

Claremont Club, Spa & Residences

Project Description

November 22,2016

Project Location, Site Description and Ownership

The approximate 20.3-acre Claremont Club, Spa and Residences project (“Claremont Resort Project” or “Project”) site exists in the Oakland Hills, north of Tunnel Road, east of Domingo Avenue and south of Claremont Avenue. 19.7 acres of the site are within the City of Oakland; 0.6 acres are within the City of Berkeley; however, all proposed land use improvements are wholly within the City of Oakland’s jurisdiction. See Figure Site Plan – Existing. The site is designated Community Commercial and Hillside Residential in the General Plan and is zoned RU-3 and RH-4. Refer to Figure - *Existing Conditions*

Site Ownership

A partnership of Fairmont Hotels & Resorts owns and manages the 20.3-acre site. The Project site consists of the following Alameda County Assessor Parcel Numbers:

- 48H-7670-19
- 48H-7670-20
- 48H-7670-21
- 48H-7670-22
- 48H-7670-23
- 48H-7670-24
- 48H-7670-25
- 48H-7670-26
- 48H-7670-27
- 48H-7670-28-3
- 48H-7670-29-2
- 64-4225-4
- 64-4225-5
- 64-4225-24

The Berkeley Tennis Club is immediately adjacent to the site to the south. This separately-owned private tennis club is not a part of the Project.

Existing Site Characteristics and Access

The approximately 20.3-acre site is a sloping site at the base of Claremont Canyon, surrounded by residential and neighborhood commercial development. The centerpiece of the property is

the large and highly visible Claremont Hotel, a mostly wood framed, seven story, Tudor Revival building with complex massing and visual details, numerous gables and dormers and an ornate tower. The height of the tower is 93 feet. The site can roughly be divided into four main sections: the hotel and its immediate landscaping, the southern entrance and parking lots, the Club improvements (including Club buildings, tennis courts, parking, and pool areas), and the undeveloped eastern slope behind the Hotel. There are three vehicular access points to the hotel from public streets: (1) from Tunnel Road on the south (the main hotel entrance); (2) from Domingo Street to the west (the main Club entrance) and from Claremont Avenue on the north (the main service entrance). Within the site there are vehicular roadways connecting the Hotel and the Club, as well as service roadways. Dedicated pedestrian pathways through the site are currently limited and pedestrian access to both the Hotel and Club from public streets requires traversing surface parking lots. See Figure *Pedestrian Circulation & Access Plan*.

Surrounding Land Use and Development

The Project site is surrounded by primarily single family housing and neighborhood serving commercial space. To the north and west of the site, across Claremont Avenue and Alvarado Road, respectively, are single family homes in Oakland's RH-4 zoning district. Tunnel Road to the south of the site is the jurisdictional boundary between Oakland and Berkeley; across Tunnel Road are single family homes. Domingo Avenue to the west is also a boundary between Oakland and Berkeley; across Domingo Avenue to the north and south of Ashby Avenue is neighborhood serving commercial space, with single family housing beyond.

Project Objectives

The following objectives have been identified for the Claremont Resort Project:

- (1) Address deferred maintenance of the Club and landscape.
- (2) Reduce the dominance of automobiles on the site by undergrounding a portion of the existing surface parking,
- (3) Develop for-sale housing on land zoned for residential development on a site within a 3 minute walk of public transit.
- (4) Improve the pedestrian experience for Hotel and Club guests and the community.
- (5) Generate tax revenues for the City of Oakland.
- (6) Provide revenues to the site owners through increased Club membership to maintain and preserve the historic hotel.
- (7) Develop an economically viable project.

(8) Upgrade Club facilities to a more modern standard.

(9) Make the site more pedestrian friendly.

Project Characteristics

Overall Development Program

The applicant proposes improvements to the approximately 20.3-acre site to enhance the resort experience and to develop 43 resort-affiliated condominiums and one single-family home on an existing lot. Recently, the Hotel underwent substantial interior improvements. All 276-guest rooms and a majority of common areas were remodeled. The balance of the property, including The Club at Claremont, is in need of similar investment to address deferred maintenance and provide an improved experience for Hotel guests, Club members and the community. The proposed improvements will; 1) update existing Club structures and add new facilities to provide improved and expanded health club offerings for Club members and resort guests, 2) increase the functionality and improve access to the Hotel and Club from the public sidewalk and through the Project site, and 3) provide 43 new for-sale attached housing units in the location of the existing surface parking lots terraced into the hillside southeast of the Hotel as well as one custom single family home lot. Refer to Figure *Site Plan – Proposed*. No alterations to the Hotel building itself are proposed, except for the replacement of the non-historic porte cochere.

