



MAY 2018

CITY OF LEMON GROVE

# DOWNTOWN SPECIFIC PLAN



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CITY OF LEMON GROVE

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## 1.0 INTRODUCTION



CONCEPTUAL PERSPECTIVE OF A BOARDWALK PLAZA IN EAST BROADWAY

### 1.1 EXECUTIVE SUMMARY

The 1996 Lemon Grove General Plan identified several Special Treatment Areas (STAs) which warranted special planning attention due to unique neighborhood conditions and potential. The area surrounding the intersection of Broadway and Lemon Grove Avenue was identified as the downtown commercial district and designated as STA I. In 2005, the City refined STA I by adopting the Downtown Village Specific Plan (DVSP) which sought to stimulate a vibrant, transit oriented neighborhood for downtown Lemon Grove. In 2015, in order to promote economic development, cleanliness and safety in the downtown, the City Council expressed interest in exploring new opportunities and expanding the DVSP which led to the preparation of this document, the Downtown Specific Plan (DSP).

At 219 acres, the DSP area quadruples the size of STA I (DVSP) and seeks to leverage development opportunities near the City's transit stations and throughout the commercial core of the City and energize the downtown. Goals related to economic development, place making, maintenance, safety and mobility aim to improve the City's public spaces and attract land uses ideal for families and professionals. New Art and Historic Districts are proposed. Outdoor live music, events, dining and activities will be a part. The DSP includes form based code and a variety of zoning districts, each with its own vision and set of by-right land use and architectural design regulations intended to retain the character of the existing downtown and civic areas and create more modern neighborhoods with emphasis on the arts adjacent to the trolley and freeway. This Specific Plan will allow up to five story buildings with setbacks on upper stories which will complement the expanded pedestrian oriented sidewalks and street amenities. An emphasis on increased housing will attract quality restaurants and retailers desired by the community. Past development trends from 2005 to current show that five story zoning, low fees, and expedited reviews are essential for redevelopment in the downtown. The DSP incorporates increased densities and intensities supported by a pedestrian oriented multi-modal circulation network to catalyze pedestrian oriented streets, parks and open spaces, support local

businesses, and expand the City's housing, retail, entertainment, office and hotel network. No City funds are used for these efforts.

## 1.2 LEGAL AUTHORITY

The Lemon Grove Downtown Specific Plan (hereinafter referred to as "Specific Plan") is established through the authority granted to the City by California Government Code, Sections 65450 through 65457, as a means of systematically implementing the General Plan. A specific plan, through text and diagram(s), must identify the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

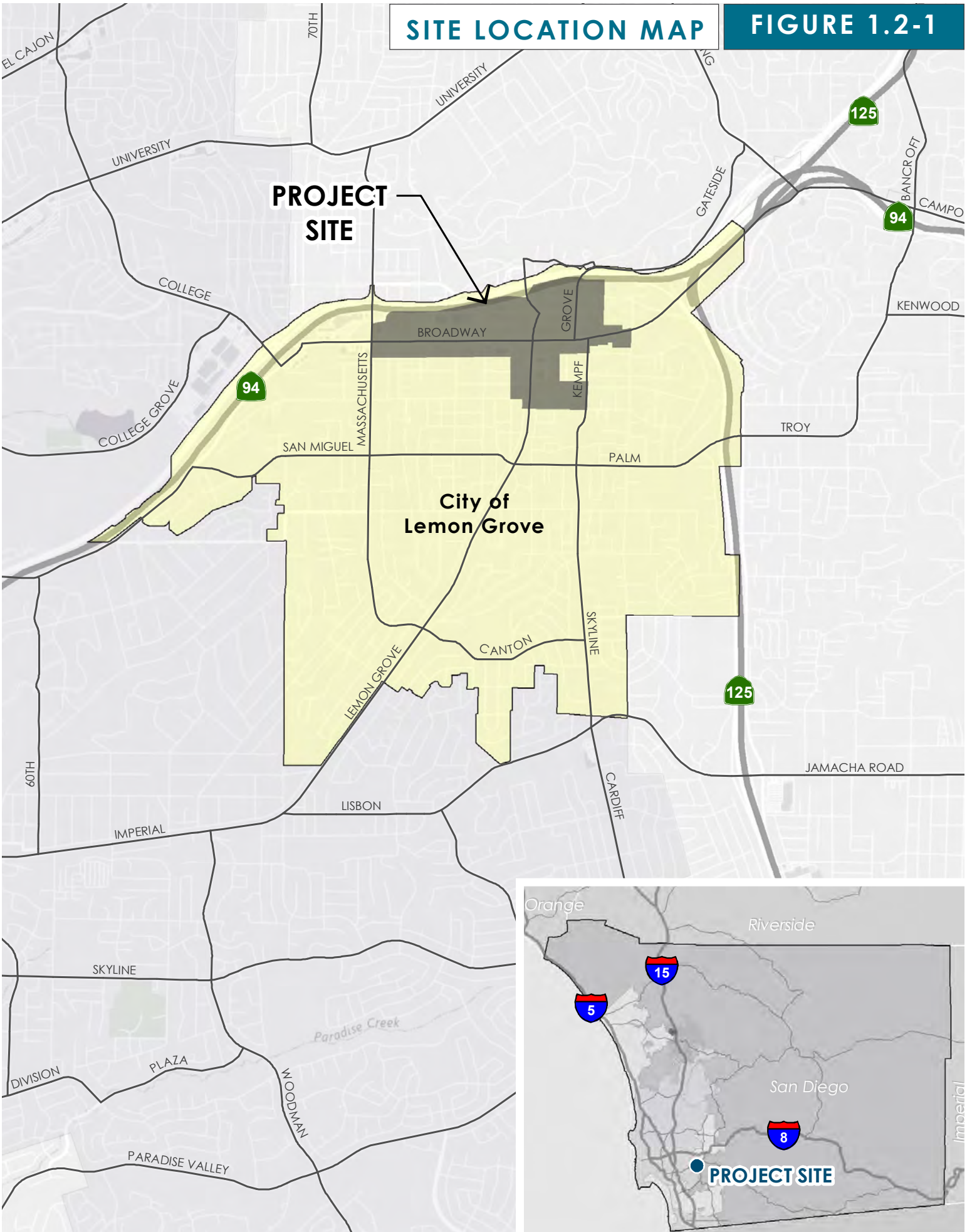
The primary effect of a specific plan is the establishment of a clear and detailed plan for a specific area. Existing zoning is replaced with development standards of the specific plan which best meet the needs of the specific area. After adoption by the City of Lemon Grove, all public and private development projects and improvements must be consistent with the adopted Specific Plan. State Law requires that a specific plan be in conformance with a city's general plan. This Specific Plan has been prepared in conformance with the City of Lemon Grove General Plan. The DSP incorporates a General Plan Community Development Element Amendment which includes the expansion of Special Treatment Area (STA) 1 – Downtown Village, the elimination of STA III – Regional Commercial and the expansion of STA V – Automobile Sales District (Figure 1.2-4). The DSP also incorporates a General Plan Mobility Element Amendment which includes amended pedestrian and bicycle corridors and designations, gateway and wayfinding signs, and revised street designs. The guidelines, policies and requirements in this Specific Plan supersede the requirements of the City's Municipal Code and General Plan where applicable. If there is a conflict between the regulations in the City's Municipal Code and the DSP, the regulations in the DSP shall prevail.

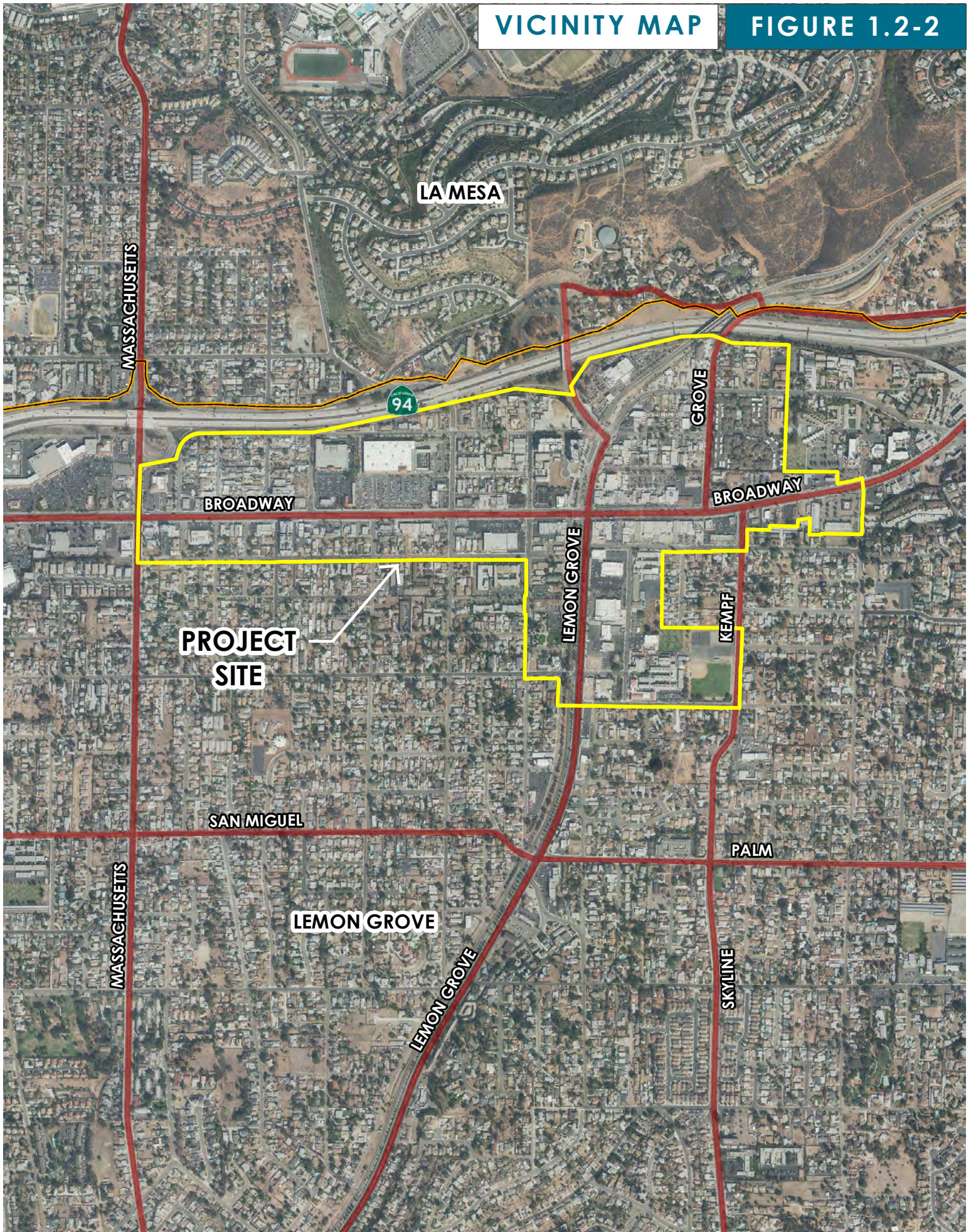
## 1.3 SPECIFIC PLAN AREA

The Specific Plan area is located entirely within the City limits and is generally bounded to the north by State Route 94, to the east by Washington Street, to the south by Lincoln Street, and to the west by Massachusetts Ave as shown in **Figure 1.2-1 (Site Location Map)**, **Figure 1.2-2 (Vicinity Map)** and **Figure 1.2-3 (Specific Plan Boundary)**. The area covers approximately 219 gross acres. The Specific Plan area falls within a walkable distance to mass transit (trolley and bus service).

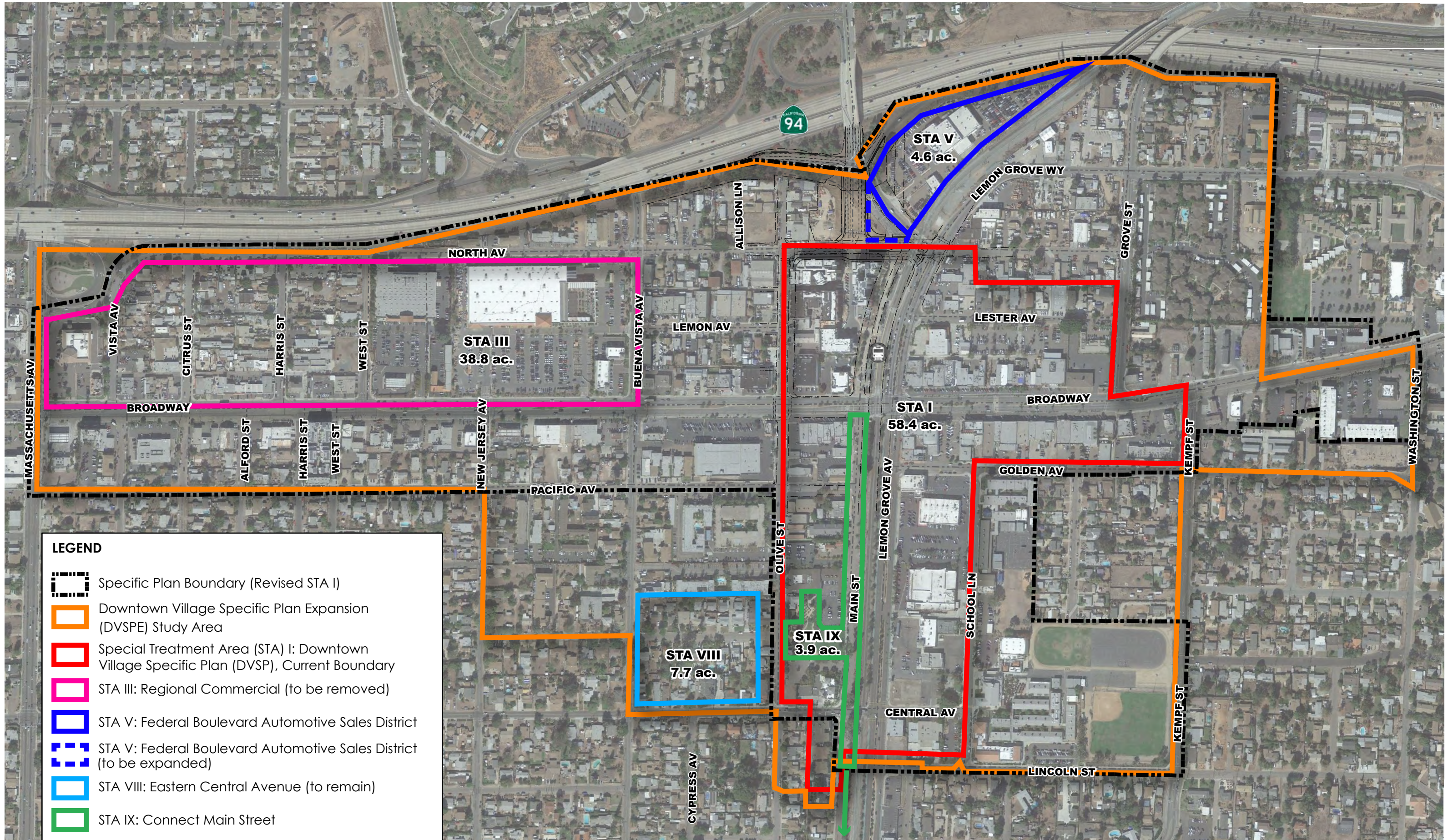
The Specific Plan area also encompasses other Special Treatment Areas that are identified in the General Plan, including STA I – Downtown Village (2005 Downtown Village Specific Plan), STA III - Regional Commercial, and STA V -Automotive Sales District. STA III is dissolved with this Specific Plan though STA V is slightly expanded to the west consistent with the new realignment. STA IX, within the Specific Plan area, is located along Main Street, south of Broadway. The STAs, the Specific Plan

boundary, and the Downtown Village Specific Plan Expansion (DVSPE) study area are shown on **Figure 1.2-4 (DVSPE Study Area, Special Treatment Areas, and Specific Plan)**. The Specific Plan boundary also includes a few parcels outside of the DVSPE study area along the north side Broadway and west of Washington Street. The Specific Plan area is approximately four times larger than the DVSP area and will become the expanded STA I area.









## 1.4 PURPOSE OF THE SPECIFIC PLAN

The purpose of the City of Lemon Grove Downtown Specific Plan (DSP) is to manage future development of the downtown area. This Specific Plan is the primary document governing land use decisions, regulating development and design, guiding improvement of the area's physical and economic environment, and establishing the City's goals and expectations for downtown development.

## 1.5 GENERAL PLAN GUIDANCE

Lemon Grove's 1996 General Plan (General Plan) articulates a city-wide desire to embrace its small-town feeling and heritage and provide opportunities for all people to participate in its rich community life. Through its policies and objectives, the General Plan strives to harmonize community development and business interests with broader public health, safety and well-being in a balanced community. An update to the General Plan is currently underway; however, the General Plan's overall vision for this Specific Plan area is anticipated to remain consistent.

The Special Treatment Areas identified in the Community Development Element of the General Plan are consistent with, and support the preparation of, this Specific Plan. These STAs, shown in **Figure 1.2-4**, have significant potential for new development or redevelopment or require special planning attention. The General Plan parameters for the STAs in the Specific Plan area are supportive of mixed-use transit oriented development, commercial and/or residential uses. The Specific Plan seeks to build upon this vision of the General Plan and provide more detailed guidance for the Specific Plan area.

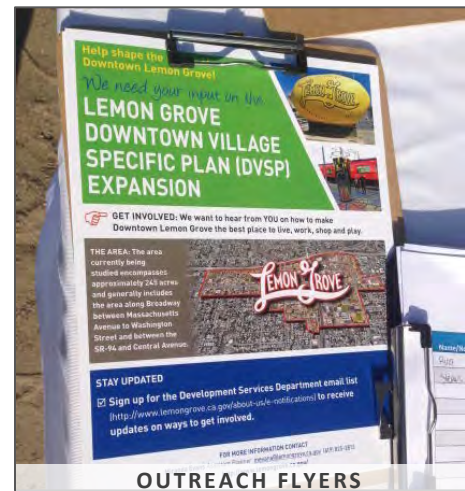
## 1.6 THE PLANNING PROCESS

The development of this Specific Plan builds upon a series of previous planning efforts. In 2005, the City adopted the Downtown Village Specific Plan (DVSP) which is synonymous with the 1996 General Plan STA I boundaries. The DVSP was designed to stimulate economic development through mixed-use and transit-oriented development opportunities downtown. In 2015, the City Council expressed interest in exploring new opportunities downtown after the San Diego Association of Governments (SANDAG) identified an expanded Smart Growth Area in the City's downtown. SANDAG is a regional agency that leads planning and transportation efforts for the San Diego region. Subsequently, the City was awarded a grant to expand the DVSP to be consistent with SANDAG's Smart Growth Concept Map's expanded smart growth area (LG-2). As such, this Specific Plan area is approximately four times larger than the 2005 DVSP area. A key goal of updating the DVSP and incorporating the larger area for this Specific Plan is to leverage development opportunities near the City's transit stations and to achieve goals related to economic development, place making, maintenance, safety and mobility that improve the City's public spaces and attract land uses that are ideal for families and professionals.

The City's public outreach process has ensured that the community has a voice in the decision-making process. The public outreach process included:

- A project webpage
- A social media campaign
- Community group meetings
- Five pop-up events throughout the City
- Door-to-door canvassing downtown sharing flyers with business owners
- Bilingual project flyers distributed in places of interest and posted in City facilities

- Property owner notifications
- E-notifications to stakeholders
- Two media advisories and articles in the *San Diego Union Tribune* and *The Grove Gazette*
- School District assisted all-calls to parents
- A Business Owner Survey (Nine completed)
- A Property Owner and Stakeholder Survey (156 completed)
- Two community workshops and one City Council workshop



The completed business owner surveys provided insights into the attractors and challenges of operating a business in downtown. Generally, business owners cited competitive rents or property values and convenient freeway access as the major attractors of conducting business downtown. The major challenges cited include unappealing physical building aesthetics and a perceived lack of maintenance and cleanliness throughout the area. Another challenge to conducting business in the area is the perception of high crime. Business owners expressed belief that streetscape improvements, façade improvements, and wayfinding signage will improve their business opportunities.

Results of the property owner and stakeholder surveys indicate that most residents visit downtown at least once a week. Primary reasons for doing so include activities, such as dining out, shopping, and visiting the post office. However, most residents do feel that downtown is not family-friendly and would like to see more food and drink venues, entertainment venues, and shops. Deterrents to visiting the downtown area include a lack of parking and maintenance/cleanliness and the perception/presence of homeless, vagrancy, and criminal activity. Residents also cited that shopping choices were limited and that they would like to see a greater variety of retail sales and services. Respondents indicated that they were open to the formation of themed districts, such as an Arts District and Historic District. When asked about preferred housing types, respondents indicated that they were open to stacked flat apartments, townhomes, and live work units.

Community Workshop #1 was held at the Lemon Grove Community Center on Saturday, August 27, 2016. The purpose of Workshop #1 was to engage the community on key issues and opportunities based on general feedback and the background report. An estimated 82 participants attended Workshop #1. Five stations related to the following topics were set up:

- Neighborhoods and Vision
- Land Use and Density
- Mobility
- Urban Design and Arts
- Business and Economic Development

Based on the participant feedback, Workshop #1 attendees were open to two-to-five story buildings in the downtown, but also wanted to retain the City's small-town feel. A lack of maintenance/cleanliness, the perception/presence of homeless/transients, and criminal activity was the largest deterrent to

community members spending more time downtown. There was community concern regarding new affordable housing developments and a preference to see market rate housing. There was also community concern regarding reductions in parking and potentially increased traffic. More family oriented uses and business professional offices were highly desired (e.g. restaurants, breweries, brewpubs, movie theatres). Generally, attendees were open to office and hotel type uses. Having a larger mix of businesses was also desired. Allowing for art and providing an art district was generally well supported. Attendees requested safe walking and biking connections between destinations within the downtown corridor and ranked pedestrian access as a high priority. Creating a more walkable downtown with more trees/shade and seating/plaza areas was a high priority. Additional park and parkette areas were also desired downtown.



Community Workshop #2 was held at the Lemon Grove Recreation Center on Saturday, December 10, 2016. The purpose of this second workshop was to obtain community feedback on specific alternatives to shape the draft plan. Approximately 61 community stakeholders attended the workshop; only a few of the participants were return visitors from the first workshop held in August 2016. The Workshop #2 format included four stations related to the following topics:

- Neighborhoods and Land Use
- Mobility and Connections
- Urban Design, Art and Parks
- Business and Economic Development

Per the feedback received during the workshop in regards to business and economic development, respondents reiterated three major constraints to economic development within the downtown study area, which include a lack of strong identity, relatively low median household income and an overall lack of economic generators. Multiple respondents also identified increased trash, a lack of maintenance or cleanliness and homelessness as problems that should be addressed.

Based on participant feedback, stakeholders were excited about change in the downtown, but in part want to retain a small town ambiance or village feel. No respondents selected the 'No Change Alternative' at the workshop which would keep planned land uses as is, as their desired scenario. Respondents were very supportive of concepts like a Broadway road diet and plaza space, an arts district and historic district, expanded pedestrian corridors, and creating opportunities for outdoor live performances.



COMMUNITY WORKSHOP #2



COMMUNITY WORKSHOP #3

On April 8, 2017, Workshop #3 was held with the City Council. All five councilmembers and four community stakeholders attended Workshop #3. The City Council Workshop provided an overview of the existing DVSP, the SANDAG grant, the Baseline Opportunities and Constraints Report, and results from the public outreach program. The presentation focused on three topics in association with the DVSP: 1) Vision and Goals, 2) Land Use, and 3) Mobility with the City Council and public provided feedback as it relates to each topic and/or the project as a whole. The City Council generally supported the higher density aspect, pedestrian orientation, and themed concepts of the downtown with the understanding that these will be economic drivers for the City.

For the review of the draft DSP, property owners within 500 feet of the DSP boundary, community stakeholders, past workshop attendees, adjoining localities, MTS representatives and the State Clearinghouse were notified of the City Council public hearing and the availability of the Draft DSP and Mitigated Negative Declaration (MND) under consideration for adoption and certification respectively.

The multitude of comments and input collected from the public outreach process has shaped the direction and contents of this Specific Plan. The allowed land uses, development standards, design guidelines, and implementation strategies in this Specific Plan reflect the input of the diverse members of the community.

### 1.7 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

It was determined that the implementation of this Specific Plan would have the same or fewer impacts than implementation of the General Plan policies and zoning currently in effect. Based upon a scoping of the issues and technical studies, it was determined that a “mitigated” Negative Declaration was the appropriate environmental document for this project to be in compliance with the California Environmental Quality Act. Potentially significant impacts mitigated to below a level of significance are included in the certified Mitigated Negative Declaration of Environmental Impact (MND). Property owners within and within 500 feet of the DSP boundary, community stakeholders, past workshop attendees, adjoining localities, MTS and the State Clearinghouse were notified of the availability of the Draft MND.

### 1.8 RELATIONSHIP TO THE GENERAL PLAN

This Specific Plan is consistent with the Lemon Grove General Plan as required by the California Government Code. This Specific Plan reinforces the General Plan goals and policies for the area and provides the detail and specificity necessary to serve as systematic implementation tool. The measures contained in this Specific Plan are regulatory by design and become effective as regulations in the

Specific Plan area upon adoption by City Council ordinance. See Section 1.2 (Legal Authority) for further clarification.

### 1.9 RELATIONSHIP TO THE MUNICIPAL CODE

This Specific Plan constitutes the primary zoning provisions for the Specific Plan area. This Specific Plan provides a vision and additional detail and specificity for the Specific Plan area such as planning areas, zoning districts, circulation network, policies, standards and regulations. These Specific Plan requirements supersede the requirements of the City of Lemon Grove's Municipal Code. If there is a conflict between the regulations provided in the City's Municipal Code and this Specific Plan, the regulations provided in the Specific Plan shall prevail. Where direction is not provided in this Specific Plan, the provisions of the City's Municipal Code shall prevail. See Section 1.2 (Legal Authority) for further clarification.

### 1.10 SPECIFIC PLAN CONTENTS

This Specific Plan contains six chapters as follows:

**Chapter 1.0 Introduction:** Provides an executive summary, summary of public outreach, legal framework and a broad overview of the plan and the process that went into creating the plan.

**Chapter 2.0 Existing Conditions:** Provides information on the existing conditions within the Specific Plan area, including the regulatory, physical, demographic, and economic environment. Identifies various opportunities and constraints that led to the creation of the planning framework.

**Chapter 3.0 Vision:** Identifies overall vision, goals, objectives and policies which establish the "framework" for the land use plan, development standards, design guidelines, streetscape plan, and implementation mechanisms.

**Chapter 4.0 Land Use Plan:** Translates framework goals and implementing actions into specific land use plans and associated development and design standards.

**Chapter 5.0 Mobility:** Provides design standards for streetscape improvements within the primary public rights-of-way.

**Chapter 6.0 Implementation and Administration:** Provides a summary of recommended public improvements and programs and implementation tools and strategies.

### 1.11 SEVERABILITY

If any regulation, condition, program or portion thereof of this Specific Plan is held invalid or unconstitutional by any court of competent jurisdiction, that portion shall be deemed a separate, distinct and independent provision and the invalidity of that provision shall not affect the validity of the remaining portions.

## 2.0 EXISTING CONDITIONS



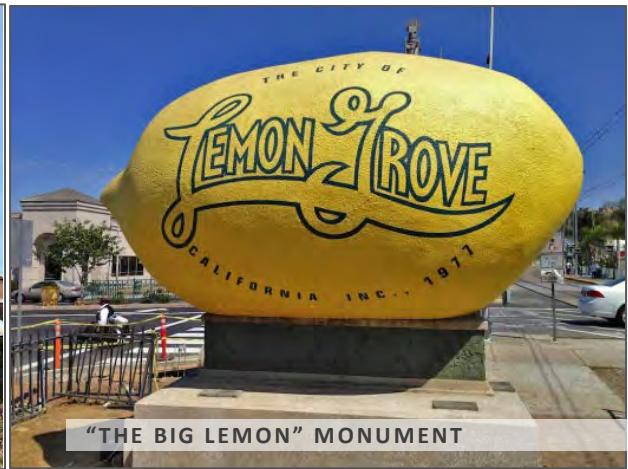
### 2.1 INTRODUCTION

The Existing Conditions Chapter provides essential background information for the Specific Plan area regarding the condition of its physical components (e.g., streets, utilities, etc.) and a summary of the area's opportunities and constraints based on the City's Baseline Opportunities and Constraints Report (April 2017).

### 2.2 HISTORICAL CONTEXT

The history of Lemon Grove dates back to 1869 when Robert Allison purchased a portion of Rancho Mission San Diego and became the City's first resident. A rail line was extended from San Diego to Lemon Grove in 1890, and the production of citrus and berry crops boomed in the warm, temperate climate. The community's first subdivision was later built in 1892 which resulted in 15 - 20 structures constructed. The center of town developed along the rail lines and included a small rail depot and the first general store, which also housed the post office and a school.

Today, the City of Lemon Grove is not only known for having the best climate on earth, it is also characterized by a well-established land use pattern. The commercial and industrial areas of the City are primarily located along Broadway and Federal Boulevard in the northern part of the City. The traditional downtown near Broadway and Lemon Grove Avenue provides shopping opportunities primarily oriented to residents and workers. Commercial activity extends southward along Lemon Grove Avenue as well. The State Route 94 and 125 freeways and the San Diego Trolley Orange Line provide regional access. The Lemon Grove monument – the world famous 3,000-pound lemon – sits prominently downtown, and recalls images of the community's industrious spirit and agricultural roots. Moreover, many buildings from the Lemon Grove's early days still stand and provide a connection to the community's historic origins. The City originally incorporated in 1977, encompasses approximately four square miles, and is home to a diverse population of over 26,000 residents.



### 2.3 EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS

The Baseline Opportunities and Constraints Report was prepared to assist with the development of the Specific Plan. The report inventoried existing conditions and serves as a starting point to identify possible implementation tools for future programs and projects to help the City achieve its desired vision for a vibrant downtown. A brief summary of the report topics and the identified opportunities and constraints are found below.

**CHARACTER:** The City is home to a handful of Mission Style buildings that are interspersed throughout the Specific Plan area which pay respect to the historical Spanish colonial architectural style. Completed in 2012, the Lagoon Community Church houses East County's oldest Protestant congregation, which organized in 1894. The church's long history in the region may explain their decision to pay homage to the City's historical roots by using the Mission Style of architecture.



