



This chapter describes the general responsibilities of the City, other public agencies, and organizations, for policy implementation described in the General Plan.

The primary implementation tool for the land use proposals will be administration of the Zoning Ordinance through the Zoning Map. Public improvements will be prioritized through the Capital Improvements Program. This chapter also describes financing mechanisms for funding infrastructure and other public facility improvements. The implementing policies listed in each Plan element represent the implementation programs and will be used as the basis for the annual review of the General Plan.

A.1 RESPONSIBILITIES

Implementing the General Plan will involve the City Council, the Planning Commission, other City boards and commissions, and City departments. The City also will need to consult with San Joaquin County departments, adjacent cities, and other public agencies about implementation proposals that affect their respective areas of jurisdiction. The principal responsibilities that City officials and staff have for Plan implementation are briefly summarized below.

City of Lodi

City Council

The City Council establishes local laws, sets policies, approves programs, appropriates funds, and supervises the operations of City government. The City Council appoints the City Manager who is its key staff advisor and has overall responsibility for the day-to-day implementation of the Plan. The City Council also appoints the Planning Commission and other boards and commissions established under the Municipal Code.

The City Council is responsible for adoption of the General Plan and any amendments to it. The City Council will set implementation priorities and approve the Zoning Map and Zoning Ordinance, consistent with the General Plan, and a Capital Improvement Program and budget to carry out the Plan. The Council also approves development projects consistent with the General Plan.

Planning Commission

Acting as the City zoning body, the Planning Commission has the power to advise the City Council on many critical actions related to the General Plan including to: prepare, review, and revise the General Plan; implement the General Plan through the administration of specific plans and Zoning and Subdivision ordinances; annually review the City's Capital Improvement Program for consistency with the General Plan; promote the public awareness of the Plan and relevant regulations; consult with and advise public officials and agencies, public

utility companies, civic, educational, professional, and other organizations, and community members concerning implementation of the Plan; and promote the coordination of local plans and programs with those of other public agencies.

City Attorney Office

The City Attorney is the legal advisor for the City Council, the City Manager, City officials, and department heads. The City Attorney represents the City in litigation and reviews all legal documents, including ordinances, resolutions, leases, contracts, and deeds, and approves each as to form.

Community Development Department

The Community Development Department has primary responsibility for administering the laws, regulations and requirements that pertain to the physical development of the city. Tasks include administering planning and building permit procedures, providing public information, performing building and code enforcement inspections, maintaining complete public records on planning and building projects and issuing necessary permits, certificates, approvals and enforcement citations. Finally, the Department will have the primary responsibility for preparing the annual report on the General Plan. (These reporting requirements are described in Chapter 1: Introduction.)

Planning Division

The Planning Division performs two major activities: current and advanced planning. Specific duties related to General Plan implementation include preparing zoning and subdivision ordinance amendments, reviewing development applications, making reports and recommendations on planning and land use, zoning, subdivisions, design review, development plans and environmental controls. Planning staff work with developers to help them meet the standards adopted by the City Council. The Planning Division provides staff to the Planning Commission and the Site Plan & Architectural Review Committee.

Building Division

This Division provides implementation assistance with regard to the Uniform Building, Plumbing, and Electrical Codes for contractors, developers, and property owners. The Division guides people in meeting the requirements for building construction. The Division will also be responsible for advising code changes, such as enabling green building and sustainability measures.

Neighborhood Services Division

The efforts of this Division provide for the overall coordination of services and programs for neighborhood improvement. Particular emphasis is focused on the improvement and maintenance of housing. A major effort of this division is the administration of the City's Community Development Block Grant program and related federal and state housing initiatives. The staff works closely with the Lodi Improvement Committee in developing programs to improve the quality of life for Lodi residents.

Electric Utility Department

The Electric Utility Department is responsible for acquiring power supply and managing a system of poles, transformers, and lines to distribute that supply throughout the City. The Department will lead implementation of energy conservation programs and renewable energy policies as specified in the General Plan.

Internal Services Department

The Finance Division is responsible for managing all financial aspects of City finance operations. The Division provides financial and other support services including: financial planning, preparation of the Financial Plan and Budget document, accounting, cashier services, investment, billing and tax administration, purchasing, collection services and mail processing. The Division is responsible for preparation and management of the Annual Budget and Annual Financial Report. The Division also complies with state and federal requirements involving filing of reports and information regarding City finances.

Fire Department

The Lodi Fire Department provides a wide range of emergency and non-emergency services to the citizens of the community. These services include: fire suppression, emergency medical services, hazardous materials response, technical rescue, fire prevention, public education, and related safety services. Along with the Police Department, the Fire Department is responsible for implementing public safety policies described in the Growth Management and Infrastructure, and Safety elements.

Parks and Recreation

The Parks and Recreation Department manages the City's parks, open space, and recreation facilities and operates year-round leisure, and community services programs. The Department will have the lead role in programming of park and open spaces and other implementing policies outlined in the Parks, Open Space, and Recreation Element. Assisting the Department in an advisory capacity is the Council-appointed Parks and Recreation Commission.

Police Department

The Police Department's basic responsibility is to protect and serve the public and property within Lodi. The Department has several specialized units, such as investigations, narcotics, gang intelligence, drug suppression, crime prevention, K-9, Special Weapons and Tactics, and traffic units. Along with the Fire Department, the Police Department is responsible for implementing public safety policies described in the Growth Management and Infrastructure, and Safety elements.

Public Works Department

The Public Works Department is composed of five divisions providing a variety of services in the City in terms of infrastructure, utilities, and transit. The Department also oversees the solid waste collection franchise and manages most property acquisitions. The Department will take the lead in the implementation of many of the General Plan's sustainability initiatives. It will also have specific implementation

responsibilities for portions of the Land Use; Growth Management and Infrastructure; Transportation; Conservation; Community Design and Livability; and Safety elements.

Engineering Division

The Engineering Division plans, designs, prepares plans and specifications, and oversees the construction of streets, traffic signals, storm drains, sanitary sewers, City wells, and water lines.

Street Division

The Street Division is responsible for the street and storm drain facilities, which includes general maintenance and repairs to streets, curbs, gutters, sidewalks, storm drain lines, pumping stations, traffic and street name signs, and traffic signals. This division is also responsible for street sweeping, graffiti removal, and tree planting and trimming.

Water/Wastewater Division

The Water/Wastewater Division maintains the City wells, water mains, water meters, wastewater mains, and pumping stations. The City's White Slough Water Pollution Control Facility on Thornton Road is also part of this Division. The Division also conducts public education on water quality and conservation.

Fleet and Facilities Division

The Fleet and Facilities Division has the responsibility of maintaining City Hall, Carnegie Forum, the Public Safety Building, the Municipal Service Center, and other public buildings. It oversees all phases of remodeling and construction projects on these buildings and does the general maintenance and repair of heating, air conditioning, electrical, and mechanical systems within most City buildings. This Division also maintains most City vehicles and major equipment.

Transit Division

The Transit Division is responsible for the City's transit system, which is operated by a contractor, and for obtaining transportation funding.

Community Center

This department provides development and implementation of programming related to the City's community center at Hutchins Street Square, including arts, culture, and recreation activities.

Other Boards and Committees

The City has established several other boards and committees, some of which will be involved in Plan implementation in their respective areas of expertise. These may include: Greater Lodi Area Youth Commission, Library Board of Trustees, Lodi Arts Commission, Lodi Improvement Committee, Lodi Senior Citizens Committee, Parks and Recreation Commission, and Site Plan and Architectural Review Committee. The General Plan does not envision any substantive change in the responsibilities assigned to these boards and committees. Each body may be administering new or amended regulations adopted pursuant to Plan policies; actions will need to be consistent with the General Plan.

Regional, State, Federal, and Private

Lodi Unified School District

The Lodi Unified School District, led by the School Board, manages the public schools in the Lodi, as well as North Stockton, Woodbridge, Victor, Lockeford, and Clements. Within the School District, the Facilities and Planning Department identifies the need for new schools, determines school site locations, plans and constructs modernization projects and additions to existing schools, and builds new facilities as approved by the Board of Education. The department is also responsible for enrollment projections and school attendance boundaries. Joint-use of parks and playgrounds, as proposed in the Parks, Open Space, and Recreation

Element, and school facility needs and precise locations discussed in the Growth Management and Infrastructure Element will require coordination between the School District and the Planning Division.

San Joaquin County

San Joaquin County contains seven cities, including Lodi, as well as unincorporated land. Its Board of Supervisors has jurisdiction only in the unincorporated portions of the county. The County initiates a variety of programs, including health and human services, emergency management, and recreation. Beginning in 2008, the County initiated a General Plan Update. This Plan will include broad goals, policies and implementation actions on subjects including land use, economic development, transportation, infrastructure, agriculture, and environmental resources. Coordination with San Joaquin County will be important regarding any regional planning implications and the establishment and maintenance of an agricultural/open space buffer in the Armstrong Road Agricultural/Cluster Study Area.

San Joaquin Council of Governments

The San Joaquin Council of Governments (SJCOG) serves as the regional transportation planning agency (a State designation), the region's metropolitan planning organization (a federal designation), and the local transportation authority. SJCOG is responsible for the Regional Transportation Plan, a comprehensive plan covering transit, roads, airports, ports, rail, bicycle and pedestrian facilities. It administers funds to local jurisdictions and transit agencies, including the local transportation sales tax program (Measure K), based on this Plan. SJCOG also oversees the Multi-Species Habitat and Open Space Conservation Plan for San Joaquin County. Lastly, SJCOG collaborated with each of the region's eight counties, the San Joaquin Valley Air Pollution Control District, and the Great Valley Center on the San Joaquin Valley Blueprint Planning Process, a regional land use program projected through the year 2050.

Woodbridge Irrigation District

The Woodbridge Irrigation District (WID) provides water to agricultural customers in Woodbridge, Thornton and areas west and south of Lodi. WID has water rights to 60,000 acre-feet per year, provided that Pardee Reservoir has sufficient inflow. In addition to agricultural customers, the City has an agreement with WID to purchase 6,000 acre-feet per year of surface water to supplement groundwater supplies; and to maintain the Storm Drainage Discharge Agreement governing City drainage discharges to the WID. The District owns and operates a canal that runs through the city, which the General Plan identifies as a potential walking and biking trail. It will be essential that the City coordinate with the District about this amenity, surface water supplies, and storm drainage discharge, as described in the Growth Management and Infrastructure Element.

San Joaquin Regional Transit District

San Joaquin Regional Transit District provides public transit services in the county, including bus routes offering service between downtown Lodi and Stockton.

Union Pacific Railroad and Central California Traction Company

Union Pacific owns the right-of-way along the north-south railroad tracks adjacent to Sacramento Street. The rail line serves 23 western states as well as Mexico and Canada. The Central California Traction Company is the short line operator for the Port of Stockton. Located along the eastern edge of the city, the line operates 52 miles of freight service between Stockton and Lodi. The City must coordinate with Union Pacific and the Central California Traction Company about crossings and noise mitigations that the City pursues as part of the General Plan.

Amtrak

Amtrak provides national passenger rail service and serves Lodi with a station located downtown, on Sacramento Street. The San Joaquin route serves Lodi Station, with destinations in Oakland, Sacramento, and

Bakersfield. In 2009, six trains (or thruway motorcoach buses) operated each day.

California Department of Public Health

California Department of Public Health is responsible for monitoring and identifying community health problems; investigating health hazards in the community; and partnering with communities to educate and empower community members to maintain healthy behaviors. Regulations and programs provided by this agency will affect implementation of the General Plan's water quality policies.

Altamont Commuter Express

The Altamont Commuter Express (ACE) is a commuter train that runs between Stockton and San Jose. The San Joaquin Regional Rail Commission is the owner/operator for the ACE service, overseeing the day-to-day management, planning and support services necessary to operate the trains. As Lodi improves access to rail and transit ridership increases, cooperation with this agency will be essential.

Central Valley Regional Water Quality Control Board

The purpose of California's Regional Water Quality Control Boards are to protect the quality of the waters within the for all beneficial uses. This duty is implemented by formulating and adopting water quality plans for specific ground or surface water basins and by prescribing and enforcing requirements on all agricultural, domestic and industrial waste discharges.

California Department of Transportation

The Department of Transportation, or "Caltrans", is the State agency that owns and operates freeways and state routes that provide access to and through the city, including I-5, State Route (SR) 99 and SR-12 (Kettleman Lane). Coordination between the City and Caltrans is critical, particularly along Kettleman Lane and highway interchanges.

California Environmental Protection Agency

The California Environmental Protection Agency is charged with developing, implementing and enforcing the state's environmental protection laws that ensure clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction. It includes several sub agencies that have jurisdiction over environmental elements in Lodi, including:

- Department of Toxic Substance Control;
- Regional Water Quality Control Board (RWQCB): Lodi is part of the Central Valley RWQCB;
- Air Resources Board; and
- California Integrated Waste Management Board.

A.2 THE PLAN AND REGULATORY SYSTEM

The City will use a variety of regulatory mechanisms and administrative procedures to implement the General Plan. Under California law, Lodi is required to have the Zoning Ordinance be consistent with the General Plan. In fact, the consistency requirement is the keystone of Plan implementation. Without a consistency requirement, there is no assurance that Plan policies will be implemented and that environmental resources earmarked for protection in the Plan will be preserved. Other regulatory mechanisms, including subdivision approvals, building and housing codes, capital improvement programs, and environmental review procedures will be used to implement Plan policies. The General Plan will also serve as a basis for action on individual development applications, which must be found to be consistent with the General Plan if they are to be approved.

Zoning Regulations

The City's Zoning Ordinance (contained in Title 17 of the Municipal Code) will translate plan policies into specific use regulations, development standards, and performance criteria that will govern development on individual properties. The General Plan establishes the policy framework, while the Zoning Ordinance prescribes standards, rules, and procedures for development. The Zoning Map will provide more detail than the General Plan Diagram.

The use regulations and development standards for existing zoning districts will need to be amended to conform to Plan policies. The City will bring both the Zoning Ordinance and the Zoning Map into conformance with the General Plan. When the General Plan is amended in the future, the Zoning Ordinance and Zoning Map also may need to be amended to maintain consistency between the Plan and zoning.

Subdivision Regulations

No subdivision of land may be approved under California law and the City's Subdivision Regulations unless its design and proposed improvements are found to be consistent with the General Plan. The City's Subdivision Regulations (contained in Title 16 of the Municipal Code) will need to be updated to conform to the updated General Plan policies.

Building and Housing Codes

No building permit may be issued under California law (Gov. Code Section 65567) unless the proposed development is consistent with the City's open space plan (contained in the Parks, Open Space, and Recreation Element and the Conservation Element).

A.3 POLICY IMPLEMENTATION

Table A-1 on the following pages summarizes implementing policies presented in each element of the General Plan. (Note, the Housing Element contains its own implementation program.) Each policy has one or more corresponding responsible agencies or City departments. These are coded as shown in the “Implementation Responsibilities” table below. In the final column of Table A-1, an implementation schedule specifies the short- or long-term nature of implementation actions: ongoing, 0-5 years, 6-10 years, or 11-20 years.

As discussed in Chapter 1: Introduction, the City is required to submit an annual report to the City Council and the State regarding the status of the General Plan and progress in its implementation. This section can be used to monitor and report on this progress.

IMPLEMENTATION RESPONSIBILITIES

DEPARTMENT/AGENCY	CODE
City of Lodi	
City Council	CC
Planning Commission	PC
City Attorney’s Office	CA
City Manager’s Office	CM
Community Development Department	CD
Planning Division	PL
Building Division	BL
Neighborhood Services Division	NS
Electric Utility Department	EU
Internal Services Department	IS
Fire Department	FD
Parks and Recreation	PR
Police Department	PD
Public Works Department	PW
Engineering Division	ED
Water/Wastewater Division	WW
Fleet and Facilities Division	FF
Transit Division	TR
Community Center	COM
Regional, State, Federal, and Private	
Lodi Unified School District	LUSD
San Joaquin County	SJC
San Joaquin Council of Governments	SJCOG
Woodbridge Irrigation District	WID
San Joaquin Regional Transit District	SJRTD
Union Pacific Railroad and Central California Traction Company	UP
Amtrak	AMTRK
Altamont Commuter Express	ACE
California Department of Public Health	CDPH
Central Valley Regional Water Quality Control Board	CVRWQCB
California Department of Transportation	DOT
California Environmental Protection Agency	EPA

