

LODI DOWNTOWN SPECIFIC PLAN

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LODI DOWNTOWN SPECIFIC PLAN



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WITH SUPPORT FROM:

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Chapter 1: Framework

Introduction





Chapter 1: Framework

Introduction

1.1 PURPOSE

In 2023, the City of Lodi's City Council decided to invest in the future of the downtown. A consulting team made up of design and technical experts was retained to develop the Lodi Downtown Specific Plan which provides a community-generated vision, with policies and recommendations that incentivize the revitalization of buildings and community spaces, and infrastructure and implementation strategies that will yield results.

The Specific Plan will set the tone for the community for years to come, not only in terms of creating a sense of place where residents and visitors can live, work and play; but also generate a vital downtown that contributes to the long-term wellbeing of the community. It promotes investment and jobs and identifies housing opportunities with live/work solutions. These improvements will be balanced with the community's desire to preserve Lodi's quaint and historic character and capitalize on the success of this food and wine destination. Over time, and through private and public investment, the existing downtown will transform into a cohesive area that bridges both sides of the railroad tracks and result in a thriving, sustainable, and inclusive area that continues to serve as the heart of the community.



Lodi's City Council Strategic Vision Goal - Downtown

- Realize a lively mixed-use, walkable commercial downtown district
- Expand opportunities for downtown living
- Preserve downtown's historic character
- Ensure accessibility for multi-modal transportation and public safety
- Promote the use of public facilities
- Expand Downtown mixed-use zoning
- Adopt policies that incentivize the revitalization of buildings and infrastructure

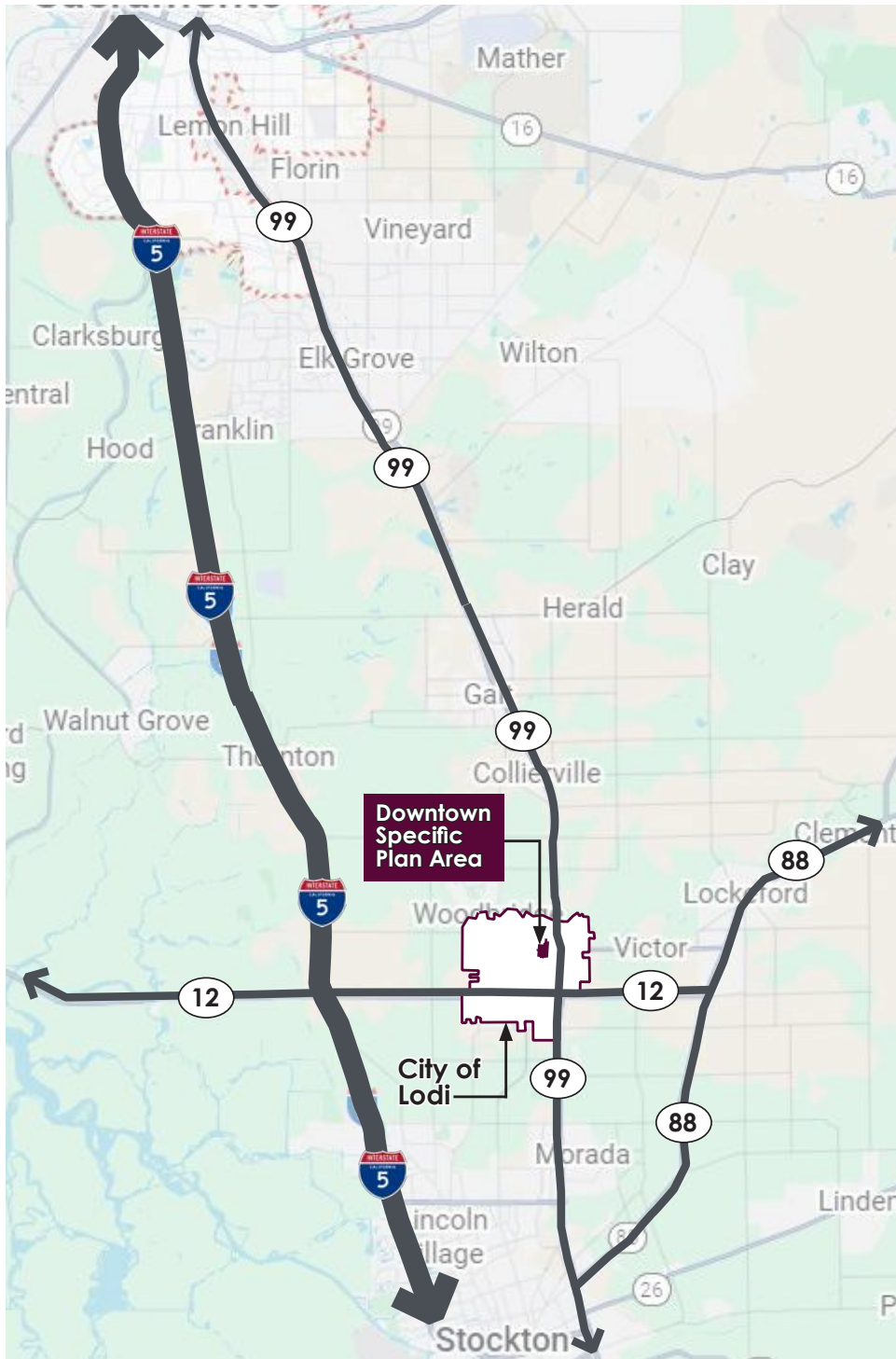


Figure 1.1: Regional Location

1.2 SPECIFIC PLAN AREA

The City of Lodi is easily accessed via major transportation routes including SR-99, which runs north-south connecting Lodi to Sacramento, Stockton, and other Central Valley communities, and SR-12, an east-west arterial linking the city to the North Bay Area, the Sacramento-San Joaquin River Delta, and the Sierra Foothills.

The Specific Plan area is situated west of the Golden State Highway (SR-99) and is generally located from Lodi Avenue on the south to Lockeford Street and the Softball Complex to the north, and from Pleasant Avenue to the west and Washington Street to the east. The area is bisected by the railroad tracks located between Sacramento Street and Main Street. Within the Specific Plan area, Lodi Avenue and Lockeford Street run east-west and provide connections to and from SR-99 and Elm Street and Pine Street link the residential neighborhoods which are located west and east of the downtown. Church Street and Stockton Street are oriented north-south and provide connections to the residential, industrial, and commercial corridors on Kettleman Lane (SR-12). The downtown blocks are conventionally developed on a grid system and contain existing alleyways situated for parking and delivery access behind businesses. The more precise location and boundaries of the Specific Plan are illustrated in Figure 1.2.

1.3 SPECIFIC PLAN OVERVIEW

The Specific Plan provides detailed criteria and recommendations to implement the City’s long-term General Plan’s goals, objectives, and policies and it is a guide for future development proposals and public improvements within the Specific Plan area. It provides a customized regulatory framework for development and was prepared pursuant to Section 65450 et seq. of the California Government Code.



Figure 1.2: Downtown Specific Plan location

1.4 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

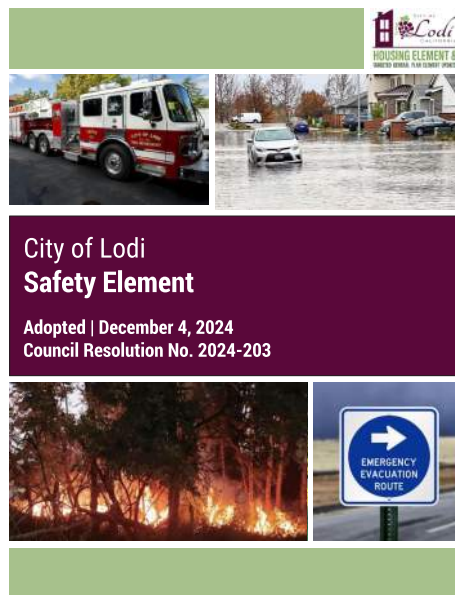
This Specific Plan is designed to implement the goals and policies of the General Plan and the planning documents listed below, and it contains recommendations and implementation measures along with a vision for the future. It provides a development framework that will incentivize future development and private investment within the Downtown Specific Plan area.




City of Lodi
2023-2031 Housing Element Update

Adopted
March 20, 2024

Certified
April 11, 2024



City of Lodi
Safety Element

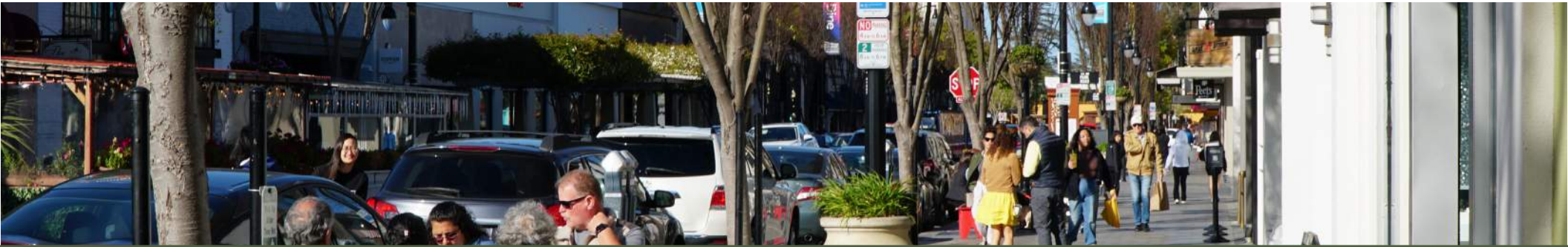
Adopted | December 4, 2024
Council Resolution No. 2024-203

1.4.1 City of Lodi General Plan

The General Plan is the City’s governance document for guiding decision making and outlines the City’s visions and policies. It is meant to guide what gets built where, how the city grows, and how the community’s character, resources (agriculture, open space) and infrastructure are protected and enhanced.

The Lodi Downtown Specific Plan is consistent with the General Plan and provides additional detail and direction serving as an implementation tool that directly advances the purpose and intent of the City’s General Plan. Essentially, while the General Plan sets the broad vision and policy framework for the whole city, the Specific Plan translates those goals into actionable strategies for a targeted area—downtown in this case.

The next page provides a few ways that this Downtown Specific Plan furthers the General Plan’s intent.



General Plan Guidance

Downtown Specific Plan Strategies and Recommendations

Promote compact urban form & focus growth

Concentrates development downtown, promoting a place where people can live, work, and play, while minimizing pressure on surrounding areas.

Enhance neighborhood livability & community design

Implements streetscape improvements, pedestrian and bicycle networks, public plazas, parks, and additional landscaping and tree canopies downtown.

Support housing for all income levels

Promotes multi-family housing, encourages affordable housing projects, and encourages housing above ground-floor retail.

Encourage economic vitality

Identifies improvements and redevelopment opportunities to support retail, office, and cultural spaces; activates street life with events, markets, and public amenities.

Expand downtown to an expanded extent that embraces the Eastside

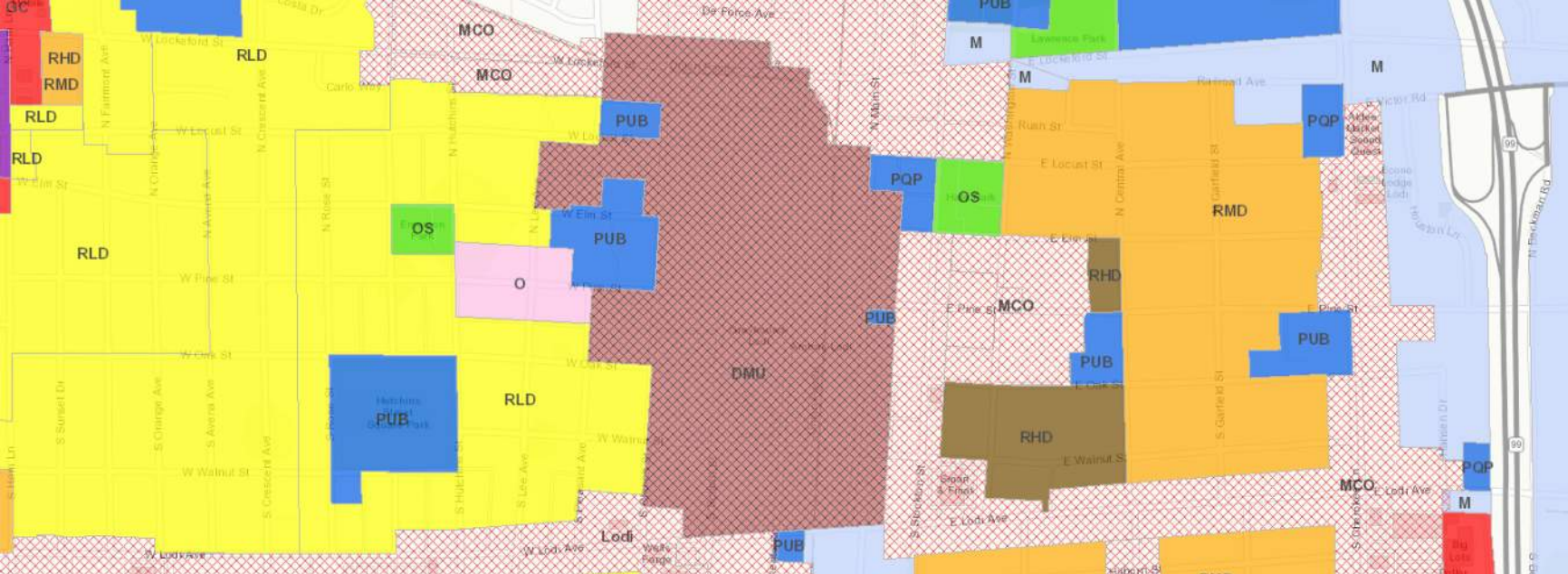
Envisions a unified downtown with a reimagined Main Street, Hale Park, and improved connections and beautification throughout.

Coordinate infrastructure & services

Plans for parking, transit, utilities, stormwater management, lighting, and safety features that match downtown growth and activity.

Reflect community vision & values

Engages stakeholders in design decisions, promotes a downtown identity aligned with Lodi's culture, and ensures public spaces meet community needs.



1.4.2 City of Lodi Development Code

The **Lodi Development Code** serves as the city’s primary tool for regulating land use and guiding growth in alignment with the Lodi General Plan. It establishes zoning districts, permitted land uses, and development standards to ensure orderly, safe, and sustainable development. The code promotes a high quality of life by protecting community character, supporting economic and environmental goals, and ensuring that new projects are compatible with their surroundings. It also provides clear procedures for reviewing development proposals, helping maintain consistency, transparency, and fairness in land use decisions.

This **Downtown Specific Plan** provides detailed recommendations for implementing the community vision and infrastructure guidance for the downtown area. While the Development Code applies generally, the Specific Plan supplements or modifies standards to address the unique characteristics and needs of the downtown area, ensuring that development is both consistent with the General Plan and tailored to the community’s vision for that location. Where the Specific Plan is silent on a topic(s), the Development Code will remain in effect.

1.4.3 Other Related Documents

The following documents were used to inform this Specific Plan; however, for any portions of these plans that fall within the Downtown Specific Plan Area, the design guidelines, policy recommendations, and development standards contained in this Specific Plan shall supersede. Any areas of these documents that lie outside the Downtown Specific Plan boundary will remain in full effect:

- Lodi Downtown Development Standards & Guidelines
- Downtown Lodi Transit-Oriented Development Design Guidelines, 2007
- City of Lodi Eastside Mobility and Access Plan, 2006

Chapter 2: Setting

Background and Context



Image Courtesy of Scott Hamilton

Chapter 2: Setting

Background and Context

2.1

LODI'S REGIONAL SETTING

Lodi is a compact, thoughtfully planned city located in the heart of California's Central Valley, with a population of approximately 68,752 within a larger regional population of 762,148. Situated 35 miles from downtown Sacramento and 80 miles east of San Francisco, Lodi offers both small-town charm and strong regional connectivity.

Surrounded by fertile agricultural lands, Lodi is an established center of wine production and wine-related tourism, home to over 85 wineries producing more than 135 varietals. The existing downtown and attractive residential neighborhoods provide a welcoming, small-town atmosphere, complemented by distinctive restaurants, breweries, shops, and recreational amenities like Lodi Lake.

Lodi's economy is diverse, including wine grape cultivation, agriculture, manufacturing, healthcare, and logistics. Business-friendly policies, competitive utility rates through city-owned electric, water, and wastewater services, and a skilled local workforce supported by nearby universities contribute to a favorable environment for commercial and industrial growth. With a compact footprint, exceptional regional access, and a blend of historic charm and modern amenities, Lodi serves as both a preferred residential choice in San Joaquin County and a growing hub for employers and entrepreneurs.





2.2 DOWNTOWN AREA CONTEXT

Historically, the City of Lodi grew around a central hub of activity that the railroad provided, and the Specific Plan area contains many charming old buildings which speak of the interesting history of the downtown. Main Street was once the hub of activity with a large Japanese quarter, and elements from the past still exist such as the iron rings for tying up horses remain embedded in the sidewalks along Main Street. Lodi has long been a multicultural hub, with a history shaped by successive waves of settlement. Early Japanese communities established roots downtown, followed by Hispanic residents, and later by Indian Urdu-speaking communities, each contributing to the city's evolving cultural fabric.

Sacramento Street was a primary roadway at one time and the Transit Station was a vital link to outside towns and cities. The water tower and original fire station were constructed on Main Street and behind it were the first police station, jail, and City Hall. Main Street, Hale Park, and the Softball Complex were once thriving and active areas which drew residents and visitors, but over time they have become vacant or underutilized, and the community would like to see them revitalized with new uses and amenities to better serve the community. Some buildings remain in various states of integrity within the Downtown and have the potential to convey historical significance. While a historic resource inventory was conducted as part of the Specific Plan effort, the City is planning to formulate a historic preservation ordinance in the future.



Today, the residential neighborhoods within and adjacent to the Specific Plan area form an integral part to the area's overall walkability, identity, and character of the downtown. However, the Union Pacific rail corridor cuts through the downtown and serves as both an economic lifeline and a physical barrier. Over time, the railroad has created a distinct divide within the downtown core—one that is clearly visible in the difference between the areas east and west of the tracks. The rail corridor itself acts as a psychological barrier, discouraging visitors and investors from crossing over despite the area's proximity to the thriving downtown core.

To the west of the railroad, downtown Lodi flourishes. School Street and its surrounding blocks are alive with energy—boutiques, restaurants, wine tasting rooms, and beautifully maintained streetscapes draw both residents and visitors. School Street has been revitalized with wide sidewalks and decorative paving, and the community has embraced the design and would like to carry some of the elements into other portions of the Specific Plan area. These previous investments in public space, lighting, and pedestrian-friendly design have made the west side of the downtown a destination, reflecting years of careful planning and community pride.

In support of downtown hospitality growth, Hutchins Street Square Conference Center, located west of the Specific Plan area and in walking distance to the downtown, contains performing arts, conference and community center facilities, an indoor pool, and a variety of recreation programs and services for all ages. The venue is owned by the City of Lodi and operated by the Parks, Recreation and Cultural Services Department. The Conference Center facilities attract national and regional corporate meetings and large events, and the community would like additional hotels and parking structures to better serve this facility and the downtown in general.

To the east of the rail line, however, the story is different. This area faces challenges that stem from years of disinvestment and physical separation. Vacant parcels and underused buildings dominate the landscape, and the area struggles with issues such as visible homelessness, safety concerns, and a lack of consistent activity. Yet, the potential on the east side of the tracks is undeniable. With its larger parcels, authentic building stock, and connection to downtown's success, this area is primed for transformation. With targeted investment such as improved pedestrian crossings, streetscape enhancements, mixed-use development, and support for social services, the east side could evolve into a vibrant extension of downtown. Reconnecting both sides of the rail corridor offers Lodi the chance to unite its downtown, transforming a long-standing divide into a shared space for growth, connection, and community pride.



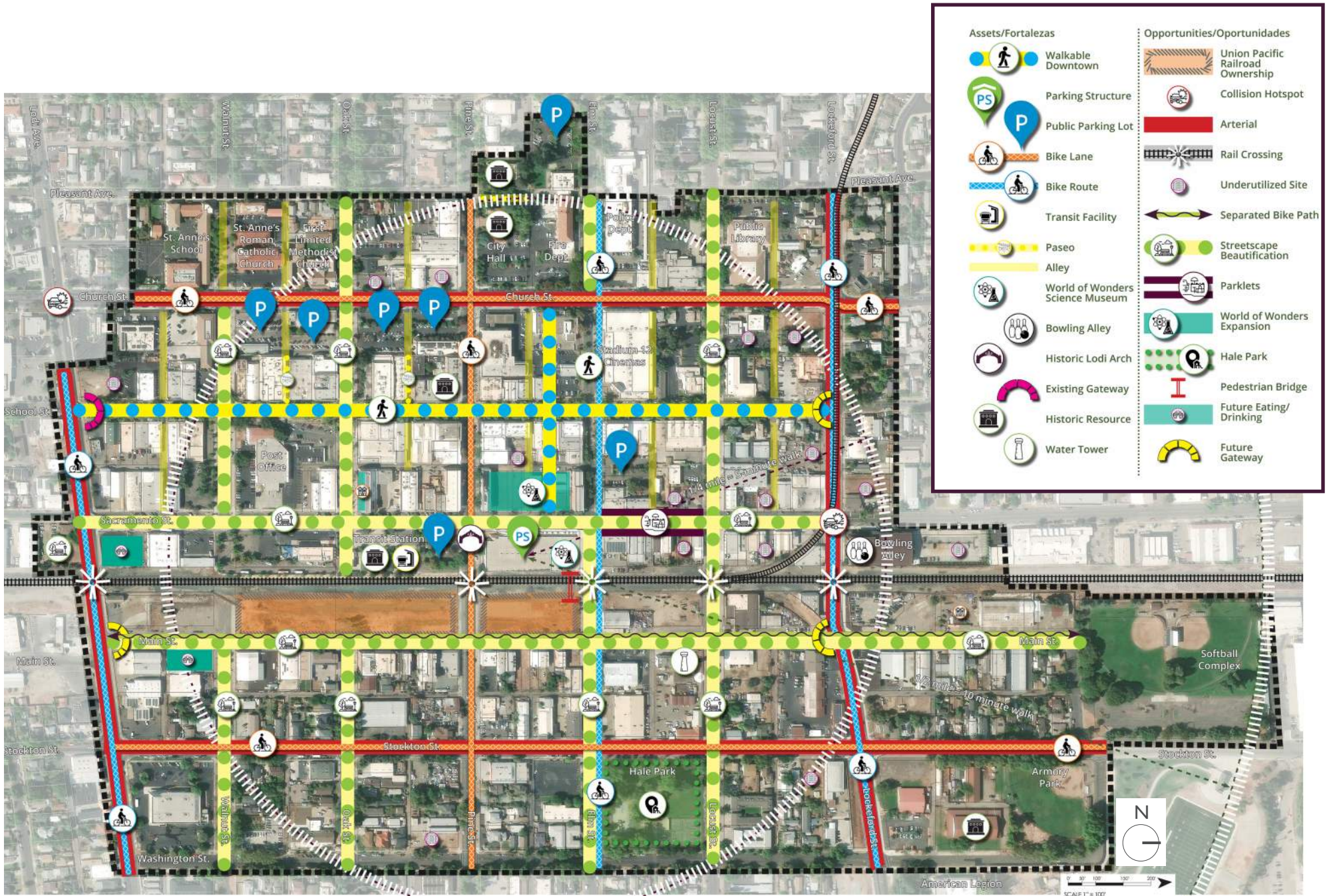


Figure 2.1: Downtown Opportunities and Assets



2.3 OPPORTUNITIES WITHIN DOWNTOWN

Lodi's downtown is brimming with potential, offering a unique blend of historic charm, cultural attractions, and modern mobility options. At the edges of downtown, landmarks like the Water Tower, Historic Gateway, and the Lodi Transit Station establish a sense of place. Its walkable streets invite residents and visitors alike to explore on foot, creating a vibrant street life anchored by destinations like the Historic Lodi Arch, the World of Wonders, and the Science Museum. These assets lay the groundwork for a people-centered, low-carbon downtown that aligns with California's Transformative Climate Communities (TCC) goals.

Lodi's downtown also holds untapped development potential. Underutilized sites, infill opportunities, and properties identified in the 2023-2031 Housing Element represent spaces primed for mixed-use growth. This includes opportunities for expanding attractions like the World of Wonders, enhancing green spaces such as Hale Park, and connecting these areas via a pedestrian bridge or new gateways that celebrate the city's history and identity.

The existing downtown has a pedestrian-friendly atmosphere created by wide sidewalks, paseos, and enhanced alleys that serve as connectors between shops, eateries, and cultural sites. Paseos provide pedestrian passageways between buildings, while alleys are traditionally used for vehicular access and service. Alleys can serve as secondary pedestrian connections if improved with lighting, murals, and specialty paving.



Downtown's mobility network also positions it well for climate-smart improvements. Parking is convenient and accessible, with a centrally located parking structure and multiple surface public parking lots supporting downtown activity. For cyclists, bike lanes and bike routes link key destinations, while a future multi-use trail and new routes further promote sustainable mobility. The potential for parklets along the streets could transform underused spaces into vibrant outdoor social areas, complementing future dining and drinking establishments that may activate these zones.

Transit connections are another strong asset, with existing transit facilities providing options for commuting and tourism, while nearby arterials and rail crossings highlight areas where safety improvements and design interventions could reduce collision hot spots. By transforming the corridor from a barrier into a connector, Lodi can extend economic opportunity and downtown vitality to both sides of the tracks.

Exploring a potential future quiet zone conversion, where enhanced railroad crossing design features enable trains to pass through Downtown without needing to sound their horns except in the case of an emergency, would serve as more than an infrastructure improvement, it's an opportunity to create a truly unified and inclusive downtown Lodi.

The Fire Department has identified the need for a targeted program to inspect and evaluate existing buildings within the Specific Plan area, many of which predate modern fire and life-safety standards and have not previously undergone comprehensive fire safety review. The methodology for establishing this assessment program shall be directed by the City Fire Department, with the primary goals of protecting life and reducing potential damage to public and private property.

With thoughtful planning, Lodi can leverage its rich assets and transform opportunities into a cohesive, thriving, and accessible downtown. By integrating housing, recreation, transportation, and enhanced public spaces, the city can create a downtown that is both a destination and a community hub, inviting everyone to experience the charm and energy of Lodi.



Chapter 3: Community *Engagement Process*





Chapter 3: Community *Engagement Process*

3.1 COMMUNITY ENGAGEMENT FOUNDATION

The Lodi Downtown Specific Plan emerged from an open, structured, and inclusive process — grounded in the belief that downtown’s future must be shaped by those who live, work, and invest here. From its inception, the City of Lodi committed to a transparent planning approach guided by City Council direction, broad stakeholder collaboration, and consistent opportunities for public input. The engagement process unfolded in four sequential phases, beginning with discovery and listening. Each phase built upon the one before it — translating public input into shared understanding, refined concepts, and ultimately, a community-driven plan for the future of downtown Lodi.





Early Council Direction

Before the Downtown Specific Plan Request for Proposals (RFP) was even drafted or released, City staff presented to the City Council in November 2023 to seek direction on the project's scope, objectives, and engagement framework. The Council discussion was a defining moment, clarifying that the plan must build upon the Lodi General Plan goals and implement the City Council's Strategic Goals — advancing the City's vision for economic vitality, housing opportunity, mobility, and quality of life — while remaining rooted in the unique identity and historic character of downtown. This early policy direction established the framework for a transparent and collaborative planning process that placed community engagement at the center of every subsequent phase.

Objectives and Scope

At that meeting, City Council established clear objectives and focus areas for the Downtown Specific Plan, directing staff to translate Council's policy goals into actionable strategies. Key priorities emphasized: expanding opportunities for downtown living; preserving historic character and scale; improving multimodal access and public safety; enhancing civic spaces and public facilities; and incentivizing reinvestment in existing buildings and infrastructure. Council also provided explicit direction for the technical scope of work, which staff incorporated into the RFP to ensure implementable results. The RFP called for analysis of infrastructure gaps, parking and transportation linkages, Main Street corridor design, economic market potential, historic resource preservation, CEQA compliance, and clear implementation measures.



Formation of the Steering Committee

As part of its November 2023 direction, City Council authorized formation of an initial Downtown Specific Plan Steering Committee to assist staff in reviewing and refining the RFP prior to its release. This initial committee included representatives from the Lodi Chamber of Commerce, Downtown Business Alliance, Visit Lodi, City staff, and a City Council member, ensuring balanced input in shaping the project scope and consultant selection process. Following the RFP's release and evaluation, the committee participated in consultant interviews and unanimously recommended RRM Design Group as the preferred consultant team. In July 2024, City Council approved the contract, including additional funding for RailPros to address coordination with Union Pacific Railroad within the downtown corridor. After contract award, the Steering Committee was expanded to include a broader cross-section of community stakeholders -- developers, business owners, representatives from financial institutions and local banks, nonprofit organizations, and bilingual representatives from the Eastside Heritage District -- ensuring that economic, cultural, and equity perspectives were fully integrated into the planning and engagement process. This collaborative foundation set the tone for all subsequent outreach efforts described in the following sections, where each phase built upon Council's direction and community input to shape a shared, implementable vision for the heart of Lodi.





3.2 PHASE ONE – DISCOVERY: LISTENING & LEARNING

The Discovery Phase served as the foundation for understanding downtown Lodi—its character, challenges, and opportunities. The project team began by immersing themselves in the community through a series of meetings, interviews, and site visits. Conversations with residents, business owners, property owners, and community leaders revealed the unique spirit that defines Lodi’s downtown: its historic charm, its walkable streets, and its close-knit sense of community.

This phase focused on listening. Through early outreach meetings, walking tours, and the review of previous planning documents and economic data, the team identified key issues such as parking availability, mobility connections, building preservation, and opportunities for revitalization. These insights provided a factual and emotional baseline — a clear understanding of what matters most to Lodi’s people and what the Specific Plan needed to achieve.

Steering Committee Meeting #1 and Tour

The first Steering Committee meeting was held on October 8, 2024, at the WOW Classroom Building. This meeting introduced the project team, outlined the role of the Steering Committee, and provided an overview of the purpose and scope of the Specific Plan. Following a presentation and discussion, participants used an interactive questionnaire to share real-time input on key issues facing downtown Lodi.

Afterward, committee members and the project team participated in a walking tour of the Specific Plan area. The tour provided valuable first-hand insight into downtown’s existing conditions, community character, and development opportunities. Participants identified both challenges and “big ideas” that would guide subsequent phases of the planning process.



Website and Social Media

To establish a recognizable and accessible project identity, the team launched a project brand and dedicated website at www.PlanLodi.com, which served as the central hub for project updates, event information, and draft materials. The website includes built-in translation tools allowing visitors to view content in the four most spoken languages in Lodi, per U.S. Census data, in addition to English, ensuring inclusivity and broad accessibility.

The City also utilized its established Constant Contact e-mail list of approximately 400 subscribers to distribute e-blasts and announcements, ensuring timely communication with residents, businesses, and stakeholders. Social media posts and digital outreach were coordinated with the City’s Public Information Officer (PIO) to maintain consistent messaging and increase visibility across the community throughout the planning process.