The City was largely built out in the 1940's, 50's and 60's when the automobile dominated land use decisions which made the majority of the City auto-centric with parking lots fronting the street and sidewalks. More recently, four new housing projects downtown stand out for their clean and contemporary design and multiuse functions (Citron Court, Citronica I and II, and Celsius I).



CITRON COURT



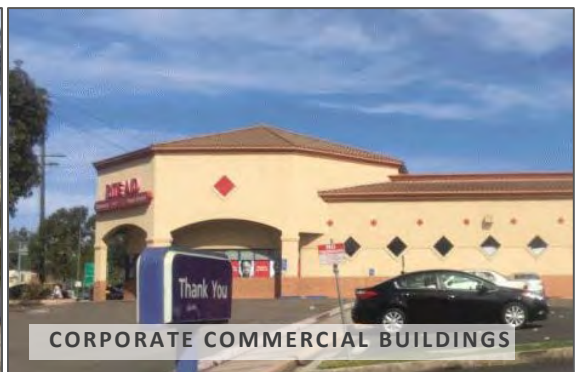
PUBLIC ART

Public Art is also found within the Specific Plan area, including the Buena Vista Art Mural, the Lemon Grove Historical Mural, the Breezeway Lemon Mural, the Lemon Grove Rising Mural at the Community Center and the “Big Lemon.” The recently constructed Main Street Promenade also features time themed public art pieces that are both accessible and open to the large volume of pedestrians boarding the Trolley at the nearby Lemon Grove Trolley Depot.

There are a handful of big corporate commercial developments located on Broadway with large lot sizes and parking areas fronting the street. These buildings feel automobile-centric and can intimidate pedestrians walking from the Lemon Grove Trolley Depot to nearby stores.



CORPORATE COMMERCIAL BUILDINGS

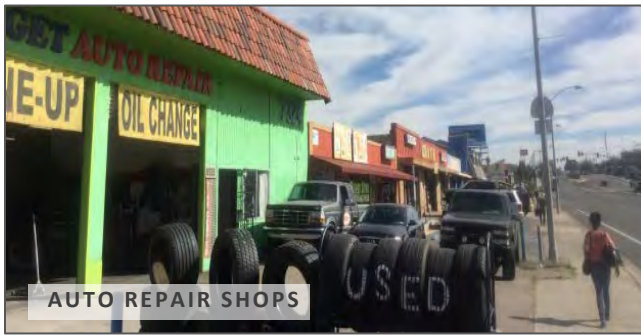


CORPORATE COMMERCIAL BUILDINGS

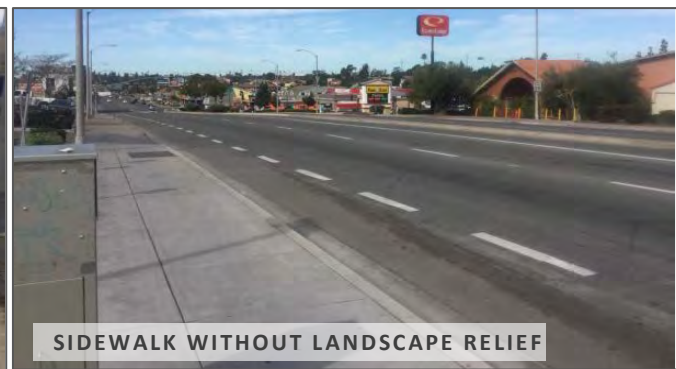
Strip malls are pervasive in the Specific Plan area. Each strip mall has its own distinct building age, setback, style, and materials. The differences among strip commercial projects create abrupt visual disruptions for the pedestrian and do not contribute to a common community identity or consistent visual experience for those who are walking through the downtown.



Visitors first entering downtown Lemon Grove might assume that the town is known for a robust auto service industry, as opposed to its historic pastoral roots or niche small businesses, due to the abundance of auto-related retail uses. Broadway currently features a large concentration of auto-related retail shops within a single mile.



While parts of Broadway and Lemon Grove Avenue have clearly delineated sidewalks and roadways, the rhythm and networks of the sidewalks are continually disrupted by driveway entries and other hazards. These public spaces are sparsely landscaped and there is no unified theme to street furniture nor any consistent placement, shape, size, or color. Moreover, high quality or consistent and themed signage is not found in the study area.



Overall, many areas within the Specific Plan area lack visual interest, are not pedestrian friendly, and/or are not well maintained. Opportunities exist within the Specific Plan area to enhance the visual character to attract development, residents and visitors. These enhancements include improvements to the overall visual landscape of the area, developing an arts or historic district, allowing and requiring

art within the downtown, the installation of street trees, landscape, lighting, furniture, shade structures and amenities, and implementing public art displays, façade improvements, green-street designs, a wayfinding program and gateway signs to highlight entrances into the downtown area (a sense of place and belonging). Design regulations could require unique architecture and design within the downtown. Providing regional destinations unique to the City could also be an economic driver. Funding is the biggest constraint to improving downtown Lemon Grove's character, but developers should pay their fair share for improvements within the downtown

**LAND USE:** The Specific Plan includes approximately 219 gross acres and encompasses other Special Treatment Areas (STAs) identified in the General Plan, including STA I – Downtown Village (2005 Downtown Village Specific Plan), STA III - Regional Commercial, and STA V - Automotive Sales District. Downtown Lemon Grove houses numerous civic uses (e.g., City Hall, Civic Center Park, Lemon Grove Library), historic and cultural uses (e.g., the “Big Lemon” Monument and the H. Lee House), retail and commercial uses, residential uses and parks. Generally, downtown Lemon Grove is the symbolic center of the City for residents and visitors alike.

Existing land use patterns within the Specific Plan area pose many constraints preventing the City from achieving full development potential within the study area. These constraints include: a predominance of small parcel sizes that would likely require assembly to accommodate higher density development; the City's limited land ownership within the Specific Plan area requires the ability to leverage market forces and developer incentives to trigger desired changes; and an abundance of established land uses (already developed and operating) that increases costs of redevelopment.

There are many land uses and factors the City could utilize to encourage and promote development within the Specific Plan area. These land use factors include the City's central location, the presence of a trolley station, a walkable geographic area, and many underutilized or vacant parcels. These land use factors can form the foundation for the City to implement a comprehensive specific plan that could incentivize increased development to establish a more livable, walkable and pedestrian-oriented environment. Through the addition of more market rate housing and employment centers and thereby bringing families and professionals into the DSP area, the City can attract more entertainment oriented land uses and high-quality retailers desirable to the community (e.g., movie theatres, sit-down family restaurants, breweries). The most critical opportunities include reducing development costs through low fees, short development review and entitlement timelines, minimized City requirements, zoning allowances for five story mixed-uses, and allowances for entertainment and employment oriented land uses and high-quality retailers. Another factor includes creating additional park spaces and improving existing parks with appropriate amenities and programs to attract families and professionals. Lemon Grove would also benefit through new regional destinations and shopping experiences that include unique art and architectural features.

**MOBILITY:** Massachusetts Avenue, Lemon Grove Avenue and Broadway carry a significant proportion of the vehicular volumes in the City. Broadway runs through the Specific Plan area in an east-west direction, parallel with State Route (SR) 94. Lemon Grove Avenue runs north-south from the SR-94 off-ramp to the southern boundary of the City. Massachusetts runs north-south along the western edge of the Specific Plan boundary. The Lemon Grove Avenue off-ramp Realignment provides increased access

to the SR-94 from the west side of the trolley line and provides a central gateway to the City's downtown.

The Metropolitan Transit System provides public transit service in the Specific Plan area. The Orange Line Trolley stops at the Lemon Grove Trolley Depot, located at Broadway and Lemon Grove Avenue. Two main bus routes serve the Specific Plan area, Route 856 (Cuyamaca to SDSU Transit Center) and Route 936 (SDSU to Spring Valley), which are among some of the busiest bus routes in the region with the Route 936 stop experiencing an average of 500 weekday trips in 2017

In general, City of Lemon Grove roadways carry little bicycle traffic, with the majority concentrated near the intersection of Broadway and Massachusetts Avenue. Skateboarding is popular amongst the under 40 age group and is a basic mode of transportation in the City.

The City of Lemon Grove has a high level of pedestrian activity concentrated near the Lemon Grove Trolley Depot at the intersection of Broadway and Lemon Grove Avenue. There is also significant pedestrian activity at the intersections of Central Avenue and Lemon Grove Avenue and Lincoln Street and Skyline Drive due to the schools nearby.

The street network throughout the Specific Plan area often exhibits wide streets creating a favorable environment for road diets, sidewalk expansions, landscaping, lighting and the installation of buffered bicycle facilities. Traffic on the west side of the trolley tracks is more constrained whereas traffic on the east side of the tracks operates at high service levels allowing for road diets and more growth and density. There are two existing conditions within the Specific Plan area that pose constraints towards implementing an efficient circulation system: 1) the State Route 94 and Lemon Grove Avenue Interchange; and 2) the trolley station and tracks that cause vehicle and pedestrian congestion at the intersection of Broadway and Lemon Grove Avenue. There are long-term plans to grade separate the trolley line in place to alleviate these issue areas; however, there is a need for interim interventions to accommodate a more efficient pattern of circulation for pedestrians and vehicles. Lack of funding is the biggest constraint to improving the mobility of the downtown.

**INFRASTRUCTURE:** Helix Water District provides water service and the Lemon Grove Sanitation District manages and maintains the City-wide sewer system. There are four major drainage basins in the City, three of which lie within the Specific Plan area. All drainage facilities are owned and maintained by the City of Lemon Grove. A number of companies provide wireless or cell phone service for the area and high speed internet access within the City is offered by AT&T, Cox, and EarthLink. SDG&E provides electricity and natural gas.

Water, sewer, stormwater and drainage services and utility infrastructure are all sufficient to accommodate future growth and currently present little to no obstacles to future development within the Specific Plan area. Future development will be reviewed on a case-by-case basis pursuant to Helix Water District Policies and Procedures Manual. Water supply is subject to water conservation measures as required by state law. Future development may require individual pump systems as required by the jurisdictional fire protection agency in order to provide appropriate water pressure for fire suppression systems. City Staff will coordinate with Helix Water District staff to analyze water pressure in the downtown on a project-by-project basis to determine the most cost effective options

for the specific service area for both the developers and Helix Water District when applicable. In addition, the Sanitary Sewer Master Plan completed in August 2017, by Dexter Wilson Engineering, indicates that the Lemon Grove Sanitation District has approximately 5,000 EDUs of capacity remaining in the existing system. Over time, as the District improves its “Condition-Based Assessment” and implements “Capacity-Based Improvements,” additional capacity may be created. There are two sewer meter basins (LG1 and LG2) that have been identified with capacity issues: Broadway (CIP18), Broadway South (CIP8), and Downtown Village Specific Plan (CIP21). Without capital improvement program CIP pipeline replacements or repairs, these areas will be restricted in capacity. The Sewer Master Plan includes recommendations on prioritization for the aforementioned system improvements.

There are no constraints to development due to existing conditions within the downtown stormwater systems, as revitalization or reuse would occur over land that has been previously developed or disturbed. However, according to the 2017 Downtown Village Specific Plan Expansion Baseline Opportunities and Constraints Analysis, six locations within the Specific Plan area are experiencing drainage deficiencies and should be monitored and/or improved if these deficiencies continue or are exacerbated. The six locations include:

- Lemon Grove Avenue at Broadway to Hilltop Drive: 30 inch (in) CMP at 1,190 feet (ft.)
- Lemon Grove Avenue at Massachusetts Avenue to Beryl St: 72 in RCP at 1,940 ft.
- Broadway and Massachusetts Avenue: 30 in RCP at 100 ft.
- Broadway and Massachusetts Avenue to north of Broadway at Citrus Street: 30 in CMP at 750 ft.
- North of Broadway at Citrus Street to Harris Street: 48/30 in CMP at 430 ft.
- North of Broadway at Harris Street to West Street: 48 in CMP at 300 ft.

**PUBLIC SAFETY:** The cities of Lemon Grove, La Mesa, and El Cajon co-manage all fire and emergency medical services provided throughout the three cities. This joint powers authority, known as Heartland Fire and Rescue, replaced the Lemon Grove Fire Department. In addition, the City contracts with the County of San Diego Sheriff’s Department for law enforcement services. Providing a safe, well-lit urban environment for residents and visitors to shop, eat and socialize are critical elements to the revitalization of downtown Lemon Grove. While current Fire Department and County of San Diego Sheriff’s Department staffing levels are adequate to meet response time standards for the City, the local Department will likely be strained by an increase in population and development. Both Fire Department and Law Enforcement staff located within the City of Lemon Grove Substation have expressed concerns that additional staffing and equipment may be necessary in order to meet the service call demands associated with the anticipated development increase. It is worth noting that Heartland Fire and Rescue has achieved an Insurance Service Organization (ISO) 1 classification, the highest level achievable. ISO evaluates many components of the community’s fire defense system including response time standards, apparatus, equipment, water supply, training, dispatch, etc. These components must be protected in order to maintain the ISO Class I rating or it will degrade over time with unmitigated development.

**ENVIRONMENTAL ISSUES:** The Specific Plan area is a highly developed urban environment with minimal natural open space. Most, if not all land within the Specific Plan area is previously disturbed by human development. Historic and cultural resources within the Specific Plan area are limited to seven

historic sites and there are opportunities to allow for either the preservation or demolition of these sites. There are no known hazardous materials sites within the DVSPE area, however, there are 108 locations (containing a total of 155 businesses) within the DVSPE area that have received a Unified Program Facility Permit from the Department of Environmental Health, which allows these facilities to handle, store, treat, or generate hazardous materials, generate or treat medical waste, or own or operate an underground storage tank.

Environmental concerns related to biological resources, cultural resources, geologic conditions and hazardous materials are insignificant and mitigation will occur as necessary. Tribal consultations are required as a part of most development and grading monitoring will likely be required as a part of soil disturbance. Road diets on Broadway east of the trolley line have been analyzed and with increased density, traffic is projected to still operate at an acceptable level of service.

**MARKET AND ECONOMIC ANALYSIS:** The market and economic analysis conducted includes an assessment of residential, retail and office needs based on regional and local trends. Market rate housing is a critical driver in attracting desirable land uses for Lemon Grove (e.g., hoteliers, entertainment venues, family restaurants, breweries, etc.) contributing to local spending for retail, dining and services. Based on permit records within the Specific Plan area over the last 12 years, only areas that were rezoned to five stories or more received interest resulting in redevelopment. In sum, over 3 acres were redeveloped, with 220 new dwelling units over the last four years. No redevelopment occurred in areas only allowing three story building heights.

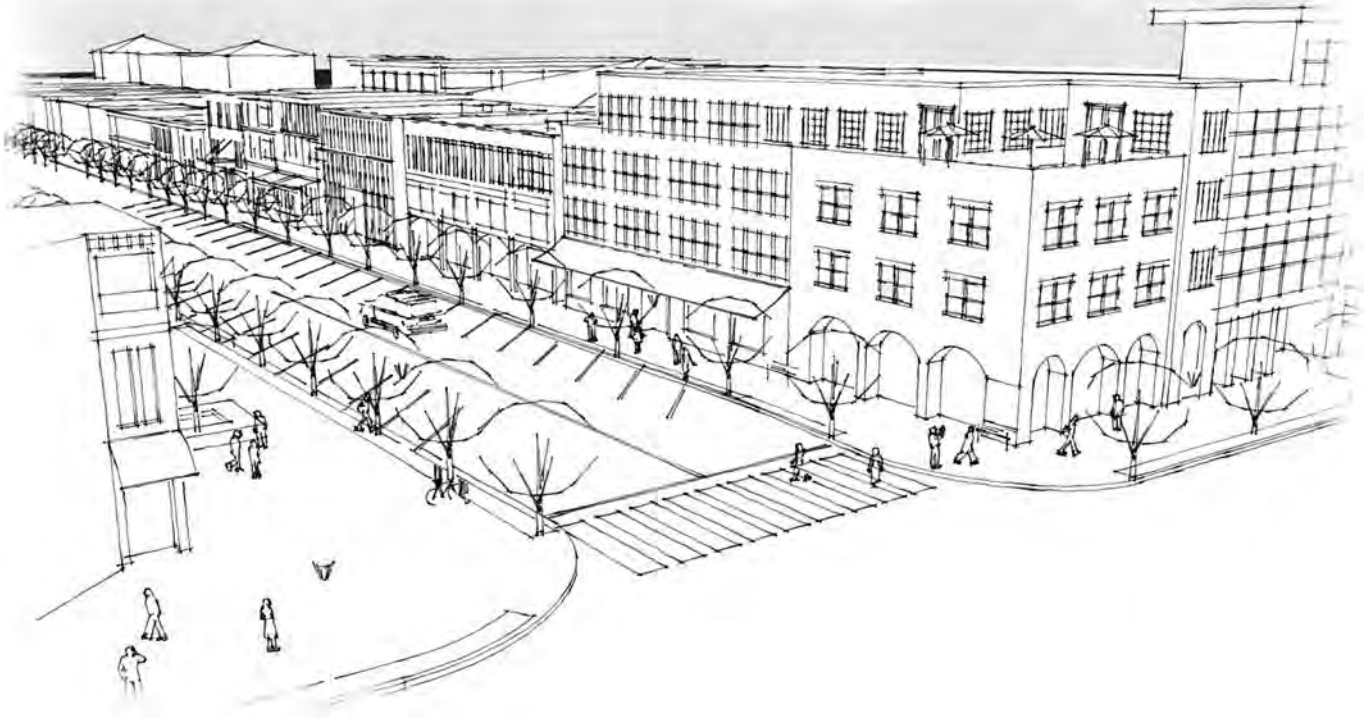
Residential housing development within the Specific Plan area, such as multi-family housing near retail, services and transportation amenities would serve to support an expansion of commercial and office development within the City. Retail locations within the Specific Plan area are mostly concentrated along Broadway, between Massachusetts Ave and Grove Street. The City should maintain and preserve their existing strengths as a supplier of affordable merchandise and clothing, while trying to attract new non-competitive tenants in the areas of food and beverage supplies, building materials, and gardening equipment, among others.

A critical element to the City's sustainability and economic viability is addressing the jobs-housing imbalance. The jobs-housing balance is a concept that illustrates the ratio relationship between the number of jobs and the number of resident workers in a city. Research indicates that benefits typically attributed to jobs-housing balance are: reduced driving and congestion, lower costs to businesses and commuters, lower public expenditures on facilities and services, greater family stability and higher quality of life.

There are limited opportunities for high quality office development in the near term, so the City should focus on attracting smaller professional office users (e.g. finance, real estate, family medical, corporate services) as opportunities arise. Generally, there are few employment industries in the City and additional employment centers are needed for Lemon Grove to be consistent with regional averages. Continuing to attract industrial uses with a retail component like breweries will help increase the employment base. The San Diego region has seen continued demand for housing and job opportunities in existing urbanized areas and Lemon Grove is no exception. In the long term, providing a community

identity (a sense of place), well maintained infrastructure and creating a regional destination will help attract family oriented businesses, entertainment uses and professional offices and hotels.

### 3.0 VISION, GOALS, OBJECTIVES, AND POLICIES



#### 3.1 INTRODUCTION

This chapter describes the vision, goals, objectives, and policies that guide subsequent sections of the Specific Plan including allowed land uses, development standards, design regulations, and implementation strategies consistent with the City's General Plan. These Specific Plan requirements supersede the policies of the General Plan and requirements of the City of Lemon Grove's Municipal Code. If there is a conflict between the policies in the General Plan or the regulations provided in the City's Municipal Code and the Specific Plan policies and regulations, the policies provided in this chapter shall prevail. Where direction is not provided in this Specific Plan, the provisions of the City's Municipal Code shall prevail.

The significance of this chapter is two-fold. First, it presents the City's vision about how downtown Lemon Grove should be in the future. Second, this chapter presents a series of goals, objectives and associated policies, which direct the City on specific actions to take to realize the vision for the area.

## 3.2 THE VISION

*Imagine downtown Lemon Grove as a vibrant sustainable urban center that serves both the residents and the region. It includes a series of neighborhoods developed to provide a balanced mix of housing options, shopping and entertainment choices, and employment opportunities. New development, which integrates landscape, shade trees, parks, open space, art and history, will help to create an inviting atmosphere for pedestrians to stroll through downtown's attractive and well-lit streets. Downtown Lemon Grove provides inviting public places that build on the unique small town character of the City.*

The preceding vision statement for downtown Lemon Grove is a product of the planning process outlined in Chapter 1 and builds upon the vision for downtown in the 2005 DVSP. While this Specific Plan provides a foundation for achieving this vision, the Plan cannot implement itself. Making the vision a reality and achieving all that downtown Lemon Grove should offer requires the cooperation of many stakeholders, sometimes with a variety of different interests, working together towards a common goal. It is through the cooperation and dedication of people that this Specific Plan will come to life and the future vision will be achieved.

## 3.3 GOALS, OBJECTIVES AND POLICIES

The following goals for this Specific Plan provide the foundation of the regulatory framework that is implemented through the land use plan, zoning regulations, development standards, and design criteria.

A **GOAL** is a broad statement characterizing an ideal future outcome for the City. A goal is a general expression of community values and, therefore, may be abstract in nature. Consequently, a goal is generally not quantifiable or time-dependent.

An **OBJECTIVE** is a specified end, condition, or state that is a step toward attaining a goal. It should be achievable and, when possible, measurable. An objective may pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.

A **POLICY** is a specific statement that guides decision-making. It indicates a commitment of the City to a particular course of action. A policy is based on, and helps implement, a general plan's vision.

If a question arises regarding the intent of any implementing policy, the corresponding goals and overall vision should be examined to determine the purpose of the action.

**GOAL (1):** Develop a Vibrant Downtown

**OBJECTIVE (1):** Create a vibrant and dynamic downtown district that is visually attractive and creates a unique regional identity for Lemon Grove.

**POLICIES:**

1. Encourage a series of planning areas, or districts, that work together to establish a positive identity for downtown. Include an art overlay area, historic district, and downtown district each with their own unique identities and opportunities to live, work, and play in an urban environment.
2. Maintain land use zoning regulations that create a mix of opportunities for residential, office, retail, entertainment, tourist, hotel, conference, employment and other desired uses.
3. Require context appropriate architectural styles for buildings within the Specific Plan area.
4. Create a strong sense of identity for the downtown through landscaping and streetscape enhancements, storefront improvements, and the establishment of a comprehensive signage system comprised of informational, directional, monument and gateway signs that are architecturally compatible with the character of the proposed neighborhoods.
5. Gateway and wayfinding signs and lighting shall be utilized as a unifying element with the both the entire Downtown Specific Plan area and with each Planning Area through colors and/or symbols.
6. Provide development incentives, such as additional building height, density and reduced parking or development standards for projects that contribute excess public improvements that help achieve the desired vision for downtown.
7. Encourage the use of art to enhance public areas and require art for new development within the Art Overlay areas.
8. Require ample plants and large shade trees to reduce heat and create pleasurable urban spaces.
9. Require a pocket park/parkette or open space for new development.
10. The City shall encourage local establishment of new businesses through by-right zoning offering high-quality jobs to allow residents to work locally and avoid excessive commutes.

**GOAL (2):** Create a Pedestrian-Oriented Environment

**OBJECTIVE (2):** Foster the creation of a pedestrian-friendly environment with amenities and activities.

**POLICIES:**

1. Create a pedestrian oriented environment that attracts local and non-local visitors to experience an atmosphere that is entertaining and vibrant with activity and provides for neighborhoods with unique character.
2. Establish a land use pattern that provides a variety of pedestrian oriented uses within walking distance of the Trolley.

3. Require infill development to be redeveloped in a visually attractive and pedestrian-friendly way with higher residential densities in key locations that support downtown non-residential uses.
4. Design and operate complete streets that enable safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users.
5. Include complete streets considerations in the design of all circulation improvement projects. These new design considerations include, but are not limited to, the following:
  - Landscaping (trees, medians, key intersections and gateways) that uses drought-resistant plant species, whenever possible, to conserve water, but emphasizes shade and reducing heat;
  - Minimized vehicular driveway ingress and egress points and expanded use of alleyways;
  - Expanded public transit facilities and improvements;
  - Increased safety criteria such as lighting and traffic calming devices;
  - Expanded signage (including commercial signs, street signs, entry signs, directional signs);
  - Expanded street furniture, but limiting sleeping areas;
  - Sidewalk widening; and
  - On and off-street parking management (e.g., metered and paid parking).
6. Support a road diet along Broadway, between Lemon Grove Avenue and Washington Street, to expand the outdoor retail shopping corridor.
7. Require pedestrian-oriented, ground-floor retail and restaurant uses that reinforce and expand downtown Lemon Grove's unique character catering towards families and professionals.
8. Encourage outdoor dining and beer and wine establishments to create a bustling dining atmosphere that brings the City "alive after 5."
9. Allow and encourage outdoor shopping kiosks, events, performances and live music. Consider providing recurring visual arts, education and/or cultural events that promote audience participation, learning and the exchange of ideas and allow for street closures and booths, music and food in the Main Street Promenade and along Main Street and Broadway. Consider providing a recurring music and visual arts street fairs and/or supporting community stakeholders in hosting successful community events. Continue to provide the annual community bonfire.
10. Establish a reasonable noise level for indoor and outdoor entertainment.
11. Identify performance standards to reduce potential noise, traffic, odor and other environmental impacts.
12. Encourage safe, comfortable and convenient pedestrian crossing options complete with enhanced landscaping, lighting, public art, and street amenities and furniture that improve walkability and pedestrian connections.
13. Activate the area by day, night, and weekends.
14. Limit uses that do not contribute to the pedestrian environment.
15. Continue to allow for dog parks.
16. Provide pedestrian scale lighting within pedestrian corridors and parking areas.

**GOAL (3):** Develop a Thriving Transit-Oriented Development Environment

**OBJECTIVE (3):** Encourage a concentrated, transit-oriented downtown core around a safe and attractive transit station with opportunities for increased densities and the implementation of SANDAG smart growth development ideals.

**POLICIES:**

1. Create a mix of building types and core uses that have a direct relationship and connectivity to transit.
2. Allow for residential, retail, employment, hotel, conference, and entertainment densities to be developed near transit locations, but restrict housing in innovation areas.
3. Allow for makers type businesses with a retail component fronting collector and major streets (e.g., automobile service, contractor and industrial uses).
4. Incentivize retail, restaurant and hotel businesses to locate near the transit station.
5. Encourage the use of transit-oriented development principles for new development.
6. The City shall undertake an aggressive program to encourage Lemon Grove commuters to utilize alternative transportation modes. The City shall publicize transit services including the location of transit centers and park-and-ride lots in the City newsletter and at public facilities. The City shall provide transit information at Lemon Grove City Hall for the purposes of displaying and distribution of transit maps and schedules, bike route maps and carpool promotional materials.

**GOAL (4):** Develop Balanced Parking Options

**OBJECTIVE (4):** Encourage a balanced parking supply to support the viability of commercial district businesses while minimizing impacts on adjacent neighborhoods.

**POLICIES:**

1. Reduce parking standards (e.g., fewer required parking spaces) for development within  $\frac{1}{4}$  mile of the Trolley station within the Specific Plan area.
2. Pursue parking agreements with owners of underutilized commercial parking lots to provide public parking and explore the formation of future parking districts.
3. Provide incentives for developers and business owners that do not designate parking for a specific use.
4. Use signage to direct vehicles to appropriate and convenient parking for their specific destination or activity.
5. Create a program to fund parking from downtown redevelopment projects that are unable to provide required parking on-site to provide additional public parking nearby.
6. Consider metered and paid parking as parking demands increase.
7. Provide options and facilities for alternative transportation modes (e.g., car chargers, ride share, loading areas, bike and scooter share, etc.).
8. Eliminate parking overlays and reduce parking requirements if parking is adequate in the Specific Plan area due to decreased demand and/or new technologies (e.g., autonomous vehicles).

**GOAL (5):** Utilize sustainable development principles for new development

**OBJECTIVE (5):** Create a downtown that is developed with sustainable design principles to meet the needs of the present without compromising the ability of future generations to meet their own needs.

**POLICIES:**

1. Support achievement benchmarks in green building such as the Leadership in Energy and Environmental Design (LEED) certification.
2. Maintain programs that encourage project designs that reduce construction debris and building materials in the landfills.
3. Encourage project designs that achieve lower operating and maintenance costs while providing a comfortable environment for the occupants.
4. Enforce low impact development standards such as green roofs, bioretention/biofiltration. Low impact development is a term used to describe a design approach to manage stormwater runoff and emphasizes conservation and use of on-site natural features to protect water quality.
5. Strive for jobs/housing balances City-wide consistent with regional averages by zoning for employment centers.
6. Implement green streets and require minimum planting, tree, park and open space requirements and promote solar energy installations to reduce greenhouse gas emissions.
7. Prioritize walking and biking over vehicles with development decisions.
8. Encourage project designs that have little or no impact to water quality.
9. Maintain minimum sustainable practices for development.
10. Encourage the implementation of new sustainable technologies.
11. Promote social equity so that all groups enjoy the benefits of a healthy and prosperous community, with access to housing, transportation, jobs and commerce.
12. Park space shall be provided for new development including land and improvements at a rate of 1.5 acres per 1,000 residents. Estimate one resident per studio dwelling unit plus one resident per bedroom.
13. Require new development, especially housing units, to fund their fair share of street and infrastructure improvements of the downtown. Include adjacent intersection improvements based on percentage of street frontage.
14. Require new development to fund their fair share for 50 year maintenance and safety personnel and infrastructure costs in areas zoned for high densities and intensities.
15. Require new development to fund their fair share of gateway and wayfinding signage based on percentage of street frontage of the downtown area.

**GOAL (6):** Promote Economic Development

**OBJECTIVE (6):** Establish a long term, sustainable and economically viable environment for business and property owners.

**POLICIES:**

1. Encourage a diverse retail environment with an appropriate mix of retail, office, residential, dining, entertainment and art uses.

