Department responds to approximately 1,100 service calls each year. Average response time is two minutes for EMS calls.

As noted above, fire prevention is an important part of the Department's mission. The Environmental Hazards Chapter of this report ~~Element~~ outlines the measures recommended to reduce wildfire risks. These include maintaining "defensible space" around homes, removing debris and weeds, providing clearance around chimney tops, and installing spark arresters on chimneys. The Fire Department also performs inspections of commercial structures, day care facilities, public buildings, residential sprinkler systems, hazardous tanks, and potential wildfire fuel sources.

The Piedmont Fire Department is the first responder and transport provider for m ~~Medical~~ emergencies in the city ~~are managed by the Emergency Medical Coordinator in the Fire Department~~. Firefighters ~~Equipment~~ dispatched to 911 emergencies ~~are licensed paramedics and EMTs~~ ~~is equipped with~~ Advanced Life Support equipment on fire engines, trucks, and ambulances ~~apparatus and EMT-P trained paramedic/firefighters~~. This service is supported by a property tax as well as billing medical insurers for ambulance transports ~~County Paramedic tax~~.

Trends and Issues

The Piedmont Fire Department currently responds to approximately 1,100 service calls each year, which is expected to grow. Average response time is two minutes for EMS calls. The number of calls per year has gone up by about 20 percent since the early 1990s, while the population has remained

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about the same. The increased volume is the result of a number of factors, such as greater access to mobile communication (e.g., cell phones), the aging of the population (more medical emergencies), and changing public expectations and demands. Piedmont is expected to add between 600 and 1,700 new residents as new Housing Element programs are implemented.

As of ~~2003~~2023, ~~the most recent year of measure,~~ the Insurance Services Office ~~gave~~gives the Piedmont Fire Department a rating of 3, an excellent score that has resulted in favorable insurance costs. The ISO rating is based on a number of factors, such as staffing, response time, training, fire alarm and communication capacity, equipment, hydrants, and water pressure and availability. Ratings range from 1 (highest) to 10 (lowest).

~~In a given year~~Currently, approximately 70 percent of the calls to the Piedmont Fire Department are emergency medical calls~~medically related, with the balance typically related to and 30 percent are fires, or utilities, alarms and storms, y related.~~ The Department maintains records on the dollar value of annual structure losses due to fire. ~~There were no losses in 2005 and 2006 and an estimated \$83,500 in losses in 2007. The annual loss has not exceeded \$500,000 once in the last 10 years.~~Losses due to fire in 2019 were estimated at \$549,900, In the pandemic years of 2020 and 2021, those numbers dropped to \$64,000 and \$39,510 respectively with 2022 seeing an estimated loss of \$53,900. Over the last two decades, the Department has seen a greater emphasis on prevention, planning, and education, including activities such as CPR, wildfire prevention, and disaster preparedness.

~~Given the limited changes in projected population and employment in Piedmont during the next 20 years, the existing Fire Station is expected to remain adequate to serve local needs. However, the~~The City's one fire station was constructed overalmost 100 years ago. Although it has been ~~modernized~~updated over the years, it ~~would~~falls short of most modern standards for fire facilities ~~including earthquake readiness, apparatus bays, decontamination areas, sleeping facilities, and many other aspects.~~ The likely growth in population and building construction may result in a need for staffing and apparatus that cannot be accommodated by the current facility. benefit from updated offices and sleeping quarters and other improvements. There is also a continuing need to replace vehicles and apparatus, and to modernize the station and its communication systems to respond to technological and operational changes.

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Additional information on fire and emergency services, including wildfire safety and fire prevention, is contained in the Environmental Hazards Element.

EDUCATION

Public Schools

Piedmont is renowned throughout the Bay Area for its excellent public schools. The General Plan Survey found that “school quality” was one of the things residents liked best about Piedmont and that schools were the top reason people moved to the city. Local support has been consistently demonstrated through voter approval of parcel taxes and bond measures enabling an array of educational services, programs, and amenities.

The Piedmont Unified School District (PUSD) had modest beginnings. At the time of the city’s incorporation in 1907, local schools were unable to cope with the demand for classroom space. Many pupils attended schools in Oakland for an annual fee of \$25. When the Piedmont School District was formed, it adopted the same boundaries as those of the City, but with administrative and taxing power completely independent of the City Council. The PUSD remains a separate entity today.

A five-member Board of Education oversees District operations. The Board is responsible for developing educational policy and reviewing and approving the school budget. It also approves additions and alterations to buildings, determines what new buildings are built, and manages construction financing. Board members also serve as committee members and liaisons to other groups, including the Piedmont City Council.

COMMUNITY SERVICES AND FACILITIES ELEMENT

[\(Add new photos\)](#)

Piedmont's Public Schools

Piedmont Unified School District is one of the largest landowners in the City, and is Piedmont's largest employer. Its campuses encompass a total of 25 acres and employ over 360 highly experienced teachers, support staff, and administrators. The District enrolls approximately 2,600 K-12 students and also the Piedmont High School campus. Facilities are profiled below.



Piedmont High School. PHS is located on Magnolia Avenue in the Civic Center area. The school was originally built in 1921 and has undergone several major reconstructions to accommodate expansion, earthquake retrofitting, and structural repairs. Today the campus includes seven buildings, along with Witter Field.

Millennium High School and the **Piedmont Adult School** operate from the PHS campus. Millennium is an alternative high school for students with special needs. The Adult School has operated from PHS for over 30 years and offers more than 250 evening and weekend classes.



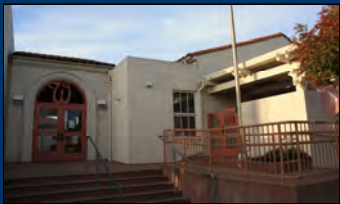
Piedmont Middle School adjoins the high school campus. The School was built in 1973-1975, with a science building and multi-purpose building added in 1994-1995. The original structure contains three wings: Buildings A, B, and C. The mid-1990s additions more than doubled the school's floor space.



Egbert W. Beach Elementary School is located on Lake Street at Linda Avenue in the western part of the City. The school contains approximately 30,000 square feet of floor area and consists of a large main building constructed in the mid-1930s and an addition built in 1995. Facilities include classrooms, a library, a playground, and an auditorium.



