

**APPENDIX A**

**NOTICE OF PREPARATION (NOP) AND  
PUBLIC SCOPING LETTERS AND COMMENTS**

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND  
NOTICE OF PUBLIC HEARING FOR A SCOPING SESSION  
FOR THE LOWER ARSENAL MIXED USE SPECIFIC PLAN**

**TO: STATE CLEARINGHOUSE, INTERESTED PERSONS AND AGENCIES**

**SUBJECT:** Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the **Lower Arsenal Mixed Use Specific Plan**

**Lead Agency:**  
Damon Golubics, Senior Planner  
City of Benicia  
Community Development Department  
250 East "L" Street  
Benicia, CA 94510  
Phone: (707) 746-4280  
Fax: (707) 747-8121  
E-mail: [dgolubics@ci.benicia.ca.us](mailto:dgolubics@ci.benicia.ca.us)

**Consultant:**  
Adam Weinstein, Senior Planner  
LSA Associates, Inc.  
2215 Fifth Street  
Berkeley, CA 94710  
Phone: (510) 540-7331  
Fax: (510) 540-7344

Notice is hereby given that the City of Benicia will be the Lead Agency and will prepare an EIR for the Lower Arsenal Mixed Use Specific Plan (project), as described below. The Draft EIR will evaluate potentially significant *environmental* impacts of the proposed project. For public agencies, please submit your comments on the scope and content of the environmental information related to your agency's statutory responsibilities in connection with the proposed project. **Written comments should be forwarded to the Lead Agency (see address above) no later than Thursday, May 3, 2007 at 5:00 p.m.**

**A Scoping Session is scheduled for Thursday, April 12, 2007 at 7:00 p.m., in the City Council Chambers (250 East "L" Street, Benicia).** At the Scoping Session, the City will receive verbal comments about the content of the EIR for the project.

**Project Title:** Lower Arsenal Mixed Use Specific Plan

**Project Location:** The project site is located in the City of Benicia in Solano County. The project site consists of approximately 50 acres east of Downtown Benicia, and is a portion of Benicia's former Arsenal known as the Lower Arsenal. The site is generally bounded by lands adjoining I-780 on the north, lands adjoining I-680 on the east, Port of Benicia land and the Carquinez Strait on the south, and residential neighborhoods extending into downtown Benicia on the west. A location map of the project site is attached as Figure 1.

**Background:** The Benicia Arsenal was originally established as a United States Army Base in 1849 and became the official location of the Arsenal in 1859. The site changed through the late 1800s and 1900s in response to the evolution of transportation systems (from horse-drawn carriages to railroads and motor vehicles) and military needs. After intense periods of change and activity during World War I, World War II, and the Korean War, the Arsenal was decommissioned in 1963. Since decommissioning, an artists' community has established itself in the Lower Arsenal, and residential and office uses have gained prominence while industrial uses have become less prevalent.

**Project Description:** The proposed project includes implementation of a Specific Plan for the Lower Arsenal site, which is designated for mixed use in the Benicia General Plan. The Specific Plan covers four distinct zones, each of which exhibits a unique physical character. The Specific Plan would implement a form-based code to shape future development on the project site, with primary emphasis on the physical form and character of new development. After build-out of the Specific Plan, the area would contain approximately 741,865 square feet of mixed uses, 22 residential units, and 6.39 acres of open space. The Specific Plan area currently contains approximately 525,000 square feet of mixed uses. Existing and proposed uses are described below, for each of the four development zones:

- **Jefferson Ridge/Officers' Row Zone:** Approximately 2.99 acres of open space and 230,575 square feet of new and redeveloped mixed uses, including institutional, office, commercial, and limited residential uses;
- **Adams Street Zone:** Approximately 1.30 acres of open space and 200,100 square feet of new and redeveloped mixed uses, including office, commercial, light industrial, work/live, and limited residential uses;
- **Grant Street Zone:** Approximately 0.92 acres of open space and 32,775 square feet of redeveloped mixed uses, including office, commercial, light industrial, work/live, and limited industrial uses; and
- **South of Grant Zone:** Approximately 1.19 acres of open space and 278,415 square feet of redeveloped mixed uses, including office, commercial, light industrial, and work/live uses.