2. Promote retention of existing businesses and recruitment of desirable businesses.
3. Encourage and support local businesses through low fees, expedited processing and flexible development standards.
4. Prioritize family and professional oriented local niche businesses through zoning and the permitting process.
5. Encourage and support family and professional oriented niche businesses unique to the region.
6. Increase the downtown population to support existing and new businesses through high density housing, employment, entertainment, and tourist centers within walking distance of the Main Street Trolley Station.
7. Encourage and support the formation of a Business Improvement District (BID), a Property Based Improvement District (PBID) and/or a Community Facilities District (CFD) to support maintenance, improvements and activities in the downtown.
8. Develop funding or saving mechanisms, where appropriate and feasible, to implement public improvements and business-improvement activities.
9. Continue to prioritize street and park infrastructure improvements in the downtown as a part of a five-year downtown capital improvement program (DCIP).
10. Implement a well-coordinated maintenance program for sidewalks, streets, and landscaping.
11. Continue to support Planning Areas that provide for unique architecture character and land uses in the downtown to accommodate all aspects of people's lives including, work, housing, shopping, recreation, education and culture.
12. Support new land uses consistent with the vision of the downtown that serve as regional destinations to attract tourism.
13. Encourage and support additional and improved connections to State Route 94.
14. Encourage breweries, brewpubs, wineries and distilleries to attract tourism and employment.
15. Develop and implement park programs (activities and amenities) to energize existing and proposed public parks in the downtown.
16. Encourage and support short and long term parklets in the public right-of-way to encourage outdoor activities.
17. Encourage retail storefronts to be inviting and largely transparent along all collector and major streets. Land uses with pedestrian orientation providing services to downtown visitors may be a part.
18. Encourage and support designs and locations for gateways, wayfinding and district identifying signs in the downtown.
19. Allow for, and encourage art and unique attractions in the downtown consistent with the vision for the downtown.
20. Require art components and a variety of retailers and supporting art services in the art district.
21. Allow for and encourage temporary uses (e.g., seating, outdoor displays, art, etc.).
22. Establish design guidelines for public infrastructure improvements within the Art, Historic and Downtown Districts.
23. Encourage Helix Water District (HWD) to coordinate with City Staff and developers to analyze water pressure in the downtown on a project-by-project basis to determine the most cost effective options for the specific area when water pressure for fire suppression systems is found to require an individual pump booster system.

**GOAL (7):** Create Mobility Options

**OBJECTIVE (7):** Obtain a level of mobility for all modes of transportation that furthers economic development, convenience, safety and choice for residents, visitors, and the business community.

**POLICIES:**

1. Create an Integrated Transit Center in cooperation with the Metropolitan Transit System (MTS).
2. Support funding opportunities with MTS for creating grade-separated crossings for the Trolley at Central Avenue, Broadway and Lemon Grove Avenue.
3. Reduce the number of vehicle trips and congestion through better management of parking supply, public transit improvements, complete streets, and roadway improvements.
4. When pedestrian/vehicular/cyclist conflicts require compromise, favor the pedestrian and cyclists.
5. Create safe pleasant walking and biking corridors with associated amenities and lighting in the downtown.
6. Plan for a roundabout at the intersections of Lemon Grove Way and Grove Street.
7. Explore the feasibility of allowing skateboarding within the downtown as a mode of transportation.
8. Support bike and associated motorized and non-motorized ride-share options with consideration to public safety.
9. Where feasible, provide complete streets utilizing existing street right-of-way widths.
10. Support areas for loading and unloading that reduce parking demands.
11. The City shall improve local roads according to this Specific Plan as needed to maintain efficient traffic flow.
12. City staff should obtain estimates for level of services as available by SANDAG and comprehensively review this Specific Plan circulation network every five years to analyze estimated LOS and projected LOS to see if there are discrepancies. If LOS is lower than anticipated, traffic analysis shall be a part of all new development projects where increased FAR or dwelling units are a part with appropriate mitigation included.

**GOAL (8):** Develop a Safe Community Atmosphere

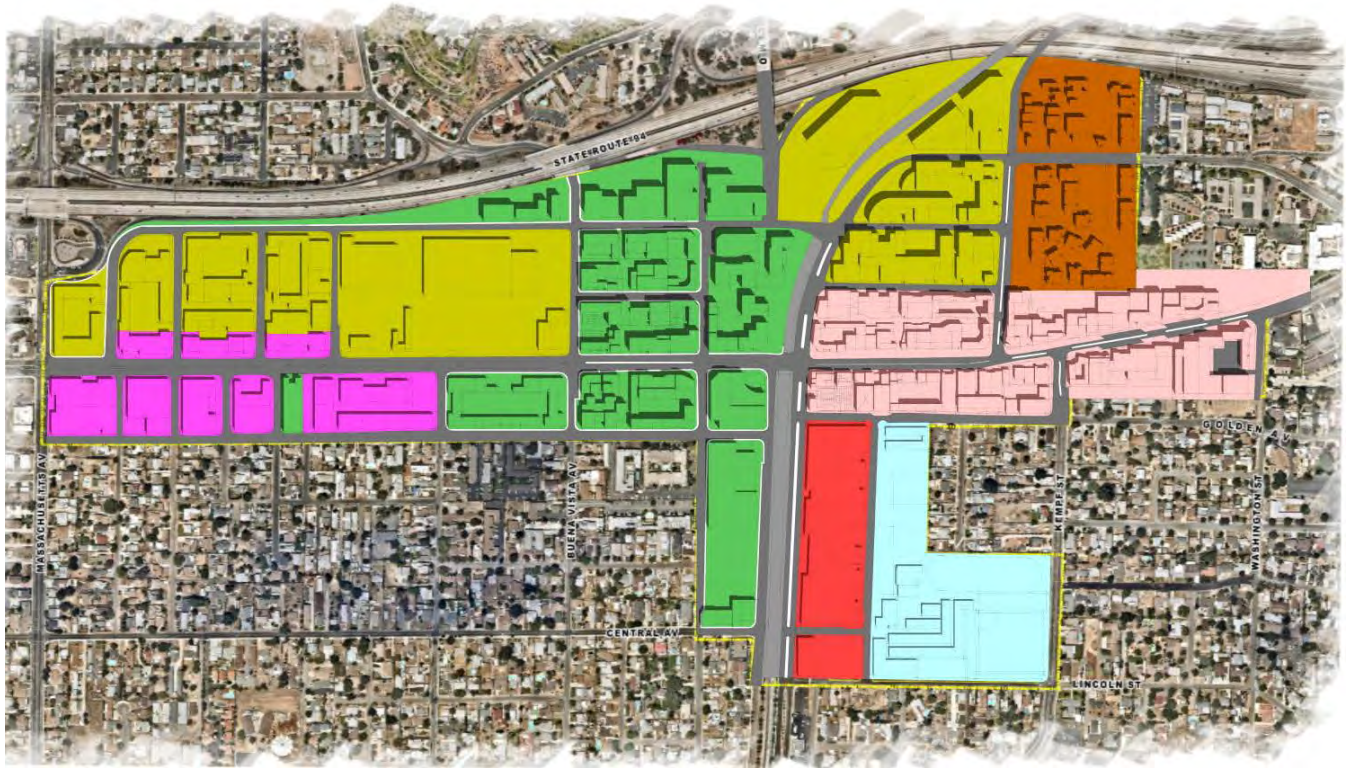
**OBJECTIVE (8):** Create a safe environment established through neighborhood policing and high-quality design methods which consider defensible spaces.

**POLICIES:**

1. Incorporate Crime Prevention Through Environmental Design (CPTED) principles into design guidelines subject to review and approval by Planning staff and the Sheriff's Crime Prevention Specialist.
2. Implement CPTED strategies that address lighting, security hardware, street and building access control, visibility, and landscaping.
3. Provide pedestrian scale lighting along pedestrian and parking corridors.
4. Encourage volunteerism to maintain, improve and monitor the downtown.

5. Maintain public streets and parks and require property owners to maintain their properties in a high-quality manner.
6. Encourage coordination between community leaders, Sheriff's Department, and the City to foster safe and healthy downtown area.

## 4.0 LAND USE PLAN



### 4.1 PURPOSE

The purpose of the Land Use Plan is to designate planning areas (also referred to as land use designations), zoning districts and regulations (e.g., density/intensity, number of stories, setbacks, massing, signage, parking, allowable uses), and overlays providing requirements and guidance for how the public and private land is used and constructed to implement the vision, goals, objectives and policies of the Specific Plan. These Specific Plan requirements supersede the requirements of the City of Lemon Grove's Municipal Code and the land use designations and related policies in the General Plan. If there is a conflict between the regulations provided in the City's Municipal Code or the land use designations and policies in the General Plan, then the Specific Plan's Land Use Plan, the regulations provided in this chapter, shall prevail. Where direction is not provided in this Specific Plan, the provisions of the City's Municipal Code shall prevail. See Chapter 1, Section 1.2 (Legal Authority), for further clarification.

### 4.2 EXPANDED VISION

The Land Use Plan identifies a series of neighborhoods each with their own unique themes and architectural design standards developed to provide a balanced mix of housing options, shopping and entertainment choices, and employment opportunities. New development, which integrates landscaping, shade trees, parks, open space, art and history, will help create an appealing atmosphere and invite pedestrians to stroll through downtown's attractive and well-lit streets and wide sidewalks. Downtown Lemon Grove provides pleasant public places that build on the unique small town charm of the City. Outdoor amenities and business and community events will create a lively pedestrian oriented environment as a central focus throughout the downtown.

### 4.3 FORM BASED CODE

This chapter constitutes the primary development standards for the Specific Plan area with an emphasis on form based codes (FBCs). The emphasis on design allows uses to evolve as the market changes. FBCs primarily control physical form (e.g. character, streetscapes, intensity, density and types of uses) and allow for greater flexibility in land use. The design of buildings, streetscapes, and civic infrastructure are the central focus.

### 4.4 DEFINITIONS

This section provides definitions of terms and phrases used in this Chapter and include the following:

- **Build-to line:** The line at which construction of a building facade is required to occur on a lot, running parallel to the property lines that abut streets, to ensure a more uniform building façade line on the street.
- **Mixed Use Development:** A development project that blends a combination of uses that are physically and functionally integrated.
- **Overlay:** This is a tool that identifies special provisions in addition to those in the underlying zoning district. Regulations or incentives are attached to the overlay district to protect a specific resource or guide development within a special area.
- **Planning Area:** A geographical sub-region of the Downtown Specific Plan with distinct organizing themes.
- **Street Frontage:** The area between a property line and the centerline of a public street and/or alley.
- **Zoning District:** Includes regulations and standards that govern land use and building bulk that help to implement the vision of the Planning Areas.

### 4.5 LANGUAGE

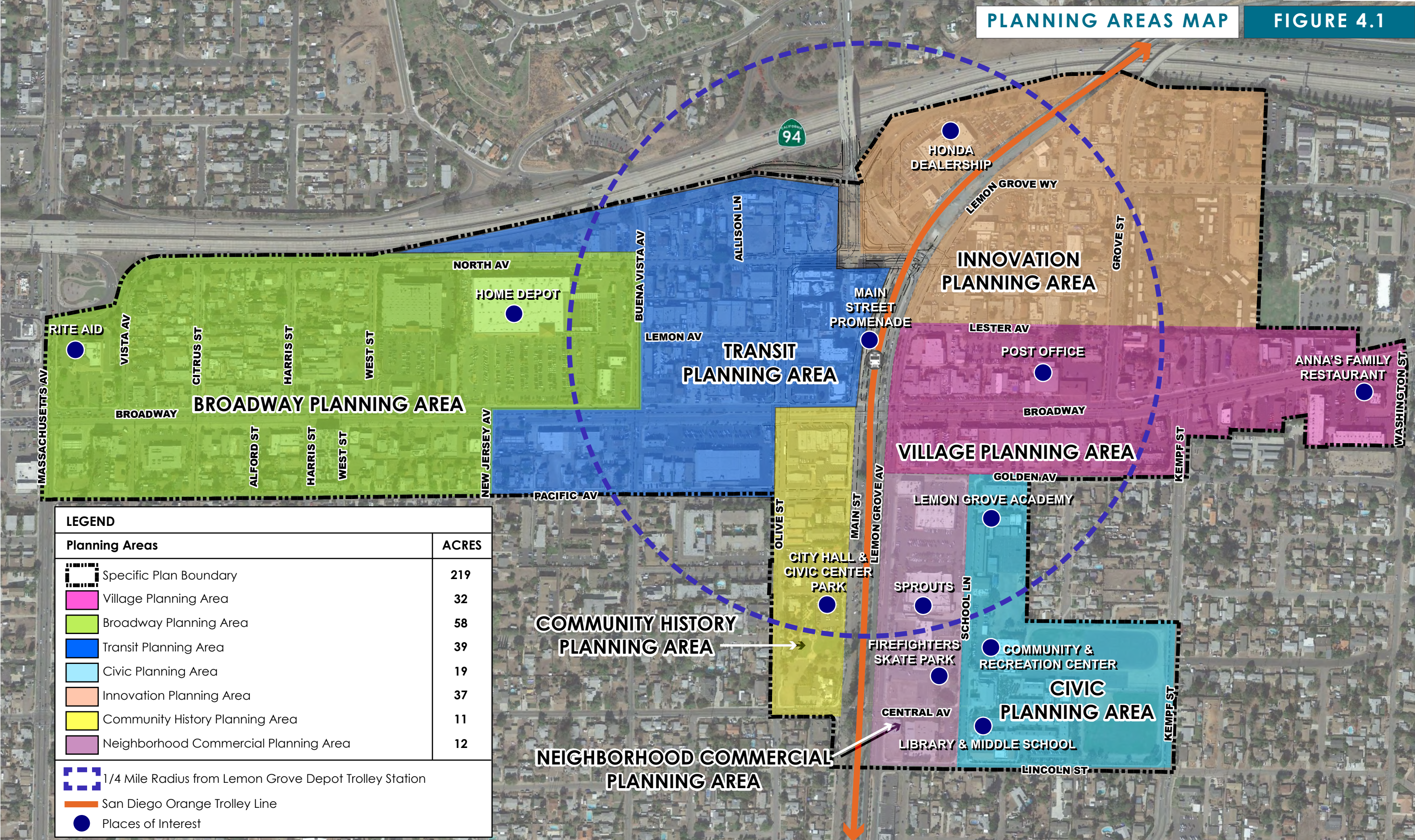
In interpreting this Specific Plan, it is understood that “**shall**” or “**must**” is mandatory, and “**should**” and “**may**” are permissive.

### 4.6 ESTABLISHMENT OF PLANNING AREAS, ZONING DISTRICTS AND OVERLAYS

To implement the vision of the Specific Plan, seven Planning Areas, seven Zoning Districts and ten overlays are hereby established.

### 4.7 DESCRIPTIONS OF PLANNING AREAS

The Specific Plan is intended to support the development of a downtown atmosphere for the City. Seven Planning Areas, also known as land use designations, have been identified within the footprint of the Specific Plan as shown on **Figure 4.1 (Planning Areas Map)**. Each Planning Area is distinct with specific organizing themes intended to work together to reinforce the success of a downtown environment. This Plan supersedes the City of Lemon Grove’s General Plan Land Use Map for the Specific Plan area, except as it relates to the Connect Main Street project. The vision for each Planning Area is described below.



LEGEND	
Planning Areas	ACRES
Specific Plan Boundary	219
Village Planning Area	32
Broadway Planning Area	58
Transit Planning Area	39
Civic Planning Area	19
Innovation Planning Area	37
Community History Planning Area	11
Neighborhood Commercial Planning Area	12
1/4 Mile Radius from Lemon Grove Depot Trolley Station	
San Diego Orange Trolley Line	
Places of Interest	

***VILLAGE PLANNING AREA***

The intent of the Village Planning Area is to enhance and preserve Lemon Grove's "small town" business district, while unifying and expanding retail commercial, residential and office uses along Broadway and portions of Lemon Grove Avenue. Broadway will be supported as the City's "main street." Specialty retail and service uses shall be pedestrian-oriented and are intended to serve the local community. Outdoor eateries, entertainment and retail uses including temporary events and street closures between Lemon Grove Avenue and Grove Street shall be encouraged. Pedestrian amenities will be encouraged to focus shoppers' attention towards shops and stores. This includes the creation of a public plaza and linear park along Broadway which will develop a unique gathering area for the community and region.

***BROADWAY PLANNING AREA***

The Broadway Planning Area offers an opportunity to create a mixed-use corridor that is fully served by transit and freeway connections. The vision for this area will be a pedestrian oriented corridor that integrates traditional retail commercial with entertainment, employment, educational and limited residential uses serving the community and region. A special focus will be on expanded pedestrian lighting, sidewalks, landscaping and benches integrated with eclectic architecture and public art and pocket parks. Storefronts will be encouraged along Broadway.

***TRANSIT PLANNING AREA***

This area allows a mixture of both commercial uses (e.g. retail, office, and entertainment) and high density residential uses oriented to the Lemon Grove Trolley Depot located at Broadway and Lemon Grove Avenue. The contemporary commercial and residential uses would complement each other and benefit from the proximity to public transit. A special focus on tinkers and makers, arts, entertainment and programs and features unique to Lemon Grove will be a part of this area in order to create a lively eclectic cultural experience.

***CIVIC PLANNING AREA***

The Civic Center Planning Area is intended to accommodate the various governmental services, schools, libraries, parks and public amenities used by the residents of Lemon Grove retaining the City's "small town" feel. Accessibility to and within the area should be maintained or enhanced with the inclusion of landscaped open spaces available for public use. This area shall also include improvements along School Lane that feature elements such as landscape and hardscape treatments.

***INNOVATION PLANNING AREA***

The Innovation Planning Area is intended to provide modern redevelopment opportunities that bring employment based production, offices, professional services, retail, colleges, civic uses and tourist attractions. It would foster tinkers and makers, art and innovative commercial and light industrial uses. Campuses will be created with connections to the public transit and nearby retail.

***COMMUNITY HISTORY PLANNING AREA***

The Community History Planning Area is intended to provide a mix of commercial, office, residential and civic uses while preserving Lemon Grove's history. The area will require the preservation or restoration of historic buildings and landmarks. Identification signs will be required on historic buildings and landmarks. Exterior improvements will be consistent with the early pioneer period (see Connect Main Street project – Special Treatment Area (STA) IX) or incorporate historic elements that celebrate the City of Lemon Grove's history. Architecture will be required to be historic in nature.

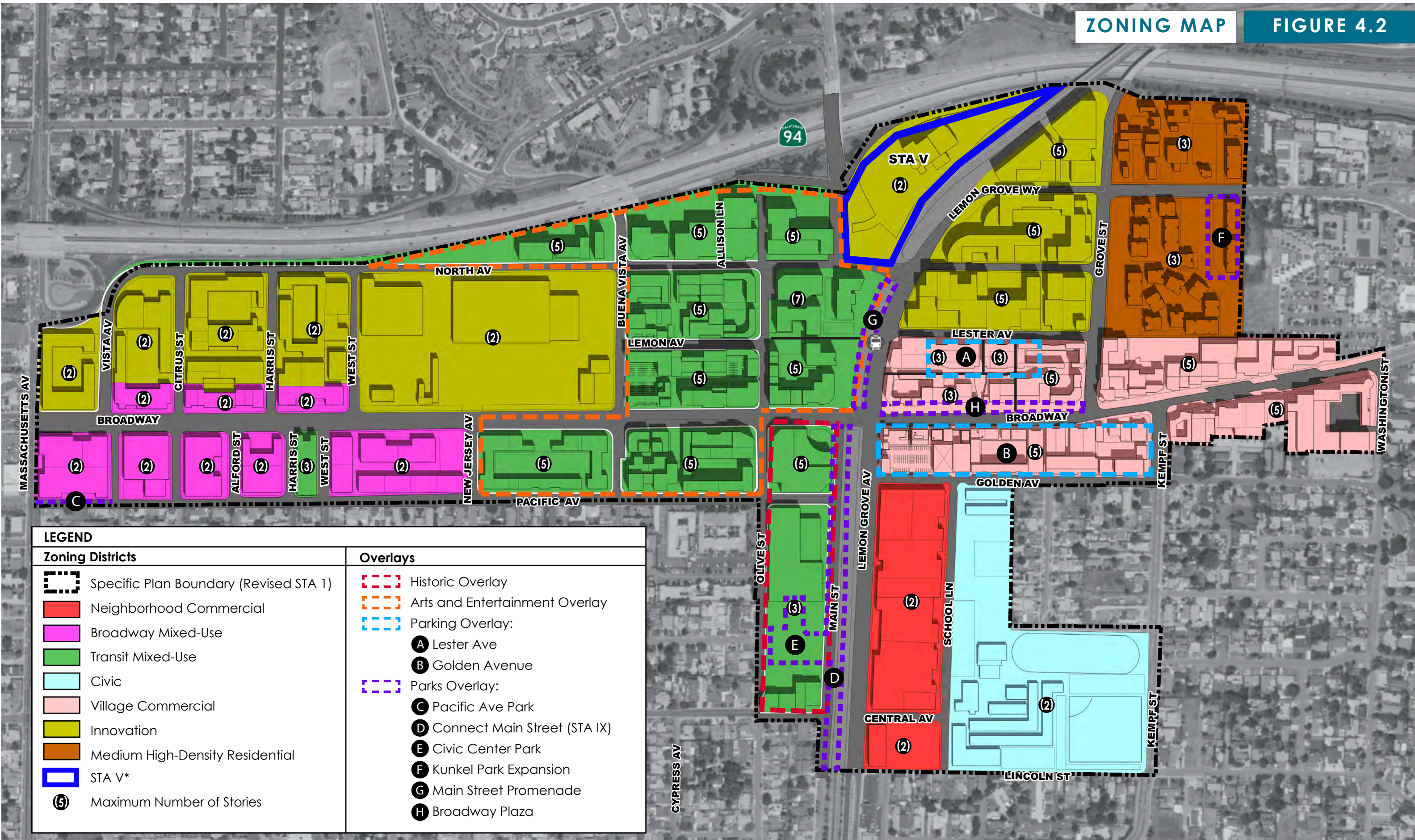
Buildings along Main Street must be compatible with the adopted Connect Main Street concept (STA IX).

#### ***NEIGHBORHOOD COMMERCIAL PLANNING AREA***

The Neighborhood Commercial Planning Area is intended for lower density neighborhood serving commercial. This area helps retain the City's "small town" community feel and provides a transition between single-family residential uses and the higher density portions of downtown.

#### **4.8 DESCRIPTIONS OF ZONING DISTRICTS AND OVERLAYS**

The location of the Zoning Districts and Overlays are depicted on **Figure 4.2 (Zoning Map)**. The Zoning Districts and Overlays help to implement the vision of the Planning Areas. A brief description of each Zoning District and Overlay is provided below. This Plan supersedes the City of Lemon Grove's Zoning Map for the Specific Plan area, except as it relates to the Connect Main Street project.



LEGEND	
	Specific Plan Boundary (Revised STA 1)
	Neighborhood Commercial
	Broadway Mixed-Use
	Transit Mixed-Use
	Civic
	Village Commercial
	Innovation
	Medium High-Density Residential
	STA V*
	Maximum Number of Stories
	Historic Overlay
	Arts and Entertainment Overlay
	Parking Overlay:
	A Lester Ave
	B Golden Avenue
	Parks Overlay:
	C Pacific Ave Park
	D Connect Main Street (STA IX)
	E Civic Center Park
	F Kunkel Park Expansion
	G Main Street Promenade
	H Broadway Plaza

\*STA V is a part of the Innovation Zoning District.

***NEIGHBORHOOD COMMERCIAL ZONING DISTRICT***

Allows for retail operations that are oriented toward families and business professionals providing a broad range of goods and services, catering to surrounding single-family residents and local customers, such as restaurants, banks and accounting offices.

***BROADWAY MIXED-USE ZONING DISTRICT***

Allows for a variety of land uses including retail sales and services, professional and corporate offices, hotels, restaurants, and multi-family residences above retail uses in a pedestrian oriented corridor with the intent of creating a retail service area for the community. Vehicular centric and drive-through uses are permissible provided storefronts are along pedestrian pathways. Additional density may be allowed for the provision of Affordable Housing and/or Community benefits, such as areas for public parking, parks, plazas and art.

***VILLAGE COMMERCIAL ZONING DISTRICT***

Allows for a mixture of commercial and residential development that serves the community with the intent of creating a lively pedestrian-oriented shopping and restaurant area. Retail sales and services and/or restaurants are to be located on the ground floor. Hotel, office, and/or residential uses are to be located above or behind retail. Exterior building improvements and architecture will promote the City's history and small town feel. Connections to parking and civic and transit land uses will be required. Outdoor amenities and activities including live music and performances will be permitted.

***TRANSIT MIXED USE ZONING DISTRICT***

Allows for a mix of pedestrian oriented retail commercial, civic, entertainment, office and residential development that take advantage of the convenient access to the nearby bus and trolley transit services with the intent of creating a modern lively entertaining and cultural experience for visitors and the community. Retail commercial uses such as restaurants, brewpubs, breweries, theatres and retailers located at ground level will provide goods and services for both residents and commuters. Ground floor uses along front property line shall be devoted to retail sales and services along collector streets and major roads. Outdoor pedestrian amenities and activities including live music and performances will be permitted.

***CIVIC ZONING DISTRICT***

Allows for public uses and service facilities, such as government offices and facilities, parks/recreational facilities, post office, libraries, schools and fire and law enforcement stations. Uses compatible with a civic nature, such as a community/conference center, may also be allowed. Outdoor pedestrian amenities and activities including live music and performances will be permitted.

***INNOVATION ZONING DISTRICT***

Allows a wide range of employment uses, hotels and conference centers, professional and corporate offices, contractor's offices, medical and higher education facilities, automobile sales and service, wholesale and manufacturing businesses, research and development, and high technology production are permitted with the intent of creating a lively pedestrian-oriented employment district with individual campuses including open space. Retail uses including retail sales and service uses, galleries, restaurants, brewpubs, and breweries are also permitted and encouraged on the ground floor of collector streets. Outdoor pedestrian amenities and activities including live music and performances will be permitted.

### ***MEDIUM /HIGH DENSITY RESIDENTIAL ZONING DISTRICT***

Allows for duplexes, town-houses, condominiums and apartments. Typical uses include accessory dwelling units, churches, day care centers, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood.

### ***HISTORIC OVERLAY***

The area includes a number of historic buildings and landmarks, City Hall, the Sheriff substation and Civic Center Park. Exterior improvements along Olive Street will require an Early Pioneer period theme consistent with the Connect Main Street project as described in the General Plan (STA IX). New development shall incorporate historic elements into building designs, art and murals, and exterior features and amenities that celebrate the City of Lemon Grove's history and/or the early pioneer time period. Outdoor pedestrian amenities and activities including live music and performances will be permitted.

### ***ARTS AND ENTERTAINMENT OVERLAY***

This overlay promotes art and artist housing, retail and manufacturing operations (makers). Live-work units or artist lofts may also be allowed through this overlay. Examples of uses to be encouraged include: art galleries, automobile restoration, furniture manufacturing with a retail showroom and/or ceramics production with accompanying retail sales. Art features and theatrical and/or artistic signage and displays shall be required within the public street frontage and within private areas visible from the public right-of-way.

### ***PARK OVERLAYS***

There are six park overlays within the Downtown Specific Plan area: 1) Pacific Avenue Park (between Massachusetts Avenue and Vista Avenue within the existing public right-of-way); 2) The Main Street Promenade; 3) Civic Center Park; 4) Connect Main Street (STA IX); 5) Broadway Plaza (between Lemon Grove Avenue and Grove Street); and 6) Kunkel Park expansion (8095 Lemon Grove Way). The following represents goals and a vision for each park. Public Parkland improvements shall be required and shall be based on land and improvements at a rate of 1.5 acres per 1,000 residents. Estimate one resident per studio dwelling unit plus one resident per bedroom.

#### **Pacific Avenue Park Overlay**

Provide a new neighborhood park that serves the needs of the surrounding community. The design should incorporate a tot lot, dog park, a botanical or community garden, and/or seating areas that take advantage of the topography for views, breezes and visibility. Public outreach to property owners within 500 feet of the park and to community stakeholders and a community workshop is recommended with implementation of a park design.

#### **The Main Street Promenade Overlay**

Provide a park that serves the needs of residents and regional visitors. This park is themed "where yesterday, today and tomorrow meet." This theme shall be retained and expanded upon. The goal is to attract families and professionals to the park area and allow for and encourage outdoor activities. Park programming should include retail kiosks, a café or a coffee kiosk with outdoor dining or tasting areas, shade structures over the tot lot area and /or amphitheater, an expanded amphitheater, an increased vertical themed tot lot with features and amenities, unique prominent interactive play structures and art features, public art, a dog park, artist and music venue areas and/or related programs. The park

would allow for bicycle and skateboarding rental, sharing and storage facilities and outdoor events including live music.

#### **Civic Center Park Overlay**

Provide a park that serves the needs of residents and regional visitors. This park design is established through the Connect Main Street (General Plan STA IX) project and is themed to be the early pioneer period. The goal is to attract families and professionals to the park area while retaining its historical significance. Park programming should include a pioneer themed tot lot in the area west of the parking lot, brick paths and a themed gateway sign from Olive Street, a community garden, a dog park, a gazebo with picnic tables, an elevated stage and event pavilion, a renovated community fire pit and fountain, park benches and additional shade trees and activity programs including outdoor events and live music. Future improvements are required to conform to the approved theme and conceptual drawings for Connect Main Street.

#### **Connect Main Street (STA IX) Overlay**

General Plan Special Treatment Area (STA) IX is an approximate two-mile-long linear corridor immediately west of the Orange Line of the MTS trolley system that runs along Main Street from Broadway to Massachusetts Avenue and then to the south end of the City through the Massachusetts Avenue Trolley Station and behind the residences on the east side of San Altos Place.

STA IX includes walking and biking paths and park related activity areas as described in the General Plan. Key segments in the corridor, such as the area between Broadway and Central Avenue, will have the potential for temporary full street closures for special community events provided appropriate access to nearby properties are retained. The project site includes six themes in a chronological arrangement that span the length of the two-mile corridor. The themes are an extension of the past, present, and future theme of the existing Main Street Promenade Park with a goal to go back in time from the 1900's to prehistoric times as you travel from the north end to the south end respectively. The theme between Broadway and Central Avenue is the Early Pioneer Period. Future improvements are required to conform to the approved theme and conceptual drawings. Thirty percent construction drawings are complete.

#### **Broadway Plaza Overlay**

Provide attractive open space for the adjacent retail shopping area on the north side of Broadway between Lemon Grove Avenue and Grove Street. Encourage outdoor eateries, entertainment and retail displays, kiosks and other uses. Allow for temporary events and street and parking lot closures. Provide pedestrian amenities and gathering places to focus shoppers' attention towards shops and stores.

