



COMMUNITY WORKSHOP REPORT

Benicia Industrial Park Transportation & Employment Center Plan

September 22, 2016

Prepared for the City of Benicia by

DYETT & BHATIA
Urban and Regional Planners

Table of Contents

TEC Plan Community Open House.....	1
1.1 Overview	1
1.2 Workshop Format and Organization.....	1
1.3 Summary of Feedback.....	3
1.4 Next Steps.....	11
Appendix A: Workshop Flyer	13
Appendix B: Workshop Presentation	15
Appendix C: Workshop Boards.....	19
Appendix D: Comments from Workshop Boards.....	33

TEC Plan Community Open House

I.1 Overview

The City of Benicia is developing a Transportation & Employment Center (TEC) Plan for the Benicia Industrial Park. The purpose of the TEC Plan is to:

- Implement “Complete Streets” in the Industrial Park through improvements that benefit trucks, cars, bicyclists, pedestrians, and transit riders;
- Retain existing and attract new business;
- Promote sustainability by reducing fuel consumption and air emissions; and
- Increase the potential for grant funding for roadway and streetscape improvements.

A community workshop for the Benicia Industrial Park Transportation & Employment Center (TEC) Plan was held on September 7, 2016 at the Community Center in Benicia. The purpose of the workshop was twofold. First, it was a venue to inform the community about the findings of the Scenarios Report (August 2016) and the planning process to date. Second, it was a forum for community members to provide input on alternatives for potential roadway, bike, pedestrian, and streetscape improvements in the Industrial Park. Approximately 30 community members attended the workshop. To publicize the event, City Staff sent out a flyer and email blast to Benicia residents and other interested parties (See Appendix A for the workshop flyer). The workshop format is summarized below.

I.2 Workshop Format and Organization

The workshop was conducted in an “open house” manner, which allowed people to come and go within the two-hour window, while still providing opportunities to share feedback, priorities, and concerns with the planning team.

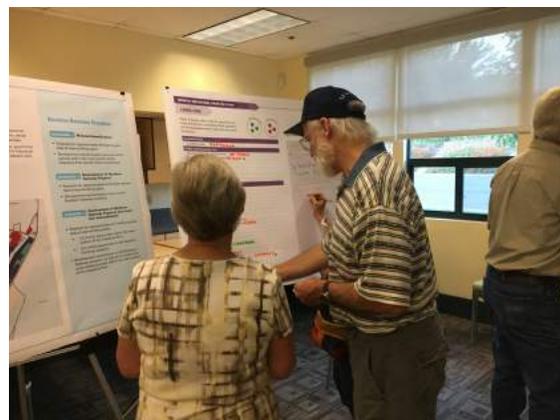
At the beginning of the workshop, the consultant team gave a brief presentation to introduce the project, outline the three Land Use Scenarios from the Scenarios Report, and explain the objectives and format of the workshop. Before the open house began, the consultant team and City Staff answered clarifying questions from members of the public regarding a range of topics, including potential future land uses in the Industrial Park, economic development opportunities, and safety concerns. Appendix B includes the full PowerPoint presentation from the workshop.

Community Open House
September 2016

Following the presentation, workshop participants were invited to visit six stations set up around the room that addressed the following topics:

- Project Overview
- Roadway Improvements
- Bicycle and Pedestrian Improvements
- Streetscape Improvements
- Land Use
- Wayfinding

Each station displayed one or two presentation boards per topic with information, maps, photos, and graphics. Where appropriate, alternative options were presented for each of the Land Use Scenarios. The Bicycle, Pedestrian, Streetscape, Land Use, and Wayfinding boards involved interactive activities. Although there were around 30 attendees present, not everyone chose to participate in these interactive activities. As a result, the totals in the tallies presented in the following section do not add up to 30. Participants were also able to record any additional comments and feedback on sticky notes located at each station. City Staff and members of the planning team were located at each station and circulating around the room. The workshop presentation boards are included in Appendix C.



Participants sharing ideas, questions, and concerns.

On the interactive board, participants were asked to identify the types of bicycle and pedestrian improvements they wanted to see on five major streets in the Planning Area. Table 1 includes the total tallies for each topic.

For bicycle improvements, the majority of participants preferred to see a Class I bike path (shared with pedestrians, separated from the road) on Old Lake Herman Road, Park Road (between East 2nd Street and Industrial Way), Stone Road, and Industrial Way (east of I-680). On East 2nd Street, the majority of participants preferred a Class II bike lane (painted lanes on the road). For pedestrian improvements, the majority of participants wanted sidewalks along East 2nd Street, Old Lake Herman Road, and Industrial Way. However, most participants did not think sidewalks would be appropriate on Park Road or Stone Road, both of which are centrally located in the interior of the Industrial Park.

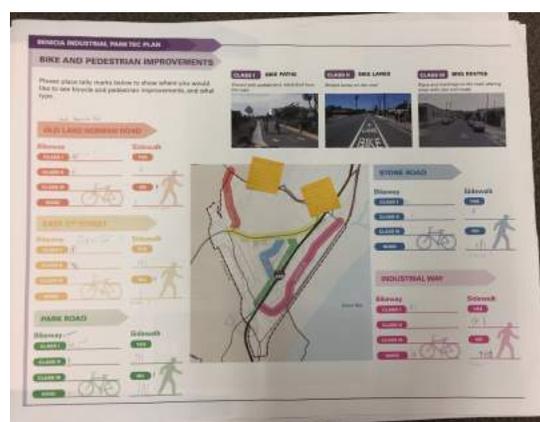
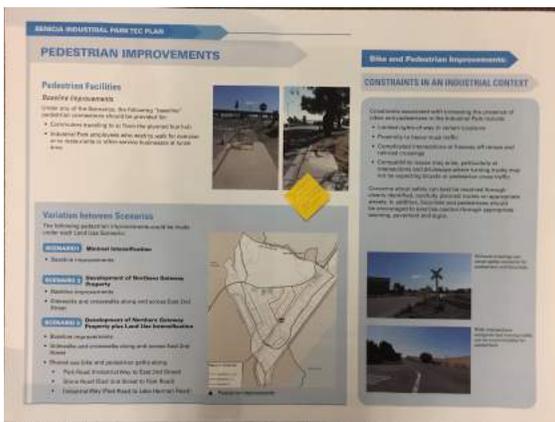
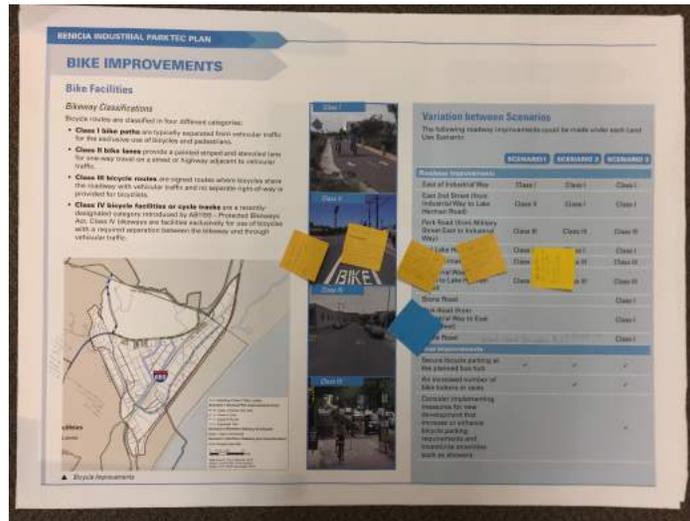
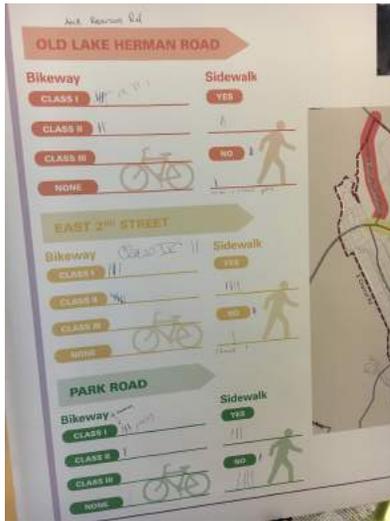
Table 1: Desired Bicycle and Pedestrian Improvements

Roadway	Bikeway					Total	Sidewalk		
	Class I	Class II	Class III	Class IV*	None		Yes	No	Total
Old Lake Herman Road	5	2	-	1	-	8	2	1	3
East 2 nd Street	3	5	-	2	-	10	4	1	5
Park Road	4	1	-	1	1	7	3	4	7
Stone Road	2	1	-	-	-	3	2	3	5
Industrial Way	4	-	-	-	2	6	6	5	11

Note:

*Class IV bikeway option was written in by participants

In addition, several participants left sticky note comments on boards at the Bicycle and Pedestrian Improvements station. In these comments, some workshop participants expressed that they thought there would be little demand for bikeways in the Industrial Park. Others suggested that bikeways and pedestrian paths should connect the Industrial Park to other parts of Benicia, and a few comments also suggested that the bike routes should be as flat as possible for easy use.



