Downtown Lodi

Transit-Oriented Development Design Guidelines:

A Tool to Stimulate Downtown Development

CITY OF LODI

Prepared by

MIG

In Association with
Economic & Planning Systems, Inc.

A VISION FOR LODI TOD

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Preamble

The Downtown Lodi Transit-Oriented Development Design Guidelines (the "Plan") is the result of a year-long planning collaboration between residents, developers, merchants, community members, and the City of Lodi. Funded by Caltrans, the Plan was developed through an open and comprehensive community planning process that illustrates various design recommendations for new development and public improvements around the Lodi Multi-Modal Transit Station. These initiatives set the foundation for creating significant transit-oriented development (TOD) in Lodi in the coming years.

TOD is defined as compact, higher-density mixed-use development in a highly pedestrian-oriented environment that encourages people to walk, ride transit, and bike, in addition to driving cars. Many cities around the country are embracing TOD as a positive model for urban growth as gas prices rise, climate change issues become pressing and people seek alternative living options located closer to a strong hub of social and commercial activities. With a regional rail stop and the entire City's bus services departing from the Multi-Modal Transit Station, Downtown Lodi is in an excellent position to leverage transit and maximize TOD opportunities in conjunction with an already charming city center.

Context-sensitive approaches that respond to local conditions and residents' choices are critical to good urban planning. This Plan reflects the contributions of community members, developers, landowners and other stakeholders who worked with the City's Planning Department and the consultant team to share their knowledge and desires for Lodi. From this basis, a Vision for TOD in Lodi (opposite page) was developed to guide the Plan and its elements. In addition, conceptual designs and recommendations were crafted to respond to the assets, issues and opportunities particular to Lodi, as well as to reflect the Vision.

A VISION FOR TOD IN LODI

Downtown Lodi is a bridge to the City's past as well as its future. The brick and marble historic building facades remind residents of their unique heritage, while new mixed-use housing and commercial developments near the Multi-Modal Transit Station reflect the City's thriving Downtown.

Commuters working in Stockton and Sacramento step off the train and easily walk home. Residents throughout the City hop on a number of buses that conveniently take them to a myriad of shops, restaurants and offices located Downtown. Visitors of the local wine tour come back to their charming hotel and continue the fun with a night out in Downtown Lodi and its various entertainment venues.

There is a variety of people of all ages walking on the lush, tree-lined sidewalks, meeting each other in the artful plazas and relaxing in peaceful parks. With its beautifully restored buildings and exciting, new projects, Downtown is a place where quality development gets done easily. This healthy mix of uses and activities – catalyzed by the Multi-Modal Transit Station – makes Downtown an economically-sustainable and healthy place, and a source of community pride.

This Plan is a visionary framework that suggests how the area might grow over the long term. It is a living document that will change and evolve as the City considers future market conditions and fosters further community dialogue and collaboration. As the Plan is meant to guide both public and private efforts, the following two overarching intentions clarify the purpose of this document.

Assist the City in Acquiring TOD Funding

This Plan provides a vision for public improvements and private developments that need financial resources in order to implement them. By creating a design framework for the project area, the City will be able to better leverage existing resources and as well as seek additional funds to: 1) create the best public environment near the Multi-Modal Transit Station and, 2) help facilitate the development of new, high-quality projects.

Inspire and Support New Development, Not Inhibit

With regard to all the recommendations in the Plan, changes in existing land uses will be pursued with full communication and cooperation with willing property owners. The development guidelines described in Chapter Three are meant to guide and provide recommendations for, rather than dictate, the design of new developments. This Plan is intended to be a tool to assist developers, not a burden.

1 introduction

ANGELO'S
Restaurant
FINE DINING
La Bala de Plata
LIGHT
Catering
366-2728

1 INTRODUCTION

in this chapter:

Project Area Context

Planning Context

Project Process

Document Overview

IN THE FALL OF 2007, residents, developers, merchants, community members, and planners worked together in a community planning process to create design guidelines for transit-oriented development (TOD) around the Lodi Multi-Modal Transit Station. The goal of this project was to provide design direction for building and streetscape improvements along Sacramento Street adjacent to the Multi-Modal Transit Station, as well as to enhance uses in the Downtown district to make it more transit- and pedestrian-friendly. TOD focuses on the intersection of transportation and land use, a crucial connection in the transformation of existing areas into sustainable communities. TOD addresses environmental concerns by promoting alternate transportation modes, concentrating development in urbanized areas, discouraging greenfield development, and supporting healthy communities.

The broad Downtown vision and specific design direction outlined in this document **establish a framework for guiding new and infill development**, as well as public improvements, such as streets and open spaces. This approach will result in a Downtown environment that is attractive and vibrant and leverages transit for development and economic benefit.

PROJECT AREA CONTEXT

Located in the San Joaquin Valley between Stockton (six miles to the south), and Sacramento (35 miles to the north), Lodi is adjacent to U.S. Highway 99 and within five miles of Interstate 5 (see Figure 1.1). Lodi is characterized by an arid climate with dry, hot summers and temperate, wet winters.

The Southern Pacific Railroad and the Amtrak San Joaquin routes run along tracks through the center of the project area. All of the City's bus lines as well as regional buses run through the neighborhood and connect at the Lodi Multi-Modal Transit Station. In the future, commuter rail to Sacramento and Stockton may be extended, further connecting Lodi with significant regional employment centers.

Lodi has over 65,000 residents (according to the 2005 census) and is contained in an area of 12 square miles.

Downtown Lodi is located in the northeastern corner of Lodi near Highway 99 and Interstate 5. Figure 1.2 shows the project area and the ¼-mile radius around the Multi-Modal Transit Station. It has been shown that people living within the ¼-mile radius of a transit station are more likely to take transit. Therefore, the ¼-mile radius extending from the Multi-Modal Transit Station and parking structure is a crucial component of examining and planning for TOD. The project area is more focused to extract significant scenarios and recommendations that are able to be implemented and that can serve as a template to be used throughout the Downtown. It extends from School Street on the west to Main Street on the east, and Lockeford Street on the north to Lodi Ave on the south. Various residential neighborhoods adjacent to the project area form an integral part to the area's overall identity and character.

Figure 1.1 Regional Context

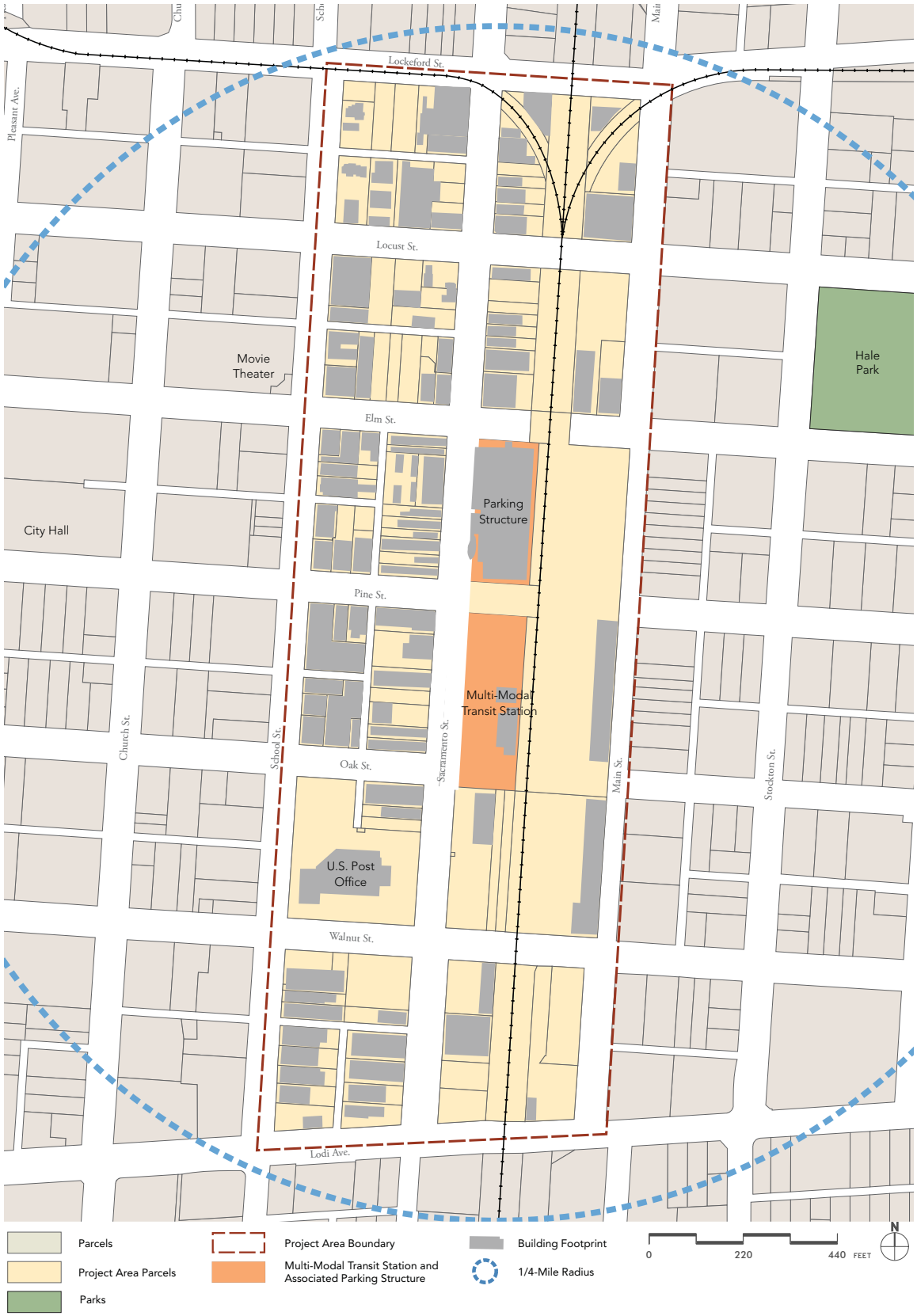
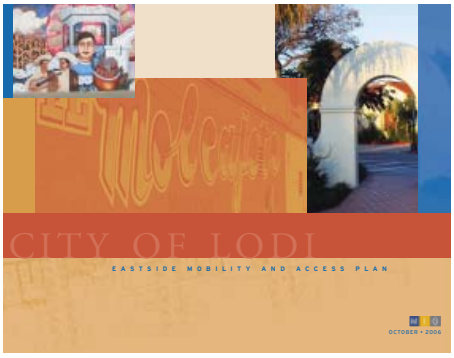


Figure 1.2 Project Area

PLANNING CONTEXT

East Lodi Avenue Design Guidelines



Eastside Mobility and Access Plan

The Lodi TOD Design Guidelines builds on other planning efforts in Lodi to improve mobility, offer alternatives to driving and improve the pedestrian realm for residents. The East Lodi Avenue Design Guidelines and Eastside Mobility and Access Plan projects are two recent efforts that have achieved such goals.

This project also responds to community desires for making Downtown Lodi a more livable place through increased housing options and improved connections to adjacent neighborhoods.

In addition, the project supports the following City goals relating to planning for TOD:

- Identify governmental and economic constraints, and possible solutions;
- Compliment the character of Downtown;
- Create and study four template sites;
- Provide economic analysis for the sites;
- Incorporate public comment and recommendations; and
- Orient guidelines to leverage Proposition 1C Infill Incentive and Measure K Smart Growth funds.

On a broader level, the Lodi TOD Design Guidelines are part of a larger national movement of progressive urban planning practice oriented towards compact urban design solutions that are healthier for people and the environment.

This plan anticipates a current shift in population demographics that fuels support for transit-oriented development. Young single adults, childless couples, "empty nesters" wanting smaller homes, and immigrants who are used to taking transit are emerging as new markets for transit-based housing. Additionally, people are also making the choice to live near transit to reduce their commutes to work, home, and shopping.

Transit-oriented development also has lower public infrastructure costs than dispersed suburban development, by reducing the amount of roads and concentrating facilities such as parking, schools, sewer and water lines, and fire stations.

Taking all these factors into consideration, the Lodi TOD Design Guidelines reflect Lodi's forethought and commitment to meet the social, environmental and economic challenges of our future with creative, thoughtful action now.

Mixed-use building with lofts and condominiums above ground floor retail

PROJECT PROCESS

The City of Lodi Planning Department initiated the project in the summer of 2006 with participation and funding by Caltrans. The Department hired urban planning and design consultants MIG, along with financial consultants Economic & Planning Systems, to lead a community visioning process and create design guidelines for the project area. The planning process involved a year of dedication by City staff, consultants and community members. Throughout the process, the planning team frequently met with a Steering Committee of local developers, residents, business owners and community leaders, as well as regional representatives from the San Joaquin Council of Governments and the Regional Rail Commission to give critical direction and feedback on the design guidelines. The project team held a public workshop on November 12, 2007 at which approximately 30 community members convened to focus on an existing conditions analysis of and provide feedback and direction for their vision of Downtown Lodi in the future. Community members' perceptions aligned with the initial analysis, and participants contributed additional thoughts on the project area's assets, issues and opportunities. Large and small group discussions were conducted to hear ideas on community preferences for future transit-oriented improvements. The results of the community dialogue and comments created the foundation for a robust, multi-faceted vision and community design principles, as further elaborated in Chapter Three.

Community members shared their visions for Downtown Lodi at the community workshop in November of 2007

Community members drew on maps and engaged with City staff and consultants at the community workshop

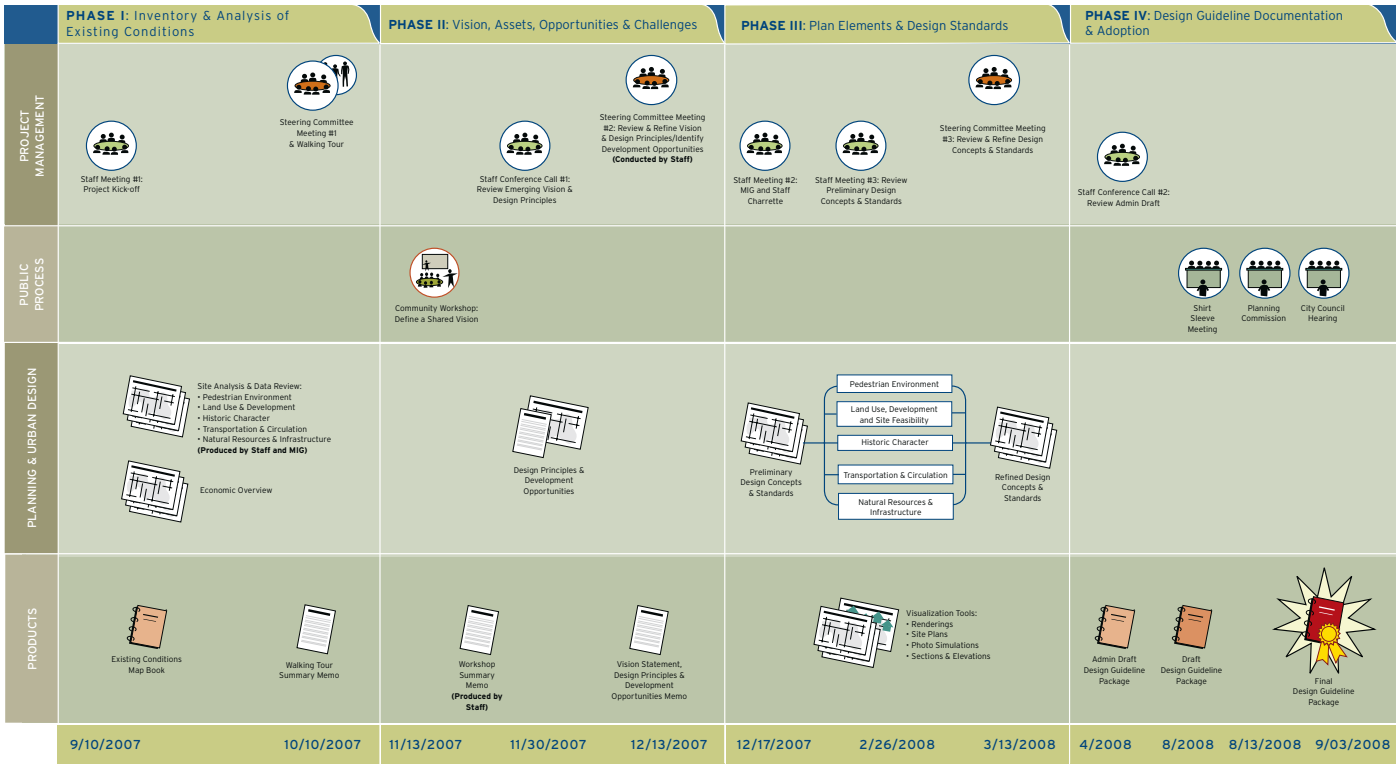


Figure 1.3 Process Graphic

DOCUMENT OVERVIEW

The remainder of the Lodi TOD Design Guidelines consists of the following chapters:

Chapter Two: Existing Conditions

Synthesizes existing physical, infrastructure and economic conditions, reviews the area's local, regional and historical context, and identifies the key assets, challenges and opportunities faced in the area's revitalization process. An economic overview of transit-oriented development and the feasibility of TOD in Lodi is also included in this section.

Chapter Three: Strategy for Lodi TOD

Chapter Three presents the vision, design principles and recommendations for shaping a TOD supportive environment. This chapter includes the Vision Statement, Design Principles, Land Use Recommendations, Downtown Lodi TOD Strategy Diagram, streetscape and new development design guidelines. Four Development Opportunity Projects that epitomize the design guidelines and represent projects that could be prototypes to be used throughout Downtown are also presented. Supporting Strategies are also included, focusing on Transportation Recommendations, Infrastructure Recommendations and Accessibility and Security Strategies.

Chapter Four: Implementation

The implementation chapter outlines strategies to best move the project forward. Recommendations include a list of high priority public improvements, a new development guidelines checklist and funding mechnisms for financing social and public uses in new development. Priority action steps and financing strategies are also covered.

2 existing conditions

STOP

EXISTING CONDITIONS

2

in this chapter:

Assets

Issues and Opportunities

THIS CHAPTER REVIEWS ASSETS OF DOWNTOWN LODI as they affect the project area, and highlights particular constraints and opportunities that can be addressed to support transit-oriented development. An overview of the economics of transit-oriented development in general and in specific relation to Downtown Lodi is also included in this chapter.

