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**MARK SORENSEN**  
Executive Director

Marketing Director

**LETTER OF SUPPORT**

September 19, 2018

Alameda Planning Board  
c/o Andrew Thomas  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, California 94501

Re: Marriott Residence Inn, Harbor Bay Esplanade, Alameda CA

Dear Planning Board Members:

The Alameda Chamber of Commerce is proud to throw its full support behind the exciting proposal by the Residence Inn division of Marriott Hotels to build a 172-room hotel in Harbor Bay adjacent to the ferry building.

Alameda is severely lacking in upscale lodging for both business and personal travel. Additionally, there are very few conference and event spaces, presenting a constant challenge for the Chamber, local businesses, non-profit organizations and residents. The new hotel will feature enough conference space to accommodate 100 guests for business events, weddings or other private gatherings with a window view to the Bay. The hotel's convenient proximity to the Oakland Airport and Harbor Bay Ferry Terminal is ideal.

To complement the hotel, two dining options -- a free-standing waterfront restaurant, and a café—will benefit hotel guests, ferry riders, neighbors, and Shoreline Park users.

The Residence Inn by Marriott is expected to bring in \$1.5 million in additional tax revenue to the city each year, as well as dozens of well-paying, fulltime union jobs. The proposed site is large enough to easily accommodate the hotel and associated parking and is properly zoned near office buildings in the Harbor Bay Business Park.

This proposal is a win-win for the residents and businesses of Alameda. The Chamber and its members enthusiastically endorse the proposal and urge swift approval by city planners.

Sincerely,

Mark Sorensen, Executive Director  
Alameda Chamber of Commerce

Exhibit 3  
Item 7-B, 10/8/18  
Planning Board Meeting

HARBOR BAY  
BUSINESS PARK  
ASSOCIATION



September 24, 2018

Honorable Members of the City of Alameda Planning Board  
c/o City of Alameda Community Development Department  
Alameda City Hall, 2263 Santa Clara Avenue, Room 190  
Alameda, California 94501-4477

**RE: Planning Board Meeting of October 8, 2018  
Comments of the Harbor Bay Business Park Association Regarding  
Proposed New Hotel Development at 2900 Harbor Bay Parkway**

At the Annual Meeting of the Members of the Harbor Bay Business Park Association held on August 21, 2018, the Members received a presentation from Robert Leach of West River, Inc. about a proposed new hotel development for a parcel at 2900 Harbor Bay Parkway located between the Harbor Bay Ferry Terminal and the McGuire & Hester Building at 2810 Harbor Bay Parkway. His presentation involved PowerPoint oversized graphics of site plans and elevations, as well as handouts about the architectural features and the planned facilities and programs of a Residence Inn by Marriott, including a free-standing waterfront restaurant and a café and offering WETA 125 additional parking spaces for overflow ferry terminal parking.

The Members of our Association expressed very positive interest in this proposed new hotel project, citing the desperate need for more quality hotel rooms to support their business operations. Many Members, especially representatives of the larger employers in the Business Park, expressed support for the food and drink service in the free-standing restaurant and café that would be available for business meetings and business visitors, with comments that this new hotel would promote the retention of existing businesses and the attraction of new quality businesses into the Harbor Bay Business Park. Also, the proposed development has the potential to bring more night and weekend visitors to the Business Park, increasing the prospect of getting more needed food service providers.

Also, Members of our Association expressed support for the new hotel providing WETA with 125 parking spaces for overflow parking for the Harbor Bay Ferry Terminal. The Association is strongly in favor of expanded ferry service that would connect the businesses in the Harbor Bay Business Park with businesses on the Peninsula and that would facilitate additional businesses choosing to locate to Harbor Bay Business Park. The proposed new hotel with a free-standing restaurant and café adjacent to the Harbor Bay Ferry Terminal will be an amenity for ferry service passengers and help encourage more ferry ridership to and from the Harbor Bay Business Park.

The Harbor Bay Business Park Association is solidly in favor of this proposed new hotel development in the Harbor Bay Business Park, and our Board of Directors has authorized this letter on behalf of our Association strongly recommending that the City of Alameda approve this proposed new hotel development at this location.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Rose", with a long horizontal line extending to the right.

Michael Rose  
Vice President, Harbor Bay Business Park Association



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-AWP-14354-OE

Issued Date: 09/25/2018

James Woo  
Harbor Bay Hospitality LLC  
191 N. Tully Rd  
Turlock, CA 98530

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Hotel and Restaurant
Location:	Alameda, CA
Latitude:	37-44-07.98N NAD 83
Longitude:	122-15-17.68W
Heights:	15 feet site elevation (SE) 63 feet above ground level (AGL) 78 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☐ At least 10 days prior to start of construction (7460-2, Part 1)  
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/25/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-14354-OE.

