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

Aeronautical Study No.
2019-AWP-8318-OE

Issued Date: 08/20/2019

Arris Studio Architects
vijay patel
300 gateway blvd.
south san francisco, CA 94080

**** 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 Harbor Bay Hotel - Pt. 3rev
Location:	Alameda, CA
Latitude:	37-43-38.69N NAD 83
Longitude:	122-13-51.81W
Heights:	14 feet site elevation (SE)
	60 feet above ground level (AGL)
	74 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)
__X__ 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 02/20/2021 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.

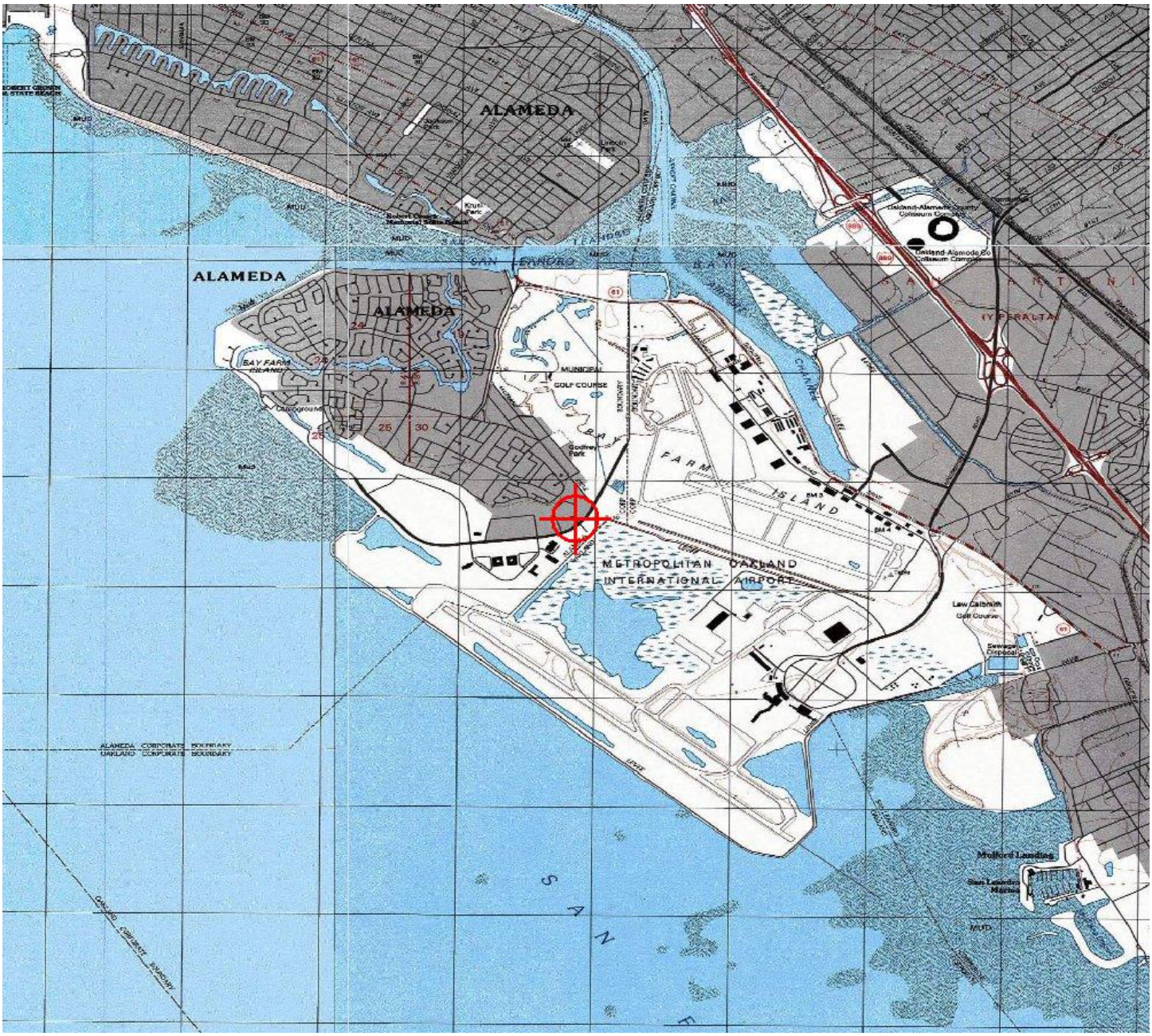
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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 2019-AWP-8318-OE.

