



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Update on Downtown Multimodal Transportation Station Project and Approval of Historic Preservation Memorandum of Agreement

MEETING DATE: August 20, 1997

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council receive the project status report and adopt the attached resolution authorizing the City Manager to execute the Historical Preservation Agreement for the Downtown multimodal transportation station.

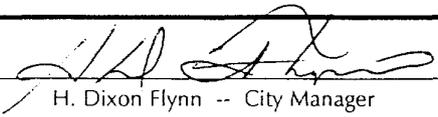
BACKGROUND INFORMATION: The Downtown Multimodal Transportation Station Project is becoming closer to reality. A difficult and time-consuming phase of the project has been dealing with the State and Federal governments regarding historical preservation and in clearing the site for hazardous materials. The hazardous materials issues have been resolved. Minor cleanup work has been done by the Railroad. The County Environmental Health Department, represented by Mr. Harlan Knoll, has been very cooperative in this effort.

The historical issues, along with ongoing discussions with the Railroad, have resulted in some minor changes to the site plan (see Exhibits A, B and C). The project architect, Mr. Richard Thompson of Thompson and Associates, Architects, will be on hand at the Council meeting to review the site plan and discuss the historical preservation issues. A description of the architectural issues involved in renovating the station, prepared by Thompson and Associates, Architects, is attached as Exhibit D and includes an excerpt from the "Finding of Adverse Effect" document prepared by PAR Environmental Services Inc.

Staff is recommending that Thompson and Associates, Architects be retained by the San Joaquin Rail Commission to complete the plans for the project. This will ensure continuity in the design and should greatly speed up the process. A brief schedule, prepared by Rail Commission staff, is attached (Exhibit E). City staff has been greatly assisted by Rail Commission staff throughout this project. It is safe to say that without their help and given all the other projects going on in Lodi, this project would not have been possible. Our thanks to Stacey Mortensen, Harry Montgomery, and the newest member of the project team, Jacque Schoenecker, whose experience in project review processes has been very helpful.

The key to obtaining Federal funds programmed for acquiring the site is approval of various documents regarding historical preservation. One requiring Council action is a memorandum of agreement covering historical preservation plans and other requirements. Because of the various Federal laws and funding sources involved, the agreement is actually among the Federal Highway Administration, the State Historical Preservation Officer, and the Advisory Council on Historic Preservation. The City of Lodi, the San Joaquin Rail Commission, and Caltrans are also concurring since they are the agencies that will actually be preparing the plans and implementing the project. A copy of the agreement is attached as

APPROVED: _____


H. Dixon Flynn -- City Manager

Update on Downtown Multimodal Transportation Station Project and Approval of Historic Preservation
Memorandum of Agreement
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Page 2

Exhibit F. City staff has concerns that, under the terms of the agreement, the State could take a total of up to 90 days to review and comment on the plans at three stages (35%, 50% and 100%). However, we have been assured that the reviews will not take that long. Further, staff is concerned about handing over project review and approval in this rather subjective arena (historical preservation) to a State agency. Yet, this is part of the package of using Federal funds for this project.

This project has received great support from elected officials, both locally and in the State legislature. This support is known at Caltrans and the State Historical Preservation Office and has been instrumental in expediting processing.

Staff and team members will be making a verbal presentation at the Council meeting and will be available for questions.

FUNDING: None needed at this time.



