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**From:** Christian  
**Sent:** Tuesday, November 9, 2021 3:33 PM  
**To:** Redistricting  
**Cc:** Valerie Winemiller; Casey Farmer  
**Subject:** Piedmont Avenue Neighborhood In Oakland As A Community Of Interest And Example Of A Streetcar Neighborhood

**Follow Up Flag:** Follow up  
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Dear Alameda County Redistricting Commission:

Please keep the Piedmont Avenue Neighborhood together and keep it with other “streetcar suburb” neighborhoods.

The Piedmont Ave neighborhood goes from Broadway on the North to Oakland Avenue on the South and from MacArthur Boulevard on the West to the Mountain View cemetery on the East.

I have lived in the Piedmont Avenue neighborhood at 4037 Howe Street for 46 years. I have been a member of, and active in, the residential neighborhood group, -- PANIL (Piedmont Ave Neighborhood Improvement League) and very active in Oakland politics for all that time. I served on the last two Charter revision Commissions and was on the initial Oakland Ethics Commission. I was Supervisor Carson’s appointee to the 1997 Expenditure Plan Development Commission for the second Measure “B.” I served as the first administrative assistant to the honorable Mary Moore, council member for District 2 (the Piedmont Avenue neighborhood was then part of District 2 until the 1990 redistricting) and was extremely active in the 1980, 1990 end 2000 Oakland redistrictings. I have served on the Alameda-Contra Costa Transit District board since 1997 and was the lead Board member on the 2000 and 2010 AC Transit redistrictings, working extensively with IGS at UC Berkeley. I have participated in every statewide redistricting since 1970.

The Piedmont Avenue neighborhood has a very strong identity. It has had a residential group (PANIL) since 1974 which is active in development, traffic, crime and other issues. (It serves as the NCPC for it’s beat, 9X.) It has a merchants’ group, PAMA (the Piedmont Avenue Merchants Association) for even longer than PANIL. PANIL and PAMA often cooperate on issues and projects. It has groups that support Piedmont Avenue School and the Piedmont branch library.

The Piedmont Ave neighborhood was constructed as an “streetcar suburb” to accept refugees from the 1906 earthquake. It has that in common with many of the neighborhoods in Oakland “Midlands”. They are all built around a series of streetcar streets many them centers of commercial districts. In the immediate vicinity of Piedmont Ave there was a streetcar on Broadway, on College Avenue, on Piedmont Avenue, on Grand Avenue, on Lakeshore Avenue, etc. Oakland Ave had a cable car. Those neighborhoods had some multiple residential development on the “streetcar” street and perhaps the adjacent street, then single family homes until you approached the next “streetcar” street where the pattern repeated. As such those neighborhoods, even today, have a very high “walk score” and “transit score.” For a full discussion of this development pattern, see: Groth, Paul, “AC15: Oakland as a Cross Section of America's Urban Cultural Landscape” (1980).

In contrast, although Montclair had vacation cabins very early on, the full development of the hills occurred after World War II. As a result, all those neighborhoods from Montclair all the way down to Golf Links are highly car dependent with limited transit and limited ability to walk. Many of them do not even have sidewalks. Much of the rest of Alameda County that was developed after World War II has that auto-oriented development pattern.

As I said at the beginning, please keep the Piedmont Avenue Neighborhood together and keep it with other “streetcar suburb” neighborhoods. The Piedmont Avenue neighborhood in the past has been associated with “streetcar” neighborhoods to the North, e.g. College Avenue or “streetcar” neighborhoods to the South, e.g. Rose Garden and Grand Avenue

Thank you for your work and for your attention to my comments.

-- Chris --

(c) +1-510-

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