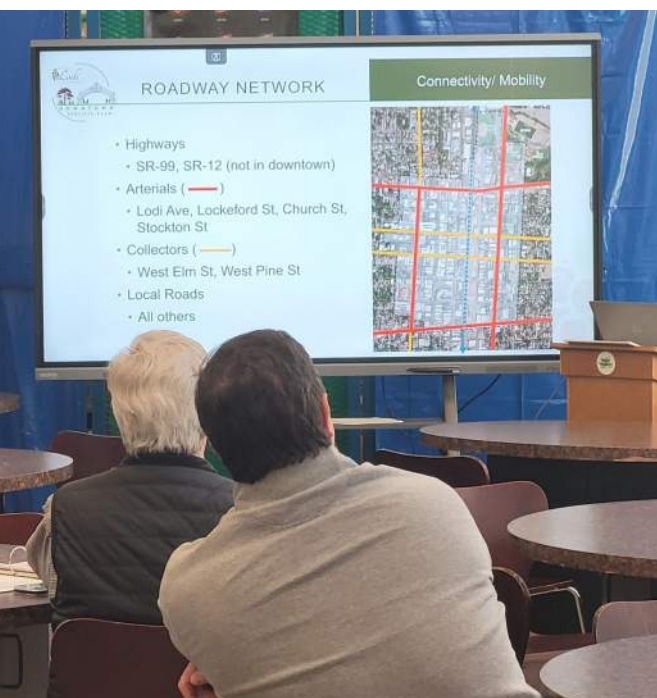


3.3 PHASE TWO – FOUNDATION: BUILDING SHARED UNDERSTANDING

In the Foundation Phase, the community's input began to take shape as the team translated initial findings into guiding principles and strategies. A central focus of this stage was exploring what makes Lodi truly unique—its cultural heritage, regionally significant wine industry, historic architecture, and local entrepreneurship.

Through workshops, questionnaires, and focus groups the participants were invited to articulate their hopes for the future of downtown. The outreach revealed a collective desire to balance growth with preservation—to maintain the small-town authenticity that defines Lodi while providing additional opportunities for housing, improving amenities, pedestrian experiences, and economic vitality.

The team used these conversations to inform a series of foundational reports and analyses, which set the stage for policy development. This phase established not only technical groundwork but also a shared understanding of the community's priorities, ensuring that the next steps reflected Lodi's distinctive values and aspirations. Engagement during this phase emphasized both in-person and online participation to reach as many residents and stakeholders as possible. Many of the specific activities are described on the following pages.





Community Questionnaire

An interactive online questionnaire was developed and made available for several months and at a series of community engagement events. The questionnaire was accessible via mobile phones and computers and participants were invited to share their thoughts on downtown Lodi's strengths, challenges, and future goals. The questionnaire captured both quantitative and qualitative input, allowing participants to see collective responses in real time. To ensure accessibility, the questionnaire was available in English and Spanish, and paper copies were provided at all in-person events. Business cards with a link to the online questionnaire were also distributed to encourage broad community participation.

Steering Committee Meeting #2

The team shared findings from the existing conditions analysis at a second Steering Committee meeting held on January 9, 2025, at the WOW Classroom Building. Committee members were invited to share their thoughts and were engaged utilizing the community questionnaire, offering early insights into key opportunities and constraints within the downtown area.

Community Workshop

Immediately following the Steering Committee meeting, the City hosted a Community Workshop that invited the broader public to engage directly with the project team. The workshop presentation summarized findings from the initial research and existing conditions analysis and was followed by a lively question and answer session. Participants shared ideas, asked questions, and voiced priorities for downtown's future. Attendees also participated in the community questionnaire, where results appeared instantly on-screen, sparking interactive discussion and learning among participants. All materials were provided in both English and Spanish to ensure inclusivity.

Wordcloud poll

Community Questionnaire (10/14)

1 1 5

What do you currently enjoy west of the tracks that you would like to see in the expanded Downtown area? (write in three words)





3.4 PHASE THREE – SPECIFIC PLAN DEVELOPMENT: REFINING THE VISION

Building on the foundation of community insight, the third phase transitioned from exploration to refinement and consensus-building. During this stage, the team and community worked collaboratively to refine conceptual ideas, evaluate design alternatives, and build consensus on the future direction of downtown Lodi. Public workshops, stakeholder roundtables, online engagement tools, and a multi-day charrette invited residents to react to draft ideas and visuals. These outreach activities allowed community members to see their earlier input reflected in tangible proposals and to help fine-tune the Specific Plan's direction.

3.4.1 Multi-Day Charrette

A major milestone in the Downtown Specific Plan process was the two-day Visioning Charrette, held on February 4–5, 2025, at 22 South Main Street. This intensive, hands-on event brought together the community, City staff, and the consultant team—including urban planners, landscape architects, architects, traffic engineers, rail experts, and economists—in a collaborative, transparent environment to collectively imagine the future of downtown Lodi.





The Charrette was designed to be welcoming and interactive, accommodating both drop-in visitors and focused participants throughout the two days. The space at 22 South Main Street was transformed into themed rooms, each providing a unique window into the planning process. The open studio format allowed participants to witness the planning process in real time, contribute ideas, and engage directly with experts and decision-makers. This format fostered a shared ownership of the plan's direction and created a sense of excitement and momentum for downtown's future. Presentations and discussions were conducted in both English and Spanish, and the venue remained open after the event so residents could continue to learn about and contribute to the Specific Plan effort.

A large aerial map of the downtown area allowed attendees to post notes, sketches, and comments directly onto key sites, and the City also provided an oversized TV screen displaying an aerial flyover of the plan area to help participants visualize existing conditions and opportunities. During the Charrette, the consultant team produced live conceptual drawings and diagrams reflecting public ideas. These visualizations—ranging from street design cross-sections to park and gateway concepts—were discussed, refined, and improved with continuous community feedback. Additionally, an interactive questionnaire provided anonymous opportunities for participants to vote on design options and share opinions about the downtown.

The Visioning Charrette represented more than a single outreach event—it was the heart of the community engagement process. Its value lay in its ability to blend technical expertise with community insight, allowing all participants to learn from one another and to see the physical implications of their ideas unfold immediately.

Themed Rooms

Welcome Room: The main entry included a sign-in area, background materials, and an introduction to the event's purpose and process. Staff greeted attendees, explained how to navigate the stations, and encouraged hands-on participation.

Room One – *Lodi Yesterday and Today*: A looping presentation displayed historical photos, maps, and data about downtown's evolution, setting the stage for conversations about identity and continuity.

Room Two – *Downtown Today*: This room showcased the Specific Plan timeline, railroad and circulation information, existing conditions maps, and the Assets and Opportunities identified in Chapter 2. Visitors could ask technical questions and share local insights about current challenges.

Room Three – *Imagine the Future*: The creative heart of the event, this room encouraged participants to envision possibilities for the next generation of downtown Lodi. Stations invited input on topics such as:

- Potential improvements at Hale Park
- Mobility concepts, including pedestrian, bike, and transit connections
- Enhancements to alleys and paseos
- Streetscape amenities and design character preferences
- Residential and hotel development concepts



Cross-Community Dialogue

Focus Group sessions were held with representatives from across Lodi's committees, commissions, community organizations, and business groups, bringing together a wide range of perspectives on topics such as mobility, economic development, design character, and cultural preservation. This diverse mix of voices ensured that the vision for downtown Lodi reflects both the community's identity and the practical considerations for implementation.

Together, these key stakeholders provided valuable insights that helped shape a downtown vision grounded in local experience, shared values, and a commitment to Lodi's future vitality. Participants included members and representatives from:

- Kiwanis Club, Lodi Boys & Girls Club, Lodi BOBS, and Lodi Lions Club
- Lodi Downtown Business Alliance (DBA) and the Lodi Chamber of Commerce
- Visit Lodi (including economist and hotel sector representatives)
- Lodi Historical Society
- Lodi Improvement Committee
- Greater Lodi Area Youth Commission
- Tree Lodi
- Lodi Arts Foundation
- Lodi Winegrape Commission
- Bike Lodi
- Local merchants and realtors
- Multi-family developers (both affordable and market-rate housing)
- East Side residents

Re-Imagine Hale Park

Reimagine Hale Park

If Hale Park was improved, what recreational amenities would you like

Place a dot on your top two preferred categories.

The survey board displays the following categories and preferences:

- Multi-Use Sports Court (with Pickleball)**: 2 dots (indicated by a '(2)' next to the category name).
- Skate Park**: 1 dot.
- Swings**: 3 dots.
- Walking Loop**: 1 dot.
- Outdoor Fitness**: 3 dots.
- Nature Play**: 1 dot.
- Playground**: 1 dot.
- Picnic Areas**: 1 dot.
- Gazebo/Shade Structure**: 1 dot.

Sticky notes on the board include:

- "Accessible Play Equipment in Parks." (blue)
- "All Abilities" (yellow)
- "I would upgrade the playground equipment to be more inclusive." (green)
- "I would like to see a walking loop around the park." (green)
- "I would like to see a gazebo/shade structure." (green)
- "I would like to see a playground." (green)
- "I would like to see a picnic area." (green)
- "I would like to see a nature play area." (green)
- "I would like to see a multi-use sports court." (green)
- "I would like to see a skate park." (green)
- "I would like to see a walking loop." (green)
- "I would like to see a gazebo/shade structure." (pink)



Key Benefits and Outcomes of the Charrette Included:

Collaborative Problem Solving

By bringing together professionals from multiple disciplines—urban design, traffic engineering, architecture, landscape architecture, and economics—the Charrette enabled real-time coordination between experts and the public. This cross-disciplinary exchange allowed complex issues like circulation, parking, economic vitality, and placemaking to be addressed holistically rather than in isolation.

Transparent and Accessible Planning

The open-studio format demystified the planning process. Residents could observe planners sketching concepts, discuss trade-offs, and see how feedback shaped emerging ideas. This transparency helped to build trust and strengthened the connection between the public and the planning team.

Real-Time Design Exploration

Ideas generated by participants were immediately tested and visualized through on-site sketches, conceptual renderings, and maps. This iterative process allowed for immediate feedback, turning abstract community goals into tangible design concepts that everyone could react to and refine.

Intensive and Efficient Engagement

The compressed, two-day schedule concentrated energy and attention, producing significant progress in a short time. This efficiency allowed the project team to advance design concepts while maintaining the excitement and momentum generated by direct community involvement.

Shared Learning and Vision Building

The event became a community learning opportunity where residents gained insight into planning principles and trade-offs, while planners and designers gained deeper understanding of local culture, priorities, and lived experiences. The resulting dialogue helped align technical solutions with community values.





Key Outcomes and Influence on the Specific Plan

The two days of immersive collaboration generated a wealth of ideas and clear community direction. Working side-by-side, residents, City staff, and the consultant team developed conceptual designs for several high-priority focus areas, including:

- Hale Park activation and improvement
- Main Street streetscape enhancement and pedestrian experience
- Railroad corridor and historic water tower area revitalization

These community-driven concepts became the building blocks of the Downtown Specific Plan, shaping its land use framework, mobility strategies, and public realm design guidelines. The Charrette stands as a model for interactive, transparent, and community-driven planning. By combining the knowledge of technical experts with the lived experience of the community, the Charrette bridged the gap between professional analysis and public aspiration.

Just as importantly, the Charrette reinforced a shared sense of pride and partnership among all participants. It demonstrated that downtown Lodi's future is not being imposed from the outside—it is being co-created by the people who live, work, and invest there.

Ideas de Diseño para Hale Park



East of the Railroad Tracks

Pro de Lodi - Al Este de las Vías del Tren





Ongoing Engagement

22 South Main Street Storefront Pop-Ups

After the Charrette, 22 South Main Street remained open as an informational hub, displaying materials and visuals developed during the event. This extension allowed residents who could not attend in person to review the content, leave feedback, and stay informed about the evolving Specific Plan process. Staff also hosted an additional Community Open House, on April 17, 2025, at 22 Main Street which included a dedicated session for the Lodi Association of Realtors, and a Spanish-only workshop designed to engage Spanish-speaking residents and ensure inclusive participation across the community.

The Charrette as a Model for Collaborative Planning

The process reaffirmed that great downtowns are not designed in isolation—they are shaped through dialogue, creativity, and shared vision. The Charrette distilled that philosophy into action, setting the tone for how downtown Lodi will continue to evolve with the guidance and passion of its community.

Community Open House

An additional Open House was hosted by the City on April 17, 2025, at 22 Main Street. The Open House allowed for additional public review of the project team's findings and analysis and provided an opportunity to obtain input from the community. The event included presentations in both English and Spanish.





Study Sessions and Committees

City staff and the project team met with Lodi's City Council and Planning Commission to discuss the Downtown Specific Plan's purpose and status, summarize community outreach to date, highlight opportunities and preliminary concepts, and clarify the next steps in the process. These Study Sessions were an important opportunity to engage the decision makers and confirm the Specific Plan direction.

- Planning Commission Study Session: April 23, 2025
- City Council Study Session: May 7, 2025
- City Council Study Session: September 3, 2025

The project team and City staff met with the Steering Committee again on August 11, 2025, to provide an update on the key concepts and an overview of the Specific Plan progress. The information at the Steering Committee meeting was also presented to the Lodi Improvement Committee on September 9, 2025, and presented to the Economic Development Ad Hoc Committee on September 17, 2025.





3.5

PHASE FOUR – PLAN ADOPTION: CELEBRATING AND COMMITTING TO THE VISION

The final phase marked both a celebration and a commitment to the community vision – the adoption of the Downtown Specific Plan and the associated CEQA findings. The public meetings and an open house provided opportunities for community members to revisit the Plan’s journey, from discovery to adoption, and to affirm the shared vision that had emerged.

The open house featured visual displays and opportunities for one-on-one discussions with project staff and consultants. Participants offered final feedback and expressions of support, while the City Council’s review ensured the Specific Plan’s alignment with broader citywide goals.

3.6

A LIVING DIALOG

The resulting Specific Plan is not just a technical document—it is an intentional effort to honor and extend the character that has long defined the heart of Downtown, particularly along School Street, where the 1990s-era improvements created the brick streets, mature tree canopy, diagonal parking, and walkable charm that residents and visitors value today. That established sense of place, however, is largely confined to a single corridor. The Plan seeks to broaden that vibrancy across the entire downtown, reconnecting the east and west sides long divided by the railroad and embracing the cultural diversity that exists on both sides. In doing so, it lays the groundwork for a more unified, inclusive, and livable downtown, including new housing opportunities essential to sustaining a thriving urban center. Ultimately, the Specific Plan serves as both a roadmap for future development and a collective vision shaped by the community it is designed to serve.

Chapter 4: Vision

Vision and Concepts



Chapter 4: Vision

Vision and Concepts

4.1

THE COMMUNITY'S VISION

Through the collaborative community engagement process described in Chapter 3, residents and stakeholders shared a clear and consistent vision for downtown Lodi—one that honors what already works, reconnects what has long been divided, and elevates the entire district. The community emphasized the importance of preserving the successes of School Street, including its long-standing street fairs, farmers' markets, holiday light parades, and the walkable charm that has made it the city's signature gathering place. At the same time, there is a strong desire to extend that vibrancy across the whole downtown, particularly by better linking the east and west sides that have historically been separated by the railroad. The community's vision is clear: downtown Lodi should be connected, safe, vibrant, and inclusive, blending historic character with modern amenities and offering housing, public spaces, and experiences that draw people to live, work, and gather. With thoughtful investment, strategic enhancements, and community-centered planning as described below, downtown can continue to grow as the unified heart of Lodi for generations to come.





Celebrating Community and Family Life

The vision emphasizes a downtown for people of all ages and abilities. Family-oriented destinations, cultural institutions, and community programming are key to fostering an inclusive environment where everyone can enjoy the vibrancy of downtown. Residents see these elements as essential to preserving Lodi's identity, creating lively social spaces, and ensuring downtown remains a place the community can take pride in.

A Downtown That Thrives

The community emphasized the importance of sustaining and building upon the long-standing success of School Street while extending that same level of vitality throughout the broader downtown. Residents were clear that the elements that make School Street thrive—its active storefronts, community events, outdoor dining, and walkable character—should inform improvements across the district. Beautification, thoughtful enhancements, and strategic investment were seen as essential to supporting local businesses, encouraging all-day activity, and creating a welcoming environment for all.

Outdoor dining, parklets, and well-designed public spaces were repeatedly highlighted as effective ways to bring life and energy to the streets. At the same time, iconic landmarks such as the Lodi Arch, Carnegie Library, the historic City Hall/civic campus, the Transit Station, and the water tower were recognized as anchors of community identity—symbols of pride and history that should be preserved and complemented as downtown continues to evolve.



Connected and Accessible Spaces

Residents want downtown to be easily navigable, safe, and inviting. Ideas included improving pedestrian and bicycle networks, enhancing crossings over the railroad, and providing stronger connections to destinations like the Softball Complex and Hale Park. A centrally located pedestrian bridge connecting east and west downtown was suggested to make movement seamless for everyone.

Smart Growth and Redevelopment

The community expressed strong support for transforming underutilized parcels into productive, active spaces that contribute to a more complete and vibrant downtown. Opportunity and catalyst sites were identified not only through community input but also through financial analysis and recommendations prepared by a real estate economist, ensuring that redevelopment concepts are both visionary and economically grounded. Additional housing, hotel and hospitality options, and the redevelopment of key opportunity sites—including those that could support the expansion of the WOW Science Museum and the Fire Station Museum—were viewed as important catalysts for attracting new activity and investment. These ideas build on the momentum of ongoing projects and reflect the community’s desire for thoughtful, sustainable growth that strengthens downtown as a destination.



Safe, Welcoming, and Engaging Public Spaces

Safety and accessibility emerged as central themes, particularly in areas where residents experience higher levels of crime or perceive legitimate safety concerns. Alleys and paseos were repeatedly identified as places where poor lighting, clutter, and inconsistent maintenance contribute to discomfort and limit their use. The community envisions well-lit, clean, and actively managed pedestrian connections—with consolidated trash enclosures, clear sightlines, and public art—to create spaces that feel genuinely safe and inviting.

Hale Park also surfaced as an area needing focused attention. While it is a valued neighborhood open space, residents noted that inadequate lighting, limited activation, and surrounding conditions can make the park feel unsafe, especially in the evening. The vision calls for improvements such as new amenities, intentional programming, better lighting, and additional adjacent housing to bring more “eyes on the park,” strengthen community presence, and support a safer, more welcoming environment.

Central parking structures and lots were recognized as important community assets, but many residents noted they avoid using the existing parking garage because they do not feel safe there. Improving lighting, visibility, maintenance, and activation around these facilities is seen as essential to ensuring they function as intended and better support downtown’s overall accessibility and vitality



4.2 ENHANCED SCHOOL STREET AND WEST DOWNTOWN

The recommended improvements for the west side of downtown Lodi build upon its existing success by refreshing and enhancing the area’s vibrant character and pedestrian appeal. The plan focuses on strengthening downtown’s identity through upgraded gateway monuments, cohesive wayfinding signage, and unified branding elements. Streetscape enhancements—including paseo and alley improvements, “twinkle” lighting year-round, accent landscaping, public art, and upgraded furnishings—will refresh the look and feel while promoting safety and walkability. Expanded outdoor dining, improved plazas, and paseos will create more welcoming spaces for gathering, events, and everyday activity. Specific recommendations and concepts are described and illustrated in Chapter 6, Urban Fabric. Overall, these updates refine and celebrate what already makes downtown Lodi special—enhancing its sense of place, cultural vitality, and pedestrian-friendly charm.





4.3 HALE PARK PROMENADE

The vision for the Hale Park Promenade transforms the single block of alley west of Hale Park into a vibrant, walkable pedestrian corridor that provides a safe and seamless connection between the park and Main Street adjacent to the future Fire Station Museum. Although only one block in length, the Promenade plays an outsized role in improving local walkability, supporting low-carbon mobility, and strengthening neighborhood access to key community destinations—important considerations for climate-resilient, people-focused design.

Lined with mixed-use development that brings new activity to the east side, the Promenade will offer a sensory-rich, pedestrian-first environment with native landscaping, shaded seating, inviting gathering spots, and high-efficiency lighting to enhance safety and visibility. The use of natural materials, drought-tolerant plantings, and stormwater-friendly features contributes to reduced heat-island effects and improved environmental performance.

Cohesive design elements, framed views into Hale Park, and undergrounded utilities create a comfortable, attractive, and inclusive public realm. By elevating safety, supporting active mobility—even within a short distance—and encouraging year-round community use, the Hale Park Promenade becomes a meaningful neighborhood connector and a welcoming destination that unites history, culture, and everyday life.

Figure 4.1: Future Hale Park Promenade Vision



Figure 4.2: Existing Alley (before)

Specific improvements include:

- Limit access to pedestrians, allowing for emergency access with a minimum of 20 feet of paved surface, and removable bollards at each end of the promenade
- Human scale elements such as planters, benches, and pedestrian scale lighting
- Seating areas and plantings line the edges of the promenade
- Grand walkway with programmed activities and events to carry people between Main Street and Hale Park
- Rich in history and multi-cultural themes, such as reinforcing the Hispanic heritage
- Framed views of Hale Park
- Visually unifying elements throughout, such as a continuous paving pattern and repeated furnishings and plantings
- Link to mid-block crossings on Stockton and Main Street
- Landscaping and planters to soften the alleyway
- Ample room for social interaction and gathering
- Plaza space adjacent to the Fire Station Museum
- Underground overhead powerline and screen utilities
- Consider curvilinear walkways to soften the feel of the promenade
- Interactive public art and fun seating options such as swings and rotating chairs



Figure 4.3: Future Hale Park Promenade (after)



4.4 HALE PARK UPDATE

The vision for an updated Hale Park is to create a vibrant, inclusive destination that celebrates community, culture, and connection—transforming the City’s oldest park and a downtown asset into a lively and welcoming hub. Designed for both leisure and community, it will house a new amphitheater and will host programmed activities and events, celebrate the area’s multicultural and Hispanic heritage, and provide ample space for gathering and social interaction. The park will blend recreation, relaxation, and social gathering through features like soccer fields, a pavilion with stage-viewing areas, walking loops, and natural play spaces. By preserving mature trees, improving amenities, and thoughtfully addressing parking and utilities, Hale Park will offer a safe, active, and engaging environment that draws people together and revitalizes the heart of the community.

The conceptual plan for Hale Park demonstrates how these elements could be incorporated:

- Soccer and field sports
- New pavilion for events and picnics
- Stage viewing areas
- Walking trail loop with picnic areas
- Preserving mature trees where possible
- Parking 90 degrees along the edge of the park to maximize park space
- Maintaining the existing restroom
- Resurface existing sports courts or replace
- Swings and natural play spaces
- Undergrounding overhead powerlines



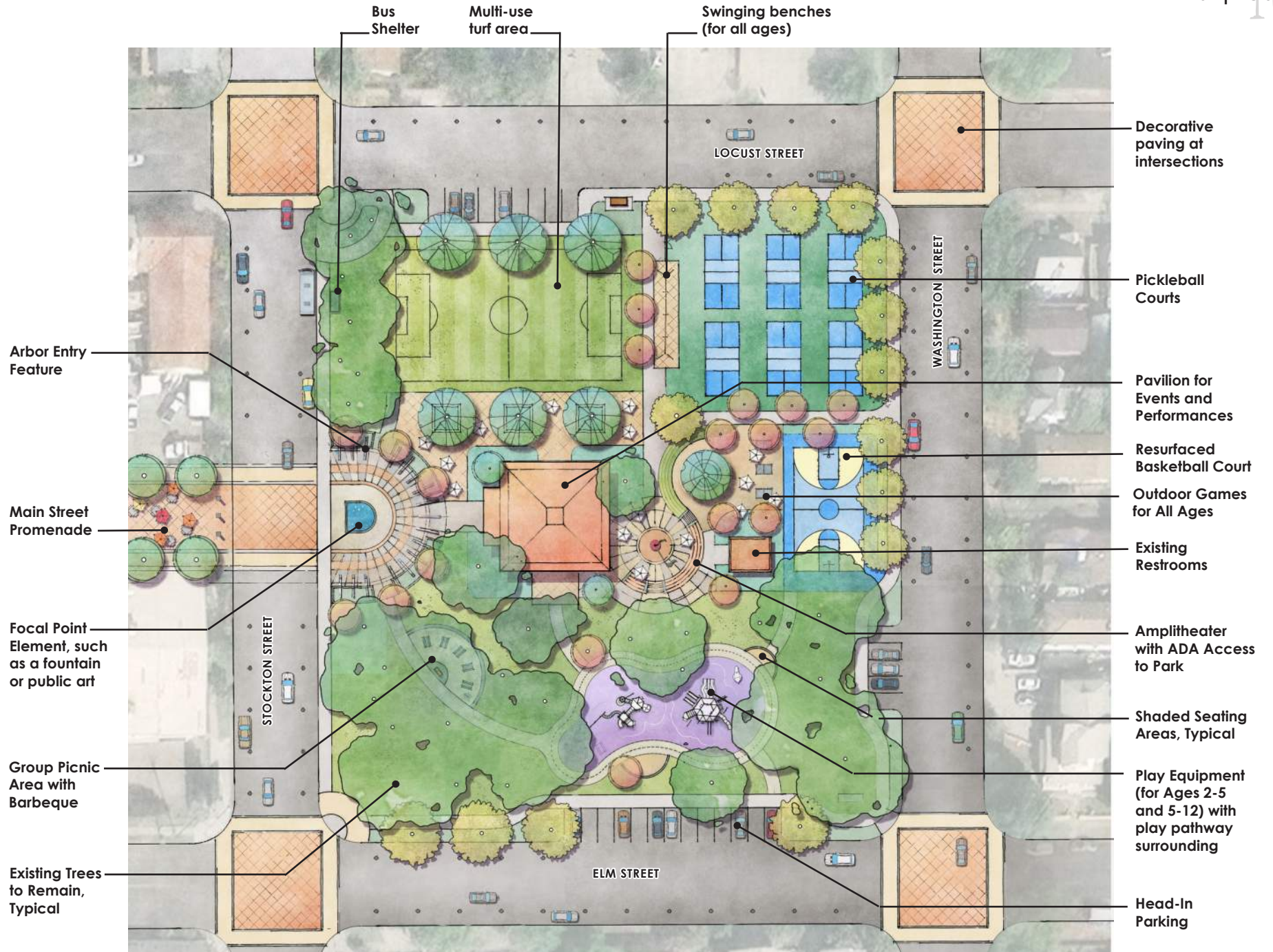


Figure 4.4: Hale Park Conceptual Improvements



4.5 REIMAGINED EASTSIDE

The areas east of the railroad tracks hold immense promise—an untapped canvas ready to be transformed into a vibrant extension of the downtown. With thoughtful reinvestment and strategic infill development including new higher density housing, these underutilized and vacant sites can evolve into dynamic, mixed-use neighborhoods that bring new life to the east side. Catalytic projects like the restoration of the historic Fire Station Museum, pedestrian promenade and paseo connections between blocks, and linking to a renovated Hale Park will infuse the east side with energy and charm. A new multi-use trail connecting Lodi Avenue to the Softball Complex will weave together neighborhoods, parks, and destinations and link people to the places they love.



Figure 4.5: Birdseye View of Existing Main Street Area (before)



Figure 4.6: Future Main Street Area Improvements (after)



Figure 4.7: Existing Main and Elm Street Intersection (before)

Reimagining the east side of the tracks starts with a public investment to update the Main Street right-of-way with new consistent travel and bike lanes and sidewalks, enhanced with decorative paving, coordinated furnishings, bike racks, and drought-tolerant landscaping—will unify downtown’s appearance, celebrate its multicultural heritage, and establish a distinct sense of place that promotes economic vitality and civic pride. In addition, infusing additional placemaking elements, such as those listed, within public places and streetscape elements, along with programming multicultural events and activities, will reflect its rich history and celebrate the mix of cultures.

- Japanese elements (south of Elm Street):
 - Painted crosswalks and/ or intersections
 - Hanging lanterns
 - Decorative tree grates
 - Public art, subject to a separate public engagement process
 - Banners on light poles
 - Historical markers and interpretive signage
- Spanish/ multicultural elements (north of Elm Street & Main Street Promenade)
 - Painted crosswalks and/ or intersections
 - Fiesta flags
 - Decorative tree grates
 - Public Art, subject to a separate public engagement process
 - Banners on light poles
 - Interpretive signage

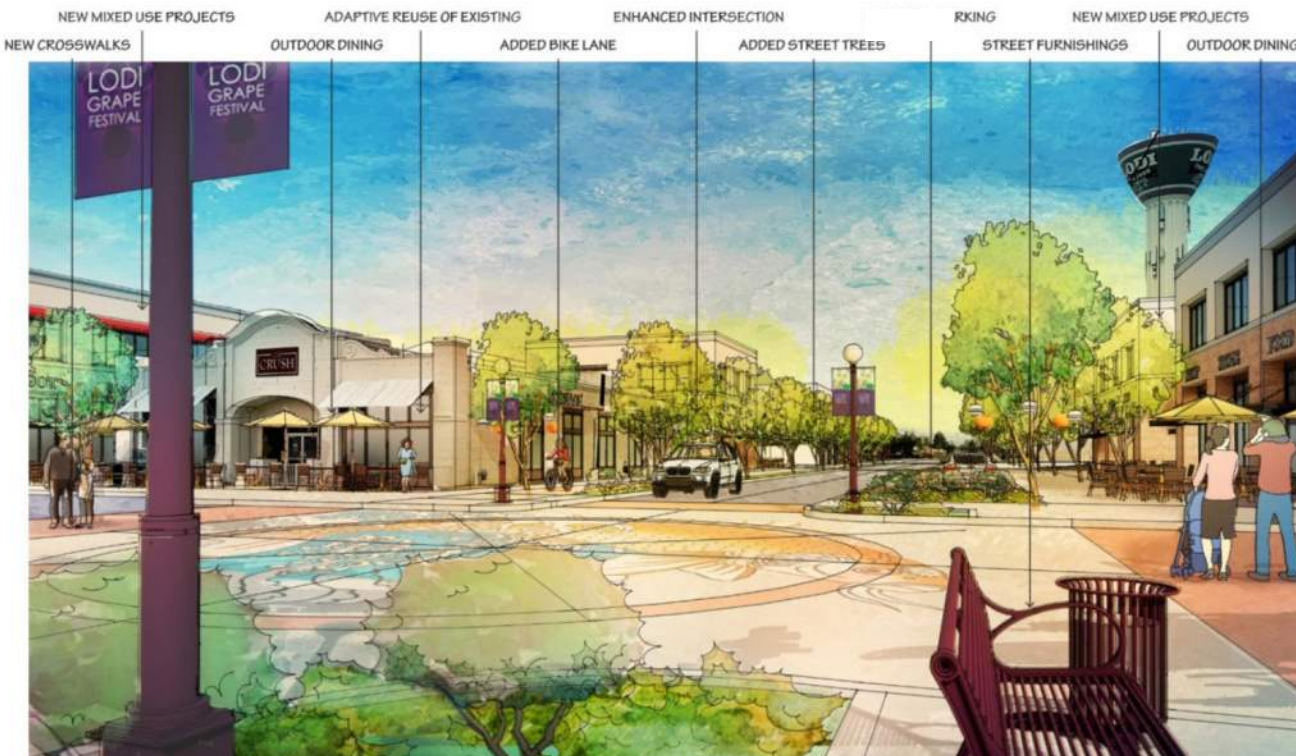
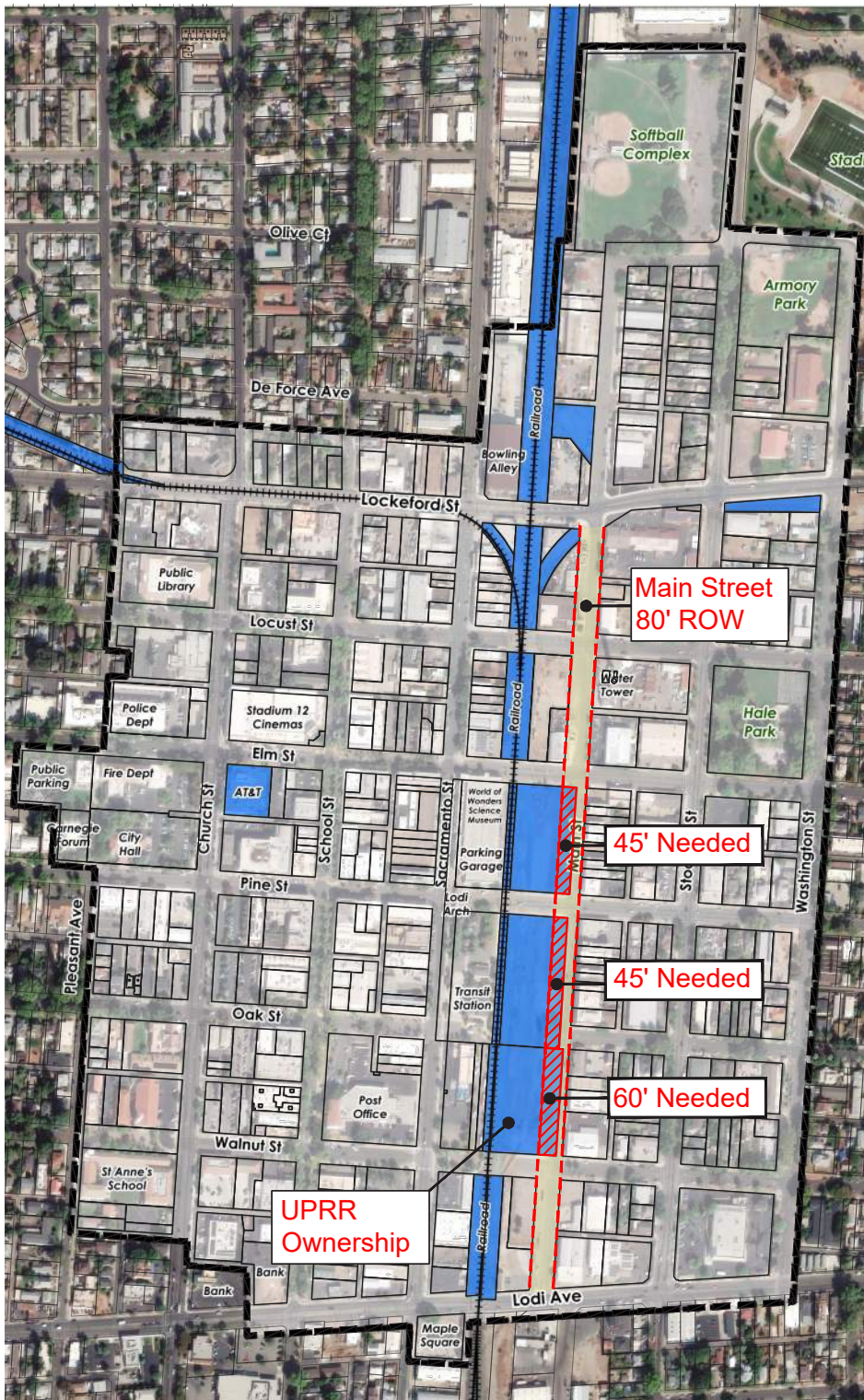


Figure 4.8: Future Main and Elm Street Improvements (after)



4.5.1 Union Pacific Railroad Sites Revitalization

The future of the Main Street parcels remains uncertain due to Union Pacific Railroad’s (UPRR’s) ongoing control and ownership of the land; however, several pathways are envisioned to guide progress as opportunities arise. Each of these scenarios would be most successful with the purchase of just enough of the UPRR parcels to create an opportunity for a consistent Main Street right-of-way widened to a consistent 80 feet between Elm Street to Walnut Street (Figure 4.9). This acquisition would make it feasible to improve Main Street with widened sidewalks and parallel parking on both side of the road, two travel lanes, and a multi-use separated bikeway on one side of the street linking from Lodi Avenue on the south to the Softball Complex on the north. The new Main Street right-of-way would be enhanced with decorative paving in the parking areas, street trees and landscaped parkways, light poles with banners, and placemaking elements and furnishings described in Chapter 6.