Signature Control No: 410799908-414898037 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-8318-OE



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

Aeronautical Study No.
2019-AWP-8288-OE

Issued Date: 08/20/2019

Arris Studio Architects
vijay patel
300 gateway blvd.
south san francisco, CA 94080

**** 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 Harbor Bay Hotel - Pt. 6rev
Location:	Alameda, CA
Latitude:	37-43-40.12N NAD 83
Longitude:	122-13-50.17W
Heights:	14 feet site elevation (SE)
	60 feet above ground level (AGL)
	74 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 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 02/20/2021 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.

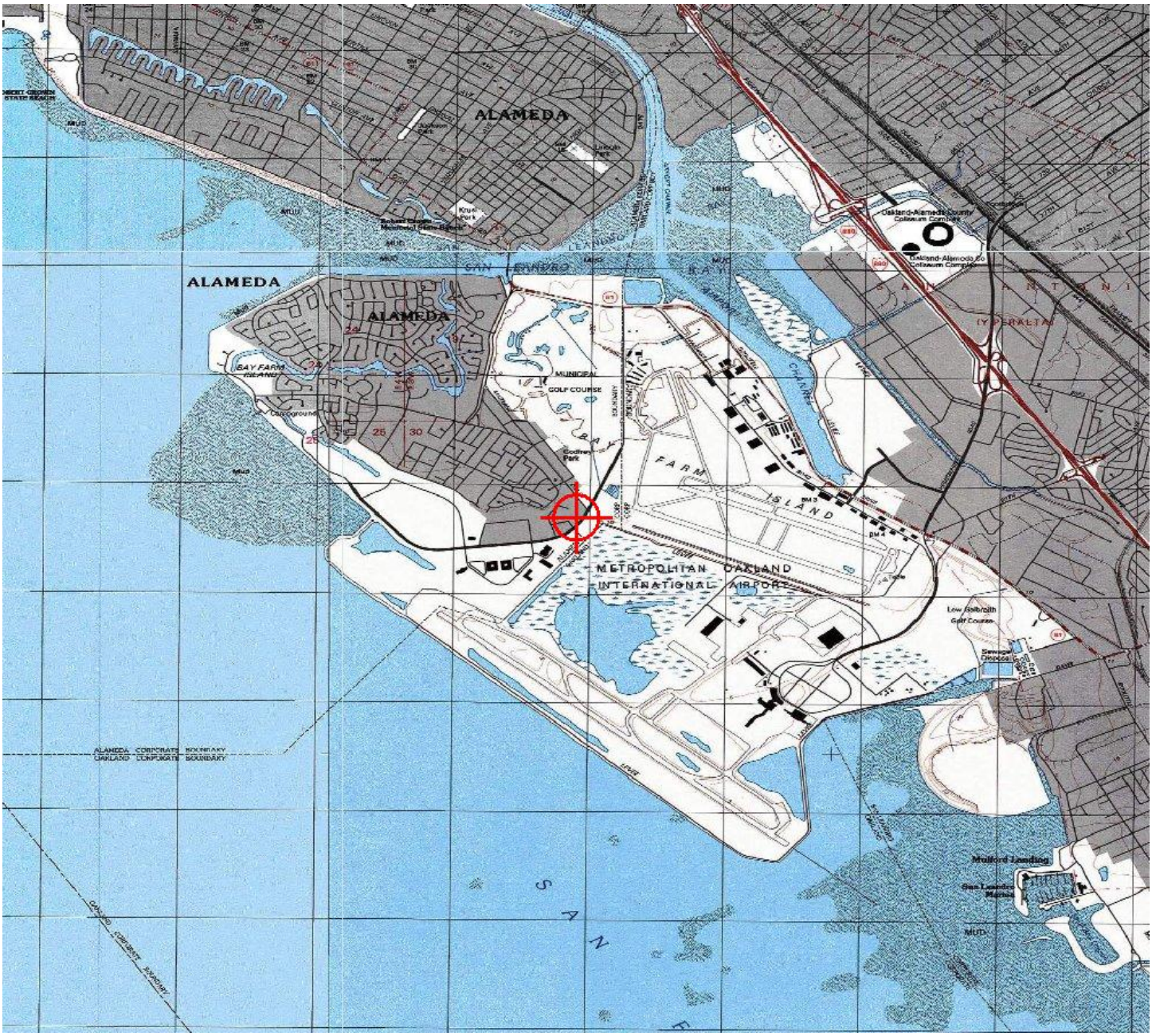
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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 2019-AWP-8288-OE.