#### **Kunkel Park Expansion Overlay**

Provide a neighborhood park that serves the needs of the surrounding community. Consider purchasing this property if available to expand Kunkel Park. Applicable land use, zoning, and development regulations shall apply to properties in the Kunkel Park without consideration of this Expansion Overlay. Public outreach to property owners within 500 feet of the park and to community stakeholders and a community workshop is recommended with implementation of an expanded park design for Kunkel Park if the property is acquired for park purposes.

### **PARKING OVERLAYS**

There are two parking overlays within the Downtown Specific Plan area: 1) Lester Avenue Public Parking Lot; and 2) Golden Avenue Parking Corridor. The following represents goals and a vision for each parking overlay.

#### **Lester Avenue Public Parking Lot Overlay**

This overlay includes City-owned parking facilities. Should this area be converted to other uses, any public parking spaces lost must be replaced and located within 500 feet of the subject property.

#### **Golden Avenue Parking Corridor Overlay**

This overlay shall allow for greater than three stories if public parking is incorporated into the development at a rate of one additional unit per one public parking stall (density bonus). A maximum of five stories and 75 feet in height is permissible. A minimum of one public parking space per ten feet of frontage is required in order to utilize the height increase and density bonus. Diagonal parking shall be encouraged as a part of the final street design for Golden Avenue between Lemon Grove Avenue and Kempf Street.

### **4.9 ALLOWABLE LAND USE MATRIX**

**Table 4-1** establishes which land uses are permitted (P), permitted through an administrative zoning clearance (Z), conditionally permitted with discretionary review by the Planning Commission and public noticing (C), conditionally permitted with discretionary review by the Development Services Director (Director) with appeal rights to the Planning Commission and public noticing (M), or temporarily permitted uses (T) within each of the various Specific Plan zoning districts. Procedures and administration shall comply with Chapter 17.28 of the Municipal Code. Planned Development Permits in accordance with Section 17.28.030 of the Municipal Code shall only be required if a deviation from Specific Plan development standards or a major modification and/or demolition of a historic structure is proposed. Projects are otherwise exempt from Planned Development Permit requirements. Accessory uses not discussed are permitted provided the use is consistent with the purpose of the Specific Plan's Planning Areas and Zoning Districts at the discretion of the Development Services Director. The Lemon Grove Zoning Ordinance (Title 17 of the Municipal Code) is referenced for further explanation as applicable.

If a particular use is not listed, the Director shall determine if the proposed use is substantially similar in character and intensity to a listed use and if it is compatible with the purpose of the Zoning District and Planning Area and issue a zoning determination. Zoning determinations may be appealed to the Planning Commission. Such a use is subject to the permit process that governs the category in which it falls. When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of the Specific Plan apply. Unless the proposed use is determined to be similar to a listed use and compatible with the purpose of the Zoning District and Planning Area, it shall be a prohibited use. Prohibited uses do not have an identified or associated identifier in the matrix. All land use decisions shall be based on conformance with the vision, goals, objectives and policies and described planning areas in this Specific Plan.

**TABLE 4-1  
ALLOWABLE LAND USE MATRIX<sup>1</sup>**

P = Permitted Use  
Z = Zoning Clearance Required  
C = Conditional Use Permit Required  
M = Minor Use Permit Required  
T = Temporary Use Permit Required  
Blank Space = Use or Use Category Is Not Permitted  
\* See Footnote

LAND USE ACTIVITY	BROADWAY MIXED-USE	TRANSIT MIXED-USE	VILLAGE COMMERCIAL	NEIGHBORHOOD COMMERCIAL	INNOVATION	MEDIUM/HIGH DENSITY RESIDENTIAL	CIVIC	Reference:
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### ADMINISTRATIVE AND PROFESSIONAL OFFICES

Retail Offices (retail service professional oriented offices such as, accounting, engineering, real estate and medicine coordinated by a State Licensed Professional)	P	P	P	P	P			
Employment Offices (non-retail offices for education, government, contractors, corporations, research and development and similar uses)	P	Z <sup>5</sup>	Z <sup>5</sup>		P		M	
Financial Institutions (bank, stock broker, etc., but excluding alternative financial services)	P	P	P	P	P			
Alternative Financial Services (pawn shops, cash for goods, payday loans, anticipatory loans, and auto title lending)								

### EATING/DRINKING ESTABLISHMENTS

Restaurants	P	P	P	P	P			Ch. 18.27
Bars/Nightclubs	C	C	C		C			Ch. 18.27
Brewpubs/Wine bars	Z	Z	Z	Z	Z			Ch. 18.27

### INDUSTRIAL & WAREHOUSING ESTABLISHMENTS

Heavy Manufacturing (Uses that process, fabricate, assemble, treat, or package finished parts or products in compliance with Performance Standards; A retail component is permitted)		C			M			Section 17.24.080
Light Manufacturing (Uses that process, fabricate, assemble, treat, or package finished parts or products in compliance with Performance Standards; A retail component is required)	Z	Z	Z	Z	Z			Section 17.24.080
Personal Self Storage Facilities <sup>5</sup>	M	M <sup>2</sup>	M		M			Section 17.24.080
Public Utility Facilities	M	M	M	M	M	M	M	Section 17.24.080
Recycling Collection Facilities								Section 17.24.080
Recycling/Garbage Processing Facilities								Section 17.24.080
Vehicle Repair and Restoration	Z	Z <sup>2</sup>			Z			Section 17.24.080
Warehousing		M <sup>2</sup>			Z			Section 17.24.080
Wholesale Trade		M <sup>2</sup>			Z			Section 17.24.080

### RETAIL SALES AND SERVICES

Adult Entertainment								Ch. 18.28
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**TABLE 4-1  
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 \* See Footnote

LAND USE ACTIVITY	BROADWAY MIXED-USE	TRANSIT MIXED-USE	VILLAGE COMMERCIAL	NEIGHBORHOOD COMMERCIAL	INNOVATION	MEDIUM/HIGH DENSITY RESIDENTIAL	CIVIC	Reference:
Animal Sales & Service	M	M	M	M	M			Ch. 18.16 and Section 17.24.080
Auditoriums/Conference/Meeting/Entertainment/Recreation Facilities (Indoor)	M	M	M	M	M		M	Section 17.24.080
Auditorium/Entertainment/Recreation Facilities (Outdoor)	C	C	C		C		C	Section 17.24.080
Tourist Attractions		C			C			Section 17.24.080
Business Support (Uses that provide printing, copying, photographic, computer, or technological services)	P	P	P	P	P			
Day Care Center	M			M	M			
Equipment Rental with No Outdoor Storage	P	P	P	P	P			
Equipment Rental with Outdoor Storage					M			17.24.060
Funeral & Mortuary Services (without crematoria)	M				M			
General Merchandise (such as grocery, bakery, sporting goods, building supply, antiques, hobby, art, clothing, flowers)	P	P	P	P	P			
Hotel (interior access to rooms)	M	M	M	C	M			
Hookah Smoking Lounges		C <sup>2</sup>						
Kiosk, Stands & Carts – Outdoors		Z	Z					Section 17.24.060
Maintenance and Repair of Consumer Goods	Z	Z	Z	Z	Z			
Marijuana Dispensaries								Ch. 17.32
Liquor Stores	C							Ch. 18.27
In- or Outdoor Nursery (retail only)	M	C	C	M	M			
Personal Services (such as barber, beauty, professional massage/day spa, tanning, tailor, travel)	P	P	P	P	P			
Professional Studios & Galleries (such as art, dance, martial arts, music, writing, educational tutoring and instructional services open to the	P	P	P	P	P			
Retail – Antiques (High value collectibles produced fifty years before date of purchase)	P	P	P	P	P			
Retail – Second Hand Merchandise (restored or maintained in good condition)	M	M	M	M	M			
Smoke Shops								
Tattoo and Body Piercing Studios		P <sup>2</sup>						

**TABLE 4-1  
ALLOWABLE LAND USE MATRIX<sup>1</sup>**

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LAND USE ACTIVITY	BROADWAY MIXED-USE	TRANSIT MIXED-USE	VILLAGE COMMERCIAL	NEIGHBORHOOD COMMERCIAL	INNOVATION	MEDIUM/HIGH DENSITY RESIDENTIAL	CIVIC	Reference:
Theatre and Movie Theater (indoor)	M	M	M	M	M			
Theatre and Movie Theater (outdoor)		C	C		C		C	
Vehicle Equipment and Supplies without Installation	P	P		P	P			
Vehicle Fuel Station and Maintenance	P	C		C	M			Section 17.24.080
Vehicle Sales and Rentals	P	M <sup>2</sup>		M	M			Section 17.24.080
<b>PUBLIC FACILITIES</b>								
Library/Museum	M	M	M	M	M		M	
Parks/Community Gardens/Recreation	P	P	P	P	P	P	P	
Parking Lot or Structure	P	C	C	P	P	P	P	Section 17.24.060
Places of Worship (includes accessory schools, preschools, daycares, and recreation facilities)		C				C	C	
Public Safety Facilities	P	P	P	P	P	P	P	
Schools K-12 (Private or Public)							C	
Colleges and Universities	C	C		C	C		C	
<b>RESIDENTIAL</b>								
Emergency Homeless Shelters								
Multi-Family Housing	M <sup>5,7</sup>	M <sup>4,7</sup>	M <sup>5,7</sup>			C		
Residential Care Facilities								
<b>ACCESSORY USES (less than 50% of floor area)</b>								
Assembly Space	Z	M	M	Z	Z	Z	Z	Section 17.24.060
Loading & Unloading On-site	Z	Z	Z	Z	Z		Z	
Alcohol Sales and Consumption <sup>6</sup>	*	*	*	*	*			Ch. 18.28
Employee Convenience & Services	Z	Z	Z	Z	Z		Z	Section 17.24.060
Outdoor Dining	Z	Z	Z	Z	Z		Z	Section 17.24.060
Outdoor Display	Z	Z	Z	Z	Z			Section 17.24.060
Outdoor Sales (outside a retail storefront; includes walk up windows)	M	M	M	M	M			Section 17.24.060
Outdoor Storage of Equipment & Supplies	M	M			M			Section 17.24.060
Outdoor Storage of Vehicles (well maintained)	M	M <sup>2</sup>		M	M			Section 17.24.060
Outdoor Vending Machines (adjacent to storefront less than 10% of storefront)	Z	Z	Z	Z	Z			
Recycling/Donation Collection Facilities	C				C			
Recreational & Large Vehicle Storage					M			
Retail – Second Hand Merchandise	M	Z	M	M	Z			

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LAND USE ACTIVITY	BROADWAY MIXED-USE	TRANSIT MIXED-USE	VILLAGE COMMERCIAL	NEIGHBORHOOD COMMERCIAL	INNOVATION	MEDIUM/HIGH DENSITY RESIDENTIAL	CIVIC	Reference:
Retail Manufacturing	Z	Z	Z	Z	Z			Section 17.24.060 and 17.24.080
Caretaker's Dwelling		M			M			Section 17.24.060
Catering (on or off-site)	Z	Z	Z	Z	Z			
Outdoor Entertainment & Live Music	C	C	C	C	C		C	
Indoor Entertainment & Live Music	Z	Z	Z	Z	Z		M	Sections 9.24.080(B) and 17.24.080
Parks, Open Space & Recreation	P	P	P	P	P	P	P	
Art (Murals, Sculptures, etc.)	Z	Z	Z	Z	Z	Z	Z	
Home Occupations <sup>8</sup>	Z	Z	Z	Z	Z	Z	Z	Chapter 18.20
Small Family Daycare	P	P	P			P		Section 17.24.060
Large Family Daycare						M		Section 17.24.060
Community Gardens/Agriculture	Z	Z	Z	Z	Z	Z	Z	Section 17.24.060 and 17.24.080
Communications Facilities	Z	Z	Z	Z	Z	Z	Z	Section 17.24.060 and 17.24.080
Vehicle Charging Stations	P	P	P	P	P	P	P	
Car and Ride Share Parking Spaces	P	P	P	P	P	P	P	
Heliport (rooftop)		M			M			
Residential Complex Support	Z	Z	Z			Z		Section 17.24.060
Recycling, Composting, and Trash receptacles	Z	Z	Z	Z	Z	Z	Z	
Bike and Skateboard Lockers and Storage Facilities	M	M	M	M	M	M	M	
Warehousing		M <sup>2</sup>			Z			
Wholesale Trade		M <sup>2</sup>			Z			
Drive Through with retail adjacent to public sidewalks	M	C	C	C	C			

### TEMPORARY USES

Mobile Food Trucks		T	T	T				
Booths and Canopies	T	T	T	T	T	T	T	
Farmer's, Artisan, Craftsman Markets/Displays		T	T	T	T		T	
Construction staging and laydown with trailer – On or Off-site	T	T	T	T	T	T	T	Section 17.24.060
Loading and Unloading in Public Alley	T	T	T	T	T			
Christmas Tree/Pumpkin Patch Sales	T	T	T	T	T		T	

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 T = Temporary Use Permit Required  
 Blank Space = Use or Use Category Is Not Permitted  
 \* See Footnote

LAND USE ACTIVITY	BROADWAY MIXED-USE	TRANSIT MIXED-USE	VILLAGE COMMERCIAL	NEIGHBORHOOD COMMERCIAL	INNOVATION	MEDIUM/HIGH DENSITY RESIDENTIAL	CIVIC	Reference:
<b>Outdoor Entertainment</b>	T	T	T	T	T		T	
<b>Outdoor Alcohol Sales &amp; Consumption</b>	T	T	T	T	T		T	Chapter 18.27

<sup>1</sup> Land uses are required to be indoors unless allowed as an outdoor accessory use or otherwise noted in this table. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District. All land uses shall be compatible with the purpose of the Zoning District and Overlays and the Planning Area (e.g., in the Transit Mixed Use Zoning District, ground floor uses along front property lines shall be devoted to retail sales and services along collector streets and major roads).

<sup>2</sup> Permitted in Art and Entertainment Overlay District Only.

<sup>3</sup> Permitted in Historic Overlay District Only.

<sup>4</sup> Use may include a retail element on the ground floor. See the development standards for further details.

<sup>5</sup> Above ground floor only.

<sup>6</sup> As prescribed in the referenced Municipal Code Section.

<sup>7</sup> Multi-family subdivision projects greater than five units require a Tentative Map and Planning Commission City Council approval.

<sup>8</sup> Nonconforming single-family residences are exempt from Section 18.20.030 (I,J,Q,R,S,T, and U).

**4.10 ZONING DISTRICT STANDARDS**

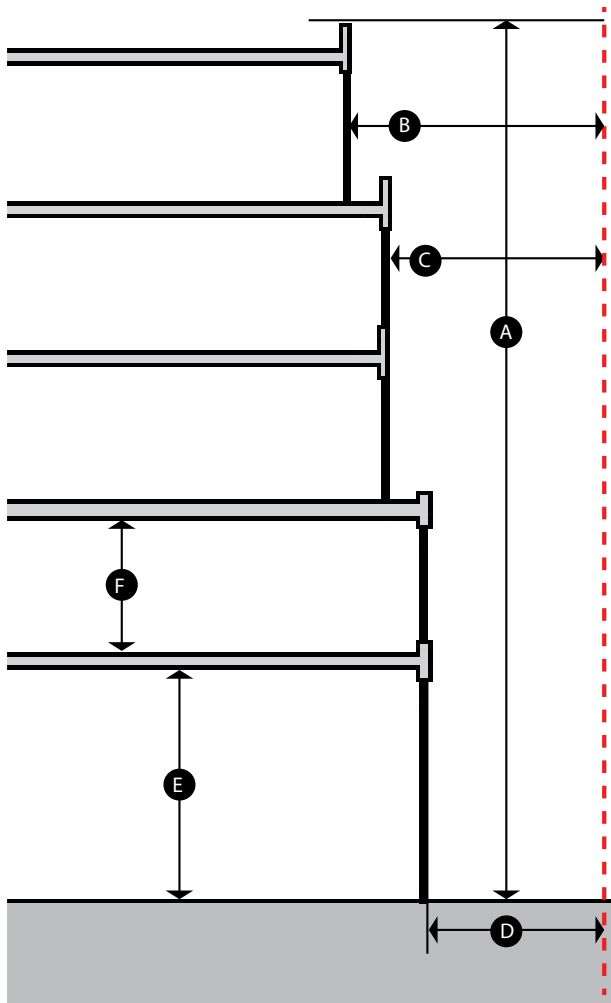
**4.10.1 DEVELOPMENT AND DESIGN STANDARDS**

This section establishes the development and design standards for projects within the Specific Plan area.

A series of tables with standards follows further below that will guide future projects within the Specific Plan. Three of the Zoning Districts (Village Commercial, Transit Mixed-Use, and portions of Innovation) allow for the greatest density/intensity and encompass the majority of the Specific Plan area. As such for these Zoning Districts, the Specific Plan includes illustrations that represent a possible representation of the site development standards in those areas. Any standards not specifically covered by this Specific Plan are subject to the regulations of the City’s Municipal Code.

Development and Design standards shall apply to new developments and major additions (greater than 0.4 floor area ratio) only. Major remodels and minor additions are only required to comply with parking and landscape standards in the Municipal Code if feasible. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District. New development shall adhere to the mitigation requirements of the Mitigated Negative Declaration (MND) certified by the City Council for the adopted Downtown Specific Plan or subsequent certified CEQA document.

Density bonuses for the provision of affordable housing shall be permissible in accordance with Section 17.24.100 of the Municipal Code. The City Council finds that additional dwelling units increase costs for services. To offset this cost, Community Benefits may be incorporated into projects in order to achieve densities greater than the maximum number of allowable dwelling units per acre or as permissible under State Density Bonus Law. Fair share costs for downtown street improvements, parks, wayfinding and gateway signage and safety and maintenance are also expected to be paid for by developers for new developments and major additions.



- A** Number of Stories  
See Figure 4.2; varies up to **75'5 Maximum**
- B** Massing Setback (Floor 5)\*  
**8' from BTL (min.)**
- C** Massing Setback (Floor 3 & 4)\*  
**0' from BTL (min.)**
- D** Massing Setback (Floors 1 & 2)  
**BTL (min.) to 18' (max.)**
- E** Ground Floor Minimum Ceiling Heights  
**14'**
- F** Above Ground Floor Minimum Ceiling Heights  
**10'**

\*Building massing requires Fire Department approval

**VILLAGE COMMERCIAL ZONING DISTRICT:**

Allows for a mixture of commercial and residential development that serves the community with the intent of creating a lively pedestrian-oriented shopping and restaurant area. Retail sales and services and/or restaurants are to be located on the ground floor. Hotel, office, and/or residential uses are to be located above or behind retail. Exterior building improvements and architecture will promote the City’s history and small town feel. Connections to parking and civic and transit land uses will be required. Outdoor amenities and activities including live music and performances will be permitted. **Figure 4.3, Village Commercial Zoning District**, provides an illustration of this District. Additional density may be allowed for the provision of Affordable Housing and/or Community benefits as detailed in **Appendix A**.

**TABLE 4.2-1  
VILLAGE COMMERCIAL ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet		BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
<b>Min. Density - Max. Density<sup>2</sup></b>	30 DUs/Acre minimum and 60 DUs/Acre maximum (Min. and Max. reduced by 10 DUs/Acre for each story under 5 stories.)			
<b>Max. Floor Area Ratio (FAR)<sup>3</sup></b>	0.8 per Building Story			
<b>Min. Lot Size</b>	6,000 SF if 3 stories or less, 9,000 SF if 4 stories, and 12,000 SF if 5 stories			
<b>Min. Commercial Ground Floor</b>	Front property line length with minimum depth of 60’; except where vehicular access ways are required.			
<b>Build To Line</b>	8’ from property lines fronting streets			
<b>Front Yard Setback</b>	18’ max. from BTL excepting courtyards			
<b>Interior Side Yard Setback</b>	0’ (min.)			
<b>Rear Yard Setback</b>	0’			
<b>Side Yard on Street Side of Corner Lot Setback</b>	5’ max. from BTL			
<b>Maximum Number of Stories</b>	See <b>Figure 4.2</b>			
<b>Maximum Bldg. Height by Number of Stories provided</b>	75’ for 5 Stories; 65’ for 4 stories; 55’ for 3 stories; 45’ for 2 stories or less			
<b>Required Parking</b>	See Parking Standards <b>Appendix B - Off-Street Parking</b>			
<b>Loading</b>	Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.			
<b>Required Open Space</b>	Common	150 SF/DU with a 40% reduction for portions publicly available. For non-residential uses, 5% of the project’s floor area shall be devoted to common open space with a 40% reduction for portions publicly available. Outdoor dining and patios count towards open space requirements.		
	Private	50 SF/DU minimum on average; minimum 5’ wide in any direction required		
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.		
<b>Required Minimum Landscape</b>	Minimum one tree per 40’ of lineal street frontage (minimum 2” caliper, 10’ height, at 8’ vertical clearance at installation and minimum 25’ canopy width after 10 years of growth).			
	Min. 5% of lot area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.			
	Fire Review and approval shall be required for proposed trees between emergency			

**TABLE 4.2-1  
VILLAGE COMMERCIAL ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
	access lanes (includes public streets and alleys) and building faces.		
<b>Required Minimum Sustainability</b>	10 points required (See <b>Appendix C</b> )		
<b>Required Minimum Street Improvements</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole, street improvements and amenities for the project street frontage(s) as specified in the Downtown Specific Plan Chapter 6 -Mobility. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the proposed development project.		
<b>Required Gateway and Wayfinding Signs</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.		
<b>Community Facilities District</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of maintenance and safety personnel, facility and operating costs through the formation of a community facilities district (CFD) or similar entity. An agreement not to oppose the formation of community facilities district shall be required for all developments with a building permit valuations greater than \$25,000. The community facilities district shall include operating costs for events and programming.		
<b>Permissible Community Benefits</b>	See <b>Appendix A</b>		

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

<sup>2</sup> A density bonus of up to 40% is available to applicants for the provision of Community Benefits (See Appendix A), affordable housing (See Section 17.24.100 of the Municipal Code) or a combination thereof. This density bonus percentage (40%) shall not be exceeded and can be applied to the maximum density stated in the Development Standards table; however, the density bonus must also not exceed the forecasted density established by land use area in Appendix E. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E). Minimum densities are required only when housing is proposed.

<sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

**TABLE 4.2-2  
VILLAGE COMMERCIAL ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

<b>Architectural Standards</b>	Massing Setback (Floors 1 & 2) <sup>2</sup>	BTL (min.) to 18’ (max.)
	Massing Setback (Floor 3 & 4)	0’ from BTL (min.); building massing requires Fire Department approval
	Massing Setback (Floor 5)	8’ from BTL (min.); building massing requires Fire Department approval
	Articulation <sup>3</sup>	40% of building façade
	Allowable Styles	American Mercantile, Craftsman. See <b>Appendix D</b>
<b>Minimum Ceiling Heights</b>	Ground Floor	14’
	Above Ground Floor	10’
<b>Required Ground Floor Fenestration (Transparency)</b>	50% of ground floor between 3’ and 8’ on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.	

**TABLE 4.2-2  
VILLAGE COMMERCIAL ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

<b>Allowable Max. Projections from BTL towards PL</b>	Cornices, Eaves etc.	4'
	Arcade, Columns, Balconies	4' (10' min. height clearance)
	Awning, Canopy etc.	6' (8' min. height clearance)
	Bay or Feature Window; Attached Architectural Features and Art	4'
	Freestanding Art	8'
	Ticket booth or Service Window	4'
	Projecting Signs	3' (8' min. vertical clearance)
	Trees and Landscape	8'
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public. Property managers of apartments and homeowner associations are required to register in a Crime Free Multi-Housing Program.
	Allowable Paving Materials	On-site paving visible from the public right-of-way shall be compatible with adjacent surface improvements and/or the architectural style provided for the building.
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.
	Accessory Uses	Accessory uses specified in <b>Table 4.1</b> shall compliment the selected architectural style.
	Signage	Signs shall be consistent with the Chapter 18.12, except as follows: 1) hanging signs are permissible and shall include a minimum 8' height clearance; 2) Awnings or canopies are permissible and shall compliment the door and window openings or structural bays of the building façade or the surrounding storefronts and shall include a minimum 8' height clearance and the underside shall be open; 3) signage shall compliment the architectural style of the building to the extent feasible; 4) Sidewalk mosaic signs are permissible and shall compliment the architectural style of the building and the adjacent surface improvements; 5) Freestanding wayfinding signs are permissible in accordance with wayfinding signage standards.
<b>Preservation of Historic Properties<sup>4</sup></b>	Minor Alteration <sup>5</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.
	Major Alteration or Demolition <sup>6</sup>	Planned Development Permit required and Planning Commission approval required with recommendations from the Lemon Grove Historical Society.

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through Planning Commission approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

<sup>2</sup> The massing setback is measured from all street frontage property lines.

<sup>3</sup> Structural variation of wall planes.

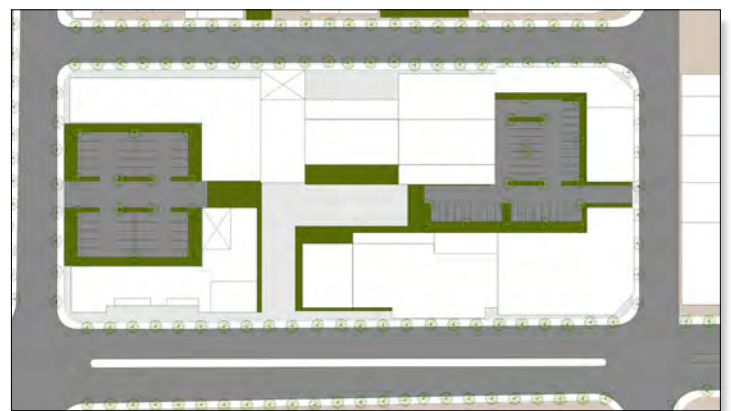
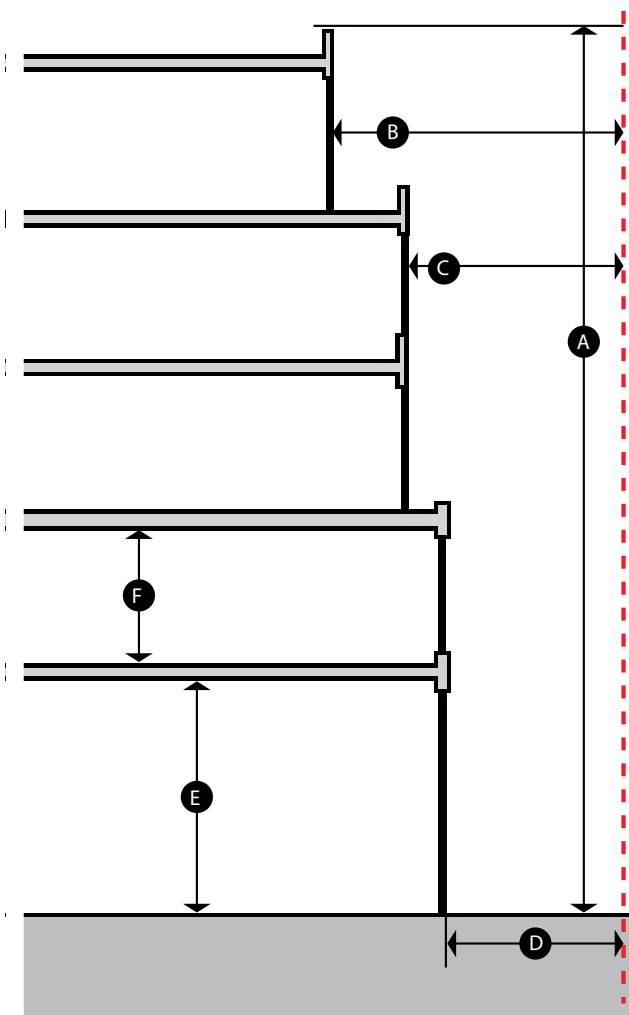
<sup>4</sup> Reference list of historic properties in the General Plan.

<sup>5</sup> Includes interior alterations and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.

<sup>6</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.

**TABLE 4.2-3  
VILLAGE COMMERCIAL ZONING DISTRICT – ART STANDARDS**

<b>Art Standards</b>	Minimum Public Art	Fair share art public street and/or park improvements equal to greater than \$1 per square foot of new floor area of private development for new commercial and residential developments shall be provided to increase public art resources within the district.
	Eligible Artworks	Public and private art complimenting the allowable architectural styles and including no commercial messages, including designs and logos, is permitted and encouraged.
	Elements of Design and Placement	Art should be incorporated into public and private surface improvements (e.g., crosswalks, parking stalls, pavement sections), open spaces and building facades and may include functional art, freestanding, wall and surface art and art incorporated into gateways signs, wayfinding signs, benches, street amenities and displays, utility boxes, etc.



- A** Number of Stories<sup>1</sup>  
See Figure 4.2; varies up to **75'/5 Maximum**
- B** Massing Setback (Floor 5)\*  
**16' from BTL (min.)**
- C** Massing Setback (Floor 3 & 4)\*  
**8' from BTL (min.)**
- D** Massing Setback (Floors 1 & 2)  
**BTL (min.) to 18' (max.)**
- E** Ground Floor Minimum Ceiling Heights  
**14'**
- F** Above Ground Floor Minimum Ceiling Heights  
**10'**

<sup>1</sup> Up to seven stories are allowed in Land Use Area A-37, as shown on Appendix E.

\* Building massing requires Fire Department approval

**TRANSIT MIXED USE ZONING DISTRICT:**

Allows for a mix of pedestrian oriented retail commercial, civic, entertainment, office and residential development that take advantage of the convenient access to the nearby bus and trolley transit services with the intent of creating a modern lively entertaining and cultural experience for visitors and the community. Retail commercial uses such as restaurants, brewpubs, breweries, theatres and retailers located at ground level will provide goods and services for both residents and commuters. Ground floor uses along front property line shall be devoted to retail sales and services along collector streets and major roads. Outdoor pedestrian amenities and activities including live music and performances will be permitted. **Figure 4.4, Transit Mixed-Use Zoning District**, provides an illustration of this District. Additional density may be allowed for the provision of Affordable Housing and/or Community benefits as detailed in **Appendix A**.

