

City of Piedmont
PLANNING COMMISSION AGENDA REPORT

DATE: January 29, 2024

TO: Planning Commission

FROM: Kevin Jackson, Director of Planning and Building

SUBJECT: Public Hearing - Consideration of Recommendation to the City Council to (1) Certify the 2023-2031 Housing Element Implementation EIR, Make Required Findings and Adopt a Statement of Overriding Considerations; (2) Adopt General Plan Amendments; and (3) Adopt Zoning Ordinance Amendments.

RECOMMENDED ACTION

1. Adopt the attached Resolution, Attachment A, recommending that the City Council certify the 2023-2031 Housing Element Implementation EIR for the 6th Cycle Housing Element Implementation project, make required CEQA findings, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring and Reporting Program; and
2. Adopt the attached Resolution, Attachment B, recommending that the City Council adopt amendments to the City of Piedmont General Plan, including amendments 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
3. Adopt the attached Resolution, Attachment C, recommending that the City Council adopt an ordinance adding divisions 17.52 Density Bonus and 17.54 Urban Lot Splits and Two-Unit Housing Developments (SB 9) to Chapter 17 of the Piedmont Municipal Code and amending divisions 17.02 Title; Intent; City Charter, 17.20 Zone A: Single Family Residential, 17.24 Zone B: Public Facilities, 17.24 Zone C: Multi-Family Residential, 17.26 Zone D: Commercial And Mixed-Use Commercial/Residential, 17.28 Zone E: Single Family Residential Estate, 17.30 Parking, and 17.90 Definitions & Measurements, and sections of divisions 17.40 Residential Rentals, and division 17.67 Ministerial Design Review Permits; to implement the 2023-2031 Housing Element Implementation project.

PURPOSE

Piedmont City Code Chapter 25, Commissions, establishes the Planning Commission's authority to make recommendations to the City Council on planning and zoning matters. City Code Section 25.3, Powers and Duties of the Planning Commission, reads as follows: "It shall be the duty of the planning commission to investigate and make recommendations to the City Council concerning real property, subdivisions, lot building restrictions, planning and zoning matters as may be in the

best interest of the City, and to grant or disapprove design review and variance applications...”

In addition, this agenda item provides a Planning Commission public hearing in compliance with the following State and local regulations:

- State of California Government Code Title 7, Chapter 2.7 Section 65090, Publication of notice of public hearing required by title; and Chapter 3, Section 65353, Public hearing by Planning Commission; notice, Section 65354, Recommendation by the Planning Commission, and Section 65355, Public hearing by legislative body; notice;
- 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;
- Division 17.64, Hearings; Term of Approval; Conditions; and
- Division 17.72, Zoning amendments

Lastly, this agenda item implements Housing Element goal 1, program 1.P, General Plan Amendments. Program 1.P states as follows (with annotations provided by staff in [...]): “To ensure consistency between the City’s General Plan and the Zoning Ordinance, the City will amend the General Plan to allow the uses and densities as proposed under the Housing Element in Programs 1.D [Allow Religious Institution Affiliated Housing Development in Zone A], 1.F [Increase Allowances for Housing in Zone B], 1.G [Facilitating Multi-family Development in Zone C], 1.H [Increase Allowances for Housing in Zone D], and 1.L [Moraga Canyon Specific Plan].

EXECUTIVE SUMMARY

The City of Piedmont is continuing the implementation of the 6th Cycle Housing Element. The City’s 2023-2031 Housing Element, which is part of Piedmont’s General Plan, sets forth housing goals, policies, and objectives for the City and actions and programs to achieve these objectives.

Environmental Impact Report (EIR):

An EIR has been prepared by the City of Piedmont, entitled the 2023-2031 Housing Element Implementation Project Environmental Impact Report (State Clearinghouse No. 2022020362 dated November 2023), pursuant to the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the potential environmental impacts associated with the 2023-2031 Housing Element Implementation Project (“proposed project”). On November 3, 2023, the City of Piedmont published the Draft Environmental Impact Report (DEIR). The public comments received during the 45-day public comment period have been reviewed and responses to comments, revisions to the DEIR, and the mitigation monitoring and reporting program (MMRP)

were published in the Final Environmental Impact Report (FEIR) on January 12, 2024. The 2023-2031 Housing Element Implementation EIR consists of the DEIR and the FEIR, combined. The EIR evaluates environmental impacts associated with construction facilitated by the proposed project, including construction facilitated by a program to prepare and adopt a specific plan in the Moraga Canyon Specific Plan (MCSP) Area, and implementation of the Housing Element programs. The 2023-2031 Housing Element Implementation EIR is a Program EIR.

The EIR studied the potential impacts in State-defined topic areas. Because the EIR has determined that potential impacts of the proposed project related to cultural resources, historical resources, greenhouse gas emissions, noise, wildfire, transportation, utilities, and service systems, including cumulative impacts, would be significant and unavoidable, the Planning Commission is asked to consider a Statement of Overriding Considerations (“SOC”), discussed in the Environmental Review (CEQA Analysis) section below, and make a recommendation to the City Council.

Draft General Plan Amendments:

State law and the Housing Element policies and programs require consistency within the elements of the General Plan and consistency between the City’s General Plan and the Zoning Ordinance. To accomplish this end, draft amendments have been prepared for the following General Plan Elements: Land Use; Environmental Hazards; Transportation; Design and Preservation; Community Services and Facilities; Natural Resources and Sustainability; and Parks, Recreation, and Open Space. Many of the amendments were drafted with the assistance of the City’s environmental consultants and are intended to manage and mitigate the impacts associated with growth facilitated by the 2023-2031 Housing Element.

Draft Zoning Code Amendments:

The Housing Element has a total of 77 programs that include modifications to regulations and procedures to comply with State law and align with other General Plan goals through Zoning Ordinance updates, public information updates, new policies, and maintaining current policy practices. The proposed revisions to the Zoning Ordinance codified in Piedmont Municipal Code Chapter 17 (Planning and Land Use) implement the first tranche of 18 programs from the Piedmont’s 2023-2031 Housing Element. This critical milestone fulfills the City’s obligation to meet both Regional Housing Needs Allocation (RHNA) goals and State mandates within the stipulated timeframe set by the California Department of Housing and Community Development.

The proposed revisions encompass updated standards, rules, procedures, special use regulations, development standards, and performance criteria to guide housing development projects throughout the City. The draft amendments include: updates to existing planning and land use Chapter 17 divisions; and new Chapter 17 planning and land use divisions 17.52 and 17.54. The specific amendments are described in detail later in the report. If approved, the proposed amendments would formally update local regulations to comply with State law and facilitate the production of housing developments, clarify residential development standards, and safeguard affordable housing units in the City.

BACKGROUND

A General Plan sets forth a city's long-range planning policies that reflect the aspirations and values of residents, landowners, businesses, and organizations within the community. City Councils and Planning Commissions rely on the General Plan when considering land use and planning-related decisions. City staff use the General Plan day-to-day in administering regulations. Residents may refer to the General Plan to understand the City's approach to development.

The [Housing Element](#) is one of eight Elements, or chapters, of the General Plan. It presents how a city plans to accomplish the Regional Housing Needs Allocation (RHNA) on sites within city limits. Local jurisdictions, like the City of Piedmont, are responsible for furthering fair housing to overcome historical patterns of exclusion and for creating a regulatory environment in which the private market can build the unit types included in RHNA. The recommended General Plan amendments and Zoning Ordinance amendments are intended to achieve this requirement and ensure the rest of the General Plan is consistent with the Housing Element.

The City of Piedmont's adopted Housing Element is a culmination of multiple years of extensive community engagement and stakeholder input. To ensure that the Housing Element reflected the diverse needs and perspectives of Piedmont residents, staff actively sought participation from all segments of the community, including individuals with special housing requirements. Public participation opportunities continued beyond the adoption of the Housing Element. Community members attended and provided comments during events such as the Harvest Festival, community surveys, and Planning Commission and City Council study sessions.

The General Plan is the guiding document, and the Zoning Ordinance is a tool to implement the General Plan goals, policies, actions, and programs. The environmental review considers the potential environmental impacts associated with the proposed General Plan and zoning changes. Thus, the structure of this report is ordered as follows:

- A. General Plan amendments
- B. Zoning Ordinance amendments
- C. Environmental Review (California Environmental Quality Act Analysis)

Study Sessions Summarized

Over the past four months, the Planning Commission and City Council held six in-depth study sessions and staff briefings. Staff presentations to the Planning Commission and City Council discussed proposed amendments to the Zoning Ordinance and General Plan, and discussed the Environmental Impact Report. These sessions delved into the implementation of specific Housing Element programs, helping shape the amendments into their current refined form. The Planning Commission, Council, and public feedback were key components of the study sessions, providing valuable insights that ultimately contributed to the development of the amendments. No formal action was taken at these study sessions. The meeting videos and staff reports of these sessions (October 9, November 13, November 20, December 11, and December 18, 2023, and January 8, 2024) are linked at the end of this report.

A. GENERAL PLAN AMENDMENTS

This section summarizes each of the Elements and describes the proposed amendments. Each of the Elements described below include revisions to ensure that the General Plan is consistent with the Housing Element and its programs and to ensure that the amendments remove language that is no longer consistent with State law. In each Element, certain studies and analyses were refreshed when necessary to achieve conformance. A summary list of proposed new General Plan policies is included as Attachment G.

Land Use Element: The Land Use Element is a guide for Piedmont’s future development. It designates the distribution and general location of land uses, such as residential, services, retail, open space, recreation, and public uses. The Land Use Element also addresses the permitted density and intensity of the various land use designations as reflected on the General Plan Land Use Diagram (“map”). The proposed amendments to the Land Use Element include updated background information to reflect current conditions, new policies and actions to modify land use classifications, and changes to the Land Use Diagram to maintain consistency with the policies and zoning amendments described in programs in the Housing Element. The proposed amendments increase the housing development potential of land in Piedmont and correspond to the proposed revisions to the Zoning Code to be presented at this meeting. In addition, amendments are proposed to Figure 3.3, Land Use Diagram. Amendments to Figure 3.3 include changes to the sites that correspond with existing Zone C boundaries, which have changed since 2009 or had been previously omitted, and changes to introduce a new land use designation and description for the Moraga Canyon Specific Plan.

Environmental Hazards Element: The Piedmont Environmental Hazards Element serves as the City’s Safety Element and Noise Element, and it was last updated in 2019. The Safety Element is a required component of the City’s General Plan that serves to reduce the potential short and long-term risk of injuries, death, property damage, and economic and social dislocation associated with potential hazards. The proposed amendments to the Environmental Hazards Element include updated background information to reflect current conditions, address the requirements of new State legislation, and incorporate new policies based on updated local and regional data. Sections of the proposed amendments to the Environmental Hazards Element include Geologic Hazards, Flooding, Wildfire, Climate Change, Emergency Preparedness, and Goals, Policies, and Actions. In addition, new noise and vibration policies related to construction noise reduction and vibration control plans are proposed.

The proposed amendments to the Environmental Hazards Element comply with Government Code section 65302(g) and address the following State of California legislative requirements:

- Approved in 2019, Senate Bill (SB) 99 requires jurisdictions, upon the next revision of the Housing Element on or after January 1, 2020, to review and update the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. The Environmental Hazards Element update includes an assessment of residential emergency evacuation routes consistent with SB 99.

- Senate Bill 379 requires Safety Elements to include a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy. In addition, Senate Bill 1035 requires cities and counties to update their Safety Element during a Housing Element or local hazard mitigation plan update cycle, but not less than once every eight years, if new information on flood hazards, fire hazards, or climate adaptation or resilience is available that was not available during the previous revision of the Safety Element. The Environmental Hazards Element update identifies populations vulnerable to climate change, updates the climate change projection information documented in the Piedmont Climate Action Plan 2.0, and includes new goals, policies and implementation actions addressing climate change.
- Senate Bill 1241 requires review and update of the Safety Element, upon the next revision of the housing element on or after January 1, 2014, as necessary to address the risk of fire in state responsibility areas and very high fire hazard severity zones. The Environmental Hazards Element Update includes new goals, policies and actions related to fire hazard planning and preparedness consistent with CAL FIRE requirements.

Transportation Element: The Transportation Element addresses mobility, accessibility, safety, and other issues related to travel in and around Piedmont. The proposed amendments to the Transportation Element include updated background information to reflect current conditions, a new policy related to vehicle miles traveled (VMT) analyses, and new policy that includes transportation demand management (TDM) measures.

Design and Preservation Element: The Design and Preservation Element addresses Piedmont's character, appearance, and historic and cultural resources. The proposed amendments to this element would update background information to reflect current conditions and add and amend policies related to historic resources assessment and treatment, archaeological resources assessment and treatment, and the treatment of tribal cultural resources. Proposed amendments in this Element and others remove text and terms that obstruct implementation of the housing programs and conflict with State law. For example, the terms "character" and "community character" have been replaced or modified to refer to specific physical attributes of Piedmont, such as architecture or landscape setting, because "character" is difficult to define and would not constitute an objective standard.

Community Services and Facilities Element: 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. The proposed amendments to the Community Services and Facilities Element include updated background information, including organizational changes, to reflect current conditions and additional and amended policies and actions, including Action 34.D, to prepare for increased demand for public services. Amendments would support housing for senior, special needs, and lower income residents.

Natural Resources and Sustainability Element: The Piedmont Natural Resources and Sustainability Element is the Conservation Element required under State law as a component of a City's General Plan. This element addresses the protection and management of the earth's climate

and City's soil, water, air, and biological resources. The proposed amendments to the Natural Resource and Sustainability Element include updated background information to reflect current conditions and include additional and amended policies and actions focused on conservation of natural features, urban forest, air quality, water quality, sustainable development, resources, and the protection of special-status species. Proposed new and amended policies follow best practices, refine the City's approaches to conserving natural resources in the application of General Plan goals, and provide additional clarity in the development review process. Proposed amendments bring the Natural Resources and Sustainability Element into conformance with Government Code section 65302(d) which requires updating the City's Conservation Element upon revising the Housing Element.

Parks, Recreation, and Open Space Element: The Parks, Recreation, and Open Space Element addresses the following topics: park planning and management, park operations and maintenance, recreational programming, and joint use of City and School District recreational facilities. The proposed amendments to this element include updated background information to reflect current conditions and new and amended policies and actions to support relocation of City services, facilities, and open space located on City owned land in Moraga Canyon, including the City corporation yard, Coaches Field, Kennelly Skate Park, and Blair Park, to facilitate development of 132 housing units and continue existing uses in potentially new locations. Amendments include a new action to study City owned land for possible new uses and declaration of surplus land by the City Council and amendments that remove text and terms that obstruct implementation of the housing programs.

B. ZONING ORDINANCE AMENDMENTS

This information provided below includes a number of draft amendments to Piedmont City Code Chapter 17, Planning and Land Use (Zoning Ordinance) to implement the Housing Element programs described in Attachment F. The proposed amendments to the Zoning Ordinance are limited to changes required by Housing Element programs, changes necessary for conformance with State law, and best practices to ensure consistency throughout the Zoning Ordinance. A version of the amendments with redline edits of the Zoning Ordinance is included as Attachment D, to this staff report. These revisions primarily focus on the ten Piedmont City Code provisions listed below:

- 1. Making minor revisions to the Intent section of the City Code and all the following zoning districts.** (*Revised sections: 17.02.010, 17.20.010, 17.22.010, 17.24.010, 17.26.010, and 17.28.010*)

These revisions are recommended by staff to provide consistency with the Housing Element and reflect the City's goal of welcoming more and diverse housing types as specified in the Housing Element.

- 2. Allowing new permitted uses in all zones.** (*Revised sections: 17.20.020, 17.22.020, 17.24.020, 17.26.020 and 17.28.020.*)

Permitted use means a use that is permitted by right within a zoning district without a

permit. The majority of the revisions to the permitted uses in all zones are required by State law, including but not limited to Assembly Bill (AB) 1851, AB 2244, Government Code §65852.3, AB 2634, and the Housing Element law and Affirmatively Furthering Fair Housing (AFFH) requirements. Housing Element law and AFFH require local governments to treat residential care facilities (also called group homes) as a residential use. Among the many reasons that group homes are essential housing for persons with disabilities is the support these homes provide for residents' individualized, disability-related needs. This includes the peer support that group homes encourage their residents to provide to each other when sharing a home, as well as the services these homes can provide. The communities of choice for many group homes are often single-family neighborhoods. Recovery residences, for example, often locate in single-family neighborhoods because this helps recovering addicts re-integrate into society and regain self-sufficiency.

3. Allowing new conditional uses in all zones. (*Revised sections: 17.20.030, 17.22.030, 17.24.030, 17.26.030., and 17.28.030.*)

A conditional use is a use of land or buildings that may be essential or desirable to a particular community, but which are not allowed as matter of right within a zoning district, but through a public hearing process. A majority of the revisions to the conditional uses in all zones are required by State law. Pursuant to Assembly Bill 2634, local governments are required to assist in the development of a variety of housing types to meet the needs of these households. Single Room Occupancy (SRO) units are one of the most traditional forms of affordable housing for low-income individuals. Co-housing projects are communities where shared common space is communally managed and governed, but households have their own private living units.

4. Revising the development standards and regulations for all zoning districts, including implementing Housing Element Program 1.E. (*Revised sections: 17.20.040, 17.22.040, 17.24.040, 17.24.040, 17.26.050, and 17.28.040; New sections: 17.20.040.B, 17.20.040.C, 17.22.040.C, 17.22.040.D, 17.24.040.B, 17.24.040.C, 17.26.050.C, 17.26.050.D, 17.26.050.E, 17.28.040.B, and 17.28.040.C*)

Each zone's regulations and standards govern the development of all permitted uses, such as through setbacks, heights, floor area ratio (FAR) and other standards. These standards guide development, protect and promote public health, safety, and general welfare, reflect the Housing Element's goals, and comply with State law. The revisions are required by specific Housing Element programs. However, the recommended new standards are a result of staff's analysis. Highlighted below are some recommended standards for discussion:

- Side and rear yard setbacks for multi-family residential development or similar group uses in zones B, C and D are proposed to be reduced to 4 feet because the setbacks for ADU and SB 9 construction that allows up to 4 units have similar state mandated setback requirements.
- Maximum allowable height for multi-family residential development or similar

group uses in zones C and D is proposed to be 45 feet (which is typically equivalent to 4 stories) with additional step back requirements for 2 or higher stories when the lots are smaller in size, allowing greater separation.

- Street yard setback for parcels in zone C is proposed to be reduced to 15 feet.
- The proposed changes also include increased allowable structure coverage, reduced minimum landscape coverage, elimination of FAR standards (for multi-family or similar group use residential), requirement of two-bedroom unit mix standard (for multi-family or similar group use residential) and addition of density standards. These revisions are intended to better control form and massing of the development.
- Consistent with Housing Element Program 1.E, after reviewing the current property size thresholds for other development standards in all zones, staff recommends a property size threshold of larger than 5,000 square feet for requiring an ADU when a new residence is proposed on a vacant property and when a remodel of an existing residence is proposed where 70% or more of the structure is demolished, unless the remodel or reconstruction is required due to an accident or a natural disaster. This reconstruction or remodel due to a natural disaster must remain at the same or similar square footage to not trigger the ADU construction requirement.

The proposed revisions, above, are intended to encourage more multi-family and mixed-use development in zones B, C and D.

5. Implementing Housing Element programs and California Assembly Bill (AB) 1308, that relaxes and regulates parking standards for all zones. (*Revised sections: 17.30.010.A., 17.30.010.A.2., 17.30.010.B.1, 17.30.020.A., and 17.30.030; New section: 17.30.020.B.*)

Consistent with the Housing Element and State laws AB 1308 and SB 9, the revisions under this division would revise parking standards for single family residential or similar use, and multi-family residential or similar group use. AB 1308 [Government Code (GC) 65863.3. (a)] prohibits the City from increasing the minimum parking requirement that applies to a single-family residence as a condition of approval of a project to remodel, renovate, or add to a single-family residence. This effectively limits the ability to require additional parking for projects that add a bedroom to a single-family house, as long as the project complies with existing zoning regulations, including height, lot coverage, and floor-to-area ratio. Consistent with the State law, Code revisions under this section would eliminate existing parking regulations that are tied with the number of bedrooms and add new regulations that require parking when a residential project as defined in AB 1308 exceeds the maximum floor area ratio (FAR), lot coverage or structure height of the underlying zone.

Aligning with the Housing Element program requirements and State Law, staff recommends:

- Eliminating the current bedroom-based parking standards.
- Requiring a minimum of two parking spaces for new single-family residence.
- Requiring one parking space for each primary unit developed under SB 9 development applications.

- Providing parking waivers for multi-family residential or similar group use if a certain percent of housing is reserved for low-income households or individuals.
- Eliminating the need for non-tandem parking for multi-family residential or similar group use. This is because there are several lots in zones C and D that are smaller in size and accommodating non-tandem parking for more than 1 space would be challenging. The intent of these revisions is to support the construction of multi-family housing and to encourage on-site parking provisions.
- Requiring guest or management parking for multi-family residential or similar group use to address visitor parking congestion in group residential developments. These standards encourage the efficient use of on-site parking spaces and promote smart parking strategies. Some of these strategies include guest parking rental, timed guest parking and efficient parking layout. This would benefit both residents and development owners by reducing parking congestion, improving parking availability, and potentially generating additional revenue.

6. Implementing the State Density Bonus Law. *(New Division 17.52)*

The purpose and intent of this division is to incorporate into the City Code the State Density Bonus Law provided in California Government Code Section 65915(a), The new division provides incentives for the production of housing that is affordable to moderate, low or very low-income households, senior housing, or includes childcare facilities in accordance with Sections 65915 et seq. of the California Government Code. This new division provides a process that governs requests by developers and other housing project owners for waivers or concessions from development standards that are needed in order to make the project economically feasible. A developer who meets the requirements of the State law is entitled to receive a density bonus and other benefits as a matter of right. Requests for a density bonus must be submitted in concurrence with the housing development application and will be reviewed by the body reviewing the housing development project. Density Bonuses must be calculated as set forth in State Density Bonus Law, and pursuant to the Administrative Guidelines.

7. Implement California Senate Bill (SB) 9 and part of Housing Element program 1.J, which allow for the construction of up to four housing units on single-family lots under a ministerial review process. *(New Division 17.54)*

The purpose and intent of this division is to provide objective development and zoning standards in accordance with regulations established under SB 9 (California Government Code Sections 65852.21 and 66411.7). State law and this division apply to lots in single-family zones and allow for the ministerial review of up to two primary residential dwelling units and for urban lot splits in order to allow for the construction of additional housing units. Under SB 9, an agency must allow for the ministerial approval of up to two primary residences of at least 800 square feet and for a lot subdivision of a parcel of at least 1,200 square feet in area. An SB 9 lot split or housing development may only occur on a parcel that meets certain criteria, including on properties that are absent of environmental constraints and certain types of existing housing, and new dwelling units must adhere to

objective development standards. The proposed revisions also include standards for lot street frontage, easements, and parking.

8. Revising division 17.40 Residential Rentals to comply with SB 9 regulations. (*Revised sections 17.40.010 and 17.40.030*)

To maintain consistency with the SB 9 Law, staff recommends revisions to this division to explicitly state that dwelling units created through SB 9 are not permitted to be used for short term rentals.

9. Revising division 17.67 Ministerial Design Review Permits to include all development projects that meet the State’s eligibility criteria. (*Revised sections 17.67.030.A, 17.67.060.A*)

To maintain consistency with State law, staff recommends revisions to this division that allow ministerial design review of development projects that meet the State’s eligibility criteria, in addition to eligibility under Senate Bill 35. For example, development applications submitted under Senate Bill 6 and Assembly Bill 2011.

10. Revising division 17.90 Definitions and Measurements and adding new definitions for the new terms and uses added throughout the Ordinance. (*Revised section 17.90.010*)

Per Housing Element Program 5.L, staff has revised the definition of “family”. Other revisions recommended by staff include adding definitions of the new housing types and specific terms included in the revisions discussed above.

C. ENVIRONMENTAL REVIEW (CEQA ANALYSIS)

Environmental Impact Report (EIR)

An EIR, entitled the 2023-2031 Housing Element Implementation Project Environmental Impact Report, has been prepared by the City of Piedmont pursuant to the California Environmental Quality Act (CEQA). As discussed above, the Housing Element Implementation Project (“proposed project”) includes amendments to the City of Piedmont’s General Plan, amendments to Piedmont City Code Chapter 17, Planning and Land Use, implementation of State density bonus law and State SB 9 law, and future changes to implement the City’s 2023-2031 Housing Element. The EIR evaluates potential environmental impacts associated with the proposed project, including construction facilitated by the proposed project, as well as construction facilitated by a program to prepare a specific plan in the Moraga Canyon Specific Plan (MCSP) Area.

On November 3, 2023, the City of Piedmont published the Draft Environmental Impact Report (DEIR). The public comments received during the 45-day public comment period have been reviewed and responses to comments, revisions to the DEIR, and the mitigation monitoring and reporting program (MMRP) were published in the Final Environmental Impact Report (FEIR) on January 12, 2024. The 2023-2031 Housing Element Implementation EIR consists of the DEIR and

the FEIR, combined. FEIR is included as Attachment E at the end of this report.

The EIR is a Program EIR. CEQA Guidelines Section 15168(a) states that: “A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.”

The Introduction section of the DEIR, pages 1-1 to 1-10, discusses: (1) the purpose of the EIR; (2) the purpose and legal basis for preparing an EIR; (3) the type of environmental document prepared; (4) documents incorporated by reference; (5) future streamlining and tiering opportunities; (6) the public review and participation process; (7) EIR content; (8) the scope of the Program EIR; (9) the issue areas found not to be significant; (10) the lead, responsible, and trustee agencies pursuant to the California Environmental Quality Act (CEQA); and (11) an overview of the environmental review process required under CEQA. The proposed project is described in detail in DEIR Section 2, Project Description, pages 2-1 to 2-29.

The Environmental Setting section, pages 3-1 to 3-4, describes Piedmont’s existing environmental characteristics, and the Environmental Impacts Analysis section, pages 4-1 to 4.17-30, contains the bulk of the document. Other sections of the DEIR include Other CEQA Required Discussions, Alternatives, References, and Appendices.

The Environmental Impact Analysis section examined potential impacts in State-defined environmental topic areas. Many of the proposed new and amended General Plan policies and actions (described in the section above) address environmental impacts and effectively mitigate the impacts of the proposed project. A number of these new policies and actions were developed with the assistance of the DEIR consultants. The DEIR made the following conclusions:

- No impacts related to agriculture, forestry, and mineral resources;
- Less than significant impacts related to aesthetics, air quality, biological resources, energy, hydrology, water quality, land use, planning, population, housing, public services, recreation, and tribal cultural resources;
- Potentially significant but mitigatable impacts related to geology and soils, and hazards and hazardous materials; and
- Significant and unavoidable impacts related to cultural resources, historical resources, greenhouse gas emissions, noise, wildfire, transportation, utilities, and service systems.

Under CEQA, prior to approving a project with a significant and unavoidable impact, the public agency must make specific CEQA findings and adopt a Statement of Overriding Considerations (“SOC”), finding that the overall benefits of the project outweigh the unavoidable impacts. In this case, prior to approving the proposed project, the City Council will be required to adopt a statement that the benefits of the Housing Element Implementation project outweigh any adverse impacts.

The City of Piedmont has prepared a SOC, included as Exhibit A to the draft resolution recommending that the City Council certify the EIR (Attachment A). In the SOC, the City has provided the findings that support adoption of the SOC. The proposed SOC determines that the significant unavoidable impacts are outweighed by the proposed Housing Element Implementation project's benefits and are acceptable in light of the benefits of the proposed project, based on the findings below:

- The project fulfills the project objective to amend the General Plan for consistency with the adopted 6th Cycle 2023-2031 Housing Element and to accommodate the growth required by the State-mandated Regional Housing Needs Assessment (RHNA).
- The project would allow for the creation of a specific plan for the City-owned parcels in the Moraga Canyon area which would improve pedestrian, bicycle and vehicular safety in the Moraga Avenue roadway, improve wildfire safety related to access and evacuation planning, and facilitate the development of below-market-rate housing.
- The project would meet the state-mandate RHNA for the 6th Cycle Housing Element planning period of 2023-2031.
- The project would increase housing supply and mix of housing types, with the goal of improving housing affordability and equity in accordance with RHNA requirements.
- As noted in the Piedmont Housing Element, approximately 21.29 percent of Piedmont homeowners and 21.08 percent of renters are cost burdened, meaning they spend 30 percent or more of gross income on housing costs. Additionally, 12.5 percent of renters spend 50 percent or more of their income on housing, compared to about 8.4 percent of homeowners. Cost burden increases the vulnerability of residents to leaving Piedmont involuntarily and, for some, becoming homeless. The project would contribute to the inclusive and equitable growth of the Bay Area region by promoting more housing, and more affordable housing within the city which would help reduce the percentage of cost—burdened homeowners and renters within the city.
- The project would promote the development of housing to accommodate projected economic and population growth in the region.
- The project would allow Piedmont to help combat (by promoting the development of affordable housing options within the city) the housing crisis in the Bay Area which, according to ABAG¹, has led to increased risk of displacement for hundreds of thousands of lower-income households across the Bay Area region.
- The project would promote the development of affordable housing which would have direct economic and public health benefits to low-income individuals within the city.
- The project reflects current community goals and preferences as identified during the public outreach process. The Housing Element Update was shaped by an extensive public outreach process that engaged the community and decision-makers. The Housing Element Update was developed with public input and consideration. According to former PUSD School Superintendent Randall Booker, "The cost of living in the Bay Area continues to burden teachers and School District staff, turning away new teachers, coaches and staff just starting their careers and leading experienced educators to leave the District for opportunities in places where their salaries go farther. Housing affordability is the largest cost of living burden

¹ Association of Bay Area Governments (ABAG). 2021. Final Plan Bay Area 2050. https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf.

(PUSD) teachers, coaches and other staff face every day.” The project would increase the amount of affordable housing within the City so that District employees within Piedmont can afford to live in Piedmont.

- As reported in the San Jose Mercury News², in Alameda County, the number of unhoused people grew by 22 percent to 9,747 people between 2017 and 2022, the majority of whom live in or outside cars. The project would encourage additional housing development within the city which would help reduce the unhoused population within Piedmont and the greater Bay Area region.
- The project would further fair housing in Piedmont through new and amended General Plan goals, policies, and actions, and new and amended City Code regulations.
- The project would bring the General Plan and Zoning Ordinance into conformance with established and recently enacted State laws.
- The project will facilitate the development of housing with access to transit, jobs, services, and community benefits in a manner that distributes affordable and special needs housing, including housing in high resource neighborhoods, and affirmatively furthers fair housing.

The proposed SOC including the determination that, after balancing the specific economic, legal, social, technological, and other benefits of the project alternatives, the unavoidable adverse environmental impacts identified may be considered acceptable due to the specific considerations listed above which outweigh the unavoidable, adverse environmental impact that will be caused by implementation of the proposed Housing Element Implementation project.

PUBLIC CORRESPONDENCE

Public correspondence related to the 2023-2031 Housing Element Implementation project includes public comments received on the DEIR, public comment on proposed amendments to the General Plan and Zoning Ordinance, and public comments about the preparation of the Moraga Canyon Specific Plan (program 1.L of the 6th Cycle Housing Element). Public correspondence has been compiled and attached to this staff report at Attachment H, with the exception of comments on the DEIR which are included in the Final Environmental Impact Report, Attachment E. Comments about the Moraga Canyon Specific Plan have been forwarded to the Specific Plan consultants and decision-makers, and are provided for the reference of the Planning Commission as the comments relate to the proposed General Plan and Zoning Code amendments also.

CITY CHARTER

The modifications to the General Plan and City Code are in conformance with the City Charter, including sections 9.01 and 9.02. No zones have been reduced or enlarged, and no zones have been reclassified. City Charter provisions are expressly referred to in City Code division 17.02.C.

² McCarthy, Will. 2023. “As Homelessness Grows, Alameda County Declares a State of Emergency”. <https://www.mercurynews.com/2023/09/22/as-homelessness-grows-alameda-county-declares-a-state-of-emergency/#:~:text=%E2%80%9CWe%20can't%20just%20allow,live%20in%20or%20outside%20cars.>

REVIEW BY CITY ATTORNEY

The proposed modifications to the City Code, the General Plan amendments, the ordinance, the resolutions and the CEQA determinations have been reviewed and approved by the City Attorney.

COMMISSION ACTION

The Commission is requested to take action to: (1) adopt a resolution to recommend that the City Council certify the 2023-2031 Housing Element Implementation Project Environmental Impact Report, make CEQA findings and adopt the SOC; (2) adopt a resolution to recommend that the City Council adopt the draft General Plan amendments; and (3) adopt a resolution to recommend that the City Council adopt an ordinance amending the Piedmont City Code Chapter 17, Planning and Land Use (“Zoning Ordinance”).

CONCLUSION AND NEXT STEPS

Staff recommends that the Planning Commission make a recommendation to the City Council for the certification of the Environmental Impact Report related to the 6th cycle Housing Element implementation, the adoption of CEQA findings and SOC, and the adoption of draft General Plan amendments and draft amendments to the Zoning Ordinance. Updating the General Plan and Zoning Ordinance is crucial to implementation of the Housing Element, which will make our community a more welcoming and inclusive place for everyone. This update will ensure we have housing options to meet the diverse needs of our residents, while also aligning with new State laws and providing greater clarity for developers and builders.

Once the Planning Commission has made a recommendation to the City Council, the EIR, General Plan amendments and Zone Ordinance amendments will be considered by the City Council. The tentative date for the public hearing and first reading by the City Council is Tuesday, February 20, 2024. The City Council is the decision-making body for the adoption of General Plan amendments and code revisions.

Prepared By: Kevin Jackson, Director of Planning and Building
Pierce Macdonald, Senior Planner
Gopika Nair, Associate Planner
Steven Lizzarago, Assistant Planner

ATTACHMENTS AND RELEVANT DOCUMENTS

	<u>Pages</u>	
A	17-53	Draft Resolution Recommending Adoption of EIR, including Statement of Overriding Considerations (Exhibit A)
B	54-357	Draft Resolution Recommending Adoption of Amendments to the General Plan (Exhibit A- Redline Edits of the Draft General Plan Amendments)
C	358-406	Draft Resolution Recommending Adoption of Amendments to Piedmont City Code Chapter 17, Planning and Land Use (Exhibit A- Zoning Ordinance)
D	407-464	Redline Edits of the Zoning Ordinance
E	465-603	Final Environmental Impact Report (FEIR)
F	604-605	Housing Element Programs associated with the Draft Zoning Ordinance Amendments
G	606-621	Summary List of New General Plan Policies
H	622-810	Public Correspondence

- [The Draft Environmental Impact Report for the 2023-2031 Housing Element Implementation Project](#)
- The City of Piedmont's 6th Cycle [Housing Element](#)
- Study Session and Staff Briefings Reports: [October 9, 2023, Planning Commission](#); [November 13, 2023, Planning Commission](#); [November 20, City Council](#); December 11, 2023, Planning Commission ([Zoning Amendments](#) and [General Plan Amendments and DEIR](#)); [December 18, City Council](#); and [January 8, 2024, Planning Commission](#).
- [Link](#) to access the meeting videos of all study sessions.

RESOLUTION No. _____

**A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF PIEDMONT
RECOMMENDING THAT THE CITY COUNCIL
CERTIFY THE 2023-2031 HOUSING ELEMENT IMPLEMENTATION EIR AND
ADOPT CEQA FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS,
AND A MITIGATION MONITORING AND REPORTING PROGRAM**

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), which for the 6th Cycle is 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, 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 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, a Notice of Preparation for a Housing Element program-level environmental impact report (EIR) was released on February 16, 2022, the City of Piedmont held a scoping meeting at a special meeting of the Planning Commission on March 1, 2022, and the scoping public comment period lasted from February 16, 2022 to March 18, 2022; and

WHEREAS, as provided in Government Code Sections 65352 – 65352.5, the City of Piedmont referred the Housing Element environmental review to all California Native American tribes on the contact list provided by the Native American Heritage Commission and to other entities listed, and no California Native American tribe requested consultation; and

WHEREAS, during the Housing Element EIR scoping public comment period, the City of Piedmont received 13 written comments and verbal comments made during the March 1, 2022 scoping meeting; and

WHEREAS, the City conducted extensive community outreach in support of the Housing Element update process over 22 months with an innovative and robust public engagement process, including two community workshops, three City Council meetings, 13 Planning Commission meetings, two meetings of the Housing Advisory Committee, a meeting of the Recreation Commission, a meeting of the Park Commission, two online forums, two open houses, and tables at community events, as well as online engagement tools, regular news stories in local media, email newsletters to over 4,000 email subscribers, emails to the School District employees and City employees, correspondence with Piedmont religious institutions, meetings with property owners in Zones A, B, C, and D, citywide streetlight banners announcing the Housing Element website, and posters at local businesses; and

WHEREAS, the Draft Environmental Impact Report (DEIR) was published on November 3, 2023 for a 45-day public comment period that ended on December 18, 2023, the Planning Commission took comments on the DEIR at a regular meeting on December 11, 2023, and the City of Piedmont received 15 comment letters; and

WHEREAS, the DEIR made the following conclusions: (1) no impacts related to agriculture, forestry, and mineral resources; (2) less than significant impacts related to aesthetics, air quality, biological resources, energy, hydrology, water quality, land use, planning, population, housing, public services, recreation, and tribal cultural resources; (3) potentially significant but mitigatable impacts related to geology and soils, and hazards and hazardous materials; and (4) significant and unavoidable impacts related to cultural resources, historical resources, greenhouse gas emissions, noise, wildfire, transportation, utilities, and service systems; and

WHEREAS, study sessions 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, the Final Environmental Impact Report (FEIR) including responses to comments, revisions to the DEIR, and mitigation monitoring and reporting plan (MMRP), was published on January 12, 2024; and

WHEREAS, a Statement of Overriding Considerations has been prepared by the City of Piedmont with respect to significant and unavoidable environmental impacts from development facilitated by the Housing Element Implementation project on cultural resources, historical resources, greenhouse gas emissions, noise, wildfire, transportation, utilities, and service systems, including cumulative impacts; and

WHEREAS, on January 12, 2024, the public hearing notice noticing the Planning Commission's consideration of a resolution to the City Council to certify the Housing Element Implementation EIR, consisting of the DEIR and FEIR, was published in the The Piedmonter newspaper, mailed to responsible agencies and neighboring agencies, and emailed to members of the public who submitted written comments and community members who participated in the preparation of the Housing Element; and

WHEREAS, the draft amendments to the City of Piedmont General Plan were published on December 6, 2023, and consists of 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; and

WHEREAS, the draft amendments to the City of Piedmont City Code, Chapter 17, Planning and Land Use (Zoning Ordinance) were published on January 19, 2024; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Piedmont does hereby resolve, declare, determine, and order, based on the oral and written staff reports, oral and written public comments, and all other project documentation in the record, as follows:

SECTION 1. Recitals.

The foregoing recitals are true and correct and incorporated herein by reference.

SECTION 2. Recommendation to Certify Final EIR.

A. The Planning Commission finds: that the Final EIR was presented to the Planning Commission; that the Final EIR was prepared, published, circulated, reviewed and completed in full compliance with State law and CEQA Guidelines; that there was adequate public review of the Draft EIR; that it has considered all comments on the Draft EIR and responses to comments; that the Final EIR adequately discusses all significant environmental issues; and that the Final EIR reflects the independent judgment and analysis of the Planning Commission. The Planning Commission further certifies that it has reviewed and considered the information in the Final EIR (FEIR).

B. The Planning Commission finds that the information added in the Final EIR does not constitute significant new information requiring recirculation pursuant to CEQA Guidelines Section 15073(b), but rather that additional information clarifies or amplifies an adequate EIR.

C. The Planning Commission hereby recommends that the City Council certify the Final EIR for the Housing Element Implementation Project.

SECTION 3. CEQA Findings and Statement of Overriding Considerations.

Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its recommendation of approval of the 2023-2031 Housing Element Implementation Project General Plan amendments and Ordinance amending the City Code, the Planning Commission has reviewed and considered the CEQA Findings of Fact and Statement of Overriding Considerations for the 2023-2031 Housing Element Implementation project, attached hereto as Exhibit A incorporated herein by reference, finds that such Findings of Fact are supported by substantial evidence and recommends that the City Council adopt the Findings of Fact and Statement of Overriding Considerations.

SECTION 4. MMRP

Pursuant to CEQA Section 21081.6 and CEQA Guidelines section 15091, the Planning Commission has reviewed and considered the Mitigation Monitoring and Reporting Program (MMRP) that requires all mitigation measures described in the Final EIR be implemented, as set forth in the MMRP, attached hereto as Exhibit B and incorporated herein by reference. The Planning Commission recommends that the City Council adopt the MMRP.

SECTION 5. Final EIR

Pursuant to CEQA Guidelines Section 15132, the Final Environmental Impact Report (FEIR), which is incorporated herein by this reference, includes the Draft EIR State Clearinghouse No. 2022020362 dated November 2023 and the Draft EIR appendices, and the Final EIR dated January 2024.

SECTION 6. Record of Proceedings

Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Planning Commission has based its recommendation are located in and may be obtained from the City Clerk, at Piedmont City Hall, 120 Vista Avenue, Piedmont, CA 94611. The City Clerk is the custodian of records for all matters before the City.

SECTION 7. 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]

California Environmental Quality Act (CEQA) Findings and Statement of Overriding Considerations

for

City of Piedmont 2023-2031 Housing Element Implementation Project

Pursuant to CEQA Sections 15091 and 15093 and Public Resources Code Section 21081

The Environmental Impact Report (EIR) prepared by the City of Piedmont (City) for the 2023-2031 Housing Element Implementation Project (“the project”) identifies significant environmental impacts that will result from implementation of the project. The City finds that the inclusion of certain mitigation measures as part of project approval will reduce all but the following significant impacts to levels that are less than significant: cultural resources, greenhouse gas emissions, noise, transportation, utilities and service systems, and wildfire. No feasible mitigation measures have been identified to reduce these impacts to a less-than-significant level or mitigation measures have been identified but would not reduce impacts to a level of less than significant; these impacts will remain significant unavoidable impacts of the project. These impacts are overridden due to specific considerations and findings that are described within this document and this Statement of Overriding Considerations has been prepared.

As required by the California Environmental Quality Act (CEQA), the City, in adopting these CEQA Findings and Statement of Overriding Considerations, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project. In accordance with CEQA and the *CEQA Guidelines*, the City adopts these findings as part of the project approval. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the EIR reflects the City’s independent judgment as the lead agency for the project.

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1 Introduction

1.1 Statutory Requirements for Findings

This statement of findings addresses the potentially significant environmental impacts associated with the proposed 2023-2031 Housing Element Implementation Project (“the project”) located in the City of Piedmont and is made pursuant to Section 15091 of the California Environmental Quality Act Guidelines (*CEQA Guidelines*), which provides that:

- (a) No public agency will approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subsection (a) will be supported by substantial evidence in the record.

Section 15092 of the *CEQA Guidelines* further stipulates that:

- (b) A public agency will not decide to approve or carry out a project for which an EIR was prepared unless either:
 - (1) The project as approved will not have a significant effect on the environment, or
 - (2) The agency has:
 - (A) Eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091, and
 - (B) Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093.

As required by CEQA, the City of Piedmont, in adopting these findings, must also adopt a Mitigation Monitoring and Reporting Program (MMRP) for the project. The MMRP, which is incorporated by reference and made a part of these findings, meets the requirements of Section 15097 of the *CEQA Guidelines* by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

Whenever these findings specifically refer to a mitigation measure that will avoid or mitigate a potentially significant impact, that specific mitigation measure is hereby made a specific condition of

approval of the 2023-2031 Housing Element Implementation Project and future development facilitated by the Housing Element Implementation Project.

1.2 Procedural Findings

The City Council of the City of Piedmont finds as follows.

Based on the nature and scope of the 2023-2031 Housing Element Implementation Project, the City Council of Piedmont determined, based on substantial evidence, that the 2023-2031 Housing Element Implementation Project may have a significant effect on the environment and prepared an EIR. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the CEQA Public Resources Code Sections 21000 et seq. CEQA and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et. Seq.), as follows.

The City of Piedmont distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period commencing February 16, 2022, and closing March 18, 2022 to help identify the types of impacts that could result from the project, as well as potential areas of controversy. The NOP was filed with the State Clearinghouse and the Alameda County Clerk and mailed to local and regional public agencies and interested organizations. In addition, the City held a scoping meeting on March 1, 2022 at a virtual special meeting of the Planning Commission. The scoping meeting was aimed at providing information about the proposed project to members of public agencies, interested stakeholders, and residents/community members and at providing an opportunity for interested parties to submit verbal comments on the scope of the environmental issues to be addressed in the EIR. Comments received by the City on the NOP were taken into account during the preparation of the Draft EIR.

The Draft EIR was made available at Piedmont City Hall and on the City's website for public review on November 3, 2023. The Notice of Availability of a Draft EIR was posted with the State Clearinghouse and County Clerk and mailed to local and regional public agencies and organizations. A paper copy of the Draft EIR was available for review at the City offices at 120 Vista Avenue, Piedmont, CA 94611. The Draft EIR public comment period began on November 3, 2023 and ended on December 18, 2023. The City received 15 comment letters on the Draft EIR. In addition to written comments, the City of Piedmont also accepted verbal comments on the Draft EIR at the Planning Commission meeting on December 11, 2023, and the City Council meeting on December 18, 2023. No verbal comments on the Draft EIR were provided by members of the public at these meetings.

Subsequent to the end of the public review period for the Draft EIR, and consistent with the requirements of Section 15088(a) of the *CEQA Guidelines*, the City of Piedmont, as the Lead Agency, has considered the public comments received on the Draft EIR for the project and has prepared written responses to each of the comments received relative to environmental issues.

Pursuant to Section 15132 of the *CEQA Guidelines*, the Final EIR consists of the following:

- (a) The Draft EIR, including all of its appendices.
- (b) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (c) Copies of all letters received by the City during the Draft EIR public review period and responses to significant environmental points concerning the Draft EIR raised in the review and consultation process.
- (d) Any other information added by the Lead Agency.

1.3 Findings Required Under CEQA

The City Council (the final decision-making body) of the City of Piedmont (the CEQA Lead Agency) will determine whether to certify the EIR for the Project. Because the Draft EIR identified one or more potentially significant environmental impacts, the City Council must also make certain “findings” to approve the City of Piedmont 2023-2031 Housing Element Implementation Project. Pursuant to *CEQA Guidelines* Section 15091 and *CEQA Guidelines* Section 21081, no public agency shall approve or carry out a project for which an environmental impact report has been certified, which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless the public agency makes one or more findings for each of those significant effects, accompanied by a brief explanation of the rationale of each finding. The possible findings, which must be supported by substantial evidence in the record, are:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR.

1.4 Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City’s decision on the project consists of a) matters of common knowledge to the City, including, but not limited to, federal, State and local laws and regulations; and b) the following documents which are in the custody of the City:

- Notice of Preparation and other public notices issued by the City in conjunction with the project (see Appendix A of the Draft EIR for the Notice of Preparation);
- The Draft EIR dated November 2023 and supporting documentation prepared for the project and Appendices A through I and all documents cited, incorporated by reference, or referred to therein;
- The written and verbal comments and documents submitted to the City by agencies, organizations, and members of the public (before, during, and after the close of the public comment periods);
- The Mitigation Monitoring and Reporting Program;
- The Final EIR for the 2023-2031 Housing Element Implementation Project dated January 2024 and all documents cited, incorporated by reference, or referred to therein;
- All findings and resolutions adopted by the City in connection with the project, and documents cited or referred to therein;
- The City of Piedmont General Plan, including amendments to be made as part of the Housing Element Implementation project;
- City of Piedmont City Code, including amendments to be made as part of the Housing Element Implementation project;

2023-2031 Housing Element Implementation Project,

- Minutes or verbatim transcripts of information and study sessions, workshops, public meetings, and public hearings held by the City in connection with the project; and
- Any other materials required to be in the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The location and custodian of the documents and other materials that constitute the record of proceedings are:

City of Piedmont
120 Vista Avenue
Piedmont, California 94611
Contact: Kevin Jackson, AICP, Director of Planning & Building

1.5 Findings

The EIR is incorporated into these findings in their entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the project despite the potential for associated significant and unavoidable adverse impacts.

For the purposes of these findings, the impact discussions include the relevant policies and actions, as well as the separate mitigation measures imposed to reduce the impacts where the mitigation measures and General Plan policies did not result in a less than significant impact. In the findings that follow, impact numbers are provided. The impact numbers correspond to sections of the Draft EIR that contain an expanded discussion of impacts. Please refer to the referenced impact sections of the Draft EIR for more detail.

2 Project Description

This section lists the objectives of the project, provides a brief description of the project, and lists the project alternatives evaluated in the Draft EIR.

2.1 Project Objectives

The objectives of the project are to:

1. Amend the General Plan for consistency with the adopted 6th Cycle 2023-2031 Housing Element and to accommodate the growth required by the State-mandated RHNA of 587 housing units, including amendments to the following elements: Land Use Element; Transportation Element; Environmental Hazards Element (Safety and Noise Elements); Parks, Recreation, and Open Space Element; Design & Preservation Element; Community Services and Facilities Element; and Natural Resources and Sustainability Element.
2. Revise the City's Zoning Ordinance as outlined in the programs of the adopted 6th Cycle 2023-2031 Housing Element. Under a maximum build-out scenario the revised Zoning Ordinance would allow for an estimated 1,048 new housing units, disbursed throughout the City, for occupants of all income levels.
3. Prepare a specific plan for the City-owned parcels in the Moraga Canyon area and the Moraga Avenue roadway that intersects them, located near Piedmont's northern border with the City of Oakland. The specific plan is expected to improve pedestrian, bicycle and vehicular safety in the Moraga Avenue roadway and to facilitate the development of below-market-rate housing and the accommodation of at least 132 housing units at all income levels while continuing existing recreational and Public Works Department uses and services.
4. Meet State-mandated RHNA for 6th Cycle Housing Element planning period of 2023-2031;
5. Enact new and amended General Plan goals, policies, and actions, and new and amended City Code regulations which affirmatively further fair housing in Piedmont; and
6. Bring the General Plan into conformance with recently enacted State laws.

2.2 Project Summary

The proposed 2023-2031 Housing Element Implementation Project would amend the City of Piedmont's 2009 General Plan including the Land Use Element and other elements and amend the Piedmont City Code (PCC) to implement the City's 6th Cycle 2023-2031 Housing Element. The Housing Element is designed to allow for the capacity to build housing in accordance with the Regional Housing Needs Allocation (RHNA) assigned to Piedmont. The project also includes development of a specific plan in the Moraga Canyon Specific Plan (MCSP) Area. The project also includes updates to the Environmental Hazards Element (which serves as the Safety Element and Noise Element of the General Plan) to implement the Housing Element and reflect recent changes in State law. Further, the project includes updates to other elements of the General Plan to achieve internal consistency, implement the Housing Element, and reflect regulatory changes since original adoption of the 2009 Piedmont General Plan. Amendments to General Plan elements include amendments to the: Environmental Hazards Element; Land Use Element; Transportation Element; Parks, Recreation, and

2023-2031 Housing Element Implementation Project,

Open Space Element; Community Services and Facilities Element; Design and Preservation Element; and Natural Resources and Sustainability Element.

2.3 Alternatives

Based on the project objectives and anticipated environmental consequences, and pursuant to CEQA Guidelines Section 15126.6, the following project alternatives were selected for analysis:

- Alternative 1: No Project
- Alternative 2: Reduced Buildout

A more detailed description of these alternatives, and required findings, are set forth in Section 5, *Feasibility of Project Alternatives*.

3 Effects Determined to be Mitigated to Less than Significant Levels

The Draft EIR identified certain potentially significant effects that could result from the project. However, the City finds, for the reasons stated in the EIR, that mitigation identified in the Draft EIR would reduce impacts to less than significant levels. The City finds that all the mitigation measures described below are feasible and agrees to adopt them as conditions of approval for the project. Accordingly, changes or alterations have been required or incorporated into the project which avoid or substantially lessen the significant effects as identified in the EIR and adoption of the mitigation measures set forth below will reduce these significant or potentially significant effects to less than significant levels. These mitigation measures will effectively be part of the project.

3.1 Geology and Soils

Impact GEO-1 Summary

The Hayward Fault runs east of Piedmont. Since no part of Piedmont is located within an Alquist-Priolo zone, development facilitated by the project would not be subject to surface or ground rupture. Development facilitated by the project would be subject to seismically-induced ground shaking and other seismic hazards, including liquefaction and landslides, which could damage structures and result in loss of property and risk to human health and safety. Impacts would be less than significant with required compliance with State-mandated building standards, Piedmont General Plan policies and actions, and the PCC citywide regulations. In addition, impacts for the MCSP Area would be less than significant with mitigation incorporated and adherence to applicable laws, regulations, and policies.

Mitigation Measure

MCSP GEO-1 Geotechnical Assessment for Moraga Canyon Specific Plan Area

A geotechnical assessment shall be prepared for development in the Moraga Canyon Specific Plan Area by a qualified engineer prior to issuance of a grading permit. The geotechnical assessment shall include onsite sampling of existing soil to ascertain current conditions and characterize the potential for risks and implications for future building foundation elements. The analysis of the onsite conditions and risks shall be based on laboratory results generated in accordance with current procedures and applicable state and local construction, engineering, and geotechnical building standards at the time the assessment is prepared. The design of individual projects and/or construction shall incorporate all recommendations of the geotechnical assessment. The assessment and recommendations shall be prepared by a California-licensed professional engineer and shall comply with current state and local building codes. The intention of the geotechnical assessment is to sufficiently inform design related to geologic hazards and to help ensure that the design of building foundations, subgrades, and transportation infrastructure can withstand existing conditions, or that the individual site can be treated in such a manner as to address hazardous geologic conditions.

Finding

The City of Piedmont finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR. Impacts related to geology and soils would be mitigated to a less than significant level with incorporation of the required mitigation measure.

3.2 Hazards and Hazardous Materials

Impact HAZ-3 Summary

Implementation of the project would accommodate development on or near hazardous materials sites. However, compliance with applicable regulations and standard conditions of approval requiring site characterization and cleanup would minimize hazards from development on contaminated sites. For the MCSP Area, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MCSP HAZ-1 Property Assessment Phase I and II ESAs

Prior to the issuance of any building, demolition, or grading permit for development in the Moraga Canyon Specific Plan Area, the project applicant shall retain a qualified environmental professional (EP), as defined by ASTM E-1527 to prepare a project-specific Phase I Environmental Site Assessment (ESA) in accordance with standard ASTM methodologies, to assess the land use history of the project site.

If the Phase I ESA identifies recognized environmental conditions or potential areas of concern, the project applicant shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase II ESA for the project site to determine whether the soil, groundwater, and/or soil vapor has been impacted at concentrations exceeding regulatory screening levels. The Phase II ESA shall be completed prior to the issuance of any building permit authorizing construction, grading permit, or demolition permit and shall be based on the results of the Phase I ESA.

As part of the Phase II ESA, the qualified environmental consultant (PG or PE) shall screen the analytical results against the San Francisco Bay Regional Water Quality Control Board environmental screening levels (ESL). These ESLs are risk-based screening levels under various depth and land use scenarios. The City shall review and approve the Phase II ESA prior to the issuance of any building, grading, or demolition permit.

If the Phase II ESA for the project site indicates that contaminants are present in the subsurface at the project site, the project applicant shall take appropriate steps to protect site workers and the public. This may include the preparation of a Soil Management Plan (see Mitigation Measure MCSP HAZ-2) prior to issuance of a building, grading, or demolition permit.

If the Phase II ESA for the project site indicates that contaminants are present at concentrations exceeding hazardous waste screening thresholds for contaminants in soil and/or groundwater (California Code of Regulations [CCR] Title 22, Section 66261.24 Characteristics of Toxicity), the project applicant shall take appropriate steps to protect site

workers and the public. This may include the completion of remediation (see Mitigation Measure MCSP HAZ-3) at the project site prior to onsite construction.

Mitigation Measure MCSP HAZ-2 Soil Management Plan

For future development in the Moraga Canyon Specific Plan Area, if impacted soils or other impacted wastes are present at the project site, the project applicant shall retain a qualified environmental consultant (PG or PE), to prepare a Soil Management Plan (SMP) prior to issuance of a building, demolition or grading permit. The SMP, or equivalent document, shall address:

1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and
2. Specific actions to reduce hazards to construction workers and offsite receptors during the construction phase.

The plan must establish remedial measures and soil management practices to ensure construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to:

- Stockpile management, including stormwater pollution prevention and the installation of BMPs
- Proper disposal procedures of contaminated materials
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities
- Monitoring and reporting
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection
- The health and safety plan shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction

The City of Piedmont Public Works Director or designee shall review and approve the project site SMP prior to issuing of any grading, demolition or grading permit. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.

MCSP HAZ-3 Remediation

For future development in the Moraga Canyon Specific Plan Area, where contaminated soil is identified during implementation of Mitigation Measures MCSP HAZ-1 and/or MCSP HAZ-2 as present within the demolition, grading or construction envelope at the project site at chemical concentrations exceeding ESLs and/or hazardous waste screening thresholds for contaminants in soil (California Code of Regulations [CCR] Title 22, Section 66261.24), the project applicant shall retain a qualified environmental consultant (PG or PE), to properly dispose of the contaminated soil. The qualified environmental consultant shall utilize the

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project site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

Remediation of impacted soils and/or implementation of remedial engineering controls may require: additional delineation of sub-surface impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and offsite disposal or recycling.

The City of Piedmont Public Works Director or designee shall review and approve the project site disposal recommendations prior to transportation of waste soils offsite, and review and approve remedial engineering controls, prior to construction.

The project applicant shall review and implement the project site disposal recommendations prior to transportation of waste soils offsite and review and implement the remedial engineering controls prior to construction.

The City of Piedmont shall review and approve the project site disposal recommendations and remedial engineering controls prior to issuing a building, demolition or grading permit.

Finding

The City of Piedmont finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR. Impacts related to hazards and hazardous materials would be mitigated to a less than significant level with incorporation of the required mitigation measures.

4 Significant Effects that Cannot be Mitigated to a Less than Significant Level

A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented, because no feasible mitigation has been identified. Except for the impacts described below, significant impacts associated with the project would be reduced to a less than significant level with incorporation of mitigation measures identified in the EIR. The project would result in the following significant and unavoidable impacts:

4.1 Cultural Resources

Impact CUL-1 Summary

Development facilitated by the project could adversely affect known and unidentified historical resources. Impacts to historical resources would be significant and unavoidable.

Mitigation Measures

No feasible mitigation measures have been identified.

Finding

The proposed new Historical Resources Assessment and Treatment General Plan policy that would be added to the Design and Preservation Element as part of the proposed Housing Element Implementation project would ensure that a historical resource evaluation is conducted for sites developed under the project and would require measures to reduce impacts to historical resources to the extent feasible. However, measures to reduce impacts would not in all cases avoid material impairment to historical resources. Therefore, impacts to historical resources as a result of the project as a whole would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

4.2 Greenhouse Gas Emissions

Impact GHG-1 Summary

The project would not be consistent with BAAQMD's building and transportation thresholds. Even with implementation of proposed new policies in the General Plan Natural Resources and Sustainability Element and in the Transportation Element, this impact would remain significant and unavoidable.

Mitigation Measures

No feasible mitigation measures have been identified.

Finding

Although future development would be required to adhere to the proposed new policy in the General Plan Transportation Element to reduce vehicle miles traveled (VMT) as discussed in Section 4.14, *Transportation*, since the location, size, and characteristics of individual development projects that would be implemented by the project, as well as the specific transportation demand management measures that would be implemented at each of these future developments, cannot be known at this time, this analysis cannot determine the effectiveness of the new Transportation Element policy in reducing the project's VMT and GHG impact to a less than significant level. Thus, this impact would remain significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

4.3 Noise

Impact NOI-1 Summary

Construction associated with housing development facilitated by the project would be required to comply with the allowed daytime construction hours regulated by the Piedmont City Code and, therefore, would not occur during nighttime hours when people are more sensitive to noise. However, larger developments could involve construction with lengthy durations, substantial soil movement, use of large, heavy-duty equipment, excavation of rocky conditions, and/or pile driving near noise-sensitive land uses that could exceed the applicable FTA daytime noise limits and Piedmont General Plan recommended maximum noise levels. Therefore, this impact would be significant and unavoidable.

Mitigation Measures

The project involves adding a new policy to the Piedmont General Plan which would require construction noise studies and incorporation of noise reduction measures for future development projects. No other feasible mitigation measures beyond this policy and what is required by other existing General Plan policies and the PCC have been identified.

Finding

It is anticipated that, with adherence to the proposed Construction Noise Reduction General Plan policy, noise levels associated with future smaller housing development could be reduced below the eight-hour 80 dBA L_{eq} daytime residential noise limit per FTA guidelines. However, noise generated by larger projects, such as future development in the MCSP Area, may still exceed the FTA noise limit. Therefore, this impact would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

4.4 Transportation

Impact T-2 Summary

The project would result in home-based VMT per resident for the City of Piedmont that is higher than 15 percent below the regional average home-based VMT per resident. This impact would be Significant and Unavoidable.

Mitigation Measures

The project involves adding a new policy to the Piedmont General Plan which would require VMT analyses and incorporation of TDM programs for future development projects to reduce VMT. No other feasible mitigation measures beyond these policies and what is required by other existing General Plan policies have been identified.

Finding

It is anticipated that, with adherence to the proposed VMT Analysis and Transportation Demand Management General Transportation Element policy, impacts would be reduced. The application of the policy would result in a net VMT reduction of up to 10 percent for development projects in urban-suburban settings such as Piedmont. Thus, it is possible that the implementation of this policy would reduce the VMT impacts for future developments to a less than significant level. However, since the location, size, and characteristics of individual development projects that would be facilitated by the proposed Housing Element Implementation project (including the MCSP), as well as the specific transportation demand management measures that would be implemented at each of these future developments cannot be known at this time, this analysis cannot determine the effectiveness of the above measures in reducing the project's VMT impact to a less than significant level. Thus, the impact would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

4.5 Utilities and Service Systems

Impact UTIL-1 Summary

Development facilitated by the proposed Housing Element Implementation project would require utility service and connections for water supply, wastewater conveyance, and stormwater conveyance, as well as telecommunications, electricity, and natural gas. The existing utility systems for water, stormwater, electric power, natural gas, and telecommunication facilities in Piedmont have sufficient capacity to serve the project. However, relocation, expansion, or construction of new wastewater conveyance facilities may be needed, which could result in environmental effects. This impact would be significant and unavoidable.

Mitigation Measures

Because the precise siting of potential wastewater infrastructure is unknown until specific development projects are proposed in the City, including the MCSP Area, no feasible mitigation to address impacts associated with new or expanded wastewater conveyance facilities are available.

Finding

Because the precise siting of potential wastewater infrastructure is unknown until specific development projects are proposed, and because there are no feasible mitigation measures, impacts related to new or expanded wastewater conveyance facilities would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

4.6 Wildfire

Impact W-1 Summary

Development facilitated by the project would result in additional population and vehicles in the city. The project could increase roadway congestion such that the use of an evacuation route would be hindered. Therefore, this impact would be significant and unavoidable.

Mitigation Measures

W-1 Incorporation of Evacuation Analysis Recommendations

The City shall implement all recommendations included in the City of Piedmont 2023-2031 Housing Element Update – Emergency Evacuation Time Assessment (Fehr & Peers 2023) and listed below:

- Develop emergency evacuation traffic signal timing plans for traffic signals on evacuation routes, prioritizing evacuation flows and minimizing opposing traffic flows. Emergency response vehicle access into evacuation areas can be maintained through traffic signal pre-emption. Coordinate with City of Oakland and Caltrans to develop corridor evacuation timing plans.
- Identify corridors where temporary evacuation capacity, such as reversible traffic lanes, temporary use of parking lanes, shoulders, or two-way-left-turn lanes, could be provided while maintaining emergency responder access in the opposite direction. Explore limiting on-street parking on designated evacuation routes either permanently or during high fire risk periods to reduce potential conflicts with evacuating vehicles.
- As part of evacuation messaging, ensure evacuees are informed of the availability of multiple evacuation routes, to allow effective use of all available capacity.
- Work with Piedmont Unified School District (PUSD) and private schools to develop evacuation plans for the schools in the City of Piedmont.
- Consider staggering the evacuation orders for citywide or large area evacuations for different zones and account for the impact on potential bottleneck locations when determining the timing for evacuation of different zones.
- When considering roadway or intersection design modifications, especially in areas that have less accessibility and on key evacuation routes, consider evacuation capacity and consider design treatments that could allow reversible lanes or temporary use of parking lanes or shoulders as auxiliary lanes to provide additional capacity during an evacuation event.

- Educate residents and employees about the importance of carpooling in evacuations to reduce the number of evacuating vehicles and minimize evacuation times.
- Explore the potential use of the footpath and bicycle networks in evacuating pedestrians and cyclists to reduce the number of evacuating vehicles and minimize evacuation times.
- Examine areas that have a high concentration of residents with social vulnerability indicators such as age, disability, and other mobility factors to determine other potential barriers to evacuation besides distance to and capacity of evacuation routes. Advanced coordination between first responders to ensure an efficient and well-communicated process for evacuation may be needed in response to various hazard scenarios.

Finding

Implementation of Mitigation Measure W-1 would require incorporation of recommendations included in the Emergency Evacuation Analysis including the development of emergency evacuation traffic signal timing plans for traffic signals on evacuation routes, identification of corridors where temporary evacuation access could be provided, and exploration of limiting on-street parking on designated evacuation routes which would reduce impacts to evacuation access to the extent feasible. Nonetheless, for some development projects, impacts may still result from the potential for unusual site-specific or road conditions, project characteristics, increased population as a result of the project, and the general ongoing fire risk in Piedmont. Based on this, impacts would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Impact W-2 Summary

Implementation of the project would facilitate residential development in areas located in and near a Very High Fire Hazard Severity Zone. New development would be required to comply with extensive regulations and fire safety provisions in the Piedmont City Code, including the Fire Code, and other applicable regulations. Based on the existing regulatory framework and project review process with Piedmont Fire Department, impacts would be generally avoided. However, it remains possible that even with existing regulations, construction or other human activities related to development in or near a VHFHSZ could exacerbate wildfire risk and expose existing and new residents to pollutant concentrations and uncontrolled spread of a wildfire. Additionally, by increasing the population of the WUI area, more people would be directly threatened when a wildland fire occurs. Therefore, this impact would be significant and unavoidable.

Mitigation Measures

The project involves proposed new and revised policies in the General Plan Environmental Hazards Element to reduce wildfire risks, including a policy to require a Fire Protection Plan for new development to reduce the potential loss due to wildfire exposure through risk mitigation and minimization. No other mitigation measures are feasible.

Finding

Compliance with the existing city regulations and implementation of the City of Piedmont's requirement for Fire Protection Plan would reduce the potential to exacerbate wildfire risk during construction and after projects are constructed. This would reduce the severity of potential impacts

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related to exposure to pollutant concentrations from a wildfire or the likelihood of wildfire ignition. No additional mitigation measures beyond adherence to existing procedures are feasible. Nonetheless, for some development projects, even with implementation of these wildfire prevention measures, impacts may result from the potential for unusual site-specific or road conditions, project characteristics, and the general ongoing fire risk in Piedmont. By increasing the population of the VHFHSZ, more people would be directly threatened, and evacuation and firefighting efforts would be further challenged when a fire occurs. Additionally, by increasing the population of the WUI area, more people would be directly threatened when a wildland fire occurs. Based on this, impacts would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Impact W-3 Summary

Implementation of the project would facilitate residential development in areas located in and near a Very High Fire Hazard Severity Zone and Wildland Urban Interface area. New development, especially development in the MCSP Area, could require the installation of infrastructure that may exacerbate fire risk. Future development facilitated by the project would be required to comply with extensive regulations and fire safety provisions in the Piedmont City Code, including the Fire Code, and other applicable regulations. With adherence to these regulations, impacts would be generally avoided. However, it remains possible that even with existing regulations, installation or maintenance of associated infrastructure could exacerbate fire risk. This impact would be significant and unavoidable.

Mitigation Measures

There are no feasible mitigation measures beyond compliance with the General Plan policies and the PCC.

Finding

Implementation of General Plan Policy 19.24 would reduce the potential for impacts under this threshold by placing power lines underground in areas subject to wildfire risk. However, it may not be feasible to impose this requirement on all projects. Additionally, potentially unusual site-specific conditions or aspects of the infrastructure project, including power line installation, may result in wildfire impacts from the installation or maintenance of infrastructure required by build out under the project. For some development projects with infrastructure, impacts may still result from the potential for unusual site-specific or road conditions, project characteristics, increased population as a result of the project, and the general ongoing fire risk in Piedmont. Based on this, impacts would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Impact W-4 Summary

Implementation of the project would encourage development of housing in and near VHFHSZs and WUI areas, including in areas with steep terrain, such as the MCSP Area. Development facilitated by

the project could expose people and structures to risk due to the terrain and slope which could result in potential risks such as landslides. This impact would be significant and unavoidable.

Mitigation Measures

Mitigation Measure MCSP-GEO-1 would apply to future development in the MCSP Area. The City of Piedmont requires geotechnical studies on slopes greater than 20 percent in accordance with the General Plan and PCC Chapter 8, as discussed under Impact W-4 above. No other mitigation measures are feasible.

Finding

The PCC requirement of site-specific geotechnical investigations would reduce potential impacts related to landslides for individual future development projects, including landslides resulting from wildfire. These requirements would reduce potential impacts such as landslides due to runoff, post-fire slope instability, or drainage changes following a potential wildfire. Additionally, implementation of mitigation measure GEO-1 would require geotechnical assessments for development in the MCSP Area specifically, which would reduce geologic impacts in this area that could be exacerbated by wildfire. However, based on the potential for unusual site-specific conditions or project characteristics, and the general ongoing fire risk in the Piedmont, impacts of a housing development project under the project may still occur. Therefore, this impact would be significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Impact W-5 Summary

Implementation of the project would facilitate development in and near areas within VHFHSZs and WUI areas. Compliance with existing policies and regulations would reduce wildfire risks to the extent feasible. However, because the project would encourage development in and near VHFHSZs and WUI areas and would lead to an overall increase in Piedmont's population, this impact would be significant and unavoidable.

Mitigation Measures

There are no feasible mitigation measures beyond compliance with the General Plan policies and the PCC.

Finding

Compliance with the General Plan and PCC would reduce impacts to the extent feasible, however impacts would remain significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

4.7 Cumulative Impacts

An EIR is required to discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. *CEQA Guidelines* Section 15130(a). "Cumulatively considerable" means

that the incremental effects of the project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. *CEQA Guidelines* Section 15065(a)(3); Pub. Resources Code Section 21083(b)(2).

The City finds that the project will result in cumulatively considerable impacts related to cultural resources, greenhouse gas emissions, noise, transportation, utilities and service systems, and wildfire.

As discussed in Section 4.4, *Cultural Resources*, of the Draft EIR, the potential for impacts to built environment historical resources from individual development proposals is site-specific and depends on the location and nature of each individual development proposal. Future development projects would continue to be subject to existing federal, State, and local requirements and discretionary projects may be subject to project-specific mitigation requirements as outlined herein. It is anticipated that cumulative impacts to historical resources in Piedmont can be avoided or minimized through implementation of the proposed new General Plan Design and Preservation Element Historical Resources Assessment and Treatment policy, described above, on a project-by-project basis, but alteration or demolition of built environment historical resources remains a possibility citywide. Therefore, the incremental effect of the project on built environment historical resources would be cumulatively considerable and cumulative impacts would be significant and unavoidable.

As discussed in Section 4.7, *Greenhouse Gas Emissions*, of the Draft EIR, the impact of GHG emissions generated by development facilitated by the project is inherently cumulative. GHG emissions from one project cannot, on their own, result in changes in climatic conditions; therefore, the emissions from any project must be considered in the context of their contribution to cumulative global emissions, which is the basis for determining a significant cumulative impact. This is determined through the project's consistency with applicable GHG emission thresholds and applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. The project would be generally consistent with the State's 2022 Scoping Plan, Plan Bay Area 2050, the Piedmont General Plan, and the City's CAP 2.0. However, despite implementation of mitigation measures GHG-1 and T-1, the project would still be inconsistent with BAAQMD's project-level thresholds, specifically transportation threshold 1.a., as VMT would not be guaranteed to be below the baseline regional threshold; building threshold 1.a., as the City's Reach Code does not regulate multi-family residences and the City's ability to regulate all electric development has been affected by recent caselaw; nor building threshold 1.b., as the City's EV requirements are less stringent than CALGreen Tier 2. Therefore, the project would result in a significant and unavoidable cumulative impact on GHG emissions.

As discussed in Section 4.11, *Noise*, of the Draft EIR, construction activities associated with future development facilitated by the project would be required to comply with PCC Section 12.8.2 and would not occur during nighttime hours between the hours of 6:00 p.m. and 8:00 a.m. each day, Sunday evening through Saturday morning, and between the hours of 6:00 p.m. and 9:00 a.m. Saturday evening through Sunday morning. It is anticipated that, with adherence to the proposed Construction Noise Reduction General Plan policy, construction noise levels for most projects would be reduced to below applicable FTA noise limits. However, construction noise levels associated with some of the housing development proposed under the project would not be reduced below the applicable FTA noise limits for construction noise on a case-by-case basis. Further, larger development projects could combine together, or combine with smaller development projects, to substantially increase noise levels at specific neighboring noise-sensitive receivers. Therefore, concurrent construction of development projects accommodated under the project could result in cumulatively considerable impacts. This impact from development facilitated by the project could be cumulatively considerable and cumulative impacts would be significant and unavoidable.

As discussed in Section 4.14, *Transportation*, of the Draft EIR, the project would result in a decrease in the average home-based VMT per resident in the years 2031 and 2040 compared to the Baseline (2020) conditions but would exceed the significance threshold of 15 percent below the Bay Area Regional Baseline Average. Therefore, the home-based VMT per resident is also a cumulative impact. The cumulative impact would remain significant and unavoidable.

As discussed in Section 4.16, *Utilities and Service Systems*, of the Draft EIR, improvements to the sewer system may be needed. Therefore, the cumulative impact related to wastewater infrastructure would be significant and unavoidable, and the development facilitated by the project would considerably contribute to significant and unavoidable cumulative impact to wastewater infrastructure.

As discussed in Section 4.17, *Wildfire*, of the Draft EIR, development that is considered part of the cumulative analysis includes buildout under the project, which takes into account development that could occur with implementation of the City of Piedmont's Housing Element in coordination with development under the Piedmont's General Plan. Development facilitated by the proposed Housing Element Implementation project, including development pursuant to an adopted MCSP, would increase the density of development in urban areas and within designated urban service areas, which could exacerbate wildfire risks. All new development and infrastructure would be subject to statewide standards for fire safety in the California Fire Code, as well as proposed policies in the Piedmont General Plan Environmental Hazards Element. As discussed under Impacts W-1 through W-5 above, compliance with the California Fire Code and General Plan policies would reduce the risk of wildfire to the extent feasible. However, even with mitigation, it is not possible to prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires. Therefore, cumulative development under the project would result in a significant cumulative wildfire impact. The project would have a considerable contribution to a cumulative impact. These impacts are cumulatively significant and unavoidable.

Finding

Implementation of the project would result in cumulatively considerable impacts related to cultural resources. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Implementation of the project would result in cumulatively considerable impacts related to greenhouse gas emissions. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Implementation of the project would result in cumulatively considerable impacts related to noise. Although future development would be required to comply with the proposed Construction Noise Reduction General Plan policy, impacts would remain significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Implementation of the project would result in cumulatively considerable impacts related to transportation. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

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Implementation of the project would result in cumulatively considerable impacts related to utilities and service systems. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

Implementation of the project would result in cumulatively considerable impacts related to wildfire. Although future development would be required to comply with the California Fire Code and General Plan policies, it is not possible to prevent a significant risk of wildfires or to fully protect people and structures from the risks of wildfires and therefore cumulative impacts would remain significant and unavoidable. The City finds that although this impact would be significant and unavoidable, the impact is acceptable when weighed against the overriding social, economic, and other considerations set forth in the Statement of Overriding Considerations (Section 6 of these Findings).

5 Feasibility of Project Alternatives

As noted in the Draft EIR, the City of Piedmont considered several alternatives that were ultimately rejected and not analyzed in detail in the EIR.

- The City considered an alternative that would not involve adopting the Moraga Canyon Specific Plan (MCSP) in accordance with Housing Element Program 1.L to develop a Specific Plan for the City-owned parcels in Moraga Canyon. However, this would directly conflict with Project Objective #2. Further, this would likely result in Piedmont being unable to demonstrate to the California Department of Housing and Community Development (HCD) that the City was in compliance with State requirements to meet the City's RHNA. Therefore, this alternative was considered but rejected and was not included as an alternative in the analysis in the EIR.
- The City also considered whether there was an additional development alternative that would reduce the significant and unavoidable impacts related to historical resources, greenhouse gas emissions, construction noise, and wildfire. However, there is no development alternative that would generally meet the project objectives and State requirements to provide for housing that could feasibly avoid demolition of unidentified historical resources, increases in greenhouse gas emissions, construction noise in exceedance of standards, or avoid development in or near the Very High Fire Hazard Severity Zone. Therefore, no such alternatives were identified.
- Given the City's RHNA and state requirements for housing, the City did not consider alternatives that would provide for less housing that mandated to meet the City's RHNA, as they would not meet the project objectives or satisfy State requirements. Therefore, no alternatives other than the two alternatives considered below were analyzed in more detail.

The Draft EIR included two project alternatives that were analyzed in detail. The City hereby concludes that the Draft EIR sets forth a reasonable range of alternatives to the project so as to foster informed public participation and informed decision-making. The City finds that the alternatives identified and described in the Draft EIR were considered and further finds two of them to be infeasible for the specific economic, social, or other considerations set forth below.

In addition to the project, the following alternatives were evaluated in the Draft EIR, and are more fully described in Section 6, *Alternatives*, of the Draft EIR.

5.1 Alternative 1: No Project Alternative

The *CEQA Guidelines* stipulate that an EIR specifically include a "No Project" Alternative. The purpose in including a No Project Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project.

In this case, the "No Project" Alternative (Alternative 1) involves continued implementation of the City's existing plans and policies that would accommodate development in accordance with the existing land use designations, policies, and zoning standards. Consistent with the buildout assumed in the City's previous 2015-2023 Housing Element, this alternative assumes development of 60 units, or approximately 527 units fewer than the 6th Cycle RHNA and 988 fewer units than the assumed development under the project's maximum build-out scenario of 1,048 units. It is assumed that development would occur generally consistent with current development patterns and trends, which involve primarily small residential projects under four units, residential additions, and the construction of accessory dwelling units (ADUs).

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In addition, Alternative 1 would not include adoption of a specific plan that would facilitate residential development in the MCSP Area. Similarly, the proposed amendments to the Piedmont General Plan to implement the 2023-2031 Housing Element and bring the General Plan into conformance with recent State law, including new and revised policies in the Land Use Element; Environmental Hazards Element; Transportation Element; Parks, Recreation, and Open Space Element; Community Services and Facilities Element; Design and Preservation Element; and Natural Resources and Sustainability Element, would not be adopted.

The No Project Alternative would not meet the project objectives because it would not implement the 6th Cycle 2023-2031 Housing Element, which was designed to satisfy the City's RHNA, would not prepare a Specific Plan for the City-owned parcels in the MCSP Area, and would not bring the General Plan into conformance with established and recent State laws.

Findings

The No Project Alternative would not meet any of the objectives of the project, including:

- Amend the General Plan for consistency with the adopted 6th Cycle 2023-2031 Housing Element and to accommodate the growth required by the State-mandated RHNA
- Revise the City's Zoning Ordinance as outlined in the programs of the adopted 6th Cycle 2023-2031 Housing Element
- Prepare a specific plan for the City-owned parcels in the Moraga Canyon area and the Moraga Avenue roadway that intersects them, located near Piedmont's northern border with the City of Oakland.
- Meet State-mandated RHNA for 6th Cycle Housing Element planning period of 2023-2031
- Enact new and amended General Plan goals, policies, and actions, and new and amended City Code regulations which affirmatively further fair housing in Piedmont
- Bring the General Plan into conformance with recently enacted State laws.

The City rejects Alternative 1 as infeasible because it would not achieve any of the project objectives.

The findings for the project set forth in this document and the overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide support for the project and the elimination of Alternative 1 from further consideration.

5.2 Alternative 2: Reduced Buildout

The "Reduced Buildout" Alternative (Alternative 2) assumes that the entirety of the Housing Element is not implemented, but that State laws such as SB 9, AB 1851, AB 2244 and the State Density Bonus Law, would continue to be implemented. This alternative would include continued implementation of regulations governing ADUs and Zone B development on sites less than 10 acres. Unlike the project which proposes zoning changes to facilitate development on sites more than 10 acres, Alternative 2 only anticipates development on sites less than 10 acres at the existing allowed zoning of 5.445 units per acre on land designated public facilities on the General Plan Land Use Diagram. Alternative 2 assumes that the MCSP would be adopted in accordance with Program 1.L (but at a lower density) and assumes that developers in the MCSP Area would request 80 percent density bonuses for 100 percent affordable housing.

This alternative would include updates to elements of the General Plan to achieve internal consistency and reflect regulatory changes since original adoption of the General Plan. Amendments to other

General Plan elements include amendments to the: Land Use Element; Transportation Element; Environmental Hazards Element; Parks, Recreation, and Open Space Element; Community Services and Facilities Element; Design and Preservation Element; and Natural Resources and Sustainability Element.

Alternative 2 would result in the same types of significant and unavoidable impacts associated with cultural resources, greenhouse gas emissions, noise, transportation, utilities and service systems, and wildfire.

Findings

Alternative 2 would meet some of the project objectives because it would amend the General Plan and meet the number of new housing units in the RHNA of 587 units Alternative 2 would also prepare a Specific Plan for the City owned parcels in the MCSP Area and would bring the General Plan into conformance with State laws. However, it would not facilitate the same level of development as the proposed project nor the affordability levels of the RHNA; thus, it would not achieve all project objectives. Further, it would not enact all of the General Plan programs and therefore would not affirmatively further fair housing in Piedmont to the same extent as under the project, in compliance with State law.

The City rejects Alternative 2 as infeasible because it would not meet all the project objectives to the same extent as the project and would not eliminate the significant and unavoidable impacts related to cultural resources, greenhouse gas emissions, noise, transportation, utilities and service systems, and wildfire.

5.3 Environmentally Superior Alternative

The *CEQA Guidelines* state that an EIR shall identify an environmentally superior alternative. If the environmentally superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (Section 15126.6(e)(2)).

Alternative 1: No Project would result in less impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, tribal cultural resources, utilities and service systems, and wildfire due to the decrease in residential units developed. Because development could still occur and the exact nature and location of such development is unknown, impacts related to historical resources and GHG would remain significant and unavoidable. The significant and unavoidable VMT impact would be increased under Alternative 1 because this alternative would not reduce VMT per resident to the same extent as under the proposed project. However, this alternative would eliminate the significant and unavoidable impacts related to construction noise, wastewater infrastructure, and wildfire.

Among the alternatives being considered, Alternative 2: Reduce Buildout could be considered environmentally superior, as it would reduce impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, tribal cultural resources, utilities and service systems and wildfire due to the decrease in residential units developed. However, this alternative would not eliminate the unavoidably significant impacts related to cultural resources, greenhouse gas emissions,

2023-2031 Housing Element Implementation Project,

noise, transportation, utilities and service systems, or wildfire. This alternative would generally meet some but not all of the project objectives.

6 Statement of Overriding Considerations

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable (*CEQA Guidelines* Section 15093(a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (*CEQA Guidelines* Section 15093(b)).

The project would result in significant unavoidable impacts related to cultural resources, greenhouse gas emissions, noise, transportation, utilities and service systems, and wildfire. No feasible mitigation measures have been identified that would reduce these impacts to a less than significant level. These significant unavoidable impacts are identified and discussed in Section 5 of these Findings. The City finds that the significant unavoidable impacts are outweighed by the proposed Housing Element Implementation project's benefits and are acceptable in light of the benefits of the proposed project, based on the findings below:

- The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the project, as described above and in the EIR.
- All mitigation measures required in the EIR have been incorporated into the project and will be implemented through the MMRP, incorporated by reference herein.
- In accordance with *CEQA Guidelines* Section 15093, the City has, in determining whether or not to approve the project, balanced the economic, legal, social, technological, and other benefits, including region-wide or statewide environmental benefits of the project against these unavoidable environmental risks, and has found that the benefits of the project outweigh the unavoidable adverse environmental effects, as described below.
- The project would fulfill all of the project objectives, whereas the proposed alternatives do not.

The following statements specify the reasons why, in the City's judgment, the benefits of the project outweigh its unavoidable environmental risks. The City finds that any one of the following reasons for approval cited below is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the Findings and the benefits described below can be found in the Record of Proceedings.

- The project fulfills the project objective to amend the General Plan for consistency with the adopted 6th Cycle 2023-2031 Housing Element and to accommodate the growth required by the State-mandated Regional Housing Needs Allocation (RHNA).
- The project would allow for the creation of a specific plan for the City-owned parcels in the Moraga Canyon area which would improve pedestrian, bicycle and vehicular safety in the Moraga Avenue roadway, improve wildfire safety related to access and evacuation planning, and facilitate the development of below-market-rate housing.
- The project would meet the state-mandate RHNA for the 6th Cycle Housing Element planning period of 2023-2031.

- The project would increase housing supply and mix of housing types, with the goal of improving housing affordability and equity in accordance with RHNA requirements.
- As noted in the Piedmont Housing Element, approximately 21.29 percent of Piedmont homeowners and 21.08 percent of renters are cost burdened, meaning they spend 30 percent or more of gross income on housing costs. Additionally, 12.5 percent of renters spend 50 percent or more of their income on housing, compared to about 8.4 percent of homeowners. Cost burden increases the vulnerability of residents to leaving Piedmont involuntarily and, for some, becoming homeless. The project would contribute to the inclusive and equitable growth of the Bay Area region by promoting more housing, and more affordable housing within the city which would help reduce the percentage of cost—burdened homeowners and renters within the city.
- The project would promote the development of housing to accommodate projected economic and population growth in the region.
- The project would allow Piedmont to help combat the housing crisis in the Bay Area which, according to ABAG¹, has led to increased risk of displacement for hundreds of thousands of lower-income households across the Bay Area region, by promoting the development of affordable housing options within the city.
- The project would promote the development of affordable housing which would have direct economic and public health benefits to low-income individuals within the city.
- The project reflects current community goals and preferences as identified during the public outreach process. The Housing Element Update was shaped by an extensive public outreach process that engaged the community and decision-makers. The Housing Element Update was developed with public input and consideration. According to former PUSD School Superintendent Randall Booker, "The cost of living in the Bay Area continues to burden teachers and School District staff, turning away new teachers, coaches and staff just starting their careers and leading experienced educators to leave the District for opportunities in places where their salaries go farther. Housing affordability is the largest cost of living burden (PUSD) teachers, coaches and other staff face every day." The project would increase the amount of affordable housing within the city so that District employees within Piedmont can afford to live in Piedmont.
- As reported in the San Jose Mercury News², in Alameda County, the number of unhoused people grew by 22 percent to 9,747 people between 2017 and 2022, the majority of whom live in or outside cars. The project would encourage additional housing development within the city which would help reduce the unhoused population within Piedmont and the greater Bay Area region.
- The project would further fair housing in Piedmont through new and amended General Plan goals, policies, and actions, and new and amended City Code regulations.
- The project would bring the General Plan and Zoning Ordinance into conformance with established and recently enacted State laws.
- The project will facilitate the development of housing with access to transit, jobs, services, and community benefits in a manner that distributes affordable and special needs housing, including housing in high resource neighborhoods, and affirmatively furthers fair housing.

After balancing the specific economic, legal, social, technological, and other benefits of the project alternatives, the City of Piedmont has determined that the unavoidable adverse environmental

¹ Association of Bay Area Governments (ABAG). 2021. Final Plan Bay Area 2050.
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf.

² McCarthy, Will. 2023. "As Homelessness Grows, Alameda County Declares a State of Emergency".
<https://www.mercurynews.com/2023/09/22/as-homelessness-grows-alameda-county-declares-a-state-of-emergency/#:~:text=%E2%80%9CWe%20can't%20just%20allow,live%20in%20or%20outside%20cars.>

impacts identified may be considered acceptable due to the specific considerations listed above which outweigh the unavoidable, adverse environmental impact that will be caused by implementation of the proposed Housing Element Implementation project.

Recognizing that significant and unavoidable impacts will result from implementation of the project, the City adopts this Statement of Overriding Considerations. Having adopted all feasible mitigation measures and recognizing the significant and unavoidable impacts, the City hereby finds that each of the separate benefits of the project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the project and outweighs and overrides its unavoidable significant effect, and thereby justifies the approval of the project.

7 Conclusion

7.1 Incorporation by Reference

These findings incorporate the text of the EIR for the 2023-2031 Housing Element Implementation Project, by reference and in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, the determination of the environmentally superior alternative, and the reasons for approving the project despite the potential for associated significant and unavoidable adverse impacts.

7.2 No Recirculation of the Draft EIR is Required

The changes and new information provided in the Final EIR consist of clarifications of the Draft EIR analysis and do not include identification of new significant impacts associated with the project or mitigation measures, or new project alternatives or mitigation measures that warrant consideration.

The City of Piedmont finds that the new information added in the Final EIR merely clarifies, amplifies, or makes insignificant modifications to an adequate EIR and is not “significant” within the meaning of *CEQA Guidelines* Section 15088.5. The City of Piedmont further finds that incorporating the new information does not deprive the public of a meaningful opportunity to comment on the project or its effects, and that no information has been added to the Final EIR that would warrant recirculation pursuant to Public Resources Code Section 21092.1. Finally, the City of Piedmont has reviewed and considered comments made after the Final EIR was issued and finds that those comments do not present significant new information within the meaning of *CEQA Guidelines* Section 15088.5 or otherwise warrant recirculation of the Final EIR pursuant to Public Resources Code Section 21092.1. These findings are based on all the information presented in the Final EIR and the record of proceedings.

7.3 Summary

1. Based on the foregoing Findings and the information contained in the record, the City has made one or more of the following Findings with respect to each of the significant effects of the project:
 - a. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effects identified in the EIR.
 - b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other public agency.
 - c. Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or alternatives identified in the EIR that would otherwise avoid or substantially lessen the identified significant environmental effects of the project.
2. Based on the foregoing Findings and the information contained in the record, the City determines that:
 - a. All significant effects on the environment due to the approval of the project have been eliminated or substantially lessened where feasible.

- b. Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations in Section 6, above.

RESOLUTION No. _____

**A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF PIEDMONT
RECOMMENDING THAT THE CITY COUNCIL ADOPT
GENERAL PLAN AMENDMENTS RELATED TO THE 2023-2031 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**

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, 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, Section 65354, Recommendation by the Planning Commission; and Chapter 3, Section 65355, Public hearing by legislative body; notice; and

WHEREAS, 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, the Housing Element Implementation Environmental Impact Report, as well as Findings and a Statement of Overriding Considerations, have been prepared by the City of Piedmont pursuant to the California Environmental Quality Act (CEQA) and are recommended for City Council certification by the Planning Commission; 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 12, 2024, the public hearing notice, describing the Planning Commission's consideration of amendments to the Piedmont General Plan, was published in the The Piedmonter newspaper, mailed to responsible agencies and neighboring agencies, and emailed to members of the public, who submitted written comments on the EIR, and community members, who participated in the preparation of the Housing Element; 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; and

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

SECTION 1. Findings.

- A. That the above recitations are true and correct.
- B. The Housing Element Implementation Environmental Impact Report is a program level environmental impact report, as defined by and, pursuant to, CEQA Guidelines Section 15168(a), and the Planning Commission has approved a separate resolution recommending City

Council adoption of the Environmental Impact Report and adoption of Findings and a Statement of Overriding Considerations for the Housing Element Implementation and related actions; and;

- C. The proposed amendments implement the 2023-2031 Housing Element goals, policies, and programs, are consistent with the 2023-2031 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. That the Planning Commission recommends that the City Council adopt the proposed 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.

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.

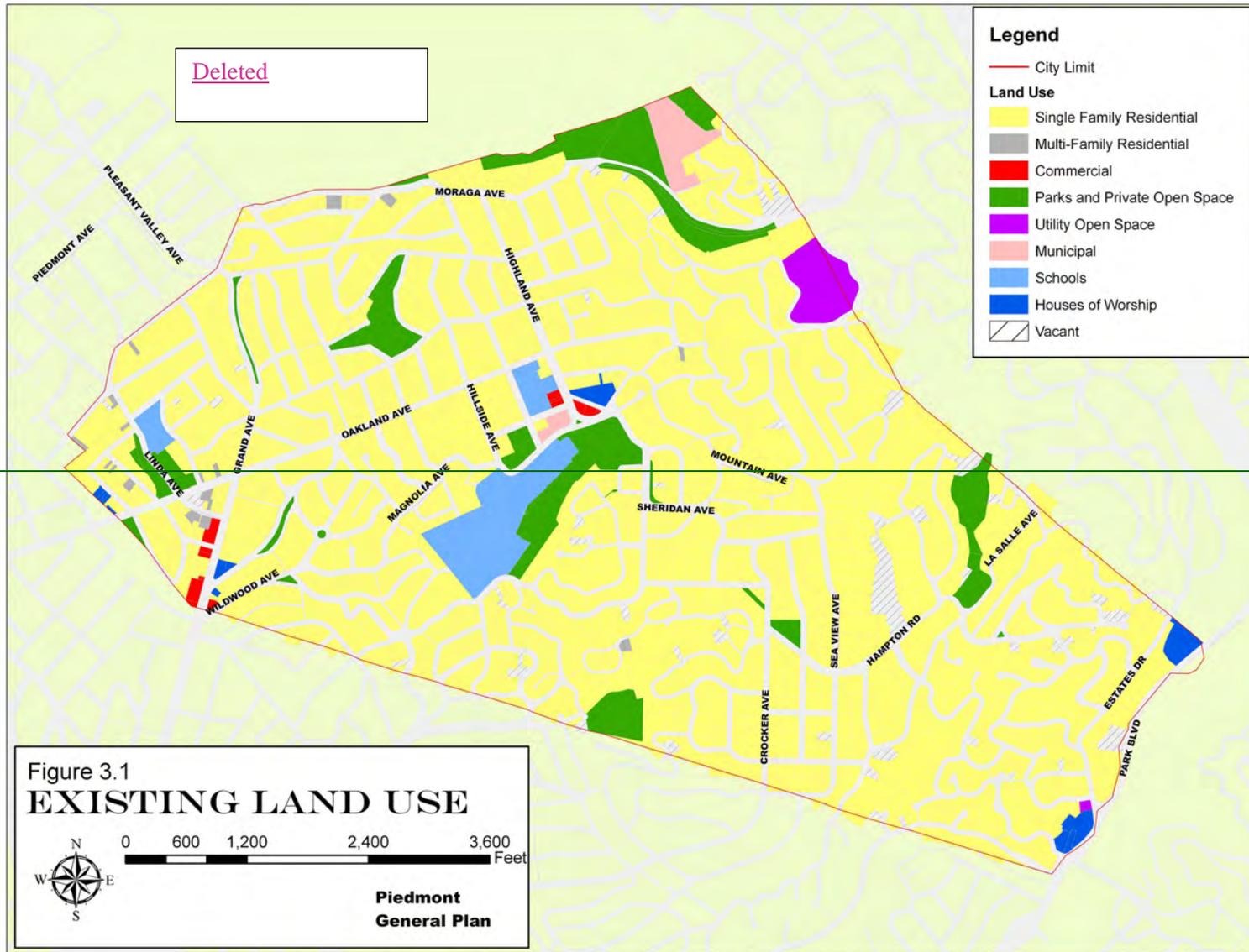
The greatest concentration of non-residential uses is in the Civic Center area, where a mix of commercial, public, open space, religious, and residential uses is present. –The only other area with a concentration of non-residential uses is along Grand Avenue, extending west to Beach School, and Linda 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.

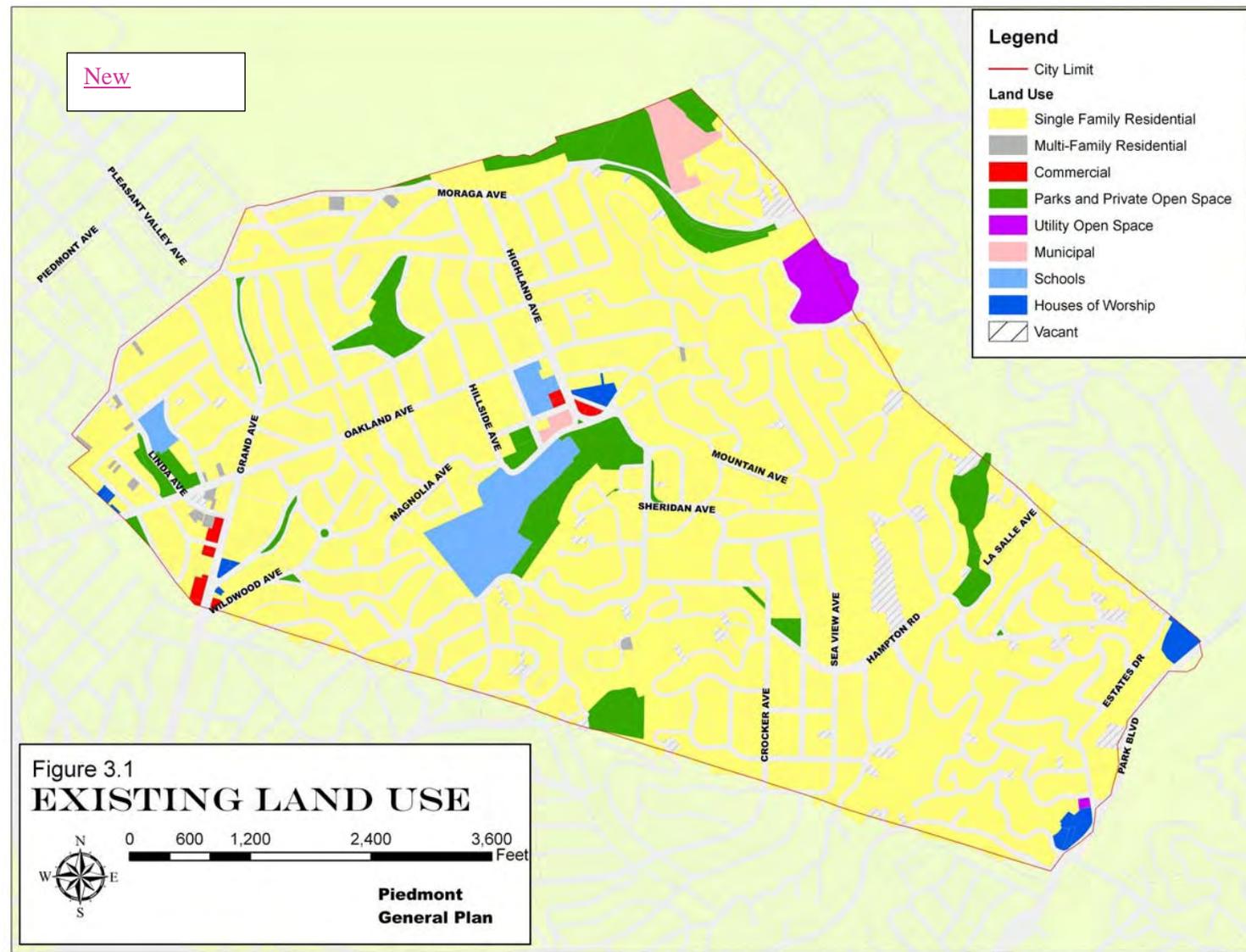
Figure 3.2 shows the range of lot sizes in Piedmont. –About two-thirds of the lots in the City, comprising almost half of Piedmont’s

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.



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~~ 108,000 square feet for Zone A, approximately ~~7868~~ 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 unitsunit 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.

LAND USE

Civic, Educational, and Religious Uses



Piedmont Community Church

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.

LAND USE

“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.

LAND USE



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.

LAND USE



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.

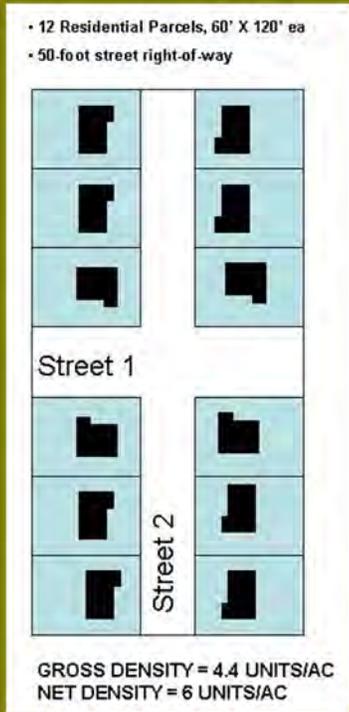
In the event that any property in the Grand Avenue commercial area is redeveloped, the city strongly supports mixed-use projects which combine residential and commercial uses. Development which includes ground floor retail shops and upper story ~~office or~~ residential use is encouraged. The commercial 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.~~

LAND USE

Gross and Net Densities



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 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,

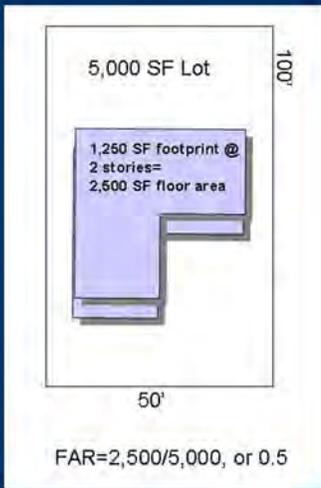
~~LAND USE~~

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.~~

LAND USE

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 ~~20~~60 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 ~~20~~60 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 ~~208~~1 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.

LAND USE

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

LAND USE

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~~

LAND USE

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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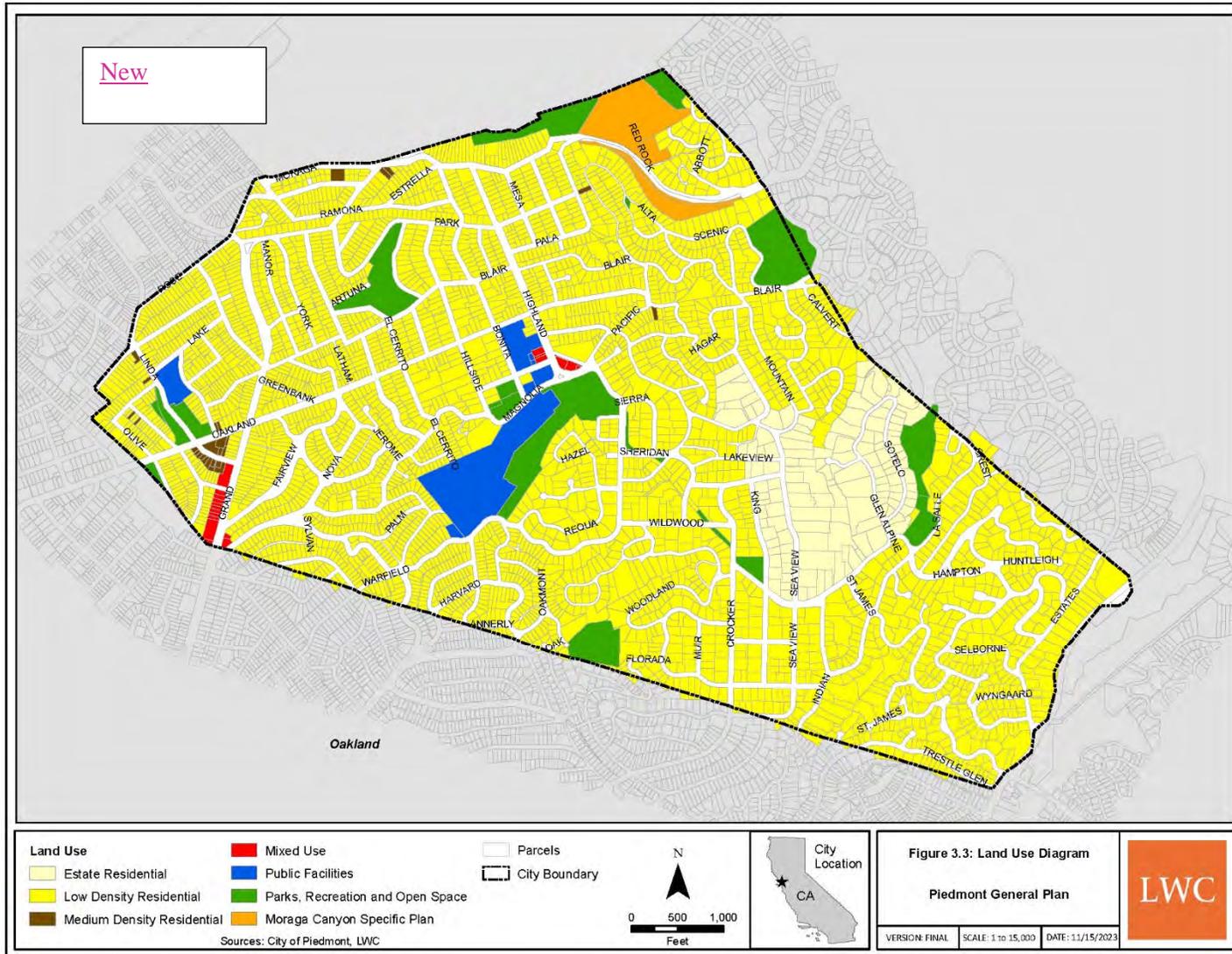


Moraga Canyon Specific Plan

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).



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

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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).

LAND USE

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~~ Amend City regulations so that multi-family housing becomes a ~~conditionally~~ conditionally permitted use in the Commercial zone (Zone D). ~~However, such uses should only be permitted when they are part of~~ Update development regulations (including increased height up to four stories and reduced parking) for multi-family and residential mixed-use projects that includes ground floor commercial uses projects developments.
- **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 1.L)**

Complete the preparation of the Moraga Canyon Specific Plan to maintain, replace, and improve existing City facilities, open space, and recreational amenities and to facilitate construction of 132 units of new housing, 60 of which would be reserved for lower income households (see Housing Element program 1.L).

“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:

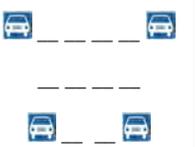
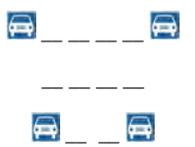
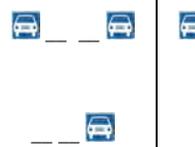
- Mobility and transportation choice
- Traffic flow
- Public transit and carpooling
- Walking and bicycling
- Parking
- Traffic safety

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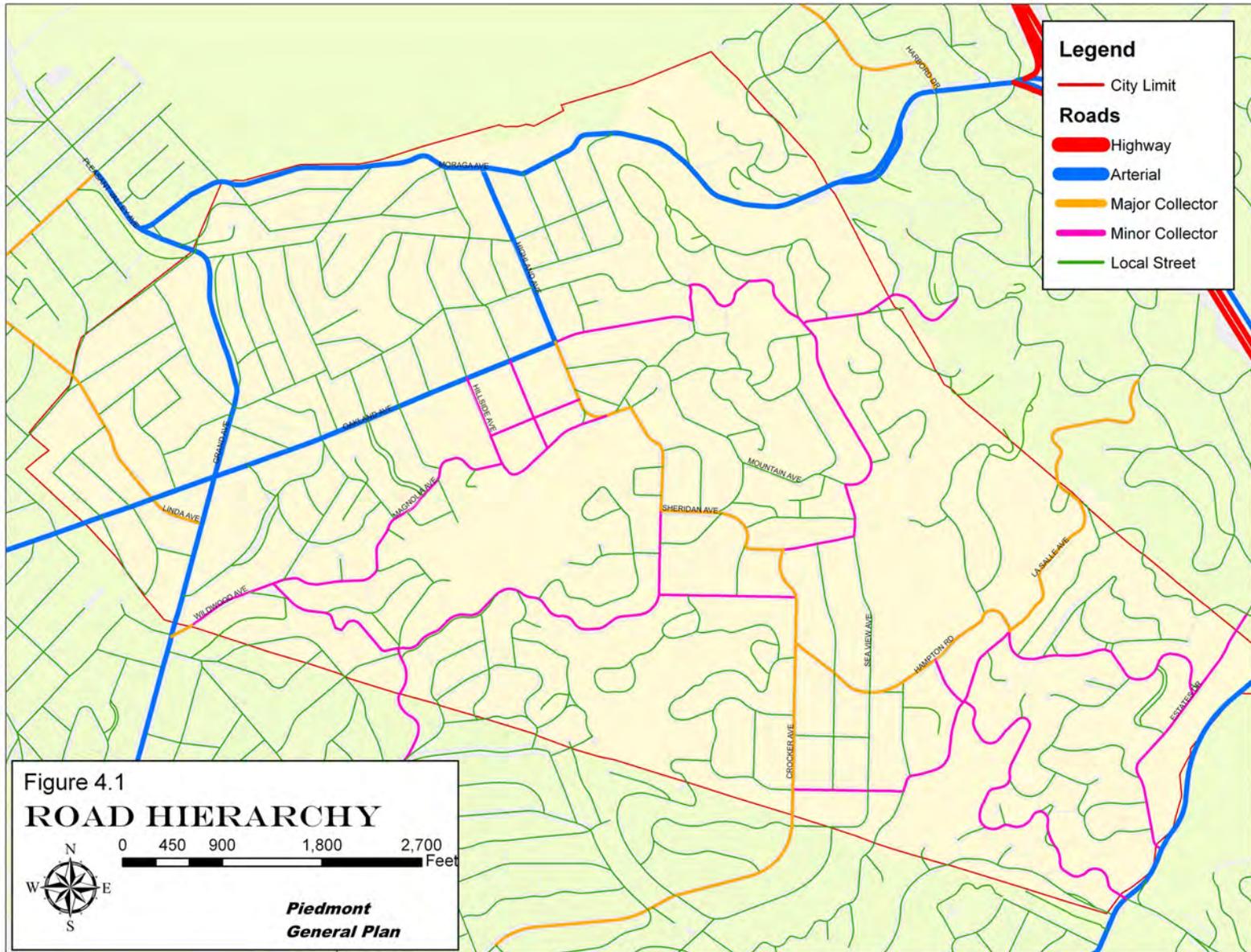
ROAD NETWORK

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



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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.

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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

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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:

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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

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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.

TRANSPORTATION

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](#)

TRANSPORTATION

~~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.

TRANSPORTATION

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.

TRANSPORTATION

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~~

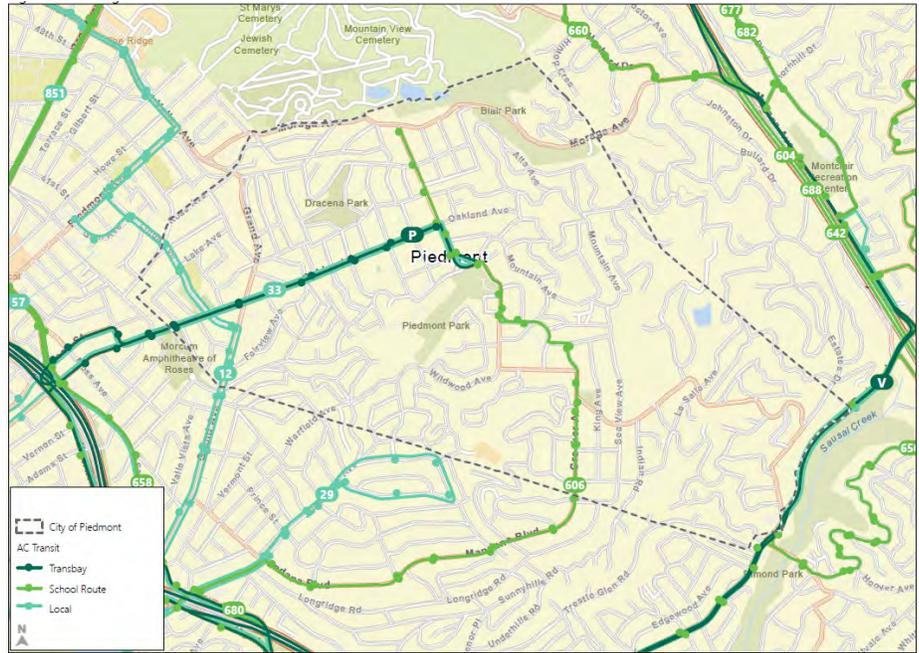
TRANSPORTATION

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>					

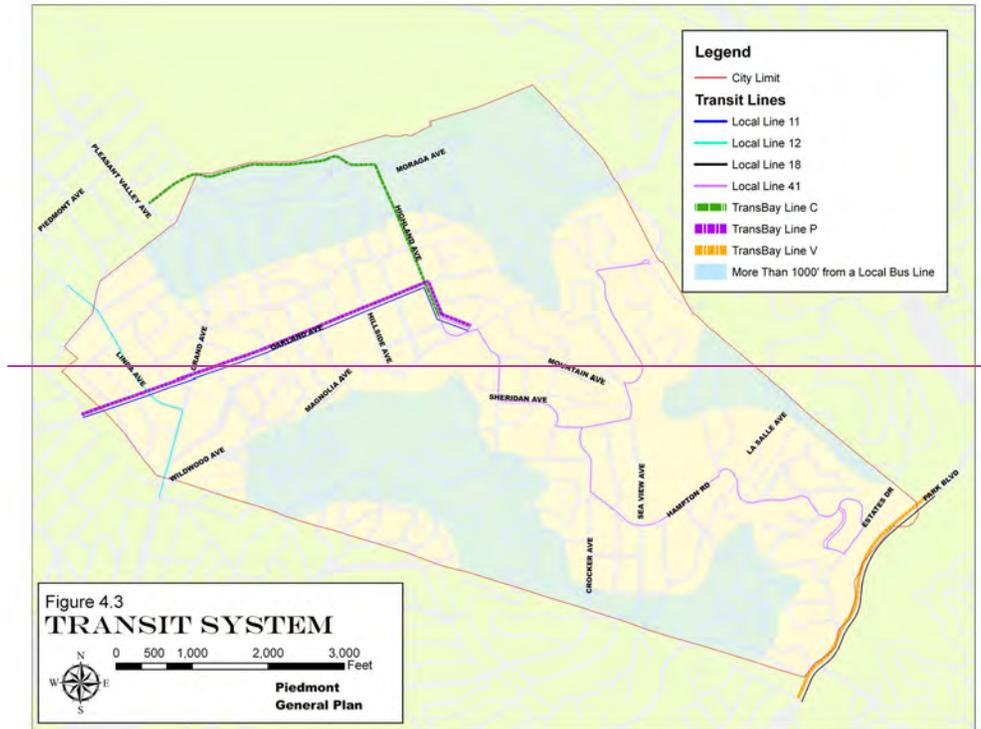
TRANSPORTATION

Figure 4.14-1 Existing Transit Services



Source:
AC Transit, July 2022

(Added Figure 4.14-2 from 2023 DEIR)



(Deleted Figure 4.3)

TRANSPORTATION

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.

