



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Lodi Multimodal Station Project Site Plan, Sacramento Street between Oak Street and Elm Street

MEETING DATE: March 19, 1997

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council approve the Site Master Plan and direct staff to proceed with implementation of the project.

BACKGROUND INFORMATION: The Lodi Multimodal Station project consists of the acquisition of Southern Pacific Railroad (SP) property and the depot structure in Downtown Lodi, and renovation of the site as a transit hub facility. The project and site was identified in the Phase I San Joaquin Stations Study which looked at rail station sites in Lodi, Tracy and Manteca and was further identified in Lodi's Central City Revitalization Concept Plan as one of the key catalyst projects in Downtown. Specifically, the property consists of the two half-blocks bounded by Oak Street, Sacramento Street, Elm Street and the SP operating right of way, plus a narrow strip of land between Oak and Walnut streets between the SP tracks and the tire store fronting Sacramento Street.

Phase II of the project consists of master site planning, environmental review and preliminary engineering. This phase has been funded by Federal Transit funds and Measure K. The City has certified the environmental document and it is presently being reviewed by Caltrans for submission to the Federal government. The site plan is being presented at this Council meeting and the preliminary engineering (which includes verification of the cost) will be completed following site plan approval.

Phase III of the project consists of site acquisition and is being funded with a Federal Transportation Enhancement Activities Grant and Measure K funds.

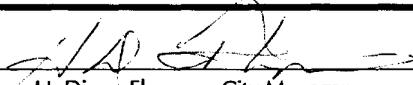
Phase IV consists of final engineering and construction and is being funded primarily with State transit funds, Measure K and a \$200,000 City match.

Site Plan

The site plan is shown in the following exhibits:

- A) **Interim and Ultimate Site Plan** - The interim plan provides for relocation of the depot structure and 180° rotation so the overhang will face the transit-loading area and the street. An accessory structure for transit drivers and storage is located south of the depot and a clock tower is located at the south end so it can be seen from Downtown via Oak Street. The "ultimate" plan provides for another accessory structure north of the depot for future transit or possibly joint commercial use.

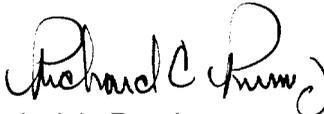
APPROVED: _____


H. Dixon Flynn -- City Manager

- B) Elevations of the Depot and Accessory Structures** - Two clock tower options are shown, Option 1 being more dramatic and Option 2 being more traditional. As part of the approval, Council should select an option. Staff recommends Option 2.
- C) Floor Plan for Depot, South Annex and Clock Tower** - The plan provides space for all our transit contractor's dispatch and supervisory operations currently located in the temporary garage/studio on Pleasant Avenue, plus a driver's break room and an indoor waiting room. It should serve as a transit and rail ticket information and sales point. Space is also provided for a security office that could be staffed part time by the Police Department.
- D) Pedestrian Island** - This is the primary outdoor waiting area for transit patrons and would replace the "hub" stop located on Walnut Street on the south side of the Post Office.

The consultants involved in the preparation of the site and floor plans will be making a presentation at the Council meeting to provide additional background information and an explanation of the design. Staff has worked with both DAVE Transportation and the Lodi Historical Society to provide a site plan that is both functional and maintains the outward appearance of the depot structure. The Historical Society has been supportive of the depot relocation and modifications. The timing of its meetings and our receipt of the clock tower concept plan has not permitted a formal review of this portion of the project; however, a copy of this report is being sent to them. DAVE Transportation is satisfied this site is far superior to its present situation on Pleasant Avenue. However, as the system grows, both in numbers of vehicles and employees, location of supervisors and dispatch operations would be best served if located at the same site as the maintenance operations. The City's long-range plans for expansion of the Municipal Service Center provide this space. This eventual relocation from the Multimodal Station site will free up space for additional customer service needs or commercial use.

FUNDING: While none is needed at this time, staff from the San Joaquin Regional Rail Commission will update the Council on the status of the various sources of funds for the project.


for Jack L. Ronsko
Public Works Director

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

JLR/RCP/lm

Attachments

cc: Transportation Manager
DAVE Transportation
Police Chief
Lodi Historical Society
San Joaquin Regional Rail Commission
Wilbur Smith Associates
Thompson & Associates
Freedman Tung & Bottomley

FREEDMAN
TUNG &
BOTTOMLEY
URBAN
DESIGN

RECEIVED

FEB 26 1997

TRANSMITTAL

VIA COURIER

DATE: February 25, 1997
TO: Richard Prima, City Engineer
City of Lodi
FROM: Terry Bottomley
PAGES: 3 (plus attached plans)
RE: Lodi Multimodal Station - Concept Site Plan



Hi Rich. Attached is the Concept Site Plan that we will be discussing with the City Council next week. Main elements are:

- 1) **Relocated and Expanded Station Building Facility** - As illustrated by the Architectural Concept Plans, Phase I development would include the relocated and renovated Station Building, a new Clocktower, and an Annex on the south side of the Station Building that accommodates staff facilities. Phase II would include an Annex on the north side of the Station Building containing commercial space, such as a plaza-fronting cafe or restaurant, as well as possibly Greyhound Bus terminal space, and/or enclosed bicycle storage. The base of the Clocktower will house a small police sub-station.

