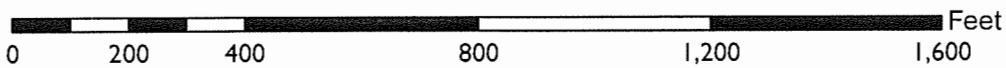
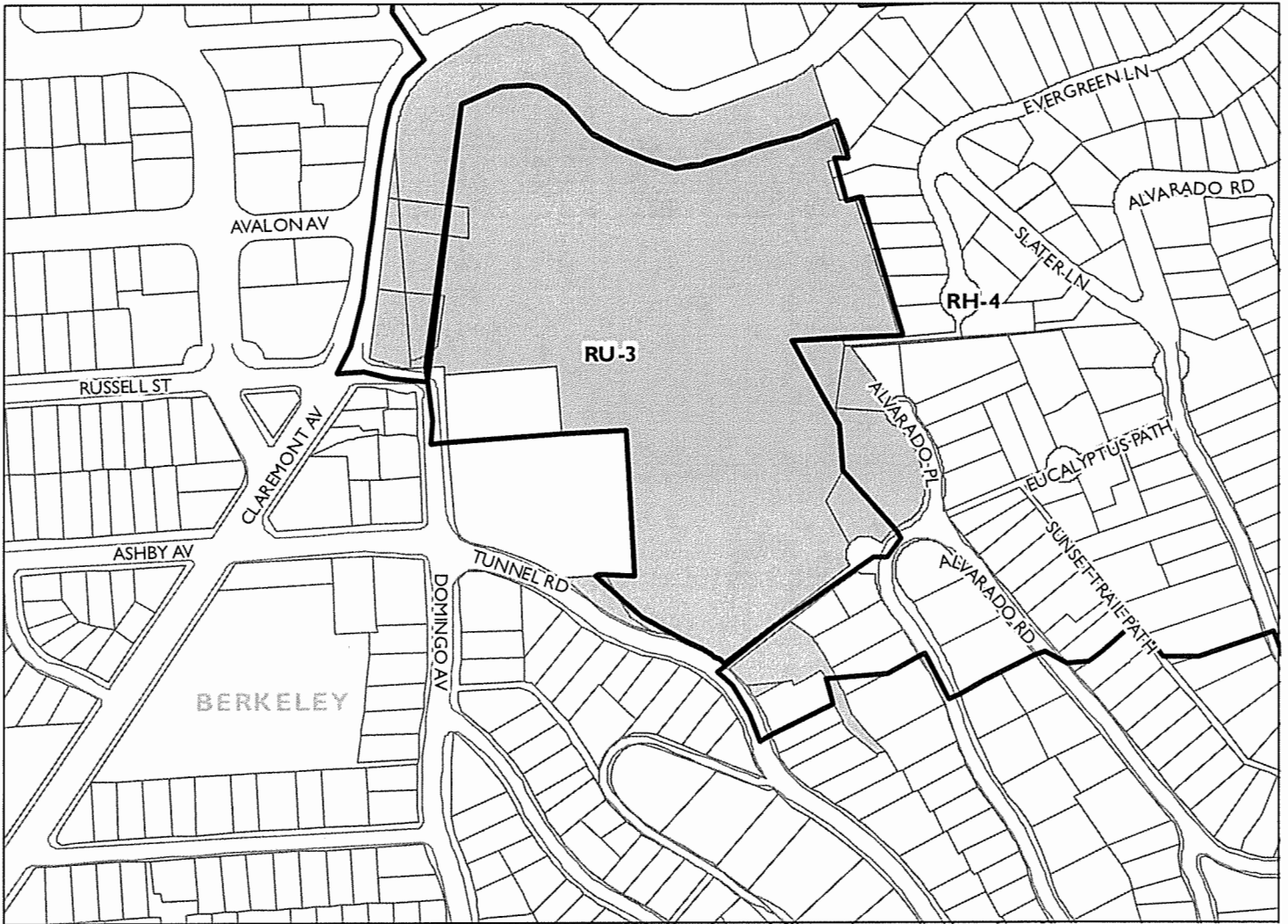


Location:	41 Tunnel Road (Claremont Hotel) (APN: 48H-7670-19, 48H-7670-20, 48H-7670-21, 48H-7670-22, 48H-7670-23, 48H-7670-24, 48H-7670-25, 48H-7670-27, 48H-7670-28-3, 64-4225-04, and 64-4225-05, 48H-7670-26, 48H-7670-29-2, and 64-4226-24)
Proposal:	Scoping session for a proposal for: (a) Site and Circulation Improvements, including: realign site access, modify on-site circulation and parking, replace the existing porte-cochere, and landscape improvements; (b) Club Expansion and Improvements, including: Update and expand existing club facilities including both indoor and outdoor facilities; increase membership by 15 percent (up to 250 new memberships), from 1,600 to a maximum of 1,850 memberships; and (c) New Residential Units – At the southeast portion of the site, construct a 43 unit for-sale residential building on existing surface parking lots and two single-family homes adjacent to the Tunnel Road entry to the site.
Applicant:	Signature Development Group, Inc.
Contact Person/Phone Number:	Jamie Choy / (510)251-9276
Owner:	Claremont Hotel Properties, LP
Case File Number:	ER16-010
Planning Permits Required:	The proposed project would, in part, require modifications to the existing Conditional Use Permit, a Tentative Parcel Map to provide separate parcels for the residential uses, Design Review, and possibly variances.
General Plan:	Community Commercial, Hillside Residential
Zoning:	RH-4, Hillside Residential Zone – 4; RU-3, Urban Residential Zone - 3
Environmental Determination:	Staff has determined that an Environmental Impact Report (EIR) will be prepared for this project. A Notice of Preparation (NOP) to prepare the EIR was published on May 31, 2016. The comment period for the NOP ends on July 6, 2016.
Historic Status:	The Claremont Hotel building (not including the porte-cochere constructed in the 1980’s) is a local Oakland Landmark (LM01-404, Ordinance No. 12438 C.M.S.) and is rated A1+; the Claremont Hotel property is identified as an Area of Primary Importance (API). Thus the Claremont Hotel building (as a landmark) and Claremont Hotel property (as an API) are currently CEQA Historic Resources. The original landmark designating ordinance included a Design Review overlay on the entire property.
Service Delivery District:	2
City Council District:	1
Action to be Taken:	Receive public and City Planning Commission comments about what information and analysis should be included in the EIR.
For Further Information:	Contact case planner Ann Clevenger at (510) 238-6980 or by email: aclevenger@oaklandnet.com.

SUMMARY

The City of Oakland’s Planning and Building Department, Bureau of Planning, is preparing a Draft Environmental Impact Report (EIR) for the proposed Landscape/Circulation Improvements, Club Expansion and Residential Project at the Claremont Hotel property (the project) as described below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical, environmental effects that the project may have on each of the environmental topics outlined in the California Environmental Quality Act (CEQA).

CITY OF OAKLAND PLANNING COMMISSION



Case File: ERI6010
Applicant: Claremont Hotel Properties LP
Address: 41 Tunnel Road
Zone: RH-4, RU-3

The City has determined that project impacts may be significant and an Environmental Impact Report (EIR) will be prepared. The City will be the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and for the land use and project approvals. As such, the City has the responsibility to prepare an EIR for the project. The City has not prepared an Initial Study.

The Notice of Preparation (NOP) was published on May 31, 2016. On that day, the NOP was sent by e-mail to all those who commented by e-mail as of that date (including the City of Berkeley Planning Director), and by US Mail to all commenters who provided a mailing address as of that date; on June 1, 2016, the NOP was sent by US Mail to all owners of property in Oakland within 300' of project site and was posted at seven locations around the subject site (by Applicant); on June 3, the NOP was sent by US Mail to the City of Oakland's CEQA mailing list; on June 6, 2016, the NOP was posted in Yellow Notice signs at two locations at the project site: the Tunnel Road entrance, and the Russell/Domingo entrance (by Staff); on June 9, 2016 the NOP was sent by US Mail, as a Courtesy Notice, to all owners of property located within 300' of project site in Oakland and Berkeley, and on June 16, 2016, Planning Commission Agendas for the July 6, 2016 Scoping hearing were sent by US Mail to owners of property in Oakland located within 300' of the project site.

A scoping session was held on June 13, 2016, at the Landmarks Preservation Advisory Board (LPAB), to receive comments from the Board and the public (see Environmental Review Process section below).

This scoping session is being held to solicit public and City Planning Commission comments on what information and analysis should be contained in the EIR. Specifically, comments should focus on discussing possible impacts on the physical environment, suggestions about methodologies to analyze those impacts, ways in which potential adverse effects might be minimized, and alternatives that may lessen the impacts in light of the project objectives and the EIR's purpose to provide useful and accurate information about such factors. In addition to the oral and written comments received at the LPAB scoping meeting held on June 13, 2016, written comments will be accepted until 4:00 p.m. on July 6, 2016, when this scoping session will also be before the City Planning Commission.