The project area, which covers a block to the east and west of the rail tracks and ¼-mile to the north and south of the Multi-Modal Transit Station, has many strengths, as well as a number of challenges to be addressed and improved upon. Planning efforts must recognize the project area's close link to Downtown Lodi given its location at the eastern edge of the Downtown. Recommendations and strategies should **build upon existing assets, work to counter challenges, and maximize opportunities.**

ASSETS

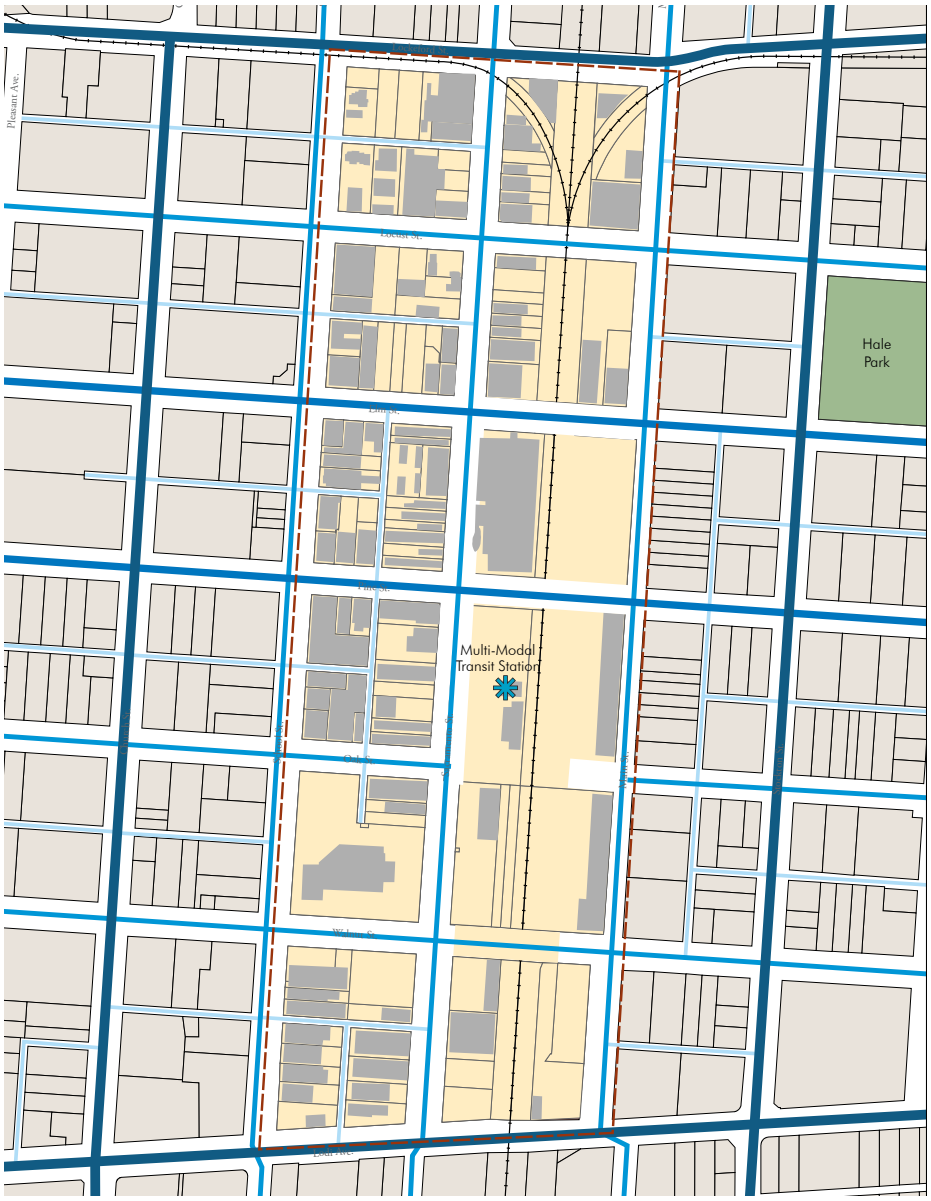
Downtown Lodi and the surrounding area offer a number of strong and unique assets. Leveraging these positive attributes will support a vibrant and successful Downtown and new transit-oriented development.

Circulation

Downtown Lodi is laid out on a nearly north-south grid that provides significant vehicular and pedestrian connectivity. The grid is reinforced by a strong alley network, a resource that allows for internal block circulation, loading and service area access and parking reserves.

Local and collector streets run through the Downtown and project area. As such, the larger traffic volumes that can be deleterious to the pedestrian environment are relegated to the arterials that run outside of the Downtown and project area (see Figure 2.1).

The Downtown is also a multi-modal transit hub for buses and trains. The Multi-Modal Transit Station at Pine and Sacramento streets serves as a conver-



Legend
- Project Area Boundary
- Open Space
- Arterials
- Collectors
- Local Streets
- Alleys
- Building Footp

Figure 2.1 Circulation System

gence point for four types of services, including local-serving lines, express routes to Stockton and Sacramento, and links to other transit, such as San Joaquin KDT in Stockton, and SCT/Link in Sacramento.

The Amtrak San Joaquin line stops at the transit station, connecting with Sacramento to the north and the greater Central Valley to the south (see Figure 2.2).

Further, Lodi has the potential to capitalize on its location. A significant Downtown residential population in close proximity to the transit station could utilize the transit options that connect with the larger employment regions in Sacramento and Stockton. A commuter rail connection to Sacramento would greatly support the vitality of Downtown.

Buses at the transit center

A commuter rail line, similar to the Capital Corridor above, would benefit Downtown Lodi

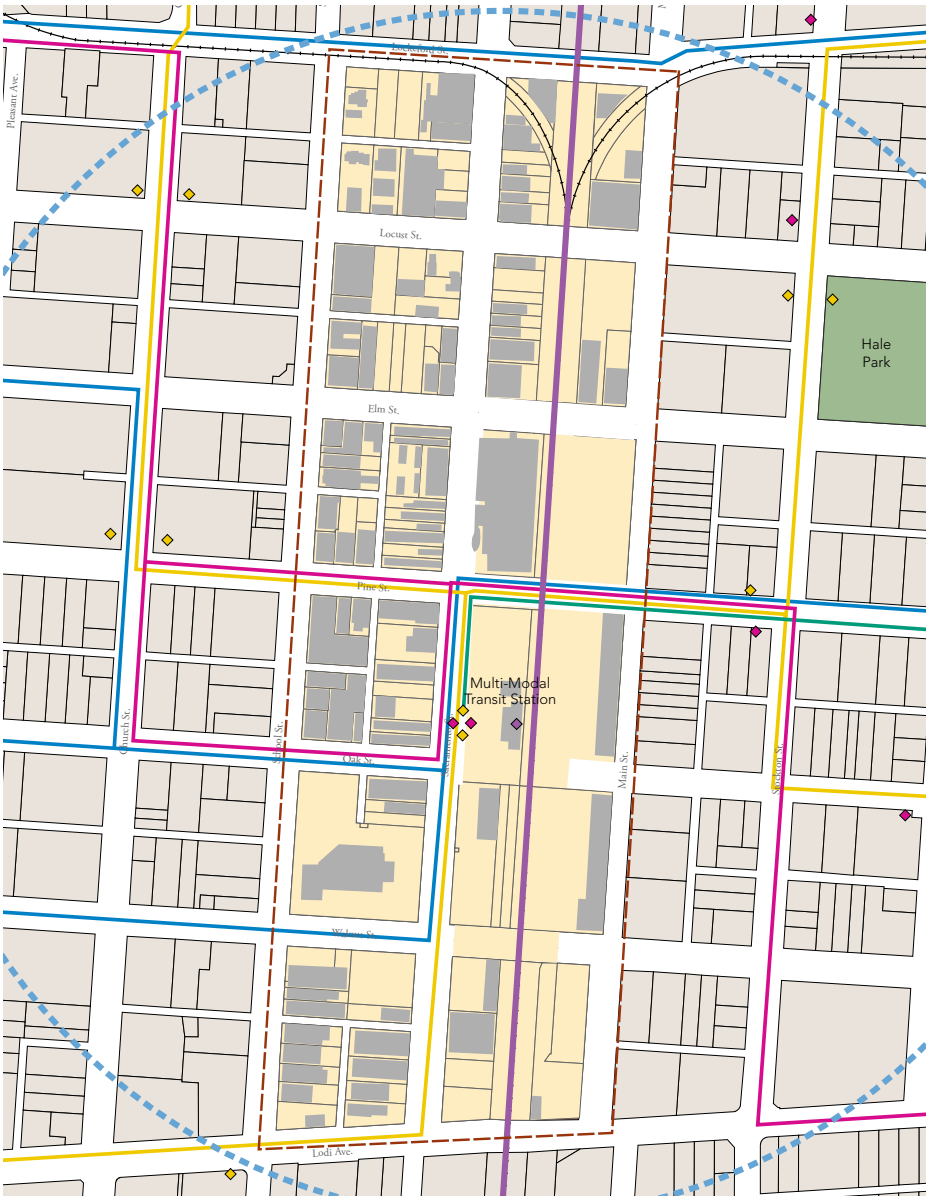


Figure 2.2 Transit System

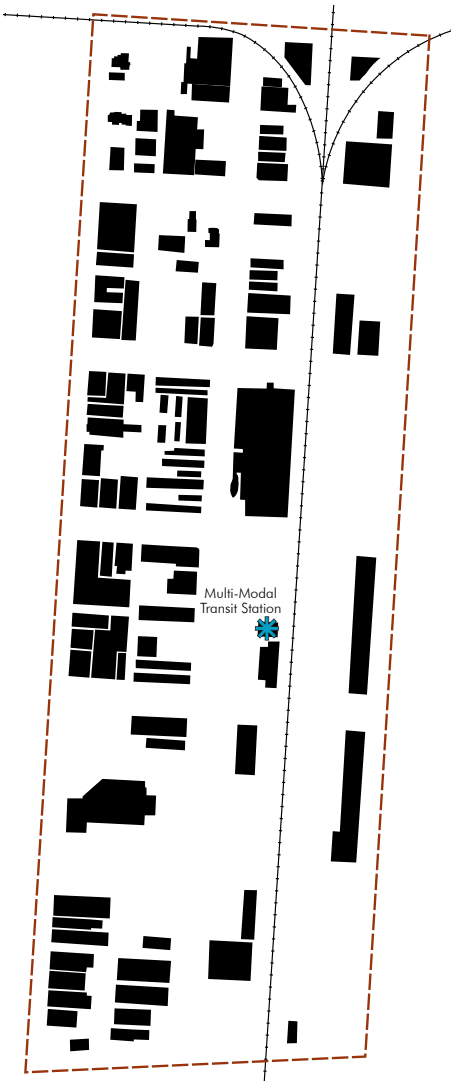


Figure 2.4 Building Figure Ground

Robust Downtown

Lodi's Downtown is well-established and full of character. The Downtown is organized primarily along School Street between Locust Street to the north and Lodi Avenue to the south. It has many small-scale retail offerings and a recently constructed streetscape design. The buildings and storefronts are fine-grained with a variety of small-scale ground floor uses. The variety of buildings and uses adds interest and character to the Downtown, and serves as a destination for residents of Lodi and tourists.

The building figure ground map for the project area (see Figure 2.4) displays the footprints of all buildings in the project area in black. The fine-grained building pattern and strong building edge along School Street and many of the cross-streets, such as Pine and Elm streets, can be seen. The break-down in the building edge and the larger footprint buildings that characterize the blocks east of Sacramento Street can also be seen in the figure.

Building entries can serve as a rough measure of activation as entrances to residential and commercial uses off of sidewalks provide opportunities for interaction and spill-over between the public and private realms. They also provide architectural breaks in long facades and a

Restaurant at Elm and School streets

more interesting edge to the pedestrian environment. Predictably, in Downtown Lodi, the greatest number of building entrances is along School and Pine streets.

Sacramento Street between Elm and Pine streets has many building entrances (see Figure 2.3). and as such, they constitute the "bones" to create an activated pedestrian environment along that stretch of Sacramento Street. Several of these buildings have historic design elements, however many are currently vacant or underutilized. These buildings need renovation and new uses, rather than demolition.

Shops along School Street

Retail and offices along Pine Street

Figure 2.3 Building Entries

Character and Identity

Buildings to property line

Streetscape improvements along School Street

Downtown Lodi has a strong and identifiable character supported by the scale of development, the pedestrian environment, building uses and architectural heritage.

Most buildings are two to three stories, providing a low-rise and human-scaled pattern of development. The buildings also are consistently built to the property line, which results in a strong edge to the pedestrian environment. This supports a sense of street enclosure that is beneficial to a robust public realm. As mentioned above, the buildings are fine-grained and have multiple building entries. The storefronts have a significant amount of transparency with large windows, supporting visual connections between the public and private realms.

Streetscape improvements have been made along a number of Downtown streets with new paving treatments, bulbouts, street trees, pedestrian-scaled streetlights and amenities such as benches, signage, kiosks and trash cans. The designs for School Street and Elm Street are particularly distinctive. School Street's design includes special paving for the entire roadway, distinctive yellow colored concrete for the wide sidewalks and mature trees in tree wells between parking spaces. Elm Street between School

Example of a shared-mode roadway

Elm Street is shared equally by pedestrians, bicyclists and vehicles n Downtown Lodi

and Sacramento streets is a "woonerf," a condition in which the street prioritizes pedestrians and bicyclists over vehicles, and is often designed with additional pedestrian amenities such as special paving, trees and benches. In many cases, a "woonerf" is a flush roadway, as is the case with Elm Street, to further equalize the various transportation modes. The unique and pedestrian-oriented character of School and Elm Streets greatly support an identifiable Downtown environment.

In addition to local landmarks, gateway elements and murals add distinctive elements to the Downtown. The gateway arches at Pine and Sacramento streets and at School Street and Lodi Avenue are unique elements that celebrate the history of the area. The murals throughout the Downtown have been successful at telling the story of Lodi, as well as mitigating long walls along streets and buildings.

Murals celebrating grape-growing in Lodi

Murals highlighting Lodi's history

Historic Lodi gateway arch over Pine Street

Historic Buildings

Historic building on Elm Street

Brick and stone are common building materials

The historic nature of much of the building stock as well as the architectural style, materials and scale of the historic buildings contribute to the look and feel of Downtown Lodi. Dominant materials of the historic buildings include brick, marble, stone and plaster.

A row of vacant historic buildings along Sacramento Street between Pine and Elm streets provide color, identity and a unique character. Historic buildings also can be found along Main Street in what used to be the Japanese-American neighborhood in Lodi. The opportunity exists to redevelop or rehabilitate these historic facades and buildings to maintain much of the historic character while allowing for new uses.

Other historic buildings along School, Elm and Pine streets have been adaptively reused and converted into salons, restaurants and have a variety of uses at the ground floor. This has resulted in viable commercial spaces in buildings that maintain this historic character and charm of Lodi.

Vacant, historic buildings along Sacramento Street

Mix of Uses

Downtown Lodi has a wide variety of uses that attract different types of users. A diverse set of uses characterizes the Downtown with business hours that support activity throughout the day and destinations that appeal to different demographics.

For the most part, small-scale retail and mom-and-pop stores populate the main stretches of the Downtown. Local serving uses, such as banks and health food stores ensure that Downtown Lodi remains functional for the residents. Restaurants, cafes and entertainment uses, such as the new movie theater, help activate Downtown in the evenings and provide destinations for residents and visitors. Civic and institutional uses are also well-represented in Downtown, including City Hall and the Library.

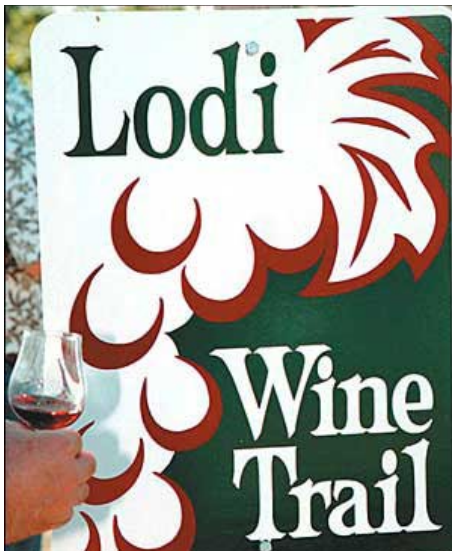
Lodi is also increasingly becoming a tourist destination as its reputation as a wine-producing region grows. A number of businesses within the Downtown are capitalizing on the wine industry and the visitors to the area. Wine-tastings, boutiques and antique stores that cater to tourists have been established along School Street.

Entertainment uses in the Downtown

Wine tastings in Downtown Lodi

Outdoor dining

Winery outside Lodi



Signage for the Lodi Wine Trail

Downtown Lodi Business Partnership banners

Special Events

The City of Lodi has been working diligently on attracting new visitors, residents and uses. Lodi's profusion of special events and attractions for visitors are an opportunity to support better and more transit options. The Farmer's Market is a weekly event from mid-June to October and is located on School Street. The market is on Thursday evenings, which attracts people and activity to the Downtown on a less popular night. At the Lodi School Street Wine Stroll, over 25 local wineries set up in participating businesses along School Street. Visitors are encouraged to stroll through Downtown Lodi, do wine tastings and visit the local businesses.

The Lodi Street Faire is a biannual event often attended by over 30,000 people and 700 vendors. It is often the most profitable days for local merchants and brings many new visitors to Lodi. The Lodi Parade of Lights is sponsored by the Downtown Lodi Business Partnership and is a holiday event with floats, marching bands and dance troupes. The event often attracts up to 50,000 people. Additional events such as Oktoberfest and Winterfest serve to boost recognition of the Downtown as a cultural destination and attract visitors to support local businesses.

Active and Invested Stakeholders

A key asset in Lodi is the level of commitment and interest in revitalization of the Downtown from elected officials, Downtown merchants and residents. The Chamber of Commerce and Downtown Lodi Business Partnership are two active organizations committed to ongoing support of local businesses in the community. In addition, longtime residents and property owners are open to new ideas such as more transit options and residential, mixed-use and live-work options in Downtown that can support the vitality of their city.

Stakeholders also recognize that Lodi has many opportunities that can be built upon, such as the Multi-Modal Transit Station and the charm and unique identity of Downtown. In addition, Lodi is able to capitalize on trends such as the reurbanization of downtowns and transit-oriented development to support its successful revitalization.

