3400 Ettie Street – AAA Emergency Roadside Service Operations

CEQA Notice of Exemption Memorandum

City of Oakland, Alameda County, California

Prepared for:

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February 2025

WRA#340346

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1.0 PROJECT INFORMATION

1.1 Project Title

3400 Ettie Street – AAA Emergency Roadside Service Operations (project)

1.2 Lead Agency Name and Address

City of Oakland Planning and Building Department

250 Frank H. Ogawa Plaza, Suite 2114

Oakland, CA 94612

1.3 Contact Person and Email and Phone Number

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1.4 Project Location

The project site is located on five separate adjacent parcels totaling approximately 1.8 acres at 3400 Ettie Street, in the City of Oakland, Alameda, California (refer to **Figure 1**). One parcel is located along the eastern side of Ettie Street and four parcels are located on the western side of Hannah Street. The five parcels are all south of Interstate 580 (I-580) and north of 34th Street (refer to **Figure 2**).

1.5 Surrounding Land Use and Setting

The project site is relatively flat and is surrounded by residential development to the east, mixed commercial and residential development to the south, and commercial development to the west. I-580 runs perpendicular and north of the project site.

1.6 General Plan Designation and Zoning

General Plan Designation – *Housing and Business Mix*

Zoning – *Housing and Business Mix-4 (HBX-4) and S-13 Affordable Housing Combining Zone*

Figure 1. Regional Location Map

Figure 1. Project Area Regional Location Map

3400 Ettie Street
Oakland, CA

0 1,000 2,000 Feet

N

wra Environmental Consultants

Figure 2. Project Site Aerial Map

Figure 2. Project Area Aerial Overview

3400 Ettie Street
Oakland, CA

0 25 50 Feet

N

wra Environmental Consultants

2.0 PROJECT DESCRIPTION

2.1 Project Background

Currently, the facility is a AAA emergency roadside service operations center. The facility consists of light service vehicle maintenance facilities, parts storage, and offices. However, the structures are aging. Thus, the applicant wishes to renovate the facility by demolishing the four existing structures on the project site and construct a smaller dispatch center, maintenance building, and parking lot to improve the efficiency of existing operations and incorporate current building, development, and landscaping standards.

2.2 Existing Site Characteristics

2.2.1 Existing Facilities

The project site contains four buildings, a two-story office building and three accessory structures. Of the three accessory structures, two are warehouse buildings used for vehicle and equipment storage. There are also paved areas for vehicle storage, fencing along the perimeter of the facility, and a concrete wall separating two warehouses from the adjacent parcels. There is a parking lot on-site to accommodate employee vehicles and tow trucks. Existing on-site structures were constructed between 1940 and 1966, with renovations to the office building in 1950, 1958, and 1986; it operated as a AAA facility since 2012.

2.2.2 Access and Parking

Vehicle access to the project site is provided by two driveways located along Ettie Street. Pedestrian access is available via Ettie Street and Hannah Street. The existing site contains a total of 37 on-site parking spaces, including spaces for regular passenger vehicles, service vans, and flatbed trucks. Additional street parking is available on Ettie Street, Hannah Street, and 34th Street.

2.2.3 Landscaping and Drainage

The project site is entirely covered with impervious surfaces, primarily buildings and parking. Vegetation around the project site consists of landscape cover and trees. Stormwater runoff is currently directed to the City of Oakland's storm drain system (storm drains/catch basins), located in the streets that surround the project site.

2.2.4 Utilities

Electricity is currently supplied by Pacific Gas and Electric (PG&E) Company. Potable water is supplied by the East Bay Municipal Utility District (EBMUD). Wastewater generated on the project site is treated at EBMUD in Oakland. Telecommunication service is provided by AT&T and Comcast. Solid waste disposal service is provided by Waste Management of Alameda County.

2.3 Project Characteristics

2.3.1 Proposed Facilities

The project would involve the merger of five contiguous parcels on which the current dispatch facility is located, demolishing the four existing buildings on-site, which combine for a total of

25,842 square feet, and constructing a new 15,295 square-foot dispatch facility comprised of offices and a repair shop to provide routine maintenance for fleet vehicles. A new parking lot, landscaping, light poles, and perimeter fencing will also be constructed as part of the proposed project. The facility would operate 24 hours daily, accommodating a maximum of 35 employees (refer to **Figure 3**). **Table 1** presents the proposed physical changes to the project site, including demolition, new construction, and renovation.

Table 1. Proposed Square Footage for Project Activities

FACILITY	EXISTING FACILITY DEMOLITION (SQUARE FEET)	NEW CONSTRUCTION (SQUARE FEET)	RENOVATION OF EXISTING PARKING LOT/LANDSCAPING (SQUARE FEET)
Office Building/Service Area	25,842	15,295	N/A
Lot Area	0	0	52,963
TOTAL	**25,842**	**15,295**	**52,963**
Notes: N/A = Not Applicable			

2.3.2 Access and Parking

The access to the project site would remain the same through Ettie Street for vehicles and Hannah Street for pedestrians. The project would provide 34 type-A standard parking spaces, two (2) accessible type-A parking spaces, 17 type-B parking spaces for service vans, six (6) type-C parking spaces for smaller (10x30) flatbed trucks, and 16 type-D parking spaces for larger (10x40) flatbed trucks on-site. 19 parking spaces along Ettie Street would also be available. The availability of on-street parking may change as the areas fronting the project will be required to install new curb, gutter, and sidewalk improvements. Within the project site, infrastructure for electric vehicle charging would be included as required by applicable local and State codes.