Signature Control No: 410660049-414901139 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-8288-OE



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

Aeronautical Study No.
2019-AWP-8285-OE

Issued Date: 08/20/2019

Arris Studio Architects
vijay patel
300 gateway blvd.
south san francisco, CA 94080

**** 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 Harbor Bay Hotel - Pt. 5rev
Location:	Alameda, CA
Latitude:	37-43-40.40N NAD 83
Longitude:	122-13-49.64W
Heights:	14 feet site elevation (SE)
	50 feet above ground level (AGL)
	64 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

See attachment for additional condition(s) or information.

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 02/20/2021 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.

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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 2019-AWP-8285-OE.

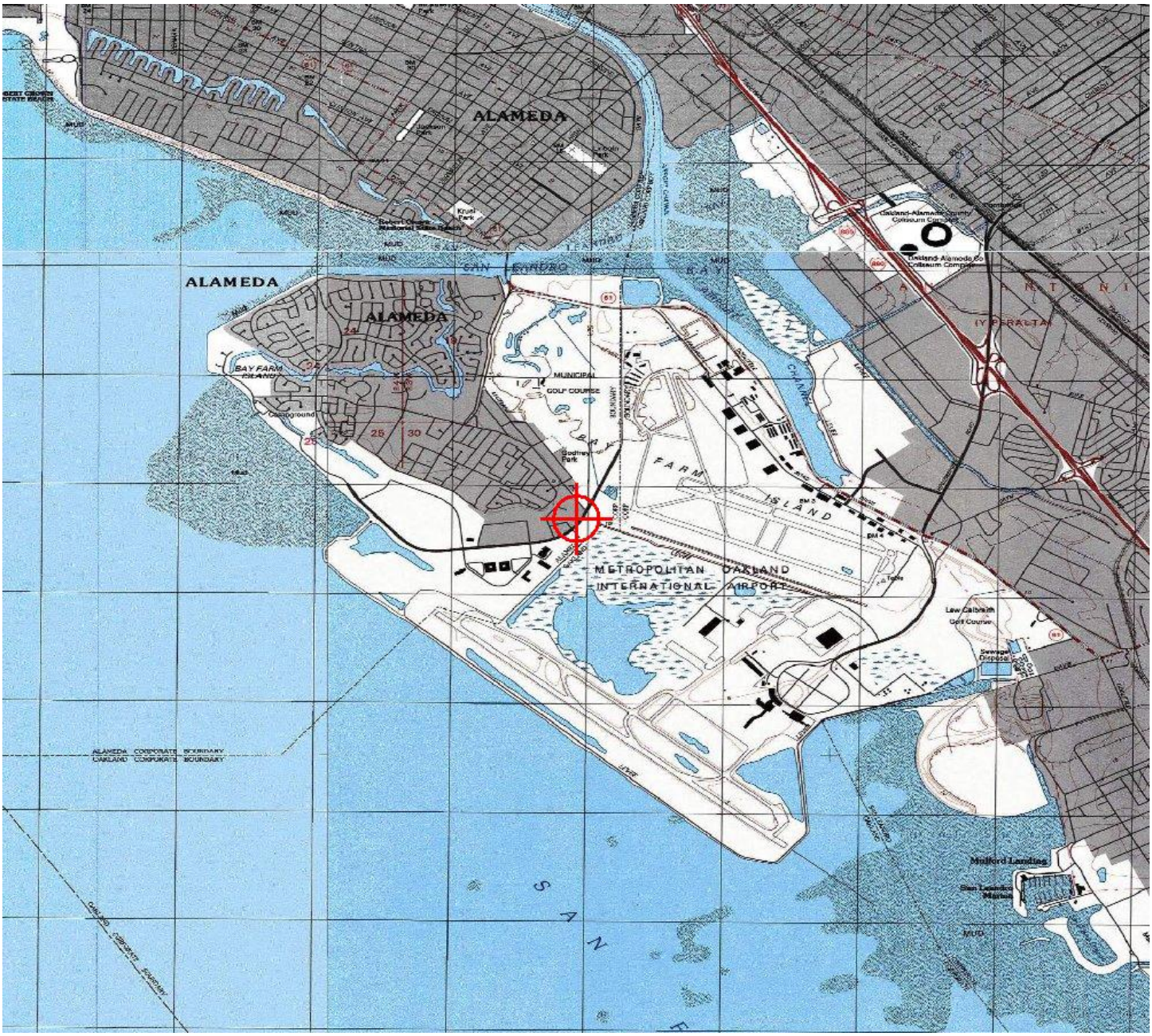
Signature Control No: 410658881-414901423 (EBO)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-AWP-8285-OE

Obstacle penetrates Rwy 28L 40:1 departure surface. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: Rwy 28L

TOPO Map for ASN 2019-AWP-8285-OE



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

Aeronautical Study No.
2019-AWP-8289-OE

Issued Date: 08/20/2019

Arris Studio Architects
vijay patel
300 gateway blvd.
south san francisco, CA 94080

**** 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 Harbor Bay Hotel - Pt. 4rev
Location:	Alameda, CA
Latitude:	37-43-41.50N NAD 83
Longitude:	122-13-52.08W
Heights:	14 feet site elevation (SE)
	50 feet above ground level (AGL)
	64 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

See attachment for additional condition(s) or information.