In the short term, while UPRR maintains ownership, temporary and low-impact uses such as a food truck plaza could activate the corridor and provide an exciting destination and lively atmosphere. In the midterm, with a secured easement from UPRR, Main Street could be transformed through streetscape enhancements, widened sidewalks, and multi-modal connections that support commercial and mixed-use development along the frontage. Ultimately, in the long term, if the City acquires the UPRR parcels, the area could evolve into a vibrant mixed-use district with new housing, enhanced landscaping, a beautiful and highly utilized multi-use path, and expanded public amenities—realizing the full potential of Main Street as a place for people to live, gather, and thrive.

Figure 4.9: Main Street Corridor Right-of-Way Acquisition

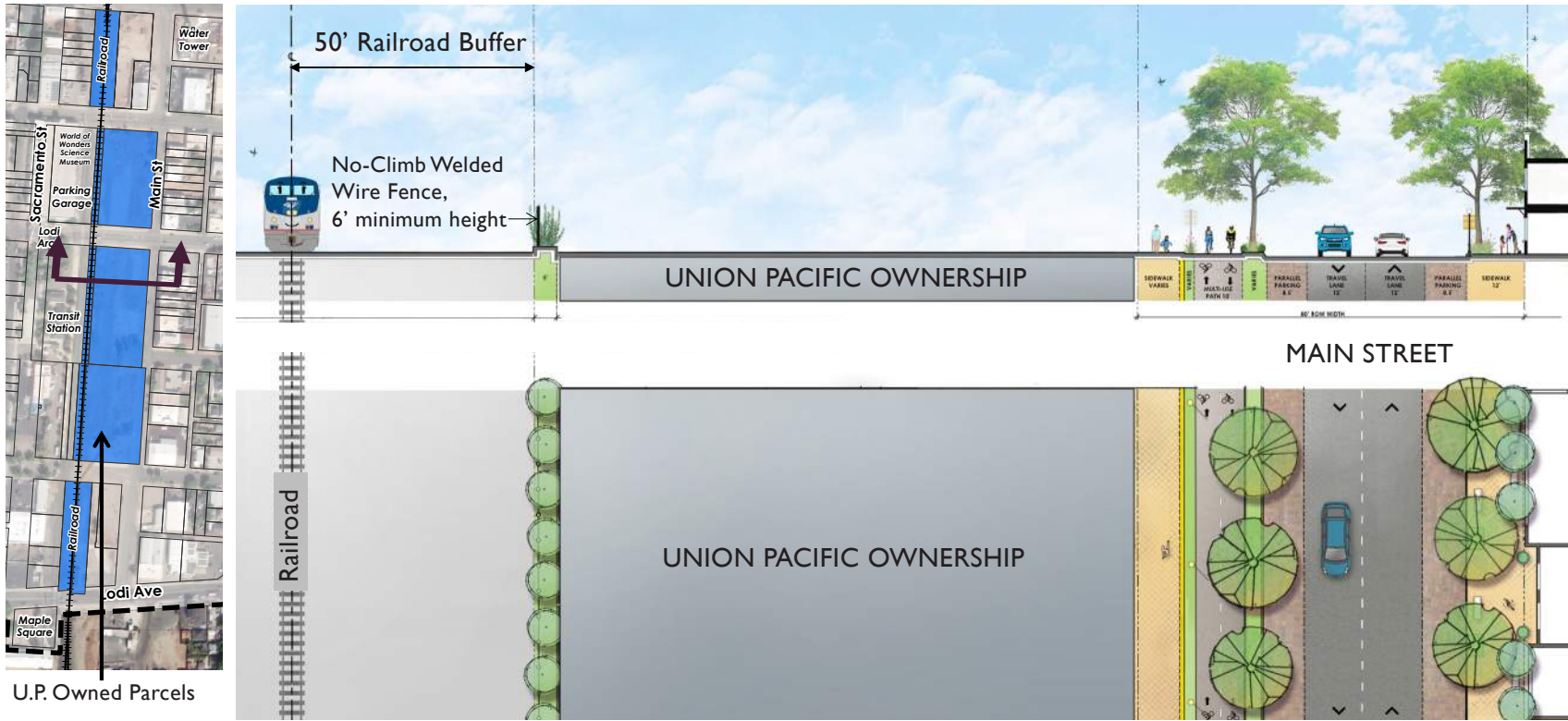
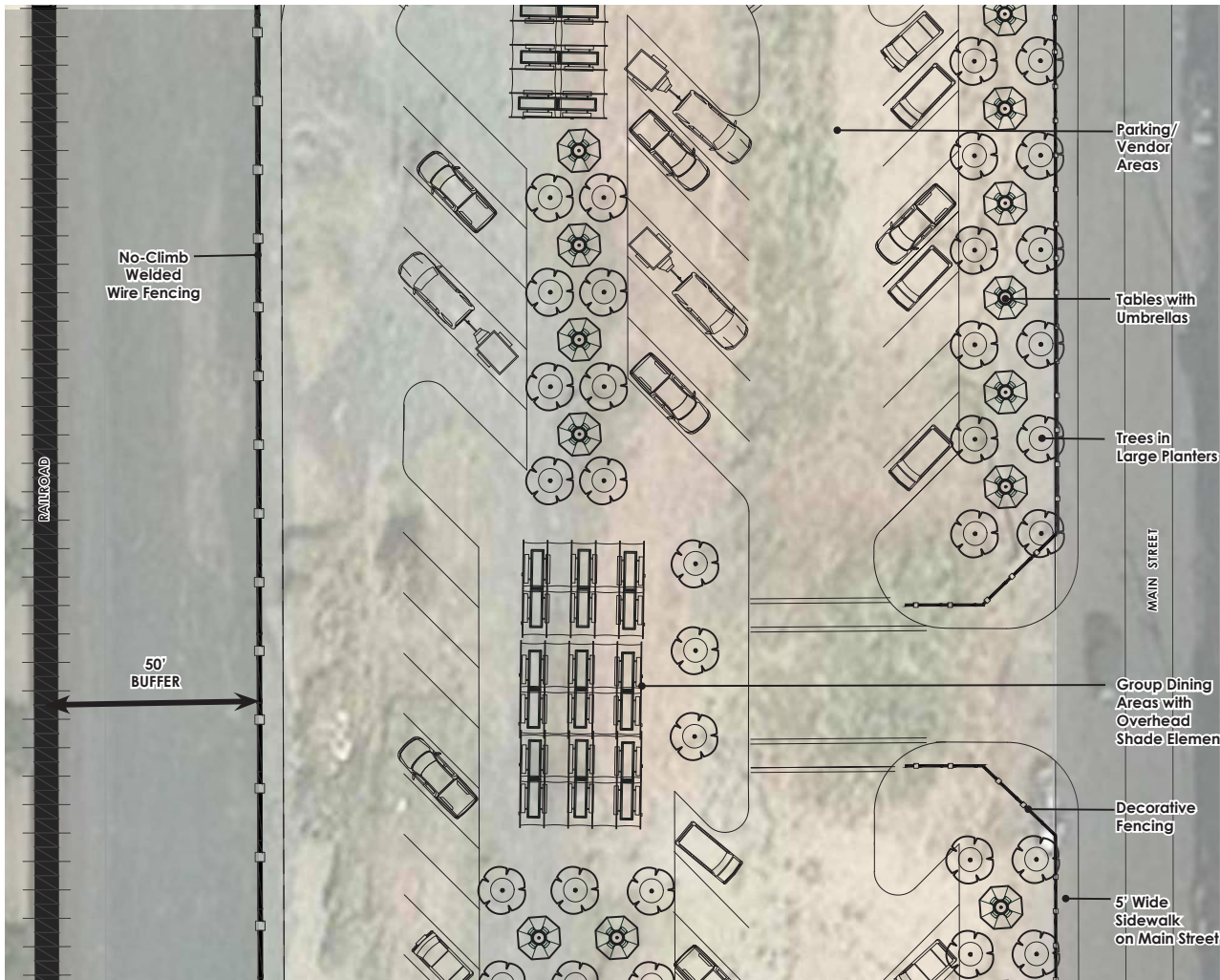


Figure 4.10: Main Street Section Short-Term

4.5.2 Short-term Vision (UPRR Maintained Ownership)

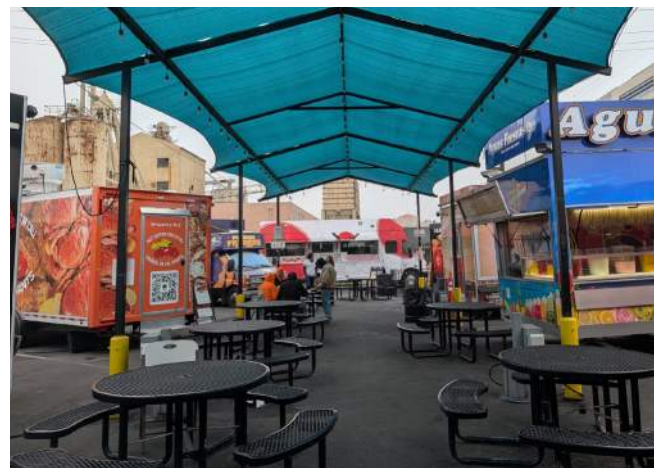
While many of the large vacant parcels along Main Street remain under the ownership of UPRR, this unique challenge presents an equally unique opportunity: to spark momentum through creative, low-impact, and cost-effective interim solutions that breathe life into the corridor while paving the way for long-term transformation. The short-term vision for Main Street while the railroad parcels along Main Street are owned by UPRR should include temporary uses to activate the east side, such as a food truck area. Rather than waiting for property acquisition or lease agreements to unfold, we can begin to shape the future now—with vibrant, temporary uses that invite community utilization and activate the space. Imagine a lively food truck plaza where neighbors gather, visitors explore, and local flavors shine. These early steps, though modest, lay the groundwork for a thriving destination.



The following temporary improvements should be provided in the larger railroad parcels while owned by UPRR:

- 6-foot-high no-climb welded wire fencing along the railroad tracks
- Decorative fencing along Main Street
- Tables and chairs with a mix of sizes for groups and individuals
- Trees and shrubs in large movable planters
- Temporary shade elements, such as umbrellas, shade sails, or shade canopies
- Solar string lights and uplighting
- Stabilized decomposed granite paving parking and vendor areas
- Temporary 5-foot-wide concrete sidewalk along the west side of Main Street

Figure 4.11: Main Street Food Truck Concept



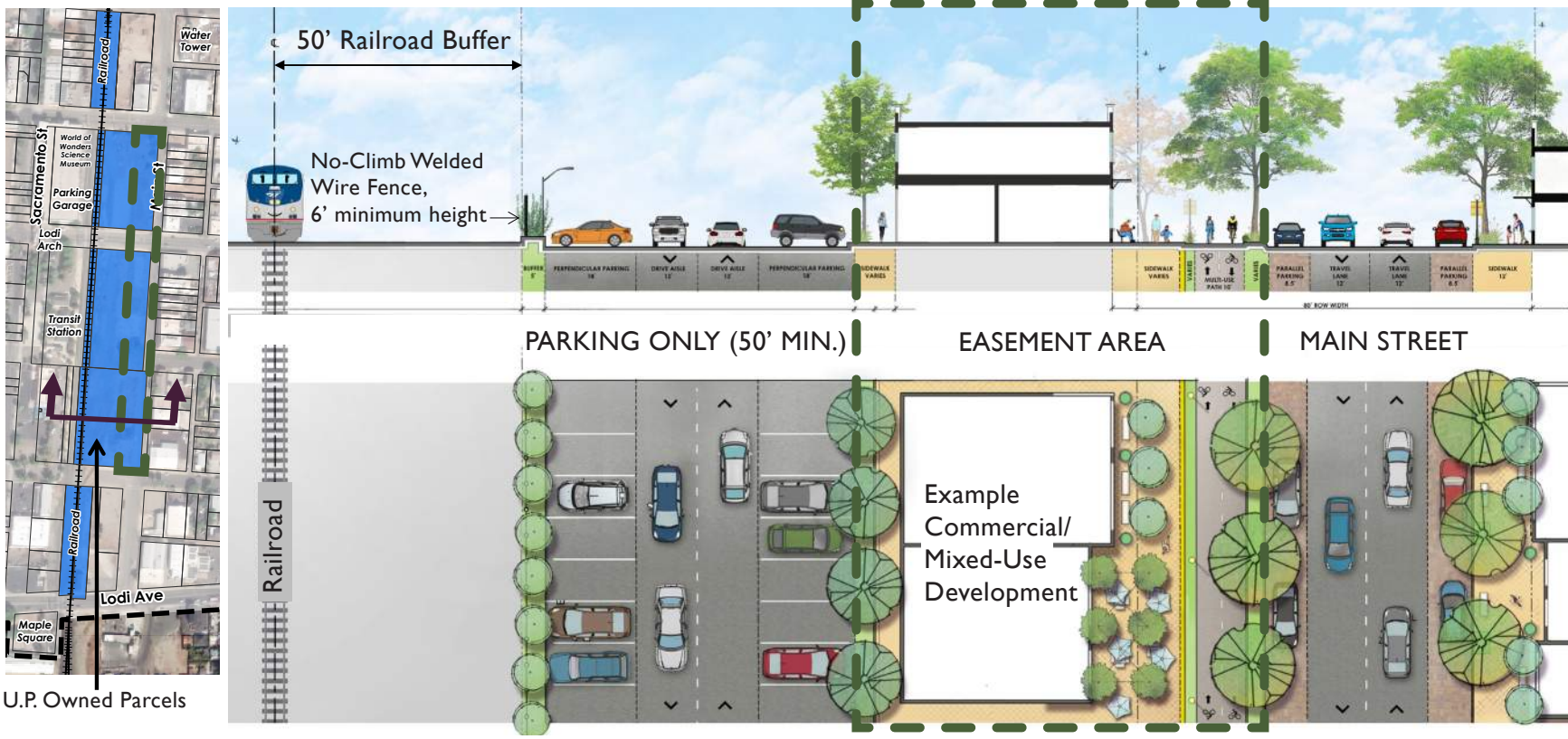
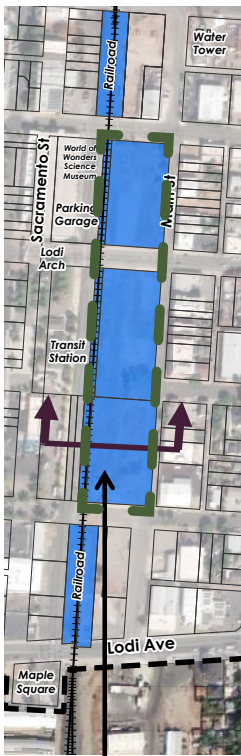


Figure 4.12: Main Street Section Mid-Term

4.5.3 Mid-term Vision (UPRR Easement)

With a long-term 100-foot UPRR easement in place, railroad-owned parcels along Main Street could support up to two stories of commercial and low-density mixed-use development, while the 50-foot areas adjacent to the tracks will remain as a buffer where parking can be provided with no other physical improvements. This transformation will allow for development on both sides of Main Street thus creating a connected, lively, and attractive corridor for both people and businesses.





U.P. Owned Parcels

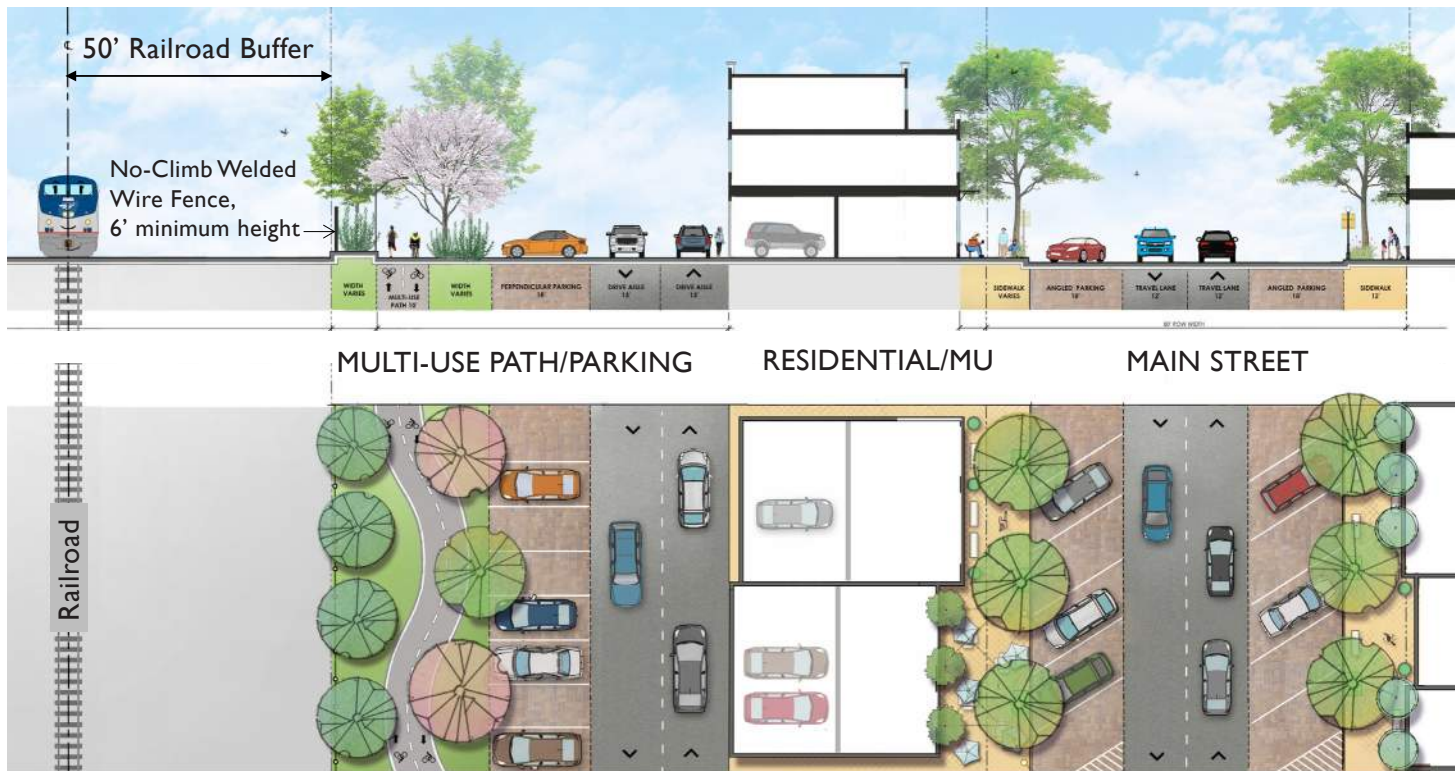


Figure 4.13: Main Street Section Long-Term

4.5.4 Long-term Vision (UPRR Acquisition)

Though UPRR currently restricts development and permanent improvements on its properties, this limitation does not diminish the potential that lies ahead. Instead, it invites us to dream boldly and plan wisely—because when the City is able to acquire this land, a vibrant and transformative future awaits. Imagine Main Street revitalized as a place where people live, gather, and thrive.

The long-term vision for Main Street, when the railroad property is purchased, is the completion of the right-of-way with angled parking and wider sidewalks to transform the street into a vibrant, bustling place where enjoy a more walkable and safer experience. This scenario also increases the available building footprint on the west side of the street and provides an opportunity for multi-story multifamily residential and mixed-use housing. In this scenario buildings are located and front onto Main Street and parking is located behind the buildings to create a buffer from the tracks and to enliven the Main Street corridor.

The vision calls for transforming the railroad-edge corridor into a climate-resilient greenway that delivers safe, low-carbon mobility choices and meaningful public health benefits for Lodi residents. The project proposes a new off-street multi-use trail extending from Lodi Avenue on the south to the Softball Complex on the north, replacing the existing on-street, separated bikeway with a protected, family-friendly route that serves both daily transportation needs and recreational use. This off-street facility would provide a critical north–south spine in the City’s active transportation network, linking access to jobs, schools, parks, and key community destinations.



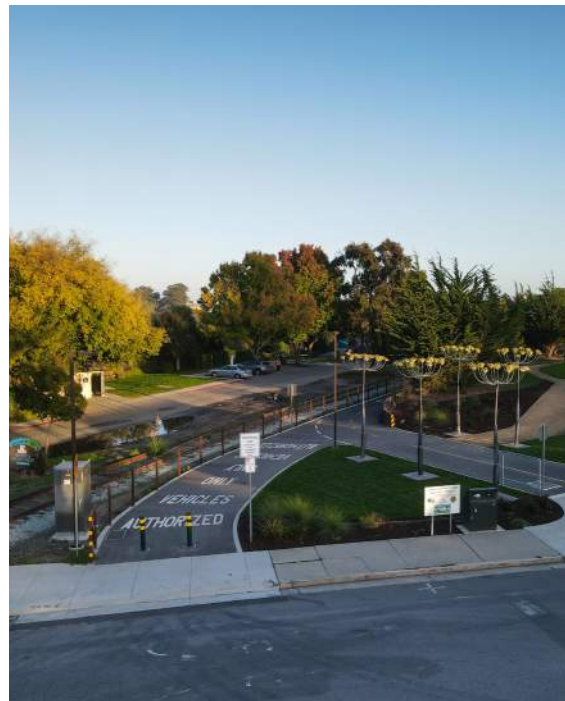
A continuous native tree canopy is envisioned along the corridor, reducing heat-island conditions, improving air quality, supporting urban habitat, and providing shaded relief during extreme heat events—an increasingly important adaptation strategy for vulnerable residents. The trail design incorporates climate-smart landscaping with drought-tolerant, pollinator-supportive species and stormwater features that capture and infiltrate runoff.

Pedestrian-oriented amenities such as benches, shaded rest areas, hydration stations, and ADA-accessible path design ensure that the corridor serves people of all ages and abilities, including seniors, children, and residents who rely on walking or biking for transportation. Clear wayfinding will strengthen first-/last-mile connections to transit, helping reduce vehicle miles traveled and improving mobility options for low-income households.

Integrated public art—developed through a future, dedicated community engagement process—will highlight local culture, history, and environmental themes, reinforcing the greenway as both a mobility corridor and a civic asset. Energy-efficient lighting will enhance safety along the route while maintaining a welcoming atmosphere at dusk and in early morning hours.

Strategic nodes along the trail, including pocket plazas and overlook points, create opportunities for small community gatherings, youth programming, outdoor fitness, and cultural events. These spaces promote social cohesion and give residents safe, attractive places to meet, rest, and connect.

Overall, the Rail Corridor Greenway is designed as more than a pathway—it is a transformative public space that improves safety, expands equitable mobility, reduces emissions, enhances resilience to climate impacts, and strengthens community identity. It positions the corridor as a cornerstone project for Lodi's Transformative Climate Communities strategy.



4.6 ACHIEVING THE VISION

A number of big ideas and conceptual designs came out of the visioning effort. In addition, the remaining portions of the Specific Plan, Chapters 5 through 10, collectively outline the necessary improvements and implementation framework that will enable this vision to become a reality. The following images illustrate short-, mid-, and long-term concepts that capture potential future East Side improvements.



Figure 4.14: Main Street Area Short-Term Concept

Figure 4.15: Main Street Area Mid-Term Concept



Figure 4.16: Main Street Long-Term Concept



Chapter 5: Built Environment

Land Use and Form





Chapter 5: Built Environment

Land Use and Form

5.1 INTRODUCTION

This chapter provides direction for development within the Specific Plan area to shape the land uses, design character and the built environment. Content was informed through community engagement, review of General Plan goals, and consideration of overarching regulatory development standards and discretionary design guidelines.





5.2 EXISTING LAND USE

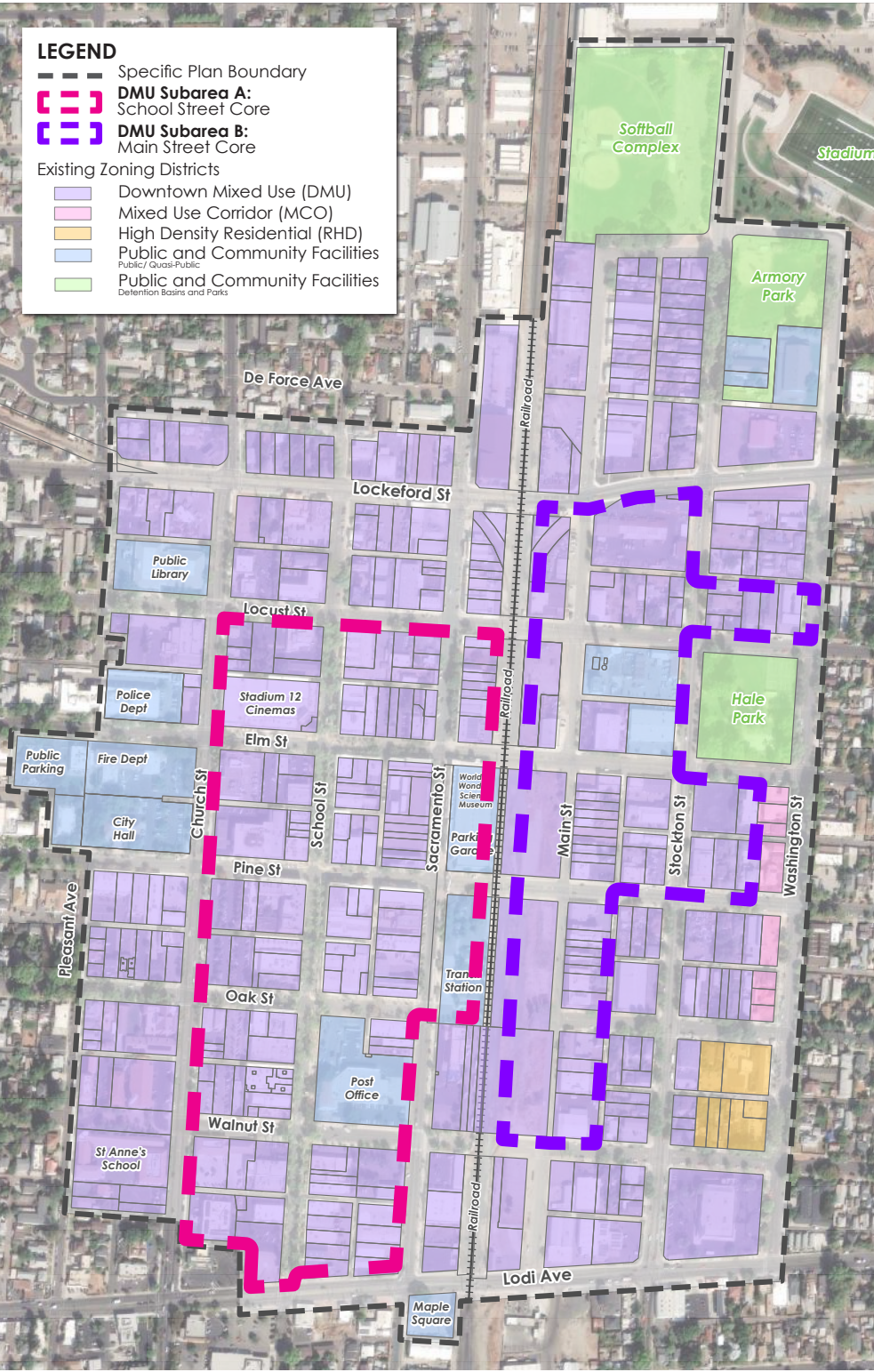
Lodi's downtown area contains a blend of commercial, office, public, and higher-density residential uses. Ground-floor retail and dining are required in key areas to support a lively, walkable environment. Buildings up to six stories, with a maximum FAR of 3.0, are allowed and projects are not required to provide on-site parking. The Specific Plan encourages redevelopment of underused properties, supports housing and hotel uses to boost downtown activity, and limits outward growth onto farmland while aiming to enhance downtown's vibrancy while maintaining its character. Improved streetscapes, site rehabilitation, and wayfinding will better link Main Street, Stockton Street, and Pine Street to Hale Park, will reinforce downtown as Lodi's active civic and economic hub and expand its reach across the railroad tracks to strengthen connections while preserving the eastside neighborhood's distinct character.

The Specific Plan area primarily has an existing General Plan and zoning designations of Downtown Mixed Use (DMU) with several areas zoned PQP (Public Quasi Public) accommodating public uses (city hall, police and fire departments and library). In addition, there are the land use designations of MCO (Mixed Use Corridor) and High Density Residential (RHD) along Washington Street, and three areas designated as Open Space (Hale Park, Softball Complex, and Armory Park). Existing zoning designations are shown on Figure 5.1 – Specific Plan Zoning with Subareas.