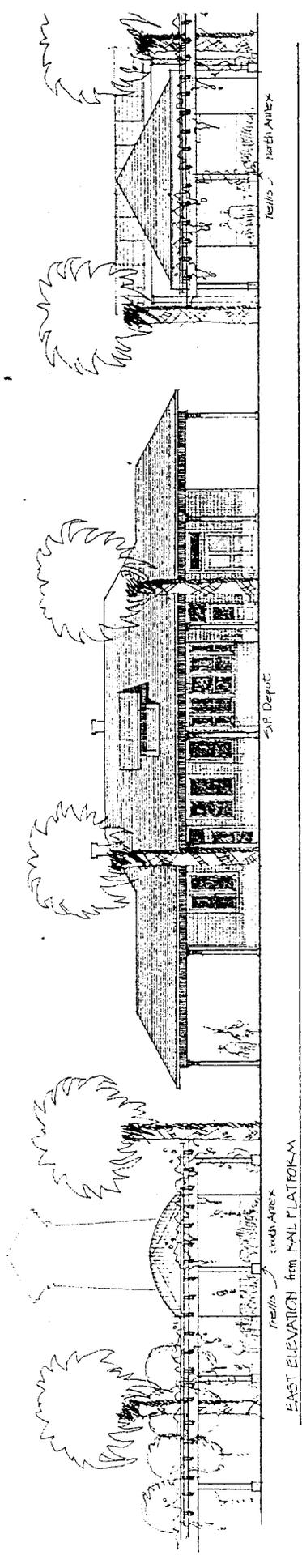
Jack L. Ronsko
Public Works Director

Prepared by Richard C. Prima, Jr., City Engineer

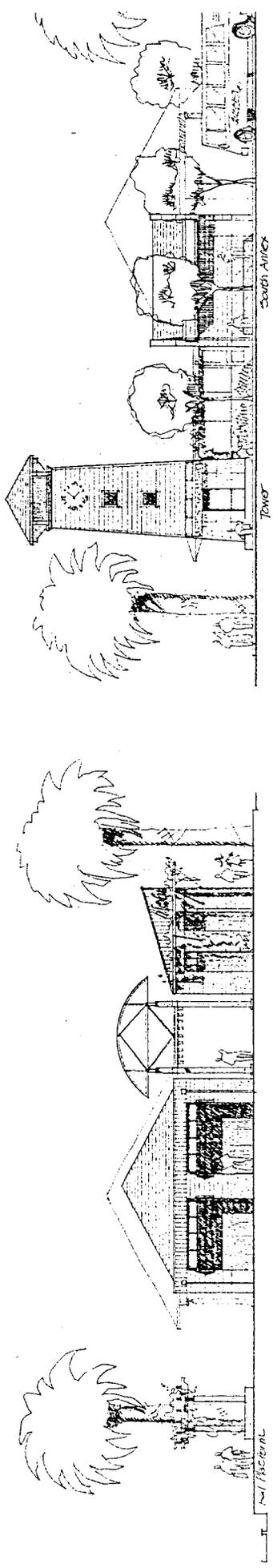
JLR/RCP/lm

Attachments

cc: City Attorney
Transportation Manager
San Joaquin Regional Rail Commission
Senator Patrick Johnston
Assemblyman Larry Bowler
Richard Thompson, Thompson and Associates, Architects
Wilbur Smith Associates