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 02/20/2021 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.

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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.

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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 2019-AWP-8289-OE.

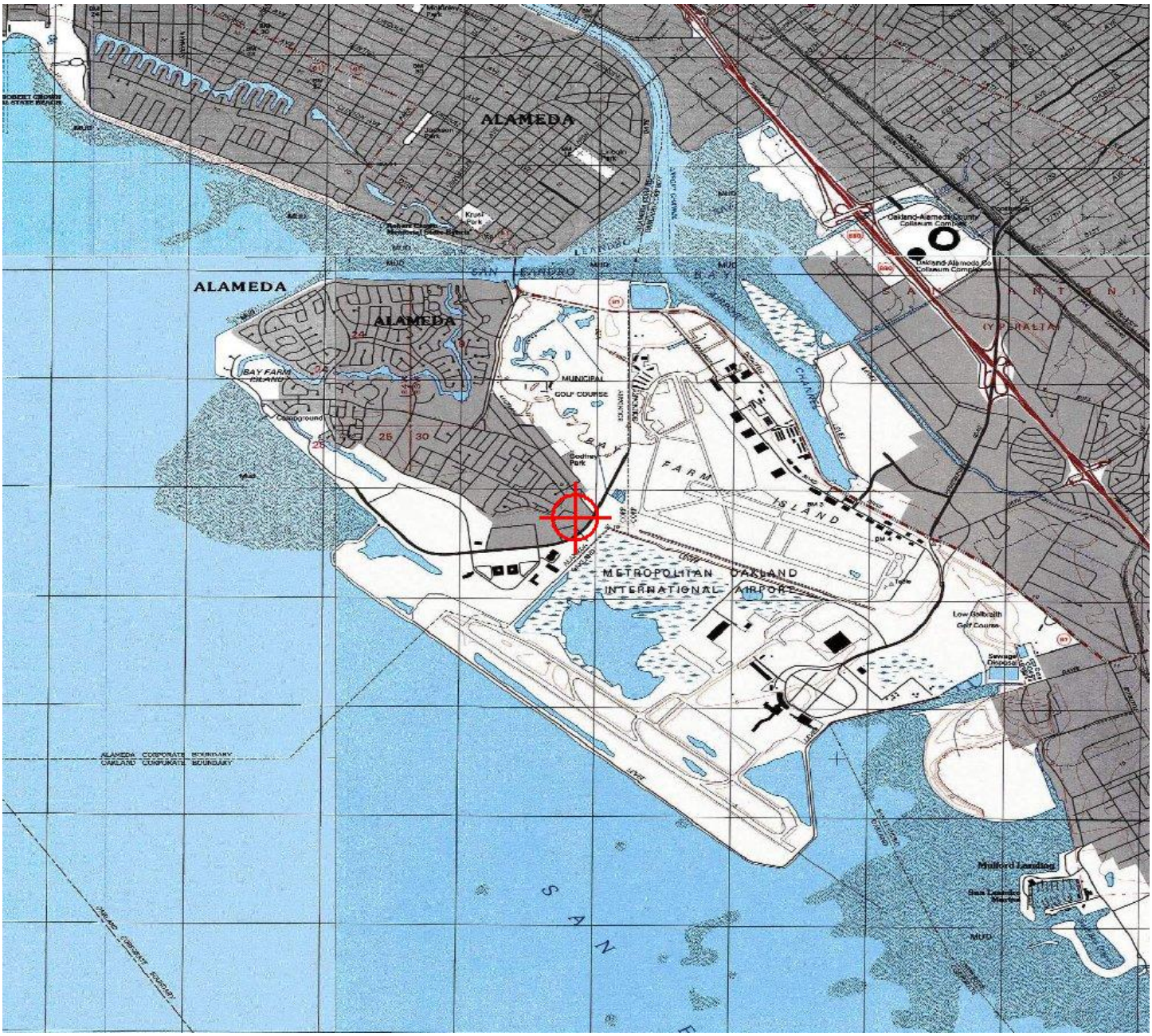
Signature Control No: 410661465-414901424 (EBO)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-AWP-8289-OE