Bicycle and Pedestrian Improvements boards.

STREETSCAPE IMPROVEMENTS

The Streetscape Improvements station described the different components of streetscape design and showcased graphic examples of existing conditions and proposed streetscape designs for East 2nd Street, Park Road (between East 2nd Street and Industrial Way), Stone Road, and Industrial Way (east of I-680). Several featured streetscape improvements were numbered on the proposed graphics to correspond with the interactive activity on the second board. The additional board asked workshop participants to identify which of the numbered features they liked and disliked using corresponding green and red stickers. The results for each street are summarized below.

East 2nd Street

The East 2nd Street proposed streetscape improvements included:

1. Stormwater planter and pedestrian-oriented street lighting

●●●●●●●●●● (Net result: +4)

2. Rolled curb dividing a separated bike path from traffic

●●●●●●●● (Net result: +3)

3. Crushed rock or cobbled median with trees

●●●●●●●● (Net result: +4)

The majority of respondents (five out of six) liked the stormwater planter and pedestrian-oriented street lighting. Out of the seven respondents for the rolled curb, five out of seven liked the improvement. Lastly, the majority of respondents (six out of eight) liked the crushed rock or cobbled median feature on East 2nd Street. In addition, three workshop participants left written notes on the board. One participant suggested that a class II bike lane painted on the road should be used instead of a separated bike path with a rolled curb. Another participant wanted to see a bike and pedestrian path that was completely separate from the street. Another participant suggested adding more street trees on East 2nd Street.

Park Road

The Park Road proposed streetscape improvements included:

1. Infill street trees and biofiltration rain gardens

●●●●●●●● (Net result: -1)

2. Shared-use path for pedestrians and bicycles

●●●●●●●● (Net result: +2)

Although the majority of respondents did not like the infill street trees and biofiltration rain gardens, the responses were nearly evenly divided, with two people who responded positively to the improvements and three people who did not. Out of the eight respondents for a shared-use path, five liked the feature and three did not. In addition, one respondent left a written comment on the board that suggested that Park Road should have a sidewalk only, instead of a shared-use path.

Stone Road

The Stone Road proposed streetscape improvements included:

1. Infill street trees and biofiltration rain gardens

●●●●●●●● (Net result: -1)

2. Shared-use path for pedestrians and bicycles

●●●●●●●● (Net result: -4)

For Stone Road, the majority of respondents did not like either of the proposed streetscape improvements. Four out of the seven respondents did not like the infill street trees and biofiltration rain gardens and five out of the six respondents did not like the shared-use path. However, a written comment suggested that Stone Road should have a sidewalk only, instead of a shared-use path.

Industrial Way

The Industrial Way proposed streetscape improvements included:

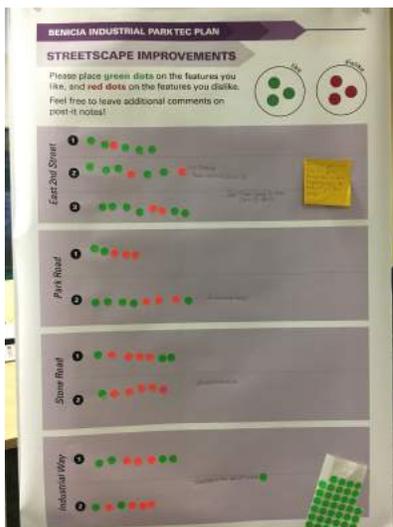
1. Infill street trees and biofiltration rain gardens

●●●●●●●● (Net result: +1)

2. Shared-use path for pedestrians and bicycles

●●●●●● (Net result: -2)

For Industrial Way, four out of seven respondents liked the infill street trees and biofiltration rain gardens improvements while four out of six respondents did not like the shared-use path. As with Park Road and Stone Road, one respondent left a written comment that called for a sidewalk only on the west side of Industrial Way.



The Streetscape Improvements sticker activity.



A planning team member and participants discussing streetscape improvement concepts.

LAND USE

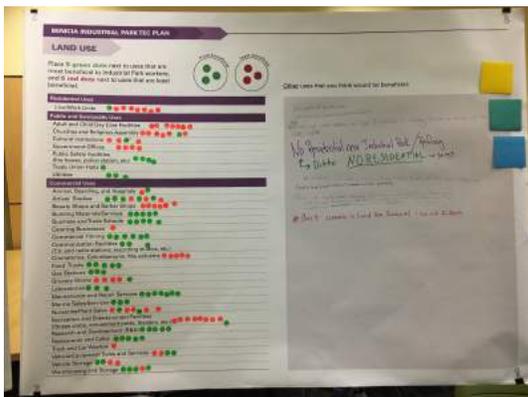
The Land Use station showed the existing land uses and current zoning in the Planning Area and outlined variations in development potential between the three Land Use Scenarios. While the Industrial Park is zoned for industrial use, numerous other uses are currently permitted. An interactive board at the station listed a variety of residential, public, semipublic, and commercial uses that are currently allowed under the zoning code in the Industrial Park. Industrial uses were not included in this list because it was assumed that the public would support the continued allowance of these uses in the Industrial Park. Workshop participants were asked to place five green stickers next to uses that would be most beneficial to Industrial Park workers and five red stickers next to uses that would be least beneficial. There was also additional space for participants to write in other uses that would be beneficial. The results of this activity are displayed in Table 2 below.

Overall, participants did not support allowing live/work units in the Industrial Park. Eight out of nine respondents thought that live/work uses would not be beneficial for Industrial Park workers.

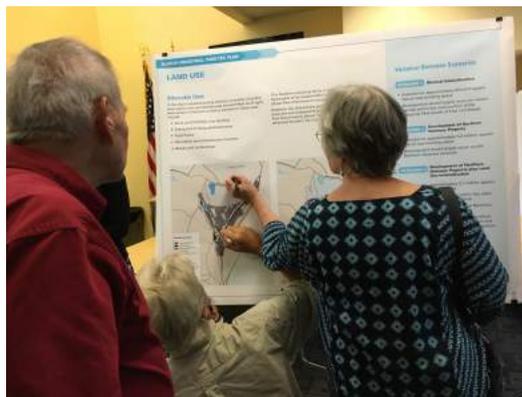
For public and semipublic uses, the majority of respondents did not support adult and child day care facilities, churches and religious assembly, cultural institutions, or government offices in the Industrial Park. However, there was a positive response for public safety facilities, utilities, and trade union halls to be located in the Industrial Park.

Generally, respondents approved of most commercial uses but did not support beauty or barber shops, crematories, columbaries, mausoleums, nurseries/plant sales, or recreation and entertainment facility uses in the Industrial Park. Several uses received unanimous support from participants including: building materials/services, commercial filming, food trucks, maintenance and repair services, research and development, and restaurants and cafes. See Table 1-2 for the full results of the land use activity.

Five participants wrote in comments that expressed that they did not want residential uses in the Industrial Park. Other written-in suggestions included an occupational health center, office space for industrial businesses, and a “LEED, green, clean, enterprise zone” for the Industrial Park.



Participants were about to identify which land uses they thought would be beneficial in the Industrial Park.