**Signature Control No: 383995037-385974347**

( DNE )

Karen McDonald  
Specialist

Attachment(s)  
Map(s)



# TOPO Map for ASN 2018-AWP-14354-OE



# San Francisco Bay Conservation and Development Commission

455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

September 25, 2018

Robert Leach, Lead Developer  
Harbor Bay Hospitality, LLC  
191 N.Tully Rd  
Turlock, CA 98530

AND

James Woo, Managing Member  
Harbor Bay Hospitality, LLC  
191 N.Tully Rd  
Turlock, CA 98530

**SUBJECT:** Proposed Marriot Hotel, 2900 Harbor Bay Parkway in Harbor Bay Business Park;  
BCDC Legal Inquiry File MC.MC.7402.451.6

Dear Sirs:

We received the Conceptual Site Plan you submitted for the proposed Marriot Hotel and restaurant/café within the Harbor Bay Business Park, on Bay Farm Island, in the City of Alameda, Alameda County. The site plan is entitled “Marriot Residence Inn Alameda” (“Conceptual Site Plan”), and is dated September 20, 2018, prepared by HRGA Architecture. We also received a digital copy of the Preliminary Landscape Plans dated September 12, 2018, prepared by Wilson Design Studio.

Based on our review of the Conceptual Site Plan, we have determined that the plan, in concept, is generally consistent with the development standards contained in Section 6.B.2 (“Soft-Urban Landscape Area”) of the Third Amendment to the Third Supplementary Agreement (“TSA”), Harbor Bay Isle Shoreline, Harbor Bay Business Park — Phase III, Alameda, California, dated March 15, 2013, and with the public access and landscape improvement plans dated November 13, 1990, and with the public access and landscape improvement plans approved for this area, titled “Landscape Improvement Plans, Alameda Shoreline Park, Tract 5905 & Tract 4500 — Phase 3B,” dated October 1, 1989 and approved by our office on November 21, 1990.



Although we have applied to your project the development standards for the “Soft-Urban Landscape Area” contained in the TSA and in plans approved by the BCDC under the terms of the TSA, it remains a matter of concern to BCDC that Harbor Bay Hospitality, LLC is not a party to the TSA. We are allowing Harbor Bay Hospitality, LLC. to avail itself of the benefit of the TSA (in the form of an exemption from the otherwise applicable permit requirements of the McAtter-Petris Act) and in exchange for that allowance we expect Harbor Bay Hospitality, LLC, in lieu of applying for and obtaining a BCDC permit, to be willing to enter into a contractual arrangement with BCDC. Through this contract, the development standards in the TSA would become legally binding on Harbor Bay Hospitality, LLC and its successors, and the exemption provided by the TSA would terminate upon the initial buildout of the property to which the TSA pertains, including but not limited to the property on which you are constructing your project.

As part of a previous proposal for this site (the senior living center,) we discussed with HBIA and its counsel a contractual mechanism that will achieve these results. If and when we have a draft contractual document designed for these purposes, we will forward it to you for your consideration and eventual execution. Again, execution of such contract is necessary in order for Harbor Bay Hospitality, LLC to enjoy the benefit of the exemption from BCDC’s permitting requirements, which the TSA affords.

If you have any questions, please do not hesitate to contact me at 415-352-3643 or [andrea.gaffney@bcdca.gov](mailto:andrea.gaffney@bcdca.gov).

Sincerely,

A handwritten signature in black ink, appearing to be the initials 'AG' with a stylized flourish.

ANDREA GAFFNEY  
Bay Design Analyst

AEG/gg

cc: HBIA, c/o Dr. Daniel Reidy, Henry Dong, City of Alameda

September 27, 2018

Robert Leach  
West River, Inc.  
2347 Loch Way  
El Dorado Hills, CA 95762

**SUBJ: ALUC Administrative Review: Proposed Hotel at 2900 Harbor Bay Parkway, Alameda CA**

Dear Mr. Leach,

Thank you for the opportunity to review the materials submitted regarding the proposed hotel at 2900 Harbor Bay Parkway, Alameda CA. I've completed my review, and offer the following comments for your consideration.