2.3.3 Landscaping and Drainage

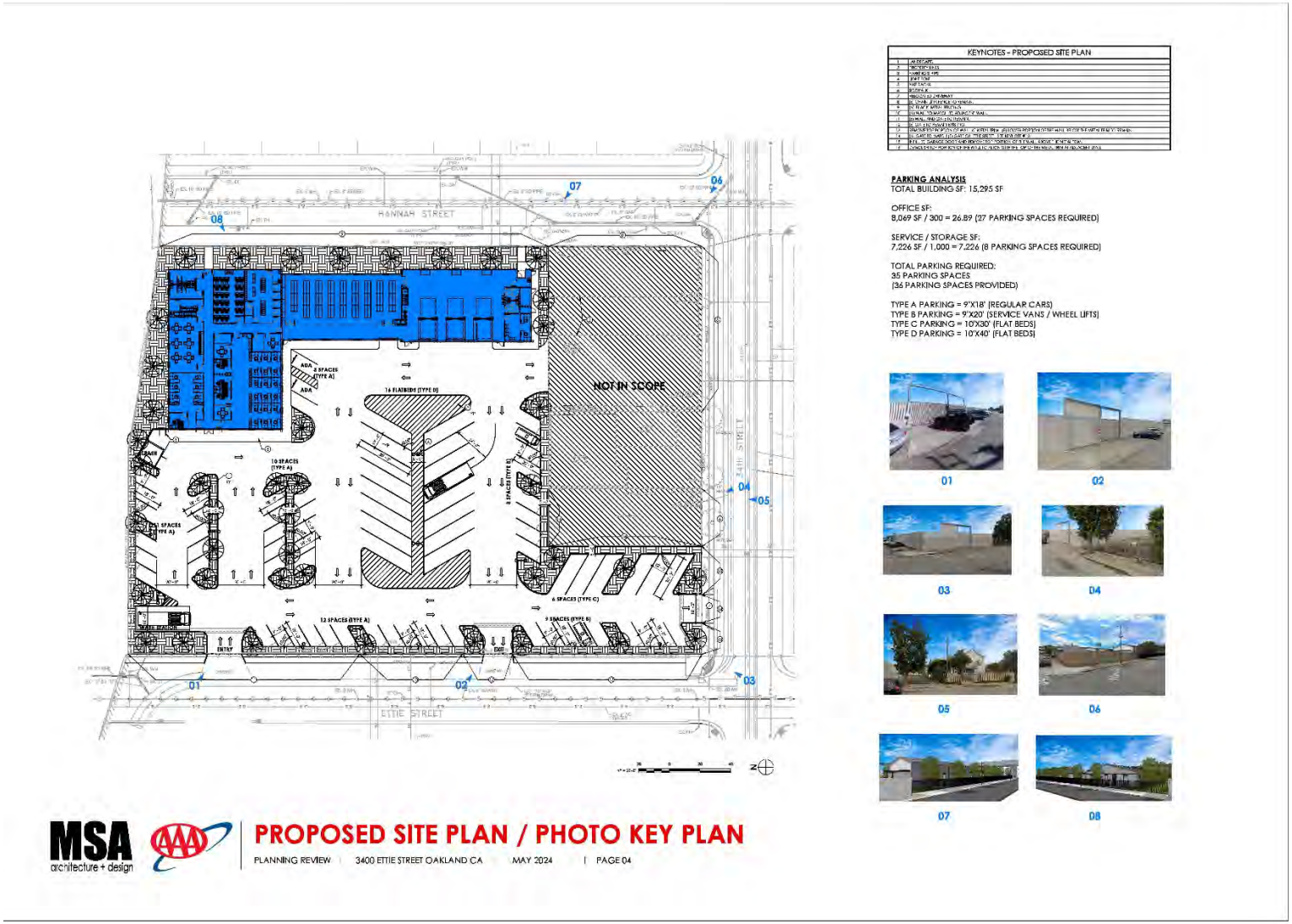
Drainage conditions after project construction would be similar to existing conditions. The project site would primarily be covered with impervious surfaces, mostly buildings and parking. Stormwater runoff would be directed to the City of Oakland's storm drain system (storm drains/catch basins) located in surrounding roadways. The proposed project would include on-site additional landscape features, primarily shrubs, ground cover, and trees. In total, the project proposes 13,725 square feet of landscaping. To conserve water, the project would utilize drought tolerant landscaping and an automatic seasonally adjusted drip irrigation system with soil amendments to improve the water holding capacity of the soil.

2.4 Proposed Project Activities

The construction schedule assumes that the project would be built out over a period of approximately 24 months, anticipated to begin in 2025. Prior to construction, the existing buildings on-site would be demolished. Trenching activities would then occur to install new utility lines as necessary before the new parking lot is paved and striped. The proposed dispatch

facility would then be constructed, and landscaping would be added. Construction vehicle access to the site would be provided through existing access. The equipment staging area would be located within the project site. Upon completion of demolition and construction activities, the project would resume operating as a roadside service operations center, able to accommodate minor on-site maintenance of fleet vehicles to increase operational efficiency and lowering the costs associated with facility activities.

Figure 3. Site Plan



2.5 Required Permits and Approvals

The potential permits and approvals needed for implementing the project include the following:

- Building Permit
- Conditional Use Permit – Accessory off-street parking
- Major Variance
- Regular Design Review
- Tentative Parcel Map Approval

2.6 Avoidance and Minimization Measures and Best Management Practices

2.6.1 Basic Construction Measures

For all proposed projects, the Bay Area Air Quality Management District (BAAQMD) recommends implementing the following measures listed below to meet the best management practices threshold for fugitive dust:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times daily.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the City of Oakland regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

2.6.2 Unanticipated Discovery of Archaeological Resources

If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology shall be contacted immediately to evaluate the find (National Park Service, 1983). If necessary, the evaluation may require preparation of a

treatment plan and archaeological testing for California Register of Historic Resources (CRHR) eligibility. If the discovery proves to be CRHR-eligible and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts.