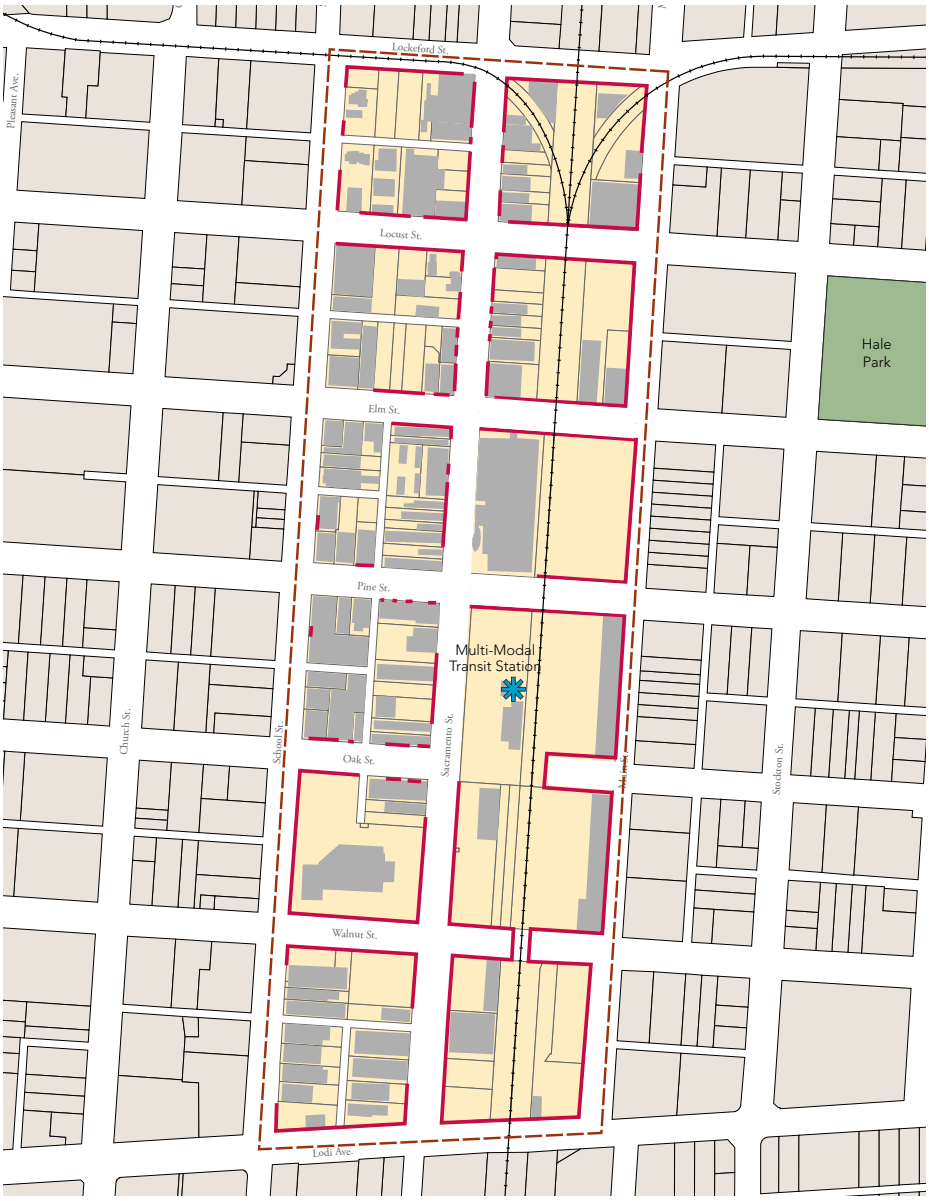
ISSUES AND OPPORTUNITIES

Downtown Lodi and the project area are also faced with issues and constraints that will need to be overcome or mitigated in order to create a vibrant downtown and transit-oriented development. These issues are simultaneously opportunities that can be addressed and built upon.

Inconsistent Pedestrian Environment

While some Downtown streets are pedestrian-friendly, others within the project area have an inconsistent pedestrian environment (see Figure 2.4). Sacramento Street is lined with vacant buildings and lots, auto repair shops and parking lots. The result is a predominantly undesirable pedestrian environment with a poor sense of street enclosure, an auto-oriented character and a lack of amenities.

In addition, many buildings along Sacramento Street have long stretches of blank walls and boarded-up windows. Main Street also lacks basic pedestrian amenities such as streetlights, sidewalks and gutters. Chain link fences, vacant lots and vacant buildings compromise the pedestrian edge along Main Street.



Legend
- Project Area Boundary
- Open Space
- Pedestrian Unfriendly Edge:
  - Vacant building or lot
  - Surface parking lot
  - Unengaging building facade
- Building Footprint

Figure 2.4 Pedestrian Unfriendly Edges

Vacant lot on Sacramento Street

Vacant and Underutilized Land

The project area has a number of gaps in the building fabric, which is an issue for the quality of the pedestrian environment but also serves as an opportunity for infill development. Significant lots along Sacramento, Elm and Main streets are currently vacant or underutilized. Surface parking lots, such as the City-owned lot on Elm Street, could be more efficiently used to bring people and activity to the Downtown (see Figure 2.5).

Property within the project area that is currently being used for light industry, such as the seasonal cherry packing warehouses, and auto-oriented businesses, such as auto repair and car sales, are not taking full advantage of the proximity to the Multi-Modal Transit Station. A key

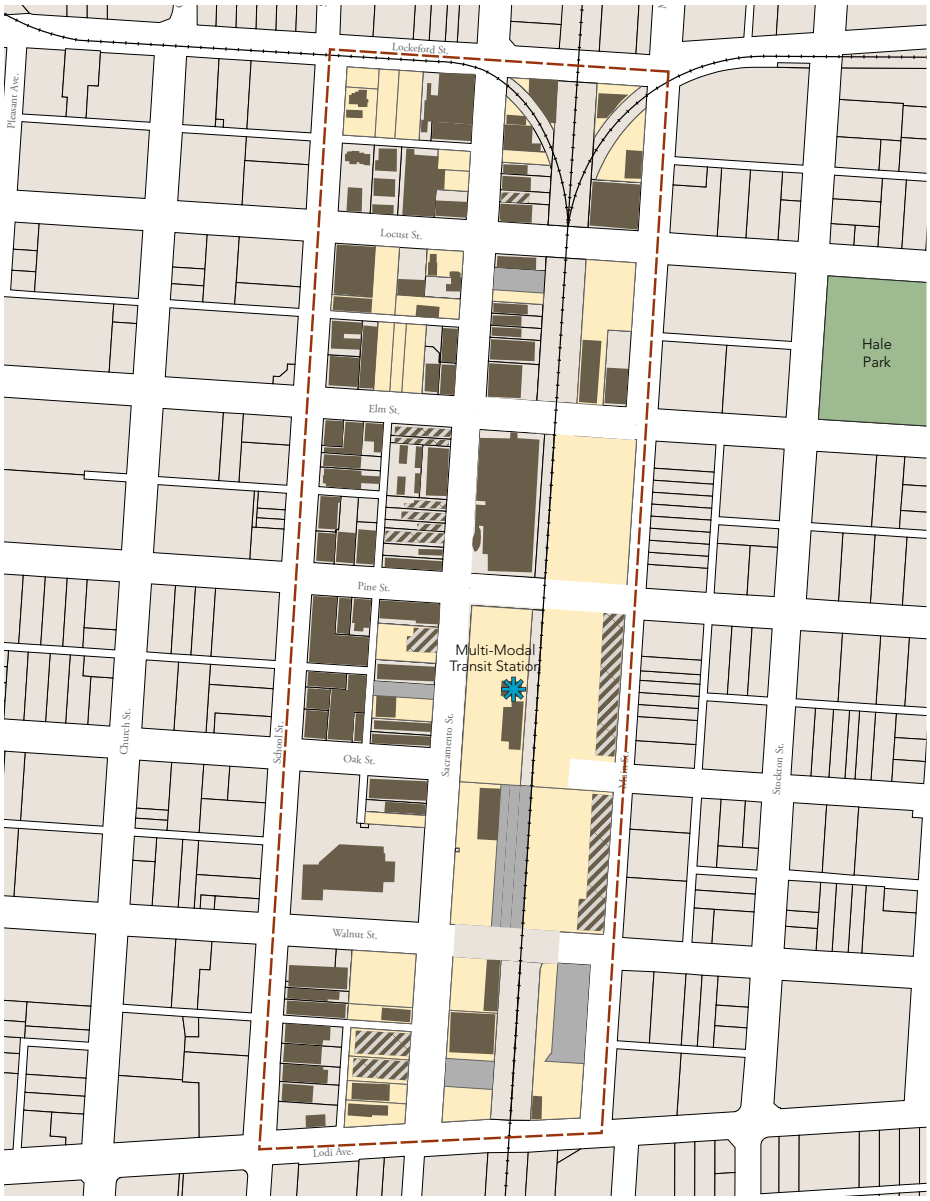


Figure 2.5 Vacant/Underutlized Land And Buildings

tenet of transit-oriented development is to locate the highest intensity uses that would benefit from access to transit closest to the station. While auto-oriented uses are a necessary part of a functioning city, they are not utilizing land within a ¼-mile of the transit center to its fullest and can be viewed as opportunity sites for higher intensity uses.

Many of the buildings along Sacramento and Main streets are currently vacant and represent opportunities for adaptive reuse or façade rehabilitation. In particular, Joe Hassan's Warehouse and the row of historic buildings along Sacramento Street between Elm and Pine streets are significant opportunities to maintain the character and identity of the area while allowing for new development. In addition, many of the second floors of the historic building throughout the Downtown are vacant and could be reconfigured as office or residential units.

Many of these sites are opportunties to help transform the east side of the project area with higher intensity uses. Uses that support transit should be encouraged, such as market-rate housing for empty-nesters and young professionals, inclusive housing for seniors and economically disadvantaged populations, neighborhood-serving retail, and live-work units.

Used car dealership near transit center

Vacant lot on Main Street

Opportunities for adaptive reuse along Main Street

Boarded up building east of the tracks

Image and Perception

Some parts of the project area stand in contrast with the charm and quaint character of Downtown Lodi. In particular, the buildings and streets along Sacramento and Main Streets needs some extra repair and maintenance. A number of bars, mini-marts and auto-related services located in the north of the project area contribute to a lack of activity on the streets and in the buildings. The north and south ends of the project area have a more industrial character and appear to be underutilized from a land use perspective. In areas that contrast with more pleasant parts of the project area, there is generally a lesser number of residences and a lack of active building uses. This results in low pedestrian activity and the perception of a need for greater safety.

Through reinvestment and creative context-sensitive design that builds off of the existing edgy and industrial character on the eastside of the project area, the opportunity exists to begin to increase residential units in the project area, generate more activity on the streets, add more people in the neighborhood and shape the public realm into a more walkable, vibrant and livable place.

An SRO on Main Street

Need for Community Amenities In the Center of Downtown

While there are many community amenities adjacent to the project area, there is a need for more in the center of Downtown. There are many City services, such as City Hall, the Police Department, the Fire Department and the Library, are located towards the west of the project. (see Figure 2.6). Emerson Park is a few blocks away from Downtown, and Hutchins Street Square is a significant community facility that hosts theater troupes, dances, community events and is also a senior center. Hale Park is a full-block park on the east side of the project area, complete with picnic tables, benches and a tot-lot. In addition to these amenities, the opportunity exists to increase open space and community facilities within the project area.

Bulbout plaza on School Street

Hale Park east of the tracks

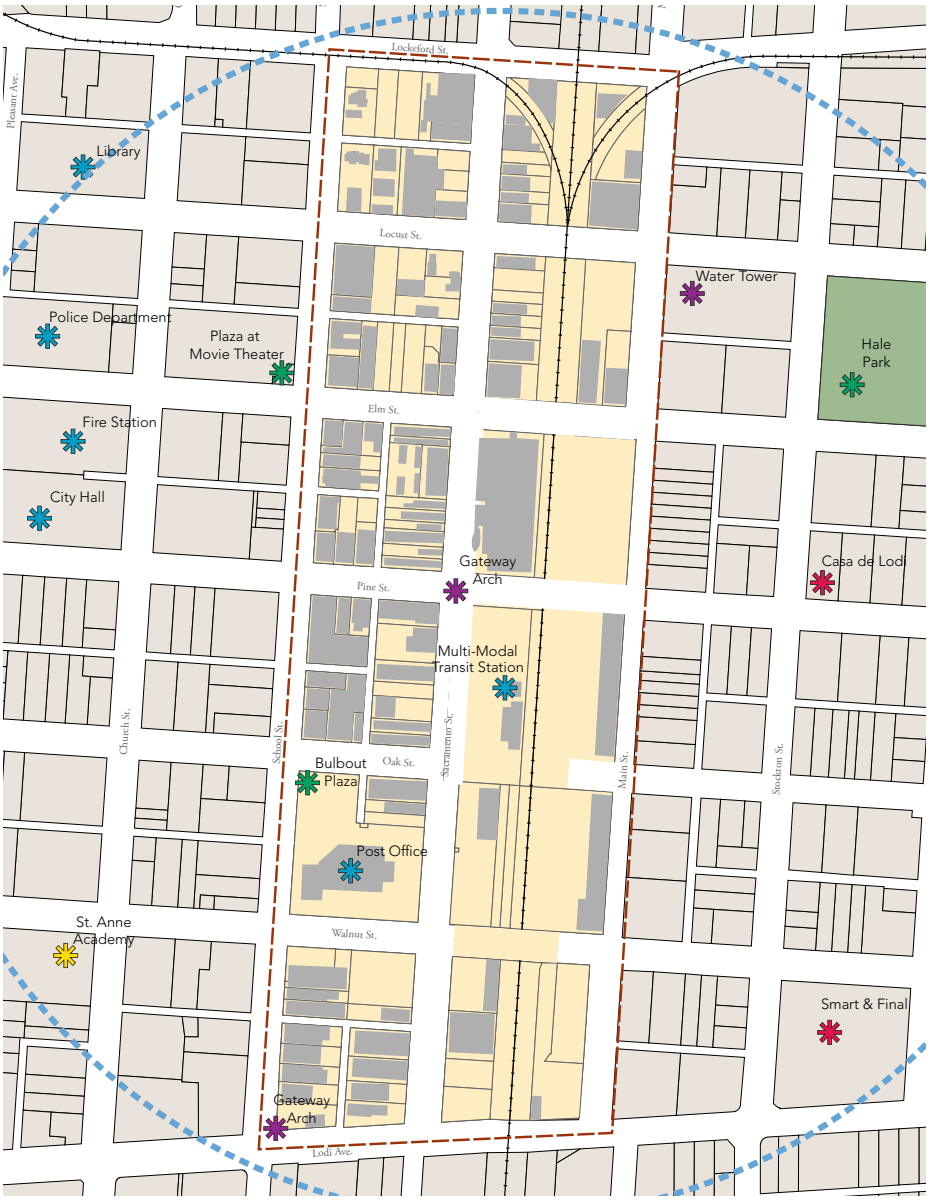


Figure 2.6 Community Amenities

Current Land Use and Zoning

To encourage change to occur in an area, the correct institutional and regulatory frameworks must be in place.

Within the project area land use designations change at the railroad tracks. To the west is the Downtown Commercial land use designation and to the east is primarily Light and Heavy Industrial (see Figure 2.7). The uses on the ground reflect this bifurcation of the land use designations, such that the commercial uses are focused along School Street and a few of the cross-streets and more industrial and industrial uses are to the east of the project area.

The zoning designations which implement the land use designations further isolate the project area from the com-

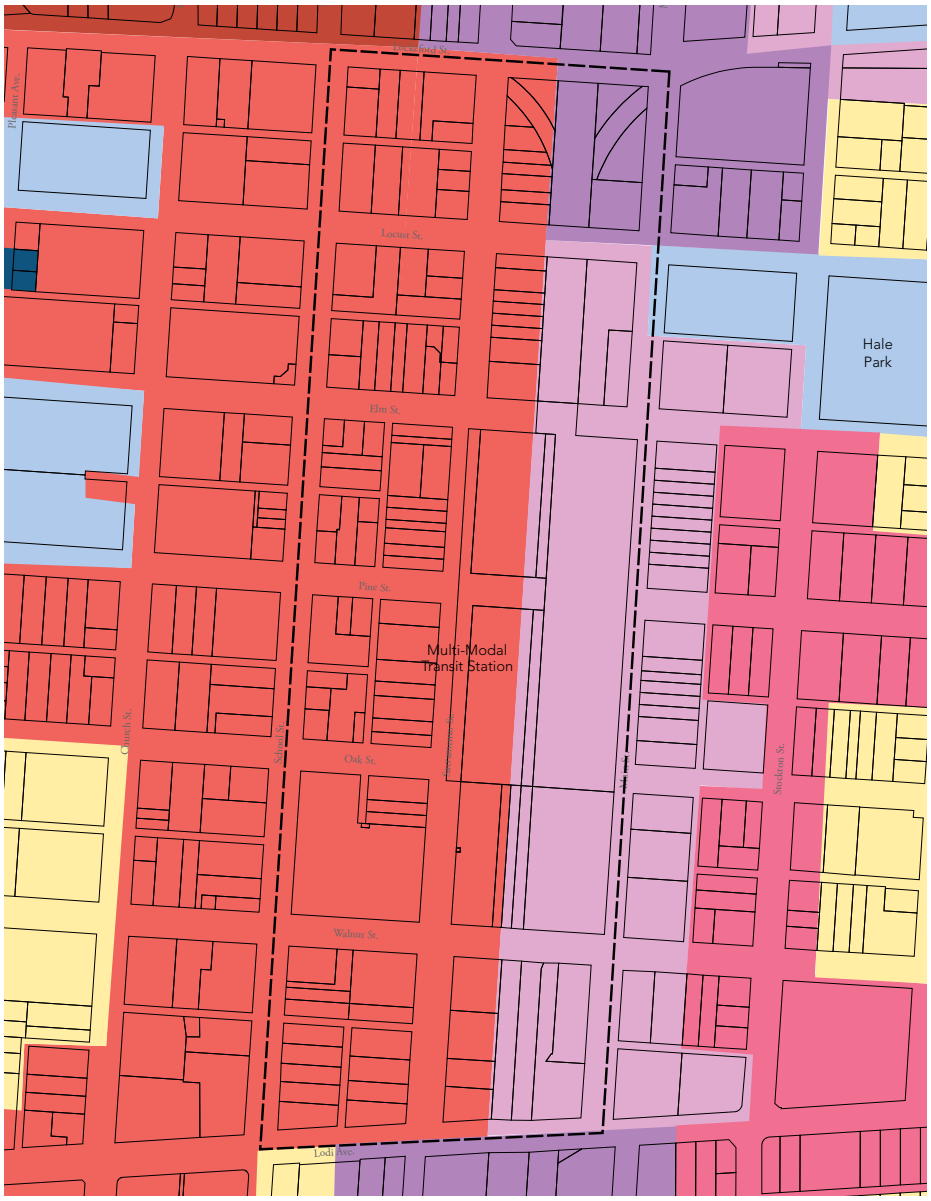


Figure 2.7 General Plan Land Use

mercial-oriented Downtown by zoning the parcels on either side of Sacramento Street as Commercial Light Industrial (C-M) (see Figure 2.8). The parcels on the east side of the tracks are Light Industrial (M-1) and Heavy Industrial (M-2).