The project is comprised of three functionally discrete components:

The Club improvements, as illustrated on Figure *Club – Enlarged Site Plan* include the following:

- A 6,000 sq. ft. Club expansion building will provide new fitness studios and locker rooms, improve the functionality of the Food & Beverage Areas and add an outdoor terrace.
- A new 10,000 square foot swimming pool and deck area.
- Replacement of the existing 3,000 sq. ft., two-story building serving as a “Kid’s Club” with a new 4,000 sq. ft., two-story “Kid’s Club” building. This building would also include offices and restrooms to support the existing tennis courts.
- A multi-purpose sport court (approximately 70 by 42 feet) is proposed that would accommodate a reduced size basketball court/multipurpose sport court and children’s play area
- An increase in vehicle parking supply of approximately 44 parking spaces to accommodate the proposed increase of Club memberships.
- A dedicated pedestrian path and shuttle bus stop, fully compliant with ADA provisions, from the Hotel/spa facility to the relocated Club entrance.
- An updated Club arrival court which will facilitate the choice between self-parking and valet parking and providing direct access to the Club facilities.

In the former location of two tennis courts, the project proposes the above-described 10,000 sq. ft. adult resort pool and deck area and a new 6,000 sq. ft. Club expansion building. The existing pools would be kept for use by Club members open to both adults and children.

Site-wide Hotel/Resort Improvements

Circulation improvements to improve site-wide accessibility for the community, Club members and resort guests include:

- New pedestrian pathways throughout the site (current pedestrian circulation is limited to driveways and service drives).
- A pedestrian pathway adjacent to the vehicular entry drive to formalize and improve pedestrian access from the public streets to the Hotel.
- Replacement of the Hotel porte cochere.
- All weather improvements to the Evergreen Path trail connector in the eucalyptus grove to the northeast of the Hotel
- Improved connection between the existing Eucalyptus Path Shortcut and Tunnel Road with a formalized pedestrian sidewalk.
- New secured access points to the existing and revised parking lots.
- Upgraded lighting in parking lots and along pedestrian trails.
- Two (2) electric car charging stations.
- Reconfiguration of the existing upper parking lot to convert it to employee use and accommodate emergency vehicle turn around.
- Replacement Hotel parking will be created in the residential podium structure.

The above-identified improvements to the Hotel grounds will provide a cohesive resort experience for Hotel guests, improve vehicle and pedestrian circulation on and around the site and provide recognition of the original design intent of a garden hotel.

Residential Improvements as illustrated on Figure *Residential – Enlarged Site Plan* are as follows:

The project proposes 43 for-sale attached residences to be constructed in the location of the existing tiers of surface parking lots cut into the hill southeast of the Hotel. The residential units would be a mix of two and three bedroom units within a four-level structure over a two-level subterranean podium garage. Hotel parking and parking for the residences would be accommodated in the below surface garages. Approximately 215 parking spaces would be provided within the below grade garage as replacement Hotel parking. The consolidation of the parking would consist solely of valet parking, for guest and patrons of the hotel and its ancillary uses. Parking within the podium structures will consist of mechanical parking. Additional vehicular parking would be afforded through valet parking operations providing a total of 125

spaces. Addressing residential parking, a minimum of 65 residential parking spaces are proposed consistent with the City's parking code. Consistent with the City of Oakland's residential parking policy, residential parking would be "unbundled" from the cost of a home.

The primary pedestrian and vehicular entries for the attached residential units would be opposite the Hotel's porte cochere located at the same grade on the arrival plaza. The residential building will range from one to four stories in height designed to preserve the key view sheds from the neighboring residential homes above the Hotel property and to preserve views of the Hotel from public streets surrounding the property and key vantage points from the greater community. The architecture of the residences has been designed to complement the historic Hotel, and the surrounding residential neighborhood. One of the key architectural considerations for the residential structure is to follow the Secretary of the Interior's Guidelines for the Treatment and Preservation of Historic Buildings; therefore, the residences would not be designed in an architectural style to mimic the historic Hotel.

In addition to the construction of 43 for-sale attached residences the following improvements are proposed:

- A reconfigured landscaped vehicular entry drive from Tunnel Road to the Hotel's arrival plaza and porte cochere is proposed to enhance the arrival experience for patrons of the property. The proposed entry drive improvements will provide new landscaping on both sides and accommodate a pedestrian sidewalk.
- Removal of the existing security kiosk and access gate at the Tunnel Road entrance.
- Widening and the service road located east of the Hotel to meet the minimum City of Oakland Fire Department access.
- Construction of one single-family detached home on an RH-4 zoned parcel. The home would front Tunnel Road and complement the existing residential streetscape.