SITE DESCRIPTION

The Claremont Hotel, a designated City of Oakland Landmark, is located in the northern/central portion of the approximately 19.2-acre project site. Landscaping, pedestrian paths, and vehicle access driveways and parking areas surround the hotel, and are not included in the hotel's landmark designation. Landscaped lawns slope down from the hotel on the west, toward the surface parking lots and tennis courts. The northwest portion of the site is comprised of club facilities and a swimming pool complex. Surface parking and a fire access lane are located northeast and southeast of the hotel. Further northeast is a natural area, predominated by eucalyptus trees. The project site is accessible from two primary entrances: an entry from Tunnel Road and an entry from Russell Street and Domingo Avenue. The project site is located in a primarily residential area, with neighborhood serving commercial and retail uses located immediately across Domingo Avenue and Tunnel Road. The project site is not included on any list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

HISTORIC SUMMARY

The Claremont Hotel property is a designated City Landmark per City Ordinance No. 12438 C.M.S., passed by City Council July 30, 2002, and is therefore a historically significant and a historic resource under CEQA. The Claremont Hotel has been determined eligible for listing on the California Register of

Historical Resources (CRHR) and National Register of Historic Places, but is not currently listed on either. Additionally, the Power House, which is located on the same parcel directly northwest of the hotel, was specifically determined eligible for listing on the National Register as a contributing building to the hotel complex.

The Landmark Ordinance designated the Hotel itself as a Landmark and also stated that “the landmark site of said Landmark building is hereby defined as the footprint of the hotel building... including the footprint of elements, such as the porte-cochere, that are directly attached to the hotel building.” The designation requires the preservation of the exterior features, excluding incompatible, non-original elements, changes, and additions. The post-1937 enclosure of the veranda, the porte-cochere on the south end of the building, and other non-original exterior elements of the hotel were specifically excluded from the landmark designation of the hotel itself. In addition, the Landmark ordinance specifically excluded the outdoor recreational facilities, the parking lots, and ancillary buildings from historic designation.

While the Landmark ordinance excluded the associated lands from designation, it placed a design overlay on them. The lands not designated with the hotel were rezoned S-4 (Design Review Combined Zone). The ordinance landmarking the hotel building requires applications for work in the S-4 Zone to protect the sight lines of the hotel building from immediate downhill streets and from distant public views from San Francisco and Oakland and to provide an appropriate sense of open space around the hotel building. The ordinance also recognized the potential for the hotel building to be expanded into these non-designated lands and specified that such proposals would be subject to review by the Landmarks Preservation Advisory Board.

The proposed project would not expand the hotel building. The S-4 zoning district has since been removed from the site through Planning Code amendments; however, the requirements per Ordinance No. 12438 C.M.S. remain applicable including, specifically, the requirement that applications for design review shall be reviewed so as to: (a) protect sight lines of the hotel building from the immediate downhill streets and from distant public views of the building from San Francisco and Oakland; and (b) provide an appropriate sense of open space around the hotel building.

PROJECT DESCRIPTION

The proposed project entails the expansion and improvement of the subject property as summarized below, shown in Figure 2 (see Attachment “A”), and detailed in Table 1 below:

- **Site and Circulation Improvements** – At various locations throughout the site, realign site access, modify on-site circulation and parking, replace the existing porte cochère, and landscape improvements;
- **Club Expansion and Improvements** – At the northwest portion of the site, update and expand existing club facilities including both indoor and outdoor facilities; increase membership by 15 percent (up to 250 new memberships), from 1,600 to a maximum of 1,850 memberships; and

- **New Residential Units** – At the southeast portion of the site, construct a 43 unit for-sale residential building on existing surface parking lots and two single-family homes adjacent to the Tunnel Road entry to the site.

The proposed project would, in part, require modifications to the existing Conditional Use Permit, a Tentative Parcel Map to provide separate parcels for the residential uses, and Design Review for the new residential units. Variances also may be required.

Table 1: Summary of Existing Conditions and Proposed Project Uses and Facilities

Uses and Facilities	Existing	Proposed Project	Total with Project
Hotel Uses			
Hotel (Guest Rooms)*	276	0	276
Residential Uses			
Residential Units	0	45 units	45 units
Residential Area ¹	0	70,000 sf	70,000 sf
Club Uses			
Club Memberships	1,600	250	1,850
Club Facilities	35,000 sf	6,000 sf	41,000 sf
Tennis Courts	10	0	10
Swimming Facilities	4 facilities (1 large pool, 1 lap pool, 1 kid's pool, 1 whirlpool)	1 new adult pool	5 total facilities
Other			
Parking Spaces	481	98 new spaces (30 for club/hotel use; minimum of 68 for residential use (1.5/unit))	579

Table 1Notes:

¹ Approximate net saleable residential area.

sf = square feet

* No internal or external changes to the hotel itself are proposed except for the replacement of the non-historic porte-cochere.

GENERAL PLAN

The General Plan’s Land Use and Transportation Element (LUTE) classifies the majority of the project site as Community Commercial, and other portions of the site as Hillside Residential.

The Community Commercial land use classification is intended to, “*identify, create, maintain, and enhance areas that are suitable for a wide variety of commercial and institutional operations along the City’s major corridors and in shopping districts or centers.*” The Desired Character and Uses may include neighborhood center uses and larger scale retail and commercial uses, and can be complemented by the addition of urban residential development and compatible mixed-use development. The maximum FAR for this classification is 5.0, and the maximum residential density is 125 units per gross acre.

The Hillside Residential land use classification is intended to, “*create, maintain, and enhance neighborhood residential areas that are characterized by detached, single unit structures on hillside lots.*” Typical lot sizes in this classification range from approximately 8,000 square feet to one acre in size. The Desired Character and Uses are to remain residential in character. Maximum density is 5 units per gross acre.

ZONING DISTRICT

The majority of the project site, including the Claremont Club and Power House, is in Oakland’s RU-3 Urban Residential zoning district pursuant to the 2011 rezoning (Ordinance 13064). The Club Annex, the tennis courts along Claremont Avenue, part of the hillside behind the Hotel and Spa, and the proposed Kid’s Camp, are located in zoning district RH-4, Hillside Residential. Surrounding land uses are primarily single-family residential, with some commercial uses located along Domingo Avenue, Ashby Avenue, and Tunnel Road.

ENVIRONMENTAL REVIEW PROCESS

Staff has determined that an EIR is required. The main purpose of this scoping session is to solicit comments from both the Planning Commission and the public on what information and analysis should be considered in the EIR. Specifically, comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR’s purpose to provide useful and accurate information about such factors and the objectives of the project. Comments related to policy considerations and the merits of the project will be the subject of future, duly noticed public meetings.

As stated above, staff published the NOP on May 31, 2016.

At the LPAB meeting¹ on June 13, 2016, comments were received from the public and LPAB members concerning the following:

CEQA-related comments made by the public:

The EIR should study:

- Geology and Soils (grading, excavation, seismic - Hayward fault);
- Safety, Noise (construction-related and ongoing);
- Light (atmospheric impacts);
- Biological Resources (loss of habitat, underground creeks exist);
- Cultural/Historic Resources (including the building and landscape, open space/openness, and the need for a historic landscape consultant to be retained to conduct a historic landscape analysis),
- Aesthetics (beauty of the buildings and grounds);
- Transportation (traffic congestion, related to new residential units, construction-related and for events);
- Air Quality (pollution from construction activities); and
- Hydrology (underground creeks).

¹ The LPAB met as a “Committee of the Whole” because there was no quorum.

Other comments made by the public:

- There are much needed improvements to the building and property, but not the ones proposed;
- Focus should be on improvements to the hotel; and
- Public should be provided all the plans, including elevations and details, so they can comment on the project.

LPAB members comments:

- Support reviving the push to put the hotel on the National Historic Register;
- A subcommittee meeting may be needed regarding the condos and homes;
- The new residential buildings should be more in keeping with the historic nature of the hotel, and parking and landscaping are concerns;
- Alternatives part of the EIR should include different improvements that can return the hotel to its former glory;
- Support Oakland Heritage Alliance's request for renderings of massing from different angles;
- Push developer to consider a design that is more deferential to the hotel;
- Grounds are a cultural resource, much attention will be paid to what happens to the gardens, important to document the timeline of improvements to the site over history;
- How many Eucalyptus trees are being removed?;
- The porte-cochere that's there now is kind of cool; why does it need to be replaced?;
- There already are bleachers at the tennis club;
- Need schematics and a lot more information; proposal needs to be fine-tuned;
- Regarding "false historicism": Is there a way to look at the buildings as not mimicking the historic hotel?;
- Landscaping needs more addressing – what exactly is the "historic landscape" of the Claremont? How would these improvements affect that?;
- EIR needs to look at what's economically viable for the site – not at the expense of the neighbors;
- How do you deal with parking and circulation that doesn't affect the historic resource?;
- How much community outreach has been done?; and
- Acknowledge that this hearing is focusing on what types of information and analysis should be considered in the EIR.

SUMMARY OF DRAFT AND FINAL EIR PROCESS

The public comment period lasts until July 6, 2016. Staff expects the Draft EIR will be available in late 2016/early 2017. Even after the Draft EIR is published, staff will continue to work with the project sponsor to refine their project, respond to the information and analysis contained in the Draft EIR, and move ahead toward the final consideration of the project once the Final EIR is completed. As with previous projects, and as permitted by CEQA (Section 15004(c)), the EIR process and project review, to the maximum extent feasible, should be coordinated and run concurrently. The environmental impact report will address potential environmental impacts associated with construction and operation of the project including construction of the proposed project obtaining all necessary zoning, grading and building permits, and any other discretionary actions required by the City of Oakland and other governmental agencies.