As discussed at the public workshop (June, 1995), it is not possible to center the Station on axis with Oak Street as recommended by the *Central City Revitalization Program* without redeveloping the adjacent tire store site. The Concept Site Plan reflects the consensus from the Workshop; i.e. the Station Building should be shifted to the north to accommodate the tire store, however the Clocktower should remain on axis with Oak Street.

- 2) **Main Entrance Drive** - A main entrance drive is provided along Sacramento Street in front of the Station Building. It is formal in appearance with a symmetrical relationship to the Station Building, as recommended by the *Revitalization Program*. The Entrance Drive is flanked by four Date Palm trees on either side, creating a grand yet open colonnade/court. The surface will have a special paving material that extends the

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character of the Station Entrance Plaza (see 3, below) and identifies the area as pedestrian-oriented. A "kiss-and-ride" drop-off zone for 4 to 5 cars is provided adjacent to the Station Building and Plaza.

- 3) **Entrance Plaza/Forecourt** - A plaza approximately 7,000 square feet in area is provided between the Entrance Drive and the Station Building. The space is formal in appearance, with symmetrical relationships to the Station Building on the east and the Clocktower on the south. Two small, seatwall fountains flank the building on axis with the Clocktower; these could be changed to planters if the construction budget is limited. Bosks of flowering trees in decomposed granite surfacing areas frame the Plaza space on the north side. (These bosks would be replaced by the northerly Annex in Phase II; in Phase I they will accommodate bicycle lock-up hoops.) Date Palms along the Entrance Drive are located to reflect the Station Building columns. Special paving surface(es) would be provided throughout the area.
- 4) **Bus Transfer Platform(s)** - A platform/island for six Grape Line buses is provided adjacent to Sacramento Street. Three buses would be berthed along the Sacramento Street frontage and three would be berthed along the Entrance Drive. As illustrated by the architectural plans, the platform would contain open trellis (with climbing flowering vines) and roofed shelter structures (with seating) that reflect the architectural character of the Station Building. These structures have a symmetrical relationship to the Station, Entrance Drive, and Plaza. A large Kiosk/Station Identification Sign is located in the center of the platform.

Berths for two SMART buses are located on the south side of the Station Building. Berths for two future Greyhound (or other) buses are located on the north side of the Station Building. DAVE dial-a-ride vehicles could be parked along the access drive to the rear of the tire store or, in the near term, at the former Station site at Pine and Sacramento (see 7, below).

- 5) **Parking** - Approximately 50 parking stalls are provided in the Phase I parking area, located between the Station Building and Pine Street. An additional 50-60 spaces could be provided in the long term Phase II parking area south of the tire store. Both parking areas feature an "orchard planting" of shade trees per the *Revitalization Program*, at a ratio of approximately one tree per 3 cars. Trees would be located in curbed planters between the parking stalls, similar to the design plans for School Street. Ornamental light standards are located at from 60' to 70' on center in a grid pattern throughout the parking area. Parking area street and sidewalk frontages are screened by low, ornamental metal fencing with pedestrian access openings every 30'.
- 6) **Entrances and Access Ways** - The Concept Site Plan features a number of different access points and routes to and through the facility. All access ways can be used by either cars or buses, providing flexibility in terms of future transit service program changes. Two, two-way entrance drives are located along the Sacramento Street frontage. Both serve the Main Entrance Drive. The northerly of these provides access to and from the Phase I parking area (see below); the southerly drive provides access to and from the long term Phase II parking area.

A right-in/right-out access point for the Phase I parking area is provided along Pine Street just east of the Lodi Arch. An exit-only drive is located along Pine Street just to the west of the railroad tracks; this drive serves a pick-up/drop-off frontage along the northerly portion of the train platform (3 to 4 cars).

