

**ATTACHMENT I**  
**Recommended Changes to Conditions of Approval**  
**California College of the Arts Project**

October 16, 2024 Planning Commission Meeting

28. **California Art Preservation Act Compliance.**

Requirement: Prior to demolition permits, the applicant shall comply with the California Art Preservation Act (California Civil Code § 987) with respect to the mural currently located on Martinez Hall or shall demonstrate to the Bureau of Planning that the murals are not “fine art” subject to the Act.

When Required: First demolition permit

31. **Building Permit Prior to Demolition.**

Requirement: Given the historic resources planned for demolition, the applicant must apply for, pay for, and receive issued building permits for Buildings A and B and relocation of Carriage House, prior to approval of any demolition permits. The applicant shall also enter into, and provide to the City, an executed construction contract for the entire project prior to demolition permits. The applicant shall not permit the building permits to expire during or after demolition and shall diligently complete Buildings A and B to certificates of occupancy.

When required: Prior to first demolition permit

Initial Approval: Bureau of Planning

Monitoring/Inspections: Bureau of Building

34. **Shared Parking Agreement for Residential/Commercial**

Requirement: Prior to Building permit submittal, submit a shared parking agreement to the Bureau of Planning for review and approval by the Oakland City Attorney, if determined to be applicable. The shared parking agreement shall identify the number of shared parking spaces, the land uses activities proposed, and demonstrate the feasibility of allowing multiple activities to use the parking approved as part of the PUD bonus request.

When Required: Prior to building permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building, Code Enforcement

36. **Parking Reduction/ GHG Compliance**

Requirement: Prior to Building permit application, submit a revision to onsite parking that reduces the amount of parking to be no more than the by 23 spaces in compliance with parking minimums in Planning Code Section 17.116 or submit a revised TDM Plan that further reduces VMT for the project below the standard 20% required reduction. A VMT Plan submitted to meet this condition shall reduce parking demand by 23 parking spaces. This condition of approval is required in addition to SCA Trans-4: Transportation and Parking Demand Management

When Required: Prior to building permit

Initial Approval: Bureau of Planning, Department of Transportation

Monitoring/Inspection: Department of Transportation

38. **Elevations**

Requirement: Prior to Building Permit submittal, a full set of schematic elevations is to be submitted to the Planning Bureau for administrative review providing verification of consistency with the PDP and FDP planning entitlement and the site-specific project Design Guidelines submitted February 15, 2023. Information provided shall be equivalent to the required Final Development Permit (FDP) submittal requirements for a vertical FDP as listed in the submittal checklist included in the Basic Application and shall provide

**ATTACHMENT I**  
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**California College of the Arts Project**

October 16, 2024 Planning Commission Meeting

dimensions, materials, colors, **signage design and placement**, and a materials board sufficient to demonstrate compliance with standards for new construction including but not limited to: Guidelines 2.3. New Building Form Guidelines (2.3.5 through 2.3.24), 2.4 New Building Base (Guidelines (2.4.1 through 2.4.11), and 2.5 New Building Facade Composition (Guidelines 2.5.1 through 2.5.13). Demonstrate compliance with objective standards for modulation, step backs, height reductions, height and roofline features, building separation, and interface with the remaining historic resource buildings.

When Required: Prior to building permit submittal

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

**39. Department of Transportation, Transportation Planning**

Requirement:

A. Streetscape Modifications. Implement mandatory measures identified in SCA #77 including improving transit access and safety through sidewalk/crosswalk enhancements, lighting, bus shelter improvements, and other features. The project sponsor will continue to coordinate with the City to explore implementation of mandatory measures identified in ~~SCA #77 as documented in the December 2020 “Non-CEQA Elements” Draft Memorandum~~ Appendix C of the FEIR, including:

- a. Traffic signals at the four signalized study intersections along the Broadway corridor should be interconnected to provide coordination in the southbound direction during the morning peak period and in the northbound direction during the evening peak period.
- b. Construct a raised median on Broadway between College Avenue and Broadway Terrace. Left turns into and out of Clifton Street at the intersection of Broadway/Clifton Street would be prohibited with this installation. On-street parking on the east side of Broadway between College Avenue and Clifton Street should be removed and converted to additional queue storage for the northbound right turn pocket at the intersection of Broadway/Broadway Terrace and into the project site. Paint “KEEP CLEAR” pavement markings at the intersection of Broadway/Clifton Street in the right-turn pocket.
- c. Increase the all red clearance interval at the intersections of Broadway/ College Avenue and Broadway/ 51st Street to provide greater time separation between opposing movements and to clear the intersection of vehicles between signal phases.
- d. Prohibit left turns at the Broadway/ Clifton Street intersection to prevent violation of automobile right of way and broadside collisions.
- e. Install red-light indicator lights or red-light cameras at the intersections of Broadway/ College Avenue and Broadway/ 51st Street to enhance visibility of red lights and reduce the frequency of crashes resulting from drivers disobeying traffic signals.
- f. The final site plan should retain three driveways and designate curb space for loading for passenger loading and/or commercial vehicles along the internal loop formed by the easternmost and center project driveways. As shown on the conceptual site plan, the delineation of inbound and outbound movements from the garage versus pick-up and drop-off activity is not well defined. This area should be designed and defined to adequately segregate garage movements from pick-up and drop off activities. The westernmost driveway as shown is located approximately 85 feet west of Broadway. Queuing calculations, presented in a