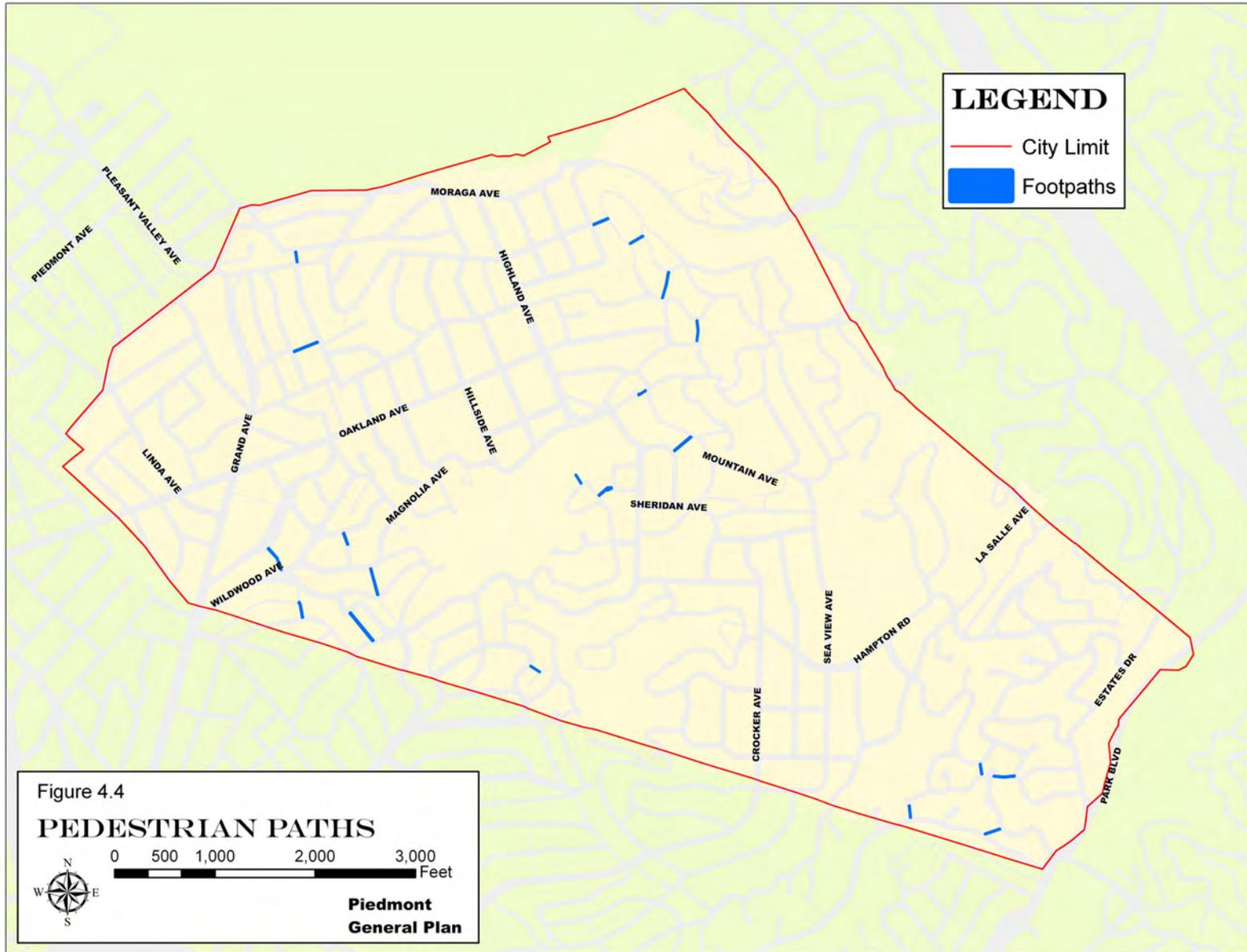
[Based on the City of Piedmont's Safer Streets \(PSS\) Plan \(City of Piedmont pedestrian and bicycle master plan, adopted in 2021\), the City plans to install new accessible pedestrian countdown signals at the remaining signalized intersections including the Moraga Avenue/Highland Avenue, Grand Avenue/Rose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



TRANSPORTATION

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

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

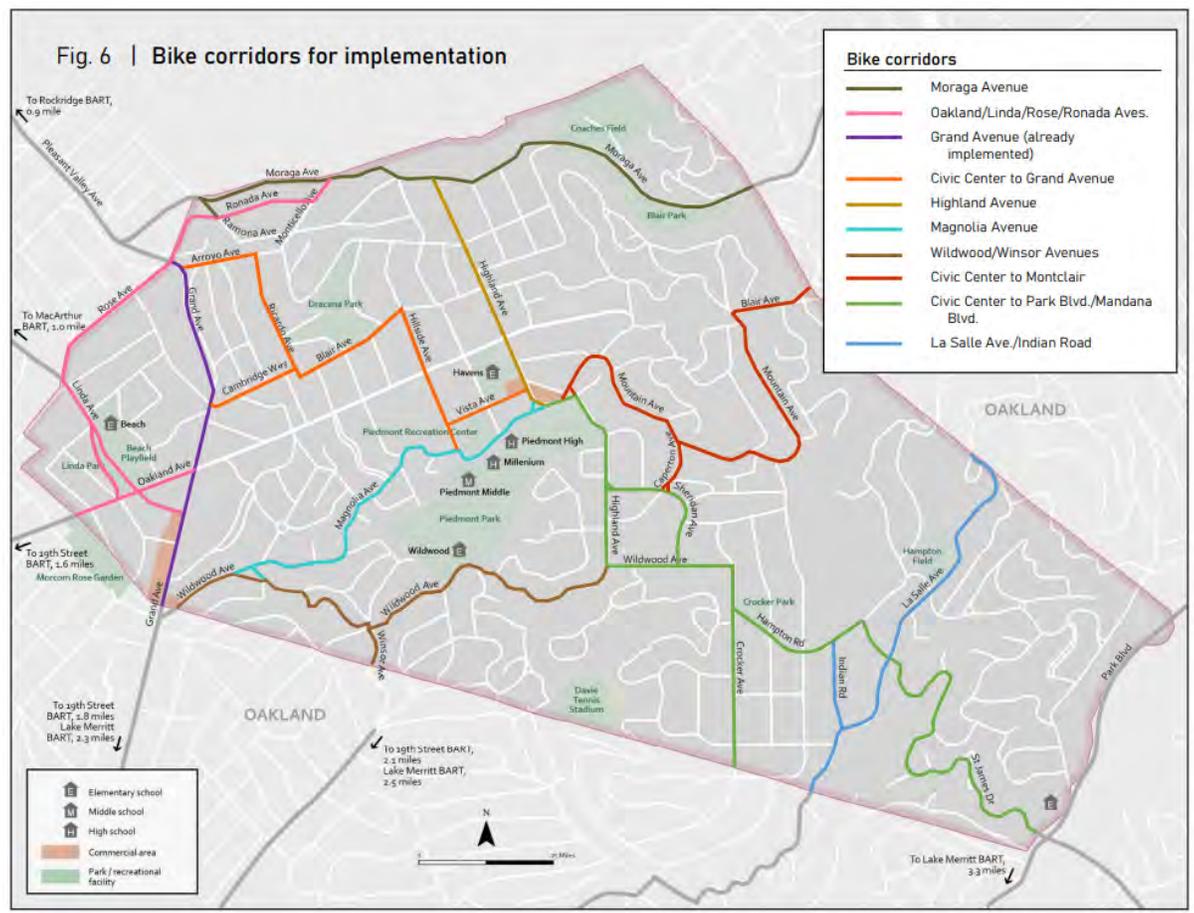
Many Piedmont residents enjoy recreational bicycling, and some residents use bicycles for commuting and short trips. ~~Although, there are no officially designated bike routes in the city,~~ Piedmont ~~will~~ takes measures to accommodate bicycling ~~to a greater degree in the coming years.~~ Bicycle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

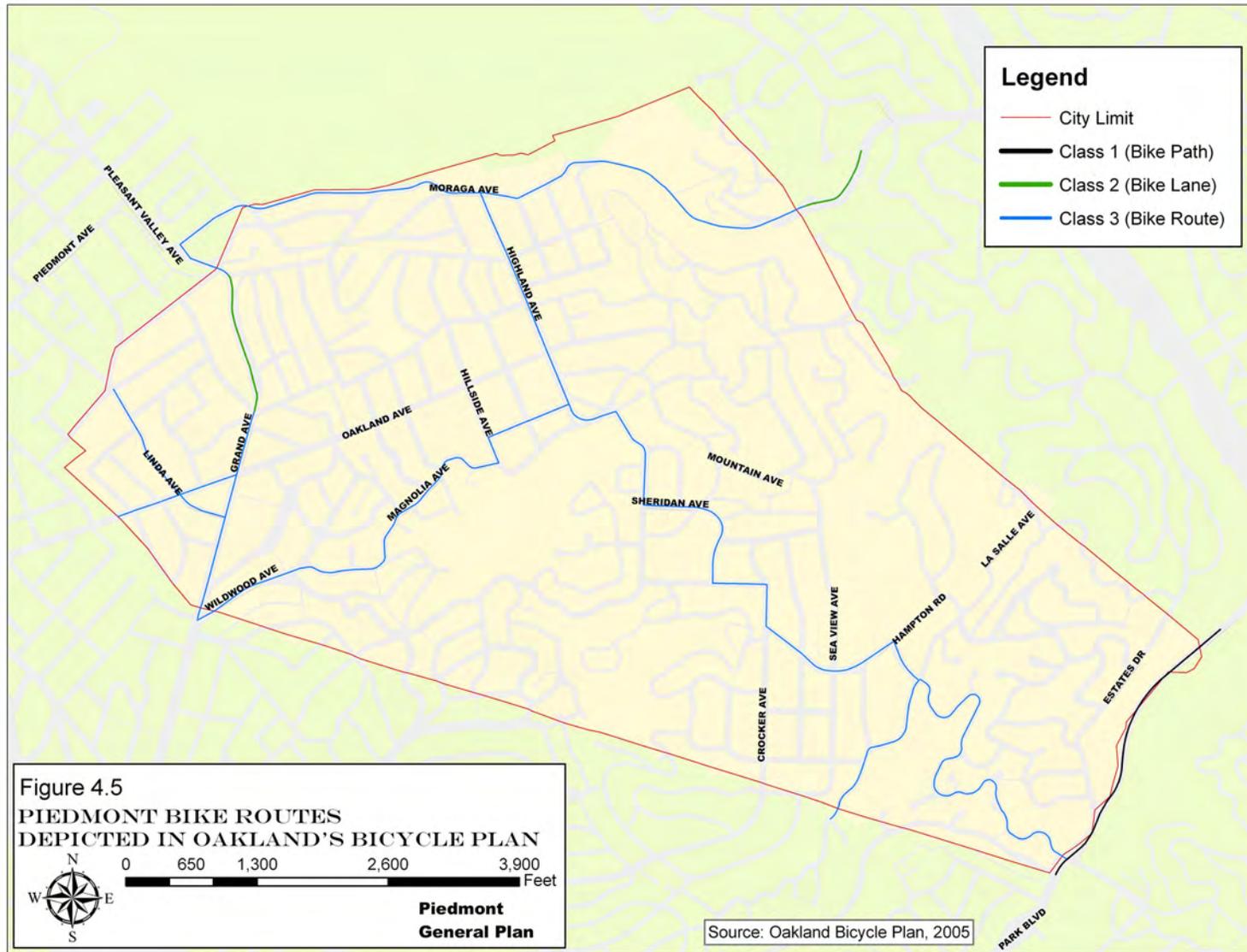
There are a number of opportunities and constraints to expanding bicycle travel in Piedmont. On the positive side, the climate allows for year round bicycling. Shopping and employment areas in Oakland are relatively close by. Most transit systems in the East Bay accommodate bicycles, and there are four 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.

TRANSPORTATION

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)





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

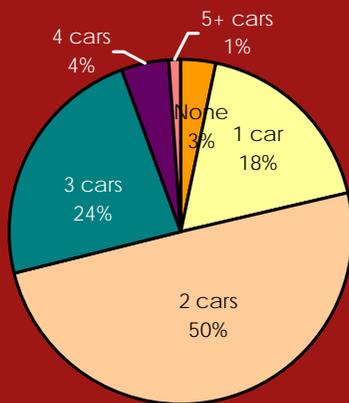
TRANSPORTATION

| 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~~t 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.

TRANSPORTATION

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

TRANSPORTATION

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

TRANSPORTATION

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 2032~~0~~ and to ~~80 percent of 1990 levels~~ achieve carbon neutrality by 2045~~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.

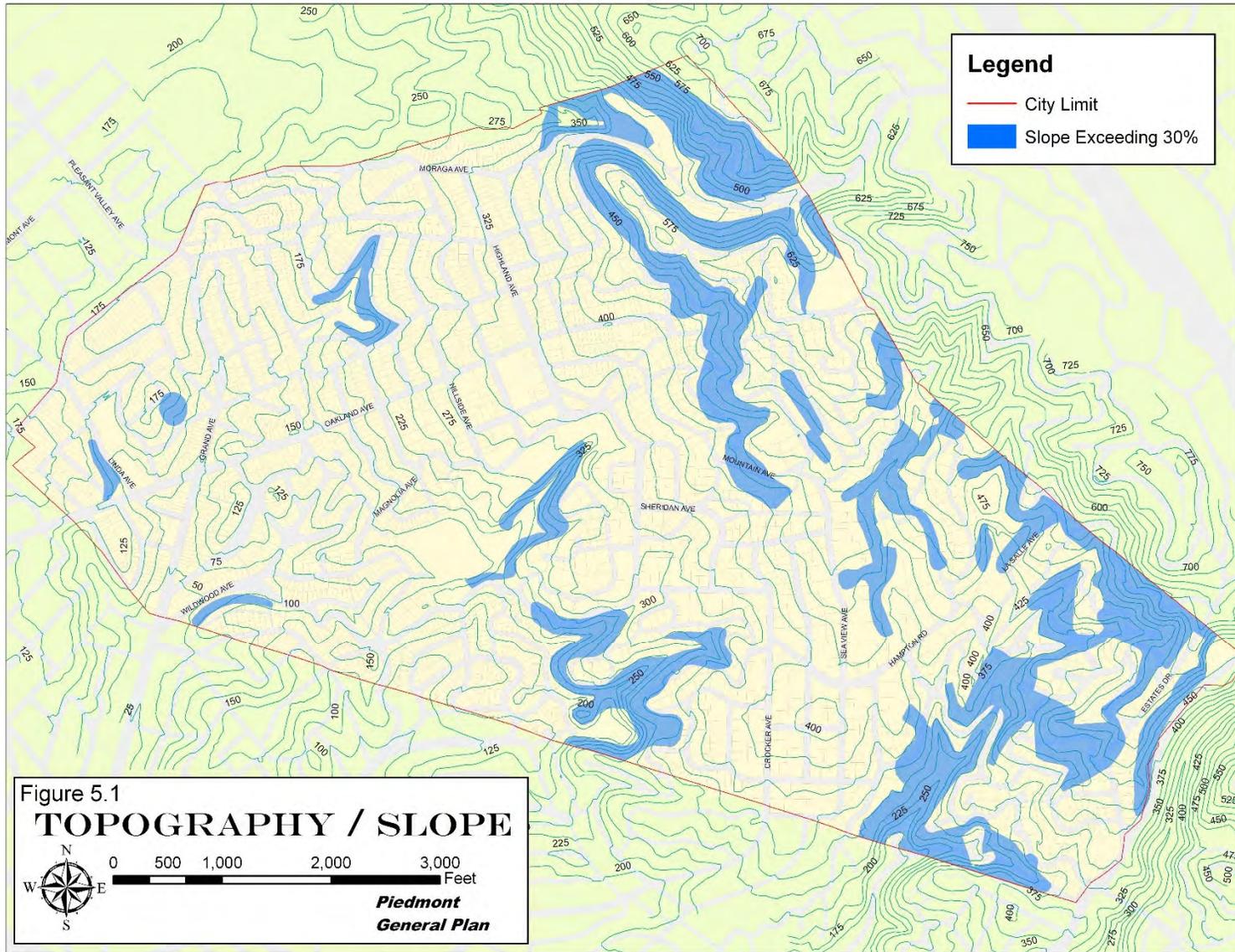
Soils

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.

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.

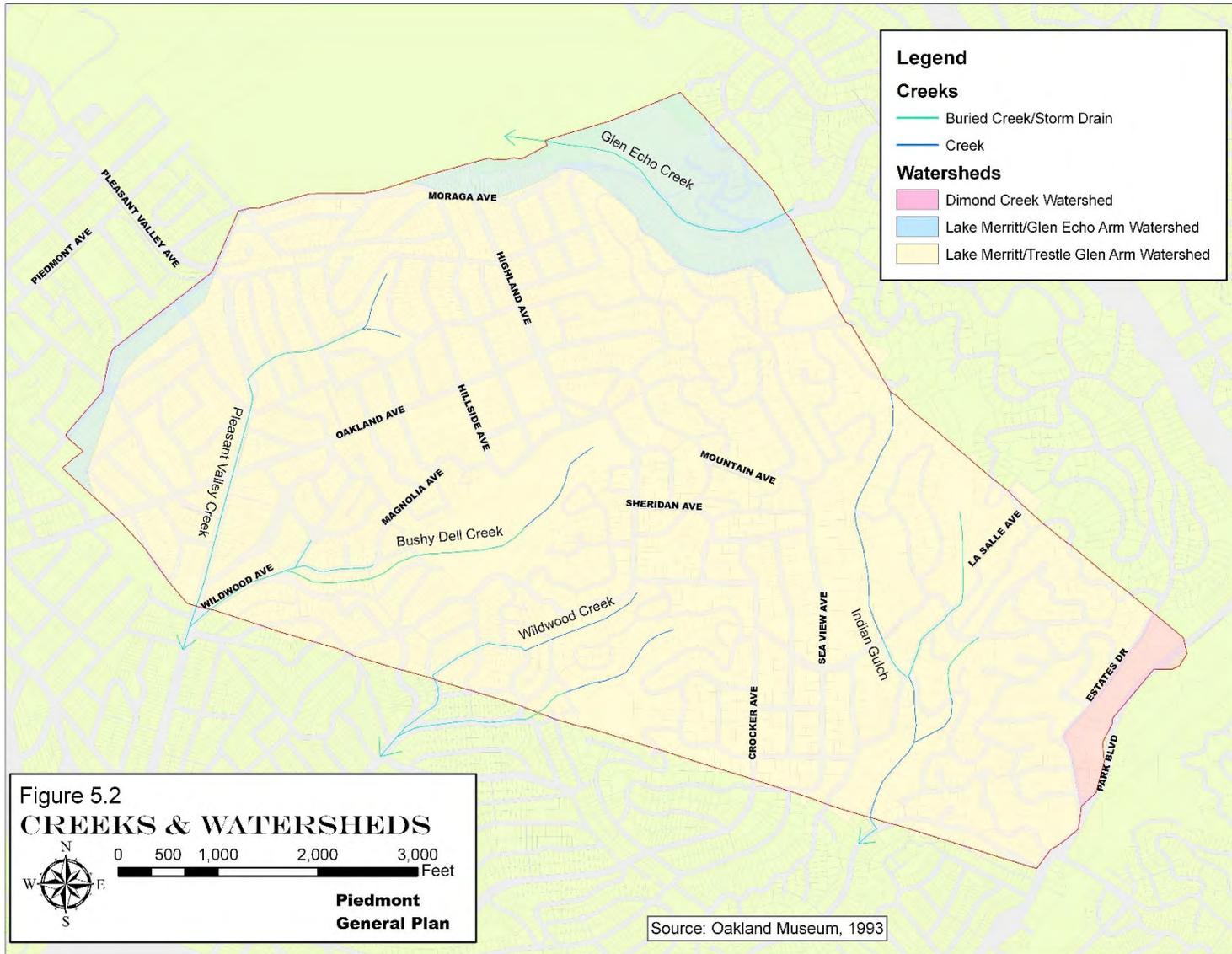
The city's creeks not only carry rainwater runoff, **but** they also support plant and animal life and provide physical beauty. Canyon bottoms contain some of Piedmont's richest natural habitat. Over the years, the integrity of Piedmont's creeks has been compromised. Much of the native vegetation has 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.

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

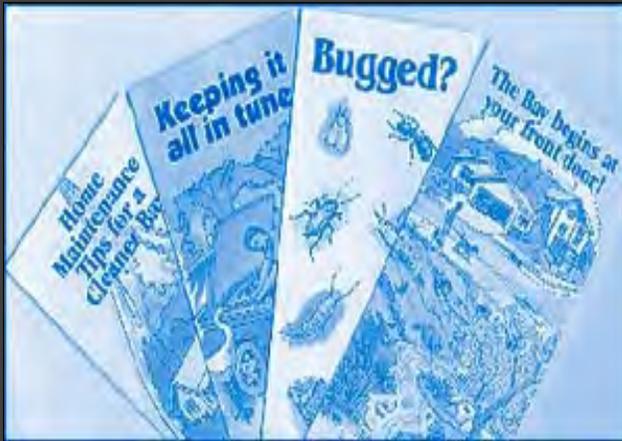
Most of the pollution entering Piedmont's creeks cannot be traced to specific points or sources. Accumulated grease, gasoline, animal waste, pesticides, household cleaners, dirt, and pollutants washes off roads and lawns during rainstorms and flow into the city's storm drains. Ultimately, these materials 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 Planning and Regulatory Compliance
- 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 include 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.

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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.

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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](#)

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~~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.

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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.](#)

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“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 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~~ 75 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 201~~807~~7, the City signed a new 10-year agreement with Richmond Sanitary Service to provide trash,

NATURAL RESOURCES AND SUSTAINABILITY

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
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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.

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

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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.

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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 PM2.5 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.

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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.

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“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.

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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.

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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.

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- *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.

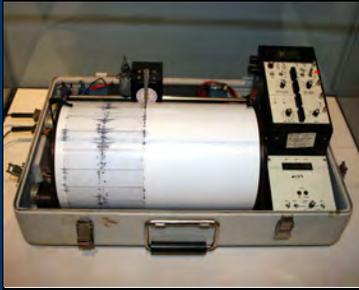
6 Environmental Hazards

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

ENVIRONMENTAL HAZARDS

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.

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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% 27	—
San Andreas	21% 22	8.0
Hayward/ Rogers Creek	27% 33	7.5
Calaveras	11% 26	7.5
Concord/Green Valley	4% 16	6-7.5
San Gregorio	10% 06	7.5
Greenville	3% 16	7.25
Mount Diablo Thrust	3% 16	—
Background	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.

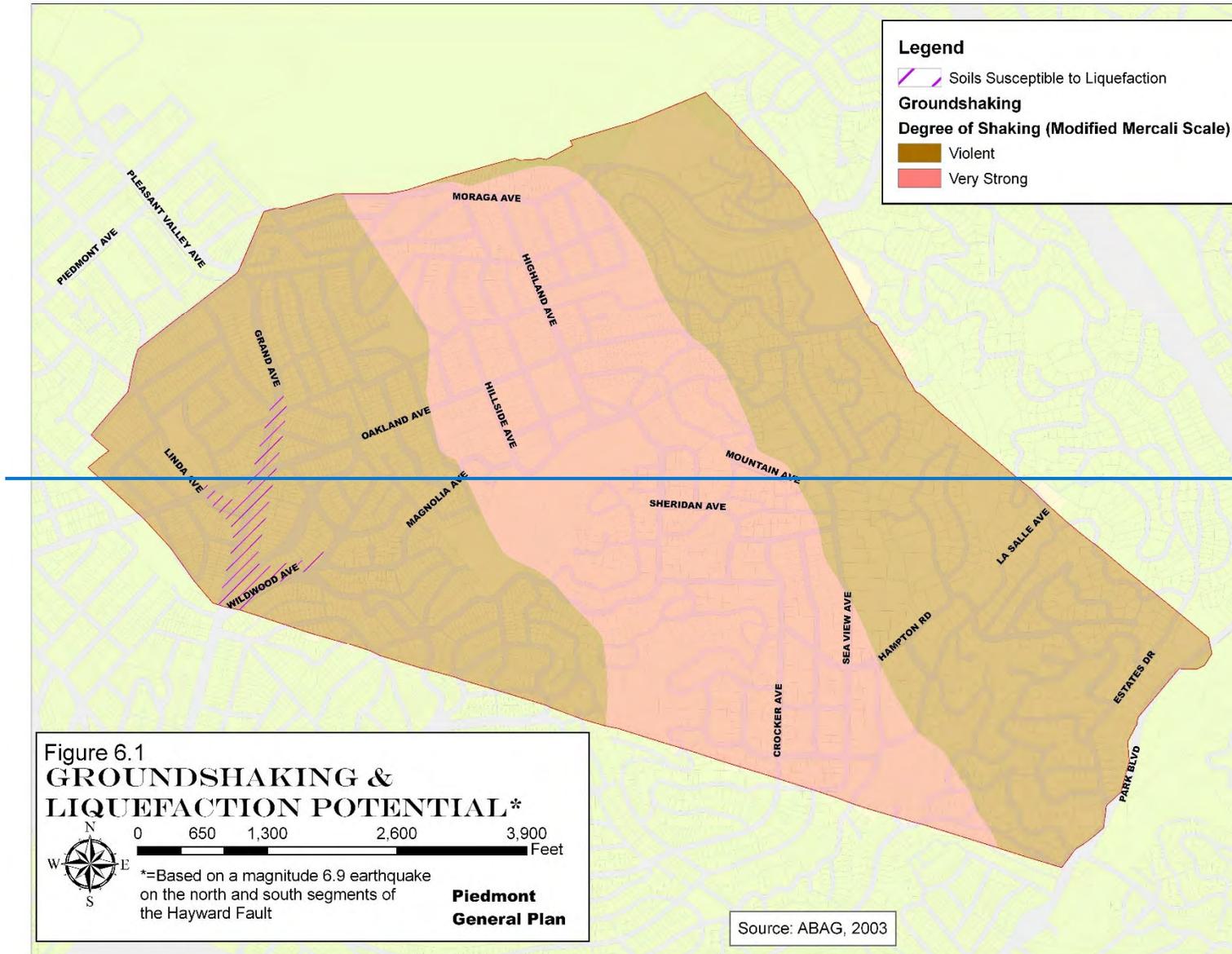
[ABAG](#)The Association of Bay Area Governments (ABAG) has modeled the ground shaking impacts of earthquakes along other Bay Area faults, including the San Andreas and Calaveras. A 7.2 earthquake on the San Andreas Fault would produce moderate to strong ground shaking in Piedmont, and a 6.2 quake on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

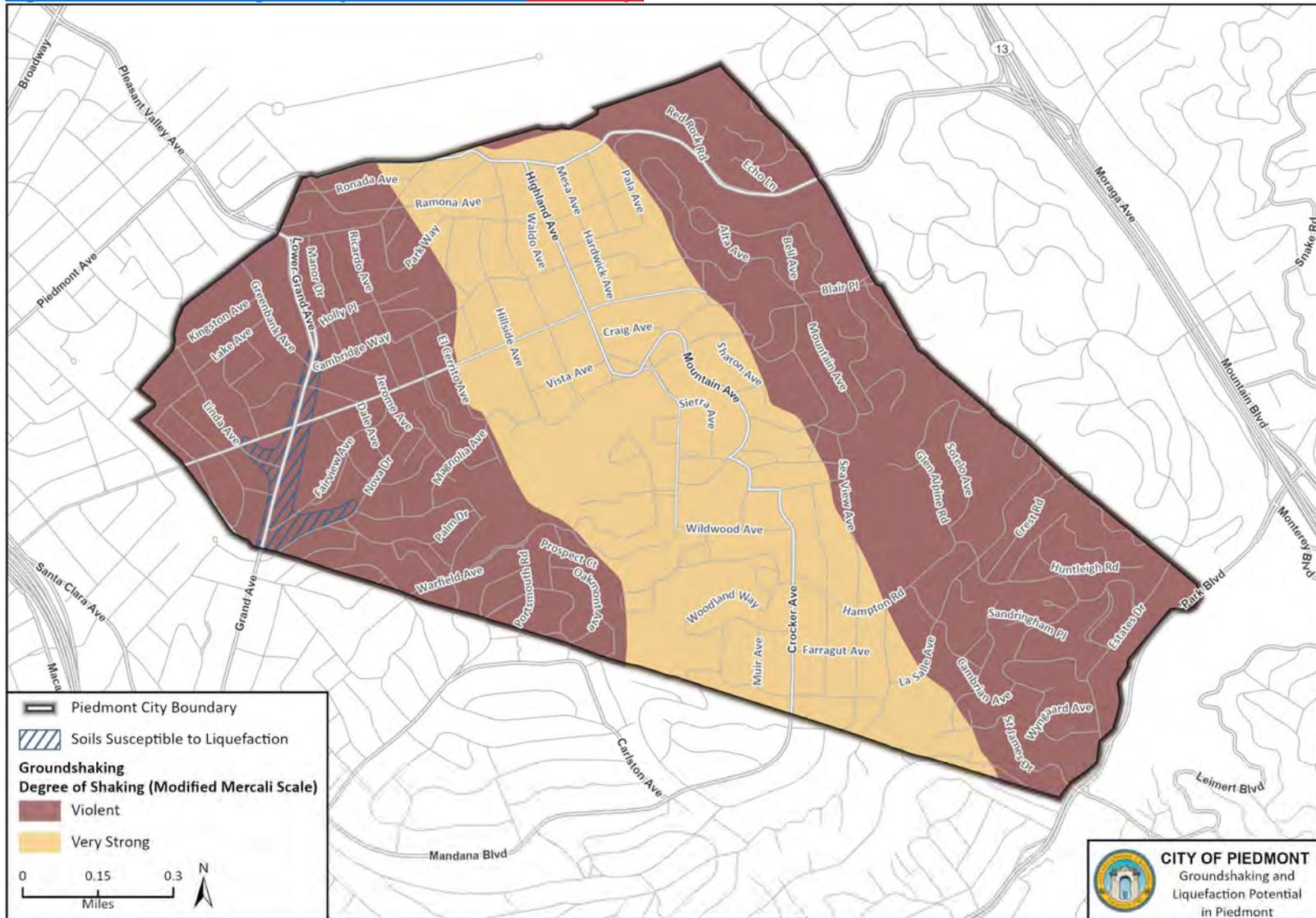
Additional earthquake-related hazards, including landslides and dam failure, are addressed below and later in this chapter. ~~This is to be expected.~~

ENVIRONMENTAL HAZARDS



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



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 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.

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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.

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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.

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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.

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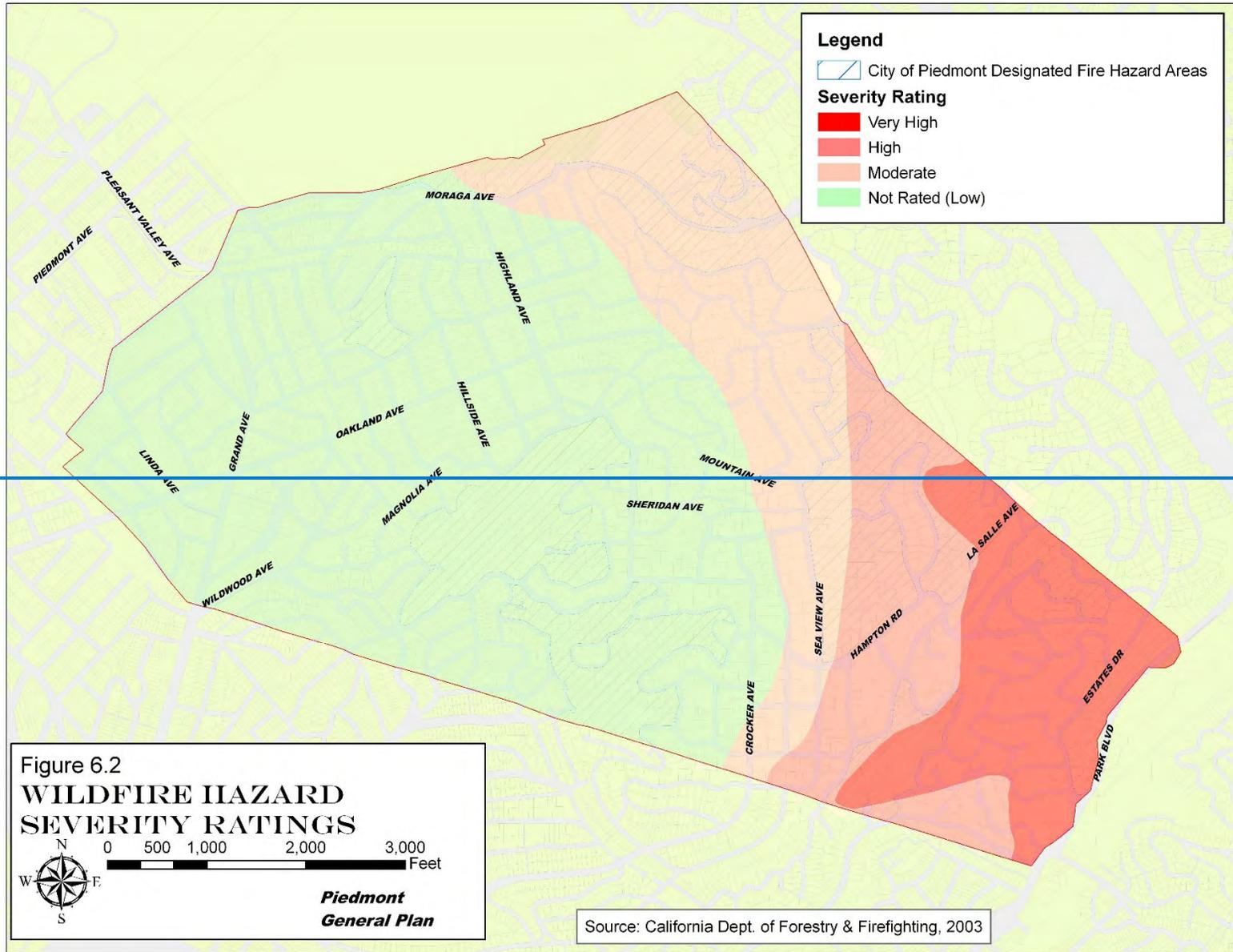
WILDFIRE

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.

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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.

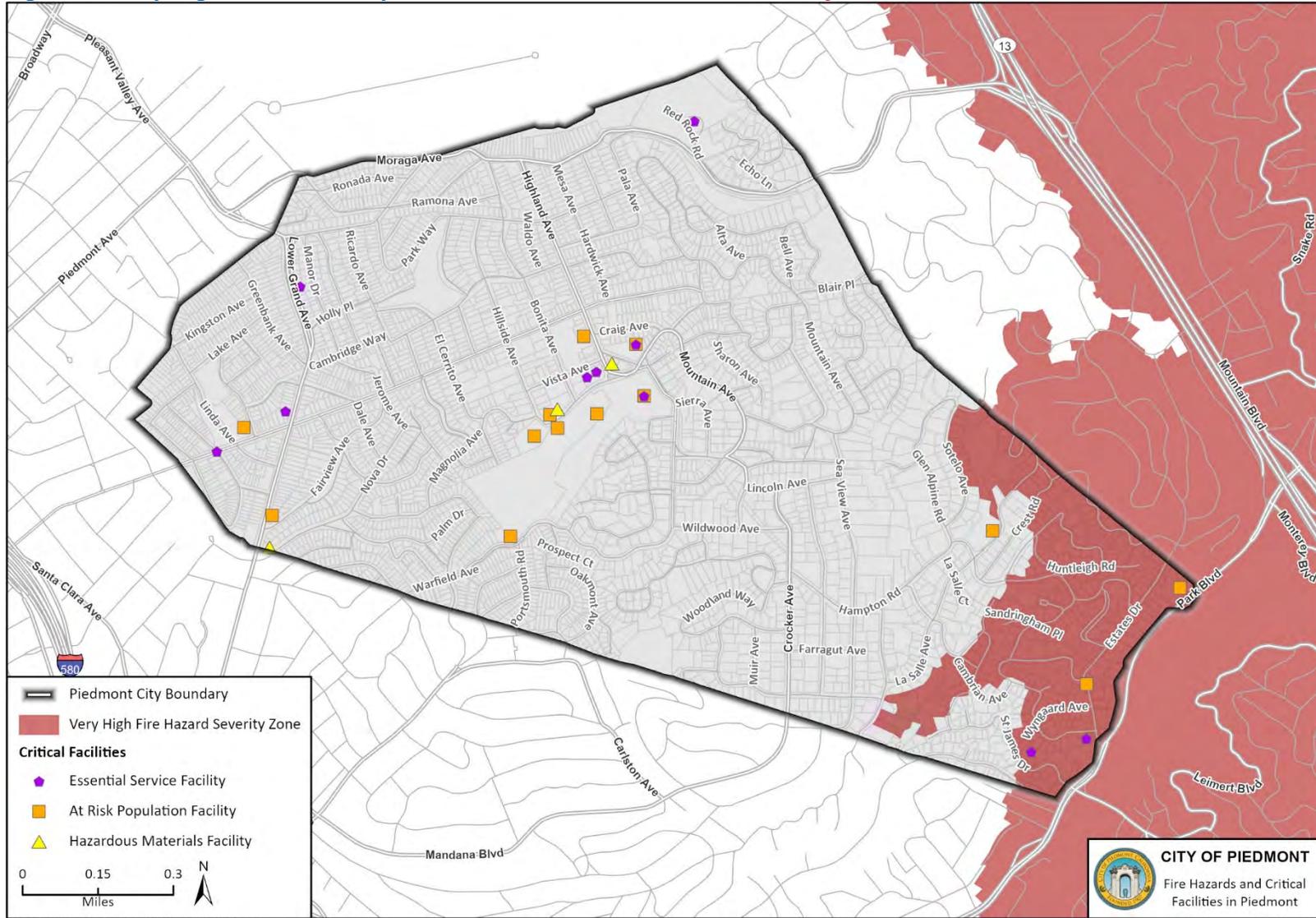
Figure 6-3 shows land use designations in Very High Fire Hazard Severity Zones. Most of the area in the Very High Fire Hazard Severity Zone consists

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

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

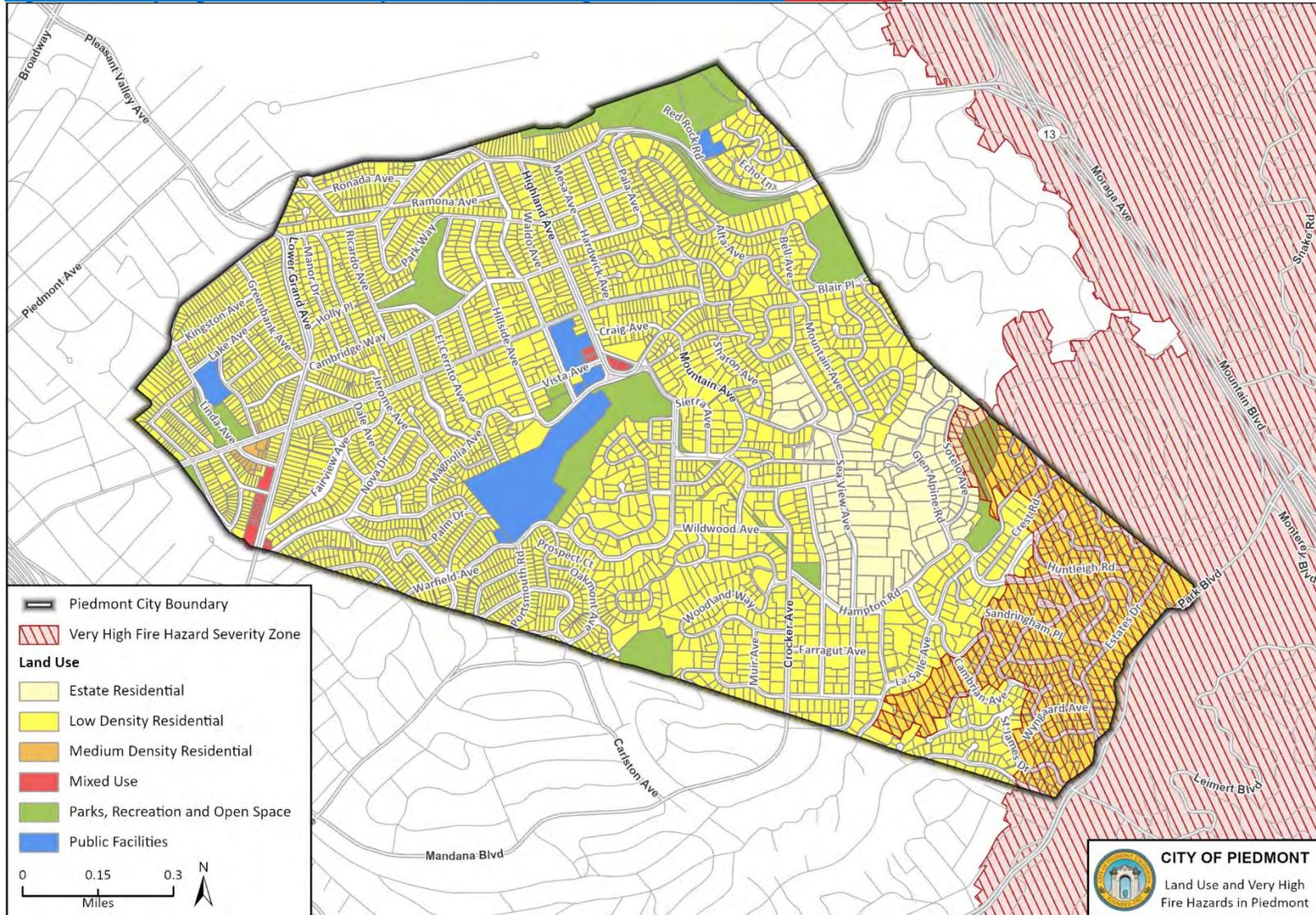


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Additional data provided by City of Piedmont LHMP, 2019; Cal Fire, 2008



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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

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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 \[https://static1.squarespace.com/static/637666524e88c826676ef6a3/t/63fa9f6abeb7fa049a659a80/1677369195776/CWPP++Alameda+County+CWPP+Update_3_2015.pdf\]\(https://static1.squarespace.com/static/637666524e88c826676ef6a3/t/63fa9f6abeb7fa049a659a80/1677369195776/CWPP++Alameda+County+CWPP+Update_3_2015.pdf\).](#)

PeakloadWildfire 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.

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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

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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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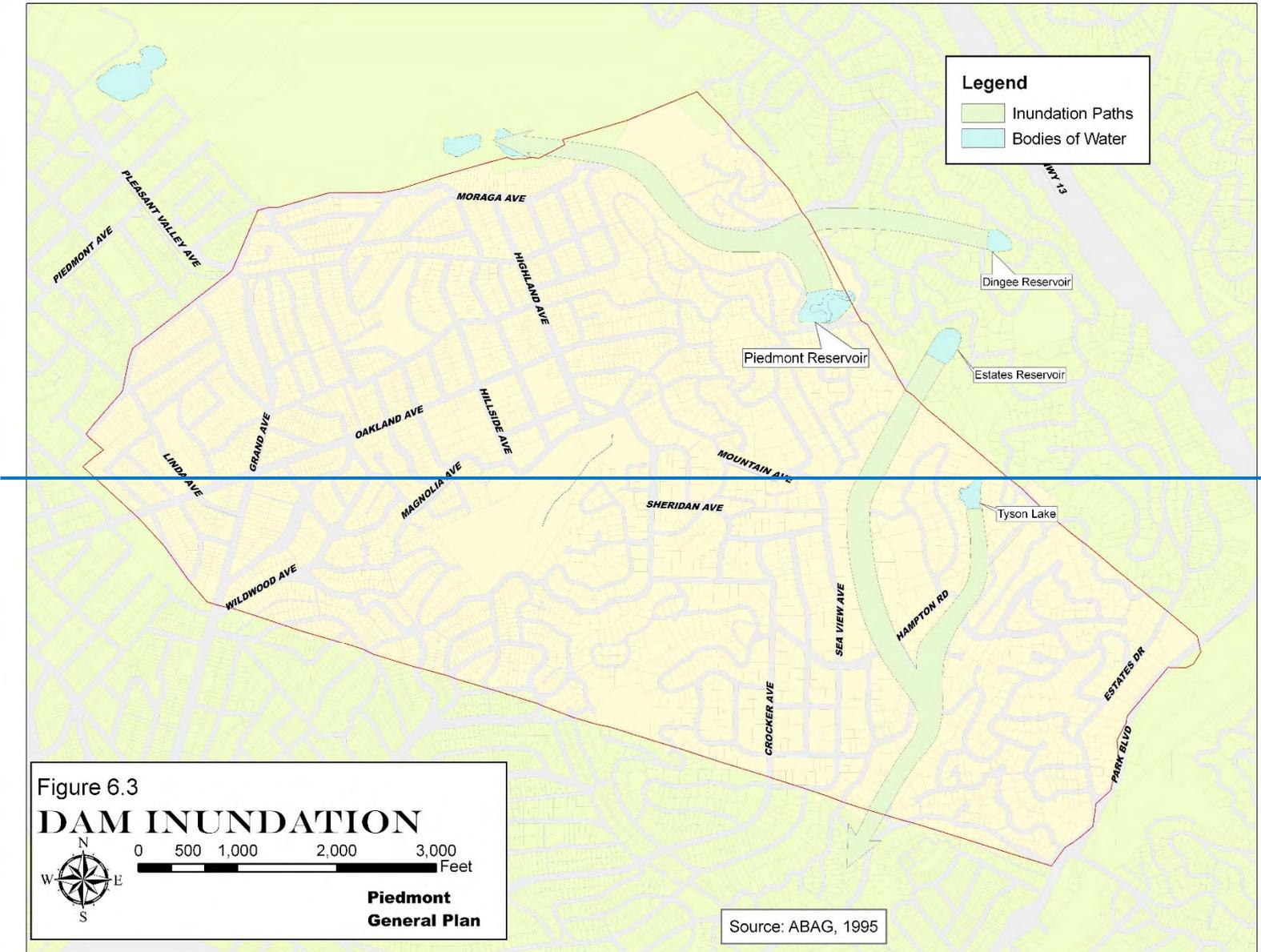
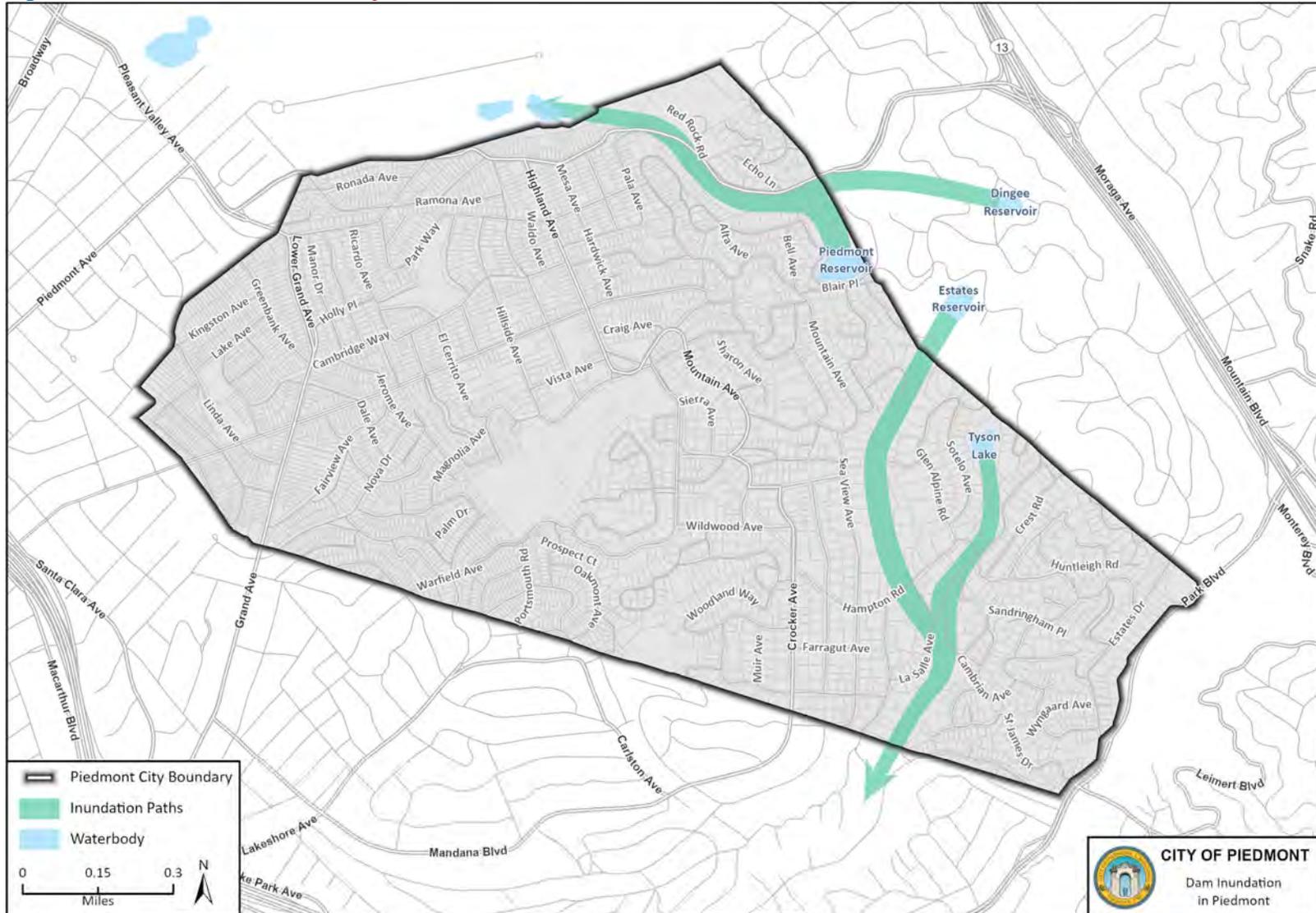


Figure 6.3
DAM INUNDATION
Piedmont
General Plan

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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.

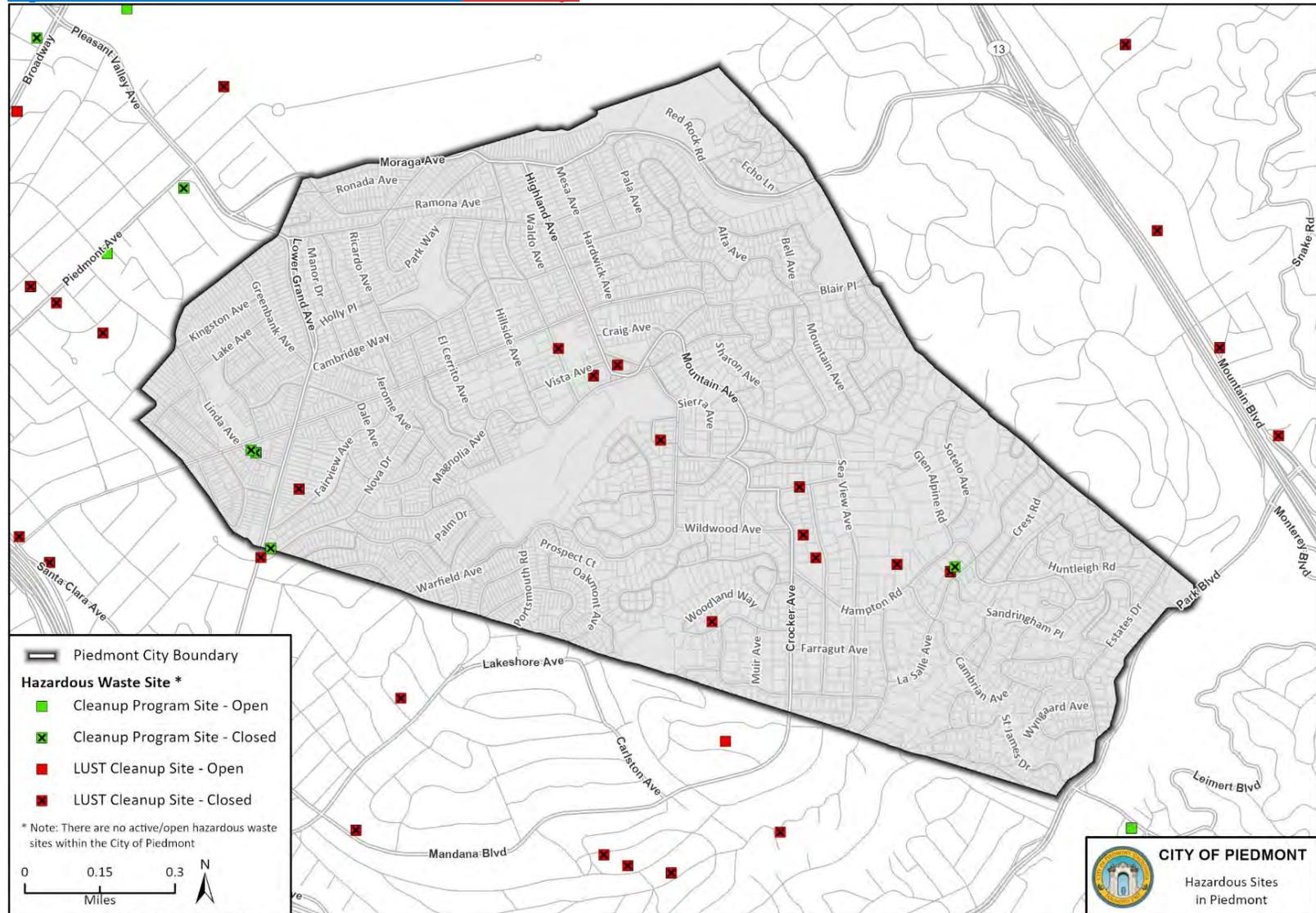
The State Department of Toxic Substances Control (DTSC) maintains data bases indicating permitted hazardous material sites in California, as well as clean-up sites and other sites where corrective actions have occurred. No

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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.

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



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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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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, 1403 Duane, and the various substations at

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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 Emergency Operations Plan (EOP). It is an "All Hazards" Plan designed 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

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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.

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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	
Garbage disposal	
Freeway from 100 feet away	70
Vacuum cleaner from 10 feet away	60
Washing machine	50
Light traffic from 100 feet away	
Typical living room	40
Quiet bedroom	30
Whisper	
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.

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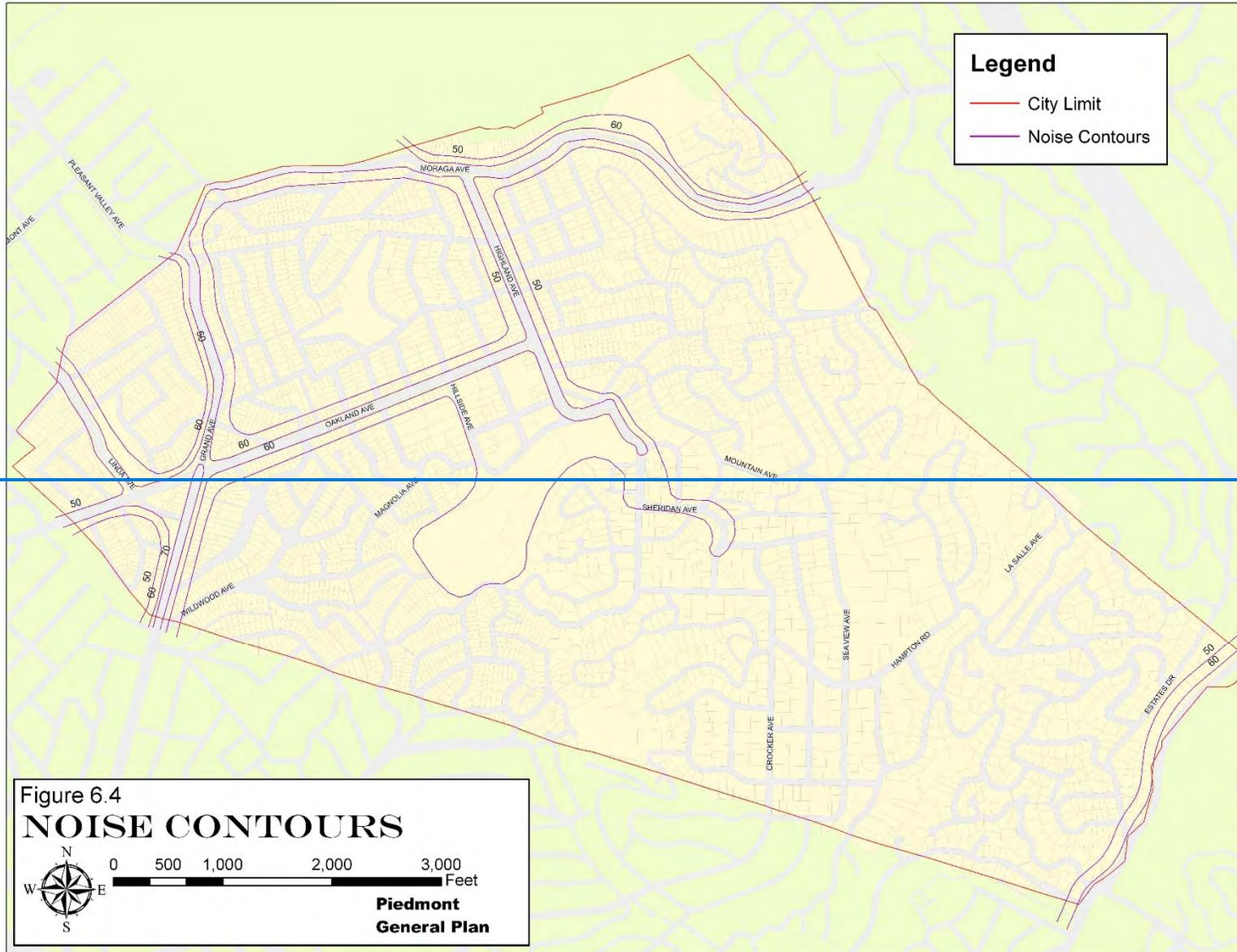
Table 6.2: Summary of Short-Term Noise Measurements and Estimated L _{dn} , 2007						
Location and Time	Measured Noise Levels, dBA					Primary Noise Source (distance from centerline)
	L ₁₀	L ₅₀	L ₉₀	L _{eq}	L _{dn}	
ST-A: Oakland Ave between Monte Vista and Olive 3:40-3:50 PM	63	58	48	60	60	Oakland 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

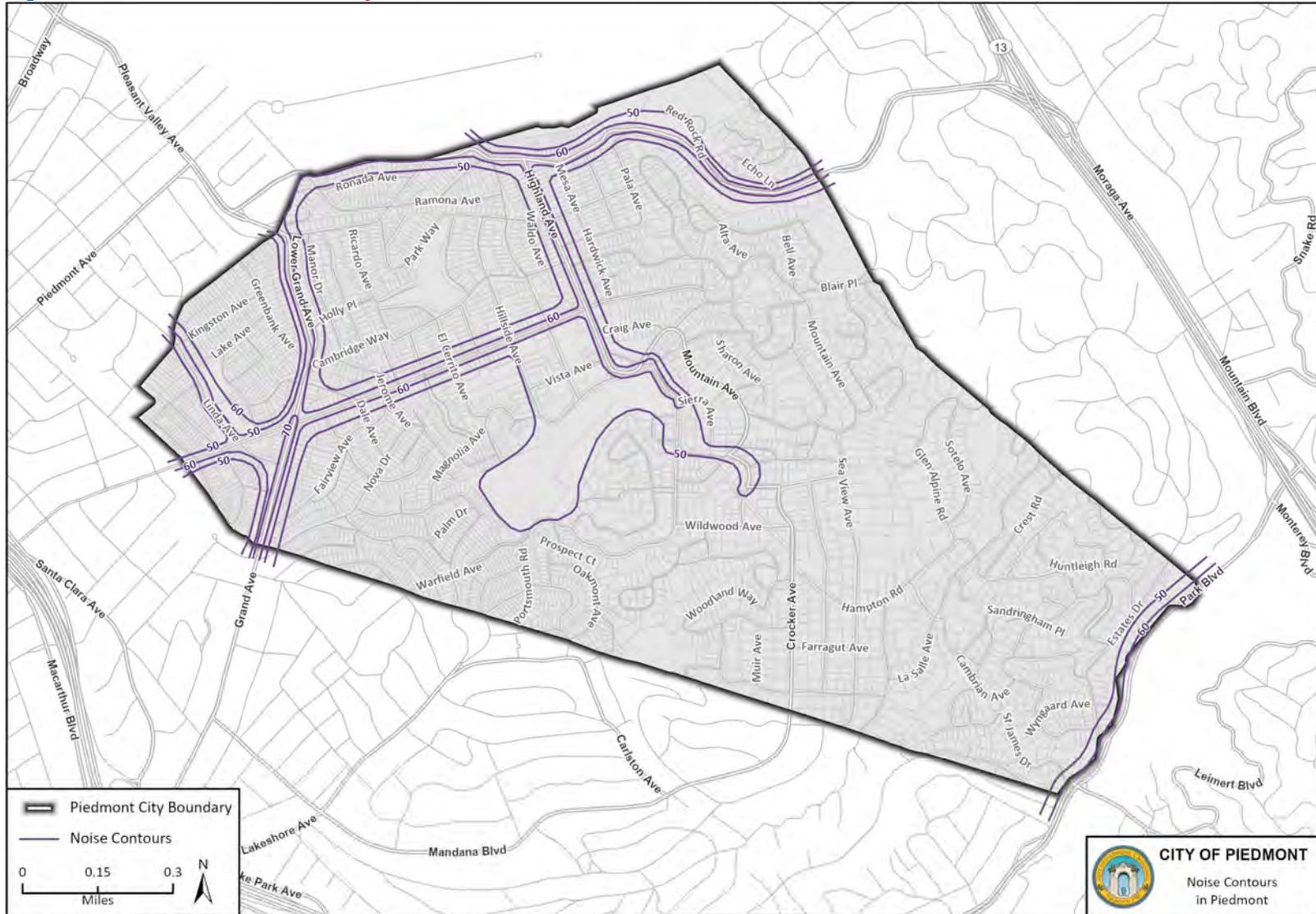
Source: Illingworth and Rodkin, 2007; Charles Salter Associates, 1994

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Figure 6-7: Noise Contours (New Map)



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Additional data provided by the City of Piedmont, 2023.

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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

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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 19.2**Policy 19.13: Fuel Management and Public Education**

~~Implement~~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. PublicRequire 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 19.4**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

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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.

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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

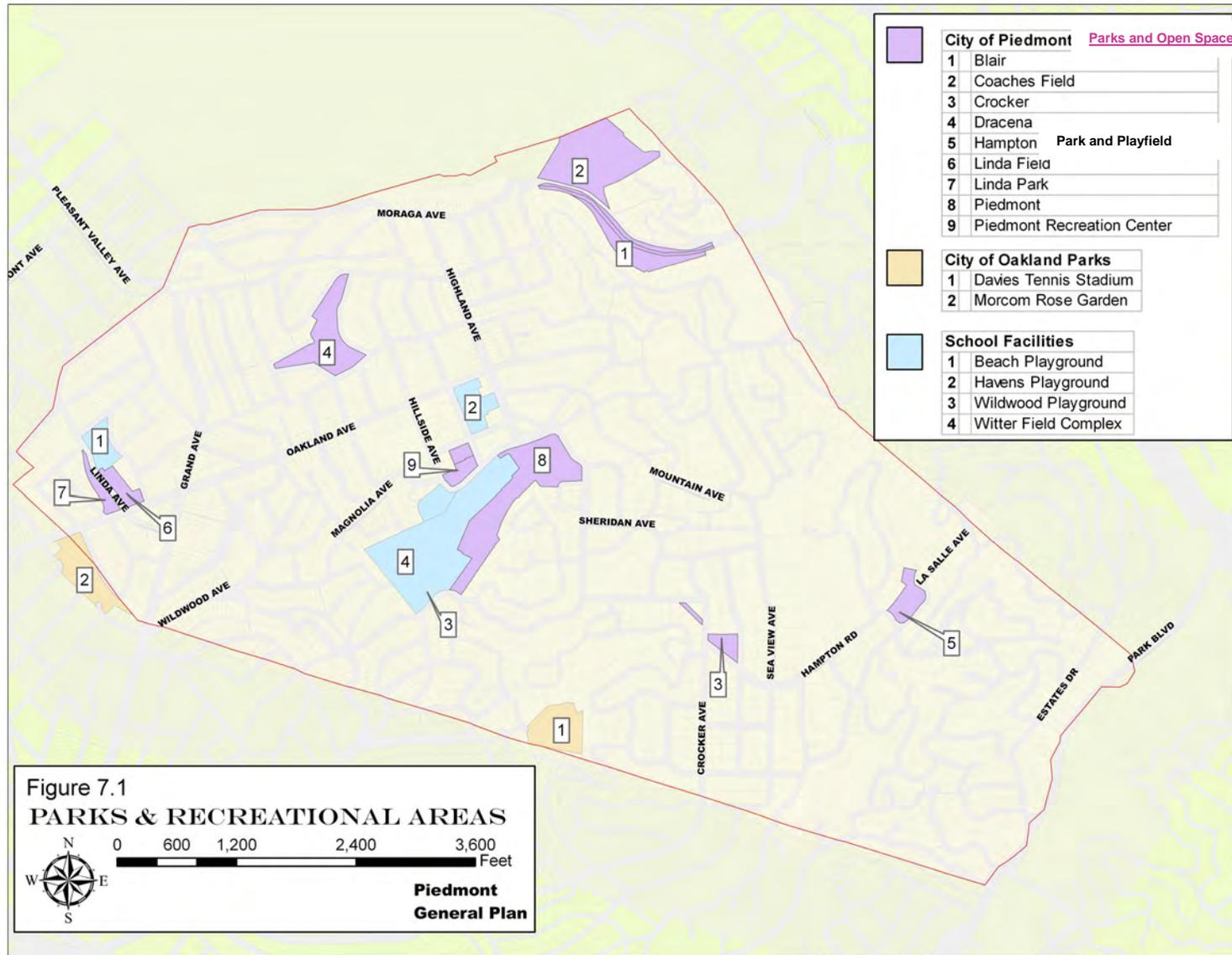
in Piedmont include ~~Blair Park~~, Coaches Field, and the Piedmont Recreation Center.

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



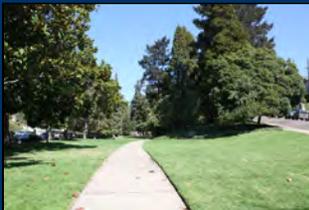
Piedmont Park. Piedmont Park is the City's "crown jewel" and is the largest park in the city. The park's formal entry near Highland and Magnolia Avenues includes Piedmont's historic ~~Excedra~~ Exedra Plaza. Behind the plaza, large sloping lawns surround the Mediterranean-style Piedmont Community Hall. 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.

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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.~~

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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.

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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.

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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

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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 ~~A~~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.~~

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~~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.

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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.~~

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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.

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“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.

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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.

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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.

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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.

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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.

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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.

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*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.

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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.

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“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

DESIGN AND PRESERVATION ELEMENT

“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.

DESIGN AND PRESERVATION
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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.

DESIGN AND PRESERVATION ELEMENT

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 [ExeedraExedra](#) at Piedmont Park, Piedmont Community Hall, the allee of trees along Oakland Avenue, and the city’s [ehurehes-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 IslandSan 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.

DESIGN AND PRESERVATION ELEMENT



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 use~~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.

DESIGN AND PRESERVATION
ELEMENT

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.

DESIGN AND PRESERVATION ELEMENT

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.

DESIGN AND PRESERVATION ELEMENT

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.

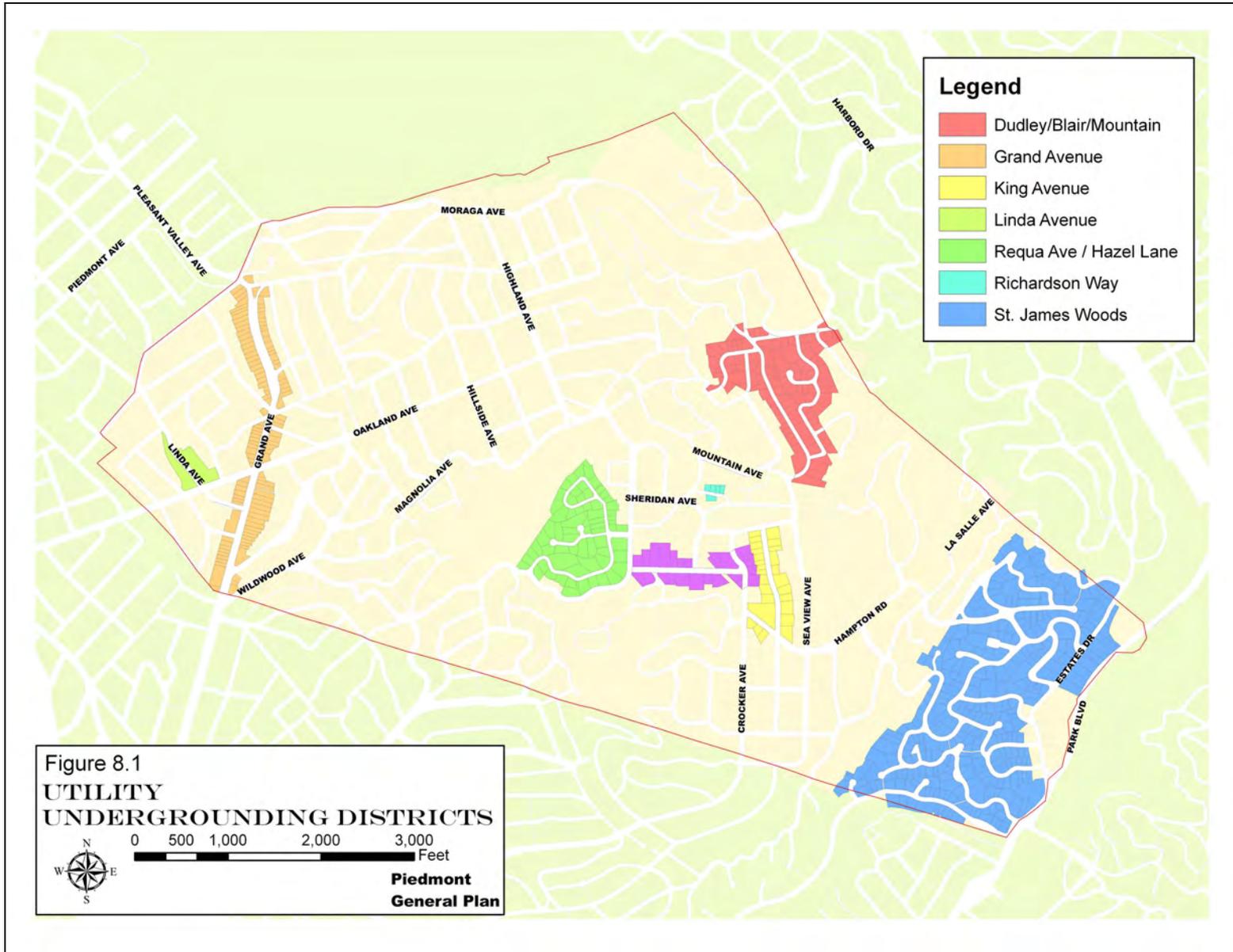
Undergrounding projects can also be initiated by private property owners under Rule 20C; 100 percent approval is required. Rule 20C is usually used for projects that only involve a small number of owners.

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.

DESIGN AND PRESERVATION ELEMENT



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.

DESIGN AND PRESERVATION
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The ~~city's~~City's design review requirements are profiled in the text box at left. |

DESIGN AND PRESERVATION ELEMENT

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

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.

DESIGN AND PRESERVATION ELEMENT

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.

DESIGN AND PRESERVATION ELEMENT

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.

DESIGN AND PRESERVATION ELEMENT

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.

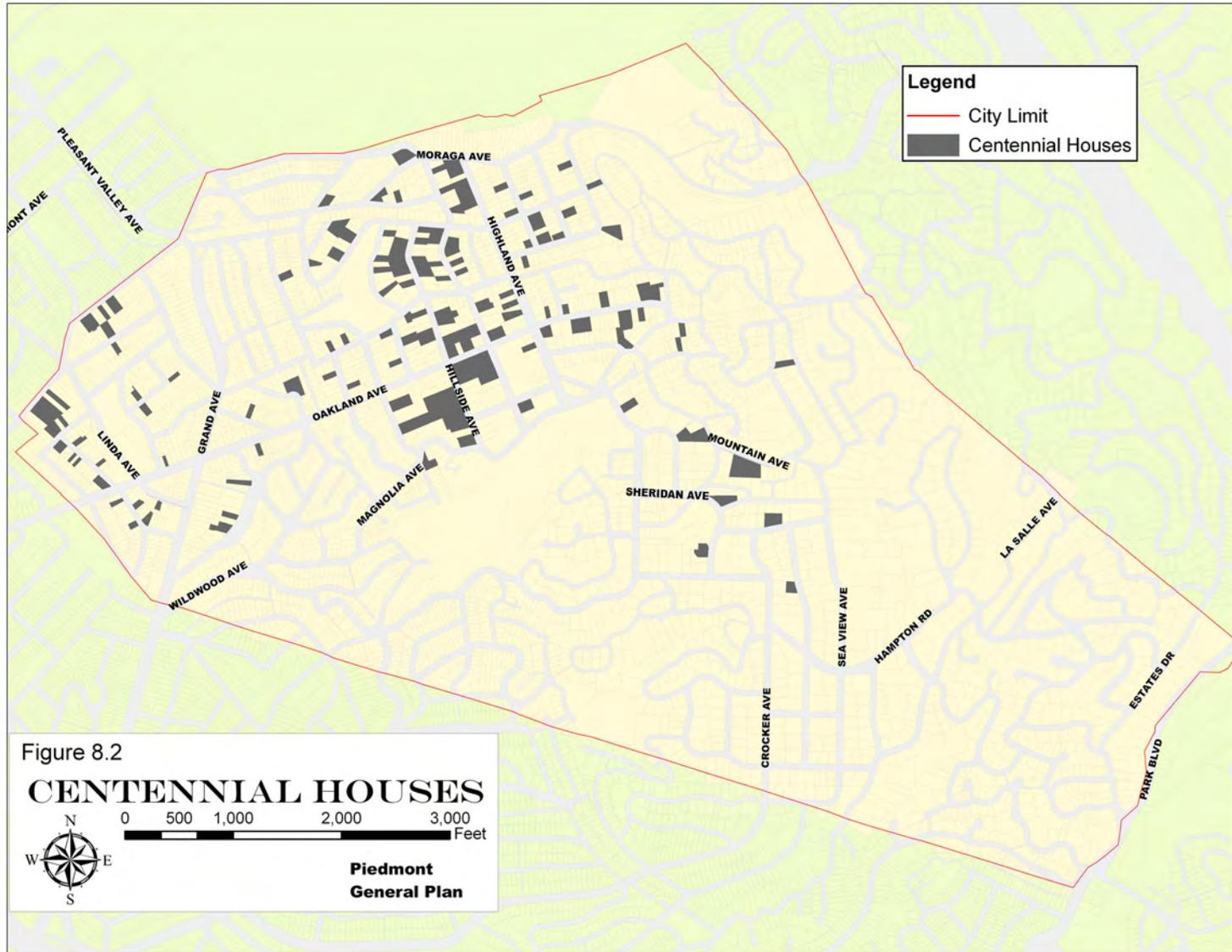
As part of the General Plan Update, the city consulted with Native American tribes and the California Native American Heritage Commission to determine the extent of pre-settlement resources in Piedmont. Although no places of special significance are documented, it is still possible that artifacts exist. 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.

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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.

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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.

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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.

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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

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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.

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“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

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“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.

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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.

DESIGN AND PRESERVATION ELEMENT



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.~~

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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.

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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.

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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.

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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 (POS) 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.

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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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ELEMENT**

- ***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.

DESIGN AND PRESERVATION
ELEMENT



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.

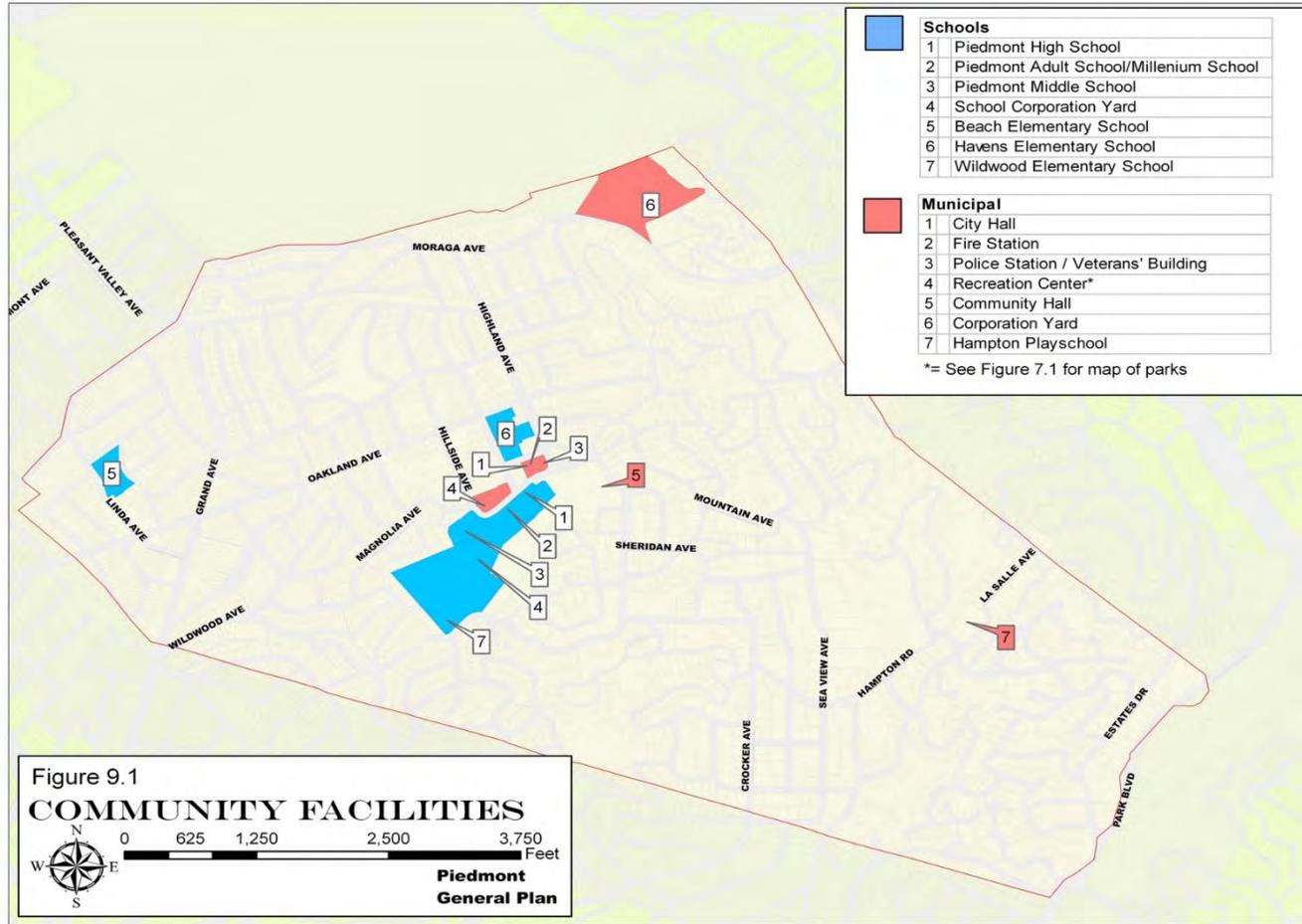
Piedmont's population is expected to ~~be stable~~ grow during the next two decades. ~~Nonetheless,~~ continued investment in public facilities will be needed to sustain existing service levels, incorporate new technology, and respond to changing demographics. Intergovernmental coordination is essential 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

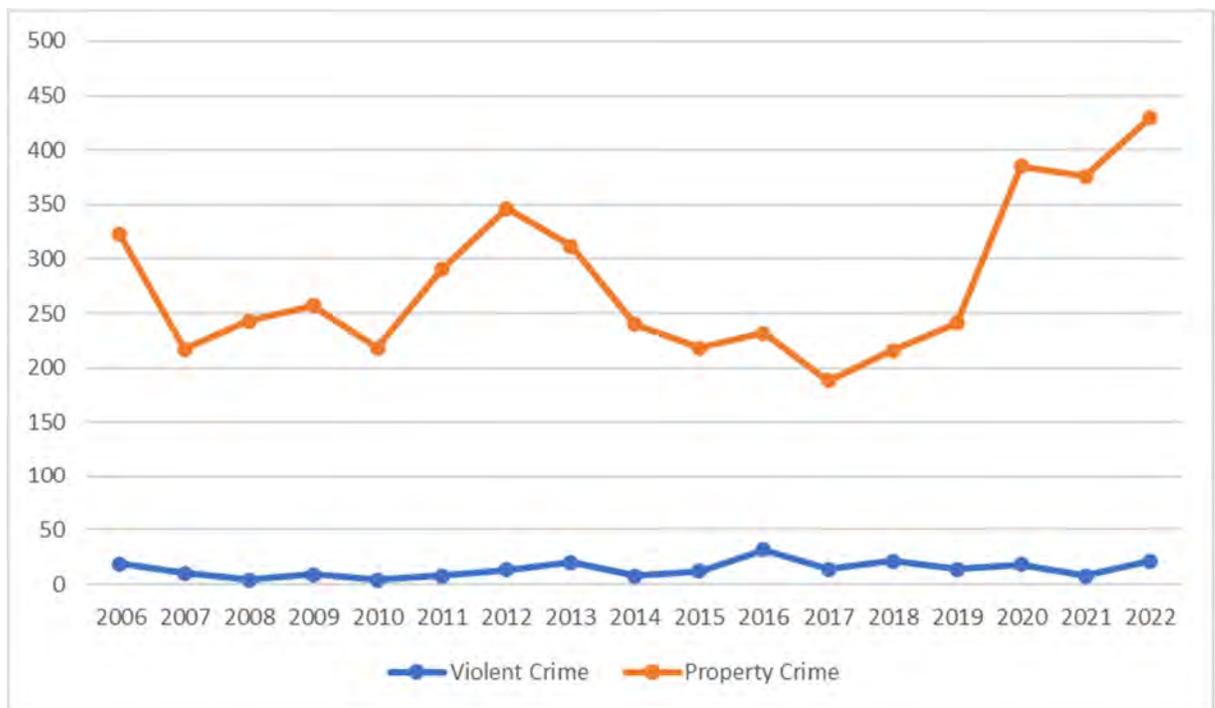
COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

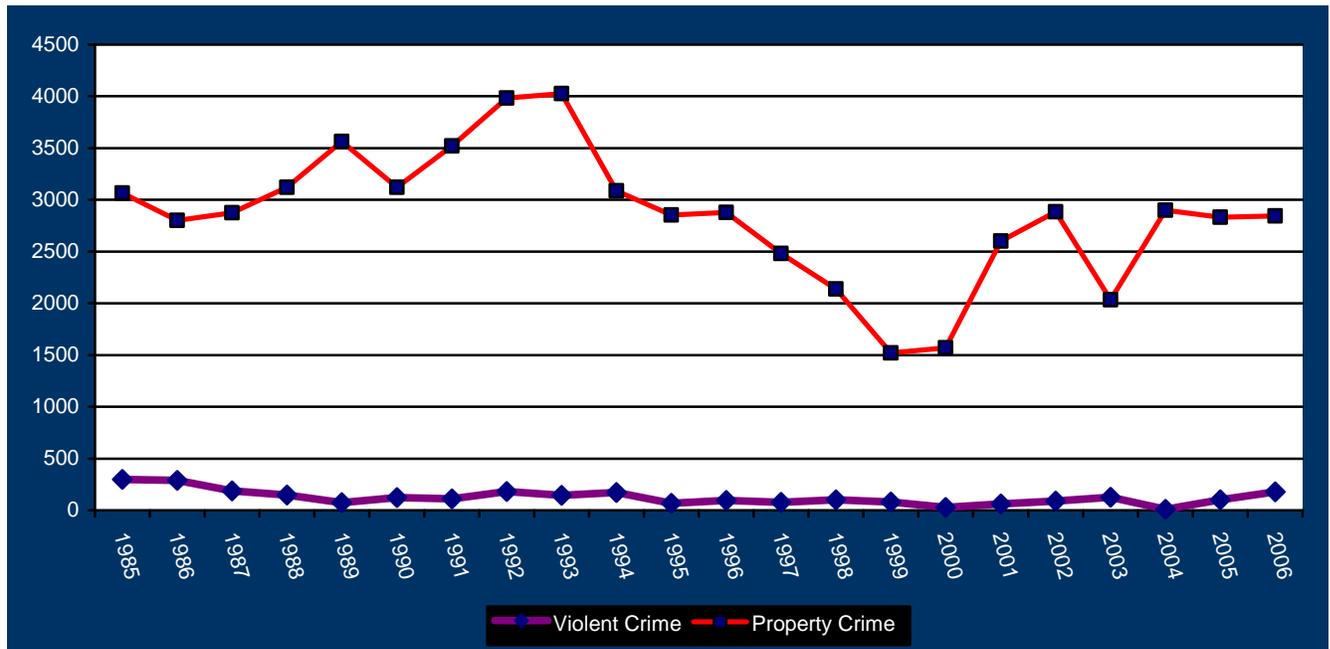
Chart 2.1: Violent Crime and Property Crime per 100,000 in Piedmont, 2006-2022



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

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

COMMUNITY SERVICES AND FACILITIES ELEMENT



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. 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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

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

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

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

**COMMUNITY SERVICES AND
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overstressed or insufficient shear walls, weak interior walls, and inadequate column beam joints and roof diaphragm connections.

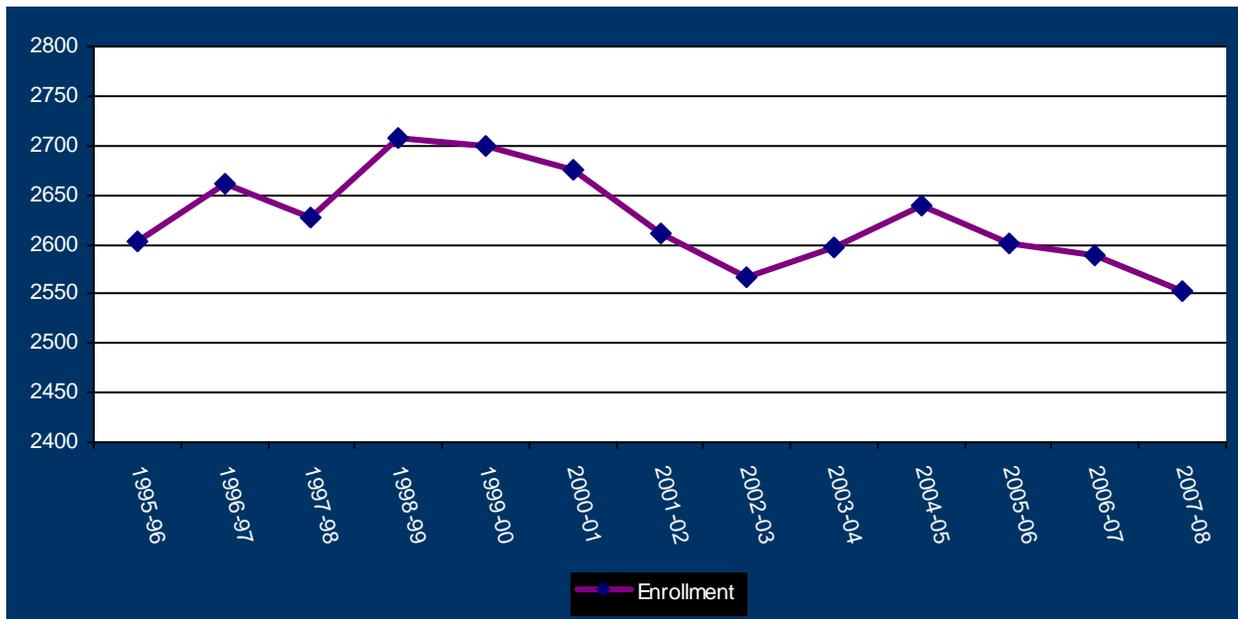
COMMUNITY SERVICES AND FACILITIES ELEMENT

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

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

“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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

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 1.31.4 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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

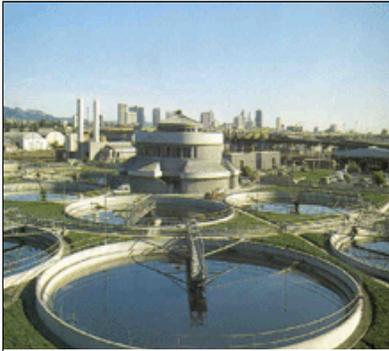
In addition, EBMUD is collaborating with the San Francisco PUC, the Contra Costa Water District, and the Santa Clara Valley Water District to explore the feasibility of a regional desalination facility. Such a facility would remove salt from seawater or brackish water using reverse osmosis, and conceivably 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.

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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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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 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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

~~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.~~

COMMUNITY SERVICES AND FACILITIES ELEMENT

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

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.”

COMMUNITY SERVICES AND FACILITIES ELEMENT



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](#)

COMMUNITY SERVICES AND FACILITIES ELEMENT

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).

COMMUNITY SERVICES AND FACILITIES ELEMENT

“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.

COMMUNITY SERVICES AND FACILITIES ELEMENT



*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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

- ***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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

"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.

COMMUNITY SERVICES AND FACILITIES ELEMENT

▪ **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

COMMUNITY SERVICES AND FACILITIES ELEMENT

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.

**COMMUNITY SERVICES AND
FACILITIES ELEMENT**



RESOLUTION No. _____

**A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF PIEDMONT
RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE: (1)
ADDING DIVISIONS 17.52 DENSITY BONUS, AND 17.54 URBAN LOT SPLITS AND
TWO-UNIT HOUSING DEVELOPMENTS (SB 9), TO CHAPTER 17 OF THE
PIEDMONT MUNICIPAL CODE AND ; AND (2) AMENDING DIVISIONS 17.02 TITLE;
INTENT; CITY CHARTER; 17.20 ZONE A: SINGLE FAMILY RESIDENTIAL; 17.22
ZONE B: PUBLIC FACILITIES; 17.24 ZONE C: MULTI-FAMILY RESIDENTIAL;
17.26 ZONE D: COMMERCIAL AND MIXED-USE COMMERCIAL/RESIDENTIAL;
17.28 ZONE E: SINGLE FAMILY RESIDENTIAL ESTATE; 17.30 PARKING; AND
17.90 DEFINITIONS & MEASUREMENT; AND SECTIONS OF DIVISIONS 17.40
RESIDENTIAL RENTALS AND 17.67 MINISTERIAL DESIGN REVIEW PERMITS, OF
CHAPTER 17 OF THE PIEDMONT CITY CODE TO IMPLEMENT THE 2023-2031
HOUSING ELEMENT IMPLEMENTATION PROJECT**

WHEREAS, to comply with State housing element law, the City Council adopted the 2023-2031 6th Cycle Housing Element (the 6th Cycle Housing Element) on March 20, 2023; and

WHEREAS, the City conducted extensive community outreach in support of the Housing Element update process including presentations to various City commissions, committees, and the City Council. Additionally, staff engaged in a range of outreach activities, such as hosting webinars and workshops, and disseminating information at popular community events. Direct feedback from residents led to the development of new, revised, and modified programs, many of which specify the changes necessary to implement the programs and remove barriers to the development of new diverse housing types that are affordable to occupants at all income levels; and

WHEREAS, the 6th Cycle Housing Element requires consistency within the elements of the General Plan and consistency between the City's General Plan and the City's Zoning Ordinance, codified in Chapter 17, Planning and Land Use, of the Piedmont City Code; and

WHEREAS, the City has prepared amendments to Chapter 17 of the Piedmont City Code implement Housing Element programs, make changes necessary for conformance with State law, and implement best practices to ensure consistency throughout the Zoning Ordinance. The proposed revisions encompass updated standards, rules, procedures, special use regulations, development standards, and performance criteria to guide housing development projects throughout the City; and

WHEREAS, these amendments implement the Housing Element programs 1.D: Allow Religious Institution Affiliated Housing Development in Zone A: Single Family Residential, 1.E: Require ADUs for New Single-Family Residence Construction, 1.F: Increase Allowances for Housing in Zone B: Public Facilities, 1.G: Facilitating Multi-family Development in Zone C: Multi-family Residential, 1.H: Increase Allowances for Housing in Zone D: Commercial and Mixed-Use, 1.J: SB 9 Facilitation Amendments, 1.M: Manufactured and Mobile Homes, 1.P: General Plan Amendments, 1.R: Lower-Income Sites Modifications to Address Shortfall, 4.I:

Health and Safety Code 17021.5 Compliance, 4.L: Allow Parking Reductions for Multi-Family, Mixed-Use and Affordable Projects, 4.N: Allow Transitional and Supportive Housing by Right in Zones that Allow Residential Uses, 4.O: Allow Low Barrier Navigation Centers by Right in Zones that Allow Residential Uses, 4.P: Residential Care Facilities, 4.Q: Parking Reductions for Persons with Disabilities, Seniors, and Other Housing Types, 4.V: Allow Emergency Shelters As Accessory Uses to Religious Facilities in Zone A, 5.H: Housing for Extremely Low-Income Individuals and Households, and 5.L: Definition of Family; and

WHEREAS, these amendments also implement the State Density Bonus law as provided in California Government Code Section 65915(a) and Assembly Bill 1308 as provided in California Government Code 65863.3. (a); and

WHEREAS, the City prepared an Environmental Impact Report prepared for the Housing Element Implementation project pursuant to the California Environmental Quality Act (CEQA) to analyze the environmental impacts of the project, including the proposed amendments to City Code Chapter 17; and

WHEREAS, the proposed amendments to the Zoning Ordinance were presented and discussed as study sessions at the regular meetings of the Planning Commission and City Council held on November 13, 2023, November 20, 2023, December 11, 2023, December 18, 2023, and January 8, 2024, during which members of the public had the opportunity to comment on the proposed amendments; and

WHEREAS, the Planning Commission has held a duly noticed public hearing and took public testimony on the proposed amendments to City Code Chapter 17 on January 29, 2024, consistent with existing City Code section 17.72.040.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Piedmont does hereby resolve, declare, determine, and order, based on the oral and written staff report, all oral and written comments received and all other evidence in the record, as follows:

SECTION 1. Findings. The Planning Commission hereby makes the following findings:

- A. The above recitations are true and correct and incorporated herein by reference.
- B. The Planning Commission has approved a separate resolution recommending City Council adoption of the Housing Element Implementation Project Environmental Impact Report and adoption of Findings, and a Statement of Overriding Considerations for the Housing Element and related actions, which is incorporated herein by reference.
- C. The Planning Commission has approved a separate resolution recommending City Council adoption of General Plan amendments as part of the Housing Element Implementation Project.
- D. The proposed amendments implement the 2023-2031 Housing Element goals, policies and programs, and are consistent with the 2023-2031 Housing Element.

- E. Pursuant to City Code Section 17.72.040(C), the amendments are consistent with the Piedmont General Plan, as recommended to be amended, the purposes of Chapter 17, and the provisions in City Charter Section 9.02.
- F. The proposed amendments further public health, safety, and welfare of the community.

SECTION 2. Recommendation – amendments to Chapter 17. The Planning Commission recommends that the City Council adopt an ordinance amending Chapter 17, Planning and Land Use, as set forth in Exhibit A, attached.

SECTION 3. The Planning Director is the custodian of documents and other materials that were considered by the Planning Commission and constitute the record of proceedings on which this recommendation was based. The records are located at the Planning and Building Department, 120 Vista Avenue, Piedmont, CA, 94611.

SECTION 4. 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]

ORDINANCE NO. [REDACTED] N.S.

**AN ORDINANCE
ADDING DIVISIONS 17.52 DENSITY BONUS, AND 17.54 URBAN LOT SPLITS AND
TWO-UNIT HOUSING DEVELOPMENTS (SB 9), TO CHAPTER 17 OF THE
PIEDMONT MUNICIPAL CODE FOR DENSITY BONUS; AMENDING DIVISIONS
17.02 TITLE; INTENT; CITY CHARTER, 17.20 ZONE A: SINGLE FAMILY
RESIDENTIAL, 17.22 ZONE B: PUBLIC FACILITIES, 17.24 ZONE C: MULTI-
FAMILY RESIDENTIAL, 17.26 ZONE D: COMMERCIAL AND MIXED-USE
COMMERCIAL/RESIDENTIAL; 17.28 ZONE E: SINGLE FAMILY RESIDENTIAL
ESTATE, 17.30 PARKING AND 17.90 DEFINITIONS & MEASUREMENTS; AND
SECTIONS OF DIVISIONS 17.40 RESIDENTIAL RENTALS AND 17.67 MINISTERIAL
DESIGN REVIEW PERMITS, TO IMPLEMENT THE 2023-2031 HOUSING ELEMENT
IMPLEMENTATION PROJECT**

WHEREAS, to comply with State housing element law, the City Council adopted the 2023-2031 6th Cycle Housing Element (the 6th Cycle Housing Element) on March 20, 2023; and

WHEREAS, the City conducted extensive community outreach in support of the Housing Element update process including presentations to various City commissions, committees, and the City Council. Additionally, staff engaged in a range of outreach activities, such as hosting webinars and workshops, and disseminating information at popular community events. Direct feedback from residents led to the development of new, revised, and modified programs, many of which specify the changes necessary to implement the programs and remove barriers to the development of new diverse housing types that are affordable to occupants at all income levels; and

WHEREAS, the 6th Cycle Housing Element requires consistency within the elements of the General Plan and consistency between the City's General Plan and the City's Zoning Ordinance, codified in Chapter 17, Planning and Land Use, of the Piedmont City Code ("City Code"); and

WHEREAS, the City has prepared amendments to Chapter 17 of the Piedmont City Code implement Housing Element programs, make changes necessary for conformance with State law, and implement best practices to ensure consistency throughout the Zoning Ordinance. The proposed revisions encompass updated standards, rules, procedures, special use regulations, development standards, and performance criteria to guide housing development projects throughout the City; and

WHEREAS, these amendments implement the Housing Element programs 1.D: Allow Religious Institution Affiliated Housing Development in Zone A: Single Family Residential, 1.E: Require ADUs for New Single-Family Residence Construction, 1.F: Increase Allowances for Housing in Zone B: Public Facilities, 1.G: Facilitating Multi-family Development in Zone C: Multi-family Residential, 1.H: Increase Allowances for Housing in Zone D: Commercial and Mixed-Use, 1.J: SB 9 Facilitation Amendments, 1.M: Manufactured and Mobile Homes, 1.P: General Plan Amendments, 1.R: Lower-Income Sites Modifications to Address Shortfall, 4.I: Health and Safety Code 17021.5 Compliance, 4.L: Allow Parking Reductions for Multi-Family,

Mixed-Use and Affordable Projects, 4.N: Allow Transitional and Supportive Housing by Right in Zones that Allow Residential Uses, 4.O: Allow Low Barrier Navigation Centers by Right in Zones that Allow Residential Uses, 4.P: Residential Care Facilities, 4.Q: Parking Reductions for Persons with Disabilities, Seniors, and Other Housing Types, 4.V: Allow Emergency Shelters As Accessory Uses to Religious Facilities in Zone A, 5.H: Housing for Extremely Low-Income Individuals and Households, and 5.L: Definition of Family; and

WHEREAS, these amendments also implement the State Density Bonus law as provided in California Government Code Section 65915(a) and Assembly Bill 1308 as provided in California Government Code 65863.3. (a); and

WHEREAS, the City prepared an Environmental Impact Report prepared for the Housing Element Implementation project pursuant to the California Environmental Quality Act (CEQA) to analyze the environmental impacts of the project, including the proposed amendments to City Code Chapter 17; and

WHEREAS, the proposed amendments to the Zoning Ordinance were presented and discussed as study sessions at the regular meetings of the Planning Commission and City Council held on November 13, 2023, November 20, 2023, December 11, 2023, December 18, 2023, and January 8, 2024, during which members of the public had the opportunity to comment on the proposed amendments; and

WHEREAS, the Planning Commission has held a duly noticed public hearing and took public testimony on the proposed amendments to City Code Chapter 17 on January 29, 2024, consistent with existing City Code section 17.72.040 and recommended [to be inserted]; and

WHEREAS, the City Council has held a duly noticed public hearing and took public testimony on the proposed amendments to City Code Chapter 17 on [to be inserted], consistent with existing City Code section 17.72.050.

NOW, THEREFORE, the City Council of the City of Piedmont hereby ordains as follows:

SECTION 1 – INTENT

It is the intent of the City Council of the City of Piedmont to adopt new and updated provisions in City Code Chapter 17 that implement the adopted Housing Element and State laws related to:

- The intent of all five zoning districts and overall City Code Chapter 17;
- The inclusion of new permitted and conditional uses in all the zoning districts;
- The revisions to the development standards and regulations, including parking standards, for all zoning districts;
- The addition of a new division 17.52 implementing the State Density Bonus Law;
- The addition of a new division 17.54 implementing the Senate Bill 9 and associated revisions in other divisions of the City Code Chapter 17;
- The addition of definitions for the new terms and housing types; and
- The revisions to division 17.67 Ministerial Design Review Permit to provide consistency

with State laws that allow ministerial review of certain residential and mixed -use development projects.

SECTION 2 – Findings. The City Council hereby makes the following findings:

- A. The above recitations are true and correct and incorporated herein by reference.
- B. The City Council has approved a separate resolution certifying the Housing Element Implementation Project Environmental Impact Report and adopting Findings, and a Statement of Overriding Considerations for the Housing Element and related actions, which is incorporated herein by reference.
- C. The City Council has adopted a separate resolution approving General Plan amendments as part of the Housing Element Implementation Project.
- D. The proposed amendments implement the 2023-2031 Housing Element goals, policies and programs, and are consistent with the 2023-2031 Housing Element.
- E. Pursuant to City Code Section 17.72.050(B), the amendments are consistent with the Piedmont General Plan, as recommended to be amended, the purposes of Chapter 17, and the provisions in City Charter Section 9.02.
- F. The proposed amendments further public health, safety, and welfare of the community.

SECTION 3 – AMENDMENT OF SUBSECTION 17.02.010.B.

Subsection 17.02.010.B. of Section 17.02.010, Title; Intent; City Charter, of the City Code is amended to read in its entirety as follows:

- “B. Intent. The City of Piedmont consists primarily of unique single-family residences set among mature trees and other vegetation. The residents wish to:
- 1. preserve the architectural heritage and beauty of the city's homes, the mature vegetation, the tranquility and privacy that now exist, and significant views;
 - 2. reduce on-street parking and traffic in the neighborhood streets and facilitate pedestrian and bicycle activity;
 - 3. mitigate overcrowding and build a thriving environment for all, where growth benefits schools, services, facilities, and amenities;
 - 4. preserve the city's historical heritage;
 - 5. preserve the existing stock of small homes and otherwise allow for a variety of housing types for all income levels, including single-family and multi-family dwellings;
 - 6. ensure excellence of architectural design, and compliance with the Piedmont Design Standards and Guidelines, as approved by the City Council and amended from time to time;
 - 7. allow retail, office, and service commercial uses that are primarily neighborhood serving; and
 - 8. promote property improvements without sacrificing the goals already mentioned.

These zoning regulations are designed to implement these purposes.”

SECTION 4 – AMENDMENT OF DIVISION 17.20 ZONE A: SINGLE FAMILY RESIDENTIAL

Division 17.20 of the City Code is deleted and replaced in its entirety with the following:

“DIVISION 17.20 ZONE A: SINGLE FAMILY RESIDENTIAL

Sections:

- 17.20.010 Intent
- 17.20.020 Permitted uses
- 17.20.030 Conditional uses
- 17.20.040 Regulations

17.20.010 Intent.

Zone A is established for single-family residential and other allowed uses. The intent is to:

- Preserve, maintain, and enhance Piedmont's residential character and the quiet community atmosphere of neighborhoods.
- Mitigate adverse environmental impacts and site constraints, such as excessive noise, light deprivation, incompatible land uses, unsafe overcrowding, obstructed pedestrian and vehicular access and circulation, and blockage of significant views.
- Create, maintain, and enhance a living environment that builds community for people of all income levels.
- Maintain openness and areas of vegetation to enhance a healthy environment.
- Achieve design compatibility and orderly arrangement of development by establishing regulations for the siting, massing, and building form on properties throughout the zone.

17.20.020 Permitted uses.

The following are permitted uses in Zone A:

- A. Single-family residence.
- B. Rented room, subject to section 17.40.020, or short-term rental, subject to a short-term rental permit under section 17.40.030.
- C. Accessory dwelling unit, subject to division 17.38.
- D. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.

- E. Religious institution affiliated housing development projects, and religious institution affiliated emergency shelters.
- F. Manufactured and mobile homes on a permanent foundation.
- G. Low barrier navigation centers.
- H. Residential care facilities or group homes that provide licensable services for up to six residents.
- I. Residential care facilities or group homes that do not provide licensable services.
- J. Supportive housing and transitional housing developments.
- K. Accessory structures with accessory uses located on the same lot as the primary structure.
- L. Employee housing for 6 or fewer persons.

17.20.030 Conditional uses.

The following are allowed in Zone A with a conditional use permit:

- A. Religious assembly.
- B. Private school, or day care facility associated with a religious assembly use. A pre-existing school not having a use permit may continue as a non-conforming use as long as the use is not expanded.
- C. Reservoir.
- D. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- E. Residential care facilities or group homes that provide licensable services for seven or more residents.
- F. Large family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.

17.20.040 Regulations.

- A. The following development standards apply to the development of all uses in Zone A, except those listed in Section 17.20.040.B:

	Zone A requirements
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Lot area	Minimum 8,000 square feet, subject to exception for accessory dwelling unit construction set forth in division 17.38 or for a lot split under SB 9 set forth in division 17.54.
Frontage, on public or private street	Minimum 60 feet, subject to an exception for a lot split under SB 9 as set forth in division 17.54.
Lot coverage; Landscaping	<p>Maximum 40% lot coverage for primary and accessory structures, subject to exception for accessory dwelling unit construction set forth in division 17.38. (A site feature is not calculated in the lot coverage if (1) the feature is not more than 7 feet height and (2) the total of all site features is 400 square feet or less.)</p> <p>Minimum 30% landscaping, subject to exception for accessory dwelling unit construction set forth in division 17.38.</p>
Structure height	Maximum 35 feet, except accessory dwelling units shall be subject to restrictions set forth in division 17.38.
Street yard setback	<p>Minimum 20 feet for primary or accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38.</p> <p>No minimum setback for a site feature, but a site feature may require a design review permit under division 17.66.</p>
Side yard and rear yard setback	<p>Minimum 5 feet for a primary or accessory structure, unless the yard is street facing, in which case the minimum is 20 feet, except that a setback of only 4 feet is required for a new structure to be used as an accessory dwelling unit, and no setback is required for conversions of an existing structure to an accessory dwelling unit or portion thereof in the same location and same dimensions.**</p> <p>However, an accessory structure may be located anywhere within the side and rear setback areas except that it: (a) must be located within 35 feet of the rear lot line; (b) must be located at least 5 feet from a habitable structure on an abutting property, and, for a corner lot, at least 5 feet from a side lot line of an abutting property to the rear; (c) may not exceed 15 feet in height; and (d) may not be habitable.</p> <p>A dwelling unit developed under SB 9 is subject to a 4 foot side and rear setback.</p> <p>A site feature proposed within these distances may require a design review permit under division 17.66.</p>

Floor area ratio*	<p>Subject to exception for accessory dwelling unit construction set forth in division 17.38 or for a dwelling unit developed under SB 9 set forth in division 17.54:</p> <p>Maximum 55% of the lot area if the parcel is 5,000 square feet or less.</p> <p>Maximum 50% of the lot area if the parcel is 5,001 square feet to 10,000 square feet.</p> <p>Maximum 45% of the lot area if the parcel is more than 10,000 square feet.</p>
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* In order to encourage development within the existing building envelope instead of building outwards or upwards, the floor area ratio standard is not applied to finishing an area into habitable space if: (1) there is no expansion of the exterior building envelope; and (2) the owner has not obtained a final inspection within the prior three years on a building permit issued for an expansion of the building envelope.

** Pursuant to Government Code section 65852.2(a)(1)(D)(vii).

Please refer to division 17.54 for standards for a lot split and two-unit housing developments performed under SB 9.

B. The development standards for the following uses are as indicated below:

- a. Wireless communications facility, as provided in division 17.46.
- b. Religious institution affiliated housing development projects, as provided in section 17.24.040.A. except that there is no minimum density and maximum allowable density is 21 dwelling units per acre.
- c. Reservoir has no applicable development standards.

C. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

- a. when a new single-family residence is proposed on a vacant lot.
- b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.”

SECTION 5 – AMENDMENT OF DIVISION 17.22 ZONE B: PUBLIC FACILITIES

Division 17.22 of the City Code is deleted replaced in its entirety with the following:

“DIVISION 17.22 ZONE B: PUBLIC FACILITIES

Sections:

- 17.22.010 Intent
- 17.22.020 Permitted uses
- 17.22.030 Conditional uses
- 17.22.040 Regulations

17.22.010 Intent.

Zone B is established to regulate and control development of public facilities and other allowed uses that are compatible with the character of surrounding uses.

17.22.020 Permitted uses.

The following are permitted uses in Zone B:

- A. A single-family residence.
- B. Accessory dwelling unit, subject to division 17.38.
- C. Building occupied by a public agency or other nonprofit entity.
- D. Public school.
- E. Parks and open space, including recreational uses and facilities.
- F. Cemetery, public utility.
- G. Emergency shelter, supportive housing or transitional housing. .
- H. Manufactured and mobile homes on a permanent foundation.
- I. Low barrier navigation centers.
- J. Residential care facilities or group homes that provide licensable services for up to six residents.
- K. Residential care facilities or group homes that do not provide licensable services.
- L. A multi-family residential development, including senior housing, and disabled housing.
- M. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- N. Employee housing for 6 or fewer persons.
- O. Accessory structures and accessory uses affiliated with the primary structure on the same lot under this section.

17.22.030 Conditional uses.

The following are allowed as conditional uses in Zone B:

- A. Except for schools, a public building used by a for-profit commercial entity.

- B. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- C. Licensed residential care or group homes that provide licensable services to seven or more residents.
- D. Large family day care home in accordance with California Health and Safety Code sections 1597.43 – 1597.47.

17.22.040 Regulations.

- A. City projects are not subject to development standards, except those listed below:
 - 1. the green building requirements of chapter 8, section 8.10 and following;
 - 2. the bay-friendly landscaping requirements of chapter 3, section 3.30 and following
- B. In Zone B, for uses other than those set forth in 17.22.040(A) and (C), the development standards are as follows:

Lot area; frontage; coverage; height; front, rear and side yards; floor area ratio.	All as set forth for Zone A. See section 17.20.040.
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- C. In Zone B, the development standards for the following uses are set forth below:
 - a. Wireless communications facility as provided in division 17.46.
 - b. Multi-family residential as provided in section 17.24.040.A.
 - c. Cemetery, public utility – no standards.
 - d. Building occupied by a public agency or other nonprofit entity – no standards, except as set forth in Section 17.22.040.A.
 - e. Parks and open space, including recreational uses and facilities – no standards.
- D. For lots that are larger than 5,000 square feet, an ADU shall be constructed:
 - a. when a new single-family residence is proposed on a vacant lot.
 - b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.”

SECTION 6 – AMENDMENT OF DIVISION 17.24 ZONE C: MULTI-FAMILY RESIDENTIAL

Division 17.24 of the City Code is deleted and replaced in its entirety with the following:

“DIVISION 17.24 ZONE C: MULTI-FAMILY RESIDENTIAL

Sections:

- 17.24.010 Intent
- 17.24.020 Permitted uses

17.24.030 Conditional uses
17.24.040 Regulations

17.24.010 Intent.

Zone C is established to regulate and control residential development, including multi-family dwellings, that enhances the character of the neighborhood and builds community for people of all income levels.

17.24.020 Permitted uses.

The following are permitted uses in Zone C:

- A. A single-family residence.
- B. A multi-family residential development. .
- C. Accessory dwelling unit, subject to division 17.38.
- D. Manufactured and mobile homes on a permanent foundation.
- E. Low barrier navigation centers.
- F. Residential care facilities or group homes that provide licensable services for up to six residents.
- G. Residential care facilities or group homes that do not provide licensable services.
- H. Supportive housing and transitional housing.
- I. Accessory structures with accessory uses located on the same lot as the primary structure under this section.
- J. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- K. Employee housing for 6 or fewer persons.

17.24.030 Conditional uses.

The following are allowed as conditional uses in Zone C:

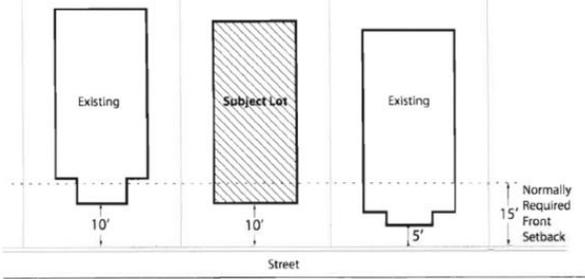
- A. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- B. Residential care facilities or group homes that provide licensable services for 7 or more people.