Circulation, Access and Traffic Control

A number of improvements proposed with the Project are intended to improve pedestrian and vehicular access to the existing Hotel and Club facilities, as well as to the new proposed residential buildings as depicted on Figure *Pedestrian Circulation & Access Plan – G008*. These improvements include:

- New ADA accessible pedestrian sidewalks connecting Tunnel Road to the main Hotel entrance; currently pedestrian access is across asphalt surface parking lots in an informal manner.

- Creation of a new arrival drive connecting Tunnel Road to the main Hotel entrance for vehicular traffic. This includes removal of the existing security kiosk with automated gate arm at the Tunnel Road entry which requires queuing near the Tunnel Road signalized intersection.
- Formalized ADA accessible pedestrian sidewalk connecting the existing 'Short Cut' pathway to the existing Tunnel Road sidewalk; currently pedestrian access from the 'Short Cut' to the public sidewalk is across an asphalt surface parking lot.
- Pedestrian trail improvements including railroad tie steps and a 5-foot wide decomposed granite path formalizing the connection between the Evergreen Path and Claremont Avenue in the existing grove of eucalyptus trees to the east of the Hotel.

Site Grading

Site grading for the project is limited to four primary locations within the site and will consist of the following:

Residential area

Residential grading will consist of soil excavation of depths to approximately 40 feet to accommodate construction of the residential condominium podium structure. Minor grading is proposed to create a flat pad to accommodate the single-family residence on the RH-4 parcel and the overflow valet parking area.

West of the hotel

To accommodate perpendicular "head in" parking along the Club connector road minor soil excavation and construction of retaining walls along the eastern side is proposed. The proposed retaining walls, are estimated to average 5 feet in height. Additional minor grading is proposed in conjunction with the modification of westerly parking area, P4 as indicated on the Vehicular Circulation & Parking Plan, just north of the main entry to the site to provide access control through relocated security access gates.

East of the hotel

Excavation and construction of retaining walls, averaging approximately 5 feet in height, is necessary to widen the fire service road to meet emergency access requirements. In the easternmost parking lot, P11 as indicated on the Vehicular Circulation & Parking Plan, minor grading is proposed to configure the parking area to better accommodate emergency service vehicles.

Relocated Tennis Courts

In order to relocate two tennis courts into a portion of the existing Club parking lot, which has a slope of approximately 6%, placement of soil and construction of retaining walls, up to five feet in height is necessary to flat surface suitable for tennis courts.

Site accessibility

In order to enhance accessible access minor grading is necessary in select locations to create ADA pedestrian ramps and accessible sidewalks.

It is anticipated that the cumulative grading activity will result in excess soil that cannot be reused on site. The excess soil will be off-hauled from the project site in accordance with all applicable Federal, state and local requirements.

Infrastructure Improvements

Utilities

Subject property is served by existing utilities.

- Domestic Water
Potable water service is provided by East Bay Municipal Utility District “EBMUD.” EBMUD services the site via an existing potable water lines located in Tunnel Road, Claremont Avenue and within the Short Cut easement. Existing Fire Water Service lines are located on-site with a primary source located above the hotel.
- Sanitary Sewer
Existing sewer service to the Hotel and Club will not change. The new residential portion of the project will connect to an existing public sanitary sewer main that currently runs through the Hotel parking lots and serves the Evergreen Lane Area. This main is operated by the City of Oakland and a portion of it will be realigned into the new hotel access drive. Just below the steps at the bottom of the Short Cut, this main connects to another Oakland main which serves the Alvarado Road area and drains through the Short Cut. These combined flows then drain into a City of Berkeley main in Tunnel Road. New flows from the residential portion of the project have been estimated to typically increase the two thirds full design peak flows of existing downstream pipes by approximately 2% or less.
- Dry utilities
AT&T and Comcast provide voice, video and data services with improvements located on overhead improvements within Tunnel Road and on-site on overhead and underground facilities. Power and natural gas is provided by Pacific Gas & Electric. Overhead power lines exist on Tunnel Road and in on-site improvements. A natural gas line is located within Tunnel Road and on site providing services to the hotel and club facilities.

Typical line service extensions from the existing utilities will provide utility service to the proposed residential development.

