

**REGULAR MEETING AGENDA
LODI IMPROVEMENT COMMITTEE
December 8, 2009
6:00 P.M.
CARNEGIE FORUM – COUNCIL CHAMBERS
305 W. PINE STREET
Lodi, California**

For information regarding this Agenda please contact: JOSEPH WOOD TELEPHONE: (209) 333-6711

6:00 p.m.

Regular Meeting

Roll Call

Minutes November 10, 2009 – Regular Meeting

Treasurer’s Report

Announcements/Presentations

Agenda Items:

- A. Presentation on General Plan Update
- B. Celebration on Central
- C. Review/Follow up on Action From Previous Meetings

Department Reports

- Community Development
 - Planning Commission
 - Neighborhood Services Division
- Police Department
 - District/Watch Commander
 - Community Improvement/Code Enforcement
- Public Works

Comments by the Public on Non-Agenda Items (5 minute limit per speaker)

Comments from Boardmembers on Non-Agenda Items (5 minute limit per speaker)

New Business

Topics for Upcoming Meetings

Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

JOSEPH WOOD
NEIGHBORHOOD SERVICES MANAGER



MEMORANDUM, City of Lodi, Community Development Department

To: Lodi Improvement Committee
From: Joseph Wood, Neighborhood Services Manager
Date: December 3, 2009
Subject: Staff Report for Regular Meeting of December 8, 2009

I. Announcements/Presentations

II. Agenda Items:

A. General Plan Update Presentation

Community Development Director Rad Bartlam will make a presentation on the General Plan Update that is going to the Planning Commission in December and then on to the City Council for review and approval in January/February.

His Memo to the LIC and the supporting documents are included as an attachment to this Staff Report.

B. Celebration on Central

The Celebration of Central events have historically been coordinated through the Community Partnership for Families, with a great deal of the organizational support coming from certain key persons from agencies and organizations that either work through or closely with the Community Partnership.

Many of those individuals have either retired or have been reassigned to areas that take them out of contact with the Community Partnership, leaving a significant void for the local Community Partnership to fill.

Local Community Partnership Site Director Hilda Bohacek is planning on attending this meeting. She is very interested in continuing the Celebration on Central event and is even more enthused with the possibility that the Improvement Committee might want to help sponsor and organize the event.

III. Department Reports

A. Community Development Department

Planning Commission

502 E. Oak Street – Affordable Housing Project

This foreclosed property has been acquired by Service First of Northern California as part of the Neighborhood Stabilization Program (NSP). This project is before the Planning Commission at the December 9th meeting for approval of a lot split. The existing dilapidated residential structure that once housed three separate residential units will be demolished and with the approval of a lot split, a new single-family dwelling will be built on each parcel, thereby providing two new affordable housing units.

Tienda Drive Senior Housing Project

This project will be going before the Planning Commission in late-January or early-February for Site Plan and Architectural Review approvals.

Neighborhood Services Division

Vending Ordinance

The City Council has approved a revision of the current Vending Ordinance that places a cap on the number of taco truck-type vendors at 22 and for produce/fish vendors at 3.

Oak/Garfield Affordable Housing Project

Service First of Northern California is in the process of acquiring the vacant parcels on the corner of East Oak and S. Garfield. There was originally a very old retail/warehouse building at this site. The owners eventually demolished that building and created two separate parcels with a lot split.

The City of Lodi is providing some of our remaining Urban County HOME Program funds for the acquisition and some of the development costs.

B. Police Department

- **District/Watch Commander**
- **Community Improvement Unit/Code Enforcement**

C. Public Works

IV. New Business

A. Looking Ahead

- **January 12th – Public Works Projects**
- **February 9th – Spring Clean up Planning – *New First-time Homebuyer Program***
- **March 9th – CDBG (*tentative*)**
- **April 13th – Election of Officers**
- **April 17th or 24th – Special Goal-Setting Session**
- **May 11th**
- **June 8th**

**LODI IMPROVEMENT COMMITTEE
REGULAR MEETING MINUTES**

DRAFT

November 10, 2009

6:00 P.M.
ROLL CALL

BOARD		STAFF
<u>PRESENT</u>	<u>ABSENT</u>	
Stephen Jarrett (Vice-Chair)	Robert Takeuchi (Chair)	Joseph Wood, CDD
Rosie Ortiz (Treasurer)		Araseli del Castillo, CDD
Eileen St. Yves		Jamie Aldred, Comm. Imp.
Reyes Jaramillo		
Tim Mustin		
Fran Forkas		
Sunil Yadav		

MINUTES

October 13, 2009 – Regular Meeting

Mrs. St. Yves motioned to approve, Mr. Forkas seconded. Approved unanimously.

TREASURER’S REPORT

Ending balance is \$730.13

Mr. Jaramillo motioned to approve, Mr. St. Yves second it. Approved unanimously.

ANNOUNCEMENTS/PRESENTATIONS

Mr. Wood mentioned that if anyone wanted to voice their opinion please come to the podium so your voice can be recorded and to the Committee members please be sure your microphone on whenever you speak.

AGENDA ITEMS

A. Review/Follow up on action from previous meeting

Mr. Wood stated that he was originally looking at putting together another forum much like last month looking at Hispanic Community issues. We were not able to put anything together as far as the Pakistani Community issues at this meeting.

Mr. Wood stated he would like to do a follow up. It has been six months since the goal setting session and rather than waiting for the next goal setting session I would like to get some clarifications on some goals that we have established and to see if there is any directions that needs to be taken.

Affiliation with Keep California Beautiful

Mr. Wood stated one of the issues brought up is the affiliation with Keep California Beautiful. In the past six months Tim Mustin has looked into the issues. At this time we have not identified any additional funding source that would be able to off set the cost and our City budget is slashed considerably. Christine Flowers has submitted an application for joint use of a trailer for Community Clean-ups between the City of Riverbank and City of Lodi.

Mr. Jarrett asked the amount for the affiliate.

Mr. Mustin replied \$3000 plus a \$250 yearly fee as well.

Additional Topics for 2009/10

Mr. Wood spoke about the Lodi Avenue Improvement Project. The Public Works Director Wally Sandelin has agreed to make a presentation at the January LIC meeting to provide an update on the Lodi Avenue Improvement Project and also the Water Meter Replacement and Alley Drainage Improvement Projects. This will be a summary of where there at for each of those projects. Mr. Wood states the Lodi Avenue Project has gone out for bid and they are getting prepared to get that started.

Mr. Forkas asked regarding the Alley Improvement Project and wants to know where they are moving ahead on that.

Mr. Wood replied they are doing the environmental review at this point.

Communication with the public.

Mr. Wood spoke about communication with the public. Mr. Wood stated in the past they have paid for two announcements for each meeting and it has not brought additional attention. With the budgets cuts we are no longer doing paid announcements. Mr. Wood suggests inviting Marty Weybret or Mr. Rich Hanner to one of our meeting to get suggestions on how we can best engage the community. With your blessing I would like to make that invitation to see if they would attend.

Mr. Wood spoke about: Meeting with local agencies and organizations. We have subsequently met with Community Partnership for Families, a representative from both the Hispanic Business Committee and the local California Human Development Corporation to discuss issues regarding services and issues affecting the Hispanic Community in Lodi. Mr. Wood stated he has extended several invitations to the Council for Spanish Speaking, El Concilio and have received no feedback from them. I called Monday and voiced by disappointment that they have not followed up with us.

Affordable Housing

Tienda Drive Senior Housing Project. Mr. Wood stated they continue to work with Eden Housing on the development of 80 units of affordable housing project for seniors. This project has been broken into two phases. The front unit has 39 units in the first phase with an office and community room and shortly after 41 unit second phase based upon funding. We are looking at starting this project in summer of 2011.

Neighborhood Stabilization Program (NSP). Our NSP Developer has acquired a vacant, foreclosed property at 502 E. Oak. The existing, dilapidated, 3-unit structure will be demolished, and the lot will be split and two single-family dwellings on that site.

500 E. Oak Street Housing Project. Mr. Wood stated they are doing a similar thing there where there is already a lot split and they are doing two single-family dwellings. That is going before the planning commission in December.

Celebration on Central

Mr. Wood stated the last scheduled event was cancelled. Mr. Wood has set a meeting with Ms. Hilda Bohacek. She is in the process of restarting the Community Partnership again. We are to meet to talk about Celebration on Central. Mr. Wood asked if the Improvement Committee consider cosponsoring/organizing this event.

Mr. Jarrett asked if Mr. Wood can put this on the agenda for the next meeting.

Mr. Wood replied yes.

Historic Preservation/Bungalow Tour

Mr. Wood stated in the next two years, the Community Development Department is likely to conduct a housing condition survey throughout the Eastside to document its efforts at improving housing within Lodi. During this survey, we could bring back in the future any activity.

Committee Membership

Mr. Wood stated since this issue was brought up at the last goal-setting session, the LIC has started the process of transitioning from a 9-member to a 7-member body.

City Staff Attendance at Monthly Meetings

Mr. Wood stated this was something that was brought up on the last meeting. There was comment that it has been quite some time since the watch commander has been here. I have followed up with Lt. Carrillo and I have not heard from him but I don't think it has meant as any slight to the committee.

Mr. Jarrett thanked Mr. Wood for highlighting the past topics.

Mr. Jarrett addressed the lack of staff from the Police Dept. He would like an hour and a half a month to facilitate our knowledge and answer our questions. Mr. Jarrett stated if the watch commander is in the office and there is an emergency he can be paged and he may leave the meeting. Mr. Jarrett stated he has not heard a viable excuse for a representative from the Police Dept. to facilitate our knowledge and answer our questions. Mr. Jarrett hopes this is not a reflection of the attitude of the City Manager towards this committee. This is my concern.

Mr. Wood replied he does not think is. Mr. Wood stated he believes this is based on the staffing. He states they are short three lieutenants.

Mrs. Aldred stated the Watch Commander at night on the streets and is not in the office. This is no disrespect to you at all. Mrs. Aldred stated she has not attended the last two meetings were because I had a union meeting. I am an employee here. My salary if being affected by the budget and I want to make sure that I am doing valuable input. The other meeting fell on my day off. Mrs. Aldred states the reality is with the budget being the way it is and no over time.

Mr. Wood stated he would suggest with all the watch commanders is that they provide us with information we can share at these meetings so I can have interaction with them.

Mr. Jarrett stated that if he can relate to them that this is the place that the public is able to come and ask questions and if we do not have a watch commander available about issues that have come about in their neighborhood and we don't have that ability at the moment. Mr. Jarrett stated he worked with a patrol car for 15 years and I know all about watch commanders and there is no way he can't be here.

Committee Membership

DEPARTMENT REPORTS

A. Community Development

*** Planning Commission**

None

*** Planning Commission – Past Action**

None

* **Neighborhood Services Division**

Mr. Wood stated the City Council will be considering a revision of the current Vending Ordinance at the November 18th meeting, in order to cap the number of permits to lunch wagons that they are permitted. We have 22 permitted and will more than likely cap it at this number. They have forwarded a copy of the revisions to the attorney who represents the bulk of the vendors. From his review he is o.k. with it with the understanding that it would be transferrable.

Mr. Jarrett asked if the City receives revenue.

Mr. Wood replied they get business license. Mr. Wood wants to clarify that this is coming through the City Attorney's office. A Council member has brought this issue up to the City Manager. This is not coming from the staff level.

A. **Police Department**

* **District/Watch Commander
Community Improvement/Code Enforcement**

Mrs. Aldred stated they did a homeless clean up off of Victor Rd. last week.

Mrs. Aldred stated they are working on their software implantation and are hoping to live with that by the end of the year.