Frank C. Havens Elementary School is located on Oakland Avenue at Bonita. Havens is made up of five buildings with a total of almost 47,000 square feet, and includes a large playground. The school was constructed in ~~phases between 1935 and 1998 and will be largely reconstructed in 2009-2010/2015-2016~~. Havens includes the Ellen Driscoll Theater, built in 1940 and used as a performing arts auditorium for almost 70 years.



Wildwood Elementary School is located at Wildwood Avenue at Portsmouth. The school occupies 14,700 square feet on a 2.4-acre site. Wildwood consists of a classroom wing originally built in the 1930s and a new two-story addition built in 1995. Wildwood also includes an auditorium, similar in design to the auditoriums at Beach and Havens Schools.

COMMUNITY SERVICES AND FACILITIES ELEMENT

Piedmont's schools are among the highest ranking in the state. Over 95 percent of its graduates pursue a college education. The District provides students with a broad-based curriculum, exemplary staff, and an environment that fosters respect and civic responsibility.

Piedmont's schools are among the highest ranked in the state. Over 95 percent of its graduates pursue a college education. The District provides students with a broad-based curriculum, exemplary staff, and an environment that fosters respect and civic responsibility. At the elementary school level, programs are designed to challenge children to grow academically and socially. Basic skills are supplemented by music, art, physical education, technology, and library programs. The multi-disciplinary emphasis continues at the middle school level, where students can take classes in foreign languages, computers, drama, film-making, and other electives in addition to the basics. At the high school level, the emphasis is on college preparation, but general education is supplemented by athletics, computer classes, performing and visual arts, and numerous student-run activities.

Trends and Issues

~~Chart Table 9.2 shows enrollment data over time, starting in 1995-1996 in 2022, at which time 2,353 students were enrolled. Enrollment Historically, enrollment has fluctuated between 2,550 and 2,700 students during that time, with a peak in 1998-1999. Total enrollment declined slightly between 1999 and 2002, rose until 2005, and has declined again through 2007-2022. The margin of change is relatively small, however, with current enrollment about 6 percent lower than it was in 1998. By contrast, enrollment in 2008-2022 is one-third 23.5 percent higher than it was in 1984-85, when it dipped to 1,905 students. In 2008-2022, about 42.6 percent of the students were enrolled at the three elementary schools (K-5), 23-21.8 percent at the middle school (6-8), and 35.5 percent at the high school (9-12).~~

~~In Piedmont Currently, shifts in enrollment are principally due to demographic changes rather than residential development. The number of students in any given year depends on birth rates, trends in the general population, and who is moving in and out of the city. Enrollment is expected to be fairly constant to grow in the coming years, as household size in Piedmont is projected to be relatively stable the City adds approximately 600 to 1,700 new residents. Because Piedmont is built out, increases related to new housing are expected to be minimal.~~

One of the major physical planning issues facing the District is the modernization and upgrading of facilities. In 2000, PUSD began a comprehensive review of the seismic safety of its schools. In 2005, two independent structural engineering reports confirmed the potential for substantial earthquake-related safety risks. Common deficiencies included

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overstressed or insufficient shear walls, weak interior walls, and inadequate column beam joints and roof diaphragm connections.

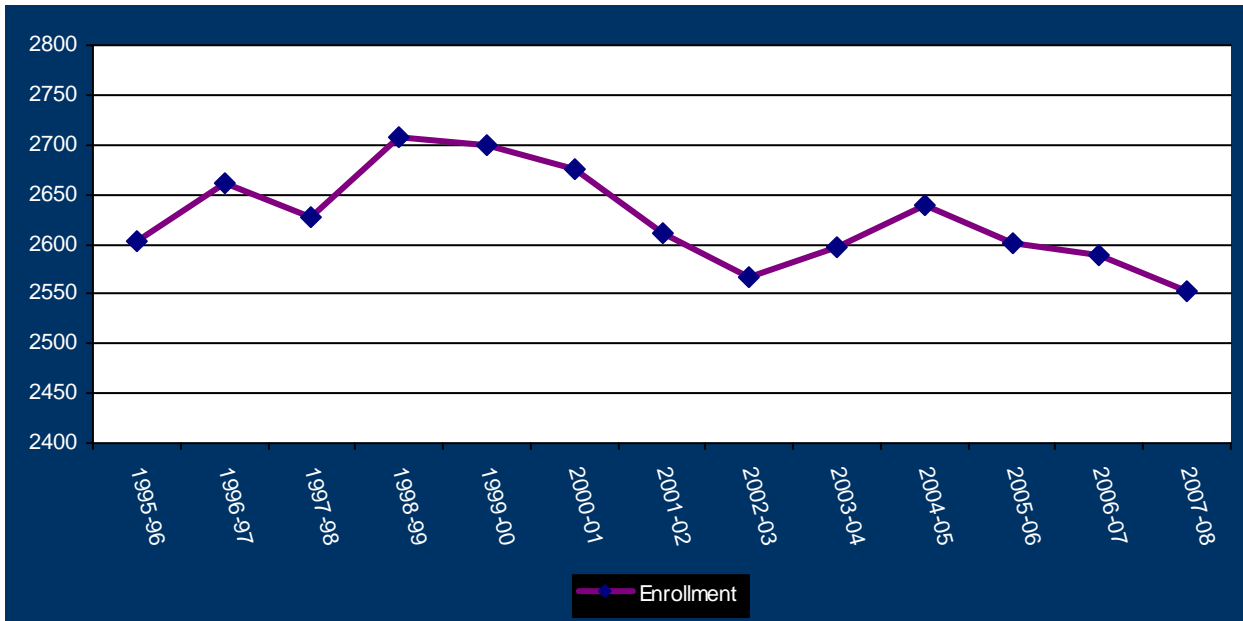
COMMUNITY SERVICES AND FACILITIES ELEMENT

Table 9.2 – Schools in Piedmont

School Name	Number of Classrooms	Building Square Footage (sf)	2022 Enrollment (Number of Students)	School Capacity (Number of Students)	Available Capacity (Number of Students)
Wildwood Elementary School	13	21,703	264	325	61
Havens Elementary School	22	35,260	450	550	100
Beach Elementary School	15	22,774	289	375	86
Piedmont Middle School	32	22,926	513	800	287
Piedmont High School	46	94,342	837	1,150	313
Total	128	197,005	2,353	3,200	847

Source: Ruth Alahydoian 2023. Enrollment numbers provided as of October 5, 2022.

