

600 Tank Farm - Conceptual City Comments

#	Directional Item	Response
City Council - Rezone Initiation (April 21, 2020)		
1	include requested changes by the Applicant, staff to work toward a Development Agreement or other enforceable mechanism, with the applicant to accomplish the infrastructure scope, the locals preference and other areas as determined by staff and to include early feedback from the Active Transportation Committee and Planning Commission for the conceptual review and scoping.	No longer applicable

ATC - Conceptual Review (July 17, 2020)		
2	The project should consider bicycle and pedestrian connections along Tank Farm Rd to improve east-west connections between Higuera and Broad Streets	Considered. Refer to the mitigation in the DEIR
3	The project should study bicycle and pedestrian impacts to the Broad/Tank Farm Rd intersection	Refer to Traffic Study
4	Concerned about connecting the Acacia Creek Path to a wrong way Class IV bikeway	No longer applicable. The connection has been revised to direct bicycle circulation to Santa Fe Road
5	Consider the potential of connecting Clarion Court to Fiero Lane as an alternative to Tank Farm Road for bikes and peds	This request is outside the scope of this project
6	If Hawthorne Elementary is the designated school for this site, consider how children will walk and bike there	This request is outside the scope of this project
7	Consider what possible role a bridge across the Railroad Safety Trail at Industrial Way could do to provide access to the east side of the railroad tracks	This request is outside the scope of this project
8	Consider the role that bike lanes on Industrial Road could play to improve access to the site and avoid busy arterial streets like Tank Farm	This request is outside the scope of this project
9	Concerned about the impact widening Tank Farm Road to 5 lanes would have on bicycle and pedestrian comfort levels.	Noted. The design of the Tank Farm Road improvements have been directed by City staff.
10	Suggests the design of roundabout at Tank Farm / Santa Fe should separate bike and ped modes	Noted

11	Requests that the Acacia Creek Path have adequate connections to other bikeway and pedestrian facilities	The Acacia Creek crossing has been coordinated with the adjacent project for pedestrian and bicycle use.
12	Suggests considering other options before using bollards on the bike/ped bridge across creek to 650 Tank Farm. If bollards are the only option, make safe as possible.	The proposed bollards have been set back from the Class I path to limit vehicle access only and not impede pedestrian bicycle circulation
13	Avoid bike facility designs that encourage wrong way riding.	Agreed
14	Recommends avoiding multilane road on Tank Farm to minimize bike/ped impacts. Consider not widening Tank Farm Road for multilanes	Noted. The design of the Tank Farm Road improvements have been directed by City staff.
15	Ensure adequate sidewalk connections throughout internal development	Provided in project design
16	Suggests more separation than 2 feet between Class IV bikeway and motor traffic. Suggests adding a parkway between the bike and motor vehicle modes.	Understood. The design of the road improvements have been directed by City staff.
17	Recommends that pathways for pedestrians throughout the development are direct	Provided in project design
18	Please look for ways to incorporate design elements of the forthcoming Active Transportation Plan as much as possible into the project	Provided in project design
19	Recommends to incorporate slower roadway speeds where possible	The road speed is dictated by the width of the roadway improvements and City staff.
20	Consider locating the bridge to 650 Tank Farm farther north	The proposed bridge crossing at Acacia Creek is located per the previous crossing location and the Environmental Analysis that was certified for the adjacent project (650 Tank Farm)
21	Please provide more separation between ped/bike/motor vehicle modes on Tank Farm Road cross section	Understood. The design of the road improvements have been directed by City staff.
22	Suggests that a lot of thought be put into how the project will provide good bike/ped connectivity to destinations outside of the project	Agreed. Please refer to the Site Circulation exhibit included in the ARC package

ARC - Conceptual Review (August 17, 2020)

23	Incorporate more open space between the parking area and the commercial building creating a plaza for patrons of the commercial businesses.	The design of the project was not able to accommodate this request.
24	Incorporate more recessed windows to add articulation.	Considered, but given the extensive amount of fiber cement siding, recessed windows are not recommended based on waterproofing concerns.
25	Identify fencing along Acacia Creek, promote Acacia Creek to be accessible to residents as open space.	This project is not proposing fencing along Acacia Creek, thus residences would have access to the open space.
26	Consider ways to engage the street along the commercial building to encourage exterior space along Tank Farm.	Providing exterior use spaces along Tank Farm Road is not desirable given the concerns regarding noise.
27	Consider adding small patios that relate to the retail use.	Considered but felt they would not be appropriate
28	The residential and retail buildings would benefit from a common color pallet or more compatible architectural styles.	Agreed. Refer to scheme 2 & 3
29	Incorporate a serpentine pattern to the drive aisles on the site plan.	Refer to pavers in the main intersection off Santa Fe Road
30	Create an interfacing element between the wood siding and the shed roof on the residential units.	The elevation design has been updated to reflect a more consistent relationship between the various building types.
31	Incorporate a pronounced rafter tail (similar to the SESLOC building) on the edges of the buildings to tie the commercial space with the residential.	We have incorporated some shed roof and wood corbels into the Mixed-Use building as well as the two buildings types (C & D) as a nod to SESLOC without matching their design

PC - Conceptual Review (September 23, 2020)

32	Consider the circulation interrelationship of this and other nearby developments as a whole and their impact on bicycling and pedestrian connectivity in the immediate area as well as to further destinations in the City.	Considered.
33	Consider increasing the number of units.	Unable to achieve this due to site constraints.
34	Ensure compatibility of the commercial services for this project and adjacent sites.	Understood.
35	Design of building adjacent to Tank Farm should be orientated to Tank Farm if they serve the general public rather than just the development.	Agreed. The Mixed-Use building addresses Tank Farm and Santa Fe.
36	Provide a more prominent direct pedestrian connection between the residential and commercial areas – minimize crossing of parking areas.	
37	Consider broadening the proposed 1.5-mile local preference zone.	Considered and not currently planning on broadening.
38	Consider opportunities to enhance connectivity across the emergency bridge.	Bridge to be used for ped and bike access, or emergency vehicles only.