**AIRPORT LAND USE COMPATIBILITY**

The Alameda County Airport Land Use Commission (ALUC) has adopted an updated Airport Land Use Compatibility Plan (ALUCP) for all three public use airports in Alameda County (the Oakland International Airport 2010, Hayward Executive Airport 2012, and Livermore Municipal Airport 2012). These documents and other reference material can be accessed online at this location:

<http://www.acgov.org/cda/planning/generalplans/airportlandplans.htm>

The project site is located within the Airport Influence Area (AIA) for the Oakland International Airport (OAK), the nearest airport to the project location, and in other zones as noted below. This review consists of an evaluation of the proposed Project with regard to the four Airport Compatibility Planning Factors: Noise, Safety, Airspace Protection, and Overflight Impacts.

**NOISE**

Noise compatibility policies are established in order to prevent the development of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise. The project site is located inside the 60 CNEL noise contour for OAK. Please refer to Table 3-1 - *Noise Compatibility Criteria* in the Oakland Airport ALUCP, and Section 3.3.1 of the ALUCP which describes Noise Compatibility criteria for various land uses. Hotels are listed as a Conditional use at a 60 CNEL contour, and must comply with the standards described in Table 3-1 and Section 3.3.1 of the Plan.

**SAFETY**

Land use safety compatibility criteria are developed to minimize the risks to people and property on the ground, as well as those people in an aircraft in the event of an accident or emergency landing occurring outside the airport boundary.

This project is located wholly within Safety Zone 6 - the Traffic Pattern Zone. However, the site is adjacent to Safety Zone 4 - Outer Approach/Departure Zone. Given the proximity to a more restrictive safety zone, we recommend the following risk reduction building features be considered for inclusion in any Conditional of Approval the City might require for this project:



- No skylights
- Additional emergency exits
- Enhanced fire sprinkler system

### AIRSPACE PROTECTION

Similar to safety policies, airspace protection criteria is intended to reduce the risk of harm to people and property resulting from an aircraft accident. This is accomplished by the establishment of compatibility policies that seek to prevent the creation of land use features that can be hazards to the airspace used by aircraft in flight and have the potential to cause an aircraft accident to occur. Such hazards may be physical, visual, or electronic. Section 3.3.3. *Airspace Protection* describes these impacts.

The ALUC conforms to the guidance provided by FAA Part 77 – *Objects Affecting Navigable Airspace*, which is provided in Appendix C of the Livermore Airport ALUCP - Federal Aviation Regulations Part 77. The project site is approximately located between 6,455 to 9,340 feet from the nearest point of the commercial and general aviation field runways that comprise Oakland International Airport. Any structure at this location must conform to Part 77 height restrictions.

### OVERFLIGHT

Overflight policies address noise from the overhead flight of aircraft, which can be annoying and intrusive in locations beyond the limits of the noise contours. Unlike other compatibility factors such as; noise, safety, or airspace protection, overflight compatibility policies do not restrict how land can be developed or used. The basic intent of overflight policies is to warn people near an airport of the presence of aircraft so that they have the ability to make informed decisions regarding acquisition or lease of property within for the Oakland International Airport as shown in Figure 3-6 of the OAK ALUCP. Any project at this location is required to have an Avigation Easement executed between the applicant and the PORT of Oakland as a Condition of Approval. See Section 3.3.3.8 for specific requirements.

### CONSISTENCY REVIEW FINDINGS

A hotel in Safety Zone 6 is a **Compatible Land Use** as described in various sections of the OAK ALUCP as noted above

Again, thank you for the opportunity to review this project. Please do not hesitate to contact me at (510) 670-6511 if you have any questions about this compatibility determination.

Sincerely,



Cindy Horvath  
Senior Transportation Planner  
Staff, Alameda County Airport Land Use Commission

c: Members, Alameda County Airport Land Use Commission  
Albert Lopez, Alameda County Planning Director, ALUC Administrative Officer



## NANCY McPeak

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**From:** Jonathon Foos <jonathon.foos@icloud.com>  
**Sent:** Sunday, October 07, 2018 4:07 PM  
**To:** Henry Dong  
**Subject:** PLN18-0381 - strong disapproval

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Henry:

I am writing to express my severe feelings against this project.

I live at 1 Britt Court; a 5 story building at this site will prevent my view of the bay, thus negatively affecting my general well being & my property value.

I am against this 5 story project as it does not fit into this community; a 2 story building, sure. A 5 story building - no way!

Please don't hesitate to reach out to me with any questions.

Thanks!