The Draft Specific Plan is available for public review on the City's website (<http://www.ci.benicia.ca.us/downtown-arsenalimprovements.php>) or at the City's Community Development Department.

**Areas of Concern:** The EIR will evaluate each of the following environmental topics: Land Use and Planning Policy; Population, Employment and Housing; Biological Resources; Cultural Resources; Geology, Soils, and Seismicity; Hazards and Hazardous Materials; Hydrology and Water Quality; Transportation and Circulation; Noise; Air Quality; Public Services and Utilities; Visual Resources; and Sustainability and Energy.

**Comment Deadline:** The City of Benicia invites you to comment on the proposed scope of the Draft EIR. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *no later than Thursday, May 3, 2007 at 5:00 p.m.*

Written comments on the proposed scope of the EIR may be sent by mail, fax, or e-mail to **Damon Golubics**, Senior Planner, City of Benicia Community Development Department, 250 "L" Street, Benicia, CA, 94510.



Damon Golubics, Senior Planner

3/30/07

Date

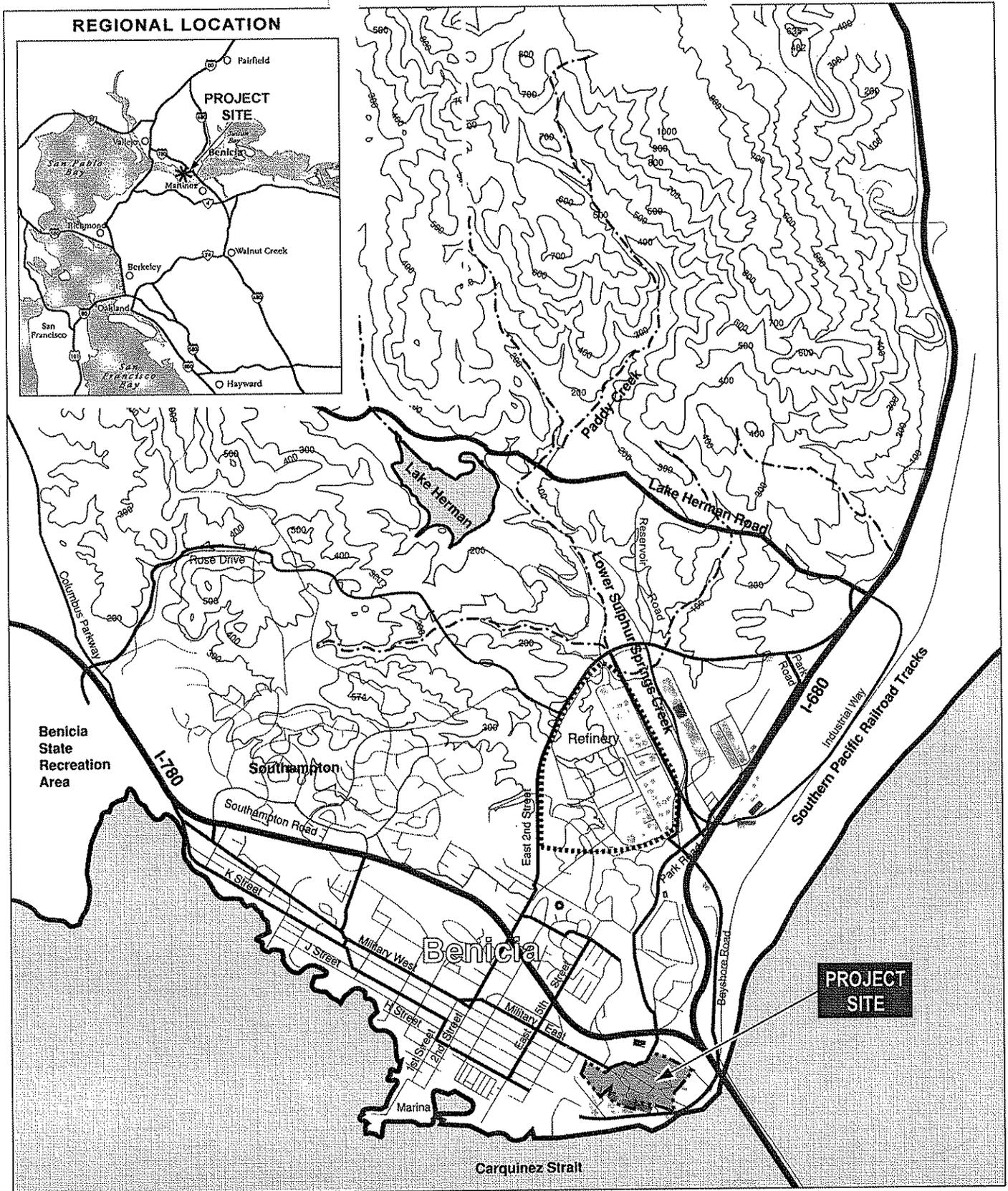


FIGURE 1

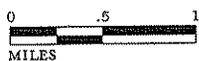
LSA

Lower Arsenal Specific Plan  
Project Location



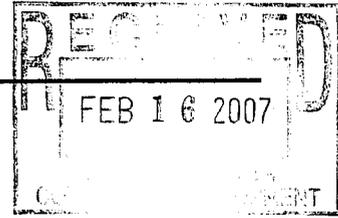
LEGEND

 PROJECT SITE



SOURCE: LSA ASSOCIATES, INC., 2007.

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**Memorandum**

**To:** Mayor Messina and Members of the City Council  
**From:** Donald Dean, MCP  
**RE:** **Option 1 as an Arsenal Specific Plan EIR Alternative**  
**Date:** February 16, 2007

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The Council is considering approving Draft Lower Arsenal Mixed Use Specific Plan (Plan) for the purposes of initiating environmental