- C. Large family day care home in accordance with California Health and Safety Code sections 1597.43 – 1597.47.
- D. Single room occupancy dwellings.
- E. Co-housing.

17.24.040 Regulations.

- A. In Zone C, for multi-family residential use, licensed residential care facility for 7 or more residents, co-housing and single room occupancy dwellings, the standards are as follows:

	Zone C requirements
Lot area	Minimum 10,000 square feet, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Frontage, on public or private street	Minimum 90 feet
Lot coverage; Landscaping	Maximum 70% lot coverage for primary and accessory structures, subject to exception for accessory dwelling unit construction set forth in division 17.38. Minimum 15% landscaping, or 10% by landscaping for a project in which at least 20% of the units are affordable, as defined by the California Department of Housing and Community Development, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Structure height	Maximum 45 feet for buildings on lots with lot area 4,000 sq.ft. or more, except accessory dwelling units shall be subject to restrictions set forth in division 17.38. Maximum 35 feet for buildings on lots with lot area less than 4,000 sq.ft., except accessory dwelling units shall be subject to restrictions set forth in division 17.38.
Street yard setback	Minimum 15 feet for primary or accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38. If adjacent lots abutting the side lot lines of the subject lot both contain principal single family residential buildings that have front setbacks with a depth of less than ten (10) feet, the minimum front setback may be reduced for buildings and other structures on the subject lot up to a line parallel to the front lot line and extended from the most forward projection of the principal single family residential buildings on the adjacent lots having the deeper front setback depth, provided such projection is enclosed, has a wall height of at least eight (8) feet, and has a width of at least five (5) feet. In the case of a corner lot or lot that has a vacant parcel next to it, this same principal may

	<p>apply if the two (2) lots adjacent to the corner lot or lot along its front lot line have less than a fifteen (15) foot front setback. See illustration below:</p>  <p>Site feature of any height may require a design review permit under division 17.66.</p>
<p>Side yard and rear yard setback</p>	<p>Minimum 4 feet for primary or accessory structure, except as provided below. If adjacent lots abutting the side and rear lot lines of the subject property are single family residential, the proposed building shall further step back depending on the lot area:</p> <ul style="list-style-type: none"> • If lot area is less than 4,000 sq.ft., the building shall step back 8 ft. from the side and/or rear property line abutting the single family residential after 2 stories or 22 ft., whichever is less. • If lot area is 4,000 sq.ft. or more, the building shall step back 8 ft. from the side and/or rear property line abutting the single family residential after 3 stories or 35 ft, whichever is less. <p>However, an accessory structure may be located anywhere within the side and rear setback areas except that it: (a) must be located within 35 feet of the rear lot line; (b) must be located at least 5 feet from a habitable structure on an abutting property, and, for a corner lot, at least 5 feet from a side lot line of an abutting property to the rear; (c) may not exceed 15 feet in height; and (d) may not be habitable. A site feature proposed within these distances may require a design review permit under division 17.66.</p>
<p>Density</p>	<p>Minimum density of 20 dwelling units/acre, and maximum density of 60 dwelling units/acre, unless otherwise required by State Law.</p>
<p>Unit type mix</p>	<p>50% of the units in a multi-family housing development, including co-housing (but excluding senior housing, licensed residential care facilities of 7 or more residents, and disabled housing), shall have a minimum of two bedrooms, unless 100% of the units are affordable to households earning 50% or less of the area median income (AMI) established by California Health and Safety Code 5105 that are deed-restricted for a period of 55 years or more.</p>

* Pursuant to Government Code section 65852.2(a)(1)(D)(vii).

** Pursuant to Government Code section 65852.2(e)(1)(D)(ii).

B. In Zone C, for uses other than those listed above, the development standards are as follows:

1. Wireless communications facility as provided in division 17.46.

2. Single-family residence as provided in section 17.20.040.A.
3. Manufactured and mobile homes as provided in section 17.20.040.A.
4. Large day care home as provided in section 17.20.040.A.
5. Licensed residential care facility or group home for up to 6 residents and unlicensed residential care facility or group home as provided in section 17.20.040.A.
6. Low barrier navigation centers as provided in section 17.20.040.A.
7. Transitional and supportive housing as provided in section 17.20.040.A.
8. Employee Housing for up to six employees as provided in section 17.20.40.A
9. Small day care home as provided in section 17.20.40.A

- C. For lots that are larger than 5,000 square feet, an ADU shall be constructed:
- a. when a new single-family residence is proposed on a vacant lot.
 - b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.”

SECTION 7 – AMENDMENT OF DIVISION 17.26 ZONE D: MULTI-FAMILY RESIDENTIAL

Division 17.26 of the City Code is deleted and replaced in its entirety with the following:

“DIVISION 17.26 ZONE D: COMMERCIAL AND MIXED USE

Sections:

- 17.26.010 Intent
- 17.26.020 Permitted uses
- 17.26.030 Conditional uses
- 17.26.040 Prohibited uses
- 17.26.050 Regulations

17.26.010 Intent.

Zone D is established to regulate and control commercial and mixed-use commercial/residential development, where pedestrian-oriented commercial development will serve the neighborhood, consistent and in harmony with the character of the neighborhood and adjacent residential areas.

17.26.020 Permitted uses.

The following are permitted uses in Zone D:

- A. A single-family residence.
- B. An accessory dwelling unit, subject to division 17.38.
- C. Low barrier navigation centers.

- D. Residential care facilities or group homes that provide licensable services for up to six residents.
- E. Residential care facilities or group homes that do not provide licensable services.
- F. Supportive housing and transitional housing developments.
- G. Accessory structures with accessory uses located on the same lot as the primary structures under this section.
- H. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- I. Multi-family development including single-room occupancy, co-housing, senior housing, and disabled housing, that is part of a mixed-use development.
- J. Employee housing for 6 or fewer persons.
- K. Manufactured and mobile homes on a permanent foundation.

17.26.030 Conditional uses.

The following are allowed as conditional uses in Zone D:

- A. Religious assembly.
- B. Private school, or day care facility associated with a religious assembly use. A pre-existing school not having a use permit may continue as a non-conforming use as long as the use is not expanded.
- C. Large family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- D. Retail, office, and service commercial uses of a type that will be primarily neighborhood serving. Commercial uses that are primarily neighborhood serving are those uses neighbors would be expected to use on a regular basis, and not uses that would be expected to draw the major portion of their clientele from outside the neighborhood.
A structural change (including reduction or addition in structure) or change in actual existing use in a commercial building requires a new conditional use permit. Change in actual existing use means the addition, withdrawal, or other modification of:
 - 1. the type or quality of service or product being marketed;
 - 2. the time or place of delivery of the service or product;
 - 3. the manner or method of delivery of the service or product; or
 - 4. the number of personnel on the site, where the addition, withdrawal, or other modification changes the facts upon which a conditional use permit was based.

- E. Commercial portion of a mixed-use commercial/residential development, including ground-floor retail, office, or service commercial uses to primarily serve the neighborhood.
- F. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- G. Residential care facilities or group home that provide licensable services for seven or more residents.

17.26.040 Prohibited uses.

The following uses are prohibited uses in Zone D: manufacturing, wholesaling, distributing, or industrial use; motor vehicle sales or service, except minor servicing; hotel or motel; fast food restaurants; and drive-through establishments.

17.26.050 Regulations.

A. In Zone D, for commercial, mixed-use commercial/residential, and private school facilities uses, the standards are as follows:

	Zone D requirements	
	Civic Center Subarea ¹	Grand Avenue Subarea ²
Lot area	<i>No minimum lot area, but an existing lot may not be subdivided into smaller lots.</i>	No minimum lot area, but an existing lot may not be subdivided into smaller lots.
Frontage, on public or private street	No minimum requirement.	No minimum requirement.
Lot coverage; Landscaping	No maximum. No minimum.	No Maximum. Minimum 10% landscaping, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Structure height	45 feet	Maximum 45 feet. For a building site adjacent to a single-family residence: A. within 10 feet of the abutting lot line: maximum 35 feet measured from adjacent grade; and B. daylight plane starting at 35 feet above grade and a distance of 10 feet from the abutting property line.
	Zone D requirements (continued)	
	Civic Center Subarea ¹	Grand Avenue Subarea ²
Street yard setback	No minimum setback.	Along Wildwood, Sunnyside and Linda Avenues: 5 feet minimum from lot line.

		Along Grand Avenue: 5 feet minimum from curb or 3 feet from lot line, whichever is greater.
Side yard and rear yard setback	No minimum setbacks, but if side or rear yard abuts a single-family residence, the minimum side and rear yard setback is 4 feet from that abutting lot line.	Side Yard: no minimum setbacks, except minimum 4 feet from lot line abutting a single-family residence. Rear Yard: 4 feet minimum.
Floor to ceiling height for ground floor commercial use	15 feet minimum	12 feet minimum
Ground floor	<p>Zone D developments must have:</p> <ol style="list-style-type: none"> ground floor retail, office, or service commercial uses to primarily serve the neighborhood. Ground floor residential use is not permitted, except for an entry and lobby to the upper floor(s), except that: the requirement for ground floor retail, office, or service commercial uses shall be waived for development in which 100% of the units are affordable to households earning 80% or less of the area median income (AMI) established by California Health and Safety Code 5105 that are deed-restricted for a period of 55 years or more. 	

¹ The Civic Center Subarea consists of the Zone D parcels bounded by: Highland Way on the north, Highland Avenue on the south; and Highland Avenue on the east, Vista Avenue on the south, and Piedmont Unified School District properties on the north and west.

² The Grand Avenue Subarea consists of the Zone D parcels bounded by: Wildwood Avenue to the southeast, Grand Avenue on the west, Zone A parcels on the north and east; and City boundary on the south, Grand Avenue on the east, Linda Avenue on the north, and Zone A properties to the west.

³ Setback requirements applicable to accessory dwelling unit construction are set forth in division 17.38, rather than this table.

B. In Zone D, for single-family residential use, small family day care home, manufactured and mobile homes, low barrier navigation center, licensed residential care facility or group home for up to 6 residents and unlicensed residential care facility or group home, employee housing for 6 or fewer persons, and supportive and transitional housing, the development standards are as follows:

Lot area; frontage; coverage; height; front,	All as set forth for Zone A. See section 17.20.040.
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rear and side yards; floor area ratio.	
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C. In Zone D, for uses other than those listed above, the development standards are as follows:

1. Wireless communications facility as provided in division 17.46
2. Religious assembly as provided in section 17.20.040.A.
3. Stand-alone multi-family development including senior housing, disabled housing, single-room occupancy and co-housing, and multi-family that is part of a mixed-use development as provided in section 17.24.040.A, except for density standards provided in 17.26.50.D.
4. Large day care home as provided in section 17.24.040.A.
5. Licensed residential care facility or group home for 7 or more residents as provided in section 17.24.040.A.

D. Density and Floor Area Ratio.

The following density and floor area ratio standards apply to all development in this division that includes residential uses, including multifamily developments, residential development within mixed-use development, SROs, and co-housing, except for single-family or similar residential uses.

1. The developer/property owner may choose to develop property in this zone at a minimum of 20 dwelling units/acre and maximum of 81 dwelling units/acre.
2. The maximum non-residential FAR in a mixed-use development is 75%.
3. The maximum non-residential floor area is 50% of residential floor area.

E. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

- a. when a new single-family residence is proposed on a vacant lot.
- b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.”

SECTION 8 – AMENDMENT OF DIVISION 17.28 ZONE E: ESTATE RESIDENTIAL

Division 17.28 of the City Code is deleted and replaced in its entirety with the following:

“DIVISION 17.28 ZONE E: ESTATE RESIDENTIAL

Sections:

- 17.28.010 Intent
- 17.28.020 Permitted uses
- 17.28.030 Conditional uses
- 17.28.040 Regulations

17.28.010 Intent.

Zone E is established for estate residential homes, which tend to be larger lots. The purposes set forth for Zone A also apply to Zone E.

17.28.020 Permitted uses:

The following are permitted uses in Zone E:

- A. Single-family residence.
- B. Rented room, subject to section 17.40.020, or short-term rental, subject to a short-term rental permit under section 17.40.030.
- C. Accessory dwelling unit, subject to division 17.38.
- D. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- E. Manufactured and mobile homes on a permanent foundation.
- F. Low barrier navigation centers.
- G. Residential care facilities or group homes that provide licensable services for up to six residents.
- H. Residential care facilities or group homes that do not provide licensable services.
- I. Supportive housing and transitional housing developments.
- J. Accessory structures with accessory uses located on the same lot as the primary structures under this section.
- K. Employee housing for 6 or fewer persons.

17.28.030 Conditional uses.

The following are allowed as conditional uses in Zone E:

- A. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- C. Residential care facilities or group homes that provide licensable services for seven or more residents.
- D. Large family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.

17.28.040 Regulations.

A. The following development standards apply to the development of all uses in Zone E, except those listed in Section 17.28.040.B.:

	Zone E requirements
Lot area	Minimum 20,000 square feet, subject to exception for accessory dwelling unit construction set forth in division 17.38 or for a lot split under SB 9 set forth in division 17.54
Frontage, on public or private street	Minimum 120 feet, subject to an exception for a lot split under SB 9 as set forth in division 17.54
Lot coverage; landscaping	Subject to exception for accessory dwelling unit construction set forth in division 17.38: Maximum 40% lot coverage for primary and accessory structures. (A site feature is not calculated in the lot coverage if (1) the feature is not more than 7 feet height and (2) the total of all site features is 400 square feet or less.) Minimum 40% landscaping.
Structure height	Maximum 35 feet, except accessory dwelling units shall be subject to restrictions set forth in division 17.38.
Street yard setback	Minimum 20 feet for primary and accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38. No minimum setback for a site feature, but a site feature may require a design review permit, under division 17.66.
Side yard and rear yard setback	Minimum 20 feet for primary or accessory structure, unless the yard is street facing, in which case the minimum is 20 feet, except that a setback of only 4 feet is required for a new structure to be used as an accessory dwelling unit, and no setback is required for conversions of an existing structure to an accessory dwelling unit or portion thereof in the same location and same dimensions.** However, an accessory structure not to be used as an accessory dwelling unit may be located anywhere within the side and rear setback areas except that it: (a) must be located within 35 feet of the rear lot line; (b) must be located at least 5 feet from a habitable structure on an abutting property, and, for a corner lot, at least 5 feet from a side lot line of an abutting property to the rear; (c) may not exceed 15 feet in height; and (d) may not be habitable. These distance requirements for an accessory structure also apply to a garage or carport attached to a primary structure. No minimum setback for a site feature, but a site feature may require a design review permit under division 17.66.

	A dwelling unit developed under SB 9 is subject to a 4 foot side and rear setback.
Floor area ratio*	Subject to exception for accessory dwelling unit construction set forth in division 17.38, or for a dwelling unit developed under SB 9 set forth in division 17.54: Maximum 55% of the lot area if the parcel is 5,000 square feet or less. Maximum 50% of the lot area if the parcel is 5,001 square feet to 10,000 square feet. Maximum 45% of the lot area if the parcel is more than 10,000 square feet.

* In order to encourage development within the existing building envelope instead of building outwards or upwards, the floor area ratio standard is not applied to finishing an area into habitable space if: (1) there is no expansion of the exterior building envelope; and (2) the owner has not obtained a final inspection within the prior three years on a building permit issued for an expansion of the building envelope.

** Pursuant to Government Code section 65852.2(a)(1)(D)(vii).

Please refer to division 17.54 for standards for a lot split and two-unit housing developments performed under SB 9.

B. In Zone E, for uses other than those listed above, the development standards are as follows:

1. Wireless communications facility as provided in division 17.46.

C. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

- a. when a new single-family residence is proposed on a vacant lot.
- b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.”

SECTION 9 – AMENDMENT OF DIVISION 17.30 PARKING

Division 17.30 of the City Code is deleted and replaced in its entirety with the following:

“DIVISION 17.30 PARKING

Sections:

- 17.30.010 Single family residential and similar use (All zones)
- 17.30.020 Multi-family residential and similar group residential use (Zones A, B, C and D)
- 17.30.030 Commercial use and mixed-use residential/commercial (Zone D)
- 17.30.040 Location of parking spaces
- 17.30.050 Size and specifications
- 17.30.060 No reduction of existing parking
- 17.30.070 Compliance with Americans with Disabilities Act (ADA)

17.30.010 Single family residential and similar use. (All zones)

A. Applicability. This section 17.30.010 applies to the following uses: single-family residential, small and large family day care homes, manufactured and mobile homes, low barrier navigation centers, supportive and transitional housing, residential care facilities or group homes that provide licensable services for up to 6 residents, residential care facilities or group homes that do not provide licensable services, and employee housing for up to 6 employees, and development projects under division 17.54 in any zone:

1. new development; and
2. existing development (which may be nonconforming under division 17.50), when an applicant seeks a building permit or land use approval for an improvement or change that may affect the need for parking. Exceeding certain underlying zoning regulations as indicated in the table in section 17.30.010.B.1 or an increase in the intensity of use will affect the need for parking. Existing street width and existing demand for on-street parking are factors in considering the intensity of use.

B. Regulations.1. General.

Dwelling Unit	Minimum number of off-street, covered, non-tandem parking spaces
Accessory dwelling unit (division 17.38)	0*
New primary unit** 800 square feet or less	1
New primary unit** greater than 800 square feet	2
Primary unit that exceeds FAR, lot coverage or structure height of the underlying zone	1 additional parking space; for a maximum total of 3 parking spaces.
SB-9 development (division 17.54)	1 per primary unit. If the parcel is located within one-half mile walking distance of either a high-quality transit corridor as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop as defined in Section 21064.3 of the Public Resources Code, then parking is not required for the new primary unit.

* Under Government Code section 65852.2, the city may not require parking for an accessory dwelling unit located within 1/2 mile of public transit, and all Piedmont properties are within 1/2 mile.

** primary unit refers to single family residence, small and large family day care homes, manufactured and mobile homes, low barrier navigation centers, supportive and transitional housing, residential care facilities or group homes that provide licensable services for up to 6 residents, residential care facilities or group homes that do not provide licensable services, and employee housing for up to 6 employees.

2. Parking spaces may not be located within a 20-foot street setback.
3. An applicant may increase the primary dwelling unit up to four bedrooms without adding additional parking, as long as:
 - a. no existing parking space is eliminated if it creates a nonconformance;
 - b. the required number of parking spaces are provided, even if uncovered or tandem;
 - c. the parking spaces are not within the required 20-foot street setback; and
 - d. section B.4 below does not apply.
4. When considering an application, the city may strictly apply the parking regulations under subsection B.1 above if the proposed construction will have an undue adverse impact on neighborhood vehicular congestion. A determination of undue adverse impact must be based on evidence considering one or more of the following factors: existing street width; existing on-street parking conditions; lack of sidewalks; and street slope and curvature.

17.30.020 Multi-family residential and similar group residential use. (Zones A, B, C and D).

A. Applicability. This section applies to each multi-family and similar group residential use in Zones A, B, C and D, including but not limited to: large family day care home, residential care facilities or group homes that provide licensable services for more than 7 residents, single-room occupancy, co-housing, multi-family residential, senior housing, housing for persons with disabilities, and religious institution affiliated housing.

	Minimum number of off-street covered parking spaces	
Accessory dwelling unit (division 17.38)	0*	
Multi-family development, Independent living senior housing, independent living disabled persons housing	1 space per studio or 1 bedroom unit	Exception: Planning Commission shall reduce to 50% of required spaces when: a. Development is within ½ mile of regularly scheduled public transit stop; and b. At least 50% of units are deed-restricted for a period of 55 years to low-income households.
	1.5 space per 2 or more-bedroom unit	
Licensed residential facility or group home for 7 or more residents	1 space per bedroom	
Single room occupancies or co-housing	1 space per bedroom Exception: Planning Commission shall reduce to 50% of required spaces when: a. Development is within ½ mile of regularly scheduled public transit stop; and b. At least 50% of units are deed-restricted for a period of 55 years to low-income individuals.	
Religious institution affiliated housing	as provided in Section 65913.6 of the Government Code	

Senior housing, disabled persons housing (Assisted Living)	0.5 space per studio or 1 bedroom unit	Additionally, 1 parking space for each employee on-site at peak staffing.
	0.75 space per 2 or more-bedroom unit	

* Under Government Code section 65852.2, the city may not require parking for an accessory dwelling unit located within 1/2 mile of public transit, and all Piedmont properties are within 1/2 mile.

B. Additional Parking. Guest or management parking shall be provided for all development types under this section with the exception of accessory dwelling units and religious institution affiliated housing development.

Guest or management Parking	1 space plus an additional parking space for every 10 dwelling units. Exception: Planning Commission shall reduce to 50% of required spaces when: a. Development is within 1/2 mile of regularly scheduled public transit stop; and b. At least 50% of units are deed-restricted for a period of 55 years to low-income households.
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17.30.030 Commercial use and mixed-use residential/commercial. (Zone D).

A. Residential uses in mixed use commercial/residential: same as provided in section 17.30.020.

B. Commercial uses:

Use Type	Minimum number of off-street, covered, non-tandem parking spaces per floor area	
	First 1,500 square feet	In excess of 1,500 square feet
Eating places and similar, high-intensity on premise customer uses	Each 500 square feet: 1 ¹	Each 250 square feet: 1 ¹
Retail stores, offices, and other low-intensity uses	Each 750 square feet: 1 ¹	Each 350 square feet: 1 ¹

¹Or as required by conditional use permit.

17.30.040 Location of parking spaces.

Parking for a permitted use in any zone must be located: (1) on the same lot as the permitted use; (2) not within the street setback; and (3) not between the street-facing facade of a building and the lot line in Zone D. Parking for a conditional use in any zone will be provided as required by the conditional use permit authorizing the use.

17.30.050 Size and specifications.

Except as otherwise provided, a parking space required by this section must have unrestricted access to a public street with a grade not more than 20%. In Zone A, one of every three required parking spaces may be for a compact car, and in Zones C and D, one of every four required parking spaces may be for a compact car.

The minimum parking space dimensions are:

8-1/2 feet x 18 feet, or

7-1/2 feet x 15 feet for compact car.

A minimum 1-foot clearance must be provided between the length side of a parking space and the nearest wall or similar obstruction.

17.30.060 No reduction of existing parking.

Except for (1) the demolition of a garage, carport, or covered parking structure in conjunction with the construction of an accessory dwelling unit, or (2) conversion of a garage, carport, or covered parking structure for use as an accessory dwelling unit, no person may alter, eliminate, or restrict access to an existing parking space unless the Planning Director first determines that the space is (1) unusable, (2) is to be restored or replaced with a parking space which meets the requirements of this division 17.30, or (3) is permitted with a variance approved by the Planning Commission or City Council. For purposes of making this determination, the term unusable means that the parking space is not large enough to contain a compact-sized automobile or that the driveway to the parking space is so steep, narrow or otherwise configured that it precludes safe passage of the vehicle, and that enlargement to permit safe passage would result in severe economic hardship.

No garage or other off-street parking may be altered for a use other than parking, unless otherwise allowed under this chapter.

17.30.070 Compliance with American with Disabilities Act (ADA).

The Chief Building Official may adjust the parking requirements in zones B, C or D without a conditional use permit or design review permit, to meet the requirements of the Americans with Disabilities Act.”

SECTION 10 – AMENDMENT OF SUBSECTION 17.40.010.B.5.

Subsection 17.40.010.B.5. of Section 17.40.010, Purpose and intent, of the City Code is amended to read in its entirety as follows:

“5.Prohibit the short-term rental of accessory dwelling units, multi-family dwelling units, and units developed under division 17.54 to preserve them for long-term housing.”

SECTION 11 – AMENDMENT OF SUBSECTION 17.40.030.A.

Subsection 17.40.030.A. of Section 17.40.030, Short-term rental, of the City Code is amended to read in its entirety as follows:

“A. Applicability. This section 17.40.030 applies to short term rentals of less than 30 consecutive days. The short-term rental must be located in a single-family dwelling unit that is the primary residence of the property owner or long-term tenant. It may not be located in an accessory dwelling unit (permitted or unintended), a multi-family dwelling unit, or a dwelling unit created under division 17.54. The short-term rental may be hosted or non-hosted.”

SECTION 12 – ADDITION OF DIVISION 17.52 DENSITY BONUS

The City Code is amended to add Division 17.52, Density Bonus, to read in its entirety as follows:

“**DIVISION 17.52 DENSITY BONUS**

Sections:

- 17.52.010 Purpose and intent
- 17.52.020 Applicability
- 17.52.030 Definitions
- 17.52.040 Compliance with State Density Bonus Law
- 17.52.050 Application Requirements
- 17.52.060 Density Bonus Calculation
- 17.52.070 Application Review Procedure
- 17.52.080 Affordability Requirements
- 17.52.090 Appeal Process

17.52.010 Purpose and intent

The purpose and intent of this division is to implement the State Density Bonus Law as required by California Government Code Section 65915(a), and the Housing Element of the Piedmont General Plan, by providing incentives for the production of housing that is affordable to moderate, low or very low-income households, senior housing, or includes childcare facilities in accordance with Sections 65915 *et seq.* of the California Government Code.

17.52.020 Applicability

This division shall apply to any housing development project that is eligible to receive a density bonus pursuant to the State Density Bonus Law.

17.52.030 Definitions

In this division:

Administrative Guidelines means guidelines and procedures promulgated by the Director that may be modified from time to time to effectively implement this ordinance.

Affordable units means the proposed housing units available for rent or sale to households pursuant to State Density Bonus Law, as defined in Government Code section 65915 subdivision (b), as may be amended.

Base units means the total number of units in a housing development, not including units added through a density bonus pursuant to this division.

Concession shall have the same meaning as the term "concession or incentive" pursuant to State Density Bonus Law, as defined in Government Code section 65915 subdivision (k), as may be amended.

Density bonus means a density increase over the otherwise maximum allowable residential density for a housing development as of the date the application is deemed complete, as prescribed by State Density Bonus Law, or, if elected by the applicant, a lesser percentage of density increase, including, but not limited to, no increase in density.

Housing development shall have the same meaning as the term "housing development" pursuant to State Density Bonus Law, as defined in Government Code section 65915 subdivision (i), as may be amended.

Identifiable and actual cost reduction to provide for affordable housing means a reasonably quantifiable cost reduction that would be achieved for a housing development through a concession.

Maximum allowable residential density means the maximum residential density allowed for a housing development under this division and the land use element of the general plan. For purposes of this definition, residential density shall be calculated based upon the gross acreage of a housing development. If a housing development is proposed to be located on any property without a defined dwelling unit per acre standard, the maximum allowable residential density shall be the base density as established by the applicant pursuant to Section 17.52.050 B.

Reasonable documentation to establish eligibility for a concession means a credible written explanation or other documentation demonstrating to the reasonable satisfaction of the Director or designee that a concession will achieve an identifiable and actual cost reduction to provide for affordable housing.

State Density Bonus Law means California Government Code Section 65915, *et seq*, as the same may be renumbered or amended.

Waiver means a waiver or a reduction as the terms are used in California Government Code Section 65915 and in particular in Section 65915(e) thereof, and means any and all changes to or exemptions from physical lot development standards that are required to avoid precluding the construction of a housing development with density bonus units, as set forth in Section 65915(e), as may be amended. The City may request reasonable documentation from the applicant to support the request.

17.52.040 Compliance with State Density Bonus Law

The City shall comply with all provisions of State Density Bonus Law. The Director shall have the authority to prepare, adopt, and periodically update administrative guidelines consistent with

this division and State Density Bonus Law, as mandated by state law without further action of the Planning Commission or City Council, to reflect changes in state law.

17.52.050 Application requirements.

A. An applicant requesting a density bonus pursuant to State Density Bonus Law must submit the following information as part of an application or amended application for a housing development in order for their application to be deemed complete:

1. A project summary table demonstrating the basis under State Density Bonus Law on which the applicant is requesting a density bonus, including the maximum allowable density permitted by the zoning and general plan designations excluding any density bonus; base units; proposed number of affordable units by income level; proposed bonus percentage; total number of dwelling units; residential gross floor area and total gross floor area proposed; density per acre; proposed number of parking spaces; and unit and bedroom counts and unit types for the purpose of calculating parking requirements;
2. A preliminary site plan drawn to scale, showing the number and location of all proposed units;
3. A legal description of the site;
4. A boundary survey;
5. An identification of the maximum density bonus to which the housing development is entitled on the basis requested;
6. An identification of any concession(s) sought and reasonable documentation consisting of a detailed written statement to establish eligibility for the concession(s);
7. An identification of any waiver(s) sought and a detailed written explanation of why the development standard from which any waiver is sought would have the effect of physically precluding the construction of the housing development at the density and with any concession(s) or parking ratio reduction sought;
8. If the housing development is proposed on any property that includes a parcel or parcels with existing dwelling units or dwelling units that have been vacated or demolished in the five-year period preceding the application, an explanation of how the project meets State Density Bonus Law's replacement housing requirements, if applicable, set forth in Government Code section 65915 subdivision (c)(3), as may be amended;
9. If the density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control and reasonable documentation that each of the requirements pursuant to State Density Bonus Law, set forth in Government Code section 65915 subdivision (g), as may be amended, can be met;
10. If the density bonus or concession requested is based all or in part on the inclusion of a child-care facility, a written summary addressing the eligibility requirements pursuant to State Density Bonus Law, as set forth in Government Code section 65915 subdivision (h), as may be amended, have been met; and
11. If the density bonus or concession is based all or in part on the inclusion of affordable units as part of a condominium conversion, written summary addressing the eligibility requirements pursuant to State Density Bonus Law, set forth in Government Code section 65915.5, as may be amended, have been met.

B. Building permit. A building permit shall be required for construction or modification of a residential unit as set forth in the California Residential Code and other building standards adopted by the City.

17.52.060 Density Bonus Calculation

Density Bonuses must be calculated as set forth in State Density Bonus Law, and pursuant to the Administrative Guidelines.

17.52.070 Application Review Procedure

A. A density bonus application must accompany a housing development project application. The Director shall provide the applicant with notice whether the application is complete consistent with Government Code section 65943.

B. The Director shall process the density bonus application concurrently with all other applications required for the housing development. The body considering the housing development project will also be the reviewing body for the density bonus request.

C. At the time the application is deemed complete, the Director shall provide the applicant with a determination regarding the amount of density bonus and the parking ratio for which the housing development is eligible and whether adequate information has been submitted for the Director to make a determination or recommendation, as applicable, regarding any requested concessions and waivers.

D. The application for a density bonus shall be accompanied by an application fee in the amount established by City Council resolution.

E. The Director shall provide the applicant notice of financial assistance that may be available upon determining that the application is complete.

F. If the proposed housing development would be inconsistent with State Density Bonus Law, then the planning director shall provide the applicant notice describing the inconsistency(ies) pursuant to the Housing Accountability Act, Government Code section 65589.5.

G. Project Findings. All requests for density bonuses, concessions, parking ratios, or waivers shall be considered and acted upon by the approval body with authority to approve the housing development within the timelines prescribed by Government Code Sections 65950 et seq. The approval body shall grant the request(s) pursuant to state Density Bonus Law if the following findings are met:

- i. The project is a housing development that qualifies for a density bonus and meets all applicable eligibility requirements;
- ii. The housing development has provided sufficient affordable units or otherwise meets all eligibility requirements;

- iii. If a reduced parking ratio is requested, the housing development meets all eligibility requirements, unless the City makes certain findings pursuant to State Density Bonus Law, as set forth in Government Code section 65915 subdivision (p)(8), as may be amended;
- iv. If concessions are requested, the housing development meets all eligibility requirements, unless the City makes certain findings pursuant to State Density Bonus Law, as currently defined in Government Code section 65915 subdivision (d)(1), as may be amended; and
- v. If waivers are requested, the development standards requested to be waived would physically preclude construction of the housing development at the density and with any concession(s) or parking ratio reduction sought, unless the City makes certain findings pursuant to State Density Bonus Law, as set forth in Government Code section 65915 subdivision (e)(1), as may be amended.

17.52.080 Affordability Requirements

A. Affordable rental units provided by a housing development to meet State Density Bonus Law requirements shall be subject to an affordable housing agreement recorded against the housing development with a fifty-five (55) year term commencing upon the issuance of certificates of occupancy. The form of the affordable housing agreement shall be approved by the City Attorney.

B. For-sale affordable units provided by a housing development to meet State Density Bonus Law requirements shall be subject to a recorded affordable housing agreement with a minimum 45-year term commencing upon the issuance of certificates of occupancy in a form approved as to form by the City Attorney . The affordable housing agreement shall, at a minimum, require that:

1. Each for-sale affordable unit shall be sold to an income qualified household at an affordable housing cost, as defined in the affordable housing agreement; and
2. Each for-sale affordable unit shall be sold to the initial purchaser subject to a recorded resale restriction agreement approved as to form by the City Attorney, which shall:
 - a. Have a forty-five (45) year term or longer if required by another public financing source or law;
 - b. Restrict the resale price of the unit to an affordable housing cost, as defined in the resale restriction agreement; and
 - c. Require that if the unit is sold to a subsequent purchaser during the term of the agreement, the purchaser shall purchase the unit subject to a resale restriction agreement approved as to form by the town attorney with a new forty-five (45) year term or longer if required by another public financing source or law.

17.52.090 Appeal Process

Any interested parties may appeal any decision to approve or deny a density bonus permit application pursuant to division 17.78 of the Piedmont Municipal Code. No permit shall be deemed issued or effective until the appeal period set forth in division 17.78 has expired.”

SECTION 13 – ADDITION OF DIVISION 17.54 URBAN LOT SPLITS AND TWO-UNIT HOUSING DEVELOPMENTS (SB 9)

The City Code is amended to add Division 17.54, Urban Lot Splits and Two-Unit Housing Developments (SB 9), to read in its entirety as follows:

“DIVISION 17.54 URBAN LOT SPLITS AND TWO-UNIT HOUSING DEVELOPMENTS (SB 9)

Sections

17.54.010	Purpose and intent
17.54.020	Permit requirement
17.54.030	Definitions
17.54.040	Permit Application and review procedures
17.54.050	Urban Lot Split Standards
17.54.060	Two-Unit Housing Development Standards
17.54.070	Accessory Dwelling Units
17.54.080	Waivers from Standards

17.54.010 Purpose and intent

The State Legislature has declared that local jurisdictions must allow for a ministerial review of up to two residential dwelling units on each lot where single-family uses are authorized, and urban lot splits in order to allow for the construction of additional housing units. (Government Code Sections 66411.7 and 65852.21.) Proposed housing developments of up to two dwelling unit and urban lot splits in Zones A and E shall be considered ministerially, without discretionary review or a hearing, if the proposed housing development or urban lot split meets all of the applicable requirements. Urban lot splits and housing developments of up to two dwellings units shall not be allowed in Zones B, C, and D. This division shall adhere to the Government Code sections referenced below, which Government Code provisions may be amended from time to time. This division shall be interpreted in accordance with state law requirements.

17.54.020 Permit requirement

A. SB9 – Urban lot split permit. A permit is required for an urban lot split in Zones A and E in accordance with the provisions of Government Code Section 66411.7.

B. SB9 – Two-unit housing development permit. A permit is required for a housing development of up to two units in Zones A and E in accordance with the provisions of Government Code section 65852.21.

C. An application for a two-unit housing development permit may be submitted in conjunction with an urban lot split permit application.

D. Building permit. A building permit shall be required for construction of any proposed new dwelling units.

17.54.030 Definitions

In this division:

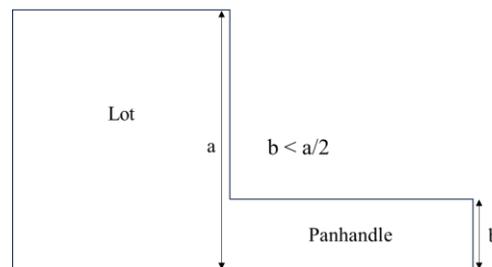
Accessory dwelling unit or “ADU” shall have the same meaning as specified in Section 17.38.020 of the Piedmont City Code.

Existing dwelling unit means a primary dwelling unit or other dwelling unit on a parcel that exists prior to any voluntary demolition or reconstruction or remodel where more than 50 percent of the exterior wall framing has been removed or altered. Any existing dwelling unit where more than 50 percent of the exterior wall framing has been removed is considered a new dwelling for purposes of this division.

Flag lot means a parcel that has less than the minimum required frontage on a public road and has access to the public right-of-way by a narrow strip of land, with the largest portion of the lot being situated behind adjoining lots which front a public right-of-way.

Junior accessory dwelling unit or “JADU” shall have the same meaning as specified in Section 17.38.020 of the Piedmont City Code.

Panhandle lot is a lot containing a narrow strip of land that is connected on its shorter side (b) to the larger portion of the lot where the narrow strip does not provide access to the public right-of-way, and the length of the shorter side (b) of the narrow strip of land is less than 50 percent of the parallel width (a) of the larger portion of the lot.



Primary dwelling unit means a single-family residence or a residential unit within a multi-family residential development. A primary unit is distinct from an ADU or a JADU. Examples of primary units include a single-family residence (i.e., one primary unit) and a duplex (i.e., two primary units).

SB 9 dwelling unit or *SB 9 unit* means a dwelling unit that is developed using the provisions in this division and the provisions identified in California Government Code Section 65852.21.

Two-unit housing development means a development containing no more than two primary dwelling units. A two-unit housing development may include two new units or one new unit added to an existing unit.

Unusual shape means (1) a parcel with more than 6 sides; (2) a parcel created by a lot split that necessitates more than three property line segments; (3) a panhandle lot; or (4) a parcel where an interior angle is less than 50 degrees unless the curvature of an existing street or lot

line precludes the possibility of a corner that meets the angle requirement.

Urban lot split means the subdivision of a parcel within a residential single-family zone into no more than two parcels pursuant to the authority set forth in Government Code section 66411.7.

17.54.040 Permit application and review procedures

A. Application.

1. Application. An owner is required to submit an application for an urban lot split permit and a two-unit housing development permit. An application for an urban lot split may be submitted concurrently with an application for a two-unit housing development. A complete application will be reviewed for conformance with this division and the applicable standards by the Planning & Building Director.

2. Application fee. The owner shall pay an application fee in the amount established by City Council resolution.

3. Affidavit. Upon the submittal of an urban lot split application, the property owner must sign an affidavit stating that the applicant intends to occupy one of the housing units as their principal residence for a minimum period of three years from the date of the lot split. If there is no residence existing on either lot, the applicant shall sign the affidavit stating that they will intend to live in one of the new units for a minimum of three years.

B. Ministerial Review. The Director shall review each application ministerially to determine if the development standards in section 17.54.050 are met for an urban lot split or the development standards in section 17.54.060 are met for a two-unit housing development. The Director will review the application without notice or public hearing, and shall approve the application if the application meets the applicable requirements of the division.

C. Subdivision Map Act. An application for an urban lot split permit must adhere to the objective requirements outlined in the Subdivision Map Act (Division 2 (commencing with Section 66410)), except as otherwise expressly provided in this section. A tentative map shall be submitted to the City Engineer for a lot split application.

D. Inconsistencies. If the proposed urban lot split or two-unit housing development is inconsistent with applicable requirements, the planning director shall provide the applicant notice describing the inconsistency(ies) in the same manner prescribed by Government Code section 65589.5(j)(2).

E. Decision and conditions. The Director shall render a decision in writing and shall state the reasons for approval or denial. The decision of the Director shall be final. The City may deny an urban lot split permit or a two-unit housing development permit if the Director makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment

and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

17.54.050 Urban Lot Split Standards

The Director may not approve an application for an urban lot split permit unless the project conforms to all of the standards listed below. A waiver may be granted for an exception to the standards as described under section 17.54.080.

A. Size Requirements

1. The parcel subdivides an existing parcel to create no more than two new parcels of approximately equal lot area provided that one parcel shall not be smaller than 40 percent of the lot area of the original parcel proposed for subdivision.
2. The newly created parcels are no smaller than 1,200 square feet.

B. Location Requirements

1. The parcel is not located in an area identified in subparagraphs (B) to (K) of paragraph (6) of subdivision (a) of Section 65913.4 of the Government Code.
 - a. The parcel is not located within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.
 - b. The parcel is not located on a hazardous waste site, as defined by Government Code Section 65913.4(a)(6)(H).
 - c. The parcel is not located within a special flood hazard area subject to inundation by the one percent annual chance flood (one hundred (100)- year flood) as defined by Government Code Section 65913.4(a)(6)(G).
 - d. The property is not located within a regulatory floodway, as defined by Government Code Section 65913.4(a)(6)(H).
2. The proposed urban lot split would not require demolition or alteration of the housing types listed in Government Code section 66411.7(a)(3)(D)(i)-(iv). following types of housing:
 - a. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.
 - b. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.
 - c. A parcel or parcels on which an owner of residential real property has exercised the owner's rights under Chapter 12.75 of the California Government Code (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.

- d. Housing that has been occupied by a tenant in the last three years.
3. The parcel is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.
4. The parcel has not been established through prior exercise of an urban lot split as provided for in this division.
5. Neither the owner of the parcel being subdivided nor any person acting in concert with the owner has previously subdivided an adjacent parcel using an urban lot split as provided for in this division.

C. Lot Configuration

1. Access to Public Right-of-Way. The new parcel shall have vehicular access to the public right-of-way, either through direct lot frontage or an easement through the existing parcel.
2. Existing Dwelling Unit. If an urban lot split is proposed for a property with an existing dwelling unit, the split must result in the existing dwelling unit being completely located on one parcel.
3. Lot Frontage. The lot shall have a minimum frontage of 60 feet, unless the frontage requirement precludes the development of two lots containing an 800 square foot primary structure. A new lot may be accessed via an easement across a pre-existing lot that contains street frontage.
4. Flag Lots. Flag lots are not permitted under an urban lot split permit. If a new parcel is created without direct access to the public right-of-way, an easement shall be provided through the original lot. The easement shall meet the following requirements:
 - a. The easement shall have a minimum width of 12 feet.
 - b. The easement shall provide access for utilities to be connected to the public right-of-way.
5. The side line of all lots shall be at right angles to the street which the lot faces, or approximately radial to the center of the curvature, if the street is curved. Side lines of lots shall be approximately radial to the center of the curvature of a cul-de-sac on which the lot faces.
6. For a newly created lot that is located in both Piedmont and Oakland, the applicant shall obtain all the required permits in both jurisdictions.
7. Lots of an unusual shape, as defined in section 17.54.030, are not permitted.
8. Access to the new lot shall meet the driveway width and slope standards outlined in Chapter 3.07 of the Piedmont Design Standards and Guidelines.

D. Utilities

1. The new parcel shall have separate utilities, including but not limited to electric, gas, water, and sewer. The new parcel shall adhere to the standards outlined in the Piedmont Public Works Standards.
2. Utility easements shall be recorded prior to final map recordation.

17.54.060 Two-Unit Housing Development Standards

The Director may not approve an application for a two-unit housing development permit unless the project conforms to all of the standards listed below. A waiver may be granted for an exception to the standards as described under section 17.54.080.

A. Size.

- a. The SB 9 unit is no more than 800 square feet in size.
- b. For an SB 9 unit that exceeds the 800 square foot size limit, the SB 9 unit shall meet the floor area ratio criteria for the underlying zoning district, unless the development falls under section E below.

B. Height. The maximum height of a new SB 9 unit shall meet the requirements of the underlying zoning district.

C. Setbacks.

- a. The side and rear setback is four feet for an SB 9 unit in any zone.
- b. The street-side setback, including for corner lots, is 20 feet.
- c. For the development of a new SB 9 unit within an existing structure that does not meet the four-foot setback requirement, the new unit is allowed to keep the nonconforming condition so long as the nonconformity is not increased within the setback area. The converted structure must be in the same footprint and dimensions as the existing non-conforming structure.

D. Parking. New SB 9 units are required to have at least one parking space that meets the size requirements in Section 17.30 of the Piedmont City Code. If the parcel is located within one-half mile walking distance of either a high-quality transit corridor as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop as defined in Section 21064.3 of the Public Resources Code, then parking is not required for the new SB 9 unit.

E. Lot Coverage.

- a. When a two-unit housing development is proposed on a new lot created pursuant to the urban lot split provisions specified in this division, the new SB 9 unit(s) shall conform to the structure coverage, landscape coverage, and floor area ratio of the underlying zoning district.
- b. When a new SB 9 unit is constructed on a lot with an existing dwelling unit, the floor area ratio may exceed the code required maximums so long as structure and landscape coverage conform to the requirements of the underlying zoning district.

F. Path of Travel. The path of travel to the new SB 9 unit shall be clearly marked by providing an address marker visible from the street and at the main entry door to the new unit. If needed, path lights shall also be installed. The path of travel shall have a minimum width of 3 feet.

17.54.070 Accessory Dwelling Units

Accessory dwelling units (ADU) and junior accessory dwelling units (JADU) are permitted on a parcel that has undergone an SB9 urban lot split or is a two-unit housing development that conforms with California Government Code Sections 65852.2 (ADUs) and 65852.22 (JADUs). Once a parcel has been divided pursuant to the urban lot split provisions, the maximum number of dwellings on each resulting parcel, inclusive of any ADUs or JADUs, is two. On a parcel with a two-unit housing development, the maximum number of units allowed is four (inclusive of two primary units, an ADU, and a JADU).

17.54.080 Waivers from Standards

- A. An applicant may request a waiver from the development standards provided in this division if the following criteria are met:
1. Application. The applicant requests an exception as a part of the application materials.
 2. Approval Authority. The exception request shall be submitted to the Director for review. The Director shall determine if the exception meets the standards for approval.
 3. Standards for Approval. An exception from a development standard shall be granted if the standard would have the effect of physically precluding:
 - (1) an urban lot split where the minimum lot size is at least 1,200 square feet for both parcels; or
 - (2) the construction of up to two units, or precluding either of the two units from being at least 800 square feet in floor area.

A waiver cannot be approved for an application that proposes new construction within the four-foot side and rear setbacks.”

SECTION 13 – AMENDMENT OF SUBSECTION 17.67.030.A

Subsection 17.67.030.A of Section 17.67.030, Permits required, of the City Code is amended to read in its entirety as follows:

“A. Permit required. A ministerial design review permit is required for any development which meets the eligibility criteria for ministerial review under State law, subject to review under PCC Chapter 17 division 17.38, and (2) Two-unit housing developments and/or urban lot splits, which are subject to review under PCC Chapter 17 division 17.54;”

SECTION 14 – AMENDMENT OF SUBSECTION 17.67.060.A

Subsection 17.67.060.A of Section 17.67.060, Standards; Findings, of the City Code is amended to read in its entirety as follows:

“A. The proposed development meets the criteria for ministerial approval under State law.”

SECTION 15 – AMENDMENT OF ARTICLE 5, DIVISION 17.90 DEFINITIONS; MEASUREMENTS

Article 5, Division 17.90 of the City Code is deleted and replaced in its entirety with the following:

“ARTICLE 5. DEFINITIONS; MEASUREMENTS

17.90.010 Definitions

17.90.020 Measurements

17.90.010 Definitions.

In this chapter:

Abutting means next to, or against. It does not include a property across a street.

Accessory use. See *Uses*.

Adjacent means next to, or against. For notification purposes, it includes a property directly across a street.

Affordable housing and related definitions. See section 17.38.020.

Americans with Disabilities Act or *ADA* means the federal act that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, government services, public accommodations, commercial facilities, and transportation, including amendments made to the Act.

Assisted living means housing that provides a combination of traditional housing with personalized supportive services and care.

Basement means that portion of a building that is partly or completely below grade.

Bedroom includes any room with features generally characteristic of bedrooms, regardless of its designation on a building plan. A bedroom has adequate privacy and meets the minimum size and habitation requirements of the Building Code. It includes and is not limited to a room with: (a) access to a full bathroom on the same floor or within half a floor, if the house has a split level; (b) access to a full bathroom through a common hallway or other common space such as a kitchen, living room and/or dining room. A *bedroom* need not have a closet.

Building means a structure for the support, shelter, or enclosure of persons, animals, or possessions. See also *Structure*.

Nonconforming building means a building or structure which was legally established, but which does not conform to the regulations of the zone in which it is presently located. See division 17.50.

Building Code means the California Building Codes adopted by the city at chapter 5.

Business (license) tax. See chapter 10.

City Code means the Piedmont City Code.

Co-housing means rental communities or developments where shared common spaces, such as kitchens, living rooms, and outdoor areas, are managed communally or by the landlord, but each household has a private bedroom or living space. A “Co-housing unit” means a unit rented for periods of 30 days or more containing one or more private bedrooms and providing a minimum of one shared living room, kitchen, and bathroom for every five bedrooms or fewer.

Conditional use permit or use permit. See division 17.68.

Day means a calendar day, unless stated otherwise. (See also section 17.04.080 regarding extensions of time for holidays and weekends.

Day care facility means an existing or proposed building, equipment and any accessory structures on a site, in which there are programs and personnel licensed by the state for direct child or adult care services including, but not limited to shelter, food, education and play opportunities for a portion of the day.

Daylight plane. See Section 17.90.020, Measurements.

Demolition as used in Chapter 17 means the decimating, razing, ruining, tearing down or wrecking of any structure or building, including any change to a building which removes a dwelling unit. As used herein, the word "demolition" shall include any partial demolition and any interior demolition affecting more than 70 percent of the original structure, including exterior facades, vertical elements (such as interior walls, interior stairs, chimneys) and horizontal elements (such as roof areas, floor plates), as determined by the Building Official.

Density (residential) means the amount of development per acre on a parcel under the applicable zoning, commonly measured as dwelling units per acre (du/ac). . Residential density is a computation expressing number of dwelling units per acre.

Director or Planning Director means the City Planning Director or his or her designee.

Dwellings:

Accessory dwelling unit. (Formerly *second unit*.) See division 17.38.

Dwelling unit means a room or a suite of connecting rooms, which provides complete, independent living quarters for one or more persons, including permanent facilities for living, sleeping, eating, cooking and sanitation, and which complies with all building code requirements.

Dwelling unit, studio means any dwelling unit wherein one habitable room provides for combines living, sleeping, cooking, dining, and sanitation.

Multi-family dwelling means a residential structure containing more than one dwelling unit and designed to be occupied by more than one family independently of each other.

Primary unit means a principal single-family dwelling.

Rented room. See section 17.40.020.

Single-family dwelling or *single-family residence* means a building or structure, which is designed or used exclusively as a residence, including only one dwelling unit.

Short term rental. See section 17.40.020.

Emergency Shelter means housing with minimal supportive services that is limited to occupancy of up to 180 days by persons who are homeless, victims of domestic violence, individuals and households made temporarily homeless due to natural disasters (e.g., fires, earthquakes, etc.). Emergency shelter shall include other interim interventions, including, but not limited to, a navigation center, bridge housing, and respite or recuperative care.

Employee Housing means housing provided by an employer and maintained in connection with any work or place where is being performed, as more particularly defined in California Health and Safety Code Subdivision 17008, or successor statute, as may be amended from time to time.

Fair Housing Laws means (1) the Federal Fair Housing Act (42 U.S.C. § 3601 and following) and (2) the California Fair Employment and Housing Act (Govt. Code § 12955 and following), including amendments to them.

Family means: (i) two or more persons related by birth, marriage, or adoption, or (ii) an individual or a group of persons living together who constitute a bona fide housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind.

Fence. See Measurements.

Floor area. See Measurements.

Footprint. See Measurements.

Frontage. See Measurements.

Grade. See Measurements.

Ground floor is the floor level in a commercial or mixed-use building nearest the lowest adjacent grade.

Group home means housing shared by unrelated persons with disabilities that provide peer and other support for their resident's disability related needs and in which residents share cooking, dining, and living areas, and may, in some group homes, participate in cooking, housekeeping, and other communal living activities.

Hearing body or *appeal body* means the Planning Director, Planning Commission, or City Council authorized under this chapter to hear a matter.

Home occupation. See division 17.44.

Improvement(s) means any building, structure, landscaping, or other alteration of the natural or existing state of land.

Includes means includes but not limited to.

Independent living means housing that is designed to enable seniors to live an independent lifestyle that includes recreational, educational, and social activities.

Kitchen:

Kitchen, accessory means permanent facilities for the purpose of food storage, preparation and/or cooking, located on a single-family residential property, which are accessory and incidental to a primary kitchen. An accessory kitchen includes, but is not limited to: kitchen facilities or a wet-bar in a pool house, guest cottage, domestic quarters, or recreation room; or a wet-bar or outdoor kitchen.

Kitchen, primary means the main kitchen facilities within a single-family residence or accessory dwelling unit having permanent facilities for the purpose of food storage, preparation and cooking.

Landscape; hardscape; open space:

Landscaping means the planting, irrigation, and maintenance of land with living plant and other organic materials.

Hardscape surface means any non-landscaped surface where vegetation would not easily grow. See Measurements at section 17.90.020.

Open space means an expanse of land that is essentially unimproved except for vegetation and walkways.

Living space means space within a dwelling unit or accessory structure used for living, sleeping, eating, cooking, bathing, washing, and sanitation purposes.

Lots; lot lines:

Lot means a parcel of land under one ownership.

Corner lot means a lot located at the intersection of two or more streets and with frontage on at least two of those streets.

Interior lot means a lot not defined as a corner lot or a through lot.

Lot line means one of the boundary lines of a lot.

Rear lot line is the lot line most directly opposite the street lot line.

Side lot line means a lot line that is not defined as a street lot line or rear lot line.

Street lot line means a lot line along a street.

Through lot means a lot both the street lot line and rear lot line of which have frontage on a street.

Low Barrier Navigation Centers means a low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing, as more particularly defined in California Government Code section 65600, or a successor statute, as may be amended from time to time.

Low-income household means persons and families whose income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to California Health and Safety Code Section 50052.5.

Manufactured home means a single-family detached or attached structure that is either wholly or substantially manufactured off-site, to be wholly or partially assembled on site, manufactured under the authority of 42 USC Section 5401, the National Manufactured Home Construction and Safety Standards Act of 1974, and shall include structures known as manufactured homes or mobile homes. It is transportable in one or more sections, is built on a permanent chassis, and is used as a residence, but is not constructed with a permanent hitch or other device allowing transport other than for the purpose of delivery to a permanent site, and does not have wheels or axles attached permanently to its body.

Minor servicing means any premises developed with facilities for the sale of motor vehicle fuels; and which may also provide lubricants, tires, batteries, accessory items, and other customary services for motor vehicles. The servicing of motor vehicles shall be generally limited to lubrication, minor repairs, and washing. Minor servicing shall not include major motor vehicle repair.

Mobile home means a transportable, manufactured home, designed to be used as a year-round residential dwelling unit, connected to required utilities, and built prior to the enactment of the National Manufactured Housing Construction and Safety Standards Act of 1974, which became effective June 15, 1976. A mobile home does not include a recreational vehicle, motor coach, trailer coach or travel trailer.

Multifamily means a building designed or used exclusively as a residence that includes two or more separate dwelling units. This definition includes, but not limited to, duplexes and triplexes, apartments, and townhomes under a common ownership.

Peak staffing means the time at which the maximum number of employees are on site.

Person means an individual natural person, firm, corporation, association, organization, partnership, limited liability company, business trust, corporation or company, or the authorized agent of the person. It includes a governmental entity other than the city.

Public transit stop means a regularly scheduled bus stop, as posted in a transit agency's most current publication of routes and stops, including but not limited to Alameda-Contra Costa Transit District (AC Transit) bus service.

Reasonable accommodation. See division 17.78.

Religious assembly means a facility for religious worship and incidental religious education and social functions, but not including a private school.

Religious institution affiliated housing is as defined in California Government Code section § 65913.6(a)(5) or a successor statute, as may be amended from time to time.

Religious institution affiliated emergency shelters means emergency shelters, as defined above, that meet the locational requirement for religious institution affiliated housing.

Religious-use parking spaces means parking that are required under the local agency's parking requirements for existing places of worship, or parking spaces that would be required in a proposed development for a new place of worship.

Residence. See *Dwelling*.

Residential care facilities means facilities for residential care for the elderly, adult residential facilities, group homes for children, and small family homes for children. Residential care facilities that provide licensable services provide licenses under State law. Residential care facilities that do not provide licensable services may provide some supportive services for their residents but not services that require licenses under State law.

Rented room. See section 17.40.020.

Setback. See Measurements, section 17.90.020.

Short-term rental. See section 17.40.030.

Sign. See section 17.36.010.

Single-room occupancy (SRO) means a type of group residential use where there are at least five single rooms with no more than two occupants in each unit. The single rooms are habitable rooms that may have a bathroom and/or limited cooking facilities, and are intended for combined living and dining purposes.

Street means a public vehicular roadway. It does not include a public alley, or a private roadway. (A list of streets is set forth in the Piedmont Design Guidelines.)

Structure; Site feature:

Accessory structure means a detached structure, the use of which is appropriate, incidental to, and customarily or necessarily related to the zone and to the principal use of the lot or to that of the primary structure.

Deck. See Measurements, section 17.90.020.

Primary structure means the structure on a lot in which the principal use is conducted. It does not include an accessory structure, site feature, underground facility, built feature listed in Building Code section 5.2.2, on-grade improvement, or temporary handicap structure.

Site feature means a subordinate structure that is intended to functionally or decoratively enhance a property and that is primarily used for recreation, decoration or as a utility feature. A list of site features is set forth in the Piedmont Design Guidelines. *Site feature* does not include an accessory structure, primary structure, or built feature listed in Building Code section 5.2.2.

Structure means a built feature that is located or attached to the ground, and that is 12 inches or higher above existing or proposed grade. *Structure* does not include fencing or retaining walls. See also *Building*.

Structural change means a physical change, addition, or reduction in an exterior wall, an interior bearing wall, a floor, or a roof and/or the addition of a new structure.

Supportive housing means housing with no limit on length of stay that is linked to on-site or off-site services, as more particularly defined in Health and Safety Code section 50675.14(b)(2), or successor statute, as may be amended from time to time, respectively.

Transitional housing and transitional housing development means buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months, as more particularly defined in Health and Safety Code section 50675.2(h), or successor statute, as may be amended from time to time, respectively.

Uses.

Use means the purpose for which a parcel or improvement is designed, arranged, or intended.

Accessory use means a use that is appropriate, subordinate, incidental, and customarily or necessarily related to a lawfully existing principal use on the same lot.

Conditional use means a principal use for which a conditional use permit is required. (See division 17.68. See also wireless communication facility permit at division 17.46.)

Mixed use commercial/residential means a development that combines commercial and residential uses and has both (a) ground floor retail, office or service commercial; and (b) a multi-family residential dwelling. See Measurement.

Nonconforming use means a use that was legally established consistent with the zoning in effect at the time of its establishment, but which does not conform to the regulations of the zone in which it is presently located. See division 17.50.

Permitted use means a principal use that is allowed as a matter of right in a particular zone.

Principal use means the primary use permitted or conditionally permitted on a lot.

Variance. See division 17.70.

View means an existing significant view involving more than the immediately surrounding properties or a view of sky, including, but not limited to, any of the following: city skyline, historic landmark, bridge, distant cities, geologic feature, significant hillside terrain, wooded canyon or ridge.

Wireless communication facility and related definitions. See section 17.46.020.

Yards.

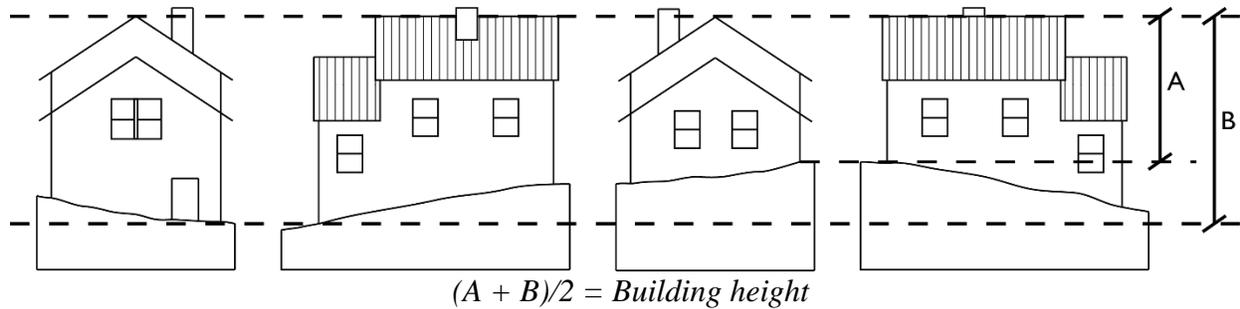
Rear yard means a yard abutting the rear lot line, measured between the rear lot line and the nearest point of the primary structure.

Side yard means a yard measured between the side lot line and the nearest point of the primary structure.

Street yard means a yard facing a street, measured between the street lot line and the nearest point of the primary structure.

17.90.020 Measurements

Building height is measured from the average level of the highest and lowest point of that portion of the ground covered by the footprint of the building to the highest point of the roof edge, penthouse, mechanical equipment, or parapet wall. *Building height* is not measured to the highest point of a chimney or communications antenna.



Building height of an accessory dwelling unit is measured from the average level of the highest and lowest point of that portion of the ground covered by the footprint of the *accessory dwelling unit* to the highest point of the roof edge, mechanical equipment, or parapet wall. *Building height of an accessory dwelling unit* is not measured to the highest point of a chimney or communications antenna.

Coverage means the percentage of the lot area that is covered. *Coverage* may refer either to (1) all structures and site features including their vertical projections to the ground except eaves, sills, cornices, awnings that project three feet or less from the wall surface, (2) hardscape surfaces, or (3) to both, as may be specified in the context. (See Design Guidelines.)

Dwelling units per acre (du/ac) means how many individual dwellings can be located on any one lot. For example, a single-family residence on a 1-acre lot would have a density of 1 du/ac. Likewise, if a 50-unit apartment building is on a 0.5-acre lot, the density would be 100 du/ac. The physical size of the lot determines how many dwellings can fit on a site; a 0.5-acre lot with a density maximum of 20 du/acre would only be permitted for up to 10 dwelling units. Du/ac does not dictate unit size or unit type.

Net lot area means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas.”

SECTION 16 – CONFLICTS

If a previous City Council ordinance or resolution is in conflict with this ordinance, that ordinance or resolution is superseded, and the provisions of this ordinance prevail.

SECTION 29 – SEVERABILITY

The provisions of this Ordinance are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Ordinance or their applicability to other persons or circumstances.

SECTION 30 – CODIFICATION

The City Clerk is directed to codify this ordinance in a manner which reflects the legislative intent of the City Council

SECTION 31 – POSTING, EFFECTIVE DATE, AND SUBMISSION

This Ordinance shall be posted at City Hall after its second reading by the City Council for at least 30 days and shall become effective 30 days after the second reading. The City Clerk is directed to submit a copy of this ordinance to the Department of Housing and Community Development in the manner required by law.

[END OF ORDINANCE]

**Chapter 17
PLANNING AND LAND USE**

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- 17.06 General requirements
- 17.08 Establishment of zones; Zoning map; Interpretation

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ARTICLE 1. GENERAL PROVISIONS

Divisions

- 17.02. Title; Intent; City Charter
- 17.04 Applicability and interpretation
- 17.06 General requirements
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DIVISION 17.02 TITLE; INTENT; CITY CHARTER

Sections:

17.02.010 Title; City Charter

17.02.010 Title; Intent; City Charter.

A. Title. This chapter 17, Planning and Land Use, is also known as the zoning ordinance.

B. Intent. The City of Piedmont consists primarily of unique single-family residences set among mature trees and other vegetation. The residents wish to:

1. preserve the architectural heritage and beauty of the city's homes, the mature vegetation, the tranquility and privacy that now exist, and significant views;
2. reduce on-street parking and traffic in the neighborhood streets and facilitate pedestrian and bicycle activity;
3. ~~avoid-mitigate~~ overcrowding and build a thriving environment for all, where growth benefits schools, services, facilities, and amenities~~its detrimental effects on city schools and other services and facilities;~~
4. preserve the city's historical heritage;
5. preserve the existing stock of small homes and otherwise allow for a variety of housing types for all income levels, including single-family and multi-family dwellings;
6. ensure excellence of architectural design, and compliance with the Piedmont Design Standards and Guidelines, as approved by the City Council and amended from time to time;
7. allow retail, office, and service commercial uses that are primarily ~~serve city residents~~neighborhood serving; and
8. promote property improvements without sacrificing the goals already mentioned.

These zoning regulations are designed to implement these purposes.

C. City Charter. The city's zoning ordinance is also subject to the City Charter, particularly Section 9.01, General Plan, Section 9.02, Zoning System, and Section 9.04, General Laws Applicable. Those sections read as follows:

Section 9.01 General Plan. The City Council shall adopt, and may from time to time, modify a general plan setting forth policies to govern the development of the City. Such plan may cover the entire City and all of its functions and services or may consist of a combination of plans governing specific functions and services or specific geographic areas which together cover the entire City and all of its functions and services. The plan shall also serve as a guide to Council action concerning such City planning matters as land use, development regulations and capital improvements.

Section 9.02 Zoning system. The City of Piedmont is primarily a residential city, and the City Council shall have the power to establish a zoning system within the City as may in its judgment be most beneficial. The Council may classify and reclassify the zones established, but no existing zones shall be reduced or enlarged with respect to size or area, and no zones shall be reclassified without submitting the question to a vote at a general or special election. No zone shall be reduced or enlarged and no zones reclassified unless a majority of the voters voting upon the same shall vote in favor thereof; provided that any property which is zoned for uses other than or in addition to a single-family dwelling maybe voluntarily rezoned by the owners thereof filing a written document executed by all of the owners thereof under penalty of perjury stating that the only use on such property shall be a single-family dwelling, and such rezoning shall not require a vote of the electors as set forth above.

Section 9.04 General laws applicable. All general laws of the State applicable to municipal corporations, now or hereafter enacted, and which are not in conflict with the provisions of this Charter or with ordinances hereafter enacted, shall be applicable to the City. The City Council may adopt and enforce ordinances that, in relation to municipal affairs, shall control as against the general laws of the State.

In this subsection C, Section 9.02, the prohibition not to reduce, enlarge, or reclassify a zone without a vote is understood to mean the city may not change the zone boundaries, or change (reclassify) a property from one zone to another.

ARTICLE 2. ZONING DISTRICTS: USES AND REGULATIONS

Divisions

- 17.20 Zone A: Single family residential
- 17.22 Zone B: Public facilities
- 17.24 Zone C: Multi-family residential
- 17.26 Zone D: Commercial and mixed-use
- 17.28 Zone E: Estate residential

DIVISION 17.20

ZONE A: SINGLE FAMILY RESIDENTIAL

Sections:

- 17.20.010 Intent
- 17.20.020 Permitted uses
- 17.20.030 Conditional uses
- 17.20.040 Regulations

17.20.010 Intent.

Zone A is established for single-family residential and other allowed uses. The intent is to:

- Preserve, ~~protect~~ maintain, and enhance Piedmont's residential character and the quiet community atmosphere of neighborhoods., ~~protecting the quiet, family atmosphere of neighborhoods.~~
- ~~Protect~~ Mitigate adverse environmental impacts and site constraints, such as ~~residents from the harmful effects of~~ excessive noise, light deprivation, ~~intrusions on~~ privacy ~~incompatible land uses,~~ unsafe overcrowding, ~~excessive traffic~~ obstructed ~~pedestrian and vehicular access and circulation,~~ insufficient parking, ~~and~~ blockage of significant views, ~~and other adverse environmental impacts.~~
- Create, maintain, and enhance a living environment that builds community for people of all income levels.
- Maintain openness and areas of vegetation ~~between residences~~ to enhance a healthy environment.
- Achieve design compatibility and orderly arrangement of development by establishing regulations for the siting, massing, and building form on properties throughout the zone ~~between additions, remodeling and other new construction by establishing development standards.~~

- ~~Minimize the out of scale appearance of large homes, parking areas, and other development relative to the lot size and to other homes in a neighborhood.~~

17.20.020 Permitted uses.

The following are permitted uses in Zone A:

- A. ~~Single-family residence together with accessory structures and associated uses, located on the same lot.~~
- B. ~~Rented room, subject to section 17.40.020, or short-term rental, subject to a short-term rental permit under section 17.40.030.~~
- C. ~~Accessory dwelling unit, subject to division 17.38.~~
- D. ~~Small or large-family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47. (Ord. 742 N.S., 05/2017)~~
- E. Religious institution affiliated housing development projects, and religious institution affiliated emergency shelters.
- F. Manufactured and mobile homes on a permanent foundation.
- G. Low barrier navigation centers.
- H. Residential care facilities -or group homes that provide licensable services for up to six residents.
- I. Residential care facilities or group homes that do not provide licensable services.
- J. Supportive housing and transitional housing developments.
- K. Accessory structures with accessory uses located on the same lot as the primary structure.
- L. Employee housing for 6 or fewer persons.

17.20.030 Conditional uses.

The following are allowed ~~in Zone A with aas~~ conditional ~~use permit~~uses in Zone A:

- A. Religious assembly.
- B. Private school, or day care facility associated with a religious assembly use. A pre-existing school not having a use permit may continue as a non-conforming use as long as the use is not expanded.
- C. Reservoir.

D. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.

E. Residential care facilities or group homes that provide licensable services for seven or more residents.

F. Large family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.

17.20.040 Regulations:

A. The following development standards apply to the development of all uses in Zone A, except those listed in Section 17.20.040.B: In Zone A:

	Zone A requirements
Lot area	Minimum 8,000 square feet, subject to exception for accessory dwelling unit construction set forth in division 17.38 <u>or for a lot split under SB 9 set forth in division 17.54.</u>
Frontage, on public or private street	Minimum 60 feet, <u>subject to an exception for a lot split under SB 9 as set forth in division 17.54. -</u>
Lot coverage; Landscaping	Maximum 40% <u>lot coverage for</u> by primary and accessory structures, subject to exception for accessory dwelling unit construction set forth in division 17.38. (A site feature is not calculated in the lot coverage if (1) the feature is not more than 7 feet height and (2) the total of all site features is 400 square feet or less.) Minimum 30% landscaping, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Structure height	Maximum 35 feet, except accessory dwelling units shall be subject to restrictions set forth in division 17.38.
Street yard setback	Minimum 20 feet for primary or accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38. No minimum setback for a site feature, but a site feature may require a design review permit under division 17.66.
Side yard and rear yard setback	Minimum 5 feet for a primary or accessory structure, but <u>unless the yard is street facing, in which case the minimum is 20 feet in a street facing yard</u> , except that a setback of only four <u>4</u> feet is required for a new structure to be used as an

	<p>accessory dwelling unit, and no setback is required for conversions of an existing structure to an accessory dwelling unit or portion thereof in the same location and same dimensions.**</p> <p>However, an accessory structure may be located anywhere within the side and rear setback areas except that it: (a) must be located within 35 feet of the rear lot line; (b) must be located at least 5 feet from a habitable structure on an abutting property, and, for a corner lot, at least 5 feet from a side lot line of an abutting property to the rear; (c) may not exceed 15 feet in height; and (d) may not be habitable.</p> <p><u>A dwelling unit developed under SB 9 is subject to a 4 foot side and rear setback.</u></p> <p>A site feature proposed within these distances may require a design review permit under division 17.66.</p>
<p>Floor area ratio*</p>	<p>Subject to exception for accessory dwelling unit construction set forth in division 17.38 <u>or for a dwelling unit developed under SB 9 set forth in division 17.54:</u></p> <p><u>Maximum</u> 55% of the lot area if the parcel is 5,000 square feet or less.</p> <p><u>Maximum</u> 50% of the lot area if the parcel is 5,001 square feet to 10,000 square feet.</p> <p><u>Maximum</u> 45% of the lot area if the parcel is more than 10,000 square feet.</p>

* In order to encourage development within the existing building envelope instead of building outwards or upwards, the floor area ratio standard is not applied to finishing an area into habitable space if: (1) there is no expansion of the exterior building envelope; and (2) the owner has not obtained a final inspection within the prior three years on a building permit issued for an expansion of the building envelope.

** Pursuant to Government Code section 65852.2(a)(1)(D)(vii). ~~(Ord. 743 N.S., 05/2018; Ord. 747 N.S., 02/2020; Ord 768 N.S., 01/2023)~~

Please refer to division 17.54 for standards for a lot split and two-unit housing developments performed under SB 9.

B. The development standards for the following uses are as indicated below:

- a. Wireless communications facility, as provided in division 17.46.
- b. Religious institution affiliated housing development projects, as provided in section 17.24.040.A., except that there is no minimum density and maximum allowable density is 21 dwelling units per acre.
- c. Reservoir has no applicable development standards.

C. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

- a. when a new single-family residence is proposed on a vacant lot.

b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.

DIVISION 17.22

ZONE B: PUBLIC FACILITIES

Sections:

- 17.22.010 Intent
- 17.22.020 Permitted uses
- 17.22.030 Conditional uses
- 17.22.040 Regulations

17.22.010 Intent.

Zone B is established to regulate and control development of public facilities and other allowed uses that are compatible with the character of surrounding uses.

17.22.020 Permitted uses.

The following are permitted uses in Zone B:

- A. A single-family residence.
- ~~B. Accessory, accessory structures, and associated uses as listed in section 17.20.020 (for Zone A). An accessory dwelling unit, subject to division 17.38, shall be permitted on a parcel in Zone B used for residential purposes.~~
- ~~C. Building occupied by a public agency or other nonprofit entity. B. City building, used by a governmental entity or other nonprofit entity.~~
- ~~DC.~~ Public school.
- ~~ED.~~ Parks and open space, including recreational uses and facilities.
- ~~FE.~~ Cemetery, public utility.
- ~~GF. Emergency shelter, supportive housing or transitional housing, as defined in Health and Safety Code sections 50801(e)I, 50675.14(b)(2) and 50675.2(h), or successor statute, as may be amended from time to time, respectively. (Ord. 747 N.S., 02/2020)~~
- H Manufactured and mobile homes on a permanent foundation.
- I Low barrier navigation centers.
- J Residential care facilities or group homes that provide licensable services for up to six residents.
- K Residential care facilities or group homes that do not provide licensable services.
- L A multi-family residential development, including senior housing, and disabled housing.

M. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.

N. Employee housing for 6 or fewer persons.

O. Accessory structures and accessory uses affiliated with the primary structure on the same lot under this section.

17.22.030 Conditional uses.

The following are allowed as conditional uses in Zone B:

- A. ~~City~~Except for schools, a public building used by a for-profit commercial entity.
- B. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- C. Licensed residential care or group homes that provide licensable services to seven or more residents.
- D. Large family day care home in accordance with California Health and Safety Code sections 1597.43 – 1597.47.

17.22.040 Regulations.

- A. ~~Certain city~~City projects are not subject to development standards, except those listed below:
 1. the green building requirements of chapter ~~58, article 4,~~ section ~~5.358.10~~ and following; ~~and~~
 2. the bay-friendly landscaping requirements of chapter 3, section 3.30 and following.
- B. In Zone B, for ~~residential uses other than those set forth in 17.22.040(A) and (C), the development standards are as follows~~use:

Lot area; frontage; coverage; height; front, rear and side yards; floor area ratio.	All as set forth for Zone A. See section 17.20.040.
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- C. In Zone B, the development standards for the following uses are set forth below:
 - a. Wireless communications facility as provided in division 17.46.
 - b. Multi-family residential as provided in section 17.24.040.A.
 - c. Cemetery, public utility – no standards.
 - d. Building occupied by a public agency or other nonprofit entity – no standards, except as set forth in Section 17.22.040.A.
 - e. Parks and open space, including recreational uses and facilities – no standards.
- D. For lots that are larger than 5,000 square feet, an ADU shall be constructed:
 - a. when a new single-family residence is proposed on a vacant lot.

b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.

DIVISION 17.24

ZONE C: MULTI-FAMILY RESIDENTIAL

Sections:

- 17.24.010 Intent
- 17.24.020 Permitted uses
- 17.24.030 Conditional uses
- 17.24.040 Regulations

17.24.010 Intent.

Zone C is established to regulate and control residential development, including ~~some~~ multi-family dwellings, ~~in harmony that enhances with the the~~ character of the neighborhood and builds community for people of all income levels.

17.24.020 Permitted uses.

The following are permitted uses in Zone C:

~~A. A single-family residence, accessory structures, and associated uses as listed in section 17.20.020 (for Zone A).~~

~~B. A multi-family residential development. B. — A multi-family dwelling, at a minimum density of one dwelling unit per each 3,600 square feet of lot area (12 units/acre), and not exceeding one dwelling unit per each 2,000 square feet of lot area (21 units/acre).~~

~~The Planning Commission will grant a density bonus for affordable housing in accordance with Government Code section 65915. A multi-family residential project that incorporates affordable units is also eligible for a 20% reduction in planning application fees.~~

~~C. Accessory dwelling unit, subject to division 17.38. (Ord. 747 N.S., 02/2020)~~

~~D. Manufactured and mobile homes on a permanent foundation.~~

~~E. Low barrier navigation centers.~~

~~F. Residential care facilities or group homes that provide licensable services for up to six residents.~~

~~G. Residential care facilities or group homes that do not provide licensable services.~~

~~H. Supportive housing and transitional housing.~~

~~I. Accessory structures with accessory uses located on the same lot as the primary structure under this section.~~

~~J. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.~~

K. Employee housing for 6 or fewer persons.

17.24.030 Conditional uses.

The following are allowed as conditional uses in Zone C:

A. ~~A.~~ Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.

B. Residential care facilities or group homes that provide licensable services for 7 or more people.

C. Large family day care home in accordance with California Health and Safety Code sections 1597.43 – 1597.47.

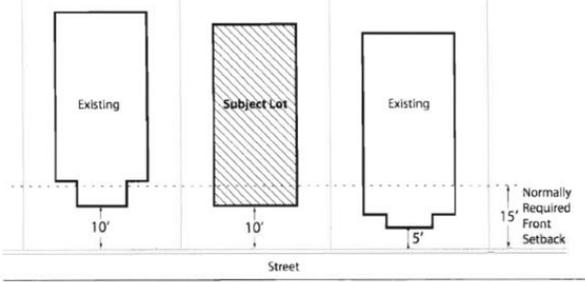
D. Single room occupancy dwellings.

E. Co-housing.

17.24.040 Regulations.

A. In Zone C, for multi-family residential use, licensed residential care facility for 7 or more residents, co-housing and single room occupancy dwellings, the standards are as follows:

	Zone C requirements
Lot area	Minimum 10,000 square feet, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Frontage, on public or private street	Minimum 90 feet
Lot coverage; Landscaping	Maximum 50 <u>70</u> % lot coverage for % of the total by primary and accessory structures, subject to exception for accessory dwelling unit construction set forth in division 17.38. Minimum 30 <u>15</u> % landscaping, or 20 <u>10</u> % by landscaping for a project in which at least 20% of the units are affordable, as defined by the California Department of Housing and Community Development, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Structure height	Maximum 35-45 feet <u>for buildings on lots with lot area 4,000 sq.ft. or more,</u> except accessory dwelling units shall be subject to restrictions set forth in division 17.38.

	<p><u>Maximum 35 feet for buildings on lots with lot area less than 4,000 sq.ft., except accessory dwelling units shall be subject to restrictions set forth in division 17.38.</u></p>
<p>Street yard setback</p>	<p><u>Minimum 15 feet for primary or accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38. If adjacent lots abutting the side lot lines of the subject lot both contain principal single family residential buildings that have front setbacks with a depth of less than ten (10) feet, the minimum front setback may be reduced for buildings and other structures on the subject lot up to a line parallel to the front lot line and extended from the most forward projection of the principal single family residential buildings on the adjacent lots having the deeper front setback depth, provided such projection is enclosed, has a wall height of at least eight (8) feet, and has a width of at least five (5) feet. In the case of a corner lot or lot that has a vacant parcel next to it, this same principal may apply if the two (2) lots adjacent to the corner lot or lot along its front lot line have less than a fifteen (15) foot front setback. See illustration below:</u></p> <p><u>Minimum 20 feet for primary or accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38.</u></p>  <p>Site feature of any height may require a design review permit under division 17.66.</p>
<p>Side yard and rear yard setback</p>	<p><u>Minimum 5-4 feet for primary or accessory structure, except as provided below. If adjacent lots abutting the side and rear lot lines of the subject property are single family residential, the proposed building shall further step back depending on the lot area:</u></p> <ul style="list-style-type: none"> <u>If lot area is less than 4,000 sq.ft., the building shall step back 8 ft. from the side and/or rear property line abutting the single family residential after 2 stories or 22 ft., whichever is less.</u> <p><u>If lot area is 4,000 sq.ft. or more, the building shall step back 8 ft. from the side and/or rear property line abutting the single family residential after 3 stories or 35 ft, whichever is less., stepbackexcept, except that a setback of only four feet is required for a new structure to be used as an accessory dwelling unit and no setback is required for conversions of an existing structure to an accessory dwelling unit or portion thereof in the same location and same dimensions.*</u></p>

	<p>● If the an existing multi family dwelling has a rear or side setback of less than four feet, no modification of the existing multifamily dwelling shall be required for construction of an accessory dwelling unit.**</p> <p>However, an accessory structure may be located anywhere within the side and rear setback areas except that it: (a) must be located within 35 feet of the rear lot line; (b) must be located at least 5 feet from a habitable structure on an abutting property, and, for a corner lot, at least 5 feet from a side lot line of an abutting property to the rear; (c) may not exceed 15 feet in height; and (d) may not be habitable. A site feature proposed within these distances may require a design review permit under division 17.66.</p>
<u>Floor area ratio</u>	<p>Subject to exception for accessory dwelling unit construction set forth in division 17.38:</p> <p>Maximum 55% of the lot area if the parcel is 5,000 square feet or less.</p> <p>Maximum 50% of the lot area if the parcel is 5,001 square feet to 10,000 square feet.</p> <p>Maximum 45% of the lot area if the parcel is more than 10,000 square feet.</p>
<u>Density</u>	<p>Minimum density of 20 dwelling units/acre, and maximum density of 60 dwelling units/acre, unless otherwise required by State Law.</p>
<u>Unit type mix</u>	<p>50% of the units in a multi-family housing development, including co-housing (but excluding senior housing, licensed residential care facilities of 7 or more residents, and disabled housing), shall have a minimum of two bedrooms, unless 100% of the units are affordable to households earning 50% or less of the area median income (AMI) established by California Health and Safety Code 5105 that are deed-restricted for a period of 55 years or more.</p>

* Pursuant to Government Code section 65852.2(a)(1)(D)(vii).

** Pursuant to Government Code section 65852.2(e)(1)(D)(ii). (~~Ord. 747 N.S., 02/2020, Ord. 768 N.S., 01/2023~~)

B. In Zone C, for uses other than those listed above, the development standards are as follows:

1. Wireless communications facility as provided in division 17.46.
2. Single-family residence as provided in section 17.20.040.A.
3. Manufactured and mobile homes as provided in section 17.20.040.A.
4. Large day care home as provided in section 17.20.040.A.
5. Licensed residential care facility or group home for up to 6 residents and unlicensed residential care facility or group home as provided in section 17.20.040.A.
6. Low barrier navigation centers as provided in section 17.20.040.A.
7. Transitional and supportive housing as provided in section 17.20.040.A.

8. Employee Housing for up to six employees as provided in section 17.20.40.A

9. Small day care home as provided in section 17.20.40.A

C. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

a. when a new single-family residence is proposed on a vacant lot.

b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.

DIVISION 17.26**ZONE D: COMMERCIAL AND MIXED USE**

Sections:

- 17.26.010 Intent
- 17.26.020 Permitted uses
- 17.26.030 Conditional uses
- 17.26.040 Prohibited uses
- 17.26.050 Regulations

17.26.010 Intent.

Zone D is established to regulate and control commercial and mixed-use commercial/residential development, where pedestrian-oriented commercial development will serve ~~city residents~~the neighborhood, consistent and in harmony with the character of the neighborhood and adjacent residential areas.

17.26.020 Permitted uses.

The following are permitted uses in Zone D:

- A. ~~A single-family residence, accessory structures, and associated uses as listed in section 17.20.020 (for Zone A).~~
- B. ~~An accessory dwelling unit, subject to division 17.38., shall be permitted on a parcel in Zone D used for residential purposes. (Ord. 747 N.S., 02/2020)~~
- C. Low barrier navigation centers.
- D. Residential care facilities or group homes that provide licensable services for up to six residents.
- E. Residential care facilities or group homes that do not provide licensable services.
- F. Supportive housing and transitional housing developments.
- G. Accessory structures with accessory uses located on the same lot as the primary structures under this section.
- H. Small family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- I. Multi-family development including single-room occupancy, co-housing, senior housing, and disabled housing, that is part of a mixed-use development.
- J. Employee housing for 6 or fewer persons.

K. Manufactured and mobile homes on a permanent foundation.

17.26.030 Conditional uses.

The following are allowed as conditional uses in Zone D:

- A. Religious assembly.
- B. Private school, or day care facility associated with a religious assembly use. A pre-existing school not having a use permit may continue as a non-conforming use as long as the use is not expanded.
- C. ~~Large~~Small or large family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.
- D. Retail, office, and service commercial uses of a type that will be primarily neighborhood serving~~serve city residents.~~ Commercial uses that are ~~will~~ primarily serve~~city~~neighborhood residents ~~are~~reserving are those uses neighbors would be expected to use on a regular basis, and not uses that would be expected to draw the major portion of their clientele from outside the city~~neighborhood.~~ .

A structural change (including reduction or addition in structure) or change in actual existing use in a commercial building requires a new conditional use permit. Change in actual existing use means the addition, withdrawal, or other modification of:

1. the type or quality of service or product being marketed;
2. the time or place of delivery of the service or product;
3. the manner or method of delivery of the service or product; or
4. the number of personnel on the site, where the addition, withdrawal, or other modification changes the facts upon which a conditional use permit was based.

- E. Commercial portion of a Mixed~~mixed~~-use commercial/residential development, including ground-floor retail, office, or service commercial uses to primarily serve the neighborhood. ~~Mixed-use commercial and residential developments must have both:~~
 - ~~1. ground floor retail, office, or service commercial uses to primarily serve city residents~~the neighborhood. ~~Ground floor residential use is not permitted, except for an entry to the upper floor(s); and~~
 - ~~2. multi-family residences above the ground floor, of not more than 20 units per net acre. When affordable housing is provided, the Planning Commission will grant a density bonus in accordance with Government Code section 65915.~~
- F. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.
- G. Residential care facilities or group home that provide licensable services for seven or more residents.

17.26.040 Prohibited uses.

The following uses are prohibited uses in Zone D: manufacturing, wholesaling, distributing, or industrial use; motor vehicle sales or service, except minor servicing; hotel or motel; fast food ~~restaurants; and restaurant;~~ drive-through ~~establishments~~ establishment.

17.26.050 Regulations.

A. In Zone D, for commercial, mixed-use commercial/residential, and private school facilities ~~mixed use development each conditional uses,~~ the standards are as followsuse:

Zone D requirements		
	Civic Center Subarea ¹	Grand Avenue Subarea ²
Lot area	No minimum <u>lot</u> area, but an existing lot may not be subdivided into smaller lots.	No minimum lot area, but an existing lot may not be subdivided into smaller lots.
Frontage, on public or private street	No minimum requirement.	No minimum requirement.
Lot coverage; Landscaping	No maximum. No minimum.	No Maximum. Minimum 10% landscaping, subject to exception for accessory dwelling unit construction set forth in division 17.38.
Structure height	45 feet Maximum 40 feet, and 3 stories.	Maximum 35-45 feet, and 3 stories. For a building site adjacent to a single-family residence: A. within 10 feet of the abutting lot line: maximum 25-35 feet measured from adjacent grade; and B. daylight plane starting at 25-35 feet above grade and a distance of 10 feet from the abutting property line.
Zone D requirements (continued)		
	Civic Center Subarea ¹	Grand Avenue Subarea ²
Street yard setback	No minimum setback.	Along Wildwood, Sunnyside and Linda Avenues: 10-5 feet minimum from lot line. Along Grand Avenue: 15-5 feet minimum from curb or 3 feet from lot line, whichever is greater.
Side yard and rear yard setback	No minimum setbacks, but if side or rear yard abuts a single-family residence, the minimum side and rear yard setback is 5-4 feet from that abutting lot line.	Side Yard: no minimum setbacks, except minimum 5-4 feet from lot line abutting a single-family residence. Rear Yard: 5-4 feet minimum.

Floor to ceiling height for ground floor <u>commercial use</u>	15 feet minimum	12 feet minimum
<u>Ground floor</u>	<u>Zone D developments must have:</u> 1. <u>ground floor retail, office, or service commercial uses to primarily serve the neighborhood. Ground floor residential use is not permitted, except for an entry and lobby to the upper floor(s), except that: the requirement for ground floor retail, office, or service commercial uses shall be waived for development in which 100% of the units are affordable to households earning 80% or less of the area median income (AMI) established by California Health and Safety Code 5105 that are deed-restricted for a period of 55 years or more.</u>	

¹ The Civic Center Subarea consists of the Zone D parcels bounded by: Highland Way on the north, Highland Avenue on the south; and Highland Avenue on the east, Vista Avenue on the south, and Piedmont Unified School District properties on the north and west.

² The Grand Avenue Subarea consists of the Zone D parcels bounded by: Wildwood Avenue to the southeast, Grand Avenue on the west, Zone A parcels on the north and east; and City boundary on the south, Grand Avenue on the east, Linda Avenue on the north, and Zone A properties to the west.

³ Setback requirements applicable to accessory dwelling unit construction are set forth in division 17.38, rather than this table.

B. In Zone D, for single-family residential use, small family day care home, manufactured and mobile homes, low barrier navigation center, licensed residential care facility or group home for up to 6 residents and unlicensed residential care facility or group home, employee housing for 6 or fewer persons, and supportive and transitional housing, the development standards are as follows:

Lot area; frontage; coverage; height; front, rear and side yards; floor area ratio.	All as set forth for Zone A. See section 17.20.040.
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~~(Ord. 747 N.S., 02/2020)~~

C. In Zone D, for uses other than those listed above, the development standards are as follows:

1. Wireless communications facility as provided in division 17.46
2. Religious assembly as provided in section 17.20.040.A.
3. Stand-alone multi-family development including senior housing, disabled housing, single-room occupancy and co-housing, and multi-family that is part of a mixed-use development as provided in section 17.24.040.A, except for density standards provided in 17.26.50.D.

4. Large day care home as provided in section 17.24.040.A.

5. Licensed residential care facility or group home for 7 or more residents as provided in section 17.24.040.A.

D. Density and Floor Area Ratio.

The following density and floor area ratio standards apply to all development in this division that includes residential uses, including multifamily developments, residential development within mixed-use development, SROs, and co-housing, except for single-family or similar residential uses.

1. The developer/property owner may choose to develop property in this zone at a minimum of 20 dwelling units/acre and maximum of 81 dwelling units/acre.
2. The maximum non-residential FAR in a mixed-use development is 75%.
3. The maximum non-residential floor area is 50% of residential floor area.

E. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

- a. when a new single-family residence is proposed on a vacant lot.
- b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.

DIVISION 17.28

ZONE E: ESTATE RESIDENTIAL

Sections:

- 17.28.010 Intent
- 17.28.020 Permitted uses
- 17.28.030 Conditional uses
- 17.28.040 Regulations

17.28.010 Intent.

Zone E is established for estate residential homes, which tend to be larger lots. The ~~other~~ purposes set forth for Zone A also apply to Zone E.

17.28.020 Permitted uses:

The following are permitted uses in Zone E:

- A. Single-family residence, ~~together with accessory structures and associated uses, located on the same lot.~~
- B. Rented room, subject to section 17.40.020, or short-term rental, subject to a short-term rental permit under section 17.40.030.
- C. Accessory dwelling unit, subject to division 17.38.
- D. Small ~~or large~~ family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47. ~~(Ord. 747 N.S., 02/2020)~~
- E. Manufactured and mobile homes on a permanent foundation.
- F. Low barrier navigation centers.
- G. Residential care facilities or group homes that provide licensable services for up to six residents.
- H. Residential care facilities or group homes that do not provide licensable services.
- I. Supportive housing and transitional housing developments.
- J. Accessory structures with accessory uses located on the same lot as the primary structures under this section.
- K. Employee housing for 6 or fewer persons.

17.28.030 Conditional uses.

The following are allowed as conditional uses in Zone E:

A. Wireless communication facility, subject to a wireless communication facility permit (rather than a use permit) under division 17.46.

C. ~~B.—Residential care facilities or group homes that provide licensable services for seven or more residents.~~

D. Large family day care home in accordance with California Health and Safety Code sections 1597.43 - 1597.47.

17.28.040 Regulations.

A. The following development standards apply to the development of all uses in Zone E, except those listed in Section 17.28.040.B.~~In Zone E: In Zone E:~~

	Zone E requirements
Lot area	Minimum 20,000 square feet, subject to exception for accessory dwelling unit construction set forth in division 17.38 <u>or for a lot split under SB 9 set forth in division 17.54.</u>
Frontage, on public or private street	Minimum 120 feet, <u>subject to an exception for a lot split under SB 9 as set forth in division 17.54.</u>
Lot coverage; landscaping	Subject to exception for accessory dwelling unit construction set forth in division 17.38: Maximum 40% <u>lot coverage for</u> by primary and accessory structures. (A site feature is not calculated in the lot coverage if (1) the feature is not more than 7 feet height and (2) the total of all site features is 400 square feet or less.) Minimum 40% landscaping.
Structure height	Maximum 35 feet, except accessory dwelling units shall be subject to restrictions set forth in division 17.38.
Street yard setback	Minimum 20 feet for primary and accessory structure, subject to exception for accessory dwelling unit construction set forth in division 17.38. No minimum setback for a site feature, but a site feature may require a design review permit, under division 17.66.
Side yard and rear yard setback	Minimum 20 feet for primary or accessory structure, <u>unless the yard is street facing, in which case the minimum is 20 feet, except that a setback of only 4</u> except that a setback of only four feet is required for a new structure to be used as an accessory dwelling unit, and no setback is required for conversions of an existing structure to an accessory dwelling unit or portion thereof in the same location and same dimensions.** However, an accessory structure not to be used as an accessory dwelling unit may be located anywhere within

	<p>the side and rear setback areas except that it: (a) must be located within 35 feet of the rear lot line; (b) must be located at least 5 feet from a habitable structure on an abutting property, and, for a corner lot, at least 5 feet from a side lot line of an abutting property to the rear; (c) may not exceed 15 feet in height; and (d) may not be habitable. These distance requirements for an accessory structure also apply to a garage or carport attached to a primary structure.</p> <p>No minimum setback for a site feature, but a site feature may require a design review permit under division 17.66.</p> <p><u>A dwelling unit developed under SB 9 is subject to a 4 foot side and rear setback.</u></p>
<p>Floor area ratio*</p>	<p>Subject to exception for accessory dwelling unit construction set forth in division 17.38, <u>or for a dwelling unit developed under SB 9 set forth in division 17.54:</u></p> <p><u>Maximum</u> 55% of the lot area if the parcel is 5,000 square feet or less.</p> <p><u>Maximum</u> 50% of the lot area if the parcel is 5,001 square feet to 10,000 square feet.</p> <p><u>Maximum</u> 45% of the lot area if the parcel is more than 10,000 square feet.</p>

* In order to encourage development within the existing building envelope instead of building outwards or upwards, the floor area ratio standard is not applied to finishing an area into habitable space if: (1) there is no expansion of the exterior building envelope; and (2) the owner has not obtained a final inspection within the prior three years on a building permit issued for an expansion of the building envelope.

** Pursuant to Government Code section 65852.2(a)(1)(D)(vii). (~~Ord. 743 N.S., 05/2018; Ord. 747 N.S., 02/2020; Ord. 768 N.S., 01/2023~~)

Please refer to division 17.54 for standards for a lot split and two-unit housing developments performed under SB 9.

B. In Zone E, for uses other than those listed above, the development standards are as follows:

1. Wireless communications facility as provided in division 17.46.

C. For lots that are larger than 5,000 square feet, an ADU shall be constructed:

a. when a new single-family residence is proposed on a vacant lot.

b. when an existing single-family residence is demolished for a remodel or reconstruction, except when a single-family residence is being reconstructed to the same or similar square footage due to damage or destruction by accident, fire, flood, earthquake, or other act of nature.

ARTICLE 3. SPECIAL REGULATIONS

Divisions:

- 17.30 Parking
- 17.32 Fences; Trash enclosures; Corner obstructions
- 17.34 Landscaping
- 17.36 Signs
- 17.38 Accessory dwelling units
- 17.40 Residential Rentals
- 17.42 (Not used)
- 17.44 Home occupations
- 17.46 Wireless communications
- 17.48 Cannabis cultivation and facilities
- 17.50 Non-conforming uses and structures

DIVISION 17.30 PARKING

Sections:

- 17.30.010 Single family residential and similar use (All zones)
- 17.30.020 —Multi-family residential and similar group residential use (Zones A, B, C and D)
- 17.30.030 Commercial use and mixed-use residential/commercial (Zone D)
- 17.30.040 Location of parking spaces
- 17.30.050 Size and specifications
- 17.30.060 No reduction of existing parking
- 17.30.070 Compliance with Americans with Disabilities Act (ADA)

17.30.010 Single family residential use and similar use. (All zones)

A. Applicability. This section 17.30.010 applies to the following single family residential uses: single-family residential, small and large family day care homes, manufactured and mobile homes, low barrier navigation centers, supportive and transitional housing, residential care facilities or group homes that provide licensable services for up to 6 residents, residential care facilities or group homes that do not provide licensable services, and employee housing for up to 6 employees, and development projects under division 17.54- in any zone:

1. new development; and
2. existing development (which may be nonconforming under division 17.50), when an applicant seeks a building permit or land use approval for an improvement or change that will may affect the need for parking. Either an increase in the number of

bedrooms Exceeding certain underlying zoning regulations as indicated in the table in section 17.30.010.B.1; ~~as defined~~, or an increase in the intensity of use will affect the need for parking. Existing street width and existing demand for on-street parking are factors in considering the intensity of use.

B. Regulations.

1. General.

Dwelling unit	Minimum number of off-street, covered, non-tandem parking spaces
<u>Accessory dwelling unit (chapter 17.38)</u>	0*
<u>Dwelling unit 700 square feet or less</u>	1
<u>Dwelling unit greater than 700 square feet:</u>	
<u>— 1-4 bedrooms</u>	2
<u>— 5-6 bedrooms</u>	3
<u>— 7 or more bedrooms</u>	4

Dwelling Unit	Minimum number of off-street, covered, non-tandem parking spaces
<u>Accessory dwelling unit (division 17.38)</u>	0*
<u>New primary unit** 800 square feet or less</u>	1
<u>New primary unit** greater than 800 square feet</u>	2
<u>Primary unit that exceeds FAR, lot coverage or structure height of the underlying zone</u>	1 additional parking space; for a maximum total of 3 parking spaces.
<u>SB-9 development (division 17.54)</u>	1 per primary unit. If the parcel is located within one-half mile walking distance of either a high-quality transit corridor as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop as defined in Section 21064.3 of the Public Resources Code, then parking is not required for the new primary unit.

* Under Government Code section 65852.2, the city may not require parking for an accessory dwelling unit located within 1/2 mile of public transit, and all Piedmont properties are within 1/2 mile.

** primary unit refers to single family residence, small and large family day care homes, manufactured and mobile homes, low barrier navigation centers, supportive and transitional housing, residential care facilities or group homes that provide licensable services for up to 6 residents, residential care facilities or group homes that do not provide licensable services, and employee housing for up to 6 employees.

2. Parking spaces may not be located within a 20-foot street setback.

3. An applicant may increase the primary dwelling unit up to four bedrooms without adding additional parking, as long as:

- a. no existing parking space is eliminated if it creates a nonconformance;
- b. the required number of parking spaces are provided, even if uncovered or tandem;
- c. the parking spaces are not within the required 20-foot street setback; and
- d. section B.4 below does not apply.

4. When considering an application, the city may strictly apply the parking regulations under subsection B.1 above if the proposed construction will have an undue adverse impact on neighborhood vehicular congestion. A determination of undue adverse impact must be based on evidence considering one or more of the following factors: existing street width; existing on-street parking conditions; lack of sidewalks; and street slope and curvature. (Ord. 747 N.S., 02/2020)

17.30.020 Multi-family residential and similar group residential use. (Zones A, B, C and D).

A. Applicability. This section applies to each multi-family and similar group residential use in Zones A, B, C and D, including but not limited to: large family day care home, residential care facilities or group homes the provide licensable services for more than 7 residents, single-room occupancy, co-housing, multi-family residential, senior housing, housing for persons with disabilities, and religious institution affiliated housing.

	Minimum number of off-street, covered, non-tandem parking spaces
<u>Accessory dwelling unit (division 17.38)</u>	0*
<u>Dwelling unit 700 square feet or less</u>	1
<u>Dwelling unit greater than 700 square feet</u>	1.5

	Minimum number of off-street covered parking spaces	
<u>Accessory dwelling unit (division 17.38)</u>	0*	
<u>Multi-family development, Independent living senior housing, independent living disabled persons housing</u>	<u>1 space per studio or 1 bedroom unit</u> <u>1.5 space per 2 or more-bedroom unit</u>	<u>Exception: Planning Commission shall reduce to 50% of required spaces when:</u> <u>a. Development is within ½ mile of regularly scheduled public transit stop; and</u> <u>b. At least 50% of units are deed-restricted for a period of 55 years to low-income households.</u>
<u>Licensed residential facility or group home for 7 or more residents</u>	<u>1 space per bedroom</u>	
<u>Single room occupancies or co-housing</u>	<u>1 space per bedroom</u> <u>Exception: Planning Commission shall reduce to 50% of required spaces when:</u> <u>a. Development is within ½ mile of regularly scheduled public transit stop; and</u>	

	<u>b. At least 50% of units are deed-restricted for a period of 55 years to low-income individuals.</u>	
<u>Religious institution affiliated housing</u>	<u>as provided in Section 65913.6 of the Government Code</u>	
<u>Senior housing, disabled persons housing (Assisted Living)</u>	<u>0.5 space per studio or 1 bedroom unit</u>	<u>Additionally, 1 parking space for each employee on-site at peak staffing.</u>
	<u>0.75 space per 2 or more-bedroom unit</u>	

* Under Government Code section 65852.2, the city may not require parking for an accessory dwelling unit located within 1/2 mile of public transit, and all Piedmont properties are within 1/2 mile.

(Ord. 747 N.S., 02/2020)

B. Additional Parking. Guest or management parking shall be provided for all development types under this section with the exception of accessory dwelling units and religious institution affiliated housing development.

<u>Guest or management Parking</u>	<u>1 space plus an additional parking space for every 10 dwelling units. Exception: Planning Commission shall reduce to 50% of required spaces when:</u> <u>a. Development is within 1/2 mile of regularly scheduled public transit stop; and</u> <u>b. At least 50% of units are deed-restricted for a period of 55 years to low-income households.</u>
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17.30.030 Commercial use and mixed-use residential/commercial. (Zone D).

A. Residential uses in mixed use commercial/residential: same as provided in section 17.30.020.

Dwelling Unit Size	Minimum number of off-street, covered, non-tandem parking spaces
<u>Accessory dwelling unit (division 17.38)</u>	<u>0*</u>
<u>Studio or 1 bedroom</u>	<u>1</u>
<u>2 bedrooms</u>	<u>1.5</u>
<u>3 or more bedrooms</u>	<u>2</u>

* Under Government Code section 65852.2, the city may not require parking for an accessory dwelling unit located within 1/2 mile of public transit, and all Piedmont properties are within 1/2 mile.

B. Commercial uses:

Use Type	Minimum number of off-street, covered, non-tandem parking spaces per floor area
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	First 1,500 square feet	In excess of 1,500 square feet
Eating places and similar, high-intensity on premise customer uses	Each 500 square feet: 1 ¹	Each 250 square feet: 1 ¹
Retail stores, offices, and other low-intensity uses	Each 750 square feet: 1 ¹	Each 350 square feet: 1 ¹

¹Or as required by conditional use permit. (Ord. 747 N.S., 02/2020)

17.30.040 Location of parking spaces.

Parking for a permitted use in any zone must be located: (1) on the same lot as the permitted use; (2) not within the street setback; and (3) not between the street-facing facade of a building and the lot line in Zone D. Parking for a conditional use in any zone will be provided as required by the conditional use permit authorizing the use.

17.30.050 Size and specifications.

Except as otherwise provided, a parking space required by this section must have unrestricted access to a public street with a grade not more than 20%. In Zone A, one of every three required parking spaces may be for a compact car, and in Zones C and D, one of every four required parking spaces may be for a compact car.

The minimum parking space dimensions are:

- 8-1/2 feet x 18 feet, or
- 7-1/2 feet x 15 feet for compact car.

A minimum 1-foot clearance must be provided between the length side of a parking space and the nearest wall or similar obstruction. (Ord. 743 N.S., 05/2018)

17.30.060 No reduction of existing parking.

Except for (1) the demolition of a garage, carport, or covered parking structure in conjunction with the construction of an accessory dwelling unit, or (2) conversion of a garage, carport, or covered parking structure for use as an accessory dwelling unit, no person may alter, eliminate, or restrict access to an existing parking space unless the Planning Director first determines that the space is (1) unusable, (2) is to be restored or replaced with a parking space which meets the requirements of this division 17.30, or (3) is permitted with a variance approved by the Planning Commission or City Council. For purposes of making this determination, the term unusable means that the parking space is not large enough to contain a compact-sized automobile or that the driveway to the parking space is so steep, narrow or otherwise configured that it precludes safe passage of the vehicle, and that enlargement to permit safe passage would result in severe economic hardship.

No garage or other off-street parking may be altered for a use other than parking, unless otherwise allowed under this chapter. (Ord. 747 N.S., 02/2020)

17.30.070 Compliance with American with Disabilities Act (ADA).

The Chief Building Official may adjust the parking requirements in zones B, C or D without a conditional use permit or design review permit, to meet the requirements of the Americans with Disabilities Act.

DIVISION 17.40 RESIDENTIAL RENTALS

Sections

17.40.010	Purpose and intent
17.40.020	Rented room
17.40.030	Short-term rental
17.40.040	Business license tax
17.40.050	Enforcement

17.40.010 Purpose and intent.

A. Purpose. The purpose of this division is to establish regulations governing the rental of residential property within the city.

B. Intent. By enacting this division 17.40, the city council intends to:

1. Provide a community benefit by allowing alternative forms of lodging, allowing residents to participate in the sharing economy, and allowing residents an opportunity for additional source of income.
2. Allow the renting of homes, apartments, or rooms for periods of 30 days or more.
3. Allow short term renting of single-family dwelling units and rooms in single-family dwelling units for less than 30 consecutive days, while still preserving the single-family character of neighborhoods, and preventing short-term rental activities from becoming a nuisance or a threat to public health, safety or welfare;
4. Establish standards and a permit requirement for short-term rentals; and
5. Prohibit the short-term rental of accessory dwelling units ~~and~~ multi-family dwelling units, and units developed under division 17.54 to preserve them for long-term housing. ~~(Ord. 742 N.S., 05/2018)~~

17.40.020 Rented room.

A. Applicability. This section 17.40.020 applies to the rental of a room or rooms in a residential property for a period of 30 consecutive days or longer.

B. Definitions. In this section:

Rented room means the renting of a room or any combination of rooms within an existing single-family or multi-family dwelling unit that meets all of the following requirements:

1. one or more rooms, including at least one bedroom, is rented to a lessee under a rental agreement, not for the entire dwelling;
2. the rental period is a minimum of 30 consecutive days;

3. the tenant has the common use of the primary kitchen facilities, with no temporary or permanent cooking facilities in the rented room(s); and
4. either shared or separate bathroom.

C. General. The owner of a single-family dwelling unit in any zoning district is permitted to rent a rented room in such dwelling unit to a limit of one lessee. With the written consent of the property owner, a tenant has the same right. This provision does not authorize an owner or tenant to operate a boarding house or otherwise rent or sublease more than one rented room per dwelling unit.

D. Safety. The property owner is responsible for assuring that the rented rooms meet building codes. The property owner must either (at the owner's discretion):

1. Request that the city inspect the property to assure that the primary residence and the rented rooms meet building codes, consist of legally existing rooms eligible for use as a bedroom and habitable spaces. The property owner shall pay a nominal inspection fee in the amount established by city council resolution; or
2. Submit to the city a signed safety declaration in a form prepared by the city, to be kept in the property file at the city. (Ord. 742 N.S., 05/2018)

17.40.030 Short-term rental.

A. Applicability. This section 17.40.030 applies to short term rentals of less than 30 consecutive days. The short-term rental must be located in a single-family dwelling unit that is the primary residence of the property owner or long-term tenant. It may not be located in an accessory dwelling unit (permitted or unintended), ~~a or~~ multi-family dwelling unit, or a dwelling unit created under division 17.54. The short-term rental may be hosted or non-hosted.

B. Definitions. In this section:

Advertising platform means any online site that provides a means for the host to advertise or otherwise offer for rent a short-term rental.

Host or *hosted* means the primary occupant of the dwelling is present during the short-term rental. *Non-hosted* means the primary occupant is not present during the short-term rental.

Operate means the operation of a short-term rental, and includes the acts of establishing, maintaining, or listing for rent a short-term rental with an advertising platform.

Primary Occupant means an occupant who is either the owner of the dwelling or a long-term tenant in the dwelling with a month-to-month lease or lease of a longer duration.

Short-term rental means the use of a dwelling unit, or portion of it, for a rental of less than 30 consecutive days.

Unintended accessory dwelling unit means a living space which meets the definition of an accessory dwelling unit, but which is not approved for habitation as an independent dwelling unit under the provisions of division 17.38. An unintended accessory dwelling unit may include a guest cottage, pool house, or rent-free unit for an au pair, domestic employee or family member.

C. Short-Term Rental Permit; Permit Issuance. No person may operate a short-term rental without first obtaining a short-term rental permit. A short-term rental permit may be approved by the Director, provided that the Director determines the applicant has met the following requirements:

1. Application. The applicant must complete an application on a form provided by the city, accompanied by a fee established by city council resolution.

2. Property owner consent. If the applicant is a tenant, he or she must demonstrate written approval of the property owner to allow short-term rentals.

3. Insurance. The applicant must provide evidence of, and maintain, general liability insurance of at least \$1,000,000 during the term of the short-term rental permit that covers the applicant's short-term rental operations.

4. Contact information. The applicant must provide current contact information to the city, and information regarding the advertising platform(s) to be used.

5. Safety. The dwelling or rooms serving as a short-term rental must have a smoke detector, carbon monoxide detector, fire extinguisher, and adequate egress, all as determined by the chief building official. The applicant must either (at the applicant's discretion):

a. Request that the city inspect the property to assure that the primary residence and the rented rooms meet building codes, consist of legally existing rooms eligible for use as a bedroom and habitable spaces. The property owner shall pay a nominal inspection fee in the amount established by city council resolution; or

b. Submit to the city a signed safety declaration in a form prepared by the Director, to be kept in the property file at the city.

D. Appeals. Any interested party may appeal any decision by the Director to approve or deny a short-term rental permit pursuant to division 17.78 of the Piedmont Municipal Code. No permit shall be deemed issued or effective until the appeal period set forth in division 17.78 has expired.

E. Permit Term and Renewal. A short-term rental permit is valid until December 31 of the year it is issued, unless suspended or revoked. The permittee may renew the permit annually, by submitting a renewal application and fee before the expiration of the permit.

F. Operating standards. A short-term rental is allowed only if it conforms to these standards:

1. Permit. The short-term rental is operated under a short-term rental permit issued by the city in accordance with Section 17.40.030.

2. 2-night minimum. The short-term rental must be rented for a minimum of two consecutive nights.

3. 60 days maximum. The short-term rental may not be rented more than 60 days in a calendar year.

4. No Events. The short-term rental may be used for dwelling, sleeping or lodging purposes, but may not be rented for any other commercial purpose, including temporary events or gatherings.

5. Guest Safety. The short-term rental permittee must provide the following materials electronically to any guests before arrival and make available printed materials on-site for the guest with the following information:

a. A diagram of exits, fire extinguisher locations, and fire and police contact numbers;

b. The short-term rental permittee's contact information;

c. The city's noise regulations (sections 12.8 – 12.12);

d. The city's smoking ordinance (chapter 12, article II);

e. The city's garbage and recycling guidelines (available on the city's website, or a print copy of the residential services guide: *recycling, organics and garbage*).

6. Current Information. The short-term rental permittee shall, during the term of the permit, promptly inform the Director regarding any changes regarding information provided in the application, including contact information and information regarding advertising platforms used by the permittee to advertise the short-term rental. (Ord. 742 N.S., 05/2018; Ord. 747 N.S., 02/2020)

17.40.040 Business license tax.

A person renting a room or operating a short-term rental is considered to have rental property and must pay an annual business license tax under City Code chapter 10. (Ord. 742 N.S., 05/2018)

17.40.050 Enforcement.

The city may enforce this division by any means permitted by law, including but not limited to those set forth in chapter 1 (General Provisions), article 2 (Code Enforcement) of this code, or under division 17.80, Enforcement. The city council may establish fines by resolution. (Ord. 742 N.S., 05/2018)

DIVISION 17.52 DENSITY BONUS

Sections:

- 17.52.010 Purpose and intent
- 17.52.020 Applicability
- 17.52.030 Definitions
- 17.52.040 Compliance with State Density Bonus Law
- 17.52.050 Application Requirements
- 17.52.060 Density Bonus Calculation
- 17.52.070 Application Review Procedure
- 17.52.080 Affordability Requirements
- 17.52.090 Appeal Process

17.52.010 Purpose and intent

The purpose and intent of this division is to implement the State Density Bonus Law as required by California Government Code Section 65915(a), and the Housing Element of the Piedmont General Plan, by providing incentives for the production of housing that is affordable to moderate, low or very low-income households, senior housing, or includes childcare facilities in accordance with Sections 65915 *et seq.* of the California Government Code.

17.52.020 Applicability

This division shall apply to any housing development project that is eligible to receive a density bonus pursuant to the State Density Bonus Law.

17.52.030 Definitions

In this division:

Administrative Guidelines means guidelines and procedures promulgated by the Director that may be modified from time to time to effectively implement this ordinance.