Obstacle penetrates Rwy 28L 40:1 departure surface. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: Rwy 28L

TOPO Map for ASN 2019-AWP-8289-OE



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

Aeronautical Study No.
2018-AWP-16349-OE
Prior Study No.
2016-AWP-7081-OE

Issued Date: 08/20/2019

Arris Studio Architects
Vijay Patel
300 Gateway Blvd.
South San Francisco, CA 94080

**** 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 Harbor Bay Hotel - Pt. 1
Location:	Alameda, CA
Latitude:	37-43-41.58N NAD 83
Longitude:	122-13-51.79W
Heights:	14 feet site elevation (SE)
	40 feet above ground level (AGL)
	54 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

See attachment for additional condition(s) or information.

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.

Any height exceeding 40 feet above ground level (54 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 02/20/2021 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.

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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.

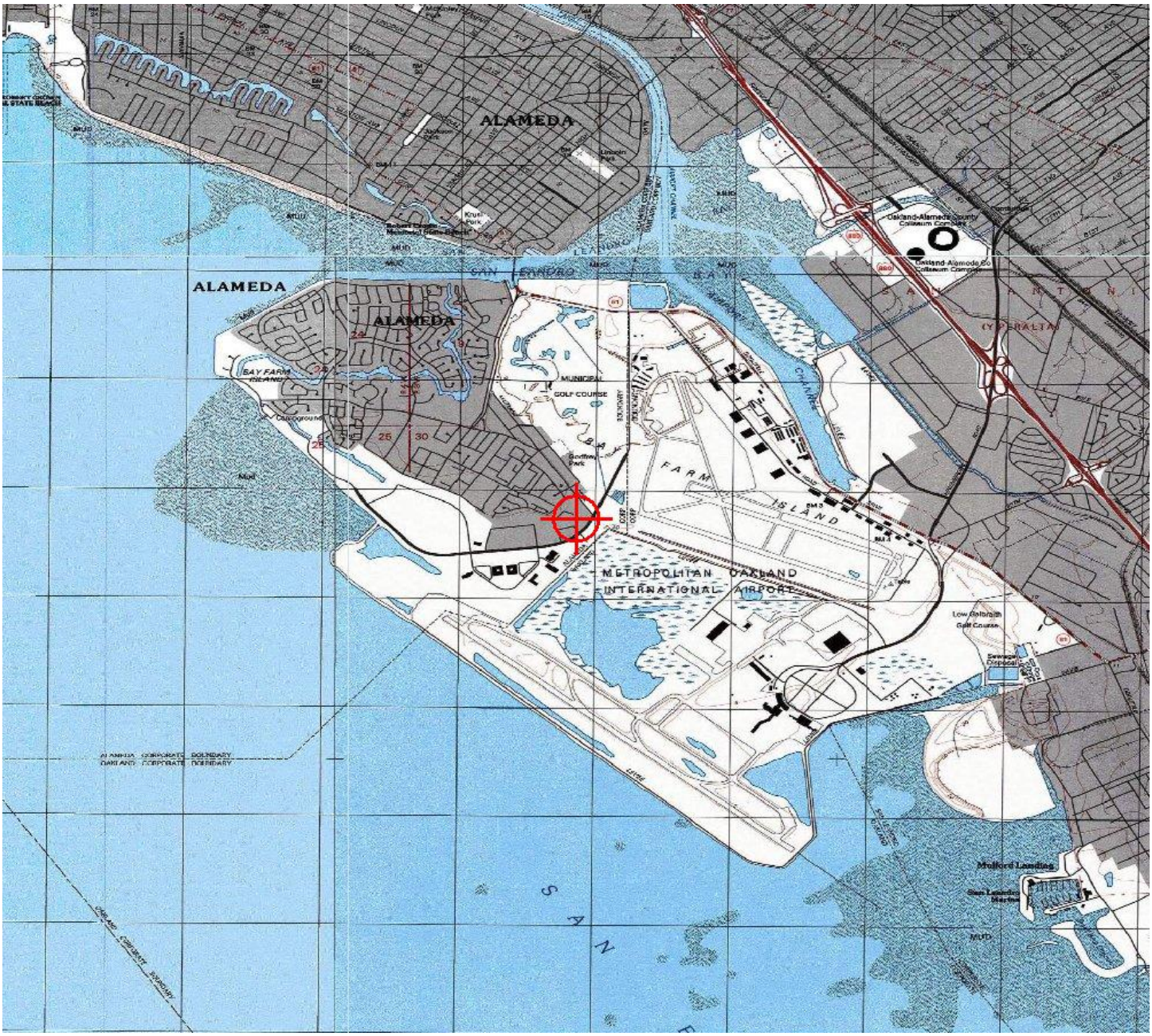
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-16349-OE.