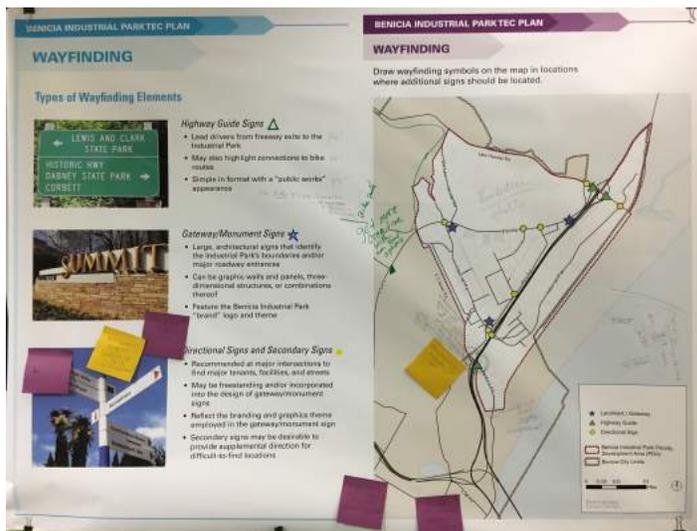
Participants writing comments on the Industrial Park land use map.

WAYFINDING

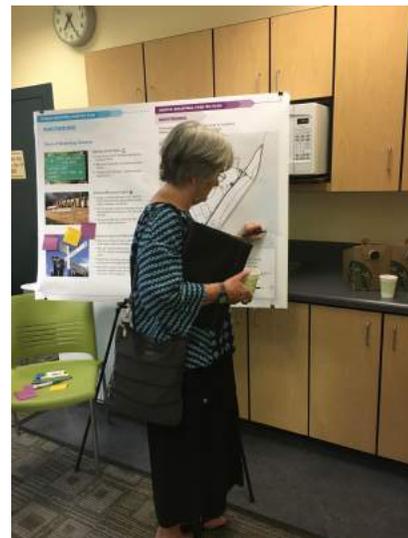
The wayfinding station provided information on the different types of wayfinding signs along with a map that showed recommended locations of signage in the Industrial Area. Participants were asked to draw wayfinding symbols where additional signs should be located in the Industrial Park. The following is a list of signs that participants wanted to see in the Industrial Park:

- Directional sign at the freeway exit at Bayshore Road
- Highway Guide sign on East 2nd Street before entering the Industrial Park
- Gateway/Monument sign at the entrance
- Signage directing people to the Arsenal Historic District and the Camel Barn Museum
- A private road sign and truck U-turn sign at the south edge of the Planning Area at Bayshore Road

Participants also suggested adding signage along bikeways throughout the Industrial Park. Other written comments noted concerns regarding safety at the freeway and railroad crossings near Bayshore Road and Park Road for vehicles, pedestrians, and bicyclists. Another comment suggested incorporating the City of Benicia seal into signage design.



Workshop participants were able to illustrate where they wanted to see wayfinding signs in the Industrial Park.



A participant writing a comment on the wayfinding map.

I.4 Next Steps

Looking ahead, the planning team will consider the public feedback received at the community open house along with input from key stakeholders and data collected during the background research phase of the project. All of this input and information will be used to “mix and match” recommendations from each of the three Land Use Scenarios to create the policies and proposed improvements in the Public Review Draft Benicia Industrial Park TEC Plan. Future opportunities for public involvement will include Planning Commission and City Council hearings, at which the public will be invited to provide comments on the Draft Plan for decision-makers to consider.

Community Open House
September 2016

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Appendix A: Workshop Flyer



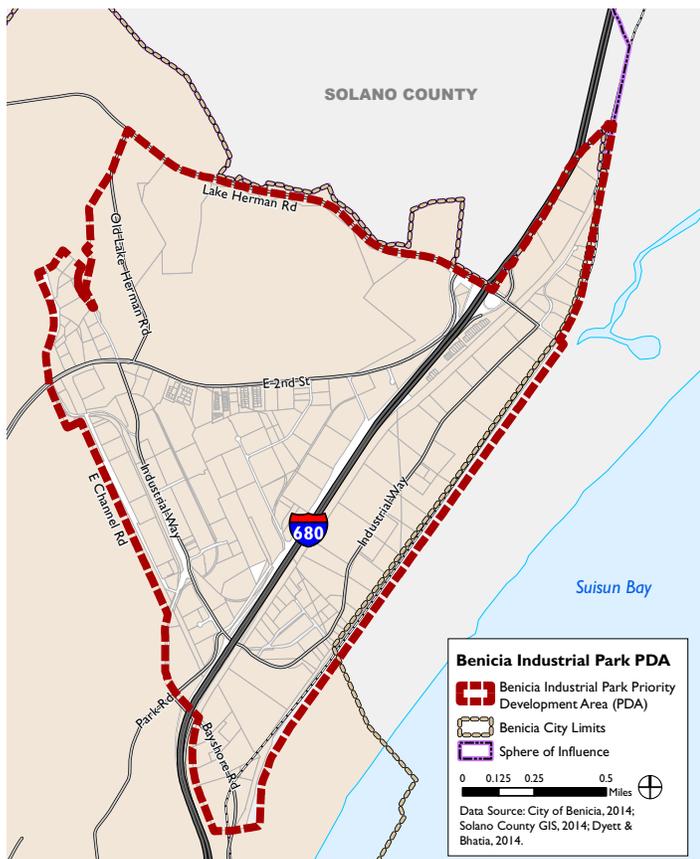
COMMUNITY WORKSHOP

Benicia Industrial Park Transportation & Employment Center Plan

Wednesday, September 7th from 6:00 - 8:00PM

Community Center, Program Room 2
370 East L St, Benicia

GEOGRAPHIC AREA COVERED



THE TEC PLAN WILL:

- Provide infrastructure improvements that benefit cars, trucks, bicyclists, pedestrians and transit riders.
- Retain existing and attract new business
- Promote sustainability by reducing fuel consumption and air emissions
- Increase the potential for grant funding for roadway and streetscape improvements.

Appendix B: Workshop Presentation



Benicia Industrial Park Transportation & Employment Center (TEC) Plan

Community Open House
September 7, 2016

DYETT & BHATIA
Urban and Regional Planners



Agenda

- Brief Presentation
 - Project Overview
 - Planning Process
 - Land Use Scenarios
- Open House



Industrial Park Employment Center PDA

- The Benicia Industrial Park has been recognized as a **Employment Center Priority Development Area (EC-PDA)** by the Association of Bay Area Governments



Purpose of the Industrial Park TEC Plan

- Implement **Complete Streets** in the Industrial Park through improvements that benefit trucks, cars, bicyclists, pedestrians, and transit riders
- Retain existing and attract new **business**
- Promote **sustainability** by reducing fuel consumption and air emissions
- Increase the potential for grant **funding** for roadway and streetscape improvements

Complete Streets

- Benicia adopted a Complete Streets policy in January 2016
- Complete Streets are roads that are safe for all users, including:
 - Bicyclists
 - Pedestrians
 - Transit vehicles
 - Truck drivers
 - Motorists
- Must be appropriate to the context of where they are located



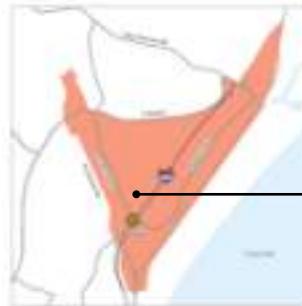
Planning Process

Project Phase	Product(s)
Background Research	<ul style="list-style-type: none"> • Land Use and Growth Potential Background Report • Existing Transportation Conditions and Needs Assessment • Summary of Stakeholder Interviews
Developing and Analyzing Options/Scenarios	<ul style="list-style-type: none"> • Scenarios Report • Community Open House ←
Benicia Industrial Park TEC Plan	<ul style="list-style-type: none"> • Draft Plan • Final Plan

Land Use Scenarios

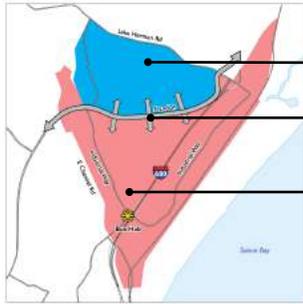
- Three “Land Use Scenarios” were developed to consider different approaches to achieving the project objectives
 - Each assumes a different outcome for future land use changes in the Industrial Park
 - Each provides different recommendations for roadway, bike, pedestrian, and streetscape improvements
 - Many options are common to two or three scenarios
 - No development projects proposed as part of this plan; rather, likely future development is used to assess needed transportation improvements
- Final TEC Plan will likely include components from more than one scenario