TABLE A-1: IMPLEMENTATION MATRIX

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
Chapter 2: Land Use						
LU-P1	<p>Update the City’s Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan, including the General Plan Diagram.</p> <p>Zoning changes that will need to be made include:</p> <ul style="list-style-type: none"> • Establishment of new base districts, consistent with the land use classifications in the General Plan, such as for mixed-use centers, corridors and downtown; and • New development regulations that reflect policy direction contained throughout the General Plan (e.g. parking standards). 	PL, PC, CC		✓		
LU-P2	Require sites designated for mixed-use development downtown, corridors, and in new neighborhood centers to be developed with a variety of residential and non-residential uses, in accordance with the General Plan designation.	PL, PC	✓			
LU-P3	Do not allow development at less than the minimum density prescribed by each residential land use category, without rebalancing the overall plan to comply with the “no net loss provisions of state housing law.”	PL, PC	✓			
LU-P4	Maintain the highest development intensities downtown, and in mixed-use corridors and centers, with adequate transition to Low-Density Residential neighborhoods.	PL, PC	✓			
LU-P5	Maintain a centralized economic development and land information system to continually monitor land use availability, ensuring sufficient land for appropriate use designations, development intensities and locations.	PL		✓		
LU-P6	Locate new medium- and high-density development adjacent to parks or other open space, in order to maximize residents’ access to recreational uses; or adjacent to mixed-use centers or neighborhood commercial developments, to maximize access to services.	PL, PR	✓			
LU-P7	Encourage new neighborhood commercial facilities and supermarkets in locations that maximize accessibility to all residential areas.	PL	✓			
LU-P8	<p>Permit child-care centers in all districts except Industrial.</p> <ul style="list-style-type: none"> • Regulations would also need to be in accordance with criteria for family day care homes established in Chapter 3.4 and Chapter 3.6, Division 2 of the California Health and Safety Code. 	PL	✓			
LU-P9	Focus new business park growth in the southeast portion of the city and new industrial growth along the two railroad lines, as shown in the Land Use Diagram.	PL, PC	✓			
LU-P10	Allow employee-serving amenities and services such as restaurants, cafes, dry cleaners, and other complementary uses in Business Park areas.	PL	✓			
LU-P11	Promote clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency. Work closely with industry contacts to identify specific needs to be addressed through development standards.	PL, CM, PC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
LU-P12	Prioritize economic development activities on potential growth industries that are appropriate for Lodi, including retail and tourism, as well as office/industrial users in need of large parcels.	CM	✓			
LU-P13	Continue to publish a handbook and/or fact sheets of permitting procedures and fees for new and existing businesses.	CD,PW	✓			
LU-P14	Partner with business and community groups to proactively pursue companies and industries and to implement economic development programs.	CM	✓			
LU-P15	Continue efforts to locate a hotel in conjunction with or in proximity to Hutchins Street Square.	PL, CM		✓		
LU-P16	Promote downtown as the center of tourism, business, social, and civic life by directing high intensity office uses, government, and entertainment uses to locate downtown.	PL, PC	✓			
LU-P17	Establish land use regulations and development standards in the Zoning Code to reinforce Downtown's assets and traditional development pattern. These should include: <ul style="list-style-type: none"> • Extending the Downtown Mixed Use classification to parcels along Main Street on the Eastside to improve connectivity, while retaining the respective identities of downtown and the Eastside. • Establishing maximum set-backs or build-to lines for development in areas designated Downtown Mixed Use. • Requiring retail, eating and drinking establishments, or other similar active uses except for sites designated Public at the ground level. Alleyway corners shall be "wrapped" with retail uses as well. 	PL, PC		✓		
LU-P18	Encourage medium- and high-density residential development in downtown by permitting residential uses at upper levels; and east and northwest of downtown, as depicted on the Land Use Diagram, by identifying vacant and underutilized sites that are appropriate for redevelopment.	PL, PC		✓		
LU-P19	Maintain parking regulations for downtown that are lower than elsewhere in the city, reflecting its position as a pedestrian- and transit-friendly center.	PL		✓		
LU-P20	Expand the Downtown Parking District to include the Downtown Mixed Use area in order to consolidate parking areas. Require all development within these boundaries to either meet the established off-street parking requirements or contribute an appropriate share to the Downtown Parking District.	PL, PC, CC		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
LU-P21	<p>Allow an appropriate range of single uses or mixed-use development, with use requirements/mixes as follows:</p> <ul style="list-style-type: none"> • Kettleman Lane. Allow any mix of uses as permitted within the Mixed Use Corridor classification. Ensure that residential uses are sited at upper levels or, if at ground level, then not directly facing the highly trafficked Kettleman Lane. • Cherokee Lane. Require that any new development/redevelopment of sites with Mixed Use designation south of Tokay Street to devote at least one-quarter of the built-up area to commercial or business park uses, while allowing the full spectrum of single or mixed-uses permitted within the designation. • Lodi and Central avenues. Require any development or redevelopment of sites to have active uses, retail, restaurants, cafes, and personal service establishments fronting the streets at the ground level. A range of compatible uses, such as residential or office, may be located at upper levels and in portions not fronting the streets. 	PL, PC	✓			
LU-P22	Promote infill development that maintains the scale and character of established neighborhoods.	PC, PL	✓			
LU-P23	Establish bulk and Floor Area Ratio standards for older residential neighborhoods surrounding Downtown to preserve their character.	PL		✓		
LU-P24	Guide new residential development into compact neighborhoods with a defined Mixed-Use Center, including public open space, a school or other community facilities, and neighborhood commercial development.	PL, PC	✓			
LU-P25	Require a centrally located Mixed-Use Center within each new residential neighborhood: one west of Lower Sacramento Road and two south of Harney Lane, as shown on the Land Use Diagram. Centers should serve as a focal point for the surrounding neighborhood, be pedestrian-oriented and encourage a mix of uses to serve local needs.	PL, PC	✓			
LU-P26	Require a master or specific plan in areas with a Mixed-Use Center and adjacent complementary uses, as a condition of subdivision approval. Uses should include neighborhood commercial, civic and institutional uses, parks, plazas, and open space consistent with Land Use Diagram (unless any of these uses are found infeasible and/or alternative locations are available to carry out mixed-use policies). Streets should adhere to the pattern depicted on the Land Use Diagram.	PL, PC	✓			
LU-P27	Provide for a full range of housing types within new neighborhoods, including minimum requirements for small-lot single family homes, townhouses, duplexes, triplexes, and multi-family housing.	PL	✓			
Chapter 3: Growth Management and Infrastructure						
GM-P1	Define Lodi's southern boundary and establish limits on development to the south through the establishment the Armstrong Road Agricultural/Cluster Study Area. Cooperate with San Joaquin County, the San Joaquin County Local Agency Formation Commission and property owners to ensure maintenance of this area as a separator from the City of Stockton.	PC, CC, SJC			✓	

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
GM-P2	Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential (measured in acres) and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.	PL, PC	✓			
GM-P3	Use the Growth Management Allocation Ordinance as a mechanism to even out the pace, diversity, and direction of growth. Update the Growth Management Allocation Ordinance to reflect phasing and desired housing mix. Because unused allocations carry over, as of 2007, 3,268 additional permits were available. Therefore, the Growth Management Allocation Ordinance will not restrict growth, but simply even out any market extremes.	PL, PC, CC	✓			
GM-P4	Update allocation of units by density to ensure that development density occurs as recommended in Chapter 2: Land Use. For instance, approved permits should be allocated to provide 44% of permits for low density, 28% medium density, and 27% high density/ mixed use housing during Phase 1. This represents a shift towards slightly more medium and high density housing in Lodi.	PL, PC		✓		
GM-P5	Update impact fee system to balance the need to sufficiently fund needed facilities and services without penalizing multifamily housing or infill development.	PW, CD, CC		✓		
GM-P6	Annex areas outside the existing sphere of influence to conform with development needs for Phase 1, Phase 2, and Phase 3. Subsequent phases shall be annexed as current phases reach development thresholds.	PL, PC, CC				✓
GM-P7	Use Eminent Domain only for the acquisition of land for public facilities, as set forth by Ordinance 1775.	PL, PC, CC	✓			
GM-P8	Ensure that public facilities and infrastructure including water supply, sewer, and stormwater facilities are designed to meet projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.	ED, WW	✓			
GM-P9	Coordinate extension of sewer service, water service, and stormwater facilities into new growth areas concurrent with development phasing. Decline requests for extension of water and sewer lines beyond the city limit prior to the relevant development phase and approve development plans and water system extension only when a dependable and adequate water supply for the development is assured.	WW, ED, PL	✓			
GM-P10	Develop new facilities and rehabilitate existing facilities as needed to serve existing development and expected development, in accordance with the General Plan and relevant infrastructure master plans.	PW, PL	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
GM-P11	<p>Prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provision for each phase. Existing master plan documents should be used until new master plans are developed, and updates should occur as follows:</p> <ul style="list-style-type: none"> • A sanitary sewer system master plan should be undertaken soon after General Plan adoption. In particular, this master plan should address how to best provide sewer service for the growth on the east side of the city and for infill development, and to determine if additional wastewater flows will need to be diverted into the proposed South Wastewater Trunk Line. • A citywide stormwater master plan should be prepared soon after General Plan adoption to confirm or revise existing planning studies. • A White Slough Water Pollution Control Facility master plan should be completed during the early stages of Phase 1, most likely in 2013 or 2014. • A recycled water master plan was prepared in May 2008 and is current as of 2009. It may be appropriate to update this document when the next WSWPCF master plan is prepared, in 2013 or 2014, to evaluate the feasibility of constructing a scalping plant to provide recycled water for use within the city. • A potable water supply and distribution master plan is not urgently needed, as of 2009. Future planning should be completed as necessary. • The Urban Water Management Plan should be updated on a five year basis in compliance with State of California mandated requirements. Future plans should be developed in 2010, 2015, 2020, 2025, and 2030. 	WW		✓	✓	✓
GM-P12	<p>Require water conservation in both City operations and private development to minimize the need for the development of new water sources and facilities. To the extent practicable, promote water conservation and reduced water demand by:</p> <ul style="list-style-type: none"> • Requiring the installation of non-potable water (recycled or gray water) infrastructure for irrigation of landscaped areas over one acre of new landscape acreage, where feasible. Conditions of approval shall require connection and use of nonpotable water supplies when available at the site. • Encouraging water-conserving landscaping, including the use of drought-tolerant and native plants, xeriscaping, use of evapotranspiration water systems, and other conservation measures. • Encouraging retrofitting of existing development with water-efficient plumbing fixtures, such as ultra low-flow toilets, waterless urinals, low-flow sinks and showerheads, and water-efficient dishwashers and washing machines. 	WW, BL		✓		
GM-P13	<p>Support on-site gray water and rainwater harvesting systems for households and businesses.</p> <ul style="list-style-type: none"> • The City should develop a strategy for the legal, effective, and safe implementation of gray water and rainwater harvesting systems, including amendment of the Building Code as appropriate to permit gray water and provision of technical assistance and educational programming to help residents implement gray water and rainwater harvesting strategies. 	WW, BL, CVR-WQCB		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
GM-P14	Continue to implement the Water Meter Retrofit Program (consistent with State requirements as indicated in AB 2572), whereby all existing non-metered connections would be retrofitted with a water meter. This program is expected to be completed in 2015.	WW, ED		✓		
GM-P15	Require water meters in all new and rehabilitated development.	WW, BL		✓		
GM-P16	Monitor water usage and conservation rates resulting from the meter progress to verify if water demand assumptions are correct. If actual usage and conservation rates vary from planning assumptions, reassess requirements for future water resources.	WW	✓			
GM-P17	Cooperate with Northeastern San Joaquin County Groundwater Banking Authority, other member water agencies, and the Woodbridge Irrigation District to retain surface water rights and groundwater supply.	WW, CM, SJC, WID	✓			
GM-P18	Explore a program of complete wastewater reclamation and reuse at the White Slough Water Pollution Control Facility.	WW			✓	
GM-P19	Encourage the use of tertiary treated wastewater for irrigation of agricultural lands, large landscaped areas, and recreation/open space areas within close proximity to the White Slough Water Pollution Control Facility.	WW			✓	
GM-P20	Continue to improve waste diversion rates through recycling and resource conservation measures. Support waste reduction and recycling programs through public education.	ED	✓			
GM-P21	Locate additional schools to fill any existing gaps in capacity and meet the needs of existing and new residents. Provide needed facilities concurrent with phased development.	PL, LUSD			✓	✓
GM-P22	Coordinate with Lodi Unified School District in monitoring housing, population, and enrollment trends and evaluating their effects on future school facility needs.	PL, LUSD	✓			
GM-P23	Phase school development as part of new residential growth to provide adequate school facilities, without exceeding capacity of existing schools. Schools should be provided consistent with the Lodi Unified School District's School Facilities Master Plan, which defines student generation rates.	PL, LUSD			✓	✓
GM-P24	Support all necessary and reasonable efforts by Lodi Unified School District to obtain funding for capital improvements required to meet school facility needs, including adoption and implementation of local financing mechanisms, such as community facility districts, and the assessment of school impact fees.	LUSD, CC	✓			
GM-P25	Locate any additional library branches to ensure all neighborhoods are served, in particular in the East-side neighborhood and in proposed mixed use centers.	PL			✓	✓
GM-P26	Develop a Fire and Police Services Master Plan that would establish thresholds and requirements for fire and police facilities, staffing, and building features. The Fire and Police Services Master Plan should consider the following: <ul style="list-style-type: none"> • Typical nature and type of calls for service; • Fire prevention and mitigation measures, such as sprinklers, fire retardant materials, and alarms; • Appropriate measures for determining adequate levels of service; and • Locations and requirements for additional facilities and staffing. 	FD, PD		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
GM-P27	Maintain sufficient fire and police personnel and facilities to ensure maintenance of acceptable levels of service. Provide needed facilities concurrent with phased development.	FD, PD	✓			
Chapter 4: Community Design and Livability Policies						
CD-P1	Incentivize infill housing within the Downtown Mixed Use district and along Mixed Use Corridors through the development review, permitting and fee processes.	PL, PC	✓			
CD-P2	Ensure that Zoning and Subdivision ordinances include measures that guide infill development to be compatible with the scale, character and identity of adjacent development.	PL		✓		
CD-P3	Ensure that the Zoning Ordinance includes measures to promote fine-grain development along retail and mixed-use streets, using horizontal and vertical building articulation that engages pedestrians and breaks up building mass.	PL		✓		
CD-P4	Ensure that the Zoning Ordinance includes measures to promote durable and high quality building materials and high standards of construction for longevity and reduced maintenance costs over time, especially for buildings in high-pedestrian activity areas, such as downtown, along Mixed Use Corridors, and in Mixed Use Centers.	PL, BL		✓		
CD-P5	<p>Configure parking areas to balance a vital pedestrian environment with automobile convenience. Parking areas should be:</p> <ul style="list-style-type: none"> • Located in locations less visible from the sidewalk behind buildings and away from the street edge, especially along Mixed Use Corridors and Centers, and principal downtown streets. Where a lot faces two streets, parking lots should be accessible by side road. • Sized and located to take advantage of shared parking opportunities. • Accommodating to pedestrians and bicycle traffic with pedestrian-only pathways through parking areas. • Landscaped to achieve fifty percent (50%) shade coverage at tree maturity. Architectural elements such as trellises and awnings may also contribute to shade coverage. • Buffered from adjacent uses and pedestrians through the use of low walls and hedges. 	PL, ED	✓			
CD-P6	<p>Update downtown regulations in the Zoning Ordinance:</p> <p>Establish a Downtown District to encompass the area shown as Downtown Mixed Use in the Land Use Diagram (Chapter 2, Figure 2-1).</p> <p>Require active uses such as retail, eating and drinking establishments at the ground level for the area shown in Figure 4-5.</p> <p>Update allowable uses to permit residential uses on upper levels on all streets in downtown.</p>	PL, PC		✓		
CD-P7	Extend downtown streetscape treatment to embrace the entire area where ground-level retail is required, especially streetscape treatment for streets east of the railroad in the Downtown Mixed Use district. The elements should be consistent with the existing downtown streetscape, but should identify the eastern section as a unique area within downtown.	PL, ED			✓	

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
CD-P8	<p>Require active uses or pedestrian oriented design in alleyways located in the downtown area to establish retail and pedestrian connections, particularly where alleyways connect retail streets (such as between School Street and Sacramento Street) or retail to parking (such as between School Street and Church Street).</p> <p>Other pedestrian oriented design may include pedestrian only walkways, high quality paving, landscaping, lighting, seating, or other similar features.</p>	PL, ED	✓			
CD-P9	Continue to use the Eastside Mobility and Access Plan as a means of connecting downtown and the Eastside neighborhood.	PL, PW	✓			
CD-P10	Incentivize rehabilitation and adaptive reuse of buildings, especially east of the railroad, particularly on Main and Stockton streets in the Downtown Mixed Use district, through development review, permitting and fee processes.	PL, PC	✓			
CD-P11	<p>Establish development standards in the Zoning Ordinance for Mixed Use Corridors that create a pedestrian-scaled environment:</p> <ul style="list-style-type: none"> Require a minimum percentage of the frontage of sites along Lodi and Central avenues to be devoted to active uses. Ensure that depth and height of the provided space is adequate to accommodate a variety of tenants and provide flexibility for the future. Maintain a consistent building base/streetwall along majority of site frontage along all Mixed Use Corridors except Kettleman and Cherokee lanes, with minimum height ranging from 15 to 25 feet, depending on the scale and character of the corridor, with taller streetwall along wider corridors. Along Sacramento Street, and Lodi and Central avenues, require new development to be built to the street edge, with parking located in the rear. Require buildings to be finely articulated and visually engaging. For properties located at key intersections in particular the intersections of Lodi Avenue and Central Avenue, Lodi Avenue and School Street, and Lodi Avenue and Sacramento Street require appropriate design features, including: buildings that punctuate the corner with design elements and/or projects that provide additional public or pedestrian amenities (such as the inclusion of plazas). 	PL, PC		✓		
CD-P12	Provide incentives, through the development review, permitting and fee processes, to redevelop under-utilized commercial properties located within the Mixed Use Corridors.	PL, PW, PC	✓			
CD-P13	To provide development flexibility, consider incorporating overall development intensity measures (such as floor area ratio) for all non-residential and residential uses, rather than regulating density/intensity separately.	PL		✓		
CD-P14	Minimize pavement widths (curb-to-curb) along Mixed Use Corridors to prioritize pedestrian and bicycle movement, while ensuring adequate street width for traffic flow.	ED	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
CD-P15	<p>Improve or maintain streetscapes, along Mixed Use Corridors. Streetscape improvements could be implemented through a city streetscape program. Amenities may include:</p> <ul style="list-style-type: none"> • Street trees • Wide sidewalks • Special paving • Street lighting • Seating • Info kiosks, particularly in the downtown area • Open bus stop shelters • Bicycle racks 	ED, PL	✓			
CD-P16	Provide continuous street trees along the curb, between the vehicle roadway and the sidewalk, unless this is physically impossible due to constraints such as underground utility lines. Minimize curb cuts to emphasize continuous unbroken curb lengths.	ED	✓			
CD-P17	Develop a wayfinding and signage scheme along the city's major corridors and streets that utilizes public art and street elements, such as banners and light fixtures. The scheme should reinforce the City's identity and linkages to downtown. Include Kettleman Lane, Lodi Avenue, Cherokee Lane, Sacramento Street, Central Avenue, and Stockton Street in the wayfinding scheme.	ED			✓	
CD-P18	Require active uses at the ground floor on Lodi and Central avenues within their Mixed Use Corridor designations, as noted shown in Figures 4-8 and 4-9, respectively.	PL, PC	✓			
CD-P19	Develop requirements for street trees in all new growth areas that maximize shade to minimize urban heat island impacts.	ED		✓		
CD-P20	<p>Require all subdivisions in new growth areas to prepare a street plan demonstrating maximum connection to existing streets, specifically incorporating streets shown in Figure 4-4 and intermediate street connections. Ensure that new development on the west side enables expansion of the street grid for future growth, beyond this General Plan horizon.</p> <p>Existing and emerging development at the City's edges has not been designed to enable future extensions, producing disconnected neighborhoods.</p>	PL, PW	✓			
CD-P21	Discourage gated development and cul-de-sacs. Where gated developments are provided, ensure that connectivity to the rest of the city is not compromised, by creating pedestrian/bicycle and vehicular connections within the development and to public streets. Where cul-de-sacs are provided, require pedestrian and bicycle connection at the terminus of the cul-de-sac to the adjacent street. Limit maximum block lengths in new neighborhoods to 600 feet, with pedestrian/bicycle connection no more than 400 feet apart (where resulting from connection at end of cul-de-sac), and 400 feet between through streets along Neighborhood Mixed Use Centers.	PL, PC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
CD-P22	<p>Encourage alternatives to soundwalls and permit new soundwalls only where alternatives are not feasible, such as along Highway 99, the railroad tracks, Expressways, and Major Arterials. Along Major Arterials that coincide with a Mixed Use Center, such as Kettleman Lane, ensure that soundwalls do not disrupt pedestrian-orientated character.</p> <p>While soundwalls can limit sound to development immediately adjacent to traffic, much of the sound is simply reflected to development further away, resulting in increases in ambient noise levels. Moreover, soundwalls are disruptive to neighborhood character and connectivity. Alternative designs could include frontage roads, dense vegetation, and ensuring sufficient insulation in residential units that would potentially be impacted by the noise.</p>	PL, PC	✓			
CD-P23	Create smooth transitions between neighborhoods and across the railroad with pedestrian paths and/or uniform streetscape design.	PL	✓			
CD-P24	Use bike lanes, trails, or linear parks to improve connectivity throughout the city and in particular between housing located south of Kettleman and amenities located north of Kettleman, as shown in Figure 4-7. These pathways should employ easy and safe crossings and connect to destinations such as downtown, shopping centers, parks, and/or schools.	PL, PWPR	✓			
CD-P25	Increase public art throughout Lodi. Encourage the placement of art in locations that are interactive and accessible to the public. Develop a funding strategy to ensure adequate support of arts and cultural programs.	COM	✓			
CD-P26	Focus new growth, which is not accommodated through infill development of existing neighborhoods, in easily-accessible and pedestrian friendly neighborhoods that include neighborhood-oriented commercial, public services such as schools and parks, and residential uses.	PL, PC			✓	✓
CD-P27	Design new development to connect with nearby uses and neighborhoods; include paths to connect to the rest of the city; exhibit architectural variety and visual interest; conform to scale requirements; and relate housing to public streets.	PL, PC			✓	✓
CD-P28	Minimize the visual impact of automobiles in residential areas. Methods include reducing garage frontage, minimizing curb cuts, setting garages and parking areas back from houses, locating garages at rear or along alleyways, and providing narrow roads.	PL	✓			
CD-P29	Require all development at sites designated Mixed Use Center to provide a mix of commercial uses, while allowing residential uses, to create a “node,” typically centered around a plaza, or “a main street,” with a minimum of ten percent (10%) of the land area devoted to non-residential land uses, to create pedestrian vitality in the core area. Allow a range of other supportive commercial uses, such as medical, dental, and real-estate offices, as well as community facilities.	PL, PC			✓	✓
CD-P30	Require each core to have at least one plaza or other satisfactory gathering space along the main street that enables gathering and promotes a sense of neighborhood identity.	PL, PC			✓	✓