Signature Control No: 388438288-414909665 (EBO)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Map(s)

Obstacle penetrates Rwy 28L Initial Climb Area (ICA). Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: Rwy 28L

TOPO Map for ASN 2018-AWP-16349-OE



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

Aeronautical Study No.
2018-AWP-16350-OE
Prior Study No.
2016-AWP-7082-OE

Issued Date: 08/20/2019

Arris Studio Architects
Vijay Patel
300 Gateway Blvd.
South San Francisco, CA 94080

**** 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 Harbor Bay Hotel - Pt. 2
Location:	Alameda, CA
Latitude:	37-43-40.95N NAD 83
Longitude:	122-13-48.60W
Heights:	14 feet site elevation (SE)
	40 feet above ground level (AGL)
	54 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

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.

Any height exceeding 40 feet above ground level (54 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 02/20/2021 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.
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(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.

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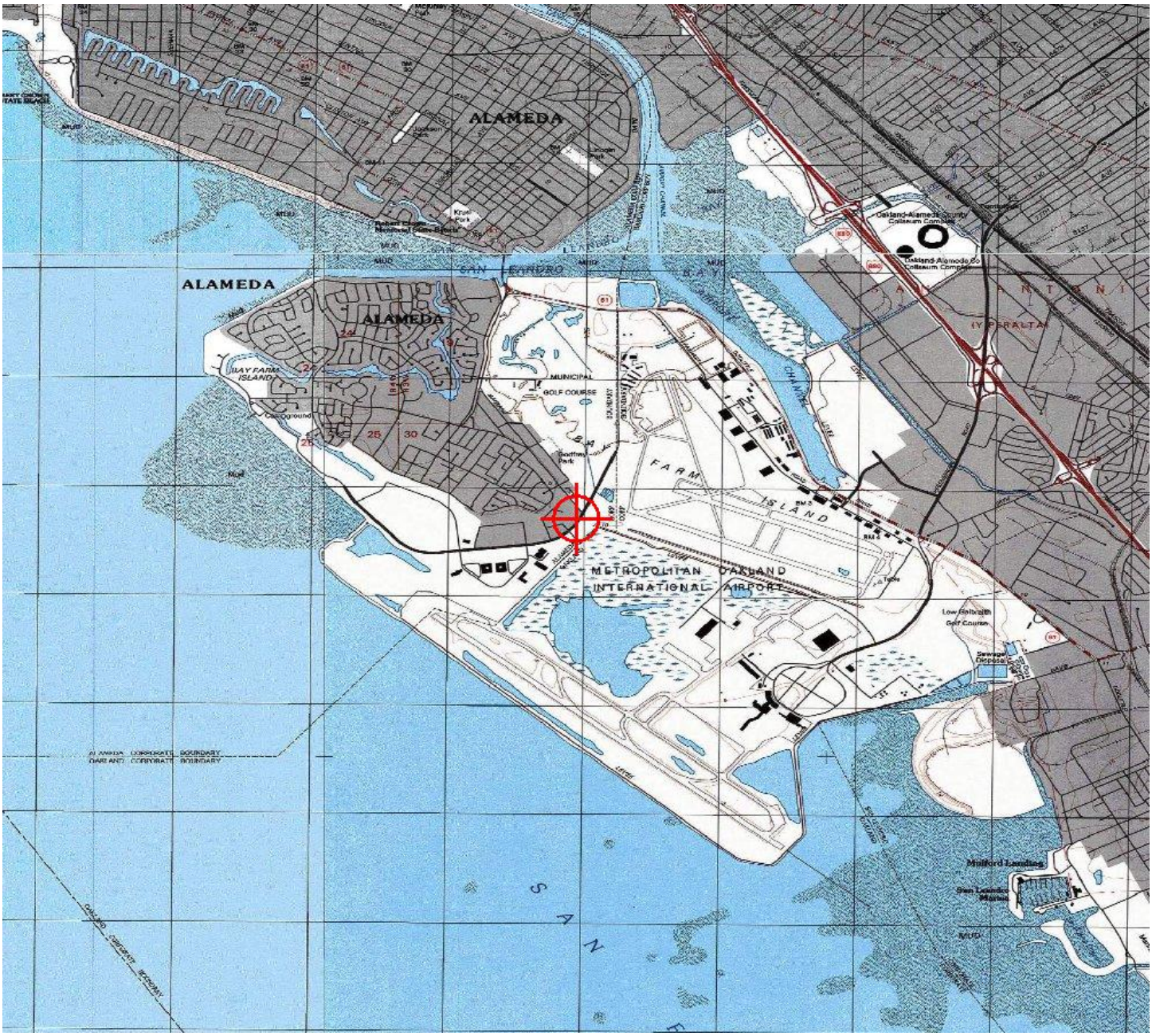
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-AWP-16350-OE.