Chart 9.2: School Enrollment in the Piedmont Unified School District, 1995-2008



Source: California Department of Education, Demographics Unit, 2008

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A \$56 million bond measure (Measure E) was approved by Piedmont voters in March 2006 to finance the repair, strengthening, and renovation of specific facilities on all five PUSD campuses. Subsequent evaluations were performed to prioritize improvements and develop a master construction schedule. Measure E included a series of general obligation bond issues, beginning in 2006 and ending in 2010. The School Board has formed a Measure E Steering Committee, a Technical Advisory Committee, and a Citizens Oversight Committee. Additionally, a public engagement effort has been set up to educate the community about the project (see text box in the Environmental Hazards element for additional information). In 2022, the District completed construction of a new STEAM (Science, Technology, Engineering, Arts, and Mathematics) building and the 22,700-square-foot Alan Harvey Theater at Piedmont High School.

Another major planning challenge is integrating technology into curriculum and facilities. In 2007, the District adopted a three-year technology plan to guide the acquisition of computers and the upgrade of telecommunication systems. The Plan recognizes the power of technology to solve problems and its importance in helping students communicate and learn.



Corpus Christi School

Despite historic resident support for parcel taxes, the PUSD operates in a fiscally constrained environment. Approximately 70 percent of its budget comes from state funding. Parcel taxes alone do not make up the shortfall required to fund school operations. Since 1975, the non-profit Piedmont Educational Foundation has provided supplemental funds for operations, and has offered grants and endowments for Piedmont students. The Foundation's focus is on educational enrichment, and maintaining standards of academic excellence in the Piedmont school system.

Please see the Parks, Recreation, and Open Space Element for a discussion of joint use agreements between the City and School District for park and school facilities.

Private Schools

In addition to Piedmont Unified School District facilities, there are two is a parochial schools in the city. Corpus Christi School on Park Boulevard enrolls approximately 275 students in Grades K-8. Also on Park Boulevard, Zion Lutheran School previously enrolls-enrolled about 170 K-8 students.

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Library Services

The City of Piedmont does not have its own public library. Piedmont contracts with the City of Oakland to provide library services through the Main Library in Downtown Oakland and various Oakland branches. The branches closest to Piedmont are on 41st Street (Piedmont Avenue) and on Mountain Boulevard (Montclair). Piedmont pays an annual fee to Oakland ~~that is approximately equal to the per capita cost paid by Oakland residents.~~

On several occasions, the City has formally studied the feasibility of creating its own municipal library. These studies have consistently resulted in the decision to continue the current arrangement with the City of Oakland, primarily because it was more economical. ~~The existing library contract has no term and can be canceled once a year.~~

COMMUNITY SERVICES AND FACILITIES ELEMENT



The demand for child care facilities is projected to continue to outpace supply.

SOCIAL SERVICES

Child Care

There is a chronic shortage of child care facilities in the Bay Area, with demand consistently exceeding supply. In Alameda County, a countywide effort is underway to plan for high quality early care and education for all children five years and under. This effort has included an assessment of needs in the City of Piedmont.

Alameda County's *Early Care and Education for All Needs Assessment Report* (2006) reported that the city had a deficit of 35 child care slots for infants and toddlers (under 2), a deficit of 70 slots for 2-4 year olds, and a deficit of 180 slots for 5-12 year olds. The Report acknowledges that these estimates are based on countywide multipliers, and that there may be factors in Piedmont that reduce the magnitude (such as in-home child care providers). Nonetheless, a slight increase in the number of infants, toddlers, and pre-schoolers in Piedmont is projected during the coming years, potentially leading to further increases in demand.

As noted in the Parks, Recreation, and Open Space Element, the Recreation Department offers a wide range of child care programs, serving targeted age groups ranging from infants to pre-teens. These programs meet an important need in the city and will be sustained in the [future-future as Piedmont's population grows](#).

There are also licensed private child care providers within Piedmont. The City allows small family child care homes with up to 6 to 8 children and large family child care homes with up to 14 children in any residence "by right."¹ Child care centers are permitted in all zoning districts in Piedmont, subject to a conditional use permit requirement. State law limits the extent to which the city can regulate child care facilities.

¹ Including the providers own children, up to 10 years of age.

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“I would like to see the City promote an agenda that addresses fundamental fairness and access to public services, taking into consideration the demographics of the population over the next 50 years--i.e., not just oriented to children and schools but to the aging population, and the current need to preserve scarce resources.”

- General Plan Survey Response

Senior Services

Persons over 65 are a large and growing demographic in Piedmont, encompassing more than one-quarter of the city’s adult residents. This percentage will increase in the future as baby boomers retire and life expectancy increases. The City has developed Recreation Department programs, public safety programs, and volunteer opportunities that are targeted towards its senior residents. For example, the Piedmont “Especially for Singles” program was established in 1997 to strengthen the emotional and social well-being of seniors and provide excursions and social events. Similarly, the Police Department’s “You Are Not Alone” program offers daily police check-ins for elderly residents.

While the emphasis has been on social and recreational programs, the City also recognizes that seniors have special housing, transportation, and health care needs. Seniors may also be on fixed incomes and may be especially burdened by high rents, taxes, fees, and rising municipal service costs. The City will continue to explore ways to address these needs through new programs, affordable housing options, coordination with other agencies to obtain grants (such as CDBG home repair funds), and tax relief measures. To achieve greater economies of scale, the City may explore partnerships with County agencies, the faith community, and non-profit social service providers to meet future service needs.

Affordable Housing

Piedmont recognizes the critical importance of housing affordability to the functioning of a full-service city. Programs to affirmatively further fair housing are described in detail in the Housing Element of this General Plan. Many housing programs rely on private property owners to develop new ADUs, JADUs, duplexes, and other small apartments. In addition, some housing programs rely on land owned by the city and new development incentives. Funding for these city programs may be identified through Housing Element Policy 2.2: Public Funds for Housing Maintenance, and the following programs: 1.K: City Services Impact Fee for Multi-family Development; 1.N: Municipal Services Parcel Tax Study; 3.E: Affordable Housing Fund; and 4.D: Fee Review.