5.3 LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

Downtown Lodi is envisioned to continue and expand as a thriving downtown environment that focuses on the pedestrian experience by providing outdoor dining, retail shops, and community serving uses on the street level. While the Specific Plan area zoning will remain, a couple of amendments are recommended to the City of Lodi Municipal Code Title 17: Zoning to further the intent and vision for the area. The first revision includes refined allowable land uses within the Downtown Mixed Use Zoning District. To accommodate this approach, two DMU subareas are established including Subarea A (School Street Core) and Subarea B (Main Street Core). These changes are illustrated as part of Figure 5.1 – Specific Plan Zoning with Subareas and modifications of uses have been integrated into Table 2-8 Mixed Use—Allowed Uses and Permit contained within 17.22.030 Mixed use zoning districts land uses and permit requirements.

In addition, the City may wish to amend Sections 17.22.050 - Downtown Mixed Use Design Guidelines. Section D. Design Guidelines and 17.18.050 - Residential Design Guidelines Section F. Multi-Family and Clustered Housing Design to integrate Objective Design Standards. Objective Design Standards allow for streamlined processing by removing subjectivity when reviewing future development applications. They provide the public, building and design professionals, and review authorities with objective criteria for eligible residential and mixed-use development. The intent is to provide clear design direction that enhances an area's unique character and sense of place, respects existing neighborhood compatibility and privacy, and ensures a high-quality living environment.



DMU Subarea A (School Street Core)

The School Street Core is focused on School Street and is envisioned to maintain its existing successful shopping and restaurant focused atmosphere and be enhanced with additional pedestrian elements and activities for all ages. This area has the potential for smaller infill projects and the incorporation of complementary uses to provide additional activity and vitality because the area is largely built out and functioning well. While mixed-use development with residential uses is allowed, standalone residential is not permitted. Storefronts are required along School Street. Hotel uses are desired and are allowed uses no longer requiring use permits. Land uses are regulated by Lodi Development Code Section 17.22.30 in Table 2-8 with accompanying footnotes.

DMU Subarea B (Main Street Core)

The Main Street Core is envisioned to complement and serve as an extension of the existing downtown with opportunities for infill development providing much needed housing and a revitalized Main Street corridor. Hale Promenade will serve as an activated pedestrian link to Hale Park which will be enhanced to serve as a neighborhood asset and focal point for future housing. Underutilized railroad-adjacent properties, currently under UPRR ownership, are ripe for beautification, temporary uses or, with a transition of ownership, future development. The traditional character of Main Street will influence new and updated developments. Land uses are regulated by Lodi Development Code Section 17.22.30 in Table 2-8 with accompanying footnotes.

While much of the Specific Plan will be guided by existing zoning, updated Lodi Development Code Chapter 17.22 Mixed Use Zoning Districts establishes allowable land uses, building form, and site development standards, such as height, setbacks, and objective design standards to regulate existing and future development.

Figure 5.1: Specific Plan Zoning with Subareas



5.4 DOWNTOWN DENSITY TRANSFER PROGRAM

Purpose and Intent

The Downtown Density Transfer Program provides a structured mechanism to reallocate permitted residential or nonresidential development intensity among properties within the Downtown Specific Plan area. The program is intended to support adaptive reuse, historic preservation, catalytic infill, and market responsiveness while maintaining the overall development capacity assumed in the General Plan and Downtown Specific Plan environmental analysis.

Applicability

Density transfers are permitted only within the boundaries of the Downtown Specific Plan and shall not increase the total number of dwelling units or nonresidential intensity authorized by the General Plan or Downtown Specific Plan. Transfers may occur between sending and receiving sites where doing so advances downtown revitalization goals without creating new or intensified impacts.

Within the Downtown Mixed Use (DMU) designation, allowable residential densities range from 8 to 35 dwelling units per acre. Density transfers shall remain within this established range and shall not result in densities that exceed the maximum permitted for the receiving site.



Approved development transfers will be tracked and monitored by the Community Development Department to ensure the total dwelling unit and nonresidential square footage maximums are not exceeded for the Specific Plan area.

Density transfers shall take place in accordance with the following procedures:

- **Application Submission:** The property owner or developer must submit a formal application for a development transfer to the Community Development Department. A request for a development transfer shall be accompanied by an exhibit showing the locations of the development changes, and such other information as deemed necessary by the Community Development Director.
- **Consistency with General Plan:** The proposed transfer must maintain the overall maximum dwelling units and be consistent with the General Plan and the boundaries specified in the Specific Plan.
- **Administrative Approval (Minor Transfers):** Minor development transfers not exceeding 10% of the residential or nonresidential development intensity may be approved administratively by the Community Development Director, especially if the product types are similar and vested property interests are not significantly affected. The Community Development Director may refer the application to the Planning Commission for a public hearing if the proposed transfer is significant or complex.
- **Planning Commission Review (Major Transfers/Discretionary Review):** For development transfer requests exceeding 10% of the residential or nonresidential development intensity, the Community Development Director will refer the application to the Planning Commission for a public hearing.
- **Environmental Review:** Development transfers may be subject to a California Environmental Quality Act (CEQA) conformity review to ensure alignment with the environmental documentation for Specific Plan.
- **Deed Restrictions/Conditions:** The sending and receiving parcels may be subject to deed restrictions to document the transfer and to ensure continued adherence to planning goals, such as affordable housing requirements, if applicable.
- **Ownership Requirements:** As determined by the Community Development Director, development transfers may require both the sending and receiving sites to be under the same ownership at the time of the transfer application.

Chapter 6: Urban Fabric

Placemaking and Beautification



Chapter 6: Urban Fabric

Placemaking and Beautification

6.1 INTRODUCTION

Placemaking and beautification involve transforming public spaces to enhance quality of life, strengthen community well-being, and highlight the unique features that give a place its identity. Effective placemaking preserves and celebrates a community’s cultural fabric by incorporating local history, art, and traditions into the design of streets, parks, and public areas—fostering pride, reinforcing residents’ connection to place, and supporting inclusive, community-driven investment.

This chapter outlines recommendations for improving the streetscape within the public right-of-way to create a more pedestrian-friendly, healthy, and climate-resilient environment. By reducing the visual and physical dominance of the roadway, the plan promotes safer, more comfortable walking and biking conditions, helping lower transportation emissions and improving access for residents of all ages and abilities. Distinctively designed signage, cohesive streetscape elements, and thoughtfully located public art—developed through a separate community engagement process—work together to establish a welcoming identity for downtown Lodi. These improvements help cultivate a stronger sense of community, support walkable neighborhoods, and create public spaces that invite everyday use, social connection, and long-term stewardship.







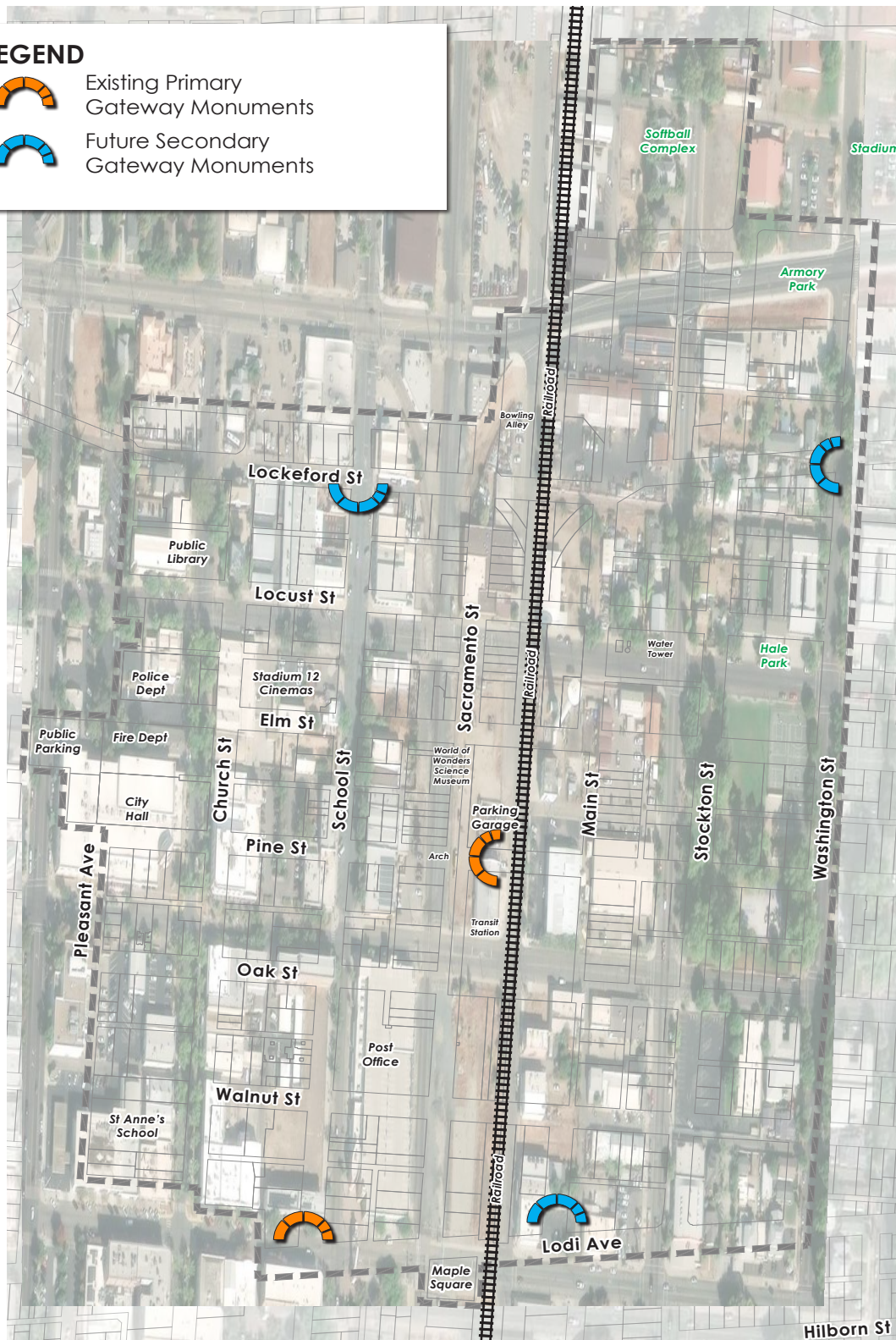
6.2 GATEWAYS AND WAYFINDING

Gateway treatments, wayfinding and directional signage, a cohesive downtown logo, and the use of a distinctive color palette will work together to establish a strong and memorable identity for the downtown area. These design elements will announce and define the district as a vibrant and special destination within the City.

The gateway and wayfinding signage system will serve as a clear and consistent visual language—one that reflects the unique character of downtown while guiding residents and visitors alike to key destinations. Through the use of universally understood symbols, intuitive graphics, and cohesive design elements, the system will enhance navigation, strengthen place identity, and create a welcoming and easily recognizable sense of arrival.

**LEGEND**

-  Existing Primary Gateway Monuments
-  Future Secondary Gateway Monuments



6.2.1 Branding and Marketing

Brand and market the downtown to create a distinct identity and establish unity throughout the Specific Plan area to promote the downtown and attract investment. A logo and/or themed sign program should be developed, and it should be repeated throughout the Specific Plan area to reinforce the unique identity of the downtown.

6.2.2 Gateway Monuments

Gateway monuments serve as distinctive markers that define primary entrances into key areas. Within the Specific Plan area, two existing monuments—one located at Lodi Avenue and School Street, and another at Pine Street near Sacramento Street—clearly establish the main gateways into downtown. To strengthen their visual impact and sense of arrival, enhancements such as decorative intersection paving, upgraded landscaping, and improved lighting should be considered. In addition, three new secondary gateways are recommended at select locations. These secondary gateways should complement the existing monuments by incorporating similar materials, colors, and design elements, while remaining more modest in scale and detail to maintain a clear hierarchy between primary and secondary entrances:

- Main Street at Lodi Avenue
- Lockeford Street at Washington Street
- School Street at Lockeford Street

Figure 6.1: Gateway Monument Locations



6.3 PLACEMAKING ELEMENTS

Placemaking elements—such as street trees, wider sidewalks, decorative paving, and amenities like benches, bike racks, and public art—contribute to making downtown more attractive, comfortable, and pedestrian-friendly. These improvements not only enhance the visual character of the area but also support safer, low-carbon mobility choices that benefit community health. Trees provide critical shade and greenery, reducing heat-island impacts and improving comfort during hot weather. Wider sidewalks encourage walking and rolling for people of all ages and abilities, while decorative elements help establish a distinctive, memorable sense of place.

Pedestrian amenities support convenience, accessibility, and equitable access to downtown destinations. Together, these placemaking improvements foster social interaction, strengthen economic activity, and contribute to a vibrant, resilient urban core that serves the community's long-term well-being.





6.3.1

Street Trees and Accent Landscaping

Street trees, accent flowering trees, and additional landscaping—whether through shrubs, planters, or seasonal flowers—add scale, shade, and comfort while strengthening downtown’s visual identity. These improvements not only enhance aesthetics but also advance climate-resilience goals by reducing heat-island effects, improving air quality, and creating more comfortable pedestrian conditions during extreme heat events. A cohesive palette of low-water, easy-to-maintain street trees and landscaping within the public right-of-way helps define a unified Specific Plan Area, reinforces equitable access to green space, and accentuates the distinctive character of downtown Lodi.

- Provide planters in various sizes within pedestrian areas such as sidewalks, paseos, and plazas
- Incorporate drought tolerant and low maintenance vegetation
- Provide additional variety of street trees and build on the existing tree palette
- Locate accent, flowering deciduous trees and a mix of flowering accent shrubs and groundcovers at public gathering areas and intersections
- Provide canopy, shade evergreen trees along the streets to provide a more comfortable walking environment
- Evenly space street trees to provide a uniform appearance and fill in any existing gaps
- Allow room for street trees to grow, with sufficient space in planters for large trees
- Provide irrigation to planters when possible





6.3.2 Pedestrian Amenities

Public amenities such as benches, trash cans, bike racks, tree grates, and decorative paving play a vital role in enhancing the functionality, comfort, and aesthetic appeal of a downtown environment. These elements support walkability and active mobility, encourage people to linger and engage with local businesses, and contribute to healthier, low-carbon transportation choices—key themes in creating climate-resilient, community-centered neighborhoods.

School Street and its surroundings already include green streetscape furnishings that reflect Lodi's established aesthetic, and these amenities should continue to be expanded throughout downtown as they help create a vibrant, livable, and economically resilient urban core. An important opportunity exists to enhance and celebrate the unique character east of the rail corridor, where streetscape amenities are currently limited.



Providing similar furnishings—finished in a distinctive color—will offer equitable access to high-quality public spaces, reinforce a unified identity across the Specific Plan Area, and strengthen the sense of place in an area that has historically been under-invested. Locate furnishings at key locations, such as intersections and public gathering areas as follows:

- Locate benches under trees where it is possible to provide shaded seating areas
- Bicycle racks are sparsely available downtown and should be provided at entrances to paseos, parks, plazas, and other public gathering spaces thus supporting sustainable transportation options, attracting cyclists to the area, contributing to reduced traffic congestion, and increasing foot traffic for nearby shops and restaurants
- Tree grates not only protect urban trees but also add visual interest and greenery, improving air quality and providing shade that enhances the overall experience of being downtown. Tree grates should be used along public sidewalks to extend the pedestrian walking environment. Tree grates must comply with the Americans with Disabilities Act (ADA) and should allow for uplights in key locations.



6.3.3 Lighting

Decorative, bistro, and other forms of accent lighting offer significant benefits to a downtown area by enhancing its visual appeal, safety, and overall atmosphere. Thoughtfully designed lighting creates a warm, inviting ambiance that encourages people to linger, dine, and shop, thereby supporting local businesses and boosting the evening economy. It also improves visibility and fosters a sense of security for pedestrians after dark, making downtown spaces feel more welcoming and active. In addition, decorative lighting can help define the character and identity of the area, highlight architectural features, and create memorable experiences during community events or seasonal celebrations—all of which contribute to a vibrant and connected downtown environment.

Decorative lighting should be integrated throughout the downtown to ensure well-lit and vibrant pedestrian spaces in the following ways:

- New and replacement light poles should reflect the current globe light used on School Street and throughout much of the downtown. The frequency may need to be increased in some areas to provide a consistent experience
- Install electrical outlets for events, string lights, and uplighting
- Provide bracket hangers to accommodate hanging planters and/or banners
- Accentuate key streets with year-round string lights and/or twinkle lights
- Maintain a 20-foot minimum height over vehicular areas
- Consider using a change of colors for lighting for celebrating the change of seasons
- The placement of lighting should avoid glare into adjacent residential areas





6.3.4 Public Art

Public art is another way to help create a dynamic street scene and unique sense of place. It can tell the story of the City, celebrate the community's history and culture, beautify the area, improve public safety by inviting eyes on the street and generally create a more vibrant and walkable community. Public art takes many forms and is recommended in all of its variety throughout the downtown. Public art may include murals, mosaics, sculptures, kinetic art, artist-designed landscape features, streetscape elements such as functional art in the form of benches or bike racks, unique architectural elements, interactive art, augmented reality, and lighting, among many others. These types of art can also be installed for different periods of time – ranging from temporary to permanent.

The City can strengthen community engagement and support for the arts by organizing a variety of creative events and initiatives in public spaces. These could include hosting arts and crafts workshops in plazas, parks, and promenades; organizing art walks and tours of local artist studios; and developing programs like utility box art and alleyway or paseo art galleries featuring local artists. Additional opportunities include setting up painting and chalk art areas for children and introducing rotating or seasonal outdoor art exhibitions to maintain ongoing public interest and celebration of the arts.

An Art in Public Places program was established in 2001 by the Lodi City Council, along with an Art Advisory Board, to help the City select and install artwork for public projects. Funding for Art in Public Places comes from developers' fees designated for Lodi's environmental enrichment. The Lodi Arts Commission oversees the City's public art program and recommends the distribution of annual arts grants awarded by the City Council.





6.3.5 Decorative Paving

Roadway improvements designed with decorative paving and integrated public art enhance the character and identity of the downtown streetscape. Using distinctive paving materials, patterns, or colors at crosswalks, intersections, and key pedestrian areas can create a more visually engaging environment while also improving safety by signaling shared spaces and slowing vehicular traffic. Public art elements—such as inlaid mosaics, stamped concrete designs, or artist-designed pavement treatments—can celebrate local culture, history, and creativity, making the public realm more memorable and inviting. These enhancements not only beautify the streetscape but also contribute to a stronger sense of place, encourage walking and exploration, and support the overall vitality and appeal of the downtown area. The most notable use of this concept is the yellow paving improvements included as part of a late-1990s revitalization project aimed at transforming the area into a more pedestrian-friendly and visually unified district. Overtime a refreshing of the yellow paving or a similar special paving treatment could be used to create a cohesive, walkable district identity.

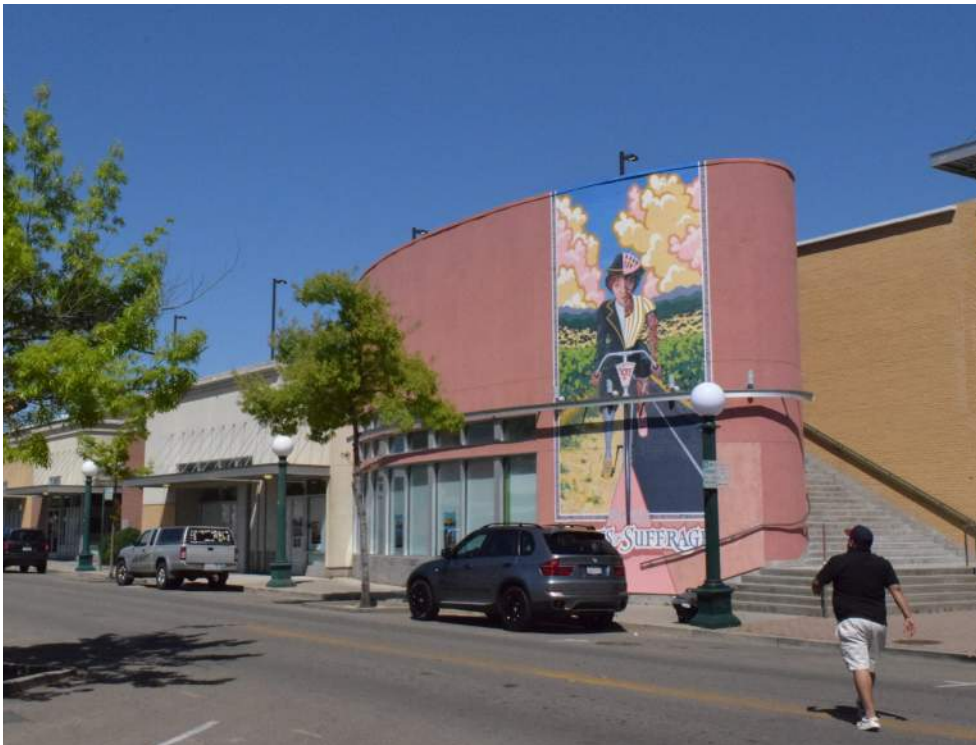




6.4 OUTDOOR DINING AND PARKLETS

Outdoor dining contributes significantly to downtown vitality, enhancing the visual appeal of streets and encouraging social interaction and pedestrian activity. By widening sidewalks or redesigning underutilized parking spaces, cities can accommodate outdoor dining areas and parklets that enliven street frontages and paseos. Incorporating amenities such as benches, potted plants, planters, and fencing helps define spaces, create buffers between pedestrians and vehicles, and add visual interest. Establishing a formal parklets program with clear design criteria will ensure cohesive, safe, and attractive installations that align with city operations and codes.





6.5 PUBLIC PLAZAS, PASEOS, AND PARKS

Well-designed public spaces not only draw residents and visitors but also support local businesses, enhance public health, and contribute to environmental sustainability. By integrating green spaces, shaded seating areas, flexible gathering spots, and interactive features, downtown parks and plazas can become vibrant, inclusive destinations that strengthen community connections and bring lasting energy to the heart of the City. Public spaces such as downtown parks, paseos, and plazas should incorporate pedestrian-friendly elements that promote recreation, relaxation, and social interaction, helping activate the urban core and create opportunities for all ages to enjoy it.

- Increase public gathering spaces and host additional special events in the Downtown Specific Plan area
- Locate outdoor plaza spaces at mid-block crossings or at key corner locations to provide additional opportunities to increase interaction
- Increased events and festivals and provide activities for all ages
- Include public restrooms where feasible

6.5.1 Discovery Plaza

A future plaza is proposed on Sacramento Street, between Pine Street and Elm Street, envisions closing the existing street to pedestrians and transforming the currently underutilized block into a vibrant pedestrian-oriented gathering space. With minimal direct business frontage—aside from an office near Pine Street and the World of Wonders Science Museum, which supports the closure as part of its expansion plans—the area offers an ideal opportunity to enhance connectivity and activity in downtown. The nearby parking garage, which accesses Pine Street and Elm Street rather than Sacramento Street, would remain unaffected. By closing or limiting vehicle traffic along this section, the project aims to create a central, walkable plaza that invites residents and visitors to gather, explore, and support surrounding downtown businesses.

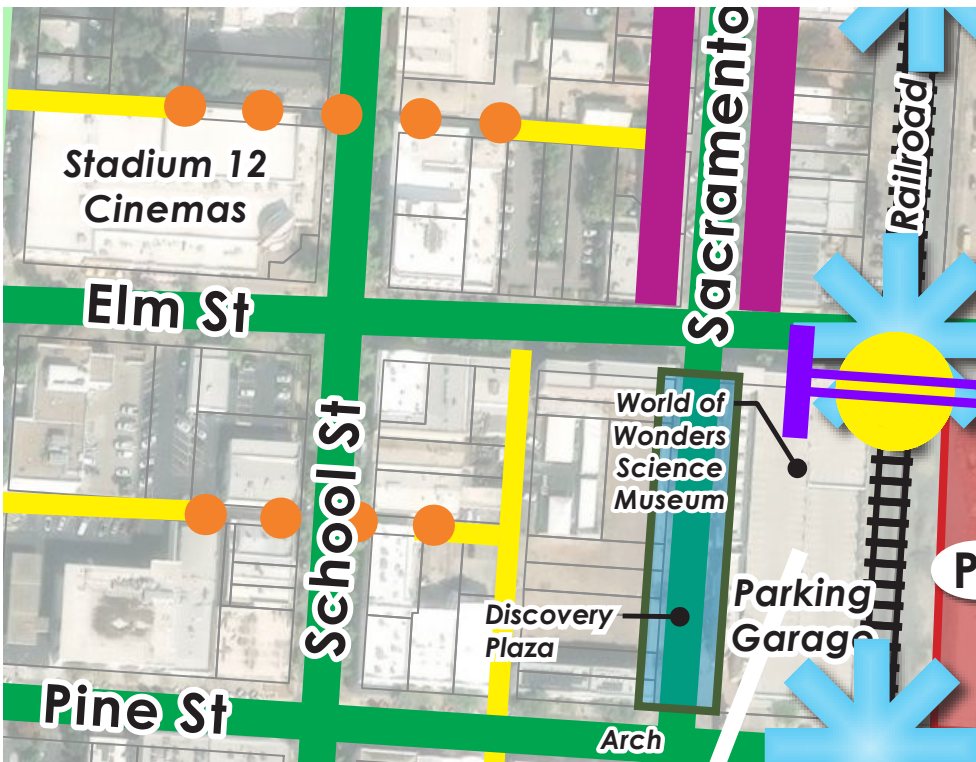


Figure 6.2: Location of Future Discovery Plaza



6.5.2 Pedestrian Paseos

Paseos are pedestrian-only pathways that provide internal connections between the streets and alleyways and allow for pedestrian-friendly activities to occur. Paseos provide an opportunity for improved pedestrian circulation within the Specific Plan area while at the same time enhancing community character and creating distinctive urban spaces, such as links between public parking areas, alleyways, and the street environment and providing important connections between blocks. The Specific Plan area has existing paseos that connect parking to School Street and Church Street and additional paseos are recommended to further enhance pedestrian access, promote walkability, and increase opportunities for community gathering. Paseos should be improved with the recommendations contained within this section and accentuated with wayfinding signage, accent lighting, and decorative paving.

- Include pedestrian amenities such as seating, landscaping, special paving treatment, and public art
- Incorporate decorative lighting to create safe and usable spaces that are visually appealing at all hours
- Integrate design elements and features to ensure that the entry is highly visible from the public right-of-way. Consider integrating vertical elements within the streetscape as wayfinding devices at paseo entries such as trellises, banners, hanging plants on light poles, and/or large potted plants
- Include uses to activate the paseos, such as outdoor dining, seating areas, and areas for outdoor games and activities
- Buffer views of utilities and parked cars with potted plants, low walls/ fencing, and/or trellises with vines
- Incorporate cohesive decorative paving materials and meander paving patterns and consider extending paving into the sidewalk for visual emphasis
- Infuse public art and placemaking elements to create visually distinctive paseos





Figure 6.3: Existing Alley Example (before)



Figure 6.4: Future Pedestrian Paseo Concept (after)



6.5.3

Alleyway Enhancements

Alleys play a vital role in supporting deliveries, services, and parking, and provide alternative pedestrian routes away from busy streets, linking key destinations and public spaces within the Specific Plan area. Interconnected with paseos and public parking areas, alleys can be transformed into enhanced community corridors through improvements such as defined vehicle and pedestrian pathways with lighting, decorative paving, attractive entry elements and landscaping, and clear directional and wayfinding signage.

Alleyway enhancements should include:

- A clear path for vehicles with defined pedestrian paths of travel using elements such as decorative paving
- Entry elements such as decorative paving and/or accent landscaping
- Directional signage and wayfinding signage for businesses
- Enhanced rear entries to businesses and rear façade improvements
- Decorative paving in parking spaces
- Public art such as murals, paving insets, and sculpture
- Street trees and landscape enhancements where feasible, such as potted plants and raised planters
- Trash and recycling receptacle consolidation and concealment in areas where there are large concentrations of dumpsters
- Consider garbage collection multiple times a day and distributing free recycling bins
- Lighting enhancements



Figure 6.5: Existing Alleyway (before)



Figure 6.6: Alleyway Enhancements Concept (after)

Chapter 7: Circulation System

Mobility



Chapter 7: Mobility

CIRCULATION SYSTEM

7.1 INTRODUCTION

Providing improvements to the public right-of-way to enhance connectivity are critical to dismantling accessibility barriers and improving the livability of the community and these upgrades can serve as a catalyst for private development. The City of Lodi's existing grid system provides a well-established framework for transit and connectivity. It offers multiple routes and clear navigation for both vehicular and pedestrian traffic and there is opportunity to redesign the downtown roadway environment to enhance accessibility and safety for all users and to support future growth.

This chapter focuses on connectivity and mobility across all transportation modes—pedestrian, bicycle, transit, and vehicular. It outlines strategies to create an integrated, accessible, and efficient circulation network that supports safe and convenient movement for all users. The chapter also discusses the role of parking in the overall mobility system, emphasizing balanced approaches that encourage sustainable travel choices while maintaining adequate vehicle access. Overall, it presents a comprehensive framework for improving connectivity and ensuring cohesive, multimodal transportation within the area.





7.2 BRIDGING EAST AND WEST

To improve safety, accessibility, and community connectivity at railroad crossings, the following recommendations are proposed to protect drivers, pedestrians, and cyclists while maintaining local access and mobility. Implementing these measures will reduce the risk of collisions, enhance visibility, and make crossings easier and safer for all users. By investing in these improvements, the community can lower collision risks, improve mobility for everyone, and strengthen connections between neighborhoods and key local destinations.

Install Raised Medians for Traffic Control

Add raised medians (minimum 8 inches high, 60 feet minimum / 100 feet preferred length) approaching each railroad crossing. These medians will prevent unsafe turning movements, reduce crash risk, and guide vehicles safely across the tracks. Driveways within this zone should be modified or restricted to right-turn-only access.

Upgrade Crossing Design and Signal Systems

Widen crossing approaches as needed to accommodate new medians and improve lane alignment. Conduct a detailed signal analysis to optimize timing, visibility, and coordination with railroad warning systems. Evaluate lighting conditions and add illumination where necessary for nighttime safety.

Provide Modern Gate Arms on All Approaches

Ensure all approaches to the railroad have active gate arms that fully block vehicle access during train movements. Some existing gate arms may need to be relocated closer to the tracks for improved function and visibility.

Improve Pedestrian Access and ADA Compliance

Install pedestrian gates and upgrade sidewalks to meet ADA standards. Improvements should include smooth surfaces, curb ramps, and tactile warning strips. These upgrades will create safer crossings for pedestrians, wheelchair users, and cyclists.



Install Enhanced Security Fencing

Add expanded no-cut steel fencing along the railroad right-of-way to discourage trespassing and improve overall safety for residents, especially in areas with frequent foot traffic near the tracks.

Maintain Clear Visibility Near Tracks

Within 100 feet of the tracks, limit all fixed objects to a height of three feet or less to preserve visibility of flashing lights and trains. Regularly trim or remove vegetation that obstructs sight lines or signage.

Remove On-Street Parking Near Crossings

Eliminate parking near the railroad approaches to improve sight distance and create a safer, more open environment for both vehicles and pedestrians.

Update Signage and Pavement Markings

Refresh or replace all roadway signs and striping to meet current MUTCD (Manual on Uniform Traffic Control Devices) standards. Where work occurs within or adjacent to the railroad right-of-way, obtain a Maintenance Consent Letter (MCL) from the railroad.