**TABLE 4.3-1  
TRANSIT MIXED USE ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet		BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
<b>Min. Density - Max. Density<sup>2</sup></b>		30 DUs/Acre minimum and 60 DUs/Acre maximum (Min. and Max. reduced by 10 DUs/Acre for each story under 5 stories)		
<b>Max. Floor Area Ratio (FAR)<sup>3</sup></b>		0.8 per Building Story		
<b>Min. Lot Size</b>		6,000 SF if 3 stories or less, 9,000 SF if 4 stories, and 12,000 SF if 5 stories		
<b>Min. Commercial Ground Floor</b>		Front property line length with minimum depth of 60’; except where vehicular access ways are required.		
<b>Build To Line</b>		8’ from property lines fronting streets		
<b>Front Yard Setback</b>		18’ max. from BTL excepting courtyards		
<b>Interior Side Yard Setback</b>		0’ (min)		
<b>Rear Yard Setback</b>		0’		
<b>Side Yard on Street Side of Corner Lot Setback</b>		5’ max from BTL		
<b>Maximum Number of Stories</b>		See <b>Figure 4.2</b>		
<b>Maximum Bldg. Height by Number of Stories provided<sup>4</sup></b>		75’ for 5 Stories; 65’ for 4 stories; 55’ for 3 stories; 45’ for 2 stories or less		
<b>Required Parking</b>		See Parking Standards <b>Appendix B</b> Off-Street Parking		
<b>Loading</b>		Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.		
<b>Required Open Space</b>	Common	150 SF/DU with a 40% reduction for portions publicly available. For non-residential uses, 5% of the project’s floor area shall be devoted to common open space with a 40% reduction for portions publicly available. Outdoor dining and patios count towards open space requirements.		
	Private	50 SF/DU minimum on average; minimum 5’ wide in any direction required.		
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.		
<b>Required Minimum Landscape</b>		Minimum one tree per 40’ of lineal street frontage (minimum 2” caliper, 10’ height, at 8’ vertical clearance at installation and minimum 25’ canopy width after 10 years of growth). Min. 5% of lot area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.		

**TABLE 4.3-1  
TRANSIT MIXED USE ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.		
<b>Required Minimum Sustainability</b>	10 points required (See <b>Appendix C</b> )		
<b>Required Minimum Street Improvements</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole street improvements and amenities for the project street frontage(s) as specified in the Downtown Specific Plan; Chapter 6 –Mobility. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the proposed development project. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).		
<b>Required Gateway and Wayfinding Signs</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.		
<b>Community Facilities District</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of maintenance and safety personnel, facility and operating costs through the formation of a community facilities district (CFD) or similar entity. An agreement not to oppose the formation of community facilities district shall be required for all developments with a building permit valuations greater than \$25,000. The community facilities district shall include operating costs for events and programming.		
<b>Permissible Community Benefits</b>	See <b>Appendix A</b>		

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

<sup>2</sup> A density bonus of up to 40% is available to applicants for the provision of Community Benefits (See **Appendix A**), affordable housing (See Section 17.24.100 of the Municipal Code) or a combination thereof. This density bonus percentage (40%) shall not be exceeded and can be applied to the maximum density stated in the Development Standards table; however, the density bonus must also not exceed the forecasted density established by land use area in **Appendix E**. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**). Minimum densities are required only when housing is proposed.

<sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

<sup>4</sup> Up to seven stories are allowed in Land Use Area A-37, as shown on **Appendix E**.

**TABLE 4.3-2  
TRANSIT MIXED USE ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

<b>Architectural Standards</b>	Massing Setback (Floors 1 and 2) <sup>2</sup>	BTL (min.) to 18’ (max.)
	Massing Setback (Floors 3 and 4)	8’ from BTL (min.); building massing requires Fire Department approval
	Massing Setback (Floors 5-7)	16’ from BTL (min.); building massing requires Fire Department approval
	Articulation <sup>3</sup>	40 % of building façade
	Allowable Styles – Historic Overlay	American Mercantile, Mission Revival, Craftsman, Queen Anne, Tudor. See <b>Appendix D</b> . Refer to the Overlay Description for additional standards.
	Allowable Styles – Art	Art Deco, Contemporary, Historic Modern. See <b>Appendix D</b> . Refer to the

**TABLE 4.3-2  
TRANSIT MIXED USE ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

	and Entertainment Overlay	Overlay Description for additional standards.
<b>Minimum Ceiling Heights</b>	Ground Floor	14'
	Above Ground Floor	10'
<b>Required Ground Floor Fenestration (Transparency)</b>		50% of ground floor between 3' and 8' on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.
<b>Allowable Max. Projections From BTL towards PL</b>	Cornices, Eaves etc.	4'
	Arcade, Columns, Balconies	4' (10' min. height clearance)
	Awning, Canopy etc.	6' (8' min. height clearance)
	Bay or Feature Window; Attached Architectural Features and Art	4'
	Freestanding Art	8'
	Ticket booth or Service Window	4'
	Projecting Signs	3' (8' min. vertical clearance)
	Trees and Landscape	8'
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public. Property managers of apartments and homeowner associations are required to register in a Crime Free Multi-Housing Program.
	Allowable Paving Materials	On-site paving visible from the public right-of-way shall be compatible with adjacent surface improvements and/or the architectural style provided for the building.
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.
	Accessory Uses	Accessory uses specified in Table 4.1 shall compliment the selected architectural style.
	Signage	Signs shall be consistent with the Chapter 18.12, except as follows: 1) hanging signs are permissible and shall include a minimum 8' height clearance; 2) Awnings or canopies are permissible and shall compliment the door and window openings or structural bays of the building façade or the surrounding store fronts and shall include a minimum 8' height clearance and the underside shall be open; 3) signage shall compliment the architectural style of the building to the extent feasible; 4) Sidewalk mosaic signs are permissible and shall compliment the architectural style of the building and the adjacent surface improvements; 5) Freestanding wayfinding signs are permissible in accordance with wayfinding signage standards; 6) Within the Arts and Entertainment Overlay, theatrical and artistic wall and projecting signage is exempt from the sign design standards provided it has: 1) a minimum of 8' vertical clearance; and 2) wall signage is no more than 20 percent of the area of the building face. Statues less than 20' in height are exempt from sign regulations. Within the Arts and Entertainment Overlay area, theatrical and artistic wall and projecting signage is exempt from the sign design standards provided it has: 1) a minimum of 8' vertical clearance; 2) wall signage is no more than 20 percent of the area of the building face. Art shall be incorporated into the public right-of-way (e.g., crosswalks,

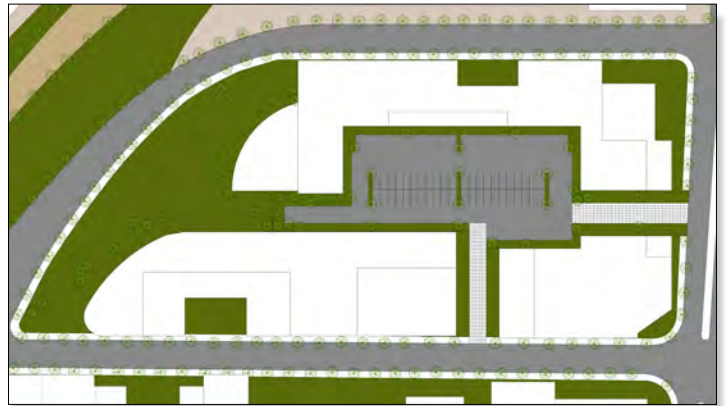
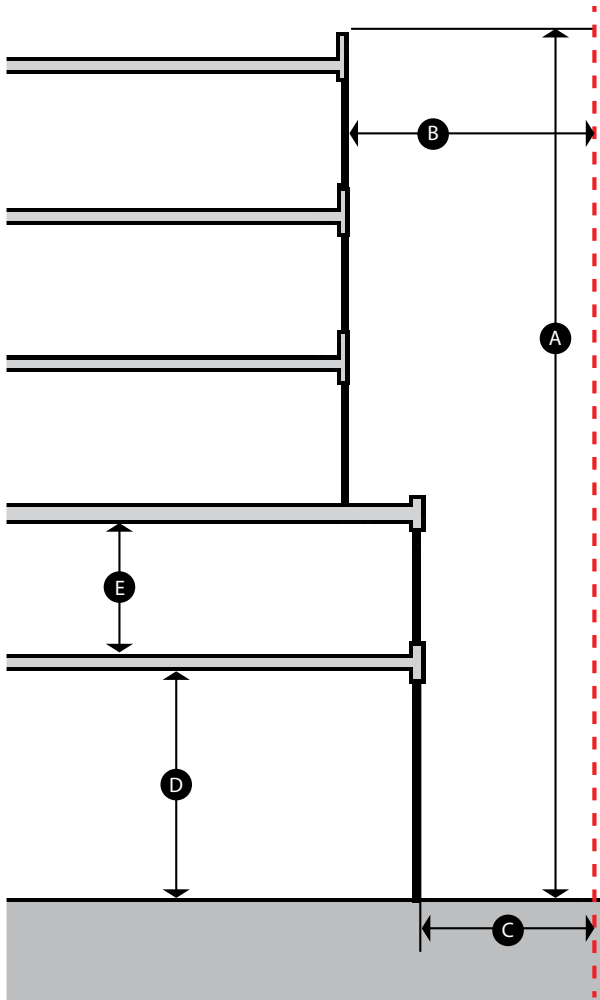
**TABLE 4.3-2  
TRANSIT MIXED USE ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

		sidewalks, gateways signs, wayfinding signs, benches, etc.). Statues less than 20’ in height are exempt from sign regulations. <b>Within</b> the Historic Overlay area, new development, renovations and demolitions to historic buildings and landmarks listed in the General Plan shall require recommendations for approval from the Lemon Grove Historical Society with appeal rights to the Lemon Grove Planning Commission.
<b>Preservation of Historic Properties<sup>4</sup></b>	Minor Alteration <sup>5</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.
	Major Alteration or Demolition <sup>6</sup>	Planned Development Permit required and Planning Commission approval required with recommendations from the Lemon Grove Historical Society.

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.  
<sup>2</sup> The massing setback is measured from all street frontage property lines.  
<sup>3</sup> Structural variation of wall planes.  
<sup>4</sup> Reference list of historic properties in the General Plan.  
<sup>5</sup> Includes interior alterations with no framing demolition and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.  
<sup>6</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.

**TABLE 4.3-3  
TRANSIT MIXED USE ZONING DISTRICT – ART STANDARDS**

<b>Art Standards</b>	Minimum Private or Public Art	Within the Arts and Entertainment Overlay District, art visible to the public shall be provided at a rate of: 1) 10 percent of the largest building face for wall art; 2) 1 percent of the of the largest building face for sculptural art (calculated based on the largest side of the sculpture inscribed into a rectangle; the area of the rectangle(s) must be equal to greater than 1 percent of the building face).  For the entire Transit Mixed Use Zoning District, fair share art public street and/or park improvements equal to greater than \$2 per square foot of new floor area of private development for new commercial and residential developments shall be provided to increase public art resources within the district.
	Eligible Artworks	Public and private art complimenting the allowable architectural styles and including no commercial messages, including designs and logos, is permitted and encouraged.
	Elements of Design and Placement	Art should be incorporated into public and private surface improvements (e.g., crosswalks, parking stalls, pavement sections), open spaces and building facades and may include functional art, freestanding, wall and surface art and art incorporated into gateways signs, wayfinding signs, benches, street amenities and displays, utility boxes, etc.
	Arts and Entertainment Overlay	See additional guidelines in the description for the Arts and Entertainment Overlay.



- A** Number of Stories  
See Figure 4.2; varies up to **75'5 Maximum**
- B** Massing Setback (greater than two floors)  
**Up to 20' from BTL**
- C** Massing Setback (Floors 1 & 2)  
**0' (min.) to 18' (max.) from BTL**
- D** Ground Floor Minimum Ceiling Heights  
**14'**
- E** Above Ground Floor Minimum Ceiling Heights  
**10'**

**INNOVATION ZONING DISTRICT:**

Allows a wide range of employment uses, hotels and conference centers, professional and corporate offices, contractor’s offices, medical and higher education facilities, automobile sales and service, wholesale and manufacturing businesses, research and development, and high technology production are permitted with the intent of creating a lively pedestrian-oriented employment district with individual campuses including open space. Retail uses including retail sales and service uses, galleries, restaurants, brewpubs, and breweries are also permitted and encouraged on the ground floor of collector streets. Outdoor pedestrian amenities and activities including live music and performances will be permitted. **Figure 4.5, Innovation Zoning District**, provides an illustration of this District.

**TABLE 4.4-1  
INNOVATION ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
<b>Max. Floor Area Ratio (FAR)<sup>2,3</sup></b>	0.8 per Building Story		
<b>Min. Lot Size</b>	6,000 SF if 3 stories or less, 9,000 SF if 4 stories, and 12,000 SF if 5 stories		
<b>Min. Commercial Ground Floor</b>	Front property line length with minimum depth of 60’; except where vehicular access ways are required.		
<b>Build to Line</b>	8’ from property lines fronting streets		
<b>Front Yard Setback</b>	18’ max. from BTL excepting courtyards		
<b>Interior Side Yard Setback</b>	0’ (min.)		
<b>Rear Yard Setback</b>	0’		
<b>Side Yard on Street Side of Corner Lot Setback</b>	5 max’ from BTL		
<b>Maximum Number of Stories</b>	See <b>Figure 4.2</b>		
<b>Maximum Bldg. Height by Number of Stories provided</b>	75’ for 5 Stories; 65’ for 4 stories; 55’ for 3 stories; 45’ for 2 stories or less		
<b>Required Parking</b>	See Parking Standards <b>Appendix B</b> Off-Street Parking		
<b>Loading</b>	Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.		
<b>Required Open Space</b>	Common	For non-residential uses, 5% of the project’s floor area shall be devoted to common open space with a 40% reduction for portions publicly available. Outdoor dining and patios count towards open space requirements.	
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.	
<b>Required Minimum Landscape</b>	Minimum one tree per 40’ of lineal street frontage (minimum 2” caliper, 10’ height, at 8’ vertical clearance at installation and minimum 25’ canopy width after 10 years of growth).		
	Min. 5% of lot area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.		
	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.		
<b>Required Minimum Sustainability</b>	10 points required (See <b>Appendix C</b> )		
<b>Required Minimum Street Improvements</b>	New development and additions greater than 0.4 floor area ratio shall fund		

**TABLE 4.4-1  
INNOVATION ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units # = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
			their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole, street improvements and amenities for the project street frontage(s) as specified in the Downtown Specific Plan Chapter 6 -Mobility. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the proposed development project.
	<b>Required Gateway and Wayfinding Signs</b>		New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.
	<b>Community Facilities District</b>		New development and additions greater than 0.4 floor area ratio shall fund their fair share of maintenance and safety personnel, facility and operating costs through the formation of a community facilities district (CFD) or similar entity. An agreement not to oppose the formation of community facilities district shall be required for all developments with a building permit valuations greater than \$25,000. The community facilities district shall include operating costs for events and programming. There is no minimum size for a CFD.

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.  
<sup>2</sup> The intensity by land use area in **Appendix E** shall not be exceeded. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).  
<sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

**TABLE 4.4-2  
INNOVATION ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

<b>Architectural Standards</b>	Massing Setback (Floors 1 and 2) <sup>2</sup>	0’ BTL (min.) to 18’ (max.)
	Massing Setback (greater than two floors)	Up to 20’ from BTL
	Articulation <sup>3</sup>	40 % of building façade
	Allowable Styles	Art Deco, Historic Modern, or Contemporary (See <b>Appendix D</b> )
<b>Minimum Ceiling Heights</b>	Ground Floor	14’
	Above Ground Floor	10’
<b>Required Ground Floor Fenestration (Transparency)</b>		50% of ground floor between 3’ and 8’ on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.
<b>Allowable Max. Projections from building towards, but not over, the PL</b>	Cornices, Eaves etc.	4’
	Arcade, Columns, Balconies	4’ (10’ min. height clearance)
	Awning, Canopy etc.	6’ (8’ min. height clearance)
	Bay or Feature Window; Attached Architectural Features and Art	4’

**TABLE 4.4-2  
INNOVATION ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

	Freestanding Art	18'
	Ticket booth or Service Window	4'
	Projecting Signs	3' (8' min. vertical clearance)
	Trees and Landscape	18'
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public.
	Allowable Paving Materials	On-site paving visible from the public right-of-way shall be compatible with adjacent surface improvements and/or the architectural style provided for the building.
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.
	Accessory Uses	Accessory uses specified in Table 4.1 shall compliment the selected architectural style.
	Signage	Signs shall be consistent with the Chapter 18.12, except as follows: 1) hanging signs are permissible and shall include a minimum 8' height clearance; 2) Awnings or canopies are permissible and shall compliment the door and window openings or structural bays of the building façade or the surrounding storefronts and shall include a minimum 8' height clearance and the underside shall be open; 3) signage shall compliment the architectural style of the building to the extent feasible; 4) Sidewalk mosaic signs are permissible and shall compliment the architectural style of the building and the adjacent surface improvements; 5) Freestanding wayfinding signs are permissible in accordance with wayfinding signage standards.
<b>Preservation of Historic Properties<sup>4</sup></b>	Minor Alteration <sup>5</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.
	Major Alteration or Demolition <sup>6</sup>	Planned Development Permit required and Planning Commission approval required with recommendations from the Lemon Grove Historical Society.

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

<sup>2</sup> The massing setback is measured from all street frontage property lines.

<sup>3</sup> Structural variation of wall planes.

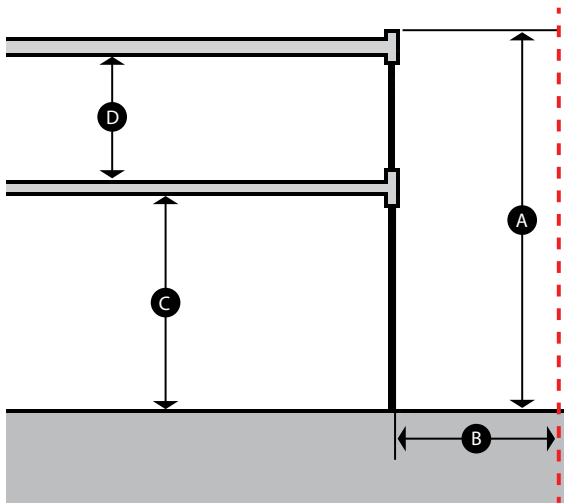
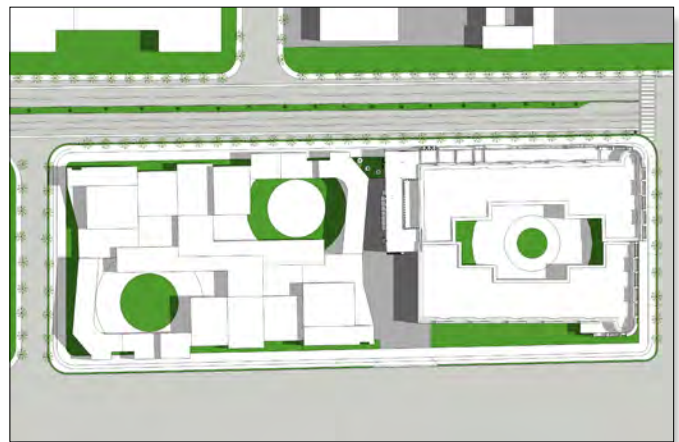
<sup>4</sup> Reference list of historic properties in the General Plan.

<sup>5</sup> Includes interior alterations with no framing demolition and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.

<sup>6</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.

**TABLE 4.4-3  
INNOVATION ZONING DISTRICT – ART STANDARDS**

<b>Art Standards</b>	Minimum Public Art	Fair share art public street and/or park improvements equal to greater than \$1 per square foot of new floor area of private development for new commercial and residential developments shall be provided to increase public art resources within the district.
	Eligible Artworks	Public and private art complimenting the allowable architectural styles and including no commercial messages, including designs and logos, is permitted and encouraged.
	Elements of Design and Placement	Art should be incorporated into public and private surface improvements (e.g., crosswalks, parking stalls, pavement sections), open spaces and building facades and may include functional art, freestanding, wall and surface art and art incorporated into gateways signs, wayfinding signs, benches, street amenities and displays, utility boxes, etc.



- A** Number of Stories  
See Figure 4.2; varies up to **45 1/2 Stories Maximum**
- B** Massing Setback (Floors 1 & 2)  
**0' (min.) to 10' (max.) from BTL**
- C** Ground Floor Minimum Ceiling Heights  
**14'**
- D** Above Ground Floor Minimum Ceiling Heights  
**10'**

**BROADWAY MIXED-USE ZONING DISTRICT:**

Allows for a variety of land uses including retail sales and services, professional and corporate offices, hotels, restaurants, and multi-family residences above retail uses in a pedestrian oriented corridor with the intent of creating a retail service area for the community. Vehicular centric and drive-through uses are permissible provided storefronts are along pedestrian pathways. Additional density may be allowed for the provision of Affordable Housing and/or Community benefits, such as areas for public parking, parks, plazas and art. Community benefits are listed in **Appendix A. Figure 4.6, Broadway Mixed-Use Zoning District**, provides an illustration of this District.

**TABLE 4.5-1  
BROADWAY MIXED-USE ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
<b>Min. Density - Max. Density<sup>2</sup></b>	Up to 30 DUs/Acre maximum (No minimums)		
<b>Max. Floor Area Ratio (FAR)<sup>3</sup></b>	0.8 per Building Story		
<b>Min. Lot Size</b>	6,000 SF		
<b>Min. Commercial Ground Floor</b>	Front property line length with minimum depth of 60’; except where vehicular access ways are required.		
<b>Build To Line</b>	8’ from property lines fronting streets		
<b>Front Yard Setback</b>	18’ max. from BTL excepting courtyards		
<b>Interior Side Yard Setback</b>	0’ (min.)		
<b>Rear Yard Setback</b>	0’		
<b>Side Yard Setback on Street Side of Corner Lot Setback</b>	5’ max from BTL		
<b>Maximum Number of Stories</b>	See <b>Figure 4.2</b>		
<b>Max. Bldg. Height by Number of Stories provided</b>	45’/2 Stories		
<b>Required Parking</b>	See Parking Standards <b>Appendix B</b> Off-Street Parking		
<b>Loading</b>	Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.		
<b>Required Open Space</b>	Common	150 SF/DU with a 40% reduction of portions publicly available. For non-residential uses, 5% of the project’s floor area shall be devoted to common open space with a 40% reduction of portions publicly available. Outdoor dining and patios count towards open space requirements.	
	Private	50 SF/DU minimum on average; minimum 5’ wide in any direction required.	
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.	
<b>Required Minimum Landscape</b>	Minimum one tree per 40’ of lineal street frontage (minimum 2” caliper, 10’ height, at 8’ vertical clearance at installation and minimum 25’ canopy width after 10 years of growth).		
	Min. 5% landscape area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.		
	Fire Review and approval shall be required for proposed trees between		

**TABLE 4.5-1  
BROADWAY MIXED-USE ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
			emergency access lanes (includes public streets and alleys) and building faces.
<b>Required Minimum Sustainability</b>			10 points required (See <b>Appendix C</b> )
<b>Required Minimum Street Improvements</b>			New development and additions greater than 0.4 floor area ratio shall fund their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole, street improvements and amenities shall be required for the project street frontage(s) as designated specified in the Downtown Specific Plan; Chapter 6 -Mobility except that an in-lieu fee as specified in an engineering cost estimate or fraction thereof shall be provided when immediate improvements are not practical as determined by the City Engineer. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the proposed development project.
<b>Required Gateway and Wayfinding Signs</b>			New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.
<b>Permissible Community Benefits</b>			See <b>Appendix A</b>

- <sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.
- <sup>2</sup> A density bonus of up to 40% is available to applicants for the provision of Community Benefits (See **Appendix A**), affordable housing (See Section 17.24.100 of the Municipal Code) or a combination thereof. This density bonus percentage (40%) shall not be exceeded and can be applied to the maximum density stated in the Development Standards table; however, the density bonus must also not exceed the forecasted density established by land use area in **Appendix E**. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**). Minimum densities are required only when housing is proposed.
- <sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

**TABLE 4.5-2  
BROADWAY MIXED-USE ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
<b>Architectural Standards</b>	Massing Setback	0’ (min.) to 10’ (max.) from BTL	
	Articulation <sup>2</sup>	40 % of building façade	
	Allowable Themes	Art Deco (See <b>Appendix XYZ</b> )	
<b>Minimum Ceiling Heights</b>	Ground Floor	14’	
	Above Ground Floor	10’	
<b>Required Ground Floor Fenestration (Transparency)</b>		50% of ground floor between 3’ and 8’ on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.	
<b>Allowable Max. Projections from Building towards, but not over, PL</b>	Cornices, Eaves etc.	4’	
	Arcade, Columns, Balconies	4’ (10’ min. height clearance)	
	Awning, Canopy etc.	6’ (8’ min. height clearance)	
	Bay or Feature Window; Attached Architectural	4’	

**TABLE 4.5-2  
BROADWAY MIXED-USE ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

	Features and Art	
	Freestanding Art	10'
	Ticket booth or Service Window	4'
	Projecting Signs	3' (8' min. vertical clearance)
	Trees and Landscaping	10'
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public. Property managers of apartments and homeowner associations are required to register in a Crime Free Multi-Housing Program.
	Allowable Paving Materials	On-site paving visible from the public right-of-way shall be compatible with adjacent surface improvements and/or the architectural style provided for the building.
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.
	Accessory Uses	Accessory uses specified in Table 4.1 shall compliment the selected architectural style.
	Signage	Signs shall be consistent with the Chapter 18.12, except as follows: 1) hanging signs are permissible and shall include a minimum 8' height clearance; 2) Awnings or canopies are permissible and shall compliment the door and window openings or structural bays of the building façade or the surrounding storefronts and shall include a minimum 8' height clearance and the underside shall be open; 3) signage shall compliment the architectural style of the building to the extent feasible; 4) Sidewalk mosaic signs are permissible and shall compliment the architectural style of the building and the adjacent surface improvements; 5) Freestanding wayfinding signs are permissible in accordance with wayfinding signage standards.
<b>Preservation of Historic Properties<sup>3</sup></b>	Minor Alteration <sup>4</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.
	Major Alteration or Demolition <sup>5</sup>	Planned Development Permit required and City Council approval required.

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

<sup>2</sup> Structural variation of wall planes.

<sup>3</sup> Reference list of historic properties in the General Plan.

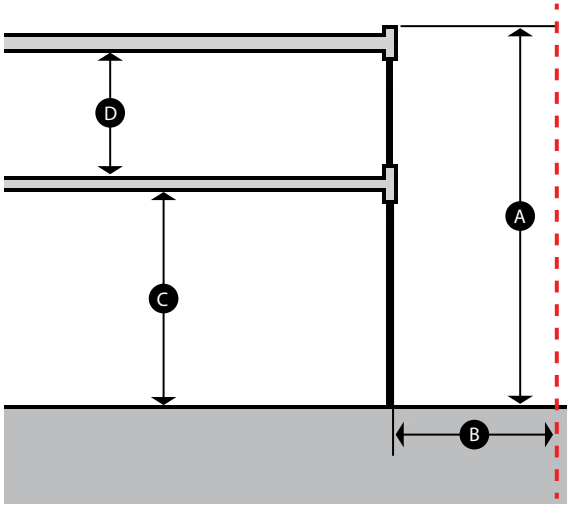
<sup>4</sup> Includes interior alterations and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.

<sup>5</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.

**TABLE 4.5-3  
BROADWAY MIXED-USE ZONING DISTRICT – ART STANDARDS**

**TABLE 4.5-3  
BROADWAY MIXED-USE ZONING DISTRICT – ART STANDARDS**

<b>Art Standards</b>	Minimum Public Art	Fair share art public street and/or park improvements equal to greater than \$1 per square foot of new floor area of private development for new commercial and residential developments shall be provided to increase public art resources within the district.
	Eligible Artworks	Public and private art complimenting the allowable architectural styles and including no commercial messages, including designs and logos, is permitted and encouraged.
	Elements of Design and Placement	Art should be incorporated into public and private surface improvements (e.g., crosswalks, parking stalls, pavement sections), open spaces and building facades and may include functional art, freestanding, wall and surface art and art incorporated into gateways signs, wayfinding signs, benches, street amenities and displays, utility boxes, etc.



- A** Number of Stories  
See Figure 4.2; varies up to **45'2 Stories Maximum**
- B** Massing Setback (Floors 1 & 2)  
**0' (min.) to 10' (max.) from BTL**
- C** Ground Floor Minimum Ceiling Heights  
**14'**
- D** Above Ground Floor Minimum Ceiling Heights  
**10'**

**NEIGHBORHOOD COMMERCIAL ZONING DISTRICT**

Allows for retail operations that are oriented toward families and business professionals providing a broad range of goods and services, catering to surrounding single-family residents and local customers, such as restaurants, banks and accounting offices. **Figure 4.7, Neighborhood Commercial Zoning District**, provides an illustration of this District.

**TABLE 4.6-1  
NEIGHBORHOOD COMMERCIAL ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet		BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
<b>Minimum Lot Size</b>		6,000 SF		
<b>Max. Floor Area Ratio (FAR)<sup>2,3</sup></b>		0.8 per Building Story		
<b>Build to Line</b>		8’ from property lines fronting streets		
<b>Front Yard Setback</b>		18’ max from BTL excepting courtyards		
<b>Interior Side Yard Setback</b>		0’ (min.)		
<b>Rear Yard Setback</b>		0’		
<b>Side Yard on Street Side of Corner Lot Setback</b>		5’ max from BTL		
<b>Maximum Number of Stories</b>		See <b>Figure 4.2</b>		
<b>Maximum Bldg. Height by Number of Stories provided</b>		45’/2 Stories		
<b>Required Parking</b>		See Parking Standards <b>Appendix B</b> Off-Street Parking		
<b>Loading</b>		Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.		
<b>Required Open Space</b>	Common	For non-residential uses, 5% of the project’s floor area shall be devoted to common open space with a 40% reduction for portions publicly available. Outdoor dining and patios count towards open space requirements.		
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.		
<b>Required Minimum Landscape</b>		Minimum one tree per 40’ of lineal street frontage (minimum 2” caliper, 10’ height, at 8’ vertical clearance at installation and minimum 25’ canopy width after 10 years of growth).		
		Min. 5% landscape area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.		
		Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.		
<b>Required Minimum Sustainability</b>		10 points required (See <b>Appendix C</b> )		
<b>Required Minimum Street Improvements</b>		New development and additions greater than 0.4 floor area ratio shall fund their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole, street improvements and amenities shall be required for the project street frontage(s) as designated specified in the Downtown Specific Plan; Chapter 6 - Mobility except that an in-lieu fee as specified in an engineering cost estimate or fraction thereof shall be provided when immediate improvements are not practical as determined by the City Engineer. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal		

**TABLE 4.6-1  
NEIGHBORHOOD COMMERCIAL ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	<b>BTL = Build to Line</b> <b>Bldg. = Building</b>	<b>PL = Property Line</b> <b>SF = Square Feet</b>	<b>Min. = minimum</b> <b>Max. = maximum</b>
	Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the proposed development project.		
<b>Required Gateway and Wayfinding Signs</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.		