B. **Public Works**

None

COMMENTS FROM THE PUBLIC ON NON-AGENDA ITEMS (5 minute limit per speaker)

Public member Mr. Doug Chaney from Hand Up in Lodi stated they are to have a presentation tomorrow with Susan Guzman with the San Joaquin County Juvenile Probation Dept. We may have to reschedule for the month of December due to the holiday tomorrow.

Public member Mr. Chaney would like to thank Mr. Jaramillo for his equipment and vehicle for the bridge clean up and graffiti removal on November 24th.

Public member Mr. Chaney stated that there should be more community art projects rather than directing big time dollars to the same person over and over.

Mr. Jarrett stated he should bring this up at the Council meeting on comments from the Public on non-agenda items.

Mr. Jaramillo thanked Mr. Chaney for his work. Mr. Jaramillo stated it was very sad to see people living under a bridge. Mr. Jaramillo stated he would like to be more involved so if Mr. Chaney will keep him in mind.

COMMENTS FROM BOARD MEMBERS on Non-Agenda Items (5 minute limit per speaker)

Mr. Mustin mentioned that there were not many people from the committee who attended Celebration on Central. Mr. Mustin suggests having meetings at different locations other than the City.

Mr. Jarrett would like to put on the agenda to have meetings outside the forum once a quarter.

Mr. Jaramillo stated he attended the Clean Up with Mr. Wood at Bethel Open Bible Church. It was very well done.

Mr. Wood asked Mr. Jaramillo if he remembered the weight collected.

Mr. Jaramillo replied 6-8,000 pounds.

Mr. Jarrett announced that the December meeting will be his last meeting as he is resigning as a member of the committee.

NEW BUSINESS

A. Topics for Upcoming meetings

Looking ahead

- December 8th – General Plan update
- January 12th – Public Works project
- February 9th
- March 9th
- April 13th – Election of Officers
- April 17th or 24th – Special Goal-Setting Session
- May 11th
- June 8th

Mr. Jarrett would also like to put on the calendar to discuss our annual Christmas dinner.

ADJOURNMENT

Lodi Improvement Committee

Meeting Minutes

Tuesday, November 10, 2009

Page 7 of 7

There being no further business before the Committee, it was, on motion duly made by Mr. Jarrett adjourned at 7:13 p.m.

Respectfully submitted,

ARASELI DEL CASTILLO, Recording Secretary

DRAFT



MEMORANDUM, City of Lodi, Community Development Department

To: Lodi Improvement Committee
From: Konradt Bartlam
Date: December 2, 2009
Subject: Review and Comment on the Draft General Plan and Environmental Impact Report.

Recommended Action: Review and provide comment on the Draft General Plan and Environmental Impact Report.

Background: In May, 2006, the City entered into an agreement with the consulting firm of Dyett & Bhatia to prepare the update to the General Plan. The firm and their sub-consultants have been working diligently on this program since that time. Work that has been completed includes the following activities:

Public Participation

- Workshops and Meetings with interested public
- Workshops specifically with the Planning Commission and City Council
- Stakeholder interviews and neighborhood meetings
- Presentations to service clubs and community organizations
- Newsletters
- A mail-in survey sent to all residential addresses in the City
- Comments via e-mail, and
- The project web-site

Products

- Working Paper #1: Land Use, Transportation, Environment and Infrastructure
- Working Paper #2: Urban Design and Livability
- Working Paper #3: Growth and Economic Development Strategy
- Working Paper #4: Greenbelt Conservation Strategies
- Sketch Plan Report indentifying alternative land use scenarios
- Preferred Land Use Plan
- Draft General Plan, and
- Draft Environmental Impact Report

The Draft General Plan was distributed to the public on September 10th. The one chapter that has not been completed and will be on a separate review program is the Housing Element. The entire Plan as described has been made available on the web-site with notification being made by both newspaper and to the mailing list of interested parties.

With this review we are soliciting feedback the Lodi Improvement Committee. It is not our intent for the Committee to take any formal action other than provide direction regarding any questions or changes that may arise. Along with this Draft General Plan an Environmental Impact Report (EIR) has been prepared. The Draft EIR is suggesting changes to the policies presented in the General Plan in order to reduce or eliminate environmental impacts created by implementation of the General Plan.

I have attached the recommended Policies for each Element. Additionally attached is a table of the policies which are recommended to change or be added through the environmental review process. We believe that these represent what we have heard from the community as to how Lodi should be guided in the future. The full documents can be accessed on the project web site at http://www.lodi.gov/community_development/general_plan/reports.htm The Committee should note that many of the Policies call for follow up implementation measures which will involve significant staff time and/or financial resources. These will be prioritized using a variety of mechanisms including the budget or other mandated actions.

Respectfully Submitted,

Konradt Bartlam
Community Development Director

Attachments:

Chapter 2: Land Use Policies

For policies relating to phasing and growth management, see Chapter 3: Growth Management and Infrastructure. For policies relating to urban design and community character, see Chapter 4: Community Design and Livability.

2.1 GUIDING POLICIES

- LU-G1 Create a balanced and sustainable land use pattern that provides for a diversity of uses and satisfies existing and future needs.
- LU-G2 Encourage development of downtown as a mixed-use activity center with a range of commercial, residential, and civic uses.
- LU-G3 Promote revitalization of key commercial spines of the community with focused, mixed-use development.
- LU-G4 Foster development of walkable new neighborhoods, with a mix of uses and diversity of housing types.
- LU-G5 Maintain land use patterns that maximize residents' access to parks, open space, and neighborhood shopping centers.
- LU-G6 Ensure the continued economic sustainability of the community and fiscal health of the City government.
- LU-G7 Strengthen the City's economic base and provide employment opportunities for residents to achieve a more balanced jobs/housing ratio.

2.2 IMPLEMENTING POLICIES

USE CLASSIFICATIONS AND LAND USE PROGRAM

- LU-P1 Update the City's Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan, including the General Plan Diagram.

Zoning changes that will need to be made include:
Establishment of new base districts, consistent with the land use classifications in the General Plan, such as for mixed-use centers, corridors and downtown;
and
New development regulations that reflect policy direction contained throughout the General Plan (e.g. parking standards).
- LU-P2 Require sites designated for mixed-use development—downtown, corridors, and in new neighborhood centers—to be developed with a variety of residential and non-residential uses, in accordance with the General Plan designation.
- LU-P3 Do not allow development at less than the minimum density prescribed by each residential land use category.

- LU-P4 Maintain the highest development intensities downtown, and in mixed-use corridors and centers, with adequate transition to Low-Density Residential neighborhoods.

LAND USE PATTERN

- LU-P5 Maintain a centralized economic development and land information system to continually monitor land use availability, ensuring sufficient land for appropriate use designations, development intensities and locations.
- LU-P6 Locate new medium- and high-density development adjacent to parks or other open space, in order to maximize residents' access to recreational uses; or adjacent to mixed-use centers or neighborhood commercial developments, to maximize access to services.
- LU-P7 Encourage new neighborhood commercial facilities and supermarkets in locations that maximize accessibility to all residential areas.
- LU-P8 Permit child-care centers in all districts except Industrial.
- Regulations would also need to be in accordance with criteria for family day care homes established in Chapter 3.4 and Chapter 3.6, Division 2 of the California Health and Safety Code.
- LU-P9 Focus new business park growth in the southeast portion of the city and new industrial growth along the two railroad lines, as shown in the Land Use Diagram.
- LU-P10 Allow employee-serving amenities and services such as restaurants, cafes, dry cleaners, and other complementary uses in Business Park areas.
- LU-P11 Promote clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency. Work closely with industry contacts to identify specific needs to be addressed through development standards.
- LU-P12 Prioritize economic development activities on potential growth industries that are appropriate for Lodi, including retail and tourism, as well as office/industrial users in need of large parcels.
- LU-P13 Continue to publish a handbook and/or fact sheets of permitting procedures and fees for new and existing businesses.
- LU-P14 Partner with business and community groups to proactively pursue companies and industries and to implement economic development programs.
- LU-P15 Continue efforts to locate a hotel in conjunction with or in proximity to Hutchins Street Square.

DOWNTOWN

- LU-P16 Promote downtown as the center of tourism, business, social, and civic life by directing high intensity office uses, government, and entertainment uses to locate downtown.

- LU-P17 Establish land use regulations and development standards in the Zoning Code to reinforce Downtown’s assets and traditional development pattern. These should include:
- Extending the Downtown Mixed Use classification to parcels along Main Street on the Eastside to improve connectivity, while retaining the respective identities of downtown and the Eastside.
 - Maximum set-backs or build-to lines for development in areas designated Downtown Mixed Use.
 - Requiring retail, eating and drinking establishments, or other similar active uses—except for sites designated Public—at the ground level. Alleyway corners shall be “wrapped” with retail uses as well.
- LU-P18 Encourage medium- and high-density residential development in downtown by permitting residential uses at upper levels; and east and northwest of downtown, as depicted on the Land Use Diagram, by identifying vacant and underutilized sites that are appropriate for redevelopment.
- LU-P19 Maintain parking regulations for downtown that are lower than elsewhere in the city, reflecting its position as a pedestrian- and transit-friendly center.
- LU-P20 Expand the Downtown Parking District to include the Downtown Mixed Use area in order to consolidate parking areas. Require all development within these boundaries to either meet the established off-street parking requirements or contribute an appropriate share to the Downtown Parking District.

MIXED USE CORRIDORS

- LU-P21 Allow an appropriate range of single uses or mixed-use development, with use requirements/mixes as follows:
- Kettleman Lane. Allow any mix of uses as permitted within the Mixed Use Corridor classification. Ensure that residential uses are sited at upper levels or, if at ground level, then not directly facing the highly trafficked Kettleman Lane.
 - Cherokee Lane. Require that any new development/redevelopment of sites with Mixed Use designation south of Tokay Street to devote at least one-quarter of the built-up area to commercial or business park uses, while allowing the full spectrum of single or mixed-uses permitted within the designation.
- LU-P22 Lodi and Central Avenues. Require any development or redevelopment of sites to have active uses—retail, restaurants, cafe, and personal service establishments—fronting the streets at the ground level. A range of compatible uses, such as residential or office, may be located at upper levels and in portions not fronting the streets.

EXISTING NEIGHBORHOODS

- LU-P23 Promote infill development that maintains the scale and character of established neighborhoods.

- LU-P24 Establish bulk and Floor Area Ratio standards for older residential neighborhoods surrounding Downtown to preserve their character.

NEW NEIGHBORHOODS

- LU-P25 Guide new residential development into compact neighborhoods with a defined Mixed-Use Center, including public open space, a school or other community facilities, and neighborhood commercial development.
- LU-P26 Require a centrally located Mixed-Use Center within each new residential neighborhood: one west of Lower Sacramento Road and two south of Harney Lane, as shown on the Land Use Diagram. Centers should serve as a focal point for the surrounding neighborhood, be pedestrian-oriented and encourage a mix of uses to serve local needs.
- LU-P27 Require a master or specific plan in areas with a Mixed-Use Center and adjacent complementary uses, as a condition of subdivision approval. Uses should include neighborhood commercial, civic and institutional uses, parks, plazas, and open space—consistent with Land Use Diagram (unless any of these uses are found infeasible and/or alternative locations are available to carry out mixed-use policies). Streets should adhere to the pattern depicted on the Land Use Diagram.
- LU-P28 Provide for a full range of housing types and prices within new neighborhoods, including minimum requirements for small-lot single family homes, town-houses, duplexes, triplexes, and multi-family housing.

Chapter 3: Growth Management and Infrastructure Policies

3.1 GUIDING POLICES

Please refer to Chapter 4: Community Design and Livability for additional policies regarding Lodi's urban form.