It is anticipated that the project may have significant environmental impacts related to the following environmental topic areas, which will be evaluated in the Draft EIR: **Aesthetics, Air Quality, Historic Architectural Resources, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Noise and Vibration, and Traffic and Transportation**. It is anticipated that the project will have no environmental impacts or not have significant environmental impacts on **Agriculture and Forest**

Resources, Biological Resources, Archeological and Paleontological Resources, Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Shadow and Wind, and Utilities and Service Systems. Nevertheless, these environmental factors will be analyzed in the Draft EIR.

The Draft EIR will also examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable of reducing or avoiding potential significant environmental effects.

The Draft EIR's analysis will encompass the following:

Aesthetics

Aesthetics will be comprehensively considered in the EIR due to the sensitive visual nature of the site and the requirements for the protection of the sight lines of the hotel building from the immediate downhill streets and from distant public views of the building from San Francisco and Oakland and protection of an appropriate sense of open space around the hotel building associated with the City's Landmark designation.

The Aesthetics section of the EIR will include visual simulations of the proposed project on the existing visual character of the site and its surroundings will be described and analyzed, including visibility of the project site from immediate downhill streets and from distant public views of the building from San Francisco and Oakland, potentially including the nearby Oakland hills. The EIR will evaluate the project's potential visual effects based on a site reconnaissance and review of ground level and aerial photographs, topographic data, and the applicant's project drawings. Computer-assisted visual simulations will be used to support the analysis representing "before" and "after" visual conditions at the project site.

The EIR will describe the area's existing visual character using photographs and narrative, and will include views from and to the site, noting the site's visibility as seen from public view corridors and sensitive public viewing locations within the vicinity. The EIR will summarize the project's effects on existing public views and view corridors, using the visual simulations and other collected data. Cumulative visual effects will also be evaluated. The potential impacts associated with new sources of night lighting that may result from new development will be considered.

If a significant impact is identified for any of the analyses described above after application of Oakland's applicable SCAs, feasible mitigation measures will be identified to reduce potential impacts to less-than-significant levels.

Cultural - Historic Architectural Resources

As described in the Historic Summary above, the Claremont Hotel is a designated City Landmark per City Ordinance No. 12438 C.M.S., passed by City Council July 30, 2002, and is therefore a historically significant building and a historic resource under CEQA. The Claremont Hotel has been determined eligible for listing on the California Register of Historical Resources (CRHR) and National Register of Historic Places, but is not currently listed on either. Additionally, the Power House, which is located on

the same parcel directly northwest of the hotel, was specifically determined eligible for listing on the National Register as a contributing building to the hotel.

For the EIR setting section, research will be conducted and a review of existing documentation available regarding the project site as described further below will be undertaken. Background research and a cultural resources field survey will be completed. Background research will include a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System to identify cultural resources studies of and recorded resources in the project area and archival research at the Oakland Cultural Heritage Survey (OCHS) and the Oakland History Room in the Central Branch of the Oakland Public Library.

The EIR will evaluate if the project-related activities would result in a “substantial adverse change” (Public Resources Code [PRC] Section 21084.1) in the historical significance of the Claremont Hotel building. As part of the impacts analysis, a review will be performed of the project construction plans and the project description to determine whether the project will impact any recorded historic built environment resources within the project site, including the Power House. Based on the Secretary of the Interior’s Standards for the Treatment of Historic Properties, the EIR will analyze the project design relative to the architectural character-defining features of the Claremont Hotel. The analysis will be based on the conceptual guidance provided in the Secretary’s Standards, especially as they pertain to impacts of proposed new construction adjacent to a historic resource.

If a significant impact is identified for any of the analyses described above after application of Oakland’s applicable SCAs, feasible mitigation measures will be identified to reduce potential impacts to less-than-significant levels.

Air Quality

The EIR will evaluate the potential air quality impacts associated with construction and operation of the proposed project as described below.

Project Construction and Operational Emissions

A refined estimates of project construction and operational emissions will be made, based on the project description, traffic analysis, and available information regarding construction and retrofit for the project. The emissions analysis will include off-road construction equipment, on-road construction equipment, on-road traffic during operation, and any proposed emergency generators or stationary sources during operation. Land-use emissions such as those from architectural coatings and landscaping are also included in this assessment. To the extent feasible these emissions estimates will include project-specific construction data and energy-use data, for example as a result of LEED planning analyses.

Health Risk Assessment

A health risk assessment (HRA) from project construction and operational emissions on off-site sensitive receptors will be performed using refined air dispersion modeling with AERMOD. The pollutants of concern are diesel particulate matter (DPM) from construction, as well as any emergency generators during the operational phase, and speciated diesel organic compounds (for acute health effects

assessment) and speciated gasoline organic compounds from vehicles. Local meteorological data from UC Berkeley, collected by the BAAQMD, which will require processing for use with AERMOD using the latest US EPA tools and guidance, will be used.

If a significant impact is identified for any of the analyses described above after application of Oakland's applicable Standard Conditions of Approval (SCA's), feasible mitigation measures will be identified to reduce potential impacts to less-than-significant levels.

Geology and Soils

The EIR will evaluate the potential geology and soils impacts associated with construction and operation of the proposed project as described below.

The project site is located in a seismically-active portion of Northern California. The Hayward Fault crosses the eastern portion of the project site and the project site is within an Alquist-Priolo Earthquake Fault Zone Act (AP) area for the Hayward Fault. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. A significant earthquake on the Hayward Fault, or on one of the other regional faults near the project area, will likely produce severe ground shaking, and potentially surface fault rupture, during the life of the project. The project site is not located within a California Geological Survey delineated Liquefaction Hazards Zone, but is bordered by an earthquake-induced Landslide Hazard Zone.

If a significant impact is identified for any of the analyses described above after application of Oakland's applicable SCAs, feasible mitigation measures will be identified to reduce potential impacts to less-than-significant levels.

Noise and Vibration

The EIR will evaluate the potential noise and vibration impacts associated with construction and operation of the proposed project as described below.

The primary source of noise in the vicinity of the project site is noise on local roadways, including Tunnel Road and Claremont Avenue. To establish the ambient noise levels at the project site and at nearby residential receptors, 24-hour noise measurements will be collected from two to three locations on-site and two to three locations off-site. These measurements will be collected on two separate days at each location, once on a weekday and once on a weekend day, for a total of up to 12 long-term ambient noise level measurements. During the site reconnaissance, there will also be collected between two to four short-term 15-minute noise level measurements (the exact number and location of the measurements will be determined during the site reconnaissance based on the conditions observed in the field) in order to help characterize ambient noise along the nearby roadways. Based on the ambient noise level data collected, the EIR will evaluate whether the recreational and residential uses proposed by the project are compatible with the land use compatibility guidelines in the Noise Element of the City of Oakland General Plan. The ambient noise level measurement data collected will be provided in a technical appendix.

Noise and vibration impacts to nearby residential receptors could occur during project construction from the use of heavy equipment. Based on the construction schedule, phasing, and equipment details provided, the EIR will calculate the expected noise and vibration levels at the nearest sensitive receptor locations from construction activities using published data for noise and vibration from the types of equipment that would be used during construction. The noise impacts from construction will be evaluated relative to Oakland's noise ordinance standards for construction. Because the project is located immediately adjacent to the City of Berkeley, the evaluation will also consider noise impacts relative to Berkeley's construction noise ordinance. The significance of vibration impacts will be evaluated relative to the Federal Transit Administration's criteria for human annoyance and building damage from vibration.

During project operation, noise impacts could occur as a result of the potential increase in club membership and the new residential uses on the project site, which would increase vehicular traffic along local roads. The EIR will model existing, project-generated, and cumulative traffic noise using the traffic counts and future traffic volumes predictions developed in the traffic study. The input and output from the traffic noise model will be provided in a technical appendix. Other potential sources of noise associated with project operation may include heating, air conditioning and ventilation systems, emergency generators, and outdoor recreational activities. The EIR will evaluate the expected noise levels from these sources at the nearest sensitive receptor locations. There are no proposed uses or equipment with the potential to generate substantial vibration during project operation, therefore the exposure of future occupants and nearby receptors to substantial vibration as a result of project operation is not anticipated.

If a significant impact is identified for any of the analyses described above after application of Oakland's applicable SCAs, feasible mitigation measures will be identified to reduce potential impacts to less-than-significant levels.

Traffic and Transportation

The EIR will evaluate the potential traffic and transportation impacts associated with construction and operation of the proposed project as described below.

While the project is primarily located within the City of Oakland, it will add traffic to facilities under the jurisdiction of both the City of Berkeley and Caltrans. Facilities located within the City of Berkeley will be evaluated using Berkeley's methodologies and standards of significance, while facilities in the City of Oakland will be evaluated using Oakland's methodologies and standards of significance.

Identify Study Intersections and Collect Intersection Data

The EIR will develop weekday daily, and AM and PM peak hour trip generation estimates for the project using trip generation rates published by the Institute of Transportation Engineers (ITE) in their Trip Generation Manual, Ninth Edition reference. Estimates will also be prepared for the weekend daily and weekend midday peak hour using the same methodology. Since ITE data are generally based on data collected at suburban sites, the ITE-based trip generation rates will be adjusted to account for the project

proximity to transit and apply appropriate reduction factors in accordance with Oakland's Transportation Impact Study Guidelines. The amount of transit, walking and biking trips generated by the proposed project will also be estimated. The trip generation analysis will consider the amount of new traffic anticipated to be generated by the newly proposed residential uses as well as the expected 15 percent increase in membership at the club facilities.