Affordable units means the proposed housing units available for rent or sale to households pursuant to State Density Bonus Law, as defined in Government Code section 65915 subdivision (b), as may be amended.

Base units means the total number of units in a housing development, not including units added through a density bonus pursuant to this division.

Concession shall have the same meaning as the term "concession or incentive" pursuant to State Density Bonus Law, as defined in Government Code section 65915 subdivision (k), as may be amended.

Density bonus means a density increase over the otherwise maximum allowable residential density for a housing development as of the date the application is deemed complete, as prescribed by State Density Bonus Law, or, if elected by the applicant, a lesser percentage of density increase, including, but not limited to, no increase in density.

Housing development shall have the same meaning as the term "housing development" pursuant to State Density Bonus Law, as defined in Government Code section 65915 subdivision (i), as may be amended.

Identifiable and actual cost reduction to provide for affordable housing means a reasonably quantifiable cost reduction that would be achieved for a housing development through a concession.

Maximum allowable residential density means the maximum residential density allowed for a housing development under this division and the land use element of the general plan. For purposes of this definition, residential density shall be calculated based upon the gross acreage of a housing development. If a housing development is proposed to be located on any property without a defined dwelling unit per acre standard, the maximum allowable residential density shall be the base density as established by the applicant pursuant to Section 17.52.050 B.

Reasonable documentation to establish eligibility for a concession means a credible written explanation or other documentation demonstrating to the reasonable satisfaction of the Director or designee that a concession will achieve an identifiable and actual cost reduction to provide for affordable housing.

State Density Bonus Law means California Government Code Section 65915, *et seq*, as the same may be renumbered or amended.

Waiver means a waiver or a reduction as the terms are used in California Government Code Section 65915 and in particular in Section 65915(e) thereof, and means any and all changes to or exemptions from physical lot development standards that are required to avoid precluding the construction of a housing development with density bonus units, as set forth in Section 65915(e), as may be amended. The City may request reasonable documentation from the applicant to support the request.

17.52.040 Compliance with State Density Bonus Law

The City shall comply with all provisions of State Density Bonus Law. The Director shall have the authority to prepare, adopt, and periodically update administrative guidelines consistent with this division and State Density Bonus Law, as mandated by state law without further action of the Planning Commission or City Council, to reflect changes in state law.

17.52.050 Application requirements.

A. An applicant requesting a density bonus pursuant to State Density Bonus Law must submit the following information as part of an application or amended application for a housing development in order for their application to be deemed complete:

1. A project summary table demonstrating the basis under State Density Bonus Law on which the applicant is requesting a density bonus, including the maximum allowable density permitted by the zoning and general plan designations excluding any density bonus; base units; proposed number of affordable units by income level; proposed

bonus percentage; total number of dwelling units; residential gross floor area and total gross floor area proposed; density per acre; proposed number of parking spaces; and unit and bedroom counts and unit types for the purpose of calculating parking requirements;

2. A preliminary site plan drawn to scale, showing the number and location of all proposed units;
3. A legal description of the site;
4. A boundary survey;
5. An identification of the maximum density bonus to which the housing development is entitled on the basis requested;
6. An identification of any concession(s) sought and reasonable documentation consisting of a detailed written statement to establish eligibility for the concession(s);
7. An identification of any waiver(s) sought and a detailed written explanation of why the development standard from which any waiver is sought would have the effect of physically precluding the construction of the housing development at the density and with any concession(s) or parking ratio reduction sought;
8. If the housing development is proposed on any property that includes a parcel or parcels with existing dwelling units or dwelling units that have been vacated or demolished in the five-year period preceding the application, an explanation of how the project meets State Density Bonus Law's replacement housing requirements, if applicable, set forth in Government Code section 65915 subdivision (c)(3), as may be amended;
9. If the density bonus is requested for a land donation, the location of the land to be dedicated, proof of site control and reasonable documentation that each of the requirements pursuant to State Density Bonus Law, set forth in Government Code section 65915 subdivision (g), as may be amended, can be met;
10. If the density bonus or concession requested is based all or in part on the inclusion of a child-care facility, a written summary addressing the eligibility requirements pursuant to State Density Bonus Law, as set forth in Government Code section 65915 subdivision (h), as may be amended, have been met; and
11. If the density bonus or concession is based all or in part on the inclusion of affordable units as part of a condominium conversion, written summary addressing the eligibility requirements pursuant to State Density Bonus Law, set forth in Government Code section 65915.5, as may be amended, have been met.

B. Building permit. A building permit shall be required for construction or modification of a residential unit as set forth in the California Residential Code and other building standards adopted by the City.

17.52.060 Density Bonus Calculation

Density Bonuses must be calculated as set forth in State Density Bonus Law, and pursuant to the Administrative Guidelines.

17.52.070 Application Review Procedure

A. A density bonus application must accompany a housing development project application. The Director shall provide the applicant with notice whether the application is complete consistent with Government Code section 65943.

B. The Director shall process the density bonus application concurrently with all other applications required for the housing development. The body considering the housing development project will also be the reviewing body for the density bonus request.

C. At the time the application is deemed complete, the Director shall provide the applicant with a determination regarding the amount of density bonus and the parking ratio for which the housing development is eligible and whether adequate information has been submitted for the Director to make a determination or recommendation, as applicable, regarding any requested concessions and waivers.

D. The application for a density bonus shall be accompanied by an application fee in the amount established by City Council resolution.

E. The Director shall provide the applicant notice of financial assistance that may be available upon determining that the application is complete.

F. If the proposed housing development would be inconsistent with State Density Bonus Law, then the planning director shall provide the applicant notice describing the inconsistency(ies) pursuant to the Housing Accountability Act, Government Code section 65589.5.

G. Project Findings. All requests for density bonuses, concessions, parking ratios, or waivers shall be considered and acted upon by the approval body with authority to approve the housing development within the timelines prescribed by Government Code Sections 65950 et seq. The approval body shall grant the request(s) pursuant to state Density Bonus Law if the following findings are met:

- i. The project is a housing development that qualifies for a density bonus and meets all applicable eligibility requirements;
- ii. The housing development has provided sufficient affordable units or otherwise meets all eligibility requirements;
- iii. If a reduced parking ratio is requested, the housing development meets all eligibility requirements, unless the City makes certain findings pursuant to State Density Bonus Law, as set forth in Government Code section 65915 subdivision (p)(8), as may be amended;
- iv. If concessions are requested, the housing development meets all eligibility requirements, unless the City makes certain findings pursuant to State Density Bonus Law, as currently defined in Government Code section 65915 subdivision (d)(1), as may be amended; and

- v. If waivers are requested, the development standards requested to be waived would physically preclude construction of the housing development at the density and with any concession(s) or parking ratio reduction sought, unless the City makes certain findings pursuant to State Density Bonus Law, as set forth in Government Code section 65915 subdivision (e)(1), as may be amended.

17.52.080 Affordability Requirements

A. Affordable rental units provided by a housing development to meet State Density Bonus Law requirements shall be subject to an affordable housing agreement recorded against the housing development with a fifty-five (55) year term commencing upon the issuance of certificates of occupancy. The form of the affordable housing agreement shall be approved by the City Attorney.

B. For-sale affordable units provided by a housing development to meet State Density Bonus Law requirements shall be subject to a recorded affordable housing agreement with a minimum 45-year term commencing upon the issuance of certificates of occupancy in a form approved as to form by the City Attorney . The affordable housing agreement shall, at a minimum, require that:

1. Each for-sale affordable unit shall be sold to an income qualified household at an affordable housing cost, as defined in the affordable housing agreement; and
2. Each for-sale affordable unit shall be sold to the initial purchaser subject to a recorded resale restriction agreement approved as to form by the City Attorney, which shall:
 - a. Have a forty-five (45) year term or longer if required by another public financing source or law;
 - b. Restrict the resale price of the unit to an affordable housing cost, as defined in the resale restriction agreement; and
 - c. Require that if the unit is sold to a subsequent purchaser during the term of the agreement, the purchaser shall purchase the unit subject to a resale restriction agreement approved as to form by the town attorney with a new forty-five (45) year term or longer if required by another public financing source or law.

17.52.090 Appeal Process

Any interested parties may appeal any decision to approve or deny a density bonus permit application pursuant to division 17.78 of the Piedmont Municipal Code. No permit shall be deemed issued or effective until the appeal period set forth in division 17.78 has expired.

**DIVISION 17.54 URBAN LOT SPLITS AND TWO-UNIT HOUSING
DEVELOPMENTS (SB 9)**

Sections

17.54.010	Purpose and intent
17.54.020	Permit requirement
17.54.030	Definitions
17.54.040	Permit Application and review procedures
17.54.050	Urban Lot Split Standards
17.54.060	Two-Unit Housing Development Standards
17.54.070	Accessory Dwelling Units
17.54.080	Waivers from Standards

17.54.010 Purpose and intent

The State Legislature has declared that local jurisdictions must allow for a ministerial review of up to two residential dwelling units on each lot where single-family uses are authorized, and urban lot splits in order to allow for the construction of additional housing units. (Government Code Sections 66411.7 and 65852.21.) Proposed housing developments of up to two dwelling unit and urban lot splits in Zones A and E shall be considered ministerially, without discretionary review or a hearing, if the proposed housing development or urban lot split meets all of the applicable requirements. Urban lot splits and housing developments of up to two dwellings units shall not be allowed in Zones B, C, and D. This division shall adhere to the Government Code sections referenced below, which Government Code provisions may be amended from time to time. This division shall be interpreted in accordance with state law requirements.

17.54.020 Permit requirement

A. SB9 – Urban lot split permit. A permit is required for an urban lot split in Zones A and E in accordance with the provisions of Government Code Section 66411.7.

B. SB9 – Two-unit housing development permit. A permit is required for a housing development of up to two units in Zones A and E in accordance with the provisions of Government Code section 65852.21.

C. An application for a two-unit housing development permit may be submitted in conjunction with an urban lot split permit application.

D. Building permit. A building permit shall be required for construction of any proposed new dwelling units.

17.54.030 Definitions

In this division:

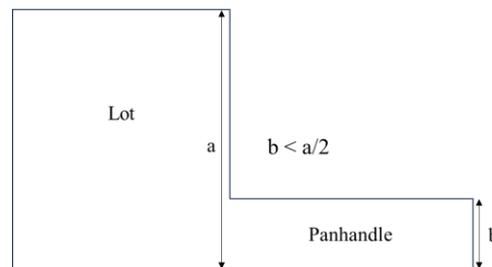
Accessory dwelling unit or “ADU” shall have the same meaning as specified in Section 17.38.020 of the Piedmont City Code.

Existing dwelling unit means a primary dwelling unit or other dwelling unit on a parcel that exists prior to any voluntary demolition or reconstruction or remodel where more than 50 percent of the exterior wall framing has been removed or altered. Any existing dwelling unit where more than 50 percent of the exterior wall framing has been removed is considered a new dwelling for purposes of this division.

Flag lot means a parcel that has less than the minimum required frontage on a public road and has access to the public right-of-way by a narrow strip of land, with the largest portion of the lot being situated behind adjoining lots which front a public right-of-way.

Junior accessory dwelling unit or “*JADU*” shall have the same meaning as specified in Section 17.38.020 of the Piedmont City Code.

Panhandle lot is a lot containing a narrow strip of land that is connected on its shorter side (b) to the larger portion of the lot where the narrow strip does not provide access to the public right-of-way, and the length of the shorter side (b) of the narrow strip of land is less than 50 percent of the parallel width (a) of the larger portion of the lot.



Primary dwelling unit means a single-family residence or a residential unit within a multi-family residential development. A primary unit is distinct from an ADU or a JADU. Examples of primary units include a single-family residence (i.e., one primary unit) and a duplex (i.e., two primary units).

SB 9 dwelling unit or *SB 9 unit* means a dwelling unit that is developed using the provisions in this division and the provisions identified in California Government Code Section 65852.21.

Two-unit housing development means a development containing no more than two primary dwelling units. A two-unit housing development may include two new units or one new unit added to an existing unit.

Unusual shape means (1) a parcel with more than 6 sides; (2) a parcel created by a lot split that necessitates more than three property line segments; (3) a panhandle lot; or (4) a parcel where an interior angle is less than 50 degrees unless the curvature of an existing street or lot line precludes the possibility of a corner that meets the angle requirement.

Urban lot split means the subdivision of a parcel within a residential single-family zone into no more than two parcels pursuant to the authority set forth in Government Code section 66411.7.

17.54.040 Permit application and review procedures

A. Application.

1. Application. An owner is required to submit an application for an urban lot split permit and a two-unit housing development permit. An application for an urban lot split may be submitted concurrently with an application for a two-unit housing development. A complete application will be reviewed for conformance with this division and the applicable standards by the Planning & Building Director.

2. Application fee. The owner shall pay an application fee in the amount established by City Council resolution.

3. Affidavit. Upon the submittal of an urban lot split application, the property owner must sign an affidavit stating that the applicant intends to occupy one of the housing units as their principal residence for a minimum period of three years from the date of the lot split. If there is no residence existing on either lot, the applicant shall sign the affidavit stating that they will intend to live in one of the new units for a minimum of three years.

B. Ministerial Review. The Director shall review each application ministerially to determine if the development standards in section 17.54.050 are met for an urban lot split or the development standards in section 17.54.060 are met for a two-unit housing development. The Director will review the application without notice or public hearing, and shall approve the application if the application meets the applicable requirements of the division.

C. Subdivision Map Act. An application for an urban lot split permit must adhere to the objective requirements outlined in the Subdivision Map Act (Division 2 (commencing with Section 66410)), except as otherwise expressly provided in this section. A tentative map shall be submitted to the City Engineer for a lot split application.

D. Inconsistencies. If the proposed urban lot split or two-unit housing development is inconsistent with applicable requirements, the planning director shall provide the applicant notice describing the inconsistency(ies) in the same manner prescribed by Government Code section 65589.5(j)(2).

E. Decision and conditions. The Director shall render a decision in writing and shall state the reasons for approval or denial. The decision of the Director shall be final. The City may deny an urban lot split permit or a two-unit housing development permit if the Director makes a written finding, based upon a preponderance of the evidence, that the proposed housing development project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

17.54.050 Urban Lot Split Standards

The Director may not approve an application for an urban lot split permit unless the project conforms to all of the standards listed below. A waiver may be granted for an exception to the standards as described under section 17.54.080.

A. Size Requirements

1. The parcel subdivides an existing parcel to create no more than two new parcels of approximately equal lot area provided that one parcel shall not be smaller than 40 percent of the lot area of the original parcel proposed for subdivision.
2. The newly created parcels are no smaller than 1,200 square feet.

B. Location Requirements

1. The parcel is not located in an area identified in subparagraphs (B) to (K) of paragraph (6) of subdivision (a) of Section 65913.4 of the Government Code.
 - a. The parcel is not located within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.
 - b. The parcel is not located on a hazardous waste site, as defined by Government Code Section 65913.4(a)(6)(H).
 - c. The parcel is not located within a special flood hazard area subject to inundation by the one percent annual chance flood (one hundred (100)- year flood) as defined by Government Code Section 65913.4(a)(6)(G).
 - d. The property is not located within a regulatory floodway, as defined by Government Code Section 65913.4(a)(6)(H).
2. The proposed urban lot split would not require demolition or alteration of the housing types listed in Government Code section 66411.7(a)(3)(D)(i)-(iv). following types of housing:
 - a. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.
 - b. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.
 - c. A parcel or parcels on which an owner of residential real property has exercised the owner's rights under Chapter 12.75 of the California Government Code (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.
 - d. Housing that has been occupied by a tenant in the last three years.

3. The parcel is not located within a historic district or property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the Public Resources Code, or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.
4. The parcel has not been established through prior exercise of an urban lot split as provided for in this division.
5. Neither the owner of the parcel being subdivided nor any person acting in concert with the owner has previously subdivided an adjacent parcel using an urban lot split as provided for in this division.

C. Lot Configuration

1. Access to Public Right-of-Way. The new parcel shall have vehicular access to the public right-of-way, either through direct lot frontage or an easement through the existing parcel.
2. Existing Dwelling Unit. If an urban lot split is proposed for a property with an existing dwelling unit, the split must result in the existing dwelling unit being completely located on one parcel.
3. Lot Frontage. The lot shall have a minimum frontage of 60 feet, unless the frontage requirement precludes the development of two lots containing an 800 square foot primary structure. A new lot may be accessed via an easement across a pre-existing lot that contains street frontage.
4. Flag Lots. Flag lots are not permitted under an urban lot split permit. If a new parcel is created without direct access to the public right-of-way, an easement shall be provided through the original lot. The easement shall meet the following requirements:
 - a. The easement shall have a minimum width of 12 feet.
 - b. The easement shall provide access for utilities to be connected to the public right-of-way.
5. The side line of all lots shall be at right angles to the street which the lot faces, or approximately radial to the center of the curvature, if the street is curved. Side lines of lots shall be approximately radial to the center of the curvature of a cul-de-sac on which the lot faces.
6. For a newly created lot that is located in both Piedmont and Oakland, the applicant shall obtain all the required permits in both jurisdictions.
7. Lots of an unusual shape, as defined in section 17.54.030, are not permitted.
8. Access to the new lot shall meet the driveway width and slope standards outlined in Chapter 3.07 of the Piedmont Design Standards and Guidelines.

D. Utilities

1. The new parcel shall have separate utilities, including but not limited to electric, gas, water, and sewer. The new parcel shall adhere to the standards outlined in the Piedmont Public Works Standards.
2. Utility easements shall be recorded prior to final map recordation.

17.54.060 Two-Unit Housing Development Standards

The Director may not approve an application for a two-unit housing development permit unless the project conforms to all of the standards listed below. A waiver may be granted for an exception to the standards as described under section 17.54.080.

- A. Size.
 - a. The SB 9 unit is no more than 800 square feet in size.
 - b. For an SB 9 unit that exceeds the 800 square foot size limit, the SB 9 unit shall meet the floor area ratio criteria for the underlying zoning district, unless the development falls under section E below.
- B. Height. The maximum height of a new SB 9 unit shall meet the requirements of the underlying zoning district.
- C. Setbacks.
 - a. The side and rear setback is four feet for an SB 9 unit in any zone.
 - b. The street-side setback, including for corner lots, is 20 feet.
 - c. For the development of a new SB 9 unit within an existing structure that does not meet the four-foot setback requirement, the new unit is allowed to keep the nonconforming condition so long as the nonconformity is not increased within the setback area. The converted structure must be in the same footprint and dimensions as the existing non-conforming structure.
- D. Parking. New SB 9 units are required to have at least one parking space that meets the size requirements in Section 17.30 of the Piedmont City Code. If the parcel is located within one-half mile walking distance of either a high-quality transit corridor as defined in subdivision (b) of Section 21155 of the Public Resources Code, or a major transit stop as defined in Section 21064.3 of the Public Resources Code, then parking is not required for the new SB 9 unit.
- E. Lot Coverage.
 - a. When a two-unit housing development is proposed on a new lot created pursuant to the urban lot split provisions specified in this division, the new SB 9 unit(s) shall conform to the structure coverage, landscape coverage, and floor area ratio of the underlying zoning district.
 - b. When a new SB 9 unit is constructed on a lot with an existing dwelling unit, the floor area ratio may exceed the code required maximums so long as structure and landscape coverage conform to the requirements of the underlying zoning district.
- F. Path of Travel. The path of travel to the new SB 9 unit shall be clearly marked by providing an address marker visible from the street and at the main entry door to the new unit. If needed, path lights shall also be installed. The path of travel shall have a minimum width of 3 feet.

17.54.070 Accessory Dwelling Units

Accessory dwelling units (ADU) and junior accessory dwelling units (JADU) are permitted on a parcel that has undergone an SB9 urban lot split or is a two-unit housing development that conforms with California Government Code Sections 65852.2 (ADUs) and 65852.22 (JADUs). Once a parcel has been divided pursuant to the urban lot split provisions, the maximum number of dwellings on each resulting parcel, inclusive of any ADUs or JADUs, is two. On a parcel with a two-unit housing development, the maximum number of units allowed is four (inclusive of two primary units, an ADU, and a JADU).

17.54.080 Waivers from Standards

A. An applicant may request a waiver from the development standards provided in this division if the following criteria are met:

1. Application. The applicant requests an exception as a part of the application materials.
2. Approval Authority. The exception request shall be submitted to the Director for review. The Director shall determine if the exception meets the standards for approval.
3. Standards for Approval. An exception from a development standard shall be granted if the standard would have the effect of physically precluding:
 - (1) an urban lot split where the minimum lot size is at least 1,200 square feet for both parcels; or
 - (2) the construction of up to two units, or precluding either of the two units from being at least 800 square feet in floor area.

A waiver cannot be approved for an application that proposes new construction within the four-foot side and rear setbacks.

DIVISION 17.67 MINISTERIAL DESIGN REVIEW PERMIT

Sections:

- 17.67.010 Intent
- 17.67.020 Implementation
- 17.67.030 Permit required
- 17.67.040 Approval authority
- 17.67.050 Procedure: Application; Notice; Decision; Decision of Director is final
- 17.67.060 Standards; Findings

17.67.010 Intent.

It is the intent of the City in establishing this ordinance to support equitable distribution of affordable housing units across the City; promote and enhance community design and neighborhoods; remove barriers to development and access to housing through clear and objective standards; and facilitate the development of new multifamily housing units.

17.67.020 Implementation.

A. Piedmont Design Standards and Guidelines. The City Council has adopted the Piedmont Design Standards and Guidelines that are available online and at city hall. The Piedmont Design Standards and Guidelines are one of the criteria for the applicant and Director in determining whether a specific project conforms to section 17.67.060, Standards; Findings.

B. Director. The Director will prepare:

1. The permit application forms; and
2. Information to provide technical assistance to residents and applicants.

C. Voluntary discretionary review. Any applicant eligible for ministerial design review pursuant to section 17.67.030, may submit in writing to the Director a voluntary request to have the design review permit application considered according to the provisions of division 17.66 to receive discretionary design review for the applicant’s development proposal.

17.67.030 Permit required.

A. Permit required. A ministerial design review permit is required for any development which meets the eligibility criteria for ministerial review under State law, subject to review under PCC Chapter 17 division 17.38, and (2) Two-unit housing developments and/or urban lot splits, which are subject to review under PCC Chapter 17 division 17.54; application which meets the eligibility criteria of Government Code section 65913.4, including a multifamily or mixed-use development application of four or more new housing units, and development applications consisting of two or more new housing units;

B. The building official will not issue a building permit under chapter 8 of the City of Piedmont City Code until the applicant has obtained the required ministerial design review permit. The city will not allow demolition pursuant to division 17.67 unless the applicant has approval of plans for a replacement structure pursuant to this chapter 17 and has obtained a building permit under chapter 8.

17.67.040 Approval authority.

A. Director.

1. Applicability. The Director has the authority to review and approve a ministerial design review permit application submitted pursuant to section 17.67.030, and any application to amend a previously approved ministerial design review permit, pursuant to State law.
2. Notice. No notice shall be provided for ministerial design review applications submitted pursuant to section 17.67.030.
3. Standards and Findings. In reviewing an application for a ministerial design review permit, the Director shall apply the standards set forth in section 17.67.060, Standards; Findings.

17.67.050 Procedures: Application; Notice and hearing; Decision; Effective date; Appeal.

- A. Application. An applicant for a ministerial design review permit must submit a complete application, accompanied by plans and materials in the form approved by the Director, and the application fee, which fee shall be established by resolution. The Director may waive in writing submission of items deemed unnecessary to determine compliance with this chapter. An application is considered complete in accordance with section 17.60.020.
- B. Notice and hearing. The Director shall review the ministerial design review permit application without notice or public hearing, unless otherwise required by State law.
- C. Decision. The Director shall notify the applicant of the decision in writing.
- D. Director’s decision is final. Permits approved by the Director for ministerial design review permit applications are final.

17.67.060 Standards; Findings.

The Director may not approve a ministerial design review permit unless the Director first finds that the design of the project conforms to all of the following standards:

- A. The proposed development meets the criteria— for ministerial approval under State law. of Government Code section 65913.4.
- B. The proposed development meets applicable design standards as provided in the Piedmont Design Standards and Guidelines, as they may be amended from time to time by the City Council.
- C. The proposed development complies with zoning ordinance regulations for the zone in which the project site is located.
(Ord. 769 N.S., 10/2023)

ARTICLE 5. DEFINITIONS; MEASUREMENTS

17.90.010	Definitions
17.90.020	Measurements

17.90.010 Definitions.

In this chapter:

Abutting means next to, or against. It does not include a property across a street.

Accessory use. See *Uses*.

Adjacent means next to, or against. For notification purposes, it includes a property directly across a street.

Affordable housing and related definitions. See section 17.38.020.

Americans with Disabilities Act or *ADA* means the federal act that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, government services, public accommodations, commercial facilities, and transportation, including amendments made to the Act.

Assisted living means housing that provides a combination of traditional housing with personalized supportive services and care.

Basement means that portion of a building that is partly or completely below grade.

Bedroom includes any room with features generally characteristic of bedrooms, regardless of its designation on a building plan. A bedroom has adequate privacy and meets the minimum size and habitation requirements of the Building Code. It includes and is not limited to a room with: (a) access to a full bathroom on the same floor or within half a floor, if the house has a split level; (b) access to a full bathroom through a common hallway or other common space such as a kitchen, living room and/or dining room. A *bedroom* need not have a closet.

Building means a structure for the support, shelter, or enclosure of persons, animals, or possessions. See also *Structure*.

Nonconforming building means a building or structure which was legally established, but which does not conform to the regulations of the zone in which it is presently located. See division 17.50.

Building Code means the California Building Codes adopted by the city at chapter 5.

Business (license) tax. See chapter 10.

City Code means the Piedmont City Code.

Co-housing means rental communities or developments where shared common spaces, such as kitchens, living rooms, and outdoor areas, are managed communally or by the landlord, but each household has a private bedroom or living space. A “Co-housing unit” means a unit rented for periods of 30 days or more containing one or more private bedrooms and providing a minimum of one shared living room, kitchen, and bathroom for every five bedrooms or fewer.

Conditional use permit or use permit. See division 17.68.

Day means a calendar day, unless stated otherwise. (See also section 17.04.080 regarding extensions of time for holidays and weekends.

Day care facility means an existing or proposed building, equipment and any accessory structures on a site, in which there are programs and personnel licensed by the state for direct child or adult care services including, but not limited to shelter, food, education and play opportunities for a portion of the day.

~~City Code means the Piedmont City Code.~~

~~Conditional use permit or use permit. See division 17.68.~~

Daylight plane. See Section 17.90.020, Measurements.

Demolition as used in Chapter 17 means the decimating, razing, ruining, tearing down or wrecking of any structure or building, including any change to a building which removes a dwelling unit. As used herein, the word "demolition" shall include any partial demolition and any interior demolition affecting more than 70 percent of the original structure, including exterior facades, vertical elements (such as interior walls, interior stairs, chimneys) and horizontal elements (such as roof areas, floor plates), as determined by the Building Official.

Density (residential) means the amount of development per acre on a parcel under the applicable zoning, commonly measured as dwelling units per acre (du/ac). as defined in the General Plan is establishe minimum and maximum densities for residential uses in all parts of the city.

Residential density is a computation expressing number of dwelling units per acre.

Director or Planning Director means the City Planning Director or his or her designee.

Dwellings:

Accessory dwelling unit. (Formerly *second unit*.) See division 17.38.

Dwelling unit means a room or a suite of connecting rooms, which provides complete, independent living quarters for one or more persons, including permanent facilities for living, sleeping, eating, cooking and sanitation, and which complies with all building code requirements.

Dwelling unit, studio means any dwelling unit wherein one habitable room provides for combines living, sleeping, cooking, dining, and sanitation.

Multi-family dwelling means a residential structure containing more than one dwelling unit and designed to be occupied by more than one family independently of each other.

Primary unit means a principal single-family dwelling.

Rented room. See section 17.40.020.

Single-family dwelling or *single-family residence* means a building or structure, which is designed or used exclusively as a residence, including only one dwelling unit for one family.

Short term rental. See section 17.40.020.

Emergency Shelter means housing with minimal supportive services that is limited to occupancy of up to 180 days by persons who are homeless, victims of domestic violence, individuals and households made temporarily homeless due to natural disasters (e.g., fires, earthquakes, etc.). Emergency shelter shall include other interim interventions, including, but not limited to, a navigation center, bridge housing, and respite or recuperative care.

Employee Housing means housing provided by an employer and maintained in connection with any work or place where is being performed, as more particularly defined in California Health and Safety Code Subdivision 17008, or successor statute, as may be amended from time to time.

Fair Housing Laws means (1) the Federal Fair Housing Act (42 U.S.C. § 3601 and following) and (2) the California Fair Employment and Housing Act (Govt. Code § 12955 and following), including amendments to them.

~~*Family* means the functional equivalent of a traditional family, whose members are an interactive group of persons jointly occupying a single dwelling unit including the joint use of and responsibility for common areas, sharing household activities and responsibilities such as meals, chores, household maintenance, and expenses. If the dwelling unit is rented, this means that all adult residents have chosen to jointly occupy the entire premises of the dwelling unit, under a single written lease for the entire dwelling, with joint use and responsibility of the premises, and the makeup of the household occupying the unit is determined by the residents of the unit rather than by the landlord or property manager.~~

Family means: (i) two or more persons related by birth, marriage, or adoption, or (ii) an individual or a group of persons living together who constitute a bona fide housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind.

Fence. See Measurements.

Floor area. See Measurements.

Footprint. See Measurements.

Frontage. See Measurements.

Grade. See Measurements.

Ground floor is the floor level in a commercial or mixed-use building nearest the lowest adjacent grade.

Group home means housing shared by unrelated persons with disabilities that provide peer and other support for their resident’s disability related needs and in which residents share cooking, dining, and living areas, and may, in some group homes, participate in cooking, housekeeping, and other communal living activities.

Hearing body or appeal body means the Planning Director, Planning Commission, or City Council authorized under this chapter to hear a matter.

Home occupation. See division 17.44.

Improvement(s) means any building, structure, landscaping, or other alteration of the natural or existing state of land.

Includes means includes but not limited to.

Independent living means housing that is designed to enable seniors to live an independent lifestyle that includes recreational, educational, and social activities.

Kitchen:

Kitchen, accessory means permanent facilities for the purpose of food storage, preparation and/or cooking, located on a single-family residential property, which are accessory and incidental to a primary kitchen. An accessory kitchen includes, but is not limited to: kitchen facilities or a wet-bar in a pool house, guest cottage, domestic quarters, or recreation room; or a wet-bar or outdoor kitchen.

Kitchen, primary means the main kitchen facilities within a single-family residence or accessory dwelling unit having permanent facilities for the purpose of food storage, preparation and cooking.

Landscape; hardscape; open space:

Landscaping means the planting, irrigation, and maintenance of land with living plant and other organic materials.

Hardscape surface means any non-landscaped surface where vegetation would not easily grow. See Measurements at section 17.90.020.

Open space means an expanse of land that is essentially unimproved except for vegetation and walkways.

Living space means space within a dwelling unit or accessory structure used for living, sleeping, eating, cooking, bathing, washing, and sanitation purposes.

Lots; lot lines:

Lot means a parcel of land under one ownership.

Corner lot means a lot located at the intersection of two or more streets and with frontage on at least two of those streets.

Interior lot means a lot not defined as a corner lot or a through lot.

Lot line means one of the boundary lines of a lot.

Rear lot line is the lot line most directly opposite the street lot line.

Side lot line means a lot line that is not defined as a street lot line or rear lot line.

Street lot line means a lot line along a street.

Through lot means a lot both the street lot line and rear lot line of which have frontage on a street.

Low Barrier Navigation Centers means a low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing, as more particularly defined in California Government Code section 65600, or a successor statute, as may be amended from time to time.

Low-income household means persons and families whose income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to California Health and Safety Code Section 50052.5.

Manufactured home means a single-family detached or attached structure that is either wholly or substantially manufactured off-site, to be wholly or partially assembled on site, manufactured under the authority of 42 USC Section 5401, the National Manufactured Home Construction and Safety Standards Act of 1974, and shall include structures known as manufactured homes or mobile homes. It is transportable in one or more sections, is built on a permanent chassis, and is used as a residence, but is not constructed with a permanent hitch or other device allowing transport other than for the purpose of delivery to a permanent site, and does not have wheels or axles attached permanently to its body.

Minor servicing means any premises developed with facilities for the sale of motor vehicle fuels; and which may also provide lubricants, tires, batteries, accessory items, and other customary

services for motor vehicles. The servicing of motor vehicles shall be generally limited to lubrication, minor repairs, and washing. Minor servicing shall not include major motor vehicle repair.

Mobile home means a transportable, manufactured home, designed to be used as a year-round residential dwelling unit, connected to required utilities, and built prior to the enactment of the National Manufactured Housing Construction and Safety Standards Act of 1974, which became effective June 15, 1976. A mobile home does not include a recreational vehicle, motor coach, trailer coach or travel trailer.

Multifamily means a building designed or used exclusively as a residence that includes two or more separate dwelling units. This definition includes, but not limited to, duplexes and triplexes, apartments, and townhomes under a common ownership.

Peak staffing means the time at which the maximum number of employees are on site.

Person means an individual natural person, firm, corporation, association, organization, partnership, limited liability company, business trust, corporation or company, or the authorized agent of the person. It includes a governmental entity other than the city.

Public transit stop means a regularly scheduled bus stop, as posted in a transit agency's most current publication of routes and stops, including but not limited to Alameda-Contra Costa Transit District (AC Transit) bus service.

Reasonable accommodation. See division 17.78.

Religious assembly means a facility for religious worship and incidental religious education and social functions, but not including a private school.

Religious institution affiliated housing is as defined in California Government Code section § 65913.6(a)(5) or a successor statute, as may be amended from time to time.

Religious institution affiliated emergency shelters means emergency shelters, as defined above, that meet the locational requirement for religious institution affiliated housing.

Religious-use parking spaces means parking that are required under the local agency's parking requirements for existing places of worship, or parking spaces that would be required in a proposed development for a new place of worship.

Residence. See *Dwelling*.

Residential care facilities means facilities for residential care for the elderly, adult residential facilities, group homes for children, and small family homes for children. Residential care facilities that provide licensable services provide licenses under State law. Residential care facilities that do not provide licensable services may provide some supportive services for their residents but not services that require licenses under State law.

Rented room. See section 17.40.020.

Setback. See Measurements, section 17.90.020.

Short-term rental. See section 17.40.030.

Sign. See section 17.36.010.

Single-room occupancy (SRO) means -a type of group residential use where there are at least five single rooms with no more than two occupants in each unit. The single rooms are habitable rooms that may have a bathroom and/or limited cooking facilities, and are intended for combined living and dining purposes.

Street means a public vehicular roadway. It does not include a public alley, or a private roadway. (A list of streets is set forth in the Piedmont Design Guidelines.)

Structure; Site feature:

Accessory structure means a detached structure, the use of which is appropriate, incidental to, and customarily or necessarily related to the zone and to the principal use of the lot or to that of the primary structure.

Deck. See Measurements, section 17.90.020.

Primary structure means the structure on a lot in which the principal use is conducted. It does not include an accessory structure, site feature, underground facility, built feature listed in Building Code section 5.2.2, on-grade improvement, or temporary handicap structure.

Site feature means a subordinate structure that is intended to functionally or decoratively enhance a property and that is primarily used for recreation, decoration or as a utility feature. A list of site features is set forth in the Piedmont Design Guidelines. *Site feature* does not include an accessory structure, primary structure, or built feature listed in Building Code section 5.2.2.

Structure means a built feature that is located or attached to the ground, and that is 12 inches or higher above existing or proposed grade. *Structure* does not include fencing or retaining walls. See also *Building*.

Structural change means a physical change, addition, or reduction in an exterior wall, an interior bearing wall, a floor, or a roof and/or the addition of a new structure.

Supportive housing means housing with no limit on length of stay that is linked to on-site or off-site services, as more particularly defined in Health and Safety Code section 50675.14(b)(2), or successor statute, as may be amended from time to time, respectively.

Transitional housing and transitional housing development means buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months, as more particularly defined in Health and Safety Code section 50675.2(h), or successor statute, as may be amended from time to time, respectively.

Uses.

Use means the purpose for which a parcel or improvement is designed, arranged, or intended.

Accessory use means a use that is appropriate, subordinate, incidental, and customarily or necessarily related to a lawfully existing principal use on the same lot.

Conditional use means a principal use for which a conditional use permit is required. (See division 17.68. See also wireless communication facility permit at division 17.46.)

Mixed use commercial/residential means a development that combines commercial and residential uses and has both (a) ground floor retail, office or service commercial; and (b) a multi-family residential dwelling. See Measurement.

Nonconforming use means a use that was legally established consistent with the zoning in effect at the time of its establishment, but which does not conform to the regulations of the zone in which it is presently located. See division 17.50.

Permitted use means a principal use that is allowed as a matter of right in a particular zone.

Principal use means the primary use permitted or conditionally permitted on a lot.

Variance. See division 17.70.

View means an existing significant view involving more than the immediately surrounding properties or a view of sky, including, but not limited to, any of the following: city skyline, historic landmark, bridge, distant cities, geologic feature, significant hillside terrain, wooded canyon or ridge.

Wireless communication facility and related definitions. See section 17.46.020.

Yards.

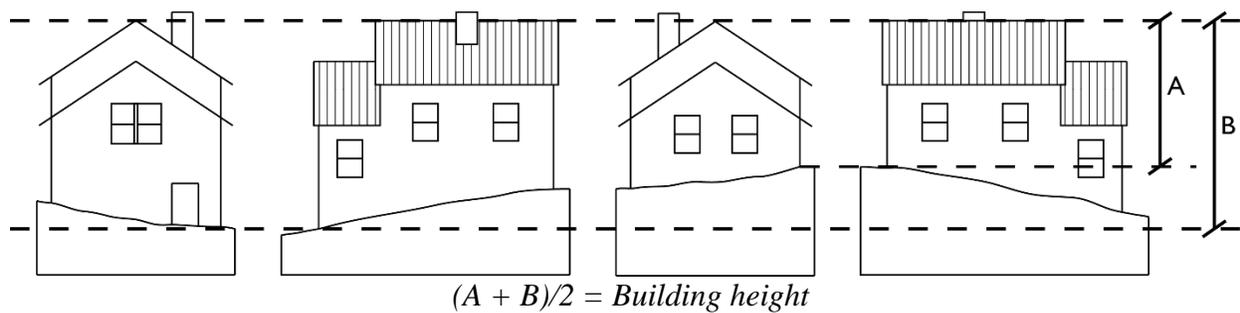
Rear yard means a yard abutting the rear lot line, measured between the rear lot line and the nearest point of the primary structure.

Side yard means a yard measured between the side lot line and the nearest point of the primary structure.

Street yard means a yard facing a street, measured between the street lot line and the nearest point of the primary structure. (Ord. 742 N.S., 05/2018, Ord. 747 N.S., 02/2020)

17.90.020 Measurements

Building height is measured from the average level of the highest and lowest point of that portion of the ground covered by the footprint of the building to the highest point of the roof edge, penthouse, mechanical equipment, or parapet wall. *Building height* is not measured to the highest point of a chimney or communications antenna.



Building height of an accessory dwelling unit is measured from the average level of the highest and lowest point of that portion of the ground covered by the footprint of the *accessory dwelling unit* to the highest point of the roof edge, mechanical equipment, or parapet wall. *Building height of an accessory dwelling unit* is not measured to the highest point of a chimney or communications antenna.

Coverage means the percentage of the lot area that is covered. *Coverage* may refer either to (1) all structures and site features including their vertical projections to the ground except eaves, sills, cornices, awnings that project three feet or less from the wall surface, (2) hardscape surfaces, or (3) to both, as may be specified in the context. (See Design Guidelines.)

Dwelling units per acre (du/ac) means how many individual dwellings can be located on any one lot. For example, a single-family residence on a 1-acre lot would have a density of 1 du/ac. Likewise, if a 50-unit apartment building is on a 0.5-acre lot, the density would be 100 du/ac. The physical size of the lot determines how many dwellings can fit on a site; a 0.5-acre lot with a density maximum of 20 du/acre would only be permitted for up to 10 dwelling units. Du/ac does not dictate unit size or unit type.

Net lot area means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas.



2023-2031 Housing Element Implementation Project

Final Environmental Impact Report State Clearinghouse No. 2022020362

prepared by

City of Piedmont

120 Vista Avenue

Piedmont, California 94611

Contact: Kevin Jackson, AICP, Director of Planning & Building

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303

Oakland, California 94612

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January 2024



This report prepared on 50% recycled paper with 50% post-consumer content.

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1 Introduction

1.1 Purpose of the Final Environmental Impact Report

This Final Environmental Impact Report (EIR) has been prepared by the City of Piedmont (City) to evaluate the potential environmental impacts of the proposed 2023-2031 Housing Element Implementation (“proposed project” or “project”).

As prescribed by the California Environmental Quality Act (CEQA) *Guidelines* Sections 15088 and 15132, the lead agency, the City, is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to those comments. This document and the Draft EIR (incorporated by reference) comprise the Final EIR for this project. This Final EIR includes individual responses to comments relevant to the Draft EIR in each letter received during the public review period for the Draft EIR and makes revisions to the Draft EIR, as necessary, in response to those comments or to make clarifications to the material in the Draft EIR. In accordance with *CEQA Guidelines* Section 15088(c), the written responses describe the disposition of significant environmental issues raised. The City has provided a good faith effort to respond to environmental issues relevant to the Draft EIR and CEQA raised by the commenters.

1.2 Document Organization

The Final EIR includes the following contents:

- **Chapter 1: Introduction.** This chapter discusses the purpose and organization of this document and summarizes the environmental review process for the project.
- **Chapter 2: Comments and Responses.** This chapter contains reproductions of all comment letters received on the Draft EIR. A written response for each CEQA-related comment received during the public review period is provided. Each response is keyed to the corresponding comment.
- **Chapter 3: Revisions to the Draft EIR.** Corrections to the Draft EIR that are necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Underlined text represents language that has been added to the Draft EIR and ~~strikeout~~ text represents language that has been removed.
- **Chapter 4: Mitigation Monitoring and Reporting Program.** This chapter contains the MMRP for the proposed project.

1.3 Draft EIR Public Review Process

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to circulate a Notice of Availability of a Draft EIR (NOA) and provide the general public with an opportunity to comment on the Draft EIR. The Draft EIR was circulated for a public review period that began on November 3, 2023, and ended on December 18, 2023. Copies of the NOA were mailed to local and state agencies and posted with the County Clerk’s Office. The NOA and Draft EIR were also filed with the State Clearinghouse. The Draft EIR was posted electronically on the City’s website (<https://www.piedmontishome.org/housing-element-update>) and a paper copy was available for review at the City offices at 120 Vista Avenue, Piedmont, CA 94611.

The City of Piedmont received 15 comment letters on the Draft EIR. Section 2, “Responses to Comments on the Draft EIR,” identifies these commenting parties, their respective comments, and responses to these comments.

The City of Piedmont also accepted verbal comments on the Draft EIR at the Planning Commission hearing on December 11, 2023, and the City Council hearing on December 18, 2023. No verbal comments on the Draft EIR were provided by members of the public at these hearings.

1.4 EIR Certification Process and Project Approval

Before adopting the proposed project, the lead agency is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the lead agency.

Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: (a) disapprove a project because of its significant environmental effects; (b) require changes to a project to reduce or avoid significant environmental effects; or (c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15041 to 15043).

In approving a project, for each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section 15091). Per PRC Section 21061.1, feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account, economic, environmental, legal, social, and technological factors.

If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explains why the project's benefits outweigh the significant environmental effects (*CEQA Guidelines* Section 15093).

When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects (*CEQA Guidelines* Section 15091[d]).

1.5 Draft EIR Recirculation Not Required

CEQA Guidelines Section 15088.5 requires Draft EIR recirculation when comments on the Draft EIR or responses thereto identify “significant new information.” Significant new information is defined as including:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The comments, responses, and Draft EIR revisions and clarifications presented in this document do not constitute "significant new information;" instead, they clarify, amplify, or make insignificant modifications to the Draft EIR. For example, none of the comments, responses, and Draft EIR amendments disclose new or substantially more severe significant environmental effects of the proposed project, or new feasible mitigation measures or alternatives considerably different than those analyzed in the Draft EIR that would clearly lessen the proposed project's significant effects.

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2 Responses to Comments on the Draft EIR

This section includes comments received during public circulation of the Draft Environmental Impact Report (EIR) prepared for the City of Piedmont 2023-2031 Housing Element Implementation Project (proposed project).

The Draft EIR was circulated for a 45-day public review period that began on November 3, 2023, and ended on December 18, 2023. The City of Piedmont received 15 comment letters on the Draft EIR. The commenters and the page number on which each commenter’s letter appear are listed in the table below.

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8	Ralph Catalano	2-40
9	Randy Wu	2-47
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11	Vincent Fisher	2-57
12	Irene Cheng, Ellen Greenberg, Andrea Ruiz-Esquide	2-61
13	Marjorie Blackwell	2-68
14	Liz O’Neil and Tom O’Neil and Laura and Keith Dierkx	2-81
15	John Cheney	2-83

The comment letters and responses follow. The comment letters are numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in Comment Letter 1).

Where a comment resulted in a change to the Draft EIR text, a notation is made in the response indicating that the text is revised. These changes in text are included in Chapter 3, *Revisions to the Draft EIR*.



December 12, 2023

Kevin Jackson, Director of Planning & Building
 City of Piedmont
 120 Vista Avenue
 Piedmont, CA 94611

Re: Notice of Availability of a Draft Environmental Impact Report for City of Piedmont 2023-2031 Housing Element Implementation Project, Piedmont

Dear Mr. Jackson:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the City of Piedmont 2023-2031 Housing Element Implementation Project located in the City of Piedmont (City). EBMUD has the following comments.

WATER SERVICE

Effective January 1, 2018, water service for new multiunit structures shall be individually metered or sub-metered in compliance with Section 537 of California's Water Code & Section 1954.201-219 of California's Civil Code, which encourages conservation of water in multifamily residential, mixed-use multi-family, and commercial buildings by requiring metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects that are subject to these metering requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with Section 537 of California's Water Code & Section 1954.201-2019 of California's Civil Code.

Main extensions that may be required to serve individual projects within the Housing Element Implementation Project to provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. EBMUD requirements for water main separation (California Waterworks Standards) Code of Regulations, Title 22, Section 64572) and placement of water mains are included as Attachment 1. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized for individual projects within the Housing Element Implementation Project, project sponsors should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of

1

new and relocated pipelines and services require substantial lead time, which should be provided for in the project sponsor's development schedule.

1, cont.

EBMUD's Standard Site Assessment Report and the Draft EIR indicate the potential for contaminated soils or groundwater to be present within the Housing Element Implementation Project site boundaries. Project sponsors for proposed projects within the Housing Element Implementation Project site boundaries should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete, and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

2

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD's work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD's standards.

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from proposed projects within the Housing Element Implementation Project site boundaries and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally,

3

the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system (“Satellite Agencies”) hold NPDES permits that prohibit them from causing or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows.

A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region’s wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

3, cont.

To ensure that proposed projects within the Housing Element Implementation Project site boundaries contribute to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD’s Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed projects: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for proposed projects within the Housing Element Implementation Project site boundaries are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER CONSERVATION

Proposed projects within the Housing Element Implementation Project site boundaries present an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that individual project sponsors for proposed projects within the Housing Element Implementation Project site boundaries comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD’s Water Service Regulations

4

requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

4, cont.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom
Manager of Water Distribution Planning

DJR:EZ:kn

wdpd23_240 City of Piedmont 2023-2031 Housing Element Implementation Project

Attachment 1 - EBMUD Requirements for Placement of Water Mains



Applicant Pipeline Design Criteria

EBMUD values applicant pipeline projects and is committed to providing a thorough and efficient design. To ensure an efficient design process and to avoid significant delays the design criteria below should be adhered to when submitting improvement plans.

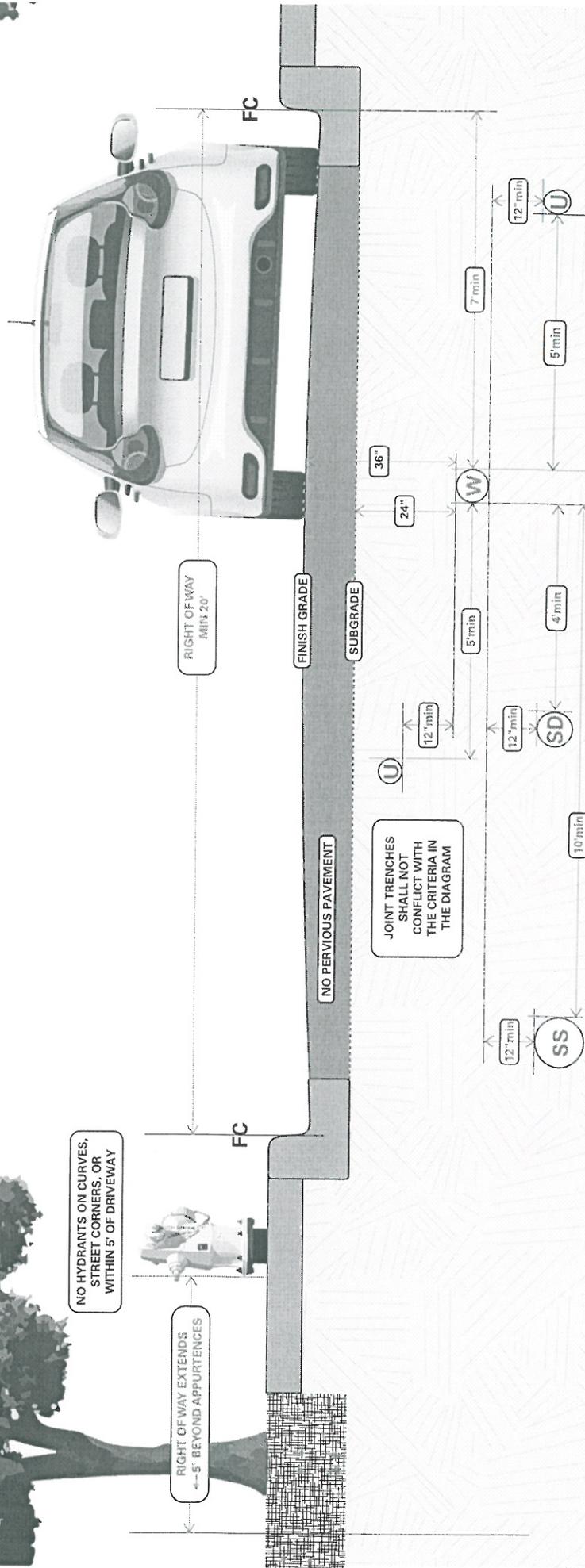
Design Criteria

- Water mains shall be seven (7) feet from face of curb.
- Water mains shall maintain a minimum one (1) foot vertical and five (5) foot horizontal clearance from other utilities.
- Gas mains shall meet the one (1) foot vertical separation requirement by installing the gas main below the water main only.
- Water mains shall maintain a minimum ten (10) foot horizontal clearance (O.D. to O.D.) and be located a minimum one (1) foot above any sewer main. Title 22 CCR
- Water mains shall maintain a minimum four (4) feet horizontal clearance (O.D. to O.D.) and be located a minimum one (1) foot above any storm drain. Title 22 CCR
- Water mains shall have a 36-inch cover to final grade and 24-inch cover to pavement subgrade.
- Joint trenches that are in conflict with the criteria above may delay the project. Submit to EBMUD final joint trench plans (no intent plans) which include the size of the joint trench and the utilities located inside.
- Water mains shall not be installed under pervious pavement.
- Water mains installed under decorative pavement, pavers, or stamped concrete will require an additional paving agreement.
- Hydrants shall not be located on curved sections of street, street corners, or within five feet of a driveway.
- Right of ways for 6-inch and 8-inch water mains shall be a minimum of 20 feet wide and extend five (5) feet past the water main centerline.
- Right of ways for 12-inch to 24-inch water mains shall be a minimum of 20 feet wide and extend eight (8) feet past the water main centerline.

Please contact the New Business Office representative assigned to your project if there are any questions regarding the requirements listed above. Meeting this criteria will enable the most efficient design possible.



APPLICANT PIPELINE DESIGN CRITERIA



W = WATER 24" cover to subgrade 36" cover to final grade 7' inset from face of curb	U = UTILITY min 12" vertical clearance min 5' horizontal clearance	SS = SANITARY SEWER min 12" below water min 10' horizontal clearance	SD = STORM DRAIN min 12" below water min 4' horizontal clearance	FC = FACE OF CURB
---	---	---	---	--------------------------

Letter 1

COMMENTER: David J. Rehnstrom, Manager of Water Distribution Planning, East Bay Municipal Utility District (EBMUD)

DATE: December 12, 2023

Response 1.1

The commenter summarizes California Water Code and California Civil Code that requires individual metering or sub-metering of units in multi-unit structures. The commenter goes on to note that water main extensions may be required to serve individual projects to provide adequate domestic water supply, fire flows, and system redundancy in compliance with State and local EBMUD requirements at the project sponsor's expense. The commenter states that when development plans are finalized for individual projects under the Housing Element Implementation project, project sponsors should contact EBMUD to determine costs and conditions.

Water infrastructure is discussed in under Impacts UTIL-1 and UTIL-2 in Section 4.16, *Utilities and Service Systems*, of the Draft EIR, whereby EBMUD is acknowledged as the main service provider. Future development projects in Piedmont would be required to adhere to all relevant State and local regulations regarding water supply and service, such as those related to metering or sub-metering. Applicable regulations would be enforced by the City during project implementation and review of the associated building permits. As discussed in Section 4.16, *Utilities and Service Systems*, of the Draft EIR, development under the proposed project would be mostly located within previously developed sites or infill sites and surrounded by development and therefore would be served by existing water infrastructure. Future applicants for individual development projects would be expected to contact EBMUD to determine costs and conditions once plans are finalized. No revisions to the Draft EIR have been made in response to this comment.

Response 1.2

The commenter notes that contaminated soils or groundwater may be present and that EMBUD will not install water piping or services in contaminated soil or groundwater nor will EBMUD install sewage piping in areas with contaminated groundwater. EBMUD requests information regarding soil and groundwater quality when available and will not design piping or services until such information is received and reviewed. EBMUD would not continue work if contamination is discovered after work begins.

As discussed under Impact HAZ-3 in Section 4.8, *Hazards and Hazardous Materials*, of the Draft EIR, future development would be required to comply with State and local regulations related to contaminated soil or groundwater. Future development under the project would be subject to regulatory programs such as those overseen by the Regional Water Quality Control Board (RWQCB) and the DTSC. These agencies require applicants for development of potentially contaminated properties to perform investigation and cleanup if the properties are contaminated with hazardous substances. In addition, the proposed project would include a new policy in the General Plan Environmental Hazards Element which would require cleanup of hazardous waste sites prior to construction. Documentation would be available to the applicant and subsequently EBMUD. No revisions to the Draft EIR have been made in response to this comment.

Response 1.3

The commenter states that the EBMUD's Main Wastewater Treatment Plant and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from the proposed project. However, wet weather flows are a concern due to exceptionally high peak flows from excessive infiltration and inflow (I/I). The commenter states that to ensure that individual development projects under the proposed project contribute to legally required I/I reductions, development project applicants would be required to comply with EBMUD's Regional Private Sewer Lateral Ordinance, and for the City to impose mitigation measures for individual projects.

Future applicants for individual development projects would be required to comply with EBMUD's Regional Private Sewer Lateral Ordinance and City-imposed mitigation measures, if applicable. No revisions to the Draft EIR have been made in response to this comment.

Response 1.4

The commenter requests that the City include compliance with the Model Water Efficient Landscape Ordinance as a condition of approval for individual projects under the Housing Element Update. The commenter states that project sponsors should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service may not be furnished for new or expanded service unless applicable water-efficiency measures are installed at the project sponsor's expense.

As discussed under Impact AQ-1 in Section 4.2, *Air Quality*, of the Draft EIR, future development facilitated by the proposed project would be required to comply with EBMUD's and CALGreen's water efficiency regulations, and the State's Model Water Efficiency Landscape Ordinance, to reduce indoor and outdoor water use. Pursuant to Policy 14.5 of the City's General Plan Natural Resources and Sustainability Element, future development would be encouraged to use native drought-tolerant species and development applications that disturb land of a certain size (2,500 square feet) and other threshold criteria would continue to be required as a condition of approval to comply with the State of California Model Water Efficient Landscape Ordinance. Future development would also be required to comply with Section 31 of EBMUD's Water Service Regulations and install applicable water-efficiency measures. No revisions to the Draft EIR have been made in response to this comment.

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



December 13, 2023

SCH #: 2022020362
GTS #: 04-ALA-2022-00767
GTS ID: 25609
Co/Rt/Pm: ALA/VAR/VAR

Kevin Jackson, Planning and Building Director
City of Piedmont
120 Vista Avenue
Piedmont, CA 94611

Re: City of Piedmont 2023-2031 Housing Element Update – Draft Environmental Impact Report (DEIR)

Dear Kevin Jackson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of Piedmont 2023-2031 Housing Element Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the November 2023 DEIR.

Project Understanding

The proposed 2023-2031 Housing Element Implementation Project would amend the City of Piedmont's General Plan and Chapter 17, Planning and Land Use, of the Piedmont City Code to implement the City's 2023-2031 Housing Element. The 2023-2031 Housing Element is designed to allow for the capacity to build housing in accordance with the Regional Housing Needs Allocation (RHNA) assigned to Piedmont. The proposed project includes development of a specific plan in the Moraga Canyon Specific Plan area. Further, the proposed project includes updates to other elements of the General Plan to achieve internal consistency, implement the 2023-2031 Housing Element, and reflect regulatory changes since original adoption of the General Plan.

1

Kevin Jackson, Planning and Building Director

December 13, 2023

Page 2

Travel Demand Analysis

The project's vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the DEIR, this project is found to have a significant and unavoidable VMT impact. Caltrans commends the Lead Agency in adding the VMT Analysis and Transportation Demand Management policy into the City's General Plan Transportation Element.

2

Using Caltrans' Smart Mobility Framework Guide 2020 ([link](#)), the proposed project site is identified as a predominately Suburban Community where community design is primarily low-density residential development and regional accessibility can vary.

Please also consider the measures listed below that have been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities)
- Real-time transit information systems
- Bus rapid transit
- Discounted transit programs
- Increased density
- Increased location efficiency
- Increased mixed-use development
- Increased transit accessibility
- Integration of affordable housing
- Orientation of Project towards non-auto corridor
- Location of project near bicycle network
- Pedestrian network improvements

3

Integrated Transportation and Land Use

Transportation and housing are integrally connected. The Housing Element Update process provides a mechanism to reflect current transportation and land use policy and adopt efficient land-use strategies such as transit-oriented, infill and mixed-use developments that can potentially reduce vehicle miles traveled and address climate change.

4

Kevin Jackson, Planning and Building Director
December 13, 2023
Page 3

Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR. CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and GHG emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans encourages the City to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.

4, cont.

5

Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through efficient and equitable land use planning and policies. The City should also continue to coordinate with Caltrans to identify and implement necessary network improvements and impact mitigation.

6

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Lisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse

Letter 2

COMMENTER: Yunsheng Luo, Branch Chief, Local Development Review, Caltrans

DATE: December 13, 2023

Response 2.1

The commenter thanks the City for including Caltrans in the environmental review process and states the Local Development Review Program reviews land use projects and plans to ensure consistency with Caltrans' mission and State planning priorities. The commenter provides a summary of their understanding of the project.

The commenter's understanding of the project is accurate. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 2.2

The commenter states that the Draft EIR's vehicle miles traveled (VMT) analysis and significance determination are consistent with the City's adopted VMT policy and commends the City in adding a VMT Analysis and Transportation Demand Management policy to the General Plan Transportation Element.

As discussed under Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR, the transportation VMT analysis is based on the City of Piedmont's adopted Policy for Analyzing VMT Impact under CEQA. No revisions to the Draft EIR have been made in response to this comment.

Response 2.3

The commenter states that the city is identified as a predominately Suburban Community with primarily low-density residential development and varied regional accessibility. The commenter outlines measures quantified by the California Air Pollution Control Officers Association (CAPCOA) that are shown to have different efficiencies in reducing regional VMT and urges the City to consider them.

As discussed under Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR, in accordance with proposed new General Plan policies that are included as part of the proposed project, projects that result in significant VMT impacts must include TDM measures such as limiting parking supply; unbundling parking costs; providing car sharing, bike sharing, and/or scooter sharing programs; subsidizing transit passes, and contributing to a VMT mitigation fee program, bank, or exchange, all of which are identified in the CAPCOA Handbook and would help reduce VMT. No revisions to the Draft EIR have been made in response to this comment.

Response 2.4

The commenter requests a review of the current California Transportation Plan (CTP) and inclusion of the CTP in the Draft EIR. The commenter states that CTP 2050 envisions a majority of new housing units located in proximity to housing, jobs, and transit, which would reduce vehicle travel and GHG emissions.

In response to this comment, Impact T-1 of Section 4.14, *Transportation*, of the Draft EIR has been revised, and a consistency analysis of the project with CTP 2050 has been included. The revisions are listed in Chapter 3, *Revisions to the Draft EIR*, of this document. As discussed therein, the project was found not to conflict with Caltrans' CTP 2050. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 2.5

The commenter encourages the City to consider and explore the potential of excess state-owned property for affordable housing development, pursuant to Executive Order N-06-19.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 2.6

The commenter expresses support for collaboration with local agencies to work towards a safe and multi-modal transportation system integrated through efficient and equitable land use planning and policies. The commenter states that the City should continue to coordinate with Caltrans to identify and implement necessary network improvements and impact mitigation.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment is related to the City's collaboration with Caltrans and does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

From: Olson, Brian@DOC <Brian.Olson@conservation.ca.gov>
Sent: Monday, December 18, 2023 2:51 PM
To: Kevin Jackson <kjackson@piedmont.ca.gov>
Cc: OLRA@DOC <OLRA@conservation.ca.gov>; OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>; Gomez, DarylAnne@DOC <DarylAnne.Gomez@conservation.ca.gov>
Subject: City of Piedmont 2023-2031 Housing Element Update

You don't often get email from brian.olson@conservation.ca.gov. [Learn why this is important](#)

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SCH Number

2022020362

Lead Agency

City of Piedmont

Document Title

City of Piedmont 2023-2031 Housing Element Update

Document Type

EIR - Draft EIR

Received

11/3/2023

Hello, Kevin—

Thank you for providing the City's Draft EIR for the 2023-2031 Housing Element Update for our review. This email conveys the following recommendations from CGS concerning geologic issues within the General Plan documents:

1. Liquefaction and Landslide Hazards

- The Draft EIR discusses liquefaction and landsliding as potential hazards and provides a map of "Liquefaction Susceptibility" and "Landslide Susceptibility" based on the ABAG Hazard Viewer Map (Figures 4.6-3 and 4.6-4). CGS notes the landslide susceptibility zones depicted in Figure 4.6-4 represent "rainfall-induced" landsliding, not "earthquake-induced" landsliding, which is a unique triggering mechanism. The City should consider providing an additional discussion of this specific seismic slope instability hazard.
- The City should supplement both the "Liquefaction and Seismically-Induced Settlement" and "Landslides" sections with a discussion of official CGS Earthquake Zones of Required Investigation (EZRI) for both liquefaction and earthquake-induced landslides, and consider providing maps of these official regulatory zones, which are more different than those provided by ABAG.
- CGS maps and data are available here:
<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/about>
<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-landslide-zones-doc-hosted/about>

1

2

<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>

2, cont.

<https://maps.conservation.ca.gov/cgs/EQZApp/app/>

- Cities and counties affected by EZRI must regulate certain development projects within them. The Seismic Hazards Mapping Act (1990) also requires sellers of real property (and their agents) within a mapped hazard zone to disclose at the time of sale that the property lies within such a zone.

3

2. Fault Hazards

- The Safety Element provides a discussion of the probability of large earthquakes in the region on page 4.6-5. This discussion should be updated using earthquake probabilities from the third Uniform California Earthquake Rupture Forecast (UCERF3). A non-technical discussion of this model is available here:

4

<https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>

Note the 30-year probability (beginning in 2014) for an M>6.7 earthquake on the Hayward Fault is 14.3 percent. Individual probabilities for the Calaveras and Northern San Andreas faults, along with the entire San Francisco Bay Area, are also available.



Brian Olson, CEG
Senior Engineering Geologist
Seismic Hazards Program

14 Years of Public Service



@CAgeosurvey
 FOLLOW US!

California Geological Survey
 320 W. 4th Street, Suite 850, Los Angeles, CA 90013
 M: (213) 507-1080

*"A team is not a group of people who work together.
 A team is a group of people who trust each other." – Simon Sinek*

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Letter 3

COMMENTER: Brian Olson, CEG, Senior Engineering Geologist, California Geological Survey

DATE: December 18, 2023

Response 3.1

The commenter states that figures 4.6-3 and 4.6-4 of the Draft EIR are based on the ABAG Hazard Viewer Map. The commenter states the landslide susceptibility zones depicted in Figure 4.6-4 represent rainfall-induced landsliding and not earthquake-induced landsliding, which is a unique triggering mechanism. The commenter suggests that the City should provide additional discussion of the specific seismic slope instability hazard.

As discussed under the Geologic Hazards Setting in Section 4.6, *Geology and Soils*, Figure 4.6-3 is based on the ABAG Hazard Viewer Map, while Figure 4.6-4 is based on the California Department of Conservation MS58 Deep-Seated Landslide Susceptibility Map, which shows the relative likelihood of deep-seated landsliding based on regional estimates of rock strength and steepness of slopes, and not rainfall-induced landsliding. Nonetheless, as discussed in Response 3.2, Figures 4.6-3 and 4.6-4 of the Draft EIR and the discussion regarding these figures have been updated to reflect CGS data and maps. These revisions do not affect the findings or conclusions of the Draft EIR.

Response 3.2

The commenter states that the City should include a discussion of official CGS Earthquake Zones of Required Investigation (EZRI) for both liquefaction and earthquake-induced landslides, which are different than those provided by ABAG.

In response to this comment, the Geologic Hazards Setting in Section 4.6, *Geology and Soils*, of the Draft EIR has been revised, and graphics showing liquefaction and earthquake-induced landslides based on CGS EZRI have been included. The revisions are listed in Chapter 3, *Revisions to the Draft EIR*, of this document. These revisions do not affect the findings or conclusions of the Draft EIR.

Response 3.3

The commenter states that cities affected by EZRI must regulate certain development projects within them. The commenter also expresses that the Seismic Hazards Mapping Act requires sellers of properties to disclose properties on mapped hazard zones.

As discussed in Section 4.6, *Geology and Soils*, of the Draft EIR, future development in Piedmont would be subject to applicable State and local regulations related to seismic hazards. Future property transfers in Piedmont would disclose potential hazards as required. The proposed project would not affect the City's ability to enforce such regulations. No revisions to the Draft EIR have been made in response to this comment.

Response 3.4

The commenter states that the discussion on page 4.6-5 of the Draft EIR should be updated using earthquake probabilities from the third Uniform California Earthquake Rupture Forecast.

In response to this comment, the Geologic Hazards Setting in Section 4.6, *Geology and Soils*, of the Draft EIR has been revised, and earthquake probabilities using the third Uniform California

Earthquake Rupture Forecast have been included. As discussed therein, the 30-year probability of the San Andreas Fault experiencing an earthquake of magnitude 6.7 or greater is 6.19 percent, and the 30-year probability of the Hayward Fault experiencing an earthquake of magnitude 6.7 or greater is 14.3 percent. These revisions do not affect the findings or conclusions of the Draft EIR.



December 18, 2023

Kevin Jackson
120 Vista Avenue
Piedmont, CA 94611

SUBJECT: Comments on the Draft Environmental Report (Draft EIR) for the City of Piedmont 2023-2031 Housing Element Update

Dear Mr. Jackson,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Piedmont 2023-2031 Housing Element Update.

The project entails an amendment to the City of Piedmont’s 2009 General Plan, including the Land Use Element and other related elements, and an amendment to the City Municipal Code to implement the 6th Cycle of the City’s Housing Element with the goal of meeting Piedmont’s Regional Housing Needs Assessment (RHNA) allocation. RHNA’s allocation for Piedmont is 587 new housing units, including 257 new units for low and very low-income residents.

1

The proposed project also includes amending other elements of the General Plan for internal consistency, implementing the Housing Element and adopting regulatory changes to the 2009 General Plan. The EIR would study the buildout of the implementation of the 2023-2031 Housing Element, which is projected to be 1,048 housing units.

The City of Piedmont is a primarily residential Charter City with an area of 1.7 sq. mi. and approximately 11,000 residents. The City is located in northern Alameda County and is bordered by the City of Oakland in all directions. Approximately 68 percent of the City is single family residential use, with the remainder area used for schools, civic buildings, religions institutions, parks, open space, and commercial uses.

2

The proposed project would appear to generate over 100 pm-peak trips; it is therefore subject to review under the Land Use Analysis Program (LUAP) of the Congestion Management Program (CMP). The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Congestion Management Program (CMP) Review

3

- Alameda CTC appreciates this DEIR evaluating the potential impacts of proposed project on all modes of transportation as referenced on page 4.14-14 of the DEIR and Appendix G, which is outside the CEQA process.
- Appendix G provides an analysis of the impacts of the proposed project on the CMP network of roadways for the “No Project” and “Plus Project” conditions and shows that the proposed project would not result in a significant impact on the CMP roadway segments.

Use of Countywide Travel Demand Model

Alameda CTC appreciates the use of the Alameda CTC Travel Demand Model for the detailed estimation of Vehicle Miles Traveled (VMT) per Capita generated by the City of Piedmont as stated on page 4.14-11 of the DEIR.

4

Transportation Demand Management Program

- Alameda CTC appreciates that the project amends the City’s General Plan Transportation Element to encourage use of the Alameda CTC VMT Reduction Calculator Tool and to require residential projects that are subject to VMT impact analysis to include ongoing transportation demand management (TDM) measures to reduce VMT, as stated on page 4.14-24 of the DEIR.
- Alameda CTC also appreciates the reference to VMT mitigation banks or exchanges as a potential resource for future residential developments in Piedmont to mitigate VMT impacts in the future. As stated in the DEIR, no such programs exist in the region at the time of this writing, but there are some neighboring Countywide Transportation Agencies (CTAs) that are planning such mitigation systems in their counties.

5

Bike and Pedestrian Plans

The City of Piedmont is home to one corridor that is on the [Countywide Bikeways Network](#): Grand Avenue. The Alameda CTC Commission has adopted a policy requiring bike infrastructure that is on the Countywide Bikeways Network and funded by Alameda CTC discretionary sources to meet an All Ages and Abilities (AAA) standard. On an arterial street such as Grand Avenue, the AAA standard typically requires a Class I or Class IV bikeway. With an increase in the number of residents in the City, enhanced facilities for alternative modes of transportation, such as AAA bikeways, could improve safety and reduce the VMT impact of the City’s planned growth.

6

Cumulative Transportation Impacts

According to the detailed VMT analysis, while the proposed project would result in a decrease in the average home-based VMT per resident in the years 2031 and 2040 compared to the Baseline (2020) conditions, it would exceed the significance threshold of 15 percent below the Bay Area Regional Baseline Average for home-based VMT per resident. Even with mitigation, this cumulative impact would remain significant and unavoidable. However, The City of Piedmont has adopted updates to its Transportation Element policies that could help reverse the effects of such impacts. Implementation and monitoring of TDM measures in multifamily projects, implementation and updates to the Pedestrian and Bicycle Master Plans, parking management programs, and other pricing strategies are some of the tools available to jurisdictions to curb VMT generated by projects.

7

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7400 or Aleida Andrino-Chavez at (510) 208-7480 if you have any questions.

Sincerely,



Colin Dentel-Post
Principal Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner

Letter 4

COMMENTER: Colin Dentel-Post, Principal Planner, Alameda County Transportation Commission (ACTC)

DATE: December 18, 2023

Response 4.1

The commenter provides a summary of their understanding of the project.

The commenter's understanding of the project is accurate. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 4.2

The commenter provides an overview of the City's population, location, and land use types.

The commenter's understanding of the project is accurate. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 4.3

The commenter states that the project appears to generate over 100 p.m. peak trips and is therefore subject to review under the Land Use Analysis Program of the Congestion Management Program (CMP). The commenter expresses appreciation for the Draft EIR evaluating impacts on all modes of transportation, and references Appendix G of the Draft EIR and its determination that the project would not result in significant impacts on CMP roadway segments.

As discussed under the Regional Setting in Section 4.14, *Transportation*, of the Draft EIR, the CMP analysis is outside of the CEQA process because it is based on traffic congestion, which cannot be used to identify transportation impacts in CEQA documents per PRC section 21099(b)(2). Thus, the results of the CMP analysis for the proposed project, which is outside of the CEQA process, is provided in Appendix G. As determined in Appendix G, the proposed project would not result in significant impacts on CMP roadway segments. No revisions to the Draft EIR have been made in response to this comment.

Response 4.4

The commenter expresses appreciation for the use of the ACTC Travel Demand Model for estimation of VMT per capita generated by the city.

As discussed under Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR, the VMT analysis uses the ACTC Model to estimate the home-based VMT per resident generated by the development facilitated by the proposed project under 2031 (project buildout) and 2040 (cumulative) conditions. No revisions to the Draft EIR have been made in response to this comment.

Response 4.5

The commenter expresses appreciation for the amendment to the General Plan Transportation Element to encourage the use of the ACTC VMT Reduction Calculator Tool and to require residential projects subject to VMT impact analysis to include TDM measures. The commenter also expresses appreciation for the reference to VMT mitigation banks or exchanges as a potential resource for VMT mitigation.

As discussed under Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR, the proposed project involves amendments to the City's General Plan Transportation Element to add a policy for a quantitative VMT analysis and TDM for future projects that do not screen out from VMT impact analysis. No revisions to the Draft EIR have been made in response to this comment.

Response 4.6

The commenter states that Grand Avenue is a corridor that is on the Countywide Bikeways Network. The commenter states that ACTC has adopted a policy requiring bike infrastructure on the Countywide Bikeways Network to meet an All Ages and Abilities (AAA) standard. Specifically, on Grand Avenue, the AAA standard requires a Class I or Class IV bikeway, which could help improve safety and reduce VMT impacts.

The proposed Housing Element Implementation Project does not include infrastructure improvements or changes to Grand Avenue. Nonetheless, the commenter's opinions regarding improvements to Grand Avenue are noted and will be forwarded to City decision-makers for consideration. No revisions to the Draft EIR have been made in response to this comment.

Response 4.7

The commenter states that according to the Draft EIR, cumulative VMT impacts would remain significant and unavoidable but that the City has adopted updates to its Transportation Element that could help reverse the effects of such impacts.

The commenter's summary of the conclusions of the Draft EIR are correct. No revisions to the Draft EIR have been made in response to this comment.

Letter 5

From: Susan Garbarino <email address redacted>
Sent: Friday, December 01, 2023 8:02 AM
To: Piedmont Is Home <piedmontishome@piedmont.ca.gov>
Subject: Moraga Canyon specific plan comments

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Hello,
I'd like to make some additional comments now that I have attended the Nov 30th community meeting.

I live in Upper Rockridge near the site and use Moraga Way frequently. I think it is imperative that Piedmont work with the City of Oakland regarding these plans as they will affect the surrounding neighborhoods. I didn't hear that this was happening at the meeting last night.

1

My two main concerns are traffic and environmental safety. This is a very tight spot that already receives more traffic than it can bear. It is dark, curvy, prone to flooding, and surrounded by fuel for fires in the midst of a thickly settled area that has a history of wildfires.

I was impressed by the presentation and plans last night. Most of my concerns are being considered. However, the proposed light at Red Rock (that "will be green most of the time" according to the presenter) didn't sound adequate. We need a light at the intersection of Harbord and Moraga. I realize that this is actually in Oakland, but it cuts between Piedmont and Oakland and must be considered. It is already a very dangerous intersection. I have witnessed more than one accident there. I will write to my City Councilperson to let her know this suggestion as well.

2

Regarding which plan I would prefer and why:

I strongly prefer Option three because it would change the current look and feel of the canyon the least. It provides some open space, allows for corporation yard access to Moraga, keeps Coaches field largely as it is while providing attractive housing set back from the road. It also looked like one of the least expensive options.

I strongly dislike Option one as it would completely change the character of the canyon with 14 proposed 4 story buildings replacing Blair park. I think this would be unattractive, less safe and a shame to lose what little natural space Piedmont has.

Thank you for reading this email and noting my concerns.

Regards,
Susan Garbarino

Letter 5

COMMENTER: Susan Garbarino

DATE: December 1, 2023

Response 5.1

The commenter states that she uses Moraga Avenue frequently and requests that Piedmont work with the City of Oakland in regard to the proposed project. The commenter expresses concerns related to traffic and environmental safety, generally citing flooding, fire danger, road congestion and road configuration.

Pursuant to California Public Resources Code section 21099(b)(2) and *CEQA Guidelines* Section 15064.3, “a project’s effect on automobile delay shall not constitute a significant environmental impact.” Therefore, the Draft EIR does not make significance conclusions with respect to impacts related to automobile delay, which is typically described as “Level of Service” (LOS). Nonetheless, as discussed under Impacts T-1 and impacts T-3 through T-4 in Section 4.14, *Transportation*, of the Draft EIR, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities; would not substantially increase hazards due to a design feature or incompatible uses; and would not result in inadequate emergency access. As discussed under Impact T-2, the proposed project would result in a significant and unavoidable impact related to VMT even with implementation of a new policy to the Piedmont General Plan which would require VMT analyses and incorporation of TDM programs for future development projects to reduce VMT. No other feasible mitigation measures beyond these policies and what is required by existing General Plan policies have been identified, and the Draft EIR identified mitigation to reduce impacts to the extent feasible.

Impacts related to flooding are discussed under Impact HYD-3 in Section 4.9, *Hydrology and Water Quality*, of the Draft EIR. As discussed in Section 4.9, there are no portions of Piedmont located within the flood hazard zones as mapped by the Federal Emergency Management Agency. Future development in the Moraga Canyon Specific Plan (MCSP) Area could potentially alter the existing drainage patterns through the introduction of new impervious surfaces and infrastructure, which could potentially lead to flooding. Alternately, future development in the MCSP Area could alter the existing drainage patterns or introduce additional stormwater infrastructure that could alleviate current flooding or ponding that may occur in the MCSP Area under existing conditions. At this time the MCSP is being prepared, an exact site plan has not been proposed. Nonetheless, future development in the MCSP Area would be required to comply with the following: the NPDES Construction General Permit; NPDES MS4 General Permit; the MRP; and the PCC Sections 1805.4.3, 8.12.030, 30.10, and 30.11, which would control stormwater runoff and prevent flooding on- or off-site. Therefore, impacts related to flooding were determined to be less than significant.

Impacts related to wildfire are discussed under Impacts W-1 through W-5 in Section 4.17, *Wildfire*, of the Draft EIR. As shown on Figure 4.17-1, the MCSP Area is not within a very high fire hazard severity zone (VHFHSZ); however, there are areas within Piedmont and nearby in Oakland that are within a VHFHSZ. As discussed in Section 4.17, even with compliance with Mitigation Measure W-1, existing city regulations, and implementation of the City of Piedmont’s requirement for Fire Protection Plan, which would reduce the potential to exacerbate wildfire risk, impacts may still result from the potential for unusual site-specific or road conditions, project characteristics, and the general ongoing fire risk in Piedmont. Additionally, by increasing the population of land within the VHFHSZ, more

people would be directly threatened, and evacuation and firefighting efforts would be further challenged when a fire occurs. Therefore, impacts related to wildfire were found to be significant and unavoidable.

No revisions to the Draft EIR have been made in response to this comment.

Response 5.2

The commenter provides opinions about the design of the MCSP. The commenter states an opinion that the proposed traffic light at Red Rock Road did not sound adequate and requests a traffic light at the intersection of Harbord Drive and Moraga Avenue. The commenter expresses preference for Option 3 for land uses in Moraga Canyon as presented at a community workshop on November 30, 2023. The commenter expresses dislike of Option 1 presented at the same community workshop based on how it would change the character of the canyon.

The commenter's opinions regarding design and development of the MCSP are noted and will be forwarded to City decision-makers for consideration. This comment alludes to the November 30 community meeting and relates to the merits of the project rather than the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Letter 6

From: Bruce Joffe <email address redacted>
Sent: Monday, December 11, 2023 4:07 PM
To: Kevin Jackson <kjackson@piedmont.ca.gov>
Cc: editors@piedmontcivic.org; Gray Cathrall <news@piedmont-post.com>; Piedmonter <ccnpiedmont@bayareanewsgroup.com>; City Council <CityCouncil@piedmont.ca.gov>
Subject: An open letter to Planning Director Kevin Jackson

You don't often get email from bruce.joffe@gmail.com. [Learn why this is important](#)

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Dear Director Jackson,

I attended the November 30 community workshop about the proposed Moraga Canyon housing project. You and I spoke about several issues, and you welcomed me to send you follow-up observations. I am concerned about the project's isolation, the low-income residents' separation, and the willingness of the project's managers to incorporate community feedback into the plans.

1

The first part of the community meeting was a presentation by City staff and the project planning consultants to describe the project and its four options. Then, the assembled people were invited to speak one-on-one to various project team members at poster-board stations along the perimeter of the room. No opportunity was given for workshop attendees to question the project planners as a group. General questions about the overall nature of the project would not be answered by staff personnel who were designated to discuss specific options at individual poster-board stations. This gave me and several other people the feeling that the City isn't really interested in hearing and addressing our concerns.

I am concerned about the isolation of the 132 new units planned for the Moraga area. There is no "urban fabric" connecting that location with the rest of Piedmont, except for the heavily-trafficked Moraga Ave. Walkers or bike riders would not see other Piedmont houses for over a quarter mile. Isolation may be a more severe problem for residents of the 60 subsidized units who may not have cars available for both going to work and for shopping or going to school. This problem could be mitigated if the City were to operate a shuttle bus, similar to the shuttles that Emeryville operates to and from the MacArthur BART station. A Piedmont shuttle could take residents down Moraga, along Piedmont Ave., across MacArthur to Grand Ave., up Grand to Oakland Ave., up Oakland to the City Center, and then along Highland back to Moraga. Connection to the BART station might even be included in the route. The City could operate the shuttle for the first five years, and then evaluate whether the amount of ridership justifies continuing, perhaps with support from passenger fees. This solution was mentioned when we spoke at the meeting, Mr. Jackson, so I am reminding you now and requesting that it be given serious consideration.

2

A more serious problem is the planned separation of the below-market units from the market-rate units. This is a terrible idea that will have dangerous consequences. It would create a low-income "ghetto" in the midst of high-income housing. Low-income residents would be stigmatized whenever there was a problem like graffiti, or trash, or theft. The higher-income

3

residents would instinctively blame any grime or crime on "those people" living in the separate, nearby buildings. Numerous studies have shown that when lower-income people are physically integrated into a higher-income housing project discrimination is minimized. Indeed, the lower-income residents become better integrated into the community, and their own economic circumstances improve faster than those living in separated housing.

3, cont.

While you agreed that integration was a good idea, Mr. Jackson, you contended that separation was necessary because the subsidized housing had to be built as a separate project. This was not my experience when I developed housing for low and moderate income people, financed by both Federal and State programs, a few decades ago. Section 8's below-market rental housing units were part of a larger market-rate project financed through HUD (the U.S. Department of Housing and Urban Development). There was no physical difference between the rental units. A local non-profit corporation bought the project from a for-profit developer who gained the tax-shelter benefits from selling designated subsidized units at below-market rates.

In Piedmont's project, some of the 132 units could be sold to individuals (72 at market rate, 60 at below-market rate), with unsold units being sold to a non-profit agency which would rent the market-rate units and the subsidized units together, with no physical distinction among the units. They would be seamlessly included within the 132-unit project. No ghetto. No separation. There are many different ways to finance such mixed-income projects - direct subsidies, tax credits, a combination of county, State and Federal funding, perhaps even some philanthropy.

We discussed this possibility at the community meeting and you asserted that an integrated project was not feasible; there would have to be two separate projects. I implore you to go back and investigate State and Federal subsidy programs more thoroughly. Creating a new housing community that separates residents by their economic status creates a danger that will cost our City financially and socially in the decades to come.

I hope you, the planning consultants, and the City Council act on these concerns productively, and demonstrate that you do respond to community residents' feedback.

Sincerely,
Bruce Joffe
902 Rose Ave.
Piedmont, CA 94611
510-508-0213

Letter 6

COMMENTER: Bruce Joffe

DATE: December 11, 2023

Response 6.1

The commenter states that he attended the November 30 community workshop regarding development of the MCSP and expresses concerns regarding the Plan Area location, the low-income residents' separation, and the willingness of project managers to incorporate community feedback into the plans. The commenter expresses discontent with the November 30 community meeting and expresses an opinion that the City is disinterested in listening to and addressing concerns.

The commenter's opinions regarding design and process for development of the MCSP are noted and will be forwarded to City decision-makers for consideration. This comment alludes to the November 30 community meeting regarding the MCSP and does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 6.2

The commenter expresses concern regarding the location of the 132 units planned for the MCSP Area. The commenter suggests that the "isolation" would be an issue for residents that may not own vehicles. The commenter recommends that the City operate a shuttle bus service which could also connect to a BART station. The commenter suggests that the shuttle could operate for five years and then for the City to reevaluate whether the service should be continued.

Please refer to Response 6.1. The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. As discussed under Impact T-1 in Section 4.14, *Transportation*, of the Draft EIR, there is currently no bus transit service provided along the segment of Moraga Avenue within the MCSP. However, provision of additional residential development along the Moraga Avenue corridor could incentivize future bus service along the corridor because higher density development can increase bus ridership and make provision of bus service along the corridor more viable. Additionally, as discussed in Section 4.14, one of the goals of the MCSP is to improve bicycle and pedestrian connectivity in the MCSP Area. Thus, potential modifications in the public right-of-way would benefit bicyclists and pedestrians and would therefore not conflict with policies applicable to bicycle and pedestrian facilities and service. Additionally, the MCSP would be designed not to conflict with applicable City of Piedmont guidelines, standards, and specifications related to transit, roadway, bicycle, or pedestrian facilities. No revisions to the Draft EIR have been made in response to this comment.

Response 6.3

The commenter expresses disapproval of the potential separation of below-market units from market-rate units in the MCSP. The commenter recommends for some of the 132 units to be sold to individuals, with unsold units sold to a non-profit organization which would rent the market-rate units and the subsidized units together, with no physical distinction among the units. The commenter lists ways to finance mixed-income projects. The commenter requests that the City investigate State and federal subsidy programs more thoroughly.

Please see Response 6.1. The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

From: Garrett Keating

I am submitting the follow comments and questions regarding the Draft Environmental Impact Report (Draft EIR) for 2023-201 Housing Element Implementation project.

Aesthetics

How is the impact of the Housing Element on privacy assessed in the EIR? Privacy is a stated criteria in both Chapter 17 and the City Code. It may not be considered for ADU development but how is the impact on privacy assessed by other developments and programs called for in the Housing Element?

1

How were Thresholds 1 and 3 applied to development in Moraga Canyon? There are clear public vistas of this canyon from public spaces within Piedmont as well as roadways and there are vistas of this area from the surrounding hills. It is clearly the most natural wildland accessible to the public within Piedmont that provides valuable public views. How is Piedmont classified as an “urban area”? Is this an official designation under CEQA?

2

Air Quality

Table 4.2-3 seems unintelligible. Footnotes reference NOS and ROG but those terms do not appear in the table.

3

This section should explain in greater detail how the increase in VMT for the project is less than the project’s projected population increase. There is reference to BAAMD guidance for this, but the document should explain this methodology in greater detail. In particular, what if any assumptions about vehicle use by the new population are used in this assessment? What is the specific population increase value that was used in this calculation?

4

Correction to Table 4.2-6: “The City has adopted a Reach Code (PCC Section 8.02.070) for the purpose of encouraging the incorporation of energy efficient measures in new development.” The REACH codes are a **requirement** for new and remodeled projects that reach cost thresholds.

5

Correction to text: “Additionally, Moraga Avenue is a designated Class III bicycle lane, which connects to Highland Avenue, another Class III bicycle lane.” Moraga Avenue may be designated as a bicycle but lane a contiguous bicycle lane identified by striping from Highland Avenue to the possible housing sites in the canyon does not exist. Sections of the street are striped but the most hazardous section between Highland and Redrock Road are not designated with lines. Suggest “Additionally, **sections** of Moraga Avenue...”

6

Threshold 1: The EIR indicates that habitat for sensitive species may be lost or disturbed by development in the MCSP but concludes “adherence to existing and proposed General Plan policies and other applicable regulations, impacts would be less than significant.” Existing and proposed General Plan guidelines are intended to protect/preserve habitat for sensitive species so it’s specious to say habitat loss by MCSP is less than significant. The EIR should undertake a more detailed analysis of habitat loss and propose mitigations.

7

Threshold 4: from the “The urban nature of Piedmont and surrounding City of Oakland precludes the MCSP Area as a wildlife movement corridor.” This statement is inaccurate given the presence of species such as mountain lions and coyotes that have been observed in MC as well as other areas of Piedmont and nearby Oakland and Berkeley. The EIR should provide a more detailed analysis of the documented species in the area before claiming MC is not a wildlife corridor.

8

Threshold 5: “Development within the MCSP Area would not conflict with Piedmont policies or ordinances protecting biological resources.” This statement is false, given the following policies stated as stated in the General Plan (and referenced in this section of the document):

Policy 13.1: Respecting Natural Terrain. Maintain the natural topography of Piedmont by avoiding lot splits and subdivisions that would lead to large-scale 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.

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.

9

Policy 13.3: Creek Protection. Retain creeks in their natural condition rather than diverting them into manmade 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.

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.

The EIR fails to account for each of these potential geographic impacts. It should specifically address Policy 13.4 and acknowledge that the project conflicts with this local policy, particularly as it pertains to MCSP. The EIR acknowledges that trees, other vegetations and soils will be removed from Moraga Canyon – why does this not conflict with Policy 13.4?

Threshold 6: The Sustainability Element of the General Plan constitutes a natural community plan (Policy 13.4 references woodland areas). Why is this policy not considered a habitat

10

conservation plan or a natural community conservation plan? Policy 13.4 particularly calls out native woodland areas that support birds and other wildlife. The oak woodland in Blair Park is the largest such area on public land in Piedmont.

10, cont.

Cumulative Impacts:

“Therefore, the proposed project’s initial and then incremental contribution to cumulative impacts to biological resources through implementation of future development projects would not be cumulatively considerable, and cumulative impacts would be less than significant”. This conclusion may apply to Piedmont as a whole but given potential for habitat loss in MCSP acknowledged in the EIR and the stated policies of the Piedmont General Plan, the EIR should acknowledge that the projects in the MCSP conflict will biological resource conservation called for in the General Plan.

11

Green House Gases

The cumulative impacts from GHG emissions of the project are significant and would be even more so if realistic assessment of Piedmont’s GHG sources and potential for mitigation were accounted for. Table 4-7.1 provides GHG emission estimates associated with the project for the different sectors. Transportation estimates (mobile, 5,890) swamp that of residential (energy, 825) which is seems unlikely given the CAP estimates that show these two sectors have equal GHG emissions (approximately 15,000). What assumptions about energy use in the new 1,047 units were used to derive the 825 MT CO2 estimate in Table 4-7.1? Why is there such a large discrepancy between transportation and energy emissions for the proposed project?

12

The only realistic mitigations offered in the EIR for this increase in GHG seem to be based mainly on transportation:

“All housing sites would be within a one mile walk to a bus stop, with the exception of development in the northern most corner of the city in MCSP Area which is located approximately 1.2 miles from the nearest bus stop. Nonetheless, most future development in the city would be within walking or bicycling distance to the nearest bus stop and to other goods and services which may reduce reliance on single occupancy vehicles and thereby VMT.”

13

The effectiveness of this mitigation is highly questionable. Ridership now on the 33 and 12 bus lines is a good indicator of what ridership might be for the new housing and those lines are highly underutilized, empty for many of the run through Piedmont. Bicycling or walking to goods and services given Piedmont’s topography is highly unlikely. This is especially true for the Moraga Canyon sites and those sites should be identified as having a more significant GHG impact than the other housing sites – vehicle travel and energy usage from the canyon sites are much greater than the other multifamily sites. Finally the project should be found to be inconsistent with Piedmont’s General Plan and in particular the Climate Action Plan. Transportation emissions for the 1,045 new units is estimated to be 5,890 MT CO2 whereas current transportation estimates for Piedmont’s 4,000 units are 15,115 MT CO2. That is a 39% increase in GHG transportation emissions in Piedmont and thus the project should be found to be inconsistent with city policies intended to reduce GHG emissions.

14

Impact PS-4 claims that Piedmont has 59 acres for parks and is above the state baseline standard of acres per every 1000 residents. Does that conclusion account for that fact that at least a third of Piedmont's park acreage is virtually unusable by residents due to the steep slopes in many areas of the city parks? And does definition of parks presented here include recreation space? During the consideration of a soccer field at Blair Park, city staff claimed that recreational space for Piedmont is below the baseline recommended by professional organizations. How would the conversion of Blair Park to housing affect the city's recreational space in comparison to the recommended baselines?

15

Given the constrained state of Piedmont's recreation space, did the EIR consider the impact of the projected population growth on the community's access to in-town recreation space as well as outside of Piedmont?

16

Transportation

The EIR concludes that the project has significant and unavoidable impacts on transportation. The City will apparently institute reviews of proposed projects to mitigate these impacts on a case by case basis:

"Individual housing project 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 projects that result in significant VMT impacts shall include one-time physical and ongoing operational travel demand management (TDM) measures to reduce VMT".

The EIR goes on to claim that transportation measures will reduce VMT to below significant levels but concludes:

"However, since the location, size, and characteristics of individual development projects that would be facilitated by the proposed Housing Element Implementation project (including the MCSP), as well as the specific mitigation measures that would be implemented at each of these future developments cannot be known at this time, this analysis cannot determine the effectiveness of the above measures in reducing the proposed project's VMT impact to a less than significant level. Thus, the impact would be significant and unavoidable."

17

Of all the multi-family sites considered in the project, the Moraga Canyon sites have the greatest potential to increase VMT. The sites are the furthest from public transit, bicycle access to the area is hazardous and the sites are not conducive for pedestrian access to goods and services. Yet the EIR concludes that with bicycle, pedestrian, and traffic safety, the site will not have a significant impact on VMT. This conclusion is unsupported without more detailed analysis of how the interventions will make these problematic sites safe. Previous traffic safety studies for the soccer field at Blair Park found driveways to be unsafe without significant reduction in vehicles speeds.

Letter 7

COMMENTER: Garrett Keating

DATE: December 17, 2023

Response 7.1

The commenter asks how the potential impact of the project on privacy is assessed in the EIR and notes that privacy is a criterion in several instances for project review in the Piedmont City Code.

Privacy is not an environmental issue pursuant to CEQA and is therefore outside of CEQA's purview. Nonetheless, decision-makers may choose to consider issues such as buffers, landscaping, and screening for nearby residents when making a decision on future development under the proposed project. No revisions to the Draft EIR have been made in response to this comment.

Response 7.2

The commenter asks how CEQA thresholds 1 and 3 were applied to development in the MCSP Area. The commenter states there are public vistas of the canyon from public spaces in Piedmont and vistas from the surrounding hills. The commenter asks how Piedmont is classified as an "urban area."

As explained under Impact AES-1 in Section 4.1, *Aesthetics*, of the Draft EIR, a scenic vista is a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered important by a jurisdiction or a community. The Piedmont General Plan indicates that views of the San Francisco and Oakland skylines, Lake Merritt and San Francisco Bay, the Bay and Golden Gate Bridges, and surrounding hills, canyons, and geological features are available in Piedmont and should be protected. The General Plan does not provide more specific information or list key viewpoints or viewing areas within Piedmont that are designated as protected.

Within the MCSP Area the only views available are limited views of Oakland and the San Francisco Bay from the southwestern boundary of the Kennelly Skate Park during clear conditions. Other than that limited view, other views within Moraga Canyon are limited to hillsides and vegetation, and there are no designated scenic views or vistas available through the MCSP Area. While some public views of the canyon from the surrounding area and views from the MCSP Area may be available, generally, views of the canyon as a whole are limited or are intermittent as they are generally blocked from public viewpoints by terrain, intervening structures, or trees. Therefore, expansive and City-designated important views are not available and would not be substantially adversely affected by development in the MCSP Area.

As explained under Impact AES-3 in Section 4.1, *Aesthetics*, of the Draft EIR, based on the criteria set forth under CEQA Statute Section 21071(a)(2), Piedmont meets the definition of an "urbanized area" because it is an incorporated city and the population of Piedmont combined with the population of a contiguous incorporated city (Oakland) equals at least 100,000 persons. Therefore, the analysis for the threshold discussed under Impact AES-3 is based on if the proposed project would conflict with applicable zoning and other regulations regarding scenic quality. The proposed project was found not to conflict with applicable regulations regarding scenic quality, and this impact would be less than significant. No revisions to the Draft EIR have been made in response to this comment.

Response 7.3

Regarding Table 4.2-3 in Section 4.2, *Air Quality*, of the Draft EIR, the commenter notes that the footnote references NOX and ROG but those terms do not appear in the table.

In response to this comment, the footnote to Table 4.2-3 has been revised to delete the references to NOX and ROG. Please see Chapter 3, *Revisions to the Draft EIR*. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 7.4

The commenter states an opinion that the Air Quality section of the Draft EIR should explain in better detail how the increase in vehicle miles traveled (VMT) for the project is less than the project's population increase. The commenter asks what assumptions about vehicle use by the population are used in the assessment and what is the specific population increase.

Table 4.2 7 in Section 4.2, *Air Quality*, of the Draft EIR summarizes the net increase in population versus VMT based on VMT modeling performed by Fehr & Peers. As explained in that section, the BAAQMD threshold for the analysis considers if the rate of VMT increase is less than the rate of population increase. In this case, the population would grow by 20 percent under the proposed project, whereas VMT would increase by 14 percent. Because the VMT associated with project buildout would not exceed the rate of increase from the forecast population, this impact would be less than significant. As also explained in Section 4.2, VMT is projected to increase at a lower percentage than population because the proposed project overall would facilitate residential growth in proximity to jobs, services, and transit which may reduce singular vehicle trips and encourage alternative models of travel. No revisions to the Draft EIR have been made in response to this comment.

Response 7.5

The commenter suggests a correction to Table 4.2-6 to state that the City's Reach Code is a requirement for new and remodeled projects that reach cost thresholds.

While the commenter's suggestion is acknowledged, as noted in Section 4.7, *Greenhouse Gas Emissions*, the ability to regulate all electric development has been affected by the recent Ninth Circuit decision in *California Restaurant Association v. City of Berkeley*, which found that cities cannot ban natural gas appliances. Therefore, at this time, the commenter's suggestion to note that the Reach Code is required for new development has not been added.

Response 7.6

The commenter suggests that the language be clarified on Page 4.2-16 in Section 4.2, *Air Quality*, to explain that only sections of Moraga Avenue are designated as a Class III bicycle lane.

In response to this comment, clarifying revisions have been made to this text. Please see Chapter 3, *Revisions to the Draft EIR*. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 7.7

Referring to the analysis in Section 4.3, *Biological Resources*, of the Draft EIR, the commenter states an opinion that its specious to say habitat loss in the MCSP Area would be less than significant and

suggests that the EIR should undertake a more detailed analysis of habitat loss and propose mitigation.

As explained in Section 4.3, a site-specific analysis for the MCSP Area was conducted. The analysis for the MCSP Area included a reconnaissance-level pedestrian survey and desktop research regarding mapped, known, and potential locations of sensitive communities, special-status plants and wildlife, and habitat for special-status plants and wildlife. The analysis found that habitat for special-status plants is not present and special-status plants are not likely to be present in the MCSP Area. However, special status wildlife such as nesting birds, roosting bats, or the San Francisco dusky-footed woodrat may be present in the MCSP Area. Therefore, it is anticipated that future development in the MCSP Area would be required to comply with proposed new citywide General Plan policies related to nesting bird protection, bird safe design, roosting bats, and the San Francisco dusky-footed woodrat. The commenter does not provide specific information on potential biological resources of concern to provide a more specific response. No revisions to the Draft EIR have been made in response to this comment.

Response 7.8

Referring to the analysis in Section 4.3, *Biological Resources*, of the Draft EIR, the commenter states an opinion that it is inaccurate that the MCSP Area is not a wildlife movement corridor because mountain lions and coyotes have been observed. The commenter suggests that the EIR should provide a more detailed analysis of the documented species in the area.

Please see Response 7.7. As explained in Section 4.3, one essential connectivity area (ECA) is mapped east of Piedmont outside of city limits. This ECA, as a part of the bay area hills, may serve as a movement corridor for the State provisionally protected mountain lion. The California Department of Fish and Wildlife characterizes the value of ECAs based on permeability to wildlife movements. The edges of the nearest connectivity area become increasingly less permeable as they extend toward Piedmont and developed areas of Alameda County. Therefore, the MCSP Area is not considered a wildlife movement corridor for the mountain lion. Coyotes are not considered a special-status species and are not considered in this analysis. For the MCSP Area, based on the pedestrian survey conducted by a qualified biologist and other research, the MCSP Area was not found to provide a substantial functional movement corridor for special-status wildlife. The commenter does not provide additional substantial evidence to support that the MCSP Area is a significant wildlife movement corridor. No revisions to the Draft EIR have been made in response to this comment.

Response 7.9

The commenter disagrees with the conclusions of the Draft EIR that development within the MCSP Area would not conflict with Piedmont policies or ordinances protecting biological resources and lists several General Plan policies including Policy 13.1 (Respecting Natural Terrain), Policy 13.2 (Erosion Control), Policy 13.3 (Creek Protection), Policy 13.4 (Conserving Native Vegetation).

The commenter does not provide evidence to explain why implementation of the MCSP Area would conflict with the listed General Plan policies. As discussed in Sections 4.3, *Biological Resources*, and Section 4.6, *Geology and Soils*, of the Draft EIR, impacts related to biological resources (including waterways such as creeks), special-status plants, and erosion were found to be less than significant. See also responses 7.7 and 7.8. No revisions to the Draft EIR have been made in response to this comment.

Response 7.10

The commenter states an opinion that the Sustainability Element of the General Plan constitutes a natural community plan and asks why this policy is not considered a habitat conservation plan or natural community conservation plan.

The Sustainability Element of the General Plan is not considered a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan pursuant to Threshold 6 of Appendix G to the *CEQA Guidelines* as listed in Section 4.3, *Biological Resources*, of the Draft EIR. The types of plans analyzed under this threshold include Habitat Conservation Plans prepared pursuant to Section 10(a)(1)(B) of the Endangered Species Act, Natural Community Conservation Plans prepared under the California Department of Fish and Wildlife's Natural Community Conservation Planning program, or other adopted plans to protect special-status biological resources. While the General Plan includes policies to protect habitat, this does not meet the criteria under Threshold 6. No revisions to the Draft EIR have been made in response to this comment.

Response 7.11

Referring to the cumulative impact analysis in Section 4.3, *Biological Resources*, of the Draft EIR, the commenter states an opinion that given potential habitat loss in the MCSP Area, the EIR should acknowledge that projects in the MCSP Area will conflict with biological resource conservation called for in the General Plan.

The cumulative impact analysis examines impacts citywide as explained in Section 4.3 and as explained in the cumulative setting described in Section 3, *Environmental Setting*, of the Draft EIR. Please see Response 7.9 and 7.10 regarding potential conflicts with resource conservation policies in the General Plan. No revisions to the Draft EIR have been made in response to this comment.

Response 7.12

The commenter states an opinion that the cumulative impacts from GHG emissions would be significant, and that it seems unlikely to them that transportation emissions would be higher than energy emissions given that City's Climate Action Plan estimates show these sectors have equal GHG emissions. The commenter asks what assumptions for energy use were used in Table 4.7-1 and why there is such a large discrepancy.

As explained in Section 4.7, *Greenhouse Gas Emissions*, of the Draft EIR, total GHG emissions shown in Table 4.7-1 for future development under the proposed project are provided for informational purposes, as quantification of GHG emissions is not required under the Bay Area Air Quality District's (BAAQMD) updated 2022 CEQA thresholds that were used for the analysis. The analysis is based on the proposed project's consistency with BAAQMD's building and transportation design elements thresholds, which are not quantitative thresholds. As shown in Table 4.7-1, emissions associated with mobile sources were found to be 5,890 metric tons of CO₂e per year whereas energy emissions were found to be 825 metric tons of CO₂e per year.

Electricity-generated emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour. Future development in Piedmont would be served by Ava Community Energy. Therefore, Ava's specific energy intensity factors (i.e., the amount of CO₂e per megawatt-hour) are used in the calculations of GHG emissions. Ava offers 100 percent carbon-free energy which reduces emission associated with energy use. Mobile source emissions consist of emissions generated by vehicle trips associated with new residential uses that could be developed under the proposed project and were based on default the conservative assumptions in the CalEEMod

Version 2022.1 model. While the percentage of emissions from mobile and energy sources may differ from those of the Climate Action Plan, as explained in Section 4.7, Table 4.7-1 is provided for informational purposes and does not form the basis of the analysis. No revisions to the Draft EIR have been made in response to this comment.

Response 7.13

The commenter includes a quote from Section 4.7, *Greenhouse Gas Emissions*, of the Draft EIR and states that the only mitigation offered for the increase in GHG is based on transportation. The commenter suggests that the effectiveness of the mitigation is questionable as it is unlikely there would be bicycling and walking to goods and services and that transit is underutilized. The commenter states this would be especially true for the MCSP Area.

The commenter is referring to text on Page 4.7-22 of the Draft EIR related to project consistency with the 2022 Scoping Plan. As explained on that page, there are several reasons listed why the proposed project would not conflict with the 2022 Scoping Plan. While the commenter's opinions that bicycling and walking would not occur and transit is underutilized are noted, the proposed project would facilitate housing in places with access to pedestrian and bicycling facilities and with access to transit in most places in the City. As explained in the Draft EIR, this may reduce reliance on single-occupancy vehicles. Overall, the proposed project was found not to conflict with the 2022 Scoping Plan for all the reasons listed on Page 4.7-22. No revisions to the Draft EIR have been made in response to this comment.

Response 7.14

The commenter suggests that the project should be found to be inconsistent with the Climate Action Plan because of the increase in transportation-related GHG emissions.

As explained in Section 4.7 of the Draft EIR, the analysis of consistency with the City's Climate Action Plan is not based on a quantitative analysis of GHG emissions as the City's CAP does not contain a numeric threshold from which to base the analysis. The analysis related to consistency with the City's Climate Action Plan is based on consistency with applicable strategies and goals. As shown in Table 4.7-4 of the Draft EIR, development facilitated by the proposed project would be generally consistent with these goals of the CAP and therefore the project was found to be consistent with the CAP. No revisions to the Draft EIR have been made in response to this comment. Nevertheless, the comment is noted and will be forwarded to the City's decision makers for consideration.

Response 7.15

The commenter asks if the 59 park acres described in Section 4.13, *Public Services and Recreation*, of the Draft EIR takes into account that at least a third of Piedmont's park acreage is "unusable by residents due to the steep slopes in many areas of the parks." The commenter also asks if the definition of parks includes recreation space. The commenter also asks how the conversion of Blair Park to housing would affect the city's recreational space in comparison to the baseline.

The commenter does not provide evidence to support the claim that a third of Piedmont's park acreage is unusable; however, it is acknowledged that some of the City's parks and open space include steep slopes. The Draft EIR is based on information in the City's General Plan and was confirmed by Piedmont Recreation Department staff. The total acreages of parks does include recreational space such as the Kennelly Skate Park. As discussed under Impact PS-4 in Section 4.13, *Public Services and Recreation*, future development in the MCSP Area could result in a reduction of acreage of the parks

and recreational facilities in the MCSP Area. Conservatively assuming that virtually all of the facilities are removed and replaced with housing, the removal of these two facilities would result in a decrease of approximately 7.5 acres of parkland within the city. With this change, the park to resident ratio in Piedmont would decrease to approximately 3.7 acres per 1,000 residents (51.5 remaining acres of parkland for a projected 2031 population of Piedmont is 13,727), which is still above the State standard. No revisions to the Draft EIR have been made in response to this comment.

Response 7.16

The commenter asks if the EIR considered the impact of population growth on the community's access to in-town recreation space as well as those outside of Piedmont.

Impact PS-4 in Section 4.13, *Public Services and Recreation*, assesses impacts associated with the population growth under the proposed project and effects on parks and recreation areas within Piedmont. The analysis in the Draft EIR is based on the ratio of park acreage within Piedmont relative to Piedmont's population and takes into account population growth facilitated by the proposed project. The analysis found that impacts related to Piedmont's parks and recreational facilities would be less than significant. As acknowledged in the Draft EIR, Piedmont is within and a member of the East Bay Regional Parks District (EBRPD), and EBRPD facilities in the vicinity of Piedmont include Lake Temescal, Anthony Chabot Regional Park and Redwood Regional Park in Oakland and Tilden Regional Park in Berkeley. In addition, Piedmont residents may also recreate at Lake Merritt, Joaquin Miller, and Knowland public parks, which are facilities owned and operated by the City of Oakland. Use of EBRPD and local facilities outside of Piedmont by Piedmont residents may further reduce impacts related to Piedmont's parks and recreational facilities. No revisions to the Draft EIR have been made in response to this comment.

Response 7.17

The commenter summarizes the conclusions of Section 4.14, *Transportation*, of the Draft EIR. The commenter states that the MCSP Area has potential to increase VMT because it is far from transit, bicycle, and pedestrian access. The commenter states an opinion that the Draft EIR conclusion that the site would not have a significant impact on VMT is unsupported.

Contrary to the statement of the commenter, the Draft EIR concludes that future development in the MCSP Area could result in a significant impact related to VMT. While the Draft EIR acknowledges that future development in the MCSP Area may meet one of more of the VMT screening thresholds which could result a less than significant impact, the Draft EIR concludes that because future development may not meet the screening criteria, VMT impacts are presumed to be significant and unavoidable.

128 Alta Avenue
Piedmont, California 94611

December 18, 2023

Kevin Jackson
Planning and Building Director
City of Piedmont
120 Vista Avenue
Piedmont, California 94611

Dear Mr. Jackson,

I am submitting the following comments on the Draft EIR for the 2023-2031 Housing Element Implementation Project.

1. Page 1-3. EIR State Clearinghouse Number 2009112054 "Moraga Canyon Sports Field Project" should be incorporated by reference and the Housing Element EIR should describe the significant and unavoidable impacts State Clearinghouse Number 2009112054 reports for accessing Blair Park from Moraga Avenue. The Housing Element EIR should call for further study of those impacts as part of the MCSP CEQA assessment (see comment 7 below) or, alternatively, make clear how those impacts would be mitigated, or made worse, by implementation of the Housing Element. 1
2. Page 2-23. If the data in Table 2-4, and in the text describing the table, are correct, more explanation is needed on how the sums were calculated because the addition as presented appears incorrect. 2
3. Page 4.7-21. If the data in Table 4.7-1 are correct, more explanation is needed on how the sum was calculated because the addition as presented appears incorrect. 3
4. Page 4.10-18. The following text needs further explanation because unclear referents make it virtually incomprehensible. 4

"...as discussed in Section 4.14, Transportation, impacts related to VMT would be significant and unavoidable. Therefore, although development in the MCSP Area would be inconsistent with transportation policies of the General Plan related to VMT, development in the MCSP Area would generally be consistent with other goals and policies within Plan Bay Area 2050, the Piedmont



General Plan, and the PCC. As noted above in the “Methodology and Significance Thresholds” section, for an impact to be considered significant, an inconsistency would also have to result in a significant adverse change in the environment not already addressed in the other resource Environmental Impact Analysis Land Use and Planning Draft Environmental Impact Report 4.10-19 chapters of this EIR. This impact is acknowledged in the Transportation section of the EIR as it is a transportation impact. Impacts related to land use would be less than significant.”

4, cont.

5. Page 4.11-21. The following text appears to confuse traffic volumes with noise volumes (e.g., dBA CNEL measures noise, not traffic) and needs clarification.

“The conditions of operational roadway traffic noise in the MCSP Area would be similar to those discussed for the Citywide Housing Element Implementation analysis, above. Traffic volumes on streets would not increase by 3 dBA CNEL or more, and, therefore, increases in traffic noise would be less than perceptible. Therefore, development facilitated by an adopted MCSP would not substantially add traffic volumes and would not increase associated traffic noise. Impacts related to increases in roadway noise would be less than significant.”

5

6. Page 4.13-7. What are the referents for “these two facilities” in the text “Conservatively assuming the facilities are removed and replaced with housing, the removal of these two facilities would result in a decrease of approximately 7.5 acres of parkland within the city?”

6

7. Page 4.14-28. The Draft EIR states

“Considering that one of the main goals of the MCSP program is to improve bicycle, pedestrian, and traffic safety, new transportation facilities, or improvements to existing facilities associated with projects, such as new or enhanced pedestrian and bicycle facilities along Moraga Avenue, would be constructed based on industry design standards and best practices consistent with the Piedmont City Code (PCC), Public Works Standard Details, and building design and inspection requirements. The PCC’s evaluation of projects’ access and circulation would incorporate analysis with respect to City standards for service to pedestrians, bicyclists, and transit users. For example, potential new driveways on Moraga Avenue or existing driveways or streets that would serve new development would provide adequate

7

sight distance as required by General Plan Policy 12.2 (Maintaining Sight Lines). Therefore, the MCSP would result in a less than significant impact to transportation hazards.”