- GM-G1 Ensure contiguous, paced, and orderly growth by identifying phases for development. Allow development in subsequent phases only once thresholds of reasonable development in prior phases have been achieved.
- GM-G2 Provide infrastructure—including water, sewer, stormwater, and solid waste/recycling systems—that is designed and timed to be consistent with projected capacity requirements and development phasing.
- GM-G3 Promote conservation of resources in order to reduce the load on existing and planned infrastructure capacity, and to preserve existing environmental resources.
- GM-G4 Provide public facilities—including police and fire services, schools, and libraries commensurate with the needs of the existing and future population.
- GM-G5 Support efforts to provide superior public and private educational opportunities for all segments of the population.

3.2 IMPLEMENTING POLICIES

GROWTH MANAGEMENT

Please refer to Chapter 7: Conservation for policies regarding agricultural preservation and Chapter 8: Safety for policies regarding stormwater management.

- GM-P1 Define Lodi's southern boundary and establish limits on development to the south through the establishment the Armstrong Road Agricultural/Cluster Study Area. Cooperate with San Joaquin County, the San Joaquin County Local Agency Formation Commission and property owners to ensure maintenance of this area as a separator from the City of Stockton.
- GM-P2 Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1. Enforce phasing through permitting and infrastructure provision.
Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential, and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential.
- GM-P3 Use the Growth Management Allocation Ordinance as a mechanism to even out the pace, diversity, and direction of growth. Update the Growth Management Allocation Ordinance to reflect phasing and desired housing mix.
Because unused allocations carry over, as of 2007, 3,268 additional permits

were available. Therefore, the Growth Management Allocation Ordinance will not restrict growth, but simply even out any market extremes.

- GM-P4 Update allocation of units by density to ensure that development density occurs as recommended in Chapter 2: Land Use. For instance, approved permits should be allocated to provide 45.4% of permits for low density, 27.3% medium density, and 27.3% high density/ mixed use housing during phase 1. This represents a shift towards slightly more medium and high density housing in Lodi.
- GM-P5 Update impact fee system to balance the need to sufficiently fund needed facilities and services without penalizing multifamily housing or infill development.
- GM-P6 Annex areas outside the existing sphere of influence to conform with development needs for Phase 1, Phase 2, and Phase 3. Subsequent phases shall be annexed as current phases reach development thresholds.

INFRASTRUCTURE

- GM-P7 Ensure that public facilities and infrastructure—including water supply, sewer, and stormwater facilities—are designed to meet projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.
- GM-P8 Coordinate extension of sewer service, water service, and stormwater facilities into new growth areas concurrent with development phasing. Decline requests for extension of water and sewer lines beyond the city limit prior to the relevant development phase and approve development plans and water system extension only when a dependable and adequate water supply for the development is assured.
- GM-P9 Develop new facilities and rehabilitate existing facilities as needed to serve existing development and expected development, in accordance with the General Plan and relevant infrastructure master plans.
- GM-P10 Prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provision for each phase. Existing master plan documents should be used until new master plans are developed, and updates should occur as follows:
 - A sanitary sewer system master plan should be undertaken soon after General Plan adoption. In particular, this master plan should address how to best provide sewer service for the growth on the east side of the city and for infill development, and to determine if additional wastewater flows will need to be diverted into the proposed South Wastewater Trunk Line.
 - A citywide stormwater master plan should be prepared soon after General Plan adoption to confirm or revise existing planning studies.
 - A White Slough Water Pollution Control Facility master plan should be completed during the early stages of Phase 1, most likely in 2013 or 2014.
 - A recycled water master plan was prepared in May 2008 and is current as of 2009. It may be appropriate to update this document when the next

WSWPCF master plan is prepared, in 2013 or 2014, to evaluate the feasibility of constructing a scalping plant to provide recycled water for use within the city.

- A potable water supply and distribution master plan is not urgently needed, as of 2009. Future planning should be completed as necessary.
- The Urban Water Management Plan should be updated on a five year basis in compliance with State of California mandated requirements. Future plans should be developed in 2010, 2015, 2020, 2025, and 2030.

WATER CONSERVATION

- GM-P11 Require water conservation in both City operations and private development to minimize the need for the development of new water sources and facilities. To the extent practicable, promote water conservation and reduced water demand by:
- Requiring the installation of non-potable water infrastructure for irrigation of landscaped areas over one acre of new landscape acreage, where feasible. Conditions of approval shall require connection and use of nonpotable water supplies when available at the site.
 - Encouraging water-conserving landscaping, including the use of drought-tolerant and native plants, xeriscaping, use of evapotranspiration water systems, and other conservation measures.
 - Encouraging retrofitting of existing development with water-efficient plumbing fixtures, such as ultra low-flow toilets, waterless urinals, low-flow sinks and showerheads, and water-efficient dishwashers and washing machines.
- GM-P12 Support on-site gray water and rainwater harvesting systems for households and businesses.
- The City should develop a strategy for the legal, effective, and safe implementation of gray water and rainwater harvesting systems, including amendment of the Building Code as appropriate to permit gray water and provision of technical assistance and educational programming to help residents implement gray water and rainwater harvesting strategies.
- GM-P13 Continue to implement the Water Meter Retrofit Program (consistent with State requirements as indicated in AB 2572), whereby all existing non-metered connections would be retrofitted with a water meter. This program is expected to be completed in 2013.
- GM-P14 Require water meters in all new and rehabilitated development.
- GM-P15 Monitor water usage and conservation rates due to installed meters, to ensure water demand assumptions are correct. If actual usage and conservation rates vary from planning assumptions, reassess requirements for future water resources.

POTABLE WATER SUPPLY

GM-P16 Cooperate with Northeastern San Joaquin County Groundwater Banking Authority, other member water agencies, and the Woodbridge Irrigation District to retain surface water rights and groundwater supply.

RECYCLED WATER

GM-P17 Explore a program of complete wastewater reclamation and reuse at the White Slough Water Pollution Control Facility.

GM-P18 Encourage the use of tertiary treated wastewater for irrigation of agricultural lands, large landscaped areas, and recreation/open space areas within close proximity to the White Slough Water Pollution Control Facility.

SOLID WASTE MANAGEMENT AND RECYCLING

GM-P19 Continue to improve waste diversion rates through recycling and resource conservation measures. Support waste reduction and recycling programs through public education.

PUBLIC FACILITIES

Please refer to Chapter 8: Safety for policies regarding fire and police staffing and emergency services.

GM-P20 Locate additional schools to fill any existing gaps in capacity and meet the needs of existing and new residents. Provide needed facilities concurrent with phased development.

GM-P21 Locate any additional library branches to ensure all neighborhoods are served, in particular in the Eastside neighborhood and in proposed mixed use centers.

GM-P22 Develop a Fire and Police Services Master Plan that would establish thresholds and requirements for fire and police facilities, staffing, and building features. The Fire and Police Services Master Plan should consider the following:

- Typical nature and type of calls for service;
- Fire prevention and mitigation measures, such as sprinklers, fire retardant materials, and alarms;
- Appropriate measures for determining adequate levels of service; and
- Locations and requirements for additional facilities and staffing.

GM-P23 Maintain sufficient fire and police personnel and facilities to ensure maintenance of acceptable levels of service. Provide needed facilities concurrent with phased development.

Chapter 4: Community Design and Livability Policies

4.1 GUIDING POLICIES

- CD-G1 Enhance Lodi’s identity and livability by maintaining a compact urban form, with clear edges and delineation between urban and rural uses.
- CD-G2 Promote downtown as the symbolic center of the city, with a greater mix of uses, and building types, and an expanded extent that embraces the Eastside. Promote downtown as a tourist destination.
- CD-G3 Respect and maintain Lodi’s small-town character, its existing neighborhoods, the historic downtown, and historic buildings.
- CD-G4 Structure new neighborhoods to promote walkability, and ensure they are integrated with the surrounding urban fabric.
- CD-G5 Foster a well connected street network that enhances accessibility to jobs, services, parks, schools, and shopping, particularly at the scale of pedestrians and bicyclists.
- CD-G6 Foster redevelopment of key corridors as vital spines, with nodes of mixed-use, higher intensity, pedestrian- and bicycle-friendly development.
- CD-G7 Promote a mix of uses, densities, and building typologies in new development.
- CD-G8 Promote sustainable development practices and conservation of resources to reduce environmental impact and ensure long-term sustainability.
- CD-G9 Encourage green building and construction in new development and renovations

4.2 IMPLEMENTING POLICIES

CITYWIDE POLICIES

- CD-P1 Incentivize infill housing—within the Downtown Mixed Use district and along Mixed Use Corridors—through the development review, permitting and fee processes.
- CD-P2 Ensure that Zoning and Subdivision ordinances include measures that guide infill development to be compatible with the scale, character and identity of adjacent development.
- CD-P3 Ensure that the Zoning Ordinance includes measures to promote fine-grain development along retail and mixed-use streets, using horizontal and vertical building articulation that engages pedestrians and breaks up building mass.
- CD-P4 Ensure that the Zoning Ordinance includes measures to promote durable and high quality building materials and high standards of construction for longevity and reduced maintenance costs over time, especially for buildings in high-

pedestrian activity areas, such as downtown, along Mixed Use Corridors, and in Mixed Use Centers.

CD-P5 Configure parking areas to balance a vital pedestrian environment with automobile convenience. Parking areas should be:

- Located in locations less visible from the sidewalk—behind buildings and away from the street edge, especially along Mixed Use Corridors and Centers, and principal downtown streets. Where a lot faces two streets, parking lots should be accessible by side road.
- Sized and located to take advantage of shared parking opportunities.
- Accommodating to pedestrians and bicycle traffic with pedestrian-only pathways through parking areas.
- Landscaped to achieve fifty percent (50%) shade coverage at tree maturity. Architectural elements such as trellises and awnings may also contribute to shade coverage.
- Buffered from adjacent uses and pedestrians through the use of low walls and hedges.

DOWNTOWN

CD-P6 Update downtown regulations in the Zoning Ordinance:

- Establish a Downtown District to encompass the area shown as Downtown Mixed Use in the Land Use Diagram (Chapter 2, Figure 2-1).
- Require active uses—such as retail, eating and drinking establishments—at the ground level for the area shown in Figure 4-5.
- Update allowable uses to permit residential uses on upper levels on all streets in downtown.

CD-P7 Extend downtown streetscape treatment to embrace the entire area where ground-level retail is required, especially streetscape treatment for streets east of the railroad in the Downtown Mixed Use district. The elements should be consistent with the existing downtown streetscape, but should identify the eastern section as a unique area within downtown.

CD-P8 Require active uses or pedestrian oriented design in alleyways located in the downtown area to establish retail and pedestrian connections, particularly where alleyways connect retail streets (such as between School Street and Sacramento Street) or retail to parking (such as between School Street and Church Street).

- Other pedestrian oriented design may include pedestrian only walkways, high quality paving, landscaping, lighting, seating, or other similar features.

CD-P9 Continue to use the Eastside Mobility and Access Plan as a means of connecting downtown and the Eastside neighborhood.

CD-P10 Incentivize rehabilitation and adaptive reuse of buildings, especially east of the railroad, particularly on Main and Stockton streets in the Downtown Mixed Use district, through development review, permitting and fee processes.