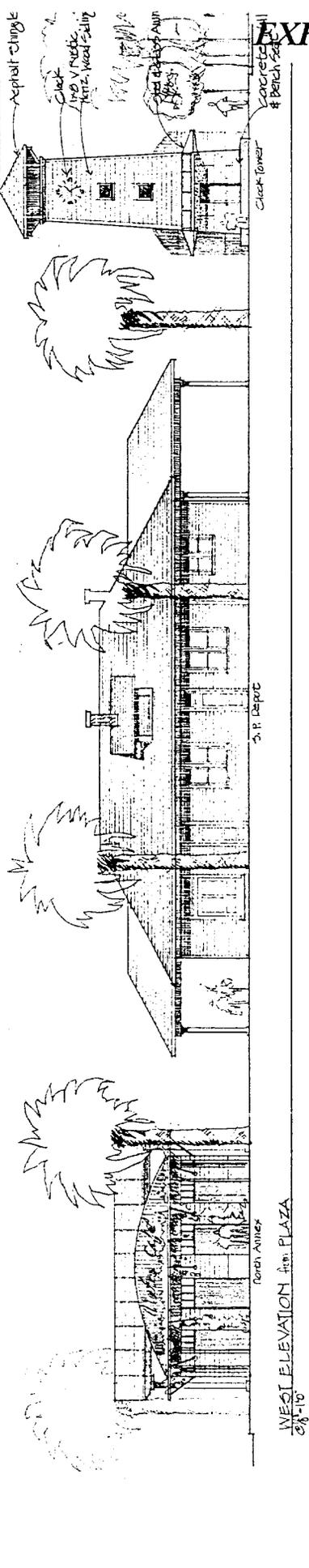


EAST ELEVATION FROM NAIL PLATFORM



NORTH ELEVATION / NORTH ANNEX
2/8/16

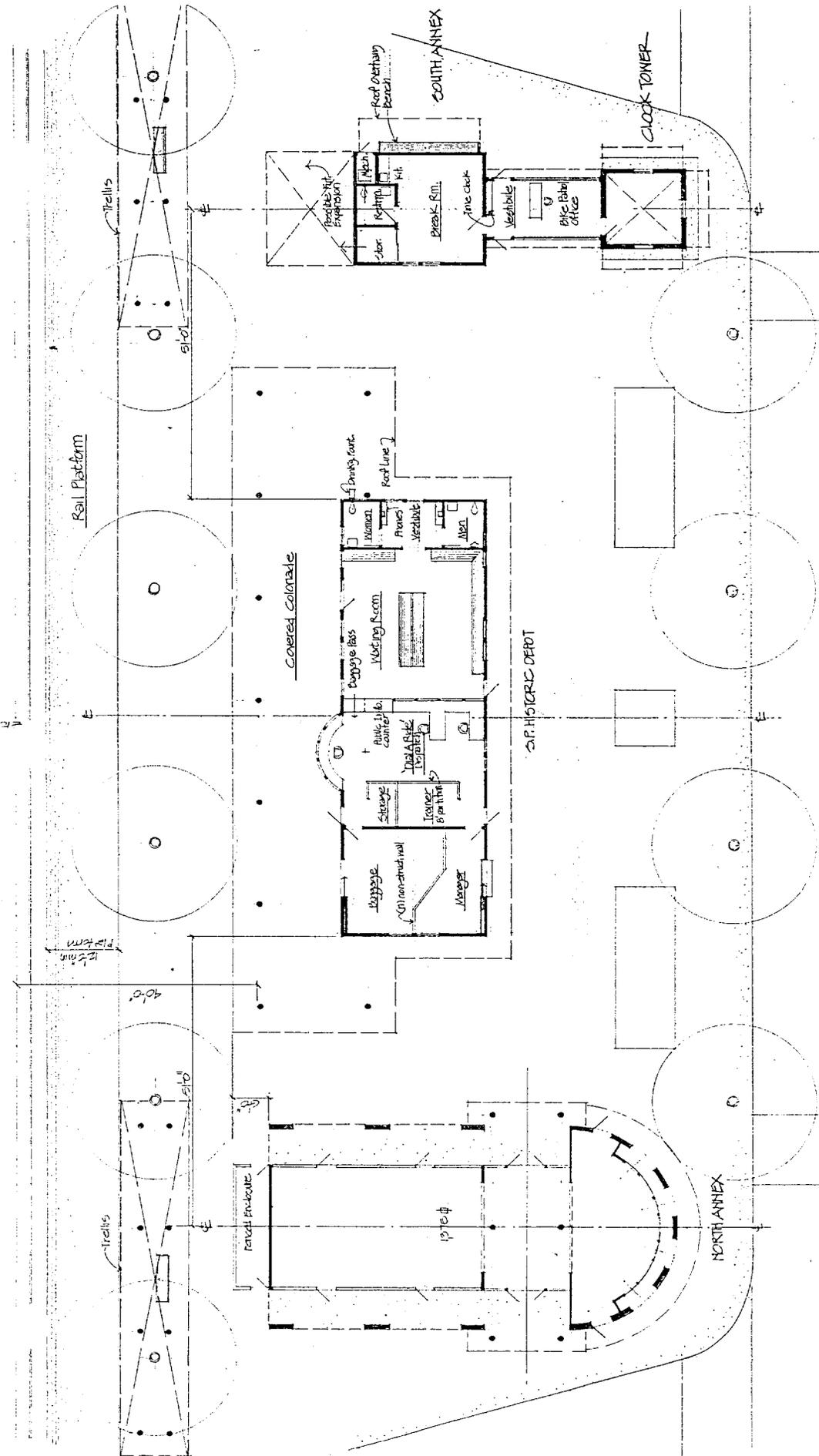
SOUTH ELEVATION / SOUTH ANNEX & TOWER
2/8/16