The EIR will assign the trip generation to the roadway system using a trip distribution pattern developed for the project based on the traffic flows in the area, project driveway locations, current roadway configurations, the ACTC model and location of complementary land uses.

Oakland's Transportation Impact Study Guidelines recommend the analysis of traffic impacts at signalized intersections where the project would increase traffic volumes by 50 or more peak-hour trips and at unsignalized intersections where the project would increase traffic volumes on the controlled approach by 10 or more peak-hour trips. Using these criteria, the EIR will identify all study intersections in Oakland necessary for inclusion in the analysis. Using City of Berkeley criteria, the EIR will identify all study intersections in Berkeley necessary for inclusion in the analysis. The results of this task will be summarized in a memorandum for review and comment by City staff before proceeding with subsequent tasks. If necessary, the scope of work, including the list of study intersections, based on the results of this task and/or comments from City staff will be revised.

Weekday morning, weekday evening, and weekend midday peak hour (for a two-hour peak period per the City's TIS guidelines) traffic counts will be collected at any identified study intersections for which data is not currently available. As part of preliminary studies conducted in November 2015, weekday AM and PM peak hour traffic counts were collected at the following five intersections: Claremont Hotel Access/Tunnel Road, Claremont Avenue/Ashby Avenue, Ashby Avenue/College Avenue, Claremont Avenue/College Avenue, and Tunnel Road/Hiller Drive/SR 13 Ramps. These counts will be submitted for City staff review and approval, along with all new counts collected as part of the work effort.

Project Setting/Existing Conditions

Using the intersection counts, the EIR will analyze existing peak hour levels of service (LOS) using the Transportation Research Board's 2010 Highway Capacity Manual (HCM) methods for signalized and unsignalized intersections. As required by Oakland, the Synchro software will be employed to perform these analyses. Fehr & Peers will perform field reconnaissance to document the existing roadway configurations, transit services, and bicycle and pedestrian facilities, in the project vicinity.

Baseline Forecasts for 2040

The latest version of the Alameda County Transportation Commission Model (released in June 2015 based on Association of Bay Area Governments (ABAG) Projections 2013, i.e., Sustainable Community Strategies) will be used to forecast intersection volumes at the study intersections for the 2040 No Project baseline scenario at weekday AM, weekday PM, and weekend midday peak hours.

Traffic Impacts (Existing, Existing Plus Project Buildout, 2040 No Project, and 2040 Plus Project Buildout, Safety)

The EIR will analyze the potential impacts of the project on the study intersections. Weekday AM, weekday PM, and weekend midday peak hour intersection levels of service using the 2010 Highway Capacity Manual (HCM) methodology (Synchro software) will be calculated for the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- 2040 No Project Conditions; and
- 2040 Plus Project Conditions.

The EIR will identify significant intersection impacts using the applicable city's CEQA Thresholds of Significance Guidelines (Oakland's for facilities in Oakland and Berkeley's for facilities in Berkeley) and considering applicable SCAs, including the requirement to submit a Transportation and Parking Demand Management (TDM) Plan, and where necessary propose potential mitigation measures that would reduce adverse transportation impacts to less-than-significant levels, if possible. The EIR also will consider whether the project would cause or expose motorists to a permanent and substantial transportation hazard.

Site Access/Circulation Impacts

The EIR will review the proposed project site plan to evaluate safety and efficiency for motorists, bicyclists, and pedestrians. This analysis may not be required in response to a specific City of Oakland CEQA threshold; however, this type of review is typical in many City transportation assessments and clarification will be provided as to whether this review is required by or part of the CEQA analysis. To the extent the project proposes a feature which is unsafe, the EIR may identify and propose modifications.

Specifically, the site plan will be reviewed for the following:

- Site access and interface with roadway network including adequacy of turn-pocket lengths, driveway throat lengths, sight distance and level of service;
- Review of pedestrian facilities, such as crosswalk treatments, sidewalk widths and ADA considerations adjacent and within the project site;
- Sight distance for pedestrians and automobiles at conflict points;
- Truck access and loading;
- Vehicular circulation and internal operations;
- Emergency access and circulation;
- Pedestrian access and circulation within and adjacent to the site;
- Transit circulation and stops adjacent to the site; and
- Pedestrian access to and from transit stops.

Transit Impacts

The EIR will review whether the project would result in substantially increased travel times for AC Transit buses or directly or indirectly result in a permanent substantial decrease in bus rider safety. These calculations will be prepared in accordance with the City's guidelines. Significant adverse impacts (if any) will be identified in accordance with Oakland's significance criteria. If no City of Oakland significance criteria warrant this analysis, it will be noted that this analysis is not required by or part of the CEQA analysis.

Parking Supply and Demand Analysis²

While not a CEQA impact criteria, the project's proposed parking supply will be evaluated and compared to the City's Code requirements. In addition, a parking demand analysis will be performed to document the anticipated parking demands of the proposed project using national and local industry standard practice. Any forecast shortfalls, and potential improvement measures, will be described.

Pedestrian Safety Impacts

The number of new pedestrian and walking trips that are anticipated to be generated by the proposed project will be forecast and assigned to area pedestrian facilities. While capacity issues are not anticipated, local pedestrian network (sidewalks, crosswalks, etc.) will undergo review to identify any safety concerns created by the project. Significant adverse impacts (if any) will be identified in accordance with Oakland's significance criteria.

Bicycle Safety Impacts

The number of new bicycle trips that are anticipated to be generated by proposed project will be forecast and assigned to area bike facilities. While capacity issues are not anticipated, the local bicycle network (lanes, routes, etc.) will be reviewed to identify any safety concerns created by the project. Significant adverse impacts (if any) will be identified in accordance with Oakland's significance criteria.

VMT Assessment

The EIR will also conduct a Vehicle Miles Traveled (VMT) screening analysis in accordance with current California Office of Planning and Research (OPR) guidance. The City does not yet have published guidelines, requirements, methodologies or criteria related to VMT, and for the Draft EIR anticipates relying on existing level of service (LOS) thresholds. In line with current OPR guidance, and for informational purposes, the EIR will review whether current per capita home-based trip VMT in project's Traffic Analysis Zone (TAZ) within the ACTC model is 15 percent less than the regional or city average. If this analysis finds that the current trip making characteristics (VMT) within the project's

² The City's Standard Condition of Approval requires a Transportation Demand Management Program (TDM) be prepared to provide policies and strategies to reduce the project's travel demand (specifically that of the single occupant private automobile) and/or redistribute the demand over time (outside of the peak period). TDM strategies and policies typically aim to (1) expand the supply and availability of alternative modes, (2) reduce/control automobile demand, (3) provide incentives for using alternative modes, or (4) imposing or increasing the costs of using the automobile. To the extent available, it will be included in the Draft EIR; otherwise, it will be submitted later in the planning process.

TAZ are not 15 percent less than the regional or city average, the EIR will quantify the effects of the TDM plan being prepared for the project. If additional TDM measures are necessary to bring the project within the current VMT guidance threshold, they will be developed and proposed.

Other Thresholds

The EIR will evaluate whether the project would fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.

Construction Impacts

Using information to be provided by the project proponent, the EIR will evaluate traffic and parking conditions expected to prevail during construction of the proposed project. It is anticipated that the following information will be provided relative to project construction:

- Number of truck trips;
- Timing of truck trips (time of day, peaking, etc.);
- Number of construction worker trips; and
- Location and amount of construction worker parking.

While traffic during construction is anticipated to be lower than traffic subsequent to project completion, potential issues and conditions during project construction will be assessed and described. Recommendations will be developed for any identified issues and City SCAs for construction period activities will be documented.

If a significant impact is identified for any of the analyses described above after application of Oakland's applicable SCAs, feasible mitigation measures will be identified to reduce potential impacts to less-than-significant levels.

Alternatives Analysis

The EIR will identify and evaluate a reasonable range of alternatives, including the No Project alternative. The alternatives will be based in part on significant impacts that are identified during the Setting, Impacts, and Mitigation Measures phase of the Draft EIR process, and will be designed to reduce one or more of the identified significant impacts.

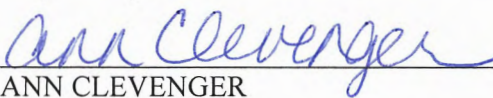
According to the CEQA Guidelines, alternatives can be evaluated in less detail than the project; thus, the alternatives analysis in the EIR will be undertaken at a qualitative level, but the discussion will be of sufficient detail to evaluate the benefits and drawbacks of each alternative, and to provide some qualitative conclusions regarding the alternatives. Specifically for traffic and transportation, the transportation consultant will qualitatively describe the likely transportation impacts based on a calculation of trip generation for each of the alternatives as compared to each other and to the proposed project.

Based on the Alternatives Analysis, the Environmentally Superior Alternative will be identified, as required by CEQA.

CONCLUSION

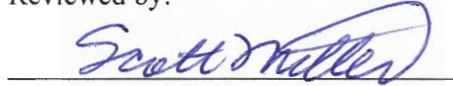
Staff requests the public and the Planning Commission provide comments on what types of information and analysis, including alternatives, should be considered in the Draft EIR.