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EBMUD's service area includes 1.3 million residents in a 331 square mile service area extending from Crockett to San Lorenzo, and from Oakland to Walnut Creek and the San Ramon Valley. Piedmont comprises just under one percent of the District's customer base.

INFRASTRUCTURE

Water

Piedmont receives its water from East Bay Municipal Utility District (EBMUD). EBMUD was created in 1923 to provide a reliable public water supply to East Bay cities and towns using the Mokelumne River basin in the Sierra Nevada. In 1929, the Pardee Dam was built in the Sierra foothills and a 90-mile aqueduct was constructed to convey water to the East Bay. Five terminal reservoirs were located in the East Bay Hills and a network of filtration plants, treatment plants, pumping stations, and storage tanks was constructed throughout the service area. Approximately 90 percent of the District's water originates from melting snowpack; the other 10 percent consists of runoff to local reservoirs.

Today, EBMUD's service area includes 1.314 million residents in a 331-332 square mile service area extending from Crockett to San Lorenzo and portions of Hayward, and eastward from Oakland-the San Francisco Bay shoreline to Walnut Creek (encompassing the cities of Oakland and Berkeley), and southward through the San Ramon Valley (including Alamo, Danville, and San Ramon). Piedmont comprises just under one percent of the District's customer base.

EBMUD delivers approximately 220 million gallons per day (MGD) to its customers systemwide. The majority of the system's water requires only minimal treatment to meet federal health standards. After treatment, water is conveyed throughout the service area, which is divided into more than 120 pressure zones ranging from sea level to 1,450 feet. The distribution network includes 4,100 miles of pipe, 140 pumping plants, and 170 storage reservoirs with a capacity of 830 million gallons.

EBMUD owns and maintains the water distribution system in Piedmont. The City is supplied by a network of 6-inch to 8-inch diameter steel pipes which are underground and generally located in street rights of way. Until recently Historically, the City's primary local water supply was the Piedmont Reservoir located at the top of Blair Avenue along the Oakland/Piedmont city line. The reservoir has a capacity of 60 acre-feet and occupies a 9-acre site. This facility has been drained due to seismic stability concerns, and the City now relies on other storage facilities in the Piedmont Pressure Zone and

COMMUNITY SERVICES AND FACILITIES ELEMENT

water regulated down from the higher Dingee Pressure Zone via the Estates Reservoir. EBMUD's Estates Reservoir Replacement Project in Oakland will include the storage needed for the northern portion of the Piedmont Pressure Zone.

Every Drop Counts



Conservation remains the most effective way to manage California's water resources. Substantial reductions in per capita use have been achieved as a result of customer behavior, repair of leaks, and more efficient water use. Major conservation activities include water use surveys, water-saving devices (low flow toilets, showers, etc.), financial incentives, and education and outreach. There are also regulatory prohibitions on water waste. Between 1995 and 2005, EBMUD estimates that about 18 million gallons per day was conserved.

When the District began supplying water in 1929, per capita daily water use in the service area was approximately 60 gallons. By 1970, per capita daily use was 189 gallons. Today, per capita daily use is about 162 gallons. Total water use has not reached its 1976 peak level in more than 30 years, although the service area population has increased substantially.

Adequacy of the Water Supply

Northern California's water resources, including EBMUD's supplies, have been stressed by periodic drought cycles. Historical multi-year droughts have significantly diminished the supplies of water available to EBMUD's customers. During the early stages of a drought and throughout a drought period, EBMUD imposes drought management programs to reduce customer demands, thereby saving water for the following year in case drought conditions continue. EBMUD has established a goal of reducing water use by 20 percent district-wide (EBMUD 2020).

EBMUD completed development of a revised Water Supply Management Program (WSMP) 2040 in April of 2012, which is the District's plan for providing water to its customers through 2040. According to the WSMP, EBMUD's water supplies are estimated to be sufficient during the planning period (2010-2040) in normal and single dry years. The WSMP 2040 emphasizes maximum conservation and recycling, with a total of 50 mgd of future supply to be provided from those two strategies. EBMUD's 2020 Urban Water Management Plan (UWMP), which is required to be updated every five years, concludes that EBMUD has, and will have, adequate water supplies to serve existing and projected demand within the Ultimate Service Boundary during normal and wet years, but that deficits are projected for multi-year droughts. During multi-year droughts, EBMUD may require significant customer water use reductions and may also need to acquire supplemental supplies to meet customer demand. However, potential supplemental water supply projects that could be implemented to meet projected long-term water supplemental need during multi-year drought periods are also in the planning phases. Supplemental supply will also be needed to reduce the degree of rationing and to meet the need for water in drought years.

The EBMUD service area is expected to gain 218,000 residents between 2010 and 2030. While less than one-tenth of one percent of this growth will occur in Piedmont, Piedmont's population is expected to grow by 600 to 1,700 residents by 2031, ~~it still~~ which has implications for the city's long-term water supply.

COMMUNITY SERVICES AND FACILITIES ELEMENT

Despite conservation efforts (see text box at left), increased population in Piedmont and in the EBMUD service area will trigger increases in demand. At the same time, the District must contend with water supply shortages triggered by drought, climate change and reduced snowpack, water rights issues, and mandatory releases to sustain fish populations in the Mokelumne River. Since the mid-1980s, EBMUD has maintained an Urban Water Management Plan that addresses the efficient use of available supplies, and provisions to meet projected demand. EBMUD's most recent plan was adopted in 2005.

EBMUD has water rights which allow for delivery of up to 325 million gallons a year from the Mokelumne River, subject to the availability of runoff and the senior water rights of other users. It also has access to watersheds in the East Bay Hills, which supply an estimated 15-25 million gallons a year. The District has entered into water supply agreements with other Bay Area water districts in the event that service is interrupted. Some of these agreements could conceivably be expanded to allow sharing of water during non-emergency times.

The City of Piedmont owns and maintains its own sewage collection system. The system was originally developed by the Piedmont Sanitary District shortly after the City's incorporation, and was completed in 1941. There are 47 miles of collection pipes, ranging in size from six inches to 15 inches in diameter.