Scenario I – Minimal Intensification



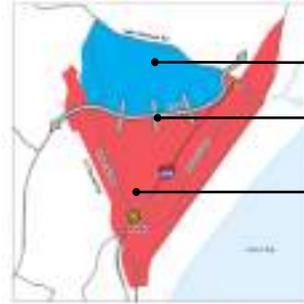
Development of vacant parcels and supporting streetscape/circulation improvements to create Complete Streets

Scenario 2 – Development of Northern Gateway Property



- Development of Northern Gateway property
- East 2nd Street becomes a key corridor with new north-south connections
- Development of vacant parcels and supporting streetscape/ circulation improvements to create Complete Streets

Scenario 3 – Development of Northern Gateway Property plus Land Use Intensification



- Development of Northern Gateway property
- East 2nd Street becomes a key corridor with new north-south connections
- Development of vacant **and underutilized** parcels and **significant** streetscape/ circulation improvements to create Complete Streets

Open House Format

- Stations are set up around the room that address the following topics:
 - Project Overview
 - Roadway Improvements
 - Bike and Pedestrian Improvements
 - Streetscape Improvements
 - Land Use
 - Wayfinding

Open House Format

- Visit all stations
 - Learn about various options for each component of the TEC Plan
- Share your thoughts
 - Participate in the interactive activities
 - Record additional comments and feedback on sticky notes located at each station
- Ask questions
 - City Staff and members of the planning team will be located at each station and circulating around the room

Appendix C: Workshop Boards

Community Open House
September 2016

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OVERVIEW

The Benicia Industrial Park has been recognized as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG). The objectives of this project are to improve the Benicia Industrial Park PDA by:

- Providing improvements that can benefit trucks, bicyclists, pedestrians, and transit riders
- Retaining existing and attracting new business
- Promoting sustainability by reducing fuel consumption and air emissions
- Increasing the potential for grant funding for roadway and streetscape improvements

Complete Streets

Complete Streets are roads that are safe for all users, including bicyclists, pedestrians, transit vehicles, truck drivers and motorists, while remaining appropriate to the context of where they are located. The City of Benicia adopted a Complete Streets policy in January 2016.

Complete Streets have a number of benefits including:

- Supporting increased physical activity
- Improving public health and safety
- Providing mobility and access options for non-drivers
- Decreasing vehicle trips and associated greenhouse gas emissions



▲ Benicia Industrial Park

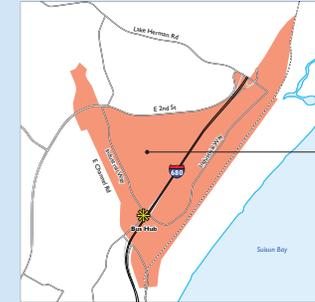


Land Use Scenarios

In order to consider different approaches to achieving the project objectives, three “Land Use Scenarios” were developed. Each Scenario assumes a different outcome for future land use changes in the Industrial Park, thus providing different recommendations for roadway, bike, pedestrian, and streetscape improvements. However, many options are common to two or three scenarios.

SCENARIO 1 Minimal Intensification

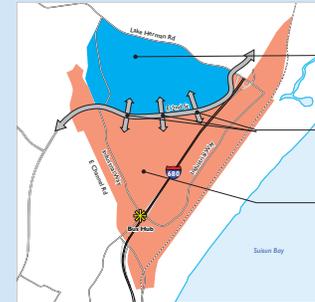
Scenario 1 assumes no significant future changes in land use. Recommendations are intended to improve upon existing conditions and introduce Complete Streets at a basic level.



Development of vacant parcels and supporting streetscape/circulation improvements to create Complete Streets

SCENARIO 2 Development of Northern Gateway Property

Scenario 2 assumes development of the Northern Gateway property. While the mix and distribution of future land uses is still unknown, this Scenario assumes predominantly light industrial development, potentially with some office or other commercial uses. East 2nd Street becomes the center spine running through the Industrial Park.

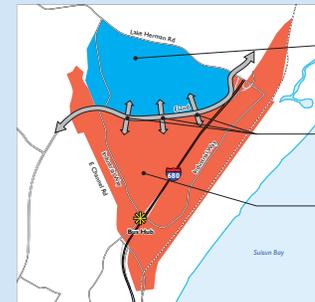


Development of Northern Gateway property

East 2nd St becomes a key corridor with new north-south connections
Development of vacant parcels and supporting streetscape/circulation improvements to create Complete Streets

SCENARIO 3 Development of Northern Gateway Property plus Land Use Intensification

Scenario 3 assumes development of the Northern Gateway property as well as some intensification of the older industrial area. In addition to improvements along East 2nd Street, this Scenario also promotes improved connectivity in the central/west area.



Development of Northern Gateway property

East 2nd St becomes a key corridor with new north-south connections
Development of vacant **and** underutilized parcels and **significant** streetscape/ circulation improvements to create Complete Streets

ROADWAY IMPROVEMENTS

Baseline Improvements

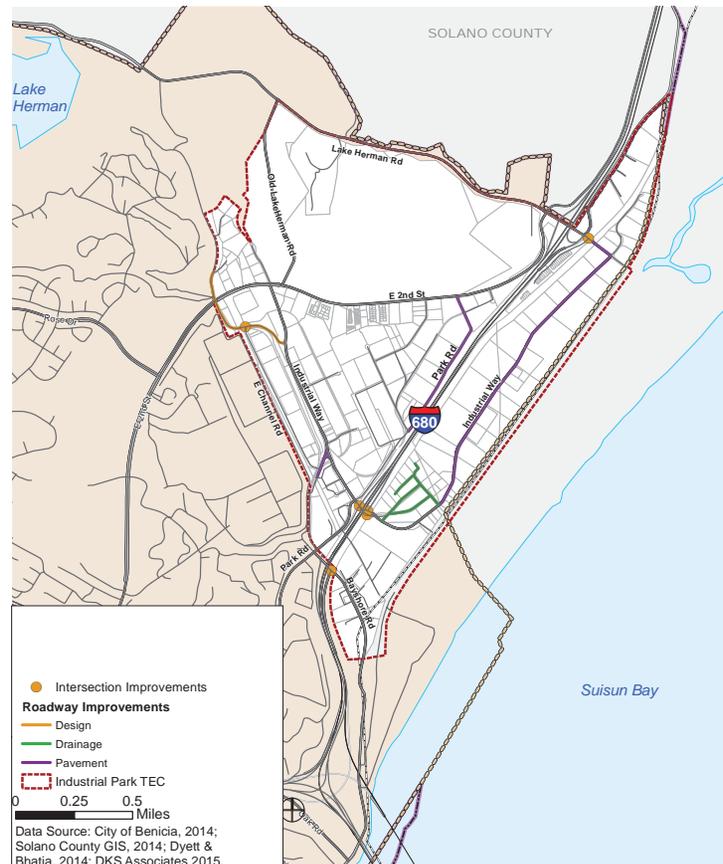
The Industrial Park will require a “baseline” level of investment in the roadway infrastructure that should be pursued under any of the Land Use Scenarios. These improvements should address:

- **Street Deficiencies** – Short stopping sight distances, inadequate spacing between intersections, and tight turning spaces for large trailer trucks
- **Pavement Maintenance** – Some roadway segments have failed or are in poor pavement condition
- **Flooding and Drainage Issues** – Areas at a low elevation, close to the Bay, and/or by Sulfur Springs Creek are susceptible to flooding and drainage issues

See the side board for a full list of recommended baseline improvements.

More Extensive Improvements

Extensive ramp reconstruction and/or realignment may be challenging due to the costs and right-of way constraints. If pursued, freeway ramp improvements or reconstruction would be an option under all three Scenarios.