2.6.3 Unanticipated Discovery of Paleontological Resources

In the unlikely event that previously unidentified paleontological resources are discovered during ground-disturbing activities, work in the immediate area shall be halted. A City of Oakland-approved paleontologist shall evaluate and treat the discovery. All documents associated with the evaluation and treatment of any resources shall be prepared following professional best practice standards and shall comply with guidelines set forth by the California Office of Historic Preservation.

2.6.4 Unanticipated Discovery of Human Remains

The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the Alameda County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

2.6.5 City of Oakland Standard Conditions of Approval

The City of Oakland has incorporated the following development policies and standards to mitigate the environmental impacts of development projects, regardless of the project's environmental determination. The following Standard Conditions of Approval (SCA) are applicable to the project:

1. SCA 17: Regulatory Permits and Authorizations from Other Agencies
2. SCA 18: Trash and Blight Removal
3. SCA 19: Graffiti Control
4. SCA 20: Landscape Plan
5. SCA 21: Lighting
6. SCA 22: Dust Controls – Construction Related
7. SCA 23: Criteria Air Pollutant Controls – Construction and Operation Related
8. SCA 24: Toxic Air Contaminant Controls – Construction Related
9. SCA 25: Reduce Exposure to Air Pollution (Toxic Air Contaminants)
10. SCA 26: Stationary Sources of Air Pollution (Toxic Air Contaminants)
11. SCA 27: Truck-Related Risk Reduction Measures (Toxic Air Contaminants)
12. SCA 28: Asbestos in Structures
13. SCA 29: Naturally-Occurring Asbestos
14. SCA 38: Archaeological and Paleontological Resources – Discovery During Construction
15. SCA 40: Human Remains – Discovery During Construction

16. SCA 42: Construction-Related Permits
17. SCA 49: Hazardous Materials Related to Construction
18. SCA 61: NPDES C.3 Stormwater Requirements for Regulated Projects
19. SCA 69: Construction Days/Hours
20. SCA 70: Construction Noise
21. SCA 71: Extreme Construction Noise
22. SCA 75: Operational Noise
23. SCA 79: Affordable Housing Impact Fee
24. SCA 80: Capital Improvements Impact Fee
25. SCA 82: Construction Activity in the Public Right-of-Way
26. SCA 83: Bicycle Parking
27. SCA 85: Transportation and Parking Demand Management
28. SCA 86: Transportation Impact Fee
29. SCA 88: Plug-In Electric Vehicle (PEV) Charging Infrastructure
30. SCA 89: Construction and Demolition Waste Reduction and Recycling
31. SCA 90: Underground Utilities
32. SCA 91: Recycling Collection and Storage Space
33. SCA 93: Green Building Requirements – Small Projects
34. SCA 96: Recycled Water
35. SCA 97: Water Efficient Landscape Ordinance (WELO)
36. SCA 98: Employee Rights
37. SCA 100: Public Art for Private Development

3.0 RATIONALE FOR THE SECTION 15302 CATEGORICAL EXEMPTION

The project would be exempt from CEQA per Section 21000-21177, Public Resources Code; Title 14, Division 6, Chapter 3, Section 15000-15387, California Code of Regulations in accordance with the following exemption: §15302 (Class 2 – Replacement or Reconstruction). The complete description of the Class 2 exemption as stated in the CEQA Guidelines is attached to this memorandum as Appendix B.

3.1 15302. Replacement or Reconstruction

The Class 2 exemption applies to the replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity. The project would demolish the existing warehouses and dispatch offices to construct a smaller two-story facility comprised of fleet offices, a repair shop, and yard to provide routine maintenance for service vehicles in the same location; the new building would also have a smaller footprint than the structures currently on site, a reduction of approximately 10,547 square feet. Minor auto maintenance would be limited to fleet vehicles in order to support existing operational activities and not provided to the public. Furthermore, all project activities would occur within the footprint of the existing facility; construction activities are limited to the renovation of the parking lot and the addition of landscaping within the existing parcel. Therefore, the demolition of the existing dispatch facility and construction of the new dispatch facility would meet the criteria for a Class 2 CEQA exemption as the replacement and reconstruction of an existing building, and would have substantially the same purpose and capacity as the existing structure.

3.2 15300.2. Exceptions

Even if a project is ordinarily exempt under the potential categorical exemptions, CEQA Guidelines Section 15300.2 and Public Resources Code Section 21084 provides specific instances where exceptions to the otherwise applicable exemptions apply. The exceptions are:

1. Cumulative Impact: This exemption is inapplicable when the cumulative impact of successive programs of the same type and in the same place over time is significant.
2. Significant Effect: A categorical exemption shall not be used for an activity when there is reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
3. Scenic Highways: A categorical exemption shall not be used for a project that may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway that has been officially designated as a state scenic highway.
4. Hazardous Waste Sites: A categorical exemption shall not be used for a project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code.
5. Historical Resources: A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significant of a historical resource.

3.3 Project Analysis

The following section analyzes the applicable exceptions per CEQA Guidelines Section 15300.2 that could disqualify the project from being found categorically exempt. As described below, the project would not meet any of the exception criteria that would otherwise preclude the project from being exempt under Section 15301.

(a) Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type and in the same place over time is significant.