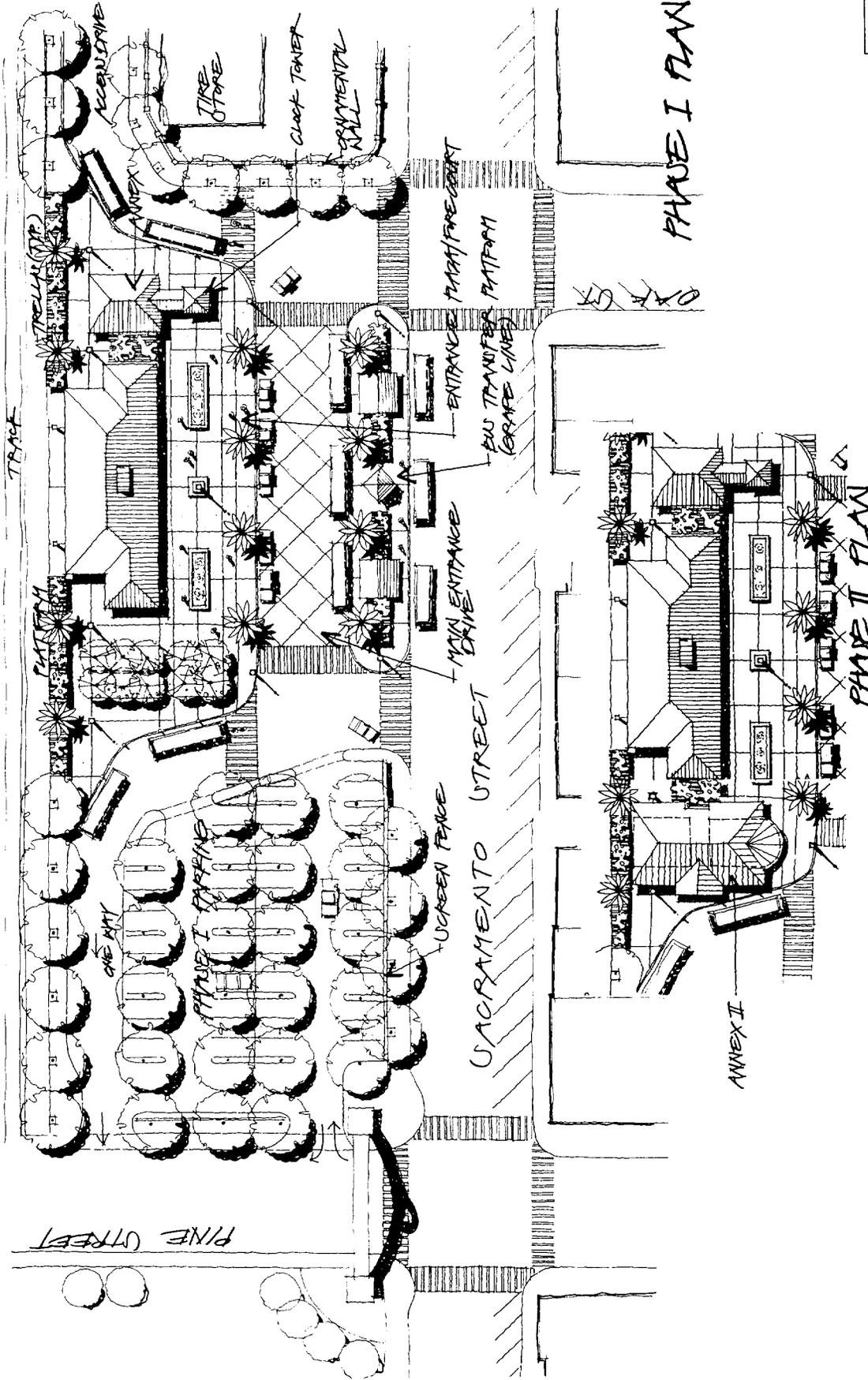
A two-way entrance drive is provided on Walnut Street, serving the long term Phase II parking area south of the tire store and a pick-up/drop-off frontage along the southerly portion of the train platform (6 to 8 cars).

- 6) **Miscellaneous Site Elements and Amenities** - A row shade trees and ornamental lights is provided along the platform frontage; ornamental lighting standards are provided throughout the facility. Date Palm trees and shade trellises with flowering climbing vines flank the rear of the Station Building along the platform. Pedestrian walkways link parking areas and sidewalk frontages to the Station Building. Benches, trash receptacles, and low-level area lighting would be provided throughout pedestrian areas and along the platform frontage, budget permitting. A minimum 6' high decorative wall is proposed to screen the northerly frontage of the tire store.
- 7) **Existing Station Site: Northeast Corner Pine/Sacramento** - As noted in the *Revitalization Program*, relocating the Station Building frees the existing station site for re-development. Once downtown's vacancies are filled, this site should be developed with new commercial buildings. In the meantime, the site could be used for storage of DAVE vehicles, with minimal landscaping and lighting improvements to make the site presentable until redevelopment takes place.