Figure 2.8 Zoning

Connectivity to Adjacent Neighborhoods

Blank walls

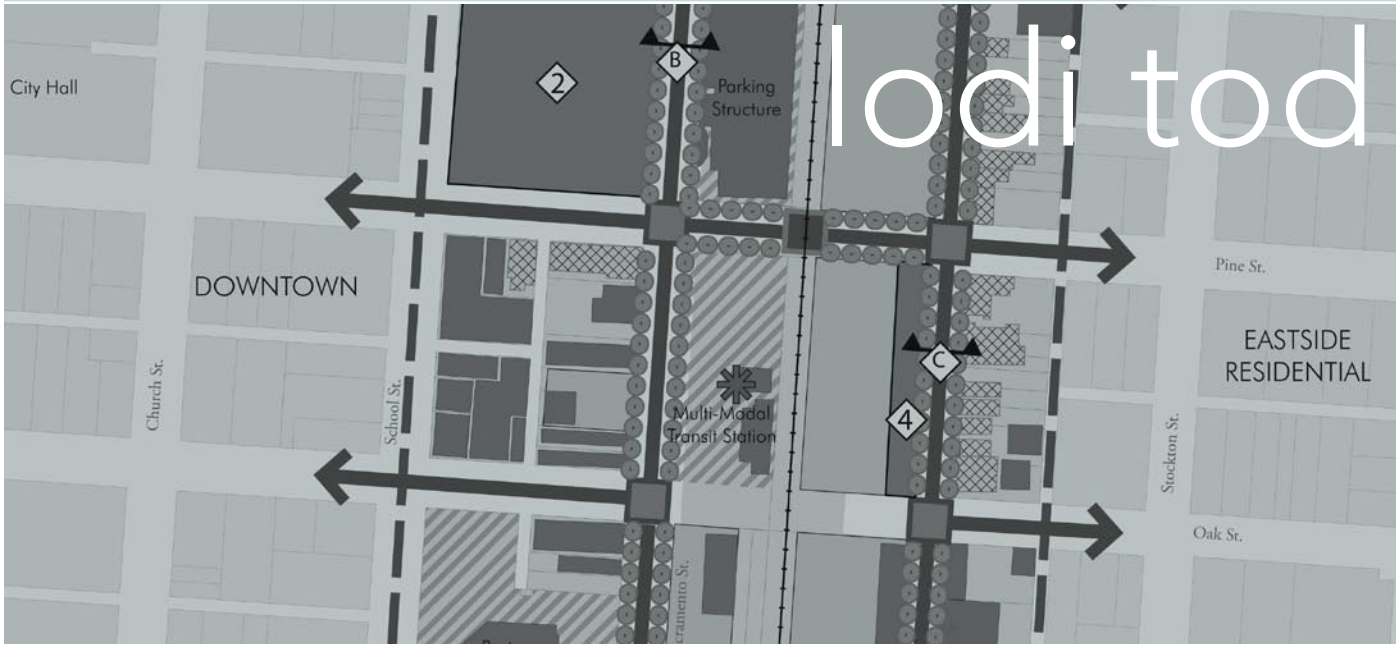
Lack of sidewalks, curb and gutter along Main Street

While the grid street pattern is an asset for vehicles and pedestrian within Downtown Lodi, the Downtown itself is disconnected from adjacent neighborhoods by the railroad tracks. The tracks are a visual and physical divide between the Downtown and the neighborhoods to the east. Lots along the east-west oriented streets that cross the tracks remain undeveloped since much of the land is in Union Pacific ownership and also due to regulations regarding how close development can be built to the tracks. The result is a stark pedestrian environment along the cross-streets and a visual disruption in the building fabric, contributing to a visual divide between the east and the west sides of the tracks.

The trains that run along the tracks also present a physical barrier as they periodically block vehicular and pedestrian access. Walnut and Oak streets do not connect across the tracks but dead-end on either side further disrupting the physical connectivity. However, it should be noted that Lodi does have far better connectivity across its railroad tracks than many other cities where cross streets have been interrupted for blocks to minimize conflict points between vehicles, pedestrians and trains.

Railroad tracks bisect the project area

3 strategy for lodi tod



GIANT
TIRE

3

STRATEGY FOR LODI TOD

in this chapter:

Design Principles

Strategy Diagram

Land Use Recommendations

Design Guidelines

Development Opportunity Sites

THE STRATEGY FOR TRANSIT-ORIENTED DEVELOPMENT IN LODI begins with the design principles that resulted from the community workshop and steering committee meetings. The strategy adds specificity and direction to the vision; as such, it is composed of the strategy diagram and specific recommendations for development standards, land use recommendations, design guidelines, and potential designs for development opportunity sites.

The strategy for transit-oriented development is meant to **guide and streamline the implementation of new infill transit-oriented developments** while ensuring a high-quality product that supports the broader goals of the City.

DESIGN PRINCIPLES

On November 13, 2007, approximately 30 community members convened for an interactive community visioning workshop. Participants identified assets, issues and opportunities in Downtown Lodi, discussed the community vision for the Downtown and transit-oriented development, and brainstormed preliminary design strategies to achieve the community vision. This vision is presented on page ii.

The list of design principles below were identified by the community during the planning process. These principles will provide specific direction for future development and work towards achieving the community's vision. As the plan is developed, the community goals will also provide a mechanism to evaluate alternatives and trade-offs.

Create a Vibrant Pedestrian Environment that is Attractive and Safe

Community members suggest improving the safety and pedestrian environment of the streets in the project area, particularly Sacramento, Elm and Pine streets.

Leverage the Historic Architecture and Traditional Charm

The Lodi community values the historic architecture and old-town appeal of Downtown Lodi and suggest that future improvements should build on Downtown's historic character and unique identity.

Incentivize Development and Break Through Development Barriers

Aware of economic realities, community members want the City and its public and private partners to pursue creative funding and marketing strategies for infill development and redevelopment Downtown.

Cultivate a Mix of Uses and Activities Downtown

Community members desire a variety of housing opportunities and encourage a diverse mix of land uses and activities to sustain a vibrant Downtown economy.

Create Great Open Spaces

Residents support the creation of additional parks and plaza spaces for recreation, entertainment and relaxation Downtown.

Provide Multi-Modal Connections and Adequate Parking Access

Lodi residents support transit-oriented developments Downtown that integrate into all modes of transportation – auto, bus, rail, bike and pedestrian – and encourage new development that will increase transit activity while also accommodating the needs of drivers.

STRATEGY DIAGRAM

The strategy diagram is composed of recommended improvements to both the public and private realms. The diagram is the visual blueprint and "roadmap" for future growth and development in Downtown Lodi.

Public realm improvements fall into three categories: streetscape improvements, pedestrian linkages and intersection improvements.

Streetscape improvements along Sacramento and Main streets have been identified by community members and are identified on the strategy diagram. In addition, streetscape improvements across the tracks at Pine, Elm and Locust streets are recommended to better connect Downtown with the neighborhoods east of the project area.

Better pedestrian linkages across the tracks and between the neighborhoods around Downtown are also called out in the strategy diagram. These include the residential neighborhoods to the east and west as well as the commercial corridor along Lodi Avenue, the neighborhoods south of Lodi Avenue, and the more industrial area north of Lockford Street. Intersection improvements are crucial to a safe and well-connected area. In particular, the intersections from Locust to Walnut streets along Sacramento and Main streets should be improved. Intersections of the railroad tracks and the east-west streets of Locust, Elm and Pine streets should be given special attention to support safe pedestrian, bicycle and vehicular crossings. Improvements to the intersections with the railroad tracks also serve to better connect the east and west sides of the tracks.

Private realm improvements focus on vacant and underutilized parcels, opportunities for adaptive reuse and catalytic opportunity sites.

The vacant and underutilized parcels have been identified in pink as being the strongest candidates for infill development. They include parking lots, auto-oriented uses, vacant lots and parcels with vacant buildings of no historic significance.

The adaptive reuse opportunities and the historically significant buildings are designated in blue and crosshatch. Such buildings should be targeted for rehabilitation, renovation or at the very least façade restoration. They are of value to the community and add character and identity to the Downtown area.

The four opportunity sites that were chosen for further design study are identified in yellow. The sites designs, detailed in the development opportunity section, show prototypical projects that are representative of the types of development that could occur throughout the Downtown. Streetscape improvements have been identified on Sacramento and Main Street to support new development. Downtown alleys have also been identified as an important urban design asset to be built incorporated and built upon in new developments.

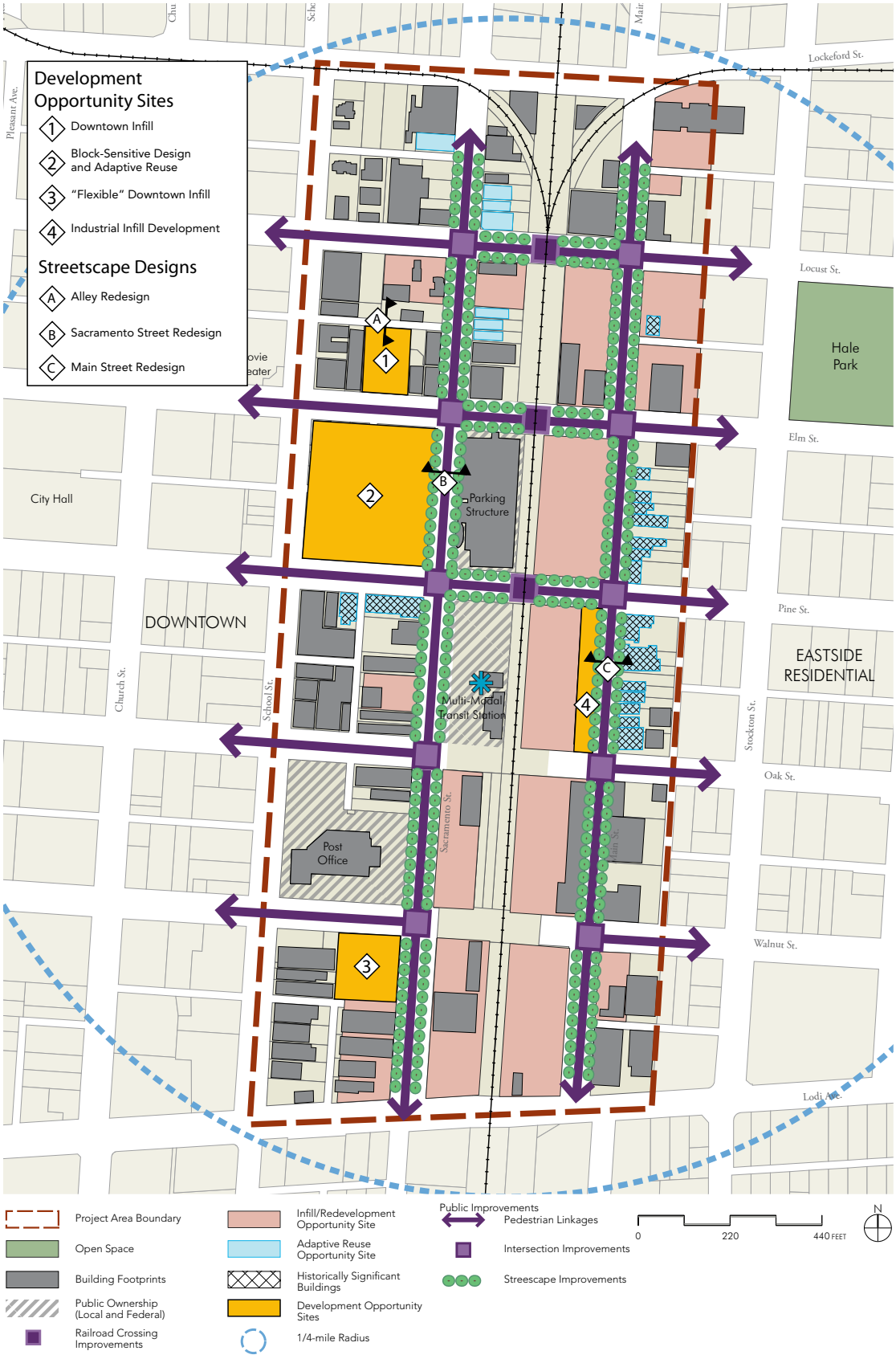


Figure 4.1 Strategy Diagram

LAND USE RECOMMENDATIONS

As a part of the City's General Plan Update process, changes to the land use and zoning designations for the project area should be made.

As noted in Chapter 2, the existing land use and zoning designations within the project area do not support the goals of capitalizing on transit and revitalizing the Downtown. The parcels within the project area, the 1/4-mile radius from the transit center, should be rezoned to allow for a range of transit-oriented product types and uses. In addition, the parcels within the 1/8-mile radius from the transit center should be zoned to require an even greater level of development intensity to maximize their proximity to transit option.

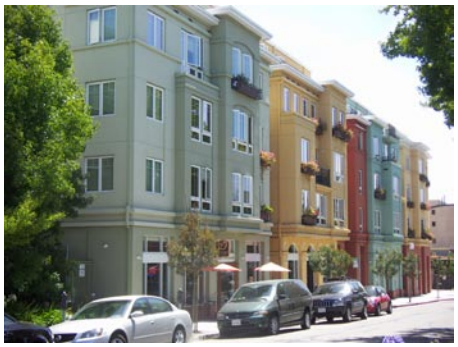
This plan recommends commercial ground floor uses within an 1/8 of a mile of the Multimodal Transit Station and Parking Structure. Given market demand and existing conditions, residential ground floor uses should be allowed outside of an 1/8 of a mile of the Multimodal Transit Center and Parking Structure.

Zoning standards for the two zoning designations should maintain the current height limit of 65 feet for the Downtown. For the parcels within the 1/8-mile radius of the transit center, four stories are encouraged. For parcels between the 1/8- and 1/4-mile radii, three stories are encouraged.

New infill developments should be built to the building edge of adjacent buildings to maintain the character of Downtown and to create a strong edge to the public realm.

Residential parking standards should be lowered to one space per unit or removed to support new development and respond to the increase in residents using transit as a result of their proximity to the transit center. On-street parking spaces and shared parking facilities should be explored as ways to reduce the parking requirements for office and retail uses.

Low to medium-intensity mixed-use development



Higher-intensity mixed-use development

Ground floor retail

Live-work units

Neighborhood grocery store

Mixed-use development with ground floor retail and upper floors of residential is a hallmark of transit-oriented development and, in Lodi, could help revitalize the Downtown and attract further transit options. Live-work units that combine office, light industrial and residential could also bring jobs and residents to the Downtown. A small, local-serving grocery would be a strong asset for attracting new Downtown residents and reducing their carbon footprint.

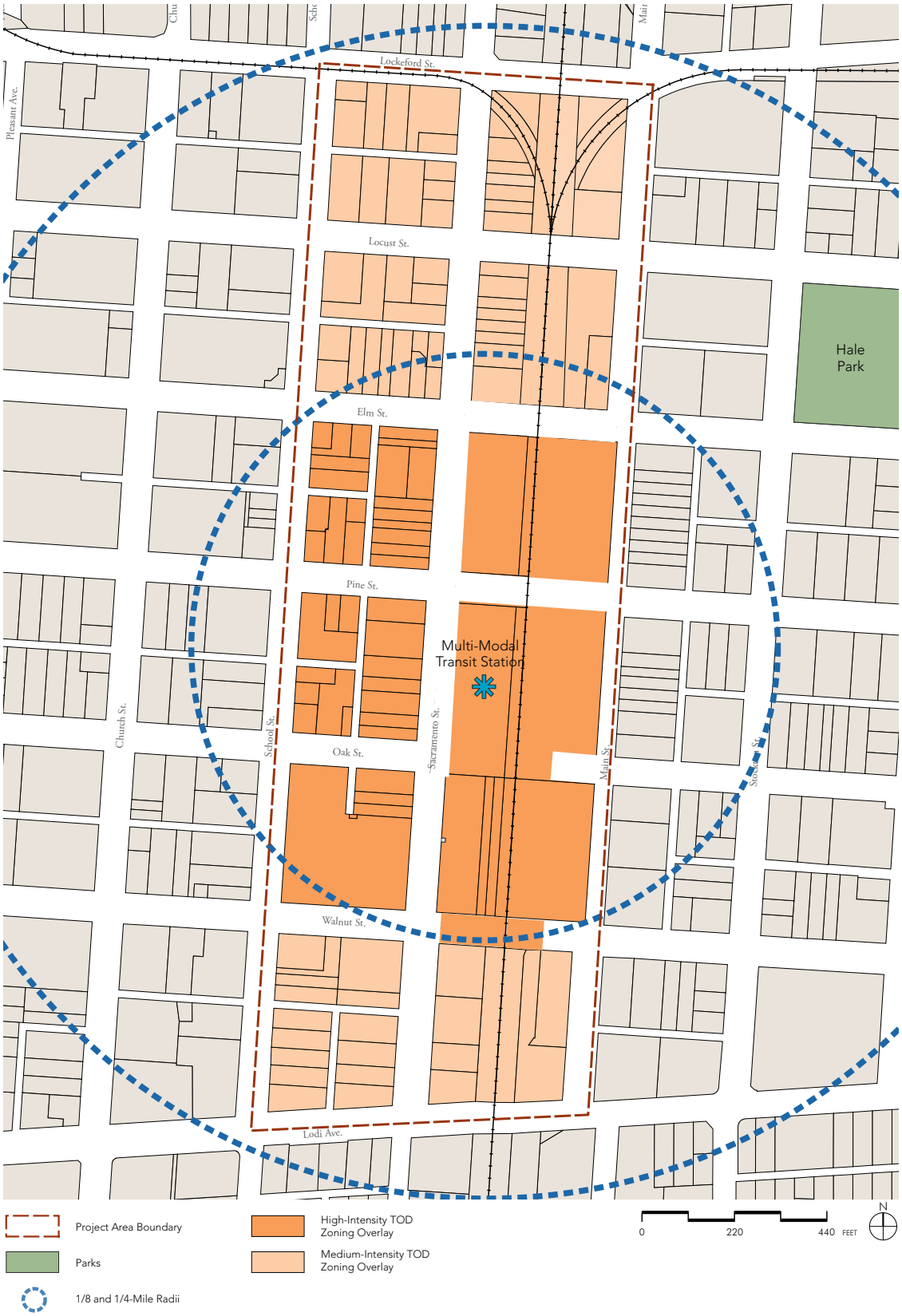


Figure 4.2 Proposed TOD Zoning Overlay

DESIGN GUIDELINES

The following are design guidelines that provide further direction for private and public realm improvements.

They include specific guidelines for building height and massing, ground floor and upper floor design features, architectural style, parking and green design. They also address overall streetscape design, and provide guidelines for the alleys, Sacramento Street and Main Street.

A. Building Height and Placement

New development should increase residential density to achieve higher levels of transit ridership and a vibrant, active Downtown. Good building placement is defined by creating continuity between existing and new development and creating a flush or nearly flush building edge.