Not Applicable. The project would occur within an existing location that currently operates as a dispatch facility. The project would be limited to a parcel merger, demolishing an existing roadside service operations center facility, and the construction of a new building with a parking lot and new landscaping. The sole change would be the minor maintenance to fleet vehicles on-site. No additional uses are proposed. The project site is entirely developed and devoid of vegetation, with the exception of ornamental landscaping, and does not include any sensitive habitat. Since all project work would occur on developed, previously disturbed land, the project would not impact biological resources or archaeological resources. No historic resources have been identified on the project site. Furthermore, a trip generation report was prepared by Armen Hovanessian Transportation Consulting in October 2024. Per the report, the existing project generates 114 weekday and 100 weekend daily trips. During the weekday, the highest AM and PM trips were seven and thirteen. The report forecasted zero new peak hour and daily trips; thus, further transportation analysis was not performed. Therefore, the proposed addition of minor on-site fleet vehicle maintenance activities are not anticipated to generate a significant number of new vehicle trips and would not result in any significant transportation impacts. Because no significant change in project-related vehicle trips would occur, project-related operational noise, air quality, and transportation impacts would be essentially the same as those resulting from the existing operation. Thus, the project would not generate a new contribution to cumulative traffic, air quality, or noise impacts. The project would meet applicable City requirements for noise and traffic controls during construction. Energy consumption during operation of the project, including energy used to operate the building system, lighting, and mechanics, would be required to comply with SCA 93, ensuring compliance with the Green Building Code. Therefore, the project would enhance energy efficiency at the site, as the current facility is larger and nearly 60 years old, thereby resulting in a marginal reduction of energy consumption and greenhouse gas emissions during operation. As a result, the project would not result in significant cumulative impacts, nor does it represent one of a series of successive projects of the same type in the same location.

(b) Significant Effect. A categorical exemption shall not be used for an activity when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

Not Applicable. There are no unusual circumstances associated with the project that would result in a significant effect on the environment. The project is located on a developed site surrounded by residential and commercial developments. There are no sensitive habitats in the project vicinity that would be impacted by the project. The project site does not contain unusual geologic characteristics that might create a hazard to users of the facilities. Standard avoidance and minimization measures that are required by State and federal laws, and the City's SCAs, would be implemented as part of the project to minimize and avoid construction-related impacts, such as those related to fugitive dust control or potential disturbance of unknown

archaeological resources or human remains. Furthermore, all tow truck maintenance activities would be limited to on-site minor repairs needed to operate fleet vehicles. The project would not result in a significant effect on the environment due to unusual circumstances.

(c) *Scenic Highways. A categorical exemption shall not be used for a project that may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway that has been officially designated as a state scenic highway. This does not apply to improvements that are required as mitigation by an adopted negative declaration or certified environmental impact report.*

Not Applicable. The nearest officially designated scenic highway is I-580, which is located approximately 80 feet north of the project site. There is an existing warehouse on the project site, south of I-580, which would be demolished, and a new, smaller structure would be constructed in the same approximate location. Thus, views of the project site from I-580 may be slightly altered, but the impact would be minimal, as the new structure will be smaller than the warehouse currently on the project site. Therefore, the new structure would be replacing an existing structure and would not significantly affect views from the highway. Two trees are proposed for removal, a Japanese black pine and southern magnolia; neither are protected in the City of Oakland. The remaining trees on-site are to be protected in place during construction activities, and the implementation of SCA 20 would ensure compliance with state and local landscaping standards. Furthermore, the project site is currently developed with a tow truck facility and accessory structures; none of the existing buildings are considered historic. Thus, the project would not result in significant effects on scenic highways or scenic resources.

(d) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

Not Applicable. The project site is not listed on the Cortese List, a database of hazardous materials release sites maintained by the State of California, as an active and open hazardous waste site, pursuant to Section 65962.5 of the Government Code. A Phase I Environmental Site Assessment (ESA) was prepared by Moore Twining Associates in August 2012. The report states the on-Site address of 3428 Ettie Avenue appears on the HIST, UST and LUST databases due to the former presence of three (3) former underground storage tanks (USTs) and associated remedial activity conducted at the site. This remedial activity included soil excavation/removal and groundwater monitoring. A subsequent limited Phase II ESA was done by Moore Twinning Associates to further analyze the soil in the area of the three former underground storage tanks in December 2012. While various metals were detected, they were at concentrations that are at background levels for the site and/or are below established screening levels. Therefore, the project would not be precluded from being categorically exempt per this exception.

(e) *Historical Resources. A categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource.*

Not Applicable. The project site is not listed as a national, state, or local historical resource pursuant to CEQA. Furthermore, the site has been developed and continuously operated since the 1960s, thus the presence of project activities discovering previously unidentified historical archaeological resources is unlikely. However, if an unanticipated discovery is made, state and local laws would protect any unknown archaeological resources that could be present. Lastly, the project site is not within the vicinity of any known historical resource. Therefore, the project would not have any significant impact on historic and/or historical archaeological resources.

APPENDIX A. EXEMPTION LANGUAGE

Section 21000-21177, Public Resources Code; Title 14, Division 6, Chapter 3, Section 15000-15387, California Code of Regulations

15302. REPLACEMENT OR RECONSTRUCTION

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

(a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity by more than 50 percent.

(b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.

(c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.

(d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the underground

APPENDIX B. TRIP GENERATION STUDY

Armen Hovanessian
Transportation Consulting

TRIP GENERATION REPORT FOR AAA DISPATCH SERVICE PROJECT LOCATED AT 3400 ETTIE STREET CALIFORNIA

OCTOBER 23, 2024

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Appendix

INTRODUCTION

Armen Hovanessian Transportation Consulting (AHTC, Inc) is pleased to present this Trip Generation report for the proposed AAA Dispatch project located at 3400 Ettie Street California. This analysis has been prepared in response to a request from the City of Oakland regarding the project daily trip generation for the following:

- This analysis compares the existing AAA Dispatch Project versus the proposed AAA Dispatch project trip generation.