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
CD-P31	<p>Integrate new Mixed Use Centers into the city’s existing fabric and proposed new development. Provide a network of streets and connections that expands circulation opportunities for pedestrians and bicyclists and ensures connections by multiple modes between the new centers, and existing neighborhoods.</p> <p>Update Subdivision ordinance to require:</p> <ul style="list-style-type: none"> • Master plans for new development that show publicly accessible parks, and a connected street grid. • Blocks that do not exceed 600 feet in length unless additional pedestrian connections or public space is included. • Street trees on public streets. • Sidewalks on public streets. 	PL, PC			✓	✓
CD-P32	In order to use less energy and reduce light pollution, ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent residential neighborhoods and/or natural areas at a level greater than one foot candle above ambient conditions.	PL, EU	✓			
CD-P33	Require that any office uses in Mixed Use Centers front along the street edge with minimal setbacks; locate parking in the rear or underground; provide plazas and other open space amenities for employees; provide street landscaping; and provide pedestrian connections where appropriate.	PL, PC			✓	✓
CD-P34	Minimize curb cuts to expand pedestrian space and increase the supply of curbside parking. Methods include requiring abutting new developments to share a single access point from the road and allowing only one curb cut per parcel.	PL, ED	✓			
CD-P35	Require new office development to be designed to address not just automobile access, but also potential for transit access, and allowing lunchtime pedestrian access to adjacent uses. Locate new office development along the street edge, with the main entrance facing the street. Parking should not be located between the street and building.	PL, TR, PC	✓			
CD-P36	Include pedestrian paths that provide internal access on all site plans. Pedestrian paths should access the sidewalk, main building entrances, and parking areas.	PL, PC	✓			
CD-P37	Provide landscaped setbacks between all parking areas and buildings, and at the edges of parking areas.	PL, PC	✓			
CD-P38	Promote location and siting of buildings that minimizes energy use by features such as enhancing use of daylight, minimizing summer solar gain, and use of ventilating breezes.	BL, PL	✓			
CD-P39	Design any City-owned buildings or City-owned buildings that are proposed for new construction, major renovation to meet the standards set by LEED™ or equivalent.	PL, FF	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
CD-P40	<p>Prepare, or incorporate by reference, and implement green building and construction guidelines and/or standards, appropriate to the Lodi context, by 2012. The guidelines and/or standards shall ensure a high level of energy efficiency and reduction of environmental impacts associated with new construction, major renovation, and operations of buildings. Ensure that these guidelines/standards:</p> <ul style="list-style-type: none"> • Require documentation demonstrating that building designs meet minimum performance targets, but allow flexibility in the methods used. • Exceed California’s 2005 Title 24 regulation standards for building energy efficiency by 15%, with particular emphasis on industrial and commercial buildings. • Reduce resource or environmental impacts, using cost-effective and well-proven design and construction strategies. • Reduce waste and energy consumption during demolition and construction. • Identify street standards, such as street tree requirements, appropriate landscaping practices, and acceptable materials. • Incorporate sustainable maintenance standards and procedures. • Promote incorporation of energy conservation and weatherization features in existing structures. Develop programs that specifically target commercial and industrial structures for energy conservation and weatherization measures in order to reduce annual kWh per job. <p>These guidelines could be developed directly from the LEEDTM system developed by the U.S. Green Building Council, the California-based Build It Green GreenPoint rating system, or an equivalent green building program.</p>	PL, BL, PC, EU, CC		✓		
Chapter 5: Transportation						
T-P1	Ensure consistency between the timing of new development and the provision of transportation infrastructure needed to serve that development. Regularly monitor traffic volumes on city streets and, prior to issuance of building permits, ensure that there is a funded plan for the developer to provide all necessary transportation improvements at the appropriate phase of development so as to minimize transportation impacts.	PL, PW	✓			
T-P2	Review new development proposals for consistency with the Transportation Element and the Capital Improvements Program. Ensure that new projects provide needed facilities to serve developments and/or contribute a fair share to the City’s transportation impact fee.	PL, PW	✓			
T-P3	Work collaboratively with San Joaquin County, San Joaquin Council of Governments, and Caltrans to maintain consistency with regional and State plans, and to successfully implement transportation improvements in the vicinity of Lodi.	PW, PL, SJC, SJCOG, DOT	✓			
T-P4	Maintain and update a Capital Improvements Program so that identified improvements are appropriately prioritized and constructed in a timely manner.	IS, PL, PW	✓			
T-P5	Update the local transportation impact fee program, consistent with General Plan projections and planned transportation improvements.	PL, PW		✓		
T-P6	Coordinate with the San Joaquin Council of Governments and actively participate in regional transportation planning efforts to ensure that the City’s interests are reflected in regional goals and priorities.	PL, PW, SJCOG, DOT	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
T-P7	Continue to work with the San Joaquin Council of Governments on regional transportation funding issues, including the update of regional transportation impact fees.	PL, PW, SJCOG				
T-P8	Participate in discussions with Caltrans and neighboring jurisdictions to develop a fair-share fee program for improvements to regional routes and state highways. This fee should reflect traffic generated by individual municipalities and pass-through traffic.	PL, PW, DOT	✓			
T-P9	<p>Allow exceptions to LOS standards upon findings by the City Council that achieving the designated LOS would:</p> <ul style="list-style-type: none"> • Be technologically or economically infeasible, or • Compromise the City's ability to support other important policy priorities, such as: <ul style="list-style-type: none"> - Enhancing the urban design characteristics that contribute to pedestrian comfort and convenience; - Avoiding adverse impacts to alternate modes of transportation; - Preserving the existing character of the community; - Preserving agricultural land or open space; or - Preserving scenic roadways/highways. 	PL, PW, CC	✓			
T-P10	Exempt downtown from LOS standards to encourage infill development in order to create a pedestrian friendly urban design character and densities necessary to support transit, bicycling, and walking. Development decisions in downtown should be based on community design and livability goals rather than traffic LOS. (Downtown is defined by the Downtown Mixed-Use designation in the Land Use Diagram.)	PL, PW, PC	✓			
T-P11	Strive to comply with the Level of Service standards and other performance measures on Routes of Regional Significance as defined by the County-wide Congestion Management Program.	PL, PW, PC	✓			
T-P12	For purposes of design review and environmental assessment, apply a standard of Level of Service E during peak hour conditions on all streets in the City's jurisdiction. The objective of this performance standard is to acknowledge that some level of traffic congestion during the peak hour is acceptable and indicative of an economically vibrant and active area, and that infrastructure design decisions should be based on the conditions that predominate during most of each day.	PC	✓			
T-P13	Undertake street improvements shown in Table 5-4 and maintain, require or acquire right of way, as necessary. Coordinate with other jurisdictions, including San Joaquin County, and Caltrans, on improvements to street segments common to the City of Lodi and other jurisdictions. It should be noted that because the General Plan will be implemented over an extended time frame, street capacity enhancements will be prioritized through the City's Capital Improvements Program process and will occur as development proceeds.	PW	✓			
T-P14	Design streets in new developments in configurations that generally match and extend the grid pattern of existing city streets. This is intended to disperse traffic and provide multiple connections to arterial streets. Require dedication, widening, extension, and construction of public streets in accordance with the City's street standards. Major street improvements shall be completed as abutting lands develop or redevelop. In currently developed areas, the City may determine that improvements necessary to meet City standards are either infeasible or undesirable.	PW	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
T-P15	Maintain, and update as needed, roadway design standards to manage vehicle speeds and traffic volumes.	PW	✓			
T-P16	Limit street right-of-way dimensions where necessary to maintain desired neighborhood character. Consider allowing narrower street rights-of-way and pavement widths for local streets in new residential subdivisions.	PW	✓			
T-P17	Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, corner bulb-outs, traffic circles, and other traffic calming devices among these measures.	ED			✓	
T-P18	Foster walkable streets through streetscape improvements, continuous sidewalks on both sides of streets, and encouraging pedestrian access wherever feasible. Update the Subdivision Ordinance to include requirements for sidewalks, street trees, and lighting. Where sidewalks do not exist within existing developments, and are desired, explore a program to provide sidewalks by reducing the curb-to-curb road width, in cases where safety and traffic flow are not compromised.	PL, PW			✓	
T-P19	To maintain walkability and pedestrian safety, consider roadway width and roadway design features such as islands, pedestrian refuges, pedestrian count-down signals, and other such mechanisms. This policy applies to new roadway construction as well as existing roadways where pedestrian safety issues may occur due to roadway design or width.	PL, PW			✓	
T-P20	In new development areas, include pedestrian connections to public transit systems, commercial centers, schools, employment centers, community centers, parks, senior centers and residences, and high-density residential areas.	PL, TR, PW			✓	✓
T-P21	Work cooperatively with the Lodi Unified School District on a “safe routes to schools” program that aims to provide a network of safe, convenient, and comfortable pedestrian routes from residential areas to schools. Improvements may include expanded sidewalks, shade trees, bus stops, and connections to the extended street, bike, and transit network.	PL, PW, LUSD		✓		
T-P22	Use the City’s Bike Master Plan as a comprehensive method for implementing bicycle circulation, safety, and facilities development. Update the Plan for consistency with Figure 5-3, which defines bike route connections in new development areas.	PL, ED		✓		
T-P23	Coordinate the connection of local bikeways and trails to regional bikeways identified in the San Joaquin County Bicycle Transportation Plan.	PL, ED, SJC		✓		
T-P24	Require the placement of bicycle racks or lockers at park-and-ride facilities.	PL			✓	
T-P25	Establish standards requiring new commercial and mixed-use developments (of sizes exceeding certain minimum thresholds) to provide shaded and convenient bicycle racks, as appropriate. When such facilities are required, use specifications provided in Caltrans’ Design Manual, Section 1000, or other appropriate standards.	PL, ED			✓	
T-P26	Implement the City’s Short Range Transit Plan and the San Joaquin Council of Government’s Regional Transit Systems Plan, using the most cost effective methods available and based upon professional analysis.	TR, SJCOG	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
T-P27	Review new development proposals for consistency with the Short Range Transit Plan. Ensure new projects provide needed transit facilities to serve developments and provide all needed facilities and/or contribute a fair share for improvements not covered by other funding sources.	PL, TR, PC	✓			
T-P28	Continue to support the efficient operation of the Lodi Station, and to explore opportunities to expand the multi-modal transportation services provided there.	TR, ACE, AMTRK	✓			
T-P29	Encourage continued commuter rail service in Lodi by cooperating with Amtrak and supporting transit-oriented development and improvements around Lodi Station.	TR, ACE, AMTRK	✓			
T-P30	Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for both local and regional trips.	TR		✓		
T-P31	Maintain transit performance measures sufficient to meet State requirements.	TR	✓			
T-P32	Coordinate transit services and transfers between the various transit operators serving Lodi.	TR	✓			
T-P33	Require new development to provide transit improvements where appropriate and feasible, including direct pedestrian access to transit stops, bus turnouts and shelters, and local streets with adequate width to accommodate buses.	PC	✓			
T-P34	Continue to actively support and manage the Lodi Grapeline bus service, and to expand public transit services when justified by new demand.	TR	✓			
T-P35	Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.	NS, PL, PC		✓		
T-P36	Coordinate with the California Public Utilities Commission to implement future railroad crossing improvements.	PL, PW, UP		✓		
T-P37	Require a commitment of funding for railroad crossing protection devices from private development requiring new railroad spurs.	PL, PW, UP		✓		
T-P38	Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.	PL, PW, UP		✓		
T-P39	Review and update parking standards periodically, and require new developments to provide an adequate number of off-street parking spaces in accordance with those parking standards. The parking standards will allow shared parking facilities whenever possible to reduce the number of new parking stalls required. Consideration will also be given to parking reductions for mixed-use projects or projects that have agreed to implement sustainable and enforceable trip reduction methods.	PL ,PC	✓			
T-P40	Consider replacement of on-street parking in commercial areas that will be lost to additional turn lanes at intersections, with an equal number of off-street spaces within the same vicinity, where feasible.	PL	✓			
T-P41	Continue to implement existing preferential residential parking programs such as in the Eastside residential neighborhood, in the vicinity of the PCP Cannery, and adjacent to high schools. Consider expanding the preferential residential parking program to other neighborhoods only where parking intrusion from adjacent uses clearly undermines the neighborhood's quality of life after all other options are deemed unsuccessful.	PL, PC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
T-P42	Improve parking opportunities in the downtown area and along Lodi Avenue (between downtown and Cherokee Lane) by examining rear or vacant lots and other underutilized areas for potential off-street parking. In addition, expand the Downtown Parking District to encompass the entire Downtown Mixed Use area shown in the Land Use Diagram (Figure 2-1).	PL, PC		✓	✓	
T-P43	Consider development of local park-and-ride facilities, particularly in conjunction with future rail and bus services, if the demand for such facilities is warranted and economically feasible.	PL, PW, PC	✓			
T-P44	Provide park and ride facilities designed to accommodate public transit, van and car pool users.	PL, TR	✓			
T-P45	Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements. Consider requiring developments using commercial vehicles with large turning radii to provide needed intersection improvements along direct routes from development to freeway access points.	ED, BL	✓			
T-P46	Ensure adequate truck access to off-street loading areas in commercial areas.	ED	✓			
T-P47	Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector, and local roadways to mitigate truck traffic impacts in the community.	ED	✓			
T-P48	Promote ridesharing and cooperate with regional travel demand management programs to reduce peak-hour traffic congestion and help reduce regional vehicle miles traveled.	PL, TR	✓			
T-P49	Promote employment opportunities within Lodi to reduce commuting to areas outside of Lodi.	CM	✓			
T-P50	Reduce the total vehicle miles of travel per household by making efficient use of existing transportation facilities and by providing for more direct routes for pedestrians and bicyclists through the implementation of “smart growth” and sustainable planning principles.	PL, TR	✓			
Chapter 6: Parks, Recreation, and Open Space Policies						
P-P1	Acquire and develop additional neighborhood and community parks to serve existing and future needs.	PR, PL	✓			
P-P2	Provide open space to meet recreation and storm drainage needs, at a ratio of eight acres of open space per 1,000 new residents. At least five acres must be constructed for park and recreation uses only. Drainage basins should be constructed as distinct facilities, as opposed to dual-functioning park and drainage basin facilities.	PR, ED	✓			
P-P3	Pursue the development of park and recreation facilities within a quarter-mile walking distance of all residences.	PL, PR	✓			
P-P4	Ensure that parks are visible and accessible from the street, welcoming the surrounding neighborhood and citywide users.	PR, PL	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
P-P5	Update the City’s Open Space and Recreation Master Plan, as necessary to: <ul style="list-style-type: none"> • Arrange a distribution of open spaces across all neighborhoods in the city; • Ensure that parks are visible and accessible from the street, to the surrounding neighborhood, and citywide users; and • Provide a variety of open spaces and facilities to serve the needs of the community, ensuring a balance between indoor and outdoor organized sports and other recreation needs, including passive and leisure activities 	PR, ED		✓		
P-P6	Continue working with the Lodi Unified School District to share use of school and City park and recreation facilities through a mutually beneficial joint use agreement.	CM, PR, LUSD	✓			
P-P7	Work with developers of proposed development projects to provide parks and trails, as well as linkages to existing parks and trails.	PR, PL, PC	✓			
P-P8	Coordinate with the Woodbridge Irrigation District to develop a recreation trail for walking, jogging, and biking along the canal right-of-way, as shown in Figure 6-1.	CM, PR, WID	✓			
P-P9	Support improvements along the Mokelumne River in consultation and cooperation with the County and with creek restoration and design professionals.	CM, PR, SJC	✓			
P-P10	Improve accessibility to the Mokelumne River and Lodi Lake Wilderness Area with walking and biking trails. Site park use and new facilities and trails in Lodi Lake Park such that they will not degrade or destroy riparian or sensitive habitat areas.	PR, PL, SJC			✓	
P-P11	Encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the maximum number and variety of well-adapted plants are maintained.	PR, PC	✓			
P-P12	Encourage retention of mature trees and woodlands to the maximum extent possible. The City shall regulate the removal of trees that are defined as “heritage trees.”	PL, PC	✓			
P-P13	Identify and discourage the removal of significant trees on private and public property by establishing a tree inventory and tree management ordinance. Where removal is required, the City shall require a two-for-one replacement or transplantation.	PL, PC	✓			
P-P14	Review infrastructure needs for existing and new recreational facilities, and where appropriate, identify required improvements in the City’s Capital Improvement Program.	PR, PW	✓			
P-P15	Renovate the Grape Bowl in order to increase use and revenue generation.	PR			✓	
P-P16	Ensure safety of users and security of facilities through lighting, signage, fencing, and landscaping, as appropriate and feasible.	PR	✓			
P-P17	Continue to provide parks and recreation services to all residents within the Lodi Unified School District service area north of Eight Mile Road. Expand visitor and non-resident fee-based programs to ensure that non-residents pay their share of park maintenance and improvement costs.	PR, IS	✓			
P-P18	Promote the use of the City’s existing and planned Special Use park and recreation facilities for both local resident use and for visitor attractions, such as athletic tournaments.	PR	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
P-P19	Require master planned residential communities to dedicate parkland consistent with General Plan standards. In-lieu fees will only be acceptable where an exemption from providing a neighborhood park facility would not adversely affect local residents because an existing park is nearby.	PR, PL, PC		✓		
P-P20	Address park dedication and new development impact fees as part of the Zoning Ordinance and Sub-division Regulations Update, to ensure compliance with the General Plan park and open space standard.	PR, PL, PW		✓		
P-P21	Seek out new and protected funding sources in order to maintain and expand park inventory.	PR	✓			
Chapter 7: Conservation Policies						
C-P1	Work with San Joaquin County and the City of Stockton to maintain land surrounding Lodi in agricultural use. Encourage the continuation of Flag City as a small freeway-oriented commercial node, with no residential uses.	PL, PC, SJC	✓			
C-P2	Work with San Joaquin County, relevant land owners, interested parties and groups to ensure economic viability of all agricultural businesses and supporting industries.	PL, PC, SJC	✓			
C-P3	Support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.	PL, PC	✓			
C-P4	Encourage San Joaquin County to conserve agricultural soils, preserve agricultural land surrounding the City and promote the continuation of existing agricultural operations, by supporting the county's economic programs.	PC, CM, SJC	✓			
C-P5	Ensure that urban development does not constrain agricultural practices or adversely affect the economic viability of adjacent agricultural practices. Use appropriate buffers consistent with the recommendations of the San Joaquin County Department of Agriculture (typically no less than 150 feet) and limit incompatible uses (such as schools and hospitals) near agriculture.	PL, PC, SJC	✓			
C-P6	Require new development to implement measures that minimize soil erosion from wind and water related to construction and urban development. Measures may include: <ul style="list-style-type: none"> • Construction techniques that utilize site preparation, grading, and best management practices that provide erosion control and prevent soil contamination. • Tree rows or other windbreaks shall be used within buffers on the edge of urban development and in other areas as appropriate to reduce soil erosion. 	PL, BL, PC		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P7	<p>Adopt an agricultural conservation program (ACP) establishing a mitigation fee to protect and conserve agricultural lands:</p> <ul style="list-style-type: none"> The ACP shall include the collection of an agricultural mitigation fee for acreage converted from agricultural to urban use, taking into consideration all fees collected for agricultural loss (i.e., AB1600). The mitigation fee collected shall fund agricultural conservation easements, fee title acquisition, and research, the funding of agricultural education and local marketing programs, other capital improvement projects that clearly benefit agriculture (e.g., groundwater recharge projects) and administrative fees through an appropriate entity (“Administrative Entity”) pursuant to an administrative agreement. The conservation easements and fee title acquisition of conservation lands shall be used for lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be part of a community separator as part of a comprehensive program to establish community separators. Agricultural land should be preserved at a minimum ratio of one-to-one for acres converted to urban use. The ACP shall encourage that conservation easement locations are prioritized as shown in Figure 7-5: <ul style="list-style-type: none"> (A) the Armstrong Road Agricultural/Cluster Study area east of Lower Sacramento Road; (B) the Armstrong Road Agricultural/Cluster Study area west of Lower Sacramento Road; (C) elsewhere in the Planning Area, one mile east and west of the Urban Reserve boundaries respectively; and (D) outside the Planning Area, elsewhere in San Joaquin County. The mitigation fees collected by the City shall be transferred to a farmland trust or other qualifying entity, which will arrange the purchase of conservation easements. The City shall encourage the Trust or other qualifying entity to pursue a variety of funding sources (grants, donations, taxes, or other funds) to fund implementation of the ACP. 	PC, CC			✓	
C-P8	Maintain the City’s Right-to-Farm Ordinance, and update as necessary, to protect agricultural land from nuisance suits brought by surrounding landowners.	PC, CC	✓			
C-P9	Support the protection, preservation, restoration, and enhancement of habitats of State or federally-listed rare, threatened, endangered and/or other sensitive and special status species, and favor enhancement of contiguous areas over small segmented remainder parcels.	PL	✓			
C-P10	Continue to coordinate with the San Joaquin Council of Governments and comply with the terms of the Multi Species Habitat Conservation and Open Space Plan to protect critical habitat areas that support endangered species and other special status species.	PL, SJCOG	✓			
C-P11	Work with other agencies to ensure that the spread of invasive/noxious plant species do not occur in the Planning Area. Support efforts to eradicate invasive and noxious weeds and vegetation on public and private property.	PL, PR, SJC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P12	Protect the river channel, pond and marsh, and riparian vegetation and wildlife communities and habitats in the Mokelumne River and floodplain areas. Prohibit any activity that will disturb bottom sediments containing zinc deposits in Mokelumne River, because such disturbance could cause fish kills. Prohibit activities that could disturb anadromous fish in the Mokelumne River during periods of migration and spawning.	PL, PR, SJC	✓			
C-P13	Support the protection, restoration, expansion, and management of wetland and riparian plant communities along the Mokelumne River for passive recreation, groundwater recharge, and wildlife habitat.	PR, SJC	✓			
C-P14	Explore the purchase of or establishment of a joint agreement for open space preservation and habitat enhancement in the Woodbridge Irrigation District's property located north of the Mokelumne River. Ensure the open space preservation and enhancement of this property, while exploring opportunities for public access.	PR, WID, SJC				✓
C-P15	Site new development to maximize the protection of native tree species and sensitive plants and wildlife habitat. Minimize impacts to protect mature trees, Swainson's hawk, vernal pool tadpole shrimp, and any threatened, endangered or other sensitive species when approving new development. Mitigate any loss.	PL, PC	✓			
C-P16	Work with the California Department of Fish and Game in identifying an area or areas suitable for Swainson's hawk and burrowing owl habitat. Preserve land through a mitigation land bank to mitigate impacts on existing habitat for these species. Establish a mechanism for developer funding for the acquisition and management of lands in the mitigation bank.	PL, PC, SJCOG			✓	
C-P17	For future development projects on previously un-surveyed lands, require a project applicant to have a qualified archeologist conduct the following activities: (1) conduct a record search at the Central California Information Center at the California State University, Stanislaus, and other appropriate historical repositories, (2) conduct field surveys where appropriate and required by law, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archeological Resource Management Reports).	PL	✓			
C-P18	In the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontologist materials. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.	BL, PL, PC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P19	<p>If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> • The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and • If the remains are of Native American origin: (1) the descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or (2) The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 	BL, PL, PC, SJC	✓			
C-P20	Encourage the preservation, maintenance, and adaptive reuse of existing historic buildings by developing incentives for owners of historically-significant buildings to improve their properties.	PL, NS, PC	✓			
C-P21	Require that, prior to the demolition of a historic structure, developers offer the structure for relocation by interested parties.	PL, NS	✓			
C-P22	Require that environmental review consistent with the California Environmental Quality Act be conducted on demolition permit applications for buildings designated as, or potentially eligible for designation as, historic structures.	PL, PC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P23	<p>Conduct a comprehensive survey of historic resources in Lodi, including consideration of potentially eligible historic resources. Update Figure 7-3 upon completion of the survey.</p> <p>Designate a structure as historic if it:</p> <ul style="list-style-type: none"> • Exemplifies or reflects special elements of the city’s cultural, architectural, aesthetic, social, economic, political, artistic, and/or engineering heritage; • Is identified with persons, businesses, or events significant to local, State, or National history; • Embodies distinctive characteristics of style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship; • Represents the notable work of a builder, designer, engineer, or architect; and/or • Is unique in location or has a singular physical characteristic that represents a familiar visual feature of a neighborhood, community, or the city. <p>Designate a district as historic if it:</p> <ul style="list-style-type: none"> • Is a geographically definable area possessing a concentration or continuity of sites, buildings, structures, or objects as unified by past events or aesthetically by plan or physical development; or • Identifies relevant key neighborhoods either as historic districts or merit districts. Designate accordingly if 50% of property owners in the proposed district agree to the designation. • An “Historic District” means any area containing a concentration of improvements that has a special character, architectural importance, historical interest, or aesthetic value, which possesses integrity of location, design, setting, materials, workmanship, feeling, and association or which represents one or more architectural periods or styles typical to the history of Lodi. • A “Merit District” recognizes a district’s history but does not provide for a regulatory structure at this time. The structures of these districts may not be architecturally significant, but the role that these neighborhoods have played in the city’s development, the cultural and economic conditions that resulted in the construction of these neighborhoods and the stories surrounding them make them an important part of the city’s history for which they should be acknowledged and celebrated. 	PL, NS, PC			✓	
C-P24	Follow preservation standards outlined in the current Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, for structures listed on the National Register of Historic Places or California Register of Historical Resources.	PL, NS	✓			
C-P25	Coordinate historic preservation efforts with other agencies and organizations, including the Lodi Historical Society, San Joaquin County Historical Society and other historical organizations.	PL, NS, SJC	✓			
C-P26	Monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State and EPA regulations and take necessary measures to prevent contamination. Comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants to surface waters.	WW, CDPH	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P27	Monitor the water quality of the Mokelumne River and Lodi Lake, in coordination with San Joaquin County, to determine when the coliform bacterial standard for contact recreation and the maximum concentration levels of priority pollutants, established by the California Department of Health Services, are exceeded. Monitor the presence of pollutants and variables that could cause harm to fish, wildlife, and plant species in the Mokelumne River and Lodi Lake. Post signs at areas used by water recreationists warning users of health risks whenever the coliform bacteria standard for contact recreation is exceeded. Require new industrial development to not adversely affect water quality in the Mokelumne River or in the area's groundwater basin. Control use of potential water contaminants through inventorying hazardous materials used in City and industrial operations.	WW	✓			
C-P28	Regularly monitor water quality in municipal wells for evidence of contamination from dibromochloropropane (DBCP), saltwater intrusion, and other toxic substances that could pose a health hazard to the domestic water supply. Close or treat municipal wells that exceed the action level for DBCP.	WW, CDPH	✓			
C-P29	Minimize storm sewer pollution of the Mokelumne River and other waterways by maintaining an effective street sweeping and cleaning program.	WW	✓			
C-P30	Require, as part of watershed drainage plans, Best Management Practices, to reduce pollutants to the maximum extent practicable.	ED	✓			
C-P31	Require all new development and redevelopment projects to comply with the post-construction Best Management Practices (BMPs) called for in the Stormwater Quality Control Criteria Plan, as outlined in the City's Phase 1 Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region. Require that owners, developers, and/or successors-in-interest to establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of all post-construction BMPs.	ED, PL, PC	✓			
C-P32	Require, as part of the City's Storm Water NPDES Permit and ordinances, the implementation of a Grading Plan, Erosion Control Plan, and Pollution Prevention Plan during the construction of any new development and redevelopment projects, to the maximum extent feasible.	ED, PL, PC	✓			
C-P33	Require use of stormwater management techniques to improve water quality and reduce impact on municipal water treatment facilities.	ED, PL PC	✓			
C-P34	Protect groundwater resources by working with the county to prevent septic systems in unincorporated portions of the county that are in the General Plan Land Use Diagram, on parcels less than two acres.	WW, SJC	✓			
C-P35	Reduce the use of pesticides, insecticides, herbicides, or other toxic chemical substances by households and farmers by providing education and incentives.	PL, SJC		✓		
C-P36	Prepare and adopt a comprehensive climate action plan (CAP) by 2012, with implementation beginning in 2013. The CAP will be an additional policy document for the City of Lodi, based on polices listed in Appendix A. The CAP should include the following provisions: <ul style="list-style-type: none"> • An inventory of citywide greenhouse gas emissions, • Emissions targets that apply at reasonable intervals through the life of the CAP, • Enforceable greenhouse gas emissions control measures, • A monitoring and reporting program to ensure targets are met, and • Mechanisms to allow for revision of the CAP, as necessary. 	PW, CD, EU, CC		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P37	Promote incorporation of energy conservation and weatherization features into existing structures. Update the Zoning Ordinance and make local amendments to the California Building Code, as needed, to allow for the implementation of green building, green construction, and energy efficiency measures.	BL, EU		✓		
C-P38	Encourage the development of energy efficient buildings and communities. All new development, including major rehabilitation, renovation, and redevelopment projects, shall incorporate energy conservation and green building practices to the maximum extent feasible and as appropriate to the project proposed. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems. The City may implement this policy by adopting and enforcing a Green Building Ordinance.	BL, EU		✓		
C-P39	<p>Ensure environmentally responsible municipal operations by implementing the following measures:</p> <ul style="list-style-type: none"> • Procure environmentally preferable products and services where criteria have been established by governmental or other widely recognized authorities (e.g. Energy Star, EPA Eco Purchasing Guidelines). • Integrate environmental factors into the City’s buying decisions where external authorities have not established criteria, such as by replacing disposables with reusables or recyclables, taking into account life cycle costs and benefits, and evaluating, as appropriate, the environmental performance of vendors in providing products and services; • Raise staff awareness on the environmental issues affecting procurement by providing relevant information and training; • Encourage suppliers and contractors to offer environmentally preferable products and services at competitive prices; • Require all departments and divisions to practice waste prevention and recycling. • When City fleet vehicles are retired, replace vehicles through the purchase or lease of alternative fuel or hybrid substitutes. <p>As contracts for City-contracted fleet services (such as transit buses, trash haulers, and street sweeper trucks) are renewed, encourage contractors to replace their vehicles with alternative fuel or hybrid substitutes through the contract bid process.</p>	BL, FF, TR, CM		✓		
C-P40	Reduce energy consumption within City government facilities and motor fleets.	FF	✓			
C-P41	Encourage the use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings. Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.	EU	✓			
C-P42	Continue to offer rebates to residential, commercial, industrial and municipal customers of Lodi Electric Utility who install photovoltaic (PV) systems or that participate in the Lodi Energy Efficient Home Improvement Rebate Program. Ensure that rebate programs are well advertised to the community and offer rebates that are sufficient to gain community interest and participation.	EU	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P43	Work with the California Energy Commission and other public and non-profit agencies to promote the use of programs that encourage developers to surpass Title 24 Energy Efficiency standards by utilizing renewable energy systems and more efficient practices that conserve energy, including, but not limited to natural gas, hydrogen or electrical vehicles. Offer incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards.	BL, PL, EU, PC	✓			
C-P44	Develop, adopt, and implement a heat island mitigation plan to reduce carbon dioxide emissions, smog, and the energy required to cool buildings. This plan should contain requirements and incentives for the use of cool roofs, cool pavements, and strategic shade tree placement, all of which may result in as much as 6-8°F temperature decrease from existing conditions.	CD		✓		
C-P45	Encourage the planting of shade trees along all City streets and residential lots (but, particularly in areas that currently lack street trees) to reduce radiation heating and greenhouse gases. Develop a tree planting informational packet to help future residents understand their options for planting trees.	ED		✓		
C-P46	Promote public education energy conservation programs that strive to reduce the consumption of natural or human-made energy sources.	EU	✓			
C-P47	Post and distribute hard-copy and electronic information on currently available weatherization and energy conservation programs.	EU	✓			
C-P48	Require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emission requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are to be required on construction equipment.	BL	✓			
C-P49	Continue to require mitigation measures as a condition of obtaining permits to minimize dust and air emissions impacts from construction.	PL, PC	✓			
C-P50	Require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to: <ul style="list-style-type: none"> • Site watering or application of dust suppressants; • Phasing or extension of grading operations; • Covering of stockpiles; • Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour); and • Revegetation of graded areas. 	PL, PC	✓			
C-P51	Cooperate with other local, regional, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and address cross-jurisdictional and regional transportation and air quality issues.	PL, PC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
C-P52	Use the San Joaquin Valley Air Pollution Control District’s (SJVAPCD) Guide for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall consult with the SJVAPCD during CEQA review for projects that require air quality impact analysis and ensure that the SJVAPCD is on the distribution list for all CEQA documents.	PL, PC	✓			
C-P53	Support recommendations to reduce air pollutants found in the San Joaquin Valley Air Pollution Control District (SJVAPCD) local attainment plans and use its regulatory authority to mitigate “point” sources of air pollution (e.g., factories, power plants, etc.).	PL, PC	✓			
C-P54	Ensure that air quality impacts identified during the project-level CEQA review process are fairly and consistently mitigated. Require projects to comply with the City’s adopted air quality impact assessment and mitigation process, and to provide specific mitigation measures as outlined in policies of Chapter 5: Transportation.	PL, PC	✓			
C-P55	Assess air quality mitigation fees for all new development, with the fees to be used to fund air quality programs.	PL, PC	✓			
C-P56	Require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes. Promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes. Follow the guidelines set forth in San Joaquin Valley Air Pollution Control District’s Rule 4901.	BL, PL		✓		
C-P57	Review, support, and require implementation (as applicable) of San Joaquin Valley Air Pollution Control District guidance and recommendations (including those identified in the Guide for Assessing and Mitigating Air Quality Impacts) in regards to several key issues including: <ul style="list-style-type: none"> • Environmental Assessment; • Air Quality Mitigation Agreements; • Integrated Planning; • Air Quality Education; • Congestion Management/Transportation Control Measures; • Toxic and Hazardous Pollutant Emissions; • Fugitive Dust and PM10 Emissions; and • Energy Conservation and Alternative Fuels. 	BL, PL	✓			
C-P58	Require new sensitive uses proposed to be located within 500 feet of high volume traffic routes where daily vehicle counts exceed 100,000, to use an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis.	PL	✓			
C-P59	Require industrial development adjacent to residential areas to provide buffers and institute setback intended to ensure land use compatibility in regards to potential Toxic Air Contaminant exposure.	PL	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
Chapter 8: Safety Policies						
S-P1	Continue to participate in the National Flood Insurance Program and ensure that local regulations are in full compliance with standards adopted by FEMA.	ED	✓			
S-P2	Cooperate with appropriate local, State, and federal agencies to address local and regional flood issues and dam failure hazards.	ED	✓			
S-P3	Require adequate natural floodway design to assure flood control in areas where stream channels have been modified and to foster stream enhancement, improved water quality, recreational opportunities, and groundwater recharge.	ED, PR	✓			
S-P4	Cooperate with and encourage reclamation districts to institute a berm maintenance program to reduce berm failures and shall coordinate with appropriate State, federal, and local flood control agencies in planning efforts to ensure the continued protection of local and regional flood control systems.	ED, PL, SJC			✓	
S-P5	Continue to ensure, through the development review process, that future developments do not increase peak storm flows and do not cause flooding of downstream facilities and properties. Additionally, the City shall ensure that storm drainage facilities are constructed to serve new development adequate to storm runoff generated by a 100-year storm.	ED, PC		✓		
S-P6	Prohibit new development, except for public uses incidental to open space development, within Zone A (100-year flood zone) of the most current FEMA floodplain map (see Figure 8-1 for the most current map).	PL, ED, PC	✓			
S-P7	Site critical emergency response facilities such as hospitals, fire stations, police offices, substations, emergency operations centers and other emergency service facilities and utilities to minimize exposure to flooding and other hazards.	PL, FF	✓			
S-P8	Update Zoning Ordinance and development review process as needed to reduce peak-hour stormwater flow and increase groundwater recharge. These may include provisions for: <ul style="list-style-type: none"> Constructing parking areas and parking islands without curbs and gutters, to allow stormwater sheet flow into vegetated areas. Grading that lengthens flow paths and increases runoff travel time to reduce the peak flow rate. Installing cisterns or sub-surface retention facilities to capture rainwater for use in irrigation and non-potable uses. 	ED, PL		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
S-P9	<p>Update City street design standards to allow for expanded stormwater management techniques. These may include:</p> <ul style="list-style-type: none"> • Canopy trees to absorb rainwater and slow water flow. • Directing runoff into or across vegetated areas to help filter runoff and encourage groundwater recharge. • Disconnecting impervious areas from the storm drain network and maintain natural drainage divides to keep flow paths dispersed. • Providing naturally vegetated areas in close proximity to parking areas, buildings, and other impervious expanses to slow runoff, filter out pollutants, and facilitate infiltration. • Directing stormwater into vegetated areas or into water collection devices. • Using devices such as bioretention cells, vegetated swales, infiltration trenches and dry wells to increase storage volume and facilitate infiltration. • Diverting water away from storm drains using correctional drainage techniques. 	ED		✓		
S-P10	Require that all fuel and chemical storage tanks are appropriately constructed; include spill containment areas to prevent seismic damage, leakage, fire and explosion; and are structurally or spatially separated from sensitive land uses, such as residential neighborhoods, schools, hospitals and places of public assembly.	PL, BL, FD, PC	✓			
S-P11	Ensure compatibility between hazardous material users and surrounding land use through the development review process. Separate hazardous waste facilities from incompatible uses including, but not limited to, schools, daycares, hospitals, public gathering areas, and high-density residential housing through development standards and the review process.	PL,BL, FD, PC	✓			
S-P12	Consider the potential for the production, use, storage, and transport of hazardous materials in approving new development. Provide for reasonable controls on such hazardous materials. Ensure that the proponents of applicable new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies, as necessary, for each identified site as part of the design phase for each project. Require projects to implement federal or State cleanup standards outlined in the studies during construction.	PL, BL, FD, PC	✓			
S-P13	Regulate the production, use, storage, and transport of hazardous materials to protect the health of Lodi residents. Cooperate with the County and Lodi Fire Department in the identification of hazardous material users, development of an inspection process, and implementation of the City's Hazardous Waste Management and Hazardous Materials Area plans. Require, as appropriate, a hazardous materials inventory for project sites, including an assessment of materials and operations for any development applications, as a component of the development environmental review process or business license review/building permit review.	PL, PC, SJC, FD	✓			
S-P14	Work with waste disposal service provider(s) to educate the public as to the types of household hazardous wastes and the proper methods of disposal and shall continue to provide opportunities for residents to conveniently dispose of household hazardous waste.	FD	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
S-P15	Continue to follow the County Comprehensive Airport Land Use Plan for guidelines on land use compatibility near airports, land use restrictions, and to ensure public safety.	PL	✓			
S-P16	Support grade-separated railroad crossings, where feasible, and other appropriate measures adjacent to railroad tracks to ensure the safety of the community.	PL, PW, UP	✓			
S-P17	Continue to mark underground utilities and abide by federal safe-digging practices during construction.	EU, BL, PW	✓			
S-P18	Ensure that all public facilities, such as buildings, water tanks, underground utilities, and berms, are structurally sound and able to withstand seismic activity.	BL, FF, EU	✓			
S-P19	For buildings identified as seismically unsafe, prohibit a change in use to a higher occupancy or more intensive use until an engineering evaluation of the structure has been conducted and structural deficiencies corrected consistent with City building codes.	BL, PC	✓			
S-P20	Require soils reports for new projects and use the information to determine appropriate permitting requirements, if deemed necessary.	BL, PL, PC	✓			
S-P21	Require that geotechnical investigations be prepared for all proposed critical structures (such as police stations, fire stations, emergency equipment, storage buildings, water towers, wastewater lift stations, electrical substations, fuel storage facilities, large public assembly buildings, designated emergency shelters, and buildings three or more stories high) before construction or approval of building permits, if deemed necessary. The investigation shall include estimation of the maximum credible earthquake, maximum ground acceleration, duration, and the potential for ground failure because of liquefaction or differential settling.	FF, BL, PL	✓			
S-P22	Require new development to include grading and erosion control plans prepared by a qualified engineer or land surveyor.	ED, PL	✓			
S-P23	Maintain a vegetation management program to ensure clearing of dry brush areas. Conduct management activities in a manner consistent with all applicable environmental regulations.	FD	✓			
S-P24	Coordinate with local, State, and Federal agencies to establish, maintain, and test a coordinated emergency response system that addresses a variety of hazardous and threatening situations. Conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures. Develop and implement public information programs concerning disaster response and emergency preparedness and develop mutual aid agreements and communication links with surrounding communities for assistance during times of emergency.	FD, PD, SJC	✓			
S-P25	Maintain and periodically update the City's Emergency Preparedness Plan, including review of County and State emergency response procedures that must be coordinated with City procedures.	FD, PD	✓			
S-P26	Ensure that major access and evacuation corridors are available and unobstructed in case of major emergency or disaster. Continue to identify appropriate road standards, including minimum road widths and turnouts to provide adequate emergency access and evacuation routes.	ED, FD, PD	✓			
S-P27	Continue to use the San Joaquin County Hazard Mitigation Plan to reduce hazard risk and coordinate with the County on its update and implementation, consistent with the Federal Emergency Management Agency and the Disaster Act of 2000.	FD, PD, SJC	✓			