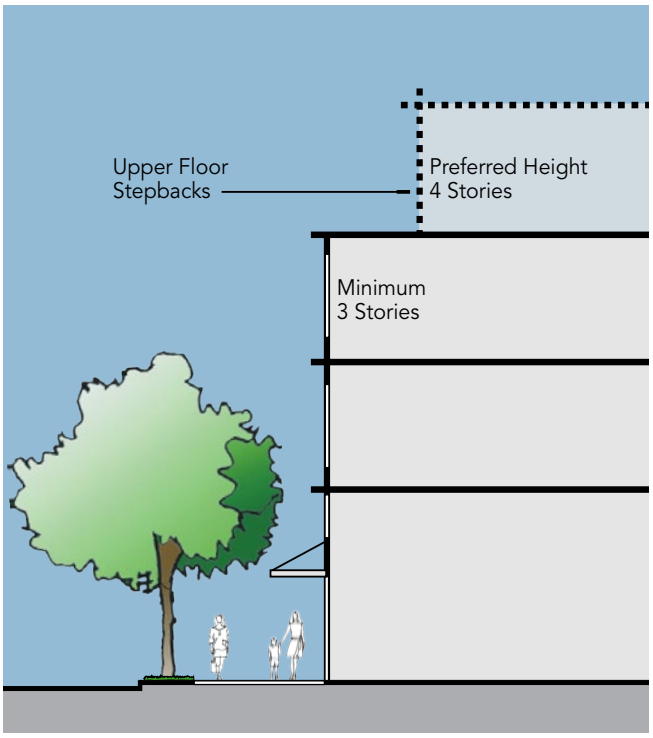
A1. New buildings should be a minimum of three stories and encouraged to be four stories within 1/8-mile of the Multi-Modal Transit Station.

A2. New buildings should respect the narrow widths of existing development in Downtown (about 40 feet wide). New construction of buildings on lots wider than 40 feet should utilize architectural design elements that underscore the fine-grain character of Downtown through the following techniques:

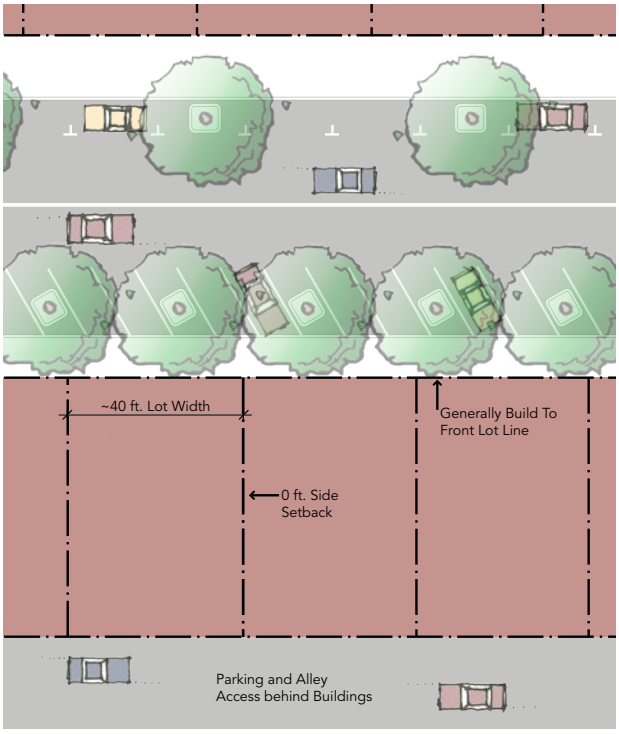
- Incorporate vertical and horizontal architectural elements to mitigate long unbroken building facades,
- Break up large expanses of wall surface by varying building planes and grouping windows.

A3. New buildings should have a zero front setback unless adjacent buildings have ground floor setbacks. If a front setback is created, the area should be designed with active or attractive uses (outdoor seating, display of goods, plantings).

A4. Allow zero side setbacks between new development and existing development in order to provide a continuous building edge that improves the pedestrian realm.



A1, B3 Minimum height and upper story stepbacks for new buildings



A2, A3, A4 Build-to line and zero side setbacks

B. Upper Floor Design Features

Upper story design features should help create a safer and more interesting street environment by adding building elements (such as generous windows and balconies) that enhance the appearance of taller buildings and offer residents a connection to the public realm.

B1. Provide balconies or faux balconies off of upper floor residential units along streets, alleys and open spaces to provide "eyes on the street", facade articulation along blank walls, and potential useable space for residents. Discourage residents from placing unsightly storage on balconies.

B2. Allow residential balconies to protrude four to six feet from the building edge into the sidewalk realm.

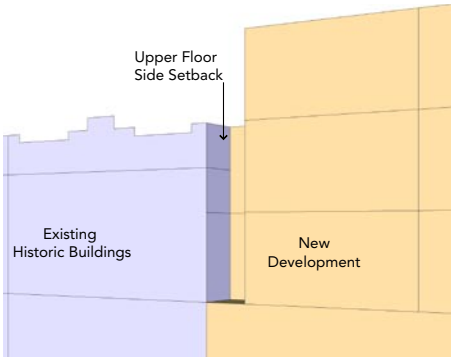
B3. Encourage stepbacks on upper floors to mitigate the height of new buildings and allow more sunlight to reach pedestrians on the sidewalk.

B4. Encourage the adaptive reuse of upper floors of existing buildings in Downtown.

B5. Provide upper story side stepbacks in new development when built adjacent to historic buildings of lower height to respect the scale and distinctive architectural features.

B6. Encourage buildings, especially individual residential units, to have access to sun and air and to provide adequate light and ventilation through windows, balconies, and/or a courtyard configuration.

B4 Successful adaptive reuse of upper floors



B5 Side stepbacks on upper floors in new buildings adjacent to historic buildings of lower height

B1 Balconies and building entries along alleys

C. Ground Floor Design Features

Ground floor design should contribute to an attractive pedestrian experience through transparent and engaging building design details that reflect the historic character of the area's ground floor design features.

C1 Distinctive articulation and colors

C1. Encourage distinction in new buildings by varying roof heights, stepbacks, building articulation, landscaping treatment, etc to provide a richer pedestrian experience.

C2. Orient buildings such that the primary active facades and key pedestrian entrances of the buildings face the street.

C3. Encourage corner buildings to actively face onto both streets with pedestrian-friendly entries. Encourage creative corner treatments such as rounded or cut corners, corner roof features and distinctive shop windows.

C4. Ensure that the ground floor is as transparent as possible to connect the pedestrians and the building users and uses.

C5. Require all ground floor commercial uses to have non-reflective glass windows fronting onto sidewalks. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements such as lintels, sills and awnings to provide adequate protection from glare.

C4, C5 A high level of tranparency along the ground floor with awnings to shade the windows

C1, C2, C3 Distinctive building articulation and primary active facades along streets

C6. Allow privacy for ground floor residential and office uses by elevating the first floor two feet above grade and allowing windows to be two to three feet above floor level.

C7. Encourage the use of awnings on buildings to provide shade and comfort to pedestrians.

- Where possible, make awning height match awning heights of adjacent buildings.

C8. Where possible, locate pedestrian-oriented entries to upper floor residential units along the street-fronting façade to encourage interaction and activation on the ground floor.

C9. Prohibit blank walls along sidewalks.

C10. Mitigate blank walls with murals, faux façade elements or other elements that provide interest to the pedestrian experience.

C8 Pedestrian-oriented entries along street-fronting facade

C9, C10 Prohibit blank walls and mitigate with murals

C6 Elevated 1st floor provides privacy for users

C7 Match awning heights of adjacent buildings

D2, D7 Brick and marble facade on a historic building should be rehabilitated.

D. Architectural Style and Context-Sensitive Design

Downtown Lodi has a strong sense of character and a traditional small town quality that the local community embraces as an asset. New developments and building retrofits should respect this existing character and design in an architectural context that complements adjacent structures of significance.

D1. New buildings should be consistent with adjacent building facades. Front setbacks should only be allowed for outdoor dining and entrances. It is important to maintain a strong building edge in Downtown.

D2. Encourage the use of materials that are already prevalent in Downtown, such as brick, stone and marble. However, new building materials and details that complement the overall traditional character of Downtown are encouraged.

D4. Provide continuity between existing and new development by approximately matching floor heights, continuing patterns of windows and entries, and incorporating similar building elements, such as awnings.

D5. Utilize building elements such as cornices, lintels, sills, balconies, awnings and porches to enhance building facades. Strengthen visual linkages to adjacent building facades by extending existing corner or floor lines, repeating proportions of windows or roof features.

D6. Reflect the fine-grained building fabric of the existing Downtown by utilizing ground floor elements, such as windows and entries, that visually subdivide the facade with a more varied pattern.

D7. Prohibit the painting over of marble and other original building materials., and encourage maintaining them as a part of facade rehabilitation.

D4 Encourage continuity in materials, building articulation and height in the Downtown

D8. Utilize programs and construction methods to address train vibrations and noise, such as establishing a quiet zone, constructing sound walls, and building to higher construction standards.

Live-Work Units

D9. Orient the flexible space component of the unit towards the public realm of streets to optimize business viability.

D10. Design the front façade to reflect the simple yet distinctive character of industrial buildings in the area.

D11. Articulate the front facades with big double-height windows, awnings, saw-toothed roofs, etc.

D12. Encourage the use of roll-up doors along streets to support the interactive qualities of the live-work units and the viability of the businesses.

D9 Live-work units in Emeryville

D10 Simple and functional, yet edgy front facades

D11, D12 Live-work units with roll-up doors and double-height windows

E. Green Design

With increasing energy costs and natural resource demands, ecologically-sustainable design is an increasingly important responsibility for planning and design. TOD is a large-scale approach to addressing environmental concerns that integrates transportation and land use decisions, reduces vehicle trips, and concentrates development in already urbanized areas. Green building design is a more site- and building-specific approach to addressing water and energy conservation. Refer to the US Green Building Council's LEED Standards for more specific green building strategies.

E1, E3, E4, E5, E6, E7 Ecologically-sensitive building design and materials

E1. Encourage the use of building materials and colors that minimize heat absorption and maximize heat reflection to reduce the urban heat island effect.

E2. For buildings with southfacing sides, explore using vegetation along walls as it is the most effective way of minimizing heat gain.

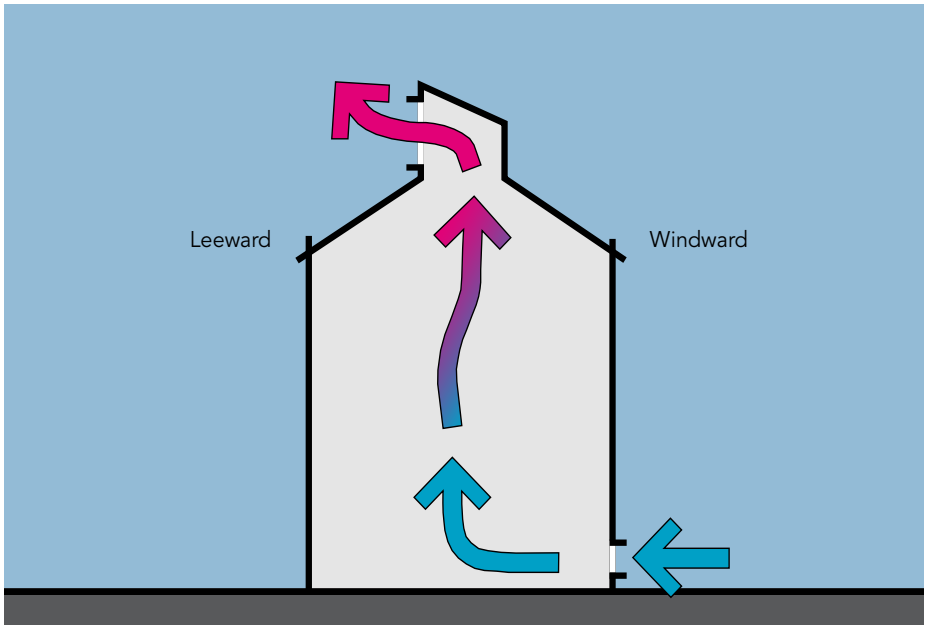
E3. Provide awnings, canopies and deep-set windows on south-facing windows and entries to minimize heat gain.

E4. Explore using exterior shades and shade screens on east, west and south-facing windows as alternate methods for blocking sunlight.

E5. Encourage using horizontal overhangs, awnings or shade shelters above south windows to block summer sun but allow winter sun. Encourage overhang width to equal half the window height to shade the window completely from early May to mid-August yet allow for winter sun.

E6. For buildings with exposed east and west sides, provide vertical shading.

E7. Maximize natural cooling by installing high vents or open windows on the leeward side of the building to let the hottest air, near the ceiling, escape. In addition, create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.



E7 Maximize natural cooling with high and low vents

E8. Encourage the use of solar panels on the roofs new development.

E9. Encourage roof articulation that maximizes the effectiveness of catching the sun with solar panels.

E10. Explore establishing a hierarchy for stormwater run-off managements, beginning at the building, then the lot, open spaces and the roadway. Maximize run-off management at each of these levels to minimize run-off into the existing stormwater system.

E11. Encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for reuse.

E12. Explore ways to minimize on-site impermeable surfaces, such as concrete, asphalt and hardscaping.

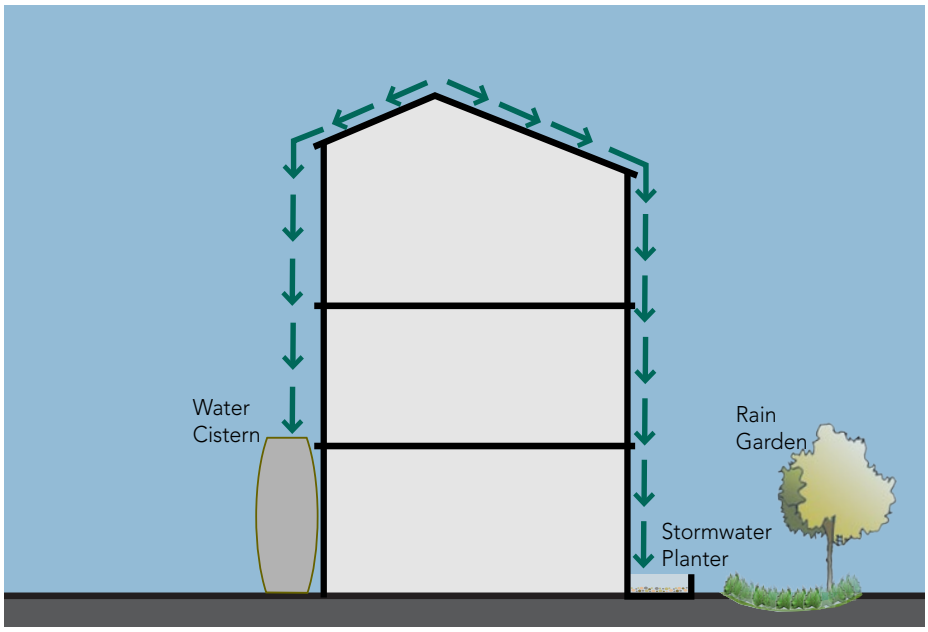
E13. Encourage the use of permeable pavers, porous concrete, porous asphalt, reinforced grass pavement (turf-crete), cobblestone block pavement, etc to detain and infiltrate run-off on-site.

E14. Explore configuring buildings in such a way as to create internal courtyards to trap cool air while still encouraging interaction with streets.

E15. Encourage the planting of deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.

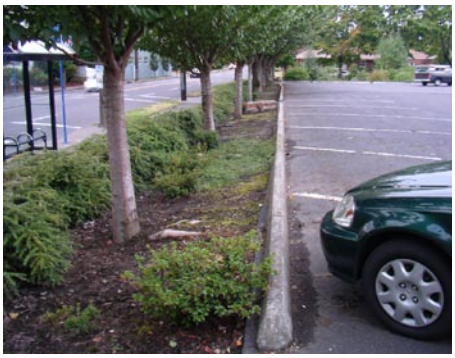
E11 Green roofs help stabilize building temperatures and reduce stormwater runoff

E13 Permeable pavers absorb runoff and provide alternate paving materials that can add identity to a streetscape



E11 A variety of methods for managing stormwater runoff on-site

F. Parking



F6 Swale in parking lots to attenuate run-off

The primary goal of TOD is to reduce auto dependency through offering attractive alternatives to driving. Consequently, transit-oriented developments are expected to have less auto-related infrastructure. Transit-oriented developments should have an appropriate amount of parking - not too high so as to discourage higher density projects yet sufficient enough to accommodate realistic driving needs. Parking entrances, garages and lots should be visually minimized and located to the rear of buildings so as to take into consideration a pedestrian-oriented streetscape.

F1. Reduce residential parking requirements to one space per residential unit.

F2. Ensure parking is located on the interior of the block behind new development.

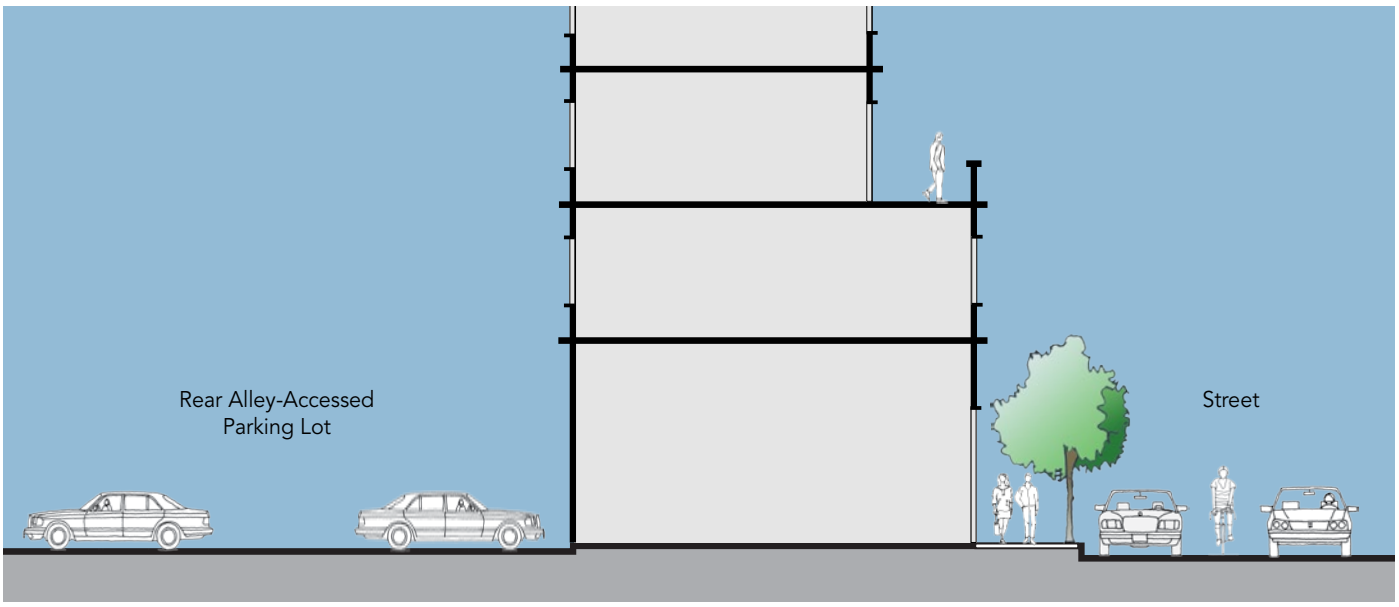
F3. Encourage the use of shared parking facilities to optimize use of parking lots.