PROJECT DESCRIPTION

The project consists of the demolition of an existing 25,842 square feet AAA dispatch facility and replacing it with a 15,295 square feet new AAA dispatch facility comprised of fleet offices, and a repair shop and yard to provide light maintenance for service vehicles. The project also includes the construction of a new parking lot and landscaping to renovate the existing property.

PROJECT LOCATION

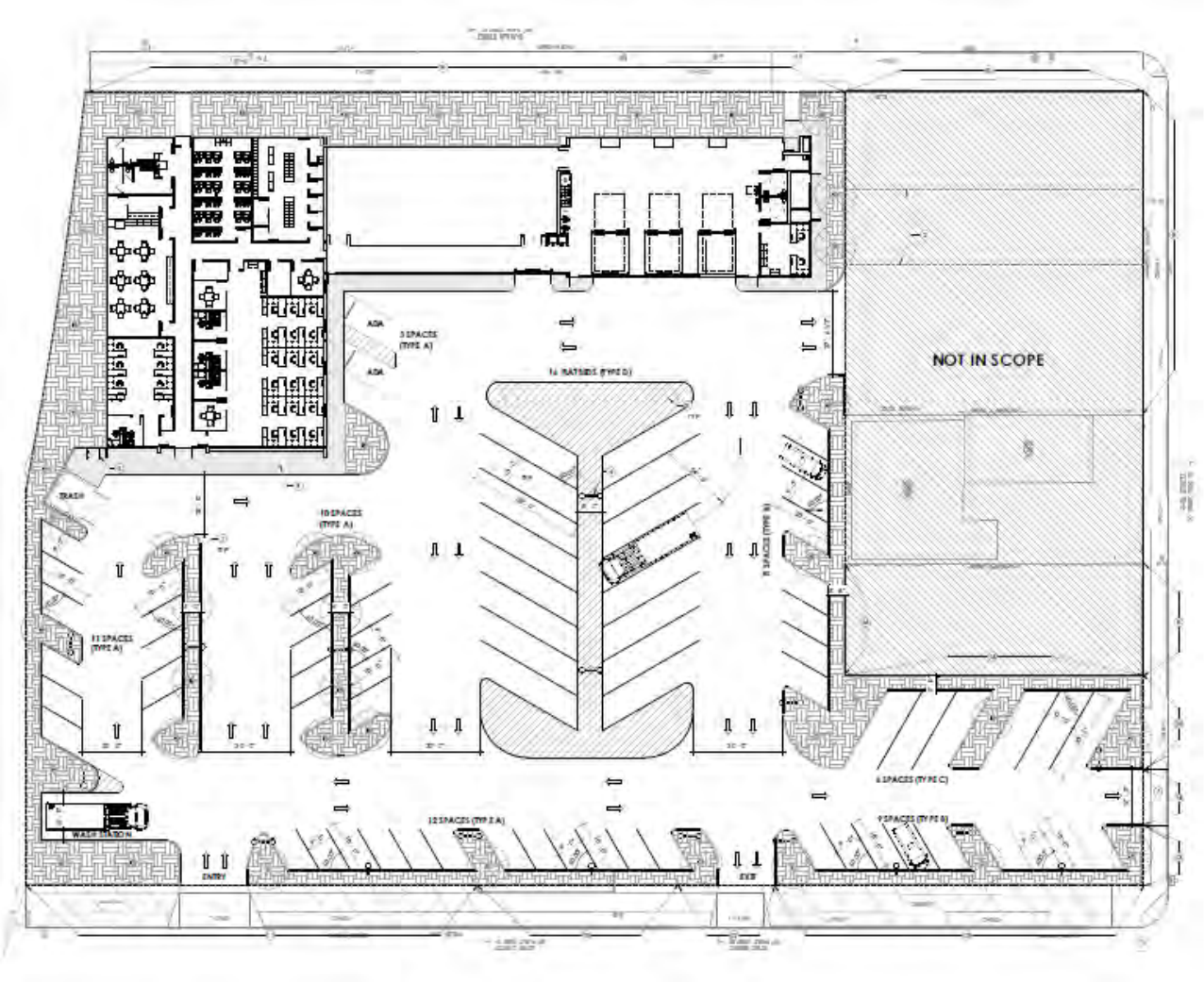
The project site is located between Ettie Street and Hannah Street north of 34th Street. Please refer to Figure 1 for the area map showing the project site:

Figure 1 - Area Map

Project Site Plan

Figure 2 illustrates the project site plan showing the location of the existing project driveways providing ingress and egress access to the project site.

Figure 2 - Site Plan



Project Trip Generation

Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition does not provide trip generation rate for the proposed project category. Therefore, to determine the estimated project trip generation empirical data was collected from the existing operation at the project site as provided in Table 1.

Table 1 - Empirical Traffic Volume Data

	Weekday		Weekend	
Hour starting	Enter	Exit	Enter	Exit
12:00 AM	3	3	0	3
1:00 AM	0	0	0	0
2:00 AM	0	0	0	2
3:00 AM	1	1	1	2
4:00 AM	0	0	0	2
5:00 AM	4	3	3	5
6:00 AM	6	0	9	0
7:00 AM	7	0	3	0
8:00 AM	2	0	2	0
9:00 AM	2	0	4	0
10:00 AM	5	0	4	0
11:00 AM	1	1	1	1
12:00 PM	4	0	4	1
1:00 PM	3	4	3	1
2:00 PM	6	7	5	8
3:00 PM	4	7	3	10
4:00 PM	3	4	3	2
5:00 PM	0	5	0	2
6:00 PM	3	7	1	1
7:00 PM	0	1	1	2
8:00 PM	2	1	2	1
9:00 PM	1	1	1	1
10:00 PM	0	7	0	4
11:00 PM	0	5	0	2
Total	**57**	**57**	**50**	**50**

As shown in the empirical data in Table 1, the existing project generates 114 weekday and 100 weekend daily trips. During the weekday the highest AM and PM trips were 7 and 13, respectively. The project is not anticipated to generate any additional trips after the renovation project. As shown in the project trip generation Table 2 below, the project is forecasted to result in zero new peak hour and daily trips.