review. The California Environmental Quality Act requires the evaluation of reasonable alternatives as part of an environmental impact report (EIR). I request that Option 1 of the Draft Arsenal Specific Plan be fully evaluated as an option in the EIR. In order to do that, additional detail on the design and implementation of Option 1 should be added to Option 1 so that it becomes a genuine alternative that can be effectively evaluated.

The Plan notes that the Jefferson Ridge portion of the Benicia Arsenal contains "...a collection of unparalleled 19<sup>th</sup> and 20<sup>th</sup> century historic buildings of national significance," with the potential to function as a heritage tourism or other "destination" campus (Plan, page 2-7). The Plan contains two options for the Jefferson Ridge area, Option 1 and Option 2. Option 1 envisions the renovation of the Commanding Officer's Quarters, the Jefferson Street open space and heritage cork oak trees and continuation of Jefferson Street east to the Clocktower. Option 1 is predicated on outright purchase of the open space property so that new development would not be necessary to cover land costs. Option 2 would allow the development of new buildings on the ridge to provide for land and development costs and related infrastructure improvements.

Although the improvements for Option 1 would be much more modest, and thus quicker and less expensive to implement than Option 2 (the Plan envisions a 25-year timeline for Option 2), the Plan does not provide any detail on Option 1 or consideration of how Option 1 might be implemented. (The Plan devotes only two paragraphs to Option 1, but describes Option 2 in great detail.) Suggested elements of Option 1 and its EIR analysis are presented below.