Prepared by:



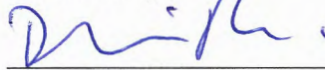
ANN CLEVINGER
Planner III

Reviewed by:




SCOTT MILLER
Zoning Manager

Reviewed by:



DARIN RANELETTI
Deputy Director
Bureau of Planning

Approved for Forwarding to the City Planning Commission:

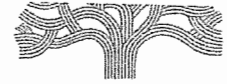


RACHEL FLYNN
Director
Department of Planning and Building

Attachments:

- A. Notice of Preparation (NOP)
- B. Plans*
- C. Ordinance No. 12438 C.M.S. (Landmarks Ordinance)

**The plans attached to this Report are the most recent set of plans provided to Staff, and are the same as those that were attached to the report for the June 13, 2016, Landmarks Preservation Advisory Board EIR scoping hearing. They consist of excerpts and updates to the originally-submitted plans dated February 11, 2016. The attached plans are an adequate basis for interested parties to provide comments about the scope the draft EIR. Further, the NOP also attached herein as Attachment "A", adequately describes the core components of the project for purposes of the EIR scoping hearing. Both the attached plans and those originally-submitted plans, and all other public documents are on file and available for review at the Planning and Zoning offices, 250 Frank H. Ogawa Plaza, 2nd Floor, Oakland, CA.*



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA • SUITE 3315 • OAKLAND, CALIFORNIA 94612

Planning and Building Department
Bureau of Planning

(510) 238-3941
FAX (510) 238-6538
TDD (510) 238-3254

**NOTICE OF PREPARATION (NOP) OF A
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
FOR THE CLAREMONT HOTEL – CLUB EXPANSION AND
RESIDENTIAL PROJECT**

The City of Oakland's Planning and Building Department, Bureau of Planning, is preparing a Draft Environmental Impact Report (EIR) for the proposed Claremont Hotel – Club Expansion and Residential Project (the project) as identified below, and is requesting comments on the scope and content of the Draft EIR. The Draft EIR will address the potential physical, environmental effects that the project may have on each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City has **not** prepared an Initial Study.

The City of Oakland is the Lead Agency for the project and is the public agency with the greatest responsibility for approving the project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the project. When the Draft EIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy.

Responses to this NOP and any questions or comments should be directed in writing to or via email to: Ann Clevenger, City of Oakland, Bureau of Planning, 250 Frank H. Ogawa, Suite 2114 Oakland, CA 94612; (510) 238-6980 (phone); (510) 238-4730 (fax) or by e-mail at aclevenger@oaklandnet.com. Written comments on the NOP must be received at the above mailing or e-mail address **by 4:00 p.m. on July 6, 2016**. Please reference case number **ER16-010** in all correspondence.

In addition, comments may be provided at the EIR Scoping Meetings to be held before the Landmarks Preservation Advisory Board and the City Planning Commission.

All comments should focus on potential impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR's purpose to provide useful and accurate information about such factors.

PUBLIC SCOPING HEARINGS:

The Landmarks Preservation Advisory Board will conduct a public scoping hearing focusing on the Cultural Resource related aspects of the Draft EIR for the project on **Monday, June 13, 2016, at 6:00 p.m.** in Sgt. Mark Dunakin Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA .

The City Planning Commission will conduct a public scoping hearing on the Draft EIR for the project on **Wednesday, July 6, 2016, at 6:00 p.m.** in Sgt. Mark Dunakin Hearing Room 1, City Hall, 1 Frank H. Ogawa Plaza, Oakland, CA.

PROJECT TITLE: Claremont Hotel – Club Expansion and Residential Project

PROJECT LOCATION: The project site is a portion of the properties that comprise the Claremont Hotel, Club and Spa, and is approximately 19.2 acres at 41 Tunnel Road, located primarily within the City of Oakland. A 0.24-acre portion of the site is located within the City of Berkeley; however, no new structures are proposed within Berkeley. The project site is situated at the base of the Claremont Hills, and as shown in Figure 1. It is generally bounded by Claremont Avenue, Domingo Avenue, Tunnel Road/State Route 13, the Berkeley Tennis Club, as well as Alvarado Road. The site is comprised of eleven parcels in the City of Oakland (Accessor Parcel Numbers [APN] 48H-7670-19, 48H-7670-20, 48H-7670-21, 48H-7670-22, 48H-7670-23, 48H-7670-24, 48H-7670-25, 48H-7670-27, 48H-7670-28-3, 64-4225-04, and 64-4225-05) and three parcels entirely within the City of Berkeley (APNs 48H-7670-26, 48H-7670-29-2, and 64-4226-24).

PROJECT SPONSOR: Claremont Hotel Properties, LP.

EXISTING CONDITIONS: The Claremont Hotel, a designated City of Oakland Landmark, is located in the northern/central portion of the approximately 19.2-acre project site. No modifications are proposed to the hotel building, except for replacement of the existing porte cochère (which was added in the 1980s). Landscaping, pedestrian paths, and vehicle access driveways and parking areas surround the hotel. Landscaped lawns slope down from the hotel on the west, toward the surface parking lots and tennis courts. The northwest portion of the site is comprised of club facilities and a swimming pool complex. Surface parking and a fire access lane are located northeast and southeast of the hotel. Further northeast is a natural area, predominated by eucalyptus trees. The project site is accessible from two primary entrances: an entry from Tunnel Road and an entry from Russell Street and Domingo Avenue. The project site is located in a primarily residential area, with neighborhood serving commercial and retail uses located immediately across Domingo Avenue and Tunnel Road. The project site is not included on any list compiled pursuant to Government Code Section 65962.5.

PROJECT DESCRIPTION: The proposed project entails the expansion and improvement of the subject property as summarized below, shown in Figure 2, and detailed in Table 1 below:

- **Site and Circulation Improvements** – At various locations throughout the site, realign site access, modify on-site circulation and parking, replace the existing porte cochère, and landscape improvements;
- **Club Expansion and Improvements** – At the northwest portion of the site, update and expand existing club facilities including both indoor and outdoor facilities; increase membership by 15 percent (up to 250 new members), from 1,600 to a maximum of 1,850 members; and
- **New Residential Units** – At the southeast portion of the site, construct a 43 unit for-sale residential building on existing surface parking lots and two single-family homes adjacent to the Tunnel Road entry to the site.

The proposed project would, in part, require modifications to the existing Conditional Use Permit, a Tentative Parcel Map to provide separate parcels for the residential uses, and Design Review for the new residential units. Variances also may be required.

Table 1: Summary of Existing Conditions and Proposed Project Uses and Facilities

Uses and Facilities	Existing	Proposed Project	Total with Project
Hotel Uses			
Hotel (Guest Rooms)	276	0	276
Residential Uses			
Residential Units	0	45 units	45 units
Residential Area ¹	0	70,000 sf	70,000 sf
Club Uses			
Club Members	1,600	250	1,850
Club Facilities	35,000 sf	6,000 sf	41,000 sf
Tennis Courts	10	0	10
Swimming Facilities	4 facilities (1 large pool, 1 lap pool, 1 kid's pool, 1 whirlpool)	1 new adult pool	5 total facilities
Other			
Parking Spaces	481	98 new spaces (30 for club/hotel use; minimum of 68 for residential use (1.5/unit))	579

Notes:

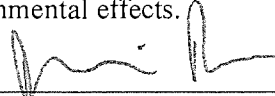
¹ Net saleable residential area.

sf = square feet

PROBABLE ENVIRONMENTAL EFFECTS: It is anticipated that the project may have significant environmental impacts related to the following environmental topic areas, which will be evaluated in the Draft EIR: **Aesthetics, Air Quality, Historic Architectural Resources, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Noise and Vibration, and Traffic and Transportation.** It is anticipated that the project will have no environmental impacts or not have significant environmental impacts on **Agriculture and Forest Resources, Biological Resources, Archeological and Paleontological Resources, Energy, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Shadow and Wind, and Utilities and Service Systems.** Nevertheless, these environmental factors will be analyzed in the Draft EIR.

The Draft EIR will also examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable of reducing or avoiding potential environmental effects.

May 31, 2016
File Number ER16-010



Darin Ranelletti
City of Oakland
Environmental Review Officer

Attachments:

- Figure 1 Project Site
- Figure 2 Proposed Project Site Plan

CLAREMONT CLUB, SPA & RESIDENCES

A FAIRMONT HOTEL

LANDMARKS SUBMITTAL

LOCATION MAP



VICINITY MAP



PROJECT DIRECTORY

OWNER
 Claremont Hotel Properties, LP
 41 Tunnel Road
 Oakland, CA 94705

DEVELOPER
 Signature Development Group
 2335 Broadway, Suite 200
 Oakland, CA 94612
 (510) 251 9270
 Contact: Jamie Choy
jchoy@signaturedevelopment.com

MASTER PLANNER
 Hart Howerton
 One Union Street
 San Francisco, CA 94111
 (415) 439 2200
 Contact: Eron Ashley
eashley@harthowerton.com

ARCHITECT
 Levy Design Partners
 90 South Park Street
 San Francisco, CA 94107
 (415) 777 0561
 Contact: Toby Levy
toby@levydesignpartners.com