- <sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.
- <sup>2</sup> The intensity by land use area in **Appendix E** shall not be exceeded. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).
- <sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

**TABLE 4.6-2  
NEIGHBORHOOD COMMERCIAL ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	<b>BTL = Build to Line</b> <b>Bldg. = Building</b>	<b>PL = Property Line</b> <b>SF = Square Feet</b>	<b>Min. = minimum</b> <b>Max. = maximum</b>
<b>Architectural Standards</b>	Massing Setback	0’ (min.) to 10’ (max.) from BTL	
	Articulation <sup>2</sup>	40 % of building façade	
	Allowable Styles	Contemporary (See <b>Appendix D</b> )	
<b>Minimum Ceiling Heights</b>	Ground Floor	14’	
	Above Ground Floor	10’	
<b>Required Ground Floor Fenestration (Transparency)</b>	50% of ground floor between 3’ and 8’ on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.		
<b>Allowable Max. Projections from Building towards, but not over, PL</b>	Cornices, Eaves etc.	4’	
	Arcade, Columns, Balconies	4’ (10’ min. height clearance)	
	Awning, Canopy etc.	6’ (8’ min. height clearance)	
	Bay or Feature Window; Attached Architectural Features and Art	4’	
	Freestanding Art	10’	
	Ticket booth or Service Window	4’	
	Projecting Signs	3’ (8’ min. vertical clearance)	
	Trees and Landscape	10’	
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public.	
	Allowable Paving Materials	On-site paving visible from the public right-of-way shall be compatible with adjacent surface improvements and/or the architectural style provided for the building.	
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.	

**TABLE 4.6-2  
NEIGHBORHOOD COMMERCIAL ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

DUs = Dwelling Units #’ = Number of Feet	BTL = Build to Line Bldg. = Building	PL = Property Line SF = Square Feet	Min. = minimum Max. = maximum
	Accessory Uses	Accessory uses specified in Table 4.1 shall compliment the selected architectural style.	
	Signage	Signs shall be consistent with the Chapter 18.12, except as follows: 1) hanging signs are permissible and shall include a minimum 8’ height clearance; 2) Awnings or canopies are permissible and shall compliment the door and window openings or structural bays of the building façade or the surrounding storefronts and shall include a minimum 8’ height clearance and the underside shall be open; 3) signage shall compliment the architectural style of the building to the extent feasible; 4) Sidewalk mosaic signs are permissible and shall compliment the architectural style of the building and the adjacent surface improvements; 5) Freestanding wayfinding signs are permissible in accordance with wayfinding signage standards.	
<b>Preservation of Historic Properties<sup>3</sup></b>	Minor Alteration <sup>4</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.	
	Major Alteration or Demolition <sup>5</sup>	Planned Development Permit required and City Council approval required.	

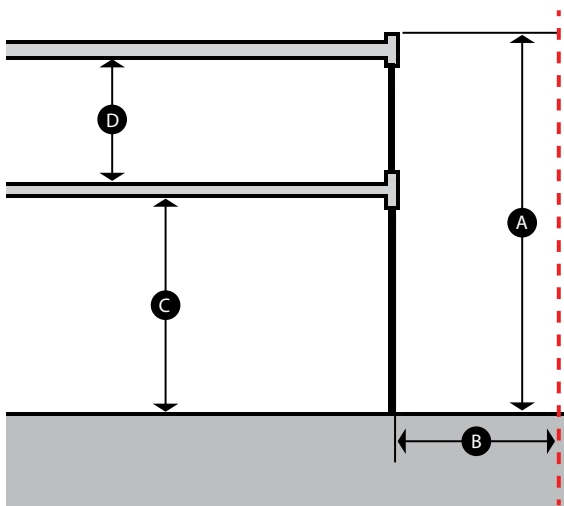
<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

<sup>2</sup> Structural variation of wall planes.

<sup>3</sup> Reference list of historic properties in the General Plan.

<sup>4</sup> Includes interior alterations and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.

<sup>5</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.



- A** Number of Stories  
See Figure 4.2; varies up to **45'2 Stories Maximum**
- B** Massing Setback (Floors 1 & 2)  
**8' from Property Line Fronting Streets**
- C** Ground Floor Minimum Ceiling Heights  
**14'**
- D** Above Ground Floor Minimum Ceiling Heights  
**10'**

**CIVIC ZONING DISTRICT:**

Allows for public uses and service facilities, such as government offices and facilities, parks/recreational facilities, post office, libraries, schools and fire and law enforcement stations. Uses compatible with a civic nature, such as a community/conference center, may also be allowed. Outdoor pedestrian amenities and activities including live music and performances will be permitted. **Figure 4.8, Civic Zoning District**, provides an illustration of this District.

**TABLE 4.7-1  
CIVIC ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

<b>Max. Floor Area Ratio (FAR)<sup>2,3</sup></b>	.8 per building story	
<b>Min. Commercial Ground Floor</b>	Front property line length with minimum depth of 60'; except where vehicular access ways are required.	
<b>Min. Lot Size</b>	6,000 SF if 3 stories or less	
<b>Min. Commercial Ground Floor</b>	Front property line length with minimum depth of 60'; except where vehicular access ways are required.	
<b>Build to Line</b>	8' from property lines fronting streets	
<b>Maximum Number of Stories</b>	See <b>Figure 4.2</b>	
<b>Maximum Bldg. Height by Number of Stories provided</b>	45'/2 stories	
<b>Required Parking</b>	See Parking Standards <b>Appendix B</b> Off-Street Parking	
<b>Loading</b>	Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.	
<b>Required Open Space</b>	Common	For non-residential uses, 5% of the project's floor area shall be devoted to common open space with a 40% reduction for portions publicly available. Outdoor dining and patios count towards open space requirements.
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.
<b>Required Minimum Landscape</b>	Minimum one tree per 40' of lineal street frontage (minimum 2" caliper, 10' height, at 8' vertical clearance at installation and minimum 25' canopy width after 10 years of growth).	
	Min. 5% of lot area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.	
	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.	
<b>Required Minimum Sustainability</b>	10 points required (See <b>Appendix C</b> )	
<b>Required Minimum Street Improvements</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole, street improvements and amenities for the project street frontage(s) as specified in the Downtown Specific Plan Chapter 6 -Mobility. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the	

**TABLE 4.7-1  
CIVIC ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

	proposed development project.
<b>Required Gateway and Wayfinding Signs</b>	New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.

- <sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.
- <sup>2</sup> The intensity by land use area in **Appendix E** shall not be exceeded. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).
- <sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

**TABLE 4.7-2  
CIVIC ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

<b>Architectural Standards</b>	Articulation <sup>2</sup>	40 % of building façade
	Allowable Styles	Contemporary, Historic Modern, or Mission Revival (See <b>Appendix D</b> )
<b>Minimum Ceiling Heights</b>	Ground Floor	14'
	Above Ground Floor	10'
<b>Required Ground Floor Fenestration (Transparency)</b>		50% of ground floor between 3' and 8' on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.
<b>Allowable Max. Projections from BTL towards PL</b>	Cornices, Eaves etc.	4'
	Arcade, Columns, Balconies	4' (10' min. height clearance)
	Awning, Canopy etc.	6' (8' min. height clearance)
	Bay or Feature Window; Attached Architectural Features and Art	4'
	Freestanding Art	8'
	Ticket booth or Service Window	4'
	Projecting Signs	3' (8' min. vertical clearance)
	Trees and Landscaping	8'
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public.
	Allowable Paving Materials	On-site paving visible from the public right-of-way shall be compatible with adjacent surface improvements and/or the architectural style provided for the building.
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.
	Accessory Uses	Accessory uses specified in Table 4.1 shall compliment the selected architectural style.
	Signage	Signs shall be consistent with the Chapter 18.12, except as follows: 1) hanging signs are permissible and shall include a minimum 8' height clearance; 2) Awnings or canopies are permissible and shall compliment the door and window openings or structural bays of the building façade or the surrounding storefronts and shall include a minimum 8' height clearance and the underside shall be open; 3) signage shall compliment the architectural style of

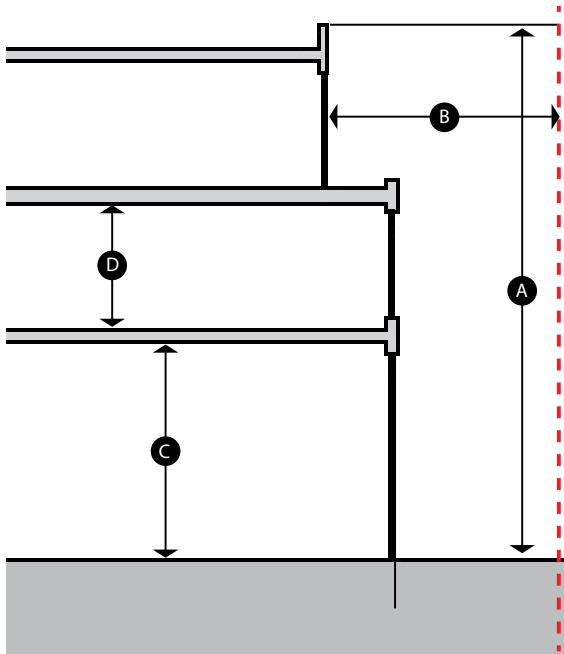
**TABLE 4.7-2  
CIVIC ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

		the building to the extent feasible; 4) Sidewalk mosaic signs are permissible and shall compliment the architectural style of the building and the adjacent surface improvements; 5) Freestanding wayfinding signs are permissible in accordance with wayfinding signage standards.
<b>Preservation of Historic Properties<sup>3</sup></b>	Minor Alteration <sup>4</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.
	Major Alteration or Demolition <sup>5</sup>	Planned Development Permit required and City Council approval required.

- <sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.
- <sup>2</sup> Structural variation of wall planes.
- <sup>3</sup> Reference list of historic properties in the General Plan.
- <sup>4</sup> Includes interior alterations and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.
- <sup>5</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.

**TABLE 4.7-3  
CIVIC ZONING DISTRICT – ART STANDARDS**

<b>Art Standards</b>	Minimum Public Art	Fair share art public street and/or park improvements equal to greater than \$1 per square foot of new floor area of private development for new commercial and residential developments shall be provided to increase public art resources within the district.
	Eligible Artworks	Public and private art complimenting the allowable architectural styles and including no commercial messages, including designs and logos, is permitted and encouraged.
	Elements of Design and Placement	Art should be incorporated into public and private surface improvements (e.g., crosswalks, parking stalls, pavement sections), open spaces and building facades and may include functional art, freestanding, wall and surface art and art incorporated into gateways signs, wayfinding signs, benches, street amenities and displays, utility boxes, etc.



- A** Number of Stories  
See Figure 4.2; varies up to **55'/3 Maximum**
- B** Front Yard Setback  
**10' Minimum**
- C** Ground Floor Minimum Ceiling Heights  
**14'**
- D** Above Ground Floor Minimum Ceiling Heights  
**10'**

**MEDIUM/HIGH DENSITY RESIDENTIAL ZONING DISTRICT:**

Allows for duplexes, town-houses, condominiums and apartments. Typical uses include accessory dwelling units, churches, day care centers, open space, public facilities, home businesses and others which are compatible with the surrounding neighborhood. **Figure 4.9, Medium/High Density Residential Zoning District**, provides an illustration of this District.

**TABLE 4.8-1**

**MEDIUM/HIGH RESIDENTIAL ZONING DISTRICT – DEVELOPMENT STANDARDS<sup>1</sup>**

<b>Min. Density - Max. Density<sup>2,3</sup></b>		30 DUs/Acre minimum and 40 DUs/Acre maximum
<b>Min. Lot Size</b>		10,000 SF
<b>Front Yard Setback</b>		10’ minimum
<b>Interior Side Yard Setback</b>		5’ minimum
<b>Rear Yard Setback</b>		5’ minimum
<b>Side Yard on Street Side of Corner Lot Setback</b>		10’ minimum
<b>Maximum Number of Stories</b>		See <b>Figure 4.2</b>
<b>Maximum Bldg. Height by Number of Stories provided</b>		55’ maximum; 3 stories maximum
<b>Required Parking</b>		See Parking Standards <b>Appendix B</b> Off-Street Parking
<b>Loading</b>		Loading is prohibited in public streets and alleys at all times. Appropriate loading areas shall be provided for all land uses as applicable. Loading within parking areas drive aisles and driveways is prohibited between 10am and 7pm.
<b>Required Open Space</b>	Common	150 SF/DU with a 40% reduction for portions publicly available.
	Private	50 SF/DU minimum on average; minimum 5’ wide in any direction required.
	Public Parkland	Public park space shall be provided for new development and additions greater than 0.4 floor area ratio including land and improvements at a rate of 1.5 acres per 1,000 residents and three percent of floor area for new development in accordance with comparable land valuations and engineering estimates for park improvements. Estimate one resident per studio dwelling unit plus one resident per bedroom. This replaces public parkland fees.
<b>Required Minimum Landscape</b>		Minimum one tree per 40’ of lineal street frontage (minimum 2” caliper, 10’ height, at 8’ vertical clearance at installation and minimum 25’ canopy width after 10 years of growth).
		Min. 5% of lot area in compliance with Chapter 18.44 of the Municipal Code. Rooftop landscape may be a part.
		Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Required Minimum Sustainability</b>		10 points required (See <b>Appendix C</b> )
<b>Required Minimum Street Improvements</b>		New development and additions greater than 0.4 floor area ratio shall fund their fair share of full street improvements as defined by Municipal Code Section 12.10, including undergrounding overhead utilities from pole to pole, street improvements and amenities for the project street frontage(s) as specified in the Downtown Specific Plan Chapter 6 -Mobility. Fair share costs for intersection improvements for intersections on either side of the primary street frontage shall be a part. Development not referenced herein, but subject to Municipal Code Chapter 12.10 shall provide street improvements equal to 10 percent of the total building valuation of the proposed development project.
<b>Required Gateway and Wayfinding Signs</b>		New development and additions greater than 0.4 floor area ratio shall fund their fair share of gateway and wayfinding signage as specified in the Downtown Specific Plan Mobility Chapter, based on percentage of street frontage of the downtown area less public lands.
<b>Permissible Community Benefits</b>		See <b>Appendix A</b>

- <sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.
- <sup>2</sup> A density bonus of up to 40% is available to applicants for the provision of Community Benefits (See **Appendix A**), affordable housing (See Section 17.24.100 of the Municipal Code) or a combination thereof. This density bonus percentage (40%) shall not be exceeded and can be applied to the maximum density stated in the Development Standards table; however, the density bonus must also not exceed the forecasted density established by land use area in **Appendix E**. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**). Minimum densities are required only when housing is proposed.
- <sup>3</sup> Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (**Appendix E**).

**TABLE 4.8-2  
MEDIUM/HIGH RESIDENTIAL ZONING DISTRICT – DESIGN STANDARDS<sup>1</sup>**

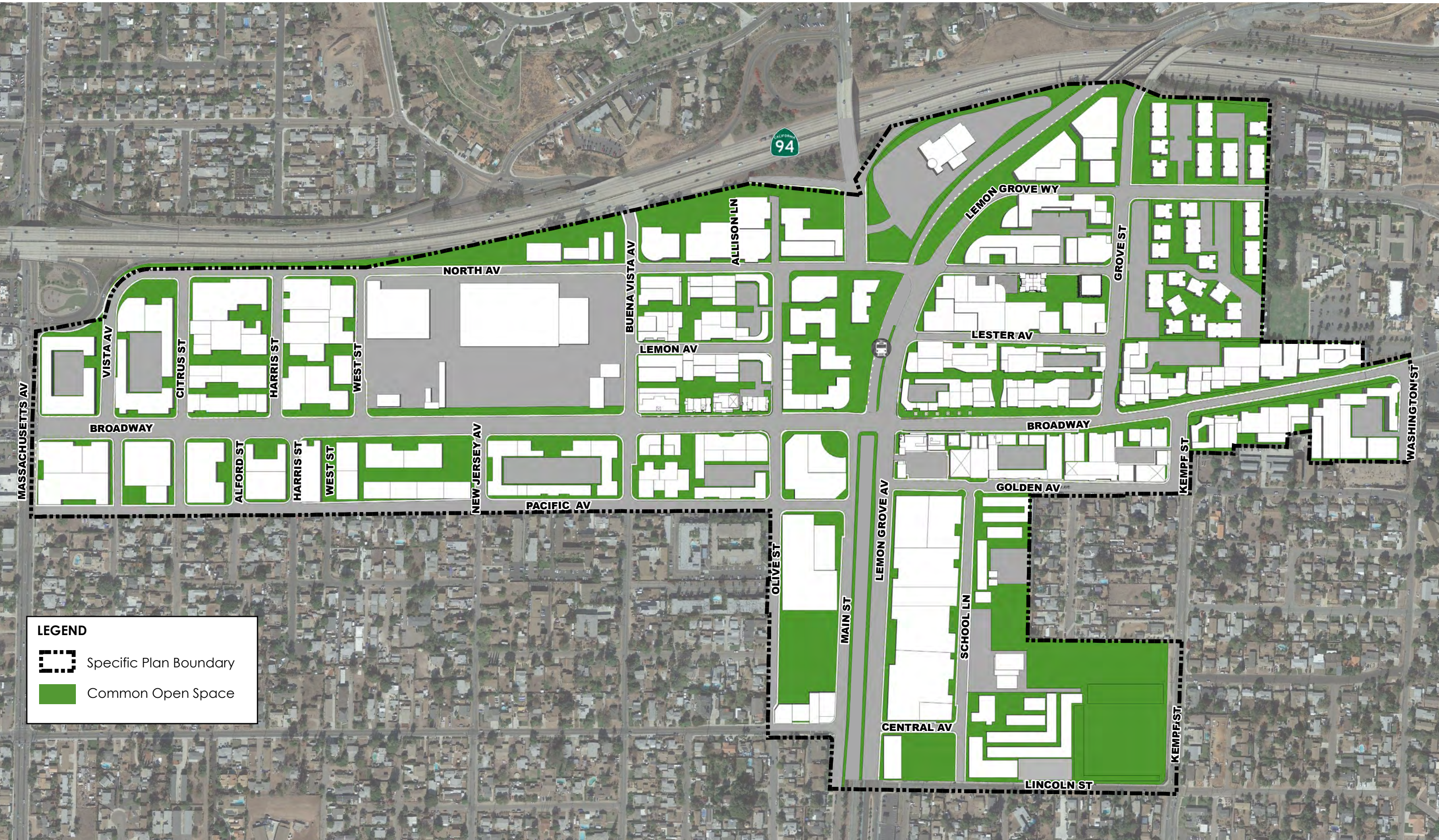
<b>Architectural Standards</b>	Articulation <sup>2</sup>	40% of building façade
	Allowable Styles	Contemporary and Art Deco (See <b>Appendix D</b> )
<b>Minimum Ceiling Heights</b>	Ground Floor	14'
	Above Ground Floor	10'
<b>Required Ground Floor Fenestration (Transparency)</b>		50% of ground floor between 3' and 8' on the street wall. Any fenestration provided at pedestrian eye level must have visibility to the inside of the building.
<b>Allowable Max. Projections from BTL towards PL</b>	Cornices, Eaves etc.	4'
	Arcade, Columns, Balconies	4' (10' min. height clearance)
	Awning, Canopy etc.	6' (8' min. height clearance)
	Bay or Feature Window; Attached Architectural Features and Art	4'
	Freestanding Art	8'
	Ticket booth or Service Window	4'
	Projecting Signs	3' (8' min. vertical clearance)
	Trees and Landscape	8'
<b>Exterior Site Standards</b>	Crime Prevention Through Environmental Design	Outdoor spaces shall be well lit and transparent from the public right-of-way if accessible to the public. Property managers of apartments and homeowner associations are required to register in a Crime Free Multi-Housing Program.
	Allowable On-Site Lighting	Adequate lighting for all parking, open space and outdoor areas complimenting the selected architectural style provided for the building shall be provided. Lighting shall be per an approved lighting plan. Glare to vehicles and pedestrians shall be reduced to below a level of significance.
	Accessory Uses	Accessory uses specified in Table 4.1 shall compliment the selected architectural style.
	Signage	Signs shall be consistent with the Chapter 18.12.
	Minor Alteration <sup>4</sup>	Zoning clearance and Lemon Grove Historical Society approval required. Decisions of the Historical Society may be appealed to the Planning Commission.
<b>Preservation of Historic Properties<sup>3</sup></b>	Major Alteration or Demolition <sup>5</sup>	Planned Development Permit required and Planning Commission approval required with recommendations from the Lemon Grove Historical Society.

<sup>1</sup> Development and Design Standards within this Specific Plan may be waived or modified through City Council approval of a planned development permit provided equivalent benefits are provided in accordance with Section 17.28.030(D) of the Municipal Code.

- <sup>2</sup> Structural variation of wall planes.
- <sup>3</sup> Reference list of historic properties in the General Plan.
- <sup>4</sup> Includes interior alterations and additions and exterior restoration retaining the same architectural style including roof and siding materials, window treatments and other exterior architectural features.
- <sup>5</sup> Includes any exterior alteration inconsistent with the historic architectural style of the building or a demolition of a historic structure.

#### **4.10.2 OPEN SPACE**

Open space standards are included in the development standards tables associated for each of the Zoning Districts. **Figure 4.10 (Open Space Map)** is a visual representation of how the open space standards could be realized within the Specific Plan area. This figure reflects how open space could potentially be organized and located and is not a projection of final design.



### 4.10.3 OFF-STREET PARKING REQUIREMENTS

The off-street parking provisions listed in **Appendix B** shall determine the minimum number of parking spaces to be provided for each use. Parking standard reductions are listed within the development standards tables for each of the seven Zoning Districts. Modifications are permissible with a Planned Development Permit approved by the Planning Commission (Reference Municipal Code Section 17.28.030).

### 4.10.4 LAND USE DEVELOPMENT INTENSITY/DENSITY

The estimated potential land use development intensity/density is shown on **Figure 4.11 Land Use Intensity/Density Map** with further detail in **Table 4.10-1 Land Use Development Intensity/Density** below and in **Appendix E (Estimated Yield Map and Land use Intensity/Density Table by Block)**. **Figure 4.11** shows the areas that contain the highest intensity/density are included in the Village Commercial, Innovation, and Transit Mixed-Use Zoning Districts and generally located within approximately ¼ mile from the trolley station northwest of the intersection of Lemon Grove Avenue and Broadway. The Market and Economic Analysis that assessed the market for each land use in the near-, mid-, and long-term concluded that varying factors could strengthen or weaken the support for the various uses thus affecting absorption rates. Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District.

**Appendix E** includes a table and map with the anticipated intensity/density throughout the Specific Plan by specific land use areas within each Zoning District. This anticipated intensity/density or “coverage” is essentially what could be expected to be achieved at build out based on the current and projected demographics and overall composition of the plan area.

**TABLE 4.10-1  
LAND USE DEVELOPMENT INTENSITY/DENSITY**

Zoning District	Land Uses	Acres*	Building Ht. (Stories)	Commercial SF <sup>2</sup>	Office SF <sup>3</sup>	Business SF <sup>4</sup>	Residential (du)
Village Commercial	Commercial, Office & Residential	21	3-5	755,367	641,203	–	821
Civic	Office	16	2	–	564,538	–	–
Neighborhood Commercial	Commercial	9	2	299,692	–	–	–
Transit Mixed-Use <sup>1</sup>	Commercial, Office, & Residential	35	3-7	919,984	703,056	–	1,373
Broadway Mixed-Use	Commercial, Residential	13	2	384,200	–	–	378
Innovation	Business	45	2-5	–	–	1,979,370	–
Med.- High Residential	Multi-Family Residential	14	3	–	–	–	75
<b>Totals</b>		152.5		2,379,243	1,908,797	1,979,370	2,647

\*Acreages shown are exclusive of street rights-of-ways, parkland, open space, pedestrian corridors, etc.

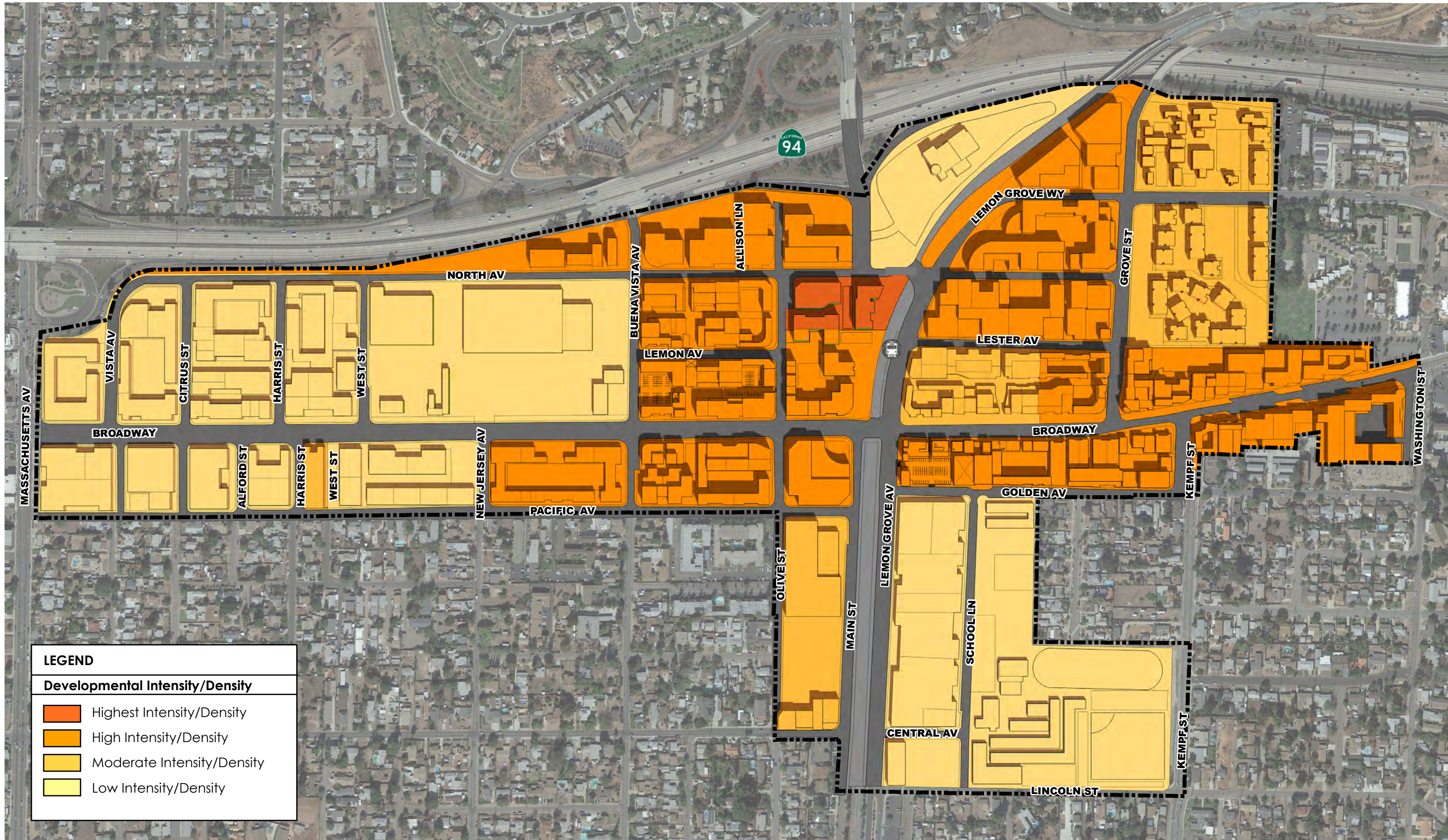
<sup>1</sup> Up to seven stories are only allowed in Land Use Area A-37, as shown on **Appendix E**.





<sup>2</sup> Includes commercial uses such as retail sales and services.

<sup>3</sup> Includes office uses such as a law firms, real estate, accounting and similar.

<sup>4</sup> Includes business uses such as administrative, professional office, light industry, medical, research and similar.

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LEGEND	
Developmental Intensity/Density	
	Highest Intensity/Density
	High Intensity/Density
	Moderate Intensity/Density
	Low Intensity/Density

## 5.0 MOBILITY



### 5.1 INTRODUCTION

The design of streets and public rights-of-way will act as a unifying element for development within downtown Lemon Grove. This chapter sets forth the standards and regulations for the future configuration of streetscapes to support all modes of transportation in a manner that maintains the clear flow of pedestrian, bike, and vehicular movement as the downtown area grows. A special emphasis will be on pedestrian usage to support a vibrant and enjoyable shopping and walking experience within downtown's unique atmosphere. The standards described in this chapter should be used as a conceptual planning tool for design and improvement cost estimating. Final design plans, specifications, and construction documents will be developed following the approval of the Specific Plan.

New streets, street extensions, and existing streets within the Specific Plan Area shall be improved according to the standards in this section when Street Improvements are required by either Title 12, Public Street Dedication and Improvements, Title 16, the Subdivision Ordinance, of the Lemon Grove Municipal Code or as specified in the Zoning Districts in this Specific Plan. Where direction is not provided by the Specific Plan, the provisions of the City's Municipal Code and General Plan shall prevail.