WEST ELEVATION FROM PLAZA
2/8/16

LODI RAIL STATION

PRELIMINARY DESIGN / EXTERIOR ELEVATIONS: S.P. DEPOSIT, TOWER, S. ANNEX, & N. ANNEX



EXHIBIT

LODI RAIL STATION

PRELIMINARY DESIGN / FLOOR PLANS

Thompson & Associates



USA

**Description of Architectural Elements
and General Renovation Approach
for
Lodi Multimodal Station**

by
Thompson and Associates, Architects

June 1997

I. Project Site

The site master plan calls for relocation of the old S.P. Depot approximately 280 feet south of Pine Street with the open colonnade of the building about 40 feet from the tracks. Rail passenger parking for 50 cars will be positioned north of the Depot with bus and dial-a-ride facilities occupying the site along the tracks south of the Depot. Directly west of the Depot is a small landscaped plaza facing Sacramento Street and a pedestrian island with 6 bus bays for Lodi local transit.

Other important architectural elements joining the S.P. Depot on the plaza will be a small south annex housing local transit (dial-a-ride) facilities, a police bike patrol office, a clock tower, and a future one story Greyhound/commercial building north of the Depot (north annex).

II. Floor Plan

The Depot's interior was significantly altered in the early 1950's with most interior walls, counters, and benches being removed with the exception of the wall separating the baggage room from the rest of the building. New work will include removal of most of the walls, counters, and suspended ceilings from the 1950 remodeling and construction of two new public restrooms at the south end of the building in the same general location as the original restrooms.

The original office portion of the building will be resurrected as a dial-a-ride dispatch and work area with open counter to serve transit patrons. The original baggage room will be subdivided with a non-structural partition dividing a baggage room and office. An additional 25 lineal feet of +/- 8 foot high partition will also be constructed as part of office-work area.

The finish floor elevations within the southern three quarters of the building is of wood construction and is about 8" higher than the at grade asphalt floor in the Baggage Room. The entire south end of the Depot is 4 to 6 inches above the surrounding grade with direct contact between earth and wood at floor and walls. As a two fold solution to provide direct handicap access to the building without ramps as well as minimization of future termite damage, the entire building will be placed on a new concrete slab with integral perimeter foundation. Note: Retention of the existing wood floor would require positioning the building at least 12" above the surrounding grade in order to attain sufficient separation of earth and wood against subterranean termite infestation. Existing columns would require new 12" high bases to make up the height difference.

III. Interior Finishes to Detailing

In general, finish materials, case work, and trim will be restored where practical. For example, on the perimeter walls the existing sheetrock will be removed to reveal the original wainscot. Where possible the wainscot will be restored. Later building additions, such as slab doors, hung ceilings, and 4 x 4 tile restroom walls will be removed as part of building renovation. New surfaces in restroom and office areas will be selected to take on a contemporary appearance. Doors and windows will be repaired and glazing replaced where necessary. Window and door hardware will be selected to meet the requirements of handicap accessibility. The floor finish over the new concrete slab will be selected from a wide variety of new linoleum patterns. Light fixtures in the building will be selected based on their efficiency and unobtrusiveness to the building.

IV. Exterior Materials and Detailing

The exterior of the Depot will be patched and painted with minor replacement of missing or damaged wood trim and siding. Both freight doors will be retained with glazing being added at the interior side of the west side door. The roof will be redone with a high quality asphalt-fiberglass composite shingle. Exterior light fixtures under the covered arcade will be located at the same locations as original fixtures and be similar to the original fixtures.

The proposed north and south annexes will match the Depot's scale and roof pitch but will take their design inspiration from the "Tokay Arch". Both structures will use gable and wall parapets and wood walls to unify the site.