~~EBMUD is exploring additional water sources to reduce the need for rationing and provide customers with greater assurance during emergencies. In 1970, EBMUD signed a contract with the Federal government for a supplemental water supply from the Central Valley Project (CVP). In 2001, their entitlement to CVP water was reduced to 133,000 acre feet (AF)/year in any one year, not to exceed 165,000 AF over any three consecutive years.~~

~~In 2001, the District began pursuing a regional water supply project with Sacramento County, the City of Sacramento, and the US Bureau of Reclamation to divert water from the Sacramento River near the town of Freeport to serve EBMUD customers during dry years. The Final EIR for this project was certified in April 2004, and approvals have been obtained. The Freeport project will have the ability to divert up to 185 million gallons per day (MGD), including 100 MGD for EBMUD customers during drought years. A new pipeline will link this source with the Mokelumne Aqueduct.~~

The District is also exploring storage of potable water in groundwater basins (aquifers). Treated water from the distribution system would be injected into the East Bay aquifer during wet years and then extracted for future use during droughts. The extracted water would require treatment before it is redistributed.

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In addition, EBMUD is collaborating with the San Francisco PUC, the Contra Costa Water District, and the Santa Clara Valley Water District to explore the feasibility of a regional desalination facility. Such a facility would remove salt from seawater or brackish water using reverse osmosis, and conceivably could produce 20-80 million gallons per day for municipal and industrial use.

There are also programs to improve the ability of the water storage and distribution system to withstand a major earthquake. Between 1995 and 2007, EBMUD invested over \$200 million in a system-wide Seismic Improvement Program. The District is the first water agency in the country to retrofit its facilities on such a comprehensive scale. Major upgrades have included completion of an 11-mile southern “loop” pipeline through the East Bay Hills, upgrades or decommissioning of over 70 potable water reservoirs, flexible pipe connections and shutoff valves at 125 seismically vulnerable fault crossings, and an upgrade of the Claremont Tunnel between the Orinda treatment plant and the Oakland-Berkeley Hills. The program has also included upgrades to pumping plants, treatment plants, and EBMUD buildings.

Sanitary Sewer

The City of Piedmont owns and maintains its own sewage collection system. The system was originally developed by the Piedmont Sanitary District shortly after the City’s incorporation, and was completed in 1941. There are 47 miles of collection pipes, ranging in size from six inches to 15-21 inches in diameter. Because some of the lines are nearly a century old, the City has a program for their systematic replacement to address corrosion and associated problems such as infiltration and inflow. All lines are to be replaced by 2016. The City has a preventative maintenance program that includes periodic cleaning, manhole inspection, and inspection of sewer pipes with remote camera equipment. The City’s sewer rates are periodically adjusted to ensure that revenues are sufficient to cover replacement and repair.

COMMUNITY SERVICES AND FACILITIES ELEMENT



Clarifier at the EBMUD Wastewater Treatment Plant in Oakland

Sewage is conveyed from the City's system through the City of Oakland to an East Bay Municipal Utility District (EBMUD) interceptor sewer, and then transported to a wastewater treatment plant near the foot of the Bay Bridge. The average flow into the plant from throughout the service area is about 75 million gallons per day (MGD). Piedmont's projected growth is expected to generate 58,688 gallons per day at maximum build out. The plant is designed for a secondary treatment capacity of 168 MGD during wet weather events.

Primary treatment at the EBMUD plant removes floating material, oil and grease, sand and silt, and heavy organic solids using pre-chlorination, screening, grit removal, and primary sedimentation. Secondary treatment then biologically removes most of the suspended and dissolved organic and chemical impurities through processes including oxygen activation, final clarification, sludge digestion, and dewatering. Treated effluent is disinfected, dechlorinated and discharged one mile off the East Bay shore through a deepwater outfall into San Francisco Bay. Biosolids residuals (sludge) from the treatment process are reused as a soil amendment and for landfill cover.

Dry weather wastewater flows into the EBMUD treatment plant are projected to remain relatively constant over the next two decades. Population gains in the service area will be offset by increased water conservation and efficiency. In fact, the District projects that the volume of effluent discharged to the Bay will actually decrease in the coming decades due to increased use of recycled wastewater.

For almost 30 years, EBMUD has been implementing a joint powers agreement with the communities in its service area to rehabilitate sanitary sewers and reduce wet weather overflows. Since 1986, the District has constructed more than \$300 million in improvements, including new wet weather treatment plants, expansion of the main plant, storage basins, and interceptors. The District also works with Piedmont and other cities in the service area to address pollution sources and reduce the flow of heavy metals and other pollutants into the system.

EBMUD has also initiated the recycling of highly treated wastewater for irrigation of golf courses, parks, cemeteries, industrial processes, and equipment washdown. Although recycled water system installation is not planned for Piedmont at this time, it could be explored in the future. If drought conditions continue, the city could explore using a tanker truck to

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apply reclaimed water to landscaped medians or developing a reclaimed water storage tank.

Storm Drainage

Piedmont's storm drainage system is owned and maintained by the City. Prior to the 1940s, Piedmont had a combined storm sewer and sanitary sewer system. With the completion of the EBMUD treatment plant, all cities were required to separate the two systems. Although this was accomplished over 50 years ago, there are still some resident storm drains that are illegally connected to the sanitary system. Any remaining illegal connections are being removed as the sanitary sewers are being replaced.

Because of Piedmont's hilly terrain, the storm sewer system relies on curbs, gutters, and natural drainage to augment the piped system. Runoff generally flows toward the city's swales and creeks, ultimately reaching Lake Merritt, the Tidal Channel, the Oakland Estuary, and San Francisco Bay.

Surface drainage has a number of negative impacts, including soil erosion and water pollution associated with oil, grease, and other materials picked up by runoff. The City participates in the County Clean Water Program to mitigate these impacts and to meet Regional Water Quality Control Board requirements. The City also works with the Lake Merritt Institute to address stormwater runoff from Piedmont and Oakland.

Because flood hazards in Piedmont are minimal, the city is not part of the Alameda County Flood Control and Water Conservation District. During very heavy rains, localized street flooding may occur where storm drainage flows exceed the capacity of an inlet or pipe. The City maintains these facilities regularly and performs street sweeping to minimize such incidents.

Please see the Natural Resources and Sustainability Element for a discussion of the Clean Water (stormwater quality) program, and the Environmental Hazards Element for a discussion of flood hazards.