Signature Control No: 388438289-414909666 (EBO)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Map(s)

Obstacle penetrates Rwy 28L Initial Climb Area (ICA). Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, NOTE: Rwy 28L

TOPO Map for ASN 2018-AWP-16350-OE



March 13, 2017

Vijay Patel
2834 El Camino Real
Redwood City, CA 94061

Dear Mr. Patel,

SUBJ: ALUC Administrative Review: Hotel Project at 1074 Harbor Bay Parkway, Alameda, CA

Dear Mr. Patel,

Thank you for the opportunity to review the materials submitted regarding new construction of a 5-story hotel building. I have completed an Administrative Review of the materials provided and have the following comments for your consideration as this project moves through the approval process.

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, the nearest airport to the project location, and in other zones as noted below. This review consists of an evaluation of the Project with regard to the four Airport Compatibility Planning Factors: Noise, Safety, Airspace Protection, and Overflight.

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 within the 60 dB CNEL noise contour. Please refer to Table 3-1 - *Noise Compatibility Criteria* in the Oakland Airport ALUCP, and Section 3.3.1.6 of the ALUCP which establishes Interior Noise Levels for various land uses. **Section 3.3.1.6 defines the maximum aircraft-related interior noise level considered acceptable for hotel development projects to be 45 dB CNEL.**

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 3 - the Inner Turning Zone. It also borders Safety Zone 2 – the Inner Approach/Departure Zone. Table 2-3 – *Basic Compatibility Criteria and Supporting* Information defines in general terms allowable and non-allowable land uses within the Safety Zones. Most importantly, this table describes in general terms, the likelihood of accident occurrence within each Safety Zone. It describes Safety Zone 2 as posing a "Substantial Risk" for all land use types. *Although the buildings are not technically located in Safety Zone 2, the proximity of the proposed project site makes it*

more vulnerable to aircraft accidents. **Therefore, the ALUC recommends the applicant and City consider these risk-reduction building design features to improve the chances of survivability in the event of an aircraft accident: limited number of windows, no skylights, enhanced fire-sprinkler system, increased number of emergency exits, and any other design features that could improve safety.**

Table 3-2 – *Safety Compatibility Criteria* is a detailed table that represents specific land use types for all seven Safety Zones within the AIA for the Oakland Airport. This project falls under the category of short-term lodging, which is a "Conditional" use in Safety Zone 3.

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. Please refer to Section 3.3.3.7- *Other Flight Hazards* for specific information on various types of potential hazards.

The ALUC conforms to the guidance provided by FAA Part 77 – *Objects Affecting Navigable Airspace,* which is provided in Appendix C of the Oakland Airport ALUCP - Federal Aviation Regulations Part 77. The project site is located approximately 1,073 feet from the nearest point of Runway 9R/27L. The maximum height of this building is 60' Above Ground Level (AGL) and 68' Above Sea Level (ASL). Based on Figure 3-5 – *Oakland International Airport FAR Part 77 Surfaces*, the allowable height is approximately between 50' and 100' feet AGL for Runway 9R/27L.

In order to evaluate potential airspace issues, the applicant submitted a request to the FAA for an Airspace Determination for a number of locations throughout the project site. These studies have all concluded that, according to the FAA requirements, this project will not result in a Hazard to Air Navigation. However, the FAA's Airspace Determinations identified at what points in the construction process the applicant needs to file Form 7460 – 2 *Notice of Actual Airport Construction* with the FAA. **It is the responsibility of the applicant to comply with this FAA request.** The FAA forms can be here: https://www.faa.gov/forms/index.cfm/go/document.list/parentTopicID/223

Please review Section 3.3.3 *Airspace Protection* and subsequent subsections in the ALUCP for more detailed descriptions of airspace requirements.

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 the influence area of an airport.

This project is located wholly within the Overflight Compatibility Zone for the Oakland Airport as shown in Figure 3-6. As such, an Avigation Easement is required by the Oakland Airport. For your convenience, an electronic copy of the Port's approved Avigation Easement form will be provided.