**Elements of Option 1**

The project description of Option 1 should be more fully developed than is presented in the Draft Arsenal Specific Plan to allow it to be effectively evaluated in the EIR. Elements that should be considered in Option 1 include the following improvements:

*Landscape.* Maintain the open nature of the existing landscape as the setting (context) for a historic campus, with the following improvements:

- Formal landscaping along Jefferson Street
- Clean up and prune cork oak grove, but retain as informal low-maintenance landscape
- Formal landscaping along Adams Street

*Circulation improvements.* Improve local circulation and connections to regional transportation:

- Support regional trail (new Benicia bridge walkway).
- Provide for Bay Trail along Park Road as Class I bike trail, with extension and signage to Arsenal.
- Provide sidewalks along Jefferson Street.
- Provide interpretive walking trail from Park Road to Clocktower through cork oak grove.
- Construct crosswalk across Adams Street at Grant Street.
- Create historic tourism link to downtown (via signage or other means).

*Recreation Area.* Create a passive recreation area as location for larger civic events (such as Officers' Square that is provided in Option 2).

*Additional Facilities on City-Owned Property.* Evaluate the need for additional facilities to promote existing recreation uses and historic tourism in the area. The following improvements should be considered:

- Public restrooms
- Commercial kitchen
- Interpretive center
- Small conference center

### **EIR Analysis of Option 1**

The EIR should examine implementation of Option 1 in detail. In addition to the usual analysis of land use, transportation, cultural impacts, and other issues, the analysis should include an economic feasibility analysis. The following items should be provided as part of the analysis:

- Evaluate potential funding sources for property acquisition, infrastructure improvements, and landscaping. Potential financing strategies could involve the city, grant funds from sources outside the city, and public-private partnerships. Potential sources include state funding--Prop 40 (some funds still available for historic issues), Prop 84 (parks and water bonds), and grants from State Parks; local funding (city park dedication fees); corporate donations, non-profit funding, or some form of public-private partnership.
- Evaluate the potential for historic tourism and linkages to Benicia's historic downtown.

- Discuss the potential for federal tax credits for commercial use of existing structures.
- Examine potential funding sources for land acquisition, infrastructure improvements, and landscaping.
- Examine long-term funding sources or options for landscape maintenance.
- Examine feasibility of a non-profit or public-private partnership to rehabilitate and operate Commanding Officers' Quarters and other city-owned properties.

Valero Refining Company of California  
Community Advisory Panel

April 9, 2007

City of Benicia  
Community Development Department  
250 East L St.  
Benicia, CA 94510

Attn: Charlie Knox, Department Head

Dear Mr. Knox,

It is the understanding of the Valero Community Advisory Panel that an option is being studied to permit residential housing in the Benicia Arsenal. These units would apparently be located in an area near the port facilities of the Valero Refinery and Amports.

While the panel favors the creation of housing that would be affordable for seniors in our community, there are some concerns with respect to placing such units near Benicia's port. Downstream, it is not out of the realm of possibility that future residents of such a complex could raise concerns about marine based emissions and general port noise. While perhaps unlikely, a worst case scenario could result in such residents pushing for closing or curtailment of port operations.

The port is an important component of Benicia's economy. The continued operation of the port at its current level is an absolute requirement of the Refinery.

In a given year - subject to purchasing vagaries - Valero contributes about \$11,000,000 in taxes and spends another \$28M with Benicia vendors. These taxes and purchases along with employee wages, those of contractor personnel and annual charitable contributions of approximately \$1.5M illustrate the scope of Valero's impact on the local economy. Moreover, these figures are the tip of the iceberg. All such expenditures have a multiplier effect and the resulting impact is well beyond the figures cited.

Given the above, the CAP requests that an analysis of the economic impact of Benicia's port be included in the environmental impact report for any Arsenal project which contains an option for medium or high density housing. Such a study should focus on the impact of closing or curtailing port operations (e.g. daylight hours only, etc).

This letter is forwarded as directed based on a motion approved by the Community Advisory Panel on February 22, 2007.

For the Valero Community Advisory Panel,

Robert Craft,  
Chairman



BENICIA INDUSTRIAL PARK ASSOCIATION  
601 First Street, Suite 100, Benicia CA 94510  
707-745-2120 / Fax 707-745-2275

April 11, 2007

Damon Golubics, Senior Planner  
CITY OF BENICIA  
Community Development Department  
250 East L Street  
Benicia, California 94510

Dear Damon:

Benicia's Industrial Park is made up of diverse businesses ranging in size and industry. These businesses contribute to both the charm and economic vitality of our city by providing approximately \$10,295,000 (see attached) in revenues to the City's General Fund. Most citizens recognize that our quality of life is dependent on our business community for its contribution to our economy.