▲ *Baseline Roadway Improvements*



Variation between Scenarios

The following roadway improvements could be made under each Land Use Scenario:

SCENARIO 1 Minimal Intensification

- Baseline improvements
- Focus on facilitating better truck movement and improving safety
- Consideration of freeway ramp improvements or reconstruction

SCENARIO 2 Development of Northern Gateway Property

- Baseline improvements
- Focus on facilitating better truck movement and improving safety
- Improved intersections along East 2nd Street, particularly at Industrial Way, Stone Road and Park Road
- Consideration of freeway ramp improvements or reconstruction

SCENARIO 3 Development of Northern Gateway Property plus Land Use Intensification

- Baseline improvements
- Focus on facilitating better truck movement and improving safety
- Improved intersections along East 2nd Street, particularly at Industrial Way, Stone Road and Park Road
- Consideration of freeway ramp improvements or reconstruction

Baseline Roadway Improvements

Roadway Intersection or Segment	Deficiency	Potential Improvements
Geometric Deficiencies		
Industrial Way from East 2nd Street to I-680 NB on-ramp.	Number of lanes varies between 2 and 3; lack of center left turn lane	Widen to a three lane road with center left turn lane where feasible.
I-680/Lake Herman Road & Gateway Plaza Drive	Inadequate spacing from intersection of Lake Herman Road and I-680 NB ramps (per City's spacing requirement)	Due to geometric and intersection spacing constraints, consider installing traffic signals at the Lake Herman Road/Gateway Plaza Drive and Lake Herman Road/I-680 NB off ramp intersections. The traffic signals should operate with one controller such that the traffic phasing can be programmed to operate in a manner to eliminate the occurrence of queuing and blocking between the two intersections.
West Channel Road & East Channel Road	Inadequate stopping sight distance for eastbound vehicles.	Install advisory curve speed warning sign. Also consider a speed feedback sign if speeding occurs on the roadway.
Industrial Way & SB I-680 off-ramp	Inadequate spacing from intersection of Industrial Way and Park Road. Inadequate stopping sight distance for westbound vehicles due to I-680 overpass structure. Inadequate STAA turning radius for left turn from ramp onto Industrial Way.	Provide a separate sign announcing distance to Park Road intersection. Provide warning sign for westbound vehicles. Pavement widening to accommodate STAA trucks.
Industrial Way & NB I-680 on-ramp	Inadequate STAA turning radius for right turn from Industrial Way onto ramp.	Widen ROW/intersection to accommodate STAA trucks and install traffic signals
Bayshore Road & NB I-680 off-ramp Bayshore Road & SB I-680 on-ramp	Inadequate stopping sight distance for westbound vehicles. Insufficient turning radius for STAA vehicles from freeway turning right.	Warning sign for westbound vehicles and install traffic signals. Widen ROW/ intersection to accommodate STAA trucks.
West Channel Road from Industrial Way to Channel Court	Inadequate geometry creates safety concerns	Widen road where feasible
Pavement Maintenance		
Bayshore Road south of East Channel Road to south of Industrial Way	Pavement Condition Index (PCI) ¹ of 11	Reconstruct or resurface to "good" condition
Industrial Way north of Teal Drive to south of Lake Herman Road	PCI of 33	Reconstruct or resurface to "good" condition *Project in Measure C Expenditure Plan for FY 2015-2016
Lake Herman Road from Gateway Plaza Court to east of Industrial Way	PCI of 36	Reconstruct or resurface to "good" condition
Park Road north of Bayshore Road to south of Industrial Way	PCI 35	Reconstruct or resurface to "good" condition
Park Road north of Industrial Way to south of Stone Road	PCI 98	Reconstruct or overlay to "good" condition
Park Road north of Stone Road to south of East 2nd Street	PCI 73	Resurface to "good" condition
Address Flooding/Drainage		
Roadways east of I-680 ²	Lack of curbs and gutters to allow proper drainage	Provide curbs and gutters with storm drains along Mallard Drive, Spring Drive, and Teal Drive

Notes:

- The Pavement Condition Index (PCI) ranges from 0 to 100. A newly constructed street will have a PCI of 100 while a failed street will have a PCI of 25 or less. The pavement condition categories are "good" (PCI greater than 70), "fair" (PCI of 50 – 69), "poor" (PCI of 25 – 49) and "very poor/failed" (PCI less than 25).
- There may be spot locations west of I-680, such as along Industrial Way where it parallels the railroad, that should also be assessed for proper drainage infrastructure.

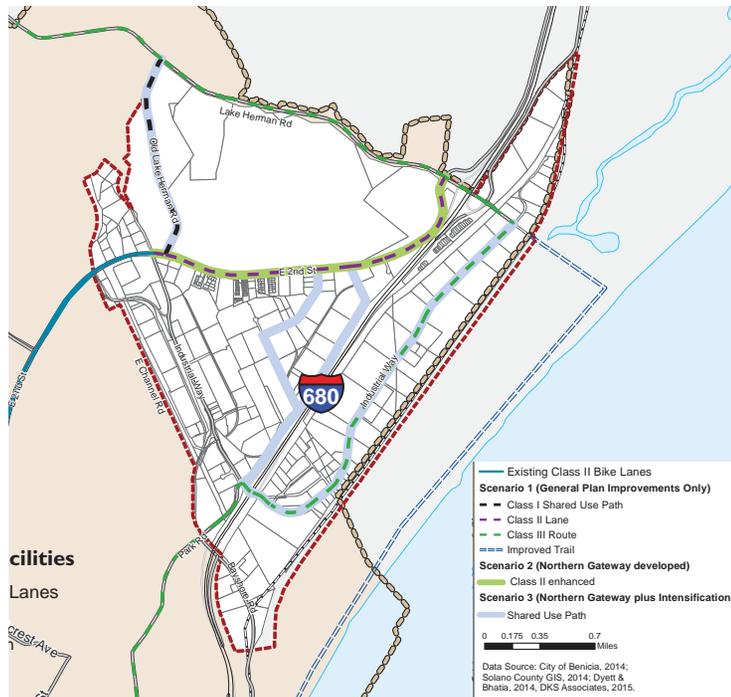
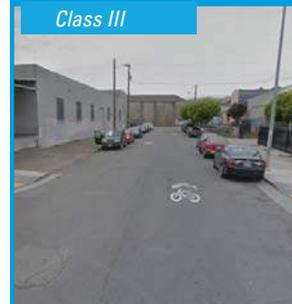
BIKE IMPROVEMENTS

Bike Facilities

Bikeway Classifications

Bicycle routes are classified in four different categories:

- **Class I bike paths** are typically separated from vehicular traffic for the exclusive use of bicycles and pedestrians.
- **Class II bike lanes** provide a painted striped and stenciled lane for one-way travel on a street or highway adjacent to vehicular traffic.
- **Class III bicycle routes** are signed routes where bicycles share the roadway with vehicular traffic and no separate right-of-way is provided for bicyclists.
- **Class IV bicycle facilities or cycle tracks** are a recently-designated category introduced by AB1193 – Protected Bikeways Act. Class IV bikeways are facilities exclusively for use of bicycles with a required separation between the bikeway and through vehicular traffic.



▲ Bicycle Improvements

Variation between Scenarios

The following roadway improvements could be made under each Land Use Scenario:

Roadway Improvements	SCENARIO 1	SCENARIO 2	SCENARIO 3
East of Industrial Way	Class I	Class I	Class I
East 2nd Street (from Industrial Way to Lake Herman Road)	Class II	Class I	Class I
Park Road (from Military Street East to Industrial Way)	Class III	Class III	Class III
Old Lake Herman Road	Class III	Class I	Class I
Lake Herman Road	Class III	Class III	Class III
Industrial Way (from Park Road to Lake Herman Road)	Class III	Class III	Class III
Stone Road			Class I
Park Road (from Industrial Way to East 2nd Street)			Class I
Stone Road			Class I
Other Improvements			
Secure bicycle parking at the planned bus hub	✓	✓	✓
An increased number of bike lockers or racks		✓	✓
Consider implementing measures for new development that increase or enhance bicycle parking requirements and incentivize amenities such as showers			✓

PEDESTRIAN IMPROVEMENTS

Pedestrian Facilities

Baseline Improvements

Under any of the Scenarios, the following “baseline” pedestrian connections should be provided for:

- Commuters traveling to or from the planned bus hub
- Industrial Park employees who wish to walk for exercise or to restaurants or other service businesses at lunch time



Variation between Scenarios

The following pedestrian improvements could be made under each Land Use Scenario:

SCENARIO 1 Minimal Intensification

- Baseline improvements

SCENARIO 2 Development of Northern Gateway Property

- Baseline improvements
- Sidewalks and crosswalks along and across East 2nd Street

SCENARIO 3 Development of Northern Gateway Property plus Land Use Intensification

- Baseline improvements
- Sidewalks and crosswalks along and across East 2nd Street
- Shared-use bike and pedestrian paths along:
 - Park Road (Industrial Way to East 2nd Street)
 - Stone Road (East 2nd Street to Park Road)
 - Industrial Way (Park Road to Lake Herman Road)