Table 2 - Project Trip Generation

	Land Use	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
Proposed	AAA Dispatch Service Site*	15.295	KSF		*Split*				*Split*			N/A	114
					7	7	0		13	6	7		
	Total New Trips				**7**	**7**	**0**		**13**	**6**	**7**		**114**
Existing	AAA Dispatch Service Site*	25.842	KSF		*Split*				*Split*				114
					7	7	0		13	6	7		
	Total Existing Trips				**7**	**7**	**0**		**13**	**6**	**7**		**114**
NET INCREASE/DECREASE TRIPS					**0**	**0**	**0**		**0**	**0**	**0**		**0**
Source: * Empirical Data Collected from the existing project site													

CONCLUSION

The proposed AAA Dispatch Center renovation project will not result in an increase in the project trip generation. Therefore, further transportation analysis will not be required.

Appendix 1 -Project Site Map

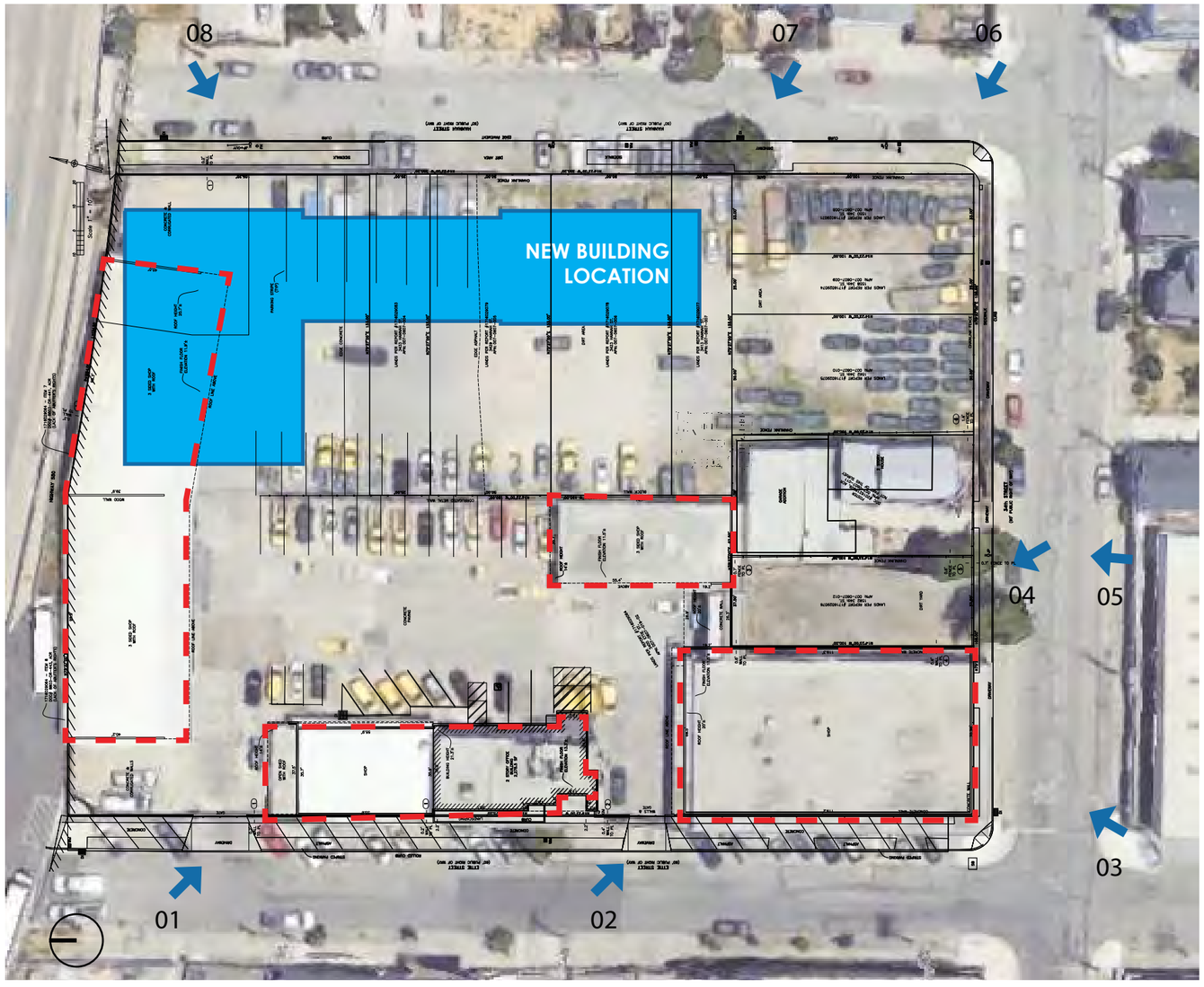
Planning Review Package

3400 Ettie Street
Oakland, CA 94608

January 2024

MSA
architecture + design

Sheet Index	Page

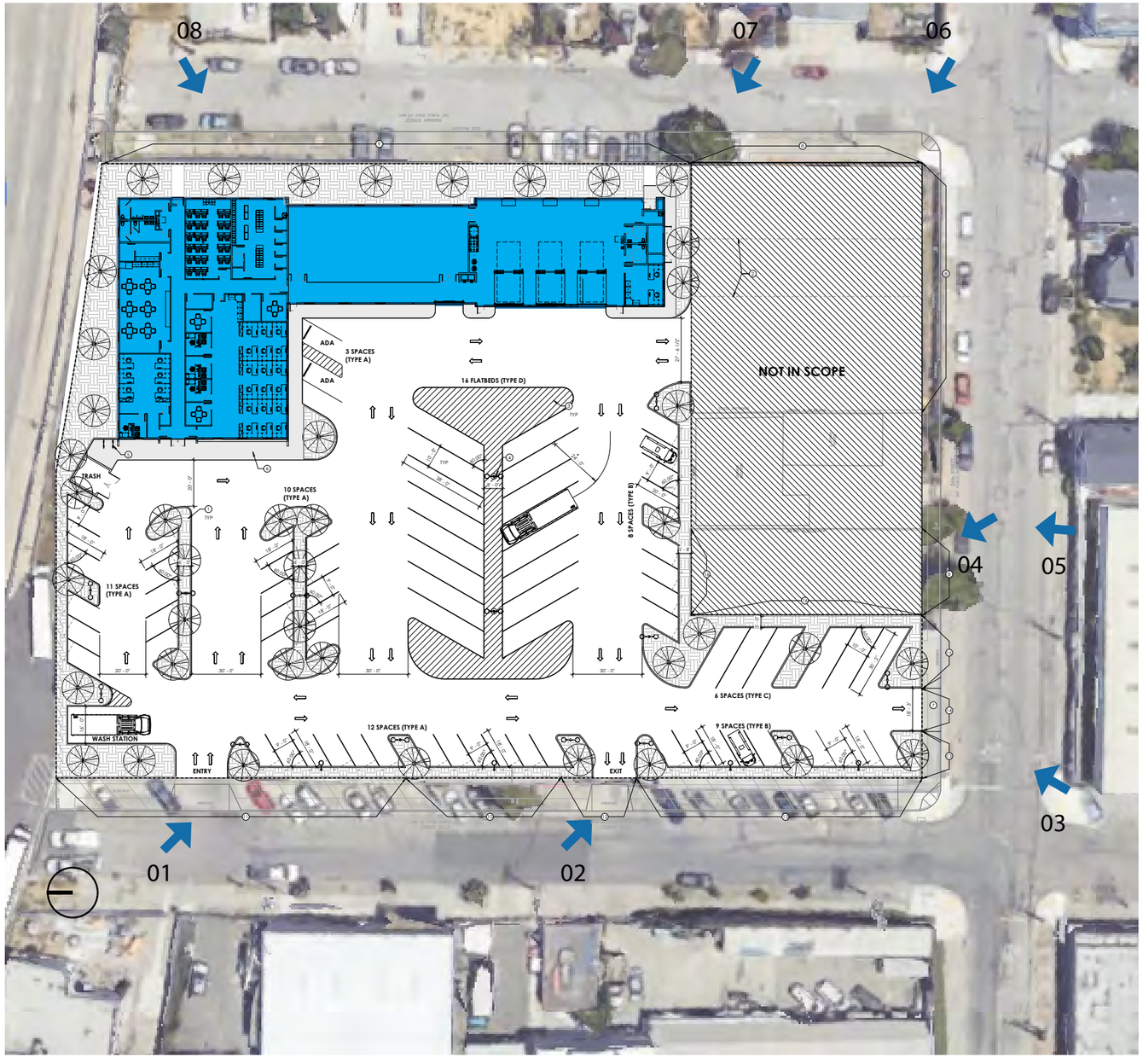


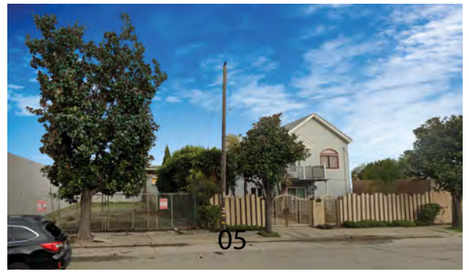