MIXED USE CORRIDORS

CD-P11 Establish development standards in the Zoning Ordinance for Mixed Use Corridors that create a pedestrian-scaled environment:

- Require a minimum percentage of the frontage of sites along Lodi and Central avenues to be devoted to active uses. Ensure that depth and height of the provided space is adequate to accommodate a variety of tenants and provide flexibility for the future.
- Maintain a consistent building base/streetwall along majority of site frontage along all Mixed Use Corridors except Kettleman and Cherokee lanes, with minimum height ranging from 15 to 25 feet, depending on the scale and character of the corridor, with taller streetwall along wider corridors.
- Along Sacramento Street, and Lodi and Central avenues, require new development to be built to the street edge, with parking located in the rear.
- Require buildings to be finely articulated and visually engaging.
- For properties located at key intersections—on particular the intersections of Lodi Avenue and Central Avenue, Lodi Avenue and School Street, and Lodi Avenue and Sacramento Street—require appropriate design features, including: buildings that punctuate the corner with design elements and/or projects that provide additional public or pedestrian amenities (such as the inclusion of plazas).

CD-P12 Provide incentives, through the development review, permitting and fee processes, to redevelop underutilized commercial properties located within the Mixed Use Corridors.

CD-P13 To provide development flexibility, consider incorporating overall development intensity measures (such as floor area ratio) for all non-residential and residential uses, rather than regulating density/intensity separately.

CD-P14 Minimize pavement widths (curb-to-curb) along Mixed Use Corridors to prioritize pedestrian and bicycle movement, while ensuring adequate street width for traffic flow.

CD-P15 Improve or maintain streetscapes, along Mixed Use Corridors. Streetscape improvements could be implemented through a city streetscape program. Amenities may include:

- Street trees
- Wide sidewalks
- Special paving

- Street lighting
 - Seating
 - Info kiosks, particularly in the downtown area
 - Open bus stop shelters
 - Bicycle racks
- CD-P16 Provide continuous street trees along the curb, between the vehicle roadway and the sidewalk, unless this is physically impossible due to constraints such as underground utility lines. Minimize curb cuts to emphasize continuous unbroken curb lengths.
- CD-P17 Develop a wayfinding and signage scheme along the city’s major corridors and streets that utilizes public art and street elements, such as banners and light fixtures. The scheme should reinforce the City’s identity and linkages to downtown. Include Kettleman Lane, Lodi Avenue, Cherokee Lane, Sacramento Street, Central Avenue, and Stockton Street in the wayfinding scheme.
- CD-P18 Require active uses at the ground floor on Lodi and Central avenues within their Mixed Use Corridor designations, as noted shown in Figures 4-8 and 4-9, respectively.

STREETS, CONNECTIVITY, AND ACCESSIBILITY

Refer to Chapter 5: Transportation for policies related to transportation infrastructure, including for pedestrians and bicycles.

- CD-P19 Develop requirements for street trees in all new growth areas that maximize shade to minimize urban heat island impacts.
- Require all subdivisions in new growth areas to prepare a street plan demonstrating maximum connection to existing streets, specifically incorporating streets shown in Figure 4-4 and intermediate street connections. Ensure that new development on the west side enables expansion of the street grid for future growth, beyond this General Plan horizon.
 - Existing and emerging development at the City’s edges has not been designed to enable future extensions, producing disconnected neighborhoods.
- CD-P20 Prohibit gated development, and avoid cul-de-sacs. Where cul-de-sacs are provided, require pedestrian and bicycle connection at the terminus of the cul-de-sac to adjacent street.
- CD-P21 Limit maximum block lengths in new neighborhoods to 600 feet, with pedestrian/bicycle connection no more than 400 feet apart (where resulting from connection at end of cul-de-sac), and 400 feet between through streets along Neighborhood Mixed Use Centers.
- CD-P22 Encourage alternatives to soundwalls and permit new soundwalls only where alternatives are not feasible, such as along Highway 99 and the railroad tracks.

- While soundwalls can limit sound to development immediately adjacent to traffic, much of the sound is simply reflected to development further away, resulting in increase in ambient noise levels. Moreover, soundwalls are disruptive to neighborhood character and connectivity. Alternative designs could include frontage roads, dense vegetation, and ensuring sufficient insulation in residential units that would potentially be impacted by the noise.

CD-P23 Create smooth transitions between neighborhoods and across the railroad with pedestrian paths and/or uniform streetscape design.

CD-P24 Use bike lanes, trails, or linear parks to improve connectivity throughout the city and in particular between housing located south of Kettleman and amenities located north of Kettleman, as shown in Figure 4-7. These pathways should employ easy and safe crossings and connect to destinations such as downtown, shopping centers, parks, and/or schools.

CD-P25 Increase public art throughout Lodi. Encourage the placement of art in locations that are interactive and accessible to the public. Develop a funding strategy to ensure adequate support of arts and cultural programs.

NEW RESIDENTIAL NEIGHBORHOODS

CD-P26 Focus new growth, which is not accommodated through infill development of existing neighborhoods, in easily-accessible and pedestrian friendly neighborhoods that include neighborhood-oriented commercial, public services such as schools and parks, and residential uses.

CD-P27 Require new development to connect with nearby uses and neighborhoods; include paths to connect to the rest of the city; exhibit architectural variety and visual interest; conform to scale requirements; and relate housing to public streets.

CD-P28 Minimize the visual impact of automobiles in residential areas.

Methods include reducing garage frontage, minimizing curb cuts, setting garages and parking areas back from houses, locating garages at rear or along alleyways, and providing narrow roads.

MIXED USE CENTERS

CD-P29 Require all development at sites designated Mixed Use Center to provide a mix of commercial uses, while allowing residential uses, to create a “node,” typically centered around a plaza, or “a main street,” with a minimum of 10 percent (10%) of the land area devoted to non-residential land uses, to create pedestrian vitality in the core area. Allow a range of other supportive commercial uses, such as medical, dental, and real-estate offices, as well as community facilities.

CD-P30 Require each core to have at least one plaza or other satisfactory gathering space along the main street that enables gathering and promotes a sense of neighborhood identity.

CD-P31 Integrate new Mixed Use Centers into the city's existing fabric and proposed new development. Provide a network of streets and connections that expands circulation opportunities for pedestrians and bicyclists and ensures connections by multiple modes between the new centers, and existing neighborhoods.

Update Subdivision ordinance to require:

- Master plans for new development that show publicly accessible parks, and a connected street grid.
- Blocks that do not exceed 600 feet in length unless additional pedestrian connections or public space is included.
- Street trees on public streets.
- Sidewalks on public streets.

CD-P32 In order to use less energy and reduce light pollution, ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent residential neighborhoods and/or natural areas at a level greater than one foot candle above ambient conditions.

CD-P33 Require that any office uses in Mixed Use Centers front along the street edge with minimal setbacks; locate parking in the rear or underground; provide plazas and other open space amenities for employees; provide street landscaping; and provide pedestrian connections where appropriate.

CD-P34 Minimize curb cuts to expand pedestrian space and increase the supply of curbside parking.

Methods include requiring abutting new developments to share a single access point from the road and allowing only one curb cut per parcel.

NEW OFFICE DEVELOPMENT

CD-P35 Require new office development to be designed to address not just automobile access, but also potential for transit access, and allowing lunchtime pedestrian access to adjacent uses. Locate new office development along the street edge, with the main entrance facing the street. Parking should not be located between the street and building.

CD-P36 Include pedestrian paths that provide internal access on all site plans. Pedestrian paths should access the sidewalk, main building entrances, and parking areas.

CD-P37 Provide landscaped setbacks between all parking areas and buildings, and at the edges of parking areas.

SITE PLANNING AND GREEN BUILDING

Refer to Chapter 7: Conservation for related energy and climate change policies and Chapter 8: Safety for related stormwater management policies.

CD-P38 Promote location and siting of buildings that minimizes energy use by features such as enhancing use of daylight, minimizing summer solar gain, and use of ventilating breezes.

CD-P39 Design any City-owned buildings or City-owned buildings that are proposed for new construction, major renovation to meet the standards set by LEED™ or equivalent.

CD-P40 Prepare, or incorporate by reference, and implement green building and construction guidelines and/or standards, appropriate to the Lodi context, to ensure high level of energy efficiency and reduction of environmental impacts associated with construction and operations of buildings. Ensure that these guidelines/standards:

- Require documentation demonstrating that building designs meet minimum performance targets, but allow flexibility in the methods used.
- Exceed California's 2005 Title 24 regulation standards for building energy efficiency, if feasible.
- Reduce resource or environmental impacts, using cost-effective and well-proven design and construction strategies.
- Reduce waste and energy consumption during demolition and construction.
- Identify street standards, such as street tree requirements, appropriate landscaping practices, and acceptable materials.
- Incorporate sustainable maintenance standards and procedures.
- Promote incorporation of energy conservation and weatherization features in existing structures.
- These guidelines could be developed directly from the LEED (Leadership in Energy and Environmental Design) system developed by the U.S. Green Building Council, the California-based Build It Green GreenPoint rating system, or an equivalent green building program.

Chapter 5: Transportation Policies

Strategies related to transportation infrastructure financing can be found in Appendix A: Implementation.

5.1 GUIDING POLICIES

- T-G1 Plan, develop, and maintain a comprehensive, coordinated transportation system to ensure the safe, efficient, and convenient movement of people and goods.
- T-G2 Maintain and update street standards that provide for the design, construction, operation, and maintenance of City streets based on a “complete streets” concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses.
- T-G3 Develop neighborhood streets that encourage walking, biking, and outdoor activity through sound engineering and urban design principles that limit potential speeding.
- T-G4 Provide for safe and convenient pedestrian, bicycle, and transit circulation.
- T-G5 Ensure the adequate provision of both on-street and off-street parking, taking into account the effect of parking management techniques on urban design, economic vitality, and walkability.
- T-G6 Improve railroad crossings to minimize safety hazards and allow for additional capacity improvements.
- T-G7 Provide efficient and direct circulation for local truck traffic, with minimal disruption to residential neighborhoods.
- T-G8 Encourage reduction in vehicle miles traveled as part of a strategy to reduce greenhouse gas emissions.

5.2 IMPLEMENTING POLICIES

CIRCULATION SYSTEM

- T-P1 Ensure consistency between the timing of new development and the provision of transportation infrastructure needed to serve that development. Regularly monitor traffic volumes on city streets and, prior to issuance of building permits, ensure that there is a funded plan for the developer to provide all necessary transportation improvements at the appropriate phase of development so as to minimize transportation impacts.
- T-P2 Review new development proposals for consistency with the Transportation Element and the Capital Improvements Program. Ensure that new projects

provide needed facilities to serve developments, and provide all needed facilities and/or contribute a fair share to the City's transportation impact fee.

- T-P3 Work collaboratively with San Joaquin County, San Joaquin Council of Governments, and Caltrans to successfully implement transportation improvements in the vicinity of Lodi.
- T-P4 Maintain and update a Capital Improvements Program so that identified improvements are appropriately prioritized and constructed in a timely manner.
- T-P5 Update the local transportation impact fee program, consistent with General Plan projections and planned transportation improvements.
- T-P6 Coordinate with the San Joaquin Council of Governments and actively participate in regional transportation planning efforts to ensure that the City's interests are reflected in regional goals and priorities.
- T-P7 Continue to work with the San Joaquin Council of Governments on regional transportation funding issues, including the update of regional transportation impact fees.

ROADWAY NETWORK

- T-P8 Strive to maintain applicable Level of Service (LOS) standards. The Regional Congestion Management Program defines LOS D on its network. The General Plan establishes an LOS D on city streets and at intersections. Exceptions to this LOS D policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits, subject to findings that achieving LOS D would:
- Be technologically or economically infeasible, or
 - Compromise the City's ability to support other important policy priorities, such as:
 - Enhancing the urban design characteristics that contribute to pedestrian comfort and convenience;
 - Preserving and enhancing an economically vibrant downtown area;
 - Avoiding adverse impacts to alternate modes of transportation;
 - Preserving the existing character of the community;
 - Preserving agricultural land or open space; or
 - Preserving scenic roadways/highways.
- T-P9 Design streets in new developments in configurations that generally match and extend the grid pattern of existing city streets. This is intended to disperse traffic and provide multiple connections to arterial streets. Require dedication, widening, extension, and construction of public streets in accordance with the

City's street standards. Major street improvements shall be completed as abutting lands develop or redevelop. In currently developed areas, the City may determine that improvements necessary to meet City standards are either infeasible or undesirable.