This poorly drafted text may constrain Council choice of options currently under consideration for the MCSP. Does “PCC” in the second sentence refer to the “Piedmont City Code” as implied by the preceding sentence? Or does it refer to the Piedmont City Council? Presumably not the former because city staff and paid consultants, not city codes, evaluate safety hazards. In fact, city staff and paid consultants have already evaluated the safety of adding entrances to Blair Park from Moraga Avenue. Consultants paid by the City of Piedmont prepared State Clearinghouse EIR Number 2009112054 for the “Moraga Canyon Sports Field Project.” That EIR concluded (page 255) that pedestrians, drivers, and bicyclists entering or exiting Blair Park from Moraga Avenue would encounter “*Significant and Unavoidable*” safety hazards because no location along the park provides the 385-foot site distance Caltrans assumes for safe stopping of vehicles traveling at 35 MPH. More than 15% of vehicles traveling on Moraga Avenue *exceeded* that speed. The Housing Element Draft EIR predicts a 27% increase in Piedmont’s population over the next 7 years and acknowledges (Section 14.4) a *significant and unavoidable* increase in VMT. The 8,000 average daily vehicular trips now on Moraga Avenue will likely exceed 10,000 by 2031. At least 1,500 (more than 1 per minute) of those vehicles will exceed 35 MPH each day making entering and leaving Blair Park, as well driving on Moraga Avenue, exceedingly risky.

7, cont.

The Draft Housing Element EIR asserts, without reference to the earlier EIR, that safety hazards along Moraga Avenue can be deemed “*less than significant*” because adequate sight distance is “*required by General Plan Policy 12.2.*” Policies, of course, cannot mitigate risk unless enforced. If the Council approves the draft EIR as written, the city can comply with the EIR only by enforcing General Plan Policy 12.2. Future Councils would, therefore, have to either deny projects requiring entrance to Blair Park because such entrances would violate General Plan Policy 12.2, or realign Moraga Avenue to provide entrances that comply with General Plan Policy 12.2. But, 3 of the 4 options under consideration for the MCSP require access to Blair Park without requiring realignment of Moraga Avenue. These options would in effect violate General Plan Policy 12.2 and could not be approved under the Draft EIR as written. If the Council anticipates pursuing any of these 3 options, the most prudent course of action now would include (1) amending the Draft Housing Element EIR to acknowledge that EIR Number 2009112054 found significant and unavoidable safety hazards and, (2) requiring further

8

9

study of sight lines on Moraga Avenue as part of the CEQA assessment of the MCSP. This course of action would allow the Council to both comply with CEQA and approve any of the three options by making, if necessary, findings of overriding consideration.

9, cont.

Thank you,



Ralph Catalano

CC Piedmont City Council

Letter 8

COMMENTER: Ralph Catalano

DATE: December 13, 2023

Response 8.1

Referring to Page 1-3 in Section 1, *Introduction*, of the EIR, the commenter states an opinion that the Moraga Canyon Sports Fields Project EIR should be incorporated by reference and the Draft EIR should describe significant impacts from that EIR. The commenter suggests that the Draft EIR should make clearer how the impacts of the Sports Fields EIR would be mitigated or made worse by implementation of the Housing Element.

The Moraga Canyon Sports Fields Project was not implemented. The 2023-2031 Housing Element Implementation Project Draft EIR describes implementation of Housing Element Implementation project as proposed, which differs from the Sports Fields Project. The proposed project does not include the project that was analyzed in the Moraga Canyon Sports Fields Project EIR. The proposed project, which includes implementation of the Housing Element, includes adoption of a Specific Plan in the MCSP Area. The previous EIR is not relevant to this project. Please also see Response 10.1. No revisions to the Draft EIR have been made in response to this comment.

Response 8.2

Referring to Page 2-23 in Section 2, *Project Description*, of the Draft EIR, the commenter states that the sums in Table 2-4 appear incorrect.

In response to this comment, revisions to Table 2-4 have been made. These changes in text are included in Chapter 3, *Revisions to the Draft EIR*. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 8.3

Referring to Table 4.7-1 in Section 4.7, *Greenhouse Gas Emissions*, the commenter states that the sum appears to be incorrect.

Summing the values in the table adds up to 7,114 metric tons whereas the total presented in the table is 7,115 metric tons. This difference in 1 metric ton is due to rounding. A clarifying footnote has been added to Table 4.7-1 in response to this comment. This change is included in Chapter 3, *Revisions to the Draft EIR*. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 8.4

Referring to Page 4.10-8 in Section 4.10, *Land Use and Planning*, of the Draft EIR, the commenter copies text from the section and says additional explanation is needed because it is “unclear.”

As noted in Table 4.10-4 in Section 4.10 of the Draft EIR, the proposed project would result in a significant and unavoidable VMT impact and therefore the proposed project would be inconsistent with the City’s General Plan Transportation Element Policy 7.3 for reducing VMT. Nonetheless, for considering Land Use and Planning impacts under CEQA, inconsistency with one policy would not in and of itself result in a significant land use impact if the impact is addressed in one of the other resource chapters of the EIR. The impact related to Policy 7.3 is acknowledged in the Transportation

section of the EIR as it is a transportation impact; therefore, in the Draft EIR the unavoidable VMT impact is not considered a significant land use impact. No revisions to the Draft EIR have been made in response to this comment.

Response 8.5

Referring to Page 4.11-21 of Section 4.11, *Noise*, of the Draft EIR, the commenter suggests that the analysis confuses traffic volumes with noise volumes and needs clarification.

In response to this comment, revisions to text on Page 4.11-21 in Section 4.11, *Noise*, of the Draft EIR have been made. These changes in text are included in Chapter 3, *Revisions to the Draft EIR*. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 8.6

Referring to Page 4.13-17 of Section 4.13, *Public Services and Recreation*, of the Draft EIR, the commenter asks what the referents are for “these two facilities” in the text “Conservatively assuming the facilities are removed and replaced with housing, the removal of these two facilities would result in a decrease of approximately 7.5 acres of parkland within the city.”

The text on Page 4.13-17 refers to the parks and recreational facilities in the MCSP Area. In response to this comment, clarifying revisions have been made to Page 4.13-17. These changes in text are included in Chapter 3, *Revisions to the Draft EIR*. These text revisions do not affect the findings or conclusions of the Draft EIR.

Response 8.7

Referring to text on Page 4.14-28 in Section 4.14, *Transportation*, of the Draft EIR, the commenter states an opinion that the text may constrain Council choices of options under consideration for the MCSP. The commenter asks if “PCC” refers to the Piedmont City Code. The commenter also explains that the EIR for the Moraga Canyon Sports Fields Project concluded that there would be a significant and unavoidable impact related to safety hazards due to inadequate sight distance.

The commenter is correct that PCC in the referenced sentence refers to the Piedmont City Code. Regarding the previous Moraga Canyon Sports Fields Project EIR, please see Response 8.1 and Response 10.1. Regarding line of sight, as discussed under Impact T-3 of Section 4.14, *Transportation*, of the Draft EIR, each development project would be reviewed and required to be consistent with appropriate regulations and design standards in effect at the time, such as adequate sight lines at new driveways between vehicles entering and exiting the driveways and pedestrians on the adjacent sidewalk, as well as motor vehicles and bicycles on the adjacent street, as required by General Plan Policy 12.2 (Maintaining Sight Lines) and Public Works Standard Details for construction in the public right-of-way. Once a site plan for the MCSP Area has been prepared, the City would review the project in accordance with CEQA and conduct any additional project-specific analysis as required. No revisions to the Draft EIR have been made in response to this comment.

Response 8.8

The commenter states an opinion that General Plan policies cannot mitigate risk unless enforced, and that three of the four options under consideration for the MCSP (as presented at a community workshop on November 30, 2023) may violate General Plan Policy 12.2 and could not be approved under the Draft EIR as realignment of Moraga Avenue, which is not studied in the EIR, may be required to meet the policy.

The commenter does not directly address the findings or conclusions of the Draft EIR but speaks to future development in the MCSP Area. As noted in the Draft EIR, the MCSP is being developed by the City and the exact design details have not been determined at this time. Nonetheless, as also explained throughout the Draft EIR, future development in the MCSP area would be reviewed by the City to ensure consistency with applicable regulations and General Plan policies. Future development in the MCSP Area would also be subject to CEQA review at the time it is proposed. If project components or impacts differ substantially from those studied in the EIR, subsequent CEQA review would be required. No revisions to the Draft EIR have been made in response to this comment, but the commenter's opinions about design options and associated impacts will be forwarded to City decision makers for consideration.

Response 8.9

The commenter states an opinion that if the City Council anticipates pursuing three options for the MCSP area, the Council should (1) amend the Draft Housing Element Implementation EIR to acknowledge that the Moraga Canyon Sports Fields Project EIR found significant and unavoidable safety hazards and, (2) require further study of sight lines on Moraga Avenue as part of the CEQA assessment of the MCSP.

Please see Response 8.1, Response 8.7, and Response 10.1. The commenter's opinions will be forwarded to City decision makers for consideration. No revisions to the Draft EIR have been made in response to this comment.

From: Randolph Wu <email address redacted>
Sent: Monday, December 18, 2023 9:01 AM
To: Kevin Jackson <kjackson@piedmont.ca.gov>; Pierce Macdonald <pmacdonald@piedmont.ca.gov>; Sustainability <sustainability@Piedmont.ca.gov>
Subject: Comments on Draft EIR -Recommendation for Additional Mitigation Measures

[EXTERNAL] This email originated from an external source. Please use judgment and caution when opening attachments, clicking links, or responding.

Kevin, Pierce and Alyssa,

Please accept these comments on the draft EIR (DEIR) for Piedmont's Sixth Cycle Housing Element Plan (HE). These comments focus on operational transportation/travel demand management measures (TDM) for impacts GHG-1 Greenhouse Gas Emissions, T-2 Transportation, W-1 Wildfire and their related cumulative impacts.

1

TDM is discussed briefly by one of the City's consultants, Fehr & Peers, starting at pg. 4.14-24, but mitigation measures are not explicitly adopted in the DEIR because the shape and contour of individual projects is not yet fully known. TDM should be considered now in the DEIR; these modern policies should apply to the market rate and mixed income multi-family housing projects planned for the Moraga Canyon specific study area in Zone B as well as Zones C/D. Affordable housing projects and single family ADUs already are eligible for parking exemptions/waivers under State law.

2

The Moraga Canyon study area could have as much as 2 acres of parking spaces

As explained in the Nov. 30 Moraga Canyon community workshop, this study area could have as many as six parking lots: 45-90 parking spaces at a redesigned Coaches Field, 15 spaces at a renovated Corporation Yard, 83 spaces for at least one affordable housing building, 107 spaces for up to three market rate multi-family housing buildings and presumably 4 spaces for the two new single family homes. This is a total of 254-299 parking spaces in the Moraga Canyon study area. If one uses the standard estimate of 300 sq. ft. per parking space (stall/aisle/driveway) cars could occupy 90,000 sq. ft., about 2 acres of parking lot space. Note that the space allowed for each car could exceed the living space planned per capita for each individual in an affordable housing project.

3

Gasoline VMT is one of Piedmont's largest emissions sources which must be mitigated

We know from the good work of the Planning Department's Sustainability Division that gasoline VMT is one of the City's largest emissions sources - estimated at 35% of 2025 expected emissions. For this reason one of CAP 2.0's primary goals is to "reduce miles traveled in personal gas vehicles." Rincon/Fehr & Peers explain in the DEIR how Piedmont will fall short of the current 15% threshold for reducing VMT in Table 4.14-4 VMT Analysis Summary and in Appendix E 5.9 Operational Mobile Sources. Climate change can be addressed through additional GHG mitigation measures in this DEIR; early adoption of TDM should bring Piedmont closer to the current 15% threshold.

4

Modern transportation policies should be implemented in Moraga Canyon

Piedmont should break away from its past planning practices that have favored ample residential parking and free public parking. Innovative parking regulations will lower the additional GHG emissions attributable to Piedmont's new housing projects. At the same time the City will make much better use of limited undeveloped land. HE Programs 1.G and 1.H provide for some reduction of parking requirements in Zones C/D; however, Piedmont can and should do much more in Moraga Canyon due to its unique concentration of parking lots. This is the right time to implement TDM.

5

Experts have concluded that TDM will mitigate several significant impacts shown in the DEIR

The attached Handbook issued by the California Air Pollution Control Officers Association (CAPCOA) has several well thought out mitigation measures for local governments to consider. Specifically Piedmont should consider the following measures: (1) **Limit Residential Parking Supply** T-15 at pgs. 122-125, (2) **Unbundle Residential Parking Costs from Property Cost** T-16 at pgs. 126-129 and (3) **Market Price Public Parking** T-24 at pgs. 174-177. These three measures not only will lower GHG emissions but also will mitigate significant transportation/wildfire risk by reducing the number of cars that will park in the Moraga Canyon study area.

TDM would be unprecedented in Piedmont which traditionally has embraced a car-centric culture. This HE is the right time for the City to implement modern parking policies. CAPCOA, an industry association which includes Fehr & Peers, has shown how the above measures can be effective. By reducing overall car traffic they will mitigate the significant impacts for GHG-1, T-2 and W-1. Fehr & Peers is well qualified to advise the City on the efficacy of these measures. The City should adopt TDM in this DEIR and ask Fehr & Peers to calculate the lowered GHG emissions.

Conclusion

My thanks to the Planning Dept./Rincon/Fehr & Peers for their hard work on the DEIR and technical appendices. It's very important for the City Council to "look before it leaps" as it considers for the **first time** the HE's short and long term environmental impacts.

As Joni Mitchell wrote and sang in Big Yellow Taxi: "They paved paradise and put up a parking lot . . ." With modern parking policies Piedmont will enhance its narrow slice of paradise in Moraga Canyon (and even along Grand Ave.) as it builds a larger, more vibrant community for everyone to enjoy.

Randy Wu
130 York Drive

Attachment: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association, December 2021

Letter 9

COMMENTER: Randy Wu

DATE: December 18, 2023

Response 9.1

The commenter states that their letter focuses on impacts related to greenhouse gas (GHG) emissions, transportation, wildfire, and their cumulative impacts.

Please refer to responses 9.2 through 9.6 for specific responses to comments raised.

Response 9.2

The commenter expresses an opinion that transportation demand management (TDM) should be considered in the Draft EIR and be applied to market-rate and mixed-income multi-family housing projects planned for the MCSP area in zones B, C, and D.

As discussed under Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR, the proposed project involves amendments to the City's General Plan Transportation Element to add a policy related to VMT Analysis and TDM measures. The policy requires projects that do not screen out from VMT impact analysis to provide a quantitative VMT analysis and if projects result in significant VMT impacts, they must include ongoing TDM measures to reduce VMT. No revisions to the Draft EIR have been made in response to this comment, but the commenter's suggestions regarding a robust role for TDM measures in future projects under the proposed MCSP and other Housing Element programs will be forwarded to City decision makers for consideration.

Response 9.3

The commenter states that the November 30 community workshop regarding development of the MCSP included discussions of six parking lots in the MCSP Area for a total of 254 to 299 parking spaces. Using an estimate of 300 square feet per parking space, cars could occupy 90,000 square feet or two acres of parking lot space. The commenter states that the space allowed for cars could exceed the living space planned per capita for each individual in an affordable housing project.

This comment does not pertain directly to the proposed project as analyzed in the Draft EIR but to the design and future specifics of the MCSP which is currently being prepared. The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. No revisions to the Draft EIR have been made in response to this comment.

Response 9.4

The commenter states that emissions from vehicle travel must be mitigated and that a goal of the City's Climate Action Plan is to reduce VMT. The commenter suggests that climate change can be addressed through the additional GHG mitigation measures in the Draft EIR and early adoption of TDM should bring Piedmont closer to the VMT 15 percent threshold.

Please refer to Response 9.2 regarding TDM. This comment does not directly address the findings or conclusions of the Draft EIR. The commenter suggests that additional mitigation may be needed but does not provide specific mitigation strategies for consideration. The Draft EIR acknowledges that proposed General Plan policies described in Section 4.14, *Transportation*, of the Draft EIR would

reduce VMT and associated GHG emissions. No other feasible mitigation measures beyond these policies and what is required by other existing General Plan policies have been identified and thus the Draft EIR identified mitigation to reduce impacts to the extent feasible. Although this comment is noted, no revisions to the Draft EIR have been made in response.

Response 9.5

The commenter expresses an opinion that innovative parking regulations could lower GHG emissions and make better use of limited undeveloped land. The commenter states that Housing Element programs 1.G and 1.H provide for some reduction of parking requirements in zones C and D but suggests that Piedmont could still do more in Moraga Canyon due to its unique concentration of parking lots.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment pertains to specific details of potential future development under the project but does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 9.6

The commenter suggests that the City consider TDM mitigation measures related to limiting residential parking supply, unbundling residential parking costs from property costs, and market price public parking, which could lower GHG emissions and mitigate significant transportation and wildfire risk by reducing the number of cars parked in the Moraga Canyon area. The commenter expresses an opinion that by reducing overall car traffic, significant impacts related to impacts GHG-1, T-2, and W-1 would be mitigated. The commenter requests that the City adopt TDM in the Draft EIR and for Fehr and Peers to calculate lowered GHG emissions.

As discussed under Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR, the proposed project involves amendments to the City's General Plan Transportation Element to add a policy related to VMT Analysis and TDM measures, requiring projects that do not screen out from VMT impact analysis to provide a quantitative VMT analysis and for projects that result in significant VMT impacts to include ongoing TDM measures to reduce VMT. As discussed in Section 4.14, TDM measures could include limiting parking supply; unbundling parking costs; providing car sharing, bike sharing, and/or scooter sharing programs; subsidizing transit passes, and contributing to a VMT mitigation fee program, bank, or exchange. Additional TDM measures would be considered for future projects as warranted. The range of potential VMT reductions is also quantified in Section 4.14. No other feasible mitigation measures beyond these policies and what is required by other existing General Plan policies have been identified and thus the Draft EIR identified mitigation to reduce impacts to the extent feasible. No revisions to the Draft EIR have been made in response to this comment.

Response to Attachment

The commenter attaches the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* prepared by the California Air Pollution Control Officers Association in December 2021. This attachment is provided to support Comment 9.6 Please see Response 9.6.

From: Pam Hirtzer <email address redacted>
Sent: Monday, December 18, 2023 12:56 PM
To: Kevin Jackson <kjackson@piedmont.ca.gov>
Subject: Draft EIR for Housing Element Implementation

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Mr Jackson,

Please consider the following comments regarding the draft EIR for the Housing Element Implementation.

Traffic Increase, Safety and Access by Residents:

Many of us living in the Moraga Canyon area worked extensively on an EIR and evaluation of the use of Blair Park for a soccer field several years ago. There is an EIR from that work, and a traffic safety student conducted by the Friends of Moraga Canyon, both of which should be referenced in this EIR review. We demonstrated that:

- For limited use, such as coming and going from soccer games, Moraga Ave could not safely handle the increase in traffic. Traffic from soccer games is a fraction of the traffic to be expected from 132 units in Moraga Canyon. In T-3 and T-4, how does this draft EIR conclude that there is no substantial increase to hazards or emergency access? 1
- The soccer league proposed building a bridge from Blair Park to the sidewalk and Coaches Field on the north side of Moraga Ave. Several cities have indeed constructed such bridges, and subsequently taken them back down. These cities (I believe one of the bridges was in St Louis) discovered that kids do not go up the stairs and across the bridge – rather they dart across the road. The concept that apartment buildings in Blair Park, presumably with many children who can walk or bike to school by crossing Moraga Ave and heading down to Highland Ave is not realistic. 2
- As noted by others, we studied just a small parking lot for the soccer fields, and the implementation of street lights to slow traffic on Moraga Ave. There was insufficient line of sight to allow for safe traffic flow. We also pointed out that the congestion on Moraga Ave would be untenable considering that Moraga Ave is already thoroughfare between Hwy 13 and the rest of Oakland. 3
- Parking: there is an assumption in the EIR that the residents in the apartment buildings will not all have cars... and the four proposals shown on Nov 30th assumed that all cars would fit in garages below each apartment building. This does not account for visitors, family growth, or the fact that working families often need two cars to go to work. I doubt the current plans have adequate parking for the number of residents. 4
- 5
- 6

Wildfire Risk:

- Even this EIR documents that the wildfire risk to residents in and around Moraga Canyon cannot be mitigated and is significant. When I attended the community review Nov 30th, I was told that the fire department would evacuate residents from Moraga Canyon pre-emptively in case of a 7

wildfire. The proposal was to add a second exit onto Moraga Ave from the Coaches Field/Corporate yard onto Moraga Ave so that residents in apartment buildings on the north side would have two escape routes. If this is indeed the case, the feasibility of this proposal should be studied as part of this EIR.

7, cont.

- Likewise an appropriate study of traffic and evacuation in the event of a natural disaster for apartment dwellers on the Blair Park side of Moraga Ave should be included in this EIR.

8

- The escape routes listed in the draft EIR are not viable escape routes:
 - up Moraga Ave to Hampton and out to Park Blvd. Hampton is a very narrow windy road. It cannot handle any volume of traffic
 - Moraga Ave down to Pleasant Valley or up to Hwy 13. Moraga Ave will rapidly become clogged and impassable in either direction.

9

Thanks,
Pam Hirtzer
291 Scenic Ave

Letter 10

COMMENTER: Pam Hirtzer

DATE: December 18, 2023

Response 10.1

The commenter refers to a prior EIR for a different project, the Moraga Canyon Sports Fields Project EIR. The commenter suggests that this EIR and its traffic safety study be referenced in the 2023-2031 Housing Element Implementation Project EIR.

The Moraga Canyon Sports Fields Project EIR was prepared in 2010 based on site conditions in 2010 for a different project than the proposed Housing Element Implementation project analyzed under the current EIR. The current EIR analyzes impacts related to implementation of the City's 2023-2031 Housing Element Implementation project based on existing conditions and updated environmental and regulatory settings. Since the Draft EIR analyzes the current project as proposed, the analysis from the Moraga Canyon Sports Fields project EIR prepared in 2010 has not been incorporated by reference and is not used as a basis for the analysis in the Draft EIR. Please also see Response 8.1. No revisions to the Draft EIR have been made in response to this comment.

Response 10.2

The commenter states an opinion that Moraga Avenue could not safely handle the increase in traffic from traveling to and from soccer games as studied in the Moraga Canyon Sports Field EIR and suggests that traffic from soccer games is only a fraction of the traffic to be expected from 132 units in Moraga Canyon. The commenter questions the significance determinations for impacts T-3 and T-4 of the Draft EIR.

Pursuant to California Public Resources Code section 21099(b)(2) and *CEQA Guidelines* Section 15064.3, "a project's effect on automobile delay shall not constitute a significant environmental impact." Therefore, the Draft EIR does not make significance conclusions with respect to impacts related to automobile delay, which is typically described as "Level of Service" (LOS). As mentioned under Response 10.1, since the Draft EIR analyzes the current project as proposed, it is not appropriate or applicable to reference significance findings from the Moraga Canyon Sports Fields Project EIR prepared in 2010. As discussed under Impact T-3 of Section 4.14, *Transportation*, of the Draft EIR, new roadway, bicycle, pedestrian, and transit infrastructure improvements would be subject to, and designed in accordance with, City standards and specifications which address potential design hazards including sight distance, driveway placement, and signage and striping.

In addition, as discussed under Impact T-4 of Section 4.14, emergency access to new development sites proposed pursuant to an adopted MCSP would be subject to review by the City and responsible emergency service agencies, thus ensuring the projects would be designed to meet all emergency access and design standards. Therefore, the project was found to not substantially increase hazards due to a design feature or incompatible use and was also found to not result in inadequate emergency access. No revisions to the Draft EIR have been made in response to this comment.

Response 10.3

The commenter states that the soccer league proposed building a bridge from Blair Park to the sidewalk and Coaches Field on the north side of Moraga Avenue, but that the bridge idea is not realistic since kids cross the road instead. The commenter states concerns regarding safety of future residents walking or biking from the site.

This comment pertains to the potential future design specifics of the MCSP, which is currently being prepared by the City and will address motor vehicle, pedestrian, and bicycle circulation. The commenter's opinions are noted and will be provided to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 10.4

The commenter states that the Moraga Canyon Sports Fields EIR found insufficient line of sight to allow for safe traffic flow.

Please see Response 10.1. Also, as discussed under Impact T-3 of Section 4.14, *Transportation*, of the Draft EIR, each development project would be reviewed and required to be consistent with appropriate regulations and design standards in effect at the time, such as adequate sight lines at new driveways between vehicles entering and exiting the driveways and pedestrians on the adjacent sidewalk, as well as motor vehicles and bicycles on the adjacent street, as required by General Plan Policy 12.2 (Maintaining Sight Lines) and Public Works Standard Details for construction in the public right-of-way. Therefore, impacts related to line of sight were found to be less than significant. No revisions to the Draft EIR have been made in response to this comment.

Response 10.5

The commenter expresses concerns related to congestion on Moraga Avenue.

Please see Response 10.2. Pursuant to California Public Resources Code section 21099(b)(2) and *CEQA Guidelines* Section 15064.3, "a project's effect on automobile delay shall not constitute a significant environmental impact." Therefore, the Draft EIR does not make significance conclusions with respect to impacts related to automobile delay (LOS). The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 10.6

The commenter states an opinion that the four proposals shown at the November 30, 2023 community workshop do not provide adequate parking for future residents.

This comment does not pertain directly to the proposed project as analyzed in the Draft EIR but to the design of the MCSP which is currently being prepared. The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. The provision of parking is not an environmental issue under CEQA. No revisions to the Draft EIR have been made in response to this comment.

Response 10.7

The commenter states that the November 30 community workshop discussed adding a second exit onto Moraga Avenue from the Coaches Field/Corporate yard so residents in apartment buildings on the north side would have two egress routes. The commenter states that the feasibility of this proposal should be studied as part of the Draft EIR.

Please refer to Response 10.6. As discussed under Impact T-4 of Section 4.14, *Transportation*, of the Draft EIR, the proposed project does not include modifications to design and layout of the public right-of-way of major streets within Piedmont and would not affect emergency access in Piedmont. The streets within Piedmont would continue to accommodate fire apparatus and other emergency response vehicles. Thus, existing and future developments in Piedmont would continue to have access from multiple access points. As a result, if one access point were blocked, emergency vehicles can use other access point(s) to reach locations within Piedmont and the surrounding areas. The sites identified in the sites inventory, are primarily located on arterial and collector streets with more than one point of access.

Since the location and design of specific developments facilitated by the proposed project are not known at this time, the individual housing sites cannot be evaluated for adequacy of emergency access at this time. However, the City also maintains the roadway network which would provide access to new development sites in accordance with industry design standards, which ensures that the physical network would be free of obstructions to emergency responders. Emergency access to new development sites facilitated by the proposed project would be subject to review by the City of Piedmont and responsible emergency service agencies, thus ensuring that future projects would be designed to meet emergency access and design standards.

The proposed project would also include updates to the General Plan Environmental Hazards Element with the addition of policies 19.20 (Emergency Access) and 19.21 (Emergency Roadways), which would ensure impacts related to emergency access and escape routes be reduced to a less than significant level. Finally, specific driveway locations and configurations for the MCSP are anticipated to be finalized as the plan is developed and considered and additional CEQA review will be done at that time. No revisions to the Draft EIR have been made in response to this comment.

Response 10.8

The commenter suggests that a study of traffic and evacuation in the event of a natural disaster for apartment dwellers on the Blair Park side of Moraga Avenue should be included in the Draft EIR.

Please see Response 10.2 regarding traffic and emergency access.

As discussed under Impacts W-1 and W-2 in Section 4.17, *Wildfire*, of the Draft EIR, construction of individual housing developments could interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way. In addition, as discussed in the Emergency Evacuation Analysis (Appendix I to the Draft EIR), the proposed project could result in up to 2,276 additional vehicles on the road in Piedmont during an emergency evacuation event compared to existing conditions, which would increase the evacuation time by between a few minutes and up to approximately 45 minutes depending on the emergency event and the evacuation route. The proposed project would involve amendments to the Piedmont General Plan Environmental Hazards Element by adding a policy related to preparation of a Transportation Construction Plan that would reduce impacts related to the possible impairment or physical interference with an adopted emergency response or evacuation procedure during construction to a less than significant level. The proposed project would also add policies related to emergency evacuation during the operational

phase as well as require implementation of Mitigation Measure W-1, which would require incorporation of the Emergency Evacuation Analysis recommendations. However, even with addition of policies to the General Plan and implementation of Mitigation Measure W-1, for some development projects, impacts may still result from the potential for unusual site-specific or road conditions, project characteristics, increased population as a result of the proposed project, and the general ongoing fire risk in Piedmont. Therefore, impacts related to wildfire and emergency evacuation were found to be significant and unavoidable. No other feasible mitigation measures beyond these policies and what is required by other existing General Plan policies have been identified, and thus the Draft EIR identified mitigation to reduce impacts to the extent feasible.

If and when specific projects on the Blair Park side of Moraga Avenue are proposed, they would be subject to review by the City and responsible emergency service agencies, as well as any additional required CEQA review, to ensure the projects would be designed to meet all emergency access design standards. No revisions to the Draft EIR have been made in response to this comment.

Response 10.9

The commenter expresses an opinion that the evacuation routes listed in the Draft EIR are not viable since Hampton Road is a narrow and windy road and Moraga Avenue may become congested.

Piedmont evacuation routes are identified in the General Plan Environmental Hazards Element and include Moraga Avenue and Hampton Road. The evacuation routes analyzed and discussed in Appendix I to the EIR, Emergency Evacuation Time Assessment, prepared by Fehr and Peers, were provided by the City of Piedmont Police Department Emergency Operations Procedures. The Emergency Evacuation Time Assessment found that with growth under the proposed project, evacuation times on Moraga Avenue could be increased by up to 40 minutes. Therefore, the Draft EIR does acknowledge that evacuation times would be increased with the proposed project. The Draft EIR includes Mitigation Measure W-1 to implement the recommendations from the Emergency Evacuation Time Assessment to improve emergency evacuation. Nonetheless, impacts related to emergency evacuation were found to be significant and unavoidable. No revisions to the Draft EIR have been made in response to this comment.

From: <email address redacted>
Sent: Monday, December 18, 2023 12:57 PM
To: Kevin Jackson <kjackson@piedmont.ca.gov>
Subject: Comments on EIP for Housing Element

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Hi Kevin,

Impact AES-4. Development facilitated by the proposed project would create **new sources of light or glare** that could adversely affect daytime or nighttime views in the area. However, there are already sources of light and glare throughout the city, and development would not substantially add to existing light and glare that would adversely affect daytime or nighttime views. With compliance with existing city guidelines including General Plan policies and the PCC, this impact would be less than significant.

Mitigation: None required. Less than Significant without Mitigation

I strongly object to this classification: **Less than Significant without Mitigation** in particular as it pertains to the Moraga Canyon Development Plan.

In my view this should be classified as:

Significant and Unavoidable. An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved pursuant to CEQA Guidelines Section 15093.

The proposal of 132 new homes in Moraga Canyon will create new sources of light and glare that will negatively impact the views, quality of life, and home values for those who enjoy such views Maxwelton, Abbott Way, Echo on one side of Moraga and Scenic Ave and others on the other side of Moraga.

The entire area becomes dark at sunset and we enjoy wonderful views of the sunset and city and bridge lights. These views are enjoyed not only by those of with homes in the area, but also Piedmonters who hike the area between Abbott and Maxwelton and come to the cul du sac for views. I am sure the same is true for views from Scenic. Building multi story housing, and parking, will undoubtedly increase lighting substantially and make what was a dark canyon which was overlooked for lights - bright by comparison and decrease the quality of the views.

Point 2: I can't find it in the report, but it should be noted that the noise will substantially increase as well. In the canyon the sounds carry. With these homes being built there will be a substantial increase in noise (everyday living, cars, parking) which comes with a population

1

2

moving in. It may indeed be necessary - but it should be noted that this is a substantial change to those of living in the canyon.

2, cont.

Thank you Kevin for relaying my concerns.

Vincent Fisher
16 Abbott Way
Piedmont, CA

Letter 11

COMMENTER: Vincent Fisher

DATE: December 18, 2023

Response 11.1

The commenter states an opinion that the impact determination regarding light and glare (Impact AES-4) for the MCSP area in the Draft EIR should be significant and unavoidable. The commenter states that that the area becomes dark at sunset and residents enjoy views of the city and bridge lights. The commenter suggests that multi-family development would substantially increase lighting and decrease quality of views.

As discussed under Impact AES-4 of Section 4.1, *Aesthetics*, of the Draft EIR, although the project would result in additional light sources in the MCSP area, light sources from new development would be congruous with nearby light sources such as those of existing surrounding development and street lighting, and new development would be required to comply with Piedmont's Design Standards and Guidelines which includes standards intended to ensure that a development project's design has little or no effect on neighboring properties' existing views, privacy and access to direct or indirect light, as well as standards for exterior lighting, including the requirement to use "dark sky compliant" lighting fixtures on the exterior of development. Therefore, impacts related to light and glare were found to be less than significant. The commenter's opinions are noted but the commenter does not provide substantial evidence that unavoidable light and glare impacts would occur. No revisions to the Draft EIR have been made in response to this comment.

Response 11.2

The commenter states an opinion that noise would substantially increase under the proposed project and that in the canyon sound carries. The commenter suggests that with residences being built there will be a substantial increase in noise associated with new residents.

In response to this comment, additional information related to potential for noise echo or reflection in the canyon has been added to Section 4.11, *Noise*, of the EIR. Please see Chapter 3, *Revisions to the Draft EIR*, for this additional information. These text revisions do not affect the findings or conclusions of the Draft EIR.

As discussed under Impact NOI-1 of Section 4.11, *Noise*, of the Draft EIR, the proposed project could include construction activities that would temporarily increase ambient noise levels above FTA noise limits. Although the project would include addition of a new policy for Construction Noise Reduction in the General Plan Environmental Hazards Element, which would ensure construction for smaller housing development be reduced below the eight-hour 80 dBA L_{eq} daytime residential noise limit per FTA guidelines, construction noise impacts related to larger development projects could still exceed FTA noise limits and therefore construction-related noise impacts were found to be significant and unavoidable.

As discussed under Impact NOI-2 of Section 4.11, *Noise*, of the Draft EIR, the proposed project would facilitate residential development that would generate on-site operational noise from stationary sources, such as HVAC equipment and outdoor activity areas, and off-site operational noise from vehicle trips. However, HVAC noise was determined to be comparable to noise levels of HVAC equipment associated with the existing developed and urbanized environment; operational noise

from vehicle activities such as delivery and trash hauling was found to be transient and intermittent and would not occur over a sustained period of time; noise from outdoor activity areas was found to be typical of existing developed and outdoor environments and below thresholds with adherence to the PCC; and roadway traffic noise was found to equate to an increase of approximately 0.6 dBA, which is well below the threshold of a 3 dBA increase. Therefore, impacts related to operational noise were found to be less than significant. No revisions to the Draft EIR have been made in response to this comment.

Letter 12

December 18, 2023

City of Piedmont
120 Vista Avenue
Piedmont, California 94611

Attention: Kevin Jackson, AICP, Director of Planning & Building

Dear Mr. Jackson,

We appreciate the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the implementation of City’s 6th Cycle Housing Element (SCH# 2022020362). We are pleased to see the City’s work on Housing Element implementation proceeding and look forward to further supporting efforts to meet the goals of the newly-adopted Housing Element.

Comments on the Draft EIR

Project Description:

We request that the Project Description include the text of proposed General Plan amendments in elements other than the Housing Element. These should be provided using formatting methods (e.g. underline and strike-out) that make clear to readers what material is being deleted and what material is being added. We further request that all references to General Plan policies in the document specify whether the policy referenced is included in the current (pre-amendment) General Plan and not proposed for amendment or whether the reference is to a proposed amendment. These clarifications would help the public and decision-makers better understand the proposed project.

1

We also request that the Project Description be amended to recognize that the MCSP may result in changes to recreational and Corporation Yard uses, and that those potential changes be recognized in the impact analysis sections throughout the document, so that the public and decision-makers may understand the comparative impacts, if any, of the different scenarios that are being considered for the MCSP.

2

Assessment of Possible Impacts of the MCSP; Use of Policies as Mitigation Measures.

We appreciate those sections of the document that clearly identify impacts (or no impact) associated with the MCSP. We request that an effort be made to consistently and clearly distinguish findings in connection with the MCSP.

3

CEQA requires that mitigation measures be tailored to any impacts identified, and bounded by the constitutional principles of nexus and proportionality. (CEQA Guidelines Section 15041(a).) The Draft EIR identifies many General Plan policies that serve as mitigation measures. While this may be an adequate way to ensure that the project is self-mitigative, please ensure that the identified General Plan policies are tailored to potential impacts identified in the document, and are not overbroad.

4

Specifically, we request clarification of the conclusions of Biology Impact 1 with regard to the MCSP. The DEIR discloses that a wildlife biologist conducted a pedestrian field survey of the site, but that no definitive surveys of special status species were performed. (Page 4.3-6.) The document concludes, however, that “the development surrounding the MCSP area precludes it from providing a functional corridor for wildlife. There are no sensitive vegetation communities which naturally occur within the MCSP area, and there is no USFWS-designated critical habitat. Habitat for special-status plants does not occur.” (Idem.) However, the DEIR goes on to identify a potential impact to habitat for special-status species. (Page 4.3-19.) It then concludes that this impact would not materialize, with adherence to “existing and proposed General Plan policies and other applicable regulations.” (Idem.) These statements appear to be contradictory. We request that the City undertake required work as part of the Final EIR effort to ascertain whether or not there are special status species or habitat on the site, and if so, that it clearly specify mitigation measures, instead of deferring mitigation to a future moment by application of the General Plan policies of general applicability listed on page 4.3-17 for (1) the San Francisco Dusky Footed Woodrat and (2) Roosting Bat protection. If in fact there will be no impacts because there are no special-status species and no habitat, please do not impose these broad General Plan policies on future development on the site. Hiring a qualified biologist and conducting pre-construction surveys would increase the development costs, which is warranted only to alleviate environmental impacts..

5

Please undertake a similar review of all other impact areas, to avoid imposing General Plan policies of general applicability on the MCSP if it is not necessary because the expected development on the site will not result in any impacts. The City has committed, as required by state law, to reduce constraints to housing development, and it should not impose onerous requirements when they are not necessary. In circumstances where there are any impacts, of course it makes sense to apply the policies. The environmental review document is the appropriate mechanism to identify those areas, particularly for the MCSP, since we already know, in broad strokes, what kind of development will occur there, so any potential impacts are foreseeable.

6

Impacts to Cultural Resources; Local Implementation of SB 9 to Achieve “Missing Middle” Housing as a Mitigation Measure.

The DEIR concludes that, despite application of current and proposed General Plan policies to avoid impacts on historic resources, future development facilitated by the proposed project would materially impair some of the existing historic resources, and therefore the impact to cultural resources citywide will be significant and unavoidable. It concludes that no feasible

7

mitigation measures are available to mitigate this impact. (Page 4.4-19.) (The document concludes also that these impacts would be less than significant for the MCSP area, as there are no historical or architectural resources on the site.)

We urge you to consider, as a mitigation measure to alleviate this citywide impact, implementing SB 9 in a way that would create incentives to maintain existing structures intact or with modest alterations, while at the same time creating more housing units. As you know, SB 9 requires ministerial approval of a housing development with no more than two primary units in a single-family zone, the subdivision of a parcel in a single-family zone into two parcels, or both - potentially authorizing up to four homes where now there is one. SB 9 contains eligibility criteria addressing environmental site constraints (e.g., wetlands, wildfire risk, etc.), anti-displacement measures for renters and low-income households, and the protection of historic structures and districts. Regarding historic resources, projects are not eligible for SB 9 ministerial approval if they are located in a historic district or property included on the State Historic Resources Inventory or listed as a landmark or historic district by city ordinance.

The proposed project contains a policy to be added to the Design and Preservation Element of the General Plan, which would require a historic resource assessment, compliance with the Secretary of the Interior Standards, avoidance, and documentation of historic resources prior to development. The policy, however, does not amount to landmarking the resources, so it is insufficient to prevent applicability of SB 9 to many of the city's resources - hence, in part, the significant and unavoidable conclusion.

If, as part of its SB 9 implementation packet, the City were to propose zoning changes that go beyond what SB 9 authorizes, and allow, for example, for four units per lot, or six units on larger lots, without the need to subdivide the lot into two separate parcels, this would create incentives for property owners to alter and subdivide their existing homes, instead (or in addition) of pursuing the traditional SB 9 path. It would also create "missing middle" housing along the way. Other cities in the Bay Area have adopted similar policies as part of their SB 9 implementation. (See San Francisco Planning Code Section 207(c)(8) [setting forth the San Francisco "Fourplex Program"]; see also the Turner Center, *California's HOME Act Turns One: Data and Insights from the First Year of Senate Bill 9* [recommending that cities adopt more flexible local SB 9 ordinances, specifically that they "consider additional strategies to increase housing supply in low-density neighborhoods outside of the state's SB 9 framework, including by increasing housing options above and beyond duplexes and creating design standards that facilitate several types of small-scale infill development." The report also states that "some cities, such as Berkeley and Sacramento, have begun exploring this approach. A comprehensive local approach to missing middle housing can greatly complement the goals of SB 9."])

Local implementation of SB 9 in this manner is a feasible mitigation measure to the identified cultural resources impact. Under CEQA, mitigation does not have to necessarily avoid the impact altogether; reducing the impact is also proper mitigation. (See CEQA Guidelines Section 15370 [mitigation includes "minimizing impacts by limiting the degree or magnitude of the action and its implementation"].) We believe this mitigation is feasible, and would reduce impacts on

7, cont.

cultural resources, particularly in Zone E, where larger homes are ideal candidates for renovated “missing middle” “four”-plex or “six”-plex apartment buildings.

7, cont.

Respectfully submitted,

Irene Cheng
Ellen Greenberg
Andrea Ruiz-Esquide

Members of the Housing Committee of the Piedmont Racial Equity Campaign

Letter 12

COMMENTER: Irene Cheng, Ellen Greenberg, Andrea Ruiz-Esquide

DATE: December 18, 2023

Response 12.1

The commenters requests that the EIR Project Description include the text of the proposed General Plan amendments and should be shown in ~~strikeout~~ and underline to make it clear what material is being deleted and what material is being added. The commenters also request that all references to new General Plan policies specify whether the policy referenced is in the current General Plan or is a proposed amendment.

The proposed text changes to the City's General Plan elements are shown in ~~strikeout~~/underline and are available for download and review on the City's website at: <https://www.piedmontishome.org/>. The General Plan amendments show new policy language added to the General Plan in a distinct color with underlining. The Draft EIR explains if General Plan policies are existing General Plan policies or if policies are proposed new or revised General Plan policies. No revisions to the Draft EIR have been made in response to this comment.

Response 12.2

The commenters request that the EIR Project Description be amended to recognize that the MCSP may result in changes to recreational and Corporation Yard uses and that these potential changes be recognized in the impact analysis sections to understand the comparative impacts of the different scenarios that are being analyzed for the MCSP.

The MCSP is currently being prepared and the exact details of the Specific Plan or future development under the Specific Plan are not known at this time. As explained in Section 2, *Project Description*, of the Draft EIR, the Draft EIR assumes that portions of the site would remain as recreational uses and that the MCSP would also be designed to accommodate the City corporation yard and vehicle storage as efficiently as possible. The Draft EIR also assumes a reasonable maximum and conservative scenario for the development of housing in the MCSP Area. The Housing Element anticipates up to 132 units in the MCSP Area, but the Draft EIR analyzes an additional 67 units for a total of up to 199 units with possible increases due to SB 9, ADUs, or Density Bonus provisions in State law. Where appropriate in the impact analysis, the Draft EIR makes conservative assumptions about changes to the Corporation Yard or recreational uses within the MCSP Area by assuming that the Corporation Yard and existing recreation uses within the MCSP Area could be reconfigured within the MCSP Area or removed from the MCSP Area. For example, Section 4.13, *Public Services and Recreation*, assumes that the existing park and recreational uses within the MCSP Area are removed. The Draft EIR does not include a comparative analysis of potential options under consideration because that information was not known at the time of the Draft EIR and would be speculative. As explained in Section 1, *Introduction*, and Section 2 of the Draft EIR, future development proposals in the MCSP Area would be reviewed to determine whether their impacts fall within the scope of the Draft EIR, or if additional site-specific environmental review would be required. No revisions to the Draft EIR have been made in response to this comment.

Response 12.3

The commenters request that an effort be made to consistently and clearly distinguish findings in connection with the MCSP.

As explained in Section 4, *Environmental Impact Analysis*, of the Draft EIR, each impact analysis is divided into two analyses sections including an analysis of the implementation of the proposed project throughout the city and also a separate subsection that includes a site-specific analysis for adoption and implementation of the MCSP in the MCSP Area. Further, each impact analysis states the conclusions for the analysis citywide and for the MCSP Area specifically and mitigation measures identified for the MCSP Area are labeled with "MCSP." The commenters do not point to specific parts of the analysis in the Draft EIR from which to provide a further response. No revisions to the Draft EIR have been made in response to this comment.

Response 12.4

The commenters state that CEQA requires that mitigation measures be tailored to impacts identified and bounded by constitutional principles of nexus and proportionality. The commenters state that the Draft EIR identifies General Plan policies that serve as mitigation measures and requests that the identified General Plan policies are tailored to potential impacts identified in the document and are not overbroad.

The Draft EIR analyzes impacts associated with the project which includes amendments to the City's General Plan to include additional policies, some of which are related to the protection of environmental resources. Where appropriate, the new or revised General Plan policies are taken into account in the impact analysis and in many cases implementation of those policies would reduce environmental impacts such that mitigation measures have not been identified as being required. Where compliance with existing or proposed General Plan policies or compliance with other laws and regulations would not reduce impacts below the level of significance, feasible mitigation measures have been considered and required as appropriate. Policies intended to mitigate environmental impacts would not be applicable during project review if the potential for those impacts is not identified. The commenters do not point to specific parts of the analysis or mitigation measures in the Draft EIR from which to provide a further response. No revisions to the Draft EIR have been made in response to this comment.

Response 12.5

The commenter requests clarification of the conclusions of Section 4.3, *Biological Resources*, of the Draft EIR and includes text from the Draft EIR. The commenter requests clarification regarding statements indicating that no sensitive vegetation communities or critical habitat occur on site but that potential impacts to special-status species could occur. The commenters express opinions that broad General Plan policies should not be imposed on the site and that hiring a qualified biologist to survey the site and conduct pre-construction surveys would increase the development cost.

As explained in Section 4.3, the analysis for the MCSP Area included a pedestrian survey and desktop research regarding mapped, known, and potential locations of sensitive communities, special-status plants and wildlife, and habitat for special-status plants and wildlife. The analysis found that habitat for special-status plants does not occur and special-status plants are not likely to be present in the MCSP Area. However, special status wildlife such as nesting birds, roosting bats or the San Francisco dusky-footed woodrat may be present in the MCSP Area based on the biologist's analysis of the MCSP area. A citywide biological assessment at this level was not conducted. The proposed amendments to

the General Plan Natural Resources and Sustainability Element that are included as part of the proposed project would protect nesting birds, roosting bats, and the San Francisco dusky-footed woodrat citywide. Future development in the MCSP Area would be required to comply with these proposed new General Plan policies related to nesting bird protection, bird safe design, roosting bats, and the San Francisco dusky-footed woodrat. No revisions to the Draft EIR have been made in response to this comment.

Response 12.6

The commenters request that a review of all other impact areas be undertaken to avoid imposing General Plan policies of general applicability on the MCSP if it is not necessary because the expected development on the site will not result in any impacts. The commenters state an opinion that the City should not impose onerous requirements on housing and the Draft EIR should analyze foreseeable environmental impacts.

The commenters do not provide specific comments on the analysis or conclusions regarding the MCSP Area from which to base a specific response. The Draft EIR does include a site-specific analysis of the MCSP Area and where necessary and appropriate explains that compliance with General Plan policies or mitigation measures may be required to reduce potential environmental impacts. The commenters' opinions about avoiding onerous requirements on housing are noted and will be forwarded to City decision-makers for consideration. No revisions to the Draft EIR have been made in response to this comment.

Response 12.7

Referring to the conclusions in Section 4.2, *Cultural Resources*, of the Draft EIR that impacts related to historical resources would be significant and unavoidable, the commenters suggest that the City consider as a mitigation measure implementing SB 9 in a way that would create incentives to maintain existing structures intact or with modest alterations, while at the same time creating more housing units.

Typically, implementation of existing laws and regulations are not considered mitigation measures pursuant to CEQA. In accordance with CEQA, the City considered feasible mitigation measures to reduce impacts to historical resources but found that it cannot be guaranteed that implementation of the proposed project would not impact historical resources. Therefore, this impact was identified to be significant and unavoidable. The commenters' opinions that going beyond SB 9 requirements are noted and will be forwarded to City decision-makers for consideration. However, it is not anticipated that going beyond SB 9 requirements would substantially reduce impacts to historical resources. Under SB 9, structures that are eligible for listing on a historical resources list could still be substantially altered or demolished. No revisions to the Draft EIR have been made in response to this comment.

Letter 13

To: Kevin Jackson, Piedmont City Planning
 From: Marjorie Blackwell, Piedmont resident
 Date: Dec. 18, 2003

Following are my comments on the Draft Housing Element Environmental Impact Report.
 (Comments are below *excerpts* from the DEIR.)

1) Executive Summary:

“Overall, this EIR assumes 1,048 housing units associated with the proposed project. Of the 1,048 units, up to 199 units could be within the MCSP Area (132 units plus 67 additional units from possible SB 9, ADU, and/or density bonus development in the area).”

Comment: This conflicts with the proposed Moraga Canyon Specific Plan which states that 132 units total will be built in the Canyon. I was further assured verbally by an Assistant Piedmont City Planner that the correct number of total housing units is 132, not 199. Which is correct?

*“Alternative 2 (Reduced Buildout): units per acre. **Alternative 2 assumes that the MCSP would be adopted in accordance with Program 1.L and assumes that developers in Moraga Canyon would request 80 percent density bonuses for 100 percent affordable housing.**”*

Comment: This conflicts with the Moraga Canyon Specific Plan which calls for 60 low-income units and 72 market rate units. Which number is correct?

(Refers to Alternative 2) *“This alternative would result in less impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, tribal cultural resources, utilities and service systems and wildfire due to the decrease in residential units developed. However, this alternative would not eliminate the unavoidably significant impacts related to historical resources, GHG, construction noise, wastewater infrastructure, or wildfires.”*

Comment: Sentences in this paragraph are confusing. One sentence says “This alternative would result in less impacts to...geology and soils, greenhouse gas emissions, noise, utilities and service systems and wildfire.” Next sentence says it “would not eliminate the unavoidably significant impacts.” Which is correct? What is the degree of difference between “less impact” and “unavoidably significant impacts?” What are the alternatives if no mitigation is possible?

3) **Geology:**

Significant Impact Impact GEO-1. The Hayward Fault runs east of Piedmont. Since no part of Piedmont is located within an Alquist-Priolo zone, development facilitated by the project would not be subject to surface or ground rupture. Development facilitated by the proposed project would be subject to seismically-induced ground shaking and other seismic hazards, including liquefaction and landslides, which could damage structures and result in loss of property and risk to human health and safety. Impacts would be less than significant with required compliance with State-mandated building standards, Piedmont General Plan policies

and actions, and the PCC citywide regulations. **Impacts for the Moraga Canyon Specific Plan Area would be less than significant with mitigation incorporated and adherence to applicable laws, regulations, and policies.**

*MCSP-GEO-1 Geotechnical Assessment for Moraga Canyon Specific Plan Area. A geotechnical assessment shall be prepared for development in the Moraga Canyon Specific Plan Area by a qualified engineer prior to issuance of a grading permit. **The geotechnical assessment shall include onsite sampling of existing soil to ascertain current conditions and characterize the potential for risks and implications for future building foundation elements.***

4, cont.

Comment: How can the impacts for the MCSP area “be less than significant” before the geotechnical assessment has been done? It would be more accurate to state that impacts “may or may not be less than significant, depending on the geotechnical assessment.”

4) Land Use and Planning:

Noise Impact NOI-1. Construction associated with housing development facilitated by the proposed project would be required to comply with the allowed daytime construction hours regulated by the Piedmont City Code and, therefore, would not occur during nighttime hours when people are more sensitive to noise. **However, larger developments could involve construction with lengthy durations, substantial soil movement, use of large, heavy-duty equipment, excavation of rocky conditions, and/or pile driving near noise-sensitive land uses that could exceed the applicable FTA daytime noise limits and Piedmont General Plan recommended maximum noise levels. Therefore, this impact would be significant and unavoidable.**

5

Comment: Larger developments WOULD involve all of the impacts listed above. The DEIR should further state the impacts of development could last for years.

5) Noise

*“Impact NOI-2. Future residential development facilitated by the proposed project could include mechanical equipment (i.e., HVAC), delivery and trash trucks, and other noise-generating activities. However, such activities would be typical of the developed and urbanized environment. In addition, on-site activities would be required to comply with applicable noise standards in the Piedmont City Code. **Furthermore, while housing development would generate vehicle trips in the city, the increase in mobile noise would not result in a perceptible 3-dBA increase. Therefore, permanent noise increases due to operation of the development facilitated by the proposed project would be less than significant.**”*

6

Comment: Permanent mobile noise in Moraga Canyon would increase dramatically with various types of home delivery services, as well as noise producing recycling/compost, and trash pickup trucks, as well as increased noise from the City Corporation Yard due to the increased city population.

6) Parks & Open Space

“Impact PS-4. Development facilitated by the proposed project would increase the population of Piedmont and the use of existing parks and recreational facilities. Further, the Moraga Canyon Specific Plan would involve the designation of sites for new housing and the reconfiguration and/or relocation of the City’s Corporation Yard facilities, recreation facilities, open space and parkland, which may reduce the City’s overall park acreage. Nonetheless, park acreage in Piedmont would continue to exceed State standards. Therefore, this impact would be less than significant.”

7

Comment: How will Piedmont continue to exceed State park standards with the loss of Blair Park and most of Moraga Canyon open space at the same time the city’s population increases with the addition of up to 1,000 new residences?

7) Transportation

“Transportation Impact T-1. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities. This impact would be less than significant.

Impact T-4. The proposed project would not result in inadequate emergency access. This impact would be less than significant.”

8

Comment: The proposed project **would** dramatically affect Moraga Ave. roadway with the addition of 132 (or more?) housing units in Moraga Canyon and the significant increase in traffic volume. Furthermore, Moraga Ave. is the one and only evacuation route for hundreds of Piedmont and Oakland residents in the Moraga Canyon corridor.

8) VMT

“Cumulative Impact. As discussed under Impact T-2, the proposed project would result in a decrease in the. Therefore, the home-based VMT per resident is also a cumulative impact. The cumulative impact would remain significant and unavoidable. No feasible mitigation measures have been identified.

“Cumulative Impact. the proposed project would still be inconsistent with BAAQMD’s project-level thresholds, specifically transportation threshold 1.a., as VMT would not be guaranteed to be below the baseline regional threshold; building threshold 1.a., as the City’s Reach Code does not regulate multi-family residences and the City’s ability to regulate all electric development has been affected by recent case law; building threshold 1.b., as the City’s EV requirements are less stringent than CALGreen Tier 2. Therefore, the proposed project would result in a significant and unavoidable cumulative impact on GHG emissions. Mitigation Measure (S) No feasible mitigation measures have been identified.”

9

Comment: These significant, unavoidable cumulative impacts must be taken seriously and require further study before the Final EIR is adopted.

9) Wildfire & Landslide Dangers

“Wildfire Danger Impact W-2

10

Impact W-4. Implementation of the proposed project would encourage development of housing in and near VHFHSZs including in areas with steep terrain, such as the MCSP Area. Development facilitated by the proposed project could expose people and structures to risk due to the terrain and slope which could result in potential risks such as landslides. This impact would be significant and unavoidable.

Impact W-5. Implementation of the proposed project would facilitate development in and near areas within VHFHSZs. Compliance with existing policies and regulations would reduce wildfire risks to the extent feasible. However, because the proposed project would encourage development in and near VHFHSZs and would lead to an overall increase in Piedmont’s population, this impact would be significant and unavoidable.

10, cont.

Mitigation Measure (s) No feasible mitigation measures have been identified.

“Residual Impact Significant and Unavoidable As discussed under Impacts W- 1 through W-5 above, compliance with the California Fire Code and General Plan policies would reduce the risk of wildfire to the extent feasible. However, even with mitigation, it is not possible to prevent a significant risk of wildfires or fully protect people and structures from the risks of wildfires. Therefore, cumulative development under the proposed project would result in a significant cumulative wildfire impact. The proposed project would have a considerable contribution to a cumulative impact.

Comment: The existing, life-threatening landslide and wildfire dangers in and around Moraga Canyon will be greatly exacerbated with the addition of 300 or more new residents. These impacts must be resolved before any development takes place.

10) Greenhouse Gas Emissions

Impact GHG-1. The proposed project would not be consistent with BAAQMD’s building and transportation thresholds. Even with implementation of proposed new policies in the General Plan Natural Resources and Sustainability Element and Transportation Element, this impact would remain significant and unavoidable. .

11

Comment: How will the City respond to the BAAQMD requirements?

11) Transportation

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments: Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the proposed project.

12

The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route

improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

12, cont.

Comment: What is the DEIR response to the Alameda County Transportation Commission?

12) Alternatives

The City of Piedmont considered several alternatives that were considered but ultimately rejected.

The Moraga Canyon Specific Plan (MCSP) in accordance with Housing Element Program 1.L to develop a Specific Plan for the City-owned parcels in Moraga Canyon. However, this would directly conflict with Project Objective #2. Further, this would likely result in Piedmont being unable to demonstrate to the California Department of Housing and Community Development (HCD) that the City was in compliance with State requirements to meet the City's RHNA. Therefore, this alternative was considered but rejected and is not included as an alternative in the analysis.

13

Comment: The City did not consider reducing the number of housing units in Moraga Canyon to less than 132 and moving the remainder to other parcels of City-owned land in Piedmont, such as the two tennis courts adjacent to the Community Center or the grassy slope at the lower level of Dracena Park.

13) Moraga Canyon Specific Plan Mitigation Measures

The PCC's evaluation of projects' access and circulation would incorporate analysis with respect to City standards for service to pedestrians, bicyclists, and transit users. For example, potential new driveways on Moraga Avenue or existing driveways or streets that would serve new development would provide adequate sight distance as required by General Plan Policy 12.2 (Maintaining Sight Lines). Therefore, the MCSP would result in a less than significant impact to transportation hazards.

14

Comment: "Potential new driveways on Moraga Ave." would be dangerous for the residents in Moraga Canyon as well as drivers speeding up/down Moraga Ave. The DEIR fails to report existing excess speeds along Moraga Ave. and the Piedmont Police Dept.'s failure to monitor and control traffic on Moraga Ave.

Moraga Canyon Specific Plan

*The analysis for the proposed citywide Housing Element Implementation above applies to the MCSP Area because the VMT analysis considered the proposed project as a whole, including the MCSP. Likewise, future development projects **that would occur within the MCSP area may meet one or more of the screening thresholds if they are 100 percent affordable housing or if they have a minimum density of 20 units per acre. These developments would have a less than significant impact on VMT.***

15

Comment: This statement conflicts with the MCSP which states that 132 housing units in Moraga Canyon will be a mix of market (or moderate) rate and low income units. Which is correct?

14) Table 4.14-2 Transit:

“No area within the City of Piedmont is within 0.5 mile of an existing major transit stop. As shown in Table 4.14-2 and as of June 2023, AC Transit Local Line 33 operates at 15-minute intervals during the weekday peak commute hours. Therefore, Highland Way, Highland Avenue between Highland Way and Oakland Avenue, Oakland Avenue between Highland Avenue and City of Oakland boundary, and Park Boulevard along the City boundary, where Line 33 operates with 15-minute intervals during the weekday peak commute hours, are currently considered high-quality transit corridors serving the City of Piedmont; however, the high-quality transit corridors may change since bus routes and schedules can change over time. “

16

Comment: Piedmont residences along the AC Transit 33 line ARE within 0.5 miles of an existing major transit stop. Moraga Canyon, however, is a mile from a major transit stop.

15) ** Appendix G: Congestion Management Program Analysis (by Fehr & Peers)

Comment: This is most important: The charts of traffic analysis do not show the existing or projected traffic on Moraga Ave. between Hwy 13 and Highland Ave., which would be the most heavily impacted roadway in Piedmont with the addition of 132 (or more?) housing units,

17

Letter 13

COMMENTER: Marjorie Blackwell

DATE: December 18, 2023

Response 13.1

The commenter refers to the Executive Summary and asks whether 132 units or 199 units would be constructed in the MCSP Area.

As discussed in Section 2, *Project Description*, of the Draft EIR, the Draft EIR analyzes impacts associated with adoption of the MCSP and development of 132 units in the MCSP Area. With possible increases due to SB 9, ADUs, or Density Bonus provisions in State law, an additional 67 units are assumed for a total of 199 units in the MCSP Area. Development in other parts of Piedmont were also studied with possible increases in units due to SB 9, ADUs, or Density Bonus provisions of State law. No revisions to the Draft EIR have been made in response to this comment.

Response 13.2

The commenter states that Alternative 2 conflicts with the MCSP which calls for 60 low-income units and 72 market rate units and asks which number is correct.

As discussed in Section 2, *Project Description*, of the Draft EIR, implementation of Housing Element Program 1.L would require amendments to the General Plan and the preparation of a specific plan to accommodate the density and create development standards for the unique site conditions of the MCSP Area to produce at least 60 units of low and very low-income housing and 72 units of above moderate-income housing. *CEQA Guidelines* Section 15126.6 requires that an EIR describe a “reasonable range of alternatives.” In this case, Alternative 2 envisions a reduced buildout which assumes that the entirety of the Housing Element is not implemented, but that State laws such as SB 9, AB 1851, AB 2244 and the State Density Bonus Law, would continue to be implemented. Alternative 2 assumes that the MCSP would be adopted in accordance with Program 1.L and assumes that developers in Moraga Canyon would request 80 percent density bonuses for 100 percent affordable housing. No revisions to the Draft EIR have been made in response to this comment.

Response 13.3

The commenter refers to the discussion of Alternative 2 in the Draft EIR, which states that the alternative would result in less impacts in certain issue areas but would not eliminate the unavoidably significant impacts related to historical resources, GHG, construction noise, wastewater infrastructure, or wildfires. The commenter asks which is correct since “less impacts” and “would not eliminate the unavoidably significant impacts” appear to the commenter to be contradicting statements.

As discussed in Section 6.3.2, *Alternatives*, of the Draft EIR, Alternative 2 would result in less than significant impacts related to aesthetics, air quality, biological resources, archaeological resources and human remains, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, operational noise, vibration, population and housing, public services and recreation, and tribal cultural resources, similar to the significance determinations for the proposed project as discussed throughout the Draft EIR. Alternative 2 would include a reduced buildout with less units and less residents, which therefore would result in reduced impacts related to historical resources,

GHG, construction noise, VMT, utilities and service systems, and wildfire. Although impacts would be reduced, they would not be reduced to below a level of significance and these impacts would remain significant and unavoidable, similar to the proposed project. No revisions to the Draft EIR have been made in response to this comment.

Response 13.4

The commenter refers to Mitigation Measure MCSP-GEO-1 and asks how impacts for the MCSP Area can be less than significant before the geotechnical assessment has been done.

As discussed under Impact GEO-1 in Section 4.6, *Geology and Soils*, of the Draft EIR, the MCSP Area is located within a very low liquefaction potential zone and has soil type with low shrink-swell potential (or expansivity). Development facilitated by the MCSP would be required to comply with applicable laws and regulations as discussed in Section 4.6. Pursuant to Section R401.4.3 of the CBC, as incorporated into the PCC, development in the MCSP Area that would occur on slopes 20 percent or greater would be required to prepare a mandatory soils report, and recommendations in the report must be implemented. However, because the MCSP Area is in a high landslide potential zone and contains non-engineered fill, impacts were found to be potentially significant. Impacts related to landslide and the presence of non-engineered fill are commonly addressed in standard geotechnical engineering practices. Because project-specific plans are required to prepare a project-specific geotechnical analysis and specific grading and development plans for the MCSP Area have not been proposed at this time, Mitigation Measure MCSP-GEO-1 is required. Implementation of this measure requires preparation of a geotechnical assessment by a qualified engineer in accordance with current procedures and applicable state and local construction, engineering, and geotechnical building standards. The design and construction of future development in the MCSP Area shall incorporate the recommended measures identified in the study prior to issuance of a grading permit. Incorporation of recommendations prepared by a qualified engineer and consistency with CBC requirements would reduce impacts related to geologic hazards in the MCSP Area to a less than significant level. No other feasible mitigation measures beyond Mitigation Measure MCSP-GEO-1 and what is required by existing laws and regulations have been identified and the Draft EIR identified mitigation to reduce impacts to the extent feasible. No revisions to the Draft EIR have been made in response to this comment.

Response 13.5

The commenter suggests that the phrase “would” should be used instead of “could” under Impact NOI-1 which states that: “However, larger developments could involve construction with lengthy durations, substantial soil movement, use of large, heavy-duty equipment, excavation of rocky conditions, and/or pile driving near noise-sensitive land uses that could exceed the applicable FTA daytime noise limits and Piedmont General Plan recommended maximum noise levels.”

The word “could” is appropriate in the discussion referenced by the commenter since not all large developments would require excavation of rocky conditions or use pile driving. Nonetheless, the Draft EIR assumes that this kind of construction could occur and takes this into account in the impact analysis. No revisions to the Draft EIR have been made in response to this comment.

Response 13.6

The commenter expresses an opinion that permanent mobile noise in Moraga Canyon would increase dramatically with noise from delivery trucks, trash trucks, and an increase in population.

As discussed under Impact NOI-2 in Section 4.11, *Noise*, of the Draft EIR, although increased delivery and trash hauling trucks could intermittently expose various sensitive receivers to increased truck noise, such operations are already a common occurrence, and delivery or waste pick up trucks are typically scheduled during daytime hours when people tend to be less sensitive to noise. In addition, these noise events from trucks are typically transient and intermittent, and do not occur for a sustained period of time. Therefore, impacts related to delivery trucks and trash trucks were found to be less than significant.

Impact NOI-2 also determined that the proposed project would only result in a 14 percent increase in traffic on a roadway which equates to an increase of 0.6 dBA. This would not double the existing mobile noise source and would not increase noise levels by more than 3 dBA, which is the significance threshold as identified in the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 13.7

The commenter asks how Piedmont would continue to exceed State park ratios with the loss of Blair Park and most of the Moraga Canyon open space at the same time the city's population increases.

As discussed under Impact PS-4 in Section 4.13, *Public Services and Recreation*, of the Draft EIR, Piedmont currently has a ratio of approximately 5.5 acres of parks per 1,000 residents (59 acres of parks for current population of 10,793), which exceeds the California State Parks recommended standard of three acres per 1,000 residents. The proposed MCSP would involve the designation of land within the MCSP Area for new housing and the reconfiguration and/or relocation of the Corporation Yard and existing recreation facilities, open space, and parkland in the MCSP Area. The exact land use configuration in the MCSP Area has not yet been determined. However, it is conservatively assumed that the acreage of parks and recreational facilities in the MCSP Area could be reduced with implementation of the MCSP. Assuming the reduction in park space, the park to resident ratio in Piedmont could decrease to approximately 3.7 acres per 1,000 residents (51.5 remaining acres of parkland for a projected 2031 population of Piedmont is 13,727), which is still above the State standard. In addition, when the details of the MCSP have been determined, should a reduction in parkland space occur, the City of Piedmont would comply with State Public Park Preservation Act requirements for the transfer of property in use as a public park for any non-park use. Furthermore, Piedmont is a member agency of the East Bay Regional Parks District (EBRPD), and EBRPD provides open space, parks, and recreation facilities in proximity to Piedmont and continued adherence to Piedmont General Plan policies would ensure that substantial physical deterioration of the city's parks and recreational facilities would not occur or be accelerated. Therefore, impacts related to parks and recreational space were found to be less than significant. No revisions to the Draft EIR have been made in response to this comment.

Response 13.8

The commenter refers to impacts T-1 and T-4 of the Draft EIR and expresses an opinion that the project would "dramatically" affect Moraga Avenue and significantly increase traffic volume. The commenter also states that Moraga Avenue is the only evacuation for Piedmont and Oakland residents in the Moraga Canyon corridor.

Pursuant to California Public Resources Code section 21099(b)(2) and *CEQA Guidelines* Section 15064.3, "a project's effect on automobile delay shall not constitute a significant environmental impact." Therefore, the Draft EIR does not make significance conclusions with respect to impacts related to automobile delay, which is typically described as "Level of Service" (LOS). No revisions to

the Draft EIR have been made in response to this comment. Regarding emergency evacuation, as discussed in Section 4.17, *Wildfire*, of the Draft EIR, future development within the MCSP Area would result in increased population and vehicles in that area which could impact emergency evacuation routes. The routes most likely to be used by future residents in the MCSP Area include eastbound Moraga Avenue to SR 13 and westbound Moraga Avenue to Pleasant Valley Avenue. As shown in Table 4.17-1, as with development facilitated by the proposed project as a whole, these routes could have increased evacuation times between 8 and 40 minutes. The Draft EIR includes Mitigation Measure W-1 to implement the recommendations from the Emergency Evacuation Time Assessment to improve emergency evacuation. Nonetheless, impacts related to emergency evacuation were found to be significant and unavoidable. No revisions to the Draft EIR have been made in response to this comment.

Response 13.9

The commenter refers to GHG and transportation cumulative impacts and states that the significant and unavoidable cumulative impacts must be taken seriously and require further study.

As discussed under Cumulative Impacts in Section 4.7, *Greenhouse Gas Emissions*, of the Draft EIR, despite implementation of mitigation measures GHG-1 and T-1, the proposed project would still be inconsistent with BAAQMD's project-level thresholds, specifically transportation threshold 1.a., as VMT would not be guaranteed to be below the baseline regional threshold; building threshold 1.a., as the City's Reach Code does not regulate multi-family residences and the City's ability to regulate all electric development has been affected by recent caselaw; and building threshold 1.b., as the City's EV requirements are less stringent than CALGreen Tier 2. Therefore, cumulative GHG impacts were found to be significant and unavoidable.

As discussed under Cumulative Impacts in Section 4.14, *Transportation*, of the Draft EIR, the proposed project would result in a decrease in the average home-based VMT per resident in the years 2031 and 2040 compared to the Baseline (2020) conditions but would still exceed the significance threshold of 15 percent below the Bay Area Regional Baseline Average. Therefore, cumulative VMT impacts were found to be significant and unavoidable.

These impacts have been disclosed in the Draft EIR and will be forwarded to City decision-makers for consideration before a decision on the proposed project. As required by CEQA and explained in Chapter 1, *Introduction*, of this document, if an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explains why the project's benefits outweigh the significant environmental effects (*CEQA Guidelines* Section 15093). Piedmont decision-makers will consider the Findings and Statement of Overriding Considerations when they consider the project. No revisions to the Draft EIR have been made in response to this comment.

Response 13.10

The commenter expresses an opinion that landslide and wildfire risks in and around Moraga Canyon would be "greatly" exacerbated with the addition of new residents.

As discussed under Impact GEO-1 in Section 4.6, *Geology and Soils*, of the Draft EIR, the MCSP area is located in a landslide zone and contains areas of non-engineered fill, which could result in potentially significant impacts related to landslides and unstable soils. However, with implementation of Mitigation Measure MCSP-GEO-1, which requires preparation of a geotechnical assessment and

incorporation of recommended measures for future MCSP projects, impacts would be less than significant. Recommendations included in the geotechnical assessment would include recommendations to improve slope stability to reduce landslide risks and issues related to slope stability and landslides, which are commonly addressed in standard geotechnical engineering practices. Please also see Response 13.4.

As discussed under impacts W-1 through W-4 in Section 4.17, *Wildfire*, of the Draft EIR, even with the addition of new policies to the General Plan Environmental Hazards Element and adherence to existing PCC regulations and General Plan policies, impacts may still result from the potential for unusual site-specific or road conditions, project characteristics, increased population as a result of the proposed project, and the general ongoing fire risk in Piedmont. Therefore, wildfire impacts were determined to be significant and unavoidable as no other mitigation measures are feasible to reduce impacts to a less than significant level.

These impacts have been disclosed in the Draft EIR and will be forwarded to City decision-makers for consideration before a decision on the proposed project. No revisions to the Draft EIR have been made in response to this comment.

Response 13.11

The commenter refers to Impact GHG-1 of the Draft EIR and asks how the City will respond to BAAQMD requirements.

As discussed under Impact GHG-1 in Section 4.7, *Greenhouse Gas Emissions*, of the Draft EIR, the proposed project would involve amendments to the Piedmont General Plan Natural Resources and Sustainability Element to include a policy to encourage future development not to include natural gas and to achieve compliance with CALGreen Tier 2 EV charging requirements. GHG impacts for future individual projects would be analyzed for consistency with BAAQMD thresholds and mitigation measures would be required if thresholds are not met. No revisions to the Draft EIR have been made in response to this comment.

Response 13.12

The commenter refers to the ACTC comment letter regarding CMP review and asks what the response is to the ACTC.

Please refer to responses 4.1 through 4.7. A CMP analysis was provided in Appendix G of the Draft EIR.

Response 13.13

The commenter refers to Section 6, *Alternatives*, of the Draft EIR and expresses an opinion that the City did not consider reducing the number of housing units in Moraga Canyon to less than 132 and moving the remainder to other parcels of City-owned land in Piedmont, such as the two tennis courts adjacent to the Community Center or the grassy slope at the lower level of Dracena Park.

The MCSP has not been approved yet and, as noted in Response 13.2, CEQA requires that the EIR include a reasonable range of alternatives. As shown in Table 6-1 in Section 6, *Alternatives*, of the Draft EIR, Alternative 2 assumes a reduced buildout in the MCSP area from 132 units as proposed in the Draft EIR to 62 units. The commenter's opinions regarding other City parcels that could be considered for housing are noted and will be provided to City decision-makers for consideration. No revisions to the Draft EIR have been made in response to this comment.

Response 13.14

The commenter expresses an opinion that potential new driveways on Moraga Avenue would be dangerous for residents in the area as well as for drivers on Moraga Avenue. The commenter states that the Draft EIR fails to report existing excess speeds along Moraga Avenue and that the Piedmont Police Department fails to monitor and control traffic on Moraga Avenue.

As discussed under Impact T-3 of Section 4.14, *Transportation*, of the Draft EIR, new roadway, bicycle, pedestrian, and transit infrastructure improvements would be subject to, and designed in accordance with City standards and specifications which address potential design hazards including sight distance, driveway placement, and signage and striping. In addition, as discussed under Impact T-4 of Section 4.14, emergency access to new development sites proposed pursuant to an adopted MCSP would be subject to review by the City and responsible emergency service agencies, thus ensuring that projects would be designed to meet emergency access and design standards. Therefore, the project was found to not substantially increase hazards due to a design feature or incompatible use and was also found to not result in inadequate emergency access. While the commenter's opinion that speed limits are not consistently enforced is noted, the Draft EIR assumes compliance with existing regulations. The comment on enforcement does not relate to the adequacy of the analysis within the Draft EIR, but is noted and will be forwarded to City decision-makers for consideration. No revisions to the Draft EIR have been made in response to this comment.

Response 13.15

The commenter suggests that the following statement conflicts with the MCSP which states that the 132 housing units in Moraga Canyon would be a mix of market-rate and low-income units: "The analysis for the proposed citywide Housing Element Implementation above applies to the MCSP Area because the VMT analysis considered the proposed project as a whole, including the MCSP. Likewise, future development projects that would occur within the MCSP area may meet one or more of the screening thresholds if they are 100 percent affordable housing or if they have a minimum density of 20 units per acre. These developments would have a less than significant impact on VMT."

The statement the commenter refers to (Impact T-2 in Section 4.14, *Transportation*, of the Draft EIR) references VMT screening criteria. As described on Page 4.14-25 of the Draft EIR, based on the results of the ACTC Model, and applying strategies from the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, residential developments with a density of 20 units per acre or higher in most areas of Piedmont (including in the MCSP Area) would have a home-based VMT per resident below the threshold of significance (i.e., 15 percent below the Bay Area Regional Baseline Average), and therefore, these developments would have a less than significant impact on VMT. The City of Piedmont's adopted *Policy for Analyzing VMT Impact under CEQA* also provides screening thresholds applicable to residential developments that can be used to identify projects that can be expected to cause a less than significant impact without conducting a detailed evaluation, including small projects, projects in a high-quality transit corridor, and residential projects that contain 100 percent affordable housing.

Therefore, if future development in the MCSP Area includes 100 percent affordable housing, or has a minimum density of 20 units per acre, the developments would be assumed to have a less than significant impact on VMT. Because the MCSP is being prepared separately and no development plans are yet available, the exact mix of affordable housing in the MCSP Area is unknown at this time. It is assumed in the Draft EIR that development in the MCSP Area would be a mix of market-rate and low-

income units because that is a goal of the MCSP as stated in Housing Element Program 1.L. However, it is not yet known if future development would be 100 percent affordable housing. Therefore, the Draft EIR acknowledges that future development in the MCSP Area could screen out from needing a VMT analysis but it is not yet known if it would meet the screening criteria. Future development in the MCSP Area would also be subject to CEQA review at the time it is proposed which will involve assessing VMT impacts. No revisions to the Draft EIR have been made in response to this comment.

Response 13.16

The commenter comments on Table 4.14-2 which states that “no area within the City of Piedmont is within 0.5 mile of an existing major transit stop” and asserts that residences along the AC Transit 33 line in Piedmont are within 0.5 mile of an existing major transit stop, while Moraga Canyon is a mile from a major transit stop.

Pursuant to Public Resources Code Section 21064.3, a major transit stop is 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. Although AC Transit 33 operates at 15-minute intervals during the weekday peak commute hours, it does not intersect another bus route in Piedmont with 15-minute headways and therefore it does not constitute as a major transit stop under CEQA. No revisions to the Draft EIR have been made in response to this comment.

Response 13.17

The commenter refers to Appendix G to the Draft EIR and states that the traffic analysis charts do not show existing or projected traffic on Moraga Avenue between Highway 13 and Highland Avenue, which would be the most heavily impacted roadway with the addition of 132 units.

Pursuant to California Public Resources Code section 21099(b)(2) and *CEQA Guidelines* Section 15064.3, “a project’s effect on automobile delay shall not constitute a significant environmental impact.” Therefore, the Draft EIR does not make significance conclusions with respect to impacts related to automobile delay, which is typically described as “Level of Service” (LOS). Nonetheless, Appendix G, Congestion Management Program Analysis, of the Draft EIR analyzed SR 13 northbound between Moraga Avenue and SR 24 and found that the proposed project would not result in a substantial effect on CMP roadway segments since it would not result in any of the analyzed CMP segments to deteriorate from LOS E to LOS F. The section of Moraga Avenue between Highway 13 and Highland Avenue is not a CMP-designated network and therefore was not analyzed in Appendix G. No revisions to the Draft EIR have been made in response to this comment.

Letter 14

From: Liz Lummis <email address redacted>
Sent: Monday, December 18, 2023 4:50 PM
To: Kevin Jackson <kjackson@piedmont.ca.gov>
Cc: Tom O'Neil <email address redacted>; Keith Dierkx <email address redacted>; Laura <email address redacted >
Subject: EIR response

You don't often get email from lizlummis@gmail.com. [Learn why this is important](#)

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Dear Kevin,

In response to the Environment Impact Report:

We are very concerned with the noise impact, not just during construction, but ongoing as sound echoes throughout the canyon. I think of all the thought and attention that the sound pickle balls make at the Linda Beach Park courts; the same time and attention in the very least should be brought to the impacts the Moraga Canyon neighborhoods are apt to experience, and be addressed with further attention and mitigation.

1

Further, we disagree with what we read regarding AES-4. The new sources of light and glare will indeed directly impact the views, quality of life and darkness we enjoy at night.

2

We moved to our homes specifically for the peace, quiet and beautiful views, all of which will be impacted by the proposed special plan.

3

Sincerely,

Liz and Tom O'Neil
Laura and Keith Dierkx

--
Liz Lummis O'Neil, Insurance Agent
CA Insurance License #4282724
(415) 637-7595
Cord Neal, Broker and Financial Services Professional

CA Insurance License #0E60947

chneal@hmoinsurance.com

(707) 689-0777

Letter 14

COMMENTER: Liz Lummis O'Neil and Tom O'Neil, Laura and Keith Dierkx

DATE: December 18, 2023

Response 14.1

The commenters express concern regarding noise impacts during construction and operation, as well as sound echoing through Moraga Canyon. The commenters suggest that further attention and mitigation is required.

Please refer to Response 11.2 and also refer to the additional information on echoing in Chapter 3, *Revisions to the Draft EIR*.

Response 14.2

The commenters express disagreement with the discussion of Impact AES-4 in Section 4.1, *Aesthetics*, of the Draft EIR, suggesting that new sources of light in the MCSP area would directly impact views, quality of life, and darkness.

Please refer to Response 11.1.

Response 14.3

The commenters provide an opinion that peace and quiet and views would be impacted by the MCSP.

The commenters' opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Pathway to Piedmont Parks & Affordable Housing Joint Development

Letter 15

To: Piedmont Planning EIR Comments

Date: December 18, 2023

FM: John Cheney

Re: EIR Moraga Canyon Comments: REZONING PIEMONT
RESERVOIR #2 for Housing, Parks and Fields of Play

Opportunity: The existing EBMUD Reservoir #2 has been mothballed for 30 years.

The Reservoir #2 could easily support affordable housing for over two hundred (200) units for Teachers, City Employees and general affordable housing.

Piedmont residents support the fast track integration of RHNA housing goals and 3 acres public park with dual access is from an industrial driveway above from Blair Avenue and ROW to Moraga below.

1

2

Ask:

#1 Sports and Housing groups request that the City of Piedmont lead with EBMUD by rezoning the Blair Reservoir for high density housing and open public space for parks and playing fields, ahead of permission to sell from EBMUD.

3

#2 That Piedmont Reservoir #2 be integrated with the Moraga Canyon plan for long term public development, linking from the top of open space to Moraga Canyon via ROW owned by EMBUD, for a long term Open Space and Housing Element integrated Master Plan.

4

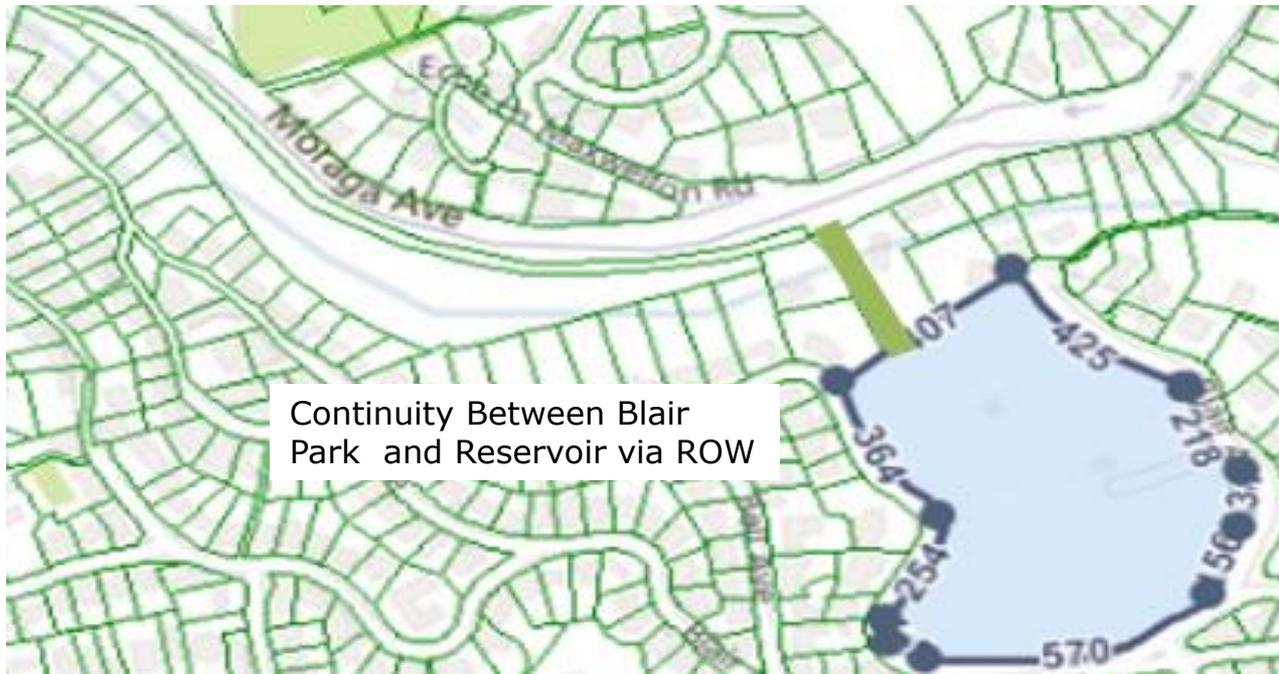
Location: Mothballed EBMUD's Piedmont Reservoir #2

Provides an opportunity to fast track RHNA and quality of life goals for all citizens

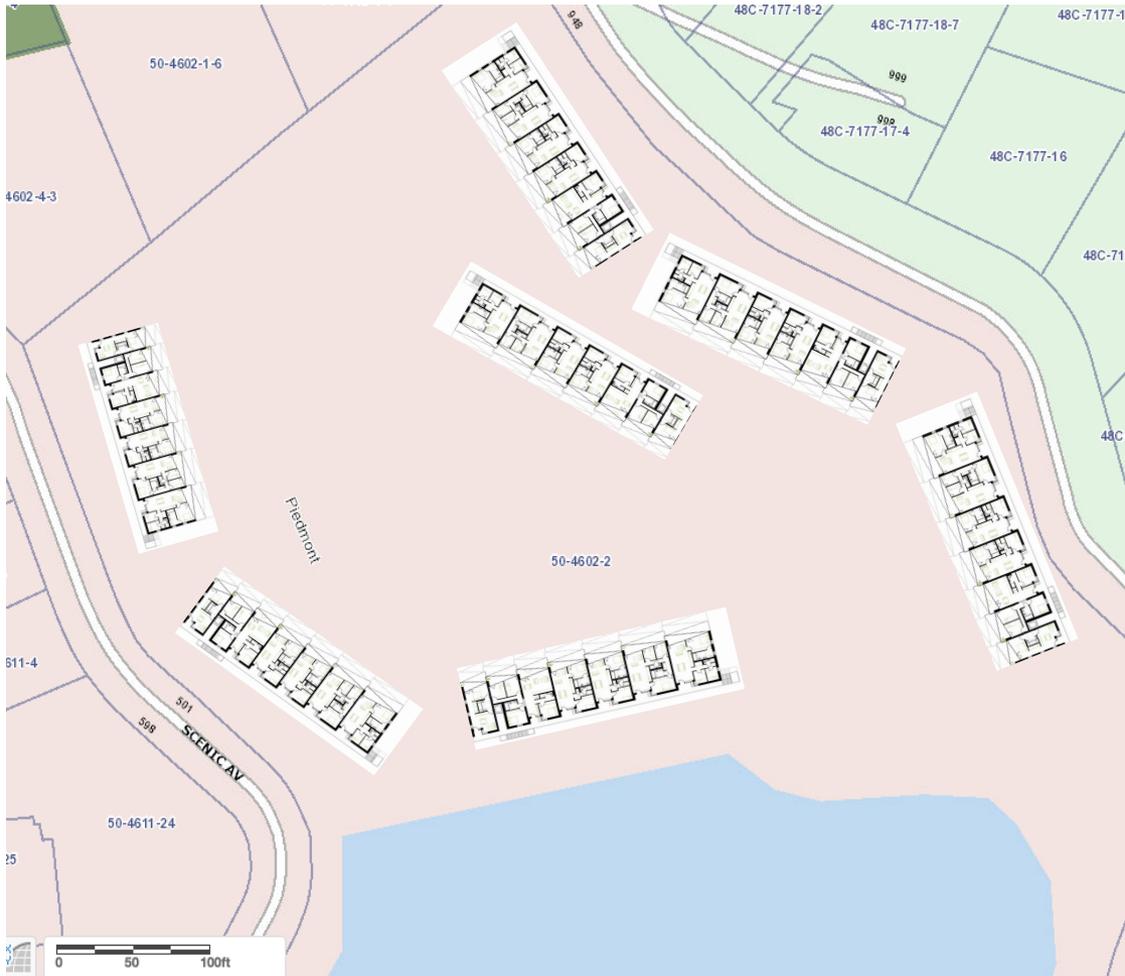


Unique RHNA housing and park expansion

Connecting EBMUD's mothballed Reservoir to Piedmont's Blair Park



Placement support for 224 units



Example 28 Units @ 150ft x 45ft award winning modular housing



Satellite map shows the Reservoir is primed for continued open space use at the top of Blair Avenue, with housing up to 200 Units below Blair with primary access from Moraga Avenue



The field use atop the location can provide easy access to water tanks if needed in the future.

Mothballed restricted open space can become the new accessible commons...



Integrated fields of play, parks and housing increase quality of life in Piedmont and region



Restricted space can become common public use



With Par Course fitness stations and much more...



Mature vegetation helps integrate housing and park to the existing neighborhood



Explore the possibility of the new affordable Teachers Housing and Commons



A new Piedmont Master Plan can help guide our community's search for quality.





EIR Moraga Canyon Educator Housing and Strategic Options for Piedmont PUSD

Moraga Canyon
Educator Housing

Q4 2023

Current Conditions Impacting PUSD Educator Housing in Piedmont

Current market conditions are placing downward pressure on school quality and PUSD financial resources

Market Condition	Explanation
Accelerating Unaffordable Housing	<ul style="list-style-type: none"> • <i>Increasing housing costs = teacher turnover, uncompetitive offers with fewer strategic solutions for PUSD</i>
Competing Districts are Creating Solutions	<ul style="list-style-type: none"> • <i>Top Tier School Districts are building educator housing & growing = more competitive offerings than PUSD</i> • <i>PUSD's shrinking student body = systemic risk</i>
Fewer PUSD Options Drive New Playbook	<ul style="list-style-type: none"> • <i>Traditional tools used by PUSD are at their limit. Several market conditions have combined to force strategic change at PUSD or face long term deterioration</i>

One Time Strategic Opportunity to Transform Piedmont

The City of Piedmont, Tax Payers and PUSD are aligned in fundamental community goals

Market Condition	Explanation
Assembly Bill 2295 is Law in 2024	<ul style="list-style-type: none"> • <i>AB 2295 establishes the right of districts to build housing up to 3 stories on School property under local review but exempt from State Architect rules.</i>
The City is Allowed to Trade or Sell Land to PUSD	<ul style="list-style-type: none"> • <i>Affordable housing built by PUSD for educators qualifies for RHNA requirements</i> • <i>PUSD can drive lower housing costs, design, earmark housing for educators, work with Public-private partnerships</i>
New Options Drive New Playbook	<ul style="list-style-type: none"> • <i>PUSD can act without risking credit ratings or financial damage to the City or PUSD</i> • <i>PUSD can move faster than the City or private developers</i>

Opportunity: Educator Housing as a Core Strategy for Piedmont

Current Piedmont and PUSD can housing to transform Piedmont and community culture

Market Condition	Explanation
Piedmont sell/trades land to PUSD	<ul style="list-style-type: none"> <i>PUSD can buy or trade land & build housing matching City's plans in Moraga Canyon. PUSD (& City) can control design esthetics, public commons using PUSD's exempt status to speed building time to market.</i>
Public-private partnership	<ul style="list-style-type: none"> <i>PPPs allow PUSD to stay in control. Funding and risk management drives affordable housing quality while reducing headwinds of rising interest rates and educator's affordable housing costs.</i>
Risk Mitigation & Public Values	<ul style="list-style-type: none"> <i>PUSD/PPP housing can retain educators, first responders and civic employees to live and work In Piedmont, making a positive impact on community culture, the public commons of parks, playing fields and open space.</i>

Opportunity: The Real Value of Public-private partnerships

Current PUSD can capitalize on risk-management capabilities of the private sector

Market Condition	Explanation
Public-private partnerships (PPPs)	<ul style="list-style-type: none"> • <i>PPPs can boost the efficiency and effectiveness of projects from development to end of operation.</i> • <i>PPPs should not be seen as magic instruments for public sector financing gaps</i>
Public-private partnerships	<ul style="list-style-type: none"> • <i>PPPs can spread financing costs over a more extended period and thus free up public funds where private sector cannot (e.g. PUSD operating budget shortfalls).</i>
Risk Mitigation & Public Values	<ul style="list-style-type: none"> • <i>Transferring specific risks of a project from PUSD to PPPs - including development, construction, operation to private sector investors (and lenders) - leverages risk-management capabilities of the private sector and markets</i>

Contact

John Cheney

415-425-7180

Johnacheney@gmail.co

m





Transmittal

To: Geoffrey Grote, City Administrator Date: April 7, 2011

Company: City of Piedmont Project: Blair Park

Address: 120 Vista Avenue Project No: 200814
Piedmont, CA 94611

Subject: Traffic Calming Alternatives

From: Clarence D. Mamuyac, Jr., AIA,
LEED® AP, NCARB

WE ARE SENDING				VIA	
x	Enclosed		For approval	x	e-Mail
	Under separate cover	x	For information		Airborne
	Originals	x	As requested		Fed Ex
	Reproducibles		For review & comment		DHL
	Prints	x	For distribution to LSA		Messenger
	Photocopies				UPS
x	PDF				Our repro service

No. of Copies	Dated	Description
1 pdf	April 4, 2011	Nelson Nygaard memorandum dated April 4, 2011

Should you have any questions, please do not hesitate to contact me.

All the best,

Clarence

cc

PRFO Executive Committee

Jessica Berg, President

Steve Schiller, Vice President

Valerie Matzger, Secretary

Glyn Burge, Treasurer

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Mark Menke

Karen Sullivan

Eric Havian, General Counsel

Alexis Pelosi, Sheppard Mullin

Andy Ball, Webcor

116 New Montgomery Street, Suite 500
 San Francisco, CA 94105
 (415) 284-1544 FAX: (415) 284-1554

MEMORANDUM

To: Clarence Mamuyac, ELS Architects

From: Michael Moule, PE, TE

Date: April 4, 2011

Subject: Blair Park – Moraga Avenue Traffic Calming Alternatives

Introduction

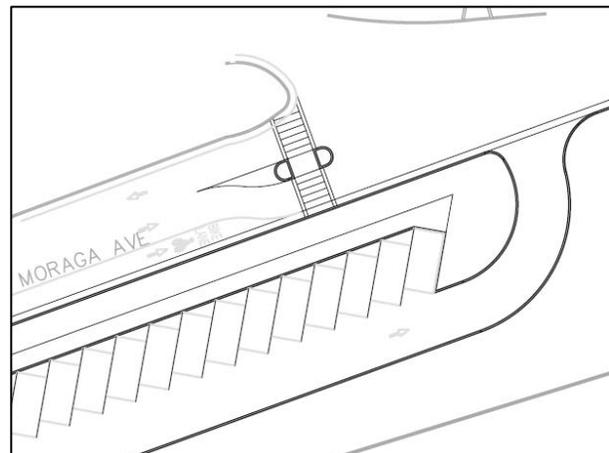
The Environmental Impact Report (“EIR”) for the Moraga Canyon Sports Fields Project recommended several solutions to calm traffic and improve the ease and safety of pedestrians crossing Moraga Avenue at and near Blair Park. This memorandum discusses and analyzes other alternate traffic calming measures that could also reduce traffic speeds and enhance pedestrian safety in the area. Those measures include: (1) a pedestrian crossing at Maxwellton Road; (2) a roundabout at Red Rock Road; and, (3) a roundabout at Maxwellton Road.

The impacts and benefits of each proposed traffic calming measure are discussed below.

Pedestrian Crossing at Maxwellton

A pedestrian crosswalk at Maxwellton Road would provide access for pedestrians between the north side of Moraga Avenue and the Blair Park fields.

The EIR recommends a crosswalk at Red Rock Road. It may also be appropriate to place another crosswalk at Maxwellton Road. The recommended crosswalk location is approximately where the crosswalk is shown on the image at right. With this placement, no specific pedestrian facilities would need to be built on the north side of Moraga. Pedestrians would simply walk across Moraga directly onto the roadway surface of Maxwellton Road (as dog walkers and others currently do when accessing the park site from Maxwellton Road).



Whether a crosswalk at this location would improve the ease and safety of pedestrian access depends on sight distance. Sight distance means not only stopping sight distance for vehicular traffic to the crosswalk, but also pedestrian sight distance up and down Moraga Avenue. The necessary stopping sight distance is 155 feet for 25 mph and 250 feet for 35 mph. At the

proposed pedestrian crossing at Maxwellton, the available sight distance would be approximately 260 feet for eastbound traffic and 390 feet for westbound traffic. Thus the available sight distance would be sufficient for stopping sight distance, even if traffic continues to travel at the existing speeds.

With regard to pedestrian sight distance, the key is how far pedestrians can see in order to feel comfortable entering the street. The curb to curb distance on Moraga Avenue is 30 feet. At the normal walking speed of 3.5 feet per second, it takes a pedestrian 8.5 seconds to cross Moraga Avenue. A vehicle traveling at 35 mph travels 440 feet in 8.5 seconds. At this speed a pedestrian preparing to cross the street cannot determine whether there is a gap in traffic that would allow them to fully cross the street if drivers do not yield to them. While the only required sight distance is that evaluated in the previous paragraph, the lack of 440 feet of sight distance might be a bit disconcerting to pedestrians as they are trying to cross the street. Therefore, other features should be considered to encourage yielding and otherwise improve the ease of pedestrians crossing the street.

There are several possible enhancements that should be considered for implementation at this crosswalk to encourage drivers to yield to pedestrians and otherwise make it easier for pedestrians to cross the street. These enhancements include the following measures:

1. High-visibility crosswalk markings. Longitudinal markings could be used and spaced to avoid the wheel paths of vehicles as shown in the image at right.
2. Illumination. The crosswalk should have adequate illumination so that pedestrians are visible at night.
3. Pedestrian crossing island. A small raised median island could be placed to provide a refuge for pedestrians when they are crossing the street, as shown in the image at right. By providing an island, pedestrians only need to look one direction at a time (pedestrians look to the left, cross to the island, and then look to the right, and cross the second half of the road).



This two-stage crossing technique provides pedestrians the adequate sight lines to be able to identify a gap in traffic that will allow them to cross, even if drivers do not yield to them. Research has shown that pedestrian refuge islands decrease pedestrian crossing crashes by about 40%. The island should preferably be 8 feet wide, but an absolute minimum of 6 feet wide in order to accommodate someone pushing a stroller or walking a bike. Placing an island at this location will require widening the street toward the parking lot at this location, and/or the elimination of the bike lane. It should be noted that any physical object placed in the roadway (including this proposed crossing island) will occasionally be hit by errant (usually speeding) motor vehicle drivers.

4. In-Street Pedestrian Crossing Sign. In addition to normal pedestrian crossing warning signs in advance of and at the crosswalk, the In-Street Pedestrian Crossing sign (R1-6, shown at right) could be placed on the centerline of the roadway or on a median island if one is used as described above.



5. Flashing yellow beacons. These could be installed on the pedestrian warning signs as shown in the image at left. The beacon would be activated by pedestrians. With a flashing yellow beacon, the crosswalk would operate under normal pedestrian right-of-way rules – motorists would be required to yield to pedestrians in the crosswalk. The beacon simply serves to provide additional notice that pedestrians are using the crosswalk when the beacon is flashing.
6. Rectangular Rapid Flash Beacon. As discussed above, a standard round flashing yellow beacon is beneficial, but there is a new experimental device called the Rectangular Rapid Flash Beacon (RRFB) as pictured at right. This beacon has a rapid, very bright LED flash that has been shown to result in much higher yielding rates than normal round beacons. The RRFB is not yet approved for use in California, but this approval may be coming soon. If the RRFB has been approved by the time the Blair Park project is constructed, it could be used instead of a round beacon.



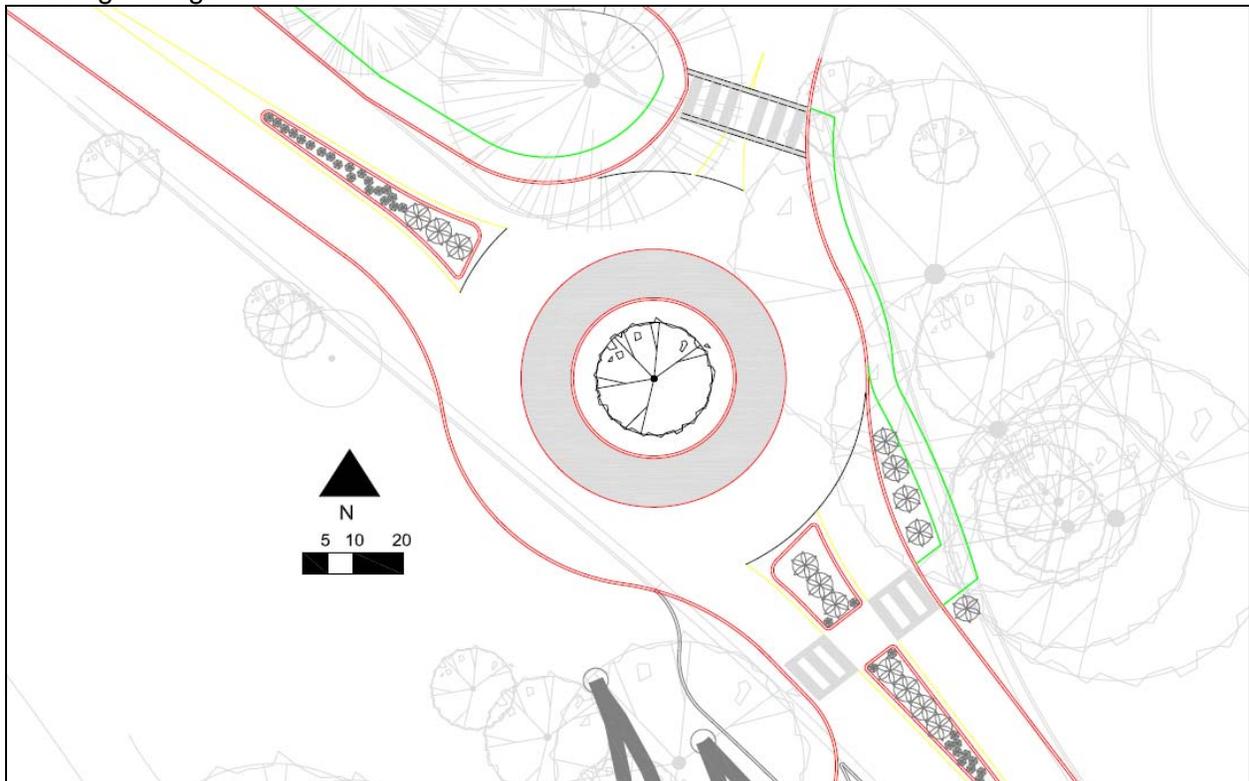
Roundabouts

A roundabout is a type of intersection, but also acts as a traffic calming measure. Due to their geometric design, roundabouts slow vehicles traveling through them to about 15-20 mph. These slower speeds improve safety for all users by making it easier for drivers to react and avoid a crash, and by reducing the severity of crashes since there is less kinetic energy. Because roundabouts are a great traffic calming alternative they are discussed at two possible locations along Moraga Avenue: (1) at Red Rock Road and (2) at Maxwellton Road.

Roundabout at Red Rock Road

A roundabout at the intersection of Moraga Avenue and Red Rock Road would physically reduce traffic speeds, enhance pedestrian safety, and control traffic at the intersection. This intersection provides access to Coaches Field and the City Corporate Yard, as shown below. There are two potential options for a roundabout at Red Rock Road: (1) an 85-foot diameter roundabout; and, (2) a 75-foot diameter mini-roundabout.

A roundabout at Red Rock Road could have an inscribed circle diameter of 85 feet and could include a mountable truck apron as well as a raised central island that would have landscaping installed, such as ground cover and a tree in the center. The conceptual design shown below is of this larger roundabout, which would require cutting into the existing embankment at the roundabout on the south side of Moraga Avenue. Cutting into the embankment is necessary to allow for the installation of a raised central island that can be landscaped, making the roundabout more visible to approaching drivers. However, a smaller roundabout would also address City concerns regarding traffic calming and improving ease and safety of pedestrians crossing Moraga Avenue at and near Blair Park.

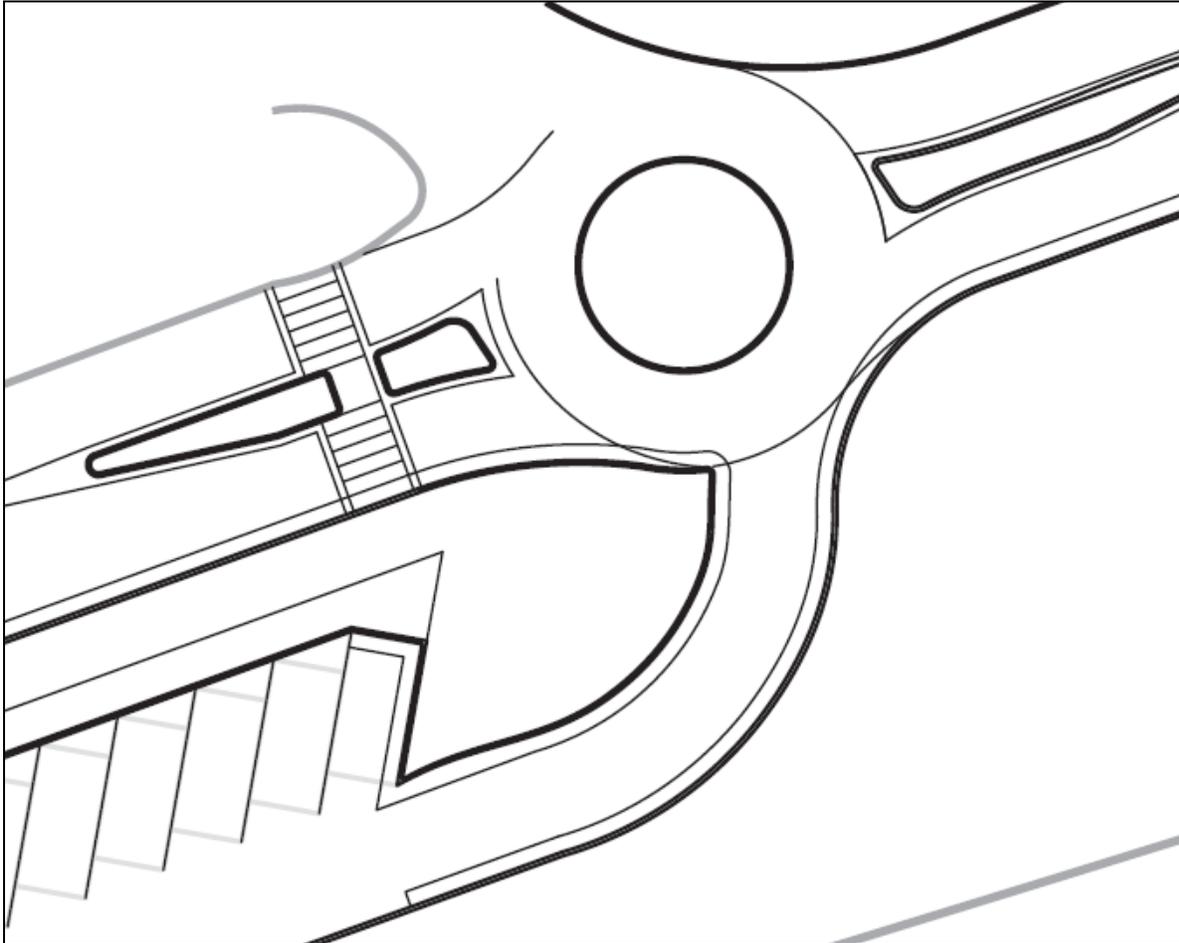


The intersection at Red Rock Road could also have a mini-roundabout with an inscribed circle diameter of about 75 feet, but with a fully-mountable central island so trucks can access the roundabout. The image below shows how such a mini-roundabout could fit approximately into the available existing intersection area. This smaller roundabout diameter reduces earthwork requirements while providing similar benefits to the larger roundabout design. Those benefits include physically reduced traffic speeds to 15-20 mph, enhanced pedestrian safety, and traffic control at the intersection.



Roundabout at Maxwellton

A roundabout at the intersection of Moraga Avenue with Maxwellton Road and the exit of the easternmost proposed parking lot would physically reduce traffic speeds, enhance pedestrian safety, and control traffic at the intersection. As shown below this proposed roundabout is a mini-roundabout that would have an inscribed circle diameter of 51 feet. The entire central island would be mountable to allow for truck access.



Benefits of a Roundabout on Moraga

Installation of each of the proposed roundabouts on Moraga Avenue would have many benefits as discussed below. The roundabouts do not need to be considered together as a package, but rather as two independent solutions that provide benefits at different locations.

Slower Travel Speeds

As mentioned above, all of the roundabout designs proposed would slow vehicles traveling through them to about 15-20 mph due to their geometric designs. These slower speeds improve safety for all users by making it easier for drivers to react and avoid a crash, and by reducing the severity of crashes since there is less kinetic energy.

Landscaping

Roundabouts provide an opportunity for landscaping. The larger roundabout design at Red Rock Road may include a raised central island where low shrubs may be placed, as well as at least one tree. The smaller mini-roundabout designs at Red Rock Road and Maxwellton Road include raised “splitter islands” between the entrance and exit lanes on the Moraga Avenue approaches that would be landscaped with low shrubs. The addition of landscaping in these areas indicates to approaching drivers that the environment is changing. Instead of seeing a continuous road ahead of them, they see landscaping in the middle, which causes them to slow down and change their driving behavior in a way that would be appropriate for driving past a park.

Ease and Safety of Pedestrian Crossings

The installation of a roundabout along Moraga Avenue at either location would make it significantly easier and safer for pedestrians to cross the street. One major reason for this is the slower vehicle speeds, which would make it easier to find a gap in traffic. Lower speeds would also improve pedestrian safety because drivers could more easily react to avoid a crash if necessary. Additionally, the lower kinetic energy resulting from lower vehicle speeds significantly reduces the severity of pedestrian crashes. Research has shown that if a pedestrian is hit by a vehicle at 40 mph there is an 85% chance that the pedestrian will be killed, but if the crash occurs at 20 mph, the chance of being killed is only 5%.

Crosswalks proposed along Moraga Avenue should be located at a roundabout, as roundabouts are placed so that the raised splitter islands act as a refuge for pedestrians crossing the street. This allows pedestrians to cross only one direction at a time, greatly simplifying the crossing task, and reducing pedestrian crashes by up to 40%.

Improved Turning Movements

A roundabout at Red Rock Road or Maxwellton Road would result in easier and safer turning movements to and from side streets and driveways onto Moraga Avenue.

Moraga Avenue has a curvilinear alignment. As noted in the Environmental Impact Report, this results in only marginally enough sight distance for reasonably safe turning movements to and from the proposed park driveways at the current 85th percentile speed on Moraga Avenue or 35 mph.

This is one of the major reasons why the EIR called for traffic calming measures on Moraga Avenue. As discussed above, installing roundabouts along Moraga Avenue would reduce traffic speeds at the roundabouts to about 15 to 20 mph. The roundabouts would also reduce vehicle speeds before and after each roundabout, likely resulting in lower overall speeds on the entire road frontage of Blair Park. The reduced speeds and the operation of the roundabout would make it easier to enter and/or exit each of the driveways and intersections in the vicinity of Blair Park.

The roundabouts would have the greatest benefits for left turn movements onto and off of Moraga Avenue. The largest benefits would be for drivers making left turns from minor streets or driveways onto Moraga Avenue where a roundabout is installed. Instead of looking both left and right to find a gap in 25 to 35 mph traffic, at a roundabout, drivers would only need to look to the left, and the approaching traffic would be traveling at no more than about 20 mph. At other

locations where drivers make left turns, any reduction in speed resulting from the installation of a roundabout would reduce the necessary sight distance, which would make it easier for drivers to find a gap in traffic and safely make their turn.

Impacts of Roundabouts on Traffic Flow

Installation of roundabouts along Moraga Avenue would calm traffic and improve the ease and safety of pedestrians crossing the street, but would these roundabouts result in worse level of service along Moraga Avenue?

To analyze how the roundabouts would perform, Nelson\Nygaard staff used the same “opening year plus project” traffic projections used in the EIR traffic study. At Red Rock Road, the traffic projections were adjusted slightly to account for the fact that the roundabout design prohibits direct left turns into the entrance of the proposed westernmost parking lot at Blair Park. The traffic conditions were analyzed using Sidra Intersection traffic analysis software. For both the AM and PM peak hours, the table below compares the estimated delay (in seconds) and Level of Service (LOS) for stop control, as set forth in the EIR traffic study, to roundabouts. Level of Service is measured on a scale from A (least delay) to F (most delay). Each intersection is evaluated independently and the results for one intersection would be the same whether or not a roundabout is installed at the other intersection.

**Delay and Level of Service Comparison of Stop Control to Roundabouts
Opening Year Plus Blair Park Project**

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Moraga/Red Rock Road	1-way Stop Control	0.4 (19.9)	A (C)	3.2 (34.8)	A (D)
Moraga/Red Rock Road	Roundabout	2.2 (9.8)	A (A)	2.7 (6.4)	A (A)
Moraga/Maxwelton	2-way Stop Control	0.4 (24.1)	A (C)	1.9 (39.2)	A (E)
Moraga/Maxwelton	Roundabout	4.0 (12.0)	A (B)	4.2 (9.3)	A (A)

Average delay and LOS for the entire intersection is listed first, followed by the delay and LOS for the worst approach (in parentheses).

As shown in the table above, the overall delay is worse for the roundabouts when compared to stop control. This is due to the fact that with stop control, traffic on Moraga doesn't stop or slow down; but with roundabouts, traffic on Moraga must slow down to negotiate the roundabout, and occasionally yield to a vehicle entering or exiting one of the side streets or driveways. Almost all of the additional delay calculated for the roundabout is a result of “geometric delay” for vehicles traveling along Moraga Avenue. Geometric delay is simply an estimate of how much more time it takes for vehicles to negotiate the intersection due to the fact that they must physically slow down to get through the roundabout. In other words, this is the extra time that is experienced by drivers when they must slow down from an average speed of about 30 mph to an average speed of about 15 to 20 mph at the roundabout.