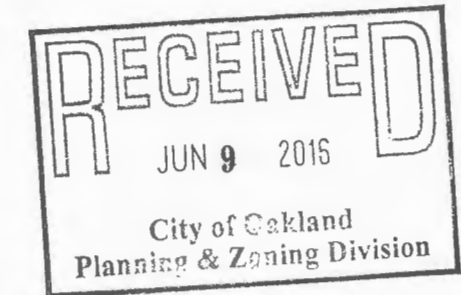
ARCHITECT
 Hart Howerton
 One Union Street
 San Francisco, CA 94111
 (415) 439 2200
 Contact: Eron Ashley
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LANDSCAPE ARCHITECT
 Hart Howerton
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 San Francisco, CA 94111
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 Contact: Eron Ashley
eashley@harthowerton.com

CIVIL ENGINEER
 Ruggeri-Jenson-Azar
 4690 Chabot Drive, Suite 200
 Pleasanton, CA 94588
 (925) 227 9100
 Contact: Mark Falgout
mfalgout@rja-gps.com

SHEET INDEX

		Landmarks Submission 6/13/16
GENERAL, SITE & LANDSCAPE		
G001	Cover Sheet	X
G002	Site Plan - Existing Conditions	X
G003	Neighborhood Plan	X
G004	Existing Site Photos	X
G005	Site Plan - Proposed	X
G006	Pedestrian Circulation & Access Plan	X
G007	Proposed Aerial Rendering	X
RESIDENTIAL BUILDINGS		
AR001	Residential - Site Photos	X
AR002	Residential - Inspiration Images Imagery	X
AR003	Residential - Floor Plans	X
AR004	Residential - Building Section	X
AR005	Residential - Site Section	X
AR006	Residential - Rendering	X
HOTEL		
AH001	Hotel - Porte Cochere Rendering	X













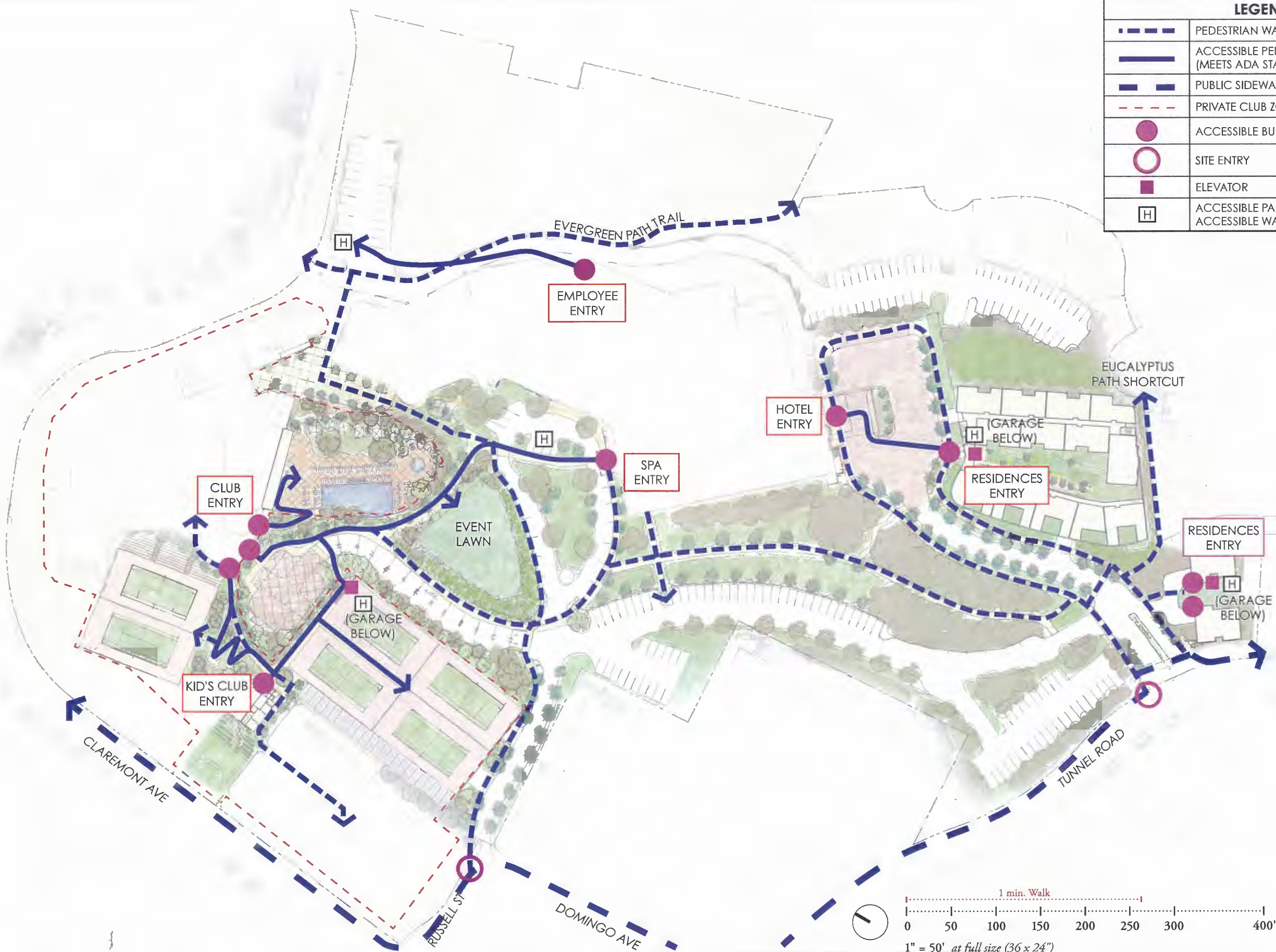


CLAREMONT CLUB,
SPA & RESIDENCES
A FAIRMONT HOTEL Oakland, CA





LEGEND	
	PEDESTRIAN WALKWAY
	ACCESSIBLE PEDESTRIAN WALKWAY (MEETS ADA STANDARD)
	PUBLIC SIDEWALK IN R.O.W.
	PRIVATE CLUB ZONE
	ACCESSIBLE BUILDING ENTRY
	SITE ENTRY
	ELEVATOR
	ACCESSIBLE PARKING CONNECTED TO ACCESSIBLE WALKWAY







1 SITE: AERIAL VIEW



2 SITE: ENTRYWAY FROM TUNNEL ROAD



3 SITE



4 SITE: EVERGREEN PATH



5 CLAREMONT HOTEL PARKING LOT



6 SLOPE OF SITE



SITE MAP

1 EXISTING SITE PHOTOS



1 CLAREMONT HOTEL



SITE MAP

2 NEIGHBORING BUILDING PHOTOS





Image Source: Gensler

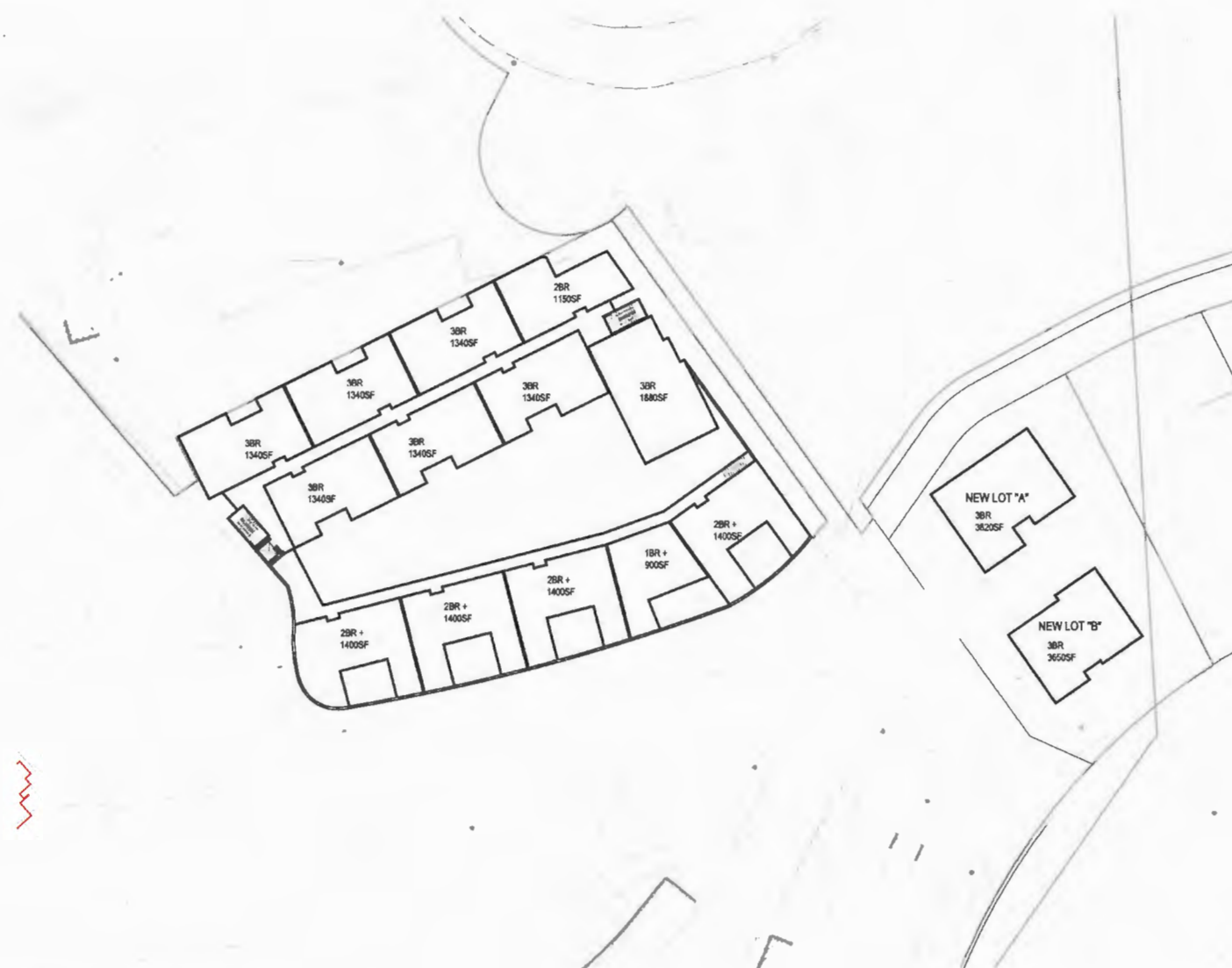
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CLAREMONT CLUB,
SPA & RESIDENCES
A FAIRMONT HOTEL Oakland, CA