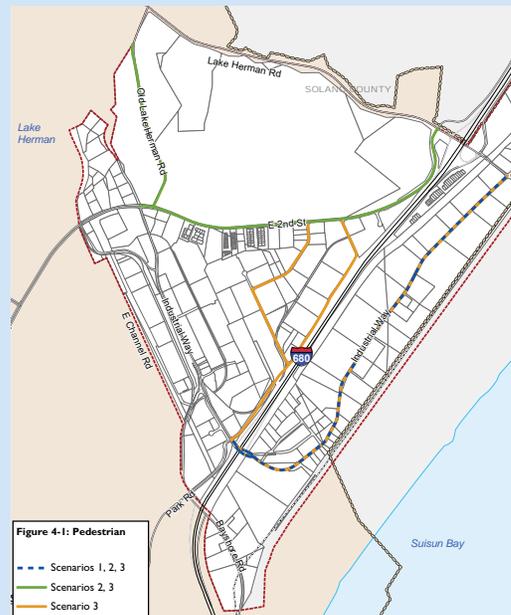


Figure 4-1: Pedestrian
 - - - Scenarios 1, 2, 3
 — Scenarios 2, 3
 — Scenario 3

▲ Pedestrian Improvements

Bike and Pedestrian Improvements:

CONSTRAINTS IN AN INDUSTRIAL CONTEXT

Constraints associated with increasing the presence of bikes and pedestrians in the Industrial Park include:

- Limited rights-of-way in certain locations
- Proximity to heavy truck traffic
- Complicated intersections at freeway off ramps and railroad crossings
- Compatibility issues may arise, particularly at intersections and driveways where turning trucks may not be expecting bicycle or pedestrian cross traffic

Concerns about safety can best be resolved through clearly identified, carefully planned routes on appropriate streets. In addition, bicyclists and pedestrians should be encouraged to exercise caution through appropriate warning, pavement and signs.



Railroad crossings can cause safety concerns for pedestrians and bicyclists.



Wide intersections alongside fast moving traffic can be uncomfortable for pedestrians.

BIKE AND PEDESTRIAN IMPROVEMENTS

Please place tally marks below to show where you would like to see bicycle and pedestrian improvements, and what type.

CLASS I BIKE PATHS

Shared with pedestrians; separated from the road



CLASS II BIKE LANES

Striped lanes; on the road



CLASS III BIKE ROUTES

Signs and markings on the road; sharing lanes with cars and trucks



OLD LAKE HERMAN ROAD

Bikeway

CLASS I _____

CLASS II _____

CLASS III _____

NONE _____



Sidewalk

YES _____

NO _____



EAST 2ND STREET

Bikeway

CLASS I _____

CLASS II _____

CLASS III _____

NONE _____



Sidewalk

YES _____

NO _____



PARK ROAD

Bikeway

CLASS I _____

CLASS II _____

CLASS III _____

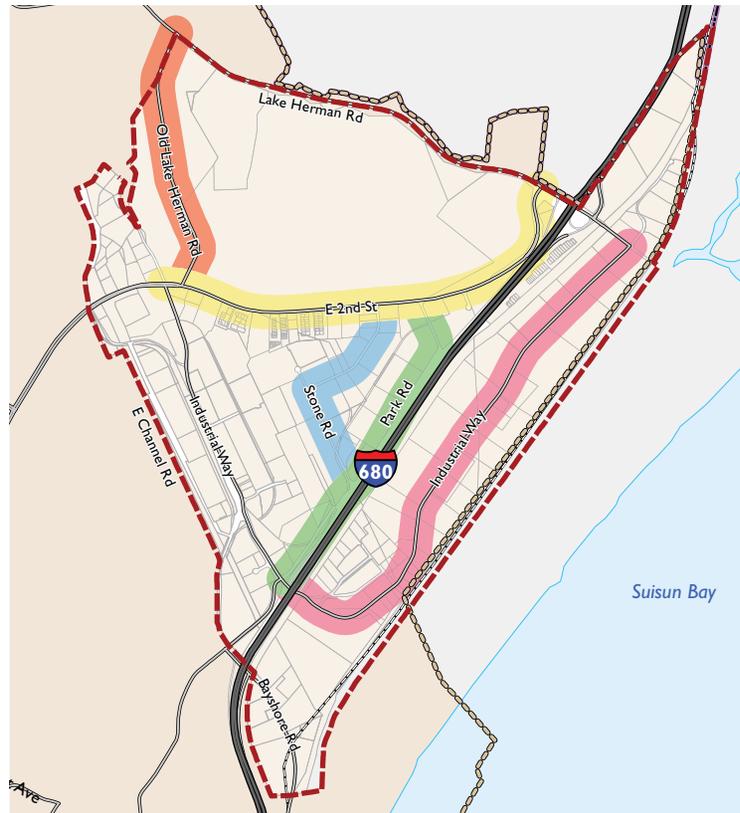
NONE _____



Sidewalk

YES _____

NO _____



STONE ROAD

Bikeway

CLASS I _____

CLASS II _____

CLASS III _____

NONE _____



Sidewalk

YES _____

NO _____



INDUSTRIAL WAY

Bikeway

CLASS I _____

CLASS II _____

CLASS III _____

NONE _____



Sidewalk

YES _____

NO _____



STREETSCAPE IMPROVEMENTS

Components of Streetscape Design

Streetscape refers to the elements along a street that make up the space between facing buildings on opposite sides of the road. This includes:

- Roadways
- Sidewalks and other paths
- Bike routes
- Street trees and landscaping
- Lighting
- Signage

Attractive streetscape design would not only benefit current tenants and employees, but would also potentially attract new tenants into the Industrial Park.

Variation between Scenarios

The following streetscape improvements could be made under each Land Use Scenario:

SCENARIO 1 Minimal Intensification

- Simple bicycle and pedestrian improvements;
See the Bicycle and Pedestrian Improvements station for more detail.

SCENARIO 2 Development of Northern Gateway Property

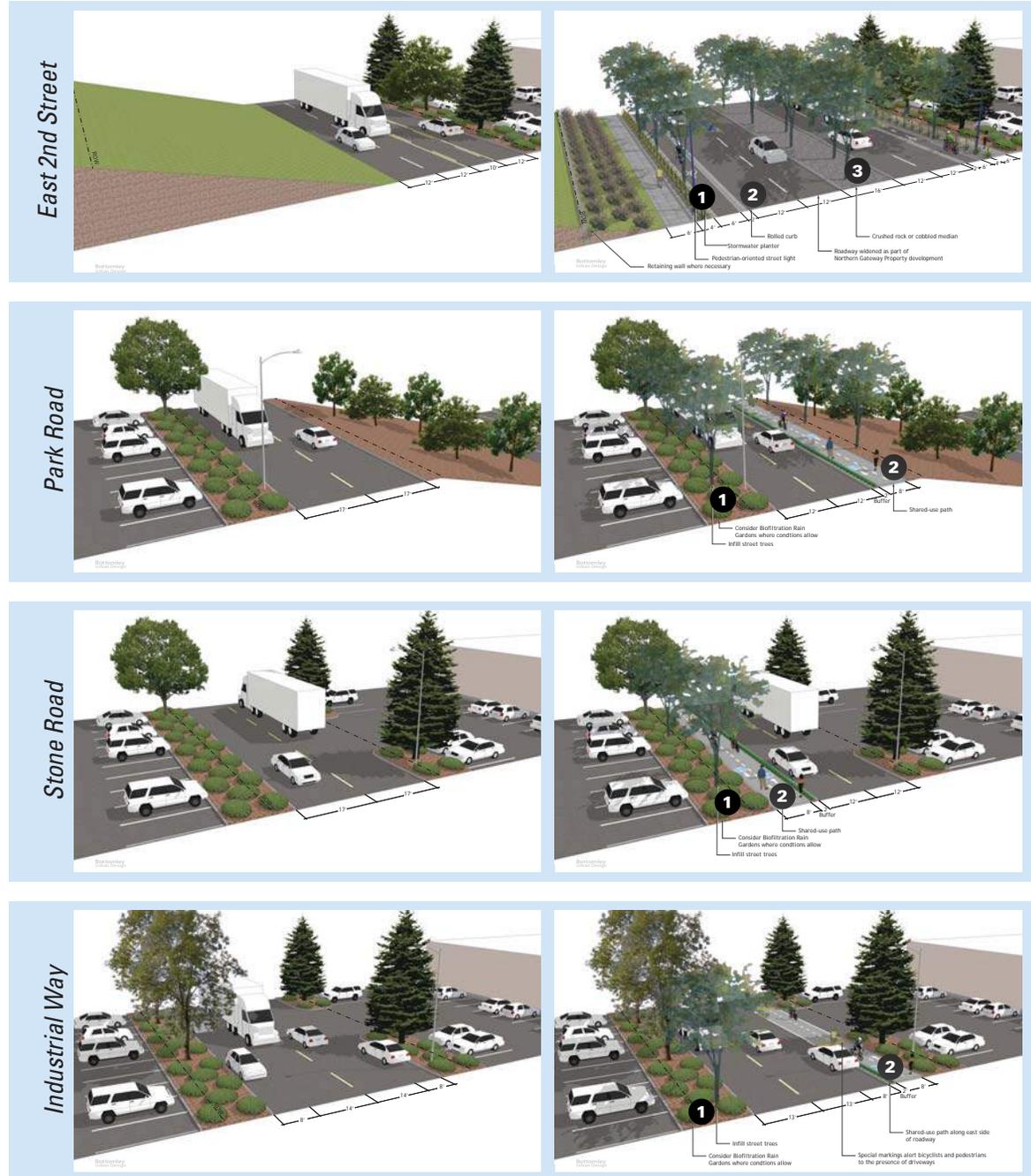
- Simple bicycle and pedestrian improvements
- East 2nd Street – Boulevard with protected bike lanes and sidewalks
- Old Lake Herman Road - shared use path