On April 12, 2007 you will be conducting a Scoping Session inviting comments about the content for an EIR for the Lower Arsenal Mixed Use Plan. Due to the fact that this is a significant area in our community, the Benicia Industrial Park Association (BIPA) requests that the EIR address all aspects of the existing General Plan including protection and buffers for the Industrial Park and Port operations. It is important, for the health and long-term viability of the industrial activities, that proper consideration is given to the compatibility of the uses anticipated for this area.

Additionally, we ask that the EIR address the following aspects with a focus on preservation of the existing properly zoned and permitted uses:

Traffic	Parking
Noise	Safety
Security	Lighting
Services	Truck Access/Circulation
Legal Environmental Effluents (odor and industrial emissions)	
Impact on Fire & Police (Safety Industry)	

We appreciate the opportunity to participate in discussions about issues affecting our city. We look forward to being a part of a pro-active business community and with your assistance Benicia's Industrial Park will continue to be a desirable place to do business.

Sincerely,

Brian Tulloch,  
Vice President

cc: Fred Railback, Planning Commission Chair  
Jim Erickson, City Manager  
Charlie Knox, Community Development Director

LAW OFFICES OF  
DANA DEAN  
835 First Street  
Benicia, California 94510

Dana Dean  
Lindsey Stern  
Amber Vierling, Of Counsel

Tel (707) 747-5206  
Fax (707) 747-5209  
www.danadean.com

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April 12, 2007

Planning Commissioners  
City of Benicia  
250 East L Street  
Benicia California 94510

Re: Lower Arsenal Mixed Use Specific Plan (LAMUSP)  
Comments for EIR Scoping Session

Dear Commissioners:

Thank you for the opportunity to submit comments regarding the scope of the environmental review for the above project. Please accept the following comments, which are submitted on behalf of my client, Amports.<sup>1</sup> As previously indicated, the LAMUSP as presented raises concerns in several distinct areas. Our most fundamental concern is the potential encroachment of residential units into an area that serves long-standing, relatively unique *water-related* industrial uses. In any discussion of potential environmental impacts, this fundamental concern must be addressed in almost every category of analysis, including noise impacts, aesthetic impacts, and, most significantly, land use impacts. We, therefore, request that the following areas of concern be addressed in the environmental review of the project.

*Proposed Residential Projects*

A preliminary consideration is the fact that there are at least two proposed residential projects (referred to here as the SAHF project and the Grant Street project), that will likely be impacted by adoption of LAMUSP.<sup>2</sup> This is significant on two levels.

First, it has been stated that the project proponents expect that the environmental process for LAMUSP will satisfy any environmental review requirement their projects might otherwise have individually. To the extent such a scenario is intended, this EIR must then address all the potential environmental impacts of those projects. This may occur, at least in part, through the analysis of option 2A (the SAHF plan) authorized by the City Council.

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<sup>1</sup> This office has previously submitted comments on the LAMUSP, both oral and written, which are incorporated by reference here.

<sup>2</sup> Please note these are projects are proposed as purely residential, not live/work or work/ live.

However, even beyond the 2A analysis, the Grant street project must be considered and thoroughly analyzed in order for those applicants to rely on the plan later.

Secondly, because the City is already considering these projects, their presence is not speculative. Thus, these projects necessarily form the basis of a cumulative impact discussion related to residential encroachment as discussed below.

#### *Options and Zones*

The LAMUSP is currently organized as a presentation of four (4) different zones, each of which has unique characteristics, including allowable uses. Additionally, the City Council has authorized the analysis of four different “options” for the plan, largely involving different treatments of the Jefferson Ridge Zone. Arguably, the net result is a necessity for 16 analyses of certain impacts. Looked at another way, blanket statements about any impact to the area as a whole will not suffice. Rather, the potential impacts must be evaluated at the zone level, not just the area as a whole.