## 5.2 FUNCTIONAL ROADWAY CLASSIFICATIONS

**Figure 5.2-1, Roadway Circulation Plan**, includes seven roadway classifications that are based upon function. These classifications are described below. Three of the roadway classifications, Village Promenade, East Broadway, and Mixed-Use Promenade are “Special Treatment Areas” due to their complexity and importance to downtown (as shown in **Figure 5.2-1**). The City may consider supporting the creation of a Business Improvement District (BID), Property Based Improvement District (PBID) or Community Facilities District (CFD) that includes parcels located within close proximity to these three Special Treatment Areas. The **Truck Route Map, Figure 5.2-2**, helps to divert some of the truck traffic away from the Village Promenade/Special Treatment Area. Cross sections and standards tables are provided for each roadway classification. It should be noted that modifications to the cross sections and standards may be necessary if future traffic engineering studies determine specific roadway and intersection geometry need to be modified to safely accommodate intended users. Right-of-way dedication may be required of any individual development project to achieve the necessary road standards; however, a primary goal of specific street designs herein was to minimize requirements for land dedications from property owners. Other primary goals included expanding pedestrian and bicycle corridors, safe crossings and facilities; ensuring emergency access needs are met; providing for truck routes and loading areas; and providing appropriate lane widths for vehicle safety and visibility.

It should also be noted that the raised median locations are to be determined with future street traffic studies with ultimate street improvement construction drawings subject to substantial conformance review by the Development Services Director and approval by the City Engineer.

### 5.2.1 TRAFFIC MITIGATION IMPROVEMENTS

All improvements and construction mitigation described in the mitigation monitoring program for the certified Mitigated Negative Declaration for this Specific Plan shall be included in future street design and construction. Also, all public improvements in Section 6.3.3 of this Specific Plan shall be considered and implemented where feasible as a part of new street design and construction.

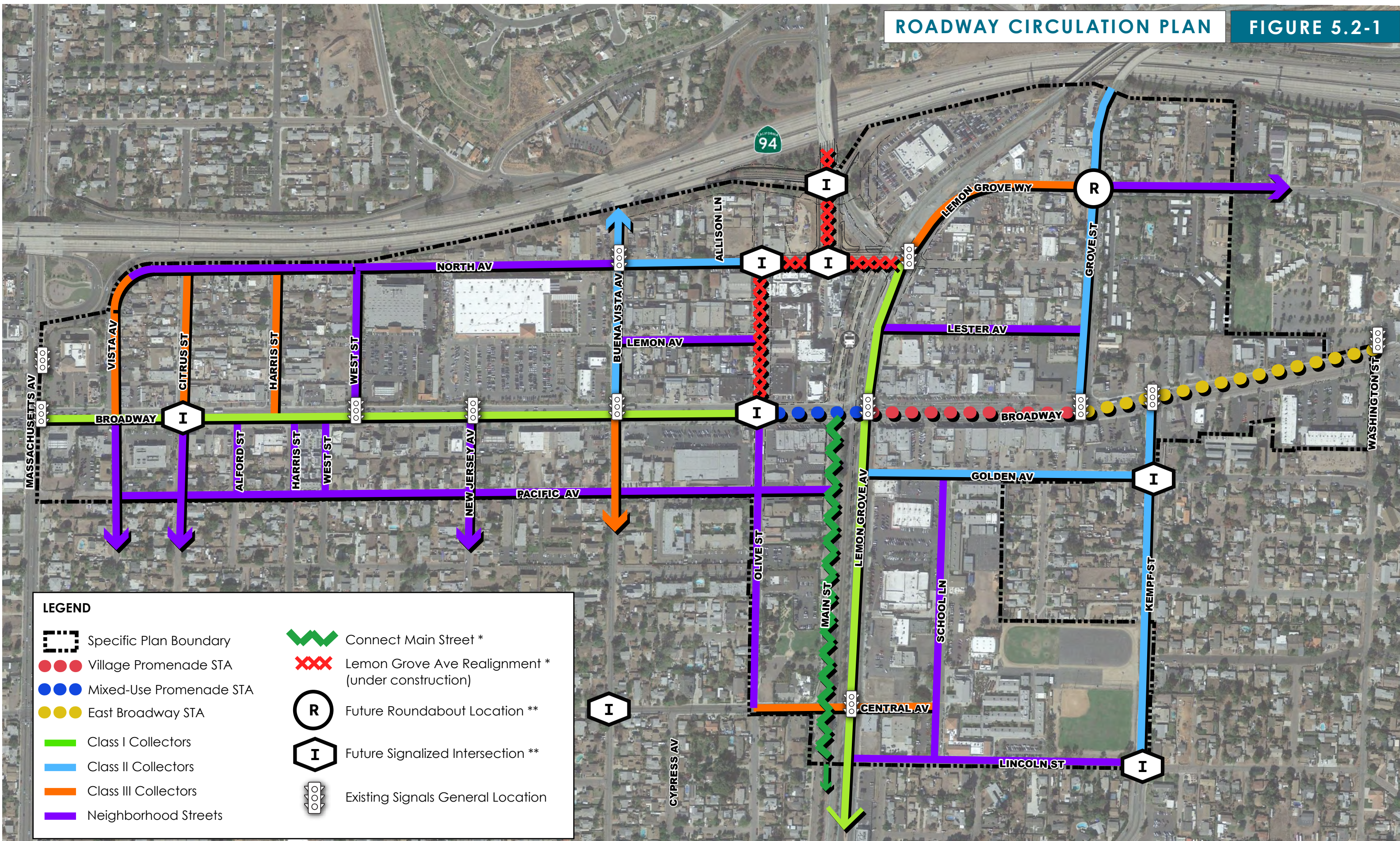
### 5.2.2 IN-LIEU IMPROVEMENTS

In-lieu of providing immediate street frontage design and construction improvements, and/or related public park and/or sign improvements, in-lieu improvements of equivalent value may be provided. Equivalent value may be calculated by dividing the street frontage of the project property from the total street frontages within the Downtown Specific Plan area, less street frontages for public lands, and multiplying the total by the Downtown Specific Plan Public Improvement Costs (DSPPIC) (as described in Chapter 6 – Implementation) plus 10 percent (to compensate credits towards corner lots). For purposes of calculating the equivalent value, the street frontage of the project property for corner lots shall only include their longest lot line fronting the street. Where the City Engineer finds that immediate street frontage improvements are infeasible due to requirements for full improvements along a block face, improvements of equivalent value may be provided as described herein at the discretion of the developer. Improvements of equivalent value shall be prioritized as followed (in order):

- Lemon Grove Avenue Realignment Special Treatment Area (including gateway sign and utility undergrounding)
- Main Street Promenade (including park improvements)
- Village Promenade Special Treatment Area
- East Broadway Special Treatment Area

- Pacific Avenue Park (including design, construction plans and related park improvements)
- Kunkel Park Expansion
- Civic Center Park (park improvements)
- Mixed Use Promenade Special Treatment Area
- Connect Main Street Special Treatment Area (Broadway to Central)
- Class I Collector Streets (Broadway then Lemon Grove Ave.)
- Class II Collector Streets (Bicycle Sections)
- Class II Collector Streets (Parking Sections)
- Class III Collector Streets
- Neighborhood Streets

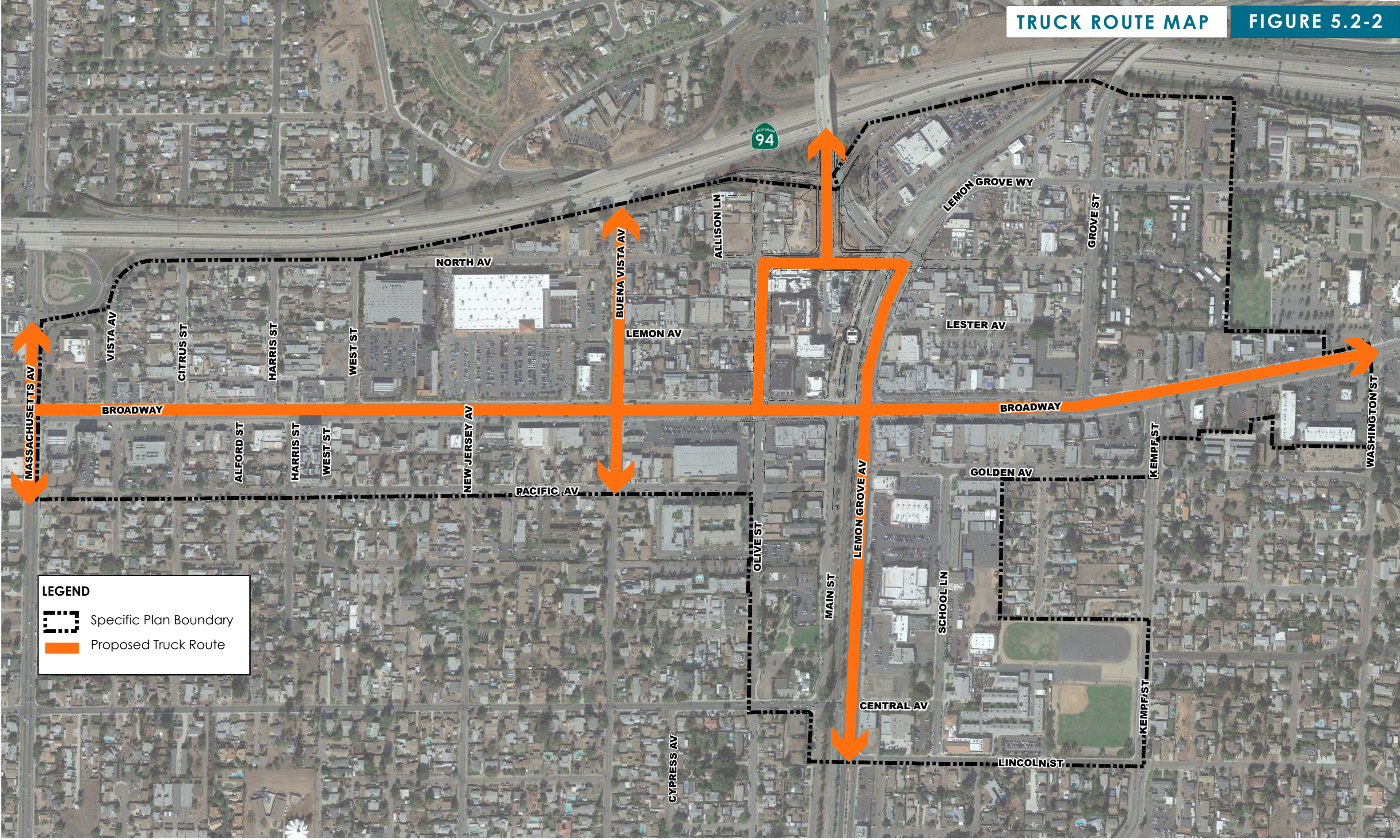
Improvements and amenities within each prioritized area shall be to the satisfaction of the Development Services Director and City Engineer such that they prioritize improvements and amenities that energize downtown and improve public safety. Funds shall be created for improvement priority areas as needed. A City Council resolution may be adopted to amend these priorities or to provide direction on proposed improvements and amenities.





**LEGEND**

- Specific Plan Boundary
- Village Promenade STA
- Mixed-Use Promenade STA
- East Broadway STA
- Class I Collectors
- Class II Collectors
- Class III Collectors
- Neighborhood Streets
- Connect Main Street \*
- Lemon Grove Ave Realignment \* (under construction)
- Future Roundabout Location \*\*
- Future Signalized Intersection \*\*
- Existing Signals General Location

\*As approved by City of Lemon Grove. \*\*Implementation subject to future feasibility analysis as deemed appropriate by city staff.

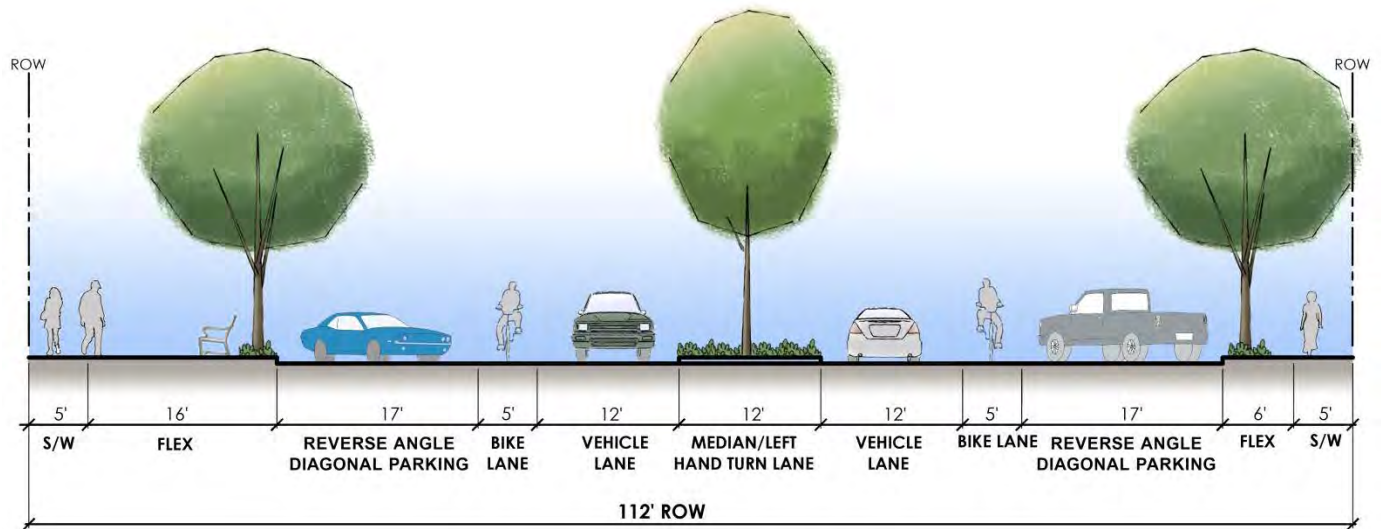


**LEGEND**

-  Specific Plan Boundary
-  Proposed Truck Route

**VILLAGE PROMENADE SPECIAL TREATMENT AREA:** This two-lane truck route and roadway includes Broadway east of Lemon Grove Avenue and west of Grove Street. The Village Promenade Special Study Treatment Area is illustrated on **Figure 5.2-3** and **Table 5.1** includes the streetscape standards. This roadway will function as the City’s “main street” by providing access to a growing and lively pedestrian-oriented shopping/dining area and high levels of pedestrian amenities.

**FIGURE 5.2-3 VILLAGE PROMENADE SPECIAL TREATMENT AREA CROSS SECTION**



Note: Median shall have rolled curb and one (1) foot strip of Fire Department approved landscaping. Flex zone may be reduced where right-of-way width is deficient.

**Table 5.1**  
**VILLAGE PROMENADE SPECIAL TREATMENT AREA STREETScape STANDARDS**

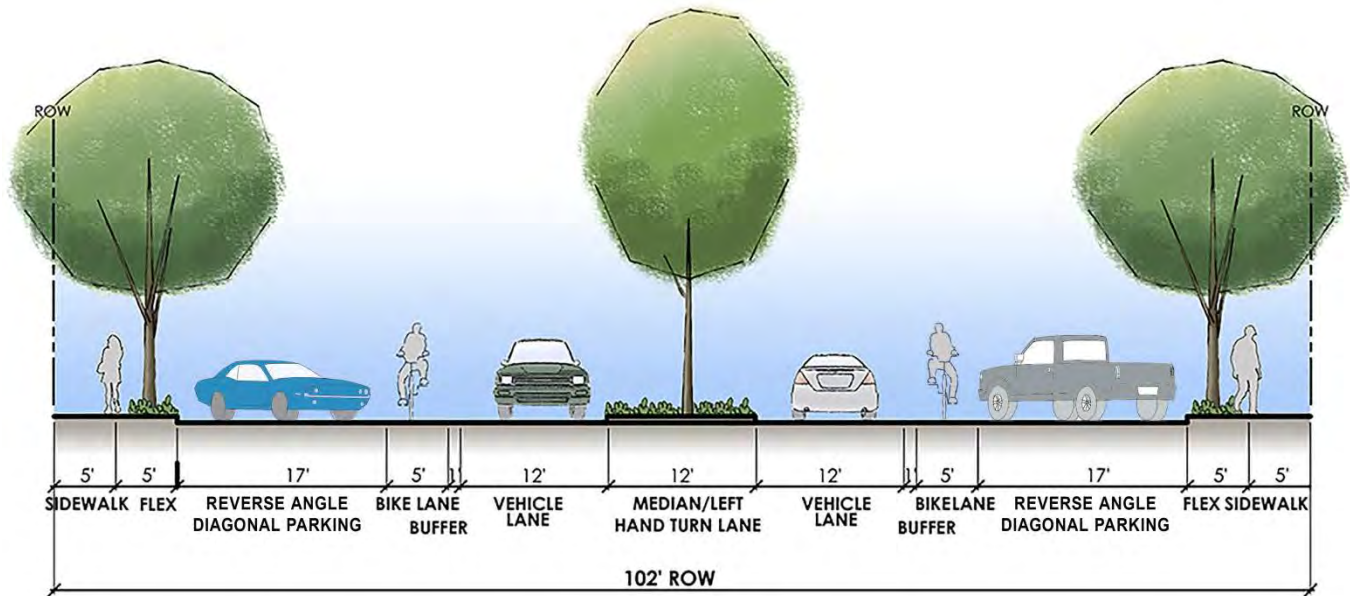
<b>Number of Travel Lanes</b>	One 12' lane in each direction.
<b>On-Street Parking</b>	30 degree reverse angle diagonal parking on both sides; Diagonal parking areas shall include shade tree islands as a part of the wheel stops encroaching into the parking zone. Bulb outs shall be included along parking edges and fire access areas and shall be improved with pedestrian furnishings and amenities, landscape and shade trees. Pedestrian bulb outs shall be placed at all intersections. Reverse angle diagonal parking shall be provided for bicycle safety. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	12'; Medians shall be placed where fire lanes and left hand turn lanes are not required and shall include gateway, wayfinding and traffic signs, curbs, landscape, shade trees and public art.
<b>Bike Facility</b>	5' Class II bike lane. Bike lanes shall be colored green or brown. Dashed colored bike lanes shall be provided through intersections and driveways.
<b>Sidewalk (S/W)</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	16' north side and 6' south side; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 25'); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 100'); bicycle repair stations (One per 500'); required utility infrastructure; retail, information and service kiosks, outdoor dining and cafes (including beer and wine sales in a partially fenced area); trash and recycle receptacles (One of each per 100'); water drinking fountains and/or features (One per 500'); postal drop boxes; newspaper stands;

**Table 5.1**  
**VILLAGE PROMENADE SPECIAL TREATMENT AREA STREETScape STANDARDS**

	pet waste bag stations (One per 500'); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district. Allow for bicycle and skateboarding sharing facilities.
<b>Street Trees</b>	One per 25' of frontage (See Table 5-10). Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25' of frontage. Dual head pedestrian scale lighting min. 12' high per City standard. Banner posts and decorative themes are required as a part. Provide electrical outlets at the top and bottom of street lights and street lights across the street at midpoints connecting streets during street closure events and providing opportunities for outdoor lighting across the vehicular lanes of the street.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500' minimum or portion thereof); pavement striping; and traffic calming structures. Traffic calming shall be required at the transition for vehicles heading eastbound on Broadway past Lemon Grove Avenue. The centerline of the street shall be considered the center of the existing median. Include bollards at each end to allow for street closures. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Chapter 6.

**EAST BROADWAY SPECIAL TREATMENT AREA:** This two-lane truck route and roadway includes Broadway east of Grove Street and west of Washington Street. The East Broadway Special Treatment Area is illustrated on **Figure 5.2-4** and **Table 5.2** includes the streetscape standards. This roadway will function as a continuation of the City’s “main street” by providing access to a growing and lively pedestrian-oriented shopping/dining area and high levels of pedestrian amenities.

**FIGURE 5.2-4 EAST BROADWAY PROMENADE SPECIAL TREATMENT AREA CROSS SECTION**



Note: Median shall have rolled curb and one (1) foot strip of Fire Department approved landscaping.

**Table 5.2  
EAST BROADWAY SPECIAL TREATMENT AREA STREETScape STANDARDS**

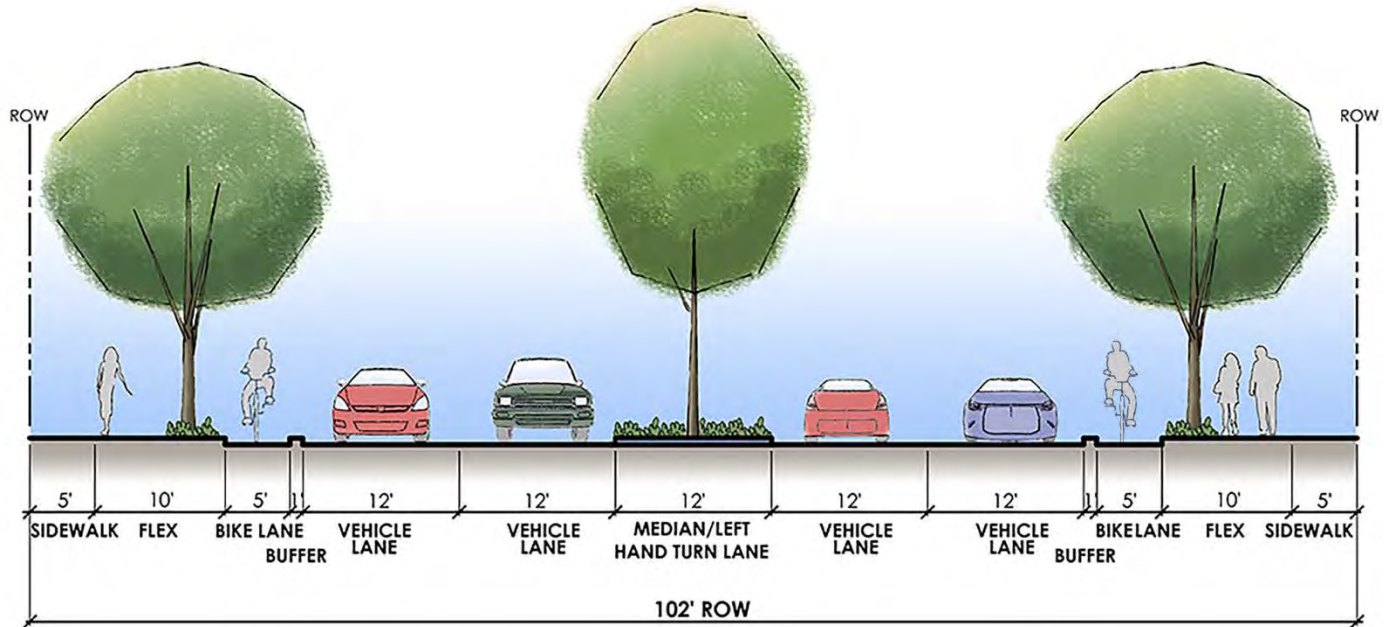
<b>Number of Travel Lanes</b>	One 12’ travel lane in each direction.
<b>On-Street Parking</b>	30 degree reverse angle diagonal parking on both sides; Diagonal parking areas shall include shade tree islands as a part of the wheel stops encroaching into the parking zone. Bulb outs shall be included along parking edges and fire access areas and shall be improved with pedestrian furnishings and amenities, landscape and shade trees. Pedestrian bulb outs shall be placed at all intersections. Reverse angle diagonal parking shall be provided for bicycle safety. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	12’; Medians shall be placed where fire lanes and left hand turn lanes are not required and shall include gateway, wayfinding and traffic signs, curbs, landscape, shade trees and public art.
<b>Bike Facility</b>	5’ Class II bike lane with a 1’ buffer. Bike lanes shall be colored green or brown. Dashed colored bike lanes shall be provided through intersections and driveways.
<b>Sidewalk (S/W)</b>	5’; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	5’; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 25’); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 100’); bicycle repair stations (One per 500’); required utility infrastructure; retail, information and service kiosks, outdoor dining and cafes (including beer and wine sales in a partially fenced area); trash and recycle receptacles (One of each per 100’); water drinking

**Table 5.2  
EAST BROADWAY SPECIAL TREATMENT AREA STREETScape STANDARDS**

	fountains and/or features (One per 500’); postal drop boxes; newspaper stands; pet waste bag stations (One per 500’); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district.
<b>Street Trees</b>	One per 25’ of frontage (See Table 5-10)
	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25’ of frontage. Dual head pedestrian scale lighting min. 12’ high per City standard. Banner posts and decorative themes are required as a part. Provide electrical outlets at the top and bottom of street lights and street lights across the street at midpoints connecting streets during street closure events and providing opportunities for outdoor lighting across the vehicular lanes of the street.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500’ minimum or portion thereof); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4’ minimum), bike lanes (4’ minimum), bike lane buffers (0’ minimum), parking (7’ minimum), and median (12’ minimum) improvements. The centerline of the street shall be considered the center of the existing median. Include bollards at each end to allow for street closures. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Section 5.2.2.

**MIXED-USE PROMENADE SPECIAL TREATMENT AREA:** This four-lane truck route and roadway includes Broadway west of Lemon Grove Avenue and east of Olive Street. The Mixed-Use Promenade Special Study Treatment Area is illustrated on **Figure 5.2-5** and **Table 5.3** includes the streetscape standards. This roadway, similar to the Village Promenade Special Treatment Area, will function as a critical multimodal street segment, however with greater capacity and stronger connections to the nearby trolley station.

**FIGURE 5.2-5 MIXED-USE PROMENADE SPECIAL TREATMENT AREA CROSS SECTION**



Note: Median shall have rolled curb and one (1) foot strip of Fire Department approved landscaping.

**Table 5.3  
MIXED-USE PROMENADE SPECIAL TREATMENT AREA STREETScape STANDARDS**

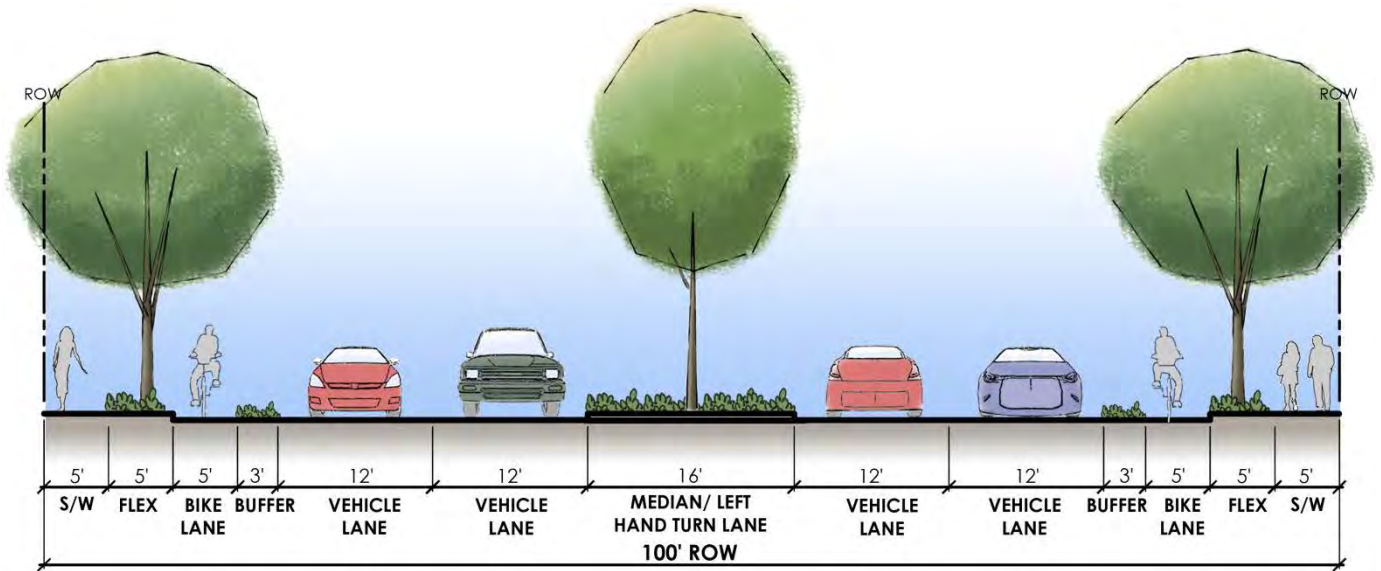
<b>Number of Travel Lanes</b>	Two 12' travel lanes in each direction.
<b>On-Street Parking</b>	No. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	12'; Medians shall be placed where fire lanes and left hand turn lanes are not required and shall include gateway, wayfinding and traffic signs, curbs, landscape, shade trees and public art.
<b>Bike Facility</b>	5' Class II bike lane with 1' vehicular buffer on each side. Bike lane buffers shall include white hatching. Bike lanes shall be colored green or brown. Dashed colored bike lanes shall be provided through intersections and driveways.
<b>Sidewalk</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	10'; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 25'); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 100'); bicycle repair stations (One per 500'); required utility infrastructure; retail, information and service kiosks, outdoor dining and cafes (including beer and wine sales in a partially fenced area); trash and recycle receptacles (One of each per 100'); water drinking fountains and/or features (One per 500'); postal drop boxes; newspaper stands; pet waste bag stations

**Table 5.3  
MIXED-USE PROMENADE SPECIAL TREATMENT AREA STREETScape STANDARDS**

	(One per 500’); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district. Allow for bicycle and skateboarding sharing facilities.
<b>Street Trees</b>	One per 25’ of frontage (See Table 5-10) Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25’ of frontage. Dual head pedestrian scale lighting min. 12’ high per City standard. Banner posts and decorative themes are required as a part. Provide electrical outlets at the top and bottom of street lights and street lights across the street at midpoints connecting streets during street closure events and providing opportunities for outdoor lighting across the vehicular lanes of the street.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One on the west side of the trolley tracks); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4’ minimum), bike lanes (4’ minimum), bike lane buffers (0’ minimum), parking (7’ minimum), and median (12’ minimum) improvements. Include bollards at each end to allow for street closures. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Section 5.2.2. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).

**CLASS I COLLECTOR:** Designated truck route and roadway that provides a multi-modal four-lane roadway with a median and left turn lanes. The Class I Collector is illustrated on **Figure 5.2-6** and **Table 5.4** includes the streetscape standards. The primary function is to move significant volumes of people across town in a variety of travel modes. Vehicular traffic on these thoroughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces. Access to adjacent properties is a secondary function, driveway entrance and exit points should be limited.