SCENARIO 3 Development of Northern Gateway Property plus Land Use Intensification

- Simple bicycle and pedestrian improvements
- East 2nd Street – Boulevard with protected bike lanes and sidewalks
- Shared-use paths along:
 - Park Road (E 2nd Street to Industrial Way)
 - Stone Road
 - Industrial Way (Park Road to Lake Herman Road)
 - Old Lake Herman Road

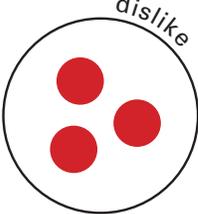
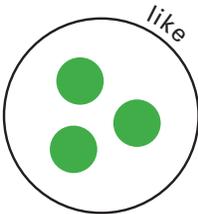
EXISTING

PROPOSED



STREETSCAPE IMPROVEMENTS

Please place **green dots** on the features you like, and **red dots** on the features you dislike.
Feel free to leave additional comments on post-it notes!



East 2nd Street

1

2

3

Park Road

1

2

Stone Road

1

2

Industrial Way

1

2

LAND USE

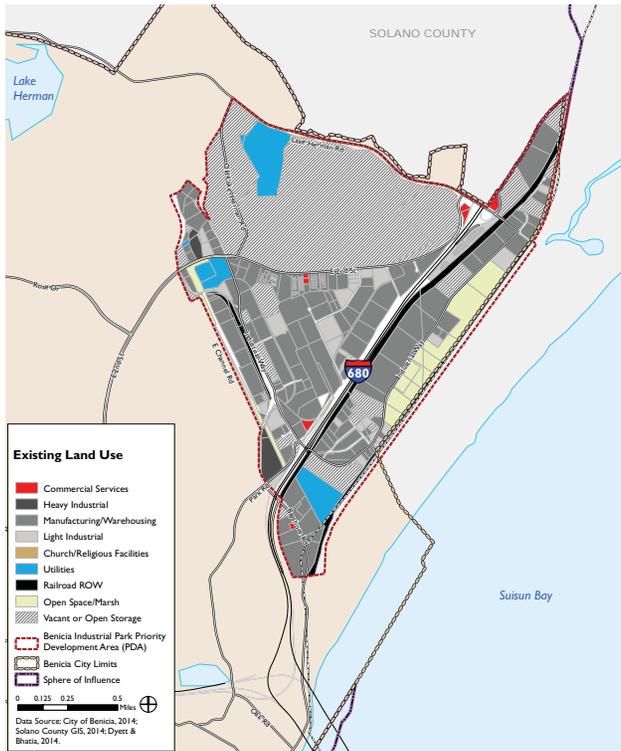
Allowable Uses

In Benicia's industrial zoning districts, a number of public/semipublic and commercial uses are permitted as of right, with certain limitations or with a use permit. These uses include:

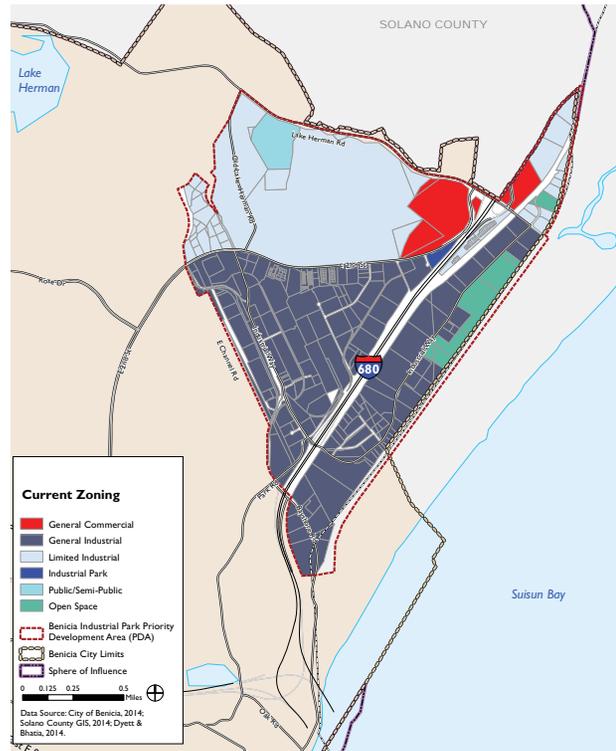
- Adult and child day care facilities
- Eating and drinking establishments
- Food trucks
- Recreation and entertainment facilities
- Beauty and barbershops

This flexible zoning has led to a variety of non-industrial businesses to be located within the Industrial Park, which allows Park employees to access a range of amenities.

However, the districts are potentially too flexible, given that there are non-industrial businesses located in the Industrial Park that primarily attract "outside visitors," or people who otherwise wouldn't be in the Park.



▲ Existing Land Use



▲ Current Zoning

Variation Between Scenarios

SCENARIO 1 Minimal Intensification

- Potential for approximately 970,000 square feet of new building space
- Development would largely occur on vacant parcels within the main portion of the Industrial Park (south of East 2nd Street)

SCENARIO 2 Development of Northern Gateway Property

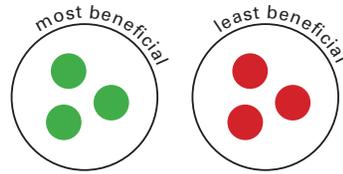
- Potential for approximately 5.3 million square feet of new building space
- Development would largely occur on the Northern Gateway property

SCENARIO 3 Development of Northern Gateway Property plus Land Use Intensification

- Potential for approximately 6.7 million square feet of new building space
 - 1.4 million square feet within the main portion of the Industrial Park
 - 5.3 million square feet in the Northern Gateway property
- Development would occur on the Northern Gateway property, as well as on vacant and underutilized parcels within the main portion of the Industrial Park

LAND USE

Place **5 green dots** next to uses that are most beneficial to Industrial Park workers, and **5 red dots** next to uses that are least beneficial.



Residential Uses

Live/Work Units

Public and Semipublic Uses

Adult and Child Day Care Facilities

Churches and Religious Assembly

Cultural Institutions

Government Offices

Public Safety Facilities

(fire house, police station, etc)

Trade Union Halls

Utilities

Commercial Uses

Animal, Boarding, and Hospitals

Artists' Studios

Beauty Shops and Barber Shops

Building Materials/Services

Business and Trade Schools

Catering Businesses

Commercial Filming

Communication Facilities

(T.V. and radio stations; recording studios, etc.)

Crematories, Columbariums, Mausoleums

Food Trucks

Gas Stations

Grocery Stores

Laboratories

Maintenance and Repair Services

Marine Sales/Services

Nurseries/Plant Sales

Recreation and Entertainment Facilities

(fitness clubs, amusement parks, theaters, etc.)