- T-P10 Maintain, and update as needed, roadway design standards to manage vehicle speeds and traffic volumes.
- T-P11 Limit street right-of-way dimensions where necessary to maintain desired neighborhood character. Consider allowing narrower street rights-of-way and pavement widths for local streets in new residential subdivisions.
- T-P12 Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, corner bulb-outs, traffic circles, and other traffic calming devices among these measures.

PEDESTRIAN FACILITIES

Policies describing street connectivity related to urban design can be found in Chapter 4: Community Design and Livability.

- T-P13 Foster walkable streets through streetscape improvements, continuous sidewalks on both sides of streets, and encouraging pedestrian access wherever feasible. Update the Subdivision Ordinance to include requirements for sidewalks, street trees, and lighting. Where sidewalks do not exist within existing developments, and are desired, explore a program to provide sidewalks by reducing the curb-to-curb road width, in cases where safety and traffic flow are not compromised.
- T-P14 To maintain walkability and pedestrian safety, consider roadway width and roadway design features such as islands, pedestrian refuges, pedestrian count-down signals, and other such mechanisms. This policy applies to new roadway construction as well as existing roadways where pedestrian safety issues may occur due to roadway design or width.
- T-P15 In new development areas, include pedestrian connections to public transit systems, commercial centers, schools, employment centers, community centers, parks, senior centers and residences, and high-density residential areas.
- T-P16 Work cooperatively with the Lodi Unified School District on a "safe routes to schools" program that aims to provide a network of safe, convenient, and comfortable pedestrian routes from residential areas to schools. Improvements may include expanded sidewalks, shade trees, bus stops, and connections to the extended street, bike, and transit network.

BICYCLE FACILITIES

- T-P17 Use the City's Bike Master Plan as a comprehensive method for implementing bicycle circulation, safety, and facilities development. Update the Plan for consistency with Figure 5-2, which defines bike route connections in new development areas.
- T-P18 Coordinate the connection of local bikeways and trails to regional bikeways identified in the San Joaquin County Bicycle Transportation Plan.
- T-P19 Require the placement of bicycle racks or lockers at park-and-ride facilities.
- T-P20 Establish standards requiring new commercial and mixed-use developments (of sizes exceeding certain minimum thresholds) to provide shaded and convenient bicycle racks, as appropriate. When such facilities are required, use specifications provided in Caltrans' Design Manual, Section 1000, or other appropriate standards.

PUBLIC TRANSIT SERVICES

- T-P21 Implement the City's Short Range Transit Plan and the San Joaquin Council of Government's Regional Transit Systems Plan, using the most cost effective methods available and based upon professional analysis.
- T-P22 Review new development proposals for consistency with the Short Range Transit Plan. Ensure new projects provide needed transit facilities to serve developments and provide all needed facilities and/or contribute a fair share for improvements not covered by other funding sources.
- T-P23 Continue to support the efficient operation of the Lodi Station, and to explore opportunities to expand the multi-modal transportation services provided there.
- T-P24 Encourage continued commuter rail service in Lodi by cooperating with Amtrak and supporting transit-oriented development and improvements around Lodi Station.
- T-P25 Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for both local and regional trips.
- T-P26 Maintain transit performance measures sufficient to meet State requirements.
- T-P27 Coordinate transit services and transfers between the various transit operators serving Lodi.
- T-P28 Require new development to provide transit improvements where appropriate and feasible, including direct pedestrian access to transit stops, bus turnouts and shelters, and local streets with adequate width to accommodate buses.

- T-P29 Continue to actively support and manage the Lodi Grapeline bus service, and to expand public transit services when justified by new demand.
- T-P30 Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.
- T-P31 Coordinate with the California Public Utilities Commission to implement future railroad crossing improvements.
- T-P32 Require a commitment of funding for railroad crossing protection devices from private development requiring new railroad spurs.
- T-P33 Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.

PARKING

Policies related to the design of parking lots and structures and their relationship to the street and buildings are provided in Chapter 4: Community Design and Livability. Off-street parking regulations and a program for an expanded Downtown Parking District are described in Chapter 2: Land Use.

- T-P34 Review and update parking standards periodically, and require new developments to provide an adequate number of off-street parking spaces in accordance with those parking standards. The parking standards will allow shared parking facilities whenever possible to reduce the number of new parking stalls required. Consideration will also be given to parking reductions for mixed-use projects or projects that have agreed to implement sustainable and enforceable trip reduction methods.
- T-P35 Consider replacement of on-street parking in commercial areas that will be lost to additional turn lanes at intersections, with an equal number of off-street spaces within the same vicinity, where feasible.
- T-P36 Continue to implement existing preferential residential parking programs such as in the Eastside residential neighborhood, in the vicinity of the PCP Cannery, and adjacent to high schools. Consider expanding the preferential residential parking program to other neighborhoods only where parking intrusion from adjacent uses clearly undermines the neighborhood's quality of life after all other options are deemed unsuccessful.
- T-P37 Improve parking opportunities in the downtown area and along Lodi Avenue (between downtown and Cherokee Lane) by examining rear or vacant lots and other underutilized areas for potential off-street parking. In addition, expand the Downtown Parking District to encompass the entire Downtown Mixed Use area shown in the Land Use Diagram (Figure 2-1).

- T-P38 Consider development of local park-and-ride facilities, particularly in conjunction with future rail and bus services, if the demand for such facilities is warranted and economically feasible.
- T-P39 Provide park and ride facilities designed to accommodate public transit, van and car pool users.

GOODS MOVEMENT

- T-P40 Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements. Consider requiring developments using commercial vehicles with large turning radii to provide needed intersection improvements along direct routes from development to freeway access points.
- T-P41 Ensure adequate truck access to off-street loading areas in commercial areas.
- T-P42 Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector, and local roadways to mitigate truck traffic impacts in the community.

TRANSPORTATION DEMAND MANAGEMENT

- T-P43 Promote ridesharing and cooperate with regional travel demand management programs to reduce peak-hour traffic congestion and help reduce regional vehicle miles traveled.
- T-P44 Promote employment opportunities within Lodi to reduce commuting to areas outside of Lodi.
- T-P45 Reduce the total vehicle miles of travel per household by making efficient use of existing transportation facilities and by providing for more direct routes for pedestrians and bicyclists through the implementation of “smart growth” and sustainable planning principles.

Chapter 6: Parks, Recreation, and Open Space Policies

For stormwater management policies, see Chapter 8: Safety.

6.1 GUIDING POLICIES

- P-G1 Provide and maintain park and recreation facilities for the entire community.
- P-G2 Protect natural resource areas, native vegetation, scenic areas, open space areas, and parks from encroachment or destruction.
- P-G3 Improve connectivity between parks and recreation facilities.
- P-G4 Expand non-vehicular paths and trails and bikeways.

6.2 IMPLEMENTING POLICIES

- P-P1 Acquire and develop additional neighborhood and community parks to serve existing and future needs.
- P-P2 Provide open space to meet recreation and storm drainage needs, at a ratio of eight acres of open space per 1,000 new residents. At least four acres must be constructed for park and recreation uses only. Drainage basins should be constructed as distinct facilities, as opposed to dual-functioning park and drainage basin facilities.
- P-P3 Pursue the development of park and recreation facilities within a quarter-mile walking distance of all residences.
- P-P4 Ensure that parks are visible and accessible from the street, welcoming the surrounding neighborhood and citywide users.
- P-P5 Update the City's Open Space and Recreation Master Plan, as necessary to:
 - Arrange a distribution of open spaces across all neighborhoods in the city;
 - Ensure that parks are visible and accessible from the street, to the surrounding neighborhood, and citywide users; and
 - Provide a variety of open spaces and facilities to serve the needs of the community, ensuring a balance between indoor and outdoor organized sports and other recreation needs, including passive and leisure activities.
- P-P6 Continue working with the Lodi Unified School District to share use of school and City park and recreation facilities through a mutually beneficial joint use agreement.

- P-P7 Work with developers of proposed development projects to provide parks and trails, as well as linkages to existing parks and trails.
- P-P8 Coordinate with the Woodbridge Irrigation District to develop a recreation trail for walking, jogging, and biking along the canal right-of-way, as shown in Figure 6-1.
- P-P9 Support improvements along the Mokelumne River in consultation and cooperation with the County and with creek restoration and design professionals.
- P-P10 Improve accessibility to the Mokelumne River and Lodi Lake Wilderness Area with walking and biking trails. Site park use and new facilities and trails in Lodi Lake Park such that they will not degrade or destroy riparian or sensitive habitat areas.
- P-P11 Encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the maximum number and variety of well-adapted plants are maintained.
- P-P12 Encourage retention of mature trees and woodlands to the maximum extent possible. The City shall regulate the removal of trees that are defined as "heritage trees."
- P-P13 Identify and discourage the removal of significant trees on private and public property by establishing a tree inventory and tree management ordinance. Where removal is required, the City shall require a two-for-one replacement or transplantation.
- P-P14 Review infrastructure needs for existing and new recreational facilities, and where appropriate, identify required improvements in the City's Capital Improvement Program.
- P-P15 Renovate the Grape Bowl in order to increase use and revenue generation.
- P-P16 Ensure safety of users and security of facilities through lighting, signage, fencing, and landscaping, as appropriate and feasible.
- P-P17 Continue to provide parks and recreation services to all residents within the Lodi Unified School District service area north of Eight Mile Road. Expand visitor and non-resident fee-based programs to ensure that non-residents pay their share of park maintenance and improvement costs.
- P-P18 Promote the use of the City's existing and planned Special Use park and recreation facilities for both local resident use and for visitor attractions, such as athletic tournaments.

- P-P19 Require master planned residential communities to dedicate parkland consistent with General Plan standards. In-lieu fees will only be acceptable where an exemption from providing a neighborhood park facility would not adversely affect local residents because an existing park is nearby.

- P-P20 Address park dedication and new development impact fees as part of the Zoning Ordinance and Subdivision Regulations Update, to ensure compliance with the General Plan park and open space standard.

Chapter 7: Conservation Policies

7.1 GUIDING POLICIES

- C-G1 Promote preservation and economic viability of agricultural land surrounding Lodi.
- C-G2 Maintain the quality of the Planning Area’s soil resources and reduce erosion to protect agricultural productivity.
- C-G3 Protect sensitive wildlife species and their habitats.
- C-G4 Protect, restore and enhance local watercourses and associated plant, wildlife, and fish species, particularly in the Mokelumne River and floodplain areas.
- C-G5 Encourage the identification, protection, and enhancement of archaeological resources.
- C-G6 Preserve and enhance districts, sites, and structures that serve as significant, visible connections to Lodi’s social, cultural, economic, and architectural history.
- C-G7 Promote community awareness and appreciation of Lodi’s history, culture and architecture.
- C-G8 Protect and improve water quality in the Mokelumne River, Lodi Lake, and major drainage ways.
- C-G9 Conserve energy and reduce per capita energy consumption.
- C-G10 Reduce greenhouse gas emissions by 15% over 2008 levels by 2020, to slow the negative impacts of global climate change.
- C-G11 Support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality.
- C-G12 Minimize the adverse effects of construction related air quality emissions and Toxic Air Contaminants on human health.

