



Active Transportation Committee

AGENDA REPORT ITEM 4A

DATE: January 16, 2025

FROM: Luke Schwartz, Transportation Manager
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SUBJECT: 600 Tank Farm Road Project Update

Recommendation:

1. Receive an update from staff regarding the 600 Tank Farm development project; and
2. Review and provide comment as it relates to active transportation.

Background

The 600 Tank Farm Road development, approved by the City Council on February 1, 2022, includes 280 residential units and 12,500 square feet of commercial space near the intersection of Tank Farm and Santa Fe Roads. The project is also required to construct several transportation improvements as outlined in city planning documents, such as:

- Extending Santa Fe Road north as a new collector street for primary access to the site.
- Widening Tank Farm Road to add width for two westbound lanes along the project frontage.
- Adding curb/gutter, landscaped parkways, elevated one-way protected bike lanes, sidewalks, street trees, and lighting along the Tank Farm and Santa Fe (West) project frontages.
- Building a roundabout at the Tank Farm/Santa Fe (West) intersection.
- Creating a shared-use path through the site and along Acacia Creek to connect to Damon Garcia Park.
- Connecting to a pedestrian, bike, and emergency vehicle bridge to link the site with the 650 Tank Farm development (bridge to be built by 650 Tank Farm).
- Conducting preliminary design and environmental studies for a future shared-use path along Tank Farm Road between Santa Fe (West) and Innovation Way.

Before approval, the proposal was reviewed by the City's Active Transportation Committee (ATC) on July 16, 2020, and its feedback helped shape the final designs including the following general comments:

- 1) Ensuring adequate east-west and north-south connectivity for walking and bicycling
- 2) Reducing conflicts of bicycles and pedestrians in the roundabout
- 3) Encouraging connectivity to Damon Garcia Sports Fields and across Acacia Creek

In addition, the conceptual design of the Tank Farm Road Shared Use Path was reviewed by the ATC on April 20, 2023. The committee made the recommendation to explore placement of the shared use path on the north side of Tank Farm Road and to consider the committees general comments including:

- 1) To explore mid-block bike ramps to allow access to on-street bike lanes, if possible.
- 2) To consider widening the on-street bike lanes as part of the path construction project, if possible, to allow more separation from vehicular traffic
- 3) To consider adequate staging areas at each end of the shared use path for a bike/ped crossing and not block through movement for bikes/peds and consider extending the shared use path to Broad Street to avoid crossing at roundabout
- 4) Some concern about widening Tank Farm Road to four lanes for concerns about inducing illegal speeding and increased vehicle demand.

Attachment A includes the site plan and summary of circulation plans for the 600 Tank Farm development, as originally approved in 2022.

Project Update

Over the last three years, Covelop, Inc., the project applicant, has worked on designing the on-site and off-site components of the 600 Tank Farm project. However, they have been unable to acquire the necessary off-site land from Chevron/Union Oil to build the planned Tank Farm/Santa Fe roundabout. Chevron/Union Oil is conducting environmental testing for PFAS substances on the former tank farm property and is not willing to proceed with sale of the full right-of-way needed for the roundabout at this time due to uncertainty associated with this process.

The City has confirmed all reasonable efforts to acquire the land have been made. Since the roundabout is considered infeasible at this time, the applicant has requested a modification to the project approvals, removing the roundabout as a requirement. The land use plan remains unchanged, and the applicant has proposed a modified/interim access design concept for City review, detailed below and in **Attachment B**.

Modified/Interim Site Access Design Concept

The revised interim plan provides access without the roundabout until it can be built in the future by the City or other private development. Key features include:

- **Tank Farm/Santa Fe (West) Intersection:** Unsignalized, with stop control on the Santa Fe (West) approach.
- **Minor Road Widening on Tank Farm:** Widening to add an eastbound left-turn lane into Santa Fe (West) and buffered bike lanes along Tank Farm Road.
- **Frontage Improvements:**

- Santa Fe (West): Landscaped parkway, northbound elevated protected bike lane, sidewalk, lighting, and street trees on east side of street only (consistent with 2022 project approval)
- Tank Farm: Landscaped parkway and a two-way shared-use path between Santa Fe (West) and the Mindbody signal. Shared-use path constructed in permanent materials (concrete) along 600 Tank Farm frontage, and with temporary (asphalt) east of frontage to Mindbody signal.
- **Temporary Sidewalk:** Asphalt sidewalk along the north side of Tank Farm from the Mindbody signal to Broad Street.
- **Traffic Safety Features:** Landscaped center median along Tank Farm frontage to prevent illegal left turns, radar speed feedback signs, striping and warning signage to encourage safer speeds.
- **Signal Modifications:** Updates to the Tank Farm/Mindbody intersection to add pedestrian and bicycle signals phases and bicycle left turn box to improve Tank Farm Road crossings.

The possibility of installing a traffic signal in lieu of a roundabout at Tank Farm/Santa Fe (West) was considered, but the thresholds or “warrants” for signalization are not met. Future changes to Santa Fe Road, such as an extension of Santa Fe north to Prado Road or realignment of the existing Santa Fe (East) to align with this intersection would trigger the need for a signal. However, these improvements would also require additional land from Chevron/Union Oil and are not expected soon.