EXISTING BUILDINGS = 25,842 SF

NEW BUILDING = 15,295 SF

MSA architecture + design

EXISTING SITE - PHOTO KEY PLAN





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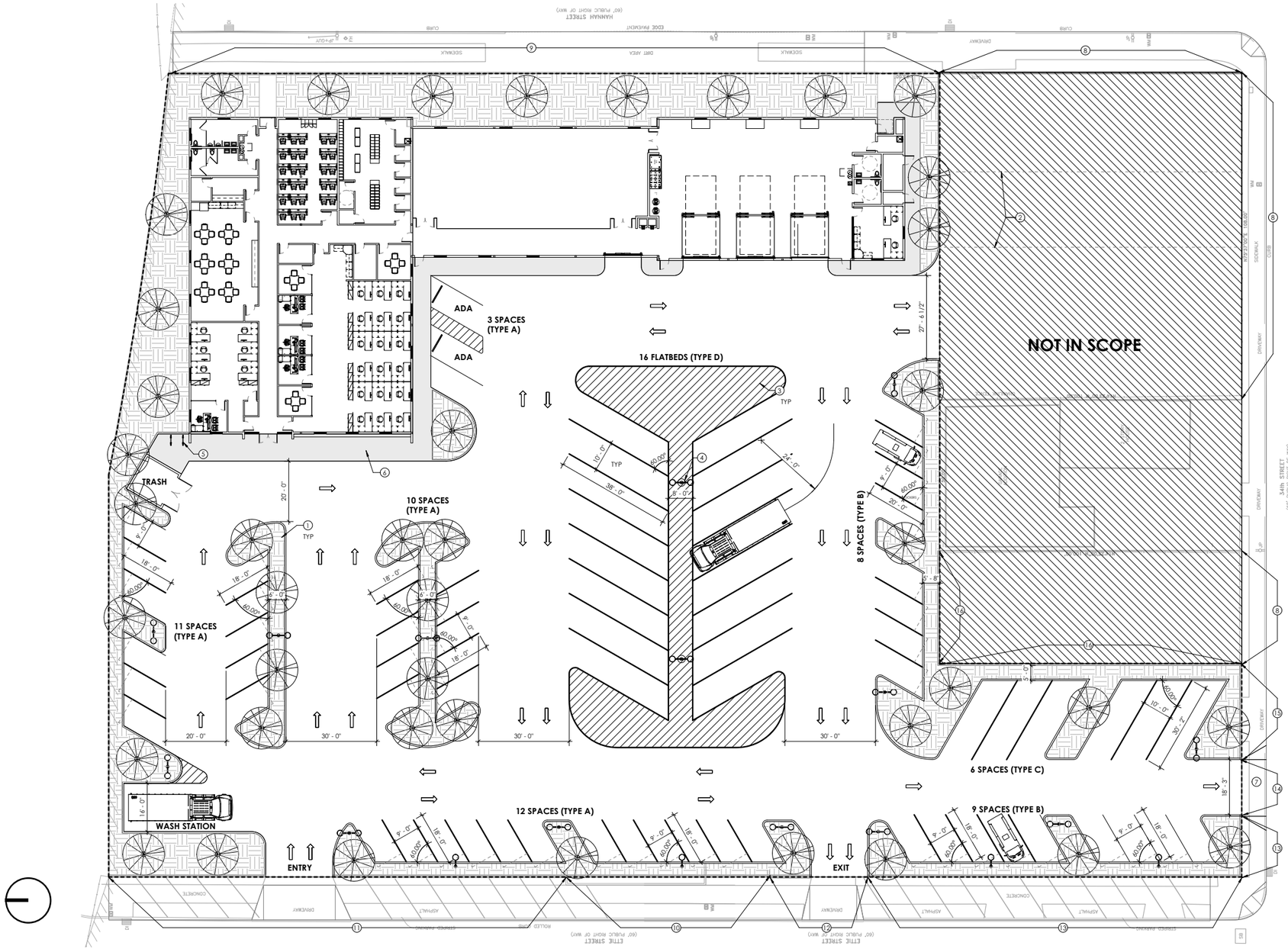
PROPOSED SITE - PHOTO KEY PLAN



KEYNOTES - MASTER PLANNING	
1	LANDSCAPE.
2	PROPERTY LINES
3	PARKING STRIPS.
4	LIGHT POST
5	BIKE RACKS
6	SIDEWALK
7	RELOCATED DRIVEWAY
8	(E) CHAIN LINK FENCE TO REMAIN.
9	(N) BLACK METAL FENCING.
10	(N) WALL TO MATCH (E) ADJACENT WALL.
11	(E) WALL AND GATE TO REMAIN.
12	(E) GATE TO REMAIN EXISTING.
13	REMOVE TOP PORTION OF WALL AT METAL TRIM. (E) LOWER PORTION OF THE WALL BELOW THE METAL TRIM TO REMAIN.
14	(N) GATE TO MATCH (E) GATE ON ETTIE STREET. SEE KEYNOTE #12.
15	INFILL (E) GARAGE DOOR AND REMOVE TOP PORTION OF THE WALL ABOVE THE METAL TRIM.
16	DEMOLISH TOP PORTION OF THE WALL TO ALIGN WITH THE TOP OF THE METAL TRIM AT ADJACENT WALL.

SITE ANALYSIS

LANDSCAPE ANALYSIS
TOTAL: 78,804 SF
LANDSCAPE: 13,655 SF (17.32%)
HARDSCAPE: 65,149 SF

PARKING ANALYSIS
TOTAL BUILDING SF: 15,295 SF