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Resolution revised 2/20/2024 to add text in yellow highlight below.

Keeping Pace With Technology

Over the last 30 years, Piedmont has accommodated new types of infrastructure as communication and information technology has evolved. Today, internet and mobile telephone use are integral to the lives of most Piedmont residents. These services require fiber optic cables, wireless communication antennae, pole-mounted equipment boxes, and other facilities.

Wireless communication facilities are permitted on publicly-owned property in Zone B (the Public Facilities zone). The City Council has adopted development standards for such facilities that seek to minimize their visual impact, encourage co-location, avoid the proliferation of antennae and towers, and ensure proper screening. The Municipal Code includes provisions to site wireless facilities in other zones in the event there are no feasible sites in Zone B. In such cases, Zone D (the Commercial zone) is preferred and the same design standards apply.

Energy Facilities

Electricity and natural gas are provided to Piedmont by Pacific Gas & Electric (PG&E), a private investor-owned utility which generates and distributes electricity and procures and distributes natural gas to most of Northern and Central California. PG&E serves a 70,000 square mile service area with approximately 15 million residents. The City of Piedmont has a franchise agreement with PG&E that requires the utility to meet the needs of all Piedmont residents and businesses. Ava (formerly titled “East Bay Community Energy” or “EBCE”), a public agency, generates electricity for most of Piedmont’s public facilities, residents, and businesses. Ava member cities also include, but are not limited to, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Pleasanton, San Leandro, Tracy, and Union City, as well as unincorporated areas of Alameda County.

Power is generated from various sources, including fossil fuel, hydroelectric, nuclear, wind, and geothermal plants primarily from renewable energy sources, such as wind, solar, and hydropower. Electric power generated at each plant is transported to customers by PG&E through an interconnected grid of high voltage transmission lines that extends across the Western United States. In Piedmont, a 115 kV transmission line crosses the eastern edge of the city along Park Boulevard, reaching a sub-station in the Trestle Glen area of Oakland. At that point—and at other substations along the lines—power is transformed to lower voltages and conveyed via distribution lines. Additional substations and transformers convert electricity to voltages which can be used by residential, commercial, industrial, and municipal customers.

Because of the age of construction in Piedmont, most distribution lines are above ground and are supported by power poles. Electric lines have been placed underground in several Piedmont neighborhoods. The procedure for undergrounding is covered in the Design and Preservation Element.

Natural gas is provided through an interconnected network of underground pipelines and distribution mains. Gas is provided from sources throughout California, the Southwest, the Rocky Mountains, and Canada. In Piedmont, the distribution system consists of a looped network of underground lines varying from two to 10 inches in diameter. Lines into individual homes are typically ¾ inch, although some may be larger. PG&E is implementing a gas line replacement program designed to improve reliability and reduce maintenance needs in selected parts of its service area.

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~~As in other cities in the Bay Area, Piedmonsters still depend on fossil fuels as their primary energy source for cars and trucks. Such fuels are finite in quantity and their combustion results in greenhouse gas emissions that contribute to global climate change. PG&E has promoted energy conservation as a means of reducing fossil fuel consumption for more than three decades. More recently, the utility has combined its conservation efforts with a shift to “greener” energy sources.~~

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GOALS, POLICIES, AND ACTIONS

Goal 33: Municipal Facilities and Governance

Provide and maintain high-quality community facilities that allow the efficient delivery of City services.

Policies and Actions

Policy 33.1: Municipal Real Estate

Ensure that the City of Piedmont owns and retains a sufficient amount of land to meet the long-term operational needs of municipal government.

[Consider transfer of possible surplus lands under the California Surplus Public Lands Act to support the development of affordable housing and the modernization and repair of City facilities.](#)

Policy 33.2: Co-location

When constructing any new public facility or remodeling an existing facility, explore opportunities to co-locate multiple community services in that facility, provided the uses are functionally compatible. Given Piedmont's small size and limited capital budget, this may increase the feasibility of particular types of facilities, such as a teen center or senior center.

Policy 33.3: Sharing Municipal Services

Where economies of scale and substantial cost savings are possible, partner with the City of Oakland or other nearby cities to provide services and address community needs.

Policy 33.4: Operation and Maintenance of City Facilities

To the greatest extent feasible, ensure that adequate funds are provided in the annual budget for the operation and maintenance of community facilities and infrastructure.

Policy 33.5: Capital Improvement Revenue

Consider the use of special elections for parcel taxes, bond measures, or other assessments necessary to generate revenue to improve public facilities.

Policy 33.6: Customer Service

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Deliver city services in a manner that creates and reinforces positive relationships between City employees, residents, businesses, and other stakeholders.

See also Policy 17.4 on “Greening the Government.”

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Piedmont Corporation Yard,
Moraga Avenue

Policy 33.7: Mitigating Development Impacts

Ensure that major development plans are reviewed by appropriate City agencies, including Police, Fire, and Public Works. Consult with other affected agencies such as the School District, EBMUD, [Ava](#), and PG&E as needed. Recommendations for additional equipment, facilities, and improvements may be incorporated as conditions of approval based on this review.

- **Action 33.A: Annual Capital Improvement Program**
Prepare and adopt an annual capital improvement program in which potential public facility, transportation, recreation and infrastructure improvements are evaluated, prioritized, and funded as appropriate. Continue to convene a Capital Improvement Program committee comprised of Piedmont residents to provide oversight and direction in this process. [Coordinate CIP planning and funding to support place-based improvements that support affordable housing in Piedmont. See goal 4, Elimination of Housing Constraints, and program 4.F, and others, of the Housing Element.](#)
- **Action 33.B: Service Evaluations**
On an ongoing basis, evaluate the delivery of City services to identify opportunities for improved customer service and efficiency.
- **Action 33.C: Grant Applications**
Regularly identify and, where appropriate, apply for grants to improve community facilities and provide community services.
- **Action 33.D: Meeting City Space Needs**
Periodically explore ways to meet Piedmont's municipal space needs more efficiently, including the reconfiguration or addition of floor space within the Civic Center area. This should include long-term plans for storage space for blueprints and other archived City records.
- **Action 33.E: Corporation Yard Study**
Study the Corporation Yard property to determine its long-term use potential and ensure that its activities are arranged as efficiently as possible. [See Housing Element program 1.L, Specific Plan.](#)
- **Action 34.D: Prepare for Increased Demand**
[Study the nexus between the impacts of new multifamily development on City services and infrastructure and the costs to provide the services and](#)

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infrastructure (see Housing Element program 4.D). Enact a new city services impact fee levied against new multifamily development to address the additional costs (see Housing Element program 1.K). Study the local municipal services tax to determine if the tax could be structured to collect annual tax from each new housing unit built in Piedmont (see Housing Element program 1.N). Establish a Piedmont Affordable Housing fund (see Housing Element programs 3.E).