Jonathon Foos | 510-612-7951

## NANCY McPeak

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**From:** ANDREW THOMAS  
**Sent:** Monday, October 08, 2018 10:22 AM  
**To:** NANCY McPeak  
**Subject:** Fwd: Monday PB Workshop for proposed Marroitt Residential Hotel, HBI

FYI. For record

Sent from my iPhone

Begin forwarded message:

**From:** Reyla Graber <[reylagraber@aol.com](mailto:reylagraber@aol.com)>  
**Date:** October 8, 2018 at 10:12:21 AM PDT  
**To:** <[dburton@alamedaca.gov](mailto:dburton@alamedaca.gov) [rcurtis@alamedaca.gov](mailto:rcurtis@alamedaca.gov) [jcavanaugh@alamedaca.gov](mailto:jcavanaugh@alamedaca.gov) [asaheba@alamedaca.gov](mailto:asaheba@alamedaca.gov) [dmitchell@alamedaca.gov](mailto:dmitchell@alamedaca.gov) [ssullivan@alamedaca.gov](mailto:ssullivan@alamedaca.gov) [ateague@alamedaca.gov](mailto:ateague@alamedaca.gov)>  
**Subject:** Monday PB Workshop for proposed Marroitt Residential Hotel, HBI

Re: Proposed Marriott Residential Inn

Dear Planning Board President David Mitchell, Vice Chair Sandy Sullivan and Board Members

I've just learned of this proposal, and am looking forward to learning more at Monday's workshop.

Online, there is a big variety of photos of Marriott Residence Hotels in the Bay Area. They vary from the bland, uniform, boxy, really sort of cheap looking, to very nice "residential" architecture; interesting and welcoming.

1. I, and many other residents, think its very important that any Hotel in this sensitive, controversial area, next to residential homes, and the beloved and well used Shoreline Trail, incorporate a residential "feel". There will likely be more community acceptance and less objection if you go this residential architectural route rather than the boxy office style architectural route.

Please see the SF Marriott Residential Inn at Oyster Point and Fremont Silicon Valley Residential; San Ramon Residential Inn as possible good looking examples.

Contrast that to the uniform, boxy and cheap looking Residential Inn in Redwood City.

2. Sorry to be blunt, but many residents and walkers truly dislike the look of the McGuire Hester building

I think it would be a big mistake to go for a similar office look.

Community acceptance and good will is important here.

3. 4 or 5 stories is way too high. The Esplanade zoning or plan is for 38 foot height limit.

4. Additionally, the Esplanade Plan calls for office buildings, not hotels.

5. I believe the entire Esplanade Plan calls for approximately 100,000 square feet for 10 office buildings. This Hotel alone calls for 113,000 square feet(?) If so, this is way too large for this sensitive area next to our beloved Shoreline Trail.

6. Yes, 35 foot setback is the minimum requirement. However, why should this City always go for the minimum? Given the size of the building, the City, the Planning Board should do the right thing and ask for larger setbacks on all sides with nice landscaping.

7. BCDC must be involved with this process, just like the former proposed hotel (Patel) was.

8.. I have heard that the Corica golf course management is interested in building a boutique hotel for the golf course which is being credited for PGA and will( hopefully) be attracting more golfers and people in the near future.

This golf course idea sounds quite interesting incorporating a boutique hotel with conference room on/near the golf course than attempting to wind customers through the ferry parking lot or through residential streets or the narrow Adelpian Way, to get to the Esplanade site. If the Golf Course is really interested in a hotel, what about putting the Marriott Residence Hotel near the Golf Course?

The City has done some unusual things in the past, like putting its jail on the South Shore beach. Perhaps, in the 21st century, locating a Marriott Hotel in a more central location may be ultimately more practical and profitable for everyone in the long term.

Thank you,

Sincerely, Reyla Graber  
178 Basinside Way  
Alameda, Calif.



## NANCY McPeak

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**From:** Kris Motola <krismotola@gmail.com>  
**Sent:** Monday, October 08, 2018 12:38 PM  
**To:** NANCY McPeak  
**Subject:** Comments on proposed hotel at Harbor Bay

Ms. McPeak,

As a former daily ferry commuter who had to reduce the number of days due to lack of certainty around parking (especially once our kids started Kindergarten), I am strongly in favor of adding any possible additional parking, even paid parking at the hotel. When the homeowners purchased lots beyond the proposed building site they knew that was a commercially zoned property that would impact their views when they purchased. It seems like the developer has been very conscientious of their concerns but the fact is they will complain about any development in an effort to delay the inevitable construction that will occur at that site. In the meantime the city of Alameda has done next to nothing to expand parking after removing several hundred parking spots. If the city really wants people to be environmentally conscious they should be helping commuters not making it more difficult. Also, for those of us with after work activities or school errands, the bus and bike is not practical.

Thanks,

Kris Motola