- Storm Drainage
Storm drainage run off from the Residential Area and Club improvements will be treated before being discharged into downstream systems in accordance with applicable requirements. The treatment process involves a detention component that will provide a hydromodification benefit. If necessary, additional detention will be provided with the net result being no increase in storm drainage runoff for the 10-year design storm and smaller storms.

Construction and Project Phasing

The Project will be divided into two phases, construction of the new residential buildings at the south of the site and construction of the new Club facilities at the north of the site. The two phases will occur consecutively in order to accommodate ongoing Hotel and Club functions for the duration of construction. During construction of the new Club facilities, access to the Club will be limited to the main entrance and parking for Club members will be shifted to the parking lots at the south of the site. During construction of the new residential buildings Hotel access will remain at the main southern entrance and parking for Hotel guests will be shifted to the parking lots at the north of the site.

- Specific construction schedules for each phase TBD
- Estimated start dates for the two phases TBD

Sponsor-Submitted Applications and Technical Studies

The project sponsor has submitted to the City a request for Environmental Review (ER16-010) and the following applications and supporting materials for permits required to develop the Project:

- Pre-Application Submittal
- Basic Application for Development Review
- Application for Conditional Use Permit
- Vesting Tentative Tract Map
- Tree Preservation and Removal Permit
- Other development-related permit materials

Discretionary Actions and Other Planning Considerations

A number of permits and approvals (in addition to those discussed above) would be required before development could proceed. As Lead Agency for the project, the City of Oakland is responsible for the majority of approvals required for development.

A list of the currently anticipated **discretionary** City and other agency permits and approvals that may be required is provided in the Table below.

	Permit/Approval	
City of Oakland	Major Conditional Use Permit	
	Vesting Tentative Map and Condominium Map	
	Variance (if required)	
	Tree Preservation and Removal Permit	
	Design Review	
	Development Agreement (if requested)	
	Demolition permit (if required)	
	Approval of CC&Rs	
	Realignment of existing easements	

Parking Calculations

Claremont Parking Analysis - Current code requirements

Existing Conditions (per IPD 2001 calculations)			
<u>Use</u>	<u>code req's</u>	<u>Required Parking</u>	<u>Area in Sq. Ft./ rooms</u>
Hotel - 276 rooms	.75 space/room	207	276 rooms
Food & Drink	1 space/200 sf	15	2,946 sf
General Assembly (Club and Spa)	1 space/80 sf	355	28,410 sf
Administrative offices	1 space/400 sf	5	1,908 sf
Loading spaces		5	
Residential (Condo's)	1.5 space/unit	-	
TOTAL REQUIRED		587	
TOTAL EXISTING (including valet)		595	

Proposed Project Parking Calculation			
<u>Use</u>	<u>code req's</u>	<u>Required Parking</u>	<u>Area in Sq. Ft./ rooms</u>
Hotel - 276 rooms	.75 space/room	207	276 rooms
Food & Drink	1 space/600 sf	5	2,946 sf
General Assembly (Club and Spa)	1 space/80 sf	430	34,410 sf
Administrative offices	1 space/600 sf	3	1,908 sf
Loading spaces		5	
Residential (Condo's)	1.5 space/unit	65	43 units
TOTAL REQUIRED		715	
TOTAL PROPOSED (including valet)		715	

* Allocable square footage based on prior shared use analysis

The project also would include a Traffic Demand Management program intended to identify measures, which when implemented, would reduce single occupant vehicle peak period trips for both existing and proposed uses and to better manage the site's parking resources.

The proposed parking improvements consisting of covered automobile parking to reduce aesthetic impacts, reconfiguring parking areas to improve increase parking supply in conjunction along with the proposed on-site circulation improvements in conjunction with implementation of a robust TDM program will increase site accessibility and increase overall parking supply for guests of the hotel and members of the Club.

Tentative Parcel Maps

The proposed Tentative Map consists of two existing parcels. Parcels one and two, which comprise a significant portion of subject site, will be subdivided to create three new parcels and a remainder parcel. The existing Parcel One, consisting of approximately 17.05 acres will be subdivided to create an approximate 1.25 acre parcel to accommodate the planned 43

condominium units leaving a remainder parcel of 15.80 acres. Parcel Two, approximately 0.43 acres will be subdivided to accommodate one approximately 8,000 square foot single-family RH-4 parcel and an approximate 11,000 square foot lot to accommodate an overflow valet parking area. In addition, a condominium map will be sought to allow the sale of the attached residences to individual owners.