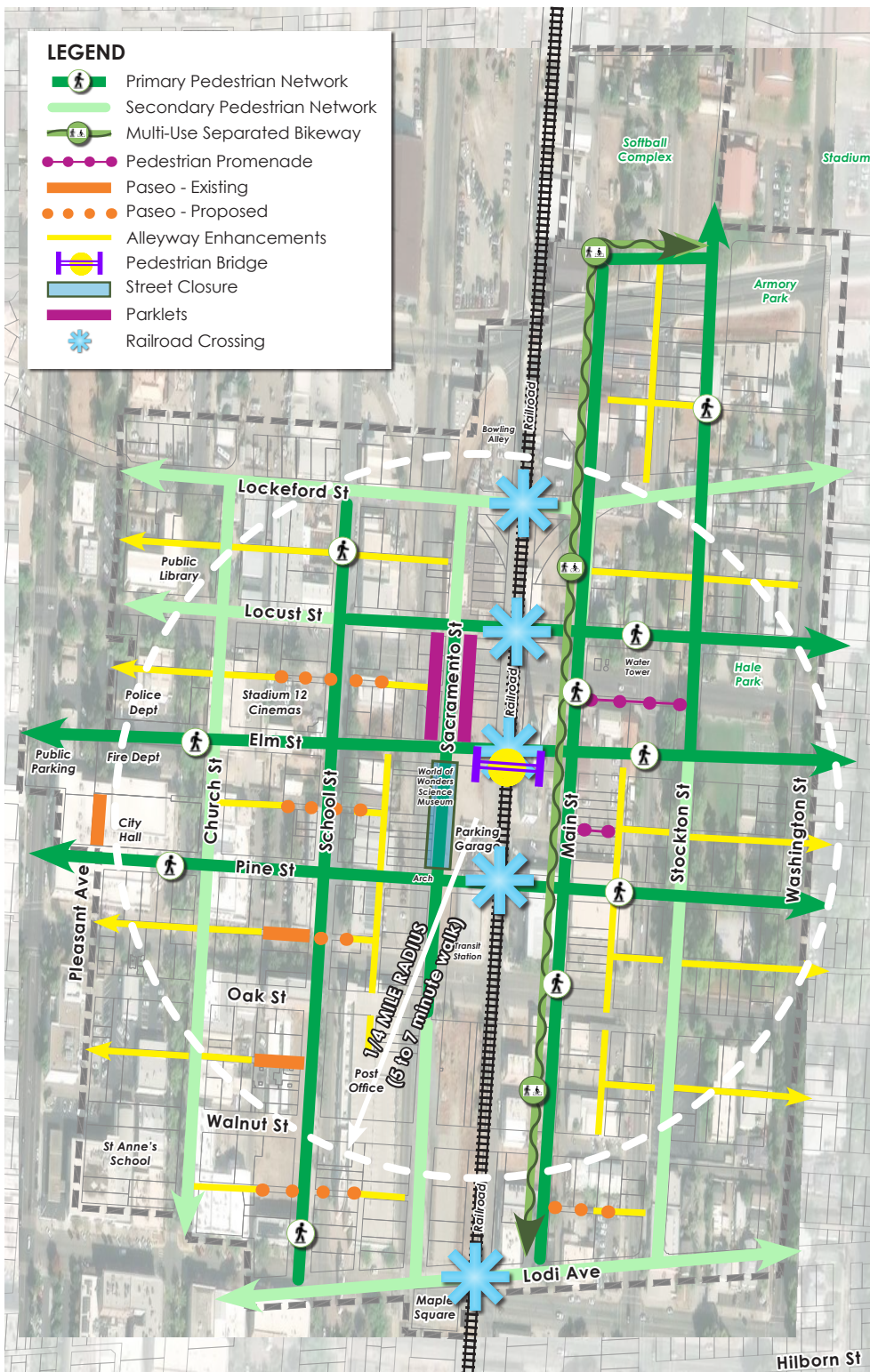
Resurface Roadways and Improve Bike/Pedestrian Paths

Resurface roadways approaching the tracks to provide smooth, durable surfaces. Upgrade existing sidewalks and bike paths near crossings (outside the rail right-of-way) to ensure consistent quality and safety along travel routes.

Conduct Supporting Technical Studies

Perform detailed traffic studies to evaluate the impacts of median installation and access modifications. Carry out property development studies to assess how proposed improvements align with surrounding land use, access, and future growth.





7.3 PEDESTRIAN NETWORK

The downtown area primarily has continuous pedestrian access and in general there is a cohesive network of sidewalks, crosswalks, pedestrian signals, and curb ramps that provide adequate access for pedestrians throughout the Specific Plan area. However, there are major gaps in sidewalk connectivity along the entirety of the west side of North Main Street and the south side of Locust Street from the railroad tracks to North Main Street. The following improvements are suggested for enhancing the pedestrian walkability in the Specific Plan area:

- Close sidewalk gaps
- Ensure a continuous sidewalk connection into downtown
- Revitalize existing alleyways and develop car-free paseos and promenades to link pedestrians to streets between blocks (refer to Chapter 5)
- Create enhanced railroad crossings and better connectivity between the east and west sides of the Specific Plan area
- Consider a future pedestrian bridge over the railroad tracks at Elm Street. There may be some efficiencies in providing a connection to the existing parking structure to utilize elevators and to reduce the length of the bridge
- Provide bulb outs and enhanced crosswalks downtown at mid-block and key intersections
- Provide a pedestrian zone with a street closure on Sacramento Street between Pine Street and Elm Street
- Plan for and conduct occasional/periodic temporary street closures to vehicles along School Street for special events and farmer's market

Figure 7.1: Pedestrian Connectivity Map

7.4 MULTI-USE TRAILS

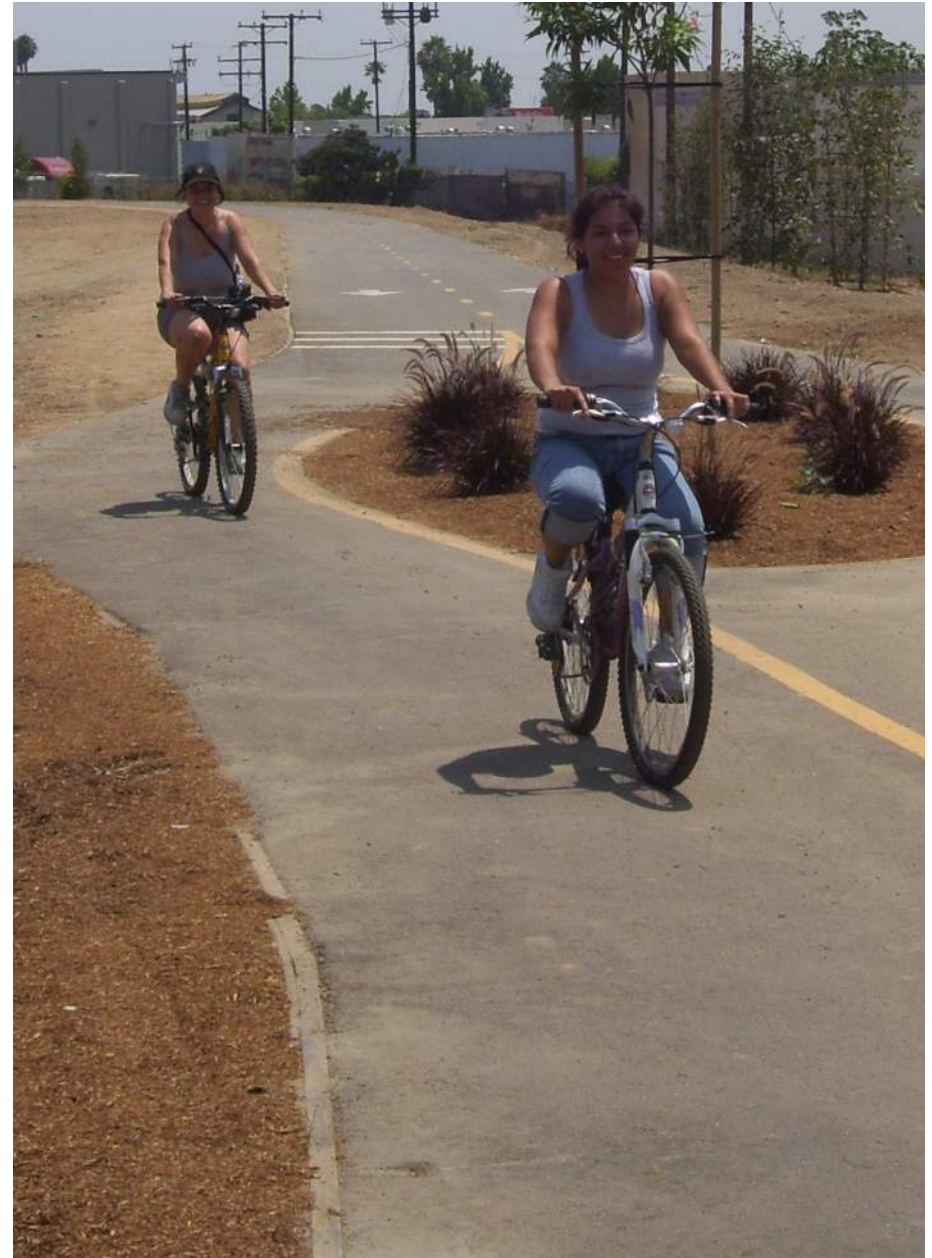
Multi-use trails provide a wide range of benefits by promoting physical activity, mental well-being, and outdoor recreation for people of all ages. They offer safe, accessible routes for walking, biking, and other activities while reducing reliance on cars, lowering traffic congestion, and decreasing environmental pollution. These trails also support community connectivity by linking neighborhoods, parks, and commercial areas, fostering social interaction and inclusivity. Additionally, they contribute to local economies by increasing property values and attracting visitors, all while preserving green spaces and encouraging environmental stewardship. Overall, multiuse trails enhance health, community, and sustainability in a single, versatile public resource.

7.4.1 North-South Main Street Corridor

Expanded sidewalks and a Class I bike path is envisioned on the west side of Main Street extending from Lodi Avenue to the Softball Complex. This is the short-term solution to provide a much needed north south connector within downtown. With the successful acquisition of property from UPRR, a Class IV separated multi-use path is envisioned adjacent to the rail line which will provided a link to the proposed Class II bike lane on Stockton Street.

7.4.2 Lockeford Street Rail Spur

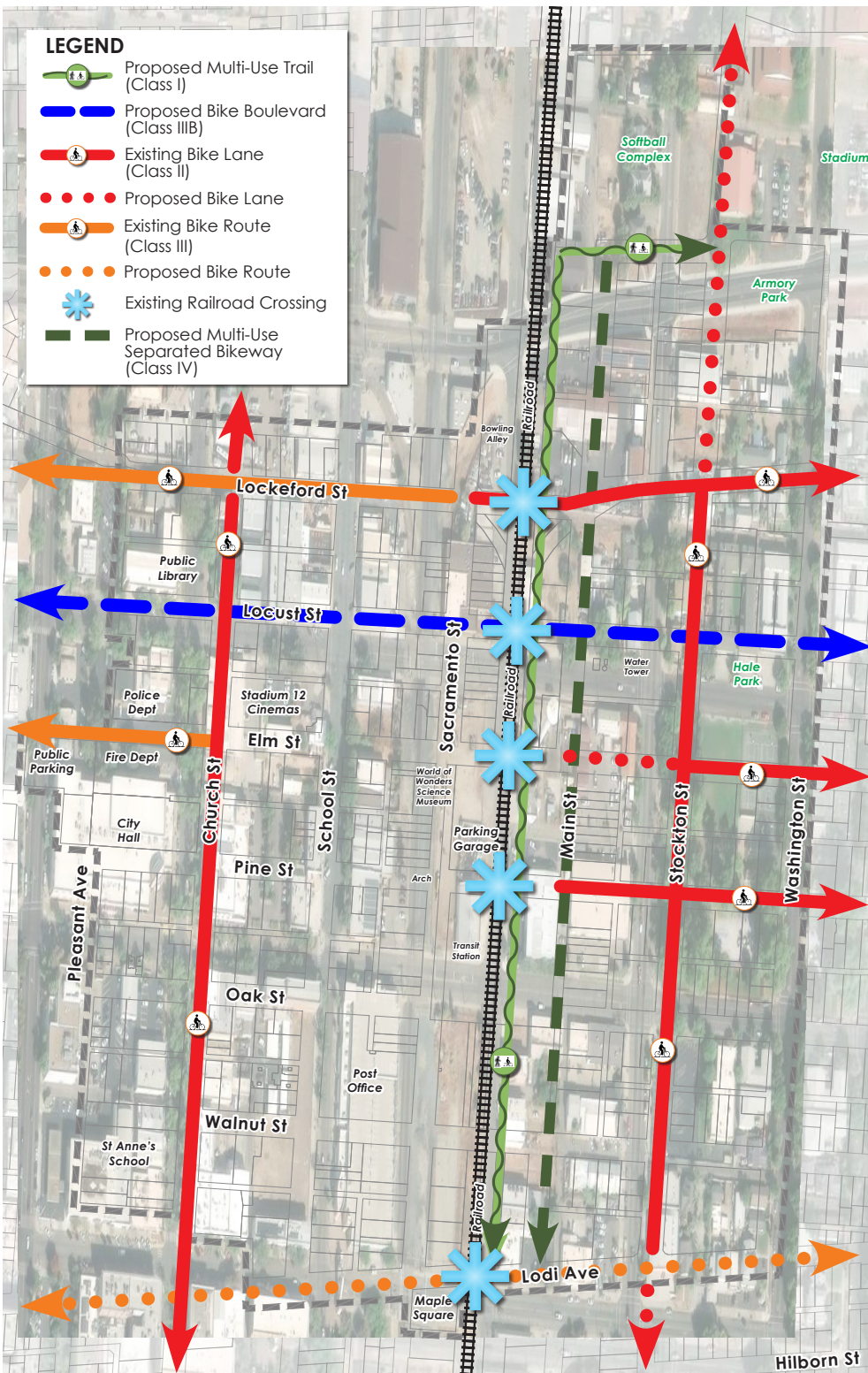
Adding a multi-use trail parallel to a railroad spur near Lockeford Street (or potentially replacing it completely) as proposed in the Lodi Greenline Trail Feasibility Study, 2022, would create a safer, more pleasant walking and cycling environment between the downtown area and Lodi Lake and Woodbridge. As redevelopment occurs between the UPRR tracks and Main Street, there may be further opportunities to incorporate an off-street trail or path to strengthen north-south connectivity for walkers and bicyclists.





7.5 BICYCLE NETWORK

While the City of Lodi's General Plan outlines planned bicycle facilities, the Specific Plan places additional emphasis on development of a cohesive bicycle network that connects to and within downtown. Currently, the downtown area has bicycle lanes on Elm Street, Stockton Street, Pine Street, and Church Street. Designated bike routes are available on Lockeford Street, Elm Street, Lodi Avenue. Existing bicycle routes will be connected and link to adjacent bicycle facilities.



There is potential to further develop the downtown bicycle network by implementing enhanced bicycle infrastructure within existing rights-of-way on one or more of the east-west roads. Several streets are also potential candidates for implementation of pedestrian enhancements, including segments of West Elm Street and North School Street in western downtown. To the east of the UPRR tracks, the Main Street corridor is an opportunity for full reconstruction and is an optimal corridor to prioritize pedestrian improvements and circulation. Implementing traffic calming measures such as raised crosswalks and curb extensions on these downtown streets will support the reduction in vehicle speeds and enhance safety in these areas.

Proposed bicycle network enhancements include the following:

- Bike Boulevard Class IIIB on Locust Street
- Bike Route Class III on Lodi Avenue
- Class II bike lanes on Stockton Street, north of Lockeford Street, and south of Lodi Avenue to link to areas outside the Specific Plan boundary

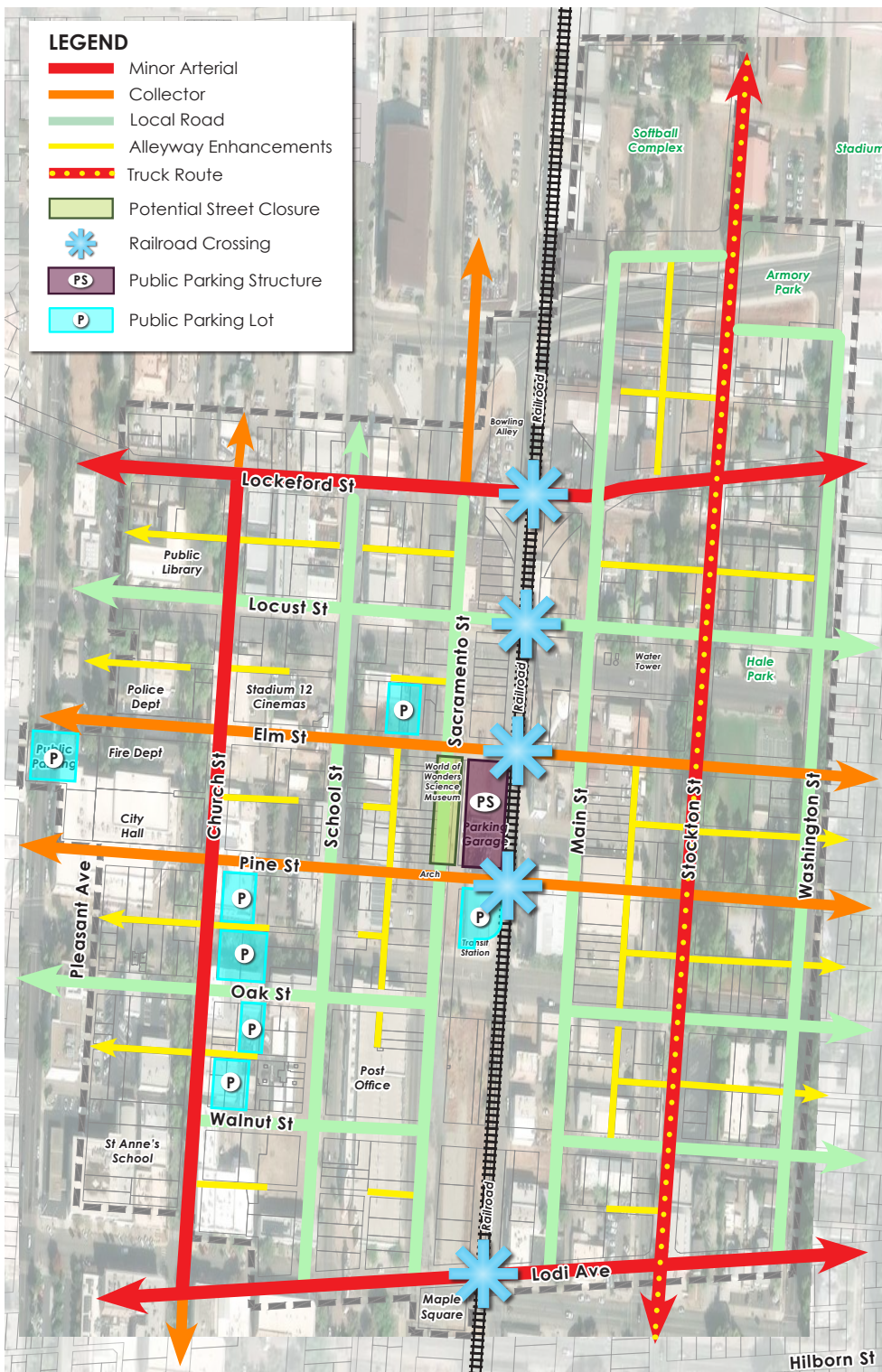
Figure 7.2: Bicycle Network Map



7.6 VEHICULAR CIRCULATION NETWORK

In downtown, the vehicular network is organized around a compact grid of local arterials—such as Sacramento Street, Lodi Avenue, Pine Street, and Vine Street—designed to support both through-traffic and access to the city’s historic core. Side streets connect to these main corridors, which link the downtown area to major state highways and U.S. routes just beyond the city center. The grid layout promotes smooth circulation while maintaining the walkable, small-town character of the district and supports strategies such as prioritizing alternative modes by closing off blocks or segments of roads to vehicular traffic, or alternatively, prioritizing different travel modes on different streets. Freight and commercial vehicles are accommodated through designated routes, with truck access managed to protect pedestrian activity and maintain safety. Overall, the downtown vehicular network balances local mobility, efficient circulation, and connectivity to regional transportation systems.

As noted above, the downtown area and surrounding neighborhoods follow a grid pattern with streets running in a north-south or east-west orientation. The area in the Lodi Downtown Specific Plan includes roads that are classified in the General Plan by street hierarchy. Street hierarchy refers to the organization of streets based on their function and traffic capacity, with major roads (such as arterials and collectors) designed to accommodate higher volumes of traffic and local streets providing direct access to properties and neighborhoods. A map of the roadway system in the City of Lodi from the General Plan is provided as Figure 7.3: Vehicular Circulation Map.



Arterials

The Specific Plan area includes four roadways that are classified as minor arterials by the General Plan. Lodi Avenue and Lockeford Street run east-west and provide connections to the residential neighborhoods west and east of the Downtown area and to/from SR-99. Church Street (classified as a minor arterial from Lodi Avenue to Lockeford Street only) and Stockton Street are oriented north-south and provide connections to the residential, industrial, and commercial corridor on Kettleman Lane (SR-12). Truck routes are designated on certain arterials throughout Lodi. Near downtown, the only designated truck route is Stockton Street along the eastern Specific Plan area boundary.

Collectors

The downtown area includes two roads classified as collectors. West Elm Street and West Pine Street run east-west through the Specific Plan area, connecting the downtown with residential communities to the east and west.

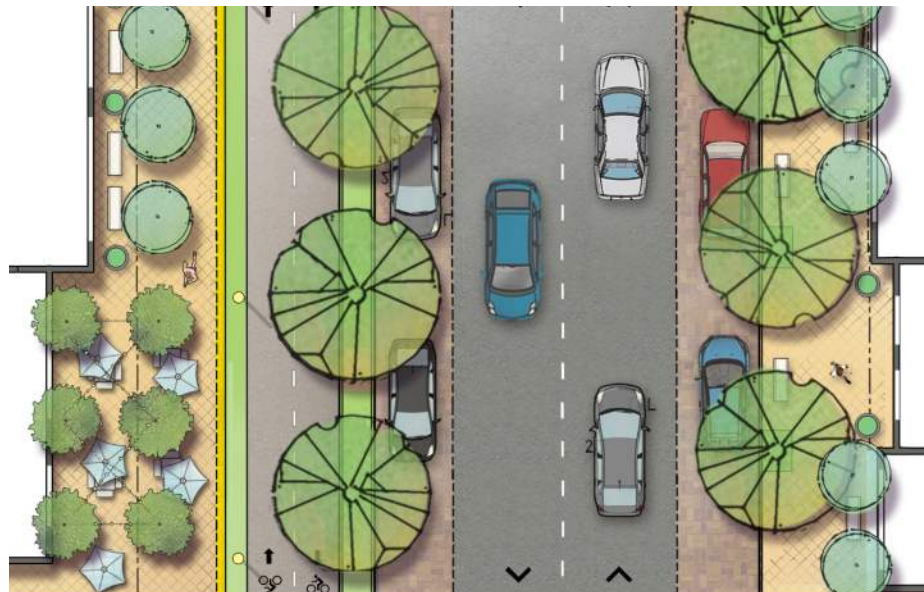
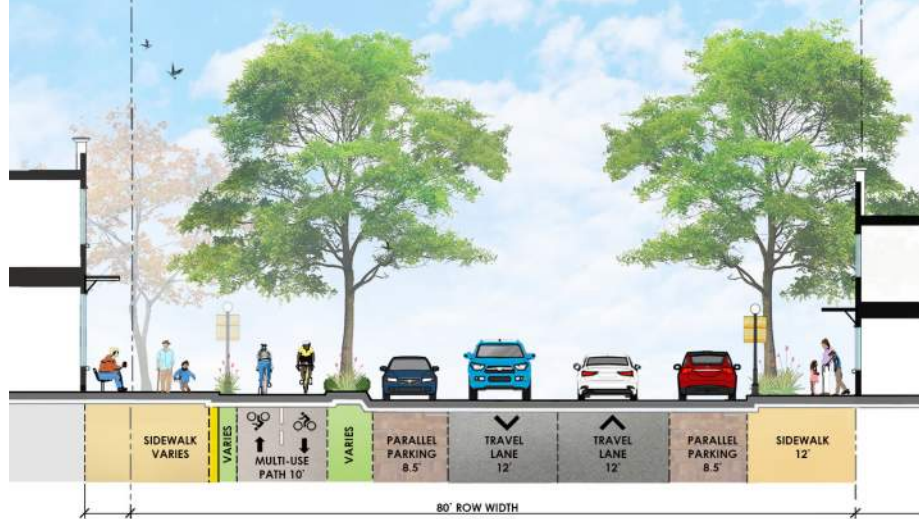
Local Roads

All other roads in the study area are classified as local roads, smaller roads with one travel lane in each direction that provide access to local destinations.

Truck Route

In downtown Lodi, heavy and multi-axle trucks are generally directed to use designated arterial streets—such as Turner Road, Lower Sacramento Road, Beckman Road, and Guild Avenue—while smaller streets in the historic core are largely restricted to through-truck traffic. Truck parking is limited to specific streets and time periods, with loading and unloading permitted only in designated areas. Overall, the existing truck route system balances freight access with safety and livability by channeling through-truck traffic along major arterials while restricting trucks in sensitive downtown zones.

Figure 7.3: Vehicular Circulation Map



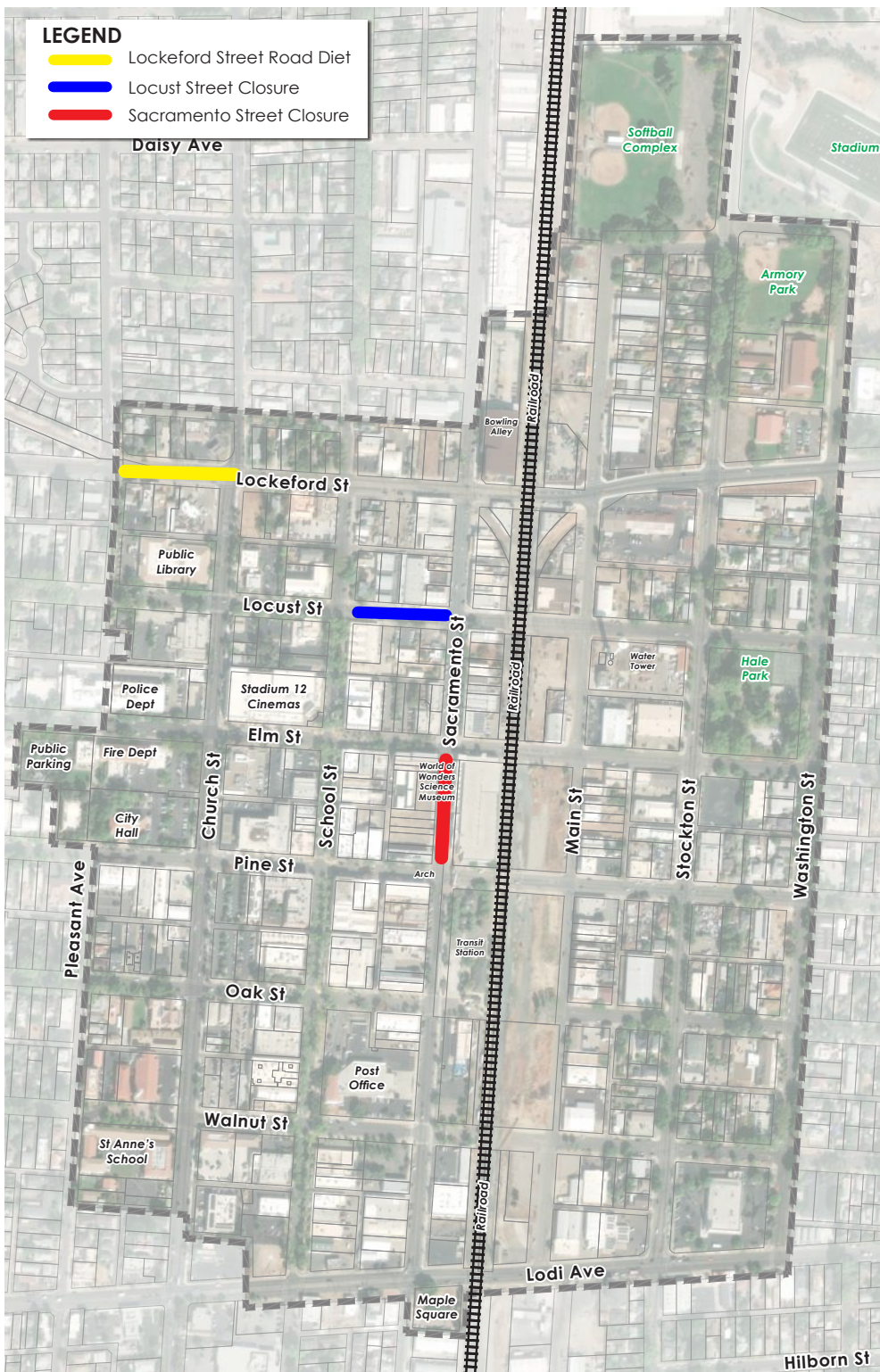
Downtown Street Enhancements

A number of opportunities exist aimed to enhance downtown Lodi’s walkability, safety, and community spaces while maintaining traffic efficiency. Proposed improvements include continuing School Street closures for events with removable bollards, converting Sacramento Street between Pine Street and Elm Street into a pedestrian plaza to support museum expansion, limiting vehicular connectivity on Locust Street at the railroad tracks to form a bicycle boulevard with local access, and integrating a “road diet” on Lockeford Street to reduce lanes and calm traffic while providing additional space for landscaping, parking, and bike facilities.

7.6.1 Main Street Improvement

Establish Main Street as a vibrant, multimodal corridor with a consistent 80-foot right-of-way that prioritizes pedestrians, cyclists, and local vitality. The recommended design includes two 12-foot travel lanes for efficient vehicle flow, parallel and diagonal parking on both sides with decorative paving, widened sidewalks featuring landscaped parkways, street trees, and placemaking elements for a welcoming public realm, and a 10-foot Class IV separated cycle track with landscaped buffers for safe, accessible biking. Right-of-way acquisition between Elm Street and Walnut Street (see Figure 4.9) is necessary to achieve this vision, enabling continuous pedestrian, bicycle, and vehicular connectivity from Lodi Avenue to the Softball Complex. These enhancements will transform Main Street into a cohesive, attractive, and accessible destination that supports community identity and economic vitality.

Figure 7.4: Proposed Main Street Improvement Concept



7.6.2 Locust Street Closure

Designating Locust Street as a bicycle boulevard would create a safe, low-stress east-west connection for bicyclists and pedestrians between North Main Street and areas west of the railroad tracks, while discouraging through vehicle traffic and preserving local access. By closing through vehicle access across the tracks, bicyclists and pedestrians would maintain seamless connectivity, and drivers would be routed to higher-capacity streets such as Lockeford Street or Lodi Avenue, minimally impacting overall traffic operations. This configuration also supports potential future railroad quiet zone improvements by eliminating one vehicle crossing, enhancing safety and community livability, with traffic modeling indicating only minor changes in intersection delays and overall operations remaining at LOS C or better.

7.6.3 Lockeford Street Road Diet

Converting the four-lane segment of Lockeford Street between North Church Street and North California Street to two lanes would better align the corridor's configuration, calm traffic, and create space for multimodal and streetscape enhancements. Traffic volumes on this segment are lower than adjacent two-lane sections, indicating excess roadway capacity that can be repurposed without compromising performance. The road diet would support Lodi Downtown Specific Plan goals by improving safety, walkability, and visual character, while providing opportunities for bicycle facilities, landscaping, stormwater features, parking, or turn lanes.