F4. Provide access to residential units, commercial loading areas and parking off of existing or new alleys.

F5. Explore the possibility for a portion of the parking requirements of individual projects to be satisfied by on-street parking.

F6. Explore ways to reduce run-off from existing and planned parking lots with options such as permeable paving and swales.

F7. Explore utilizing part of the parking structure to offset parking requirements.



F1 Parking lots located behind new development in the interior of the blocks

G. Streetscape Design

TOD needs a pedestrian- and biking-oriented streetscape to provide an attractive alternative to driving. People are generally willing to walk ¼ to a ½ mile to a transit station. A safe and pleasant route will encourage more people to walk or bike to the station.

Overarching Guidelines

G1. Ensure continuous ADA accessible five foot wide pathways along all streets.

G2. Provide clearly marked minimum 10 foot wide crosswalks at all controlled intersections and at intersections of key streets. Ensure all sidewalks have ramps for ADA access.

G3. Provide pedestrian-oriented streetscape amenities, including lighting seating, trash cans and public art, at key nodes and bulbouts.

G6. Provide bicycle racks and/or lockers at the transit center, and explore opportunities for artistic design of bicycle racks.

G7. Explore using special paving material for crosswalks to heighten visibility and lend identity to the area.

G8. Provide a railroad crossing treatment across the entire right of way that is flush with the tracks and articulates the pedestrian zone through the use of material and color. Coordinate signage and traffic lights to make crossing safe and navigable.

G9. Ensure that sufficient lighting is on the streets.

Alleys

G10. Ensure alleys are a minimum of 20 feet wide to allow for emergency access and possible landscaping opportunities.

G11. Minimize alley and service access driveway curb cuts along streets.

G12. Discourage the loading of commercial space off of existing streets. If loading from streets is unavoidable, restrict hours of loading to late evening and early morning.

G13. Where possible, create new mid-block alleys to access new development.

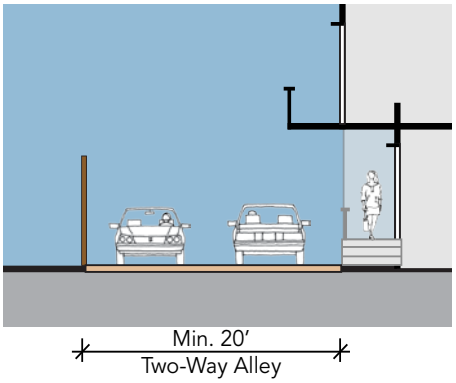
G14. Allow setbacks on new development along alleys to provide space for narrow trees and landscaping opportunities.

G15. Discourage the placement of dumpsters and trash receptacles in alleys.

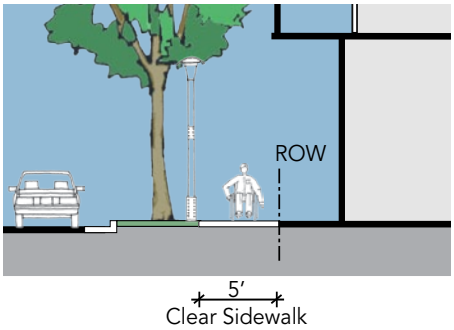
G16. Enforce code violations for dumping in alleys.

G6 Artistic design of bicycle racks

G7 Example of special paving crosswalk design in Sacramento



G8 Minimum 20' alleys



G1 Five feet wide ADA pathways on sidewalks

G. Streetscape Design (cont.)

G14 Flush alley in Pasadena

G17. Allow alleys to remain flush, shared-mode surfaces for use by pedestrians, automobiles and bicycles.

G18. Encourage the use of distinctive paving patterns and special paving materials, including stamped concrete, colored concrete, permeable pavers, etc., in alleys to add uniqueness and character.

G19. Install sufficient lighting in alleys to promote safety and cleanliness.

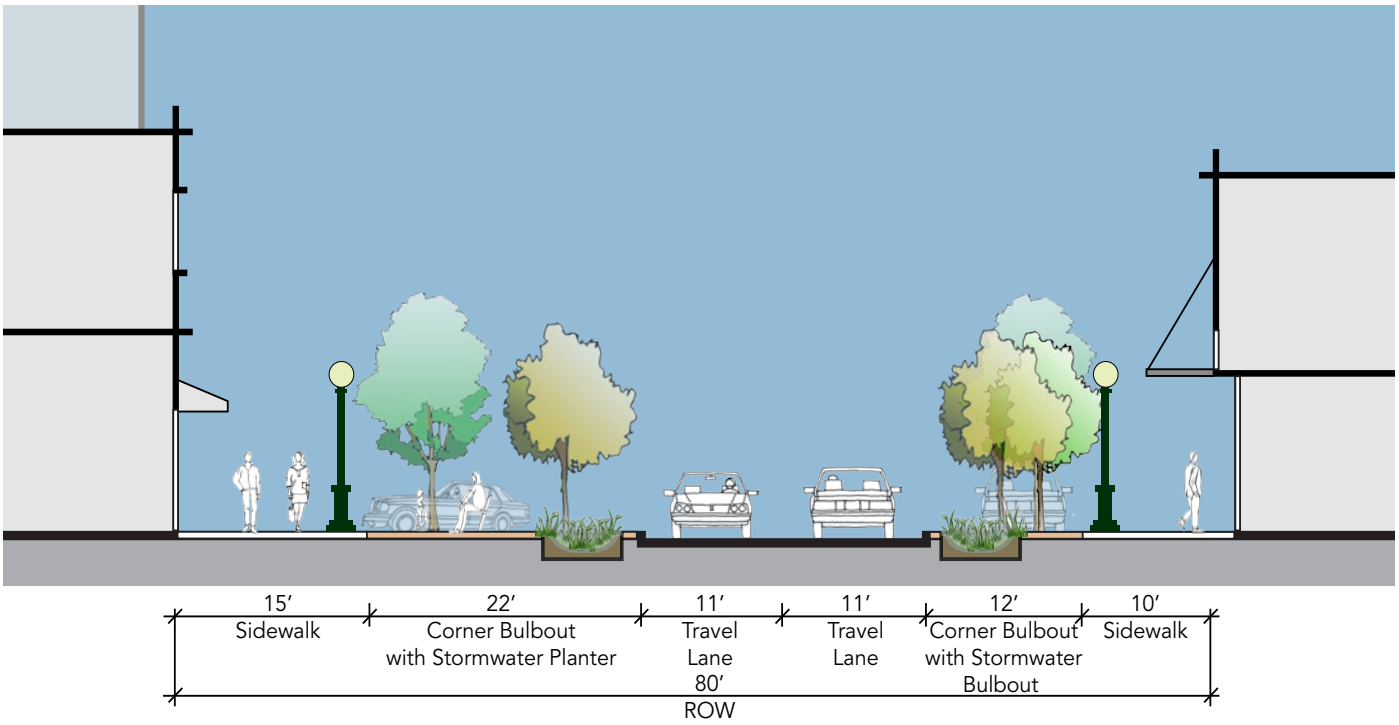
Sacramento Street

G20. Create small plazas at intersection corners with bulbouts, or extensions of the sidewalk into parking spaces closest to the intersection.

G21. Maintain the existing configuration of Sacramento Street, except at intersections.

G22. At intersections, reduce lane widths to 11 ft. in each direction and extend bulbouts to minimize crossing distance and increase pedestrian visibility.

G23. Add landscaping planters and new trees at corner plazas to reduce impermeable surfaces.



G16, G18, G19 Proposed section of Sacramento Street at corner intersection

G24. Encourage the use of stormwater planters at the corner intersections and along Sacramento Street to help manage stormwater runoff. Ensure that tree branches at intersections have a vertical clearance of 12 feet for safe sight lines between automobile drivers and pedestrians.

G25. Incorporate special paving, benches and other amenities at corner plazas to enrich the pedestrian experience.

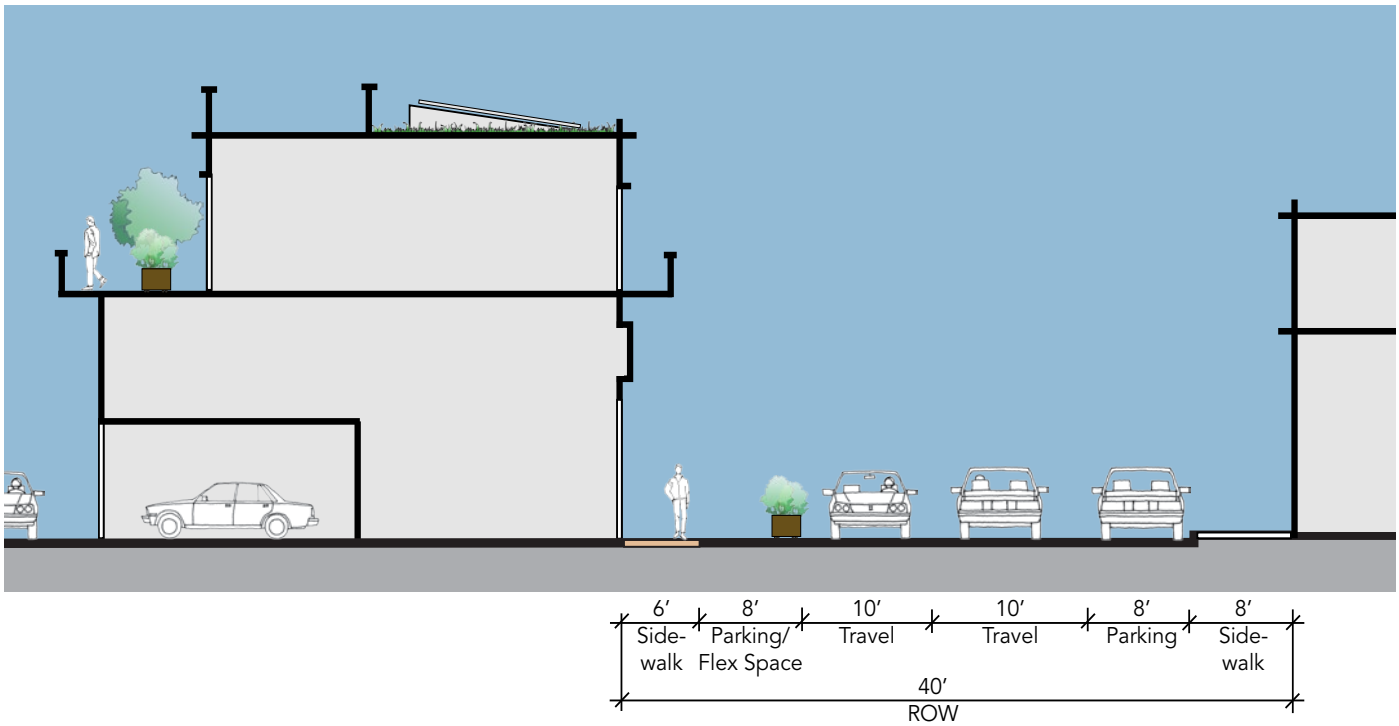
Main Street

G26. Maintain the existing street cross-section with a sidewalk on the east side and a flush environment on the west side.

G27. Provide parking on both sides of the street.

G28. Allow the parking spaces on the west side to opaerate as "flex space", in which adjacent uses are allowed to encroach into then for use such as a market.

G20 Use stormwater planters at corner intersections along Sacramento Street



G22, G23, G24 Proposed section of Main Street

DEVELOPMENT OPPORTUNITY SITES

The following section describes four site designs for various development opportunity sites throughout the project area. These site designs are meant to illustrate how the preceding design guidelines could be applied to specific locations and contexts.

Many development opportunity sites in the project area exist to which these site design approaches can be applied. These site designs demonstrate a high quality yet feasible approach to various design conditions in the project area. While each site is different, all the sites seek to increase housing opportunities close to the multi-modal transit station and Downtown services.

For each of four different opportunity sites in Downtown Lodi, the development scenarios were designed to be sensitive to the context of the historic downtown yet support transit-oriented and sustainable development. In each case, new housing is assumed to be a significant part of the new development, but each site and scenario also includes other uses, such as ground floor retail and alternative commercial space (such as live/work lofts).

The four sites were chosen to represent a cross-section of property types, development scenarios and circumstances. The first of the four development opportunity sites is a currently vacant parking lot owned by the City. The site is located mid-block between built-out parcels, and is accessed from the rear by a mid-block alley. The second of the sites is an entire block in the project area that was chosen because of its variety of existing uses and buildings. A design for an entire block facilitated understanding how new development could respect the existing fabric and character of Downtown Lodi. The third site is a corner parking lot in the south of the project area. It was chosen because the owner is interested in developing the site, and to explore site design and uses that would be appropriate away from the commercial core of Downtown Lodi. The fourth was chosen because of its location on the east side of the project area, which has a unique character and could support alternative uses and development.

Using data provided by local developers as well as published construction cost estimates and market data, the feasibility of each development scenario was assessed by comparing the estimated costs of each type of development (excluding land costs) to the estimated values of that development.

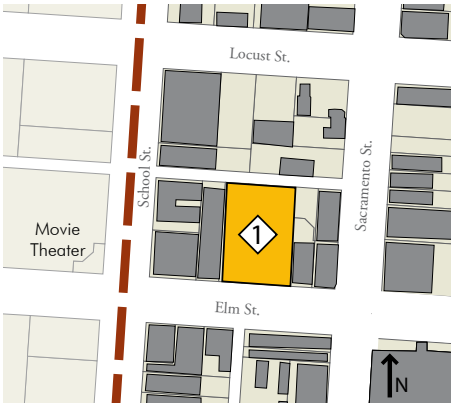
In cases where the values exceed the costs, a "residual land value" has been calculated, which estimates the amount that a developer could pay to acquire and prepare the site for the new construction. Whether the sites could actually be acquired for those estimated prices is uncertain, and will depend on the considerations of the current property owner.

In general, the findings indicate that the most feasible developments are those that minimize parking, utilize lower-cost surface parking rather than higher-cost structured parking, and offer residential units for-sale rather than for-rent.

Figure 4.3 Development Opportunity Sites

Site 1: Downtown Infill on Elm Street

Design Goal: ***The design of Site 1 demonstrates infill development on a built-out Downtown block. It represents a design on a City-owned parcel, whose dimensions are typical of the small-scale, parcel sizes and depths of many Downtown lots.***



Location Map for Site 1

Site Description

Site 1 is located on the north side of Elm Street between School and Sacramento Streets. The lot is 120 feet by 170 feet (20,400 square feet or 0.5 acres.) The site is owned by the City and currently used as a public parking lot located between two small-scale commercial buildings. A rear alley runs behind the parcel and is currently underutilized as an access and service route. The site's location in the heart of Downtown Lodi and in close proximity to the Multi-Modal Transit Station presents an opportunity to increase services and residential intensity. Elm Street runs along the south side of the site, and its innovative design as a pedestrian-oriented street suggests the design of a highly engaging building facade for any new development.

Design Approach

- Locate service and residential parking access from alley.
- Design a building façade that integrates with adjacent buildings.
- Increase residential density in the project area.
- Create an engaging pedestrian-oriented building façade.
- Mitigate building height with architectural elements, such as stepbacks and other features that visually connect with adjacent buildings.

Rooftop garden

Photosimulation of Site 1 - Before

Development Program

The development program for Site 1 is mixed-use commercial and residential development. Three designs (titled Options 1A, 1B and 1C) were developed for Site 1 based on various parking solutions (structured, surface and a combination of the two).

In all three options, the proposed development scenario assumes commercial activity is accessed by pedestrians walking around Downtown and customer parking is assumed to be supplied by existing on- street.

The program of the building fronting Elm is mixed-use residential over ground-floor commercial. This building remains identical in all three site design options.

The diagram below is a photo simulation of this new mixed use building as seen from Elm Street. It is one large building designed to look like three smaller buildings to fit into the fine-grain context and traditional character of Downtown Lodi.

A common element in the Site 1 design options is the prevalence of rooftop gardens and generous balconies. These features break up and articulate the massing of a building to make it more dynamic and interesting. Rooftop gardens are also a terrific way to offer residents an intimate "backyard" in the city and easy connection to the natural elements.

Feasibility Analysis

The three site designs created for Site One not only illustrate a range of design approaches that differ in the ratio of residential density to surface parking but also show different development feasibility levels for each design scenario.

Option A shows a design approach that maximizes residential density and square footage (32 residential units; 30,950 square feet of total residential space) by building residences over a parking podium. However, given the higher cost of podium parking ($16,000 per parking space) compared to surface parking ($3,000 per parking space), Option A resulted in a negative residual land value for both for-rent (-$2,484,510) and for-sale scenarios (-$698,097).

Photosimulation of Site 1 - After

Feasibility Analysis (cont.)

Option B strikes a moderate compromise between residential density and square footage (30 residential units; 32,910 square feet of total residential space) and a combination of surface and structured parking. By relying more heavily on surface parking, Option B has much lower total development costs than Option A however, is still unable to break even between development costs versus development value. The residual land value for both for-rent (-$1,782,346) and for-sale (-$55,264) scenarios are negative.

Option C locates all the required parking on surface parking spaces and has the least amount of residential units and square footage (26 residential units; 29,510 square feet of total residential space) compared to Options A and B. As a result, this design scenario has the lowest development costs compared to the other design options. While the for-rent scenario in Option C results in a negative residual land value (-$1,420,565), the for-sale scenario results in a positive residual land value of $68,957.

This design exercise demonstrates that 1) for-sale residential units contribute greatly to a development's feasibility and 2) surface parking is far more feasible than structured parking. However, several public funding sources are currently available to municipalities precisely to bridge the funding gap and increase residential densities higher than market realities would allow.

	Site 1A		Site 1B		Site 1C	
	For-Rent	For-Sale	For-Rent	For-Sale	For-Rent	For-Sale
Housing Units	32	32	30	3-	26	26
Retail SF	6,456	6,456	6,456	6,456	6,456	6,456
Parking						
Surface Parking	0	0	27	27	27	27
Structured	36	36	6	6	0	0
Street	0	0	0	0	0	0
Total Development Costs	$7,974,104	$9,319,360	$7,780,820	$9,137,127	$7,009,556	$8,213,906
Total Development Value*	$5,489,594	$8,621,263	$5,998,474	$9,081,863	$5,578,991	$8,282,863
Residual Land Value	-$2,484,510	-$698,097	-$1,782,346	-$55,264	-$1,430,565	$68,957

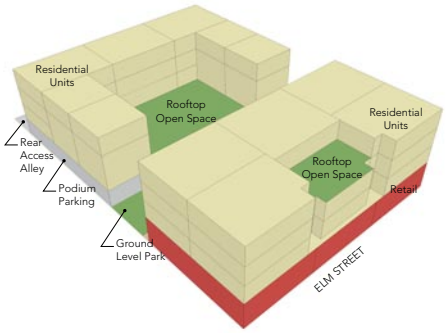
* Assumes 15% affordable housing Sources: MIG, Inc.; Economic & Planning Systems, Inc.