OFFICE SF:
8,069 SF / 300 = 26.89 (27 PARKING SPACES REQUIRED)

SERVICE / STORAGE SF:
7,226 SF / 1,000 = 7.226 (8 PARKING SPACES REQUIRED)

TOTAL PARKING REQUIRED:
35 PARKING SPACES
(36 PARKING SPACES PROVIDED)

TYPE A PARKING = 9'X18' (REGULAR CARS)
TYPE B PARKING = 9'X20' (SERVICE VANS / WHEEL LIFTS)
TYPE C PARKING = 10'X30' (FLAT BEDS)
TYPE D PARKING = 10'X40' (FLAT BEDS)

BUILDING PROGRAM

15,295 SF TOTAL

FLEET OFFICES
- (6) OFFICE/HUDDLE SPACES (CAN BE EITHER OFFICE OR 4-PERSON CONF ROOM DEPENDING ON FURNITURE)
- (18) WORKSTATIONS (12 NOW +6 LATER)
- TRAINING ROOM WITH (26) SEATS
- NO RECEPTION AREA
- BREAKROOM TO HOLD (24) PEOPLE
- LOCKER ROOM PER PREVIOUS CRITERIA +20%

REPAIR SHOP
- (3) WORKING BAYS, MIN 12' (OPENING) X'42' (DEPTH)
- FLUID/COMPRESSOR/TOOL
- CAGED STORAGE ~2500SF
- (1) OFFICE FOR (2) PEOPLE WITH WINDOW FACING SHOP
- DEDICATED TOILET ROOMS
- (1) WASH STATION

SECONDARY OFFICE SPACE
- (1) MANAGER OFFICES
- (6) WORKSTATIONS

YARD (MINIMUM)TRUCK PARKING SPACES:
- LIGHT SERVICE VEHICLES 20
- WHEEL LIFTS 20
- FLATBEDS 20