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“The best part of living in Piedmont is that there is a certain amount of tranquility and a feeling of personal safety. The area is small, but that is a good thing because we are able to get to know our law enforcement officers, firemen, ambulance and paramedics—always ready to help in an emergency of any kind.”

- *General Plan Survey Response*

Goal 34: Public Safety Services

Maintain high-quality law enforcement, fire protection, and emergency medical services.

Policies and Actions

Policy 34.1: Public Safety Levels of Service

Ensure the efficient organization, administration, funding, and delivery of police, fire, and emergency medical services to the residents of Piedmont. The City will strive to maintain its response time of three minutes or less for 90 percent of its emergency police, fire, and medical calls, and a Fire Department Insurance Service Office (ISO) rating of 3 or better.

Policy 34.2: Community-Based Approach

Support a community-based approach to providing police and fire services. This approach should emphasize neighborhood watch programs, public education on crime prevention, and a high level of interaction between officers, residents, and community organizations.

Policy 34.3: Intergovernmental Coordination

Cooperate and coordinate with the City of Oakland and the Alameda County Sheriff's Department, ~~and Fire Department~~ and other regional partners to respond to crime and enhance the ability to respond to fires, disasters, and medical emergencies.

Policy 34.4: Relationship with Youth

Develop and maintain a positive relationship between law enforcement officers and local youth. Support programs such as Explorers, ~~Character Counts,~~ and the assignment of ~~student resource officers~~ a Juvenile Officer to the schools to encourage communication between police and students.

Policy 34.5: Fire Protection Facilities

Regularly inspect fire protection facilities ~~(such as hydrants)~~ and monitor water pressure, fire flow, and supply to ensure that the system is adequate to meet City needs.

Policy 34.6: City Codes

Periodically update City codes, including the building code, to incorporate new technology, best practices in fire prevention, and mandatory fire safety standards.

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*Piedmont Fire Station
Public Education Tour*

Policy 34.7: Defensible Space, Evacuation Planning, and Emergency Access

Encourage new development (including additions and alterations) to incorporate lighting, landscaping, and design features that reduce the potential for crime, ~~and that~~ facilitate rapid response to emergency calls, and facilitate evacuation in event of an emergency. Prohibit new development and home alterations that would impede emergency access. See Policy 19.23: Evaluate Evacuation Route Capacity of the Piedmont Hazards Element in accordance Government Code Section 65302.15 (as amended by AB 747) and design requirements developed in implementing policy 19.23.

Policy 34.8: Public Safety Data

Maintain and monitor data on police, fire and EMS response times; criminal activity and locations; traffic accidents; annual losses due to structure fires; and other attributes of the City's public safety programs that help inform policy, budgeting, and capital improvement decisions.

Policy 34.9: Training

Encourage and, where appropriate, require public safety personnel to participate in training and continuing education activities.

Policy 34.10: Volunteerism

Maintain volunteer opportunities for Piedmont civilians to assist the Police and Fire Departments.

See the Transportation Element for additional policies on traffic safety.

See the Environmental Hazards Element for additional policies on fire safety (wildland fires), emergency preparedness and hazardous materials response.

- **Action 34.A: Fire Flow Improvements**
Identify needed improvements to the water distribution system to eliminate the remaining water main "dead ends" and ensure that water pressure and fire flow are sufficient in all locations.
- **Action 34.B: Facility Constraints**
Explore alternative ways to meet the growing floor space and technology needs of the Police and Fire Departments, including remodeling and reconfiguration of existing space.

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- ***Action 34.C: Residential Inspection Program***
Promote the availability of the Piedmont Fire Department's residential inspection program to Piedmont residents.

- ***Action 34.D: Develop Design Requirements for New Development***
Establish development standards for defensible space, emergency evacuation, public safety radio communications, and emergency access for new development and for alterations and additions to pre-existing development.

COMMUNITY SERVICES AND FACILITIES ELEMENT

“Our daughters attended Piedmont schools from K-12. We feel the education they received here gave them an excellent start on life. They have now turned out to be outstanding citizens in the communities in which they now live.”

- General Plan Survey Response

Goal 35: Education and Lifelong Learning **Encourage and support an exceptional school system and life-long learning opportunities for all Piedmont residents.**

Policies and Actions

Policy 35.1: City-School Partnerships

Promote coordination and partnerships between the City of Piedmont and the Piedmont Unified School District (PUSD) which enhance the quality of education and the contribution of Piedmont schools to the quality of life. Continue to identify City Council and School District liaisons to ensure ongoing coordination and communication between the two governing bodies.

Policy 35.2: Development Impacts on Schools

Involve PUSD in the review of development proposals with the potential to generate new students. Conversely, stay abreast of PUSD enrollment trends and projections so that the potential impacts of student forecasts on land use and transportation can be evaluated.

Policy 35.3: School Impacts on Land Use

Work with PUSD to mitigate the traffic impacts of school facilities, particularly congestion and traffic safety hazards associated with student drop-off and pick-up, and overflow parking on residential streets in the vicinity of schools. The safety of students walking or bicycling to and from schools should be ensured.

Policy 35.4: Technology and Public Facilities

Support the use of emerging technology by the School District and the City of Piedmont, and the integration of state-of-the art technology in new or refurbished public facilities.

Policy 35.5: Private Schools

Recognize Piedmont’s private schools as an important educational and community resource. Work with these institutions to mitigate impacts on surrounding uses and encourage their involvement in City programs.

Policy 35.6: Life-long Learning

Encourage life-long learning opportunities for Piedmont adults, both locally at the Piedmont Adult School, and elsewhere in Alameda County through the Peralta Community College system and other programs.