CONSISTENCY REVIEW FINDINGS

In summary, this project as currently proposed is found to be *Compatible* with noise, airspace protection and overflight criteria, and *Conditional* with safety criteria. As stated earlier in this letter, the ALUC encourages consideration of implementing building design features as discussed.

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 determination or require additional information as this project moves forward.

Sincerely,

Cindy Horvath
Senior Transportation Planner

c: Members, Alameda County Airport Land Use Commission
Albert Lopez, Alameda County Planning Director, ALUC Administrative Officer
Allen Tai, Planning Manager, City of Alameda
Susan Fizzell, Senior Aviation Project Manager, PORT of Oakland

HARBOR BAY
BUSINESS PARK
ASSOCIATION

September 28, 2017

Mr. Vijay Patel
SRIJI Alameda, LLC
2834 El Camino Real
Redwood City, CA 94061

Re: Harbor Bay Business Park Association
1051 & 1047 Harbor Bay Blvd.
Alameda, CA

Dear Vijay:

The Architectural Review Committee has reviewed the development plans dated November 14, 2014 and determined that the proposed project is in compliance with the Declaration of Covenants, Conditions and Restrictions for the Harbor Bay Business Park Design Guidelines. As such, the Architectural Review Committee has approved your project.

If you have any questions regarding this approval or any other issues involving the Harbor Bay Business Park, please feel free to contact me at 925-468-1611.

Sincerely,

Marcy Marks
BRE# 01880955
Property Manager
Secretary, Architectural Review Committee
GS Management Company
As Managing Agent for Harbor Bay Business Park Association

Cc: Mr. Arthur Robertson

LAW OFFICES OF DANIEL F. REIDY

3701 Sacramento Street, # 386
San Francisco, CA 94118
Telephone (415) 750-4210
dfreidy@pacbell.net

MEMORANDUM

August 11, 2016

TO: Vijay Patel for Shriji Alameda Hospitality Inc.

RE: **Parcel Map No. 3940 and Provisions for Reciprocal Parking and Access Easements**

This Memorandum gives a summary overview and analysis of certain provisions in Parcel Map No. 3940 that have relevance to the issue whether there are reciprocal easements for parking and access among the parcels of Plaza One in the Harbor Bay Business Park in Alameda.

1. **Background**. Parcel Map No. 3940 was approved by the City of Alameda in December of 1982 and recorded on December 29, 1982. This Parcel Map divided a previous portion of vacant land identified as Parcel 1 of Parcel Map No. 3895 into 6 parcels. The land subdivided by Parcel Map No. 3940 comprises what is now commonly referred to as Plaza One of the Harbor Bay Business Park. This Parcel Map has provided the basic overall framework for later re-subdivisions and Lot Line Adjustments needed for the development of buildings and other improvements on parcels within Plaza One. My understanding is that the land your company owns identified as Assessor's Parcel Number 074-1361-010-01 is shown as Parcel 5 and Parcel 6 and part of what is shown as Parcel 4 in Parcel Map 3940.

2. **Location of Easement "A**." Sheet 3 of Parcel Map No. 3940 shows the easements affecting the property, including Easement "A" shown by notations as extending over all 6 of the parcels.

3. **Significance of Easement "A.**" On Sheet 1 of Parcel Map No. 3940, in the Owner's Certificate Sheet, the Owner declared that the areas designated on the Parcel Map as subject to Easement "A" "may be used for construction, installation, maintenance and operation of parking facilities, ingress, egress, access and circulation driveways . . . all for the benefit of the owners of Parcels 1 through 6, inclusive." In my opinion, this language amounts to reciprocal easements for parking and access over all the parcels subject to Easement "A" that were placed on the land for the benefit of owners of property within the land subdivided by Parcel Map No. 3940, including for the benefit of your company as the owner of some of the parcels.

4. **Ongoing Force and Effect of Easement "A.**" The graphic description of Easement "A" and its description and explanation in the Owner's Certificate Sheet in Parcel Map No. 3940 run with the land and bind all then-current and subsequent owners unless deleted by a subsequent recorded document. In my review of the subsequent Parcel Maps (Nos. 4112, 4113 and 5604) and a CLTA Preliminary Report issued on July 16, 2015, I could find no evidence that the properties in Plaza One are no longer subject to the reciprocal easements for parking and access included in Easement "A." In my opinion, your property has the benefit of Easement "A" over other parcels in Plaza One for reciprocal easements for parking and access.

DANIEL F. REIDY