Research and Development (R&D)

Restaurants and Cafes

Truck and Car Washes

Vehicle/Equipment Sales and Services

Vehicle Storage

Warehousing and Storage

Other uses that you think would be beneficial:

Blank area for writing other beneficial uses.

WAYFINDING

Types of Wayfinding Elements



Highway Guide Signs

- Lead drivers from freeway exits to the Industrial Park
- May also highlight connections to bike routes
- Simple in format with a “public works” appearance



Gateway/Monument Signs

- Large, architectural signs that identify the Industrial Park’s boundaries and/or major roadway entrances
- Can be graphic walls and panels, three-dimensional structures, or combinations thereof
- Feature the Benicia Industrial Park “brand” logo and theme

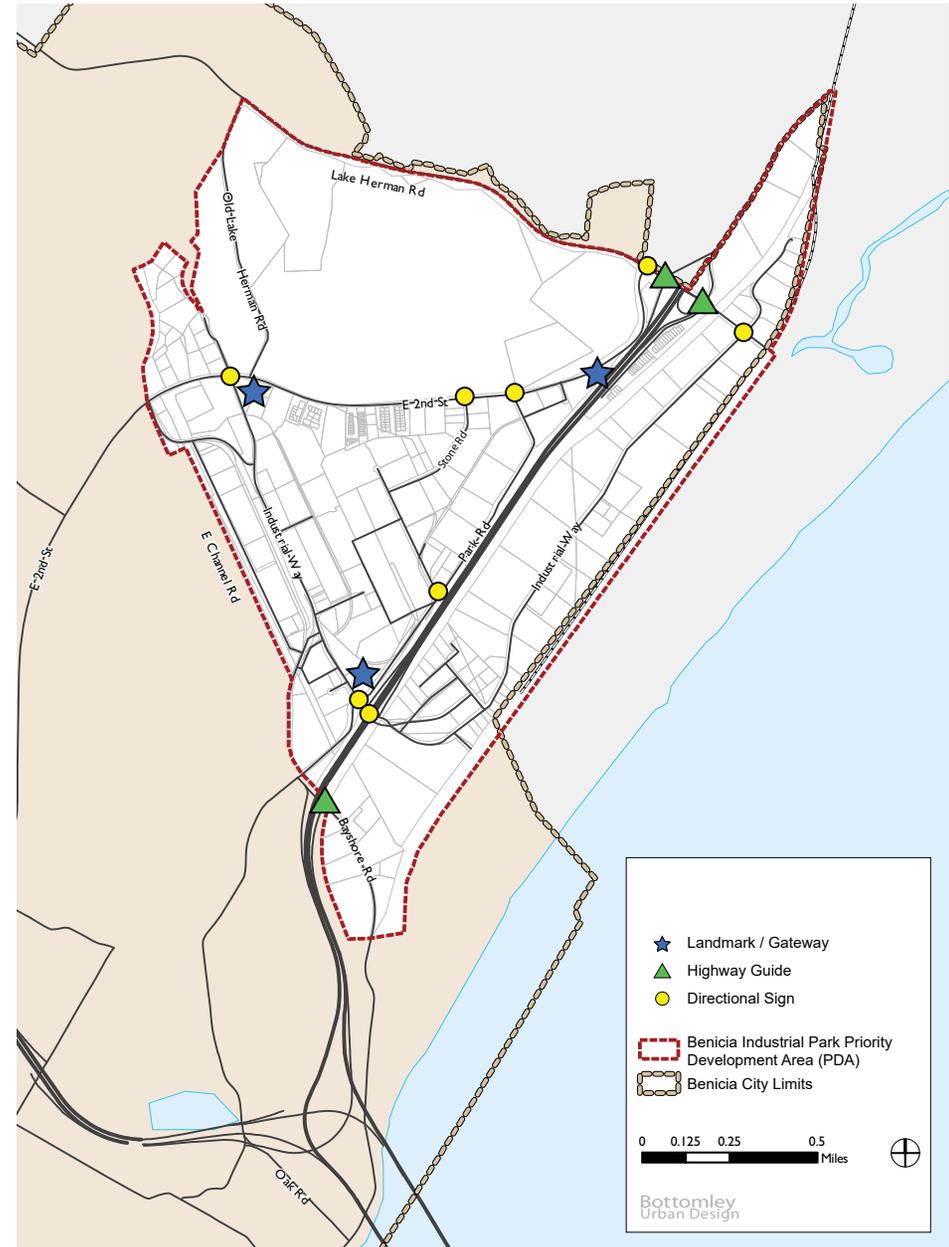


Directional Signs and Secondary Signs

- Recommended at major intersections to find major tenants, facilities, and streets
- May be freestanding and/or incorporated into the design of gateway/monument signs
- Reflect the branding and graphics theme employed in the gateway/monument sign
- Secondary signs may be desirable to provide supplemental direction for difficult-to-find locations

WAYFINDING

Draw wayfinding symbols on the map in locations where additional signs should be located.



★ Landmark / Gateway
▲ Highway Guide
● Directional Sign
 Benicia Industrial Park Priority Development Area (PDA)
 Benicia City Limits

0 0.125 0.25 0.5 Miles

Bottomley Urban Design

Community Open House
September 2016

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Appendix D: Comments from Workshop Boards

Baseline Roadway Improvements

- We need to investigate and use pavement that doesn't break down and needs less maintenance. There are options out there and a company not so long ago gave a presentation about it. Also make sure runoff doesn't go into storm sewer in possible
- 2 lanes only on 2nd street – speed is a problem
- We need improvements at the intersection of Park Road and Bayshore Road

Pedestrian Improvements

- There should be a 4th scenario. Land Use intensification without development of West Gateway

Bicycle Improvements

- What about Bayshore Road for roadway improvements? I second that
- Unfortunately, bike use to work is very minimal. Bike paths put on W. Military recently, for BHS students are empty.
- We need class IV and I going into and out of park
- Are bike paths even feasible/desirable in Industrial park? Incompatible with Heavy Truck Traffic
- Class III are useless and class II not much better
- We need as flat a path as possible into and out of. Including considering along the Bay
- We need a physical representation of the area including everything that it connects to (downtown, etc) in order to really evaluate this.
- How about picking out flattest and routes for a class IV coming and going out on 2nd and Park Rod into downtown. Doesn't need to be tied to roads.
- Unless you can make sure people can get into the Industrial Park on bikes – I would hate to spend a lot of money

Streetscape Improvements

- Need Trees along sidewalks for shade to encourage pedestrian and for beautification, otherwise sterile roadway
- Please do not encourage bike access in area of “intersection” at Park Rd and Bayshore Rd near freeway exits and entrances
- Alternate bike route to access Bayshore Road
- Instead, direct cycling along Bayshore Road coming from Port area (from lower Arsenal)

- How would landscaping be paid for? With landscaping district?
- I think pedestrian and bike path should be totally separated from the road, not just by a curb
- No curb, painted class II on East 2nd street
- Add trees need to take care of them on East 2nd Street
- Sidewalks on Park Road
- Sidewalks on Stone Road
- Sidewalks on west side on Industrial Way

Land Use

- Occupational Health Center
- Office Space for industrial related businesses
- All must work/live with emphasis on work restricted to working artists as indicated in the Code
- No residential near industrial park/refinery
- Ditto NO RESIDENTIAL
- No residential near the Industrial park
- Yes, None.
- No residential in 1-mile radius of refinery – reserve Seeno Property for flex “green enterprise zone”
- Need to keep in mind historical resources and their proximity
- This is really worded strangely. Don’t we need something that says what is most beneficial for Benicia. Saying what is beneficial for workers is a whole different ball game
- Best scenario is Land Use Scenario #1 – less risk for Benicia
- “LEED, green, clean, enterprise zone!”
- Provide incentives for businesses at the interchange to install fast electric chargers

Wayfinding

- Signage for Arsenal Historic District
- Bike paths with signs to Camel Barn Museum!
- Directional Sign at freeway exit
- Use scale of signs – hierarchies of importance directions and destinations.
- Get more creative with non-road options
- At Bayshore Road near Park Road, bike lane could go “off-road” cut under over pass

- Impossible to improve, very dangerous, very busy and complicated including rail road crossing and freeway intersections
- Private road signage at Bayshore Road and edge of development area
- No residential – ghetto (north of 2nd street)

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