7.2 IMPLEMENTING POLICIES

AGRICULTURAL AND SOIL RESOURCES

- C-P1 Work with San Joaquin County and the City of Stockton to maintain land surrounding Lodi in agricultural use. Encourage the continuation of Flag City as a small freeway-oriented commercial node, with no residential uses.

- C-P2 Work with San Joaquin County and relevant land owners to ensure economic viability of grape growing, winemaking, and supporting industries, to ensure the preservation of viable agricultural land use.
- C-P3 Support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.
- C-P4 Encourage San Joaquin County to conserve agricultural soils, preserve agricultural land surrounding the City and promote the continuation of existing agricultural operations, by supporting the county's economic programs.
- C-P5 Ensure that urban development does not constrain agricultural practices or adversely affect the economic viability of adjacent agricultural practices. Use appropriate buffers consistent with the recommendations of the San Joaquin County Department of Agriculture (typically no less than 150 feet) and limit incompatible uses (such as schools and hospitals) near agriculture.
- C-P6 Require new development to implement measures that minimize soil erosion from wind and water related to construction and urban development. Measures may include:
- Construction techniques that utilize site preparation, grading, and best management practices that provide erosion control and prevent soil contamination.
 - Tree rows or other windbreaks shall be used within buffers on the edge of urban development and in other areas as appropriate to reduce soil erosion.
- C-P7 Maintain the City's Right-to-Farm Ordinance, and update as necessary, to protect agricultural land from nuisance suits brought by surrounding landowners.
- C-P8 Adopt an agricultural conservation program (ACP) establishing a mitigation fee to protect and conserve agricultural lands:
- The ACP shall include the collection of an agricultural mitigation fee for acreage converted from agricultural to urban use, taking into consideration all fees collected for agricultural loss (i.e., AB1600). The mitigation fee collected shall fund agricultural conservation easements, fee title acquisition, and research, the funding of agricultural education and local marketing programs, other capital improvement projects that clearly benefit agriculture (e.g., groundwater recharge projects) and administrative fees through an appropriate entity ("Administrative Entity") pursuant to an administrative agreement.
 - The conservation easements and fee title acquisition of conservation lands shall be used for lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be part of a community

separator as part of a comprehensive program to establish community separators.

- The ACP shall encourage that conservation easement locations are prioritized as shown in Figure 7-5:
 - A. the Armstrong Road Agricultural/Cluster Study area east of Lower Sacramento Road;
 - B. the Armstrong Road Agricultural/Cluster Study area west of Lower Sacramento Road;
 - C. elsewhere in the Planning Area, one mile east and west of the Urban Reserve boundaries respectively; and
 - D. outside the Planning Area, elsewhere in San Joaquin County.
- The mitigation fees collected by the City shall be transferred to a farmland trust or other qualifying entity, which will arrange the purchase of conservation easements. The City shall encourage the Trust or other qualifying entity to pursue a variety of funding sources (grants, donations, taxes, or other funds) to fund implementation of the ACP.

BIOLOGICAL RESOURCES

- C-P9 Support the protection, preservation, restoration, and enhancement of habitats of State or federally-listed rare, threatened, endangered and/or other sensitive and special status species, and favor enhancement of contiguous areas over small segmented remainder parcels.
- C-P10 Continue to coordinate with the San Joaquin Council of Governments and comply with the terms of the Multi Species Habitat Conservation and Open Space Plan to protect critical habitat areas that support endangered species and other special status species.
- C-P11 Work with other agencies to ensure that the spread of invasive/noxious plant species do not occur in the Planning Area. Support efforts to eradicate invasive and noxious weeds and vegetation on public and private property.
- C-P12 Protect the river channel, pond and marsh, and riparian vegetation and wildlife communities and habitats in the Mokelumne River and floodplain areas. Prohibit any activity that will disturb bottom sediments containing zinc deposits in Mokelumne River, because such disturbance could cause fish kills. Prohibit activities that could disturb anadromous fish in the Mokelumne River during periods of migration and spawning.
- C-P13 Support the protection, restoration, expansion, and management of wetland and riparian plant communities along the Mokelumne River for passive recreation, groundwater recharge, and wildlife habitat.
- C-P14 Explore the purchase of or establishment of a joint agreement for open space preservation and habitat enhancement in the Woodbridge Irrigation District's property located north of the Mokelumne River. Ensure the open space

preservation and enhancement of this property, while exploring opportunities for public access.

- C-P15 Site new development to maximize the protection of native tree species and sensitive plants and wildlife habitat. Minimize impacts to protect mature trees, Swainson's hawk, vernal pool tadpole shrimp, and any threatened, endangered or other sensitive species when approving new development. Mitigate any loss.
- C-P16 Work with the California Department of Fish and Game in identifying an area or areas suitable for Swainson's hawk and burrowing owl habitat. Preserve land through a mitigation land bank to mitigate impacts on existing habitat for these species. Establish a mechanism for developer funding for the acquisition and management of lands in the mitigation bank.

CULTURAL RESOURCES

- C-P17 For future development projects on previously un-surveyed lands, require a project applicant to have a qualified archeologist conduct the following activities: (1) conduct a record search at the Central California Information Center at the California State University, Stanislaus, and other appropriate historical repositories, (2) conduct field surveys where appropriate and required by law, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archeological Resource Management Reports).
- C-P18 In the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontologist materials. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.
- C-P19 If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
- The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
 - If the remains are of Native American origin: (1) the descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section

5097.98, or (2) The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

HISTORIC RESOURCES

- C-P20 Encourage the preservation, maintenance, and adaptive reuse of existing historic buildings by developing incentives for owners of historically-significant buildings to improve their properties.
- C-P21 Require that, prior to the demolition of a historic structure, developers offer the structure for relocation by interested parties.
- C-P22 Require that environmental review consistent with the California Environmental Quality Act be conducted on demolition permit applications for buildings designated as, or potentially eligible for designation as, historic structures.
- C-P23 Conduct a comprehensive survey of historic resources in Lodi, including consideration of potentially eligible historic resources. Update Figure 7-3 upon completion of the survey.
- Designate a structure as historic if it:
 - Exemplifies or reflects special elements of the city’s cultural, architectural, aesthetic, social, economic, political, artistic, and/or engineering heritage;
 - Is identified with persons, businesses, or events significant to local, State, or National history;
 - Embodies distinctive characteristics of style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
 - Represents the notable work of a builder, designer, engineer, or architect; and/or
 - Is unique in location or has a singular physical characteristic that represents a familiar visual feature of a neighborhood, community, or the city.
 - Designate a district as historic if it:
 - Is a geographically definable area possessing a concentration or continuity of sites, buildings, structures, or objects as unified by past events or aesthetically by plan or physical development; or
 - Identifies relevant key neighborhoods either as historic districts or merit districts. Designate accordingly if 50% of property owners in the proposed district agree to the designation.
 - An “Historic District” means any area containing a concentration of improvements that has a special character, architectural importance, his-

torical interest, or aesthetic value, which possesses integrity of location, design, setting, materials, workmanship, feeling, and association or which represents one or more architectural periods or styles typical to the history of Lodi.

- A “Merit District” recognizes a district’s history but does not provide for a regulatory structure at this time. The structures of these districts may not be architecturally significant, but the role that these neighborhoods have played in the city’s development, the cultural and economic conditions that resulted in the construction of these neighborhoods and the stories surrounding them make them an important part of the city’s history for which they should be acknowledged and celebrated.

C-P24 Follow preservation standards outlined in the current Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, for structures listed on the National Register of Historic Places or California Register of Historical Resources.

C-P25 Coordinate historic preservation efforts with other agencies and organizations, including the Lodi Historical Society, San Joaquin County Historical Society and other historical organizations.

HYDROLOGY AND WATER QUALITY

See Chapter 3: Growth Management and Chapter 6: Parks, Recreation, and Open Space for water-related policies that address water supply and conservation; and riparian areas within open spaces, respectively.

C-P26 Monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State and EPA regulations and take necessary measures to prevent contamination. Comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants to surface waters.

C-P27 Monitor the water quality of the Mokelumne River and Lodi Lake, in coordination with San Joaquin County, to determine when the coliform bacterial standard for contact recreation and the maximum concentration levels of priority pollutants, established by the California Department of Health Services, are exceeded. Monitor the presence of pollutants and variables that could cause harm to fish, wildlife, and plant species in the Mokelumne River and Lodi Lake. Post signs at areas used by water recreationists warning users of health risks whenever the coliform bacteria standard for contact recreation is exceeded. Require new industrial development to not adversely affect water quality in the Mokelumne River or in the area’s groundwater basin. Control use of potential water contaminants through inventorying hazardous materials used in City and industrial operations.

C-P28 Regularly monitor water quality in municipal wells for evidence of contamination from dibromochloropropane (DBCP), saltwater intrusion, and

other toxic substances that could pose a health hazard to the domestic water supply. Close or treat municipal wells that exceed the action level for DBCP.

- C-P29 Minimize storm sewer pollution of the Mokelumne River and other waterways by maintaining an effective street sweeping and cleaning program.
- C-P30 Require, as part of watershed drainage plans, Best Management Practices, to reduce pollutants to the maximum extent practicable.
- C-P31 Require all new development and redevelopment projects to comply with the post-construction Best Management Practices (BMPs) called for in the Stormwater Quality Control Criteria Plan, as outlined in the City's Phase 1 Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region. Require that owners, developers, and/or successors-in-interest to establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of all post-construction BMPs.
- C-P32 Require, as part of the City's Storm Water NPDES Permit and ordinances, the implementation of a Grading Plan, Erosion Control Plan, and Pollution Prevention Plan during the construction of any new development and redevelopment projects, to the maximum extent feasible.
- C-P33 Require use of stormwater management techniques to improve water quality and reduce impact on municipal water treatment facilities.
- C-P34 Protect groundwater resources by working with the county to prevent septic systems in unincorporated portions of the county that are in the General Plan Land Use Diagram, on parcels less than two acres.
- C-P35 Reduce the use of pesticides, insecticides, herbicides, or other toxic chemical substances by households and farmers by providing education and incentives.

ENERGY AND CLIMATE CHANGE

- C-P36 Prepare and adopt a comprehensive climate action plan (CAP). The CAP should include the following provisions:
 - An inventory of citywide greenhouse gas emissions,
 - Emissions targets that apply at reasonable intervals through the life of the CAP,
 - Enforceable greenhouse gas emissions control measures,
 - A monitoring and reporting program to ensure targets are met, and
 - Mechanisms to allow for revision of the CAP, as necessary.
- C-P37 Promote incorporation of energy conservation and weatherization features into existing structures. Update the Zoning Ordinance and make local amendments to the California Building Code, as needed, to allow for the

implementation of green building, green construction, and energy efficiency measures.

- C-P38 Encourage the development of energy efficient buildings and communities. All new development, including major rehabilitation, renovation, and redevelopment projects, shall incorporate energy conservation and green building practices to the maximum extent feasible and as appropriate to the project proposed. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems. The City may implement this policy by adopting and enforcing a Green Building Ordinance.
- C-P39 Reduce energy consumption within City government facilities and motor fleets.
- C-P40 Encourage the use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings. Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.
- C-P41 Work with the California Energy Commission and other public and non-profit agencies to promote the use of programs that encourage developers to surpass Title 24 Energy Efficiency standards by utilizing renewable energy systems and more efficient practices that conserve energy, including, but not limited to natural gas, hydrogen or electrical vehicles. Offer incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards.
- C-P42 Develop, adopt, and implement a heat island mitigation plan to reduce carbon dioxide emissions, smog, and the energy required to cool buildings. This plan should contain requirements and incentives for the use of cool roofs, cool pavements, and strategic shade tree placement, all of which may result in as much as 6-8 F temperature decrease from existing conditions.
- C-P43 Encourage the planting of shade trees along all City streets and residential lots (but, particularly in areas that currently lack street trees) to reduce radiation heating and greenhouse gases. Develop a tree planting informational packet to help future residents understand their options for planting trees.
- C-P44 Promote public education energy conservation programs that strive to reduce the consumption of natural or human-made energy sources.
- C-P45 Post and distribute hard-copy and electronic information on currently available weatherization and energy conservation programs.