The clock tower will be articulated as a separate element from the south annex by a glass. Tower walls will be sheathed in a simplified version of the Depot's horizontal wood boards. The tower roof will be consistent with the Depot's hip roof.

Other architectural elements, such as bus shelters and an information kiosk located at the local bus-pedestrian island directly west of the Depot, will generally follow the Depot in materials and detailing, using simplified painted wood detailing and simple pitched roof forms.

ID	Task Name	Duration	Start	Finish
1	1.0 Environmental Documents	85d	6/2/97	9/30/97
2	1.1 Begin Federal Environmental Documentation	1d	6/2/97	6/2/97
3	1.2 30-day Public Review Period for EA and 4(f)	22d	8/22/97	9/22/97
4	1.3 FONSI Issued	0d	9/30/97	9/30/97
5				
6	2.0 Acquisition	37d	10/29/97	12/18/97
7	2.1 Receive project approval and allocation for acquisition	0d	10/29/97	10/29/97
8	2.2 Negotiate purchase price	30d	11/3/97	12/12/97
9	2.3 Acquire site	5d	12/12/97	12/18/97
10				
11	3.0 Construction	306d	10/2/97	12/3/98
12	3.1 Final Design	24w	10/2/97	3/18/98
13	3.2 Advertise for construction bids	5w	3/20/98	4/23/98
14	3.3 Award construction contract	0d	5/7/98	5/7/98
15	3.4 Construction activities	30w	5/8/98	12/3/98

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING THE LODI MULTIMODAL STATION PROJECT,
CITY OF LODI, SAN JOAQUIN COUNTY,
CALIFORNIA

WHEREAS, the Federal Highway Administration, (FHWA) has determined that the Lodi Multimodal Station Project will have an effect upon the Lodi Southern Pacific Passenger Depot and Tokay (Lodi) Arch, City of Lodi, San Joaquin County, California, properties that are eligible for inclusion on the National Register of Historic Places (NRHP), and has consulted with the California State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (Council), in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. 470f (the Act), and its implementing regulations (36 CFR 800); and

WHEREAS, the City of Lodi, San Joaquin Regional Rail Commission, and California Department of Transportation have participated in consultation and have been invited to concur in this Memorandum of Agreement; and

WHEREAS, the map attached as Appendix A indicates which properties are considered to be eligible for the NRHP; and

WHEREAS, the undertaking will involve relocation and rehabilitation of the existing depot building, the adaptive reuse of the depot building, and construction of a clock tower and annexes that will affect setting of Tokay Arch; and

Now, THEREFORE, the FHWA, Council and the SHPO agree that if the Council accepts this Memorandum of Agreement in accordance with 36 CFR Section 800.69 (a) (1) (i), the undertaking shall be carried out in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

A. HISTORIC AMERICAN BUILDING SURVEY (HABS) RECORDATION

1. Prior to any demolition, rehabilitation, relocation, or any other action that may affect any historic property of the Lodi Multimodal Station Project, City of Lodi, San Joaquin County, California, the FHWA shall contact the National Park Service

(NPS), Western Region, Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), to determine what level and kind of recordation is required for the property. Recordation will focus on the depot building and the setting of the block towards and from the Tokay Arch. Unless otherwise agreed to by the NPS, all documentation shall be completed and accepted by HABS prior to any demolition, relocation, or construction. The FHWA shall ensure that copies of this documentation are made available to the SHPO and appropriate local archives designated by the SHPO.

B. REHABILITATION AND ADAPTIVE REUSE OF DEPOT

1. The Lodi Southern Pacific Railroad Depot will be adaptively reused by the FHWA as a Multimodal Station for northern San Joaquin County. The City of Lodi will work with the Lodi Historical Society to design a permanent display with photographs, documents, and narrative description about the Southern Pacific Railroad Depot, focusing on its contribution to the development of rail-related transportation and its relationship to the Tokay Arch and to City of Lodi history.

2. The FHWA shall ensure that the interpretative display will be located within the lobby of the depot and that the area will be accessible to the public during normal operating hours.