#### *General Plan Consistency Issues*

The Draft LAMUSP, as currently presented, appears inconsistent with a myriad of the Benicia General Plan goals and policies. At a minimum, the EIR must analyze and address the following goals and policies for inconsistencies.

For each of the following, if a determination is made that the Plan is not inconsistent, the EIR should explain how the particular General Plan goal or policy is achieved or, at least, advanced by the LAMUSP.

For each of the following, the EIR should address this question - how does the incorporation of pure residential development in each of the LAMUSP zones meet this General Plan goal or policy?

For each of the following, if the LAMUSP is found inconsistent, what defensible mitigations, if any, are available to offset such inconsistencies? By way of example, would the elimination of pure residential or single family dwellings, in favor of a work/live development mitigate any inconsistency? To the extent inconsistencies are identified, the EIR must set out defensible mitigations for such inconsistencies or plainly state that the inconsistency cannot be mitigated.

For each of the following, if mitigations are identified, the EIR should analyze the historical use and effectiveness of such mitigations on other similar projects. More specifically, to the extent that the EIR relies on mitigations such as deed restrictions or deed notices, an analysis should be done to determine if such mitigations actually work or simply operate as a paper mitigation.

*Goal 2.6: Attract and retain a balance of different kinds of industrial uses in Benicia;*

*Policy 2.6.5* Establish and maintain a buffer between industrial and commercial uses and existing and future residential uses for reasons of health, safety, and quality of life.”

*Goal 2.7* Attract and retain industrial facilities that provide fiscal and economic benefit to- and meet the present and future needs- of Benicia;

*Goal 2.8* Maintain the viability if the Port now and in the future to benefit the City of Benicia;

*Policy 2.8.1* Avoid encroachment by future incompatible uses, and where possible, reduce encroachment of existing incompatible uses in concert with Policy 2.11.1;

*Goal 2.9* Ensure adequate land for port activity;

*Policy 2.11.1* Retain and expand the mix of compatible and balanced uses in the lower arsenal;

*Policy 2.11.2* Continue to allow live/work uses in the lower Arsenal where it can be demonstrated that adequate buffer exists, including noise buffers, and the presence of residents would not significantly constrain industrial operations, including the flow of good and materials;

*Goal 4.23* Control development of noise sensitive land uses in areas exposed to existing or projected noise which exceeds levels specified in Tables 4-3 and 4-4, unless the project includes specific, effective mitigation measures that reduce interior and exterior noise levels....

### *Cumulative Impacts*

A project may have a significant effect on the environment if "[t]he possible effects of a project are individually limited but cumulatively considerable. <sup>3</sup> “[C]umulatively considerable’ means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” <sup>4</sup>

Current uses in the Lower Arsenal are largely commercial or limited industrial in nature, often related to the port facility. Moreover, while artists housed in

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<sup>3</sup> 14 Cal. Code Reg §15130(a) and 14 Cal. Code Reg. § 15065(a)(3).

<sup>4</sup> *Communities for a Better Environment v. California Resources Agency* (2003)103 Cal. App. 4th 98, see also *Friends of B Street v. City of Hayward* (1980) 106 Cal. App. 3d 988.

work/live situations have co-existed with the adjacent port facilities, single family residential is virtually non-existent in the South of Grant, Grant Street, Adams Street, and Jefferson Ridge zones.

As noted, two residential projects are currently proposed for incorporation in the LAMUSP. Further, even absent these two projects, the plan itself contemplates increased single family residential as a future use for the planning area. At some point, this necessarily involves replacing land available for water-related commercial or limited industrial uses with residential. As such, the EIR should analyze the cumulative impact of the loss of commercial and industrial space, in particular the loss of such space adjacent to water related industrial zones.