Figure 7.5: Street Closures and Road Diet

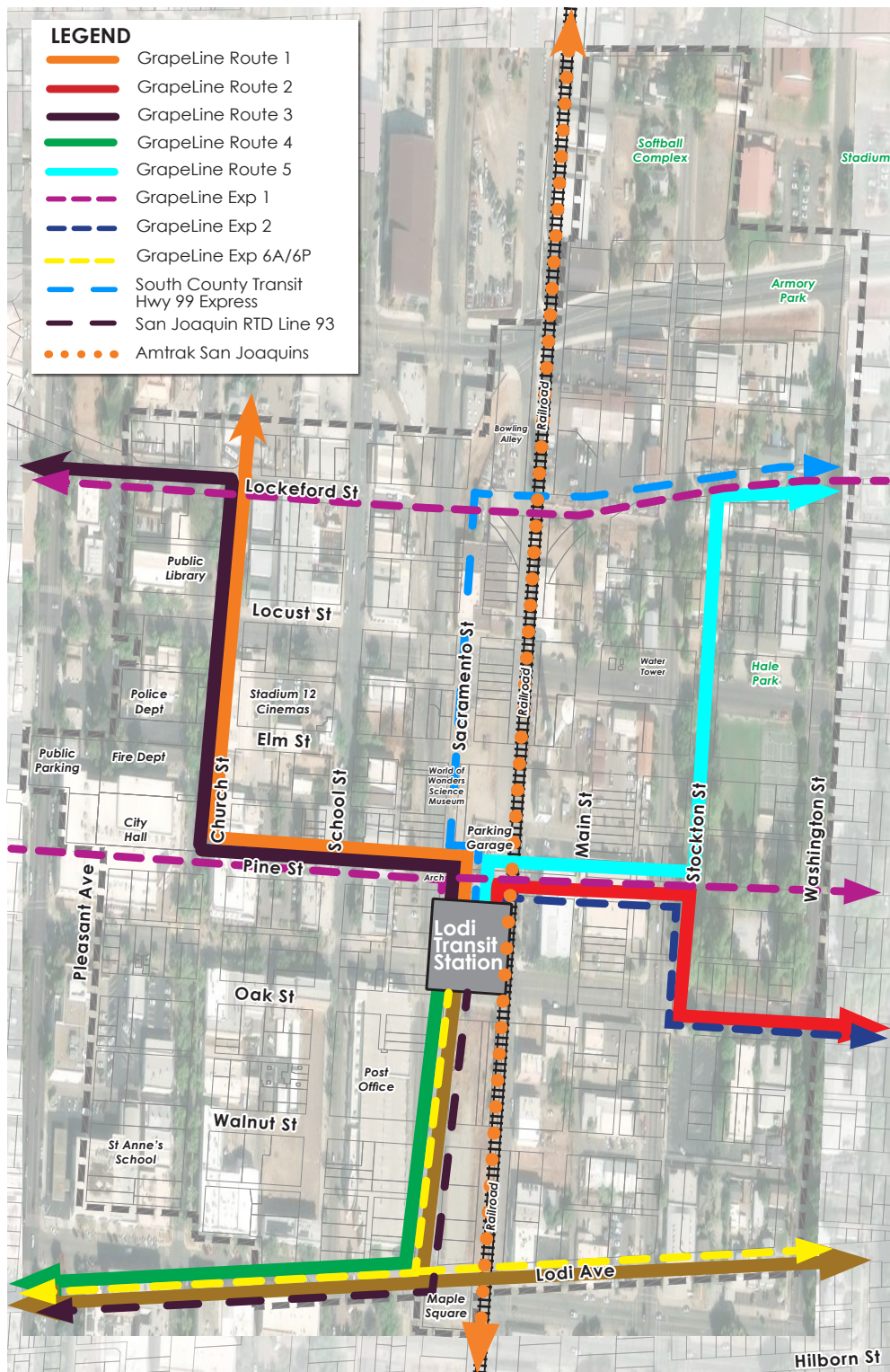
7.6.4 School Street Temporary Event Closures

Create flexible, plaza-like spaces along School Street using decorative paving and removable or retractable bollards to allow temporary street closures for community events, festivals, farmers' markets, and parades. These enhancements will strengthen the area's identity as a vibrant community hub while maintaining a 20-foot clear passage for emergency access and restricting regular automobile traffic for safety and pedestrian comfort.

7.6.5 Sacramento Street Closure

Sacramento Street between Pine Street and Elm Street should be closed or limited to vehicular traffic to create Discovery Plaza (see Page 6-12), a central, pedestrian-oriented gathering space that enhances downtown connectivity and supports future development. With no parking garage access maintained from adjacent streets, the closure would have minimal traffic impact while enabling the World of Wonders Science Museum to expand and activate the area with new plaza space. This transformation would create a vibrant public realm that encourages walking, social interaction, and greater engagement with nearby downtown businesses and cultural destinations.





7.7 TRANSIT NETWORK

The Specific Plan area is generally well-served by transit. Potential pedestrian amenities to further enhance the attractiveness of transit use include the addition of benches and shelter to all stops within the downtown area. The San Joaquin Regional Transit District (San Joaquin RTD), South County Transit (SCT), and City of Lodi's GrapeLine provide transit service to and from Downtown. The Lodi Transit Station in Downtown on South Sacramento Street between West Oak Street and West Pine Street serves as a key hub for both local and regional bus service, with buses stopping regularly for convenient connections throughout the area. It also functions as a train station, with Amtrak providing passenger service via the San Joaquins.

The Lodi Transit Station is fully integrated into the surrounding transportation network, offering easy access for both pedestrians and transit riders, and includes benches, shelter, and bicycle racks. All GrapeLine routes stop at the Transit Station and other stops within the downtown area, which are equipped with signs providing route information. Most stops also have benches and/or a shelter. All stops are integrated into the surrounding sidewalk network. Two bicycles can be carried on most SJRTD, SCT, and GrapeLine buses. Bike rack space is on a first-come, first-served basis. ADA VineLine, the GrapeLine paratransit service, is available for those who are unable to use the transit system due to physical or mental disability. It is designed to serve the needs of individuals with disabilities within the City of Lodi.

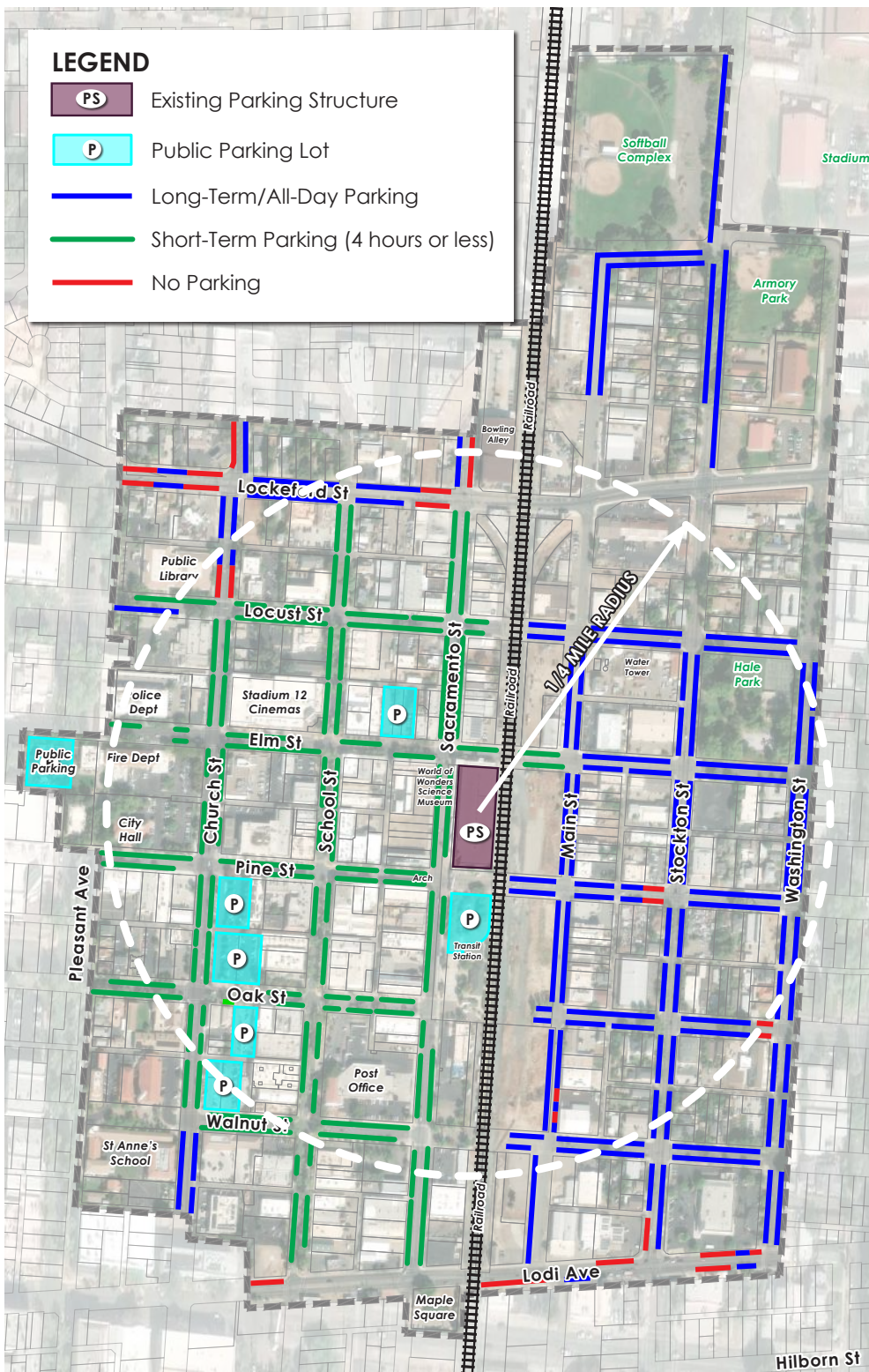
Figure 7.5: Transit Map (Weekday)



7.8 PUBLIC PARKING

Parking in downtown Lodi is designed to support local businesses, visitors, and events while preserving the area’s historic and pedestrian-friendly atmosphere. Most parking consists of on-street spaces arranged along Sacramento Street, Pine Street, Lodi Avenue, and surrounding side streets, with time limits in place to encourage turnover and short-term use. An existing multi-level public parking structure on North Sacramento Street provides additional capacity near the downtown core, including spaces for electric vehicle charging.

The City’s public parking garage is located within a 1/4-mile walking distance of the majority of Downtown Lodi’s commercial core. A 1/4-mile radius (approximately a 5-minute walk) is a nationally recognized standard for walkable access in downtown and mixed-use environments. This distance is generally considered comfortable and appropriate for employees and long-term parking, allowing on-street spaces to remain available for customers and short-duration visits, which are critical to supporting downtown businesses. While individual perceptions of walking distance may vary, the City’s parking framework is consistent with best practices in downtown planning and parking management. Several public lots are also strategically located within walking distance of shopping and dining areas, and parking regulations are clearly marked to maintain accessibility and safety. Overall, Lodi’s downtown parking system balances convenience, turnover, and modern infrastructure needs within a compact urban environment.



7.8.1 Parking Structure and Public Lots

The off-street parking supply includes a three-level parking structure owned and operated by the Lodi Transit Administration (LTA) at 3 North Sacramento Street. There are four other downtown surface parking lots operated by the City on Church Street between Pine Street and Walnut Street. Additionally, the Lodi Transit Center has its own dedicated parking lot.

The parking structure offers 330 parking spaces, including EV charging space for transit-users, residents, and other travelers. Daily parking is offered for free on a first-come first-served basis. Long-term parking over 72 hours is also free for a maximum of two consecutive weeks with submittance of an online form or contacting the LTA. Parking surveys conducted in 2015 found average occupancies in the parking structure to be approximately 21 percent; recent observations suggest that the structure remains underutilized in 2024.

The low utilization of the parking structure can be linked to the perception that it is unsafe as well as there is currently ample availability on the street and within the public surface lots. Finding parking may also be an issue; wayfinding in the downtown to both parking facilities and key destinations could be improved. Improvements to the structure should include additional lighting, aesthetic upgrades, and security. Over time it will become more utilized as it presents a significant opportunity to the downtown. As the Specific Plan area redevelops, and parking demand increases, an additional public parking structure could be considered.

Accommodation of onsite parking at both residential and commercial developments can be a substantial cost burden and can even make development on smaller sites infeasible. Provision of larger shared parking facilities in a mixed-use urban environment is both cost-effective and efficient, particularly where uses with opposing peaks in parking demand are present, such as employment and entertainment-related uses.

Figure 7.6: Public Parking Map

7.9 RAIL FREIGHT

One notable constraint to circulation in the Specific Plan area is the railroad, which divides the Specific Plan area. This impacts not only noise and pollution levels but creates a barrier effect for all modes of transportation by limiting east-west connections. The width of the somewhat barren and treeless railroad right-of-way also disrupts the walking environment, potentially causing many pedestrians to turn around rather than continue walking along the corridor, particularly during hot months.

The planned relocation of passenger rail to outside the City would present additional challenges. Residents, workers, and visitors would no longer have the convenience of accessing trains at the centrally located Lodi Transit Station and would have to reach the relocated station west of Lodi by some other means. Upon relocation of passenger rail service to the west side of the City, an opportunity exists to establish a new convenient transit or shuttle connection between the new train station and downtown.

In addition to accommodating passenger rail service, the UPRR corridor through downtown Lodi is a busy freight rail corridor. Approximately 14 freight trains per day traverse the downtown area. Freight trains have noticeable effects on circulation, temporarily disrupting auto, bicycle, pedestrian, and transit east-west circulation, along with negative effects related to noise and diesel exhaust. As provided earlier in this chapter, Section 7.2 Bridging East and West and Section 7.4 North-South Multi-Use Trail provide several strategies and approaches to improve mobility and livability for this area.



Chapter 8: Support Systems

Infrastructure and Public Facilities





Chapter 8: Support Systems

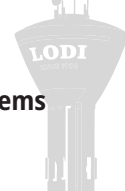
Infrastructure and Public Facilities

8.1 INTRODUCTION

Existing and proposed infrastructure is the backbone necessary for successful development of the Lodi Downtown Specific Plan area. This is accomplished through evaluating anticipated density and quantity of development. Utility demand studies and other engineering evaluations are performed to estimate the infrastructure demand using the types of buildings, structures, and essential support facilities that will be constructed, and the quantity of people inhabiting and/or using those facilities. Master Plans, a Capital Improvement Program, development impact fee/in-lieu fee/mitigation fee programs, and coordination with other utility agencies are important to be implemented by city staff that evaluate proposed projects to meet the needs of build-out for the Specific Plan area.

The City of Lodi has developed thorough master plans, identified upgrades where necessary, and has built facilities to handle existing growth. Further evaluation and study by city staff should be a constant policy or practice to verify the type and location of each development and determine if the existing infrastructure is available or proposed to serve the development and if not, develop a method for additional infrastructure through the entitlement process, Capital Improvement Program and implementation of the City's fee program as appropriate. This section specifically describes existing and proposed infrastructure such as water, wastewater, storm drainage, dry utilities, and the essential public facilities which support the Specific Plan area.





8.2 WATER SUPPLY

Water supply is managed by the City of Lodi Public Works Department which operates and maintains approximately 240 miles of water mains, 28 wells, and one surface water treatment facility.

The goal of the City is to provide safe and clean drinking water free of harmful contaminants for consumption that is treated to levels that meet federal, state, and local standards, for ultimate use to its residential, commercial and industrial customers. Water also is distributed for public safety purposes through both private and public fire hydrants and related fire suppression infrastructure (such as sprinkler systems). The City is also responsible for maintenance and related repairs to the infrastructure.

8.2.1 Potable Water

The Specific Plan area is serviced by only potable water. Potable water is drinking water that comes from surface water and groundwater sources and is treated to levels that meet state and federal standards for consumption. Historically, though, the City of Lodi uses groundwater pumped from its wells to meet its water needs. The City entered into an agreement with the Woodbridge Irrigation District (WID) in 2003 to purchase 6,000 acre feet of water per year of WID's Mokelumne River water entitlements. (An acrefoot of water is a unit measurement of volume that measures the amount of water needed to cover an acre of land to a depth of one foot). Since the adoption of the Impact Mitigation Fee Program (IMFP) in 2012, Lodi has completed the construction of the surface water treatment facility located at 2001 West Turner Road, approximately a mile west of the Specific Plan area. However, additional related facilities and infrastructure are still required to effectively utilize the WID water supply.



In 1990, the City adopted the Lodi Water Master Plan which was later updated and adopted in 2012. The update was done to account for newer development along the south and west portions of the city as well as to update current water demand for the entire city. Expansion of the water services are required to serve planned development areas and this requires adequate funding, phasing, and effective water use planning. The Water Master Plan outlined a water system fee to account for new development costs of the aforementioned surface water treatment facility and the additional infrastructure needed to move water into the distribution system. These additional facilities include a new 1.5 million gallon storage tank and an additional well for peak use condition. Water fee calculations include the costs of both blended (from surface sources) and pumped groundwater.

In addition to the 2012 Water Master Plan, and the implementation of the 2012 IMFP, the City has adopted a 2020 Urban Water Management. These documents and fee programs are used by the Public Works and Engineering Departments for operations and maintenance of the distribution system and water storage facilities as well as development of capital improvement projects.

The majority of the water mains in the Specific Plan Study area are six- and eight-inch diameter potable water mains. Some streets such as Stockton Street, School Street, Lockeford Street, and Oak Street, and an alley have ten-inch diameter mains and Walnut Street has a twelve-inch diameter main. Pleasant Street has predominantly six- and eight-inch diameter mains, however, there is a localized four-inch diameter water main as well. It should be noted that the north-south trending streets have longer distances of water mains than the east-west trending streets. Some of the alleys in Specific Plan study area have four- and six-inch potable water mains. Services can be connected to these mains to serve the existing development. The average daily demand for residential development is 200 gallons per capita per day, commercial development is 2,750 gallons per capita per day, and industrial development is 2,200 gallons per capita per day. Proposed developments are required to analyze their project to ensure adequate potable water flow as well as fire flow (as discussed on the next page).

Water pressure within the Specific Plan area typically ranges from approximately 50-60 psi. Proposed developments should be designed to accommodate a minimum pressure of 45 psi in accordance with City standards.



Water for fire protection purposes (firewater) is served through publicly owned and operated and private hydrants located throughout the Specific Plan area. Hydrants are located on every major street in the Specific Plan area. The City's standard for minimum pressure is 20 psi at the service point or fire hydrant under the worst-case scenario of either maximum daily demand plus fire flow or peak hour demand. There is adequate fire flow within the potable water system to serve occupancy loads now and in the future.

The adopted Five-Year Capital Improvement Program (CIP) identifies city-wide projects funded by the City's Water Fund. The CIP does not identify projects within the Specific Plan area as of the preparation of this document which includes a water main replacement.

8.2.2 Non-Potable Water

In 2008, the City adopted a Recycled Water Master Plan which was later complemented in 2018 by a Non-Potable Water Study as part of a longer-term planning document. The Master Plan designated that treatment of the White Slough Water Pollution Control Facility (WSWPCF), located at 12751 Thornton Road approximately seven miles southwest of the Specific Plan boundary, would be utilized as a method to handle the projected water demand through 2035. As part of the 2018 Study, two 1,000 gallon per minute pump stations, related facilities, and approximately 5,740 lineal feet of distribution mains are needed to supply non-potable water.

At the present time, non-potable water pipelines and related facilities are not located within the Specific Plan area. As such, the adopted Capital Improvement Program does not identify proposed recycled water improvements in the Specific Plan area.

Non-potable water (recycled water) is not suitable for public consumption as it does not meet drinking water standards. Non-potable water is typically used for landscape irrigation. At the time of plan adoption, however, the infrastructure required to deliver non potable water from the WSWPCF to the City's customers and users was not constructed. Instead, the City proposed using WID-purchased water to serve the non-potable water needs such as landscape irrigation purposes as to not rely on potable water.

Also, new development projects were conditioned to build ultimate infrastructure, such as 'purple pipe', to service their non-potable project needs and the development projects were not paying into the IMFPP since the development project built the infrastructure. Once enough non-potable distribution system infrastructure is built and a facility to convey this water can occur, the implementation and use of non-potable water will be possible. Although the potable water system can be utilized for landscape irrigation purposes for build out, the future implementation of recycled water will reduce the burden and demand of potable water usage and therefore allow for an increased available potable water supply for consumption.

8.3 WASTEWATER SERVICES

The Specific Plan area is serviced by typical, subsurface sanitary sewer pipelines for handling wastewater services. The sewer mains are owned by the City of Lodi which provides routine maintenance in compliance with the Sanitary Sewer Master Plan.

Overall, the City of Lodi's wastewater system currently consists of approximately 191 miles of collection system pipelines ranging from 4- to 42-inches in diameter where 6-inches diameter is the prevailing size serving approximately 25,000 customers. The City also relies on five lift stations located along the northern city boundary to facilitate wastewater flow operations. Ultimate discharge facilities include an outfall pipeline system consisting of six larger diameter pipelines (or trunklines) that connect with the collection system located south, west and east of the project boundary which ultimately flows southwest to the City's WSWPCF (described above) approximately seven miles from the Specific Plan boundary. Treated wastewater needs to satisfy federal and State standards for environmental considerations.

The pipelines in the study area are the oldest in the City (over 80 years old) and generally consist of clay pipe materials. Within the study area there are variable sizes in mains that range as low as 4 and 6 inches in diameter up to 18 inches in diameter in Sacramento Street. The Softball Complex is serviced with a 16-inch diameter main.



A solid and complete maintenance program is integral to the success of the longevity and performance of the sewer, especially in the study area where grease from dining establishments can cause additional distress on the sewer. The maintenance program should be implemented and monitored along with capital improvement projects for upgrades. Also, the City continues to upgrade these older pipes with a plastic liner to seal cracks in pipes and pipe joints for proper, safe, and efficient effluent delivery.

The adopted Five-Year Capital Improvement Program identifies city-wide projects funded by the City's Wastewater Fund. The City also utilizes the Wastewater Fee to offset costs associated with upgrades to the wastewater treatment plant facility. No specific improvements are identified within the Specific Plan area as of the preparation of this document.

8.4 STORMWATER MANAGEMENT

Stormwater management is handled by typical, subsurface stormwater collection structures collecting stormwater from sheet-flow within the roadway and alley network, and the rail line corridor modifies drainage patterns and collection strategy.

The Lodi Master Plan for the Development of Storm Water Collection and Disposal Facilities was adopted in 1963 and later updated in 2012 as the 2012 Storm Drain Master Plan which added additional Drainage areas as the City had grown following the 2010 General Plan. The Specific Plan area is within the original 1963 Master Plan area, but the 2012 Master Plan refined the added areas taking into account the 1963 Master Plan, additional development, and enhanced drainage calculation modeling.

Under the 1963 Master Plan, storm drainage facilities included a network of conveyance pipelines and pump stations with storage basins located throughout the city. Basins are connected with drainage areas so that ultimately, via gravity flow, stormwater runoff reaches various pump stations with ultimate disposal to the Mokelumne River or Woodbridge Irrigation District (WID). The Public Works Department maintains all 128 miles of storm drains, including pump stations and outlet structures.

The Specific Plan area is split into two Storm Drain Planning Areas, primarily lying within B-1 Basin Drainage Area south of Lockeford Street and the H-Basin Drainage Area located essentially north of Lockeford Street along the northerly boundary of the Specific Plan area.

Area B is comprised of subareas B-1 and B-2 where B-1 specifically serves the Specific Plan area. Subarea B-1 extends northerly from Tokay Street (south of the study area below Lodi Avenue) to Elm Street. There is a detention basin in Vineyard Park on Tokay Street east of Mills Avenue to handle storage (Natural groundwater recharge) and discharge. Area H is generally bounded by the limits of the developments bordering the Mokelumne River on the north (north of the study area) and CCT Telecomm in the east (northeast of the study area), Lockeford Street on the south and Lower Sacramento Road on the west. Area H discharges storm water by gravity flow and four pump stations located outside the study area. Depending on planned development and drainage patterns in the Specific Plan area, interim facilities may be required to be installed should the area be absent of permanent master planned facilities such as pipelines and basins or should existing facilities not have adequate capacity. Pipeline sizes in the study area range from 10 inches to 36 inches in diameter.

8.4.1 Woodbridge Irrigation District (WID) Agreement

In 1993, the City entered into a 40-year Storm Drainage and Discharge Agreement with the WID to allow stormwater discharge into the WID canal. This is accomplished by managed pump station discharges into the canal that limits the combined flow rate of 160 cubic feet per second and shall not exceed 60 cfs from any one discharge for canal capacity purposes. It should be noted that ultimate compliance of all stormwater flow to the canal is governed by the National Pollutant Discharge Elimination System (NPDES) and small municipal storm sewer system, also known as the MS4 permit, under the City's purview. Further, the adopted Five-Year Capital Improvement Program identifies city-wide projects which include annual funding programmed for unidentified storm drain system improvements.



8.5 DRY UTILITIES

In 1910, a privately owned electric company providing electrical services transferred to the City of Lodi and the Lodi Electric Utility was created. It is unique for a city to provide its own electrical service provider to its residents. The electrical and gas service provider in the region, however, is Pacific Gas & Electric (PG & E). Being a municipally-owned utility, Lodi Electric is not-for-profit and all surpluses are placed back into utility operations and city funds. The utility is entirely rate-supported and uses no taxpayer money for operations or capital improvements. All departmental expenses and capital outlays are reflected in the rates customers pay.

Natural gas services are provided by PG & E. Other dry utilities such as cable, fiber optic, and telephone exist within the Specific Plan area that service the community for communication purposes.

In terms of related dry utilities, such as signal interconnect, the City's traffic engineering division within the Public Works Department manages traffic signal operations. Lodi Avenue contains signal interconnect between Mills Avenue (west of Specific Plan area) and Central Avenue (east of the Specific Plan area). This provides for an opportunity for additional or expanded interconnect infrastructure along Church Street to City Hall for the development of a Traffic Management Center (TMC). The TMC is a centralized location that provides the ability to operate signalization remotely to control traffic operations along its corridors for efficient signal operations for motorists.

8.5.1 Telecommunications

AT&T and Comcast provide telecommunications, cable, and internet services in the Specific Plan area. Two (2) unknown buried fiber optic transmission lines trend parallel along the east and west sides of the rail corridor, which also pass beneath public roads at all the rail crossings, as well. These carriers are expected to meet current and future demands of land uses.

8.5.2 Cable Service

AT&T and Comcast cable Spectrum provide telecommunications, cable, and internet services in the Specific Plan area. Two (2) unknown buried fiber optic transmission lines trend parallel along the east and west sides of the rail corridor, which also pass beneath public roads at all the rail crossings, as well. These carriers are expected to meet current and future demands of land uses.

8.5.3 Energy (Electricity and Natural Gas)

Electricity Service

The Lodi Electric Utility (LEU) provides electricity service in the Specific Plan Area. Existing transmission and distribution are adequate to meet and the current and future demands of the proposed land uses.

The Lodi City Council is the governing body that sets rates and is responsible for Lodi Electric's operations rather than the California Public Utilities Commission which is responsible for governing investor-owned utilities such as PG&E.

As the City has grown, the IMFP encompassed an electric utility fee as a part of the fee structuring for new development. This fee component facilitates the electrical service all future development in the City. As part of the 2012 IMFP and later for the 2017 addition of the 230 kilovolt intertie system, the Lodi Electric Utility studied electrical load growth that is needed for new development and determined that new facilities would be required to meet this growth for capacity purposes. These improvements included but were not limited to extensions of several overhead line feeds and an underground line feed, but adding capacity at the Industrial Substation, and related upgrades for the distribution system.



Chapter 12.24 of Title 12-Streets, Sidewalks, and Public Places in the Lodi Municipal Code outlines provisions for underground districts. Article 5-Subdivisions within the Title 17-Development Code also contains specific codified criteria and provisions for undergrounding a specific development project. Additionally, City of Lodi staff may require a project to underground utilities as a condition of approval by exercising Municipal Code provisions and the City Council, by Resolution, may adopt an underground district. Currently, the Specific Plan area does not have an underground utility district but may in the future should City Council deem it necessary. It is the desire of the City to underground overhead lines within the Specific Plan area.

Natural Gas

Pacific Gas and Electric (PG & E) generates, transmits, and distributes natural gas to both residential and commercial customers to the Project Area. PG & E has confirmed that there are facilities in the area and service would be provided in accordance with PG & E's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made on a project-by-project basis. Additionally, according to PG & E, there is currently a high-pressure gas main replacement project scheduled for 2027 on Church Street with some of the work being done on parts of Locust Street, Elm Street, Pine Street, Oak Street, and Walnut Street, and partly along Lodi Avenue.

Petroleum Transmission Pipelines

Kinder Morgan, an energy infrastructure company, operates a 10-inch diameter petroleum pipeline along the west side of the rail corridor. This pipeline also passes beneath public streets that cross the rail corridor. The specific contents of the pipeline are unknown and most likely used for transmission purposes for various entities outside the City of Lodi.

8.6 SOLID WASTE

The City currently contracts solid waste collection and disposal services with Waste Management as a form of a franchise hauler. This includes recycling and periodic special collection events for the community, such as holiday tree disposal, e-waste drop-off events, and household hazardous waste events.

As of January 1, 2022, State Law (SB 1383) went into effect requiring local collection agencies to reduce organic waste methane emissions which result from organic waste deposited at landfills for a seventy-five percent reduction by 2025 (as of the preparation of this document). This organic waste includes food waste, green waste, and paper products that decompose and release methane gas into the atmosphere. Currently food waste, also known as organic waste, can be placed in specialized smaller containers that are much simpler to handle within a residence or business and then further disposed of in the green trash cans with the green lids. All other solid waste containers for residential and commercial customers also use green cans with black lids (for all other forms of solid waste) and green cans with blue lids (recycled materials). The City website contains detailed information on collection dates and general solid waste operations. The current franchise hauler is expected to adequately serve the Specific Plan area, and the City can amend the franchise agreement over time and during negotiations with potentially new franchise haulers to adequately serve the area.



8.7 COMMUNITY SERVICES

The majority of the Lodi public and essential facilities complexes are located within the Specific Plan boundary and in close proximity of each other near the western boundary along Pine, Church, and Elm Streets. The Lodi City Hall is located at 221 West Pine Street adjacent to the Carnegie Forum.

The Police Department and Fire Department manage public safety in Lodi, and the Fire Department is the lead entity on emergency preparedness and planning. The City has recently completed an updated Safety Element to the General Plan which provides goals and policies for emergency management. The Emergency Management section of the Safety Element (adopted December 2024) highlights public safety departments, emergency planning, evacuation routes and safety standards, single-access evacuation analysis, and emergency evacuation capacity analysis. Additional descriptions of other facilities related to community services are provided in the subsequent sections.

8.7.1 Library

The Lodi Public Library is located at 201 West Locust Street, adjacent to the western Specific Plan boundary. As with most public libraries, there is a Library Board of Trustees comprised of five members that serve a three-year term and meet the second Monday of each month at the Carnegie Forum located at 305 West Pine Street to the west of City Hall. The library hosts multiple community events throughout the year as published on a periodic calendar, utilizes the interlibrary loan program for books from other libraries, and provides public meeting rooms. The library offers a variety of services including a computer learning center, summer reading program, and homework assistance programs.

8.7.2 Schools

The Lodi Unified School District (LUSD) offices are located approximately 1.5 miles to the southeast outside the Specific Plan area at 1305 East Vine Street. The District provides elementary, K-8, middle, high school and alternative learning facilities and education services to approximately 27,000 students spanning a 350 square mile area including Lodi, Stockton, unincorporated areas region wide. LUSD does not have any public schools within the Specific Plan boundary. St. Anne's Catholic Church and School, a private school, is located at 215 West Walnut Street on the southwestern boundary of the Specific Plan Area.

8.7.3 Police

The Police Department is located within the Specific Plan at 215 West Elm Street. The Lodi Police Department is responsible for providing general law enforcement to the City and enforcing the local, state, and federal laws within five districts. The Specific Plan boundary is served within both the Heritage and Central Districts of those five districts. The Police Department is organized into two divisions, Operations and Support Services, and accommodates a total of approximately 80 officers, over 50 additional administrative and part-time staff, and related equipment. The station is adequate to accommodate a projected city-wide build-out population of approximately 70,000 residents. The Operations Division responds to general calls for service within their patrol, traffic, parks, school resources, community service officers and general community partnerships. The Support Services Division consists of Animal Services, Records, Dispatch/Jail, Investigations, and Office of Professional Standards.