3. The FHWA shall ensure that the exterior of the depot is rehabilitated and adaptively reused in accordance with the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (U.S. Department of the Interior, National Park Service, 1992 [*Standards*]). The City of Lodi will ensure that finish materials, case work, and trim on the interior will be restored where feasible. To ensure adherence to the *Standards*, the FHWA minimally shall provide the SHPO an opportunity to review the 35%, 50%, and 100% plans for rehabilitation of the depot in accordance with Stipulation C of this agreement. Any disputes in regard to this matter will be addressed in accordance with Stipulation E of this agreement.

C. REVIEW OF REHABILITATION AND RELOCATION PLANS

1. The FHWA shall ensure that project designs for all rehabilitation and the exterior of the new construction (e.g., clock tower, shelter) adjacent to the historical structures are compatible with the historic and architectural qualities of the Lodi Southern Pacific Passenger Railroad Depot, and are responsive to recommended approaches to rehabilitation and new construction set forth in the *Standards*, and that the design and specifications for the undertakings are developed in consultation with the SHPO and submitted to the SHPO for concurrence.

2. The FHWA shall provide the SHPO with all plans for exterior and interior rehabilitation of the depot at the 35% design stages. The SHPO shall have thirty (30) calendar days from the receipt of plans in which to review and comment on whether the

submittal is responsive to the recommended approaches contained in the *Standards*. Failure of the SHPO to respond within thirty (30) calendar days shall not prevent the FHWA from approving the plan.

3. The FHWA shall provide the SHPO with all plans for exterior and interior rehabilitation of the depot at the 50% design stages. The SHPO shall have thirty (30) calendar days from the receipt of plans in which to review and comment on whether the submittal is responsive to the recommended approaches contained in the *Standards*. Failure of the SHPO to respond within thirty (30) calendar days shall not prevent the FHWA from approving the plan.

4. The FHWA shall provide the SHPO with exterior and interior rehabilitation and new construction plans at the 100% design stage and explain any modifications to the design or materials that could alter elements previously reviewed by the SHPO. The SHPO shall have thirty (30) calendar days from receipt of the plans in which to review and comment on the plans. Failure of the SHPO to respond within thirty (30) calendar days shall not prevent the FHWA from proceeding with the undertaking. Any disputes in regard to this matter will be addressed in accordance with Stipulation E of this agreement. The FHWA shall take the comments into account, and report its decision to the SHPO and Council.

5. If the SHPO determines that the rehabilitation or new construction plans are not responsive to the recommended approaches contained in the *Standards*, and so informs the FHWA within thirty (30) calendar days of receipt of the plans, the FHWA shall consult further with the SHPO to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request comments of the Council in accordance with Stipulation E of this agreement.

6. The FHWA shall ensure that the relocation plans are developed in consultation with the SHPO and submitted to the SHPO for thirty (30) day concurrence. Any disputes in regard to this matter shall be addressed in accordance with Stipulation E of this agreement.

7. The FHWA shall ensure that all plans for rehabilitation, relocation, and new construction are provided to City of Lodi and Caltrans for a thirty (30) day comment period. This comment period will start ten (10) calendar days prior to the start of the SHPO's comment period. The FHWA shall take the comments of the San Joaquin Regional Rail Commission, City of Lodi, and Caltrans into account in reaching final decisions about all undertakings. Any disputes with the City of Lodi and Caltrans shall be addressed in consultation with the SHPO and Council to address the concern.

D. DISCOVERY OF HISTORIC PROPERTIES

1. If historic properties are discovered during demolition, excavation, rehabilitation, relocation or construction on the Lodi Multimodal Project site, the FHWA shall contact a professional archaeologist who meets the *Secretary of Interior Standards* and this person shall then devise a plan to mitigate the effects on the discovered property. The SHPO and Council will have forty-eight (48) hours to offer interim comments on the plan and will have thirty (30) days to offer final comments. Mitigation options may range from protection of the historic property to destruction of the property, but only after completion of appropriate data recovery or other treatment.