* * *

The Concept Site Plan and Architectural Concept Plans are very much in tune with the goals for the facility as described in the *Revitalization Program*. As a whole, I believe the facility will complement the School Street improvements and the overall downtown revitalization effort nicely. Please don't hesitate to give me a call with any questions or comments you might have. Take care - TB.

cc: Dick Tilles
Richard Thompson



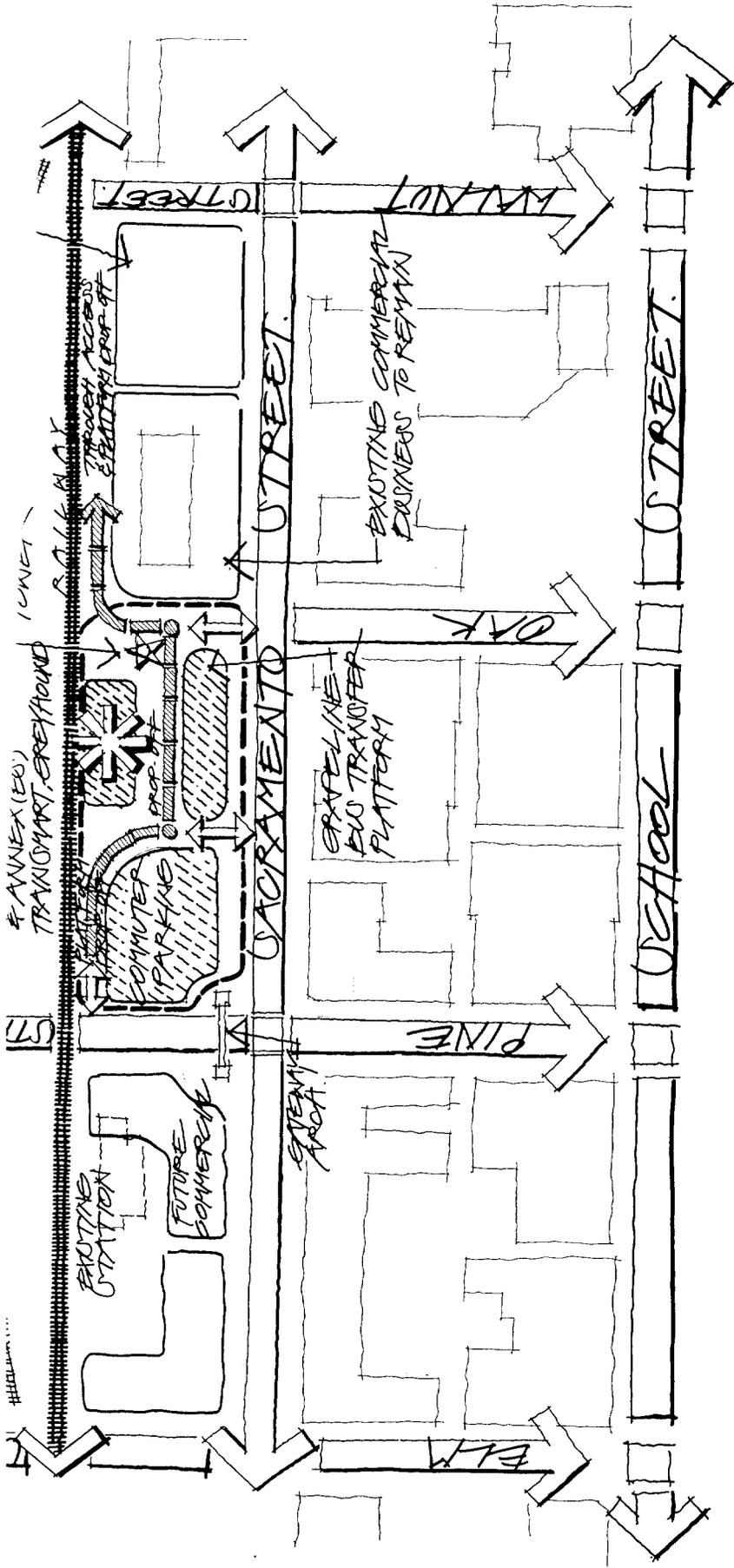
LODI RAIL STATION - SITE PLAN

FREEDMAN
TUNES &
BOUTINELLE

Thompson & Associates



VSA
VILLAGE SQUARE ASSOCIATES



LODI RAIL STATION=CONTEXT

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