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
Chapter 9: Noise Policies						
N-P1	Control and mitigate noise at the source where feasible, as opposed to at the receptor end.	PL, BL	✓			
N-P2	Encourage the control of noise through site design, building design, landscaping, hours of operation, and other techniques for new development deemed to be noise generators.	PL, BL, PC	✓			
N-P3	<p>Use the noise and land use compatibility matrix (Table 9-2) and allowable noise exposure levels (Table 9-3) as review criteria for all new land uses. Incorporate noise attenuation measures for all projects that have noise exposure levels of “conditionally acceptable” and higher. These may include:</p> <ul style="list-style-type: none"> • Façades constructed with substantial weight and insulation; • Sound-rated windows in habitable rooms; • Sound-rated doors in all exterior entries; • Active cancellation; • Acoustic baffling of vents for chimneys, fans and gable ends; • Ventilation system affording comfort under closed-window conditions; and • Double doors and heavy roofs with ceilings of two layers of gypsum board on resilient channels to meet the highest noise level reduction requirements. 	PL, PC	✓			
N-P4	Discourage noise sensitive uses such as residences, hospitals, schools, libraries, and rest homes from locating in areas with noise levels above 65db. Conversely, do not permit new uses likely to produce high levels of noise (above 65db) from locating in or adjacent to areas with existing or planned noise-sensitive uses.	PL, PC	✓			
N-P5	Noise sensitive uses, such as residences, hospitals, schools, libraries, and rest homes, proposed in areas that have noise exposure levels of “conditionally acceptable” and higher must complete an acoustical study, prepared by a professional acoustic engineer. This study should specify the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve interior noise levels consistent with Table 9-3.	PL, PC	✓			
N-P6	Where substantial traffic noise increases (to above 70db) are expected, such as on Lower Sacramento Road or Harney Lane, as shown on the accompanying graphic, require a minimum 12-foot setback for noise-sensitive land uses, such as residences, hospitals, schools, libraries, and rest homes.	PL		✓		