Bicycle and Pedestrian Circulation and Policy Consistency

In addition to deferring the Tank Farm/Santa Fe Roundabout, there are a few other components of the modified/interim access design that differ from the long-term bicycle and pedestrian facilities proposed on Tank Farm Road per the City’s currently adopted Active Transportation Plan (ATP).

The interim design strategies would not necessarily preclude the construction of facilities consistent with the ATP in the future, but these interim designs warrant further discussion within the context of the ATP. **Table 1** below summarizes how the original 2022 project approval and current modified project compared to relevant city transportation plans/policies.

Attachment C visually summarizes the bicycle and pedestrian policy consistency between the ATP, original (2022) project proposal, and modified/interim (2025) project proposal.

The most noteworthy difference is the elimination of the Tank Farm/Santa Fe (West) roundabout as a project requirement, which has been deemed infeasible at this time. Without the roundabout, it will be less convenient for autos, bikes, and pedestrians to cross Tank Farm Road directly at this intersection. The traffic study prepared for the modified/interim project design indicates that Tank Farm/Santa Fe (West) intersection will operate within the City’s adopted delay/congestion targets for autos until future planned modifications to Santa Fe are constructed—if Santa Fe is extended north to Prado Road or realigned to the south, installation of a roundabout or a traffic signal will be required. Staff considered the feasibility of including a dedicated pedestrian/bicycle crossing at the new Tank Farm/Santa Fe (West) intersection but concluded that a passive beacon (i.e. RRFB) was not appropriate for a high-speed roadway, and a Pedestrian Hybrid Beacon (PHB) did not meet required warrants. Further, since there is little anticipated ped/bike crossing demand

directly at this intersection, it is staff's opinion that encouraging ped/bike crossings at the Mindbody traffic signal is more appropriate.

The modified project would construct improvements to the Mindbody traffic signal to better facilitate bike/ped crossings and construct a two-way shared-use path along the north side of Tank Farm between Santa Fe and Mindbody to improve access to this crossing for EB cyclists. As noted in the table above, this differs from the ATP, which calls for a WB one-way protected bike lane for this segment. The project applicant explored the possibility of extending this two-way shared-use path all the way east to Broad Street; however, the existing right-of-way east of Mindbody is not wide enough and the fronting property owner(s) are not interested in negotiating an easement to provide width for a path at this time. For this reason, the project proposes a narrow temporary sidewalk only on the north side between Mindbody and Broad Street for pedestrians, while EB cyclists would need to cross the street at the Mindbody signal to continue easterly.

Table 1: Plan/Policy Consistency of Proposed Active Transportation Facilities

Topic	Adopted Plan/Policy	Original 600 Tank Farm Proposal (2022)	Modified 600 Tank Farm Proposal (2025)
Tank Farm/Santa Fe (West) Intersection Control	Future multi-lane roundabout (LUCE, AASP)	Design and construct north/west/east legs of multilane roundabout	<ul style="list-style-type: none"> Construct interim unsignalized intersection Prepare designs, dedicate on-site R/W and pay fair share fees towards future roundabout to be constructed by others.
Nearest Low-Stress Bike/Ped Crossing of Tank Farm Rd to 600 Tank Farm Site	Future crossings at Tank Farm/Santa Fe Roundabout and at Tank Farm/Mindbody signal (ATP, AASP)	Crossings at new Tank Farm/Santa Fe Roundabout and at Tank Farm/Mindbody signal	<ul style="list-style-type: none"> Designated crossings at Tank Farm/Mindbody signal only for interim Future crossings at Tank Farm/Santa Fe Roundabout when constructed by others
Santa Fe (West) Bicycle and Pedestrian Facilities	Future one-way protected bike lanes & sidewalks on each side of road (ATP)	<ul style="list-style-type: none"> Construct elevated one-way (NB) protected bike lane and sidewalk on east side along project frontage. Future bike lane and sidewalk on west side by others. 	Same as 2022 proposal
Tank Farm Rd Bicycle and Pedestrian Facilities			
Segment 1: West of Santa Fe	Future two-way shared-use paths on north and south sides of street between Innovation Way and Santa Fe (AASP, ATP)	<ul style="list-style-type: none"> Project applicant to prepare 65%-level designs and environmental studies for future path on north side of street west of Santa Fe Pay fair share fees towards future construction of path by others 	Same as 2022 proposal
Segment 2: Santa Fe to Mindbody	Future one-way protected bike lanes & sidewalks on each side of street (ATP)	<ul style="list-style-type: none"> Construct elevated one-way (WB) protected bike lane and sidewalk on north side along project frontage Future protected EB bike lane and sidewalk on south side by others 	<ul style="list-style-type: none"> Construct elevated two-way shared-use path on north side along project frontage between Santa Fe and Mindbody. Potential to convert two-way path to separate one-way (WB) bike lane and sidewalk in future.