8.7.4

Fire/Emergency Services

The Lodi Fire Department provides fire protection services to the City using four fire stations, and Fire Station 1 is located within the Specific Plan boundary at 210 West Elm Street. The Fire Department has approximately 60 personnel. It was determined that the proposed project area will not require any physical changes to Station 1 or new fire facilities to ensure adequate service to the project area with future developments through 2035 and as detailed further in the Environmental Documentation. The City has an Insurance Services Office (ISO) rate of Class 3 which means that the Fire Department stations are strategically placed and they have adequate personnel, equipment, and related resources to serve its residents and community pursuant to the findings of the adopted Strategic Plan from December 2024. Typical response times are anticipated to be four (4) minutes with the addition of new apparatus and related equipment.

The Emergency Operations Center (EOC) is located within the Police Department facility at 215 West Elm Street, and it serves as the hub for the City's overall emergency operations and for ensuring that the public are informed, prepared and can recover from natural, technological, and/or acts of terrorism. Some of these hazards include fires, flooding, earthquakes, hazardous waste and pipeline spills and/or leaks, and general acts of terrorism. The EOC is also used as a training facility for conducting regular employee training to handle emergency preparedness, response, and recovery operations.

8.7.5

Parks and Recreation

The Parks, Recreation, and Cultural Services Department (PRCS) is located at 230 West Elm Street in a separate building north of City Hall. Although this key department is a part of the City's core services, the actual staff is not located directly at the City Hall building. The PRCS operates and maintains parks and recreational facilities, and host community recreational programs, activities, and special events. The City also has a Parks, Recreation, and Cultural Services Commission that meets monthly at the Carnegie Forum. Members of the Commission are volunteers that are appointed by the City Council.

Overall, the City maintains a total of 278 acres of public parks and multi-purpose drainage basins for storm drainage and water quality management. The Specific Plan area contains three parks with existing recreational facilities: Chapman Field (Armory Park), Hale Park, and the Softball Complex. The 6.5-acre Softball Complex is located adjacent to the railroad corridor and accessed from Stockton Street and consists of two diamonds, field lights, picnic facilities, and restrooms near the north project boundary. Armory Park is approximately 4.8 acres and consists of one baseball/softball diamond, field lights, and restrooms. Hale Park is approximately 3.2 acres and is bounded by Locust Street, Elm Street, Washington Street, and Stockton Street and consists of a basketball court, playground, picnic amenities, and restrooms. As projects are developed within the Specific Plan area, they will need to comply with City of Lodi park requirements.

Chapter 9: Road Map Implementation





Chapter 9: Road Map *Implementation*

9.1 INTRODUCTION

Successful implementation of the Downtown Lodi Specific Plan requires a well-orchestrated interplay between City policy changes and private sector investment response. While market demand will exist for private investment over the next two decades, the Specific Plan analysis indicates that some financial incentives will be necessary to induce near-term action. These incentives can come from the City of Lodi or from collective action by property owners. This chapter outlines the implementation program for the Lodi Downtown Specific Plan area. Components include:

- An overview of the ways the Specific Plan can attract economic investment and public improvements.
- A review of the City's roles and tools for creating the conditions for attracting private investment in the Specific Plan area – City's role and tools.
- A summary of key implementation initiatives and priorities such as formation of a Property Based Business Improvement District (PBID).
- Specific Plan recommendations presented in a table format providing a clear listing of the actions needed for implementation with responsible party, suggested timing, and potential funding sources.

Please note within this section there are numerous strategies and other entries that are universally applicable to many different communities. The way in which they are ultimately adapted to Lodi will be somewhat unique, however, which will depend on numerous specific conditions including for example available resources, the interrelationship of various programs, preferences of the applicable stakeholder groups, and other considerations.





9.2 PROVIDING PUBLIC BENEFIT AND ATTRACTING PRIVATE INVESTMENT

An effective specific plan typically involves both the public and private sectors. Whereas development of the land uses envisioned for a plan area is often “kick started” by various public sector initiatives, the ultimate goal of this type of planning effort is to attract desired private investment. Broadly speaking, there are two major ways that a municipality can facilitate private development:

1. By creating a “conducive development environment” that is consistent with prevailing market demand for various land uses. This may include the following types of actions or policies:
 - Zoning, design guidelines, etc. that are responsive to market needs at the individual establishment level, while maintaining the overall character of the Specific Plan area that preserves and enhances its general marketability;
 - Information about the concepts, intent, etc. of the Specific Plan area to prospective investors/tenants;
 - Streamlined permitting and entitlement processes (i.e., minimizing the need for discretionary approval processes, environmental impact analysis, etc.);
 - Area-wide infrastructure investments, including parking facilities and street improvements;
 - Area-wide “amenity” investments, including landscape and streetscape improvements;
 - Marketing programs to enhance the area’s identity and recognition among consumers; and
 - Clearinghouse roles (e.g., coordination of funding resources and dissemination of information related to investment in the Specific Plan area).

2. By providing focused development support to Specific Plan area businesses, property owners, and key development projects. This can involve the following types of initiatives:
 - Financially structuring shared infrastructure improvements that increase the productivity of the area, in ways that are advantageous to development;
 - Investing in specific infrastructure improvements in the Specific Plan Area; and
 - Providing loans and/or grants for various business and property improvement purposes such as building façade renovations.

9.3 CREATING THE CONDITIONS FOR ATTRACTING PRIVATE INVESTMENT - CITY'S ROLE AND TOOLS

Zoning

From an economic perspective, a successful Specific Plan needs to include zoning and an approval processes that is attractive to the developers while still ensuring quality and context sensitive development that is responsive to community desires. The following strategies included within this Specific Plan included:

1. Allowable densities that are high enough to facilitate market-driven redevelopment of selected parcels given the relatively high land values in the Specific Plan Area.
2. Specific Plan densities that are consistent with the General Plan. In the case of this Specific Plan, a Density Transfer Program is included to address this need.
3. Zoning that allows flexibility to develop desirable land uses for which the future market is uncertain. The development standards and allowable uses contained within Chapter 5 strive to accomplish this.



Streamlined Permitting and Entitlement

A key advantage to adopting a Specific Plan is that it provides a vehicle for expedited approval of development proposals that are consistent with the community vision established by the Specific Plan. Developers consistently cite this type of provision as a key factor in selecting the communities where they will pursue projects. In this regard, it is essential that the adopted Specific Plan remove to the maximum degree possible the need for discretionary approvals for projects that fall within the development “envelope” established by the Specific Plan. Previous program-level environmental compliance documentation for components of the Specific Plan will provide a significant incentive in this regard.

Management of Entitlements

The structure of the Specific Plan helps maximize attractiveness of the area for development and other investment by aligning development potential and desired improvements with “given” entitlements, thereby minimizing the need for property owners/developers to seek additional entitlements. At the same time, Chapter 5 of the Specific Plan provides the regulatory framework and design guidelines to create tailored requirements for the Specific Plan area. Setting clear development frameworks and minimizing the need for additional entitlements also gives the area a marketing advantage. Any future adjustments to entitlement conditions can adhere to the spirit of keeping the development process as streamlined as possible.

Tools to Encourage Redevelopment

For appropriate properties, the City could have programs in place to encourage rehabilitation and creative use/reuse of commercial sites, such as dedicated grant/loan programs using Community Development Block Grant (CDBG) or other funds. Within the Specific Plan area, existing commercial uses are frequently found located in small individual properties and/or spaces that may be somewhat inefficient in terms of their relationship to the street and to parking, and their overall adaptability to various uses. However, these kinds of conditions also lend the area a character that is somewhat unique within the overall trade area. These spaces can be attractive to creative entrepreneurs in all fields of endeavor.

Marketing Partnerships

The City could implement the marketing options discussed below, and other branding and information compilation activities, in careful coordination with the Lodi Chamber of Commerce, Visit Lodi, and any other appropriate development partners.

Branding

As a starting point for future marketing initiatives for the Specific Plan area, the City should conduct a branding exercise or similar process by which to designate the Specific Plan area with a marketing-friendly theme and name. Branding efforts should be coordinated with physical placemaking and wayfinding improvements described in Chapter 6.



Marketing and Other Information-Compilation Options

The City could undertake, or support through partnership with appropriate entities, any or all of the following options:

1. Develop materials for, and/or conduct workshops around the theme of, “why developing/occupying the Specific Plan area is good business.” Companion materials for living in the area could also be produced. Topics within these materials include: descriptions of how the Specific Plan area is value-planned, general and specific ways in which the City functions as a key partner in developing the Specific Plan area, benefits potentially available to developers, businesses, etc. from sources in addition to the City, and advantages to various uses from a market point of view.
2. Produce a high-quality newsletter devoted to the Specific Plan area, issued on a regular schedule, that contains information of interest to both the property owners, businesses, and residents, and to outsiders, including people who are not familiar with the area and may have an interest in investing in it.
3. Produce an annual report of development activity in the Specific Plan area, including development-related data such as absorption, occupancy, mix of business types, noteworthy development news, etc. The content and format of such a report can be modeled on those produced periodically by real estate brokerage firms. This kind of information could also serve as one focus of compiling monitoring/evaluation information.

9.4 KEY IMPLEMENTATION INITIATIVES AND PRIORITIES

Shaped by extensive community engagement and informed by economic and market analyses for the Specific Plan, several key implementation initiatives and priorities have been identified and are described below.

Encourage the Creation of Property Based Business Improvement District

A Property Based Business Improvement District (PBID) is a property owner funded organization that has enhanced downtown retail and restaurant sales and property values over time in other communities. The organizations that currently market Lodi include the Winegrape Commission, Visit Lodi (conference and visitor bureau) and the Lodi Chamber of Commerce. However, these are citywide or regionwide organizations and none are specifically focused on the downtown. Downtown Lodi’s property and business owners have formed the Downtown Business Alliance with the goal of improving their downtown. The Business Alliance is currently funded through voluntary member contributions, and the leaders of the Alliance would like to develop a more sustainable stream of revenue to stage events, market downtown and make improvements. The Business Alliance has indicated interest in forming a PBID and the City has contributed start up funding. The City’s role will be to provide administrative oversight and legal structure. Typically, once formed no on-going City financial support is expected. However, the City has the option to provide financial support to encourage District formation.



A PBID is a benefit assessment district that is enabled by state legislation. PBIDs are geographically defined business areas in which private property owners gather together to gain legal standing and generate revenue to achieve the common goal of improving the area. All types of businesses and some residential zones can be included within this type of district, including retail commercial, professional office, finance institutions, and higher density residential. The PBID can perform a number of activities designed to supplement City services, such as marketing district businesses and activities, promotion of public events, enhanced street and sidewalk cleaning, graffiti removal, promotion of tourism, sanitation, retail retention and recruitment. Physical improvements such as benches, kiosks, pedestrian shelters, signs, lighting, restrooms, trash receptacles, planting area, fountains, plazas, and public art are often also funded by PBIDs.

The key steps in the formation of a PBID include:

- The creation of a steering committee for the PBID formation to delineate downtown's needs and the district's objectives.
- Conduct a feasibility study to establish the boundaries of the District, the amount of annual funding necessary to achieve its objectives, the assessment formula (property size, frontage, building square footage, use, etc.) and the governing structure.
- Conduct property owners' vote to initiate District formation with a majority vote.
- If a majority of the property owners vote in favor of the initiative, a petition in support of forming a PBID is submitted to the City Clerk.
- The City Council reviews the petition and if acceptable adopts a Resolution of Intent to form a PBID.
- A second property owner's vote is necessary after the assessment amounts by individual property have been established and mailed to each property owner in the District.
- A PBID is formed if a majority of properties, weighted by the amount of proposed assessment, votes in favor of the District.
- If the vote is successful, the City Council adopts a Resolution of District Formation.
- The assessments are placed on the county's property tax rolls and collected through the property tax bill.
- PBIDs in California are typically formed for up to ten years, after which a renewal process similar to the original formation is required.



Refine Marketing Targets

Lodi's historic marketing efforts have emphasized the cities in the Central Valley, like Sacramento, Stockton and Fresno, because of cultural similarities and the travel convenience provided by SR-99 and I-5. However, over the past 20 or 30 years, Silicon Valley has experienced unparalleled population, employment and income growth. Greater marketing emphasis should target the east-west connection to the south-eastern part of the Bay Area that has benefitted substantially from the prosperity generated by Silicon Valley and is yet more distant from the renowned wine-growing regions of Napa and Sonoma Counties. Cities like Fremont, Pleasanton, Sunnyvale and San Jose and are high income communities within 90 to 120 minutes of Lodi. Their visitor market potential has yet to be fully exploited.

Stimulate Multi-Family Housing Development

Additional housing in the downtown is essential to achieving a vibrant, mixed-use environment. Multifamily development provides needed housing for individuals and families, supports local businesses, accommodates future employees, and increases "eyes on the street," contributing to enhanced safety and security.

Despite these benefits, a substantial number of downtown parcels remain vacant or underutilized, reflecting long-standing market barriers to infill and adaptive reuse. Property ownership patterns, small or irregular parcel configurations, aging or obsolete structures, and elevated redevelopment costs have limited private investment, particularly when compared to greenfield development at the urban edge.

Real estate developers consistently report that it is less costly and less risky to build on suburban greenfield land than to redevelop in downtown or older industrial areas east of the railroad tracks. In west-side suburban locations, raw land may cost as little as six dollars per square foot. By contrast, redevelopment of downtown and eastside industrial sites typically requires acquisition of land and existing improvements, business relocation assistance, environmental remediation where applicable, and demolition of obsolete structures. Demolition costs alone can exceed the cost of raw land in outlying areas, creating a significant feasibility gap.



To better understand these constraints, the City has undertaken a focused evaluation of potential catalyst sites within the Downtown Specific Plan area and Economic Analysis prepared by the Land Econ Group that can be found in Appendix A.2. This analysis examined site-specific conditions, construction costs, achievable rents, and financing feasibility. The findings confirm that, under current market conditions, many downtown multifamily projects are not financially viable without targeted incentives, regulatory flexibility, or catalytic public investment, particularly on vacant and underutilized parcels intended to absorb higher densities.

Accordingly, if the City is to achieve its General Plan and Downtown Specific Plan objectives for meaningful residential growth downtown, strategic financial and regulatory incentives will be necessary to stimulate initial pioneering projects. These early investments are intended to reduce market risk, demonstrate feasibility, and create momentum for subsequent private development, ultimately leading to reinvestment of underutilized sites and a more complete, active, and economically resilient downtown.

Role of the Density Transfer Program in Advancing Feasible Development

To address the documented feasibility challenges associated with vacant and underutilized downtown sites, the City will utilize the Downtown Density Transfer Program as a targeted implementation tool. The program allows residential density to be strategically shifted from constrained or underperforming parcels to sites better positioned to accommodate development, while maintaining the overall development capacity assumed in the General Plan and Downtown Specific Plan.



By enabling density transfers within the Downtown Mixed Use (DMU) designation—where allowable residential densities range from 8 to 35 dwelling units per acre—the program provides flexibility to increase development intensity on viable catalyst sites without exceeding adopted maximums. This flexibility directly responds to the City’s pro forma analysis prepared by the Economic Development Group, which demonstrated that additional units are often necessary to close feasibility gaps created by land assembly, demolition, relocation, and construction costs on downtown infill sites.

The Density Transfer Program is particularly intended to facilitate redevelopment of vacant and underutilized parcels, support adaptive reuse of older buildings, and incentivize early pioneering projects that establish market confidence. When paired with appropriate deed restrictions and environmental consistency review, density transfers ensure that unused or unrealized development potential is preserved and redeployed in a manner that advances downtown revitalization goals, housing production, and long-term economic sustainability—without increasing overall impacts or undermining General Plan consistency.

To accelerate near term Specific Plan success, suggested strategies include:

- For the first 200 units in the downtown to actually proceed to construction, waive all development impact fees. This reduces project cost by three to five percent to enhance feasibility and provides an incentive to early movers or pioneers.
- Invest in infrastructure and amenities such as new street trees, utilities undergrounding and the renovation of parks such as Hale Park.
- Ensure there are areas outside the downtown for the relocation of older industrial and automobile related uses.
- Permit densities up to 50 units per acre (currently allowed by DMU zoning).
- Ensure parking standards in the downtown are not geared for suburban development. Depending upon the bedroom mix, a minimum requirement of 0.8 to 1.5 spaces per unit would be appropriate. Developers have the option to build more if the market dictates.
- For downtown multi-family development projects that meet Specific Plan criteria, permit streamline approvals to reduce process time and carrying costs.



Hotel Development

One of the City's top objectives of the Specific Plan effort is to gain a hotel in the downtown. Wine country hotels tend to be well under 100 rooms, as part of the wine country charm is intimacy of scale. For example, Hotel Healdsburg has 57 rooms, Mattei's Tavern has 67 rooms, and the Appellation Lodi - Wine and Roses Resort and Spa has only 66 rooms. Cities that have encouraged hotel development downtown have employed both the carrot and stick approaches.

Case Study: San Jose Restricted Hotel Development Outside the Downtown

During the 1990s and 2000s, the City of San Jose and its Redevelopment Agency had the goal of making its downtown the urban center of Silicon Valley. The City invested in a major convention center in its struggling downtown but was unable to attract the critical mass of hotel rooms essential for convention center success. In response to this challenge the City adopted a policy of not approving hotel developments outside the downtown until a critical mass of 1,000 rooms was achieved in the downtown. This policy was not a formal ordinance but an administrative practice implemented through the planning approval process. The City held firm even though a few hotels that would have been built in suburban San Jose moved into neighboring cities. Over time Downtown San Jose was able to attract a Fairmont, a Marriott and a Hilton either adjacent to or very near its convention center; and the policy of not approving suburban hotel development was removed. With the market established, several additional hotels have since been constructed in Downtown San Jose.

Short-Term Incentives for Hotel Development

While long-term market conditions support hotel development in Downtown Lodi, near-term feasibility challenges remain. A catalytic hotel—ideally located along School Street within immediate proximity to downtown restaurants, retail, and wine-tourism amenities—would significantly advance Downtown's economic vitality. To address early market barriers while protecting the City's fiscal interests, the following framework is recommended for consideration by Land Econ Group:

Performance-Based Financial Participation Framework

The City may consider case-by-case financial participation for an initial downtown hotel project, subject to the following conditions:

• Economic Benefit Analysis Requirement

Any request for City participation shall be supported by an independent economic benefit study evaluating projected fiscal and economic returns to the City over a minimum five-year period. The analysis shall quantify anticipated Transient Occupancy Tax (TOT) generation, sales tax lift, employment impacts, and broader downtown economic activity.

• Discretionary Authority to Waive or Defer Fees

Based on the results of the economic benefit analysis, the City may, at its discretion, consider waiver or deferral (in whole or in part) of:

- Development impact fees
- Other applicable municipal fees
- TOT obligations during a defined stabilization period

Any fee deferral program shall include a repayment structure and time horizon defined by the City.

• Development Agreement Required

Any financial participation shall be formalized through a Development Agreement, ensuring enforceable performance standards, construction timelines, minimum project scope, and clawback provisions if agreed-upon benchmarks are not met.

For example, waiver of impact fees may amount to four or five percent of project cost. If we assume 80 rooms costing \$350,000 per room, the project cost would total \$28 million. At four percent, the fee waiver would amount to a development incentive of \$1.12 million. The payback from the City's transient occupancy tax collection on this new hotel would require three to four years assuming an average room rate of \$250 per night, 70 percent the current six percent room tax rate. Of course, the City continues to collect the room tax from this hotel in future years and from other hotels induced into the downtown due to the success of this first hotel.



Grant Funding

To continue funding improvements in the downtown area, the city will pursue grant opportunities. The following are several potential sources, though additional options may become available over time.

BUILD Grant

The BUILD (Better Utilizing Investments to Leverage Development) discretionary grant program provides an opportunity for the Department of Transportation to invest in road, rail, transit and port projects that promise to achieve national objectives. The program name was recently updated and renamed in early 2025 from the RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant program. These grants have been targeted for areas of persistent poverty and historically disadvantaged; however, with the new administration the future funding for this and other similar programs are highly uncertain. Because of the loss of commuter rail service, a case could be made for the eastside of downtown to qualify for such a grant to reconstruct streets and other public infrastructure. As indicated in Table 9.1, the eastside of downtown Lodi has a household income percentage that is more than twice that of either the City of Lodi or San Joaquin County. This area also has substantially lower household incomes and much higher minority percentages.

Table 9.1: Income Data for the Eastside of Downtown Lodi

	Eastside of Downtown	City of Lodi	San Joaquin County
Population 2025	717	67,195	814,353
Percent Household in Poverty	27.7%	12.2%	12.4%
Percent Hispanic Origin	71.4%	41.8%	43.0%
Percent Asian	10.4%	10.6%	20.2%
Average Household Income	\$85,377	\$112,994	\$121,231
Median Household Income	\$53,159	\$86,214	\$92,100
Source: ESRI			

A few successful RAISE grant awards to municipalities are summarized below to illustrate possible examples for Lodi:

- The City of Phoenix received a \$10.2 million grant to add 3.3 miles of ADA compliant sidewalks and roadway improvements between Downtown Phoenix and its International Airport.
- The City of Hartford received \$19 million to construct streetscape improvements employing a complete streets approach in an area of persistent poverty.
- The City of Brockton, Massachusetts received \$7.8 million to design and reconstruct 5.2 miles of roadway on approximately 20 streets in downtown Brockton. The City of Brockton replaced traffic signals, converted one-way roadways to two-way, replaced water and sewer lines, replaced storm water systems, and installed 5-miles of fiber optics within the project limits.

Transformative Climate Communities Program (TCC)

The Transformative Climate Communities (TCC) Program is a California-wide, place-based grant program administered by the Strategic Growth Council that provides planning and implementation funding for disadvantaged or historically under-resourced communities. In a notable example, the City of Stockton leveraged a \$170,000 TCC planning grant followed by approximately \$35 million in implementation funding through the Stockton Rising initiative to deliver coordinated corridor improvements, rooftop solar, household energy and water efficiency upgrades, urban greening and park investment, bicycle and pedestrian infrastructure, transit access, local food distribution, and workforce training in the green economy.

The eastside of Lodi's Downtown Specific Plan (DTSP) area overlaps substantially with the City's adopted Environmental Justice Element and SB 535 Disadvantaged Communities, as shown in Figure 9.1. This area also qualifies as a Priority Population under the California Climate Investments Priority Populations Mapping Tool (Version 4.0) and CalEnviroScreen. As such, the DTSP establishes a clearly defined, eligible geographic focus for a future TCC application.

The DTSP proposes corridor-scale investments along Main Street that directly advance TCC program objectives, including:

- Reduction in greenhouse gas emissions through mode shift, complete streets design, and improved access to transit and active transportation
- Improved public health outcomes through shaded streetscapes, urban greening, heat-island reduction, and enhanced pedestrian safety
- Increased access to economic opportunity by improving connectivity to downtown jobs, services, workforce centers, and locally owned businesses
- Meaningful, place-based benefits to Environmental Justice communities through targeted reinvestment in historically under-resourced neighborhoods

The DTSP's integrated land-use, mobility, streetscape, and public-realm strategies reflect the multi-benefit, outcome-driven approach required under TCC guidelines. Concentrating implementation along the Main Street corridor provides a scalable, implementation-ready framework that enables the City to clearly demonstrate measurable outcomes related to emissions reduction, safety, access, health, and community connectivity—key evaluation criteria under TCC.

To strengthen a future TCC application, the City anticipates partnering with a coalition of community-based organizations and public agencies with demonstrated expertise aligned to TCC priorities. Potential partners include, but are not limited to: Tree Lodi for urban greening and tree-canopy expansion; LOEL Senior Center's gardening program in coordination with the UC Cooperative Extension San Joaquin Master Gardeners for local food production and distribution; GRID Alternatives for renewable energy deployment and clean-energy workforce training in environmental justice communities; Catholic Charities of California's Central Valley region for workforce development and job-readiness programs; the San Joaquin County Lodi WorkNet Center, recently relocated to the Main Street corridor, for employment and training services; Reimagined Housing on Main Street, operating transitional housing in City-owned space in partnership with San Joaquin County; and the Community Partnership for Families of San Joaquin – Lodi Family Resource Center, also located on the Main Street corridor, which provides employment, training, and family-support services.

To ensure accountability, effectiveness, and competitiveness for TCC funding, the City will track a clear set of quantifiable, equity-focused performance metrics aligned with Strategic Growth Council and CARB expectations. Primary metrics will document greenhouse gas reductions, including reductions in vehicle miles traveled, increased transit and active transportation usage, energy efficiency gains, renewable energy generation, and fuel displacement associated with downtown infill development and corridor improvements. Supporting land-use and mobility metrics will track delivery of affordable housing near transit, activation of vacant and underutilized sites, expansion of pedestrian and bicycle infrastructure, and deployment of electric vehicle charging, with benefits disaggregated to confirm that priority populations directly experience the outcomes of investment.

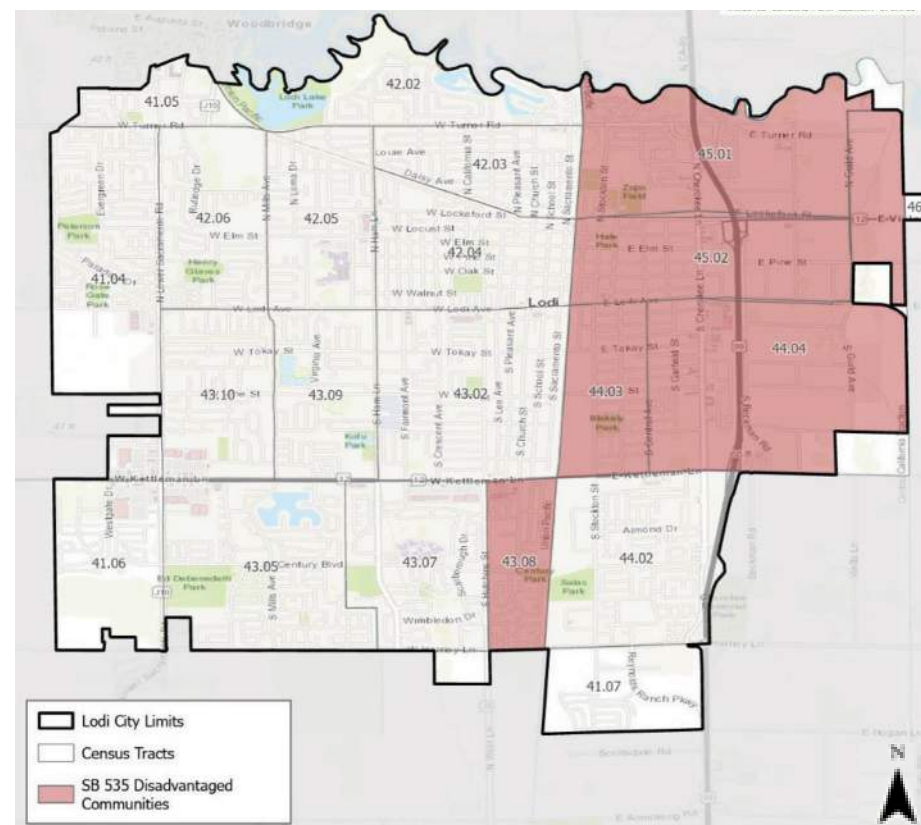


Figure 9.1: Lodi SB 535 Disadvantaged Communities



The City will also monitor co-benefit and implementation metrics reflecting broader community outcomes, including improvements to public health and climate resilience (tree-canopy expansion, reduced heat exposure, improved air quality, and access to green infrastructure), local economic impacts (job creation, workforce training participation, and support for small and disadvantaged businesses), and community engagement (ongoing participation by residents and community-based organizations). Tools such as PurpleAir sensors may be deployed to provide hyper-local, real-time air-quality data to support transparency and outcome tracking.

The City has initiated early coordination with the San Joaquin Council of Governments (SJCOG) to discuss eligibility, regional alignment, and application strategy for a future TCC submission. Adoption of the DTSP establishes a clear policy framework, geographic focus, and implementation strategy—demonstrating readiness to advance a competitive TCC application supported by adopted plans, identified partners, and measurable community benefit.

With maximum TCC awards of up to \$24 million and a projected application window in Fall 2026, the DTSP positions the City to pursue TCC funding as an implementation-ready platform that advances state climate, equity, workforce, and community-driven investment goals.

Community Resilience Centers (CRC)

The Community Resilience Centers (CRC) Program is a state-administered grant program that funds the planning, retrofit, or construction of neighborhood-level resilience centers, along with associated services and programs. CRC grants range from approximately \$100,000 for planning up to \$10 million for implementation, and prioritize communities facing disproportionate climate, environmental, and public-health burdens.

A CRC-funded resilience center located within or adjacent to downtown Lodi could provide critical resources during climate-related emergencies such as extreme heat, poor air quality, drought, or power outages, while also serving as a year-round hub for community services. Eligible activities include clean-air and cooling facilities, emergency sheltering, water access, renewable energy and backup power, workforce development, and community-based resilience programming.

Although the City's Access Center is located just outside the formal DTSP boundary, it is directly adjacent to the downtown area and serves residents, workers, and vulnerable populations within the DTSP geographic area. Given its proximity, service population, and existing community-serving function, the Access Center represents a strong candidate for CRC funding and would likely be eligible under program guidelines, particularly where benefits demonstrably accrue to Environmental Justice and priority populations within the downtown and eastside areas.

Because CRC encourages the adaptive reuse and enhancement of existing community-serving facilities—such as community centers, libraries, schools, and service hubs—the City could leverage the DTSP as a policy and implementation framework to integrate resilience infrastructure at the Access Center with broader downtown revitalization, public-health, and equity objectives. This approach would strengthen climate readiness, improve emergency response capacity, and expand essential services for downtown-adjacent neighborhoods while aligning with CRC's equity-driven, place-based investment goals.

Active Transportation Program (ATP)

The Active Transportation Program (ATP) is a state- and federally funded grant program dedicated to improving pedestrian, bicycle, and other non-motorized transportation infrastructure, with a strong emphasis on safety, equity, public health, and greenhouse-gas reduction. Eligible improvements include sidewalks, protected bike lanes, crossings, ADA curb ramps, pedestrian lighting, traffic-calming measures, and Safe Routes to School projects. Unlike broader climate or community-development grants, ATP funding is primarily focused on hardscape transportation infrastructure, rather than landscaping or soft-cost programming.

ATP funds are awarded through both a statewide competitive process and a regional competitive process administered by the San Joaquin Council of Governments (SJCOG). A prerequisite for eligibility for SJCOG's regional ATP funds is submission of an application to the statewide ATP program, reinforcing the importance of coordinated, well-scoped project development.



Within the Downtown Specific Plan (DTSP), ATP funding would be strategically targeted first toward the Main Street corridor, where sidewalk upgrades, pedestrian crossings, ADA improvements, bicycle facilities, and safety enhancements are most critical to supporting downtown mobility, access, and revitalization. Because no single grant source is sufficient to fund all DTSP improvements, ATP is intended to complement other funding programs—such as TCC, AHSC, and Measure K—by focusing on discrete blocks or segments of hardscape improvements that advance a complete-streets framework. When layered with other funding sources, ATP investments along Main Street can play a critical role in delivering a safer, more walkable, and multimodal downtown core.

Affordable Housing & Sustainable Communities (AHSC)

A state-level grant and loan program that supports the development of affordable housing integrated with sustainable transportation and connectivity investments. With over \$4 billion committed statewide, AHSC has enabled more than 20,000 affordable homes, paired with bike/ped infrastructure, transit-oriented amenities, and reduced vehicle dependence. For Lodi, an AHSC-supported downtown development could combine affordable housing, walkable or bike-friendly streets, safe pedestrian access, and transit connectivity — supporting the DTSP’s goals for equity, sustainability, livability, and reduced greenhouse gas emissions.

EPA Brownfields Program

A federal initiative that provides grants, loans, and technical assistance to help communities assess, clean up, and reuse formerly contaminated or underused properties. Funding ranges from environmental assessments and planning (up to \$500,000) to cleanup and remediation grants, as well as revolving loan funds that support multi-site cleanup efforts over time.