POLICY #	POLICY	RESPONSIBILITY	IMPLEMENTATION SCHEDULE			
			ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
N-P7	<p>Require developers of potentially noise-generating new developments to mitigate the noise impacts on adjacent properties as a condition of permit approval. This should be achieved through appropriate means, such as:</p> <ul style="list-style-type: none"> • Dampening or actively canceling noise sources; • Increasing setbacks for noise sources from adjacent dwellings; • Using soundproofing materials and double-glazed windows; • Screening and controlling noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment; • Using open space, building orientation and design, landscaping and running water to mask sounds; and • Controlling hours of operation, including deliveries and trash pickup. 	PL, PC	✓			
N-P8	Update Noise Ordinance regulations to address allowed days and hours of construction, types of work, construction equipment (including noise and distance thresholds), notification of neighbors, and sound attenuation devices.	PL			✓	
N-P9	Develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to City streets where feasible and appropriate.	ED	✓			
N-P10	Encourage transit agencies and rail companies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of bus and rail traffic.	FF, TR, AMTRK, UP	✓			
N-P11	Coordinate with the California Public Utilities Commission and other pertinent agencies and stakeholders to determine the feasibility of development a railroad “quiet zone” in downtown, which would prohibit trains from sounding their horns.	CD, PW		✓		
N-P12	Restrict the use of sound walls as a noise attenuation method to sites adjacent to State Route (SR) 99, the railroad, and industrial uses east of SR-99.	PL, ED	✓			
N-P13	Ensure that new equipment and vehicles purchased by the City of Lodi are equipped with the best available noise reduction technology.	FF, TR	✓			
N-P14	Reduce vibration impacts on noise-sensitive land uses (such as residences, hospitals, schools, libraries, and rest homes) adjacent to the railroad, SR-99, expressways, and near noise-generating industrial uses. This may be achieved through site planning, setbacks, and vibration-reduction construction methods such as insulation, soundproofing, staggered studs, double drywall layers, and double walls.	PL, PC	✓			

A.4 FINANCING STRATEGIES

This section evaluates potential approaches to funding capital costs. There are a variety of mechanisms public agencies can use to collect funds for capital improvements. Selection of the appropriate mechanism depends on the nature of the improvement. For example, development impact fees place the burden on developers (and ultimately the occupant of the home or business being constructed); whereas assessment districts place the financial burden on existing and new property owners; and funding through the Capital Improvements Program (CIP) shares the burden citywide. The City must determine who benefits from the improvement to determine appropriate funding streams. Capital improvements proposed for the General Plan and the various funding approaches that could be tapped for implementation are identified in the text below and in Table A-1.

Capital Improvements Programming

The CIP is a discretionary infrastructure funding plan for the city. It includes a list of public works projects that the City intends to design and construct in coming years. As a capital plan, the CIP represents one-time expenditures, as opposed to ongoing funding for operations expenses.

The City Council reviews and adjusts the CIP to reflect changes in priority, funding availability and need, and the general economy. With input from other departments the Finance Department and City Manager prepare and update the CIP. The Public Works Department has the lead role in carrying out the capital improvements.

Impact Fees

The City of Lodi already collects development impact mitigation fees on residential, commercial, and industrial projects for capital improvements. These funds are levied for water, storm drain, and street improvements; police and fire facilities; parks and recreation facilities; and general City facilities. Additional fees

could be collected for a variety of services such as water connections.

Schools impact fees are subject to the requirements of Education Code Section 17620 and the limitations set forth in Chapter 4.9 (commencing with Section 65995) of the Government Code. This regulation provides no other method of mitigation other than the assessment of development fees for schools construction. The current maximum fee that may be assessed is \$2.97 per square foot for residential and \$0.47 per square foot for commercial or industrial development).¹

County and regional agencies may also assess impact fees. For example, SJCOG manages the Regional Transportation Impact Fee, a one-time fee on new residential and non-residential development to mitigate impacts from increased congestion and fund improvements. Similarly, as part of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, the County assesses a fee to mitigate the impacts of land conversion and habitat loss.

Developer Contributions

Developer contributions are payments made in addition to normal impact fees as part of the development approval process for specific projects; these most often apply to larger developments with significant associated impacts. Contributions fund infrastructure and improvements such as dedications of right-of-way for streets and utilities; and the provision of open space, parks or landscape improvements. Where developers provide parks as part of their developments, they could be exempted from or given credit against park and recreation impact fees at the discretion of the City.

Special Assessment Districts

Individuals and businesses can cooperate to create special assessment districts in which they tax themselves (outside the limitations of Proposition 13) or collect fees in order to fund specific benefits, such as landscaping, infrastructure improvements, and parking facilities.

¹ Report of the Executive Officer, State Allocation Board Meeting, January 30, 2008. The fee is updated every two years.

Community Facilities District

Under the Mello-Roos law, passed in 1982 in response to Proposition 13, local cities, counties, and school districts may create community facilities districts (CFD) to finance the construction of needed community infrastructure. The CFD is empowered to levy additional property taxes on land located inside the district, thus creating a dependable revenue stream that can be used in issuing bonds to pay for new infrastructure. Lodi has implemented CFDs to pay for infrastructure in the past and will continue to use districts as needed in order to fund infrastructure for the proposed General Plan.

Landscape and Lighting District

Permitted by the Landscape and Lighting Act of 1972, local governments may form a Landscape and Lighting District (LLD) to finance elements such as the landscaping and lighting of public areas (e.g. parks and plazas). In order to approve an LLD, a majority vote of affected property owners is required through an assessment balloting procedure. Assessments are added to property tax bills based on a benefit formula established for the district, such that properties are assessed according to the benefit received from the services and improvements. Approved uses for the funds include installation and maintenance of landscaping, public art, fountains, general lighting, traffic signals, recreational and playground courts and equipment, and public restrooms. In addition, the Act allows the funds to be used toward the acquisition of land for parks and open spaces, and the construction of community centers, municipal auditoriums, or other public halls.

Business Improvement District

Business or property owners within a defined geographic area may agree to assess themselves annual fees, as part of a Business Improvement District (BID). The BID may then fund activities and programs to enhance the business environment; these may include marketing and promotion, security, streetscape improvements, and special events. Once established, the annual BID fees are mandatory for business/properties located within the BID. Lodi already has two BIDs: the Downtown

Lodi Business Partnership, designed to advance revitalization and beautification efforts downtown; and the Lodi Tourism Business Improvement District, established to promote tourism throughout the city.

In a business-based BID (BBID), fees are assessed to businesses, with the amount of the fees varying by location, type and size of business. With a property-based BID (PBID), assessments may vary by location, size of lot/building, and linear footage. Generally, this mechanism is most frequently used in existing commercial retail districts and is not used to fund infrastructure due both to the limited revenue base and the short-term nature of the BID structure, which makes issuance of debt infeasible.

Infrastructure Finance District

Infrastructure Finance Districts (IFD) are financing entities created in order to fund regional public facilities and infrastructure. IFDs can divert property tax increment revenues for 30 years to finance highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks, and solid waste facilities. IFDs may not be used to pay for maintenance, repairs, operating costs, and services. Although this is a tax increment financing tool, there is no blight test necessary; moreover, an IFD may not be part of a redevelopment project area. However, IFDs can be challenging to create, since they require 2/3 approval by the voters to form and issue bonds.

Parking District and In-Lieu Fee

Local governments may form a special district to finance parking-related activities, including acquisition of land for parking facilities, construction of parking lots and garages, funding of operating costs, and issuance of bonds to fund similar activities. The majority of affected property owners must vote in favor of the district formation. A possible approach to funding is imposition of an in-lieu fee, whereby developers pay the fee (e.g. a uniform fee per space) instead of providing on-site parking, thereby reducing the cost of development and potentially increasing the efficient use of development sites.

Redevelopment and Tax Increment Financing

The City of Lodi has established a Redevelopment Agency, but does not have redevelopment areas defined. Efforts to establish a redevelopment area most recently failed in election in March 2009. Redevelopment offers a financial tool that could allow the City to designate target areas for special investment in order to stimulate development. This tool, tax increment financing, allows the Redevelopment Agency to issue bonds against the future property tax revenue expected to be generated, in order to finance public investment within the redevelopment area. The Redevelopment Agency obtains the additional “increment” of property tax growth following the inception of the redevelopment area, which typically increases as the public improvements are put in place and initial investments are made from the public and private sectors. Redevelopment funds may be used to pay for affordable housing, parks, schools, utility upgrades, and other public facilities. Although under State law redevelopment agencies have eminent domain powers, Lodi has an ordinance that forbids this action to seize property for a private party’s benefit.