The port area is a unique and precious resource. Water-related industrial land use designations are dwindling in the Bay Area and in California as a whole.<sup>5</sup> As such, the EIR must not only address the loss of related commercial and industrial space to pure residential, but also the likelihood that the adjacent water related industrial zones will themselves be diminished over time as a result. In addressing this concern, the EIR should consider not only the impact of potential lost port activity here in Benicia, but in the region as a whole.

#### *Noise Light and Other Aesthetic Impacts*

Because of the Lower Arsenal's proximity to heavy industrial uses, a detailed noise analysis is required. This analysis needs to include acoustical studies for each proposed zone.

Further, because of the unique tide-sensitive nature of port operations, large ships and their supporting crews may well arrive in the middle of the night. Work is done based on tides, not based on a 9-5 timeline. Thus, the EIR noise impacts analysis needs to consider not only the potential for very loud noise, but also for sudden noise and late night noise. Impacts considered should include potential hearing loss, sleep disruption, and psychological responses.<sup>6</sup>

Finally, because of potential future residential uses, in particular the SAHF plan for senior housing and the Grant Street plan for 21 family dwellings, special attention should be paid to noise, light, and other aesthetic impacts on sensitive receptors – Children and the Elderly.<sup>7</sup>

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<sup>5</sup> This is in large part due to the kind of residential encroachment described in the Seifel Consulting memo previously submitted by the Grant street project applicant.

<sup>6</sup> The Benicia General Plan itself identifies these as important considerations (BGP p.171.)

<sup>7</sup> Similarly, the impact on new residents of sudden late night, light generated by already existing uses should be carefully analyzed.

In summary, the Benicia General Plan and common sense favor protections for the long-existing port and other water related industrial activities. As a result, detailed and careful analyses of the potential impacts of increased residential in the Lower Arsenal as contemplated in the LAMUSP is needed to fully and properly evaluate the merits (or lack thereof) of such a plan.

Respectfully submitted,

Dana Dean

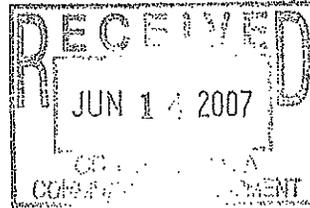
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**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5505  
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TTY (800) 735-2929



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June 12, 2007

SOL780041  
SOL-780-0.90  
SCH2007062021

Mr. Damon Golubics  
City of Benicia  
250 East L Street  
Benicia, CA 94510

Dear Mr. Golubics:

**Lower Arsenal Mixed Use Specific Plan Program – Notice of Preparation**

Thank you for including the California Department of Transportation (Department) in the environmental review for the proposed project. The comments presented below are based on the Notice of Preparation for the Lower Arsenal Mixed Use Specific Plan Program Project Draft Environmental Impact Report (DEIR).

As lead agency, the City of Benicia is responsible for all project mitigation, including improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Any required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's concerns prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

**Traffic Impact Analysis**

The Department is primarily concerned with impacts to the State Highway system. Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to Interstates 680 & 780 with and

without the proposed Lower Arsenal Mixed Use Specific Plan Program Project traffic. The TIA should include, but is not limited to the following:

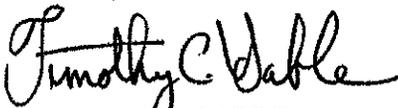
1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage City of Benicia to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* at the following website for more information:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We look forward to reviewing the TIA, including Technical Appendices, and DEIR for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Christian Bushong, Office of Transit and Community Planning.

Should you require further information or have any questions regarding this letter, please call Christian Bushong of my staff at (510) 286-5606.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA

c: State Clearinghouse

## PUBLIC UTILITIES COMMISSION

605 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298

July 3, 2007

Damon Golubics  
City of Benicia  
250 E. L Street  
Benicia, CA 94510



RE: Lower Arsenal Mixed Use Specific Plan, SCH# 2007062021

Dear Mr. Golubics:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

Kevin Boles  
Environmental Specialist  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

cc: Terrel Anderson, Union Pacific Railroad