Hotel - Porte Cochere Rendering | AH001

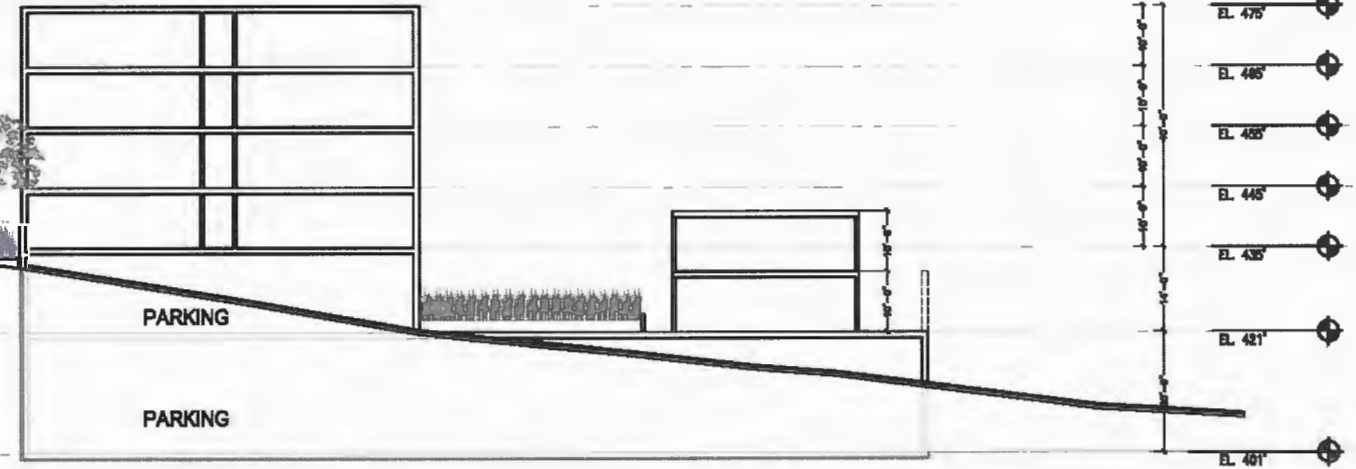
June 13, 2016

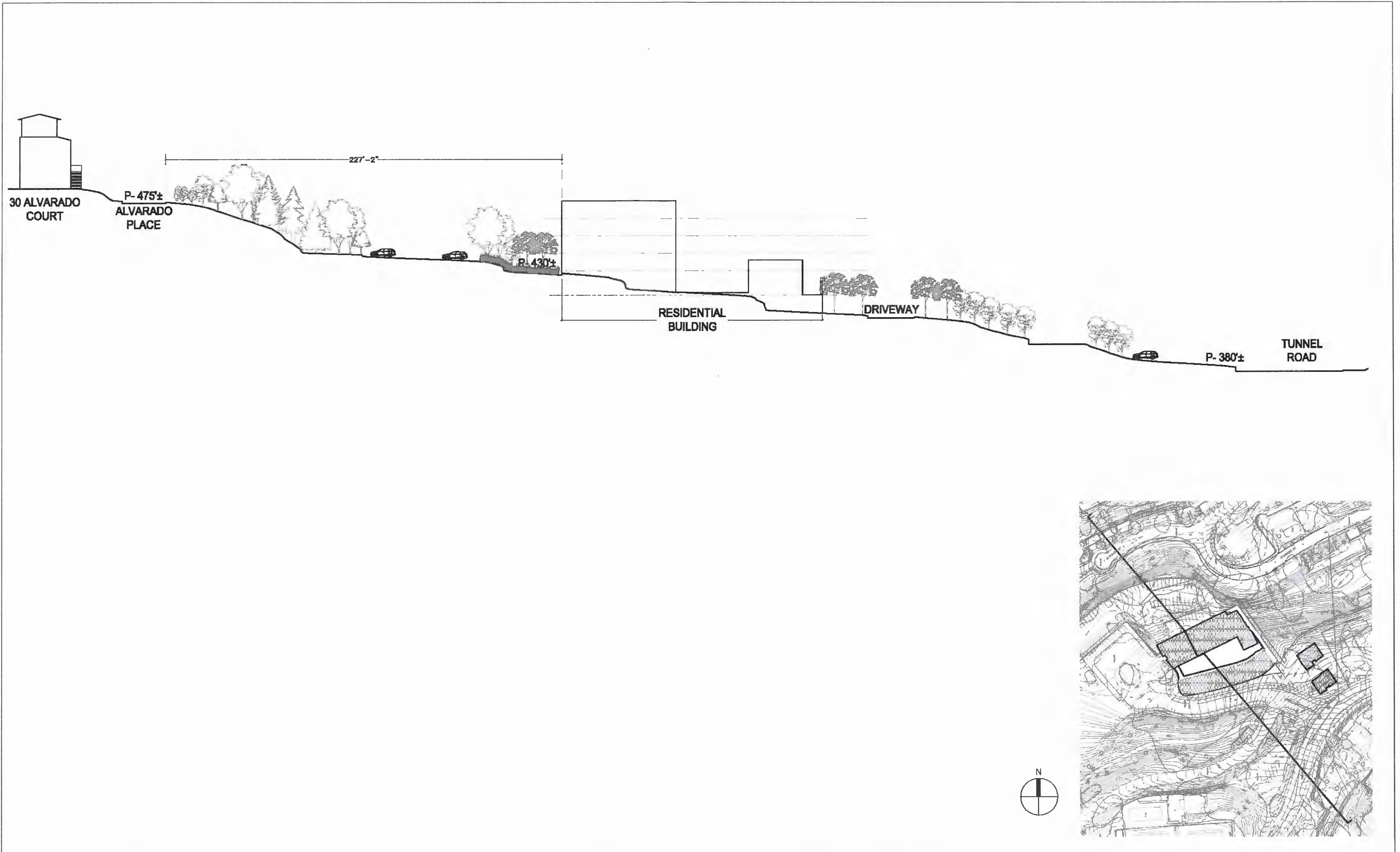


SECOND FLOOR PLAN

Unit Breakdown Summary:		
Residential Units		
# of Units	Type	SF (Net)
3	1BR	900/1175
12	2BR	1150/1400
28	3BR	1340/1880
2	3BR(SINGLE FAMILY)	3650/3820
45	Total Units	65925

ALVARADO
PLACE







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CLAREMONT CLUB,
SPA & RESIDENCES
A FAIRMONT HOTEL Oakland, CA

Residential - Rendering | AR006

June 13, 2016

Lm01-404

REVISED
7-29-02

FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

ORDINANCE NO. 12438 C.M.S.

02 JUL 30 AM 11:55

INTRODUCED BY COUNCILMEMBER _____

ORDINANCE REZONING THE HOTEL BUILDING LOCATED AT 41 TUNNEL ROAD (HISTORIC NAME: CLAREMONT HOTEL; CURRENT NAME: THE CLAREMONT RESORT AND SPA) TO A DESIGNATED LANDMARK PURSUANT TO SECTION 17.102.030 OF THE OAKLAND PLANNING CODE and REZONING ALL OTHER PORTIONS OF THE PROPERTY AT 41 TUNNEL ROAD AND 2829 CLAREMONT AVENUE TO ADD S-4, DESIGN REVIEW COMBINING ZONE, TO THE UNDERLYING ZONES PURSUANT TO CHAPTER 17.144 OF THE OAKLAND PLANNING CODE.