Grants and Loans

Federal

Community Development Block Grant

The Community Development Block Grant (CDBG) program is a long-running U.S. Department of Housing and Urban Development (HUD) initiative to fund local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Some or all of the cities’ annual allotment of CDBG funds from the federal government could be capitalized into a Section 108 loan, to increase the immediate ability to fund improvements. HUD’s Section 108 Loan Guarantee Program provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. CDBG funds may be challenging to use for public improve-

ments, since the grants are competitive and the City often has competing priorities for these funds.

Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users

This measure, also known as SAFETEA-LU, provides a variety of funding options for smaller, neighborhood-based projects relating to streetscape improvements and bicycle and pedestrian facilities. Programs include the Surface Transportation Program; Congestion Management Air Quality funds; Transportation Enhancements; State Transportation Improvement Program/Regional Transportation Improvement Program; and the Bicycle Transportation Account, which is available to cities and counties with Caltrans-approved bicycle plans.

State

Infrastructure Bonds

Statewide bonds approved by the voters can provide valuable funds for local governments to make improvements to roads, housing, and public facilities. For example, in recent years, several bond measures have been approved, with monies distributed to local governments:

- In 2006, voters approved Proposition 1B, which allocated \$20 billion to a variety of transportation-related projects. The City of Lodi received allocations of nearly \$2 million in total for local street improvements in fiscal years 2007-2008 and 2008-2009.
- Also in 2006, voters approved Proposition 1C which allocated \$2.9 billion to fund three new programs aimed at increasing development projects in existing urban areas and near public transportation.
- Also in 2006, voters approved Proposition 84 which allocates \$5.4 billion for a variety of water-related measures, including floodplain mapping, flood control and prevention projects, and parks and nature education facilities.

California Infrastructure and Economic Development Bank (CIEDB)

The California Infrastructure and Economic Development Bank provides low-cost financing to public agencies for a wide variety of infrastructure projects. Infrastructure State Revolving Fund Program funding is available in amounts ranging from \$250,000 to \$10 million, with loan terms of up to 30 years. Interest rates are set on a monthly basis. Relevant eligible project categories include city streets, drainage, flood control, and environmental mitigation, educational facilities, parks and recreational facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, public safety facilities, and power and communications facilities.

Clean Water State Revolving Fund

The Clean Water State Revolving Fund provides financial assistance for the construction of facilities or implementation of measures necessary to address water quality problems and to prevent pollution. The program is funded by federal grants, State funds, and Revenue Bonds. The City of Lodi's White Slough Wastewater Treatment Plant expansion project was listed in the Fund's 2009-2010 project priority list, as eligible for funding.

Safe Drinking Water State Revolving Fund

The Safe Drinking Water State Revolving Fund, operated by the Department of Public Health, provides financial assistance to public water systems for infrastructure improvements. These improvements may include: technical assistance to small public water systems, source water assessment and protection, water system capacity development, and program administration. The City of Lodi's proposed Surface Water Treatment Facility was listed in the Fund's 2009-2010 project priority list, as being eligible for funding.

California Energy Commission

The American Recovery and Reinvestment Act of 2009 will provide \$787 billion in economic investment nationally. The goals of this plan are to jump start the economy

and create jobs for Americans in an accountable, transparent manner. The California Energy Commission has been allocated \$275.6 million for energy efficiency and renewable energy programs. The Energy Commission's two main areas of responsibility are the State Energy Program and the Energy Efficiency and Conservation Block Grant Program. The City of Lodi was allocated over \$586,000 under the latter program to use for projects and programs that reduce total energy use.

School Bonds

Public school operations and construction are funded in part by State bonds. The Kindergarten-University Public Education Facilities Bond Act of 2002 (Proposition 47) provided \$11.4 billion in general obligation bonds for K-12 facilities through the School Facility Program, as well as funding for new programs; charter school facilities, overcrowded schools, joint-use projects and small high schools. LUSD received over \$82 million in funds for new construction and rehabilitation projects.

The Kindergarten-University Public Education Facilities Bond Act of 2006 (Proposition 1D) provided an additional \$7.3 billion for the construction of new schools, modernization of existing schools, and creation of new charter, joint-use, and small high school facilities. In addition, new funding was provided for the creation of career technical education facilities; reduction of severely overcrowded sites; incentives for the construction of high performance "green" schools; and, the seismic mitigation of the most vulnerable school facilities. About half of these funds have been distributed as of 2009. LUSD was allocated over \$23 million in funds for new construction and rehabilitation projects.

For both bond measures, districts were required to pay 40 percent of project costs from local resources, which LUSD was able to raise through the passage of local school bonds (see below.)

Regional

Measure K (Transportation Tax)

Measure K is the ½-cent sales tax dedicated to transportation projects in San Joaquin County. The program is aimed at remedying the existing over \$1.0 billion

deficiency in transportation funding in San Joaquin County while promoting improved air quality and quality of life. Eligible improvements include highways and local streets, passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, railroad crossings, and smart growth initiatives. The Measure K program is administered by SJCOG. The City of Lodi received over \$900,000 in fiscal year 2007-2008 for local street repairs. The Measure was renewed by the voters in 2006, extending the tax for an additional 30 years.

San Joaquin County Regional Transportation Impact Fee Program

The City is a participating agency in the San Joaquin County Regional Transportation Impact Fee (RTIF) Program. Other participating agencies include the cities of Escalon, Manteca, Lathrop, Ripon, and Stockton as well as San Joaquin County. The program was established in 2006 to collect funds to be used in conjunction with other funding mechanisms to provide for the construction of improvements to help mitigate the impact of new development on the regional transportation network. A list of RTIF capital projects has been established and includes highway, interchange and regional roadway improvements as well as public transit improvements. Each participating agency is responsible for managing and delivering RTIF projects located within its boundaries. The program is administered by SJCOG. To date, the City has collected over \$660,000 that can be used for approved RTIF projects.

Local

School Bond

In 2002, voters of the LUSD passed the Measure K School Bond to raise money for new schools, school expansions, and improvements. State funds have matched over \$133 million of the bond funds, almost double the original \$77 million goal. The top priorities were to build seven new schools and complete seven additions.

B

SPECIAL-STATUS SPECIES

TABLE B-1: SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PLANNING AREA

SCIENTIFIC NAME COMMON NAMES	STATUS: FED/STATE/CNPS)	GENERAL HABITAT	SJMSCP COVERED?
Invertebrates			
<i>Branchinecta conservation</i> Conservancy fairy shrimp	FE/ - / -	Lifecycle restricted to large, cool-water vernal pools with moderately turbid water.	Yes
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	FT/ - / -	Lifecycle restricted to vernal pools.	Yes
<i>Branchinecta mesovallensis</i> Midvalley fairy shrimp	- / - / -	Lifecycle restricted to vernal pools in the Central Valley.	Yes
<i>Desmocerus californicus dimorphus</i> Valley elderberry longhorn beetle	FT/ - / -	Breeds and forages exclusively on elderberry shrubs (<i>Sambucus mexicana</i>) typically associated with riparian forests, riparian woodlands, elderberry savannas, and other Central Valley habitats. Occurs only in the Central Valley of California.	Yes
<i>Hydrochara rickseckeri</i> Ricksecker's water scavenger beetle	- / - / -	Occurs in slow moving waters, adults and larvae are aquatic.	No
<i>Lepidurus packardii</i> Vernal pool tadpole shrimp	FE/ - / -	Lifecycle restricted to vernal pools.	Yes
<i>Lindერიella occidentalis</i> California linderiella	- / - / -	Lifecycle restricted to vernal pools.	No
Fish			
<i>Acipenser medirostris</i> Green sturgeon	FT/CSC/-	Spawns in the Klamath River and Sacramento River Watersheds. Preferred spawning substrate is large cobble, but can range from clean sand to bedrock.	Yes
<i>Hypomesus transpacificus</i> Delta smelt	FT/ST/ -	Open surface waters in the Sacramento/San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay. Found in Delta estuaries with dense aquatic vegetation and low occurrence of predators. May be affected by downstream sedimentation.	Yes
<i>Oncorhynchus mykiss</i> Steelhead – Central Valley ESU	FT/ - / -	This ESU enters the Sacramento and San Joaquin Rivers and their tributaries from July to May; spawning from December to April. Young move to rearing areas in and through the Sacramento and San Joaquin Rivers, Delta, and San Pablo and San Francisco Bays.	No
<i>Oncorhynchus tshawytscha</i> Chinook Salmon – Central Valley Fall/ Late Fall-Run ESU	FC/CSC/ -	This ESU enters the Sacramento and San Joaquin rivers and their tributaries from July to April; spawning October to February. Young move to rearing areas in and through the Sacramento and San Joaquin Rivers, Delta, and San Pablo and San Francisco Bays.	No

SCIENTIFIC NAME COMMON NAMES	STATUS: FED/STATE/CNPS)	GENERAL HABITAT	SJMSCP COVERED?
<i>Oncorhynchus tshawytscha</i> Spring-Run Chinook Salmon	FT/ST/ –	This ESU enters the Sacramento and San Joaquin Rivers and tributaries March to July; spawning from late August to early October. Young move to rearing areas in and through the Sacramento and San Joaquin Rivers, Delta, and San Pablo and San Francisco Bays.	No
<i>Oncorhynchus tshawytscha</i> Winter-Run Chinook Salmon	FE/SE/ –	This ESU enters the Sacramento River December to May; spawning peaks May and June. Upstream movement occurs more quickly than in spring run population. Young move to rearing areas in and through the Sacramento River, Delta, and San Pablo and San Francisco Bays.	No
<i>Pogonichthys macrolepidotus</i> Sacramento splittail	– /CSC/ –	Currently known only from the Delta, Suisun Bay and associated marshes. Prefers slow moving river sections and dead end sloughs. Requires flooded vegetation for spawning and juvenile foraging habitat. Spawning occurs over flooded vegetation in tidal freshwater marsh.	Yes
Amphibians			
<i>Ambystoma californiense</i> California tiger salamander	FE, FT/CSC/ –	Annual grassland and grassy understory of valley-foothill hardwood habitats in central and northern California. Needs underground refuges and vernal pools or other seasonal water sources.	Yes
<i>Rana aurora draytonii</i> California red-legged frog	FT/CSC/ –	Breeds in slow moving streams, ponds, and marshes with emergent vegetation; forages in nearby uplands within about 200 feet.	Yes
<i>Rana boylei</i> Foothill yellow-legged frog	– /CSC/ –	Breeds in shaded stream habitats with rocky, cobble substrate, usually below 6,000 feet in elevation. Absent or infrequent when introduced predators are present.	Yes
Reptiles			
<i>Emys (=Clemmys) marmorata marmorata</i> Northwestern pond turtle	– /CSC/ –	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Requires basking sites and suitable upland habitat for egg-laying. Nest sites most often characterized as having gentle slopes (<15%) with little vegetation or sandy banks.	Yes
<i>Emys (=Clemmys) marmorata</i> Western pond turtle	– /CSC/ –	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Requires basking sites and suitable upland habitat for egg-laying. Nest sites most often characterized as having gentle slopes (<15%) with little vegetation or sandy banks.	Yes
<i>Thamnophis gigas</i> Giant garter snake	FT/ST/ –	Generally inhabits marshes, sloughs, ponds, slow-moving streams, ditches, and rice fields that have water from early spring till mid-fall. Emergent vegetation (cattails and bulrushes), open areas for sunning and high ground for hibernation and cover.	Yes
Birds			
<i>Agelaius tricolor</i> Tricolored blackbird	– /CSC/ –	Largely endemic to California, most numerous in the Central Valley and nearby vicinity. Typically requires open water, protected nesting substrate, and foraging grounds within vicinity of the nesting colony. Nests in dense thickets of cattails, tules, willows, blackberry, and silage.	Yes
<i>Ardea alba</i> Great egret	– / – / –	Fresh and salt marshes, marshy ponds and tidal flats, nests in trees or shrubs.	Yes
<i>Ardea Herodias</i> Great blue heron	– / – / –	Groves of tall trees, especially near shallow water foraging areas such as marshes, tide-flats, lakes, rivers/streams and wet meadows.	Yes
<i>Athene cunicularia</i> Burrowing owl	– /CSC/ –	Forages in open plains, grasslands, and prairies; typically nests in abandoned small mammal burrows.	Yes
<i>Buteo swainsoni</i> Swainson's hawk	– /ST/ –	Forages in open plains, grasslands, and prairies; typically nests in trees or large shrubs.	Yes

SCIENTIFIC NAME COMMON NAMES	STATUS: FED/STATE/CNPS)	GENERAL HABITAT	SJMSCP COVERED?
<i>Dendroica petechia brewsteri</i> Yellow warbler	- /CSC/ -	Nests in dense riparian cover.	Yes
<i>Elanus leucurus</i> White-tailed kite	- /CFP/ -	Forages in open plains, grasslands, and prairies; typically nests in trees.	Yes
<i>Laterallus jamaicensis coturniculus</i> California black rail	- /ST, CFP/ -	Freshwater, brackish, or tidal salt marshes.	Yes
<i>Nycticorax nycticorax</i> Black-crowned night heron	- / - / -	Forages in marshes swamps and wooded streams; nests in thickets or reedbeds.	Yes
Mammals			
<i>Taxidea taxus</i> American badger	- /CSC/ -	Occurs in a wide variety of open forest, shrub, and grassland habitats that have friable soils for digging.	Yes
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	FE/ST/ -	Occurs in native valley and foothill grasslands and chenopod scrub communities of the valley floor and surrounding foothills. Prefers open level areas with loose-textured soils supporting scattered, shrubby vegetation and little human disturbance.	Yes
Plants			
<i>Aster lentus</i> Suisun Marsh aster	- / - /1B.2	Rhizomatous herb occurring in tidal brackish and freshwater marshes. Found at 0-3 m elevation. Blooms May-Nov.	Yes
<i>Astragalus tener</i> var. <i>tener</i> Alkali milk-vetch	- / - /1B.2	Generally found in playas, valley and foothill grasslands with adobe clay soils, and vernal pools. Generally found in alkaline soils. Blooms Mar-Jun.	Yes
<i>Atriplex joaquiniana</i> San Joaquin spearscale	- / - /1B.2	Generally found in chenopod scrub, alkali seasonal wetlands and grassland, meadows and playas. Blooms Apr-Oct.	No
<i>Carex comosa</i> Bristly sedge	- / - /2.1	Generally found in lake-margin and edge habitats, 0-1400 feet in elevation.	Yes
<i>Castilleja campestris</i> ssp. <i>Succulenta</i> Succulent owl's-clover	FT/SE/1B.2	Occurs under vernal-flooded conditions in vernal-pool habitats such as valley and foothill grassland.	Yes
<i>Cicuta maculata</i> var. <i>bolanderi</i> Saltmarsh water hemlock	- / - /2.1	Occurs in marshes and swamps (MshSw), and coastal, fresh or brackish water. Blooms July-Sept at elevations of 0-200m.	No
<i>Cirsium crassicaule</i> Slough thistle	- / - /1B.1	Occurs in chenopod scrub, riparian scrub, and freshwater marshes, swamps, and sloughs.	Yes
<i>Cordylanthus palmatus</i> Palmate-bracted bird's-beak	FE/SE/1B.1	Prefers marshes and swamps, lake margins, vernal pools and wet places. Blooms May-Oct.	No
<i>Delphinium recurvatum</i> Recurved larkspur	FSC/ - /1B.2	Perennial herb occurring in chenopod scrub, cismontane woodland, and in alkaline substrate in valley and foothill grassland. Found at 3-750 meters elevation. Blooms Mar-May.	Yes
<i>Downingia pusilla</i> Dwarf downingia	- / - /2.2	Prefers lake margins, vernal pools and wet places sometimes playas and grasslands. Blooms Mar-May.	No
<i>Eryngium racemosum</i> Delta button-celery	- /SE/1B.1	Occurs in clay soil under vernal moist conditions in riparian habitats (riparian scrub). Blooms Jun-Sep.	Yes
<i>Hibiscus lasiocarpus</i> Rose-mallow	- / - /2.2	Prefers freshwater marshes and swamps. Blooms Jun-Sep. 0-120 meters.	Yes
<i>Lathyrus jepsonii</i> var. <i>jepsonii</i> Delta tule pea	- / - /1B.2	Occurs in both tidal freshwater and brackish marshes in the Central and San Joaquin Valleys and in the Bay Area. Blooms May-Sept.	Yes
<i>Legenere limosa</i> Legenere	- / - /1B.1	Occurs in vernal pool beds. Blooms Apr-Jun.	Yes
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	- /SR/1B.1	Generally occurs in riparian scrub, freshwater-marsh and brackish-marsh habitats, 0-33 feet in elevation. Blooms Apr-Nov.	Yes
<i>Limosella subulata</i> Delta mudwort	- / - /2.1	Generally occurs under wet conditions in tidal freshwater-marsh habitats, 0-9 feet in elevation.	Yes

SCIENTIFIC NAME COMMON NAMES	STATUS: FED/STATE/CNPS)	GENERAL HABITAT	SJMSCP COVERED?
<i>Orcuttia viscida</i> Sacramento orcutt grass	FE/SE/1B.1	Occurs in vernal pools. Blooms Apr–Jul.	No
<i>Sagittaria sanfordii</i> Sanford's arrowhead	- / - /1B.2	Found in assorted freshwater habitats including marshes, swamps and seasonal drainages. Blooms May–Oct.	Yes
<i>Scutellaria lateriflora</i> Blue skullcap	- / - /2.2	Meadows and seeps, marshes and swamps. Blooms Jul–Sep. 0–500 meters elevation.	Yes
<i>Symphotrichum lentum</i> Suisan Marsh aster	- / - /1B.2	(= <i>Aster chilensis</i> var. <i>lentus</i>) Rhizomatous herb occurring in tidal brackish and freshwater marshes. Found at 0–3 m elevation. Blooms May–Nov.	Yes
<i>Trichocoronis wrightii</i> var. <i>wrightii</i> Wright's trichocoronis	- / - /2.1	Occurs in alkaline soil on alkaline substrate under vernaly flooded conditions in riparian, meadow, marsh and vernal-pool habitats, 16–1427 feet in elevation. Blooms May–Sep.	Yes

STATUS CODES

Federal

- FE = Endangered
- FT = Threatened
- FPE = Proposed Endangered
- FPT = Proposed Threatened
- FC = Candidate
- FPD = Proposed Delisted

State

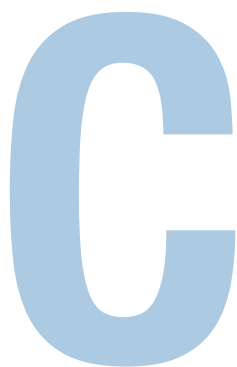
- SE = Endangered
- ST = Threatened
- SR = Rare
- SFP = Fully Protected
- CSC = (CA) Department of Fish and Game Special Concern species

FSC = (Former) Federal Species of Concern: Species of Concern is an informal term, not defined in the federal Endangered Species Act. The Sacramento Office of the United States Fish and Wildlife Service no longer maintains a Federal Species of Concern list. However, these species still meet the definition of “Rare” under Section 15380 of CEQA and are evaluated in this document.