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Use the internet and cable television as a means of encouraging civic engagement and distributing information about the City, its commissions and Council, and its events, programs, and resources.

Policy 35.7: Library Services

Continue the agreement with the City of Oakland for public library services. The City will work with Oakland to support library improvements that keep pace with American Library Association standards and respond to the changing needs of Piedmont residents.

Policy 35.8: Telecommunication Services

Collaborate with telecommunication service providers to foster access to emerging communication and information technology for Piedmont residents.

Policy 35.9: Technology and Civic Engagement

Use the internet and cable television as a means of encouraging civic engagement and distributing information about the City, its commissions and Council, and its events, programs, and resources.

See the Parks, Recreation and Open Space Element (Goal 26) for a discussion of joint use of School District and City facilities.

- **Action 35.A: Shared City-School Facilities**
Consider opportunities to develop shared facilities with the Piedmont Unified School District as school facilities are reconstructed or seismically retrofitted.
- **Action 35.B: Library Contract**
Periodically re-evaluate and renegotiate the city's contract with the City of Oakland for library services.
- **Action 35.C: Media Facilities**
In the event new City facilities are constructed in the Civic Center area, consider including a "media room/computer lab" for Piedmont residents without computers.
- **Action 35.D: Wireless Internet Service**
Investigate the cost and feasibility of providing citywide wireless internet service.

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"We need a place for the youth to hang out other than the streets or parks and a place where all the community--especially seniors--can meet."

- General Plan Survey Response

Goal 36: Social Services

Improve resources for Piedmont residents with special needs, particularly children and seniors.

Policies and Actions

Policy 36.1: Child Care Services

Facilitate the provision of safe, affordable child care for Piedmont families, including programs for infants and toddlers, and after-school activities for Piedmont students.

Policy 36.2: Youth Programs

Encourage the development of local youth programs, including those emphasizing recreation and athletics, arts and culture, technology and science, civics and community stewardship, and skill development.

Policy 36.3: Senior Services

Provide a safe and healthy environment for Piedmont's senior (over 65) residents. Because of the City's small size, the City should coordinate as needed with County social service agencies, other local governments, the faith community, and non-profits to deliver a range of services that respond to the recreational, transportation, housing, health care, and social needs of seniors. Additionally, consider measures that alleviate the fiscal burden of increased taxes and fees on lower income senior residents.

Policy 36.4: Intergenerational Activities

Encourage intergenerational activities which allow youth and adults to work together, including mentoring and tutoring programs for youth, and in-home care and assistance programs for seniors.

Policy 36.5: An Inclusive City

Strive to more fully involve all Piedmont residents in community life, including residents with disabilities, persons with limited English proficiency, and others with special needs.

- *Action 36.A: Teen/ Senior/ Arts Multi-Purpose Center*
Explore opportunities to develop a new multi-purpose facility meeting the needs of seniors, youth, and the local arts community in the Civic Center area. This could include adaptive reuse of the former Christian Scientist Church at 801 Magnolia. A variety of approaches for financing this project should be considered.

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▪ **Action 36.B: Establish New Social Services**

Develop new social services for the community's most vulnerable residents including extremely low-income people and families and people with disabilities. Work with housing and services providers such as Bay Area Community Services (BACS) to provide information, resources, housing, and assistance. See Housing Element goal 4, Elimination of Housing Constraints, and goal 5, Special Needs Populations, and their implementing programs.

Provide sustained capital investment in Piedmont's sewer and storm drainage facilities to replace deteriorated components, enhance system performance and efficiency, ensure public safety, and improve environmental quality.

Goal 37: Infrastructure

Provide water, sewer, storm drainage, energy, and telecommunication services in the most efficient, cost-effective, and environmentally sound manner possible.

Policies and Actions

Policy 37.1: Water and Sewer Investments

Provide sustained capital investment in Piedmont's water, sewer and storm drainage facilities to replace deteriorated components, enhance system performance and efficiency, ensure public safety, and improve environmental quality.

Policy 37.2: Coordination With Other Utilities

Work with other infrastructure service providers, particularly EBMUD and PG&E, to ensure the adequacy and safety of all utility systems not under City control. This includes ensuring the long-term safety and adequacy of Piedmont's water supply and distribution system, and the safe treatment and disposal of the City's wastewater.

Policy 37.3: Coordination of Infrastructure Improvements

Coordinate the scheduling of road and infrastructure improvements and maintenance work to avoid repeated pavement cuts and accompanying disruption and expenses.

Policy 37.4: Siting and Design of Infrastructure

Ensure that the siting and design of infrastructure facilities, including water tanks and telecommunication towers, mitigates the potential for adverse visual impacts and is consistent with policies in the Design and Preservation Element.

Policy 37.5: Storm Drainage Improvements

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Monitor and assess the need for storm drainage improvements to ensure adequate system capacity and respond to Countywide Clean Water objectives.

See the Natural Resources and Sustainability Element for policies on water quality and water conservation, including Bay-friendly landscaping.

See the Design and Preservation Element for policies on undergrounding of electric utilities and street lighting.



EBMUD's Piedmont Reservoir

- **Action 37.A: Grant Applications**
Pursue state and federal grants to reduce the local cost of infrastructure improvements.
- **Action 37.B: Sewer Replacement Program**
Continue the ongoing program to replace antiquated sewer lines to reduce infiltration and inflow problems.
- **Action 37.C: Reclaimed Water Use**
Study options for using reclaimed water rather than potable water for irrigation of public landscaping, including parks and medians. Among the options to be considered could be a reclaimed water storage tank on EBMUD's Piedmont Reservoir site or using a tanker truck to deliver reclaimed water.
- **Action 37.D: Unauthorized Sewer Connections**
Continue efforts to disconnect and remedy any unauthorized connections to the sanitary sewer and storm drainage system.
- **Action 37.E: Sewer Fees**
Continue the sewer service tax and connection fees to pay for system maintenance.
- **Action 37.F: Infrastructure Prioritization for Lower Income Housing**
Consistent with Government Code section 65589.7 prioritize water and sewer services to lower income housing development to help meet Piedmont's share of the regional share of lower-income housing units. Work with EBMUD water service. See Housing Element policy 4.8.

See also Environmental Hazards Element Action 19.F on EBMUD's seismic rehabilitation program.

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