AIR QUALITY

See Chapter 2: Land Use, Chapter 4: Community Design and Livability, and Chapter 5: Transportation for related policies that seek to improve air quality and reduce emissions through land use, transportation, and urban design strategies.

- C-P46 Require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emission requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are to be required on construction equipment.
- C-P47 Continue to require mitigation measures as a condition of obtaining permits to minimize dust and air emissions impacts from construction.
- C-P48 Require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to:
- Site watering or application of dust suppressants;
 - Phasing or extension of grading operations;
 - Covering of stockpiles;
 - Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour); and
 - Revegetation of graded areas.
- C-P49 Cooperate with other local, regional, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and address cross-jurisdictional and regional transportation and air quality issues.
- C-P50 Use the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Guide for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall consult with the SJVAPCD during CEQA review for projects that require air quality impact analysis and ensure that the SJVAPCD is on the distribution list for all CEQA documents.
- C-P51 Support recommendations to reduce air pollutants found in the San Joaquin Valley Air Pollution Control District (SJVAPCD) local attainment plans and use its regulatory authority to mitigate "point" sources of air pollution (e.g., factories, power plants, etc.).
- C-P52 Ensure that air quality impacts identified during the project-level CEQA review process are fairly and consistently mitigated. Require projects to comply with the City's adopted air quality impact assessment and mitigation process, and to provide specific mitigation measures as outlined in policies of Chapter 5: Circulation.

- C-P53 Assess air quality mitigation fees for all new development, with the fees to be used to fund air quality programs.
- C-P54 Require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes. Promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes. Follow the guidelines set forth in San Joaquin Valley Air Pollution Control District's Rule 4901.
- C-P55 Review, support, and require implementation (as applicable) of San Joaquin Valley Air Pollution Control District guidance and recommendations (including those identified in the Guide for Assessing and Mitigating Air Quality Impacts) in regards to several key issues including:
- Environmental Assessment;
 - Air Quality Mitigation Agreements;
 - Integrated Planning;
 - Air Quality Education;
 - Congestion Management/Transportation Control Measures;
 - Toxic and Hazardous Pollutant Emissions;
 - Fugitive Dust and PM10 Emissions; and
 - Energy Conservation and Alternative Fuels.
- C-P56 Require new sensitive uses proposed to be located within 500 feet of high volume traffic routes where daily vehicle counts exceed 100,000, to use an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis.
- C-P57 Require industrial development adjacent to residential areas to provide buffers and institute setback intended to ensure land use compatibility in regards to potential Toxic Air Contaminant exposure.

Chapter 8: Safety Policies

8.1 GUIDING POLICIES

- S-G1 Ensure a high level of public health and safety.
- S-G2 Prevent loss of lives, injury, illness, and property damage due to flooding, hazardous materials, seismic and geological hazards, and fire.
- S-G3 Protect the public from disasters and provide guidance and response in the event a disaster or emergency.
- S-G4 Minimize vulnerability of infrastructure and water supply and distribution systems.

8.2 IMPLEMENTING POLICIES

FLOODING AND DRAINAGE

- S-P1 Continue to participate in the National Flood Insurance Program and ensure that local regulations are in full compliance with standards adopted by FEMA.
- S-P2 Cooperate with appropriate local, State, and federal agencies to address local and regional flood issues and dam failure hazards.
- S-P3 Require adequate natural floodway design to assure flood control in areas where stream channels have been modified and to foster stream enhancement, improved water quality, recreational opportunities, and groundwater recharge.
- S-P4 Prohibit new development, except for public uses incidental to open space development, within Zone A (100-year flood zone), as shown on Figure 8-1.
- S-P5 Site critical emergency response facilities—such as hospitals, fire stations, police offices, substations, emergency operations centers and other emergency service facilities and utilities—to minimize exposure to flooding and other hazards.
- S-P6 Update Zoning Ordinance and development review process as needed to reduce peak-hour stormwater flow and increase groundwater recharge. These may include provisions for:
- Constructing parking areas and parking islands without curbs and gutters, to allow stormwater sheet flow into vegetated areas.
 - Grading that lengthens flow paths and increases runoff travel time to reduce the peak flow rate.
 - Installing cisterns or sub-surface retention facilities to capture rainwater for use in irrigation and non-potable uses.

- S-P7 Update City street design standards to allow for expanded stormwater management techniques. These may include:
- Canopy trees to absorb rainwater and slow water flow.
 - Directing runoff into or across vegetated areas to help filter runoff and encourage groundwater recharge.
 - Disconnecting impervious areas from the storm drain network and maintain natural drainage divides to keep flow paths dispersed.
 - Providing naturally vegetated areas in close proximity to parking areas, buildings, and other impervious expanses to slow runoff, filter out pollutants, and facilitate infiltration.
 - Directing stormwater into vegetated areas or into water collection devices.
 - Using devices such as bioretention cells, vegetated swales, infiltration trenches and dry wells to increase storage volume and facilitate infiltration.
 - Diverting water away from storm drains using correctional drainage techniques.

HAZARDOUS MATERIALS AND OPERATIONS

- S-P8 Require that all fuel and chemical storage tanks are appropriately constructed; include spill containment areas to prevent seismic damage, leakage, fire and explosion; and are structurally or spatially separated from sensitive land uses, such as residential neighborhoods, schools, hospitals and places of public assembly.
- S-P9 Ensure compatibility between hazardous material users and surrounding land use through the development review process. Separate hazardous waste facilities from incompatible uses including, but not limited to, schools, daycares, hospitals, public gathering areas, and high-density residential housing through development standards and the review process.
- S-P10 Consider the potential for the production, use, storage, and transport of hazardous materials in approving new development. Provide for reasonable controls on such hazardous materials. Ensure that the proponents of applicable new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies, as necessary, for each identified site as part of the design phase for each project. Require projects to implement federal or State cleanup standards outlined in the studies during construction.
- S-P11 Regulate the production, use, storage, and transport of hazardous materials to protect the health of Lodi residents. Cooperate with the County and Lodi Fire Department in the identification of hazardous material users, development of an inspection process, and implementation of the City's Hazardous Waste Management and Hazardous Materials Area plans. Require, as appropriate, a hazardous materials inventory for project sites, including an assessment of materials and operations for any development applications, as a component of

the development environmental review process or business license review/building permit review.

- S-P12 Work with waste disposal service provider(s) to educate the public as to the types of household hazardous wastes and the proper methods of disposal and shall continue to provide opportunities for residents to conveniently dispose of household hazardous waste.
- S-P13 Continue to follow the County Comprehensive Airport Land Use Plan for guidelines on land use compatability near airports, land use restrictions, and to ensure public safety.
- S-P14 Support grade-separated railroad crossings, where feasible, and other appropriate measures adjacent to railroad tracks to ensure the safety of the community.
- S-P15 Continue to mark underground utilities and abide by federal safe-digging practices during construction.

SEISMIC AND GEOLOGIC HAZARDS

- S-P16 Ensure that all public facilities, such as buildings, water tanks, underground utilities, and berms, are structurally sound and able to withstand seismic activity.
- S-P17 For buildings identified as seismically unsafe, prohibit a change in use to a higher occupancy or more intensive use until an engineering evaluation of the structure has been conducted and structural deficiencies corrected consistent with City building codes.
- S-P18 Require soils reports for new projects and use the information to determine appropriate permitting requirements, if deemed necessary.
- S-P19 Require that geotechnical investigations be prepared for all proposed critical structures (such as police stations, fire stations, emergency equipment, storage buildings, water towers, wastewater lift stations, electrical substations, fuel storage facilities, large public assembly buildings, designated emergency shelters, and buildings three or more stories high) before construction or approval of building permits, if deemed necessary. The investigation shall include estimation of the maximum credible earthquake, maximum ground acceleration, duration, and the potential for ground failure because of liquefaction or differential settling.
- S-P20 Require new development to include grading and erosion control plans prepared by a qualified engineer or land surveyor.

FIRE HAZARDS

- S-P21 Maintain a vegetation management program to ensure clearing of dry brush areas. Conduct management activities in a manner consistent with all applicable environmental regulations.

EMERGENCY MANAGEMENT

Policies related to police and fire facilities are addressed in Chapter 3: Growth Management and Infrastructure.

- S-P22 Coordinate with local, State, and Federal agencies to establish, maintain, and test a coordinated emergency response system that addresses a variety of hazardous and threatening situations. Conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures. Develop and implement public information programs concerning disaster response and emergency preparedness and develop mutual aid agreements and communication links with surrounding communities for assistance during times of emergency.
- S-P23 Maintain and periodically update the City's Emergency Preparedness Plan, including review of County and State emergency response procedures that must be coordinated with City procedures.
- S-P24 Ensure that major access and evacuation corridors are available and unobstructed in case of major emergency or disaster. Continue to identify appropriate road standards, including minimum road widths and turnouts to provide adequate emergency access and evacuation routes.
- S-P25 Continue to use the San Joaquin County Hazard Mitigation Plan to reduce hazard risk and coordinate with the County on its update and implementation, consistent with the Federal Emergency Management Agency and the Disaster Act of 2000.

Chapter 9: Noise Policies

9.1 GUIDING POLICIES

N-G1 Protect humans, the natural environment, and property from manmade hazards due to excessive noise exposure.

N-G2 Protect sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise.

9.2 IMPLEMENTING POLICIES

N-P1 Control and mitigate noise at the source where feasible, as opposed to at the receptor end.

N-P2 Encourage the control of noise through site design, building design, landscaping, hours of operation, and other techniques for new development deemed to be noise generators.

N-P3 Use the noise and land use compatibility matrix (Table 9-2) and allowable noise exposure levels (Table 9-3) as review criteria for all new land uses. Incorporate noise attenuation measures for all projects that have noise exposure levels of “conditionally acceptable” and higher. These may include:

- Facades constructed with substantial weight and insulation;
- Sound-rated windows in habitable rooms;
- Sound-rated doors in all exterior entries;
- Active cancellation;
- Acoustic baffling of vents for chimneys, fans and gable ends;
- Ventilation system affording comfort under closed-window conditions; and
- Double doors and heavy roofs with ceilings of two layers of gypsum board on resilient channels to meet the highest noise level reduction requirements.

N-P4 Discourage noise sensitive uses such as residences, hospitals, schools, libraries, and rest homes from locating in areas with noise levels above 65db. Conversely, do not permit new uses likely to produce high levels of noise (above 65db) from locating in or adjacent to areas with existing or planned noise-sensitive uses.

N-P5 Noise sensitive uses, such as residences, hospitals, schools, libraries, and rest homes, proposed in areas that have noise exposure levels of “conditionally acceptable” and higher must complete an acoustical study, prepared by a professional acoustic engineer. This study should specify the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve interior noise levels consistent with Table 9-3.

- N-P6 Require developers of potentially noise-generating new developments to mitigate the noise impacts on adjacent properties as a condition of permit approval. This should be achieved through appropriate means, such as:
- Dampening or actively canceling noise sources;
 - Increasing setbacks for noise sources from adjacent dwellings;
 - Using soundproofing materials and double-glazed windows;
 - Screening and controlling noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment;
 - Using open space, building orientation and design, landscaping and running water to mask sounds; and
 - Controlling hours of operation, including deliveries and trash pickup.
- N-P7 Develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to City streets where feasible and appropriate.
- N-P8 Encourage transit agencies and rail companies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of bus and rail traffic.
- N-P9 Coordinate with the California Public Utilities Commission and other pertinent agencies and stakeholders to determine the feasibility of development a railroad “quiet zone” in downtown, which would prohibit trains from sounding their horns.
- N-P10 Restrict the use of sound walls as a noise attenuation method.