When comparing the delay of the worst approach of the intersections (see values in parentheses), the roundabouts perform far better than two-way stop control. With stop control, during the PM Peak Hour, traffic on the Red Rock Road approach is estimated to experience 34.8 seconds of delay, which equates to Level of Service D. Likewise, traffic exiting the easternmost proposed parking lot is estimated to experience 39.2 seconds of delay, which

equates to LOS E. With roundabouts at both locations, the delay for these two approaches during the PM Peak Hour is estimated to be 6.4 and 9.3 seconds, both equating to Level of Service A. As such, while the roundabouts would result in a small amount of geometric delay along Moraga Avenue, the delay does not result in a reduction in Level of Service that would be considered potentially significant. The roundabouts result in far less delay for traffic on the minor streets when compared to the delay experienced in a stop-controlled environment.

Letter 15

COMMENTER: John Cheney

DATE: December 18, 2023

Response 15.1

The commenter states that the EBMUD Reservoir 2 site could support affordable housing for over 200 teachers, city employees and affordable housing.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 15.2

The commenter states that Piedmont residents support integration of RHNA housing goals and three acres of public park with dual access from an industrial driveway above from Blair Avenue and right of way to Moraga Avenue below.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 15.3

The commenter states that sports and housing groups request that the City rezone the Blair Reservoir for high density housing and open public space for parks and playing fields, ahead of permission to sell from EBMUD.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response 15.4

The commenter requests that Piedmont Reservoir 2 be integrated with the MCSP for long term public development, linking from the top of open space to Moraga Canyon via right of way owned by EBMUD, for a long-term Open Space and Housing Element integrated Master Plan.

The commenter's opinions are noted and will be forwarded to City decision-makers for consideration. This comment does not relate directly to the adequacy of the information or analysis within the Draft EIR. No revisions to the Draft EIR have been made in response to this comment.

Response to Attachments

The commenter provides attachments in the form of diagrams, a presentation related to educator housing and strategic options for the Piedmont school district, and a memorandum from April 4, 2011 regarding the Moraga Canyon Sports Fields Project. These attachments do not directly contain comments on the findings or conclusions of the Draft EIR. No revisions to the Draft EIR have been made in response to these attachments.

3 Revisions to the Draft EIR

This chapter presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR section number and page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute “significant new information” requiring recirculation. (See Public Resources Code Section 21092.1; *CEQA Guidelines* Section 15088.5.)

The following revisions have been made to the Draft EIR.

Executive Summary

The following revisions have been made to Table ES-1.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Hazards and Hazardous Materials		
<p>Impact HAZ-3. Implementation of the proposed project would accommodate development on or near hazardous materials sites. However, compliance with applicable regulations and standard conditions of approval requiring site characterization and cleanup would minimize hazards from development on contaminated sites. Impacts would be less than significant with mitigation incorporated.</p>	<p>MCSP-HAZ-1 Property Assessment - Phase I and II ESAs. Prior to the issuance of any grading, building, demolition, or grading permit for development in the Moraga Canyon Specific Plan Area, the project applicant shall retain a qualified environmental professional (EP), as defined by ASTM E-1527 to prepare a project-specific Phase I Environmental Site Assessment (ESA) in accordance with standard ASTM methodologies, to assess the land use history of the project site.</p> <p>If the Phase I ESA identifies recognized environmental conditions or potential areas of concern, the project applicant shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase II ESA for the project site to determine whether the soil, groundwater, and/or soil vapor has been impacted at concentrations exceeding regulatory screening levels. The Phase II ESA shall be completed prior to the issuance of any building permit authorizing construction, grading permit or demolition permit, and shall be based on the results of the Phase I ESA.</p> <p>As part of the Phase II ESA, the qualified environmental consultant (PG or PE) shall screen the analytical results against the San Francisco Bay Regional Water Quality Control Board environmental screening levels (ESL). These ESLs are risk-based screening levels under various depth and land use scenarios. The City shall review and approve the Phase II ESA prior to the issuance of any building, grading, or demolition permit.</p> <p>If the Phase II ESA for the project site indicates that contaminants are present in the subsurface at the project site, the project applicant shall take appropriate steps to</p>	<p>Less than Significant.</p>

Impact	Mitigation Measure (s)	Residual Impact
	<p>protect site workers and the public. This may include the preparation of a Soil Management Plan (see Mitigation Measure MCSP HAZ-2) prior to issuance of a building, grading, or demolition permit.</p> <p>If the Phase II ESA for the project site indicates that contaminants are present at concentrations exceeding hazardous waste screening thresholds for contaminants in soil and/or groundwater (California Code of Regulations [CCR] Title 22, Section 66261.24 Characteristics of Toxicity), the project applicant shall take appropriate steps to protect site workers and the public. This may include the completion of remediation (see Mitigation Measure MCSP HAZ-3) at the project site prior to onsite construction.</p> <p>The City of Piedmont shall review and approve the project site disposal recommendations and remedial engineering controls prior to issuing a building, demolition or grading permit.</p>	

Section 2, Project Description

The following revisions have been made to Table 2-4 on Page 2-23 of the Draft EIR:

Table 2-2 EIR Project Buildout

Implementation Program	Units
Sites Inventory¹	
Likely Sites ²	651 <u>519</u>
Pipeline Sites	1
Moraga Canyon Specific Plan	132
<i>Subtotal</i>	<i>652</i>
Implementation Programs³	
ADU Incentive Programs and Technical Assistance	192
Program 4.M, Program 5.H, and Program 5.K	66
SB9 Implementation and Technical Assistance	40
State Density Bonus and Local Density Bonus	98
<i>Subtotal</i>	<i>394<u>396</u></i>
Total	1,048

¹ The sites associated with the sites inventory are listed in Table 2-2 and shown on Figure 2-3

² Likely sites includes estimated buildout associated religious affiliated housing (70 units) implementation programs.

³ Units associated with growth under the implementation programs would mostly be distributed throughout Piedmont, though it is assumed 67 of these units could be developed in the MCSP Area from possible SB 9, ADU, and/or density bonus development in that area.

Section 4.2, Air Quality

The following revision has been made to Table 4.2-3 on Page 4.2-9 of the Draft EIR:

Table 4.2-3 BAAQMD Criteria Air Pollutant Screening Levels

Land Use Type	Operational Criteria Pollutant Screening Size (du)	Construction Criteria Pollutant Screening Size (du)
Single Family Housing	421	254
Apartments	638	416
Condo-Townhouse	637	416
Mobile Home Park	721	377
Congregate Care/Retirement Community	1,008	416

du = dwelling unit; NOX = oxides of nitrogen; ROG = reactive organic gases
Source: BAAQMD 2022

The following text revisions have been made on Page 4.2-16:

Additionally, sections of Moraga Avenue is are a-designated as a Class III bicycle lane, which connects to Highland Avenue, another Class III bicycle lane. Highland Avenue leads directly to schools, parks, and services in the city center which would encourage future residents to utilize bicycles instead of single-occupancy vehicles. The City's Pedestrian and Bicycle Master Plan also envisions the development of a 10-mile designated bikeway network which would further connect future residents in Moraga Canyon to other areas of Piedmont. Therefore, impacts for the MCSP Area would be less than significant.

Section 4.6, Geology and Soils

The following text revisions have been made on Page 4.6-5:

In general, the San Andreas Fault is likely capable of producing a Maximum Credible Earthquake of magnitude 8.0 on the Richter Scale. According to the third Uniform California Earthquake Rupture Forecast (UCERF3), the 30-year probability of the San Andreas Fault experiencing an earthquake of magnitude 6.7 or greater is 6.19 percent (Working Group on California Earthquake Probabilities 2021).

The following text revisions have been made on Page 4.6-5:

According to the UCERF3, the 30-year probability of the Hayward Fault experiencing an earthquake of magnitude 6.7 or greater is 27 14.3 percent (Working Group on California Earthquake Probabilities 2021).

The following text revisions have been made on Page 4.6-6

Piedmont is in an area identified by ABAG as having very low to low susceptibility to liquefaction (ABAG 2021). As shown in Figure 4.6-3, a small portion of the city along Grand Avenue and Fairview Avenue as well as north of Valant Place is susceptible to earthquake-induced liquefaction. Piedmont is generally located in areas of very low or low liquefaction risk, except for a small portion of the city southeast of the intersection at Grand Avenue and Oakland Avenue, which is located in an area with high liquefaction risk. In addition, there may be areas of uncompacted fill, such as within Moraga Canyon.

The following text revisions have been made on Page 4.6-8:

Figure 4.6-4 shows identified earthquake-induced landslide hazard zones in Piedmont. As shown in Figure 4.6-4, because of the varying topography, most of Piedmont is located within an earthquake-induced landslide zone, with the exception of the area along and adjacent to Highland Avenue, and the area northeast of Crocker Avenue. ~~is within moderate to very high landslide susceptibility zones. The western part of Piedmont generally has high landslide susceptibility, and the eastern part of the city generally has very high landslide susceptibility.~~ As mentioned in Piedmont's General Plan Environmental Hazards Element, the ~~The~~ risk of landslides is typically highest 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 (City of Piedmont 2009b).

The following text revisions have been made on Page 4.6-22:

As shown in Figure 4.6-3, Piedmont is generally not located in areas of ~~very low or low~~ earthquake-induced liquefaction risk, except for a small portion of the city along Grand Avenue and Fairview Avenue and north of Valant Place, as well as small portion of the city southeast of the intersection at Grand Avenue and Oakland Avenue which is located in an area with high liquefaction risk and areas with uncompacted fill such as in Moraga Canyon. Several housing sites are located within the liquefaction zone along Grand Avenue, and one housing site is located within the liquefaction zone north of Valant Place. ~~Three housing inventory sites are located adjacent to the high liquefaction zone east of Grand Avenue and one is within Moraga Canyon.~~ Full build-out of the proposed project would increase population, structural development, and infrastructure that would be exposed to these hazards.

The following text revisions have been made on Page 4.6-22:

As shown in Figure 4.6-4, because of the varying topography, most of Piedmont is ~~within moderate to very high~~ located within an earthquake-induced landslide susceptibility zones ~~zone.~~ ~~The western part of Piedmont generally has high landslide susceptibility, and the eastern part of the city generally has very high landslide susceptibility.~~ Therefore, the increase in development potential allowed by the proposed project in these areas could result in impacts related to landslides.

The following text revisions have been made on Page 4.6-23:

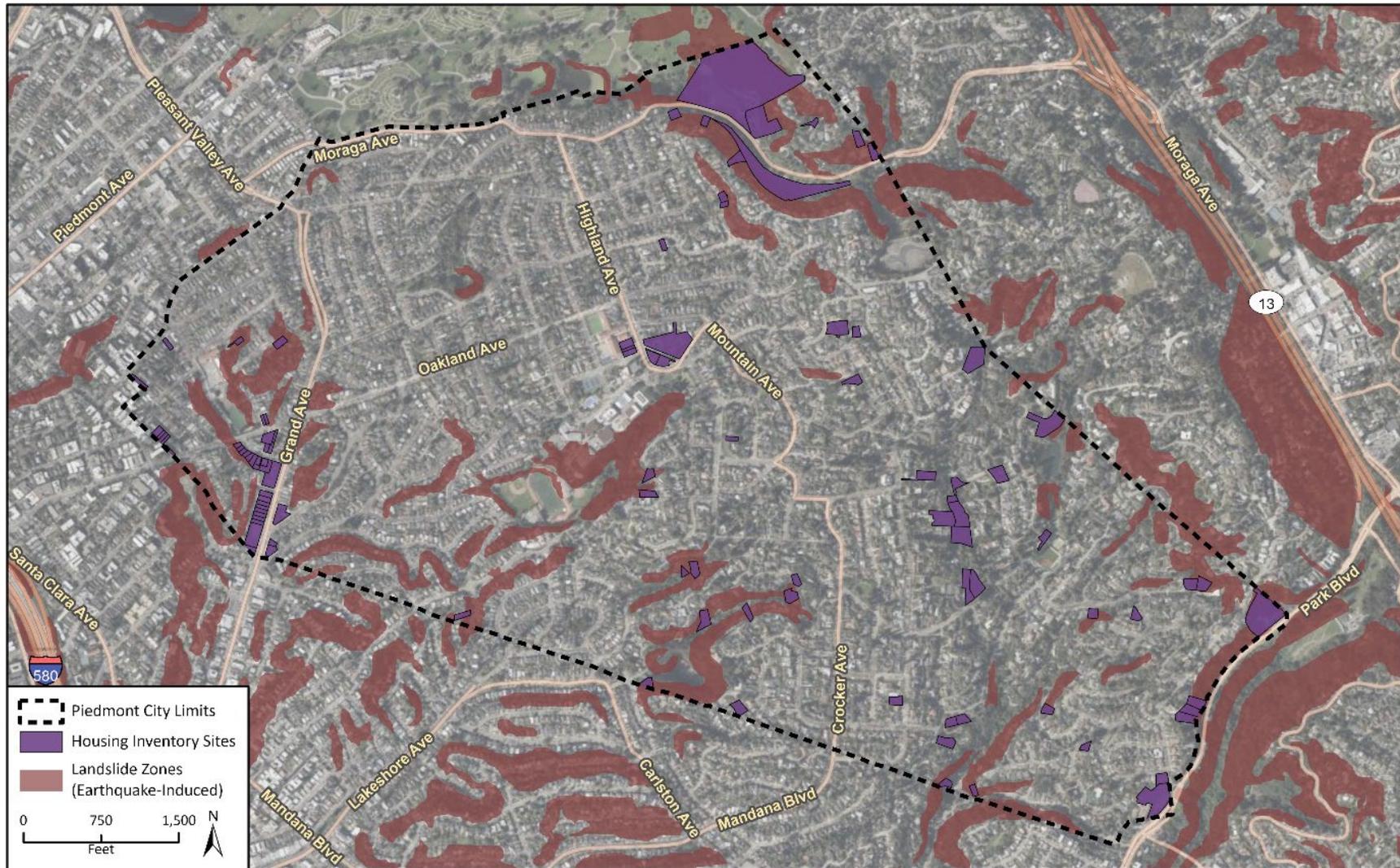
As shown in Figure 4.6-2 and Figure 4.6-3 ~~and Figure 4.6-4~~, the MCSP Area is not located within a ~~very low~~ liquefaction ~~potential~~ zone and has soil type with low shrink-swell potential (or expansivity). Most development would be anticipated to occur on areas of Moraga Canyon with gentler slopes, and development facilitated by the MCSP would be required to comply with the same State and local regulations as discussed above. Pursuant to Section R401.4.3 of the CBC, as incorporated into the PCC, development in the MCSP Area that would occur on slopes 20 percent or greater would be required to prepare a mandatory soils report, and recommendations in the report must be implemented; this would minimize potential impacts from geologic hazards. However, the MCSP Area is in a ~~very high~~ earthquake-induced landslide ~~potential~~ zone and contains areas of non-engineered fill. Therefore, impacts related to landslides and unstable soils in the MCSP would still be potentially significant.

Figure 4.6-3 Piedmont Liquefaction Susceptibility on Page 4.6-7 has been replaced with the following:



21-11542_Piedmont_HE
Fig 4.6-1 Liquefaction in Piedmont

Figure 4.6-4 Piedmont Landslide Susceptibility on Page 4.6-9 has been replaced with the following:



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Additional data provided by CGS, 2023.

21-11542_Piedmont_HE
Fig 4.6-2 Landslide Susceptibility in Piedmont

Section 4.7, Greenhouse Gas Emissions

The following revision has been made to Table 4.7-1 on Page 4.7-21:

Table 4.7-4 Operational GHG Emissions

Emission Source	Annual Emissions (MT of CO₂e)
Operational	
Mobile	5,890
Area	67
Energy	825
Water	91
Waste	240
Refrigerants	1
Operational Total	7,115
Source: Appendix E	
<u>Note: numbers may not add up due to rounding</u>	

Section 48, Hazards and Hazardous Materials

The following text has been revised on Page 4.8-19 through 4.8-20 of the Draft EIR.

Mitigation Measures

MCSP HAZ-1 Property Assessment Phase I and II ESAs

Prior to the issuance of any ~~grading~~^{grading, building, demolition,} or grading permit for development in the Moraga Canyon Specific Plan Area, the project applicant shall retain a qualified environmental professional (EP), as defined by ASTM E-1527 to prepare a project-specific Phase I Environmental Site Assessment (ESA) in accordance with standard ASTM methodologies, to assess the land use history of the project site.

If the Phase I ESA identifies recognized environmental conditions or potential areas of concern, the project applicant shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase II ESA for the project site to determine whether the soil, groundwater, and/or soil vapor has been impacted at concentrations exceeding regulatory screening levels. The Phase II ESA shall be completed prior to the issuance of any building permit authorizing construction, grading permit₂ or demolition permit and shall be based on the results of the Phase I ESA.

As part of the Phase II ESA, the qualified environmental consultant (PG or PE) shall screen the analytical results against the San Francisco Bay Regional Water Quality Control Board environmental screening levels (ESL). These ESLs are risk-based screening levels under various depth and land use scenarios. The City shall review and approve the Phase II ESA prior to the issuance of any building, grading₂ or demolition permit.

If the Phase II ESA for the project site indicates that contaminants are present in the subsurface at the project site, the project applicant shall take appropriate steps to protect site workers and the public. This may include the preparation of a Soil Management Plan (see

Mitigation Measure MCSP HAZ-2) prior to issuance of a building, grading, or demolition permit.

If the Phase II ESA for the project site indicates that contaminants are present at concentrations exceeding hazardous waste screening thresholds for contaminants in soil and/or groundwater (California Code of Regulations [CCR] Title 22, Section 66261.24 Characteristics of Toxicity), the project applicant shall take appropriate steps to protect site workers and the public. This may include the completion of remediation (see Mitigation Measure MCSP HAZ-3) at the project site prior to onsite construction.

Section 4.10, Noise

The following text has been added to Page 4.11-18 through 4.11-19 of the Draft EIR.

Moraga Canyon Specific Plan

Construction activities in the MCSP Area would generate noise around the area in a similar manner as discussed above for citywide Housing Element Implementation. Due to the topography of the MCSP Area, construction associated with housing development under an adopted MCSP could include large projects involving relatively lengthy construction durations (i.e., longer than 18 months), and associated construction noise. In addition, the MCSP Area is adjacent to noise-sensitive receivers including residences. Based on typical construction equipment noise levels, the anticipated duration of construction activities, and type of equipment used for larger housing developments, construction and development pursuant to an adopted MCSP could exceed FTA noise limits and result in significant construction noise impacts on a project-specific basis at nearby sensitive receivers. Therefore, this impact is potentially significant.

While future development in the MCSP Area would involve development in a canyon, it is not anticipated that effects associated with echoing or sound reflection would substantially increase noise related to construction. In general, mostly vegetated and only partially developed slopes such as those in and around Moraga Canyon do not offer hard, flat surfaces for significant reflection or echoing. Reflected noise would attenuate at the same rate as it would traveling in a straight line (i.e., the shortest distance from the source to the receiver). A substantial amount of sound energy is lost when noise travels from one end of a canyon to the other, reflects, and then travels back to the receiver. As explained in the Setting section under "Fundamentals of Noise," noise from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuates, or drops off, at a rate of 6 dBA per doubling of distance. Therefore, by the time noise travels from one side of the canyon to the other it would attenuate substantially.

For example, assuming approximately 100 feet from one part of the canyon to another, a conversation of approximately 60 dBA at 3 feet would attenuate by an estimated 30 decibels at a distance of 100 feet from the source. By the time the sound traveled the 100-foot distance back across the canyon, the noise level would further attenuate before it reached the receiver. In addition, the presence of intervening structures would further attenuate noise. The contribution of noise that is more than 10 dBA below a baseline noise level is negligible. Therefore, the "echo" or reflection would have a negligible effect on overall noise levels above those experienced by the receiver from non-reflected noise traveling the shortest distance from the source to the receiver.

The following text revisions have been made on Page 4.11-21:

Moraga Canyon Specific Plan

Residential development facilitated by an adopted MCSP would generate on-site operational noise from stationary sources and off-site operational noise from vehicle trips similar to that discussed above. Typical noise sources associated with residential uses include stationary HVAC equipment, on-site vehicle movement (e.g., delivery and trash hauling), outdoor activities, and off-site traffic. For the same reasons as described above under Citywide Housing Element Implementation, impacts associated with operational noise for future development pursuant to an adopted MCSP would be less than significant. Development pursuant to the MCSP could also involve moving recreational uses, such as those associated with Coaches Field and Kennelly Skate Park, and Public Works Department operations, such as the operation of the Corporation Yard, to different locations within the MCSP Area. However, noise-generating activities associated with recreational uses and Public Works Department operations would be similar to those of Piedmont's developed and urbanized environment and, within the MCSP study area, would occur only during daytime hours (not during regular sleep hours). The programming and hours of operation of city recreation and Public Works operations would continue to be subject to City Council authority and would be subject to noise standards in the Piedmont General Plan and PCC. For the same reasons as described under Impact NOI-1 related to construction, the "echo" or reflection effect in the canyon would have a negligible effect on overall operational noise levels above those experienced by the receiver. Therefore, impacts ~~Therefore, impacts~~ Impacts associated with operational noise in the MCSP Area would be less than significant.

The conditions of operational roadway traffic noise in the MCSP Area would be similar to those discussed for the Citywide Housing Element Implementation analysis, above. Traffic volumes on streets would not double such that ~~double~~ traffic noise would increase by 3 dBA CNEL or more, and, therefore, increases in traffic noise would be less than perceptible. Therefore, development facilitated by an adopted MCSP would not substantially add traffic volumes and would not increase associated traffic noise. Impacts related to increases in roadway noise would be less than significant.

Section 4.13, Public Services and Recreation

The following text revisions have been made on Page 4.13-17:

In addition, as discussed above, future development in the MCSP Area could result in a reduction of acreage of the parks and recreational facilities in the MCSP Area. Conservatively assuming ~~the facilities~~ Blair Park, Coaches Field, and the Kennelly Skate Park are removed and replaced with housing, the removal of these ~~two~~ two facilities would result in a decrease of approximately 7.5 acres of parkland within the city.

Section 4.14, Transportation

Page 4.14-20 (*Impact T-1*) has been revised as follows:

The proposed project is also consistent with the 2021 *Piedmont Climate Action Plan* because the proposed project is estimated to reduce the home-based VMT per resident and the associated GHG emissions in the City of Piedmont, as described later in this section.

Caltrans recently adopted the California Transportation Plan (CTP) 2050 on February 2021, which aims to create a safe, resilient, and universally accessible transportation system that supports communities, advances racial and economic justice, and improves public and environmental health. CTP 2050 has identified eight goals in the areas of safety, climate, equity, accessibility, quality of life and public health, economy, environment, and infrastructure (Caltrans 2021). The following objectives are applicable to the proposed project:

- **Climate Objective 1: Advance a clean, carbon neutral transportation system.** This objective aims to meet GHG reduction targets, move the transportation sector away from dependence on carbon-based fuels, and position California to achieve full carbon neutrality over the plan horizon.
- **Accessibility Objective 1: Increase access to destinations.** Accessibility can be improved not only through transportation system enhancements, but through compact, diverse land uses that support multiple modes and facilitate shorter and more convenient trips.
- **Environment Objective 1: Improve air quality and minimize pollutants from transportation.** Transportation is the largest contributor to statewide GHG emissions. Criteria air pollutants such as particulate matter, carbon monoxide, nitrogen oxide, and volatile organic compounds have been linked to a wide range of public health issues. This objective aims to reduce pollutants and improve health outcomes.

The proposed project would be consistent with the goals and objectives of the CTP 2050 by facilitating development of housing within the urbanized areas of the city, as well as near or adjacent to corridors served by Class II and Class III bicycle lanes and bus stops, such as Oakland Avenue, Highland Avenue, Hampton Road, Park Boulevard, and Moraga Avenue. By locating rezone sites in proximity to bus stations and Class II and Class III bicycle lanes, the proposed project would encourage walking or the use of bicycles and reduce reliance on single-occupancy vehicles, thereby reducing VMT and GHG emissions. In addition, future development facilitated by the project would be required to comply with the most updated EV requirements outlined in Title 24 at the time of construction, which would further reduce GHG emissions. Therefore, the proposed project would not conflict with Caltrans' CTP 2050.

Therefore, the proposed Housing Element Implementation project, including development pursuant to an adopted Moraga Canyon Specific Plan, would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities.

Section 7, References

The following references have been added to the references section:

Caltrans. 2021. California Transportation Plan 2050. Adopted February 2021.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf>

Working Group on California Earthquake Probabilities. 2021. The Third California Earthquake Rupture Forecast (UCERF3). <https://wgcep.org/UCERF3>

4 Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification (Initials/ Date/ Comments)
Geology and Soils					
MCSP-GEO-1 Geotechnical Assessment for Moraga Canyon Specific Plan Area					
A geotechnical assessment shall be prepared for development in the Moraga Canyon Specific Plan Area by a qualified engineer prior to issuance of a grading permit. The geotechnical assessment shall include onsite sampling of existing soil to ascertain current conditions and characterize the potential for risks and implications for future building foundation elements. The analysis of the onsite conditions and risks shall be based on laboratory results generated in accordance with current procedures and applicable state and local construction, engineering, and geotechnical building standards at the time the assessment is prepared. The design of individual projects and/or construction shall incorporate all recommendations of the geotechnical assessment. The assessment and recommendations shall be prepared by a California-licensed professional engineer and shall comply with current state and local building codes. The intention of the geotechnical assessment is to sufficiently inform design related to geologic hazards and to help ensure that the design of building foundations, subgrades, and transportation infrastructure can withstand existing conditions, or that the individual site can be treated in such a manner as to address hazardous geologic conditions.	A qualified engineer shall prepare a geotechnical assessment for development in the Moraga Canyon Specific Plan Area. The project shall incorporate all recommendations of the geotechnical assessment.	Prior to issuance of a grading permit.	City staff shall ensure a geotechnical assessment has been prepared by a qualified engineer.	City of Piedmont Planning and Building Department	
Hazards and Hazardous Materials					
MCSP-HAZ-1 Property Assessment - Phase I and II ESAs					
Prior to the issuance of any building, demolition, or grading permit for development in the Moraga Canyon Specific Plan Area, the project applicant shall retain a qualified environmental professional (EP), as defined by ASTM E-1527 to prepare a project-specific Phase I	A qualified environmental professional shall prepare a project-specific Phase I ESA for projects in the MCSP area. If the Phase I ESA	The Phase I ESA shall be prepared prior to the issuance of any building,	City staff shall review and approve of the Phase I ESA or the	City of Piedmont Planning and Building Department	

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification (Initials/ Date/ Comments)
<p>Environmental Site Assessment (ESA) in accordance with standard ASTM methodologies, to assess the land use history of the project site.</p> <p>If the Phase I ESA identifies recognized environmental conditions or potential areas of concern, the project applicant shall retain a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE), to prepare a Phase II ESA for the project site to determine whether the soil, groundwater, and/or soil vapor has been impacted at concentrations exceeding regulatory screening levels. The Phase II ESA shall be completed prior to the issuance of any building permit authorizing construction, grading permit, or demolition permit and shall be based on the results of the Phase I ESA.</p> <p>As part of the Phase II ESA, the qualified environmental consultant (PG or PE) shall screen the analytical results against the San Francisco Bay Regional Water Quality Control Board environmental screening levels (ESL). These ESLs are risk-based screening levels under various depth and land use scenarios. The City shall review and approve the Phase II ESA prior to the issuance of any building, grading, or demolition permit.</p> <p>If the Phase II ESA for the project site indicates that contaminants are present in the subsurface at the project site, the project applicant shall take appropriate steps to protect site workers and the public. This may include the preparation of a Soil Management Plan (see Mitigation Measure MCSP HAZ-2) prior to issuance of a building, grading, or demolition permit.</p> <p>If the Phase II ESA for the project site indicates that contaminants are present at concentrations exceeding hazardous waste screening thresholds for contaminants in soil and/or groundwater (California Code of</p>	<p>identifies recognized environmental conditions or potential areas of concern, a qualified environmental consultant, California Professional Geologist (PG) or California Professional Engineer (PE) shall prepare a Phase II ESA. If the Phase II ESA indicates that contaminants are present in the subsurface at the project site, the project applicant shall prepare a Soil Management Plan. If the Phase II ESA for the project site indicates that contaminants are present at concentrations exceeding hazardous waste screening thresholds for contaminants in soil and/or groundwater, the project applicant shall complete remediation at the project site.</p>	<p>demolition, or grading permit for development. The Phase II ESA shall be prepared prior to the issuance of any building permit authorizing construction, grading permit, or demolition permit and shall be based on the results of the Phase I ESA.</p> <p>The Soil Management Plan shall be prepared prior to issuance of a building, grading, or demolition permit. Remediation shall be completed at the project site prior to onsite construction.</p>	<p>Phase II ESA, if required.</p>		

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<p>Regulations [CCR] Title 22, Section 66261.24 Characteristics of Toxicity), the project applicant shall take appropriate steps to protect site workers and the public. This may include the completion of remediation (see Mitigation Measure MCSP HAZ-3) at the project site prior to onsite construction.</p>					
MCSP-HAZ-2 Soil Management Plan					
<p>For future development in the Moraga Canyon Specific Plan Area, if impacted soils or other impacted wastes are present at the project site, the project applicant shall retain a qualified environmental consultant (PG or PE), to prepare a Soil Management Plan (SMP) prior to issuance of a building, demolition or grading permit. The SMP, or equivalent document, shall address:</p> <ol style="list-style-type: none"> 1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and 2. Specific actions to reduce hazards to construction workers and offsite receptors during the construction phase. <p>The plan must establish remedial measures and soil management practices to ensure construction worker safety, the health of future workers and visitors, and the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Stockpile management, including stormwater pollution prevention and the installation of BMPs ▪ Proper disposal procedures of contaminated materials ▪ Investigation procedures for encountering known and unexpected odorous or visually stained soils, 	<p>If impacted soils or other impacted wastes are present at the project site, the project applicant shall retain a qualified environmental consultant (PG or PE), to prepare a Soil Management Plan, which should include remedial measures and soil management practices.</p>	<p>Prior to issuance of any grading, demolition, or grading permit.</p>	<p>The City of Piedmont Public Works Director or designee shall review and approve the project site SMP prior to issuing of any grading, demolition, or grading permit.</p>	<p>City of Piedmont Planning and Building Department</p>	

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification (Initials/ Date/ Comments)
<p>other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities</p> <ul style="list-style-type: none"> ▪ Monitoring and reporting ▪ A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection ▪ The health and safety plan shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction <p>The City of Piedmont Public Works Director or designee shall review and approve the project site SMP prior to issuing of any grading, demolition or grading permit. The project applicant shall implement the SMP during demolition, grading, and construction at the project site.</p>					
MCSP-HAZ-3 Remediation					
<p>For future development in the Moraga Canyon Specific Plan Area, where contaminated soil is identified during implementation of Mitigation Measures MCSP HAZ-1 and/or MCSP HAZ-2 as present within the demolition, grading or construction envelope at the project site at chemical concentrations exceeding ESLs and/or hazardous waste screening thresholds for contaminants in soil (California Code of Regulations [CCR] Title 22, Section 66261.24), the project applicant shall retain a qualified environmental consultant (PG or PE), to properly dispose of the contaminated soil. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes</p>	<p>If contaminated soils are identified during implementation of Mitigation Measures MCSP HAZ-1 and/or MCSP HAZ-2 as present within the demolition, grading or construction envelope at the project site at chemical concentrations exceeding ESLs and/or hazardous waste screening thresholds for contaminants in soil, the</p>	<p>Project site disposal recommendations shall be reviewed and implemented prior to transportation of waste soils offsite and the remedial engineering controls shall be reviewed and</p>	<p>The City of Piedmont Public Works Director or designee shall review and approve the project site disposal recommendations prior to transportation of waste soils offsite, and review and</p>	<p>City of Piedmont Planning and Building Department</p>	

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification (Initials/ Date/ Comments)
<p>prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.</p> <p>Remediation of impacted soils and/or implementation of remedial engineering controls may require: additional delineation of sub-surface impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and offsite disposal or recycling.</p> <p>The City of Piedmont Public Works Director or designee shall review and approve the project site disposal recommendations prior to transportation of waste soils offsite, and review and approve remedial engineering controls, prior to construction.</p> <p>The project applicant shall review and implement the project site disposal recommendations prior to transportation of waste soils offsite and review and implement the remedial engineering controls prior to construction.</p> <p>The City of Piedmont shall review and approve the project site disposal recommendations and remedial engineering controls prior to issuing a building, demolition or grading permit.</p>	<p>project applicant shall retain a qualified environmental consultant (PG or PE) to properly dispose of the contaminated soil. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes and provide disposal recommendations and arrange for proper disposal of waste soils and other impacted wastes, and/or provide recommendations for remedial engineering controls, if appropriate.</p>	<p>implemented prior to construction.</p>	<p>approve remedial engineering controls, prior to construction. The City of Piedmont shall review and approve the project site disposal recommendations and remedial engineering controls prior to issuing a building, demolition, or grading permit.</p>		
Wildfire					
W-1 Incorporation of Evacuation Analysis Recommendations					
<p>The City shall implement all recommendations included in the City of Piedmont 2023-2031 Housing Element Update – Emergency Evacuation Time Assessment (Fehr & Peers 2023) and listed below:</p>	<p>The City shall implement all recommendations included in the City of Piedmont 2023-2031 Housing Element Update – Emergency</p>	<p>After certification of the FEIR.</p>	<p>The City shall ensure all recommendations included in the City of Piedmont</p>	<p>City of Piedmont Planning and Building Department</p>	

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification (Initials/ Date/ Comments)
<ul style="list-style-type: none"> ▪ Develop emergency evacuation traffic signal timing plans for traffic signals on evacuation routes, prioritizing evacuation flows and minimizing opposing traffic flows. Emergency response vehicle access into evacuation areas can be maintained through traffic signal pre-emption. Coordinate with City of Oakland and Caltrans to develop corridor evacuation timing plans. ▪ Identify corridors where temporary evacuation capacity, such as reversible traffic lanes, temporary use of parking lanes, shoulders, or two-way-left-turn lanes, could be provided while maintaining emergency responder access in the opposite direction. ▪ Explore limiting on-street parking on designated evacuation routes either permanently or during high fire risk periods to reduce potential conflicts with evacuating vehicles. ▪ As part of evacuation messaging, ensure evacuees are informed of the availability of multiple evacuation routes, to allow effective use of all available capacity. ▪ Work with Piedmont Unified School District (PUSD) and private schools to develop evacuation plans for the schools in the City of Piedmont. ▪ Consider staggering the evacuation orders for citywide or large area evacuations for different zones and account for the impact on potential bottleneck locations when determining the timing for evacuation of different zones. ▪ When considering roadway or intersection design modifications, especially in areas that have less accessibility and on key evacuation routes, consider evacuation capacity and consider design treatments 	<p>Evacuation Time Assessment (Fehr & Peers 2023 and as amended if applicable).</p>		<p>2023-2031 Housing Element Update – Emergency Evacuation Time Assessment (Fehr & Peers 2023 and as amended if applicable) are implemented.</p>		

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Requirements	Responsible Agency	Compliance Verification (Initials/ Date/ Comments)
<p>that could allow reversible lanes or temporary use of parking lanes or shoulders as auxiliary lanes to provide additional capacity during an evacuation event.</p> <ul style="list-style-type: none"> ▪ Educate residents and employees about the importance of carpooling in evacuations to reduce the number of evacuating vehicles and minimize evacuation times. ▪ Explore the potential use of the footpath and bicycle networks in evacuating pedestrians and cyclists to reduce the number of evacuating vehicles and minimize evacuation times. <p>Examine areas that have a high concentration of residents with social vulnerability indicators such as age, disability, and other mobility factors to determine other potential barriers to evacuation besides distance to and capacity of evacuation routes. Advanced coordination between first responders to ensure an efficient and well-communicated process for evacuation may be needed in response to various hazard scenarios.</p>					

TABLE 1. Zoning Ordinance revisions that must be completed by January 31, 2024		
Housing Element Programs		Current Status
1.D	<i>Allow Religious Institution Affiliated Housing Development in Zone A: Single Family Residential</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
1.F	<i>Increase Allowances for Housing in Zone B: Public Facilities</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
1.G	<i>Facilitating Multi-family Development in Zone C: Multi-family Residential</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
1.H	<i>Increase Allowances for Housing in Zone D: Commercial and Mixed-Use</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
1.P	<i>General Plan Amendments</i>	Study Sessions: Planning Commission - November 13 and December 11, 2023 City Council - December 18, 2023

Table 2. Zoning Ordinance to be Made Concurrently With Those in Table 1		
Housing Element Programs		Current Status
1.E	<i>Require ADUs for New Single-Family Residence Construction</i>	Study Sessions: Planning Commission – December 11, 2023 City Council - December 18, 2023
1.J	<i>SB 9 Facilitation Amendments</i>	Study Sessions: Planning Commission – December 11, 2023 City Council - December 18, 2023
1.M	<i>Manufactured and Mobile Homes</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
1.R	<i>Lower-Income Sites Modifications to Address Shortfall</i>	Study Sessions: Planning Commission – January 8, 2024 City Council – January 22, 2024
4.I	<i>Health and Safety Code 17021.5 Compliance</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
4.L	<i>Allow Parking Reductions for Multi-Family, Mixed-Use and Affordable Projects</i>	Study Sessions: Planning Commission – December 11, 2023 City Council - December 18, 2023
4.N	<i>Allow Transitional and Supportive Housing by Right in Zones that Allow Residential Uses</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
4.O	<i>Allow Low Barrier Navigation Centers by Right in Zones that Allow Residential Uses</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023

Housing Element Programs		Current Status
4.P	<i>Residential Care Facilities</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
4.Q	<i>Parking Reductions for Persons with Disabilities, Seniors, and Other Housing Types</i>	Study Sessions: Planning Commission – December 11, 2023 City Council - December 18, 2023
4.V	<i>Allow Emergency Shelters As Accessory Uses to Religious Facilities in Zone A</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
5.H	<i>Housing for Extremely Low-Income Individuals and Households</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023
5.L	<i>Definition of Family</i>	Study Sessions: Planning Commission - November 13, 2023 City Council - December 18, 2023

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pierce Macdonald

From: Deborah Leland <redacted>
Sent: Monday, January 08, 2024 5:09 PM
To: City Council; planningcommission@piedmont.ca.gov; Rosanna Bayon Moore; Kevin Jackson; Daniel Gonzales
Subject: Comments on the Transportation Element

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Dear Planning Commissioners, City Council members, and City staff,

In reviewing the proposed changes to the Transportation Element in advance of the Planning Commission Study Session this evening, I would like to call two items to your attention:

1. Figure 4.2 of the Transportation Element shows Maxwellton Road in orange, indicating a road width of 20' - 25'. However, I believe Maxwellton Road should be depicted in red, indicating a road width of less than 20', per the description of Maxwellton Rd as 12' - 16' wide in the sidebar entitled "Narrow Streets" on the page following Figure 4.2.
2. Figure 4.4 and Table 4.4 omit Spring Path (from Moraga Ave just above Red Rock Rd to Abbott Way) from the City's inventory of pedestrian paths.

Thank you for your attention to these items, and I hope there is opportunity to make the necessary corrections before adopting the amended Transportation Element.

Thank you,
Deborah Leland

Pierce Macdonald

From: Emily Nakashima <redacted>
Sent: Sunday, January 14, 2024 7:56 PM
To: Pierce Macdonald
Cc: office@plymouthoakland.org; Susan Ode
Subject: Re: Piedmont Planning Commission Public Hearing

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Hi Pierce,

Thank you so much for letting us know. We are glad to see the reduced parking requirements for affordable housing and the additional permitted uses in Zone A being considered!

Since we last spoke, I've started attending the Planning Commission meetings remotely and following along with the planning & building and fair housing email lists, and I really appreciate all that you, Kevin, and the Piedmont planning staff do to make planning news and Planning Commission proceedings easily accessible to the public. Thank you!

-Emily

Emily Nakashima
Chair of Planning & Development
Plymouth UCC, the Jazz & Justice Church

On Fri, Jan 12, 2024 at 12:20 PM Pierce Macdonald <pmacdonald@piedmont.ca.gov> wrote:

Dear Reverend Matthews, Susan Ode, and Emily Nakashima,

Happy new year! The purpose of this email is to provide public notice to community members who participated in the preparation of the Piedmont 2023-2031 Housing Element.

The attached notice describes the Planning Commission public hearing scheduled for January 29, 2024 in the City Council Chambers at Piedmont City Hall. The Planning Commission will consider a recommendation to approve the Housing Element Implementation Environmental Impact Report (EIR) and amendments to the General Plan and City Code.

If you have any questions, Director Kevin Jackson and I would be happy to meet with you to discuss.

Thank you,



Pierce Macdonald

Senior Planner

City of Piedmont

120 Vista Avenue, Piedmont, CA 94611

pmacdonald@piedmont.ca.gov | (510) 420 - 3063

Effective February 28, 2022, the Piedmont Planning & Building and Public Works Departments will be open for counter service, including unscheduled inquiries via walk-in, telephone and email, during the following hours:

- Monday through Thursday: 8:30 a.m. to 5 p.m. (open including the lunch hour)
- Friday: Closed to members of the public.

Receive Planning & Building Department news emails by subscribing at:

<https://lp.constantcontactpages.com/su/rMGm1oM/PiedmontPlanBuild>



Pierce Macdonald

From: Marjorie Blackwell
Sent: Wednesday, January 03, 2024 2:47 PM
To: Pierce Macdonald
Subject: Re: Moraga Ave. traffic reports

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Yes, definitely! Thank you for asking.

-Marj

On Jan 3, 2024, at 9:44 AM, Pierce Macdonald <pmacdonald@piedmont.ca.gov> wrote:

Hello Marj Blackwell,

Would you like these materials to be distributed to the Planning Commission?

Sincerely,

Pierce Macdonald
Senior Planner
(510) 420-3063

Effective February 28, 2022, the Piedmont Planning & Building and Public Works Departments will be open for counter service, including unscheduled inquiries via walk-in, telephone and email, during the following hours:

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Receive Planning & Building Department news emails by subscribing at:

<https://lp.constantcontactpages.com/su/rMGm1oM/PiedmontPlanBuild>

From: Marjorie Blackwell
Sent: Tuesday, January 02, 2024 12:02 PM

To: Kevin Jackson <kjackson@piedmont.ca.gov>; Pierce Macdonald <pmacdonald@piedmont.ca.gov>

Subject: Moraga Ave. traffic reports

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Hello Kevin & Pierce,

Attached are copies of 2 traffic reports from past and proposed Moraga Ave. developments:

1. 1985 LSA report regarding development of Coaches Field
2. 2010 Emmett Creason report regarding the proposed sports field in Blair Park.

I would appreciate your assurance that both of these reports have been — or will be— provided to the consultants preparing the Moraga Ave. Specific Plan.

As you can see, these reports — from 38 years and 13 years ago — both reference high volume traffic on Moraga Ave. and the danger to pedestrians trying to cross the road. Since then, Moraga Ave. traffic, if anything, has increased in volume and speed. In my and many others' opinions, this is a primary issue that must be addressed before any development can occur in Moraga Canyon.

Thank you for your consideration, and I look forward to your response..

Regards,
Marj Blackwell

EMMETT CREASON Traffic Engineering Technical Services
P.O. Box 1386 Novato CA 94948 (415) 892-3918

→ June 30, 2010

Randolph Wedding
911 Moraga Avenue
Piedmont, CA 94611-3443

Thank you for inviting me to review and briefly comment on the LSA Traffic Impact Analysis for the Moraga Canyon Sports Fields. Please remember that this report constitutes a only a cursory review of the document you provided and that there may be other significant traffic issues for the project which are not included in my review.

SIGHT DISTANCE

As the report mentions, there will be a significant lack of sight distance for the current driveway placement. There is no mention of "safe stopping distance" for the existing speeds for the worst case scenario, this should be determined in the report. Any sight distance analysis should include potential pedestrians preparing to enter the roadway.

The report describes a mitigation measure, TRAFF-2A, for inadequate sight distance, "The City shall provide additional enforcement of the speed limit using enforcement methods... to reduce the 85th percentile speed to below 35 MPH". While admirable in intent, this possible mitigation does not state the level to which speeds are to be reduced (important to know this to see if the sight distance provided is adequate). Traffic enforcement alone would require a large full time commitment from the agency responsible for enforcing traffic laws and would have to continue into the future. I should mention that if the intent is to use radar speed enforcement to reduce existing prevailing speeds, the enforcement effort would be limited, if not excluded, by section 40801 (speed trap) of the California Vehicle Code. Lacking radar enforcement or extensive "traffic calming" improvements instituted with the project to physically reduce speed on Moraga Avenue, it is unlikely that speeds will be successfully reduced without additional measures.

GAP ANALYSIS

While the report notes that there are many 7.5 second gaps in existing traffic flow, it does not address the duration of the gaps which will be present during the times when peak flow into and out of the new driveways be occurring. The presence of right and left turns to and from the driveways and particularly pedestrians crossing the roadway at or near the driveways would certainly negatively impact the availability of available gaps and 7.5 second gaps may not be sufficient for pedestrian crossings or for vehicular traffic exiting the proposed new driveway locations. The report indicates LOS E & F for vehicles exiting the proposed driveways. This raises some concerns as motorists not easily able to enter the traffic flow on Moraga Avenue in a timely manner may well result in some

drivers making bad decisions on what constitutes a safe gap in traffic (i.e. forcing their way into traffic) which over time will have the potential for an increase in traffic collisions or near collisions. LOS E & F at a recreation site are typically considered inadequate particularly when there may well be additional pedestrians and / or bicyclists present in close proximity.

PEDESTRIAN BRIDGE

There are certainly financial and operational concerns with the pedestrian bridge concept. For example the bridge may be a substantial percentage of the project cost and there is every possibility that some users of the Sport Fields may still choose to cross Moraga Avenue at grade. The report lists the installation of an "illuminated crosswalk with an activated pedestrian signal" as an alternate to the pedestrian bridge. Normally I would recommend against any "mid-block" pedestrian crosswalks but a "full pedestrian traffic signal" should take care of pedestrian safety. However if the cost of a traffic signal is to be included in the project, I would recommend that the geometry of the project driveways be revised to create a four legged intersection (driveways on either side of Moraga Avenue directly opposite each other) where the traffic signal can handle both the vehicular and pedestrian traffic generated by the project.

The wording of this section of the LSA report may need some clarification, if the crosswalk proposed by the project is in fact only flashing lights in the pavement and possibly some flashing yellow lights with some signing then what is proposed is not a pedestrian signal. If this is the case, I would recommend against the installation. The "activated pedestrian" language may only mean that the pedestrians will activate the flashing yellow lights. If this is the case then "more than adequate" sight distance is a must and the possibility of the flashing yellow lights causing a false sense of security to the pedestrians could result in very unsafe conditions and increased collision rates.

PEAK and OFF-PEAK HOUR LINK ANALYSIS

While the project may not reduce LOS on Moraga Avenue to an unacceptable level, the additional driveways and all forms of traffic associated with them will have a slightly negative impact on LOS.

SIGNAL WARRANT ANALYSIS

I will not comment on the off site signal analysis. However the lack of discussion of the "illuminated crosswalk with an activated pedestrian signal" at the project site further concerns me that the proposed "pedestrian signal" mentioned in the Pedestrian Bridge section of the report is not a traffic signal at all but instead is really a simple mid-block crosswalk with some sort of enhancement. I find the language present in the report unclear (perhaps misleading?) and would like to see further details before finalizing any action on the Traffic Impact Analysis.

PARKING

It appears that the report identifies a short fall in parking which will be addressed on only one side of Moraga Avenue. This raises the possibility that this solution will result in additional pedestrians crossing Moraga Avenue. All of the concerns for the pedestrian

and vehicular safety will be exacerbated by not being able to supply the parking at the site where it is needed.

ACCIDENT DATA

Existing area collision history does not appear to be a severe problem. However the report's conclusion that the project will not increase the "accident" rate and that most of the collision history in the area involves "driver behavior" seems to not address the facts raised in the report. I believe it is reasonable to expect that if driver behavior in the area is the cause for most of the "accidents" then the new Sports Fields facility with increased traffic including vehicles, bicycles and pedestrian will present additional traffic conflicts which will certainly increase the potential for incidents. Even if the new users of the sports facility have excellent "driver behavior" there is still a demonstrated possibility of increased collisions related to the new facility.

General notes on the remainder of the Traffic Impact Analysis

Sidewalks – The report indicates the lack of sidewalks in the area. Even if Piedmont does not have a policy designed to increase walking and bicycling, a recreational project of this type should at least provide sidewalk access to the immediately adjacent neighborhoods. Also bicycle lanes or paths should be considered.

LOS concerns – While it appears that the surface streets will not have significant reductions in LOS, there should still be consideration given to left turn storage lanes for the driveways to the facility. If at all possible the driveways for the project should be located opposite from each other instead of offset for safety as well as future LOS considerations.

Sight Distance - This is the single most critical issue associated with this project in my opinion. Given the nature of the facility, generous, i.e. greater than the minimum, sight distance should be provided. This is because of the mix of parents / children which the facility will attract combined with the existing area motorists (a portion of which the report identifies as having "driver behavior" problems) would clearly benefit from extra sight distance. Unfortunately, the analysis concludes that sight distance provided is more than 100 feet below recommended minimums. As this is a new facility, now is the time to address the sight distance issues fully, including more efficient roadway design and maintenance in perpetuity for such things as plant trimming. I see this as the biggest potential issue which could result in incidents and due to the wording of the report may well result in increased liability for the City of Piedmont.

Parameters – I noted some measurements (such as 4 ft. per second pedestrian speed and 3.5 / 4.25 object heights) which, while not in violation of standard practices, don't incorporate a margin of safety and may present problems, particularly when combined with less than adequate sight distance or drivers with "driver behavior" issues. It seems to me that at the very least, a neighborhood park/recreation facility deserves to be designed with generous parameters used where safety is concerned.

Overall I feel that as proposed this project has some very important issues which appear to be not addressed adequately in regards to safety issues. I would recommend additional design work or at least effective mitigation of the problems raised in the LSA document.

Thanks for allowing me to discuss this with you,

Emmett Creason, Principal Technician

General notes on the remainder of the Traffic Impact Analysis
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designed with generous parameters used where safety is concerned.



**ENVIRONMENTAL STUDY
HAMPTON/LA SALLE SPORTS FIELD
INITIAL STUDY**

CITY OF PIEDMONT

NOVEMBER 1985

**PREPARED BY
Larry Seeman Associates, Inc.
2606 Eighth Street
Berkeley, CA 94710
(415) 841-6840**



Left turn INTO site from Moraga Avenue	LOS "A"
Left turn OUT of site onto Moraga Avenue	LOS "D"
Right turn OUT of site onto Moraga Avenue	LOS "A"

This indicates that the service levels would be excellent, except for the relatively few vehicles making the left turn out of the site at the end of events. Right-turning vehicles will be able to pass around those vehicles waiting to make their left turn onto Moraga Avenue.

Parking requirements for the Moraga Sports Field have been determined from the total number of people expected on the site and the average vehicle occupancy of those vehicles. An occupancy factor of 2.0 persons per car was used.

Parking requirements have been calculated by dividing the total number of people on the site at any given time by two. If a total of 80 attend or participate in an event (see Table 1) the parking requirement will be 40 spaces. If this many spaces cannot be provided, in no case should the number of people on site exceed twice the number of parking spaces, at least until actual experience with the parking demand vs. events is determined. Christmas tree lot parking requirements have been based upon the City's estimate of 55 trees per hour sold during the highest daytime hours. 27 parking spaces are necessary to supply the needs of the lot, assuming the average buyer spends a half hour on the lot and allowing for a 15 percent reserve.

Due to the limited sight distance, moderately heavy traffic volumes, and the average speed of vehicles (34 MPH in the downhill direction) on Moraga Avenue, DKS Associates recommends locating all parking for the Sports Field on-site. The site plan proposes an overflow lot of 20 parking spaces across the street on Moraga Avenue. This overflow parking lot would require pedestrians to cross Moraga Avenue in order to reach the Moraga Sports Field creating a potential safety hazard. Given the topography, sight lines, and grades involved, all parking should be provided adjacent to the sports field, with no overflow parking across the street.

Mitigation Measures. The following mitigation measures are suggested in order to minimize traffic safety impacts:

1. The current site plan should be redesigned to accommodate all parking on-site. This would require approximately 4,000 square feet of additional parking area.

From: [Pam Hirtzer](#)
To: [Pierce Macdonald](#)
Subject: Re: Homeowners on Scenic Ave losing home insurance.. wildfire
Date: Wednesday, January 03, 2024 5:15:47 PM

You don't often get email from pam@phirtzer.com. [Learn why this is important](#)

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Yes please. Thanks Pierce.

Pam

On Jan 3, 2024, at 3:02 PM, Pierce Macdonald <pmacdonald@piedmont.ca.gov> wrote:

Thank you, Pam. Would you like this information shared with the Planning Commission?

From: Pam Hirtzer
Sent: Tuesday, January 02, 2024 12:39 PM
To: Kevin Jackson <kjackson@piedmont.ca.gov>; Pierce Macdonald <pmacdonald@piedmont.ca.gov>
Cc: Marjorie Blackwell
Subject: Homeowners on Scenic Ave losing home insurance.. wildfire

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Hi Kevin and Pierce,

Just letting you know that my neighbors a few doors down on Scenic Ave have just had their home owners insurance dropped due to severe wildfire hazard. Like myself they live above Moraga Canyon. I happen to have State Farm insuring my house, and I know that State Farm is no longer providing new policies to home owners in California deemed to be residing in high fire risk areas. Hopefully I will remain grandfathered in. This unwillingness to insure homes at risk of wildfire in California has been announced by many other insurance companies this past year.

Please consider this information in the development of the Moraga Canyon Specific

Plan.

Thank you,
Pam Hirtzer,
Scenic Ave.

From: [John Cheney](#)
To: [Kevin Jackson](#); [Pierce Macdonald](#)
Subject: EIR Comments from John Cheney -- Moraga Canyon Plan
Date: Monday, December 18, 2023 4:51:38 PM
Attachments: [Piedmont_send EIR_Moraga Canyon Thought Piece 12182023.pdf](#)
[Moraga Canyon EIR- Piedmont Res#2 Comments 121823_1.pdf](#)

[EXTERNAL] This email originated from an **external source**. Please use judgment and caution when opening attachments, clicking links, or responding.

Hi Kevin and Pierce,

Attached are two separate comments on the Moraga Canyon EIR plan.

I am open to meet anytime. Currently our groups have met with the PUSD to propose the general approach to the City.

Thanks,

John

Pathway to Piedmont Parks & Affordable Housing Joint Development

To: Piedmont Planning EIR Comments

Date: December 18, 2023

FM: John Cheney

Re: EIR Moraga Canyon Comments: REZONING PIEMONT
RESERVOIR #2 for Housing, Parks and Fields of Play

Opportunity: The existing EBMUD Reservoir #2 has been mothballed for 30 years.

The Reservoir #2 could easily support affordable housing for over two hundred (200) units for Teachers, City Employees and general affordable housing.

Piedmont residents support the fast track integration of RHNA housing goals and 3 acres public park with dual access is from an industrial driveway above from Blair Avenue and ROW to Moraga below.

Ask:

#1 Sports and Housing groups request that the City of Piedmont lead with EBMUD by rezoning the Blair Reservoir for high density housing and open public space for parks and playing fields, ahead of permission to sell from EBMUD.

#2 That Piedmont Reservoir #2 be integrated with the Moraga Canyon plan for long term public development, linking from the top of open space to Moraga Canyon via ROW owned by EMBUD, for a long term Open Space and Housing Element integrated Master Plan.

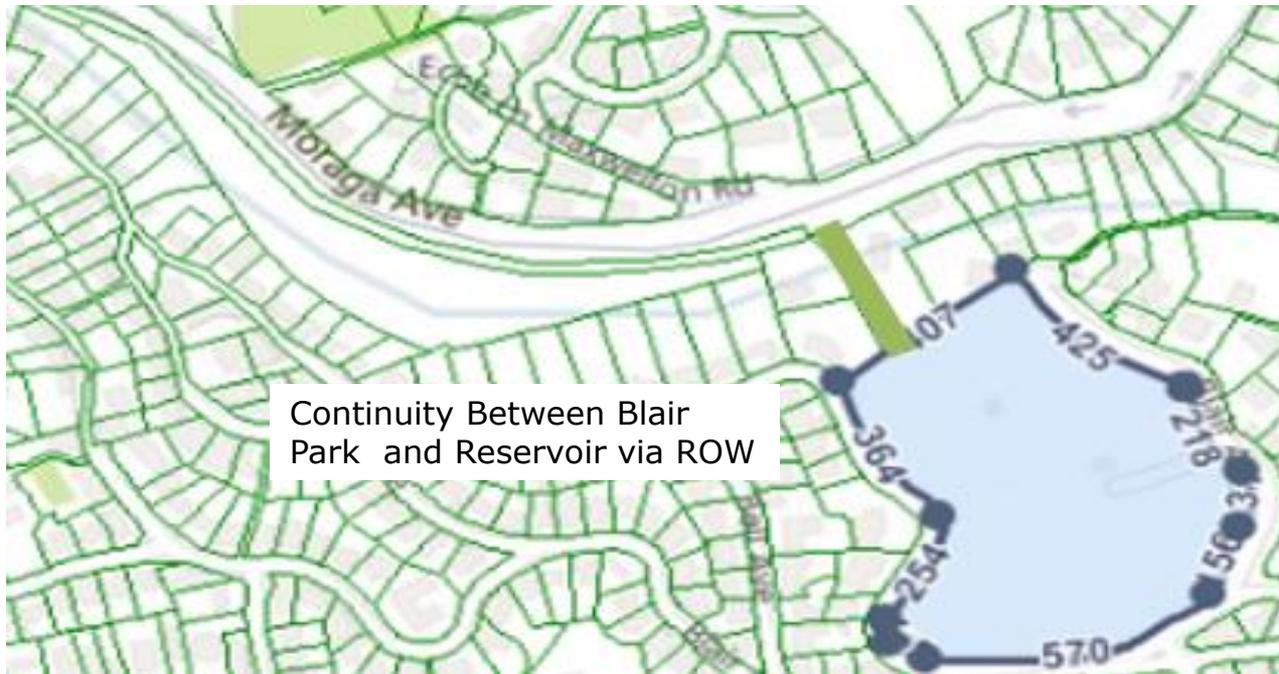
Location: Mothballed EBMUD's Piedmont Reservoir #2

Provides an opportunity to fast track RHNA and quality of life goals for all citizens



Unique RHNA housing and park expansion

Connecting EBMUD's mothballed Reservoir to Piedmont's Blair Park



Placement support for 224 units



Example 28 Units @ 150ft x 45ft award winning modular housing



Satellite map shows the Reservoir is primed for continued open space use at the top of Blair Avenue, with housing up to 200 Units below Blair with primary access from Moraga Avenue



The field use atop the location can provide easy access to water tanks if needed in the future.

Mothballed restricted open space can become the new accessible commons...



Integrated fields of play, parks and housing increase quality of life in Piedmont and region



Restricted space can become common public use



With Par Course fitness stations and much more...



Mature vegetation helps integrate housing and park to the existing neighborhood



Explore the possibility of the new affordable Teachers Housing and Commons



A new Piedmont Master Plan can help guide our community's search for quality.





EIR Moraga Canyon Educator Housing and Strategic Options for Piedmont PUSD

Moraga Canyon
Educator Housing

Q4 2023

Current Conditions Impacting PUSD Educator Housing in Piedmont

Current market conditions are placing downward pressure on school quality and PUSD financial resources

Market Condition	Explanation
Accelerating Unaffordable Housing	<ul style="list-style-type: none"> • <i>Increasing housing costs = teacher turnover, uncompetitive offers with fewer strategic solutions for PUSD</i>
Competing Districts are Creating Solutions	<ul style="list-style-type: none"> • <i>Top Tier School Districts are building educator housing & growing = more competitive offerings than PUSD</i> • <i>PUSD's shrinking student body = systemic risk</i>
Fewer PUSD Options Drive New Playbook	<ul style="list-style-type: none"> • <i>Traditional tools used by PUSD are at their limit. Several market conditions have combined to force strategic change at PUSD or face long term deterioration</i>

One Time Strategic Opportunity to Transform Piedmont

The City of Piedmont, Tax Payers and PUSD are aligned in fundamental community goals

Market Condition	Explanation
Assembly Bill 2295 is Law in 2024	<ul style="list-style-type: none"> • <i>AB 2295 establishes the right of districts to build housing up to 3 stories on School property under local review but exempt from State Architect rules.</i>
The City is Allowed to Trade or Sell Land to PUSD	<ul style="list-style-type: none"> • <i>Affordable housing built by PUSD for educators qualifies for RHNA requirements</i> • <i>PUSD can drive lower housing costs, design, earmark housing for educators, work with Public-private partnerships</i>
New Options Drive New Playbook	<ul style="list-style-type: none"> • <i>PUSD can act without risking credit ratings or financial damage to the City or PUSD</i> • <i>PUSD can move faster than the City or private developers</i>

Opportunity: Educator Housing as a Core Strategy for Piedmont

Current Piedmont and PUSD can housing to transform Piedmont and community culture

Market Condition	Explanation
Piedmont sell/trades land to PUSD	<ul style="list-style-type: none"> <i>PUSD can buy or trade land & build housing matching City's plans in Moraga Canyon. PUSD (& City) can control design esthetics, public commons using PUSD's exempt status to speed building time to market.</i>
Public-private partnership	<ul style="list-style-type: none"> <i>PPPs allow PUSD to stay in control. Funding and risk management drives affordable housing quality while reducing headwinds of rising interest rates and educator's affordable housing costs.</i>
Risk Mitigation & Public Values	<ul style="list-style-type: none"> <i>PUSD/PPP housing can retain educators, first responders and civic employees to live and work In Piedmont, making a positive impact on community culture, the public commons of parks, playing fields and open space.</i>

Opportunity: The Real Value of Public-private partnerships

Current PUSD can capitalize on risk-management capabilities of the private sector

Market Condition	Explanation
Public-private partnerships (PPPs)	<ul style="list-style-type: none"> • <i>PPPs can boost the efficiency and effectiveness of projects from development to end of operation.</i> • <i>PPPs should not be seen as magic instruments for public sector financing gaps</i>
Public-private partnerships	<ul style="list-style-type: none"> • <i>PPPs can spread financing costs over a more extended period and thus free up public funds where private sector cannot (e.g. PUSD operating budget shortfalls).</i>
Risk Mitigation & Public Values	<ul style="list-style-type: none"> • <i>Transferring specific risks of a project from PUSD to PPPs - including development, construction, operation to private sector investors (and lenders) - leverages risk-management capabilities of the private sector and markets</i>

Contact

John Cheney

415-425-7180

Johnacheney@gmail.co

m





CIVIC EDGE CONSULTING

10 1A Clay Street # 267, Embarcadero Center 3, San Francisco, CA 94111

MEMO

To: MCSP Team
 From: Civic Edge Consulting
 Date: November 2023
 RE: Moraga Canyon Specific Plan Community Workshop Report



Community Workshop Overview

- Date: Thursday, November 30, 2023, 7:00-9:00 PM
- Location: Piedmont Veterans Memorial Building
- Meeting Purpose: Provide information about the Moraga Canyon Specific Plan to community members. Receive feedback from community members on the pros and cons of the presented alternatives, as well as overall improvement concepts (mobility, recreation/civic events, public works, and housing).

Meeting Summary

The Moraga Canyon Specific Plan Community Workshop was the first time that the public was able to learn about and comment on potential land use alternatives for housing, Public Works corporation yard facilities, recreation facilities, mobility improvements, parking, and other amenities. Approximately 82 people attended the meeting, not including City staff and consultants.

Feedback summary

Attendees left approximately 190 written comments on the exhibit boards, detailing their suggested additions to the existing conditions report and feedback on various alternatives for land use. Attendees were encouraged to comment on the specific features of each alternative, giving the project team and eventually the City Council insight into which features might be pulled from each alternative - and what could be left behind - to create a preferred option.

Key themes:

- Attendees were broadly supportive of creating housing in Moraga Canyon. Comments expressed a strong concern that market-rate and affordable housing be combined in a meaningful way and questioned if there were other locations being considered for the two single-family home sites.
- Traffic and pedestrian and cyclist safety were key concerns for many attendees. Comments reiterated over and over the need for better pedestrian and cyclist access in Moraga Canyon. Similarly, a large number of attendees cited the need for traffic calming and congestion smoothing measures along Moraga Avenue. The addition of hiking trails received a lot of positive feedback, particularly if the trails could connect Maxwellton Road, Echo Lane, and/or Abbot Way to the Coaches Field area.
- Preserving both the recreation spaces, particularly Coaches Field, and the open space in Blair Park were priorities for many attendees. Option 4, which places all the housing and amenities on the North side of Moraga Avenue and leaves Blair Park undeveloped, received the most comments, with many people praising the preservation of open space in the canyon. Some

comments questioned the financial viability and impact of building a pedestal structure for the playfield.

Meeting Structure

The MCSP Community Workshop began with a presentation about the project work thus far, including:

- Project background
- Existing conditions
- Community outreach and feedback
- Site improvements
- Plan element options and alternatives
- Feasibility and fiscal study

The purpose of the presentation was to provide attendees with background and context to orient them to the project and the options being presented for feedback.

Following the presentation, attendees were invited to engage in conversations with staff and consulting team representatives who were placed at stations around the room with exhibit boards showing key elements of the Moraga Canyon Specific Plan study. The intention of this open house or gallery walk format was to allow people with differing levels of knowledge about the Moraga Canyon Specific Plan to have meaningful conversations with staff and team representatives at the level of detail that best met their needs. This worked very well to meet the needs of most attendees. Those with a strong interest in project details could discuss them with staff, while those more interested in the big picture simultaneously had conversations with other staff members and representatives. There was concern expressed by a few attendees that would have preferred a public meeting format where all attendees would hear all of the questions asked and a few asked for the open house to be live-streamed and recorded. Overall, the November 30, 2023, Community Workshop resulted in many positive comments, including constructive feedback, and very little negative feedback about the Workshop event. As shown in the attached photographs of the feedback on the exhibit boards and comments listed below, Workshop attendees were thinking very constructively about how to configure the elements of the Moraga Canyon Specific Plan to address community members' goals.

Photos

- [Photos of Feedback Boards](#)
- [Photos of Community Workshop](#)

Station Feedback Notes

Existing Conditions:

- It's very close to Oakland and will affect its residents. They need to be included.
- Moraga Rd is a main thoroughfare. Already carries a lot of traffic.
- Concern about building on Corp Yard. Specifically, the environmental soil contamination (plus expense of moving Corp Yard?)
- Please no single-family homes on Maxwellton - unfair impact on those that live there
- Please no use of fire road as access road - our home borders it

Recreation/Civic Events are important to you?

- Even though field over parking is very space efficient, that type of structure seems very urban and out of place in this location
- Can recreation space be more used to satisfy the population
- I'm concerned about the expense of the field on top of structured parking
- Thanks for all the work that went into these 4 options
- Native landscaping for native plants & pollinators

What Public Works Improvements are important to you?

- If it will be near housing, I would like to see nicer public works buildings
- Can solar panels be placed if the project is on the north side of Moraga
- I think there is a way of placing the Corp Yard on Blair Park that could be very nice. Thanks for the examples here!

What Housing features are important to you?

- This is much needed housing. Thank you for planning so thoughtfully
- Integrate, don't segregate. It is better socially for all. Would really prefer one mixed income development - don't separate "Affordable"
- Be nicer for all if Corp Yard is not next to Housing except option 4 where it is integrated + improved
- Would love to see more than 132 homes
- Please phase the housing separately from public infrastructure so that phases can be independent
- I don't care as much about the style. Any style can be well designed
- Style is not important - good design is
- Spanish style seems to blend with existing aesthetic
- Other location ideas for single family homes
- Hillside Modern
- Ensuring the aesthetic of the housing matches the quality and standards of the rest of Piedmont
- Making sure low-income housing is not sub-standard
- Mix of housing affordability, high level of design aesthetics in all levels of housing
- I hope affordable housing is feasible. I hope you consider adding more density + reducing parking

What are your concerns regarding project feasibility or fiscal impact?

- That the estimated costs are realistic + include projections for cost increases over time. City has history of underestimating project costs
- Separate phases - Please don't make housing reliant on public infrastructure
- Option1 seems the most affordable and safest
- I want to make sure that the housing can actually get built
- Option 1 is not financially feasible
- We need more ideas on single family house locations
- I hope the affordable housing is feasible I hope you consider adding more density + reduce parking
- Is there any way to get even more housing and some personal outdoor space for residents
- Option #3. The Corp Yard needs to be on the South Side. There's no feasible way to get pedestrians to the south side. The housing should be on the north side

What features of Option 1 are important to you?

- I like the simplicity of the option 1
- Placing housing close to street probably declares attractiveness to buyers/renters
- Pedestrian access please!!
- Option 1 is best because it's the easiest to access to Moraga, least disruption to current infrastructure and natural open space
- Is there a way to have a single access/egress from the housing and circulation off of Moraga
- New affordable housing. I like seeing the new housing on the north side of Moraga and am very concerned about safe, multimodal access
- I like that the hills around the Coaches fields are not compromised. It seems safer. also, it seems like the most affordable
- This will bring a lot of extra traffic on a two lane road
- Traffic coming out of Maxwelton into Moraga - it will be very difficult to leave
- Preserves coaches yard minimal uses of underutilized Blair Dog/Park
- Access to sun/lighting for new units will be terrible in this option
- This is obscene
- I think this is the best use of space. There is completely unused space in Moraga that can be utilized
- Love this option. Minimal disruption, cost effective, preserves space
- These buildings are huge
- I worry about the implication on wildlife. This option seems to leave more open space for deer, turkeys, and coyotes
- Consider marking a senior community at market-rate. People might be willing to sell their homes and bring in more open space to the program
- Market units should maximize the land value on uphill + affordable should be on Blair Park to minimize cost
- The housing is in the least desirable location. Did you do sun/shade studies?
- What about an option that splits the units. ½ in the North and ½ in the South of Moraga

What features of Option 1 are NOT important to you?

- In all plans the single-family homes are in same location - what about placing them on Blair Park
- Minimal disturbance to Coaches field area is a positive
- Loss of open space w/units south of Moraga. But the best to develop space on the level lot
- Dislike the 14 buildings right along Moraga. Better on the other side. Keep Blair Park
- I like the idea of keeping the larger lot
- It feels suboptimal to have 132 households right off/basically on top of one of the busiest fields in Piedmont
- Preserving location of Corp Yard
- These units on Moraga would eliminate a highly used open space and create an eyesore
- Isn't 1 a lower cost to develop a plan than the others?
- The skatepark is too unused and removed from its current location - we should move it
- Destroys precious open space
- Housing in Moraga feels cramped. Too close to traffic
- Very inefficient to waste space above ground for Corp Yard. Bury it and leave space open for future development
- The idea of two market-rate places on the north is offensive
- Best plan in terms of cost effectiveness, maintaining current sports field+ Corp Yard. Likely to be more cost effective, attractive to developers

What features of Option 2 are important to you?

- What would be the minimum height of the structures
- Thanks for keeping and enhancing the sports fields as part of the project
- Massive wall necessitated by location is a huge negative impact
- Impact of building on a slope. What don't homes to side of and above slope
- Mixing housing + Cory yard use seems like bad combination
- Getting out of Maxwellton will be tricky
- I like that the housing is in a more private space with views
- How will Moraga Avenue be widened for traffic?
- No new road connecting to Maxwellton!
- How will people get to work, schools, and shops?
- Ugly to put housing on top of a parking structure
- I like the two single-family housing units. I wish they were affordable
- It'll block view on Abbott Way
- Erosion? Due to existing loss of vegetation on the slope.
- Noise studies needed. Significant impact on home on/above slopes
- This is the best housing option. The soccer field was rejected in this location 7 years ago

What features of Option 2 are NOT important to you?

- Preserving the location of the Corp Yard
- Keeping the Corp Yard above ground is a shameful waste of open space. Better if the space is saved for future development
- The ball field is not a good fit south of Moraga
- Spectators will hate watching games here. Not enough room on the sidelines
- Soccer field next to busy road can be unsafe for the kids
- I like that new road because it helps reduce Red Rock traffic congestion
- How will the market rate and affordable folks interact
- Don't like cut into hill for soccer field
- I don't think we need a skate park. This trend has really died down
- Sports field on Blair Park is not safe for kids crossing Moraga
- Single family homes block fire road access
- The Blair Park may not be wide enough for the U14 soccer field. Please don't cut into the hillside to widen the flare area for safety reasons.
- This layout separates new residents from the field - introduces tons of risk for kids crossing the road to use it

What features of Option 3 are important to you?

- Option 3 is the best for parking structure + great set back and light for units
- Public works will be an eyesore coming down from Moraga
- The housing units shouldn't be so close to the soccer/basketball field. It will be too loud for the new residents
- There should be noise studies to see how it will affect our neighbors on the slopes
- Concern about how the homes on the slope can be supported
- I like Corp Yard moving across to Blair - easier access
- Is having the soccer field so close to housing be a deterrent to filling housing?
- The housing units shouldn't be so close to the soccer/basketball fields. It will be too loud for the new residents
- Keeping Corp Yard separate is a huge plus for new residents
- I like that housing and recreation are together here. Creating a small neighborhood feeling

- Thanks for keeping and enhancing the sports fields
- The oak/forest is more protected on this scheme
- All pedestrian uses on one side of Moraga are great. We wouldn't need a sidewalk on the south side
- Erosion from loss of vegetation on slope
- The stop or lighted intersection allow people to walk across the street

What features of Option 3 are NOT important to you?

- Not a fan of Corp lot south of Moraga
- Why would we want to move the corp yard, which is an eye sore, to such a visible spot?!?!?
- I like the use of Blair Park the least in this plan
- Plan 3 seems to make the best use of the space compared to Plans 1 +2
- Building on Blair Park sets a bad precedent! Parkland is open space
- Please no single-family home blocking fire road access
- The 4-story housing units seems too close to the field

What features of Option 4 are important to you?

- Safe multifunctional access for current and future residents
- Housing additions + affordability
- Where will Moraga traffic go? How do we protect our kids crossing the street
- This plan makes best use of the available space with the least disruption to space in Blair Park
- Can the Blair Park portion be made more attractive to users than just a dog park which we already have?
- All new traffic can be controlled by the new signals
- If this is the most expensive option, it could impact whether funds run out before project finishes
- I like preserving + improving Blair Park
- Smallest scale functions of corp yard lend themselves to discussion in Blair Park site
- Good plan to elevate spot field + create covered parking
- There should be no new road that connects to Maxwellton. It will create too much traffic!
- This plan seems to be the best all round but I'd like to make Blair Park nicer for everyone. Not just dog walkers
- Concern! Why are there two single family home sites added back? These were eliminated
- Loss of vegetation - erosion
- This configuration can maximize use of public transport since all residents and visitors would get on/off at a single nearby stop
- Blair Park is needed for the dogs. Otherwise they will crap on the kids' ball field! (I am not a dog owner)
- Most important to me is affordable & market value homes be completely integrated and mixed. These efforts to build community ongoing diverse groups
- I love all these options! Very creative. I like the housing set back
- I like the double use of the sports field
- Noise studies needed
- Placing the Corp Yard underneath is brilliant idea - very efficient use of space
- This option maintains the green space beauty of canyon
- What is the cost of undergrounding the parking
- This plan makes best use of available space with least disruption to open space in Blair Park
- What is the economic cost of this compared to the rest

- Not sure why someone said the dog park isn't used. It's used constantly. I see it all day from my home office
- How will noise be for units next to the field
- Can Red Rock handle all of the traffic?
- What's the impact of the building sitting on a slope? I'm worried for the homes currently on the hills
- Option 4 sounds expensive, artificial turf vs natural grass is bad for kids, too concentrated on the north side
- This is the best car/pedestrian parking spot. Best building aesthetics for all incomes. It leaves Blair Park available for needed rec space
- Move single family homes to different neighborhoods
- Please no single-family home blocking fire road access

What features of Option 4 are not important to you?

- This plan serves Blair Park for future housing requirements from the state
- Keeping Blair as is not important to my mind
- All meetings must be on zoom for the elderly folks traveling. Thank you
- The opinions of seniors in their 90's should be ignored as they will be gone before this is all built
- The dog run never seems well utilized
- Be there to convert like in options 1-3
- I like ball fields over parking
- Option 4 feels like it unevenly spreads the development with it very weighted away from Blair Park. A more even-handed distribution of the improvements would be less impactful in the aggregate

What else should the project team know about the site?

- The hill behind the corp yard seems underutilized. Is there a way to get more housing up behind the current state park
- Duplex at upper sites
- Native oak trees on Blair Park site
- The two sides of the street on Moraga should be better connected for pedestrians safety
- Traffic on Moraga is dangerous for pedestrians currently
- Housing in Blair Park area seems most appropriate for fire safety

Additional Questions/Comments:

- Erosion? Due to existing loss of vegetation on the slope here
- Could the Corp Yard program be located elsewhere in the city?
- How will Moraga Avenue be widened for traffic?
- Did you do sun/shade studies?

What Mobility features are important to you?

- Pedestrian access to/from the west end of the plan area and vehicular access too if possible
- Sidewalk safety from traffic. We need a light at Harbord + Moraga
- Slow traffic speed on Moraga - too many speeders
- Signals create safety challenges. Add roundabouts instead
- Better designed sidewalks for higher safety for kids
- Add transit down Moraga heading directly to Bart
- Pedestrians need to feel safe walking Moraga and crossing Moraga
- Better bus service to Montclair and Bart

- Not sure a bike path can be safe on Moraga unless traffic was already slow
- Hiking/walking path trails
- Uphill biking path
- Walking paths are important!

What Road Improvements are Important to you?

- Very concerned about safety
- This road in Moraga is already unsafe
- Also, water flows rapidly here during rainstorms
- Adding signal will significantly enhance pedestrian safety
- Safe egress for everyone
- Speed bumps/ stop lights on Moraga at Maxwellton
- Consideration of traffic including ingress + egress of emergency vehicles
- Really excited about trails with views
- Stoplight at Moraga + Maxwellton
- Traffic analysis should include signal analysis that includes consultation with the City of Oakland!
- Improved vehicular safety a Maxwellton
- Signalized intersection is a critical component for any options proposed
- Bike safely coming up hill - love that you are addressing it
- Creating pedestrian access to area so new housing residents can easily get into the heart of Piedmont by foot or bike

Date	Name	Moraga Canyon Specific Plan Comments
10/27/2023	Todd Sotkiewicz	If you really wanted survey input, you should have solicited all of the homeowners in Piedmont through the mail (you have all of our addresses after all; we all pay thousands of dollars in taxes to the city) rather than posting your survey availability on Piedmont Exedra. We all don't read that online newspaper regularly. This just seems to be another example of the City of Piedmont doing what they want to do rather than listening to the citizenry on this topic.
11/16/2023	Matt Derrigo	Dear Recreation Commission, First and foremost, I would like to extend my sincere gratitude for your commitment and dedication to advancing Piedmont's recreational opportunities. As a resident of Piedmont and a parent of a 10 yr old girl who actively participates in several PRD programs, I found last night's meeting both enlightening and inspiring. Your passion and engagement in these matters are commendable. On my way home, reflecting on your discussions, especially in relation to the Moraga Canyon Specific Plan (MCSP), I believe there is a crucial aspect that warrants further attention. This is the need to proportionally grow our recreational spaces in tandem with the entire densification plan of Piedmont, as defined in the Housing Element. The MCSP certainly brings new families and demands within the study area, but it is just a part of the broader mandate of densifying our entire community. The stated goal of the MCSP on the website is merely to maintain existing amenities. However, from the presentation, it appears this might actually result in a reduction of facilities, notably by downsizing the skate park to a smaller "skate spot". To my knowledge, there is currently no mandate or expectation set for growing our recreational spaces in line with this overall growth. During the meeting, it was astutely noted that new housing will lead to increased demand, which was then translated into anticipated population growth within the Moraga Canyon. While considering facility capacity for this new demand is essential, I urge the Commission to advocate for expanding our recreational areas in response to the entire Housing Element. Without such proactive planning, we risk facing challenges in providing equitable and adequate recreational facilities for our growing population. The challenges of such planning are undoubtedly complex. However, given the imminent changes and the state's overarching densification plans, our strategies must be visionary and comprehensive. I am planning to attend the community workshop on Nov 30th and will convey these sentiments there as well. If there is more I can do, I'm very willing to provide further input or assist in any way that could be beneficial -- just let me know how. Thank you once again for your dedication to our community's well being. I am confident that, with collaborative efforts, we can ensure that Piedmont not only grows but thrives, with recreational spaces that meet the needs of all residents, both present and future.
11/28/2023	Charles Alexander	Hi Kevin, Just learned about the Moraga Canyon plan and I cannot stress that the sewage infrastructure, wildfire threat, and landfill structure are not fit for group housing. Let alone increased traffic/parking for an already limited primary escape route. Be very careful with construction agencies making a buck vs. building a stronger existing infrastructure. Concerned Maxwellton Rd resident. Turning all of Moraga Canyon into a premier sports complex for Oakland and Piedmont makes sense. Forcing housing seems like an attempt at social/civil duty mixed with construction margin grift. Best, Charles Alexander (P.S.) Thank you. Full disclosure I am an Oakland resident fwiv. Just took a hard long look at the slides, I love the initiative, but I beg you guys to quadruple-check the implications of infrastructure. Especially in regard to fire hazards. One should expect if there was a fire event, it would be 2x 1991 given the velocity of winds from the past half-decade of wind storms. Also, is there any website with more information or an opportunity to join the planning/execution team? Thanks.
12/1/2023	Susan Garbarino	I'd like to make some additional comments now that I have attended the Nov 30th community meeting. I live in Upper Rockridge near the site and use Moraga Way frequently. I think it is imperative that Piedmont work with the City of Oakland regarding these plans as they will affect the surrounding neighborhoods. I didn't hear that this was happening at the meeting last night. My two main concerns are traffic and environmental safety. This is a very tight spot that already receives more traffic than it can bear. It is dark, curvy, prone to flooding, and surrounded by fuel for fires in the midst of a thickly settled area that has a history of wildfires. I was impressed by the presentation and plans last night. Most of my concerns are being considered. However, the proposed light at Red Rock (that "will be green most of the time" according to the presenter) didn't sound adequate. We need a light at the intersection of Harbord and Moraga. I realize that this is actually in Oakland, but it cuts between Piedmont and Oakland and must be considered. It is already a very dangerous intersection. I have witnessed more than one accident there. I will write to my City Councilperson to let her know this suggestion as well. Regarding which plan I would prefer and why: I strongly prefer Option three because it would change the current look and feel of the canyon the least. It provides some open space, allows for corporation yard access to Moraga, keeps Coaches field largely as it is while providing attractive housing set back from the road. It also looked like one of the least expensive options. I strongly dislike Option one as it would completely change the character of the canyon with 14 proposed 4 story buildings replacing Blair park. I think this would be unattractive, less safe and a shame to lose what little natural space Piedmont has. Thank you for reading this email and noting my concerns
12/1/2023	Adam Thacher	That was a great presentation last night. My clear favorite was I think Option 3 where the corporation yard moves across Moraga and there is no parking added under the soccer baseball field. This will make the home prices higher as the folks that will but these homes will be paying a lot and prices will be higher when they know they do not have to listen to the noise from the trucks going in and out, etc. I have a follow up question I wanted to ask the woman with dark hair who was the economics consultant who was doing the feasibility work/economic modeling etc. I did not get her card. Do you have an email for her? Thanks again for the work of you and your team. Cheers - Adam Thacher (P.S.) My question is as follows: Has she (Financing Consultant) met with or talked to experienced RE developers to see if what is being envisioned so far is economically viable from a developer's standpoint? If she has not I was going to suggest to her that there are at least 3-4 very experienced developers that live in town that she could meet with to get feedback throughout this process. I would guess that all of them care deeply about having a great end result and would be happy to meet with her informally simply as a public service. It seems like she has great experience to do the analysis but there is difference between being a consultant and having to invest in something as a business proposition as you are well aware. My wife, for one, said she would be happy to do so. And there are others who have similar experience. https://wilsonmeany.com/people/janice-thatcher/ If the consultant wants to get her input and that of others I would suggest they would be more likely to help in informal meetings not in a public setting. I can provide an introduction if needed.
12/8/2023	Lauren Tompkins	I'm a Piedmont resident who is quite excited to see the development plans for Moraga Canyon! I would like to ask a question to see if I am interpreting the slides correctly and if so, have a followup. On slide 36: https://cdnsn5-hosted.civiclive.com/UserFiles/Servers/Server_13659739/File/Government/Projects/MCSP/2023-11-30-MCSP-Community-Workshop-Presentation.pdf - Are the affordable and market rate units in separate buildings (e.g. 4 total buildings) or in the same buildings (2 total buildings)? I hope it is the later as we wouldn't want to isolate the lower income people in separate buildings. Also, is there justification somewhere of the inclusion of single family homes in the plan? Would townhomes not fit in the same space?

12/11/2023	Bruce Joffe	Dear Director Jackson, I attended the November 30 community workshop about the proposed Moraga Canyon housing project. You and I spoke about several issues, and you welcomed me to send you follow-up observations. I am concerned about the project's isolation, the low-income residents' separation, and the willingness of the project's managers to incorporate community feedback into the plans. The first part of the community meeting was a presentation by City staff and the project planning consultants to describe the project and its four options. Then, the assembled people were invited to speak one-on-one to various project team members at poster-board stations along the perimeter of the room. No opportunity was given for workshop attendees to question the project planners as a group. General questions about the overall nature of the project would not be answered by staff personnel who were designated to discuss specific options at individual poster-board stations. This gave me and several other people the feeling that the City isn't really interested in hearing and addressing our concerns. I am concerned about the isolation of the 132 new units planned for the Moraga area. There is no "urban fabric" connecting that location with the rest of Piedmont, except for the heavily-trafficked Moraga Ave. Walkers or bike riders would not see other Piedmont houses for over a quarter mile. Isolation may be a more severe problem for residents of the 60 subsidized units who may not have cars available for both going to work and for shopping or going to school. This problem could be mitigated if the City were to operate a shuttle bus, similar to the shuttles that Emeryville operates to and from the MacArthur BART station. A Piedmont shuttle could take residents down Moraga, along Piedmont Ave., across MacArthur to Grand Ave., up Grand to Oakland Ave., up Oakland to the City Center, and then along Highland back to Moraga. Connection to the BART station might even be included in the route. The City could operate the shuttle for the first five years, and then evaluate whether the amount of ridership justifies continuing, perhaps with support from passenger fees. This solution was mentioned when we spoke at the meeting, Mr. Jackson, so I am reminding you now and requesting that it be given serious consideration. A more serious problem is the planned separation of the below-market units from the market-rate units. This is a terrible idea that will have dangerous consequences. It would create a low-income "ghetto" in the midst of high-income housing. Low-income residents would be stigmatized whenever there was a problem like graffiti, or trash, or theft. The higher-income residents would instinctively blame any grime or crime on "those people" living in the separate, nearby buildings. Numerous studies have shown that when lower-income people are physically integrated into a higher-income housing project discrimination is minimized. Indeed, the lower-income residents become better integrated into the community, and their own economic circumstances improve faster than those living in separated housing. While you agreed that integration was a good idea, Mr. Jackson, you contended that separation was necessary because the subsidized housing had to be built as a separate project. This was not my experience when I developed housing for low and moderate income people, financed by both Federal and State programs, a few decades ago. Section 8's below-market rental housing units were part of a larger market-rate project financed through HUD (the U.S. Department of Housing and Urban Development). There was no physical difference between the rental units. A local non-profit corporation bought the project from a for-profit developer who gained the tax-shelter benefits from selling designated subsidized units at below-market rates. In Piedmont's project, some of the 132 units could be sold to individuals (72 at market rate, 60 at below-market rate), with unsold units being sold to a non-profit agency which would rent the market-rate units and the subsidized units together, with no physical distinction among the units. They would be seamlessly included within the 132-unit project. No ghetto. No separation. There are many different ways to finance such mixed-income projects - direct subsidies, tax credits, a combination of county, State and Federal funding, perhaps even some philanthropy. We discussed this possibility at the community meeting and you asserted that an integrated project was not feasible; there would have to be two separate projects. I implore you to go back and investigate State and Federal subsidy programs more thoroughly. Creating a new housing community that separates residents by their economic status creates a danger that will cost our City financially and socially in the decades to come. I hope you, the planning consultants, and the City Council act on these concerns productively, and demonstrate that you do respond to community residents' feedback.
12/15/2023	Vincent Fisher	Thanks so much for making time to meet with Liz and me. And I was great to bring the fire chief in as well. We really appreciate your view on this complicated process. Have a great weekend.
12/18/2023	John Cheney	Attachment - This is one more comment that is already on file with the City in 2017. I and others support "traffic calming alternatives". These are not fresh comments but rehashing comments made in 2017. We support "roundabouts" for calming traffic.
12/18/2023	John Cheney	DEIR Comments and attachments re educator housing: Attached are two separate comments on the Moraga Canyon EIR plan. I am open to meet anytime. Currently our groups have met with the PUSD to propose the general approach to the City.
12/23/2023	Roxanne Gault	Pala between Park and Moraga is basically wide enough for one car travel in one direction but is a 2 lane road. This road will see a huge increase in traffic for those going to a new 135 unit development. Waze already diverts traffic onto this road and cars in a rush travel very fast. The committee needs to think how the addition of these units will affect our quiet neighborhood
1/2/2024	Pam Hirtzer	Just letting you know that my neighbors a few doors down on Scenic Ave have just had their home owners insurance dropped due to severe wildfire hazard. Like myself they live above Moraga Canyon. I happen to have State Farm insuring my house, and I know that State Farm is no longer providing new policies to home owners in California deemed to be residing in high fire risk areas. Hopefully I will remain grandfathered in. This unwillingness to insure homes at risk of wildfire in California has been announced by many other insurance companies this past year. Please consider this information in the development of the Moraga Canyon Specific Plan.
1/3/2024	Marj Blackwell	Attached are copies of 2 traffic reports from past and proposed Moraga Ave. developments: 1. 1985 LSA report regarding development of Coaches Field; 2. 2010 Emmett Creason report regarding the proposed sports field in Blair Park. I would appreciate your assurance that both of these reports have been — or will be — provided to the consultants preparing the Moraga Ave. Specific Plan. As you can see, these reports — from 38 years and 13 years ago — both reference high volume traffic on Moraga Ave. and the danger to pedestrians trying to cross the road. Since then, Moraga Ave. traffic, if anything, has increased in volume and speed. In my and many others' opinions, this is a primary issue that must be addressed before any development can occur in Moraga Canyon. Thank you for your consideration, and I look forward to your response..
1/8/2024	Deborah Leland	In reviewing the proposed changes to the Transportation Element in advance of the Planning Commission Study Session this evening, I would like to call two items to your attention: 1. Figure 4.2 of the Transportation Element shows Maxwellton Road in orange, indicating a road width of 20' - 25'. However, I believe Maxwellton Road should be depicted in red, indicating a road width of less than 20', per the description of Maxwellton Rd as 12' - 16' wide in the sidebar entitled "Narrow Streets" on the page following Figure 4.2. 2. Figure 4.4 and Table 4.4 omit Spring Path (from Moraga Ave just above Red Rock Rd to Abbott Way) from the City's inventory of pedestrian paths. Thank you for your attention to these items, and I hope there is opportunity to make the necessary corrections before adopting the amended Transportation Element.
1/8/2024	Ralph Catalano	Verbal comments at Planning Commission meeting
1/8/2024	Pam Hirtzer	Verbal comments at Planning Commission meeting
1/8/2024	Marj Blackwell	Verbal comments at Planning Commission meeting
1/8/2024	Andy Madeira	Verbal comments at Planning Commission meeting

1/8/2024	Liz Lummis O'Neil	We live in the neighborhood above Coaches Field and are writing in response to the Moraga Canyon Specific Plan. It was a surprise to us that all four Moraga Canyon options presented at the November 30, 2023 meeting included two market value houses on Abbott Way and Maxwellton Road. We ask that you remove these from the Moraga Specific Plan. The two places are on extremely steep and difficult to get to locations. Accessing and building in these two locations would not be cost-effective. Surely there must be other options to consider. If these additional sites have been included as a way to provide additional income to the City of Piedmont, we are confident there must be multiple other more effective and less disruptive options for raising incremental funds. The financial assessment provided by the consulting firm at the November 30, 2023 meeting was overly simplistic, ignoring the real impact of their recommendations on current residents and placing too much emphasis on income from new, seemingly arbitrarily selected sites for market value housing. Not only was the selection of these sites arbitrary, it also subjects our neighborhood to a double burden. First, a disproportionate number of new housing units (132) have been reserved for the Moraga Canyon area. Second, the City is selecting the same area in which to locate market value units to raise funds. So, in effect, we are being asked to assume the burden of raising funds to pay for a plan that already disfavors us. This is egregiously unfair. It was a surprise to see fair market value housing even in the plans as this had never been raised in prior meetings and the rationale for adding it to the plan has not been disclosed to the community. It is a curveball at the final hour. Again, we ask that these sites be removed from the plan. A broader discussion about the role of market value housing in Piedmont should be a separate topic for the City Council. As one of the two neighborhoods most impacted by the housing element, it would be nice to know that you all were looking out for us and our property values, to assure fair treatment across all of Piedmont. Plans presented, environmental impact reports, zoning discussions and the like miss the reality that we are most impacted. We ask that in good faith you factor in a buffer zone in these plans when you consider locations for the fair market housing. We all moved to Piedmont for its sense of community. It now feels like our neighborhood is being treated differently. There were other neighborhoods that could afford lawyers and understood early how to navigate the system to ensure low income housing was removed from consideration in their areas. While it was uncomfortable to witness, for example, how quickly consideration of housing in the center or town was removed from the plan, it would be nice to know that you are looking out for us and assure fair treatment for all residents of Piedmont. Thanks for your time and attention. Sincerely, Liz Lummis O'Neil, Tom O'Neil, Vincent Fisher, Mehrak Kiankarimi, Arnie Levine, Mary Levine, Keith Dierkx and Laura Dierkx, Patty Siskind and Lawrence Siskind
1/8/2024	Liz Lummi O'Neil	Verbal comments at Planning Commission meeting
1/8/2024	Kirk Peterson	Verbal comments at Planning Commission meeting
1/8/2024	Julie Waters	Verbal comments at Planning Commission meeting
1/8/2024	Irene Cheng	Verbal comments at Planning Commission meeting
1/15/2024	Liz Lummis O'Neil	Following the meeting last Monday, January 8, we'd like to update our letter. We request that you do not add a nature trail entrance where the current fire road gate is. We request that the fire road remains gated. •Last-minute notice: This was an absolute and outrageous curveball at the final hour. The January 8 meeting was the first time any of us learned about the nature trail proposal. As it is not even part of the housing element, we'd like it removed immediately. •Fire Safety: Maxwellton has limited access for fire trucks. This can be a major hazard. For example, some youths brought tiki torches and smoking materials to the field, causing grave concern. Removing the gate and giving public access will surely exacerbate the issue. Adding parking for trailhead parking would block PFD fire truck access. •Traffic: It is not safe to factor into your plans ideas that necessitate increased traffic on Maxwellton. The proposed nature trail entrance on Maxwellton is not safe. Maxwellton is a narrow and winding road with blind curves. It is not wide enough for two cars driving in opposite directions, one car needs to pull over for oncoming traffic. •Parking: There is no space for trailhead parking. Street parking only adds to the issue of clear passage on the road. When we have visitors, they need to find parking at least a block away so we can maintain a clear passage. •Buffer zones: We request buffer zones be designed into plans for current residents. The drawing of the trail goes right past three bedroom windows and a garden gate at 190 Maxwellton Road. Further, it makes the houses at 180 Maxwellton Road, 190 Maxwellton Road and 198 Maxwellton. •Road exposed to would-be walkers, causing concern for our safety. •Trespassing concerns and home safety: This trail would give direct access to our homes on Maxwellton and Mountain View Cemetery property. The cemetery is clear that walkers on their property are only allowed access through its Piedmont Avenue entrance. •Personal Safety: On a number of occasions the Piedmont Police were called when our own efforts to subdue drunk and disorderly late-night trespassers failed. Beer cans and other remnants from partying have been left on homeowners' property. •Sound travels: We hear it when there is batting practice or trespassers on the cemetery property. We are already subject to the noise of 130+ units, plus automobiles, adding the noise of walkers and increased traffic and parking adds insult to injury. We would like to know the process in which the two single family dwellings were added to the four options and made public for community comment. There are no grade lines on any of the maps where the SFD on Maxwellton is located. This oversight therefore does not take into consideration the very steep grade. What other locations were considered? We reiterate our request that the two SFDs get removed from all four options without further discussion. As expressed in our previous email, we are currently bearing the brunt of the Housing Element plans. This is not a "blank slate:" this is a community with our homes that we have spent considerable time and resources to create and maintain. We look forward to hearing from you on the changes you will make to ensure our concerns are addressed. Sincerely, Liz Lummis O'Neil, Tom O'Neil, Arnie Levine, Mary Levine, Keith Dierkx, Laura Dierkx, Patty Siskind and Lawrence Siskind
1/16/2024	Jennifer M.	This is response to Moraga Canyon Park. If you put houses there, you are going to create such a traffic congestion that people will be fed up. The park has wildlife that you are disregarding. The people on Moraga are leaving because of this and more will leave. First of all, we do not have any open land for building, and you should fight this. We do not have ample land for parks in the city of Piedmont and you are supposed to have more parks by the law and that is not the case. You now want to take more and make a wrong situation worse? What on earth are you thinking. We do not want to be San Francisco if that is what you want then move there. The City of Piedmont used to be sweet and quiet and cozy a little slice of heaven you are now making a slice of hell. Who is this person in Piedmont that is doing this. They are just trying to make money. If you do this, you are bringing in more people, more crime and some very shady people. You are displacing wildlife and the beautiful park with more concrete. Think about this, more people more problems. More people more crime, which is what will happen we do not have a police department that is able to handle this. Complaints, loud cars, loud music, and all the other problems we already have, dogs attacking people and getting bit without reporting them because they threaten us. This is the time to stop, put the brakes on and really think low income will bring people sleeping in their cars and campers and also the homeless. Everyone knows that people know people and they will say we are living here in Piedmont so come stay if will be smelly, dirty and look like an ugly place. Every person will have to do what they can to protect themselves and their property as the City of Piedmont Council sends it all to hell. You will not be alive long enough to see how bad it will get but all the children will suffer and young parents, but you do not care. You are as bad as Trump, with lies telling people what they want to hear, not the truth. I wouldn't be surprised if you ended up having side shows, it will happen. People who have guns will be coming, you do not pay attention, it's all around, open your eyes. People say they want to move here, I tell them no, you do not want to, it is not at all what it used to be. So, let's think, I know people that have left because their kids were bullied in Piedmont Schools. I know some lawyers and former city council that say this is not legal, with the parks and this is very stupid idea and should get rid of the city council people. You are really going to slam that many more people into the schools that have already suffered and fell down in the standing. You already lied to people of the cost of the pool and then you raise our taxes. WE DO NOT WANT THE HOUSES, PAY THE FINE. We would agree to pay the fine, not like you do not get enough money from, us be real. Piedmont is supposed to be an upscale place, you are making us be like East Oakland. So again, if you like that then then move there and good luck surviving. It is coming our way especially with this wrong, wrong plan. Thank you.
1/18/2024	Chris Read	Option 1 is the the superior plan for Moraga Canyon: -The current Blair Park, south of Moraga Ave is underutilized; if you must build housing in the canyon, build it there! Despite being a park for a long time, almost nobody uses it! -The open space above the skate park and corporation yard would make a superior park, with hiking trails through grand oak trees yielding majestic Bay Area views. This area is already a wildlife sanctuary for deer, fox, coyote, turkey, owl, etc. In the 1800's this land north of Moraga Ave was part of the historic 75 acre amusement park developed by the founder of Piedmont, Walter Blair https://www.historyofpiedmont.com and https://localwiki.org > Blair's_Park . -Please do not locate housing North of Moraga Ave. The area was historically an amusement park and should be a recreation park area again for the people of Piedmont. Thanks for your efforts on this!



Moraga Canyon Specific Plan Land Use Alternatives Survey

Responses through close of survey January 16, 2024.

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Summary

The City invited community members to share feedback on proposed land use alternatives via an online survey, which was open from January 5, 2024 through January 17, 2024. The survey received a total of 282 responses.

The survey was designed to mirror the experience and input opportunity of attending the November 30th community workshop as closely as possible. The presentation shared at the workshop was recorded, chaptered, and published on the City’s YouTube channel, on PiedmontIsHome.org. Key segments were provided for viewing within the survey platform itself.

Presentation slides, maps, and display boards were provided along with the survey questions soliciting feedback on each option.

Your Priorities for Moraga Canyon

First, we'd like you to consider the possible improvements that could be made in Moraga Canyon.

For background information, you can watch this video, which provides an overview of the type of site improvements that could be made in Moraga Canyon when the Specific Plan is implemented.



Which of the following mobility improvements are most important to you? (Select your top three.)

<input type="checkbox"/> A safe pedestrian crossing	<input type="checkbox"/> An improved bike lane
<input type="checkbox"/> A pedestrian sidewalk on the north (Coaches Field) side of Moraga Canyon	<input type="checkbox"/> A pedestrian sidewalk on the south (Blair Park) side of Moraga Canyon
<input type="checkbox"/> I'm not interested in mobility improvements in Moraga Canyon	
<input type="checkbox"/> Other (please specify)	

Which of the following recreation/civic uses are most important to you? (Select your top three.)

<input type="checkbox"/> An official U14 soccer field	<input type="checkbox"/> A gated dog park
<input type="checkbox"/> An improved baseball and softball field	<input type="checkbox"/> Kennelly Skate Park
<input type="checkbox"/> Scenic trails	<input type="checkbox"/> Expanded parking for Coaches Field
<input type="checkbox"/> The Boy Scout Christmas Tree lot	<input type="checkbox"/> The Wildwood Dads Club Pumpkin Patch
<input type="checkbox"/> I'm not interested in recreation or civic uses in Moraga Canyon	
<input type="checkbox"/> Other (please specify)	

Land Use Alternatives: Option 1

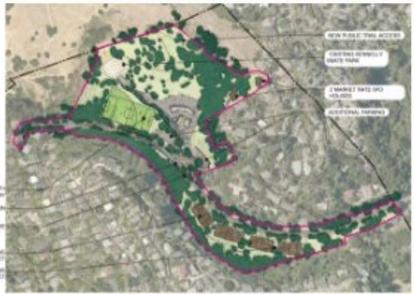
This option looks at placing the majority of the housing in the Blair Park open space site. There are two single family housing units at the top of the hill, accessed off of Maxwellton and Abbot.



This option generally leaves the Corporation Yard and Coaches Field intact, as well as the skate park.

All four options includes a hiking trail that winds up the hillside on the north (Coaches Field) side of the site.

[See detailed maps and renderings for Option 1 \(PDF\)](#)



What features of Option 1 are important to you?

What features of Option 1 are NOT important to you?



Outreach

The survey was announced to local media and shared on PiedmontIsHome.org, on the homepage of the City's website, on the City's social media accounts, and promoted by email to subscribers of the following City e-newsletters:

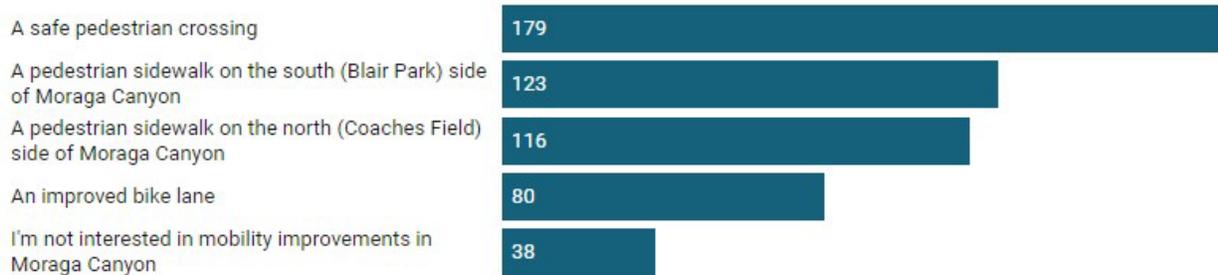
- Moraga Canyon Specific Plan News (557 subscribers)
- Fair Housing/Housing Policy Updates (565 subscribers)
- Planning & Building News (447 subscribers)
- Piedmont Recreation Department eNews (1,020 subscribers)
- City of Piedmont eNews (4,477 subscribers)

Additionally, the survey was advertised through paid ad placements on the Meta Ad Network (Facebook, Instagram) to roughly 1,000 Piedmont residents.



Responses

**Which of the following mobility improvements are most important to you?
 (Select your top three)**



“Other” responses:

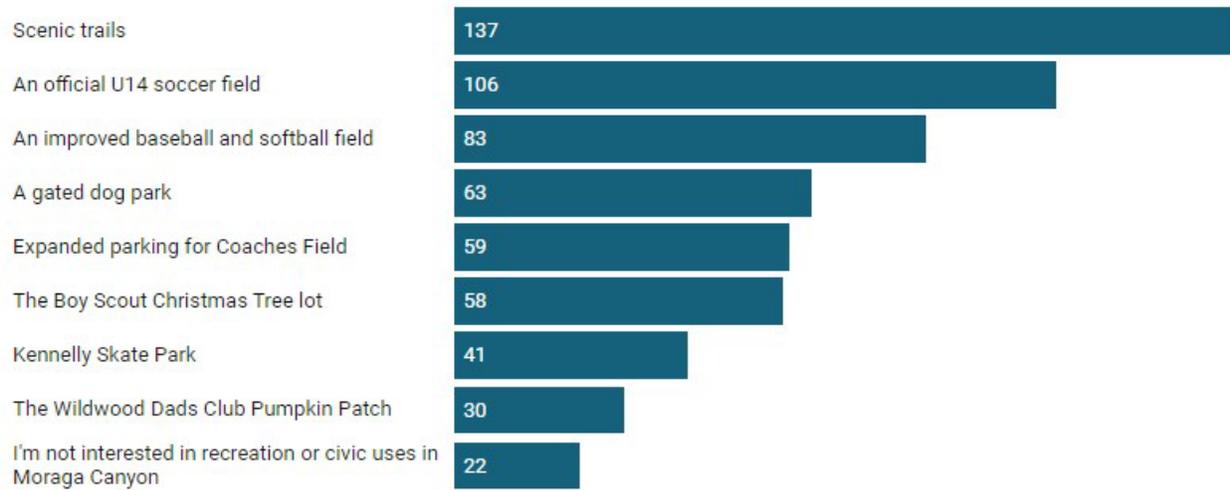
A roundabout road should be used in the area.
A strong pedestrian/bike connection to center of city (City Hall Schools etc.)
Apart from a bike lane, leave it as is.
Bad bad site because of loss of open green space and very high traffic location for housing
Better sight distances for pedestrians and motorists
Do not change transit in Moraga Canyon. Bicycle lanes would increase danger to bicyclists.
Either realign Moraga to make sight lines safe, or keep all housing on the cemetery side of Moraga.
Given the narrow corridor of Moraga Ave., any pedestrian sidewalk on the north and south sides, would be like walking next to a freeway. Conditions would be hazardous and unsafe, esp., because an unsafe driver on Moraga Ave., can injure or kill someone. If there is a safe pedestrian crossing with a signal light, the only location would be at Maxwellton Rd. There is no space to put two lanes for a left turn lane heading east on Moraga Ave. Currently, without a signal light, there is often a back up as cars wait to turn left because many cars on Moraga Ave. are driving west.
I care about all four mobility improvements listed. Is there any reason all four could not be implemented? It seems to me that there's plenty of space for sidewalks and bike lanes. Why are you restricting people to only three? If there's a specific reason for that, it should be explained so that people can actually understand the tradeoffs you're thinking about. Otherwise, you're artificially suppressing support for some of the options.
I'm very worried about worsening traffic congestion on Moraga Rd.



Improved traffic safety for the neighborhoods on either side of the canyon that includes both Piedmont and Oakland residents. Traffic safety includes the flow of vehicular traffic to and from piedmont at Moraga Av and Harbord Av. as well as safety for pedestrians and bicyclists on Moraga Avenue.
Improving the flow of traffic on Moraga while allowing the existing Oakland neighborhoods the the ability to merge onto Moraga safely. Please bear in mind, that first and foremost Moraga is a vehicular transportation route that MUST be available for emergency exits when the next firestorm sweeps through!
Maintain a wildlife corridor
Please don't impact the current open spaces.
Reduedctrafficspeed
Slower speeds
There really is no room for improvents
This is a dangerous thoroughfare and building high density low income housing will require significant investment and ongoing financial support from the city to maintain.
Traffic calming for slower speeds
Traffic lights at Maxwelton and/or Harbord



Which of the following recreation/civic uses are most important to you? (Select your top three)



“Other” responses:

An area for the public to use for any recreation-frisbee, cartwheels, frolicking, in addition to organized sports
Blair Park is an open space that should be kept as such. There are Heritage Trees and should be designated and preserved as a significant Historic Area for Piedmont for generations. Every spring, former residents planted daffodils along the pathway and drivers are greeted with this welcome entry into Piedmont. Instead, the greeting to Piedmont will be a massive building of 132 housing units that do not reflect or represent what the City of Piedmont has prided itself as a beautiful area with unique houses.
Continued availability of recreation facilities comparable to what exists now.
convert the skate park into paddleball courts to move this activity out of the neighborhoods
I am most interested in creating attractive livable space for the residents in the four apt buildings and residents around Moraga Canyon. Overcrowding, poor traffic managment, no green space around the apartments is not considerate to the apt dwellers or a compliment to the City of Piedmont.
Keep playfields on the cemetery side of Moraga in order to avoid expensive to maintain artificial turf fields
Leave canyon as is.
Maintain the existing open spaces are they are.



Maintaining a wildlife corridor to maintain biodiversity.
Natural open space
open space and safe playground for kids/families
open space-undeveloped land is top priority
Pickleball Courts
Pickleball courts, tennis courts, soccer field
Playground
preservation of Blair Park, bad to set a precedent of destroying park/open space
Recalling the original BlairPark design/purpose
Retaining as much open space & wildlife habitat as much as possible.
Sand volleyball courts
scenic value of Blair Park that can be enjoyed while driving and walking through the canyon
The current ball field is sufficient. Unfortunately, there was no information in the slide presentations on the four site building options that addressed how much each option would cost to improve the ball field. Without the comparison, one can only say the current recreation uses should be kept as is.
The skatepark which is extremely underutilized should be eliminated and replaced with pickleball courts. This would relieve the need for courts in sensitive neighborhoods.
This is a very narrow canyon road...although I understand the desire to make it recreational...I strongly think that safety is the first requirement and that includes limiting, not expanding it's recreational use!
This is not the place to build housing of any kind. There is barely any room in the roadway as is to navigate safely. By adding new units of dense housing we're creating a multi-faceted problem. In addition, we're going to fall well short of the goal of providing housing to low income residents as there is no walkable friendly resources within this site. This is not a BART or downtown setting, readily accessible by public transportation which would be ideal for low income individuals. In addition, Piedmont is a community of higher net worth properties and high earners (considering the high real estate taxes levied by the city.) It is counter intuitive to

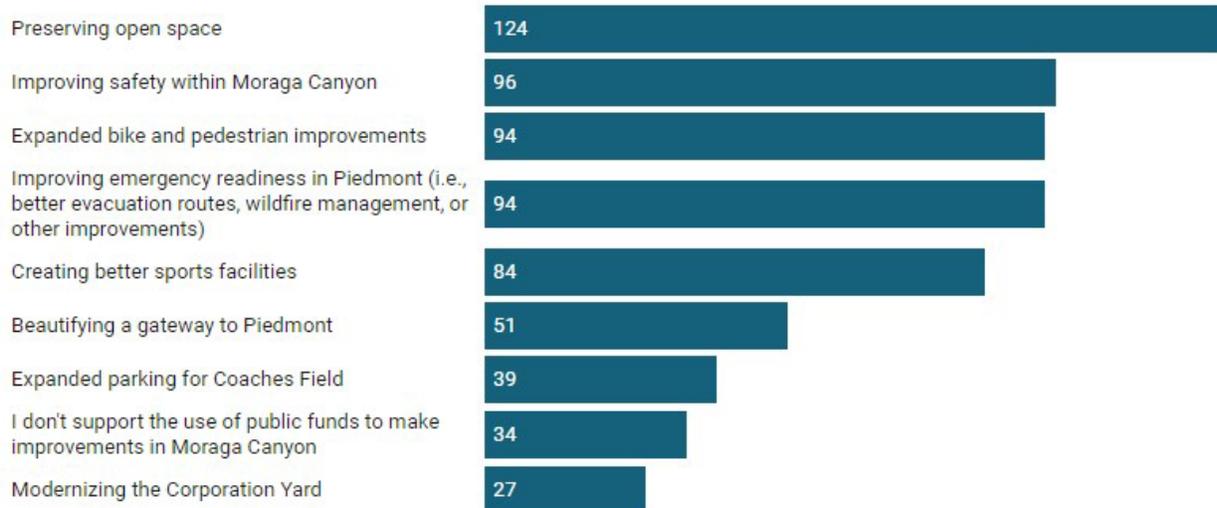


make Piedmont an entry market for first time home buyers with low income. The financial impact (property prices, investment costs to build infrastructure, maintenance costs to support new infrastructure, tax loss due to bulk of residents being low income and requiring reduced tax burden) to the existing community is not insignificant.

You are keeping things the same. What about the growth of pickleball? What about a basketball court? What about another rec building since there will be so many more families?



Some desired improvements may not be feasible within the initial development budget. Which of the following improvements, if any, would you support using public funds to implement? (Select your top three)



“Other” responses:

Again, we have no idea of the costs, so it's difficult to say whether a relatively inexpensive improvement for an evacuation route should be done. But I do not support adding public fund costs to expand or improve Coaches Field, etc. The tax and bond burden in Piedmont is already very high compared to other nearby cities of similar size and populations
Anti-racist planning: traffic should not effectively isolate denser housing
Anything that allows community members to gather together and connect.
Baseball and softball field. Keep it grass, use current best practices for drainage. No plastic.
Incorporating the affordable housing into the market-rate housing so there is no visual difference.
Minimizing the adverse environmental impact on Blair Park.
Safe pedestrian pathways along Moraga from Highland Ave to Harbord Ave to achieve walkability for this proposed development. This includes the path from Moraga at Red Rock Road up to Abbott Way.
See above
These proposed improvements sound good on paper in isolation but in the context of this poorly reasoned scheme they are boondoggles at best.
Traffic management like a traffic light.