E. DISPUTE RESOLUTION

1. Should the SHPO, San Joaquin Regional Rail Commission, City of Lodi, or Caltrans object within thirty (30) days to any plans, specifications, or actions proposed pursuant to this agreement, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall notify the Council and consult further with the SHPO and the objecting party to remove the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request that further comments of the Council pursuant to 36 CFR Section 800.6 (b). Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR 800.6 (c) (2) with reference only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this agreement that are not the subject of the dispute will remain unchanged.

Execution of this Memorandum of Agreement by the FHWA and the California SHPO, its subsequent acceptance by the Council, and implementation of its terms evidences that the FHWA has offered the Council an opportunity to comment on the undertaking and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By:
Division Administrator

Date

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: Cheryl Widell
State Historic Preservation Officer

Date

THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

Name
Title

Date

CONCURRED By

CITY OF LODI

Name
City Manager

Date

SAN JOAQUIN REGIONAL RAIL COMMISSION

Name
Title

Date

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Name
Title

Date

RESOLUTION NO. 97-130

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING
THE CITY MANAGER TO EXECUTE THE HISTORICAL
PRESERVATION AGREEMENT FOR THE DOWNTOWN
MULTIMODAL TRANSPORTATION STATION

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BE IT RESOLVED, that the Lodi City Council hereby authorizes the City
Manager to execute the Historical Preservation Agreement for the Downtown
Multimodal Transportation Station.

Dated: August 20, 1997

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I hereby certify that Resolution No. 97-130 was passed and adopted by the Lodi
City Council in a regular meeting held August 20, 1997 by the following vote:

AYES: Council Members -
NOES: Council Members -
ABSENT: Council Members -
ABSTAIN: Council Members -

ALICE M. REIMCHE
City Clerk

CITY COUNCIL

PHILLIP A. PENNINO, Mayor

JACK A. SIEGLOCK
Mayor Pro Tempore

KEITH LAND

STEPHEN J. MANN

DAVID P. WARNER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET

P.O. BOX 3006

LODI, CALIFORNIA 95241-1910

(209) 333-6706

FAX (209) 333-6710

August 14, 1997

H. DIXON FLYNN

City Manager

ALICE M. REIMCHE

City Clerk

RANDALL A. HAYS

City Attorney

**SUBJECT: Update on Downtown Multimodal Transportation Station Project and
Approval of Historic Preservation Memorandum of Agreement**

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, August 20, 1997. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Richard Prima, City Engineer, at (209) 333-6706.



Jack L. Ronsko
Public Works Director

JLR/lm

Enclosure

cc: City Clerk

SAN JOAQUIN REGIONAL F - COMMISSION
P O BOX 1810
STOCKTON CA 95201-1810

ASSEMBLYMAN LARRY BOWLER
P O BOX 15186
SACRAMENTO CA 95851

MR RICHARD THOMPSON
THOMPSON & ASSOCIATES
2376 BRYANT STREET
SAN FRANCISCO CA 94110

WILBUR SMITH ASSOCIATES
221 MAIN STREET SUITE 540
SAN FRANCISCO CA 94105

SENATOR PATRICK JOHNSTON
STATE CAPITOL
ROOM 2068
SACRAMENTO CA 95814

RESOLUTION NO. 97-124

A RESOLUTION OF THE LODI CITY COUNCIL AUTHORIZING
THE CITY MANAGER TO EXECUTE THE HISTORICAL
PRESERVATION AGREEMENT FOR THE DOWNTOWN
MULTIMODAL TRANSPORTATION STATION

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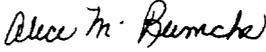
BE IT RESOLVED, that the Lodi City Council hereby authorizes the City Manager to execute the Historical Preservation Agreement for the Downtown Multimodal Transportation Station.

Dated: August 20, 1997

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I hereby certify that Resolution No. 97-124 was passed and adopted by the Lodi City Council in a regular meeting held August 20, 1997 by the following vote:

- AYES: Council Members – Land, Mann, Sieglock, Warner and Pennino
(Mayor)
- NOES: Council Members - None
- ABSENT: Council Members - None
- ABSTAIN: Council Members – None


ALICE M. REIMCHE
City Clerk