California Native Plant Society

- List 1B.x = Plants rare, threatened, or endangered in California and elsewhere
- List 2.x = Plants rare, threatened, or endangered in California, but more common elsewhere
- List 3.x = Plants about which we need more information—a review list
- List 4.x = Plants of limited distribution—a watch list

Source: USFWS, 2009; CNDDDB, 2009; CNPS, 2009.



CLEANUP SITES STATUS

TABLE C-1: LEAKING UNDERGROUND STORAGE TANKS AND OTHER CLEANUP SITES, BY STATUS

SITE NAME	ADDRESS	CLEANUP STATUS
Leaking Underground Storage Tanks		
Arco #0760	225 Cherokee Ln S	Open – Verification Monitoring
Chevron Ss #9-5775	301 Kettleman Ln W	Open – Verification Monitoring
Usa Petroleum Service Station	2448 Kettleman Lane	Open – Verification Monitoring
Parmar Texaco	521 Cherokee Ln N	Open – Site Assessment
Plaza Liquors	2420 Turner Rd	Open – Site Assessment
General Mills – Case #2	2000 Turner Rd W	Open – Site Assessment
Geweke Land Development and Marketing	16 Cherokee Ln S	Open – Remediation
Flame Liquors	1301 Kettleman Ln W	Open – Remediation
Shell	880 Victor Rd	Open – Assessment & Interim Remedial Action
Guild Wineries Dist	1 Winemasters Way	Completed – Case Closed
Thater Property (Aka Tucker Const.)	336 Locust St E	Completed – Case Closed
City of Lodi Safety Blvd	230 Elm St W	Completed – Case Closed
Beacon #3502 (Former)	35 Cherokee Ln N	Completed – Case Closed
Beacon #695	900 Cherokee Ln S	Completed – Case Closed
Arco #434 Case #1	501 Kettleman Ln W	Completed – Case Closed
Usa Petroleum	2500 Lodi Ave W	Completed – Case Closed
Lodi Downtown Theater	107 School St N	Completed – Case Closed
Arts And Artists	204 Lodi Ave E	Completed – Case Closed
Isc Wines of California	1 Turner Rd W	Completed – Case Closed
General Mills Lodi Case #1	2000 Turner Rd W	Completed – Case Closed
Marval Market/Shopping Center	429 Lockeford St W	Completed – Case Closed
San Joaquin Sulfur Company	711 Sacramento St N	Completed – Case Closed
Idlewild Market	3049 Hwy 12 W	Completed – Case Closed
Lodi Metal Tech	213 Kelly St S	Completed – Case Closed
S.J. Mosquito Abatement Dist	200 Beckman Rd N	Completed – Case Closed
Pacific Coast Producers	32 Tokay St E	Completed – Case Closed

SITE NAME	ADDRESS	CLEANUP STATUS
Muller Supply Company	412 Sacramento St S	Completed – Case Closed
R & J Packing Co	33 Oak St E	Completed – Case Closed
Arco #2076	800 Kettleman Ln E	Completed – Case Closed
Cherokee Service Center	303 Cherokee Ln S	Completed – Case Closed
American Dutch Foundry	42 Cluff Ave N	Completed – Case Closed
M & R Company	405 Main St S	Completed – Case Closed
Lodi Academy	1230 Central Ave S	Completed – Case Closed
Quik Stop Market	205 Lockeford St W	Completed – Case Closed
Cain's Electric Works	230 Church St N	Completed – Case Closed
Pacific Bell	124 Elm St W	Completed – Case Closed
Brite-N-Clear	504 Lockeford St W	Completed – Case Closed
Color Spot	5400 Harney Ln E	Completed – Case Closed
Arco #5650	18970 Lower Sacramento Rd (Woodbridge)	Completed – Case Closed
Sanitary Cty Disp.(Thorpe Oil)	1333 Turner Rd E	Completed – Case Closed
William Burkhardt	5154 Hogan Ln	Completed – Case Closed
Delta Pub & Grocery	13430 Lower Sacramento Rd	Completed – Case Closed
Circle K	1225 Lockeford St W	Completed – Case Closed
Lodi Ready Mix	851 Lodi Ave E	Completed – Case Closed
Cal Trans Lodi Maintenance	845 Pine St E	Completed – Case Closed
Claude C. Wood Co.	687 Lockeford St E	Completed – Case Closed
Shell (Case #1)	420 Kettleman Ln W	Completed – Case Closed
Lodi Lumber Co	1025 Industrial Way	Completed – Case Closed
Delta Packing Co	5950 Kettleman Ln E	Completed – Case Closed
Frank Alegre Trucking – #A	802 Cluff Ave N	Completed – Case Closed
Matheson Trucking	102 Walnut St E	Completed – Case Closed
Geweke Ford & Rv	248 Kettleman Ln E	Completed – Case Closed
Ellis Car Wash	820 Cherokee Ln S	Completed – Case Closed
Unocal #6015	601 Kettleman Ln E	Completed – Case Closed
Lusd Transportation Dept.	820 Cluff Ave S	Completed – Case Closed
Beacon #3696 (Former)	2448 Kettleman Ln W	Completed – Case Closed
Mataga Olds, Buick	880 Beckman Rd S	Completed – Case Closed
Togo's (Formerly Texaco)	305 Hutchins St S	Completed – Case Closed
Stocks Automotive	126 Main St S	Completed – Case Closed
U-Haul	450 Cherokee Ln N	Completed – Case Closed
Diamond Lumber (Aka: 224 Main)	120 Lockeford St E	Completed – Case Closed
Margrove Prop	510 Lodi Ave E	Completed – Case Closed
Payless Building	532 Lockeford St	Completed – Case Closed
AT&T Communications	110 Turner Rd W	Completed – Case Closed
Beacon #3513 (Former)	401 Kettleman Ln W	Completed – Case Closed

SITE NAME	ADDRESS	CLEANUP STATUS
Roberts Petroleum Services	930 Victor Rd E	Completed – Case Closed
Part Container Corp	1400 Victor Rd	Completed – Case Closed
Astra Construction	681 Lockeford St E	Completed – Case Closed
Mel Bokides Petro	501 Lodi Ave W	Completed – Case Closed
Teresi Trucking	900–1/2 Victor Rd E	Completed – Case Closed
Don Keller Trucking	940 Victor Rd	Completed – Case Closed
Wisner Property	550 Sacramento St N	Completed – Case Closed
Chevron #9-4183	236 Ham Ln N	Completed – Case Closed
Hi Hopes Venture	1500 Vine St	Completed – Case Closed
Frank Alegre Trucking – #B	802 Cluff Ave N	Completed – Case Closed
Sunwest Liquors Case #1	2449 Kettleman Ln W	Completed – Case Closed
Reilly's Car Wash	100 Lodi Ave	Completed – Case Closed
Kishim Trucking	1725 Ackerman St	Completed – Case Closed
Taylor'd Tours	330 Kettleman Ln	Completed – Case Closed
Rightway Incorporated (Hansen)	200 Cherokee Ln	Completed – Case Closed
Shell (Case #2)	420 Kettleman Ln W	Completed – Case Closed
Sunwest Liquors Case #2	2449 Kettleman Ln W	Completed – Case Closed
At&T	90 Turner Rd W	Completed – Case Closed
Arco #434 – Case #2	501 Kettleman Ln W	Completed – Case Closed
City of Lodi	230 Elm	Completed – Case Closed
Victor Meats	18846 Hwy 99 N	Completed – Case Closed
Other Cleanup Sites		
City of Lodi Groundwater Plumes – Lodi Pce (Central Plume Area)	221 West Pine	Open – Site Assessment
Lodi News Sentinel/Beckman Capitol Corp	212 West Pine St.	Open – Site Assessment
Pg&E Lodi – 1 (Former Manufactured Gas Plant)	712 South Sacramento St.	Open – Site Assessment
Woolsey Oil Company	930 Victor Road	Open – Site Assessment
City of Lodi Groundwater Plumes – Lustre Cal Name Plate Corp.	110 East Turner Rd	Open – Site Assessment
City of Lodi Groundwater Plumes – R. M. Holz Rubber Company	1129 South Sacramento St.	Open – Site Assessment
Kishida Property	860 E. Pine Street	Open – Site Assessment
B&G Industries, S.B. Griffen Prop.	100 South Cluff Ave	Open – Inactive
Lucky Store #110–310	610 West Lodi Ave.	Open – Inactive
Overhead/Lodi Door Facility	1220 East Victor Rd.	Open – Inactive
Union Pacific Railroad	Harney Lane	Open – Inactive
Simplot Soil Builders	2929 West Harney Ln.	Open – Inactive
Ag Flight	6015 W. Acampo	Open – Inactive

SITE NAME	ADDRESS	CLEANUP STATUS
Precision Flying Service, Inc.	11919 N. Lower Sacramento Rd	Open – Inactive
San Joaquin Air	12145 N. Devries Rd.	Open – Inactive
Color Spot Nursery	5400 E. Harney Ln	Open – Inactive
Randtron Facility (Former)	1300 South Sacramento St.	Open
City of Lodi Groundwater Plumes – Lodi Pce	South Central/ Western Plume	Open
Busy Bee Laundry & Cleaners	40 North Main St.	Open
California Fuels	838 Mokelumne Street (Woodbridge)	Open
City of Lodi Groundwater Plumes – Guild Cleaners	17 South Church St.	Open
Brea Ag Services	4880 Peltier Road	Open
Sierra Helicopter	23987 North Highway 99 (Lodi Linds Airport)	Open
Victor Fine Foods	18846 N. Hwy. 99 Frontage Rd.	Open
Tower Park Marina	14900 W. Highway 12	Completed – Case Closed
City of Lodi	1331 Ham Lane S	Completed – Case Closed

INDEX

A

accessibility 2-7, 2-19, 2-25, 4-1, 4-20, 4-22, 4-26, 4-28, 4-34, 6-7, 6-10, 6-13, A-9, A-25

agriculture (see also farmland) 1-1, 1-3, 1-8, 2-2—3, 2-5, 2-14, 2-18, 2-20, 2-23, 3-1—5, 3-11, 3-13, 3-15, 3-29, 3-31, 4-2—3, 4-6, 4-10, 5-17, 7-1—3, 7-5—9, 7-14, 7-19, 7-22—23, 7-27, 7-30, 7-34—36, 8-4, 9-6, A-5—6, A-12, A-14, A-21, A-26—27

air quality 4-27, 5-1, 7-1, 7-22, 7-24—32, 7-34, 7-40, 8-1, A-34, A-42, A-44

airport 8-7—8, 8-14, 9-3—4, 9-6, A-5, A-37, C-4

Amtrak 5-12—14, 5-19, 8-7, A-5, A-8, A-23

Armstrong Road Agricultural/Cluster Study Area (see also greenbelt) 1-3, 2-8, 2-14, 3-1, 3-3, 3-5, 3-29, 4-6, 4-8, 7-35, A-5, A-12, A-27

B

bicycle 1-3, 4-2, 4-6, 4-15—16, 4-20, 4-22, 4-24, 4-26—28, 4-30, 4-32, 4-34—35, 5-2, 5-4—5, 5-9—11, 5-16, 5-18, 6-7, 6-9, 6-13, 7-29, A-5, A-15, A-17—18, A-22—23, A-42, A-44

biology 7-1, 7-6, 7-9, 7-36

business park (see also office) 1-3, 2-8, 2-11, 2-14, 2-18, 2-26—27, 3-11—12, 3-15, A-9—11

C

Central Avenue 2-11, 2-18, 2-27, 3-20, 3-26—27, 4-2, 4-14, 4-16, 4-20—21, 4-24, 4-26, 4-32, A-5, A-8, A-11, A-16—17, B-2—3

Cherokee Lane 2-2, 2-4, 2-13, 2-27, 3-25, 4-16, 4-18, 4-26, 4-32, 5-6, 5-11, 5-20, 8-5, 9-4, 9-6, A-11, A-16—17, A-24, C-1—3

circulation (see also transportation) 1-10, 4-36, 5-1, 5-4, 5-9, 5-15—16, 5-18, A-19, A-22

City Council 1-4—5, 1-11, 3-3, 5-14, 5-17, 6-9, A-2, A-8, A-21, A-40

City Manager A-2, A-8, A-40

climate change 4-39, 7-1, 7-22, 7-29, 7-34, 7-39

commercial 1-1–3, 1-8, 2-2–4, 2-7, 2-11–16, 2-18–19, 2-24–25, 2-27, 3-5, 3-11–12, 3-15, 3-19, 4-5–6, 4-13–16, 4-20, 4-22–24, 4-32, 4-36, 4-39, 5-1, 5-4–6, 5-15, 5-18–20, 6-12, 7-19, 7-23, 7-35, 7-40, 8-11, 9-9, A-11, A-16, A-18–20, A-22–24, A-26, A-33, A-40–41

General Commercial 2-3–4, 2-11, 2-13–14, 2-18, 3-11

Neighborhood Commercial 2-13, 2-18, 2-25, 2-27, 4-20, A-9, A-11

community design (see also urban design) 1-2, 1-10–11, 2-12, 2-25, 3-29, 4-2, 4-8, 5-17–19, 7-40, A-4, A-15, A-21

Community Development Department A-2, A-8

complete streets 5-4, 5-16

connectivity 1-2, 2-26, 4-1, 4-6, 4-15, 4-20, 4-22, 4-24–25, 4-27, 4-34–35, 5-18, 6-9, 6-13, A-10, A-18

conservation 1-6, 1-10, 3-3, 3-8, 3-11, 3-29–31, 4-27–28, 4-39, 7-1–3, 7-5, 7-8–9, 7-15–16, 7-22–24, 7-34–36, 7-38–40, 8-1, 8-11, A-3–5, A-7, A-14, A-20, A-26–28, A-32–34, A-40, A-43, B-1

cultural resources 7-11–15, 7-36

D

density 1-3, 2-7, 2-10, 2-14–15, 2-17, 2-25, 3-3–4, 3-10, 3-29, 4-3, 4-10, 4-13, 4-15–16, 4-24, 4-26, 4-28, 4-32, 5-17, 7-3, 7-7, 7-40, 8-7, A-9, A-12, A-17, A-21, A-33

development potential 2-1, 2-13, 2-15–17, 3-4, 3-7–8, 3-26, 3-29, A-12

development project 2-15–17, 2-24, 3-5, 3-10–11, 3-26, 6-11–13, 7-29, 7-36, 8-14, A-2, A-25, A-29, A-36, A-42

downtown 1-1–3, 2-2, 2-4–7, 2-10–15, 2-19–20, 2-25–27, 3-5, 3-20, 3-28, 4-1–3, 4-5, 4-9–13, 4-15, 4-24–26, 4-28, 4-30–34, 5-5, 5-9, 5-11–12, 5-14, 5-17, 5-20, 6-10–11, 7-14–16, 8-7, 9-11, A-5, A-9–11, A-15–18, A-21, A-24, A-39, A-41, C-1

Downtown Mixed Use 2-8, 2-12, 2-14, 2-26, 4-10–11, 4-28, 4-31, 5-17, 5-20, A-10–11, A-15–16, A-21, A-24

downtown parking 2-26, 5-15, 5-19–20, A-11, A-24

drainage (see also flooding) 2-14, 2-18, 3-8, 3-16, 3-21, 6-9–11, 6-13, 7-1, 7-19, 7-34, 7-38, 8-1–2, 8-4, 8-13–14, A-5, A-24, A-31, A-35–36, A-43

drainage basin 2-14, 2-18, 6-9–11, 6-13, 8-2, 8-4, A-24

E

Eastside 2-12, 2-26, 3-23, 3-26, 3-28, 3-31, 4-2, 4-5, 4-9, 4-13–14, 4-25, 4-28, 4-31, 5-19, A-10, A-15–16, A-24

economic development 1-1, 1-4, 1-6, 2-1, 2-18–20, 2-25–26, 3-4, 7-1–2, A-5, A-9–10, A-42–43

emergency management 8-1–2, 8-4, 8-12, 8-15, A-5, A-38

employment (see also job) 1-5, 2-2, 2-5, 2-11–12, 2-15, 2-19, 2-21–22, 2-24–25, 3-5, 3-7, 4-1, 4-26–27, 5-1, 5-18, 5-20, A-22, A-24

energy 1-10, 4-24, 4-27, 4-36, 4-39, 5-15, 7-1, 7-22–25, 7-27, 7-34, 7-39–40, A-3, A-19–20, A-32–34, A-43

F

farmland (see also agriculture) 3-2—4, 4-15, 7-2—6, 7-35, A-27

fault (see also seismic) 8-9—10

fire 3-10, 3-23—24, 3-28—29, 3-31—32, 7-7, 7-14, 8-1, 8-4, 8-11—15, A-3, A-8, A-15, A-36—37, A-40

flooding (see also drainage) 3-16, 4-27, 7-1, 7-19, 7-21—22, 7-34, 7-36, 8-1—4, 8-9, 8-13, A-28, A-35—36, A-41—43, B-2, B-4

floor area ratio (FAR) 2-7, 2-11—14, 2-27, 3-2, 4-9—10, 4-16, 4-24, 4-32, 6-3, A-11, A-17

G

Grapeline (see also transit) 5-9, 5-12, 5-14, 5-19, A-23

gray water 3-15, 3-30—31, A-14

green building 1-10, 4-1, 4-27—28, 4-39, 7-24, 7-39, A-3, A-20, A-32

greenbelt (see also Armstrong Road Agricultural/Cluster Study Area) 1-6, 3-3—4, 3-21

greenhouse gas (GHG) emissions 4-26, 5-1, 5-15—16, 7-1, 7-22—25, 7-30—7-31, 7-34, 7-39—7-40, A-32—33

growth management 1-3, 1-10—11, 2-1, 2-14—15, 2-17, 2-25, 3-1—3, 3-5, 3-7, 3-29, 4-6, 7-1, 7-19, 7-38, 8-1, 8-15, A-3—5, A-12