The City of Lodi has previously applied for and successfully received Brownfields funding for site assessments, helping to evaluate environmental conditions on underutilized properties and reduce uncertainty associated with redevelopment. Building on this foundation, the City intends to pursue future Brownfields Assessment and Cleanup Grants to address legacy contamination, unlock infill redevelopment opportunities, and reduce environmental and financial barriers to reinvestment.

By addressing contamination risks and improving site readiness, Brownfields funding can facilitate the conversion of idle or blighted downtown properties into affordable housing, mixed-use development, public open space, commercial corridors, or other community-serving uses. Within the DTSP area—particularly where former industrial or commercial uses are present—the Brownfields Program offers a strategic tool to advance infill development, support environmental justice, and leverage private investment while improving public health and safety.

Measure K

San Joaquin County’s half-cent transportation sales tax, renewed by voters in 2006 through 2041, provides a stable, locally controlled revenue stream for roadway maintenance, transit, roadway safety, and bike/pedestrian infrastructure. Over its life, Measure K is projected to generate nearly \$2.7 billion. For downtown Lodi, Measure K can help support a multimodal transportation network, fund sidewalk and street-safety upgrades, enable transit service enhancements, and facilitate smart-growth and downtown revitalization efforts — all while complementing state and federal grant funding. By integrating Measure K-funded investments with the DTSP’s long-range vision, the city can leverage local resources to create a safer, more connected, and transit-ready downtown that supports equity, access, and economic vitality.

Low Carbon Transit Operations Program (LCTOP)

A component of California Climate Investments, LCTOP provides funding for transit service enhancements, fare-reduction programs, and first-/last-mile improvements that reduce greenhouse-gas emissions and vehicle miles traveled. LCTOP emphasizes equity by prioritizing investments that benefit disadvantaged communities and improve access to jobs, services, and downtown destinations. For Lodi’s Downtown Specific Plan, LCTOP offers a practical funding tool to strengthen transit access, improve affordability, and ensure that downtown infrastructure investments are supported by reliable, accessible service. When paired with complementary grant programs, LCTOP helps translate long-range planning goals into daily mobility options that support economic vitality, sustainability, and inclusive access.



National Park Service / State Historic Preservation Office (SHPO) Federal and state preservation programs administered through the National Park Service and California’s State Historic Preservation Office provide planning assistance, technical guidance, and grant funding to identify, protect, and reuse historic and cultural resources. These programs support historic surveys, National Register nominations, preservation ordinances, rehabilitation planning, and education initiatives. For the Downtown Specific Plan, NPS/SHPO resources can help formalize recognition of downtown historic assets, enable adaptive reuse, and leverage additional incentives such as historic tax credits and complementary grant funding. Integrating preservation planning into downtown implementation ensures that revitalization reinforces local identity, supports sustainability goals, and attracts long-term investment.

Mills Act — Incentivizing Historic Preservation through Property Tax Abatement

The Mills Act is a state-authorized property tax incentive program (California Government Code Sections 50280–50290) that enables cities to enter into voluntary contracts with owners of qualified historic properties. In exchange for a commitment to rehabilitate, restore, and maintain a designated historic resource in accordance with the Secretary of the Interior’s Standards, participating property owners receive a reduction in property taxes based on a restricted use valuation.

For downtown areas with older building stock, the Mills Act is widely used as a preservation and reinvestment tool, helping to offset the higher costs associated with seismic upgrades, code compliance, adaptive reuse, and long-term maintenance of historic structures. The program is particularly effective for commercial buildings, mixed-use properties, and historic downtown storefronts, where reinvestment costs can otherwise discourage rehabilitation.

Within the Downtown Specific Plan (DTSP) area, the Mills Act could support preservation of historic and culturally significant buildings while encouraging adaptive reuse, reinvestment, and continued occupancy. By reducing ongoing operating costs, the program can help property owners direct capital toward building rehabilitation, façade improvements, and interior upgrades that support downtown revitalization without compromising historic integrity.

Implementation of a local Mills Act program would allow the City to strategically target eligible historic resources, establish annual caps on the number of contracts or fiscal exposure, and align preservation incentives with DTSP goals related to economic vitality, cultural heritage, sustainability, and environmental reuse of existing structures. When paired with complementary funding sources—such as Brownfields grants, active transportation improvements, and place-based economic development programs—the Mills Act can function as a low-cost but high-impact tool to advance historic preservation as an integral component of downtown implementation.

CDFI & State Small Business / Economic Development Programs

California administers a range of financing and support programs through GO-Biz, IBank, and the Small Business Development Center network that can help implement the Downtown Specific Plan. These programs provide low-interest loans, loan guarantees, tax credits, and technical assistance to support small businesses, adaptive reuse, and place-based revitalization—particularly in underserved or disadvantaged areas. When coordinated with infrastructure, housing, and mobility investments, these tools can strengthen downtown economic vitality, support local entrepreneurs and legacy businesses, and bridge market gaps that often slow reinvestment. Leveraging these programs ensures that downtown revitalization translates into active storefronts, job creation, and long-term community benefit.

Enhanced Infrastructure Financing Districts (EIFDs)

Enhanced Infrastructure Financing Districts (EIFDs) are a post-redevelopment financing mechanism authorized under California law (Government Code Section 53398 et seq.) that allow cities to fund public infrastructure and facilities through tax-increment financing. EIFDs capture the growth in property tax revenues (excluding school shares) within a defined district boundary and reinvest that increment into infrastructure that supports development, revitalization, and economic activity.



EIFDs may fund a wide range of public improvements relevant to downtown revitalization, including streets and utilities, pedestrian and bicycle infrastructure, parking structures, transit-supportive facilities, brownfield remediation, public spaces, and affordable housing (if adopted as part of the district's financing plan). Formation of an EIFD does not require voter approval; however, participating taxing entities must voluntarily opt in, and any issuance of bonds requires 55-percent voter approval.

For the Downtown Specific Plan, EIFDs offer a flexible, locally controlled tool to help finance major infrastructure investments and long-term reinvestment without relying solely on one-time grants. When targeted carefully, an EIFD can support phased downtown implementation, leverage private development, and provide a sustainable funding mechanism aligned with infill and smart-growth objectives.

Infill Infrastructure Grant (IIG)

The Infill Infrastructure Grant (IIG) Program, administered by the California Department of Housing and Community Development (HCD), provides capital funding to support infrastructure improvements necessary to facilitate infill housing development. Unlike AHSC, which requires a housing sponsor at the time of application, IIG can be pursued by cities proactively to prepare sites and corridors for future housing investment.

Eligible infrastructure includes:

- Streets, sidewalks, and ADA improvements
- Water, sewer, and storm drainage upgrades
- Streetscape and public-realm improvements that directly support housing feasibility
- Utility relocation and site-serving infrastructure

For the DTSP, IIG is particularly relevant because:

- Housing is a core DTSP pillar, and many downtown housing sites are constrained by aging or undersized infrastructure.
- IIG can be used to reduce development costs upfront, making infill and mixed-use housing projects more financially feasible.
- Corridor-scale infrastructure investments (e.g., Main Street and adjacent residential blocks) can be sequenced ahead of private development, positioning downtown sites for market-rate, affordable, and mixed-income housing.

IIG can function as a bridge program, setting the stage for later AHSC, TCC, or private housing investment.

Community Development Block Grant (CDBG) – Targeted Downtown Use

While not new, CDBG remains a reliable funding source when strategically targeted. For downtowns, CDBG can support:

- ADA improvements
- Public-facility upgrades
- Façade improvement programs
- Small-business assistance tied to place-based revitalization

Used selectively, CDBG can fill gaps that larger capital grants cannot, especially for people-focused improvements.

Statewide Park Development & Urban Greening (OPR/ SGC/ CNRA)

Beyond CRC and TCC, several state programs support urban greening and park-adjacent infrastructure that complement downtown revitalization:

- Statewide Park Development and Community Revitalization Program (OPR)
- Urban Greening Program (Strategic Growth Council / CNRA)

These programs fund:

- Pocket parks and small urban open spaces
- Tree canopy expansion and heat-mitigation infrastructure
- Green stormwater infrastructure
- Community-serving open space in park-poor neighborhoods

For DTSP purposes, these grants can:

- Complement hardscape-focused ATP funding
- Support urban greening components layered into Main Street and adjacent corridors
- Strengthen equity and EJ findings by addressing heat exposure and access to open space



Electrification & Infrastructure Incentives

Purpose and Policy Context

Strategic electrification investments are a core component of Downtown revitalization, climate resilience, and equitable access to clean transportation. The City of Lodi, through the Lodi Electric Utility Department (LEU), supports these objectives by offering incentives that reduce barriers to electric vehicle (EV) adoption and by coordinating infrastructure planning to ensure sufficient electrical capacity in priority corridors and neighborhoods, including the Main Street corridor and designated disadvantaged community (DAC) areas.

EV Infrastructure Incentives

LEU currently offers financial incentives to support residential, commercial, and multifamily EV charging infrastructure, including rebates for Level 2 and DC fast charging equipment, with enhanced incentives for income-qualified customers. These incentives are intended to lower up-front installation costs and encourage early deployment of charging infrastructure in highly visible, high-use locations such as Downtown commercial corridors, public parking facilities, mixed-use developments, and multifamily housing. Targeting EV charger installations along Main Street and within DAC areas supports equitable access to clean mobility options while reinforcing Downtown as a destination for residents, workers, and visitors.

Grid Readiness and Undergrounding Coordination

While LEU's incentive programs primarily focus on EV chargers and vehicle adoption, successful implementation of Downtown electrification requires coordinated utility planning and capital investment. The City will work with LEU to prioritize electrical system upgrades, service capacity improvements, and—where feasible—undergrounding of overhead utilities in conjunction with roadway, streetscape, or redevelopment projects along Main Street and in DAC areas. Aligning utility improvements with private development, capital improvement projects, and grant-funded infrastructure initiatives will reduce long-term maintenance costs, improve streetscape aesthetics, enhance safety and reliability, and support higher-intensity infill development envisioned in the Downtown Specific Plan.

Implementation and Funding Strategy

Implementation will emphasize a “make-ready” approach that pairs LEU incentives with state and regional funding programs that prioritize equity and emissions reductions, such as CALeVIP, Active Transportation Program (ATP), Transformative Climate Communities (TCC), and Affordable Housing and Sustainable Communities (AHSC) grants. LEU incentives will be leveraged as a local match or cost-offset where eligible, particularly for projects located within DAC boundaries. The City will track EV charger deployment, electrical capacity upgrades, and participation in incentive programs to ensure investments are aligned with Downtown revitalization goals, climate action targets, and equity objectives.



9.5 IMPLEMENTATION ACTION PLAN

The vision and goals presented in the Specific Plan are supported by the following Implementation Action Plan. The Implementation Action Plan provides a summary of Specific Plan recommendations and is presented in a table format providing a clear listing of the major actions needed for implementation. The table also identifies the responsible agency or party, suggested timing of the actions, and a list of potential funding sources to assist in implementing each action.

It should be noted that all actions listed in Table 9.2 below must be authorized and initiated by the City Council and/or Community Development Department by policy decision. Implementation of the actions identified in this Plan will occur over time and is contingent upon a range of factors, including the availability of financial resources, staff capacity, and organizational priorities. Many actions will also depend on the interest, participation, and investment of private partners, community organizations, and other public or institutional stakeholders. As such, successful implementation will require ongoing coordination, collaboration, and shared commitment among multiple partners to advance the Plan’s vision.

Table 9.2 Implementation Action Plan

		Near Term = One to Three Years Mid-Term = Four to Seven Years Long Term = Over Eight Years	AC = Arts Commission, CD = Community Development, Chamber = Chamber of Commerce, CI = Community Improvement, ED = Economic Development, F = Finance Department, FD = Lodi Fire Department, LEU = Lodi Electric Utility, PRCS = Parks Recreation & Cultural Services, PW = Public Works, R= Parks and Recreation, SPARC = Site Plan & Architectural Review Committee, V = Visit Lodi	
		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES
REGULATORY ACTIONS				
R-1	Adoption of Specific Plan: Adoption of the Specific Plan is the catalyst for Downtown Lodi and the recommended land uses, development standards, zoning code updates, and other proactive policies designed to spur economic investment and visual enhancement of the area.	Near Term	CD	General Fund
R-2	Objective Design Standards: Amend Sections 17.22.050 - Downtown mixed use design guidelines. Section D. Design Guidelines and 17.18.050 - Residential design guidelines Section F. Multi-Family and Clustered Housing Design to integrate Objective Design Standards.	Near Term	CD	General Fund



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES
PROGRAMS, STUDIES, AND INITIATIVES				
P-1	Branding and Marketing: Brand and market the downtown with a unique logo and/or themed sign program to promote image and attract investment. Focus on Silicon Valley.	Near Term	CD, Chamber, ED, V	Assessment District (e.g., PBID), General Fund
P-2	Gateway and Wayfinding Program: Prepare a wayfinding directional sign program which includes updating the directional kiosks and banners to provide visual navigation to parking facilities and key destinations throughout the Specific Plan area.	Near Term	CD, PW	Assessment District (e.g., PBID), General Fund, CIP
P-3	Railroad Quiet Zone: Quiet Zone Study and work with UPRR for railroad easement and acquisition and implement rail crossing improvements	Mid-Term	CD, PW	Grant funding/City owned sites/sales
P-4	Downtown Shuttle Service: Upon relocation of passenger rail service to the west side of the City, establish a transit or shuttle connection between the new train station and downtown.	Long Term	CD, ED, PW	Assessment District (e.g. PBID), General Fund, User Fees, Grants
P-5	Parking Management Plan: Review recommended parking strategies for the Specific Plan area and determine appropriate on- and off-street parking strategies for implementation. Evaluate effectiveness existing shared parking and in-lieu fee program, a future parking structure, and the elimination of on-street parking near the railroad approaches.	Mid-Term	CD, PW	General Fund
P-6	Parklets Program: Prepare a Parklets Program which provides clear design criteria to ensure cohesive, safe, and attractive installations that align with City operations and building codes requirements.	Near Term	CD, PRCS, PW	General Fund



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
P-7	Truck Route Study: Prepare a Truck Route Study to investigate the purpose and use of the existing Truck Route on Stockton Street. Depending on the findings of the existing conditions analysis of that study, should relocation of the Truck Route be a desired next step of analysis, the study should investigate the feasibility of that relocation.	Mid-Term	CD, PW	General Fund	
P-8	Traffic Impact Study for Street Closures: Perform a traffic impact study to analyze the potential future long-term permanent closure to vehicles: Sacramento Street, between Pine and Elm Streets, and Locust Street, between Main and Sacramento Streets.	Near Term	CD, PW	Grant Funding/Transportation Grants	
P-9	Traffic Impact Study for Railroad Crossing Improvements: Evaluate the impacts of median installation and access modifications at railroad crossings.	Mid-Term	PW	Grant Funding/Transportation Grants	
P-10	Traffic Impact Study for Bicycle Boulevard: Perform a traffic impact study to analyze the potential future bicycle boulevard on Locust Street.	Near Term	CD, PW	General Fund	
P-11	PBID: Encourage the formation of a Property Owner / Business Improvement District.	Near Term	CD, F, ED	Downtown Property Assessments	
P-12	Development Transfer Program: Implement a Development Transfer Program within the Specific Plan area.	Near Term	CD	General Fund, Development Application Fees	
P-13	Property/Business Owner Outreach: Establish ongoing interface with property and business owners to facilitate business retention/expansion and to maximize support for assessment-based funding.	Near Term	CD, Chamber, ED	General Fund	
P-14	Grant Funding: Pursue federal, state and regional funding sources for infrastructure and planning.	Near Term	CD, F, PW, R, LEU	General Fund	



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
P-15	Impact Fees: Update the Development Impact Fee (DIF) and Parking In-Lieu Fee schedules for the Specific Plan area.	Mid-Term	CD, F, PW, LEU, PRCS	General Fund	
P-16	Incentives: Define targeted incentives for housing, retail/restaurant, and mixed-use development (throughout Downtown with special focus on key "catalyst" sites).	Near Term	CD, F, ED, PW	General Fund, Development Standards, Development Agreements	
P-17	Trash and Recycling Program: Consolidate and conceal trash and recycling receptacles in alleyways and consider garbage collection multiple times a day and distributing free recycling bins.	Mid-Term	CD, PW	General Fund	
P-18	Sewer and Infrastructure Maintenance Program: A maintenance program should be implemented and monitored along with capital improvement projects for upgrades to infrastructure.	Mid-Term	CD, PW	General Fund	
P-19	Special Events: Program special events and festivals with activities for all ages, support for the arts with a variety of creative art focused events and initiatives, and programming for multicultural events and activities throughout the downtown.	Near Term	CD, Chamber, ED	Assessment District (e.g. PBID), General Fund, User Fees	
P-20	Public Art Programs: Develop programs like utility box art and featuring artwork by local artists in public spaces.	Near Term	AC, PRCS		
P-21	Temporary School Street Closures: Plan for and conduct occasional/periodic temporary street closures to vehicles along School Street for special events and farmer's market.	Near Term	CD, Chamber, ED, PW	Assessment District (e.g. PBID), General Fund, User Fees	
P-22	Railroad Signal Analysis: Conduct a detailed signal analysis to optimize timing, visibility, and coordination with railroad warning systems.	Mid-Term	CD, PW	General Fund	



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
P-23	Street Light Analysis: Evaluate lighting conditions and provide a plan for increasing illumination where necessary for nighttime safety.	Near Term	CD, LEU, PW	General Fund	
P-24	Underground Utility District: Adopt the Specific Plan area as an underground utility district.	Mid-Term	CD, LEU, PW	General Fund	
P-25	Property Development Studies: Provide property development studies to assess how proposed improvements align with surrounding land use, access, and future growth.	Near Term	CD, ED, PW, LEU	Assessment District (e.g. PBID), General Fund	
P-26	Tenant Recruitment: Focus marketing outreach on recruitment of unique restaurants and small-scale retail in Downtown.	Mid-Term	ED	Assessment District (e.g. PBID), General Fund	
P-27	Historic Preservation Ordinance: Write and adopt a historic preservation ordinance with assistance from the Site Plan & Architectural Review Committee (SPARC).	Near Term	CD, SPARC	CD	
P-28	Fire Assessment Program: Targeted program to inspect and evaluate existing buildings with the primary goals of protecting life and reducing potential damage to public and private property.	Near Term	FD		
IMPROVEMENT PROJECTS					
I-1	Gateway Monuments and Additional Wayfinding (Chapter 6, Section 6.2): Survey, design development, and improvement plans as coordinated with adjoining private development for wayfinding signage, existing gateway monument enhancements, new secondary gateway monuments, and themed banners on light poles.	Near Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID)	



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
I-2	Main Street Near-Term Improvements (Chapter 7, Section 7.6.1): Survey, design development, and improvement plans as coordinated with adjoining private development for the mid-term configuration with parallel parking and a separated bikeway on the street.	Near Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, CDBG (HUD), Grants, CEQA Mitigations	
I-3	Main Street Improvements (Chapter 4, Section 4.3.3): Survey, design development, and improvement plans as coordinated with adjoining private development for temporary Main Street improvements between Elm Street to Walnut Street and food truck vendor areas on railroad parcels.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, CDBG (HUD), Grants, CEQA Mitigations	
I-4	Main Street Long-Term Improvements (Chapter 7, Sections 7.4.1 and 7.6.1): Survey, design development, and improvement plans as coordinated with adjoining private development for the long-term alignment with angled parking and relocated bike route with the development of a multi-use trail.	Long Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, CDBG (HUD), Grants, CEQA Mitigations	
I-5	Multi-Use Trail Improvements (Chapter 7, Sections 7.4.1): Survey, design development, and improvement plans as coordinated with adjoining private development for a multi-use trail along the railroad.	Long Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Active Transportation Program- California Transportation Commission, Transformative Climate Communities (Strategic Growth Council), Grants, CEQA Mitigations	



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
I-6	Hale Park Improvements (Chapter 4, Section 4.3.5): Survey, design development, and improvement plans as coordinated with adjoining private development for Hale Park enhancements.	Mid-Term	PW, CD, PRCS	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants, CEQA Mitigations	
I-7	Hale Park Promenade Improvements (Chapter 4, Section 4.3.4): Survey, design development, and improvement plans as coordinated with adjoining private development for promenade enhancements.	Mid-Term	PRCS, LEU	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants, CEQA Mitigations	
I-8	Street Light Improvements (Chapter 6, Section 6.3.3) Survey, design development, and improvement plans as coordinated with adjoining private development for a consistent globe street light and increased electrical outlets and bracket hangers, and string lights and/or twinkle lights.	Near Term	PW, CD, LEU	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, CDBG (HUD), Grants, CEQA Mitigations	
I-9	Underground Overhead Utilities (Chapter 8, Section 8.5.3): Survey, design development, and improvement plans as coordinated with adjoining private development and Lodi Electric Utility to underground utilities.	Mid-Term	PW, CD, LEU	General Fund, CIP, Development Impact Fees, Lodi Electric Utility Funds, Grants	
I-10	Traffic Calming Measures: (Chapter 7, Section 7.5) Survey, design development, and improvement plans as coordinated with adjoining private development for traffic calming on segments of Main Street, West Elm Street and North School Street.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants, CEQA Mitigations	



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
I-11	Lockeford Street Improvements (Chapter 7, Sections 7.4.2 and 7.6.4): Survey, design development, and improvement plans as coordinated with adjoining private development for road diet and implement portions of the Rail Spur multi-use trail.	Long Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants, CEQA Mitigations	
I-12	Locust Street Improvements (Chapter 7, Sections 7.5 and 7.6.5): Survey, design development, and improvement plans as coordinated with adjoining private development for bicycle boulevard and future street closure.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants, CEQA Mitigations	
I-13	Lodi Avenue Bike Route Improvements (Chapter 7, Section 7.5): Survey, design development, and improvement plans as coordinated with adjoining private development for Class III bike route improvements.	Long Term	PW, CD, PRCS	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants	
I-14	Stockton Street Bike Lane Improvements (Chapter 7, Section 7.5): Survey, design development, and improvement plans as coordinated with adjoining private development for Class II bike lanes improvements north of Lockeford Street, and south of Lodi Avenue.	Long Term	PW, CD, Chamber, R	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants	
I-15	Downtown Placemaking and Streetscape Improvements (Chapter 6, Section 6.3 and Chapter 4, Section 4.3.2, and Chapter 7, Section 7.5): Pedestrian amenities, decorative accent lighting, public art, decorative paving, landscaping, and irrigation improvements.	Mid-Term	PW, CD, LEU, PRCS	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Caltrans Sustainable Transportation Planning Grants, Grants	



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		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
I-16	Sidewalk Improvements (Chapter 7, Section 7.3): Survey, design development, and improvement plans as coordinated with adjoining private development for improving sidewalk gaps.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, CDBG, Grants	
I-17	Alleyway Improvements (Chapter 6, Section 6.5.3): Survey, design development, and improvement plans as coordinated with adjoining private development for alleyway enhancements.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants	
I-18	Paseo Improvements (Chapter 6, Section 6.5.2): Survey, design development, and improvement plans as coordinated with adjoining private development for paseo enhancements.	Near Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants	
I-19	Plaza and Public Restroom Improvements (Chapter 6, Section 6.5): Survey, design development, and improvement plans as coordinated with adjoining private development for outdoor plaza spaces and public restrooms.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants	
I-20	Railroad Crossing Improvements (Chapter 7, Section 7.2): Survey, design development, and improvement plans as coordinated with adjoining private development and UPRR for railroad crossing improvements and security fencing along the tracks.	Long Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Grants	



		Near Term = One to Three Years Mid-Term = Four to Seven Years Long Term = Over Eight Years	AC = Arts Commission, CD = Community Development, Chamber = Chamber of Commerce, CI = Community Improvement, ED = Economic Development, F = Finance Department, FD = Lodi Fire Department, LEU = Lodi Electric Utility, PRCS = Parks Recreation & Cultural Services, PW = Public Works, R= Parks and Recreation, SPARC = Site Plan & Architectural Review Committee, V = Visit Lodi		
		TIMING	RESPONSIBILITY	POTENTIAL FUNDING SOURCES	
I-21	Pedestrian Bridge over Railroad (Chapter 7, Section 7.3): Survey, design development, and improvement plans as coordinated with adjoining private development and UPRR for pedestrian bridge at Elm Street.	Long Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Active Transportation Program, Grants	
I-22	Crosswalk Improvements and Intersection Beautification (Chapter 7, Section 7.3): Survey, design development, and selected improvement plans for bulb outs and enhanced crosswalks downtown at mid-block and key intersections.	Mid-Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Transportation Development Act, Grants	
I-23	Improvements to Existing Parking Structure (Chapter 7, Section 7.8.1): Survey, design development, and improvement plans related to Public Works entry/exit upgrades including gates, cameras, and automated systems for future parking enhancements.	Near Term	PW, CD, F		
I-24	Bus Shelter and Transit Stop Improvements (Chapter 3, Section D): Survey, design development, and selected improvement plans.	Long Term	PW, CD	General Fund, CIP, Development Standards, Development Agreements, Assessment District (e.g., PBID), CFD, Transportation Development Act, Grants	

Chapter 10: Logistics Administration



Chapter 10: Logistics

Administration

10.1 INTRODUCTION

This section describes specific plan authority, the administrative procedures required for amendments and/or modifications to the Lodi Downtown Specific Plan, and processing requirements.





10.2 SPECIFIC PLAN AUTHORITY AND ADOPTION

All specific plans must comply with California Government Code Sections 65450 through 65457. These provisions require that a specific plan be consistent with the adopted General Plan for the jurisdiction in which the specific plan area is located. In turn, all subsequent development proposals, such as tentative subdivision maps, site plans, improvement plans, and all public works projects, must be consistent with the adopted specific plan. Pursuant to California Government Code Section 65453, a specific plan may be adopted by resolution or by ordinance. Specific plans adopted by ordinance effectively become a set of zoning regulations that provide specific direction to the type and intensity of uses permitted and may also define design expectations and standards. The Lodi Downtown Specific Plan is a regulatory document adopted by ordinance. In any instance where the Lodi Downtown Specific Plan conflicts with the requirements of the Lodi Development Code, the Lodi Downtown Specific Plan provisions shall take precedence. Where the Lodi Downtown Specific Plan is silent on a topic, the Development Code requirements remain in effect.

10.3 SPECIFIC PLAN AMENDMENTS

The Lodi Downtown Specific Plan may need to be revised over time to accommodate modifications in the City's needs or changing economic conditions. California Government Code Section 65453 states that a specific plan "may be amended as often as deemed necessary by the legislative body." Amendments to the Lodi Downtown Specific Plan may be proposed as long as the proposed amendments are compatible and consistent with the purpose and goals of the Lodi Downtown Specific Plan and the Lodi General Plan. This section explains the Lodi Downtown Specific Plan amendment processes and approval procedures.

10.3.1 Amendment Process

Amendments to the Lodi Downtown Specific Plan may be initiated by a developer, an individual, or by the City. Proposed amendments to the Lodi Downtown Specific Plan must be Accompanied by all applicable City application forms, required City fees, and information listed below documenting the proposed amendment:

- A detailed explanation that describes and confirms that the proposed amendment is compatible and consistent with the Lodi Downtown Specific Plan guiding principles and vision.
- Detailed information to document the proposed change. This information should include revised text and revised diagrams, where relevant, depicting the requested amendment.
- A significant amount of forethought and resources were invested in the preparation of the Lodi Downtown Specific Plan. Therefore, any amendment proposal must clearly document the need for any changes. To this end, the applicant should indicate the economic, social, and technical issues that generate the need for the proposed amendment.

City staff shall review all of the application materials listed above for completeness. If the application is determined complete, and determined to be a "major amendment," city staff shall then schedule any required hearing(s) and provide a staff report for presentation to the Planning Commission and City Council. Staff may also request further clarification of application materials, if deemed necessary. The staff report will analyze the proposed amendment to ensure consistency with the Lodi General Plan. It will also be determined whether there is a need to amend the Lodi Downtown Specific Plan as supported by the conclusions of the application materials and make a recommendation to the Planning Commission and City Council.



10.3.2 Amendment Approval

Findings

Approval procedures shall ensure that proposed amendments are compatible and consistent with the objectives and vision of the Lodi Downtown Specific Plan and the Lodi General Plan. Amendments may be approved only if all of the following findings are made:

- A. The proposed amendment is consistent with the intent of the Lodi Downtown Specific Plan;
- B. The proposed amendment is consistent with the Lodi General Plan;
- C. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City; and,
- D. The proposed amendment ensures development of desirable character which will be harmonious with existing and proposed development in the surrounding neighborhood.

Determination of Minor and Major Amendments

The Community Development Director is responsible for making the determination as to whether an amendment is “minor” (administrative) or “major” (requires review by Planning Commission and City Council) within 30 days of any submittal of a request to amend the Lodi Downtown Specific Plan. The Community Development Director may authorize or deny a minor amendment. Whereas a major amendment must be processed as a Specific Plan Amendment with review by the Planning Commission and City Council.

Minor amendments must be determined to be in substantial conformance with the Lodi Downtown Specific Plan and do not include any of the changes described for major amendments. Where the Lodi Downtown Specific Plan requires or allows for a determination by the Community Development Director, it is not to be considered a minor amendment and as such no application or fee is required.

Major amendments are those that require resolutions or ordinances from the Planning Commission and City Council. Examples of major amendments include the following:

- The introduction of a new land use category not contemplated in the Lodi Downtown Specific Plan.
- Changes in the Specific Plan zoning district designation from that shown in the Lodi Downtown Specific Plan.
- Significant changes to the circulation system.
- Changes or additions to the development standards or design guidelines which would materially alter the stated intent of the Lodi Downtown Specific Plan.
- Any changes (not able to be mitigated) that would result in new significant adverse environmental impacts not previously considered in the CEQA compliance documentation for the Lodi Downtown Specific Plan.

Appeals

Appeals on decisions rendered by the Community Development Director or Planning Commission may be filed with the Community Development Department and considered by the City’s legislative bodies pursuant to Chapter 17.70 (Appeals) of the Lodi Development Code.



10.4 SPECIFIC PLAN ADMINISTRATION

10.4.1 Interpretation

The Community Development Director has been assigned the responsibility and authority to interpret the Lodi Downtown Specific Plan. Whenever the Community Development Director makes an official interpretation of this Specific Plan, the interpretation shall be made in writing explaining the interpretation and the general circumstances surrounding the need for the interpretation. Pursuant to Lodi Development Code Section 17.02.020 (Rules of Interpretation), any interpretation by the Community Development Director may be appealed. The Community Development Director may refer interpretation of the Specific Plan to the Planning Commission for a decision at a public meeting.

10.4.2 Severability

If any section, subsection, sentence, clause, phrase or portion of the Lodi Downtown Specific Plan, or any future amendments or additions hereto, is for any reason found to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of the Specific Plan document or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase or portion or any future amendments or additions thereto, irrespective of the fact that any one or more section, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

10.4.3 Administration Process

All development applications within the Specific Plan area shall follow established City procedures such as those for zone variances, conditional use permits, development permits and subdivisions. All development applications within the Specific Plan area will be evaluated for compliance with Specific Plan regulations and guidelines. Appeals are regulated pursuant to compliance with Chapter 17.70 (Appeals) of the Lodi Development Code.

10.4.4 Allowable Land Uses

Allowable land uses are referenced in Chapter 5, The Built Environment, and are listed within Section 17.22.030 (Mixed Use Zoning Districts Land Uses and Permit Requirements) of the Lodi Development Code. A land use that is not listed in Table 2-8 Mixed Use – Allowed Uses and Permit Requirements is not allowed except where the Community Development Director may find that a use may be permitted due to its consistency with the purpose and intent of the zoning district and similarity to other uses listed in compliance with Section 17.02.020 (Rules of Interpretation) of the Lodi Development Code.

10.4.5 Nonconformity

Chapter 17.68 (Nonconforming Uses, Structures and Parcels) of the Lodi Development Code shall be used for any nonconforming uses, structures or parcels within the Specific Plan area. Land uses and structures existing as of the adoption date of the Lodi Downtown Specific Plan may continue to remain in accordance with the Lodi Development Code (Chapter 17.68).