WHEREAS, the Landmarks Preservation Advisory Board recommended rezoning the hotel building and the entire property of the Claremont Resort and Spa (historic names: Claremont Hotel) at 41 Tunnel Road to a designated Landmark pursuant to Section 17.102.030 of the Oakland Planning Code; and

WHEREAS, subsequent to the resolution adopted by the Landmarks Preservation Advisory Board recommending designation of both the building and the grounds as a landmark, the property owner objected in writing to landmark designation of the grounds and agreed to accept landmark designation of the hotel building; and

WHEREAS, notice of a public hearing on this matter was given to the owner of subject property and to the public pursuant to Section 17.144 of the Oakland Planning Code; a public hearing was held by the City Planning Commission on March 6, 2002; and

WHEREAS, after closing the public hearing, the City Planning Commission voted on March 6, 2002, to recommend rezoning the hotel building to a designated landmark and rezoning the remainder of the site to add S-4, Design Review Combining Zone, to the underlying zoning with design review applications for expansions of the hotel that are attached to the historic hotel building being referred to the LPAB for advisory input and with specific language in the Ordinance to protect sight lines toward the hotel building and to provide a sense of openness around the hotel; and

WHEREAS, the provisions of the California Environmental Quality Act (CEQA), and the guidelines as prescribed by the Secretary for Resources, as amended, have been satisfied pursuant to Section 15308 of the California Code of Regulations, as this designation is exempt from CEQA; and

WHEREAS, the City Council has determined that the hotel building has historical and architectural significance as described in the nomination application and in the public record of this application, and is a unique asset to the City; and that for these reasons, the historic hotel building is worthy of landmark designation; now therefore

THE COUNCIL OF THE CITY OF OAKLAND DOES ORDAIN AS FOLLOWS:

SECTION 1. The hotel building, shown on Exhibit A, at the Claremont Resort and Spa (historic name: Claremont Hotel) address 41 Tunnel Road, is hereby designated as a Landmark pursuant to Section 17.102.030 of the Oakland Planning Code. All other portions of the property including but not limited to the outdoor recreational facilities, the parking lots and ancillary buildings located on the property are not included in the landmark designation. Any future alteration, addition, demolition, or removal of the hotel building shall be subject to the provisions of OPC Section 17.102.030, as well as the applicable policies of the Historic Preservation Element of the Oakland General Plan.

SECTION 2. The particular features of the Landmark that should be preserved are the original exterior features of the building as they exist on the date hereof excluding any incompatible, non-original elements, changes and additions to the building. This specifically excludes from the elements to be preserved, but said exclusion is not limited to, the post-1937 enclosure of the veranda, the porte cochere on the south end of the building and other non-original exterior elements of the hotel building.

The exterior features of the building may be modified to replicate or more closely resemble its original appearance subject to the provisions of the OPC or may be modified to improve the appearance or function provided the changes do not substantially adversely affect character defining elements of the building and are consistent with the design review criteria of OPC Section 17.102.030 applicable to landmarks.

SECTION 3. The landmark site of said Landmark building is hereby defined as the footprint of the hotel building as it exists on the date of this ordinance, including the footprint of elements, such as the porte cochere, that are directly attached to the hotel building.

SECTION 4. The Director of City Planning is hereby directed to execute and cause to be recorded in the Recorder's Office of the County of Alameda a notice of designation of said Landmark.

SECTION 5. The property at the Claremont Resort and Spa (located at 41 Tunnel Road and 2829 Claremont Avenue) excluding the hotel building is hereby rezoned to add S-4, Design Review Combining Zone, to the underlying zoning. This rezoning to S-4 excludes the portion of parcel # 048H-7670-027 containing the footprint of the landmark building. The parcels rezoned to S-4 are identified with the following Assessor Parcel Numbers: 048H-7670-019; 048H-7670-020; 048H-7670-021; 048H-7670-022; 048H-7670-023; 048H-7670-024; 048H-7670-025; 048H-7670-027; 048H-7670-028-01; 064-4225-004; 064-4225-005 and that portion of the public right-of-way called "The Short Cut" which is currently used by the Claremont Resort and Spa for parking and related landscaping.

SECTION 6. The rezoning of the grounds to add S-4, Design Review Combining Zone, to the underlying zoning hereby includes the requirement that design review applications for attached expansion of the hotel (attached to the landmark building and located outside the existing footprint of the landmark building) shall be referred to the Landmarks Preservation Advisory Board (LPAB) for advisory input on the design, subject to the provisions of Section 1 of this Ordinance.

SECTION 7. The design review criteria set forth in 17.136.070B, used to review projects within the S-4 Design Review Combining Zone as applied to the property at the Claremont Resort and Spa, defined in Section 5, shall be modified to read as follows: "the proposal will be of a quality and character that harmonizes with, and serves to protect the value of, private and public investment in the area, including the historic landmarked building."

SECTION 7 8.—In addition to the other review requirements set forth in the Oakland Planning Code and the Historic Preservation Element for either a landmarked structure or for work proposed in an S-4 zone, and without reducing or eliminating any such requirements, applications submitted for design review for a project located either within the S-4 or landmarked portions of the site shall be reviewed so as to:

- a) protect sight lines of the hotel building from the immediate downhill streets and from distant public views of the building from San Francisco and Oakland;
- b) provide an appropriate sense of open space around the hotel building;

SECTION 8 9. This Ordinance is exempt from environmental review pursuant to Section 15308 of the California Environmental Quality Act Guidelines and the Planning Director is directed to cause to be filed a Notice of Exemption.

SECTION 9 10. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of this Ordinance and the application shall not be affected thereby.

JUL 30 2002

IN COUNCIL, OAKLAND, CALIFORNIA, , 2002

PASSED BY THE FOLLOWING VOTE:

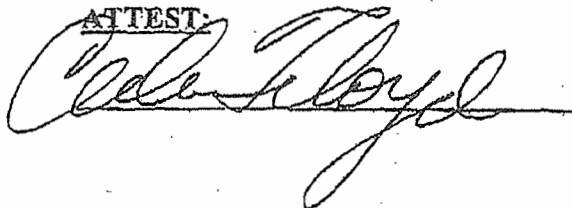
AYES- BRUNNER, CHANG, MAYNE, NADEL, REID, SPEES, WAN, AND
PRESIDENT DE LA FUENTE - 8

NOES- 0

ABSENT- 0

ABSTENTION- 0

ATTEST:



CEDA FLOYD
City Clerk and Clerk of the Council
of the City of Oakland, California

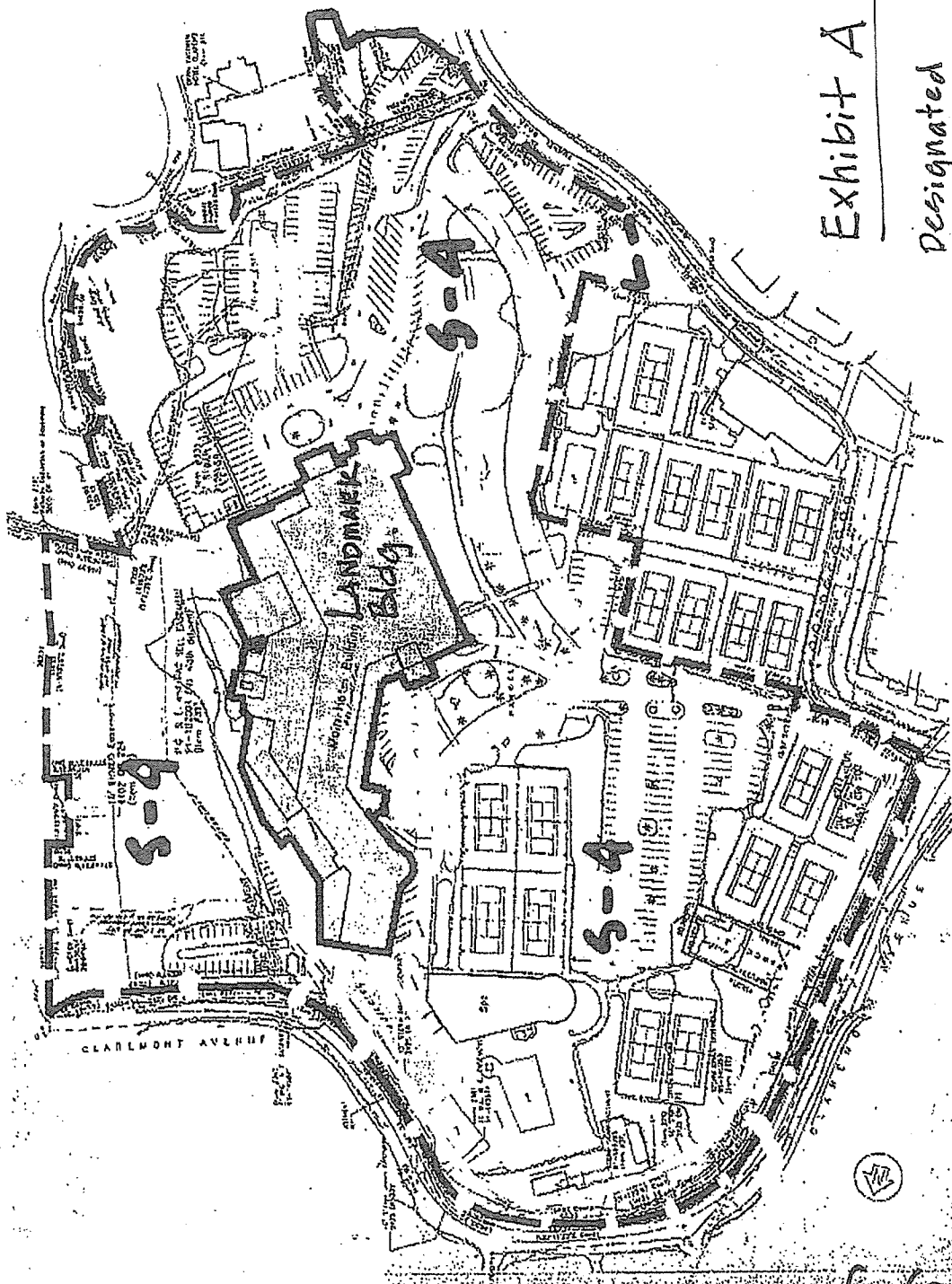


Exhibit A

Designated
Landmark

Boundary of property
referred to G-4

6.6-1
ORA/COUNCIL

JUL 16 2002