Plan view diagram of Site 1, Option

Plan view diagram of Site 1, Option

Plan view diagram of Site 1, Option

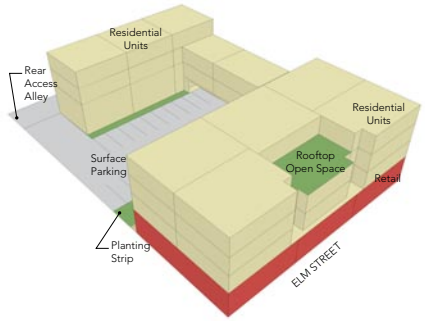
Site 1A



Land use axonometric of Site 1, Option A

Site 1A has a total of 32 residential units, approximately 6,400 square feet of ground floor commercial development along Elm Street and 36 parking spaces. The residential parking for this option is ground floor podium parking with residential units on top. The unit breakdown for Site 1A is as follows: four studio units at 625 square feet, three one-bedroom units at 850 square feet, 20 two-bedroom units ranging between 925 and 1,200 square feet, four lofts with mezzanine level at 950 square feet, and one large loft with mezzanine level at 1,600 square feet. There is a 2,400 square foot ground-level garden between the two buildings to provide an open space amenity and privacy. This design has the highest residential density, at 68 dwelling units per acre. Parking and loading for the buildings is accessed off of the rear alley to the north.

Site 1B

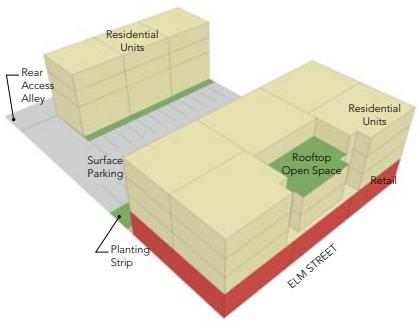


Land use axonometric of Site 1, Option B

Site 1B has 30 residential units, approximately 6,400 square feet of ground floor commercial development along Elm Street, 27 on-site surface parking spaces, six covered spaces and three garage spaces. There are six one-bedroom units at 850 square feet, 21 two-bedroom units between 930 and 1,200 square feet, and three lofts at 1,410 square feet included in the design for Site 1B.

This design has a slightly lower density 64 dwelling units per acre. Access to parking and loading is still accessed off of the rear alley. The three ground level units along the alley are served by three garages.

Site 1C

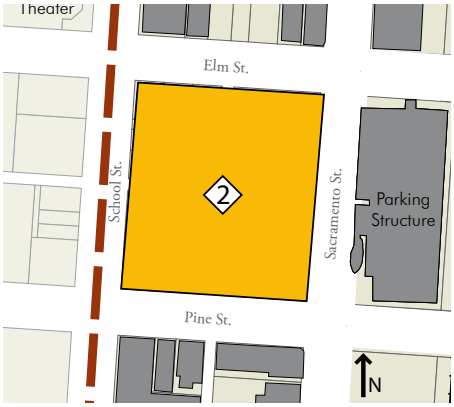


Land use axonometric of Site 1, Option C

Site 1C has 26 residential units, approximately 6,400 square feet of ground floor commercial development along Elm Street, 27 on-site surface parking spaces and three garage spaces. There are two one-bedroom units at 850 square feet, 21 two-bedroom units from 930 to 1,200 square feet, and three lofts at 1,410 square feet.

Site 1C contains all surface parking and the lowest residential density of the three options but still relatively dense at 55 dwelling units per acre.

Site 2: Block-Sensitive Design and Adaptive Reuse



Location Map for Site 2

Facade restoration along historic buildings on Sacramento Street

Design Goal: ***Site 2 demonstrates a context-sensitive approach to the design of a prototypical city block. Key characteristics of this block are representative of many Downtown blocks, including vacant buildings, viable existing uses, vacant upper floors, historic buildings and facades, and mid-block alleys, and these characteristics provided the parameters for the site design.***

Site Description

The site is bounded by Sacramento, Elm, Pine and School Streets. The lot is 320 feet by 360 feet (115,200 square feet or 2.6 acres.) Many of the buildings along School and Pine Streets are historic and contribute to the main commercial corridor of Downtown Lodi. Most are occupied by ground floor retail, though their second floors are vacant. Vacant and nearly vacant buildings on the southern half of Sacramento Street have striking historic building facades. Joe Hassan's brick warehouse at the northeast corner the block further adds to the historic character of Sacramento and Elm Streets. Two mid-block alleys, one oriented north-south and the other east-west, provide access to the interior of the block. The interior of the block is primarily used for parking and loading.

Design Approach

- Design in a context-sensitive way to maintain integrity of Downtown commercial activity.
- Judiciously use incremental development, strategic infill and adaptive reuse.
- Adaptively reuse Joe Hassan's Warehouse and and rehabilitate historic facades along Sacramento Street.
- Reuse upper floors of existing buildings for office and residential uses to maintain fabric of Downtown.
- Build on local businesses and do not make large-scale redevelopment moves that would jeopardize the health of the Downtown economy.
- Create interior block public open space and connect to adjacent streets and destinations between buildings with pedestrian mews.

Perspective rendering of new development along Sacramento Street in Site 2

Development Program

Initially, a whole scale redesign of the block was envisioned, but the existing historic buildings, viable retail establishments, and grain of development suggested that a more surgical and nuanced approach to the site design was appropriate. Further any large-scale block redevelopment would disrupt the successful commercial activities on School Street and possibly displace small businesses.

The design that respected the assets of the existing block and built upon them focused on a three prong approach: adaptive reuse, facade rehabilitation with new construction and complete new construction.

The first was to evaluate the second floors of existing buildings along Elm, School and Pine Streets to determine the potential for reuse of the vacant upper floors. This involves the conversion of the second floors of the buildings into viable spaces for residential and office uses. Many of the buildings are deep and only have access to sunlight on two sides; these were deemed most appropriate for commercial or office reuse. Corner buildings that have more access to sunlight and ventilation can subdivide their upper floors into residential units. Adaptive reuse is also appropriate for Joe Hassan's Warehouse at the corner of Sacramento and Elm Streets. The warehouse is made of very distinctive brick and provides half of the street façade along Elm Street, also providing historic identity to the street. It is envisioned as adaptively reused lofts by perforating the brick walls with more windows and separating the warehouse into multiple live-work units.

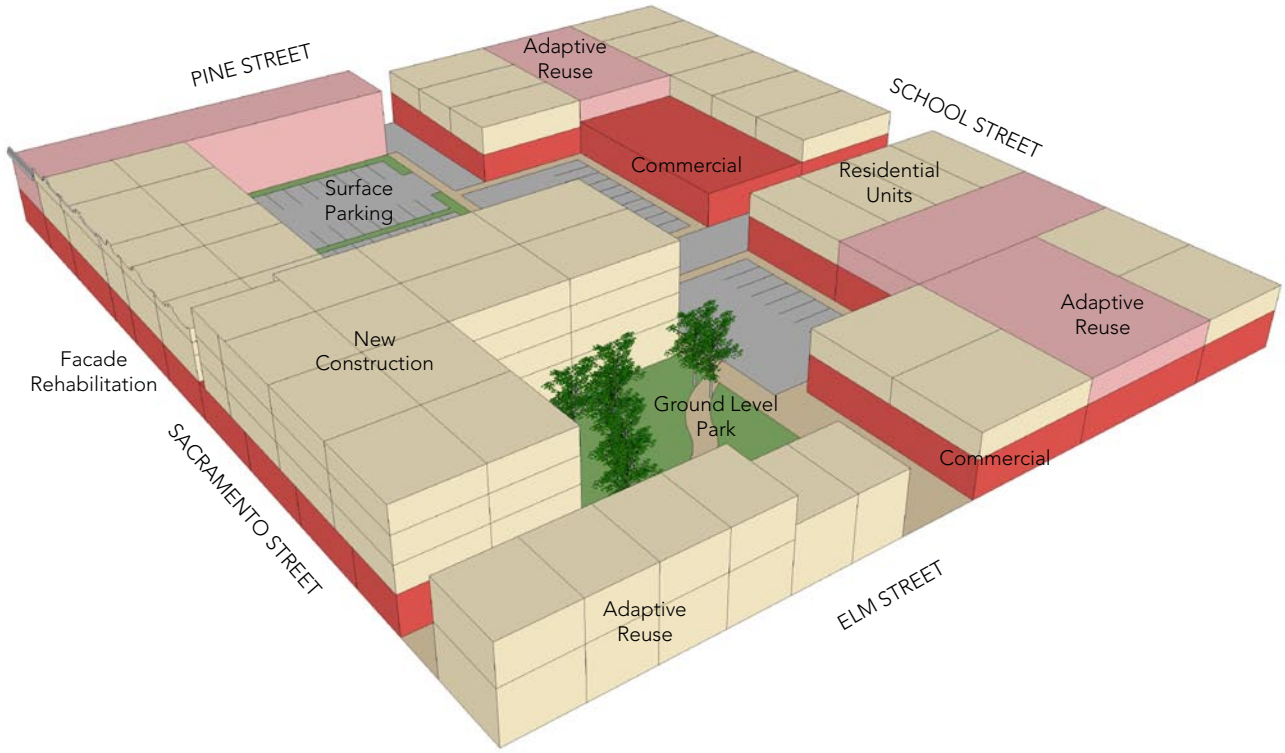
The second prong was facade rehabilitation for the buildings on the south side of Sacramento Street. It is likely economically infeasible to reuse the building structure, but the facades could be saved and become the "face" of new development that could be built behind them. By rehabilitating the facades, the character and charm of the buildings can be retained while also allowing for new mixed-use development.

Site plan for Site 2

Some new construction is proposed along Sacramento Street in place of the existing buildings between the historic facades and Joe Hassan's warehouse. This new construction is mixed-use with residential units over commercial space. The ground floor is ample enough to support a small-scale grocery store that could serve new residents of the area.

The development program for all new construction (including new construction behind the historic facades along Sacramento Street) consists of mixed-use development with 51 residential units over 16,200 square feet of ground-floor retail. The residential unit breakdown is as follows: six 1,200 square feet lofts in Joe Hassan's warehouse, six studios at 625 square feet, nine one-bedroom units at 750 square feet, and 30 two-bedroom units ranging between 930 and 1,000 square feet. The residential density for this development is approximately 40 dwelling units per acre.

A new public park is possible within the interior of the block connected to Sacramento and Elm streets by a pedestrian corridor. The existing alley network is used for accessing the park and parking on the interior of the lot. The alley off of Elm St has been cut off to through-traffic and serves as a pedestrian connector and emergency vehicle access.



Land use axonometric for Site 2

Feasibility Analysis

The feasibility analysis shown below consists only of newly constructed developments on Sacramento Street. The analysis does not include buildings identified for adaptive reuse nor does the construction cost include historic facade rehabilitation costs.

In order to create a feasible development scenario, all the parking required for the new housing is located on lower-cost surface parking. The proposed development feasibility is greatly helped by the availability of 41 already existing on-street parking spots to service the 16,200 square feet of new commercial space on the ground floor.

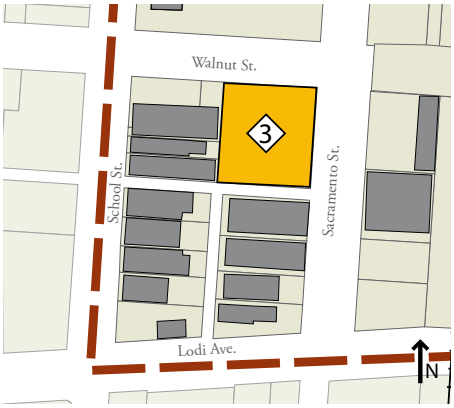
As with Site One, a for-sale scenario ($6,867) for the residential units is far more feasible than offering rental units (-$2,976,719).

	Site 2	
	For-Rent	For-Sale
Housing Units	51	51
Retail SF	16,200	16,200
Parking		
Surface Parking	58	58
Structured	0	0
Street	41	41
Total Development Costs	$12,497,447	$14,437,143
Total Development Value*	$9,520,731	$14,444,010
Residual Land Value	-$2,976,719	$6,867

* Assumes 15% affordable housing

Sources: MIG, Inc.; Economic & Planning Systems, Inc.

Site 3: "Flexible" Downtown Infill



Location Map for Site 3

Design Goal: ***Site 3 is representative of medium-scaled lots that are not located in the commercial core of Downtown Lodi. This site incorporates land uses and programs that allow for flexibility in the design depending on how this part of the project area evolves in the future.***

Site Description

Site 3 is at the corner of Walnut and Sacramento Streets and is currently a parking lot. The parcel is 160 feet by 130 feet (20,800 square feet or 0.5 acres.) The owner of the property is interested in developing the site, and the site design is meant to aid him and suggest types of development that would benefit him as well as the community at large.

The alleys that run through most of the blocks in Downtown Lodi do not run along the western edge of Site 3; as a result, the site is accessd completely from either Walnut or Sacramento Streets.

The site is just north of Lodi Avenue, at which point the retail corridor of School Street has transitioned to more auto-oriented, office and industrial uses. The site presents the opportunity to incorporate land uses such as office and live-work that are more compatible with the context.

Perspective rendering of new development at Walnut and Sacramento streets in Site 3

Design Approach

- Incorporate flexible office live/work lofts that add housing and ground floor commercial activity.
- Continue ground floor retail and office on Walnut Street.
- Incorporate green building design features solar panels.
- Continue Downtown alley network.
- Ensure consistent scale and design with neighborhoring architecture.
- Promote flexibility in ground floor uses.

Development Program

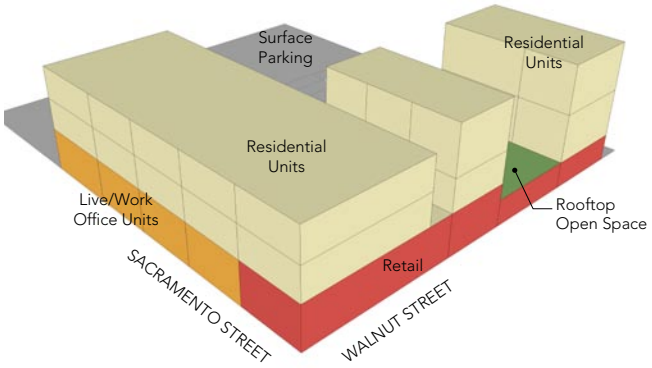
For both options, the program along Sacramento Street remains the same. There are four live-work office units on the ground floor of Sacramento Street with a small amount of retail at the corner and extending back along Walnut Street. Above the live-work office units are two stories of loft-like condominiums.

Site 3A

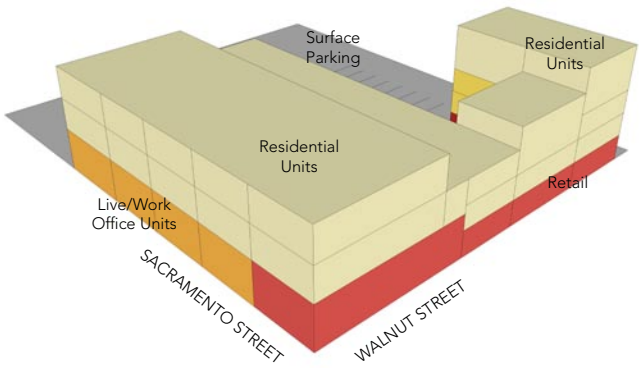
Option 3A has 28 residential units and parking tucked under the rear units on the interior of the lot. The units include 10 one-story lofts along Sacramento Street at 1,250 square feet, three two-story lofts along Walnut Street at 1,150 square feet, eleven studio, one-bedroom and two-bedroom units ranging from 750 to 900 square feet, and four office live-work units at 1,250 square feet. Residential units over the carport parking on the ground level can be accessed from the interior of the lot. There are also residential units above the retail along Walnut Street. The residential units are parked at a 0.8 parking ratio.

Site 3B

Option 3B has 26 units and surface parking. There are 10 one-story lofts along Sacramento Street at 1,250 square feet, 12 two-story lofts over retail along Walnut Street at 900 square feet, and four office live-work units at 1,875 square feet at the ground floor along Sacramento Street. The residential units are parked at a 1:1 parking ratio. All the residential parking is parked on-site as surface parking. There are additional residential lofts that front onto a rooftop open space along Walnut St. In this configuration, a small open space is created on the lot as an amenity for the residents.



Land use axonometric of Site 3, Option A



Land use axonometric of Site 3, Option B

Feasibility Analysis

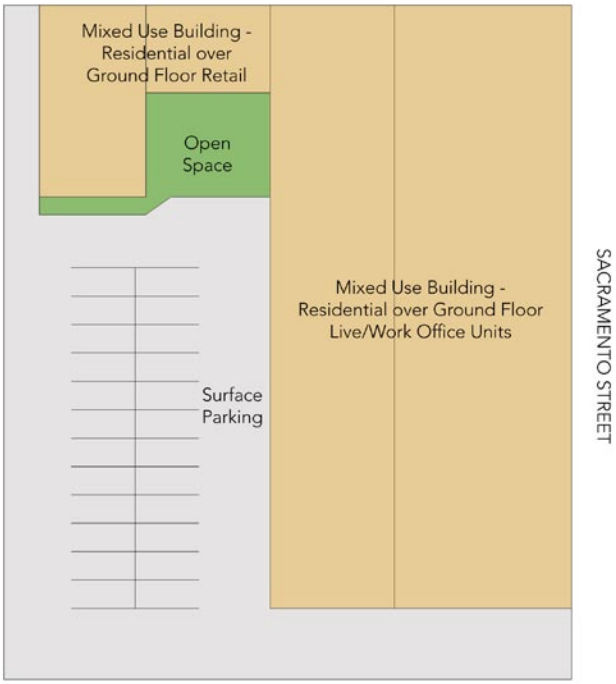
Similar to the range of design options in Site One, Site Three has two design options that differ in the amount of residential density and surface parking.

Option A has a higher number of residential units (28) and a total of 32,600 square feet of residential living space. To maximize the amount of residential space, apartments are built over 9 structured parking spaces. Option B utilizes all surface parking and has a few number of residential units and has a total of 30,800 square feet of residential living space total.