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October 16, 2024 Planning Commission Meeting

previous section of this report, find that this location is adequately spaced, provided that certain mitigation measures are provided (turn restrictions and signal interconnect).

g. Along the project frontage, curb extensions should be constructed at the intersection of Broadway/Clifton Street and Broadway/College Avenue.

h. Additional transit amenities are required at the bus stop located along the project frontage, including the construction of a bus boarding island, bus shelter, and concrete bus pad at the intersection of Broadway/College Avenue.

i. The final site plan should ensure adequate clearance and roadway widths are provided for emergency vehicles access throughout the project site.

B. Revise the TDM Plan to include the following information:

a. The existing Class II bike lane would remain continuous, floating between two through-lanes and one NBRT lane. Add FG300 bollard posts on either side of the bike lane between the bike lane and through lane/RT pocket to discourage weaving across bike lane and to protect this floating bike through movement.

b. Provide calculations for these estimates in Table 3 Proposed TDM Plan and Estimated Vehicle Trip Reduction.

c. Show the total number of peak trips to provide context for the 20 and 20.2% VMT reduction figures.

When Required: Prior to the issuance of building permit

Initial Approval: Department of Transportation

Monitoring/Inspection: Bureau of Building, Code Enforcement

40. **Interim Property Security and Maintenance Agreement.**

Requirement: Within thirty (30) days of Approval, the applicant shall submit for approval a binding security and maintenance agreement that holds the property owner(s)/operator(s) responsible for maintaining and managing security and deterrence of loitering, and for maintenance of the existing property, pedestrian pathways, open space, landscaping, trees and buildings in at least the condition as of the date of the Approval. In addition, the agreement shall include measures to secure the property with fencing, provide security, collect trash and debris, **remove graffiti**, maintain vegetation, and secure buildings **and shall include appropriate contact information of the responsible party**. Upon City staff and City Attorney approval, the proposed agreement shall be recorded by the applicant within thirty (30) days of City Staff approval with the Alameda County Recorder's office. In addition, the applicant shall provide documentation of continuing liability insurance coverage. Documentation of insurance coverage shall include the written undertaking of each insurer to give the City thirty (30) days' prior written notice of cancellation, termination, or material change of such insurance coverage. The interim Property Security and Maintenance Agreement shall terminate upon recordation of the Deed Restriction for Property Security and Maintenance.

When Required: Ongoing until recordation of the Deed Restriction for Property Security and Maintenance

Initial Approval: City Attorney

Monitoring/Inspection: Bureau of Building, Code Enforcement

56. **Fire Department - Emergency Access**

Requirement:

**ATTACHMENT I**  
**Recommended Changes to Conditions of Approval**  
**California College of the Arts Project**

October 16, 2024 Planning Commission Meeting

- At least one 8'x30' turnout is required on dead end roads per CFC APP D per Oakland amendments. The turnout bay is required at every 300 feet of the dead-end roads. The current dead-end road does not provide any turnout bay.
- The minimum road clear width is 26' due to buildings being more than 30' or served by hydrants. There is 20' road width in some locations that need to be revised. Clifton Street has a clear road width less than 20 feet. **PX Permit should address road width on Clifton Street, which may include removing the existing parking lane on the south side of Clifton.**
- Obtain or verify the turning radius of 20'.
- The utility and power lines shall not obstruct aerial fire apparatus access between the roadway and the proposed buildings per CFC D105.4. Undergrounding of utilities and power lines is an acceptable means to meet this condition. Fire apparatus access roads shall have an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm) per CFC 503.2.1.
- 26ft clear width for 20ft on each side of hydrants per CFC App D Fig D103.1. Hydrant at the dead end shall be 150' max per CFC table C102.1.

When Required: Prior to PX and Building Permits

Initial Approval: Fire Department

Monitoring/Inspection: Building Bureau