Topic	Adopted Plan/Policy	Original 600 Tank Farm Proposal (2022)	Modified 600 Tank Farm Proposal (2025)
Segment 3: Mindbody to Broad	Future one-way protected bike lanes & sidewalks on each side of street (ATP)	Construct temp asphalt sidewalk on north side from Mindbody to Broad if permanent protected bike lane and sidewalks per ATP have not yet been constructed by approved developments at 650 & 660 Tank Farm	Same as 2022 proposal
<p><u>Plan/Policy Source</u> LUCE – General Plan Land Use & Circulation Element; AASP – Airport Area Specific Plan; ATP – Active Transportation Plan</p>			

While the proposal to provide a two-way shared-use path on the north side of Tank Farm along the project frontage makes sense as an interim design, it is not consistent with the ATP, which calls for one-way protected bike lanes and separate sidewalks on each side of Tank Farm Road east of Santa Fe. The interim design does not preclude converting the two-way path to separate one-way WB bike lane and sidewalk at a future date for ATP consistency; however, this does provide an opportune time to revisit the ATP policy recommendations for this location:

1. *Should the City consider amending the ATP to designate a two-way shared-use path on the north side of Tank Farm Road between Santa Fe and Broad Street?*

• Pros:

- i. Eliminates need to cross Tank Farm Road for cyclists traveling eastbound to Broad Street (once right-of-way allows width for two-way path east of Mindbody). Likely to see wrong-way EB cyclists otherwise.
- ii. Adding a protected EB bike lane on other side of street (south side of Tank Farm) between Mindbody and Broad St is very challenging, may not be feasible.
- iii. Integrates well with future two-way shared-use path on north side of Tank Farm west of Santa Fe.
- iv. Avoids need to modify/reconstruct interim two-way path in future.

• Cons:

- i. Creates two-way bikeway with more driveway/intersection conflicts, which is undesirable on high-speed roads. (Note that all existing and future driveways/intersections east of Santa Fe will be signal controlled or right-in/right-out only)
- ii. Difficult/confusing for EB cyclists to cross to correct side of roadway when continuing on Tank Farm east of Broad St. (ATP calls for protected intersection with future intersection reconstruction of Tank Farm/Broad)
- iii. Does not separate bicycle and pedestrian space.
- iv. Requires redesign of 650 Tank Farm permanent frontage improvements, which currently include one-way WB protected bike lane between 600 Tank Farm and Mindbody intersection.

2. *Should the City consider amending the ATP recommendations for Santa Fe Road (West) to designate a two-way shared-use path on the east side of Santa Fe Road between Tank Farm and the 600 Tank Farm driveway?*

• Pros:

- i. Provides protected NB and SB route for cyclists on Santa Fe Rd (West) immediately (otherwise SB bike lane on west side of street depends on future development of Chevron property, and requires crossing Santa Fe)
- ii. Adds more intuitive/convenient path for cyclists exiting Acacia Creek path SB from Damon Garcia to continue EB on Tank Farm.

• Cons:

- i. Creates two-way bikeway that crosses one mid-block driveway.
- ii. Does not separate bicycle and pedestrian space.

These options are illustrated in more detail in **Attachment C**.

Update on Status of Tank Farm Shared-Use Path

As noted above, the original project approval requires the 600 Tank Farm developer to prepare 65%-level engineering plans and environmental technical studies for a future shared-use path on Tank Farm Road between Santa Fe and Innovation Way. There are no proposed changes to this requirement. The applicant has already prepared draft plans and documents based on the preliminary comments provided by the ATC in April of 2023, which are currently under review by City staff. Staff is happy to provide an update and discuss these materials in more detail at a future ATC meeting, if requested; however, it should be noted that the environmental and right-of-way challenges that are precluding advancement of the roundabout project would create similar barriers to advancing the future shared-use path in the near future.

Next Steps

The input provided by the ATC will be considered to guide final project designs and conditions of approval and will be summarized in the Planning Commission and City Council staff reports. The 600 Tank Farm project modification request is scheduled to go to the City Planning Commission on February 26, 2025, and City Council on April 1, 2025, for consideration.

Questions for ATC Discussion

The following questions are offered as suggestions to help guide the ATC's discussion and input on the proposed project modifications.

- 1) Does the committee have any questions on the details of the modified/interim access design concepts proposed for the 600 Tank Farm development?**
- 2) Is the committee interested in formally amending the ATP (at a future meeting) to designate portions of Tank Farm Road and Santa Fe Road as two-way shared-use paths (as discussed above), in lieu of one-way sidewalk-level protected bike lanes as adopted in the current ATP?**
- 3) Does the committee have any comments or recommendations in the areas of bicycle and pedestrian transportation that they would like the applicant, staff, Planning Commission and City Council to consider as part of the 600 Tank Farm project modification request?**

Attachments:

Attachment A: 600 Tank Farm Vicinity Map (per 2022 Project Approval)

Attachment B: 600 Tank Farm Interim Access Design Concept

Attachment C: Bicycle and Pedestrian Circulation Policy Context