What features of Option 1 are important to you?

<p>My least favorite option. Blair Park is dark, damp and cold. Mud slides and mold are frequent battles for those who live adjacent to the park. It seems mean and, frankly, punitive to future residents to put dense MF (presumably rental) housing at Blair Park. On the other hand, the view corridor, natural light and bay air on the Coaches field side of Moraga are currently wasted on the corp yard, ball fields and xmas tree/pumpkin lot activities.</p>
<p>This option removes the open space along Moraga...I find that an important and UNWANTED change. I much prefer the "quiet" of the park to the bulky housing that is being proposed. I do not like the idea of a large housing complex so exposed and overwhelming of the valley.</p>
<p>I like the housing south of Moraga in the unused area. Trails north of the recreation and the U14 soccer field would be nice!</p>
<p>this feels like the right place for the housing.</p>
<p>I am a fan of affordable housing in this area. And I love mixing 'market rate' and 'affordable' into a community.</p>
<p>None. This is a terrible option.</p>
<p>new public trail access</p>
<p>Keeping coaches field.</p>
<p>Looks lower cost/impact.</p>
<p>Leave Coaches Field intact</p>



Option 1 is the most feasible.

- Affordable housing developments, and all housing right now, are very expensive. Building on flatter raw land. A.k.a. Blair Park is feasible because it's less topography to deal with. Not to mention potentially contaminated soils and underground storage tanks at the corp yard would threaten any housing development's viability if located on that site.
- The northern parcel is not within what we call a Difficult to Develop Area (DDA), which provides additional funding for affordable housing and is often a requirement for feasibility for these types of developments.
- Building the affordable on Blair means that it can proceed on its own timeline without respect to any potential bond measures/construction for relocating the corp yard or soccer field.
- Keeping the existing uses in their existing locations, but modifying them, will be significantly less expensive than moving the pieces around.

Finally, unrelated to the different options but important for us to remember, is that the affordable and market can't be integrated within the same building because we will then lose all our affordable funding. I know there is a group of folks advocating for this, and while a wonderful concept it's not actionable because the way the funding works the units need to be in separate buildings/ owned by separate entities.

However, they could all co-locate on Blair (next door to one another) and have complementary design). I think it makes sense to at minimum do the affordable at Blair, possibly both if folks are ok going up 4-5 stories (with appropriate step backs to preserve a street frontage that's a little lower).

Keeps coaches field

I don't think units should be put in the Moraga Canyon area because of congestion and safety. The current open spaces should be preserved. However, if the Canyon area must be used for new units, option #1 is best because traffic can be better accommodated. It will be safer for all residents for emergency vehicle and personnel access and safer resident emergency evacuation.

Preserving open spaces and sports fields and Kennelly park for the children. Concern for increased traffic that will occur with the housing density so access for new units to Moraga is really important. (Will Moraga be widened to cope with more traffic?) Corporation Yard will remain obscured yet accessible.



<p>- Impact is less so sustainability score is lower due to less demolition & b/c corp yard, rec field & skate park remain where they are currently</p> <p>- Housing is closer to existing housing so may be easier to connect to utilities</p>
<p>Improvements to Moraga Ave, including signaled intersection for safety.</p> <p>Accessibility and safety for new housing -- because the units are on Moraga they are easily accessible by fire, medical, etc which is especially important in the canyon. There are many homes already in the canyon neighborhoods with limited entry and egress -- more homes with this challenge would put a strain on resources if we experience an emergency or disaster.</p> <p>Preserving the sports fields and Kennelly park and open spaces for all to enjoy -- new public trail access would also be a great addition to the area for everyone.</p> <p>Also appreciate the Corp Yard would remain tucked into the hillside and not visible from Moraga Ave like it would be if moved to Blair Park.</p>
<p>preserves coaches field and makes it U14, open space/trails, blair park seems to be a good site for the housing type.</p>
<p>- Having the low/mid-income housing built 100% on Blair park. This is the most convenient and least expensive option for a build and the one most likely to be executed successfully</p> <p>- Leaving the corporation yard untouched</p>
<p>Good idea to place the housing in the flat open space, not i the steep forested hills</p>
<p>1) most feasible option</p> <p>2) allows for improved fire safety (two ways to get out)</p>
<p>improvements of coaches playfield and public trail access addition. Option 1 is the best option of all.</p>
<p>Hiking trail</p>
<p>Everything is in Blair Park - this is excellent. It will the the most cost effective as you don't have to move the corporation yard. And it perseveres Coaches area. Please remove the two market rate Single Family homes - why are they on every single option?</p>
<p>Separation of Housing and Recreational activities.</p>
<p>Consolidated to one side of Moraga Canyon</p>
<p>Putting all the housing on Blair Park looks like a bad idea. There would be more open space around the housing on the Coaches Field side.</p>
<p>Integrating affordable and market-rate housing together in one building complex is a good feature.</p>
<p>leaving the recreation site intact</p>



The fact that the majority of housing is placed in the rarely used Blair Park area. Also keeps the openness of Moraga Canyon intact
The consultant speaking in accompanying video said the two market rate units at Maxwellton and Abbott would be easily rolled into the main development, so please eliminate these from all four plans. They are poorly conceived for numerous reasons and unnecessarily significantly impact existing resident on those streets.
U-14 Soccer Field
Improved Moraga Ave., new signalized intersection, housing, additional parking.
keeping coaches field/soccer field/skate park in current location. Optimal location for safety of children. maintains construction yard. minimizes increase in light and noise pollution. maximizes use of Blair park which is under utilized today
hate this, keep blair park as is
New signalized intersection, sporting field and new trail access.
The affordable housing can get done faster and independent of other improvements on the Corp yard site
It would be the least expensive alternative and require the least amount of change
It appears to have the least environmental impact and disruption
I'm not in favor of option 1; it is the least good.
Hiking trail Keeping coaches field and corp yard intact
Separates Recreation and the courtyard from housing units., thus reducing noise and traffic from the housing area.
None. I'm absolutely against this project in any form. We need to keep the last open space just that. Development should be built where people are close to services, not where a car is required. I repeat, Moraga has heavy traffic twice a day to the point where it's near impossible to turn on to the road. The light at Moraga & Highland backs up so severely that it takes several lights to move forward. The intersection of Moraga and Thornhill is a joke. You can't even get into the left lane to turn onto Thornhill as it's so backed up. We have the luxury of having cars but also elect not to go at out during rush hour due to the amount of traffic. We didn't spend human sweat equity to defeat the previous canyon development to have it developed.
None LEAVE IT ALONE
The expanded playing fields are nice.
Leaving the canyon intact
Placement of housing in this site will probably be most cost effective. The signaled intersection will allow residents to enter and exit this area safely. I prefer grouping the 70 DU market rate units adjacent to the 60 affordable units.
Public trail access



Blair park is too small of an area
Of key importance is that Coaches Field and the Corporation Yard are kept intact and do not have to be moved or altered. So no public funds should be needed, as the developer should be paying for the construction of the housing in Blair Park and its related infrastructure.
We would not want Blair Park to be developed. We very much appreciate the beauty and accessibility of Blair Park and would not like this option in Moraga Canyon.
This is the worst site for units due to impact on traffic and massive size of units concentrated in this spot ,ugly project that will detract from our cities appeal
None except the field, assuming it is 100-130 yards and a width of 50-100 yards. This is regulation for U14 and U17 which was a major need stated by the soccer clubs during the Blair Park discussion. I recall the clubs saying they needed 100 x 300 to host tournaments so perhaps limiting the size to below this criteria would be more practical.
new hiking trail, new signalized intersection, improved Moraga avenue bike & pedestrian access
I like the attempt to provide affordable housing to those in need.
Option 1 is unacceptable because it places housing on the south side where ped access is inherently dangerous.
I accept that public open space will be used for housing, I would like to know why Moraga Ave can't be re-aligned to run south bellow the new housing. That would link the new housing with the existing play fields and skate park.
I like the density of the housing
I like that it leaves coaches field and the surrounding area alone— I think it's a pretty space, and I personally go there regularly with my kids. I also think that the Blair open space contributes the least to local quality of life, so it seems like a natural fit to be improved. I imagine that placing housing there would mean upgrading walkability of that entire area, which would be great.
I like that the field and corporation yard are preserved.
Housing at the most reasonable location, including affordable. Not much expense related to corp yard and recreational facilities.
For all four options - the presentation at one point indicated a plan to segregae the market rate and affordable units. I strongly oppose any such segregation!
Also for all four options, high-quality pedestrian access to/from the rest of Piedmont is essential.
This is my favorite. It separates recreational activities for Piedmont youth from housing. It looks the most affordable since the current structure of Corporation Yard and rec facilities are maintained. This is beneficial most importantly for the residents who will not appreciate the noise and activity that comes from being near Corporate Yard and the rec areas.



New public trail access
While I would miss the open space at Blair Park, Option 1 is financially attractive because it takes advantage of an existing flat site to develop housing. This will make construction costs for the housing more reasonable than a hillside development. It also does not relocate sports facilities and the corporation yard, which already exist and function reasonably well.
Open space should not be sacrificed for housing.
Keeping coaches field and compost pick up.
Upgraded sports field and additional parking.
Keeping the baseball / softball and the skate park. Adding additional parking.
This plan is safety disaster. Prior EIR's establish that safe sightlines cannot be had for Blair Park. Blair Park, moreover, is a former un-engineered landfill.
Positive Features: 1) Corporation Yard left intact for minimal impact to their workflow. 2) Lowest Infrastructural Impact score of all options.
Negative: 1) Giving up all of Blair Park open space for housing.
I appreciate that the du's and associated parking are clustered in one area and that the option's environmental impact score (2.1) is relatively low. Minimizing environmental impacts is important to me.
I
None of them
Trail access and additional parking
A traffic signal at Coaches Field is essential. Increased parking at Coaches Field is necessary.
none
No additional street or pedestrian traffic going up Pala
Improved Moraga Ave with bike lanes and pedestrian crosswalks and lights U14 Soccer Field
Keeps residential area on one side of Moraga
60 DU affordable housing U14 soccer New signaled intersection
Housing location
Signal intersection Additional parking Affordable Housing
Improving the safety of exiting Maxwellton.



Seems least costly overall since so much stays in place. Concern about multiple entries/exits to Moraga Canyon. Should be one access road to serve all housing. Appreciate that the affordable housing could be built separately and/or combined with market rate housing depending on developer cost estimates.
Adding as much affordable housing as possible
Additional parking, skate park, affordable housing
Minimal disruption to current layout, so probably most affordable and expedient. Access to new housing seems most direct.
The fact that it minimizes the impact to coaches field and the skate park.
Preserve coaches, expand parking
This option seems easiest to implement.
Traffic control & safety
This is a TERRIBLE option. Please drop it.
Improved soccer field and expanded playfield parking.
this is the most obvious option... blair park open space is nice but not the most amazing open space in the world considering it is against the road and difficult to access. Blair park would best be utilized with the main housing element, which would feel similar to other housing along Moraga canyon already in place. This then keeps the congestion up the hill and away from the entrance to Coaches field where I can see major congestion problems.
affordable housing project
Preserves and improves Coaches Field and Corporation Yard. Put housing in a logical location.
Housing units below residential area is better than sports field. Improved sports field at Coaches. Maintain civic space for Christmas tree lot and pumpkin patch. Improvements to public works corp yard.
There is less overall impact to existing space which may be a cost savings. This option takes advantage of land that is not already used efficiently.
New signalized intersection but I think there needs to be more than one - at least 2, maybe 3 New public trail access Additional parking near Coaches field
Seems to have least impact on current structure but visible impact as you enter town seems significant. Also worry about pedestrian issues
Signal intersection Improve Moraga Ave Additional parking



I would prefer not to fill Blair Park with housing. I think housing placed there would be less valuable and less pleasant for occupants than housing as-placed in the other scenarios. And I think it would reduce the charm of Moraga Ave significantly.
Least impact to existing infrastructure/ additional parking and new signalized intersection.
Minimize housing profile Leave room to improve baseball field
Affordable housing is the most important. There are very few good options in Piedmont for a meaningful number of affordable housing units. This is by far the best location.
elimination of Blair park is less desirable
Improved soccer field. So many kids use this in this town. Adding parking for sports field Getting all 130 units in Signalized intersection
I know that many minds are on this, but having the housing on the Blair side seems like a traffic nightmare.
I like the idea of keeping coaches field where it is
I like how there is still space for the field, corp yard, etc.... plus the housing... it seems like the housing can be built on Blair Park
This seems the least expensive option.
You will need to allow for pedestrian safety, speed mitigation and bike safety
This looks like the most cost effective solution but the least esthetically pleasing It will look like you dumped multi- family housing on a narrow strip of land. This will necessitate the traffic signal intersection on one of the busiest thoroughfares in the city.
Lots of new housing units Improved sports field More parking Stoplight for safer intersection



<p>During 2023, the neighborhood around Moraga Ave, Maxwelton Rd, (Piedmont) and Harbord (Oakland), had five electrical outages. Most of the outages were due to fallen trees along Moraga Ave. The outages lasted an average of 3-4 days. The rest of Piedmont, not along the Moraga Ave. corridor have not experienced these outages. Every storm, small or large has resulted in electrical outages in this neighborhood. The Earthquake (1989) and Oakland Hills Fire (1991) affected this neighborhood more than the rest of the City. We were evacuated for days. Hundreds of homes in Oakland were lost in 1991. We live along the Earthquake Fault Line and we live in a wildfire zone. Therefore, the next emergency will occur sooner or later. Adding the density of 132 housing units in this area is unconscionable. Moraga Ave is a central corridor in and out of Piedmont. In case of the next disaster, the access out of this area would be impossible. Safety for lives should be the top priority when determining where to cluster so many housing units.</p>
Expanded soccer field, additional parking.
Leaves Coaches & City yard as they are
U14 sized soccer field with extra parking
Public trail access, improved moraga ave, signalized intersection
Skate park, expanding coaches field, parking, pedestrian additions
Sports field
Leaving or expanding the sports field. Kids in piedmont don't have enough playing fields
The full sized soccer field and other sports facilities.
Nice to have the soccer field and baseball field separate from the housing.
Playing fields stay where they are. Sidewalk along Blair Park land. New scenic trail. No fencing around new homes to allow for wildlife corridor. Substantial building setbacks from Moraga. Controlled intersection.
Least impact and cost to public areas.
the hiking trail
IMPROVE PEDESTRIAN AND BICYCLIST SAFETY AND ACCESS
none
Expand much needed field space
I prefer Option 3. Don't like having the housing on the south side of Moraga.
<p>It's hard to say what's important v. what I like. The new public trail access seems important here, but that's true across all options. All options also improve recreation. All options hit what's required.</p> <p>Generally, I really dislike this option. Putting housing in Blair Park feels unappealing to those who might live there -- just shunted off to the side with very little open, livable space. It would also be visually unappealing.</p>



<p>The current recreation footprints are not disturbed and all the new housing is away from our current uses. Placing housing in Blair Park keeps all the housing together and across the street and away. If the public recreation uses are moved Blair Park residents will have to traverse the road from one facility to another facility. Let us minimize having to cross the road. Making Blair Park all residential keeps all the recreation where it currently is and virtually undisturbed open space.</p>
<p>Adding 130 units of housing along Blair Park is absurd. There is not enough space to safely put that many housing units. The traffic along Moraga ALREADY is very unsafe, much less adding more people along that narrow stretch of road. There isn't enough usage of the other side of the canyon, where there is A LOT more space if housing in required. You're basically depositing these housing units along this strip without taking into account the tenants quality of living (busy streets, difficult access to city amenities) just to make the quota of units required by the state.</p>
<p>Leaves city needs met.</p>
<p>Generally like all the features here. Maintaining the existing sports and city facilities during construction and long term. This keeps the buildings somewhat consistent to adjacent buildings and makes good use of undeveloped land, although I worry about the interaction of cars coming in and out of the residences on the blind curve of Moraga.</p>
<p>Keeping coaches field . Need baseball field and can be used for all sport practice . Makes sense to place all housing on one side . Ease of building up . Just makes sense</p>
<p>This option will result in increased vehicle traffic entering Moraga which is already not capable of handling the existing traffic.</p>
<p>The many, many cars that will be entering Moraga at many points will result in a logjam and more traffic.</p>
<p>New public trail access</p>
<p>Provides good access to the general public day use area (trails and playing field).</p>
<p>That the current facilities stay as they are</p>
<p>Cost efficiency of new construction and not tearing down existing structures. Use of an underused space. Improved Moraga Avenue</p>
<p>I don't like that it would probably put dense vertical construction along Moraga.</p>
<p>It seems the easiest way to provide the needed housing and also will make that part of Moraga Avenue to be made safer for everyone - the new residents, drivers, bike riders and pedestrians. The latter is very important to me - I have walked, rode a bicycle, and driven on this road and it is not safe as it now exists - putting the housing on the Blair Park site will accomplish all of these goals.</p>
<p>Retains green space</p>
<p>Compressing new housing into the south side of the canyon would visually overwhelm the canyon as a whole. The corp yard takes up too much space, is an inefficient use of precious land.</p>



It does not require relocating and rebuilding existing facilities, which would be an absurd waste of money.
Walkability and alternatives to car travel are important for 130+ additional dwelling units. I don't see enough here.
I have major concerns for plumbing, sewage, and parking for the new housing projects. I suspect this is not being thought through vs. the pressure to build new housing.
Public trail. Signalized intersection. Keeping corporation yard where it is.
Blair Park is relatively open and unused land. Skate Park, Coach Field and Corp Yard can stay where they are and reduce impact.
I like that it keeps the Xmas tree lot, soccer field and skate park
Looks like a lower cost option.
I think it is a negative to destroy Blair Park
I don't like the loss of the Blair park open space
Having all housing located in Blair Park is a good use of underutilized land. Not relocating the recreation facilities, corporation facilities and parking should be cost effective. Option 1 allows NEW PUBLIC TRAIL ACCESS AREA(a replacement of Blair Park) for all Piedmont people to see spectacular panoramic bay views while walking among grand oak trees and wildlife. It preserves the existing and valuable wildlife corridor of deer, turkey, fox, coyote, owl, etc, for everyone to enjoy!
Soccer field and skate park maintained with teh public rail access, plus he housing looks better -- Option 1 is my favorite.
The housing on the Blair Park side is a great idea. But without an easy way for the residents to navigate to the rest of the city, I worry it'll be isolated. That's why the nearby facilities could be so nice.
This is the worst option in my opinion for 2 reasons: 1. it uses the most open space in Blair Park 2. it puts more people at risk of crossing an already dangerous street.
I would like Blair Park to remain untouched and be enhanced with more native plantings. This is important for biodiversity, carbon sequestration and to maintain the last open space in Piedmont.
none
the housing and fields



Simplicity of Opt 1 plan is the best choice. Integrating housing into the Coaches Field area (Opt 4) is complicated and likely more costly due to lifting field above parking. BP is an undeveloped and lightly used open space which can easily support housing projects. The Coaches Field area has several existing uses which can be enhanced but should be left in place.
Market rate and affordable housing are together.
Improve Moraga Road. It cannot be a congested road with housing more parking etc. it is a main thorough fair to the residence coming into Piedmont who live here.
leaves the Corporation Yard and Coaches Field intact, as well as the skate park.
Multi use sports field Moraga Ave and pedestrian improvements
Trails in the hills (I assume this connects up to Maxwellton?) Location of apartments on south side of Moraga seems pragmatic
Leaves the current field and skate park untouched
Location of housing. Lower cost
I think Option 1 is best. I'm very worried about cost over-runs for public projects (Witter Field, swimming pool) so I want to leave existing structures where they are--ball field and corp yard. This project is going to set a president for subsequent work for affordable housing, and I want us to be cost-smart. That way we can hope to get the majority of this stuff actually built.
Housing in Blair Park. Less relocations.
Keep U14 field
Safe crossing of busy Moraga Ave by children residing in the Canyon is the top priority.
pedestrian safety
I prefer separation of traffic from housing and sports facilities for public safety (traffic etc), so like this option best. This option leads to development of a very developable site on Blair park and updates the existing sports fields to meet the city's current needs. Seems the simplest option from a cost point of view and lowest potential burden on taxpayers.
Location
the open space
U14 soccer Field w/ baseball & softball Kennelly Skate Park New Public Trail Access
This option looks good but most of the housing seems pretty segregated from the rest of the group
Housing is in a separate area from the sports field and makes good use of the open space
Multi family housing and Moraga Ave improvements for bike and ped



Coaches Field is very important - we need to preserve and improve recreational space for current and future residents.
New public trail access, improved Moraga Avenue
I like that the housing is all together and that there is a safe crossing
This is one of the lowest impact options. Added housing is the most important as well as improvements to pedestrian safety.
Signalized intersection for safety is a good idea; otherwise, neither traffic safety or fire safety are improved with this plan.
New public trail access
Improved sports facilities and new housing = win/win
Placing new housing on Blair park side seems to make the most sense
Open space. Keeping the site as natural as possible. Also access for fire trucks.
Separates housing from sports field; guessing that it is the lightest lift from a construction standpoint; guessing that it provides best likelihood of pedestrian access to sports field (less traffic?). Overall, it's the most straightforward option because it changes the least.
Access not on Moraga is nice. It's already too busy on Moraga with cars. Expanding coaches field is great.
The part I like that doesn't include completely replacing the existing facilities and structures. I like that it has public trail being included as well as improved crossing/signalized intersection.
All of them are important except the two market SFD houses.
Maximizing use of Blair Park to develop affordable housing.
I like the trails and maintaining the corp yard and a safer crossing. I don't like all the housing taking away the entire park.
I don't want to see Blair Park used for any of this .We need that open green space Development of Blair park will cause severe traffic disruption, there is not enough depth to develop this area
I don't want to see Blair Park used for any of this .We need that open green space Development of Blair park will cause severe traffic disruption, there is not enough depth to develop this area
Housing is further from recreational facilities, allowing for less noise/disruption for the residents during sporting events. Seems like it is going to be the cheapest to develop since the coaches field and corporation yard are left largely unchanged.
Maximize housing there
I think to keep our community strong, we need sports facilities for our kids. I also think keeping some parkland/green space is hugely important for our mental health, beauty, wildlife. We can't just be all concrete and have traffic issues in this teeny town.



<p>An actual use for Blair Park. Oakland made it clear that they do not want a playfield there. Housing is a good use. Improved playfield to make usable for U14 soccer. Very needed. Public trail access. Yes. Let us up the hill, with access to a street, would be wonderful. It's great wandering around Bushy Dell. A similar type path on the hill would be spectacular. Improved pedestrian access.</p>
<p>The location of the high-density houses. I am happy with their location. The houses will have good access to Moraga Ave without a squeeze point (shared driveway). With that many new houses and their location, there must be a light or a traffic circle at Maxwellton.</p>
<p>It uses the Blair Park area for community wide benefits</p>
<p>Although specifics about cost were not included, this seems to be the less expensive option due to fewer structural changes and the houses not built into a hillside. Cost is very important to me.</p>
<p>Maintain field use as is. maintain parking. Signal to Cross Moraga.</p>
<p>Parking and pedestrian safety</p>
<ul style="list-style-type: none"> -bringing the housing closer to the rest of the Piedmont residential area (i.e. less marginalized) -new public trail access (it appears all 4 options provide this, which is great news) -soccer field with softball overlay
<p>Density</p>
<p>Public trails access and improved Moraga Ave.</p>
<p>The new houses are on the Blair park side, which is already flat and easier to build on. It seems cost efficient and safer than other options that require cutting the hillside of the Coaches Field area. The new signalized intersection is a must as we expect the residents of the new housing units to cross Moraga Ave frequently.</p>
<p>improvements to sports field and extra parking</p>
<p>Baseball and softball field intact. Girls softball has been an afterthought in town.</p>
<p>Housing in Blair park.</p>
<p>None of these are important to me.</p>
<p>improved field space hillside hiking trail increased parking</p>
<p>scenic trails housing project on current blair park land</p>



Preserving the playing fields
Preservation of open space



What features of Option 1 are NOT important to you?

Skate park. Doesn't seem inclusive but maybe that was just my family.
Housing in the Blair Park area will be a blight and cause traffic chaos.
skate park housing
Skate Park
N/A.
I think we can ditch the skate park
Mega houses are not important.
- Coaches Field & Kennelly Park remaining where they are currently; Kennelly Park is a very poor design for a skate park so it is rarely used
2 market rate houses on Abbott and Maxwellton.
I oppose the following: - Building of single family housing near Maxwellton and Abbott as they are not state requirements under the CA Housing Element and doubly impact our neighborhood congestion (the low income housing development and the addition of market value single family homes)
We do not need 2 market rate SFD houses in this neighborhood. This small area of Piedmont is already bearing the brunt of so many additional housing units.
Putting housing on Blair Park is a terrible idea.
This is a great option - it doesn't move the corp yard or the antenna or the skate park. You don't have to do any work to the Coaches side.
If cost to the City is an issue, the least important improvement is the U14 soccer field.
not sure I understand the value of two new SF homes
Signal
The proposed location of the housing.
SFD are not part of housing element requirements. New trail will increase illegal trespassing on nearby home owners and Mountain View cemetery and seriously impact ingress of Piedmont Fire department and emergency vehicles on Maxwellton and surrounding streets due to narrowness of streets/. Significant impact on Oakland home owners due to parking constraints.
New housing units, especially affordable housing units. I am concerned it will bring crime to Piedmont and congest Moraga Ave. It will totally change the vibe of what makes Piedmont so great.



I do not think it is necessary to do all of the market units on Blair Park- I could see doing 60+ affordable in apartment style and some market rate townhomes (maybe half of the 70) and using the hill for the other half. Keep them market and affordable independent, and use the hillside to increase market potential and fiscal contribution. I'd also be ok, with all of the market on the other side and one of the civic uses adjacent to the affordable on Blair
2 single family dwellings at top of hill Retaining existing skate park
On the other hand, I don't like putting housing in Blair Park at all. After going through the sports field project idea in the recent past, I don't know how issues of traffic, safety and pedestrian safety can be managed.
We do not need the soccer field. No more parking more cars for them to break into
I understand that Kennelly Skate Park is seldom used and I believe it is an example of poor Piedmont public land use. I strongly oppose the eradication of Blair Park as well as the sale of public land for SFD (?)market rate housing.
The two houses at the top are not necessary
Skate Park
The two single houses at the top of the hill are unimportant additions, unless they were specifically included in the plan that was submitted to the state (so we have to do them).
We don't want housing in Blair Park.
Leave Blair park alone
The skate park can be relocated. Moraga Ave pedestrian improvements on the Blair Park side not necessary.
putting housing in Blair Park. This will put dense housing in a high wildfire danger zone, which makes no sense. It also destroys the open space of Blair Park and it potentially will cause the most traffic impact in a narrow part of Moraga Canyon. The new signalized intersection does not appear to handle traffic from the new housing.
The market rate houses are of no import to me. If possible, they should be replaced with a much larger number of affordable units.
keeping the Corp yard where it is.
Don't care about leaving the fields and corporation yard as they are.
The existance of the skate park (it is always empty), the corp yard location
I do not like that public land (Blair park) is sacrificed for no apparent benefit to current residents.



<p>Remove/relocate market rate housing to minimize impact on long-term Piedmont residents. Additionally, these are on steep and hard to get to locations. There is no grade shown on SFD lot on Maxwelton; in fact this is a very steep grade. How about placement somewhere that is flatter and requires less engineering. These two houses seemingly just appeared at the final hour with no community input and little thought put into location as they are on all four proposals.</p>
<p>Remove public trail access on Maxwelton. There is no parking available on Maxwelton or nearby streets, both in Piedmont and Oakland. Maxwelton is not wide enough for two-way traffic; the road cannot handle increase usage. Furthermore, we are concerned about access for emergency service vehicles. In the past when the gate was not able to fully shut, neighbors here experienced many disruptions late at night. Trailhead will promote illegal trespassing on Mountain View Cemetery property. Trailhead has potential to be a public nuisance.</p>
<p>If by not important, you mean what I do not like about this option: I totally oppose putting housing in Blair Park. The park is shady much of the time, backed by a steep hillside, is dangerous for pedestrians to cross Moraga Ave. or for cars to enter/exit the park, and it is isolated from the rest of Piedmont. Putting housing in Blair Park will create a segregated neighborhood that will make Piedmont the poster-child of what affordable housing advocates oppose.</p>
<p>New signalized intersection</p>
<p>Adding any housing. Having a signal at the intersection.</p>
<p>Preserving Skate Park.</p>
<p>I question the importance of adding the two market rate homes off Abbott and Maxwelton. Their addition will have a disproportionate negative impact on existing residents of that hillside vs. the contribution of only two more homes to the City's housing requirements. Maxwelton is a very narrow and already overutilized road.</p>
<p>Housing and parking</p>
<p>Do not want signalized intersection as this will cause more smog build up and traffic backup Soccer field not important</p>
<p>Soccer</p>
<p>I do NOT want the Public access trail on my neighborhood.. there is already too many problems with illegal access from Maxwelton where I live</p>
<p>It would be a shame to lose the open space at Blair Park. Soccer is already too dominant in Piedmont. It appears that there would be a loss of baseball (not softball) in this option. Our family uses the baseball field and the batting cage at Coaches Field multiple times per week.</p>
<p>no housing should be on the Blair park side of Moraga</p>
<p>No housing on Blair Park</p>



2 Market rate SFD houses 70 DU market rate houses Public trail access
Skatepark
U14 Soccer Field Market Rate Housing
Regulation size recreational fields.
Maintaining the Skate Park. (Could move to Linda adjacent to bridge/grassy field.)
affordable housing
Housing
dog park
Market rate housing
the 2 market rate stand alone houses
Walkway up the hill for views totally unnecessary
Additional parking and preserving the corporation yard are not important to me. We should prioritize active transportation and transit options to minimize the amount of land we need to use for parking, especially surface parking.
All DU housing
None of it is important to me. This option makes no sense and should be dropped as quickly as possible.
Housing
market price housing
The skate park. How much use does it get? Could space be better used. I understand some skateboarding space in community is important.
Adding that many homes to a small area that only has one in/out.
Additional housing units
Skate park
Hiking trail
Do we need the market rate housing? Why not make it all affordable housing?
Skate park Trail access
I think the public trail is nice, but not necessary for me
Skate park
If there are no other options, Option 1 should be the least of the 4 options recommended.
The massive housing along Moraga
Skate park
Skate park, housing
Affordable Housing
Like the housing on Blair field and maintaining open space at coach's field



The trail and skate park.
Additional parking at the expense of open space.
Don't love all the housing on Moraga canyon. Feels most intrusive.
housing
preserving coaches field
the location
Don't like crammed apartments on Moraga Ave. Too congested and works against Piedmont beautification standards. Would like to see unused Blair park turned into field space.
As above - socially and visually unappealing
All the features of option one are an advantage over the other options if we must have this housing change of use. Blair Park should be converted to residential space leaving everywhere else in tack, and on the other side of the street.
Don't like the light.
Putting housing in this East of Eden area of Piedmont is deplorable. We are consenting to segregation. Do not waste our money on a project that will be litigated for decades.
None
Skate park Public trail
Housing
Preservation of so much open space above the existing play field.
If the skate park sees little use, then it should be removed in order to better use that space.
There should be premier sports facilities for families to use, as there is none in Piedmont.
Skate park. Does anyone even use it now? Sports field. That said, if there is to be one, the location should be on north side of Moraga.
There seems to be a lot of unused space
Heavy traffic area on the east bound area, and higher prone to accidents due to density of housing in the area.
The fact that the corporation yard is left where it is
Everything in Option 1 is important.
additional parking and new signal.
Where th housing is located
Skate park - is it actually used? You have not shared data on this adequately. What is the point of the SFH? Can they at least be duplexes or fourplexes or are you limiting it to SFH for some reason related to neighbor desires vs the market?



All
skate park
The details of a a renovated Corp Yard are not high on my list but undoubtedly important to Public Works. All other modifications seem worthwhile as long as they are not terribly expensive, i.e. Opt 4 lifting Coaches Field above parking.
NO skate park! Terrible use of space!
Not Expanding parking expanding the field we need to keep traffic at a minimum on Moraga Road as it is the main entrance into Piedmont for residence and exit in the event of disaster
The 2 single family homes at the top of the hill.
I want the affordable and market-rate to be mixed. I'm a psychologist and the the literature is clear that when a lesser-income group is isolated that causes social degradation internally and stigma/discrimination to the outside.
Should not loose the park
design
Retaining Kennally skate park in that location. It is inaccessible there and should be fixed once and for all with this project. Suggest expanding the corp further into the current skate park area and expanding parking and placing skate park nearer to the entrance by Red Rock road. If it can't be relocated, suggest removing the skate park in project.
coaches field
70 DU Houseing Project 60 DU Affordable Housing Project Signalized Intersection
I don't care about parking.
Single family homes, skate park and trails
Skate park is not important
I don't like the expanded field, because the amount of parking already is very insufficient and expanding the field will create a need for even more area to be used for parking. I also think the skate spot is a huge waste of a large, scenic, flat site.
Cramming all the housing into the smallest available place is a traffic and safety challenge for Moraga Avenue.
Additional parking
Skate park
Placing two market rate units separate from all other housing doesn't seem to make sense.
Increased parking



The skate park has a poor design. It is too advanced and does not serve the average skater. Take it out.
None
Need for more parking. The structure underground would be nice here too
Two market rate houses. Is the revenue from sale of these designed to attract the contractor for the low income housing?
Leaving corporation yard intact
I don't see the need for the new soccer field.
I think all of the development should be put on coaches Field
I think all of the development should be put on coaches Field
I don't like the idea of adding so many units into a small area. I drive there every day, traffic will be horrible! Wildlife won't survive. We already barely have green space.
The location of the two market-rate houses.
The hiking trail
Keeping the skate park where it is currently is not important. I don't feel it gets used as much as it could and potentially a new location could increase usage.
Impact to houses above Blair park will be negatively impacted by option 1.
I do NOT support.
Corp yard in current location. Maintain skate park.
Leaving current recreational facilities untouched.
-preserving current soccer field (I would prefer to move/improve/expand it) and leaving things intact
-leaving Corp Yard intact (I would prefer to modernize this - or make more compact)
The single family homes
Improved sports facility. SFD
Corp field. That could be moved elsewhere outside Piedmont or reduced in size.
Additional parking when parking is not that major of an issue right now-we should be encouraging people to walk and exercise more not take more land to support pollution and laziness. The city is 1.7 square miles—at least half the houses are within walking distance.



Is there anything else you'd like to share about Option 1?

The proposed density and concentration of housing on Moraga Av. in Blair Park are of concern for traffic reasons.
This is my least favorite by far.
Please eliminate it.
Do not want housing on the south side of Moraga.
there are no improvements to the dangerous intersection at Maxwellton Road, despite the added traffic
Looks easy. Some concerns for neighbors around noise and traffic on Moraga.
Please see above.
Having the housing density right on Moraga is less ideal
<ul style="list-style-type: none"> - What is the impact on traffic of the signalized intersection? I heard some homeowners in the area who spoke at the last Planning Commission meeting claim that it would back up traffic onto Highway 13. Is this true? - IMHO this option does not capitalize on the beautiful views referred to in the videos. For this reason I think it may be best for the housing to be on the opposite side on the skate park & corp yard sites
<ul style="list-style-type: none"> - In my book, very high priority to maintain existing green space in Blair Park — the beautiful open space is central to what I love about living in the canyon - Seems less integrated - Seems less safe for occupants - I imagine option 1 would be less desirable to prospective occupants for other reasons as well (e.g. crammed up against Moraga, no hillside view)
Adding this many units of low/mid-income housing to this area, regardless of the option, will negatively impact traffic, noise levels and property values for the Piedmont residents in this neighborhood. As previously pointed out by many residents of Moraga Canyon, this plan forces the majority of units on a single community, no matter how high the barriers for development. We were shocked at how quickly any proposals for build in the center of town were dismissed, despite having many merits. This reinforces the belief that residents with greater influence and financial clout are directing the build away from their homes.
Segregating low income housing to Blair Park should not be an option. No housing there is appropriate. It's not safe, there's not enough green space, no potential views, those houses are practically on the street. Blair Park should be preserved as a green space.
Please remove the two market rate SFD - this part of Piedmont is taking more than their fair share of new housing. We don't need those two homes there. Plus why sell off two parts? Keep the whole thing open as it is. There are already trails that go from Abbott way and a city gate.



<p>The housing in Blair Park is going to incur significant retaining wall construction. This was identified in 2011 when a soccer field was proposed for that property in 2011. The proposal was ultimately withdrawn partially because the proposal would have put the City in the position of being legally responsible for damage to any of the residences above from any earth movement, slippage, etc. which might result from that excavation and wall construction - in perpetuity. Having very clear fiscal responsibilities of all parties is crucial on that site - including very thorough investigation of the soil bearing capacity - given that it is rumored to be just uncompacted fill and debris and that our proximity to the Hayward Fault could require extraordinary foundations for even 5 story buildings.</p>
<p>This also happens to be the cheapest alternative and the most likely one to be economically feasible.</p>
<p>These projects put a significant, unfair burden on the residents near the proposed development - Piedmont should be fair and come up with a plan that reduces the impact on these residents and shares more equitably with the rest of Piedmont.</p>
<p>Not a very good option.</p>
<p>I do not think there should be any building in Blair Park...both an eyesore and a loss of a lovely park for all to use.</p>
<p>Best option.</p>
<p>This is the most economically feasible, least disruptive, and fastest route to actually getting affordable housing built.</p>
<p>This option is too disruptive to the neighborhood, safety and traffic flow and would take away the open space that so many use on a daily basis. Would also disrupt the wildlife (there is alot) and create more noise for the surrounding neighbors as it would echo throughout the canyon. STRONGLY OPPOSE THIS OPTION!</p>
<p>an eyesore of congestion right along the road!! Blair Park obliterated.</p>
<p>I don't support housing in Moraga Canyon from the get-go. The main reasons are that it is isolated, does not provide public transportation, and it is separated from the rest of the city, thus creating a housing ghetto. Equally important, Moraga Canyon sits next to the Hayward, fault line, and is a wildfire hazard area. The problems of traffic on Moraga Avenue and the need to provide safe pedestrian crossings don't seem to have realistic answers. These thoughts hold for all of the four options, so please apply them to my overall review.</p>
<p>All the ideas are bad sucks</p>
<p>It appears that the so-called 'Public Trail Access' cannot be accessed conveniently by the vast majority of Piedmont residents via pedestrian routes. I'm wondering what slivers of the "public" are envisioned to access this trail-- where does the trail go? This component of the plan is not well articulated.</p>
<p>Why build two houses at the top of the canyon?</p>
<p>I do not think that the 132 units should go into Blair Park. I do not like this option.</p>



<p>All the options include adding too much housing density to this small area. Housing should be spread out throughout Piedmont and not concentrated in this one corner of the city. This will affect the quality of life of the current neighborhood, will cause traffic jams, sound and light pollution, make the neighborhood less safe during fires and negatively affect the beauty of the canyon.</p>
<p>Leave Blair alone</p>
<p>This design is too bulky for the canyon and Blair Park in particular. It shows no design sensitivity for preserving any open space in Blair Park and preserves inefficient use of the corporation yard for public use. And this diagram does not provide a realistic rendering of how parkign ia adequate for the 130 units. The corporation yard is much better aesthetically for such dense housing and the light and views are much better than Blair Park. The two SFD off Abbott seem out of place - I know that area and it is very steep-sloped and vegetated. Housing would mar this area. Better to subdivide lots elsewhere in town to achieve 2 units.</p>
<p>There is no information on what is defined as affordable housing. It should be the first item clearly defined in the site documentation and easily accessible. I attempted to find this information and could not find it. I know we would all like to see hundreds of affordable housing units built in the community, but the reality is that Piedmont is not an affordable community... it is an affluent community. To create housing for affluent people in the community makes sense because those are the people who can afford to live here after probably having bought their starter house in a lower priced housing area. It is illogical to put "affordable housing" in this neighborhood/community. The financial impacts are significant and multi-dimensional.</p>
<p>I would like to see the housing pushed farther back off the road. It looks like they will tower over Moraga, creating a canyon effect. If the structures could be dug into the hillside, they will fit into the space better.</p>
<p>A non-starter</p>
<p>The "hill" next to the existing coaches' field parking lot can be removed. Can the footprint of the Corp yard be shrunk or better yet moved?</p>
<p>I like it the best of all the options presented.</p>
<p>This seems by far the best housing option. I'm concerned about traffic safety for all modes.</p>
<p>I've said it all above. Blair Park is a terrible place to build any kind of housing. Furthermore, it will destroy a designated city park and will become the one and only city in California to take a park for housing. It is especially bad for Piedmont, which is already below State guidelines for recreational and park open space.</p>
<p>Of the four options, this one seems the most economically feasible.</p>
<p>It's stupid but politically expedient.</p>
<p>I do not support this option due to the loss of Blair Park's open green space.</p>



<p>Regardless of the site plan, 132 additional units in narrow Moraga Canyon will have a deleterious impact on the safety of existing homes and lives in the area. Moraga Ave is a major transportation route for the Hwy 24/13 area (including Montclair and Upper Rockridge whose residents should have been notified of this endeavor). This plan puts thousands of people in this area at risk in the event of a major fire. The arterial already is at or near capacity during commute hours. In light of the fact that insurance companies are cancelling home insurance policies in CA, the additional risk created by this proposed development could very well result in the same outcome for this area.</p>
<p>Would like Blair park to remain natural</p>
<p>I defer to the comment that this is segregation.. the housing units required should be spread THROUGHOUT piedmont and not just in one neighborhood</p>
<p>What is the impact on the *baseball* field at Coaches? Is it being eliminated in favor of softball? There aren't enough baseball fields in Piedmont. The Coaches Field baseball diamond has poor drainage and the field is unusable for many days of the year. When it rains, there are gulleys and areas of the red dirt field that are dangerous and we have to wait for the City to repair them. Open Space is important for Piedmont. What large open spaces would remain if Option 1 is enacted?</p>
<p>What is the arrow going up Pala?</p>
<p>How is the increased traffic going to impact access to Maxwellton road. It's already a difficult blind left turn to exit the neighborhood and head eastbound.</p>
<p>Not clear if Corporation Yard needs renovations. If not, this seems cost effective but otherwise seems like a waste of valuable hill space, which could enhance value of market rate housing and get it off a main road.</p>
<p>Option 1 sucks</p>
<p>We were told initially that we just had to find a place for additional housing, and nothing more. Seems like now it's morphed into actual plans to build housing.</p>
<p>so important to have affordable housing</p>
<p>I don't like the fact that the recreational fields and housing are on opposite sides of the street. The project site would be safer and more vibrant if both were on the same side, with either the corporation yard or open space on the other side, as in Options 3 and 4.</p>
<p>I HATE it. Please KILL it immediately.</p>
<p>Housing so pressed against Moraga doesn't seem particularly desirable.</p>
<p>this is a cumbersome format / layout to do on a phone</p>
<p>This has a low infrastructure impact, and likely a lower overall cost. The housing construction can be separated from Coaches field improvements if needed. Can there be trails or dog walk behind housing at Blair park site; up the slope toward existing residential?</p>
<p>I would like to see the project incorporate more improvements to existing spaces, suc as coaches Field and the Corp yard.</p>



<p>There is no discussion about additional traffic signals outside the City of Piedmont and how this would impact traffic flows onto highway 13 when trying to enter and exit off of highway 13. These lanes (on Moraga and on the freeway) are already backed up without the additional building structures. What additional road ramps, traffic signals and barriers will be used by the City of Oakland and/or State of California to aid in this project?</p> <p>Also, when the sun is setting, driving down Moraga is difficult. Isn't there anything that could be built over Moraga Ave?</p>
<p>Too many homes in a small area.</p>
<p>This is my least favorite option of the four</p>
<p>Blair Park isn't really used for all the things that parks are usually used for. Few people picnic there, or go for walks. It's difficult to access on foot and has no views. I only see dogs run around there, and there are other dog parks in Piedmont where they can go. It seems like the best solution to locate the dwelling units there.</p>
<p>Housing architecture should meld into the canyon. It should appear as an organic part of the woodland space.</p>
<p>I'd like to see the open space on the west side of Moraga preserved as it is now. There's value in seeing that green, open space as we pass through Moraga Canyon-- one of the reasons I'm glad the suggested sports field didn't go in there several years ago.</p>
<p>Could you accommodate more than 60 units of affordable housing? We should try to make a substantial development, not a piecemeal step.</p>
<p>I honestly want whatever option has the most likelihood of being built.</p>
<p>Nature trails lead to private property of Mt View Cemetery. They will object to use of their property for nature trails.</p>
<p>What has been done to allow for noise and light mitigation?</p>
<p>Why are 2 houses in this area at market value being added in all options without discussion. Can't the City pick some spot in the rest of the city to put new housing?</p>
<p>The proposal for possible one single family housing on Abbott and one on Maxwellton is not realistic. The specific lots would be on narrow streets and steep hillsides. A recent new construction on Maxwellton took more years than projected and has created road damage from heavy construction trucks on Maxwellton Rd. Traffic up and down Maxwellton has increased in recent years and often two cars can not pass each other going opposite directions. Please re-consider and remove this proposal.</p>
<p>Having housing in the Blair Park area seems a little exposed, not as private as on the hill.</p>
<p>I think the other options that move or sharing corporate yard are preferable— corpyard takes up too much space currently</p>



Affordable Housing will de-value the City of Piedmont property values, create over population and crime.
Why not build even more housing? There seems to be more room in this version.
Putting all the housing on a narrow strip of land on Moraga Ave seems problematic in terms of getting in and out of the houses on to a busy road and still having safe routes for pedestrians and cyclists even with a new signal which seems far from the project
For this hillside location, two level parking should be considered to retain some open space for picnic tables, a tot lot etc. I.e. Things that build community. Why is there no convenience store or Amazon Depot? Why is there no mention of the existing trail from the parking lot to the street above? A traffic circle would be more effective given the drunks and stolen vehicles that regularly get smashed up further down Moraga. They would blow through traffic signals that probably stay green at night. A traffic circle would also make a nice entry into Piedmont and be a good place for event and fire safety signage. No gated community please.
losing this wild space seems like a bad step
Bad lighting for anything that is built there and will be harder to get a good price for market rate units.
I think important to all options is pedestrian safety across Moraga. I think the only safe option for pedestrians is a bridge. That is a dangerous road. There will be mistakes with people not stopping for a sign or light in time. It's dark in the canyon. I think a pedestrian bridge is a requirement. It could also be simple but visually beautiful.
If we must choose an option, Option 1 makes the most sense to me. Cost effective, puts housing away from all current uses and it would be all on its own side of the street, current recreation land uses do not need to be altered, all recreation uses remain on the same side of the street and citizens would not have to deal with crossing street traffic. Reinforce the Blair Park Hillside with a retaining wall and place all the new construction there out of the way of our existing public space and use. The houses above Blair Park will be able to look over the tops of the new residential buildings retaining their views still enjoying the naked green hillside views.
Terrible option.
All options are so despicable.
Are none of you thinking how those children stuffed off in a corner of piedmont will be perceived by their fellow classmates????
I think the is the best of the 4 options. Most of the construction expense remains on the housing which can be recouped.
Just makes sense . Cost .
This is obviously a bad idea.
The traffic would be a nightmare if we add homes here. How are you planning for that?



<p>Creates somewhat of a wall canyon housing effect on the upper portion of Moraga. Better to push the middle two units back further toward the hill and screen them with landscaping.</p>
<p>Generally, nothing about this Option (or, I expect, any of the others) is important or not important to me. Perhaps you should have asked what I find attractive or like (or do not).</p>
<p>The higher density housing does not seem well worked into the larger urban structure.</p> <p>It's good to have a traffic light for access to the field et But of that many people are going to live in these new housing structures shouldn't there'd be a traffic light in front of those structures too?</p>
<p>The corp yard should be reconfigured for maximum efficiency on the south side. The current space occupied by the corp yard is wasteful. For decades, it has been a special retreat for staff, so their reluctance is understandable. However, their customs should not be the driver of land use for the entire region.</p>
<p>5-story podium buildings are absolutely the wrong choice for this site. Tall, blocky, overbearing, formulaic boxy architecture. This site should NOT look like Broadway in Oakland or downtown Berkeley. The far better choice — and the only option that stands any chance of “pencil” in the immediately foreseeable future — is the lowest-density alternative. Two- and three story buildings with some tuck-under parking and some on-grade surface parking (no structural concrete \$\$\$). There is no reason not to use substantially all of the land area of the site for buildings and parking. Modest amounts of well-designed landscaping will make for an attractive project.</p> <p>A well-designed project of this scale would be infinitely more attractive than the proposed podium structures, which could not possibly look more grotesque in this location. Fire the consultant!</p>
<p>Walkability and alternatives to car travel are important. I don't see enough here.</p>
<p>leaving the corp yard untouched is not the answer</p>
<p>Do not approve such a large percentage of low cost house. Too concentrated.</p>
<p>The additional housing is not being thought through at a civic level. Just 1.5 cars per unit, would be 195 new parking spaces. With Moraga Canyon already a tight space, this will lead to on-street parking that will be hazardous due to the windy nature of the area.</p>
<p>Better than options 2&3.</p>



<p>If there's an efficient way to manage east bound traffic this might be a very viable option. I believe a roundabout road would be better safer than a new signalized intersection.</p> <p>The concern is traffic flow on east bound side, if it's possible to isolate vehicles when entering roads.</p> <p>Would be great to have a dog park area incorporated (not a high priority).</p>
<p>placing all the new housing in Blair Park destroys all the open space that exists there now</p>
<p>I don't think the aesthetics of four large multi unit buildings along Moraga fit the look and feel of Piedmont especially on a street that acts as a gate to one entry point to the city, I feel like tucking it away is a much better option</p>
<p>Not my favorite</p>
<p>it is a wste of resurces</p>
<p>Developers undoubtedly will prefer Opt. 1 as it is simpler and less dependent on other improvements in Moraga Canyon. The one infrastructure improvement identified of moving the existing wastewater pipe in Blair Park seems to be something that should be done.</p>
<p>I do not care for Option 1.</p>
<p>This is a very small road that does not need more housing or construction or parking as mentioned it is a main entrance and exit for the people who live in Piedmont. It needs to remain safe for Travel.</p>
<p>I believe this option should not be approved. Blair Park should continue to be vital open space and one of the few opportunities for dog owners in the City.</p>
<p>Location of DUs is terrible along Moraga. Especially market rate, won't be as valuable close to the road with no open space, traffic noise and no views. Zone additional SFUs north of proposed to create more value for developer</p>
<p>The Blair Park area with the housing gets no sun in the winter, and little in the summer. Not really desirable places to live.</p>
<p>Blair Park is wonderful as an open space and woodland habitat for creatures. It is not, however, welcoming as a living space for homes as it is dark and dank and is adjacent to a noisy, busy, dangerous thoroughfare. It could be suitable as office, storage and parking space for the Corporation Yard which would not include children who would be tempted to cross Moraga Ave.</p>
<p>irradical design</p>
<p>I think housing on this side would be more peaceful</p>
<p>I strongly dislike this option as it will basically build all of the housing right along the road. I think this will be unattractive and unsafe as this road already carries a ton of traffic going very fast.</p>



Piedmont is lacking recreation fields for its kids. They are asked to drive out of the area to practice.
In general I think traffic calming measures would be needed for the area since there is a lot of traffic.
I like option one the best.
Limited access to the 130 DU from Moraga Ave, there may be big traffic implications. Also evacuation during a wildfire would be difficult.
If the field remains where it is, and especially if it is expanded, I think it is really important to create an easier pedestrian link on the downhill side of the field so that more people could walk from other areas in Piedmont to the field. It's not that far but it seems far because you have to come all the way up the hill past the field to access it, rather than from the downhill side
This shows the least imagination of any options, just jamming housing on the remaining open space south of Moraga and leaving most of the rest of what is north of Moraga essentially the same (while jamming two houses at the dead ends of the roads abutting the corporation yard that will only be expensive builds)
We need public transit to support people who don't own cars and make the housing accessible
Best captures value of existing infrastructure rather than relocating sport field and corp yard.
Wildlife corridor connecting open space.
Market rate and affordable housing should be mixed. Equality should be our value. There should be no stigma attached to the affordable units. Do not physically separate them.
No.
Unclear where parking and access to Blair Park housing units will be located. How will potential congestion on Moraga from new housing units be addressed?
This piece of property should be left alone, there is not enough depth to properly develop the housing unit and parking in this area
This piece of property should be left alone, there is not enough depth to properly develop the housing unit and parking in this area
I like this option the best. How come only two market rate homes on Maxwellton? Could you instead make a new cul-de-sac road at the top of that ridge and build several market rate homes along the road?
I don't like this option as it destroys Blair Park and creates congestion along Moraga Road.



<p>It's a good idea to separate the corporation yard from the housing. It already coexists with the playfield, but adding more people all the time might create issues. Figuring out a spot for a dog park might be helpful to Maxwellton and new residents. This option 1 seems to have the least impact overall, as not much is moving, just being added.</p>
<p>I'm concerned about the traffic management.</p>
<p>While those market rate lots are a great location for homes, it does add more houses in a problematic area for wildfire evacuation.</p>
<p>We don't seem to be optimizing open space with this option, but just spreading everything out a bit more</p>
<p>Housing location will not be as desirable in this location for the residences because they will be disconnected from the field, more cramped, closer to the street traffic and kids will need to cross Moraga twice when walking the center of town unless a sidewalk is created on that side of Moraga. As an observer, housing in this location will feel cramped and be an eye sore.</p>
<p>Option 1 is very problematic given the inherent roadway sightlines of arterial Moraga Avenue. You simply will not be able to have pedestrians safely cross Moraga. Additionally placing a stoplight will create severe traffic issues on arterial Moraga Avenue and likely lead to litigation with Plaintiff Oakland as was threatened in 2012 concerning converting Blair Park to a soccer complex.</p>
<p>I dislike the idea of losing Blair Park.</p>
<p>-seems like if we are building new housing, why not take advantage of the views: so I would prefer to build the housing on the hillside and not on the Blair Park footprint</p>
<p>Not enough density</p>
<p>Don't like the idea of separating the housing from fields</p>
<p>existing skate park is not in a good spot for skaters and seems a waste of some of the very best views</p>
<p>If I was living in these apartments, this option would be the least attractive. It places my residence directly on Moraga Ave with virtually no buffer to traffic and noise. There is no green space buffer or privacy. Parking will be very limited, and I have no idea where visitors will park. Importantly, my kids would have to cross Moraga Ave to get to school, which will be dangerous and entirely unnecessary given the other options. And when I pull out in my car, I am exiting directly into traffic on Moraga. I wouldn't want to live here.</p>



What features of Option 2 are important to you?

While the location of playing fields at Blair Park seems low impact, anyone who has walked or cycled on Moraga Av. knows how scary it can be. I cannot imagine having children getting out of cars and other ball field activities on such a busy street.
I like having the housing around the here, it will be much more pleasant on this side of Moraga. It also takes advantage of the wonderful views of the bay.
I don't think this would work out well and require way more construction. There is not enough room for a soccer field south of Moraga, not to mention the recreation area already exists at coaches field. The grassy area south of Moraga is practically unused, and a great location for new housing.
Signal for crossing is great.
Keeping the recreation space on the Blair Park site, even if it is active.
partial preservation of Blair Park new public trail access
It seems more disruptive and expensive overall without much advantage.
None
Please see comments on Option 1. I don't believe any of the other scenarios are realistic/financially feasible.
- The housing takes advantage of the views & open space & it is more protected from Moraga Ave so safer from cars. - I like that all the rec facilities are grouped together: field, skate & dog parks - It looks like it would allow some of "Blair Park" to remain as open space
Moving coaches field to a more easily accessible area and keeping the area somewhat open without construction.
Improvements to Moraga Ave, including signaled intersection for safety.
New public trail access.
gets official u14 field
Keeping the Corporation Yard intact
None... a bad plan for safety as well as expense
1) development of hiking trails
Housing on the north site is much more appropriate.
Why would you move the soccer field and skate park when you already have them in place? Keeping the corporation yard intact is wise.
None - this is a terrible idea - one that appears that it would burden the City with extraordinary costs and liabilities. Overly developer friendly and City unfriendly.
Separating the market rate housing from the affordable housing is a BAD idea. Don't do it! Building housing next the the Corp yard is a terrible idea.



new public trail access
The consultant speaking in accompanying video said the two market rate units at Maxwellton and Abbott would be easily rolled into the main development, so please eliminate these from all four plans. They are poorly conceived for numerous reasons and unnecessarily significantly impact existing resident on those streets.
Public Trail Access
New housing. The location of the housing is separated from the sports facilities activities. Creates a much nicer housing environment for the housing. Improved Moraga Ave., new signalized intersection, new public trail access, additional parking, new sports facilities.
Massive and unnecessary costs - relocating soccer/ball park/skate park
would like to tuck housing into hill side or be partially hidden
Dog park, improved Moraga Ave, new intersection sound good.
I like the value contribution of the market rate on this side of the Canyon
putting the soccer field in Blair park would create a problem for the immediate and surrounding neighbors with additional traffic, safety and noise.
slightly better
Expansion of Coaches Field to include regulation size soccer field
Safety features - pedestrian and emergency
I don't like option two at all. We've already evaluated Blair Park for a sports field and it is a terrible site. I equally dislike separating the market-rate housing to the hillside, giving those units, better reviews and more distance from traffic. Ugh
None. I'm absolutely against this project in any form. We need to keep the last open space just that. Development should be built where people are close to services, not where a car is required. I repeat, Moraga has heavy traffic twice a day to the point where it's near impossible to turn on to the road. The light at Moraga & Highland backs up so severely that it takes several lights to move forward. The intersection of Moraga and Thornhill is a joke. You can't even get into the left lane to turn onto Thornhill as it's so backed up. We have the luxury of having cars but also elect not to go at out during rush hour due to the amount of traffic. We didn't spend human sweat equity to defeat the previous canyon development to have it developed.
We need the open space
I like the field space. I also like the housing units placed closer to Highland Ave and adjacent to an existing sidewalk for pedestrian routes to schools.
None
The addition of the dog park in this plan is nice. Additional parking for field use is important.
Housing unit on the north (coaches field side of moraga canyon)



I do not like at all that the soccer field and skate park would have to be moved likely using public funds. And again, we all need to know how much all these four options would cost us, both in moving recreation facilities and the overall option costs to our taxpayers.
The soccer field in Blair Park reduces the use of the park and open space for hiking, picnics and dog walking. We don't like the use of Blair Park for the soccer and baseball fields. We are also very worried about Moraga Road being clogged with traffic before, during and after games.
Lower impact on Blair
Location of all the housing on the Coaches side of Moraga Avenue.
This preserves the open space/recreational use of Blair Park. It provides traffic control for all the new housing through the new signalized intersection, thus limiting the traffic impact on Moraga. It provides public transit access to the new dense housing and bike and pedestrian improvements. Housing is separate from the recreational facilities to reduce noise and possible lights, yet the recreation facilities are nearby. I also like the new hiking trail.
New public trail access should be the only thing going on in this canyon.
Loss of large baseball/softball field is an undesirable feature of this design.
Another nonstarter. No recreational uses should go on the south side.
There is still a problem with a busy road cutting through a new residential area and public spaces. Moving the road to the south would eliminate this and make it safer for pedestrians. Currently most youth and adults who use the field come by car. The traffic problems are not trivial. There is a wooden deck walkway linking to the rest of town but it gets light use. This would make that problem worse.
I like having a new expanded field and putting the housing off from the road
Keeping a local soccer field. The housing looks decently tucked away, which is sort of nice. The new public trail access (i meant to mention that in option 1 as well)
Still having a soccer field.
Housing including affordable, but this seems like it would be considerably more costly to construct than option 1, unless the higher value of the market rate housing would assist I. Underwriting the affordable.
at least Coach's field is relocated, however, this looks expensive. Haven't we been through this when Blair Park was previously considered for a soccer field?
A sports field in Blair Park was proposed and ultimately rejected by the City Council 11 years ago as being too expensive to build and a totally inadequate site. There is no room for sidelines for a U14 soccer field. The proposed field would have required excavating into the hillside, endangering houses above on Scenic Ave, and required a retaining wall along Moraga Ave. NOTHING in Blair Park has changed since the sports field was rejected a decade ago. It's a ridiculous plan.
I like that open space is maintained on the current site of Blair park.



Loss of open space
More parking for coaches field
Additional parking.
Keeping the baseball / softball field.
The field week have to be artificial turf because there's not enough sunlight for natural turf. This is a very expensive option.
Positive Features: 1) Corporation Yard left intact for minimal impact to their workflow.
Negative: 1) Giving up all of Blair Park open space for housing. 2) Soccer field noise for residents living above on Scenic. 3) Highest Infrastructural Impact score of all options.
I appreciate that all du are clustered in one area, in this scenario on the north side of Moraga. I also appreciate the recreational uses being clustered on the south side of Moraga. However, I do not like this option's overall higher environmental impact score of 2.8. Minimizing environmental impacts is important to me.
Dog park, public trail
trail is nice feature
Trail access
None. While having a traffic light at Coaches Field would be nice, we wouldn't use it if the baseball field is gone.
I like 100% of housing on Coaches field
No additional street or pedestrian traffic going up Pala
Improved Moraga Ave, bike lanes, pedestrian crosswalk, signal lights Enclosed Dog Park that's flat! Housing that is not in Blair Park. Housing in Blair park would create a corridor effect and really change the feeling of Moraga Canyon Maintaining Corporation Yard
DU affordable housing. New signaled intersection. Dog park.
New skatepark location
Improved Moraga Rd
Signaled Intersection and crosswalk Affordable Housing Additional Parking
Minimizing the reflected sound off the retaining wall that supports the soccer field. Traffic noises will be amplified at all hours of the day.



I like that the housing comes off the main road. Gives market rate housing fantastic views. Sets precedent that additional housing could be built on hill. Keeps primary residential pedestrian traffic with a continuous pedestrian walkway into Piedmont Center. Like that it provides an opportunity to redesign skate park.
Loss of open space is sad to see. Also I fear this option would lead to more traffic and congestion on Moraga.
as much affordable housing as possible
Grouping together affordable & market rate housing, new signal intersection
keeping corp yard
Option two would be more expensive than option one.
None.
none - awful
I like the idea of the soccer field having its own space since the kids don't have enough soccer fields here. The dog park and skate park are easily accessible in this plan. There is parking now on this side of the street. The new housing can take advantage of views on this plan.
Keeping the new housing out of Blair Park.
Improved soccer fields and expanded parking
horrible.. moving a field across the road because it is easier to build housing on existing flat space doesn't make any sense. Then you are building twice for one thing.
Location of housing is desirable
affordable housing
This option seems to cannibalize the entire area and includes the loss of Coaches field. This is a lose/lose option which includes increased traffic which seems inevitable. None of the options addresses this concern in any meaningful way. None of the options address the lack of grocery and other services within walking distance for low income residents.
New housing. Improved sports facility. Maintain civic uses. Improve Public works facilities.
I think separating the housing and the field might be appealing to the new homeowners/renters. The north side of Moraga has better views.
I do NOT support housing views at the expense of recreational views. All sorts of people come to watch the games at the fields. The beauty of Piedmont should be showcased to all - residents and visitors alike.
Concern about pedestrian (particularly young people) crossing Moraga.
that there are no homes on the now open area side.



Signal Improve parking Dog park
This is probably my favorite option. It preserves Blair Park as open space, adds much-needed parking for the playing field, and avoids the significant expense of creating an underground parking garage beneath the playing field. It also places the new housing units where I think they will be most pleasant for new occupants and most valuable to the city.
The new signalized intersection and additional parking.
Keep housing appearance and footprint consistent with canyon space.
I like that the housing is on the east/north side of Moraga Canyon and therefore less visible/more tucked away. And I like that the sports field will on the west side will retain some of the green, open space effect we have now.
Interesting alternative. Does it really work? It would seem to make more sense to give the housing the best access to the street.
I like that Blair park is still maintained as relatively open space I like that the housing units have space around them I like the new public trail access
Good playing field with adequate parking. So many kids in this town use this. Building up the slope, utilizing land otherwise not used.
This is my least favorite option. I don't like the idea of moving the field to Blair Park. It looks like it will limit the scope of what can be used on the field (i.e., no baseball?)
I like how there is still a sports field and I like the addition of an actual dog park
This plan is the most expensive. It builds all new recreational and city buildings plus adds all the low income housing for the City in one location. You have created a low income ghetto . The neighbors of this area are paying for 1) increased noise 2) light pollution 3) new City facilities and all of the low income housing in their neighborhood. Plus they are now adding 2 market rate lots in their neighborhood on very narrow streets.
This is less invasive to the environment but will destroy Coaches Field and require building a new facility. Looks expensive.
Lots of housing units Improved sports field with more parking Safer intersection
There was a proposal to build a Soccer Field on Coaches Field, which PRFO , opposed in 2012. Please refer to the history of this proposal, the lawsuits and ultimate City Council decision to rescind the proposal. Not
Expanded soccer field, skate park, taking advantage of views for housing.
The housing is off the street and all together
Soccer field



Trail access, intersection, improved moraga ave.
Tucking the units on coaches field, new facilities on Blair park site, more pedestrian and parking, shared common
Sports Field
I don't think the cost of moving the field is a good use of funds
Sports fields and parking.
Nice idea to put all the housing on one side of the road and the field on the other side. Signal on Moraga ave seems sensible for safety.
Good views and a nice trail will help to incentivize developers.
Like the soccer field and the housing is more tucked away.
the hiking trail
dog park is a nice addition
Moving sports field.
Don't like moving the field to the south side of Moraga. I prefer Option 3
I appreciate that all housing is in the better location, better visually and better for the community living there. More \$ for at market housing too. I appreciate that there is still a dog park area. I appreciate the recreation upgrade.
None. No features of option 2 are important to me. Not a good option improvement over option 1. The most important thing is to keep all the public recreation use attractions on one side of the street avoiding citizens having to cross the road to get to multiple facilities.
This option also does not utilize the space that Piedmont currently has in the best manner... shoving a skate park, dog park, AND a huge soccer/softball field in that narrow space does not make sense given the traffic and safety of the area... There is space on the other side of the canyon to RETHINK the need/desire/location for a park and field.
Safe pedestrian traffic.
Sports field. Adequate space for city corporation yard.
Nothing
This reduces the number of points where traffic will be entering Moraga so is slightly better than option 1. Now you've replaced the entry points with people crossing a very busy and dangerous road at peak traffic times.
Also it still has far more cars on Moraga which already cannot handle it. Where are the at least 100 more cars going to go? There is no public transport and AC Transit already underserves. How do you expect 110 people to get here without additional cars?
Dog park
Maintains trail behind units. Sets the units back from the road better and provides views from the units.
It raises the visibility of the play field. The housing forms a "community".



I like Option 1 - this one is too complicated and involves too many unnecessary changes.
The new housing seems much better integrated— visually, spatially, ... and so I likely also socially which is of utmost importance. This plan makes an effort to arrange that like existing residents of Piedmont, residents of the new dense housing structures will feel they live in a green area, with organic access to community spaces.
The cost of relocating the existing sports field and unused skate park is unnecessary. The corp yard in the middle of housing also does not make sense. It would never happen if the corp yard weren't there already, because of the jarring disconnect between the two disparate uses in such close proximity.
Need to address transportation and congestion. I don't see features to make the housing and recreation facilities accessible by foot or bicycle. Please address public transit options for new development.
Do not approve of so many low rent housing units in one area. Reduces the attractiveness of added housing. Becomes the ghetto of Piedmont
Again in Option 2, you have no parking for any of the housing. Thats 200-300 cars not being accounted for. This is beginning to smell worse and worse.
Sports field in Blair Park is poor choice. Keeping corp yard where currently located is good. Impact is worst with this option. Poor option.
Potential cost to city for moving playing field. Prior traffic and environmental impact did not support development of this area for soccer field.
This plan makes the most sense to me. It provides housing as needed without burdening residents with an active play field and the parking issues that will bring. It contains the field to its own area.
Traffic flow looks better, the new road connection that heads west bound. The only concern would be illegal east bound (left) turns.
placing the soccer field in Blair Park is again a negative and severely impacts existing residents
I don't like the loss of the open space and moving the soccer field
None
not a fan of option 2
The housing in one spot is nice, as is the integration with the open space.
This is the second worst option in my opinion. It significantly decreases the open space in Blair Park and it creates additional safety issues for people needing to cross Moraga to get to the sports facilities.
none
I like interspersing market rate and affordable housing together, field and dog park



The sequence of development is key. The ability to develop housing projects will be tied to the relocation of Coaches Field. There does not seem to be any compelling need to relocate Coaches Field so this is an unneeded and potentially burdensome plan.
I like the idea of moving the field and improving it.
None of them, but if I had to pick, I'd say market rate houses, but no one in there right mind would want to pay big dollars and live by section 8 people
Keeping affordable housing mixed with market rate housing (not isolating affordable housing).
Multi use sports field Moraga Ave improvements Pedestrian access to/from town
Public trails are nice
The plan is better for real and desireable housing.
Keeping the u14 field. Keeping the dog park as part of Blair park.
Again, this option, while better than Option 1, would locate children on Blair Park which inherently includes the dangers of crossing this busy roadway. Children will be tempted to cross at any point on the roadway and may not heed warnings to cross only at proscribed crossings.
safty.....cars & humans
Again, like that housing and recreation are separated from a traffic safety perspective.
the housing is better placed; not right on the road
Soccer field / Skate spot
This option seems much better as the housing is set on a larger lot and does not seem to be squished in to a single area.
None. I don't like option 2 because it seems silly to move the field when that is unnecessary.
Multi family homes
I like that the housing is all together and think the views could be amazing. Can we fit a U14 field in Blair Park? If so, I think that could be a great place for recreational activities, as long as there is parking and pedestrian access.
Keeping some open space in the existing Blair Park. Having the 130 DU spread out and not all directly along Moraga Ave.
The housing is situated nicely along the hillside
This one seems like a great option in terms of the placement of the housing units. Also, the recreation is on the side of Moraga that has the larger Piedmont population,
Signalized intersection, more space for the housing north of Moraga so that location seems better (and at least some folks would have view from there)
Public trail access
Sports fields with sufficient parking on south side of Moraga. New Housing appears to blend in well to hillside. This version appears to have it all. Well done!



Separation of housing and sports facilities is good.
Maintaining open space. Like the location of the housing.
Separation between sports field and housing; probably creates higher value housing than option #1.
As with before improved intersection & public trail are great. I like the rec facilities having been moved to Blair park - as long as there's good sidewalks added, it's great to have them on the side of Moraga where most kids live (to make walking to / back safer). I like the utilization of views.
All of them except the two market rate houses.
Access and parking to new affordable housing with minimal congestion. Productive use of Blair Park space for recreation.
Safe crossing. Like the housing being more hidden.
slightly more desirable since it impacts Blair Park to a lesser degree
slightly more desirable since it impacts Blair Park to a lesser degree
Sports fields, dog park, skate park, green space, trail access
Public trail access. Improved Moraga Ave/Signal. Skate park improved access.
The location of the high-density houses. I think that mashing them all together with their only street access near a blind curve on a high-speed road isn't ideal unless a light is installed at the entrance to the development.
The 2010 vision of soccer fields at Blair Park would be realized for the children of the generation that the fields were first proposed and the community gets new housing.
I like that the skate park will be redesigned and hopefully more appealing and an updated dog park. It would be visually appealing to have all recreation activity on one side of the road and houses on the other.
I don't like it at all
It seems a better use of the existing land and improves upon current Blair Park site.
-new public trail
-improved Moraga Ave with signalized intersection
-soccer field with softball overlay
-housing on the hillside to provide nice views
Clustering if housing
All housing on North side of Moraga Ave is a better option. Public trail access.
n/a
None
This is a disaster. The idea of a dog park maybe but that's it.



improved fields new and improved skate spot maximizing views hillside trails
public access trail
More privacy; potentially better traffic management and my kids can access the sidewalk on the north side to walk to school. It might actually be pretty.
Housing is off the main road
Like that it still includes a skate park



What features of Option 2 are NOT important to you?

Although I have been opposed to having the soccer field at Blair Park, I prefer that than having housing there. In case of an earth quake with land slides, it is better to have a field affected than housing.
Skate park
None. Its a good option.
Do not want a U-14 soccer field on South side of Moraga.
new skate spot
Trails.
All
N/A
- The field
Dog Park.
2 market rate houses on Abbott and Maxwellton.
I oppose the following: - Building of single family housing near Maxwellton and Abbott as they are not state requirements under the CA Housing Element and doubly impact our neighborhood congestion (the low income housing development and the addition of market value single family homes) - Expansion or any modification to Coaches Field, as this is a separate issue not related to the Housing Element and inclusion of it in the specific plans is confounding the issues
1) likely more expensive and less feasible then option one 2) moves the soccer field to a less ideal location 3) does not include safe egress path 4) effects views
The soccer field should remain on the north side. Blair should be preserved as is.
Don't move the soccer field to Blair Park. Put the houses there. it's the most logical and least expensive (likely) alternative.
N/A
Too dangerous for those needing to cross Moraga
not sure why you would move the soccer field
Signalized
Dog park



<p>SFD are not part of housing element requirements. New trail will increase illegal trespassing on nearby home owners and Mountain View cemetery and seriously impact ingress of Piedmont Fire department and emergency vehicles on Maxwellton and surrounding streets due to narrowness of streets/. Significant impact on Oakland home owners due to parking constraints.</p>
<p>Concerned about adding so many multitenant buidlings, and affordable housing, and the crime it could bring and the congestion.</p>
<p>It is not important to me to expand the soccer field nor put it on Blair park. I think that will increase and disrupt traffic flow significantly. Think about driving up Linda past beach school any time the soccer field is being used there....very concerning traffic congestion and that is a less traveled street. Tucked in a neighborhood like Hampton field, seems much less disruptive?</p>
<p>Retention of skate park Separation of 2 dwelling units from rest of development</p>
<p>See above.</p>
<p>We do not need all this housing also NO SIGNAL</p>
<p>I do not think that Piedmont needs to provide a skate spot. It is very cement-dominant which is very environmentally damaging. There are other skating opportunities in neighboring communities.</p>
<p>Disruption to both spaces, the canyon and Blair Park</p>
<p>Skate Park</p>
<p>Keeping corporation yard intact Soccer and softball field in Blair Park</p>
<p>If the ball field and skate park could be relocated without the use of any public funds/bonds/taxes, and the public cost to build this entire option is the same for all Piedmont taxpayers, then it doesn't matter.</p>
<p>The dog park, new public trails, new skate spot, pedestrian improvements on the Blair Park side of Moraga Avenue.</p>
<p>The dog park is not needed - Piedmont has enough dog parks and there will still be open space in Blair Park.</p>
<p>Don't need a new dog park. Don't need to create more traffic congestion on Moraga Ave by adding "New Signalized intersection". Don't need to destroy Blair park (one of the few remaining open spaces in Piedmont available for resident to walk to) with ill fitting and ill thought out new construction schemes.</p>



<p>Keeping the corp yard as-is for most of us the Yard is a black box. We do not know how heavily it is used and whether it needs to be the size that it is, etc. Please talk more about the Corp yard and the needs of the city. Obviously, it needs to be within City limits but what about location and size?</p>
<p>Not important to have the lower income housing closer to Moraga</p>
<p>Skate park</p>
<p>I do not like sacrificing city property for a housing project that does not benefit the current residents of the city. The only apparent benefits are to those who obtain the housing and the developer and contractors who profit from the project.</p>
<p>Remove/relocate market rate housing to minimize impact on long-term Piedmont residents. Additionally, these are on steep and hard to get to locations. There is no grade shown on SFD lot on Maxwellton; in fact this is a very steep grade. How about placement somewhere that is flatter and requires less engineering. These two houses seemingly just appeared at the final hour with no community input and little thought put into location as they are on all four proposals.</p>
<p>Remove public trail access on Maxwellton. There is no parking available on Maxwellton or nearby streets, both in Piedmont and Oakland. Maxwellton is not wide enough for two-way traffic; the road cannot handle increase usage. Furthermore, we are concerned about access for emergency service vehicles. In the past when the gate was not able to fully shut, neighbors here experienced many disruptions late at night. Trailhead will promote illegal trespassing on Mountain View Cemetery property. Trailhead has potential to be a public nuisance.</p>
<p>There is nothing "NOT important" about my opposition to this plan, as explained above.</p>
<p>Time without fields when work is being done and fields moved</p>
<p>Don't like the sports fields on the other side of Moraga Ave.</p>
<p>Adding any housing. U14 soccer field in the new location. Having a signal at the intersection.</p>
<p>Retaining the Skate Park.</p>
<p>The two additional du off Maxwellton and Abbott are unimportant and possibly deleterious to me given I live off Maxwellton. It is extremely narrow and often unpassable by two cars at the same time. Parking is also extremely limited. I do not drive it in the dark to avoid head-on collisions, and often take Harbord as an alternative route, thereby placing negative externalities on the adjacent Oakland neighborhood. Harbord already receives a lot of commute traffic to circumvent the already very busy Moraga commute shed. This Upper Rockridge neighborhood should have been included in the project notifications and mailings.</p>
<p>Skate park</p>



<p>Dog Park is not important Soccer field is not important Skate park not important Do not want signalized intersection this will cause smog to build up and traffic back up.</p>
<p>Everything else</p>
<p>Where did this public access trail come from?? it simply will create more problems than we have in the space behind it</p>
<p>Adding another soccer field to Piedmont is not really necessary. And sacrificing the open space at Blair Park for a soccer field is a poor choice for the City.</p>
<p>I dont like putting the play fields on the South side of the road. It is too dangerous</p>
<p>U14 soccer field location 70 Market rate housing 2 Market rate</p>
<p>Market rate housing</p>
<p>Housing location</p>
<p>Soccer Field Dog Park</p>
<p>Soccer field and softball field</p>
<p>dog park</p>
<p>dog park</p>
<p>seems WAY too expensive, since moving almost everything. soccer field seems too exposed to traffic keeping and moving the skate park. the 2 stand alone houses</p>
<p>This option makes the least sense to me - it requires disrupting use of the field, just to still end up with the field and the housing on opposite sides of the road.</p> <p>The additional parking on the Blair Park side is wasteful and a horrible reason to destroy existing green space. Instead, we should try to consolidate parking as much as possible on a brownfield portion of the site, such as the existing corp yard. Create one consolidated parking structure and let people walk to their final destination, rather than creating a surface parking lot for every single destination. This relatively small site really does not need multiple surface parking lots that create impermeable surface, increase heat, and destroy open space.</p>
<p>All of the housing. This is a disaster and perhaps an intentionally bad option to make the others look good.</p>
<p>The soccer field. Please drop this idea.</p>
<p>Dog run space</p>



Corp Yard next to new housing doesn't feel right. Who wants to live next to a parking lot of municipal work vehicles?
skate park market rate housing
Moving sports field. Providing views for the new housing.
Keeping the Corp yard intact. I think it needs some improvements.
I don't think keeping the Corporation Yard at its current location is important
All features that increase congestion on moraga Ave are not important to me
Skate park
Skate park — move it.
I have to say this is odd/difficult wording for these choices. What's not important to me about this??? I can more easily say what I like and what I don't like.
Do we need a new skate spot?
Corporate yard untouched.
Not sure who is going to pay for the infrastructure upgrades. Hard to see how this pencils for a developer.
Skate park
Dog park
Skate park, dog park.
Skate park, housing
I like all the features
Any type of housing
Don't like moving the soccer field across moraga
Trail access.
Nobody uses the existing skate park. If push comes to shove, that space is better off as a tot lot or a splash park. A U14 field in Blair Park would likely create a need for additional tall fencing up against Moraga and eliminate flexibility for an effective wildlife corridor. Moving the field will incur additional expense.
again, the loss of blair park seems like a bad step
I would prefer housing off of Moraga and not a field there, parking would be trickier
none
I worry about parking being split and people crossing the street without a pedestrian bridge.
I do not find it important to place the residential development where they have views or to have the residential integrated with recreational facilities.
Skate park.
Skate park , why why
Housing



It is possible that the new rec site in what is now Blair park will offer slightly less than coaches field, but I'm ok with that because Piedmonters will still definitely go there and use it. That's why I think putting the rec site in that awkward Blair parks space, rather than the housing, has a better chance of maintaining (or at least not actively undermining) community cohesion.
Relocating the sports facilities.
Again in Option 2, you have no parking for any of the housing. Thats 200-300 cars not being accounted for. This is beginning to smell worse and worse.
corporation yard being left where it is.
Why is the skate park so important to keep? If you are moving the soccer field, perhaps its worth considering what the overall community needs are since you're adding so many more people and shifting the center of gravity for the city?
all
See above. I don't see any value in relocating Coaches Field to Blair Park.
NO skate park! Terrible use of space!
All of it
require grading work and additional parking. The skate spot would be on this side as well.
Establishing soccer field and skate park in Blair Park. This should remain open space and available for dog walkers. Query--does anyone currently use the skate park?
Leaving PW as-is. The city facilities are old and inefficient. Should be improved as part of development requirements
The corporation yard remaining untouched
coaches field, recreation, xmas tree, pumpkins, open space
I don't think this is a serious option per last effort to put a field on Blair. Putting a big field on Blair was deemed technically risky and very challenging from a construction point of view due to slope in the last effort, so I question the viability of a u14 field there. Have all those involved done their homework on this? I think it should be quickly evaluated and validated technically before spending more community time on this due to the prior issues.
the dog park , I think this would be ugly
new housing new signal
I don't care that the field would be separated that much from the rest of the housing.
I don't like option 2
Skate park, trails
I'm worried that an expanded playfield and ball field won't fit well and will require too much grading and parking area



Soccer field/skate park south of Moraga; those are fine, just not critical to meeting the Housing Element goals. And does this mean getting rid of a baseball field used by many? Looks like it, but that is not important to me.
Parking, dog park
New skate spot
Soccer fields
Curious whether sports field location creates more traffic since it is (maybe?) less accessible to pedestrians.
Open space should be used for more field space for kids
I don't love that market units and affordable units are in separate buildings. I hope as the development progresses, we can mix them so we don't create further class differentiation in and around Piedmont.
Two market rate SFD houses. What does SFD mean?
Maintaining corporation yard.
Don't need another dog park here. Seems like a more expensive option.
I prefer option three
I prefer option three
Again, squeezing housing units into a cramped space, taking away green space, killing wildlife, losing the visual of trees and plants, losing sports fields for our kids.
The location of the market rate houses.
Separating the housing units by a road seems unnecessary use of space. Maybe a more expensive option to create a new sports field instead of work with the one we have. I don't like that some of the parking for the sports field would require crossing Moraga, being potentially more dangerous and creating more traffic.
Skate park. Corp yard
Soccer field.
-concern that separating all the housing and rec would lead to little integration of new residents
-keeping corp yard intact
Soccer field
SFD.
Soccer field. It's a baseball field that soccer destroys each winter.
Corp yard is not important to have so large.



Moving the fields: currently they're tucked away. Now you'll bring it to a more dangerous area.

A signal will cause ridiculous traffic and, again, more traffic means more pollution. Traffic will lead to angry parents being late and I would anticipate more accidents and injuries to come on Moraga Ave.

dog park



Is there anything else you'd like to share about Option 2?

<p>The idea of having hiking trails so convenient to the housing is attractive. This gives homeowners a place to walk without crossing Moraga Ave to go to the current open space. This is probably my third preference choice.</p>
<p>If it needs to stay, could Skate Park also include a basketball court? Also, Pickleball is wildly popular and a way to keep citizens healthy if it can overcome the NIMBY protest to noise and people.</p>
<p>It's a good proposal that allows the functions the city needs to stay while expanding and improving public space.</p>
<p>there are no improvements to the dangerous intersection at Maxwellton Road, despite the added traffic, maybe worse with parking lot right across the street</p>
<p>Having a soccer next to a major, busy street where speeding is common is unsafe for kids. Also cars entering and exiting the new park will be at risk of car accidents because of speeding cars coming from a curve. Speed limit is 25 mph but average speed is closer to 40 mph.</p>
<p>Seems less optimal.</p>
<p>Please do not move the soccer field to Blair Park, next to the busy street, which would be very dangerous for kids. Besides, it would be too costly to move the soccer field. Its current spot on Coaches Field, which is nicely tucked in, makes a lot more sense for the safety of the field users.</p>
<p>N/A</p>
<p>I worry that the new Coaches Field would be a disruptive place to have it re traffic and the surrounding housing.</p>
<p>- This is my favorite option b/c the different elements seem to be where they fit best e.g. housing w/views & space, more safety from cars,</p>
<p>I think this is the most aesthetically appealing option.</p>
<p>doesnt seem to make a ton of sense to move something that already exists.</p>
<p>- In my book, very high priority to maintain existing green space in Blair Park — the beautiful open space is central to what I love about living in the canyon - Worried about light pollution</p>



<p>Not supportive of this option. Adding this many units of low/mid-income housing to this area, regardless of the option, will negatively impact traffic, noise levels and property values for the Piedmont residents in this neighborhood. As previously pointed out by many residents of Moraga Canyon, this plan forces the majority of units on a single community, no matter how high the barriers for development. We were shocked at how quickly any proposals for build in the center of town were dismissed, despite having many merits. This reinforces the belief that residents with greater influence and financial clout are directing the build away from their homes.</p>
<p>too many housing units in a small area. Not a desirable option.</p>
<p>Please remove the two market rate SFD - this part of Piedmont is taking more than their fair share of new housing. We don't need those two homes there. Plus why sell off two parts? Keep the whole thing open as it is. There are already trails that go from Abbott way and a city gate.</p>
<p>See my comments on Option 1 comments. Thanks.</p>
<p>I do not like this option. The development of the steep terrain in Moraga canyon appears daunting and costly.</p>
<p>These projects put a significant, unfair burden on the residents near the proposed development - Piedmont should be fair and come up with a plan that reduces the impact on these residents and shares more equitably with the rest of Piedmont.</p>
<p>Best option of the three. Sports facilities wear out fast so its best to have new ones. The housing should have the best environment. Maybe the corporate yard could be relocated elsewhere?</p>
<p>Crazy to have a playing field and no parking right there.</p>
<p>I don't dislike it, I just think the cost and time to develop the affordable makes it infeasible.</p>
<p>NOT A GOOD OPTION! Very disruptive to the neighbors due to increased noise, traffic and to the wildlife.</p>
<p>See comments for Option 1</p>
<p>Stop screwing up our town no signal you suck</p>
<p>The "Public Trail Access" is a confusing element.</p>
<p>Not a good solution</p>
<p>I worry about building on the hillside in these locations. (Based on the recurring land slides at the base of Maxwellton Road). I think this area is less accessible than the south side.</p>
<p>I am concerned that developing both sides of Moraga Canyon (coaches field and blair park) will increase traffic on Moraga Ave. The new developments should be consolidated to the northern side of the canyon allowing blair park to remain as much needed, large open space.</p>



<p>All the options include adding too much housing density to this small area. Housing should be spread out throughout Piedmont and not concentrated in this one corner of the city. This will affect the quality of life of the current neighborhood, will cause traffic jams, sound and light pollution, make the neighborhood less safe during fires and negatively affect the beauty of the canyon.</p>
<p>I favor Plan 4</p>
<p>A public trail up the forest path to Abbot Way would be much better. Not sure the city owns this land.</p>
<p>There is no information on what is defined as affordable housing. It should be the first item clearly defined in the site documentation and easily accessible. I attempted to find this information and could not find it. I know we would all like to see hundreds of affordable housing units built in the community, but the reality is that Piedmont is not an affordable community... it is an affluent community. To create housing for affluent people in the community makes sense because those are the people who can afford to live here after probably having bought their starter house in a lower priced housing area. It is illogical to put "affordable housing" in this neighborhood. The financial impacts are significant and multi-dimensional.</p>
<p>I like the preservation of open space on South side.</p>
<p>The skate park needs to be moved to the center of town. Cramming the park up in a distant corner of this canyon that is not easily reachable by young people is embarrassing. Kids who skate should have a facility that is within walking distance (skating distance) of most homes. For example adjacent to the pool or at one of the central parks. Crocker Park seems particularly underutilized.</p>
<p>I think its a decent option</p>
<p>In regards to the new signalized intersection have heard from long-time residents that a proposal for a traffic light on Moraga did not get approved due to the curve.</p>
<p>Blair Park cannot accommodate a sports field. It should be left as natural open space.</p>
<p>Does it really make sense to relocate a soccer field that already exists? Hillside housing will be more expensive to build than housing on a flat site.</p>
<p>Why do this? It satisfies no interests.</p>
<p>I do not support this option due to the loss of Blair Park's open green space and noise/stadium lighting issues for residents living above the new field.</p>
<p>Regardless of the site plan, 132 additional units in narrow Moraga Canyon will have a deleterious impact on the safety of existing homes and lives in the area. Moraga Ave is a major transportation route for the Hwy 24/13 area (including Montclair and Upper Rockridge whose residents should have been notified of this endeavor). This plan puts thousands of people in the area at risk in the event of a major fire. The arterial already is at or near capacity during commute hours. Moraga is only one of two (the other being Park) connectors for the whole city of Piedmont to Montclair Village, Highway 13, and Hwy 24.</p>



<p>I don't want to spend tax payer funds on any of this. This space, particularly on the south side of the road, opposite the coaches field, is a wonderful wildlife habitat area. Wildlife will be sadly affected. The beautiful daffodils that bloom in the spring, along the side of the road will likely be gone forever.</p>
<p>Do not want signalized intersection this will cause smog to build up and traffic back up.</p>
<p>Cannibalizing the current baseball field at Coaches Field is unconscionable. There aren't enough baseball fields for the City. Where would older kids play baseball now? Hampton and Linda Beach are too small and overused.</p>
<p>Sitelines are terrible along Moraga Avenue and you should keep people off of the South side for that reason. Too dangerous!</p>
<p>I don't think the location of the soccer field is good for the existing houses on the southside.</p>
<p>I think putting all the new housing (intermixed) where Coaches field and the skate park are now makes a lot of sense... easier to put in signaled intersection and it gives the new housing more privacy and is set further back from Moraga Ave...more neighborhood like. The options don't seem to account for enough parking, which has always been an issue at Coaches Field</p>
<p>Improving safety of entering and exiting Maxwellton.</p>
<p>Concern about kids walking to sports field/skate park having to zig zag across Moraga to stay on sidewalk. Seems to make continuous uphill bike lane more challenging than other options.</p>
<p>Option 2 sucks</p>
<p>I don't like the fact that the recreational fields and housing are on opposite sides of the street. The project site would be safer and more vibrant if both were on the same side, with either the corporation yard or open space on the other side, as in Options 3 and 4.</p>
<p>I have this option - awful. This is a disaster and perhaps an intentionally bad option to make the others look good.</p>
<p>Please keep any new housing out of Blair Park. It is bad for the environment, and I am dismayed that the city would even consider taking such an irresponsible step.</p>
<p>I think neighbors above Blair Park would rather have have houses instead of sports field below. Likely higher overall costs.</p>
<p>It looks like there would be a dedicated dog park, which, hopefully would be fenced - especially if there is a soccer field in the vicinity. I really like the idea of a fenced dog park, as we currently don't have one in town. This would be a nice benefit for the new residents.</p>



<p>There is no discussion about additional traffic signals outside the City of Piedmont and how this would impact traffic flows onto highway 13 when trying to enter and exit off of highway 13. These lanes (on Moraga and on the freeway) are already backed up without the additional building structures. What additional road ramps, traffic signals and barriers will be used by the City of Oakland and/or State of California to aid in this project?</p> <p>Also, when the sun is setting, driving down Moraga is difficult. Isn't there anything that could be built over Moraga Ave?</p>
<p>still an issue with traffic and loss of open space.</p>
<p>Picking up and dropping off kids for sports practice at coaches field is a nightmare after school hours.</p>
<p>Factoring in construction costs this is my favorite option. The city has undertaken several expensive projects recently (major high school expansion, new pool, Hampton Field re-do, etc) and I'd prefer not to see a ton of money go to underground parking if it can be avoided.</p> <p>That said I think this scenario puts the affordable housing in the least desirable location for the new occupants. That side of the current field will be a bit dark. The cost of putting the housing in the best place for new residents while not putting the Corp Yard in Blair Park where it will look awful comes in the form of the underground parking garage.</p>
<p>It seems expensive and pointless to relocate the soccer field to Blair Park instead of just building the new dwelling units there.</p>
<p>Again, I like that the housing is tucked above the road.</p>
<p>Prefer not to relocate sports field away from current spot. Creates more noise due to canyon effect.</p>
<p>I think having the housing way down that hill be hard to build, more expensive to build and probably won't get built</p>
<p>Have you allowed for NOISE and LIGHT pollution to the neighbors in any of these options?</p>
<p>Not an option!</p>
<p>I do not like this option</p>
<p>I like how accessible and visible the rec area is in the Blair park area.</p>
<p>I like how it creates a community not right on the busy street and with access to some outdoor space for the new DU's. However, I'm not in love with the soccer field being right on bust Moraga without some protection (like the trees and distance and fence which are present at Coaches currently). It does seem like ther might be more room for small bleachers for the field which is nice.</p>
<p>This seems really good</p>
<p>Don't like the fact that kids would be playing soccer near a very busy Moraga street.</p>



There seems room for more units in this model as well.
I'm concerned that the fields are too exposed in this day and age when people use vehicles as weapons. The current location forces some amount of deceleration and I think the field is actually above the grade of the street.
Any new housing should be privately funded. If any city or public items are being relocated, the new Moraga Canyon developments (not city wide) should cover the cost.
There is no reality where coaches field goes away given the shortage of field space for baseball and soccer. Blair park is not a realistic substitute even if there is technically room to cram a soccer only field there. From a pure safety perspective, you can't have hundreds of children and families trying to enter and exit that location for practices and games.
I think I perhaps don't like this as well as #3 and #4 (as I remember them) b/c you'll miss some open space along the canyon when the rec area is replaced with housing. I wonder if all housing on this side would lead to better evacuation routes (across the cemetery) in case of emergency? I know most ppl might jump into their cars.... I don't know how likely emergency scenarios might play out.
Scratch option 2 and keep the housing across the street in Blair Park and away from current recreational land uses. This will avoid city wide citizens having to cross the street to access other public facilities.
Have to rethink utilizing the larger space on the other side of the canyon for housing plus the recreational amenities together.
This option 2 maintains a nice appearance to the gateway to the city, but loses the softball field(important) and possibly temporary loss of the use of the field unless the work is staged appropriately. Problems are: errant balls can reach the roadway much easier unless an unsightly high fence is added. Kids have to cross the road to access the existing sidewalk connecting to town. Some residences have to look at the city corporation yard- not the most pretty view. Extra non recoverable cost by moving the sports field.
Having so many people crossing Moraga at peak traffic times is obviously a bad idea.
Traffic would be a nightmare
Creates more of an access problem between the units and playing field for people trying to cross Moraga that live in the units.
Don't understand why you would remove the existing structures to build housing.
I generally like this option.
This Option feels pretty good to me, largely because the market-rate units get to take some advantage of the view from the hillside.
Need to address transportation and congestion. I don't see features to make the housing and recreation facilities accessible by foot or bicycle. Please address public transit options for new development.



<p>Again in Option 2, you have no parking for any of the housing. Thats 200-300 cars not being accounted for. This is beginning to smell worse and worse.</p>
<p>Worst of the four. Sports field should not be in Blair Park.</p>
<p>If there's an efficient way to manage east bound traffic this might be a very viable option. I believe a roundabout road would be better safer than a new signalized intersection.</p>
<p>The concern is traffic flow during peak events at the soccer field/softball.</p>
<p>I would not support this option</p>
<p>Option 2 has a ball field in Blair Park which was already rejected years ago. Put the housing in Blair Park. A partial loss of the existing wildlife corridor for housing would be a travesty. All of the area above the corporation yard should be a replacement for Blair Park.</p>
<p>The field is not in a good place</p>
<p>it is a waste of resurces</p>
<p>See above. This is a problematic and complicated plan.</p>
<p>I do not like the division of Affordable housing on the bottom of the hill vs Market rate housing at the top end of the hill.</p>
<p>I do no believe this option should be approved. There is little open space in this area of the City and nowhere to walk dogs.</p>
<p>Will look ugly with 40-50ft bldgs right on Moraga Zone additional SFUs north of proposed to create more value for developer</p>
<p>Move the corporation yard to the Blair Park open space</p>
<p>Don't like it.</p>
<p>no</p>
<p>It seems that rather than have a dog park, it would be better to leave the canyon as is. It is already open space that people can use with their dogs.</p>
<p>You should keep it how it is and then build another soccer field like in this option. Have all the new housing on the hill and in the storage yard and where the dog park is located in option 2</p>
<p>Option 2 seems like a much better way to create a community than option one</p>
<p>I don't like option 2</p>
<p>I think people drive to the dog park so I would switch the dog park with the skate spot, and move the field downhill if possible, so that the recreational uses are more easily accessible by foot from the rest of Piedmont and the parking area is by the dog park. I'm also worried that this plan may make the Maxwellton/Moraga intersection harder to navigate than it already is</p>



<p>Moving the rec/sports activities to the south side of Moraga without creating pedestrian better pedestrian access seems short sighted. Looks like most folks would have to park at what is now the Coaches field side of Moraga and then keep pressing button at the intersection, making it a bottleneck for traffic. Am I missing improvements on the south side other than a path leading from the intersection site?</p>
<p>We need public transport options too</p>
<p>There are better dog parks and trails elsewhere in Piedmont so this version wisely puts spaces to better use.</p>
<p>Kinda like how housing units make their way up the hill on Coaches field side, could make for more interesting variety of units.</p>
<p>I thought Oakland didn't like the soccer field idea. Wasn't there concern with the last soccer field proposal for Moraga canyon that fire trucks couldn't get access?</p>
<p>This design is not acceptable. The affordable and market rate housing should be integrated. This very very important!</p>
<p>Seems to better address potential congestion issues from affordable housing development than option 1</p>
<p>Not a fan. Seems wasteful to relocate the sporting facilities, and annoying that some of their parking is a crosswalk away from them.</p>
<p>I don;t like this option because a soccer field would destroy Blair Park.</p>
<p>Oakland has indicated they do not want a playfield at Blair Park. Mixing corporation yard and housing might creat a conflict.</p>
<p>Could be problematic having the Corp yard being so close to such intense housing. Corp yard is an early in the day, if not 24 hr, operation.</p>
<p>I am concerned about the field being in this location because of the sound and light impact on the houses up the hillside on Scenic. Also, this location creates a lot of pedestrian crossing on Scenic which is dangerous and will slow traffic flow.</p>
<p>Really Bad that little kids will have to cross Moraga to get to parents cars for pick up. So dangerous!</p>
<p>This does not seem realistic given traffic issues</p>
<p>seems like limited parking for rec space - parking across Moraga seems challenging (would a pedestrian bridge be possible/financially feasible?)</p>
<p>Good density</p>
<p>Isn't it expensive to move the Coaches field to the Blair park side? We looked at the baseball facility plan in the past and I thought that we found the width of the Blair Park was limiting to accommodate a regulation size baseball field and related facilities. Is this plan really feasible? What's the point of moving the sports facility to the Blair park side and build new houses on the north side of Moraga Ave? It will be more expensive than Option 1 for sure, but I don't see any benefit.</p>
<p>loss of baseball field is a problem</p>
<p>Housing seems better integrated with houses on Moraga ave</p>



seems unnecessarily expensive to move the fields

It's fine that the soccer field moves to Blair Park. It will need to be level, which given the drop down through the canyon, will mean a large berm similar to a freeway onramp will need to be built along Moraga Ave. Therefore I would move the soccer field to the flattest portion of Blair Park. It is not necessary that it be a full U14 field.



What features of Option 3 are important to you?

I think the concentration of housing near the fields is a good idea.
Having the corp. yard on this side would be better than a soccer field...the field would need to be raised so that it was level creating a blocky looking structure at the street. The corp. yard and buildings could be strategically placed using the grade as an advantage.
The area of the DU Market rate and affordable housing is in an area that should be treated as an animal preserve because it extends and already large area of the cemetery. Putting the housing here would create a disturbance to the natural wildlife in the area.
Mix of affordable and market rate homes.
What is important is to keep the Corp Yard out of Blair Park.
I like the arrangement of buildings and open space. The access in and out of the development - for both the residential area and the new corporation yard - seems logical and safe.
new public trail access
This seems smart because we can retain the sports facilities and keep housing/traffic off Moraga yet give up only some of Blair Park with a new Corp. Yard with easy road access.
Soccer field remains in place
Please see comments on Option 1. I don't believe any of the other scenarios are realistic/financially feasible.
This seems like the best option for housing as well as the place for Corporation yard. Nice views for the new housing will make it more attractive, thus additive to Piedmont real estate values.
Corporation Yard would be visible from Moraga - unsightly
- Housing on the north side of the site - The Corp yard in Blair Park makes sense since it doesn't need to be on the north side of the site which is more desirable for residences
Improvements to Moraga Ave, including signaled intersection for safety.
New public trail access.
preserves coaches field, units have more location appeal
A very bad idea for safety, congestion, and expense
Hiking trails
Housing on north side.
Moving the corporation yard is going to be very expensive. This needs to be costed out. Putting all the houses on Coaches side does not make sense. Please put the homes on Blair Park it is logical and most likely the most feasible and cost effective.



<p>None. Another terrible idea. Planning to have market rate housing staring down on a ball field? Assuming there might be some elderly folks living there (like me) whose wife takes a nap every afternoon (like my wife) - are you kidding? And then when do we find out about the lights on the field. I realize you have to explore options but I'm not sure you have to present them all to us.</p>
<p>This is the best option PROVIDED that the affordable units are seamlessly integrated into all the buildings. Best for open space around the housing. It will need some kind of bridge to people can cross Moraga Ave. safely. Glad a dog park is included !</p>
<p>corp yard is not a nice thing to see when driving into piedmont. Seems like a great developer opportunity but not as nice for the community</p>
<p>The consultant speaking in accompanying video said the two market rate units at Maxwellton and Abbott would be easily rolled into the main development, so please eliminate these from all four plans. They are poorly conceived for numerous reasons and unnecessarily significantly impact existing resident on those streets.</p>
<p>Soccer Field</p>
<p>Improved Moraga Ave. safety. New signalized intersection. New housing. New sports facility.</p>
<p>No leave blair park as is</p>
<p>This is my least favorite version.</p>
<p>I could better emergency response and better corporation yard on that side of Canyon (more accessible) but also not as attractive as residential.</p>
<p>like the housing on the Coaches field area - better for noise and less restricted space. Better for the neighbors, however, do not like the corp yard relocated to Blair Park.</p>
<p>better</p>
<p>New signalized intersection New public trail</p>
<p>Although I understand the Corp-yard needs improvements, I don't know whether it makes sense to move and rebuild the entire area to Blair Park. At least an option three, the housing is not separated by Hillside view, however, each unit would be either market rate or low income, and the units themselves would not be integrated. I've heard from the project designers that it is very hard to get market rate housing and low income housing built in the same unit, however, I have also read comments by architects and builders saying that this can and has been done.</p>



<p>None. I'm absolutely against this project in any form. We need to keep the last open space just that. Development should be built where people are close to services, not where a car is required. I repeat, Moraga has heavy traffic twice a day to the point where it's near impossible to turn on to the road. The light at Moraga & Highland backs up so severely that it takes several lights to move forward. The intersection of Moraga and Thornhill is a joke. You can't even get into the left lane to turn onto Thornhill as it's so backed up. We have the luxury of having cars but also elect not to go at out during rush hour due to the amount of traffic. We didn't spend human sweat equity to defeat the previous canyon development to have it developed.</p>
<p>Do not move the yard it is perfect</p>
<p>Inclusion of the enlarged playing field and as well as the housing units in a more compact footprint. It doesn't make sense to separate the dog park from the rest of the recreational facilities, IMO.</p>
<p>None</p>
<p>The expanded soccer field. Public trail access</p>
<p>All housing units on north side of the site</p>
<p>My comments are the same as before - we have no business using the housing project as an opportunity to expand recreation fields/facilities. The current ball fields are fine. Folks, we just can't afford to keep piling on unnecessary expenses to our taxpayers.</p>
<p>We would like Blair Park to be left as is -- open space for the city and neighborhood to use as well as a beautiful gateway to the city.</p>
<p>Less impact on Blair</p>
<p>All the new housing on the Coaches side of Moraga Avenue. Relocation of the Corporation Yard to Blair Park.</p>
<p>This option provides traffic control for all the new housing through the new signalized intersection, thus limiting the traffic impact on Moraga. It provides public transit access to the new dense housing and bike and pedestrian improvements. I also like the new hiking trail and the improvements to the soccer field to include softball.</p>
<p>Affordable housing is a great idea and I support it for locations close to public transport. Unfortunately Moraga Canyon is not a good spot for any large scale public works schemes.</p>
<p>The only viable option. Move the corp yard to the south side. Housing and recreation on the north.</p>
<p>This is the oddest of the three. Who wants to live behind a sports field? Talk about feeling like second class! That is a steep hillside. This is shoe-horning the development at the expense of building good residents. Meanwhile, city trucks get great access and flat ground! Again, can the Yard be shrunk? That would allow a field next to the Yard.</p>
<p>I'm glad the soccer field would still exist.</p>



See comments for Option 2.
why put residents so close to a loud soccer field? Will there be lights on at night? This layout does not seem welcoming or respectful.
This is the least objectionable of the first 3 plans -- IF the Corporation Yard is reduced in size and does not occupy more than 1/4 of Blair Park and preserves most of the open space as it is.
This option is awful! Locating the corporation yard on Moraga would be an eyesore.
Some preservation of open space
Expanding the field
Improved sports field and additional parking on existing side of Moraga Ave.
Additional parking
It's clearly the best choice. It's the safest. It avoids segregation. It keeps playfields on the sunny side of Moraga so the cost of plastic turf can be avoided. It optimizes return on the market rate units because they can be sold as "view" housing. The corp yard will have to be rebuilt anyway so might as well move it to the location where it makes the most sense as a land use.
<p>Positive Features:</p> <ol style="list-style-type: none"> 1) Soccer field remains in place. 2) Some of Blair Park open space is retained with new dog park. <p>Negative:</p> <ol style="list-style-type: none"> 1) Moving Corp Yard and interrupting work flow. 2) Major roadwork impact.
I appreciate the housing being clustered in one area.
I do not appreciate this scenario's relatively high environmental impact score of 2.3. Minimizing environmental impacts is important to me.
Dog park, housing not in Blair park
Nice to have the housing hidden more in landscape
Dog park
Probably none. The fenced dog park is probably too small and would become overcrowded with aggressive interactions of dogs in a confined space. There are too few off-leash dog areas in Piedmont.
this is the best option and the safest involved
No additional street or pedestrian traffic going up Pala
<p>Moraga Ave improvements, lights, pedestrian, bike lanes</p> <p>Enclosed dog park</p> <p>No housing in Blair Park</p> <p>Maintaining the corporation yard in general. As long as not eliminated</p> <p>I like the how the housing is clustered together backed up into the hill</p>



Relocated corp yard and dog park location. Location of soccer field. New signalized intersection.
Relocate corp yard
Playing fields
Affordable Housing Signal Intersection No children need to cross Moraga Ave for fields or activities Parking, parking, parking!!!
Making the corporate yard visually attractive
This is my favorite option if it's financially feasible. Having housing off the main road seems ideal. Having housing and recreation facilities adjacent to each other and connected by pedestrian sidewalk into downtown Piedmont is good. Seems to put a low traffic volume activity on one side of Moraga instead of distributing it on both sides.
If the Corp. Yard doesn't involve a lot of traffic onto and off of Moraga, AND this placement would be "scenic" from Moraga (not just a parking lot for equipment), this one is one of the better options.
as much affordable housing as possible
New signal intersection, affordable housing, improved Moraga Ave
nice space for corp yard good spot for formal dog park
Option three is more expensive than option one.
The fact that the housing and the field are on the same side of the street.
None - is coaches field gone? That would be a disaster.
I don't really like this plan that much.
This option is not horrible, and I generally support putting all of the housing on the north side of the site.
Improved soccer field and expanded parking
moving the corporation yard would be a good use of blair park, but the problem with housing above coaches field is the large amount of congestion at that intersection....
Housing looks like it's in a good spot. Keeping the sports field and skate park next to the new housing seems like a good fit - could be a great way to build community.
New housing. Improved sports facilities. Maintain civic spaces. Improved public work's facilities.
I like having the housing on the north side. I like the idea of improvements to the Corp yard.



Maintaining the recreation field at its current location is important to me. Moving the Corporation Yard and developing Blair Park open space makes sense.
Is it desirable to have residences so close to a playing field? Noisy? Otherwise seems better for living spaces.
allows for SOME open space.
The main thing I don't like about this scenario is the use of Blair Park for the Corp Yard. I would like to keep Blair Park feeling somewhat open and natural - I think it's a long-term asset to Piedmont to keep it that way and using it for a playfield keeps that open quality. The Corp Yard will no doubt be an eyesore in that location.
I do think this scenario places the new housing in the appropriate locations.
New signalized intersection and improved Moraga Ave.
Tucking it away is a good idea.
It's nice that the field doesn't have to be moved and I like that the housing is above the road. Moving the corporation yard to this new location seems like a good solution. It could preserve some sense of open space.
It looks like there is room for housing on both sides of Moraga. If so, we should consider expanding the affordable housing.
I don't like the idea of moving the corp yard to Blair Park because it seems to be a waste of space there. It's nice to have the soccer field near the housing units up above New Traffic signal seems necessary to ensure safety New public trail access is good.
Great use of the slope for the housing. This is really excellent. Improved playing field for U14. So many kids use this in this town. Relocation of Corporate Yard to its own space away from playing field seems to make tremendous sense.
This is my favorite option - keeping the field as is, and moving the corporate yard to Blair Park
Will it hard to build the housing there?
The skate park is the least used facility in the city. Why are you moving it to a more visible area? Nature trail goes to private Mt. View Cemetery property. They will object 2 market rate lots carved out in the same area as ALL the low income housing. Come on. Can't the city at least put two lots elsewhere in the City?
This looks more attractive and a better option for the people who live above Blair Park.
Keeping recreation area where it is.



Expanded soccer field, views from housing, I like how the two types of housing are together. The hiking trail.
We still gave a corporation yardage but in a dangerous location
Sports Field
Expanding the soccer field
I like the access the housing will have to the soccer field and trails. I also like the corp yard being moved across moraga
Sports fields.
Makes sense to place the corp yard on Blair park and away from the housing and rec fields and retain some space for a dog park.
I think that the new location of the corporation yard and a wild life corridor can coexist. The fields are closer to the new homes. I like that the market homes are not literally looming over the below market homes.
public trail access
keeps sports field in place
Improved field space is much needed
Keeping the location of the field. Putting the housing near the field. Moving the corporation yard to the south side of Moraga seems the least disruptive use of that space
I think the housing location with its open space due to the rec field and hills is great here. It seems like it might be more utility to have the corp yard in this spot? I'm unsure.
Improved corp yard—preserving open space along Moraga Ave—Keeping soccer/baseball field/skate park in tact as is—Tucking housing next to hillside away from view
No features of option 3 are important to me. There is no need to keep Blair Park unaltered. There is no need to move the corporation yard to Blair Park. Place all the new housing in Blair Park. Keep recreation and city land uses where they are currently and leave them undisturbed. Place a retaining wall to hold back the Blair Park hillside and place all the new housing away from the city's recreation facilities. This would also keep all the recreation action on the same side of the street. If the new residential is placed in Blair Park, it would allow the homes on the Blair Park bluff to look over the housing below and maintain their green space outlook views as they are today.
MUCH better utilization of the larger space; revamping the field and adding scenic trails along that side. BUT Blair park shouldn't be the site for the corporation yard... we have to beautify the entrance to Piedmont, and adding trucks/buildings will not allow for this.
Sports field. Appearance of entrance to the city.
Dog park , keeping some sort of field , houses will be hidden more so . Parking under units add parking
So now an open space becomes an unattractive garage? This reduces the traffic entry point problem with just 1 place where far too many cars will be causing a logjam.