H

habitat 3-2, 4-27, 6-13, 7-1, 7-6—11, 7-19, 7-22, 7-34, 7-36, A-5, A-25, A-27—28, A-40, B-1—4

hazardous materials 7-38, 8-1, 8-4—6, 8-12—14, A-3, A-31, A-36—37

historic resources 7-1, 7-13—16, 7-18, 7-37, A-30

hotel 2-3—4, 2-11, 2-16, 2-18, 2-20, 2-26, 4-10, 7-15, 7-17, 9-8—9, A-10

housing 1-2, 1-10—11, 2-3—4, 2-7, 2-10—11, 2-13, 2-16—17, 2-22, 2-25, 2-27, 3-1, 3-3, 3-7, 3-10, 3-27, 3-29, 3-31, 4-1, 4-6, 4-10, 4-13—16, 4-26, 4-28, 4-34, 4-36, 5-3, 5-19, 8-14, 9-9, A-3, A-7—9, A-11—12, A-14—15, A-18, A-23, A-36, A-42

multi-family housing 2-4, 2-10, 2-27, 3-29, 4-14, A-11—12

senior housing 2-3—4, 5-19, A-23

single-family housing 2-4, 2-10, 4-15

Hutchins Street Square 2-5, 2-20, 2-26, 6-4, 6-6—8, A-4, A-10

hydrology 7-1, 7-19, 7-38

I

impact fees 3-29, 3-31, 5-16, 6-14, A-12, A-14, A-20–21, A-26, A-40, A-44

implementation 1-6, 1-10–11, 3-1, 3-16, 3-31, 4-10, 5-6, 5-11, 5-16, 5-20, 6-2, 7-26–30, 7-36, 7-39, 8-4, 8-14–15, A-1–9, A-14, A-24, A-27, A-31–32, A-34, A-37–38, A-40, A-43

industrial 2-2–8, 2-11–12, 2-14–15, 2-18–21, 2-24, 2-26, 3-5, 3-8, 3-11–13, 3-15, 3-20, 3-22, 4-5, 4-39, 5-6, 5-15, 5-20, 6-12, 7-19, 7-21, 7-23, 7-28, 7-30, 7-38, 7-40, 8-7, 8-11, 9-2, 9-6, 9-9, 9-11, A-6, A-9–10, A-20, A-24, A-31, A-33, A-35, A-39, A-40, C-2

infrastructure 1-6, 1-10, 2-1, 2-6, 2-14–15, 2-18, 2-25, 3-1, 3-4–5, 3-7–8, 3-11, 3-20–22, 3-29–30, 4-6, 4-27, 4-34, 5-11, 5-16–17, 6-14, 7-1, 7-29, 7-34, 8-1, 8-7, 8-13, 8-15, A-1, A-3–5, A-12–14, A-20–21, A-25, A-40–43

J

job (see also employment) 1-2, 2-19–22, 2-24–25, 3-2, 3-7, 4-6, 4-26, 4-28, 4-39, 5-2, A-20, A-43

K

Kettleman Lane 2-2, 2-4, 2-10–11, 2-13, 2-15, 2-27, 3-5, 3-7, 3-13, 3-21, 4-13, 4-16–17, 4-25–26, 4-32, 4-34, 5-4–6, 5-11, 7-17, 8-2, 8-5, 9-3–4, 9-6, A-6, A-11, A-16–18, C-1–3

L

land use 1-3–4, 1-6, 1-10, 2-1–4, 2-7–9, 2-13–15, 2-18–19, 2-25–27, 3-3–5, 3-7–8, 3-10–12, 3-29, 4-5, 4-24–26, 4-31, 4-36, 5-1, 5-9, 5-15–17, 5-19–20, 6-9–10, 7-2–3, 7-6–7, 7-9–10, 7-23–24, 7-29, 7-34, 7-39–40, 8-7, 8-14, 9-1, 9-4, 9-6, 9-9–11, A-1–2, A-4–5, A-9–12, A-16, A-19, A-21, A-24, A-31, A-35–39

land use classification 1-10, 2-1, 2-7, 2-14, 2-25, A-9

Land Use Diagram 1-6, 2-7–9, 2-13–15, 2-18, 2-26–27, 3-3, 3-5, 4-31, 5-17, 5-20, 6-9, 7-6, 7-39, A-9–11, A-16, A-21, A-24, A-31

landfill (see also solid waste) 3-19, 7-24, 8-4–5

leaking underground storage tanks 8-4, 8-6, C-1

level of service 5-4, 5-17, 6-1, 6-10, A-21

library 2-5, 2-14, 3-23–24, 3-26, 3-28–29, 3-31, 4-24, 4-26, 6-7, 7-17, 9-8, 9-10–11, A-4, A-15, A-38–39, A-41

livability 1-6, 1-10–11, 2-3, 2-12, 2-25, 3-2, 3-29, 4-1–3, 4-13, 4-15, 4-25–26, 4-28, 5-17–19, 7-40, A-4, A-15, A-21

Lodi Avenue 1-3, 1-8, 2-4–5, 2-10, 2-13–14, 2-22, 2-27, 3-3, 3-11, 3-19, 3-20, 4-2, 4-5, 4-9, 4-12–13, 4-16, 4-19–20, 4-25–27, 4-32, 5-2, 5-5–6, 5-11–12, 5-14, 5-17, 5-20, 6-11, 6-13, 7-14, 7-17, 7-38, 8-2, 8-14, 9-3–4, 9-6, A-5, A-11, A-16–17, A-22, A-24–25, A-31, A-37

Lodi Lake 1-8, 5-9, 6-3–4, 6-8–9, 6-13, 7-7, 7-19, 7-21, 7-34, 7-38, 8-2, A-25, A-31

Lodi Unified School District 3-23, 3-25, 3-27, 3-31, 5-18, 6-2, 6-11–14, A-4, A-8, A-14, A-22, A-25–26

M

mixed-use 1-2, 2-3, 2-5, 2-7, 2-10–14, 2-17–19, 2-24–27, 3-5, 3-12, 3-15, 3-28–29, 3-31, 4-10–11, 4-13, 4-15–16, 4-20, 4-26, 4-28, 4-30–32, 4-34, 4-36, 5-17–20, A-9–12, A-15–19, A-21, A-23–24

Mixed Use Center 1-2, 2-7–8, 2-10–11, 2-13–14, 3-15, 3-31, 4-13, 4-15, 4-20, 4-26, 4-28, 4-34, 4-36–37, A-15, A-18–19

Mixed Use Corridor 2-7–8, 2-13–14, 2-27, 4-16, 4-23, 4-28, 4-30, 4-32–33, A-11, A-15–17

Mokelumne River 1-1–2, 1-7, 1-8, 3-5, 3-16, 3-18, 4-6, 5-11, 6-3, 6-6, 6-13, 7-6–9, 7-11, 7-19, 7-21, 7-34, 7-36, 7-38, 8-2, 8-4–5, A-25, A-28, A-31

Multi-Species Conservation and Open-Space Plan 7-8–9

N

noise 1-10, 3-2, 4-14, 4-22, 4-24, 4-34, 5-15, 8-7, 9-1–11, A-5, A-18, A-38–39

O

office (see also business park) 1-3, 1-11, 2-2–5, 2-7–8, 2-11–14, 2-16, 2-18–20, 2-24, 2-26–27, 3-5, 3-11–12, 3-15, 4-9, 4-20, 4-36, 4-38, 6-12, 7-2, 7-13, 7-17, 7-36, 8-7, 8-12, 9-9, A-2, A-8, A-10–11, A-19, A-29, B-4

Old Lodi 2-10, 4-5, 4-14, 4-25

open space (see also park) 1-1, 1-10, 2-3, 2-7–8, 2-14, 2-18, 2-25, 2-27, 3-1–4, 3-11–12, 3-15, 3-31, 4-2, 4-16, 4-26, 4-36, 5-17, 6-1–14, 7-5–6, 7-8–9, 7-36, 7-38, 8-4, 8-7, 8-13, 9-11, A-3–5, A-7, A-9, A-11, A-14, A-19, A-21, A-24–26, A-28, A-35, A-39–41

P

parks (see also open space) 1-1–2, 1-10, 2-2–3, 2-7, 2-11, 2-13–14, 2-16, 2-18, 2-20, 2-25, 2-27, 3-11–12, 3-15–16, 4-2, 4-10, 4-14, 4-16, 4-20, 4-24–26, 4-28, 4-34, 4-36, 5-18, 6-1–14, 7-6, 7-38, 8-4, 9-4, A-3–4, A-7–9, A-11, A-18–19, A-22, A-24–26, A-40–43

parking 2-2–3, 2-11–12, 2-25–26, 3-8, 4-6, 4-9, 4-14–16, 4-20, 4-27, 4-30–33, 4-36, 4-38, 5-4–5, 5-9, 5-11, 5-15–16, 5-19–20, 8-13, 9-10, A-9, A-11, A-15–16, A-18–19, A-23–24, A-36, A-39–41

pedestrian-friendly 4-20, 4-25, 4-31, 4-36, 5-17, A-18, A-21

pedestrian (see also walking) 1-3, 2-26–27, 4-2–3, 4-5–6, 4-9–10, 4-13–16, 4-20, 4-22, 4-24–36, 4-38, 5-4–5, 5-9, 5-11, 5-14, 5-16–20, A-5, A-11, A-15–19, A-21–24, A-42

phasing 1-2–3, 2-1, 2-14–15, 2-17–18, 2-24–25, 3-1–2, 3-5–7, 3-13, 3-18, 3-20–22, 3-26–27, 3-29–32, 4-27, 5-16, 7-8, 7-38, 8-14, A-4, A-12–15, A-20, A-31, A-34, A-36

Planning Area 1-3, 1-7–9, 3-2–3, 6-6, 7-2–3, 7-5–9, 7-11–13, 7-19, 7-21–23, 7-31–32, 7-34–36, 8-2, 8-4–5, 8-7, 8-9, 8-11, 9-3–4, 9-6, A-27–28, B-1

Planning Commission 1-5, A-2, A-8

Planning Division A-2, A-5, A-8

Planning Themes 1-2

police 2-5, 3-23—24, 3-28—29, 3-31—32, 8-12—13, 8-15, A-3, A-8, A-14—15, A-36—37, A-40

preservation 1-1, 1-3, 3-3, 3-29, 7-1, 7-5, 7-11, 7-13—15, 7-17, 7-34—38, A-27—31

public art 4-12, 4-32, 4-34, A-17—18, A-41

public facilities 1-2, 2-7, 2-11, 2-18, 2-24, 3-1, 3-23—24, 3-26, 3-29—31, 4-20, 8-14, A-12, A-37, A-41—42

R

railroad 1-7, 2-2, 2-4, 2-6, 2-12, 2-14—15, 2-23, 2-26, 3-5, 4-3, 4-6, 4-9—10, 4-14, 4-16, 4-31, 4-34, 5-6, 5-9, 5-15—16, 5-19, 6-10, 7-13, 7-17, 8-7, 8-14, 9-3—4, 9-11, A-5, A-8—9, A-16, A-18, A-23, A-37, A-39, A-44, C-3

recreation 1-3, 1-10, 2-14, 2-21, 2-23, 3-31, 4-16, 4-26, 5-1, 5-9, 6-1—14, 7-36, 7-38, 8-4, A-3—5, A-7—8, A-14, A-24—26, A-28, A-31, A-40

recycle 3-8, 3-19, 3-29, 3-31, 7-24, 7-39, 8-4—6, A-6, A-14, A-32

recycled water 3-8—9, 3-11, 3-13, 3-15, 3-18, 3-21, 3-30—31, A-13

retail 1-2, 1-6, 2-2, 2-5, 2-11—12, 2-18—24, 2-26—27, 4-9, 4-14, 4-16, 4-20, 4-28, 4-31, 5-15, 9-9, A-10—11, A-15—16, A-41

road improvements 5-1, 5-6—7, A-44

S

San Joaquin County 1-1, 2-5, 2-21—22, 3-26—27, 3-29, 3-31, 5-11, 5-14, 5-16—18, 6-6, 7-2, 7-7—9, 7-17, 7-21, 7-35, 7-37, 7-38, 8-2, 8-4, 8-7, 8-12, 8-15, A-2, A-5, A-8, A-12, A-14, A-20, A-22, A-26—27, A-29, A-31, A-38, A-40, A-43—44

San Joaquin Valley Air Pollution Control District (SJVAPCD) 7-27—31, A-5, A-34

school (see also Lodi Unified School District) 2-2—3, 2-5, 2-7, 2-13—14, 2-16, 2-18, 2-24, 2-27, 3-15, 3-23, 3-25—29, 3-31, 4-20, 4-24, 4-26, 4-28, 4-34, 4-36, 5-9, 5-12, 5-18—19, 6-2, 6-6, 6-9—14, 7-13—14, 7-31—32, 7-35, 8-14, 9-1, 9-4, 9-10—11, A-4—5, A-8, A-11, A-14, A-18, A-22, A-24—27, A-36, A-38—44, C-1

seismic hazards (see also fault) 7-2, 8-1, 8-9, 8-13—14, A-36—37, A-43

sewer (see also wastewater) 3-4, 3-8, 3-12—14, 3-18, 3-20—21, 3-29—30, 7-38, A-4, A-12—13, A-31, A-41

site planning 4-1, 4-27, 4-39, 9-11

solid waste (see also landfill) 3-8, 3-19, 3-29, 3-31, 8-4—6, A-3, A-41, A-43

special-status species 7-9, 7-36, A-27—28, B-1

storm drain 3-16—18, 3-21—22, 6-13, 8-1, 8-13—14, A-4—5, A-24, A-35—36, A-40

stormwater 3-8, 3-16, 3-18, 3-21, 3-29—30, 4-39, 6-13, 7-38—39, 8-2, 8-4, 8-13—14, A-12—13, A-31, A-36

streetscape 4-9, 4-14–16, 4-23, 4-31–32, 4-34, 5-18, 7-16, A-16–18, A-22, A-41–42

sustainability 1-10, 2-19, 2-25, 4-27–28, A-3

T

tax 2-19, 3-4, 7-15, 7-36, A-3, A-5, A-27, A-40–44

tourism 1-1, 2-18–20, 2-22–23, 2-26, 3-4, 4-3, 7-2, A-10, A-41

trail 1-3, 2-14, 3-8, 4-16, 4-24–26, 4-34, 5-18, 6-3, 6-8–10, 6-13, A-5, A-18, A-22, A-25

transit 2-7, 4-2, 4-15, 4-24, 4-26–27, 4-38, 5-1–4, 5-12–20, 7-29, 7-40, 9-11, A-3–6, A-8, A-19, A-21–24, A-32, A-39, A-41, A-43–44

transportation (see also circulation) 1-6, 1-10, 2-18, 2-20–21, 2-23, 3-19, 4-2, 4-15, 4-26, 4-34, 5-1, 5-4, 5-6, 5-9, 5-11–12, 5-14–20, 7-14, 7-23–24, 7-26, 7-28–29, 7-34, 7-40, 8-4, 8-7, 9-4, 9-6, A-4–6, A-8, A-20–24, A-34, A-40, A-42–44, C-2

transportation demand management (TDM) 5-4, 5-15, 5-20

transportation funding 5-16, 7-26, A-4, A-21, A-44

transportation improvements 5-16, A-20–21, A-42

U

urban design (see also community design) 1-2, 1-6, 2-25, 4-2–3, 5-16–18, 7-40, A-21

Urban Reserve 1-3, 2-7–9, 2-14–15, 2-17, 3-5–6, 3-8, 3-11, 3-15, 3-17, 3-20, 3-22, 6-10, 7-35, 8-7, A-27

W

walkability 4-2, 4-14–15, 4-22, 4-24, 4-28, 5-16, 5-18, A-22

walking (see also pedestrian) 1-3, 4-14–15, 4-24–25, 5-1–3, 5-9, 5-15–17, 6-1, 6-10, 6-13, A-5, A-21, A-25

wastewater (see also sewer) 3-8–9, 3-12–13, 3-15, 3-18, 3-20–21, 3-30–31, 7-19, 8-2, 8-15, A-4, A-8, A-13–14, A-37, A-43

water 1-8, 3-4, 3-8–13, 3-15–16, 3-18, 3-20–21, 3-29–31, 4-27, 6-3, 7-1, 7-3, 7-6–9, 7-11, 7-19, 7-21–22, 7-24, 7-31, 7-35, 7-38–39, 8-2, 8-4, 8-9, 8-11, 8-13–15, 9-11, A-4–6, A-8, A-13–14, A-27, A-31–32, A-36–37, A-39–41, A-43, B-1–3

water conservation 3-8, 3-30, 4-27, A-13

water demand 3-10–11, 3-15, 3-30–31, A-13–14

water quality 3-16, 3-18, 4-27, 7-1, 7-19, 7-21, 7-34, 7-38–39, 8-13, A-4, A-6, A-8, A-31, A-35, A-43

water supply 3-4, 3-8, 3-10, 3-15, 3-18, 3-20, 3-30–31, 7-1, 7-19, 7-21–22, 7-38, 8-11, 8-13, A-12–13, A-31

White Slough (WSWPCF) 1-8, 2-2–3, 3-12–13, 3-15, 3-18, 3-21, 3-30–31, 7-8, 8-2, A-4, A-13–14, A-43

Williamson Act (see also conservation) 7-2, 7-4–7-5

wine 1-1, 2-2, 2-5, 2-18, 2-20, 2-22—23, 7-2, 7-14, C-1

Woodbridge 1-8, 3-5, 3-23, 3-28, 5-11, 5-14, 6-6, 7-16—17, 7-19, A-4—5, C-2, C-4

Woodbridge Irrigation District (WID) 1-3, 3-10—11, 3-15—16, 3-18, 3-20—21, 3-31, 4-16, 4-24, 6-10, 6-13, 7-19, 7-36, A-5, A-8, A-14, A-25, A-28

Z

Zoning Ordinance 1-4, 2-7, 2-10—12, 2-25, 4-2, 4-28, 4-31—32, 6-14, 7-39, 8-13, A-1—2, A-7, A-9, A-15—16, A-26, A-32, A-36

LODI GENERAL PLAN

Prepared by:

DYETT & BHATIA
Urban and Regional Planners

With assistance from:

Environmental Science Associates

Fehr & Peers

West Yost Associates

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315