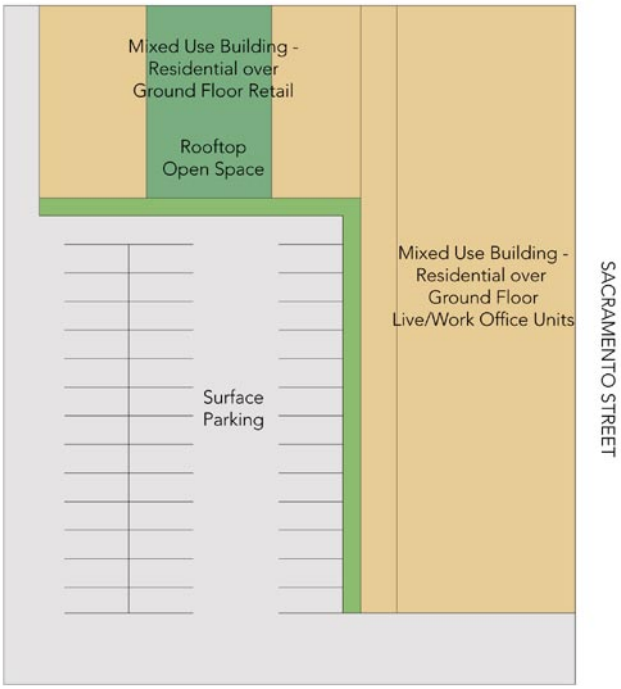
The for-sale scenario of Option B is the only one of the four that has a positive residual land value ($99,075); however, several public funding sources are currently available to municipalities precisely to bridge the funding gap and increase residential densities higher than market realities would allow. This Plan recommends seeking these sources of additional funding and subsidizing development projects in the project area so as to maximize the amount of residential units constructed.

	Site 3A		Site 3B	
	For-Rent	For-Sale	For-Rent	For-Sale
Housing Units	28	28	26	26
Retail SF	3,120	3,120	3,700	3,700
Parking				
Surface Parking	14	14	26	26
Structured	9	9	0	0
Street	16	16	16	16
Total Development Costs	$7,026,700	$8,365,843	$6,661,327	$7,911,485
Total Development Value*	$5,428,570	$8,312,456	$5,316,639	$8,010,560
Residual Land Value	-$1,598,129	-$53,387	-$1,344,688	$99,075

* Assumes 15% affordable housing Sources: MIG, Inc.; Economic & Planning Systems, Inc.



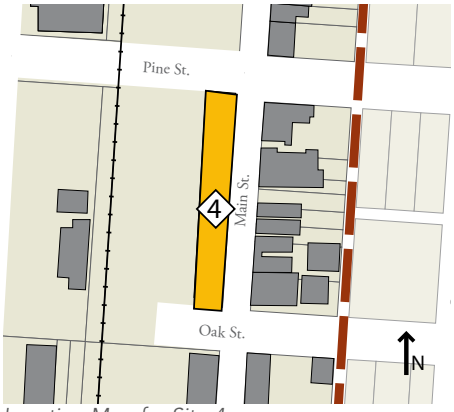
Plan view diagram of Site 3, Option A



Plan view diagram of Site 3, Option B

Site 4: Industrial Infill Development

Design Goal: ***The design for Site 4 demonstrates opportunities for development on the east side of the project area. The site was chosen because it is representative of the east side's more constrained parcel dimensions and industrial character.***



Location Map for Site 4

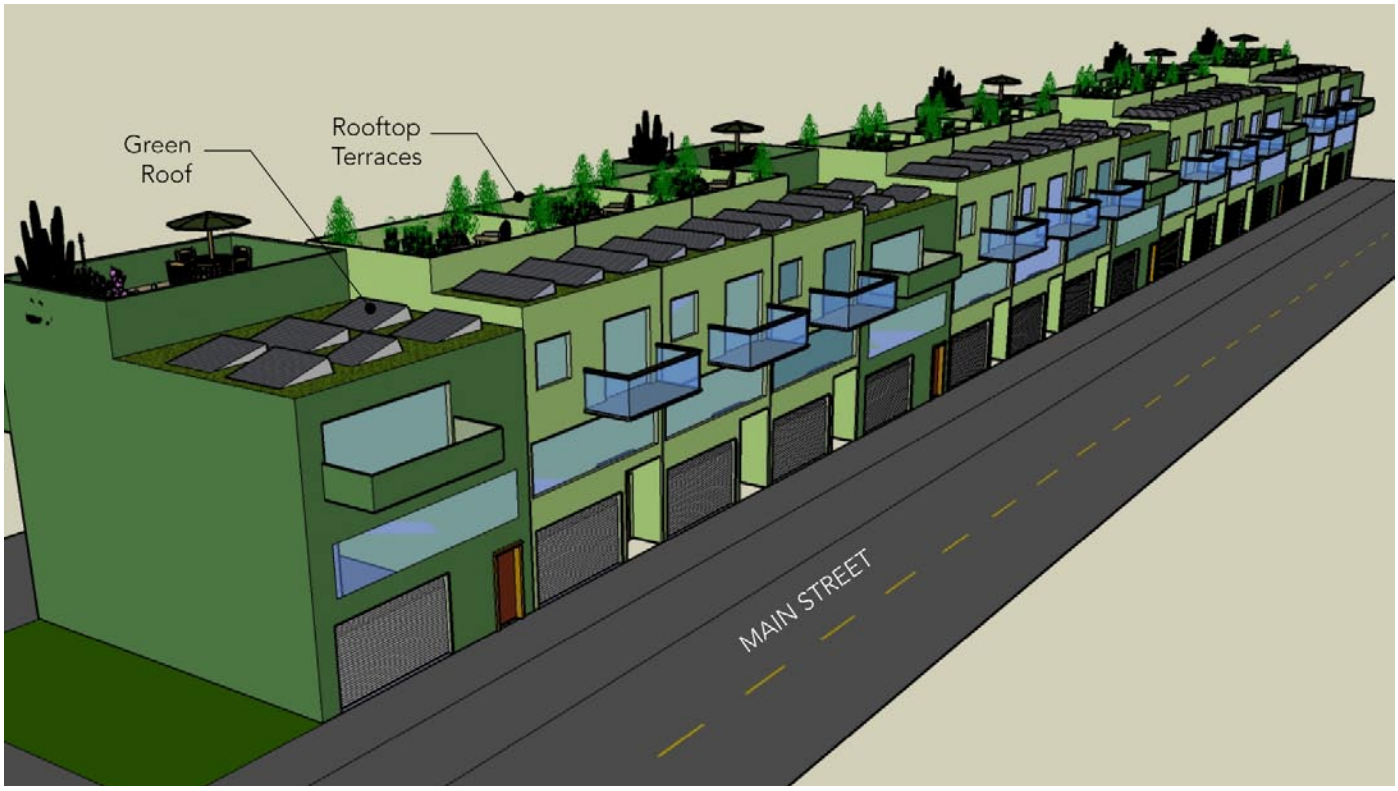
Site Description

The site is bounded by Main, Pine and Oak Streets and the railroad tracks. Currently, the site is used as a seasonal vegetable and fruit packing warehouse. The surrounding character is more industrial and gritty in nature than the west side of the project area. Main Street has sidewalks on the east side, but not on the west side of the street. The lot is 60 feet by 380 feet (22,800 square feet or 0.5 acres.)

Design Approach

- Design live-work lofts that respond to existing industrial character.
- Incorporate green design features.
- Utilize green roofs and rooftop gardens to provide private open space opportunities and to help regulate cooling and heating of the residential units.
- Integrate units with unique design for Main Street to encourage an activated street design.
- Inspired by "Active Space".

Active Space in Berkeley



Perspective view of new live/work lofts on Main Street in Site 4

"Flex" parking spaces in Mountain View

"Flex" spaces in San Francisco on Park-ing Day

Development Program

The development program is 16 live/work loft units fronting Main Street with alley access in the rear for garages. The front of the unit has a large sliding garage door opening that serves as a large, transparent feature that allows light into the ground floor work space.

The lofts are all three story lofts with ground-floor work space. 11 of the lofts are 20 feet wide with a one-car garage and 370 square feet of ground-floor work space. Five of the lofts are 25 feet wide with a two-car garage and 467 square feet of work space.

As discussed earlier in the design guidelines for Main Street, the parking lane in front of the lofts is envisioned as a "flex" space. The spaces could be converted regularly for a market for the worker/residents of the lofts to sell their wares, or could be converted on a more informal basis. Example of such "flex" spaces have been successful in Downtown Mountain View where parking spaces have been converted into outdoor seating for restaurants. On Park-ing Day in San Francisco, parking spaces around the city are temporarily converted into parks.

Intertior view of "green" live/work units

Plan view diagram of Site 4

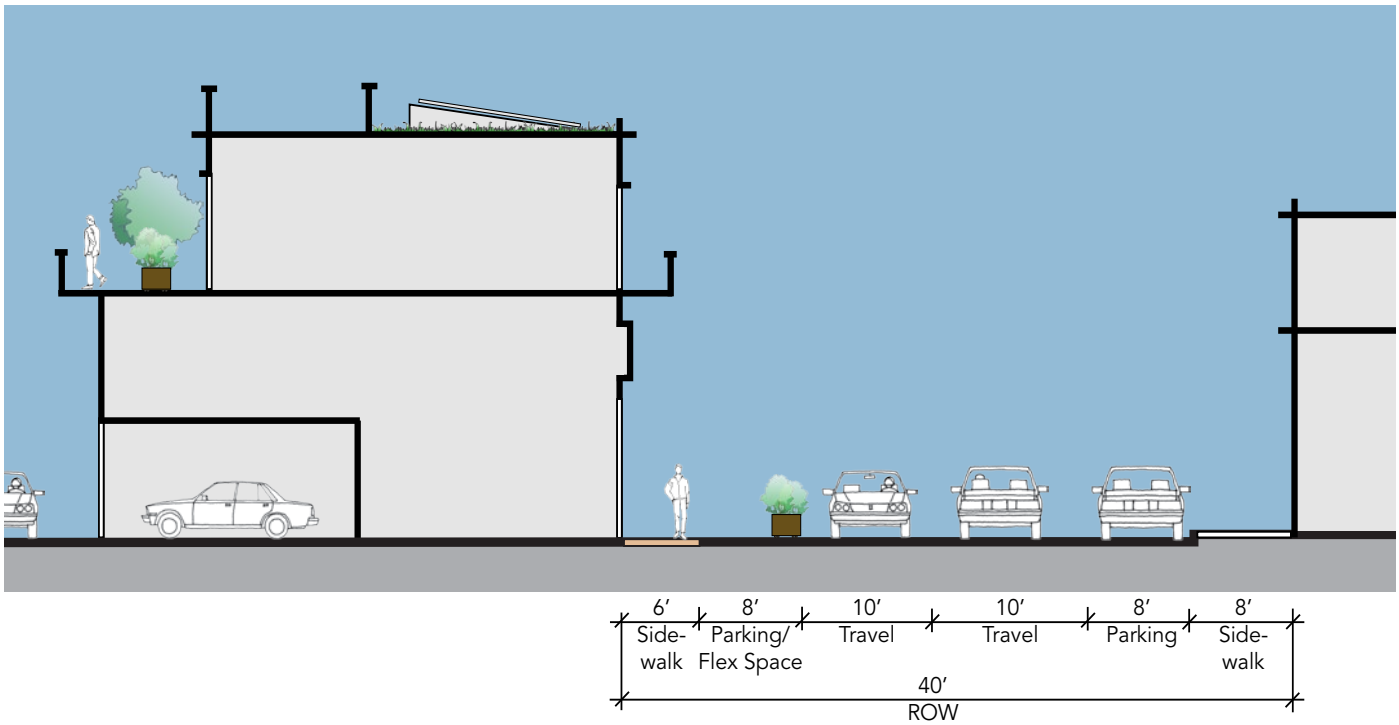
Feasibility Analysis

The design for Site Four consists entirely of 16 new townhomes on the east side of the project area. As with all the test designs on each site, the for-sale scenario results in a positive residual land value ($410,006) as compared to the for-rent scenario (-$490,910).

	Site 4	
	For-Rent	For-Sale
Housing Units	16	16
Retail SF	0	0
Parking		
Surface Parking	0	0
Structured	21	21
Street	18	18
Total Development Costs	$4,018,248	$4,950,482
Total Development Value*	$3,527,338	$5,360,487
Residual Land Value	-$490,910	$410,006

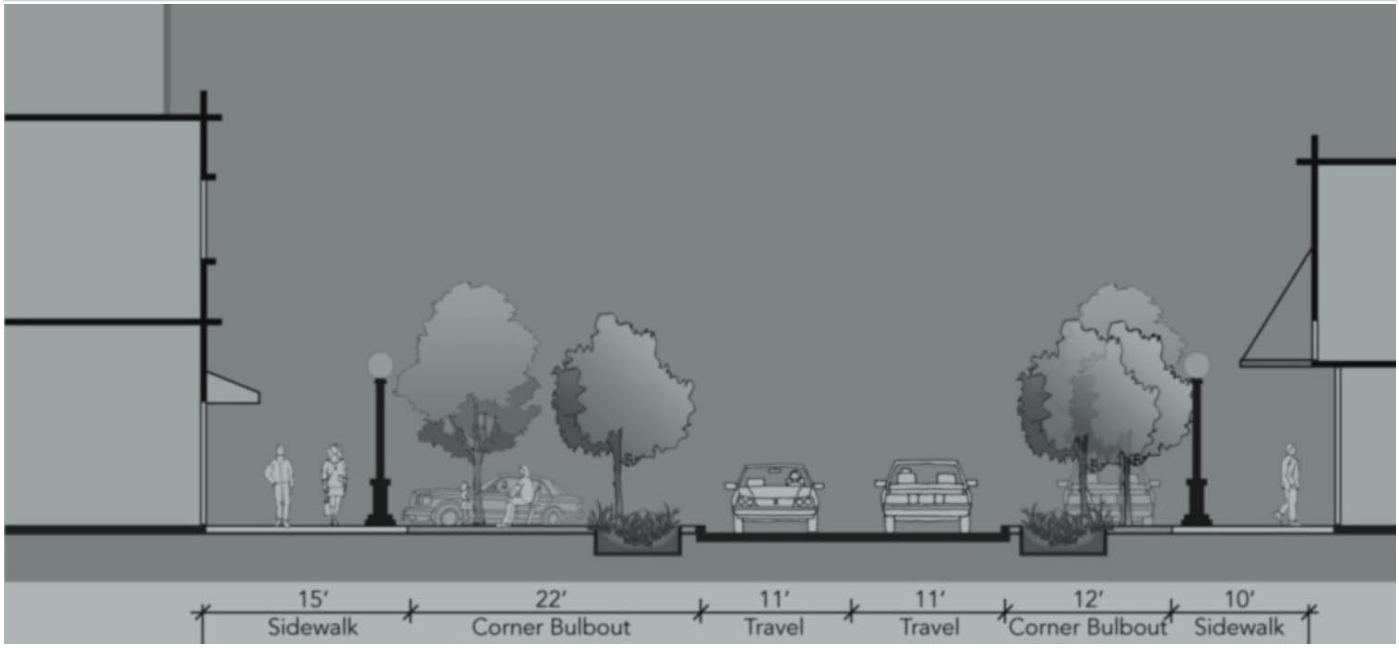
* Assumes 15% affordable housing

Sources: MIG, Inc.; Economic & Planning Systems, Inc.



Proposed section of Main Street

4 implementation



Salon 101

4 IMPLEMENTATION

in this chapter:

Priority Action Steps

Financing Strategies

Priority Action Matrix

TO ENSURE SUCCESSFUL IMPLEMENTATION of the Lodi TOD Design Guidelines, this chapter provides a road map for carrying out the strategies recommended in the plan.

The strategy includes a **refined set of priority improvements and an inventory of potential funding mechanisms**. Lodi stakeholders, City staff, Lodi TOD steering committee members, local residents and property owners must work together on these action steps to maintain momentum and realize the Lodi TOD vision.

In addition, this chapter also includes a list of funding mechanisms that the City could pursue to fund Lodi improvement efforts. This list includes local financing tools as well as state and federal programs.

PRIORITY ACTION STEPS

The Lodi TOD Design Guidelines provides clear, specific direction for rejuvenating the city center while allowing for flexibility and input as the area grows and changes. Project timelines, in particular, may need to be modified as market demands change, behavioral patterns shift, and momentum builds around Lodi TOD development.

While this plan provides the short-and long-term road map for success, work must be done on the ground every day to ensure that its objectives are met and tangible change occurs. Lodi TOD stakeholders must work together to continue to build public and private support for the Lodi TOD visions and actions, and to ensure that every project is leveraged to its maximum extent.

1. Lower Parking Standards

Adopt a parking management program for the project area that reduces parking requirements, utilizes shared parking, and integrates parking structures that have retail and/or office uses wrapped around it.

2. Modify Land Use Regulations

Land use regulations should be tailored to promote TOD designs. For example, Transit Overlay zoning or the establishment of TOD Districts could be done to favor TOD implementation. The City of Sacramento working with the Sacramento Regional Transit District (RT) created a Transit Overlay zoning for the light rail stations within the City in order to attract quality TOD projects. Such amendments will encourage housing in the TOD area.

3. Acquire TOD Funding

Coordinate among the necessary stakeholders such as the City of Lodi, GrapeLine Bus, Amtrak, Chamber of Commerce, Downtown Partnership, San Joachin Council of Governments, private developers to position itself for the Prop 1C funds.

4. Improve Pedestrian and Transit Facilities

Make sure new streetscape improvements and Multi-Modal Center upgrades provide increased pedestrian and bike amenities, such as sufficient sidewalk shade coverage and safe bike storage facilities.

5. Bring Commuter Rail to Downtown Lodi

Incorporate transit service into future development/redevelopment projects is also critical to the success of TODs. New development site plans could be required to incorporate strategies that improve transit service and make people drive less.

FINANCING STRATEGIES

Various financing methods are available for implementing transit-oriented development. Such mechanisms include local improvement districts, tax increment financing, sales tax increases, public/private partnerships and grants (federal, state and local). In order to be able to attract the right type of developer and project, Lodi should demonstrate support for TOD by providing incentives to entice developers to engage in TOD.

Incentives such as tax exemptions, an expedited permit review process, density bonuses, or a reduction or waiver of certain development fees may help "bridge the gap" for an interested developer. Tax exemptions are one of the most powerful tools that municipalities can use to encourage TOD. For example, the State of Oregon passed legislation that allows local governments to offer a 10-year property tax exemption on eligible projects that include new multiple unit housing or mixed-use developments located within walking distance of a train station or transit route.

Additionally, reducing or waving certain development fees is another incentive technique. For example, traffic impact fees could be reduced where there is a higher level of transit service.

RECOMMENDED ACTION MATRIX

The recommended action matrix describes important steps the City can take to encourage transit-oriented development for the developers as well as create a supportive physical environment for transit-oriented living.

Public Realm Improvements	Recommended Action Steps	Key Implementer	Funding Source (if necessary)
PRIORITY #1: Parking Management Program	Reduce parking standard requirements.	City of Lodi	
	Offer shared parking arrangements.		
	Offer street parking to offset on-site parking requirements.		
PRIORITY #2: Work with Developers	Facilitate parcel assembly through a cooperative sharing of ideas and vision.		
	Offer design guidelines and templates.		
PRIORITY #3: Acquire TOD Funding	Create a transit overlay zone or TOD zoning designation to implement new standards for the project area.		Prop 1C
PRIORITY #4: Improve Pedestrian and Transit Facilities	Upgrade pedestrian and bike amenities along key streets.		Prop 1C
PRIORITY #5: Bring Commuter Rail to Downtown Lodi	Pursue the opportunity for commuter rail with the Regional Rail Commission.		