Dog park
Does a good job of setting units away from the busy street. Provides good access for the playing field.
The new Corporate Yard would have to look nice. An example if a bad look is the Oakland yard on Shepherds Canyon.
Same as Option 2.
Plantings along Moraga Ave hide some of the corp yard
The location of new housing up and away from the existing field and the road is ideal both for the occupants and for the public's view along the canyon. The relocation and redesign of the corp yard facilities is sorely needed and the site on the south side is ideal: flat, easy in and out access....
Walkability.
open space partially preserved in Blair Park
housing and sports on the accessible side of Moraga
You are putting all these buildings on a dump. And building a garage with a playing field on top . Where is the earthquake analysis?
AGAIN - No parking is being listed for the housing units. This screams of developers prioritizing work over functionality vs. state subsidies for making housing.
LET ALONE - the sewage and plumbing is almost half a century old.
Moving Corp yard o Blair park is a terrible idea. Loss of Blair Park is very bad. It is not just for play but for walking.
Having walked and seen this site, construction of four units, parking lot and drive way would require extensive earthworks and retaining walls to be done.
This is my least favorite plan as it seems to provide less housing
Corporate yard looks well placed.
Destroying the open space of Blair Park is a negative
I don't like the corporation yard in the open space
None
none
This feels great - community gathering place to go with the new housing. Perhaps they'll find the noise to be too much, though?
I prefer having the housing and sports facilities on the same side of Moraga as they have access to pedestrian walkways and don't require crossing Moraga.
Although I would prefer keeping Blair Park untouched, moving the Corporation Yard there would be a less intrusive option than housing or sports facilities.
This is my second favorite option.



none
I like having all housing together on one side and improved field
Similar to Opt 2 this is a complicated and unnecessary development sequence. The new developments in Moraga Canyon are housing projects which can be located in Blair Park. Relocating the Corp Yard or Coaches Field is warranted only if the current location somehow is problematic.
I like the combination of Affordable and Market rate housing into one overall community with shared access to the field.
I like the relocation of the corporate yard.
I like the public trail access.
All the housing is tucked up against the hillside.
Housing integrated together. Corp yard moved.
Moraga Ave and pedestrian improvements to town Housing moved off the street Multi use sports field Public works moved and redeveloped for highest and best use of space SFUs critical to getting it to pencil for developer
Housing and current use are in best places.
Making corp yard a modern, esthetically pleasing building. Avoiding traffic jams on Moraga Ave
It is very important that all of the housing is on the north side of the site which is the only safe side for children and therefore, ultimately, for vehicles on Moraga Ave.
north side housing
Keeping and upgrading the field in its current location seems efficient.
the housing is in a good location, less visible from the road. This is also more desirable for the residents. Leaving a good portion of open space.
So far this is the best option as it has housing and recreation in the same area.
None, I don't like option 3
I like that the housing is all together and the views would be amazing. Not sure if the residents would like living right next to a recreational field? Might be noisy and create parking/traffic congestion.
Keeping open space in the existing Blair Park. Letting the Corp Yard have it's own space, as opposed to Option 4.
The corp yard and dog park seem to work well on the south side of Moraga
The housing and recreation are closer together. Placement of housing, recreation and corp yard.
Signalized intersection; space for the housing.
Public trail access, more housing



The sports field and housing north of Moraga appear to go well today. Perhaps it is most optimal to move the corporate yard.
Could be nice to have sports field co located with housing. Visual of having corp yard right on Moraga could be less than desirable.
Open space preserving biodiversity.
Sticking the field and housing on top of each other seems like a disaster from a noise and traffic standpoint. Really skeptical of this idea...
I like having housing up high on a hill blending in and access from other streets and not Highland.
This and @ 4 are my favorite. Taking advantage of views, keeping the recreation close to the housing units and moving corporation yard.
This is all ok again with the exception of the two market rate rate houses.
Seems to offer best integrated community for new housing units. Appears to manage potential congestion issues from new development.
Separation of public and non- public uses.
This is my preferred option the housing units are not sitting right on the road, Moraga Road is not being encroached on
This is my preferred option the housing units are not sitting right on the road, Moraga Road is not being encroached on
Preserving as much of Blair Park as possible.
Same answers as #2. I want to keep as much greenery, sports fields, open space, play space, mental health space vs. concrete and buildings and traffic. Traffic will be terrible!!!
New public trail access. Improved Moraga Ave/Signal Upgraded playfield for U14 soccer.
The location of the public works. I think this is by far the worst plan. The ugly public works buildings are in the most visible spot.
Consolidates housing and recreation areas together. Give Corp yard chance to get facilities to reflect 2030 rather than 1950. Isolates Corp yard from the high density housing and rec areas.
I like that the housing units are all together vs. separated in option #2. I like a new skate park that is more accessible, as well as preserving a dog park. Views from some units may increase value, but didn't seem like this would greatly increase revenue for the City.
Least impactful to houses above Blair park.
U14 field. Good location for housing. New skate feature seems cool. Good location of Corp yard- out of the way
This is the most realistic option given the inherent sightline roadway issues.
Preservation and improvement of Blair Park.



-expanded soccer field
-I like that the housing is on the hillside AND overlooks the rec space
-keeping the expanded parking close to the rec space (when hauling gear)
Relocation of yard too costly and long
All housing on North side of Moraga Ave is a better option. Public trail access.
extra parking and keeping baseball field
None
Separating corp yard from housing and integrating the fields with housing
A public trail is a nice idea.
improved field space maximizing views new and improved Corp Yard! hillside trail
public access trail
All housing together so lower income not segregated



What features of Option 3 are NOT important to you?

We are not dog-owners so a DOG PARK, per-say is not important.
It's not important to move the corp yard into such a visible space and destroy open space.
Improving the soccer field. I would prefer to maintain the current configuration and natural turf so there would be less impact on riparian area below. Does the new housing above depend on the field expansion?
relocated corp yard
Trail access and skate spot.
Move Corporate Yard to Blair Park
N/A
Option #3 -- housing tucked against the hill. Earthquake danger. Emergency vehicles can't access and residents will not be able to escape.
How safe is it to have high density housing tucked against the hillside?
- Having the field on the north side of the site; parking and sharing the space between residents and rec users may be challenging - Field
Dog Park.
2 market rate houses on Abbott and Maxwellton.
dog park doesnt serve a significant portion of the community. I'd like to see it changed to a park/dog park. something that is also designed for use by people without dogs
I oppose the following: - Building of single family housing near Maxwellton and Abbott as they are not state requirements under the CA Housing Element and doubly impact our neighborhood congestion (the low income housing development and the addition of market value single family homes) - Expansion or any modification to Coaches Field, as this is a separate issue not related to the Housing Element and inclusion of it in the specific plans is confounding the issues
Similar problems to option 2 Moving corp yard will be very expensive and it will be visible from moraga which is not a great first impression for the city Playing field is crowded
Corp yard should remain on north side.
Expanding the field is not necessary. You are trying to do too much at one time. Focus on the job at hand.
The housing - just kidding.
Signal



New corporate yard.
SFD are not part of housing element requirements. New trail will increase illegal trespassing on nearby home owners and Mountain View cemetery and seriously impact ingress of Piedmont Fire department and emergency vehicles on Maxwelton and surrounding streets due to narrowness of streets/. Significant impact on Oakland home owners due to parking constraints.
The affordable housing.
As in option 2, more costly and more disruptive. Less aesthetically appealing along Moraga.
New skate park 2 market rate du separated
Moving the Corp yard. This way, Blair Park becomes the center of noisy trucks, and that will negatively affect houses nearby, and the peace of dog walkers in the now-smaller dog walk area.
The soccer field
Replacing one of Piedmont's only natural parks with the concrete Corp Yard is a very unattractive option.
Disruption to both spaces, the canyon and Blair Park
Corporation yard to blair park
New skate spot, new public access trails, pedestrian improvements on the Blair Park side of Moraga Avenue, 2 SFD.
Putting the Corporation Yard in Blair Park destroys much of the park's open space. The dog park is not needed - Piedmont has enough dog parks and there will still be open space in Blair Park.
Destroying Blair Park is a terrible idea. Demolition of the relatively recently built City Corp Yard units to move them to a pristine Blair Park location which would destroy the flora and fauna of the only open space in the area is thoughtless at best.
the sports field is important as there are not enough soccer fields in the region as it is. But why not move it to another location? Such as the underutilized Crocker Park. Parking could be located under the field.
I think it is odd to have the corporation yard right on Moraga and worry that it would be a eyesore
The corporation yard does not seem like a very attractive feature to have along Moraga, unless it is somehow hidden by foliage or walls. I do not like sacrificing city property for a housing project that does not benefit the current residents of the city. The only apparent benefits are to those who obtain the housing and the developer and contractors who profit from the project.



<p>Remove/relocate market rate housing to minimize impact on long-term Piedmont residents. Additionally, these are on steep and hard to get to locations. There is no grade shown on SFD lot on Maxwellton; in fact this is a very steep grade. How about placement somewhere that is flatter and requires less engineering. These two houses seemingly just appeared at the final hour with no community input and little thought put into location as they are on all four proposals.</p>
<p>Remove public trail access on Maxwellton. There is no parking available on Maxwellton or nearby streets, both in Piedmont and Oakland. Maxwellton is not wide enough for two-way traffic; the road cannot handle increase usage. Furthermore, we are concerned about access for emergency service vehicles. In the past when the gate was not able to fully shut, neighbors here experienced many disruptions late at night. Trailhead will promote illegal trespassing on Mountain View Cemetery property. Trailhead has potential to be a public nuisance.</p>
<p>If by Not Important, you mean what I do not like about this option: It will be difficult for city vehicles to enter and exit Blair Park without a turning lane on Moraga Ave., and WHERE would that go??</p>
<p>Where the corporation yard is located</p>
<p>New signalized intersection</p>
<p>Added housing, signal at the intersection.</p>
<p>Expanding soccer field to U-14.</p>
<p>I do not like the corp yard being relocated to open space, and in particular next to a dog park. Corp yards and dog parks are incompatible adjacent uses.</p>
<p>As with the other scenarios, I think the two dus off Maxwellton and Abbott are unimportant and should be eliminated entirely due to safety concerns along extremely narrow and overutilized Maxwellton. Check out the condition of paving on Maxwellton, and I am referring to the Piedmont segment. It is in significant disrepair.</p>
<p>Skate park</p>
<p>Dog Park Soccer Field</p>
<p>Too much emphasis on soccer in Piedmont. Corporation yard. Can we downsize the corporation yard?</p>
<p>Market rate houses at the top of the hill</p>
<p>2 Market rate housing 70 market value housing.</p>
<p>New signal</p>
<p>Skatepark location</p>



expanded soccer field dog park
I would consider moving skate park to Linda adjacent to bridge/grassy field to open up more space here for development.
Affordable housing
dog park
2 market rate houses
with housing near the soccer field, traffic in and out of parking will be too heavy where will parking be for housing? do not need a skate park
All housing.
It seems silly to move the Corporation Yard to the south. I would drop this part of the plan.
Dog run space
Dog park. Views for new housing.
Skate park
Expanding the soccer field.
You would put the corporate yard in public view on Moraga? I don't understand the logic of that.
Dog park Skate park
I like that the corp yard is farther from housing and rec, but I don't like how it will be visible driving on Moraga.
Dog park
All housing
Public trails
The skate park is currently underutilized. I think the surface parking should be multi level to allow for more open space uses.
Don't like the visible corporate yard. That's an eye sore
Moving the corporation yard to Moraga seems like a worse choice than moving recreation there
Unsure it's very nice to see the corp yard as one drives into town, but that's not the most important thing.
Need to tear down current corp yard and move it...that's fine with me!



It is NOT important to me to try to provide view property to these new housing units!!! They do not need to be up on the hillside on our public view real estate. We never placed homes there before and it is nice open space as it is now and it must remain so. I see no need to provide views for the new residential construction. Leave those views open to the public as they are today. Maybe improve the trails to make the views more accessible to all citizens.
Housing
Corporation yard takes up prime open space.
Skate park, dog park.
AGAIN - No parking is being listed for the housing units. This screams of developers prioritizing work over functionality vs. state subsidies for making housing.
the views afforded to the new housing.
moving the corp yard
Why dog park?
all
Moving the Corp Yard to Blair Park seems to be unnecessary and forces too much development into the Coaches Field area.
NO skate park! Terrible use of space!
Expanded soccer field.
separating the market and low housing
Don't like it.
soccer field
Combining housing and recreation in the same area is objectionable as I have mentioned due to traffic safety and congestion. I think there should be multiple egress points for the many units of house that are separate from the recreation access points for public safety. The density of this solution will create unnecessary noise and traffic disruption in a very concentrated area that I think will create a lower quality of life in the development, which is ironic given the desire to be harmonious with all the open space.
the dog park
I'm not sure much of the space needs to be devoted to a storage area.
I don't like option 3
The expanded field seems really jammed in, and the housing seems uncomfortably and unnaturally close to the playfield.
Corp yard relocation is not critical to meeting housing element goals, but is not terrible.
Corp yard, parking, dog park
There are better dog parks and trails elsewhere in Piedmont.
Having two separate units of housing up the hill.
Corp yard
I think there still could be field space and corp yard in Moraga canyon.



See above
Corporation Yard location in Blair Park seems to create eyesore for community.
Seems like all parking needs pushed together and seems like there is not enough parking.
Dog Park
Squeezing in the cramped buildings.
The location of the two market-rate houses.
Might be too much traffic if both housing and sports fields are in the same location? This could cause excessive congestion on Moraga
Keeping a dog park
Soccer field
-seems like they are only 70 units with this plan, where's the other 60 like in the other options?
-not too important to me to leave half of Blair Park as open space
Soccer field
SFD.
Soccer. I know the cult is strong, but keep the baseball and softball field intact. There are many places to play soccer, but few places for baseball and softball.
Corp yard
Moving the skate park—it's too advanced for kids to even use it so if you need something to go there, just get rid of it don't pay to relocate it.
Again additional parking is unnecessary and quite frankly there shouldn't be affordable housing in this city.
dog park



Is there anything else you'd like to share about Option 3?

The two SF dwelling units could be made affordable by increasing the number of units on the site. True in a scenarios.
This would be my second choice
Allow the dog park to integrate other people-uses to broaden use.
This is a non starter!
I like it. Needs a dog park. The corporation yard would have better access.
High wild fire risk. During the summer time, vegetation there are extremely dry. Even with fire in one unit can easily spread to the entire maxwelton hill.
Currently with the already high risk for wild fire, insurance companies already dropping policies in this area. With the added fire risk, insurance companies might not even want to cover this area.
Putting Corporation Yard on formerly open space is a terrible idea.
Instantly create fire hazard when adding 100+ units on a dry vegetation area. Even higher risk for wildfires. A very unsafe choice.
N/A
I prefer Blair Park to remain as an open/green area that is accessible to the new residents and existing community. I am not a big fan of the idea of building there especially a corporation yard.
Would prefer that the Corp Yard is not moved to Blair Park -- it would be visible since it is right on the roadside (Moraga Ave).
- In my book, very high priority to maintain existing green space in Blair Park — the beautiful open space is central to what I love about living in the canyon
Not supportive of this option
Adding this many units of low/mid-income housing to this area, regardless of the option, will negatively impact traffic, noise levels and property values for the Piedmont residents in this neighborhood. As previously pointed out by many residents of Moraga Canyon, this plan forces the majority of units on a single community, no matter how high the barriers for development. We were shocked at how quickly any proposals for build in the center of town were dismissed, despite having many merits. This reinforces the belief that residents with greater influence and financial clout are directing the build away from their homes.
Please remove the two market rate SFD - this part of Piedmont is taking more than their fair share of new housing. We don't need those two homes there. Plus why sell off two parts? Keep the whole thing open as it is. There are already trails that go from Abbott way and a city gate.
No comment. Option 1 by far the best alternative.



<p>These projects put a significant, unfair burden on the residents near the proposed development - Piedmont should be fair and come up with a plan that reduces the impact on these residents and shares more equitably with the rest of Piedmont.</p>
<p>If you are going to relocate the corporate yard, relocate it somewhere else, less expensive real estate.</p>
<p>Corp yard is not nice to look at and would now be front and center!!</p>
<p>Not the best option as it is disruptive to Blair Park, neighbors, sound, wildlife, traffic/safety.</p>
<p>See comments following option one.</p>
<p>Bad plan not needed</p>
<p>Separating the dog park and giving away public land to build additional single-family housing units, seems really contrary to the purpose of this effort which is to use land *more* efficiently and build denser housing. I strongly oppose using any public land for SFDs.</p>
<p>Not a good solution</p>
<p>Same concerns about landslides and building costs on the north side of Moraga.</p>
<p>Again, I feel that we should consolidate development of the canyon to one side (northern). If we do not have to, I don't think we should develop what could remain open space (blair park)</p>
<p>All the options include adding too much housing density to this small area. Housing should be spread out throughout Piedmont and not concentrated in this one corner of the city. This will affect the quality of life of the current neighborhood, will cause traffic jams, sound and light pollution, make the neighborhood less safe during fires and negatively affect the beauty of the canyon.</p>
<p>I favor option4</p>
<p>The corporation yard should be moved as far as feasible to the eastern end of Blair Park. The western end of the park has better utility for open space and a better natural aesthetic with the oak tree grove on the slope. Relocation of the three structures to the eastern end of the park would create more parking at the western end of the park which could be used as over-flow parking in game days.</p> <p>Vehicles entering Moraga Avenue from the Coaches side seem to integrate more seamlessly with the prevailing traffic flow of Moraga Avenue - predominantly right-hand turns into western traffic on Moraga Avenue in the mornings and cross-traffic turns from a protected turning lane in the afternoons.</p>



There is no information on what is defined as affordable housing. It should be the first item clearly defined in the site documentation and easily accessible. I attempted to find this information and could not find it. I know we would all like to see hundreds of affordable housing units built in the community, but the reality is that Piedmont is not an affordable community... it is an affluent community. To create housing for affluent people in the community makes sense because those are the people who can afford to live here after probably having bought their starter house in a lower priced housing area. It is illogical to put "affordable housing" in this neighborhood. The financial impacts are significant and multi-dimensional.

I dont like the corp yard moving to blair— its sort of ugly and is currently tucked away. I think that land could be put to better use.

Why is there all the concern about skate park location. We hear it is very underutilized. Could instead be a great spot for revenue generating housing - lower cost to build and more bang for the buck for Piedmont.

I totally oppose the entire concept of building housing in Moraga Canyon on either side of Moraga Ave. I have expressed my opposition numerous times, made comments and raised questions about how it would be done. My comments and questions have NEVER been answered. So what good does it do to express my opinion? This whole process is a game of frustration and a losing proposition for Moraga Canyon neighbors.

No, no, no! Do NOT put the corporation yard directly on Moraga. Yuck.

It's the solution that minimizes public discontent. This is important given that the community will be voting on a tax override ballot issue that requires 2/3 approval.

I do not support this option due to relocation of Corp Yard and impact to roadwork.

Regardless of the site plan, 132 additional units in narrow Moraga Canyon will have a deleterious impact on the safety of existing homes and lives in the area. Moraga Ave is a major transportation route for the Hwy 24/13 area (including Montclair and Upper Rockridge whose residents should have been notified of this endeavor). This plan puts thousands of people in this area at risk in the event of a major fire. The arterial already is at or near capacity during commute hours. In light of the fact that insurance companies are cancelling home insurance policies in CA, the additional risk created by this proposed development could very well result in the same outcome for this area.

Do not want signalized intersection this will cause smog to build up and traffic back up.



It's wrong to sacrifice the baseball field and turn it into a soccer/softball field. There is already too much competition among baseball, softball, soccer, and football practice at Coaches Field.

Even if you allow baseball to continue at Coaches along with the other sports, there is too much conflict in scheduling and the field is unplayable because of rain and soggy field conditions (poor drainage and poor maintenance in the infield and grassy areas). The additional wear on the field by increased activity would be difficult to maintain grass. We already have astroturf on all of Beach and much of Hampton. We need a natural turf baseball field in Piedmont and the only one is at the High School field which locks out the public.

Personally I think this one makes the most sense.

Relocation some housing close to corp yard to improve open space with view and larger space

It makes sense to create mixed housing on the current Coaches field area...creates more of a neighborhood. By keeping the field space there, no children need to cross Moraga for activities or field space.
Noise complaints and parking problems for the residents near the field will be a constant battle.

Hopefully this is beneficial to Corp Yard in getting upgraded facilities.

option 3 sucks

As I've mentioned in every option, consider ways to make the parking less wasteful.

This is as bad as option 2.

This option is palatable but is still vastly inferior to Option 4.

Option 3 looks to make unnecessary alterations to the area, moving the corporation yard unnecessarily and placing housing adjacent to play fields which can be noisy early and late in the day. Vehicular access to housing could decrease pedestrian safety.

Most infrastructure impact.

Likely higher cost.

Would have to first spend money to move Corp yard to accomplish the new housing.

There is no discussion about additional traffic signals outside the City of Piedmont and how this would impact traffic flows onto highway 13 when trying to enter and exit off of highway 13. These lanes (on Moraga and on the freeway) are already backed up without the additional building structures. What additional road ramps, traffic signals and barriers will be used by the City of Oakland and/or State of California to aid in this project?

Also, when the sun is setting, driving down Moraga is difficult. Isn't there anything that could be built over Moraga Ave?



<p>It looks like this scenario avoids (?) underground parking beneath the field, so that's a plus from a cost perspective. And the housing is where it should be. Otherwise I don't like this plan much. Along with the scenario with the housing in Blair Park, I am strongly against this one.</p>
<p>I rather like the idea of moving Corporation Yard to Blair Park.</p>
<p>This might be my favorite.</p>
<p>I like this</p>
<p>Not enough housing units. If we are going to do this project we should maximize housing!</p>
<p>I don't know why the corporation yard needs to be given such a prominent spot.</p>
<p>The other two options are much better.</p>
<p>Please refer to comments made under Option 1. Essentially, clustering of 132 units anywhere along Moraga Ave. invites serious Safety issues for its residents and dramatically increase traffic along Moraga Ave. It only takes one big Wildfire in this area to burn anything in its path.</p>
<p>This is the best option</p>
<p>The City should purchase some land from the Cemetary or the City of Oakland to better plan the housing.</p>
<p>I like that the corp yard is separated from the field me housing, but I'm just Not sure this makes best use of the Blair Park space</p>
<p>Feels crowded by coaches field</p>
<p>There is more room for housing here as well? We need more housing.</p>
<p>I like this plan best because housing is tucked away from the busy road and separate from the corp yard but I wonder whether dense housing and activity on the fields are compatible</p>
<p>This community will need a tot lot. The corporation yard can use the surrounding land as demonstration hillsides perhaps.</p>
<p>Any new housing should be privately funded. If any city or public items are being relocated, the new Moraga Canyon developments (not city wide) should cover the cost.</p>
<p>seems the corporate yard would be much more visible (ugly) having the soccer field directly next to the housing seems like a terrible idea</p>
<p>I don't like this option</p>
<p>This is the best option</p>
<p>Parking is needed for fields.</p>
<p>No one wants corporation yard to be the entrance to Piedmont. Can't corporation yard be tucked in unused space farther behind its current location?</p>
<p>My first choice</p>



I think I most like keeping open space on the blair park side, either as is or for recreation. So I guess I'm not a huge fan of this, but it's better than #1.
I don't like the other options. Putting the field on top of the underground parking sounds like asking for trouble.
The city should consider the simplest development and not disturb the uses we have today. Leave the recreation where it is on one side of the street and place all the new housing in Blair Park away from current recreational uses. Never split recreation across the street from one another causing all citizens to cross the road to get to additional/other recreational facilities.
Positive is Aesthetics for the housing and sports are maintained. But at the cost of rebuilding the city yard. Some of that cost is recoverable in that the city yard will eventually need maintenance and upgrading. But the big downside is the effect on appearance of the entrance of the city. Nobody seems to recognize that corporation yards are inherently messy and have big trucks. Do we want to see that as first thing entering the city? Screening will only cover so much- you still have to have a big driveway and gate.
It's a shame to get rid of coaches , can it be made to combo type field . 3 is not a bad option
The first thing that people will see of Piedmont is an industrial area with a traffic jam?
The traffic!!!
This option allows for a bike path along the south side of Moraga away from the busy street.
Again, why remove existing structures. Doesn't seem cost efficient.
I like this option with an attractive corporate yard.
Not too exciting.
I like that the new housing is in green space ... but I'm a little worried about whether, with its own access road and being entirely behind coaches filed, it might seem hidden from the rest of Piedmont. I really think it's important not to isolate the newly dense housing.
This is the best option by far, for the reasons mentioned in the top box.
It is important that the new development has safe walking access to Highland Ave and the public transit line 33, also to schools and a commercial district. The City should commit to reducing the need for car-only access to these housing and rec developments.
Yet a different version with the same mistake. You are putting housing, almost 50% which is low cost requiring government payments and social services next to "regular" housing. Who would want to live in such a ghetto? Maybe 10% low income max .
AGAIN - No parking is being listed for the housing units. This screams of developers prioritizing work over functionality vs. state subsidies for making housing.



<p>Along with #2, a very poor idea. It is best to crowd the developed parts and leave open space in Blair Park, including a good pathway set back from Moraga but to allow walking (and biking) along Moraga.</p>
<p>Too much congestion in one area, this would be a terrible setup / issue.</p>
<p>I would oppose this option</p>
<p>Building on a hillside is expensive, all of the new housing should be in Blair Park. The entire area above the existing corporation yard should be the NEW PUBLIC TRAIL ACCESS AREA and wildlife protection area. This superior park location can be a replacement for Blair Park.</p>
<p>don't like losing the skate park and trail -- option 1 is the best...</p>
<p>it is a waste of resurces</p>
<p>This is the worst of the four in my opinion.</p>
<p>I love this option of the ones suggested.</p>
<p>I'm not sure whether 'podium style' means more of a condo type setup or if these will still feel like single family homes. It would be nice to preserve the feel of a single family home.</p>
<p>Moving the Corp Yard might work, but only if it doesn't eliminate the dog park.</p>
<p>Should move skate park next to dog park. Residents will hate a skate park at their front door. Add overflow parking near public works. Zone additional SFUs north of proposed to create more value for developer.</p>
<p>I think putting housing in the outfield of a baseball field is a questionable idea; feels like there would be many broken windows... Would there be a large fence in the outfield? This would be an eyesore.</p>
<p>the separation between low and market rate housing is questionable.</p>
<p>no scoccer field</p>
<p>give up that land</p>
<p>I don't like option 3</p>
<p>Could the housing be more stories high, and some of the parking for the playfield be across the street, so it wouldn't feel so jammed in?</p>
<p>Not clear if, in this option or the others, there will be fencing or other barriers protecting the propeties on Scenic Avenue (there are none currently, but no one really uses the sout side of the Canyon except for an occasion dog walker or bird watcher.</p>
<p>We need public transport</p>
<p>This option could feel like too much infrastructure on north side....generate too much traffic etc.</p>
<p>Can the new corp yard facilities be built in such a way to be as green as possible prserving the look and feel of a park?</p>



<p>The affordable and market rate house needs to be integrated. Do not separate them. This should be the value of our city.</p>
<p>Location of affordable housing and sports complex in one location on coaches' field site seems to offer most community friendly approach. Could this be done while relocating corporation yard somewhere else (less visible) in community</p>
<p>My second favorite. Not sure how residents will like living on top of a skate park and sports field.</p>
<p>Corporation Yard relocated in Blair Park should be reduced in size and hidden with landscaping to preserve the natural beauty of the park.</p>
<p>Corporation yard separated from houses makes sense. But should the corporation yard be the first thing you see when entering Piedmont? Mixed feelings.</p>
<p>I think this plan is horrible on all levels. Aesthetically and practically.</p>
<p>Best option of the group</p>
<p>This option and the last option are very attractive to me. Keeping the field in this location and building the houses behind it and up the hillside with some views is a very functional design and minimizes the pedestrian crossings. Whether the corp yard is under the field or across the street needs more information. It can be nice to have city employees around keeping an eye on the field and parking, but it could also be good to keep it separated across the street.</p>
<p>It's my second choice after option 1</p>
<p>Not sure I like the move of the Corporate Yard across the street. The Corporate Yard would seem to be less aesthetically pleasing than apartments tucked up against the hillside. But perhaps it could be designed to hide, for instance, outside storage.</p>
<p>I'm opposed to this plan mainly for two reasons. Building the new housing units right next to the soccer/baseball field is a bad idea. The residents of the new housing units would have to deal with noise from baseball/soccer games constantly and that could be a source of disputes and troubles in the future (they might argue for rules for when the field could be used, etc.) Second, I prefer the corporation yard to be hidden because it is a bit of an eyesore and not consistent with beautification of Piedmont. I don't want to see trucks and construction equipments as I drive on Moraga Ave.</p>
<p>skate spot so close to housing might be noisy</p>
<p>It's not clear to me that four apartment buildings would actually fit in a line behind the soccer field. If they do, then this is the option that I would find most attractive if I was renting or buying in Moraga Canyon. Privacy, safety, attractive. I'm not sure how the soccer field activity and living activities will merger together. It would be important to me to make the Corp Yard low impact to the Blair Park space, and well landscaped.</p>



What features of Option 4 are important to you?

Blair Park remains a dog park and Moraga Ave is improved (presumably with a lane for cyclists and a trail or sidewalk for pedestrians).
Option 4 leaves Blair Park as passive recreation. I vote for option 4.
I very much like the consolidation of this plan.
Keeping Blair Park open is wonderful. I would suggest having some additional parking available and also an elevated walkway to allow access to the park from the north side of Moraga. Elevators and ramps would be good so that disabled as well as bicycles could safely cross. It would be possible to use this space for the annual pumpkin and Christmas tree sales.
This seems even worse than option 3, the dog park is so seldom utilized.
Signal, mixed affordable/market-rate homes
Keeping Blair Park space intact.
I like its problem solving prowess. Leaves open space. Gives upgraded corporation yard. Recreation facilities. Improves circulation. Housing. Safety. Trails.
new public trail access stacking of sports field and parking/offices
Give the dog owners somewhere else to go off leash besides Piedmont Park! Keeps sorts investments intact.
Keeping open space in Blair Park
Keep Coaches Field intact
Please see comments on Option 1. I don't believe any of the other scenarios are realistic/financially feasible.
This is a very clever use of the space under Coaches
- The housing on the North side of Moraga
Availability of parking and keeping Blair Park as an open space for new residents and existing community.
Improvements to Moraga Ave, including signaled intersection for safety.
New public trail access.
preserves coaches field and gets it to u14
None
A ver bad plan, for safety, congestion, and expense
Parking structure Hiking trails
Preserving Blair park Hiking trails Housing in more open green space and closer to facilities and not on top of the street.



<p>This might work, but it could be very expensive to put a field on top of the parking. Why not use Blair Park - it's open and empty and only used by dog walkers.</p>
<p>None. Again, let's take a site and just jam everything together in one area and see how that turns out. Not very well. Obviously the most complex of all options to develop, fund and construct. And who is on the hook for a big portion of this (the ball field, some parking, the corporation yard and of course the skate spot)? - let me guess - the reliable old Piedmont taxpayer? Hey, but we get a dog park!</p>
<p>I like this option. It seems to be the best use of the land with the least impact overall.</p>
<p>Same comment about housing integration as previous options. This would be the most expensive; probably also the space under the structure would not adequately accommodate the Corp Yard needs.</p>
<p>The consultant speaking in accompanying video said the two market rate units at Maxwellton and Abbott would be easily rolled into the main development, so please eliminate these from all four plans. They are poorly conceived for numerous reasons and unnecessarily significantly impact existing resident on those streets.</p>
<p>Soccer Field</p>
<p>Housing. Siting of all the other activities. Too concentrated. The fact that Blair Park becomes a dog Park leaves it the eyesore it presently is. The parking is not provided for dog park and all parking is concentrated in a large parking garage. An anomaly in Piedmont</p>
<p>I think this is the best plan</p>
<p>this is least effective use of Blair park. 30 years of anecdotal evidence suggests minimal use of Blair Park as a dog park. impacts quality of housing unit residents due to noise and light pollution</p>
<p>this is the best option, allows for building tucked, blair park open, probably least expensive</p>
<p>None</p>
<p>Good use of space to keep the housing on the Coaches field side and combining underground parking with soccer field on top.</p>
<p>BEST- THE SOLE OPTION I AM IN FAVOR OF.</p>
<p>BLAIR PARK MUST REMAIN OPEN SPACE</p>
<p>u14 soccer field and other sports field improvements Retention of open space on Blair Park Public trail Signalized intersection</p>
<p>Leaving Blair Park as a quiet area for hikers or dog walkers.</p>



<p>None. I'm absolutely against this project in any form. We need to keep the last open space just that. Development should be built where people are close to services, not where a car is required. I repeat, Moraga has heavy traffic twice a day to the point where it's near impossible to turn on to the road. The light at Moraga & Highland backs up so severely that it takes several lights to move forward. The intersection of Moraga and Thornhill is a joke. You can't even get into the left lane to turn onto Thornhill as it's so backed up. We have the luxury of having cars but also elect not to go at out during rush hour due to the amount of traffic. We didn't spend human sweat equity to defeat the previous canyon development to have it developed.</p>
<p>None if would look junky</p>
<p>Preservation of Blair Park as a natural space is nice.</p>
<p>Blair Park would remain intact</p>
<p>I love the idea of lots of concealed parking, but think the cost to do this will be prohibitive.</p>
<p>BLAIR PARK REMAINING INTACT All housing on the north side of Moraga Avenue Efficient use of space with the sports field on top of the parking structure with half serving as parking and other half public works</p>
<p>Keeps Blair park open and non congested. Would not affect traffic patterns as much.</p>
<p>This is the worst option. The parking structure, new field and new parking for the City's vehicles would be pretty expensive (per the speaker showing the option slides). These structures and costs are not necessary and very undesirable.</p>
<p>This is probably the best option with the development behind Coaches field and with leaving Blair Park as beautiful open space.</p>
<p>This is the best since traffic will be dealt with more safely no need for crossing Morago to use recreation Room for units and would not have the Massive density of units on Blair</p>
<p>All housing on the Coaches side of Moraga Avenue.</p>
<p>This option is the best as it has the most positives (except possibly the cost). It completely preserves Blair Park. It provides traffic control for all the new housing through the new signalized intersection, thus limiting the traffic impact on Moraga. It provides public transit access to the new dense housing and bike and pedestrian improvements. It Improves the soccer field, including softball support. It adds the new hiking trail.</p>
<p>Keep Blair Park untouched and available for the community to visit a a natural open space in the canyon.</p>
<p>Another nonstarter</p>



<p>Keeping the canyon "park" is not warranted if we want this housing. It gets minimal use currently and there has been little interest in improving it. A ball field proposal 15 years ago raised all manner of opposition.</p>
<p>At least put the skate park there and get a decent crosswalk.</p>
<p>I like keeping the park as open space (though this is not my priority)</p>
<p>This might be the best option if it preserves or expands the soccer field, maintains space for the corporation yard, as well as preserves Blair Park.</p>
<p>Housing including affordable. Seems like construction cost of structure parking would be prohibitive.</p>
<p>Soccer field on top of Corporate Yard? Sounds expensive. We are not getting the benefit of additional space by utilizing Blair Park for key needs in the community.</p>
<p>Wow, retaining Blair Park open space! What a great idea! But I don't kid myself that this would ever happen, as it is the most costly option and therefore the least likely to be considered.</p>
<p>While this option maintains Blair Park, the trade off appears to be a structured parking garage with a playing field on top. There is a note indicating the location of the corporation yard, but it doesn't seem to be shown on the plan other than below grade. In a basement? What would the floor-to-floor height be in order to accommodate heavy equipment? And the space lost to the vehicular circulation below grade?</p>
<p>If done well, could be a great use of space</p>
<p>Improved sports field</p>
<p>Added parking, maintaining baseball field and skate park.</p>
<p>It keeps housing where it belongs for safety, marketing, and integration purposes. It's second best after option 3. It would be best if the parking structure could be reasonably financed.</p>
<p>Positive Features:</p> <ol style="list-style-type: none"> 1) Blair Park remains in place with new dog park. 2) Housing placement feels more private for future residents. 3) Innovative design of soccer field on top of parking structure. Underground parking reduces footprint and is a good use of space. 4) Corp Yard/Public Works gets new admin space. <p>Negative:</p> <ol style="list-style-type: none"> 1) Highest structural complexity which could mean more money needed and time to complete.
<p>Blair Park remaining entirely undeveloped is important to me.</p>
<p>This option's relatively low environmental impact score of 2.0 is important to me.</p>



Dog park, trails, housing not in Blair park, Blair park open space preserved
Like keeping Blair park intact and open
Larger dog park
Preserving the open space of Blair Park. Adding a fenced dog park would be great, but it needs to be very large for off-leash use.
this option is also a good one. I would choose 3 or 4, whichever is the least expensive for the city
No additional street or pedestrian traffic going up Pala
Upgrades and improvement to Moraga ave, pedestrian and signal lights Enclosed Dog Park Like how housing is clustered together and against the hill. Public access hiking trails
Dog park location. Affordable housing. Location of everything.
Sports field in sunny location
Dog park butsize could be reduced
Signaled intersection Affordable housing Parking
Seems extraordinarily expensive.
Dog park
If a raised field above the CY is realistically feasible and within the right price range this option seems good. I'm not familiar with raised soccer/sports fields so I don't know what sort of problems it might bring but I'd guess there are some.
as much affordable housing as possible
New signal, affordable housing, improved Moraga Ave, Corp yard on the structure
probably reasonably lower-cost
Find the sky plan, I can see the cost being overrun!
Preserving Blair Park, minimizing impermeable surface, field and housing on same side of road. This is the only option that attempts to consolidate and minimize the impacts of parking.
None
I don't really like this plan.
Keeping Blair Park open space intact. This is important for maintaining the environmental integrity of Blair Park. Every other option requires the city to take a huge leap backward with respect to the environment and sustainability.
Improved soccer field and expanded parking



too expensive.... building a structure to have a field on top is not worth the saving of blair park
Housing is in an excellent spot. Sports field and skate park proximity to new housing could serve as a wonderful community hub. I like how much of the parking is tucked out of sight.
New housing. Improved sports facilities Maintain civic uses. Improve the public work's facilities.
I like the added parking.
This option seems the most costly but allows for the most open space which is important to me.
Hard to believe this isn't much more expensive project.
Keeps open space
Housing is well located to be pleasant for occupants (ie off Moraga rather than right on it) Blair Park is underutilized in this scenario in my opinion (but I do prefer that it remain open). Per comments on other scenarios, I prefer putting the playing field in Blair Park. Corp Yard is in a place that is not super unsightly (ie not in Blair Park)
Additional parking, new signalized intersection and improved Moraga Ave.
Keep Blair Park open space.
I like that the open space is still there on the west side of Moraga.
Putting the ball field on top of parking is an interesting idea.
This seems to be the best option to most efficiently use the space. If it is not significantly more expensive than the other options, I would vote for this one. This way, you keep Blair Park utilized recreationally New traffic signal seems needed for safety.
Using slope for housing, agree with this. Improved playing field for U14.
This is my second favorite - although the corporate yard under the field seems odd, especially since Blair Park is not well used as it is



<p>This also seems like a more expensive option. It is a VERY congested plan on a VERY busy street. My car was totaled on Moraga Avenue at Maxwellton because of site lines and fast, crowded traffic. They shouldn't even think about adding 2 new houses and 132 low income on this side.</p>
<p>I haven't seen anything proposed about managing noise and light pollution.</p>
<p>The Nature trail goes to Mt. View Cemetery property. They will object.</p>
<p>Having the housing on the north side of Moraga and tucked away from view as much as possible.</p>
<p>Good amount of housing, much more parking, improved sports field, safer intersection.</p>
<p>Expanded soccer, tucked away covered corp yard, housing types all together, views, expanded parking for Rec area, Blair park stays open.</p>
<p>None</p>
<p>See comment below</p>
<p>Not moving infrastructure</p>
<p>Sports field</p>
<p>I like this option the best but I would also vote for Blair Park to be turned into a sports field because our kids need additional field space.</p>
<p>Sports fields and housing.</p>
<p>Retain open space of Blair Park. The pandemic demonstrated how vital these resources are and our needs will grow with our population.</p>
<p>Efficiency, maintaining open space and improving it with dog park</p>
<p>leaving blair park intact</p>
<p>dog park</p>
<p>none</p>
<p>Like the field improvement and expansion. Parking is essential, underground makes sense from land use perspective.</p>
<p>I don't think keeping the entire dog walk area is a priority for the community at large, or worth the expense of this option</p>
<p>visual focus on open space, good placement of houses for community and \$\$ (views). This is my favorite one. I appreciate the protection of some open space with Blair Park, although I understand this might not be possible. But I also think this open space, either as a park or just fields, is probably also important as a fire break.</p>
<p>None. Just place the new residential units in Blair Park away form all present recreational uses.</p>
<p>This is the best option for using the space in a cohesive manner.</p>
<p>I like this the least of the 4 options.</p>
<p>Don't like at all</p>



<p>Again reducing the entry points is good. But everyone who lives past this point in Piedmont needs to add 10 minutes during most of the day to get to the center of town and schools. Tell me again why all the housing ended up here and none in the middle of town where there is transit?</p>
<p>Preserving the open space on Blair and the underground parking</p>
<p>Maintains the open space and minimizes overall impact on the site</p>
<p>Same as Option 2</p>
<p>Hillside housing development is very desirable, since it is away from the road. Visually for those driving through and also quieter for residents.</p> <p>The extremely high cost of underground facilities is important, too, and probably renders this option useless for continued discussion. We should focus on what is reasonably possible financially.</p>
<p>Walkability! The "new public access trail" is important to me only if it provides access to Oakland via Abbott Way to Maxwellton.</p>
<p>best option, preserves all open space</p>
<p>See above</p>
<p>AGAIN - No parking is being listed for the housing units. This screams of developers prioritizing work over functionality vs. state subsidies for making housing.</p> <p>What happens on the day of a big soccer tournament and the housing parking lot at full?</p> <p>This screams of developers making money and no real thought being done.</p>
<p>Combining parking structure with the recreation field is an outstanding choice of land use.</p> <p>Keeping Blair Park as open space is great.</p> <p>Keeping corp. yard on both side of Moraga is important.</p>
<p>It would be nice to keep the open space in Blair Park.</p>
<p>Do we really want a soccer field on top of a parking garage??</p>
<p>This is the only option that makes sense</p>
<p>This seems like the best option, then housing isn't front and center on Moraga, it retains the open space, tucks the corporation yard away from view, and creates more parking. I am sure this is the most involved from an engineering perspective but seems like the best option. I like that Blair park can be made into a better dog park then it currently is, perhaps nearly as large but fenced in to some extent.</p>
<p>None</p>
<p>Option 4 seems like second best option.</p>
<p>The hosing above the field</p>



Like Option 3, great to have the fields near the housing to help residents be a part of Piedmont.
<p>This is my favorite option as it allows Blair Park to remain an open space. Piedmont has shown its commitment to protecting the environment by building an all electric pool complex. We should not negate the environmental impact of this by cutting down trees, and ruining our last open space. This space should be enhanced, not diminished.</p> <p>The other factor that is important to me is keeping pedestrian traffic on the Coaches Field side of Blair for safety reasons.</p>
none
I like the additional parking
Option 4 leaves Blair Park along which while desirable to adjacent neighbors would be a poor use of an undeveloped and lightly used open space. Blair Park should be developed. It's potential for additional open space use is very limited for many reasons.
I do not like the idea of putting the field on top of the parking lot. That seems like a terrible idea and will look and feel too industrial.
AMAZING soccer field! We need more sports fields in piedmont!!
All the housing is tucked up against the hillside on the north (Coaches Field) side of Moraga Avenue.
Preservation of Blair Park as open space and a dog park. Integration of housing (not isolating affordable housing).
open space is nice!!
Moraga Ave and pedestrian improvements to town Housing off street
I think the parking structure with field on top is a nice approach, albeit costly.
Increased parking with structure & field space on top. Housing in Moraga canyon. Minimal impact rating.
I love that Blair park is intact in this option. Large dog park.
This is by far the best of the options presented because it vastly increases the safety of both future residents and drivers on Moraga Ave by eliminating additional pedestrian and vehicular crossings of the very busy Moraga Ave. In addition, leaving Blair Park as open space is a great benefit to the environment and would not compromise the safety of the Blair Park hillside and the homes built atop on Scenic Ave by cutting into the hillside and the utilities of the homes. The utilization of space with the parking structure and soccer field placements is a boon.
use/ get rid of coaches field & soccer field
get rid of soccer fields, use for parking, sidewalk & safety



The parking garage addresses some of the parking congestion concerns of the prior design. The elevated field / garage will have greater curb appeal than the prior very dense looking design.
lots of open space
This option of putting the sportsfield on top of a parking structure seems like the best use of space out of all of the options presented.
This option is off the table. To cram everything into one space, and leave the open area as a dog park is not what most community members had in mind with this project.
IF we could afford it, I really like the recreational field on top of parking - seems like an efficient use of space.
Keeping Blair Park as open space. Having the 130 DU not all along Moraga Ave
I like the efficiency of putting parking under the field (especially if the field is going to be expanded), so long as it doesn't raise the field up too high creating an awkward wall
Interesting approach to stacking recreation, corp yard and parking and keeping Blair park untouched. This is also the other low impact option. There could potentially be more housing added to Blair park eventually, maybe less units than Option 1.
Signalized intersection; vertical integration of the Corp Yard and rec uses to maximize use of available space.
Trail access, more housing
Least favorite option overall, too much infrastructure in the canyon.
This is my favorite. Dog park and preserving open space.
Again, seems like a really bad idea to put the sports field and housing in the same vicinity (noise/traffic), and crazier still to add the corporations yard. Mega density for what? Just to keep Blair open space? Nah, if we are going dense, let's build there too.
Highly complex, presumably costly. This seems wishful.
I love this idea of parking structure under the field and housing tucked high in the hillside with access from other streets and not highland.
I suspect this one may be the one that will get the most support for the "don't destroy Blair park" crowd (who probably never once has visited Blair park). I am a fan of using small footprint for multiple purposes so I love the elevated sports field with parking and corporation under it.
Corporation yard not labeled. Assume grey area. This is the least attractive of the four options.
Seems like best compromise option to create viable community with new housing units and sports complex, while minimizing congestion and unsightliness of visible corporation yard in central location.
Seems like the best for the public uses and keeping blair park.



<p>I think keeping the housing units more removed from the actual road is definitely an improvement, option one is the absolute worst in terms of the density and massing it creates.</p> <p>I don't think option for it was presented at the last meeting</p>
<p>I think keeping the housing units more removed from the actual road is definitely an improvement, option one is the absolute worst in terms of the density and massing it creates.</p> <p>I don't think option for it was presented at the last meeting</p>
<p>Preserving Blair Park</p>
<p>Public trail access. Improved Playfield to U14 Soccer. Improved Moraga Ave/Signal.</p>
<p>The location of the high-density houses. I just like in option two, I'm worried about the traffic implications of locating the houses where they are.</p>
<p>This seems to be the best use of space, would allow for a new field to be created (current one has drainage issues), allow for units with views, be the most visually appealing as there would be more open space on the south side of Moraga.</p>
<p>This is the best option. Satisfies the housing need without impacting current residents.</p>
<p>Field size. Got plenty of housing in.</p>
<p>The parking structure would be unattractive though if Option 3 is not possible then this is the next best solution</p>
<p>Maintaining the open space in Blair Park would be nice.</p>
<p>Great efficiency of land use and improvement of Blair Park.</p>
<p>-I really like the idea of the parking structure below the sports field (like Underhill Parking in Berkeley) - it seems very efficient</p> <p>-keeping Blair open could be good for future possibilities (in case more housing is needed down the line)</p> <p>-this seems like the best option in terms of parking, preserving some open space (for folks that are prioritizing that), and expanding the soccer/softball field</p>
<p>Housing</p>
<p>All housing on North side of Moraga Ave is a better option. Public trail access.</p>
<p>None</p>
<p>Like the efficiency but concerned about the fiscal and storm water etc impact</p>
<p>This is my favorite of all because it keeps the space open and green and welcoming. There is no need to destroy one of the few pieces of land left in the city.</p>



field space...can soccer and baseball/softball really fit on top of parking?
corp yard space... will this function well for DPW?
I hate it and it's not feasible



What features of Option 4 are NOT important to you?

This plane looks like the least impactful of the four on the existing neighborhoods that surround Blair Park.
I do not want to see any housing built in Blair Park
Dog Park, Skate Park
None. It's a good option.
Trails. Skate park.
Blair Park remains intact
N/A
The dog park should not be preserved. It is not used a lot. Option #4 turns a bucolic area into an ugly one with a suburban structure. The field should be left as it is. Option #1 takes away from a few dogs. Option #4 takes away from our many children. Isn't it more important to walk our children? LOL
Dog park not important. There are hardly any dogs being walked there and there are other places to walk dogs in Piedmont. Kids having a place to play is more important. I don't like putting a sports field on top of a parking structure - it seems insane when there is a perfectly good field on ground level. Plus the expense to build a parking structure seems an unnecessary expense and will be an eyesore.
<ul style="list-style-type: none"> - The parking structure being underneath the field is not as desirable as having the field on the ground for ease of access - It would be too crowded to have all of the elements on the north side of Moraga - I think more housing is more important than maintaining "Blair Park", which is not a park to me but a long thin strip of land on a busy street. Sure, some of it could be developed and improved to become a nicer area but in its current state it is not useful & frankly not used by many
Dog Park.
2 market rate houses on Abbott and Maxwellton.
parking garage
<p>I oppose the following:</p> <ul style="list-style-type: none"> - Building of single family housing near Maxwellton and Abbott as they are not state requirements under the CA Housing Element and doubly impact our neighborhood congestion (the low income housing development and the addition of market value single family homes) - Expansion or any modification to Coaches Field, as this is a separate issue not related to the Housing Element and inclusion of it in the specific plans is confounding the issues
Similar to 2,3
Seems like the most expensive option



Why are you keeping Blair Park open? it's basically used for dog walking. This is silly. And it's very expensive.
N/A
Signal
Dog park.
SFD are not part of housing element requirements. (last page of survey refers to the Housing element) New trail will increase illegal trespassing on nearby home owners and Mountain View cemetery and seriously impact ingress of Piedmont Fire department and emergency vehicles on Maxwelton and surrounding streets due to narrowness of streets/. Significant impact on Oakland home owners due to parking constraints.
Ridiculously expensive and disruptive just to keep an underutilized piece of property vacant?
Skate park Separation of 2 du
The raised parking and courtyard structure seem like a terrible idea. Adding a visual blight, exhaust, and noise directly in front of all the housing. Who would want to live in that kind of situation? And, it seems that again, the market rate housing gets the best views, and the least visual, blight, and traffic noise.
having a two story parking
Do not need to maintain a skate park/spot in Piedmont-- environmentally damaging, too. Offering 2 SFD's as part of a public land giveaway to developers is contrary to the goals of this housing project-- and I strongly oppose this element of any plan. Piedmont already has enough SFDs-- that's why we need to build denser housing options.
Massive changes to the canyon
While I would like to keep the Blair Park open space, we need to know the cost to build this new field and parking structure, which is not a necessary expense
Pedestrian trails, improved Moraga Avenue, 2 SFD, new skate spot.
The dog park is not needed - Piedmont has enough dog parks and there will still be open space in Blair Park.
Creating market rate housing with views of the flatlands of Oakland is not a priority at all. All the units should be affordable housing. Why would the residents of Piedmont want to subsidize market rate housing? It's a terrible idea from any angle you look at it.
status quo is not important
I want to be sure that there is enough parking
Blair park remaining as is
I do not like sacrificing city property for a housing project that does not benefit the current residents of the city. The only apparent benefits are to those who obtain the housing and the developer and contractors who profit from the project.
Dog park.



<p>Remove/relocate market rate housing to minimize impact on long-term Piedmont residents. Additionally, these are on steep and hard to get to locations. There is no grade shown on SFD lot on Maxwellton; in fact this is a very steep grade. How about placement somewhere that is flatter and requires less engineering. These two houses seemingly just appeared at the final hour with no community input and little thought put into location as they are on all four proposals.</p>
<p>Remove public trail access on Maxwellton. There is no parking available on Maxwellton or nearby streets, both in Piedmont and Oakland. Maxwellton is not wide enough for two-way traffic; the road cannot handle increase usage. Furthermore, we are concerned about access for emergency service vehicles. In the past when the gate was not able to fully shut, neighbors here experienced many disruptions late at night. Trailhead will promote illegal trespassing on Mountain View Cemetery property. Trailhead has potential to be a public nuisance.</p>
<p>What don't I like about this option? Building the sports field on top of parking will be very costly and difficult. How does Public Works feel about being relocated under ground?</p>
<p>Don't like the housing right by the sports field. Can guarantee the residents will complain about noise.</p>
<p>Added housing, signal at intersection.</p>
<p>Skate Park.</p>
<p>As with the other scenarios, I think the two dus off Maxwellton and Abbott are unimportant and should be eliminated entirely due to safety concerns along extremely narrow Maxwellton.</p> <p>I think placing the sports field above the parking structure is unimportant and potentially excessively expensive.</p> <p>Providing additional office space and dedicated parking areas for the City's maintenance fleet vehicles seems excessive and is unimportant to me.</p>
<p>Skate park</p>
<p>Dog park Soccer field New signalized intersection</p>
<p>Adding a full-sized U14 soccer field to Coaches Field.</p>
<p>I am uncertain about parking structure and how it will feel from street. It may feel very urban.</p>
<p>Market rate housing.</p>



Podium for corp yard to expensive and would not allow any spectator space at field
Minimum open space on north side of Moraga
Keeping underutilized Blair park seems to be a poor use of that space, especially if opening up hill to public access.
Affordable housing
dog park
dog park
way too much congestion at soccer field and housing waste of space in Blair Park, which has few dog walkers daily yes it is nice to have open space, but it needs to be better utilized for the entire community
housing
None. I think this is the best option by far.
Dog fun space
Keeping Blair Park intact. I'm ready to lose Blair Park
Keeping Blair park as it is. Skate spot. Dog park.
Skate Park
Leaving Blair Park intact.
Rooftop field is terrible idea.
We do not need a giant dog park. That's a poor use of valuable space.
Dog park having the entire Blair canyon. I don't know if there is enough demand for this use of this space.
I think the parking structure idea is weird...
Parking garage w/ field looks good but will be very expensive to build and maintain.
Don't care about the skate park. Not sure it's used much?
All of it
See below
Preservation of Blair park, sports field on top of parking structure
All housing plans
I think building the soccer field on a parking garage seems unnecessary since the other plans have shown there is plenty of room for parking, housing, soccer field, and corp yard without building this unnecessary structure
Dog park. Seriously, we don't need a dog park.
Corporation yard under the soccer field sounds nice, but cost prohibitive. Building down presents significant challenges and building up, like Salesforce Park, requires vision.
preserving Blair Park open space
none, it's all good



I see few benefits to have a sports field placed on top of a parking structure. This would define the perimeter and not allow the outer land use we have today. This parking lot is too expensive to consider.
The undeveloped open space on the south side of Moraga is wasted space at the expense of a lot of unrecoverable costs in the parking structure and negative effect on the city yard. I don't like that the sports field is out of service for so long.
Skate park
Housing
Dog park and skate park
See above
AGAIN - No parking is being listed for the housing units. This screams of developers prioritizing work over functionality vs. state subsidies for making housing.
I don't really care about the 2 new single family home sites.
If you don't develop Blair Park now, it will never be developed. I think you break the barrier now and go for it.
all
is this much more expensive?
Preserving Blair Park as open space is not important to me.
Parking under new sports field - bulky/ugly Existing dog park - not best use of space
Blair park remaining open space. It is really not very usable as it is now.
Don't like it.
keeping soccer field/xmas lot you bought that land from Mtn View Cemetery for play not for human benefit your priorities stink
Again densifying this area will create substantially more traffic and safety risk and lower the quality of life for residents due to the noise and congestion. This looks like a very high budget and higher risk project given the combination of all uses in one limited area.
I don't understand how the dog park would work, it looks huge. Would the existing trees remain?
I like the idea of separating the dog park from the residences in part because dogs can make some people nervous.
I don't like option 4
Do not leave Blair Park as is, the space is highly underutilized and should be developed for housing or another public amenity



I would rather see more (all?) of the parking under the field and the corp yard on the south side of Moraga, so that (a) there could be some sharing of parking because peak residential and field parking usage wouldn't overlap; and (b) more of the site could be used for housing so the housing didn't have to be so close to the field, which feels cramped in
Nothing; I like this option
Dog park is too big
This version will incur significantly more cost just to maintain a low quality trail and dog area. Piedmont Park and Dracena offer better dog walk locations.
Additional parking
I still think moraga canyon needs to have a field for our students/athletes.
Then of course, I think "oh if we did this, we could fit some more housing units in Blair park". Personally, I think Piedmont has way too many dog parks for residents most of whom enjoy houses with plenty of yard space.
Maintaining Blair Park in current state.
Seems like the most expensive option and I worry that it might impede the operations of the corp yard having it all below the field.
The location of the two market-rate houses.
Keeping Blair Park open space
Might be most costly option with dirt removal to create a giant parking/underground structure and new field on top. Lots of cars/traffic coming from this side of the road might be difficult for traffic flow.
Skate park eliminated
But maintaining the open space of Blair Park doesn't seem like it should be an overall priority. I had assumed it had to be sacrificed and was ok with that.
Soccer field.
Soccer field
SFD
parking garage w field on top is stupid idea and unnecessary
Parking structure Artificial turf field soccer
The signal will cause an absolute nightmare and is unnecessary. At least wait on it to see if after the fact it really is needed
blair park open space
Hate it and isn't feasible



Is there anything else you'd like to share about Option 4?

This is my favorite option.
Integrate a basketball hoop somewhere for inclusivity.
This keeps this thru way beautiful and provides functional needs
I don't like that it hardens surfaces in watershed - needs to mitigate the amount of water runoff.
seems the best option
Same as option 3. Plus, cost efficiency.
Looks solid!!
Same as Option 3. Very unsafe option. Instant fire hazard zone for even higher risk for wildfires.
N/A
The complexity will be expensive..
- This is my least favorite option & I work on climate literacy & education so sustainability is very important to me but housing is a right that Piedmont needs to do a lot better job of providing to varied income levels & this option would cost more due to the large parking lot (the size of which is not necessary)
underground parking garage with field on top seems like a pretty massive project
- In my book, very high priority to maintain existing green space in Blair Park — the beautiful open space is central to what I love about living in the canyon, so I strongly prefer this option - Efficient use of space — love the under-field structure
Not supportive of this option
Adding this many units of low/mid-income housing to this area, regardless of the option, will negatively impact traffic, noise levels and property values for the Piedmont residents in this neighborhood. As previously pointed out by many residents of Moraga Canyon, this plan forces the majority of units on a single community, no matter how high the barriers for development. We were shocked at how quickly any proposals for build in the center of town were dismissed, despite having many merits. This reinforces the belief that residents with greater influence and financial clout are directing the build away from their homes.
Best option.
Please remove the two market rate SFD - this part of Piedmont is taking more than their fair share of new housing. We don't need those two homes there. Plus why sell off two parts? Keep the whole thing open as it is. There are already trails that go from Abbott way and a city gate.
N/A
no comment



<p>These projects put a significant, unfair burden on the residents near the proposed development - Piedmont should be fair and come up with a plan that reduces the impact on these residents and shares more equitably with the rest of Piedmont.</p>
<p>This option creates a very concentrated environment in one location and ignores the rest of the accessible space available.</p>
<p>This plan leaves more park land for people and pets and beauty. I do think there should be some parking on the Blair Park side</p>
<p>least effective use of space, reduced quality of life for residential units.</p>
<p>I cannot support this. It would mean the affordable housing is unlikely to happen in the 8th cycle, maybe never. It is expensive, disruptive and I don't see the benefit!</p>
<p>BEST OPTION! Allows for housing that does not directly negatively impact the immediate/surrounding neighbors, better for noise and impact to wildlife and allows for people to continue to use Blair Park for exercise and dogs.</p>
<p>See my comments after each option, but especially option one.</p>
<p>Bad plan</p>
<p>Why is there a need for the 'additional' impermeable parking area outside of the parking/paved area under the entire U14-sized soccer field?</p>
<p>Not a good solution but better than 2 and 3</p>
<p>I feel very strongly that this is the best option presented. I believe that this option will have the lowest impact on traffic along Moraga Avenue. I like how this plan is efficiency using the space available and allows the preservation of green space.</p>
<p>This is the best option</p>
<p>All the options include adding too much housing density to this small area. Housing should be spread out throughout Piedmont and not concentrated in this one corner of the city. This will affect the quality of life of the current neighborhood, will cause traffic jams, sound and light pollution, make the neighborhood less safe during fires and negatively affect the beauty of the canyon.</p>
<p>I strongly favor 4</p>
<p>If Public Works can be accommodated with this design, then it is an important feature to me. Seems unfeasible that all this activity (housing, recreation, public works) can be accommodated in that space. Strikes me as prohibitively expensive.</p>



<p>There is no information on what is defined as affordable housing. It should be the first item clearly defined in the site documentation and easily accessible. I attempted to find this information and could not find it. I know we would all like to see hundreds of affordable housing units built in the community, but the reality is that Piedmont is not an affordable community... it is an affluent community. To create housing for affluent people in the community makes sense because those are the people who can afford to live here after probably having bought their starter house in a lower priced housing area. It is illogical to put "affordable housing" in this neighborhood. The financial impacts are significant and multi-dimensional.</p>
<p>Option 1 is the best IF... we can move and shrink the Corp Yard and move the road to the south.</p>
<p>Is it really possible to get the corporation yard functions all under the field?</p>
<p>I hate the elevated field— it makes it very unwelcoming and ruins the character of the area. My least favorite option by far.</p>
<p>I'm anti dog-park in light of the very limited land available in Piedmont.</p>
<p>I have said it all above. Moraga Canyon is ill-suited for housing. There is already heavy traffic 24/7 on Moraga Ave. The site is 1 mile from the center of Piedmont and public transportation. Everyone would drive, adding even more traffic. Moraga Ave. is the one & only evacuation route for nearby Piedmont & Oakland residents and could not handle 200+ more cars in case of a wildfire or earthquake. It is a Severe Wildlife Fire zone, landslides occur (as recently as 1/10/24!), and 1/2 mile from the Hayward Fault. The Canyon is isolated from the rest of Piedmont.</p>
<p>This option seems very costly and not well thought out.</p>
<p>It's the best solution in the long run but cost of parking structure needs to be carefully estimated.</p>
<p>I support this option. It is the best design for use of space and innovative approach to ensure good long term use of area.</p>
<p>Regardless of the site plan, 132 additional units in narrow Moraga Canyon will have a deleterious impact on the safety of existing homes and lives in the area. Moraga Ave is a major transportation route for the Hwy 24/13 area (including Montclair and Upper Rockridge whose residents should have been notified of this endeavor). This plan puts thousands of people in the area at risk in the event of a major fire. The arterial already is at or near capacity during commute hours. Moraga is only one of two (the other being Park) connectors for the whole city of Piedmont to Montclair Village, Highway 13, and Hwy 24.</p>
<p>Do not agree with new signalized intersection that will cause more smog and traffic build up.</p>



Of the four options, this is the best, but I'm still concerned about what happens to baseball at Coaches Field. The current batting cage footprint is small, but it's used by a lot of people and it looks like it would now disappear.

Is it really reasonable to have multi-sport use of Coaches Field? The existing baseball/softball field drains poorly and is not maintained well. Would there be natural grass here or is it going to be yet another astroturf field (which we already have at Beach and most of Hampton)?

I believe Piedmont citizens would be willing to pay for better recreation facilities and adding a parking garage is a good idea.

I would prefer the City change the situation at Linda Beach courts and give us back the tennis courts that were stolen and converted to noisy pickleball. How about evicting the picklers at Linda Beach and putting them in Moraga Canyon where their noise won't affect neighbors?

Housing in this location will not loom over Moraga Ave. The feel of the canyon and open space will be maintained, while added infrastructure will help beautify the place.

This option also the best imo.

like putting the soccer field on top of the parking structure! Gives, lots more parking, doesn't waste space with a giant open field
curbs noise complaints for the new housing nearby

get rid of affordable housing

If the underground parking lot is too costly, you could consider a garage structure.

This is bad - just bad. removing coaches is stupid.

Please pursue this one and this one only.

Did we lose the Corporation Yard? Under field parking a nice idea but is money no object? Perhaps I missed the budget numbers.

I think this is most expensive and not sure public works corp yard would work well under a sports field. I think you would loose civic space for tree lot and pumpkin patch. The open space of Blair park should be used for development. The hillside above Coaches field could be better used for trails and dog run.

I feel that the Blair Park space is currently underutilized and option 4 misses an opportunity to improve that space.



<p>There is no discussion about additional traffic signals outside the City of Piedmont and how this would impact traffic flows onto highway 13 when trying to enter and exit off of highway 13. These lanes (on Moraga and on the freeway) are already backed up without the additional housing structures. Will there be any additional road ramps, traffic signals or circles by the City of Oakland and/or State of California to aid in this project? If this option is selected, is there anything that could be done with some of the land in the Blair Park space to moderate traffic flow?</p>
<p>"best" option of all not great options. Traffic impact is still a huge issue.</p>
<p>Corp Yard is kept unobtrusive. Requires expensive underground parking structure. Not my favorite option but an acceptable one.</p>
<p>I don't see the point of leaving Blair Park as it is. Blair Park as it is doesn't serve any function other than a dog park. It doesn't even look nice.</p>
<p>Omit rooftop field.</p>
<p>This might be my second favorite. Although having all traffic (new housing and corporation yard) come down the same path to Moraga could be a problem.</p>
<p>You should maximize the number of affordable housing units across the several plans.</p>
<p>Underground parking with Corporate Yard included. Necessary?</p>
<p>I assuming making a two tiered field/parking structure will probably be expensive and I am not sure we need to do that to preserve Blair Park, which is underused.</p>
<p>See all comments to Option 1,2,and 3.</p>
<p>This and number two are my favorite options. Probably this one slightly more because it keeps Blair park open.</p>
<p>We lose recreation facilities it seems ?</p>
<p>Worst of the 4 options IMHO. Corp yard needs to be separated from the field better, and we don't need this much open space (barely gets used as it is)</p>
<p>Feels too built up around coches field</p>
<p>Why not build units instead of the dog park in this version? We need a lot more housing.</p>
<p>Seems like it's too much to place all the housing, the corp yard and soccer field in the same space. I'd be concerned about traffic and congestion and safety for pedestrians and cyclists</p>
<p>If we do build up, not only should we be thinking parking and Corp yard but also maybe a park & ride, convenience store, and Amazon etc hub.</p>
<p>Any new housing should be privately funded. If any city or public items are being relocated, the new Moraga Canyon developments (not city wide) should cover the cost.</p>
<p>ugly parking structure?!? are we kidding?</p>
<p>This seems like a ridiculous waste of space not using Blair Park</p>



Bad option too expensive
<p>Why not add public works/ corporation yard back behind apartment buildings?</p> <p>Would like to see Blair park converted into usable field space in addition to coaches field. It will always benefit the community to repurpose that unused space into community field space.</p>
best one
Option 4 appears to have no advantages over choosing option 1 which keeps all the new residential units away from current recreational land use.
BEAUTIFY BLAIR PARK!!! Make it a welcoming entrance to Piedmont! Keep it an open space, but invest in Piedmont's beauty with trails, dog park, playground, seating areas, etc.
<p>Option 4 seems like the most expensive option for civic infrastructure costs. And there is big short term impact on sports and huge long term impact on the city. Again, this study's planners underestimate what is needed for a city corporation yard, yards are by their nature messy and where the big trucks are serviced. The parking structure would have to be unusually high off the ground to accommodate trucks and need extra ventilation due to truck exhaust. Think about how the big rubbish bins get loaded onto the back of a truck to be hauled away. And who wants to work in a parking garage all day?</p> <p>I don't like that the sports fields will be out of service for the length of time it takes to reconstruct the structure- a year plus. And the developer will want to build the housing first because the parking structure is in the way and the housing is where the developer will make their money, so you are talking several years with no sports field.</p> <p>Leaving the open space on the south side of Moraga seems a wasted opportunity. Open space is nice, but that space is just blah- it is not a great place for a useful open park. We can delay decisions on it for a few more years but the city will eventually be forced to do something with it, probably be mandated to build housing, let's just bite the bullet and do something with it.</p>
Don't think elevated structure like that belongs in piedmont at all . It's a precursor to public problems will look to urban
A compromise that makes everyone who lives past this point on Moraga worse off? Let me guess, you'll go with this one because we didn't complain as loudly as those people in the middle of town?
Traffic!



<p>Best option. Least impact. Sets units away from the street noise. Provides good access to the playing field. Maintains open space and mature trees for the general public. Optimizes space by concealing the corporation yard under the playing field structure while providing stepped development up the hill. Provides views from the units. Allow for bike and pedestrian paths along south side of Moraga away from the road.</p>
<p>I think this would be expensive.</p>
<p>This would take the playfield out of use for a long time.</p>
<p>Creative, but seems to be trying a bit too hard.</p>
<p>See comments on option 3</p>
<p>No.</p>
<p>Where does the "new public access trail" go? Will the path that connects Moraga to Abbott still exist? What does "improved Moraga Ave" mean? I would like to see the community commit to making new housing and recreation development accessible on foot and by other non-car means.</p>
<p>See above</p>
<p>AGAIN - No parking is being listed for the housing units. This screams of developers prioritizing work over functionality vs. state subsidies for making housing.</p>
<p>By far, the best of the four because of the parking structure combination and the preservation of Blair Park as open space.</p>
<p>Too much congestion in one area, this would be a terrible setup / issue.</p>
<p>The housing should be built in Blair Park. The larger NEW PUBLIC TRAIL ACCESS AREA in Option 1 is better for the people of Piedmont and a replacement for Blair Park!</p>
<p>Seems the less disruptive of the plans</p>
<p>it is a waste of resources</p>
<p>Option 4 seems to be much more expensive than Option 1 for the City and developers of housing projects.</p>
<p>All renderings are basically the same result with way to many people/ units and congestion that is not ideal for Moraga Avenue and it's a residence of Piedmont who have to travel on that road and for our public safety</p>
<p>Zone additional SFUs north of proposed to create more value for developer.</p>
<p>I walk through Blair park often and it is not usable as a park.</p>



<p>Of the current options presented, this is the only plan that demonstrates thoughtful care for the safety and social equity(the homes will not be segregated by cost of units) of the new neighbors who will be living in Moraga Canyon as well as the preservation of open spaces with their flora and fauna.</p> <p>One issue that must also be addressed is the mitigation of increased traffic on Moraga Ave which would impede safe fire and earthquake evacuation for all residents of the greater Canyon neighborhoods.</p> <p>Some of these new residential units should be placed in other areas of the City for safety and to provide walking opportunities to shopping and public transit.</p>
sucks
Placing all housing and recreation in one area for options 3 and 4 does not seem harmonious with this open area of Piedmont and think we can do better.
I do not like this option
I would love for the dog park idea to go away
This is the best option
I don't like option 4
If all the parking were underneath the field, could you build a compact apartment building (like 6 or 7 stories) where you are now showing parking along the north side of Moraga?
This will maximize investment and minimize public opposition. Probably more expensive to construct the structures in this scenario, but money is not Piedmont's problem.
Public transportation
Building everything including sports field and corp yard into the north side seems imbalanced for the canyon overall.
Don't see where the corporation yard will be.
The affordable and market rate housing must be integrated. Our value should be equality. A separate affordable group of housing units creates a stigma.
It's my favorite except for Moraga canyon remaining open space. It needs to be a field. The crazy we parents go through driving our kids all over the bay area fur field space to fields for soccer, lacrosse, baseball etc is insane.
Is there a cost difference between the four options. If so, I assume this would affect the choice
This seems like best approach to address all potential concerns. Would it be possible to combine option 4 with some enhancements to Blair Park to make area more usable for community?
My least favorite plan. Seems wasteful to do all that excavation and risk to put a soccer field on top of a parking structure. What do we gain here, preservation of an oversized dog park?



<p>This option makes the most sense to me in terms of preserving Blair Park and the scenic entryway to Piedmont.</p>
<p>A dog park for practically all of Blair Park is a bit much. That's basically what it is now. A real park with play structures, walking paths, things for all people, not just people with dogs, is more desirable.</p> <p>The idea of a combined parking, corporation yard, playfield is very interesting, and clean looking, although sounds expensive.</p> <p>Is all that activity in one place, along with residents, recommended?</p>
<p>Seems like a lot of expensive infrastructure in pursuit of keeping Blair Park for a dog park.</p>
<p>This option and the previous option are very attractive to me. Keeping the field in this location and building the houses behind it and up the hillside with some views is a very functional design and minimizes the pedestrian crossings. Whether the corp yard is under the field or across the street needs more information. It could be good to keep it separated across the street because the dog park space has been underutilized. This option seems a bit less complex by allowing the field to remain on the ground and not built over a parking garage.</p>
<p>No downsides to option 4</p>
<p>Seems good but I understand the for corp yard</p>
<p>I have to get used to the idea of the soccer field on top of the parking garage. Would it feel claustrophobic? Would it be hard to integrate into the housing unit development? I don't want to rule it out but would want to see how it actually would look and function.</p>
<p>My personal favorite!!</p>
<p>this is a great option and seems the most efficient</p>
<p>Again, I'm opposed to this plan because the new housing units should not be right next to the sport field. Due to noise, this could create a dispute between the residents and people who use the field. Also, if we want to add lights to the sports field in the future, I think many residents of the new housing units will oppose to the idea (too bright, etc.) Also, this plan seems quite expensive.</p>
<p>like option 1 the best and 4 the least</p>
<p>Looks like a 1980s or 90s idea.</p> <p>Why not put housing and the parking structure where the tennis courts are downtown? There is a market, easy transportation, walk to school, church, city center, pool.</p>
<p>hard to imagine fields being adequate feels to crowded</p>
<p>does not make sense to preserve blair park open space when it is severely underutilized by piedmont residents and could be more efficiently used</p>



I don't quite see how a raised field over a parking structure will work. As much as I would like to keep Blair Park this doesn't seem that feasible.

Hate it and isn't feasible



What else would you like the project team to consider as they refine land use alternatives?

<p>Said earlier. Consider the weather micro-climate of Blair Park. Its miserable much of the year. Secondly, consider increasing density where plan calls for SF units. Naturally occurring affordability can be achieved by developing duplexes or triplexes.</p>
<p>Moraga Ave. itself. The increase in traffic will be unwelcome but never-the-less necessary based on the fact that this many new dwelling units are going to be built here. Please take into consideration those of us that have made this area our home for many years...Although this is Piedmont's mandate, it affects those of us living in Oakland just as much, if not more, than most Piedmonters will be affected!</p> <p>And when there is an emergency, which there will be, egress is extremely important and must remain available to all.</p>
<p>I'm concerned about traffic and lights and what the plans are for that.</p>
<p>We have lived in this neighborhood (Oakland side) for almost 25 years and while we enjoy the peace and relative quietness, this area really needs better affordable housing options.</p>
<p>Please do not turn Blair Park into a corp yard or slap housing on the site. It is a lovely open space, please keep it as either passive or active recreational space. Thank you.</p>
<p>Mitigate effects on creek.</p>
<p>This neighborhood has no public transportation, how's that going to work for low-income residents? There is readily available public transportation on Grand Avenue and elsewhere in Piedmont.</p> <p>Also, neighborhood has bad streets, busy main road that cars regularly speed on, no sidewalks, unsafe for bicyclists, several dangerous intersections, not sure it is ready for additional uses.</p>
<p>What makes sense in Moraga vs. not? Let's be smart with our money and move everything for no very good reason.</p>
<p>Moraga Avenue is a major disaster escape route between the hills and lower Oakland. It's essential to plan to keep that escape route as accessible as possible.</p>
<p>Safety Wildfires (already hard to get insurance for houses here; please don't create any more risks) Cost efficiency Preserving open space</p>



(repeated comments from Option 1):

- Affordable housing developments, and all housing right now, are very expensive. Building on flatter raw land. A.k.a. Blair Park is feasible because it's less topography to deal with. Not to mention potentially contaminated soils and underground storage tanks at the corp yard would threaten any housing development's viability if located on that site.

- The northern parcel is not within what we call a Difficult to Develop Area (DDA), which provides additional funding for affordable housing and is often a requirement for feasibility for these types of developments.

- Building the affordable on Blair means that it can proceed on its own timeline without respect to any potential bond measures/construction for relocating the corp yard or soccer field.

- Keeping the existing uses in their existing locations, but modifying them, will be significantly less expensive than moving the pieces around.

Finally, unrelated to the different options but important for us to remember, is that the affordable and market can't be integrated within the same building because we will then lose all our affordable funding. I know there is a group of folks advocating for this, and while a wonderful concept it's not actionable because the way the funding works the units need to be in separate buildings/ owned by separate entities.

However, they could all co-locate on Blair (next door to one another) and have complementary design). I think it makes sense to at minimum do the affordable at Blair, possibly both if folks are ok going up 4-5 stories (with appropriate step backs to preserve a street frontage that's a little lower).

The Canyon is the wrong area to build.

Concentrating all the new units in one area is segregation not inclusion.

In fairness to all (including our new neighbors in the new units) and for genuine inclusion and integration, the units should be spread out all over Piedmont rather than creating "that area." But if it must be in Canyon, option #1 is the least negative plan.

Option 1 is the least intrusive.

- Incorporate sustainable/green building principles & elements into any new construction & landscaping; use many of the techniques & elements demonstrated in Berkeley's Ecology Center's Ecohouse

- Group the housing so that the lower-income "affordable" units are not ghettoized.

I support Option 1. Thank you.



Adding this many units of low/mid-income housing to this area, regardless of the option, will negatively impact traffic, noise levels and property values for the Piedmont residents in this neighborhood. As previously pointed out by many residents of Moraga Canyon, this plan forces the majority of units on a single community, no matter how high the barriers for development. We were shocked at how quickly any proposals for build in the center of town were dismissed, despite having many merits. This reinforces the belief that residents with greater influence and financial clout are directing the build away from their homes.

Fire evacuation safety,

Maintain hiking access from Abbott Way to the northern part of the plot

please, spread out the housing across Piedmont. All of the proposals create too much density in a high risk area for natural disasters (e.g. earthquake, wildfire).

Additionally, this side of Piedmont is prone to power outages relative to the homes on the other side of Moraga. Our infrastructure cannot support the existing community as it is.

I think it was irresponsible of the council to take the tennis courts off the proposed affordable housing list, especially as it was done late in a meeting (11:30 at night) by then Mayor Teddy King's proposal. You are basically relegating the lowest income housing to the far edges of town. If the affordable housing was at the tennis courts (easier to elevate tennis courts than coaches field) all the students could walk to classes from K-12. It may be too late to fix this, but I think this will look horrible in hindsight. And you can see it right now.

Since you can't fix that - please at least look at putting the homes on Blair Park which is only used to walk dogs. It will likely be the most affordable and feasible option. And preserves Coaches and area for future needs (which will come in the next housing element).

Please remove the two market rate SFD - this part of Piedmont is taking more than their fair share of new housing. We don't need those two homes there. Plus why sell off two parts? Keep the whole thing open as it is.



I do appreciate that options have to be explored, however the burden of putting 132 living units in this mean little space - I only live a few blocks away and know it very well - is just too much to expect that it can be done with any sort of grace and livability. Option 1 is my choice, because I guess I must chose one, but it confines the housing to an area where it takes on the air of being a " project " - an unpleasant word that is an echo from my very distant past in the architectural and planning world. I'm sorry you were given such a burden. The State's burden of 570+ units for Piedmont is unfair - draconian - over 9 times the requirement for the previous GP. For Piedmont to just take on this exercise without objection was a major mistake and now you are stuck with this dilemma. Good Luck! DC

Quality of the units being built.

Safety is paramount and even with a signaled traffic light and speed bumps, any developments will be challenging. Also, I worry about isolating/stigmatizing residents in the new housing

I like Option 3 best. My primary concern (to repeat again) is do NOT separate the affordable housing from market-rate housing. Whether the housing units would be sold or rented, the affordable ones should be seamlessly integrated into the project with no visual indication of which ones are inhabited by lower-income residents.

Please preserve as much recreation and open space as possible. We don't need more dog parks, as we already have 3, but we need more community and recreation space.

Concentrate on putting all housing in the little used Blair Park.



The following was submitted to the Planning Commission and City Council and I am copying here because it summarizes the important points for the project team to consider:

We live in the neighborhood above Coaches Field and are writing in response to the Moraga Canyon Specific Plan. It was a surprise to us that all four Moraga Canyon options presented at the November 30, 2023 meeting included two market value houses on Abbott Way and Maxwellton Road. We ask that you remove these from the Moraga Specific Plan.

The two places are on extremely steep and difficult to get to locations. Accessing and building in these two locations would not be cost-effective. Surely there must be other options to consider.

If these additional sites have been included as a way to provide additional income to the City of Piedmont, we are confident there must be multiple other more effective and less disruptive options for raising incremental funds. The financial assessment provided by the consulting firm at the November 30, 2023 meeting was overly simplistic, ignoring the real impact of their recommendations on current residents and placing too much emphasis on income from new, seemingly arbitrarily selected sites for market value housing.

Not only was the selection of these sites arbitrary, it also subjects our neighborhood to a double burden. First, a disproportionate number of new housing units (132) have been reserved for the Moraga Canyon area. Second, the City is selecting the same area in which to locate market value units to raise funds. So, in effect, we are being asked to assume the burden of raising funds to pay for a plan that already disfavors us. This is egregiously unfair.

It was a surprise to see fair market value housing even in the plans as this had never been raised in prior meetings and the rationale for adding it to the plan has not been disclosed to the community. It is a curveball at the final hour. Again, we ask that these sites be removed from the plan. A broader discussion about the role of market value housing in Piedmont should be a separate topic for the City Council.

As one of the two neighborhoods most impacted by the housing element, it would be nice to know that you all were looking out for us and our property values, to assure fair treatment across all of Piedmont. Plans presented, environmental impact reports, zoning discussions and the like miss the reality that we are most impacted. We ask that in good faith you factor in a buffer zone in these plans when you consider locations for the fair market housing.

We all moved to Piedmont for its sense of community. It now feels like our neighborhood is being treated differently. There were other neighborhoods that could



afford lawyers and understood early how to navigate the system to ensure low-income housing was removed from consideration in their areas. While it was uncomfortable to witness, for example, how quickly consideration of housing in the center or town was removed from the plan, it would be nice to know that you are looking out for us and assure fair treatment for all residents of Piedmont.

Added January 15:

Following the meeting last Monday, January 8, we'd like to update our letter. We request that you do not add a nature trail entrance where the current fire road gate is. We request that the fire road remains gated.

Last-minute notice: This was an absolute and outrageous curveball at the final hour. The January 8 meeting was the first time any of us learned about the nature trail proposal. As it is not even part of the housing element, we'd like it removed immediately.

Fire Safety: Maxwellton has limited access for fire trucks. This can be a major hazard. For example, some youths brought tiki torches and smoking materials to the field, causing grave concern. Removing the gate and giving public access will surely exacerbate the issue. Adding parking for trailhead parking would block PFD fire truck access.

Traffic: It is not safe to factor into your plans ideas that necessitate increased traffic on Maxwellton. The proposed nature trail entrance on Maxwellton is not safe. Maxwellton is a narrow and winding road with blind curves. It is not wide enough for two cars driving in opposite directions, one car needs to pull over for oncoming traffic.

Parking: There is no space for trailhead parking. Street parking only adds to the issue of clear passage on the road. When we have visitors, they need to find parking at least a block away so we can maintain a clear passage.

Buffer zones: We request buffer zones be designed into plans for current residents. The drawing of the trail goes right past three bedroom windows and a garden gate at 190 Maxwellton Road. Further, it makes the houses at 180 Maxwellton Road, 190 Maxwellton Road and 198 Maxwellton Road exposed to would-be walkers, causing concern for our safety.

Trespassing concerns and home safety: This trail would give direct access to our homes on Maxwellton and Mountain View Cemetery property. The cemetery is clear that walkers on their property are only allowed access through its Piedmont Avenue entrance.

Personal Safety: On a number of occasions the Piedmont Police were called when our own efforts to subdue drunk and disorderly late-night trespassers failed. Beer cans and other remnants from partying have been left on homeowners' property.

What else would you like to team to consider as they refine land use alternatives?



Sound travels: We hear it when there is batting practice or trespassers on the cemetery property. We are already subject to the noise of 130+ units, plus automobiles, adding the noise of walkers and increased traffic and parking adds insult to injury.

We would like to know the process in which the two single family dwellings were added to the four options and made public for community comment. There are no grade lines on any of the maps where the SFD on Maxwellton is located. This oversight therefore does not take into consideration the very steep grade. What other locations were considered? We reiterate our request that the two SFDs get removed from all four options without further discussion.

As expressed in our previous email, we are currently bearing the brunt of the Housing Element plans. This is not a "blank slate:" this is a community with our homes that we have spent considerable time and resources to create and maintain. We look forward to hearing from you on the changes you will make to ensure our concerns are addressed.

Less Housing

The location of the housing should be in keeping with the rest of Piedmont and not look like some public housing placed in the least desirable location.

transparency of discussion

Please reconsider building these multi tenant spots in Piedmont.

I'd like the team to consider my comments from option 1- put some or all of market rate on Canyon side (preferably some) and all of the affordable on Blair park with half of the market rate (perhaps at lower density). You can have two separate legal developments with shared private amenities (a courtyard, play structure, gardens, etc.) There are many precedent developments for this (Coggins Square affordable/Ironhorse townhomes in Pleasant Hill a good example).



<p>Do not take away Blair Park for housing or other buildings. This land is too narrow to develop, many people use it on a daily basis for exercise and dogs. Putting lots of housing in that small space is too disruptive to the immediate and surrounding neighbors, causes a traffic nightmare/safety issues and huge impact to all of the wildlife in the canyon. Also will hurt the neighbors home values. There is alot more open space above/around Coaches Field that would be better served.</p>
<p>TRAFFIC CONGESTION. HOW ARE WE GOING TO GET OUT OF HERE IN A FIRE??!</p> <p>MORAGA IS ALREADY TOO CONGESTED WITH TRAFFIC AS IT IS. VERY DIFFICULT TO GET OUT OF/ON TO STREETS LIKE HARBORD THAT ACCESS MUCH HOUSING AND THROUGH STREETS</p>
<p>Consider a lesser residential density for the specific plan</p> <p>Ability of Moraga Ave to accommodate 2 dedicated left turn lanes</p>
<p>Just to be clear, I think the City Council and the City have made a big mistake in choosing Moraga Canyon for such a large housing development. The new housing should be spread throughout the city, rather than bunched in an area that's too small for the project, provides significant and serious traffic and pedestrian safety problems, is isolated, does not provide public transportation, or safety for the residents, and most importantly affords no way to integrate these large numbers of people into City life. Shame on these decisions!</p>
<p>Change the location so that transportation and services are within walking distance. And safer than the Moraga race track. The solutions offered seem to lack innovation, creativity, and adaptation to the 21 c.</p>
<p>Have about just having the park like the law it promotes good feelings and is very pretty you are going to get people mad and looking at concrete make people mad. YOu are destroying us. We are not a big city SO STOP TRYIMG TO DO THIS if this is what you want MOVE!!!!</p>
<p>Eliminate any SFDs from the plan. Minimize paved areas. Maximize and incentivize biking and walking opportunities. Dedicate funds to revitalizing Blair Natural Park to a native landscaped woodland.</p>
<p>If new housing has to be built, please construct them fast. The canyon works like an echo chamber and the construction noise will be terrible for folks living around the canyon</p>
<p>Thank you for your tireless efforts to create needing housing!</p>
<p>I vote for option 4!</p>

What else would you like to team to consider as they refine land use alternatives?



Please remember that the state of California does not require that the City actually build/pay for any housing and related infrastructure, that the infrastructure for new developments are typically paid for by the developer, and we cannot afford to start building or improving recreation facilities as part of this.

Also, please provide us all with a comparison of the total public funds required to build each of the four options.

I feel that this state mandated plan that sacrifices precious undeveloped green space in our community is a disaster

Acquiring or using existing easements (EBMUD?) to allow pedestrian access to Blair Park from Scenic Avenue and to Coaches from Abbot Way. Solar installations on the hillside, feasibility of a micro-hydroelectric pumping station utilizing EBMUD reservoir above Blair Park (pump water up to reservoir using solar power during the day and generate electricity with water flow down to Corp Yard during the day. Would require EBMUD participation.

I support affordable housing broadly but the way this scheme is being forced down the throat of the residents of this community is starting to make me feel very uncomfortable. I strongly oppose all 4 options presented (with option #4 being the least horrible idea amongst those presented.)

This canyon isn't suitable for high density housing. The city of Piedmont isn't appropriate for affordable housing; because like me and most of my neighbors, Piedmont is a city of older adults that have worked hard to build up to living in Piedmont. We lived in other areas and saved and then moved here. I can't imagine what you're thinking affordable housing will look like in this neighborhood, unless you're planning to lower the property values significantly.

As I said, I support affordable housing but this is not the right way or place to do it.

The corp yard is almost totally vehicle oriented. Housing and recreation should be on the north which has good ped access.

see above. Please look at the entire footprint as a clean slate. Assuming that Moraga Ave needs to stay exactly on its current alignment is flawed thinking.

Thank you and please contact me if this is confusing. I would love to walk the site and share my ideas.

Tom Gandesbery tomgandesbery2@gmail.com

I assume a traffic signal is going in as well as crosswalks and plenty of parking.

Impact on moraga traffic of each location



<p>It seems like the proposal is glossing over the concept that the city is essentially giving away public property. Housing will be built and we are supposed to accept that fiscal impact to the city will be approximately neutral? Once the land is given away for housing, the city can't ever get it back. This is a loss of open space public land. The city should at least profit from this.</p>
<p>Create buffer for current residents to mitigate impacts regarding safety, noise and privacy.</p>
<p>Find and STUDY alternative sites in Piedmont as required by the State. IF Moraga Canyon does not attract a developer by end of 2026, the City MUST find alternative sites. Why are they not being considered and studied NOW?</p>
<p>Development costs must be included with each scheme. Without financial information there is no way to properly assess the merits of the options.</p>
<p>Preservation of open space should be a guiding principle.</p>
<p>The city's budget for making changes is very limited.</p>
<p>Be mindful of the 3 criteria: (1) Public safety; (2) integration is better than segregation; (3) minimize public discontent.</p>
<p>The human and political cost of intentional segregation will get exceed and short term benefits of separation</p>
<p>Do a study or survey to determine the usage level of the Skate Park. If low level use, then don't include it and use the space for other needs.</p>
<p>The project team should widen the area they consider impacted by the proposed project to include at least the Montclair and Upper Rockridge neighborhoods of Oakland. The project team should focus on traffic and safety impacts of new development in Moraga Canyon to better inform the proposed density of development.</p>
<p>Think about how trees and plants help to keep the air clean and temperature cooler. This area already has a lot of smog from HWY 13 Mudslides Emergency evacuation in case of fire or other natural disaster</p>
<p>I would like a better explanation of how the "market rate" housing works. I don't understand why ALL the required units are.. not to be a NIMBY.. in ONE backyard in Piedmont and not spread thruout the city.. Where did this public access trail come from?? I live across from the fire gate to the cemetery on Maxwelton.. in good weather we are inundated with kids sneaking into that property.. with serious parking and fire concerns. We've already had a house burn down in our neighborhood.</p>

What else would you like to team to consider as they refine land use alternatives?



<p>It's important to realize that the commitment of money for a band-aid project to try to solve multiple problems is likely to result in many people being unhappy. Why not put forth a bond measure to improve recreation opportunities for the City so that there are dedicated areas for specific uses rather than multi-sport abominations? Let citizens decide the value of such improvements and how much they're willing to spend to make the best use of our limited City spaces?</p>
<p>you need to be very concerned about the safety of individuals. Under previous Moraga canyon possibilities, they were all rejected because they weren't safe per the EIR's due to the curvy nature of Moraga Avenue</p>
<p>No additional car or pedestrian traffic going up Pala</p>
<p>Safe pedestrian crosswalks, with signals. Make sure cars are slowing down on Moraga Ave. by adding signal lights. Adding an enclosed dog park, so that people can have their dogs off leash in a large area. Making sure there is enough parking so that this is not a problem and does not create a lot of traffic on this road Maintaining the beauty of Moraga Canyon Designing contextual housing that blend into canyon</p>
<p>There are strengths and weaknesses to all options; I think above all else what is imperative for real success is:</p> <ol style="list-style-type: none"> 1. A strong pedestrian connection to center of city. People should be able to walk to city hall, Piedmont Park--kids should be able to safely walk to school. This study should include the critical links/intersections along Moraga and Highland to illustrate this. 2. There should be a real mix of housing (size, shape, and type) both for financial diversity as well as richness of character and aesthetics--the opposite of a series of similarly massed blocks. (Small variations go a long way here). 3. There should be a strong urban design concept expressed: not just building blocks but a clear concept of the spaces between that includes a "heart" or core to the neighborhood.
<p>I want a public garden</p>
<p>Play fields should maximize sun exposure, minimize overlap of baseball diamond and provide spectator area and restrooms</p>
<p>less emphasis on expanding sports field...we have plenty of places for sports in other areas of town and at the new high school track, field and baseball/soccer fields. creating safe sidewalk on Blair park side of street putting a signaled intersection to slow down traffic on Moraga Ave More affordable housing, less concern for market value homes</p>

What else would you like to team to consider as they refine land use alternatives?



Increase project transparency and accept community input.
How exactly is parking going to be created to support 120 units with multiple cars each?
Make sure the project is viable for low-income housing developer!!!!
Why do we need to do anything? I thought we just had to have a housing PLAN, not implement it. That's what we were told.
Go with option #1
please create as much affordable housing as possible
thank you for putting out this survey!
Why are all the options? 2, 3 and four totally keeping the big open space on Blair vacant? Is it a park, no, occasionally see somebody running a dog there. It is not a park.
The goal of this project is to create much-needed housing while preserving recreational and open space uses. Overbuilding large surface parking lots is a detriment to that goal - we should consider seriously how to consolidate parking, minimize its impacts, and provide alternatives to driving. This site needs sidewalks on both sides of the street, safe pedestrian crossings, bike lanes, AND transit options - not some of the above, as the first question in this survey seems to imply. It also needs parking consolidated in one area of the site, ideally in an underground or elevated parking structure and not in surface lots.
Also, in the demographics form on the next page, there is no option for the age group 25-34, which is my age group.
This is complete crap and an embarrassment to anyone with an intellect. Options 2-4 are so bad that it makes option 1 look tolerable. But that is the intent I bet - to force option 1 on an unsuspecting public. This whole thing needs to be stopped.
Street lighting on Moraga. Moraga is a winding road that is narrow and very dark at night. Pedestrians and people on bikes need protected space to walk all the way up and down this road. There are a couple of medians with grass on this road that don't have much purpose, that space would be better utilized on the sides of the road for sidewalks.
Go with option #1
I think this choice is a no-brainer: Option 4 dominates all of the over options.
Kids' sports are more important than dogs.

What else would you like to team to consider as they refine land use alternatives?



Please consider the congestion along Moraga Ave. This is the main artery and putting dense housing near the current Coaches field will be incredibly unsafe. Instead, spacing the housing out along Moraga Canyon in the current Blair Park (option 1) makes the most sense.

Also please consider negotiating with the cemetery to find access out of Moraga Canyon to the North. This would benefit everyone and really increase the utility of the project for Piedmont residents. Putting in a new stop light at Coaches field is not enough, there needs to be better access out of Moraga Canyon as well as just new influx and choke points.

Cost would be helpful given that the residents will likely foot part of the bill (?)

Can small kid playgrounds and family gathering areas be incorporated into the new housing development in the Blair park open space. Maybe on the hill side of the space. I think these homes will help young families afford to move to Piedmont.

Traffic flow is of course critical and creating a pristine and welcome entrance to our town would be a benefit.

1. Parking. Parking is a critical issue. There are too many residences in Piedmont that have off street parking for one vehicle yet the residents own 2, 3 or 4 cars, SUVs, and/or trucks. Sadly, this is the norm. If the housing units that are being built are for 132 units, there should be enough parking for at least 275 vehicles not including the parking that will be needed for visitors to those residences and for recreational use of the baseball/softball & soccer fields, hiking trails, skate park and dog park.

2. Traffic flow. As mentioned on each of the options, traffic flow will be impeded dramatically - particularly during rush hours. Only one additional traffic light is shown in the design. However, traffic will be disrupted heading west to Highland and all the way down Moraga to Pleasant Valley as well as heading east to Harbord Dr and Estates Dr up to the entrances to the freeway. I'm wondering if any consideration has been given to increased public transportation or shuttle services. I didn't see anything mentioned in the presentation.

3. Public safety. Most importantly, public safety along Moraga is vital.

You have done a thoughtful job of looking at options.

Keep as much natural space as possible.

Look at other sites in Piedmont to build and spread out homes (Hampton field, Bear Park, Offices in center of town, Piedmont Park, flat area of Dracena park)

Make safety a top priority for pedestrians, cyclists and autos,

We need open space, not more units and concrete. Any and all preservation of untouched land is of the utmost importance today and to future generations.



<p>Having a new traffic signal will be annoying but it looks like that's included in all the scenarios.</p> <p>I really think that if it's done right with the new housing on the Coaches Field side of Moraga that the housing could be quite nice/pleasant for the occupants and at no real aesthetic cost to Piedmont.</p> <p>Options 2 and 4 I would support. Options 1 and 3 I would not support.</p>
<p>I support a project that causes as little disruption to existing infrastructure and the community as possible.</p>
<p>Minimize cost and do not plan to raise a special tax to cover this unfunded mandate from Sacramento.</p>
<p>Please consider the best way to move traffic in and out of the new development. I don't see how all this will not slow down traffic, cause back-ups at certain times of day, irritate drivers. However-- Piedmont has to do what it has to do. And this is one of the few areas in town that can accommodate this kind of housing. I don't know where else it can go.</p>
<p>I am glad to see that you are developing detailed plans to add affordable housing to the community but 60 units is not enough.</p>
<p>I haven't seen Blair Park used much as is. Seems like a good place for housing or Corporate Yard. Prefer not to see the playing field go there.</p>
<p>Which option is most likely to get housing built? I think that is how this should be thought of ... has the project team talked with any developers?</p>
<p>Safety:</p> <ol style="list-style-type: none"> 1) Pedestrians will be running across Moraga if you add any or all these facilities 2) Traffic lights will need to be added. 3) Bicycle lanes are VERY unsafe in the uphill direction on Moraga <p>2 market value lots should be found elsewhere. Surely, the citizens that want equity housing should be able to share the load of 2 lots elsewhere in Piedmont.</p>
<p>I my opinion siting the housing on the south side is highly problematic, esthetically, noise , traffic flow, land use etc. I understand that this is the least best (only) option that the built out city of Piedmont has. I hope that the developer can make the numbers work given all the moving parts. To me the most important thing is to not have this be an eyesore and a source of problems down the road.</p> <p>If the goal is to get families with kids to move into these units, there will need to be a lot of upgrades to the car and pedestrian access to the area. The city should not be exposed to the potential liability from site issues that are not of its making. The city cannot control for the suboptimal location that is its only option.</p>
<p>Maximize housing and improve safety please.</p>

What else would you like to team to consider as they refine land use alternatives?



The Moraga Canyon area does not have proximity to public transportation. It does not have pedestrian access either, without building sidewalks. Moraga Ave. is very narrow, even for cars. Bikes are now allowed on the same road as cars going west/south on Moraga. More cars and bikes sharing one lane on Moraga will become dangerous, mostly for bicyclists. Since Blair Park used to have a waterfall and underground springs, can the land even support the proposed structures? Will the buildings withstand the next Earthquake? There have been three mudslides along Moraga in the last 10-15 years. It caused Moraga Ave. to be closed for hours to days for clean up. How stable are the hillsides in this neighborhood?

No to a 132 unit "development" and no to new housing in Moraga Canyon.
No to all 4 suggestions. Kindly tell the city to change course from this unwise direction. This area is the only open space around and it will be destroyed by this project. The entire idea is a waste of money and effort. There will be very serious traffic bottleneck issues. In addition, concentrating low income housing in the Canyon will potentially create a stigma-ed area. Let housing be built elsewhere throughout the city, including on the busy Grand Ave corridor or near Lakeshore, or in the city center. That is far better for walk-ability, for multi family and for energy efficiency.

On a larger note, only a real developer who has taken real market risks and successfully built projects and is willing to bet its own money will be able to tell you how or where to build anything and whether it is worth it. It is far better to have such persons give advice on what to do. There are many real estate developers in town, who would give advice to you for free if you asked. A "consultant" is not a real world developer. It would be much wiser if City did not rely on "academic studies" for budgeting or decision making.

I really like option four because it seems like the most efficient use of space. Having access to the rec area from the housing without crossing the street seems like it would be a bonus for the residents. It will expand areas the kids can go play on their own.

The State of California seems to be backing off of this massive and unfair housing plan for California. Rob Bonita has backed off and Gov. Newsom has expressed interest in higher political offices. So he has apparently backed off of this housing plan as well. I'm aware of four municipalities suing the Gov. about this already and these Cities state that they are not going to comply. They are not spending the public funds as Piedmont is until. Court decides. Thank you.

No thanks

Making sure new sites are accessible with parking, sidewalks, and crossings. Improving the area with whatever is built to add to the beauty of the area. More landscaping less bramble like how Blair park is now.



<p>Focus on recreational activities, safety, and beautification. I do not support housing development of any kind.</p>
<p>Our children need more field space.</p>
<p>We need a LOT more housing in Piedmont, so that has to be the priority. Getting larger and better sports fields would be nice and helpful.</p>
<p>Everything else doesn't really matter.</p>
<p>I appreciate seeing these different options. Good luck getting something that works!</p>
<p>A self contained community with tot lot, convenience store, package hub, carpool/vanpool/CSA drop, covered meeting space / amphitheatre.</p>
<p>Any new housing should be privately funded. If any city or public items are being relocated, the new Moraga Canyon developments (not city wide) should cover the cost.</p>
<p>I'd like to see Option 1 go forward with the housing in Blair Park. I think it's a better use of space</p>
<p>I think a pedestrian bridge is the only option for the new volume of pedestrians (and kids on bikes who go on sidewalks) to cross Moraga. I feel like this might be something Piedmonters might contribute \$\$ to build. There must also be federal and state grants for such safety investments. A crosswalk and light just won't be enough.</p>
<p>I'd like to see as little impact as possible on Moraga Avenue traffic. That's a thoroughfare on and off of highway 13 and to and from Montclair.</p>
<p>The residents in the Grand Avenue area do not want any high occupancy residential buildings built in our area of the city!!! Grand Avenue homeowners do not want to see our commercial property zone area use for several storied congested residential units. We are already a highly congested neighborhood and parking is already at a premium. We want to keep our single family home neighborhood environment as it is We do not want more congestion.</p>
<p>Let this canyon be Treated as one of the few remaining sites in our area that is in the same condition as it was in the time of the original people...:American Indians.</p>
<p>Minimize the cost of the project that the public will have to bear the full expense of. The city may have to subsidize the project just to make it happen. Housing will recoup some of that cost, but any cost of revamping the field or the corporation yard will be a lot and will not be the priority of a developer. The neighbors will bear the brunt of the impacts of this construction and added density. Let's not pour salt on that wound by making them and the rest of the city pay a lot to make it happen.</p>

What else would you like to team to consider as they refine land use alternatives?



Consider that there are people already here paying taxes and raising funds for the community who will likely move away when their property values drop because realtors steer people away from the crowded and heavy traffic part of town.

Moraga barely works as it is. The police won't make sure that people drive the speed limit down it. It takes 10 minutes to drive less than a mile on it during school drop off times. It shuts down a couple times of year when a storm knocks down a tree and all the traffic is diverted up Maxwelton. Now you are adding hundreds of cars and more lights. Hoping for transit isn't a solution, AC Transit has been cutting routes for years and is largely non-functional.

We are forced into a bad position because the planners won't put housing in the center of town.

The playing field will likely become a gathering place for people in the housing units so to limit pedestrian and vehicle interaction it is preferable to locate them close together. The upper portion of Moraga currently functions as more of an open space. It would be nice to see that become more functional and inviting with improved landscaping, picnic tables, etc.. Ideally the units would be set back from the road for the benefit of the residents and to avoid creating a walled canyon of housing.

Thanks for trying. This is hard. The presentation of the alternatives was very well done.

As I mentioned toward the beginning of the survey, the City should not be spending money to make this happen. We soon will need to spend millions of dollars to refurbish, and perhaps relocate, certain City facilities (police, fire, etc.). My taxes, and the City's bond issuances, for such refurbishment should not be increased because the City spent funds unnecessarily on the Moraga Canyon project.

We want this development to happen, i.e., new housing in Piedmont with an affordable component. It must be attractive to prospective developers, and an expensive underground facility doesn't make sense to pursue, for that reason. Also, the current corp yard is such a waste of space, valuable space. The ease of a new, up to date facility with a curved drive-through driveway on Moraga would more than offset staff reluctance for change, once it's done.

See comments on Option 1.

Moraga Ave. has a blind curve opposite Blair Park. Trying to create safe access to Blair is too big a hurdle.(see previous attempt to create a massive sports field) Keep all the traffic and people on the Corp Yard side of the street.



<p>1. Earthquakes and proximity to the Hayward fault</p> <p>2. The location of the cemetery and their land usage.</p> <p>3. Fire hazards related to all the eucalyptus trees</p> <p>4. Hiking trails sound nice but Piedmont Moraga Canyon stops at the cemetery. You are dumping vagrants and bums into the backyards if homes that back on Mountain View cemetery .</p>
<p>Fight crime while interest rates are so high. Then build new projects once crime is down and interest rates are lowered.</p>
<p>Try to minimize covering up land with concrete. Keep Blair Park as open space.</p>
<p>Regarding all four options, the amount of traffic on Moraga would be severely impacted during and after construction. It is already very difficult to walk across Moraga at Monte and Mesa intersections. Your survey has already shown that most people use Moraga Road just to drive through and, we might add, at a high rate of speed. Many of them may not live in this town, but we do and realize the limitations of this narrow and winding road. Is there another street that allows these drivers to get from Highway 13 into Oakland without using Moraga Road?</p>
<p>Option 2 looks like a very viable setup, however a roundabout would be a very good solution for the signed intersection(s).</p>
<p>This whole project unfairly impacts Piedmont residents on both sides of Moraga. I haven't heard any discussion of developing Piedmont owned property on Grand Ave.</p>
<p>Lets please not stack a bunch of multi level housing right along Moraga, it does not fit with the general look and feel of Piedmont, and being that it is on one of the main entry points to the city I think it would really detract from the overall feel of our town. Lets build the housing but in a way that tucks it away from the main street, while also keeping the field available for our kids.</p>
<p>need to improve bike and pedestrian safety on Moraga, traffic calming important ..</p>
<p>Who's to pay for this</p>
<p>Allow the buildings to go one story taller and add commercial, if possible. Why not have a second revenue-generating area in Piedmont, especially if it could have cool views. Make it a community, not just housing.</p>
<p>The environment has to be a priority. Everyone has a right to affordable housing and housing is important, but it does not have to be located on our last open space filled with native trees.</p>
<p>Blair Park should be protected and enhanced with native plants. This will increase biodiversity and increase carbon sequestration.</p>
<p>It is a major constraint to effective traffic movement on Moraga Road.</p>

What else would you like to team to consider as they refine land use alternatives?



<p>This isn't really land use I think but was talking with friends and many of us are ready to downsize but like the Piedmont community and don't want to leave our friends. Housing that is market rate but with older people in mind (single story or easy to access apartments/condos) would be a great way to accommodate people who are aging and would allow us to make room for new families when we sell our homes</p>
<p>Open space in Piedmont should be preserved only if there is high use for recreational purposes. Due to its location alongside Moraga Ave. Blair Park has limited utility as a recreational space. Housing will fit in but making Blair Park a more user friendly park is highly unlikely.</p>
<p>Excited to see progress continue on schedule and to learn more about the fiscal impacts.</p>
<p>Please please please more sports fields. Soccer would be awesome. And a safe dog area is a great idea! Thank you!</p>
<p>Preserve the existing open space in Moraga Canyon by locating additional new housing elsewhere in Piedmont, and thereby minimizing additional density in only one area, Moraga Canyon.</p>
<p>Watch the amount of traffic that flows on Moraga Road daily and then tell me you want to add more housing, more parking, bigger sports fields, etc. it is Ludacris</p>
<p>Blair Park is a unique resource for the City and for the area where it's located. It's also important for dog owners throughout the City. Affordable housing is also important, but it should be integrated with market housing to avoid isolating and stigmatizing it.</p>
<p>Ensure connection between town to new development and sports areas are safe and accessible by walking, skating, biking so kids have a safe path of travel to/from highland. Allow flexibility in sports/rec programming. As specified currently with U14 soccer, softball and skating, community interest may change over time and these may not be in the best interest of community at time of development. Ensure adequate restrooms and dog wash facilities. Possible to include small concessions booth or pavilion.</p>

What else would you like to team to consider as they refine land use alternatives?



I would like to see a serious discussion of how this site will have transit integration. Moraga Ave is a busy street today; adding 100 units of housing is a good idea, but will have harsh impacts on the traffic. This amount of added density however, is very amenable to good transit integration! Prior to the pandemic, we were lucky to have the C line running down Moraga Ave to the MacArthur BART and SF. While this service was infrequent, it was very useful at commute hours.

All of the proposals so far have been devoid of commercial space, no? I think this site would be a great fit for some ground floor retail, whether smaller uses (e.g., coffee shop/restaurant) or bigger uses (e.g., grocery or drugstore). This has struck me as a particularly striking omission since these sites will have a large number of low income housing units. It doesn't seem logical to make an isolated site in a major urban area, and to then make all of the inhabitants beholden to having cars, especially since the site sounds like it will have limited parking capacity. The plan today appears to center the concerns of current city inhabitants, at the potential expense of the people who will actually live in the future dwellings day-to-day.

Likewise, childcare? Has there been any thinking about integrating (ideally, affordable) childcare into the site? Finding childcare for pre-school age children in the Bay Area is extremely challenging, especially in Piedmont where there are only a few, small in-home preschools. Logically, a number of these dwellings will be occupied by families, so it would make sense to plan for childcare up front.

Impact of additional units on traffic

Keeping intact the beauty of the land and vistas should be foremost in design. There is also a lot of animal habitat in the location.

Wildfire risk in the Moraga canyon. Emergency evacuation routes.

Please do consider plans to place some of the housing in other parts of the City, closer to public transit and shopping!

stop being fancy city w/ huge swimming pool, soccer fiels & amenities

prioritize humans not elegance

1. Consider and communicate with Oakland residents who live nearby. They will be just as or more affected by this development than many Piedmont residents.
2. The intersection at Moraga and Harbord is already very unsafe and this development will surely make it more so. Work with Oakland to mitigate that-perhaps Piedmont could share the cost of a light at that intersection.
3. Preserve the look and feel of the canyon as much as possible. Open space on the south side please.
4. Moraga floods and is in a fire prone area, it's very important to consider this.

What else would you like to team to consider as they refine land use alternatives?



<p>The more dense the housing and the more places to play and hike are right next repousing the better. Any option that requires extensive moving across a busy road is a problem. Option one seems like it would be a wasted opportunity as the housing would be very much separate from the rest of the recreation area, making new residents feel unwelcome</p>
<p>crowding and noise from the field for the new Piedmont residents. Thank you for all your hard work!</p>
<p>Traffic flow of cars passing through to get from Montclair to other parts of Oakland. This was flagged as an issue years ago when the City was considering field improvements.</p>
<p>If uses other than the corp yard are situated on the south side of Moraga, you'll need to be really thoughtful about how and where cars get in and out of the south side of the site. If it's too hard to make a left turn out of the south side of the site (toward central Piedmont), I am worried that cars will end up making illegal U-turns at Maxwelton Road, which is really dangerous and problematic.</p>
<p>Keep engaging the community. The more units the better. If there's a way to add or accommodate more than the state requirement, I would be supportive.</p>
<p>Minimize the motivation/opportunities for those opposing any new development by making it clear that noise and light mitigation measures will be incorporated into the project (whichever one gets greenlighted). Moraga Canyon would already have a soccer complex on the south side if folks had paid more attention to that last time some improvements were suggested for the area.</p>
<p>Public transportation</p>
<p>I like option 1</p>
<p>Consider how traffic volumes will change given increase in housing and demand for sports field use. How will this change the "feel" of the canyon, how can any plan preserve the most natural elements of the space as it exists? What are upstream and downstream impacts of the increased traffic volume. Could incentives be provided to not own a car.</p>
<p>Nice work. Is it possible to put in a miniforest when doing landscaping to reduce landscape maintenance costs and reduce fire hazards.</p>
<p>Ideally this housing would have integrated affordable and market rate housing. They should not be physically separate.</p> <p>It would also be preferable to have the project attain LEED Silver. These two things would reflect Piedmont's values to the media and the general public. I was the Director of Residential and Student Services Capital Projects for a couple of decades. Silver LEED was our standard for student housing during the last decade. I was able to get a five year payback on the extra cost and received large rebates.</p>

What else would you like to team to consider as they refine land use alternatives?



Keep up the great work. Some of us appreciate the effort to build more housing in Piedmont.
Keep getting feedback! I love where this is going. Can't wait for Piedmont to be a good example of a small and privileged city that figured out housing.
Consider option 4 plus plans to enhance Blair Park to make more accessible and usable community space.
Seems the scenarios want to please everyone in a small space. Some of the public amenities might need to be not included, or placed elsewhere in the city vs trying to cram everything together in the canyon. Also worry about lack of enough parking in several of the scenarios.
Option one is the absolute worst
Option one is the absolute worst
What about acquiring some parcels along Grand Avenue for some additional new housing?
Traffic will be awful! It's already bad. We will lose birds and wildlife. I walk here daily and it will be terrible to not have the greenery.
Traffic flow.
Any benefit to re routing Moraga Ave to the south against the hill to consolidate the available land?
Other attractions that could draw the community to this part of town. Could we have a small retail and restaurant space? Small playground near housing units and field? Amphitheatre leveraging the hillside for community gatherings? With so many residents in this new area, it would be great to make this a destination
More units could have been considered for this location given the large undeveloped plot of land.
Which features are highest use? The dog park and skate park seem very low use compared to fields.
I love the pumpkin patch and tree lot but I think they could relocate if needed. For example the pumpkin patch could be on a section of the Havens field for 4 weeks. The tree lot could be in a few stalls of the Community Center lot for a month.
The City contracted LSA 1986 Environmental Study Sport Field Report and specifically the traffic safety summary at page 9. Subsequent reports, both City contracted EIR for Coaches Sports Field, Blair Park Soccer EIR and privately contracted 2012 Creason Traffic Study uniformly note the limited roadway sightlines. Unless an entire block long hillside is removed, with the buy-out of several expensive homes, the sightline issues remaind and represent a significant safety challenge. Place the new sports field and homes and the North side and move the corporation yard to the south end of Blair Park.
I think they are doing a great job.
any option for ground level retail with these new projects?

What else would you like to team to consider as they refine land use alternatives?



For housing site, choose the option that will require least site work for developer. E.g. less grading, wildfire mitigation, etc. the easier the location is to develop, the more feasible development will be, especially for the affordable component.
An improved Spring Trail from Abbott down to Moraga needs to also be considered for residents on Abbott, Echo, Maxwelton and Nellie.
Insurance cost. Many residents who live near the Moraga Canyon are already facing difficulty securing fire insurance. The insurance cost for the new housing project in this area could prohibitively expensive... it is worth looking into.
add some lights to field even tonjust extend use time by an hour or two
Consider Davies, which is in Piedmont for housing. Soccer is not for everyone, but the "cult" loves to promote it.
How do we ensure that the affordable housing feels integrated into the community- so they don't feel like second class citizens?
Public Works needs functional space Recreation spaces are currently inadequate, these should be prioritized in this effort
Please make sidewalks on both side of street for school kids walking to school

What else would you like to team to consider as they refine land use alternatives?