General Plan Policy Changes / Edits

LODI GENERAL PLAN

Policy Changes/Additions Following EIR Preparation

Chapter 2: Land Use

LU-P-17EDIT Establish land use regulations and development standards in the Zoning Code to reinforce Downtown's assets and traditional development pattern. These should include:

- Extending the Downtown Mixed Use classification to parcels along Main Street on the Eastside to improve connectivity, while retaining the respective identities of downtown and the Eastside.
- Establishing maximum set-backs or build-to lines for development in areas designated Downtown Mixed Use.
- Requiring retail, eating and drinking establishments, or other similar active uses—except for sites designated Public—at the ground level. Alleyway corners shall be “wrapped” with retail uses as well.

Chapter 3: Growth Management & Infrastructure

GM-P2EDIT Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1 [of the proposed General Plan]. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential, and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.

GM-P11EDIT Require water conservation in both City operations and private development to minimize the need for the development of new water sources and facilities. To the extent practicable, promote water conservation and reduced water demand by:

- Requiring the installation of non-potable water (recycled or gray water) infrastructure for irrigation of landscaped areas over one acre of new landscape acreage, where feasible. Conditions of approval shall require connection and use of non-potable water supplies when available at the site.
- Encouraging water-conserving landscaping, including the use of drought-tolerant and native plants, xeriscaping, use of evapotranspiration water systems, and other conservation measures.
- Encouraging retrofitting of existing development with water-efficient plumbing fixtures, such as ultra low-flow toilets, waterless urinals, low-flow sinks and showerheads, and water-efficient dishwashers and washing machines.

- GM-P15EDIT Monitor water usage and conservation rates ~~due to installed meters, to ensure resulting from the meter progress to verify if~~ water demand assumptions are correct. If actual usage and conservation rates vary from planning assumptions, reassess requirements for future water resources.
- GM-NEW Coordinate with Lodi Unified School District in monitoring housing, population, and enrollment trends and evaluating their effects on future school facility needs.
- GM-NEW Phase school development as part of new residential growth to provide adequate school facilities, without exceeding capacity of existing schools. Schools should be provided consistent with the Lodi Unified School District's School Facilities Master Plan, which defines student generation rates.
- GM-NEW Support all necessary and reasonable efforts by Lodi Unified School District to obtain funding for capital improvements required to meet school facility needs, including adoption and implementation of local financing mechanisms, such as community facility districts, and the assessment of school impact fees.

Chapter 4: Community Design & Livability

- CD-P40EDIT Prepare, or incorporate by reference, and implement green building and construction guidelines and/or standards, appropriate to the Lodi context, by 2012. The guidelines and/or standards shall ensure a high level of energy efficiency and reduction of environmental impacts associated with new construction, major renovation, and operations of buildings. Ensure that these guidelines/standards:
- Require documentation demonstrating that building designs meet minimum performance targets, but allow flexibility in the methods used.
 - Exceed California's 2005 Title 24 regulation standards for building energy efficiency by 15%, with particular emphasis on industrial and commercial buildings.
 - Reduce resource or environmental impacts, using cost-effective and well-proven design and construction strategies.
 - Reduce waste and energy consumption during demolition and construction.
 - Identify street standards, such as street tree requirements, appropriate landscaping practices, and acceptable materials.
 - Incorporate sustainable maintenance standards and procedures.
 - Promote incorporation of energy conservation and weatherization features in existing structures. Develop programs that specifically target commercial and industrial structures for energy conservation and weatherization measures in order to reduce annual kWh per job.

These guidelines could be developed directly from the LEED (Leadership in Energy and Environmental Design) system developed by the U.S. Green Building Council, the

California-based Build It Green GreenPoint rating system, or an equivalent green building program.

Chapter 5: Transportation

- T-NEW Strive to comply with the Level of Service standards and other performance measures on Routes of Regional Significance as defined by the County-wide Congestion Management Program.
- T-NEW For purposes of design review and environmental assessment, apply a standard of Level of Service E during peak hour conditions on all streets in the City’s jurisdiction. The objective of this performance standard is to acknowledge that some level of traffic congestion during the peak hour is acceptable and indicative of an economically vibrant and active area, and that infrastructure design decisions should be based on the conditions that predominate during most of each day.
- T-NEW Exempt downtown from LOS standards to encourage infill development in order to create a pedestrian friendly urban design character and densities necessary to support transit, bicycling, and walking. Development decisions in downtown should be based on community design and livability goals rather than traffic LOS. (Downtown is defined by the Downtown Mixed-Use designation in the Land Use Diagram.)
- T-P8EDIT ~~Strive to maintain applicable Level of Service (LOS) standards. The Regional Congestion Management Program defines LOS D on its network. The General Plan establishes an LOS D on city streets and at intersections. Exceptions to this LOS D policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits, subject to findings that achieving LOS D would:~~ Allow exceptions to LOS standards upon findings by the City Council that achieving the designated LOS would:
- Be technologically or economically infeasible, or
 - Compromise the City’s ability to support other important policy priorities, such as:
 - Enhancing the urban design characteristics that contribute to pedestrian comfort and convenience;
 - ~~Preserving and enhancing an economically vibrant downtown area;~~
 - Avoiding adverse impacts to alternate modes of transportation;
 - Preserving the existing character of the community;
 - Preserving agricultural land or open space; or
 - Preserving scenic roadways/highways.
- T-NEW Undertake street improvements shown in Table 5-4 [of the proposed General Plan], and maintain, require or acquire right of way, as necessary. Coordinate with other

jurisdictions, including San Joaquin County, and Caltrans, on improvements to street segments common to the City of Lodi and other jurisdictions. It should be noted that because the General Plan will be implemented over an extended time frame, street capacity enhancements will be prioritized through the City's Capital Improvements Program process and will occur as development proceeds.

Chapter 7: Conservation

C-G10EDIT Reduce greenhouse gas emissions to 15% below 2008 levels by 2020, to slow the negative impacts of global climate change.

C-P36EDIT Prepare and adopt a comprehensive climate action plan (CAP) by 2012, with implementation beginning in 2013. The CAP will be an additional policy document for the City of Lodi, based on polices listed in Appendix A. The CAP should include the following provisions:

- An inventory of citywide greenhouse gas emissions and emissions projections for 2020 or beyond,
- Emissions targets that apply at reasonable intervals through the life of the CAP and that meet or exceed AB 32 and/or Executive Order S-3-05 reduction targets,
- Enforceable greenhouse gas emissions control measures,
- A detailed funding and implementation component,
- A monitoring and reporting program to ensure targets are met, and
- Mechanisms to allow for revision of the CAP, as necessary.

C-PNEW Ensure environmentally responsible municipal operations by implementing the following measures:

- Procure environmentally preferable products and services where criteria have been established by governmental or other widely recognized authorities (e.g. Energy Star, EPA Eco Purchasing Guidelines).
- Integrate environmental factors into the City's buying decisions where external authorities have not established criteria, such as by replacing disposables with reusables or recyclables, taking into account life cycle costs and benefits, and evaluating, as appropriate, the environmental performance of vendors in providing products and services;
- Raise staff awareness on the environmental issues affecting procurement by providing relevant information and training;
- Encourage suppliers and contractors to offer environmentally preferable products and services at competitive prices;
- Require all departments and divisions to practice waste prevention and recycling.

- When City fleet vehicles are retired, replace vehicles through the purchase or lease of alternative fuel or hybrid substitutes.

As contracts for City-contracted fleet services (such as transit buses, trash haulers, and street sweeper trucks) are renewed, encourage contractors to replace their vehicles with alternative fuel or hybrid substitutes through the contract bid process.

C-PNEW Continue to offer rebates to residential, commercial, industrial and municipal customers of Lodi Electric Utility who install photovoltaic (PV) systems or that participate in the Lodi Energy Efficient Home Improvement Rebate Program. Ensure that rebate programs are well advertised to the community and offer rebates that are sufficient to gain community interest and participation.

C-PNEW Ensure environmentally responsible municipal operations by implementing the following measures:

- Procure environmentally preferable products and services where criteria have been established by governmental or other widely recognized authorities (e.g. Energy Star, EPA Eco Purchasing Guidelines).
- Integrate environmental factors into the City's buying decisions where external authorities have not established criteria, such as by replacing disposables with reusables or recyclables, taking into account life cycle costs and benefits, and evaluating, as appropriate, the environmental performance of vendors in providing products and services;
- Raise staff awareness on the environmental issues affecting procurement by providing relevant information and training;
- Encourage suppliers and contractors to offer environmentally preferable products and services at competitive prices;
- Require all departments and divisions to practice waste prevention and recycling.
- When City fleet vehicles are retired, replace vehicles through the purchase or lease of alternative fuel or hybrid substitutes.
- As contracts for City-contracted fleet services (such as transit buses, trash haulers, and street sweeper trucks) are renewed, encourage contractors to replace their vehicles with alternative fuel or hybrid substitutes through the contract bid process.

Chapter 8: Safety

S-P4EDIT Prohibit new development, except for public uses incidental to open space development, within Zone A (100-year flood zone) of the most current FEMA floodplain map (see Figure 8-1 [in the proposed General Plan] for the most current map).

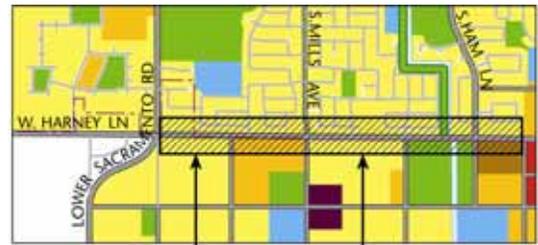
S-PNEW The City shall cooperate with and encourage reclamation districts to institute a berm maintenance program to reduce berm failures and shall coordinate with appropriate State, federal, and local flood control agencies in planning efforts to ensure the continued protection of local and regional flood control systems.

S-PNEW The City will continue to ensure, through the development review process, that future developments do not increase peak storm flows and do not cause flooding of downstream facilities and properties. Additionally, the City shall ensure that storm drainage facilities are constructed to serve new development adequate to storm runoff generated by a 100-year storm.

Chapter 9: Noise

N-P10EDIT Restrict the use of sound walls as a noise attenuation method to sites adjacent to State Route (SR) 99, the railroad, and industrial uses east of SR-99.

N-PNEW Where substantial traffic noise increases (to above 70db) are expected, such as on Lower Sacramento Road or Harney Lane, as shown on the accompanying graphic, require a minimum 12-foot setback for noise-sensitive land uses, such as residences, hospitals, schools, libraries, and rest homes.



Minimum setback of 12 feet for noise-sensitive land uses.

N-PNEW Update Noise Ordinance regulations to address allowed days and hours of construction, types of work, construction equipment (including noise and distance thresholds), notification of neighbors, and sound attenuation devices.

N-PNEW The City shall ensure that new equipment and vehicles purchased by the City of Lodi are equipped with the best available noise reduction technology.

N-PNEW Reduce vibration impacts on noise-sensitive land uses (such as residences, hospitals, schools, libraries, and rest homes) adjacent to the railroad, SR-99, expressways, and near noise-generating industrial uses. This may be achieved through site planning, setbacks, and vibration-reduction construction methods such as insulation, soundproofing, staggered studs, double drywall layers, and double walls.