**FIGURE 5.2-6 CLASS I COLLECTOR CROSS SECTION**



**Table 5.4**  
**CLASS I COLLECTOR STREETScape STANDARDS**

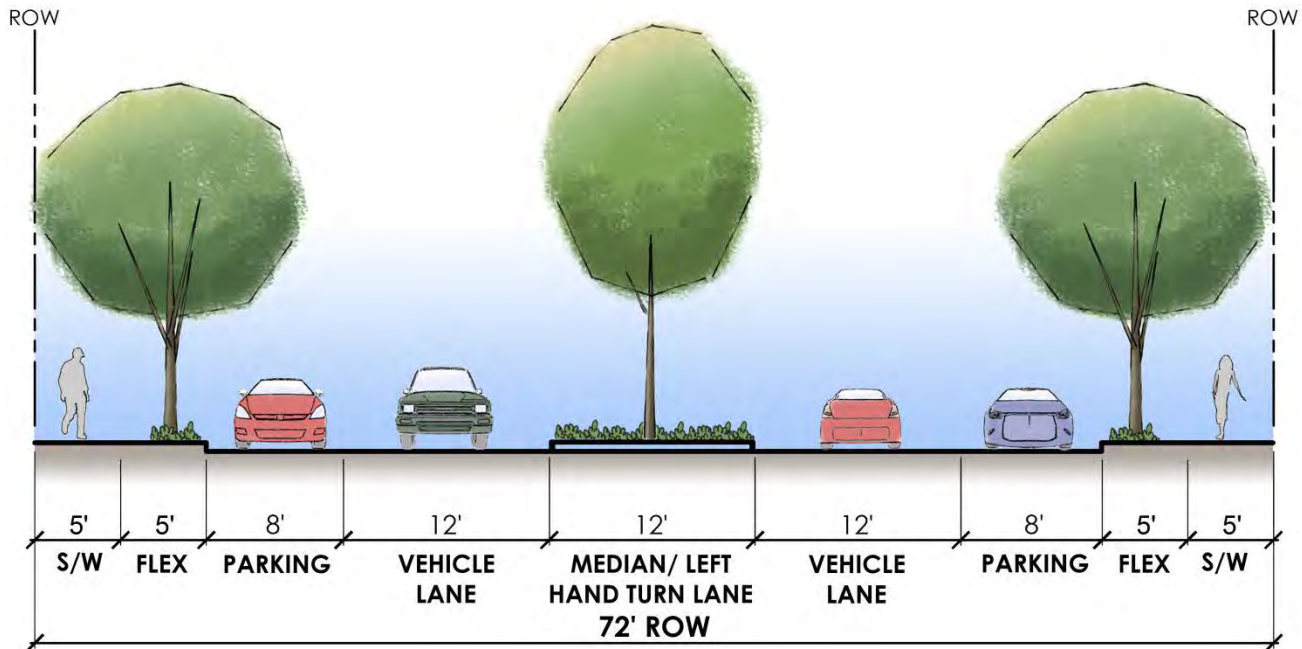
<b>Number of Travel Lanes</b>	Two 12' travel lanes in each direction.
<b>On-Street Parking</b>	N/A. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	16'; Medians shall be placed where fire lanes and left hand turn lanes are not required and shall include gateway, wayfinding and traffic signs, curbs, landscape, shade trees and public art. The median shall be used as a pedestrian island where mid-block crossings are a part.
<b>Bike Facility</b>	5' Class II bike lane with 3' vehicular buffer on each side. Bike lane buffers shall include curbed buffers with landscape or art when it does not create a traffic concern, otherwise, white hatching shall be provided. Bike lanes shall be colored green or brown. Dashed colored bike lanes shall be provided through intersections and driveways.
<b>Sidewalk (S/W)</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	5'; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 25'); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 100'); bicycle repair stations (One per 500'); required utility infrastructure; retail, information and service kiosks, outdoor dining and cafes (including beer and

**Table 5.4  
CLASS I COLLECTOR STREETScape STANDARDS**

	wine sales in a partially fenced area); trash and recycle receptacles (1 of each per 100’); water drinking fountains and/or features (One per 500’); postal drop boxes; newspaper stands; pet waste bag stations (1 per 500’); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district.
<b>Street Trees</b>	One per 25’ of frontage (See Table 5-10)
	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25’ of frontage. Dual head pedestrian scale lighting min. 12’ high per City standard. Banner posts and decorative themes are required as a part.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500’ minimum or portion thereof); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4’ minimum), bike lanes (4’ minimum), bike lane buffers (0’ minimum), and median (12’ minimum) improvements. All streets and alley vehicular ways shall be improved to support the load of emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Section 5.2.2. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).

**CLASS II COLLECTOR:** Designated truck route and roadway that provides a two-lane multi-modal roadway with a two-way center left turn lane and either parallel parking or biking facilities. The Class II Collector is illustrated on **Figures 5.2-7** and **5.2-7.1** and **Table 5.5** includes the streetscape standards. Class II Collectors are designed to carry two lanes of traffic at lower volumes and slower speeds than the Class I Collectors and provide access to adjacent properties. The cross sections below reflect the two options of either parallel parking or biking facilities.

**FIGURE 5.2-7 CLASS II COLLECTOR PARKING CROSS SECTION**



Note: Applies to Buena Vista Avenue (north of Broadway), North Avenue (between Buena Vista and Olive Street), and Golden Avenue.

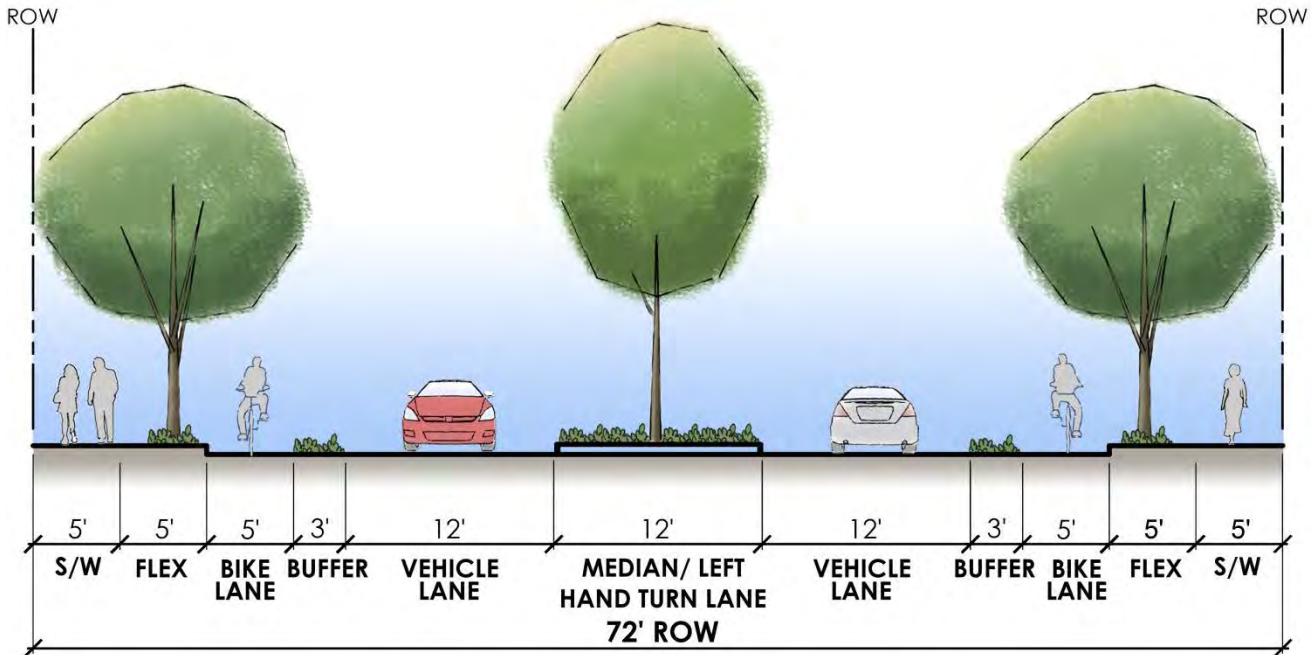
Note: Median shall have rolled curb and one (1) foot strip of Fire Department approved landscaping.

On Buena Vista Avenue, parking on both sides shall not be allowed and a 12' two-way exclusive left turn lane shall be provided. No median will be included on Buena Vista.

North Avenue shall require a 12' two-way left turn lane exclusively. No median will be included on North.

Golden Avenue shall provide 17' wide 30 degree reverse angle parking along the north side of Golden Avenue with 5' sidewalks on both sides of the street, a 4' flex zone, and 12' vehicular lanes on both sides of the street with a 12' left hand turn lane. No parking or bike lane shall be provided on the south side of Golden Avenue. No median will be included on Golden Avenue unless approved by the Fire Marshal.

**FIGURE 5.2-7.1 CLASS II COLLECTOR BICYCLE CROSS SECTION**



Note: The above cross section applies to Grove Street and Kempf Street. Kempf Street shall include a 6' bicycle lane on each side in lieu of the 5' bicycle lane and 3' buffer.

Note: Median shall have rolled curb and one (1) foot strip of Fire Department approved landscaping. Additional fire protection is required as a part of adjacent building design where access widths are between 18' and 20'.

**Table 5.5  
CLASS II STREETScape STANDARDS**

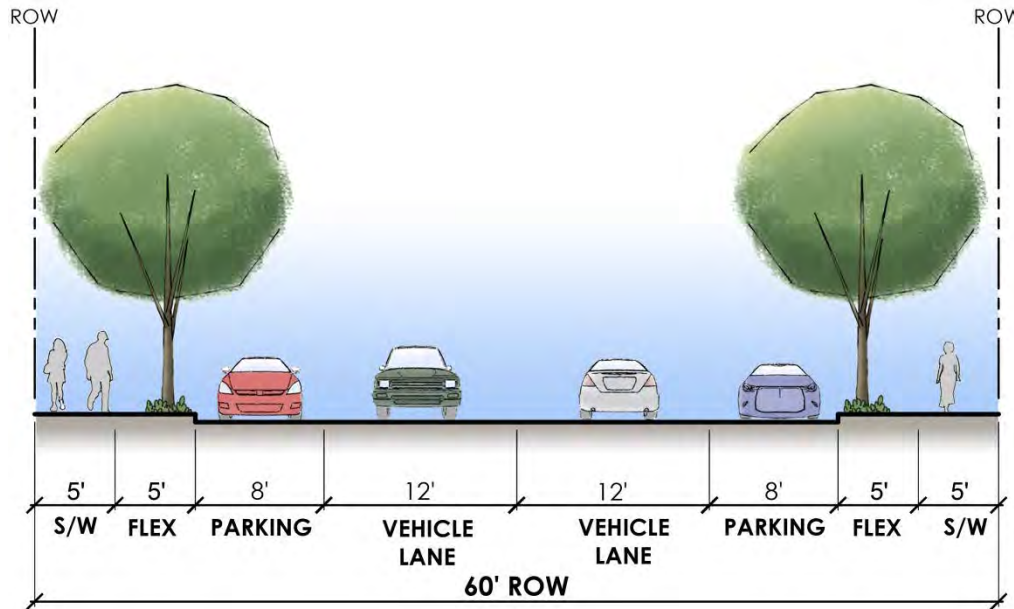
<b>Number of Travel Lanes</b>	One 12' travel lane in each direction.
<b>On-Street Parking</b>	Parallel or No Parking. Bulb outs shall be included along parking edges and fire access areas and shall be improved with pedestrian furnishings and amenities, landscape and shade trees. Pedestrian bulb outs shall be placed at all intersections. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	12'; Medians shall be placed where fire lanes and left hand turn lanes are not required and shall include gateway, wayfinding and traffic signs, curbs, landscape, shade trees and public art.. The Fire Marshal shall approve all median improvements.
<b>Bike Facility</b>	5' Class II bike lane with 3' vehicular buffer on each side, bike shared lane markings (sharrows), or no bike lane. Bike lane buffers shall include curbed buffers with landscape or art when it does not create a traffic or fire access concerns, otherwise, white hatching shall be provided. Bike lanes shall be colored green or brown. Dashed colored bike lanes shall be provided through intersections and driveways. Bike shared lane markings (sharrows) shall be a part of vehicle lanes when no Class II bike lane is provided.
<b>Sidewalk (S/W)</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	5'; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 100'); traffic, wayfinding and gateway signage; bicycle , skateboard and scooter storage racks (One per 200'); required utility infrastructure; trash and recycle receptacles (One of each per 200'); water drinking fountains and/or features (One per 1000'); postal drop

**Table 5.5**  
**CLASS II STREETSCAPE STANDARDS**

	boxes; newspaper stands; pet waste bag stations (One per 1000'); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district.
<b>Street Trees</b>	One per 30' of frontage (See Table 5-10)
	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25' of frontage. Dual head pedestrian scale lighting min. 12' high per City standard. Banner posts and decorative themes are required as a part.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections and roundabouts (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500' minimum or portion thereof); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4' minimum), bike lanes (4' minimum), bike lane buffers (0' minimum), parking (7' minimum), and median (12' minimum) improvements. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Section 5.2.2. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).

**CLASS III COLLECTOR:** Designated truck route and roadway that provides a two-lane undivided multi-modal roadway which primarily distributes traffic to and from Class I and Class II Collectors and allows access to adjacent properties. The Class III Collector is illustrated on **Figure 5.2-8** and **Table 5.6** includes the streetscape standards.

**FIGURE 5.2-8 CLASS III COLLECTOR CROSS SECTION**



**Table 5.6  
CLASS III STREETScape STANDARDS**

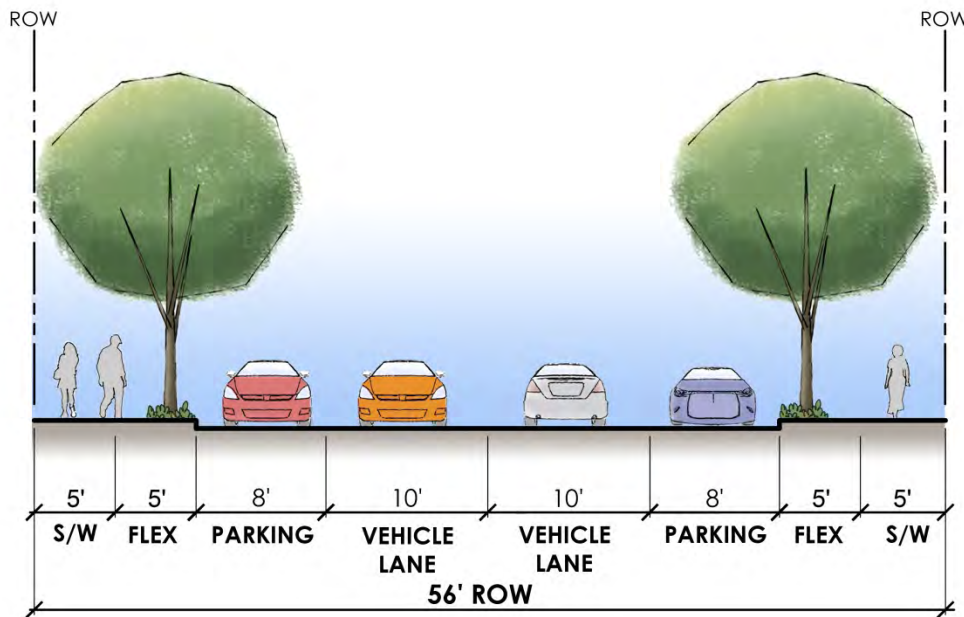
<b>Number of Travel Lanes</b>	One 12' travel lane in each direction.
<b>On-Street Parking</b>	Parallel; Bulb outs shall be included along parking edges and fire access areas and shall be improved with pedestrian furnishings and amenities, landscape and shade trees. Pedestrian bulb outs shall be placed at all intersections. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	No
<b>Bike Facility</b>	Class III Bike facility. Bike shared lane markings (sharrows) shall be a part of vehicle lanes.
<b>Sidewalk (S/W)</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	5'; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 100'); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 200'); required utility infrastructure; trash and recycle receptacles (One of each per 200'); water drinking fountains and/or features (One per 1000'); postal drop boxes; newspaper stands; pet waste bag stations (One per 1000'); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district.
<b>Street Trees</b>	One per 30' of frontage (See Table 5-10). Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.

**Table 5.6**  
**CLASS III STREETScape STANDARDS**

<b>Street Lighting</b>	One per 25' of frontage. Dual head pedestrian scale lighting min. 12' high per City standard. Banner posts and decorative themes are required as a part.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections and roundabouts (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500' minimum or portion thereof); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4' minimum), bike lanes (4' minimum) and parking (7' minimum) improvements. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Section 5.2.2. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).

**NEIGHBORHOOD STREETS:** Designated roadways that provide a two-lane undivided multi-modal roadway which primarily distributes traffic to and from Class III Collectors and allows access to adjacent properties. The Class III Collector is illustrated on **Figure 5.2-9** and **Table 5.7** includes the streetscape standards.

**FIGURE 5.2-9 NEIGHBORHOOD STREETS CROSS SECTION**



**Table 5.7 NEIGHBORHOOD STREET STREETScape STANDARDS**

<b>Number of Travel Lanes</b>	One 10' travel lane in each direction.
<b>On-Street Parking</b>	Parallel; Bulb outs shall be included along parking edges and fire access areas and shall be improved with pedestrian furnishings and amenities, landscape and shade trees. Pedestrian bulb outs shall be placed at all intersections. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	N/A
<b>Bike Facility</b>	Class III Bike facility. Bike shared lane markings (sharrows) shall be a part of vehicle lanes.
<b>Sidewalk (S/W)</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	5'; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 100'); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 200'); required utility infrastructure; trash and recycle receptacles (One of each per 200'); water drinking fountains and/or features (One per 1000'); postal drop boxes; newspaper stands; pet waste bag stations (One per 1000'); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district.
<b>Street Trees</b>	One per 30' of frontage (See Table 5-10).

**Table 5.7**

	Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25' of frontage. Dual head pedestrian scale lighting min. 12' high per City standard. Banner posts and decorative themes are required as a part.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections and roundabouts (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500' minimum or portion thereof); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4' minimum) and parking (7' minimum) improvements. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Section 5.2.2. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).
<b>Prioritization</b>	If sufficient right-of-way is not available, street improvements shall be prioritized as follows: 1) vehicle lanes; 2) sidewalks; 3) flex zones; and 4) parking.

**LEMON GROVE AVE REALIGNMENT:** A unique roadway classification resulting from the special design considerations of the Lemon Grove Avenue Realignment.

Along Olive Street, between Broadway and North Avenue designated truck route providing a two-lane multi-modal roadway with a two-way center left turn lane. The Lemon Grove Ave Realignment Olive Street cross section consists of: 5' sidewalk, 5' flex zone, 8' parking zone, 12' vehicle lane, 12' two-way left turn lane, 12' vehicle lane, 5' flex zone, and 5' sidewalk. **Table 5.8** includes the streetscape standards.

Other street sections of the Realignment are undergoing final construction and design classification shall be per the approved street improvement plans.

**Table 5.8**  
**LEMON GROVE AVE REALIGNMENT OLIVE STREET STREETScape STANDARDS**

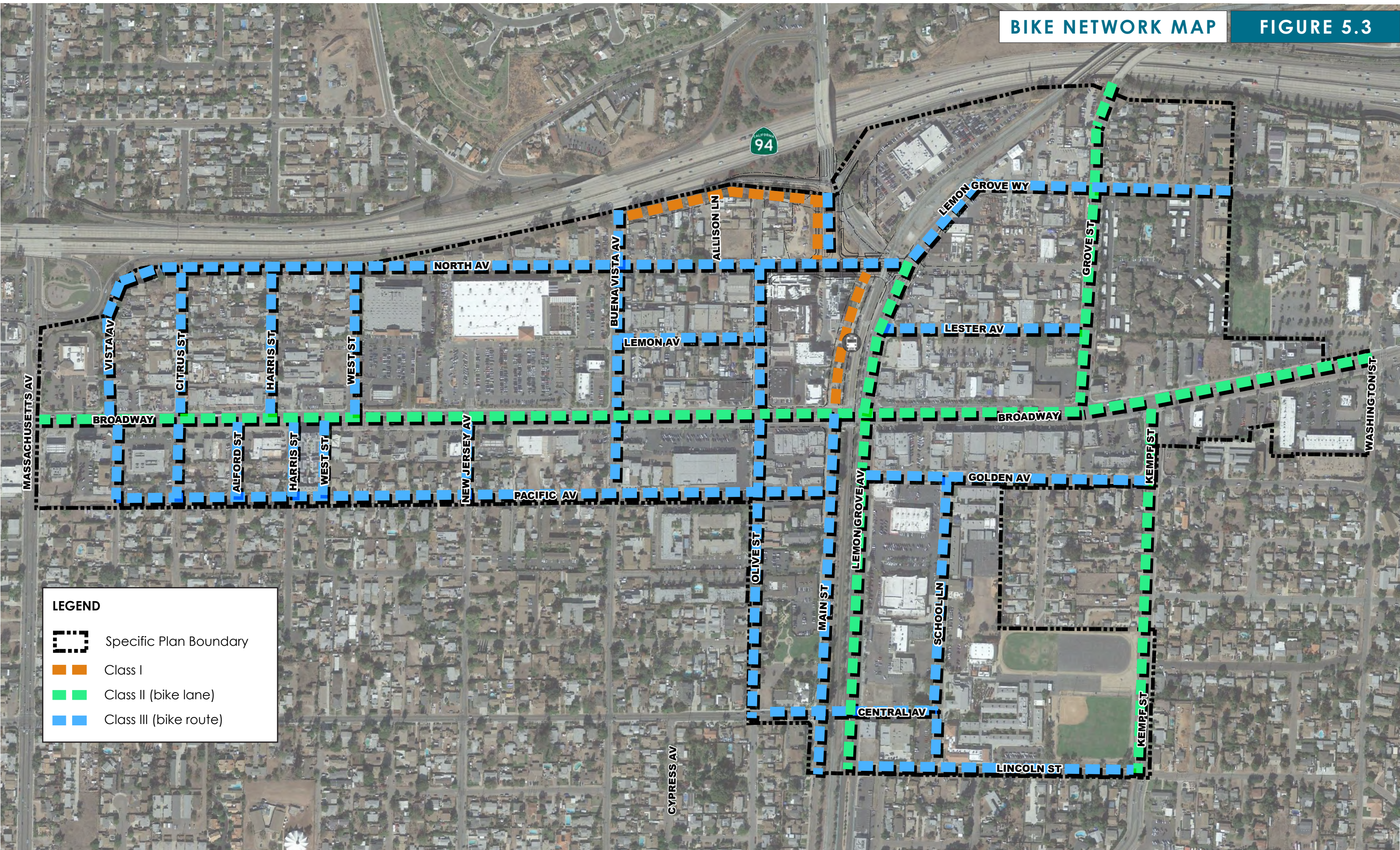
<b>Number of Travel Lanes</b>	One 12' travel lane in each direction.
<b>On-Street Parking</b>	Parallel; Bulb outs shall be included along parking edges and fire access areas and shall be improved with pedestrian furnishings and amenities, landscape and shade trees. Pedestrian bulb outs shall be placed at all intersections. Except for ADA persons with disabilities parking spaces, no on-street parking spaces shall be designated for a specific use.
<b>Median/Left Hand Turn Lane</b>	12' two-way left turn lane only. Medians shall be placed where fire lanes and left hand turn lanes are not required and shall include gateway, wayfinding and traffic signs, curbs, landscape, shade trees and public art.
<b>Bike Facility</b>	Class III Bike facility. Bike shared lane markings (sharrows) shall be a part of vehicle lanes.
<b>Sidewalk</b>	5'; Colored and textured concrete consistent with the architectural style is required. Excess right-of-way shall be improved with expanded or meandering sidewalks, parkettes, open space, landscape, shade trees, and art.
<b>Flex</b>	5'; The following improvements shall be included within the flex zone: street trees, street lighting, bus shelters; street furniture (One bench per 100'); traffic, wayfinding and gateway signage; bicycle, skateboard and scooter storage racks (One per 200'); required utility infrastructure; trash and recycle receptacles (One of each per 200'); water drinking fountains and/or features (One per 1000'); postal drop boxes; newspaper stands; pet waste bag stations (One per 1000'); shade structures; parklets, parkettes and paseos; and art and color, material, and texture flatwork differentiation consistent with architectural styles within the zoning district.
<b>Street Trees</b>	One per 30' of frontage (See Table 5-10) Fire Review and approval shall be required for proposed trees between emergency access lanes (includes public streets and alleys) and building faces.
<b>Street Lighting</b>	One per 25' of frontage. Dual head pedestrian scale lighting min. 12' high per City standard. Banner posts and decorative themes are required as a part.
<b>Other Required Improvements</b>	The following improvements shall be required: signalized intersections and roundabouts (existing intersections shall be upgraded to current pedestrian safety standards); signalized mid-block cross walks with colored and textured concrete (One per 500' minimum or portion thereof); pavement striping; and traffic calming structures. Existing curb lines that are more than 50 percent of the block face shall be retained and, in such instances, improvements and widths of street sections shall be measured from the curb lines on either side of the street and not the centerline. Measuring from the curb line may require reduced widths for flex zones (4' minimum), bike lanes (4' minimum), bike lane buffers (0' minimum), parking (7' minimum), and median (12' minimum) improvements. All streets and alley vehicular ways shall be improved to support emergency and trash disposal apparatus (estimate 75,000 pounds). Fair Share contributions shall be per Chapter 4. Engineering estimates shall be in accordance with Chapter 6 (reference Downtown Specific Plan Public Improvement Costs or DSPPIC). Prioritization of design and construction of improvements and amenities shall be per Chapter 6. Within the Art and Entertainment Overlay, art shall be incorporated into the public right-of-way (e.g., crosswalks, sidewalks, gateways signs, wayfinding signs, benches, etc.).

**CONNECT MAIN STREET (STA IX):** General Plan Special Treatment Area (STA) IX is an approximate two-mile-long linear corridor immediately west of the Orange Line of the MTS trolley system that runs along Main Street from Broadway to Massachusetts Avenue and then to the south end of the City through the Massachusetts Avenue Trolley Station and behind the residences on the east side of San Altos Place.

STA IX includes walking and biking paths and park related activity areas as described in the General Plan. Key segments in the corridor, such as the area between Broadway and Central Avenue, will have the potential for temporary full street closures for special community events provided appropriate access to nearby properties are retained. The project site includes six themes in a chronological arrangement that span the length of the two-mile corridor. The themes are an extension of the past, present, and future theme of the existing Main Street Promenade Park with a goal to go back in time from the 1900's to prehistoric times as you travel from the north end to the south end respectively. The theme between Broadway and Central Avenue is the Early Pioneer Period. Future improvements are required to conform to the approved theme and conceptual drawings dated October 2016. Thirty percent construction drawings are complete.

### 5.3 BIKE NETWORK MAP

**Bike Network Map, Figure 5.3,** provides a blueprint for encouraging bicycling as a safe and healthy mode of travel in Lemon Grove. This Plan seeks to enhance and expand the existing bikeway network, connect gaps, address constrained areas, provide for greater local and regional connectivity, and encourage even more residents to bicycle. Bicycle facilities, storage and repair stations are addressed in the parking, development and street design standards.

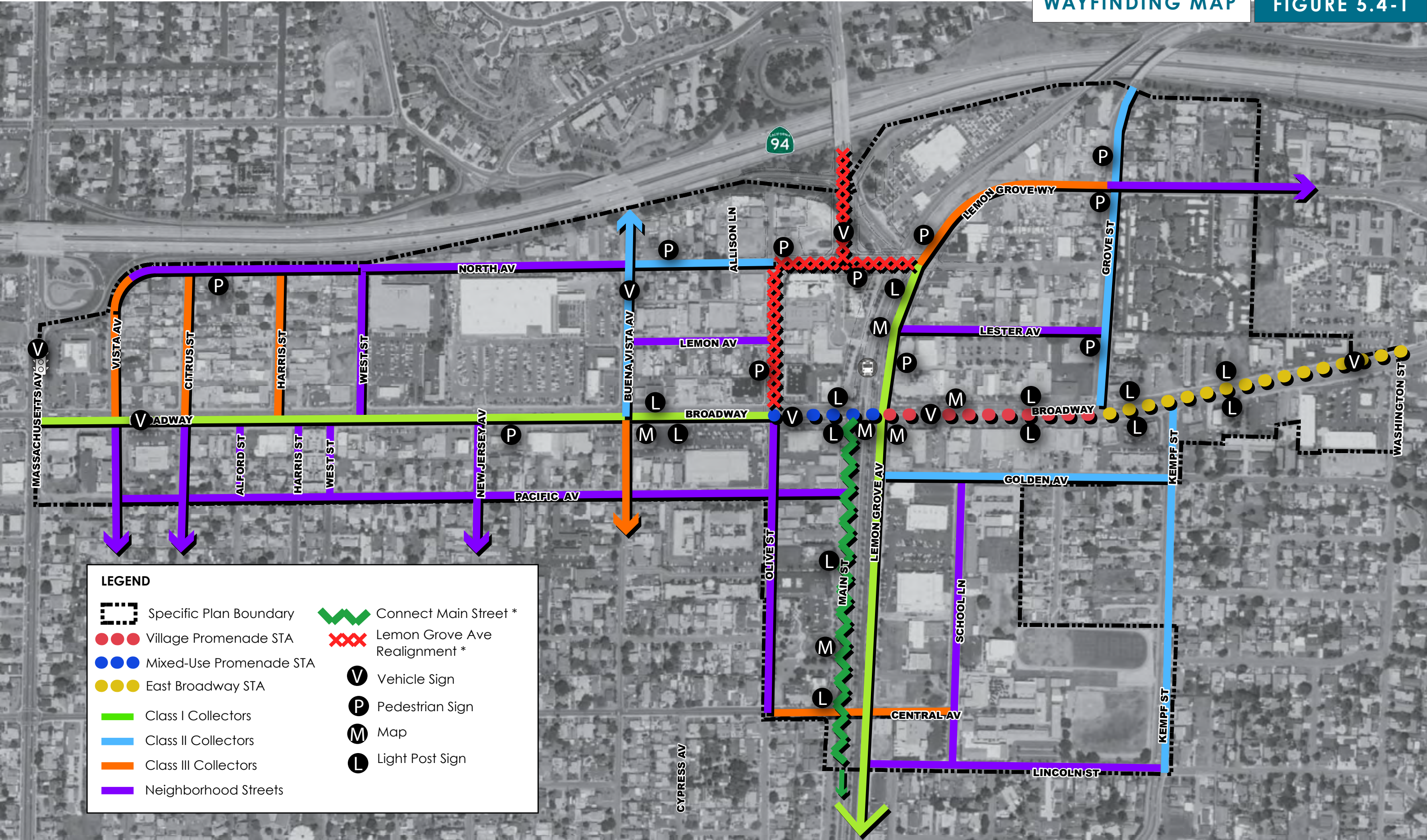


**LEGEND**

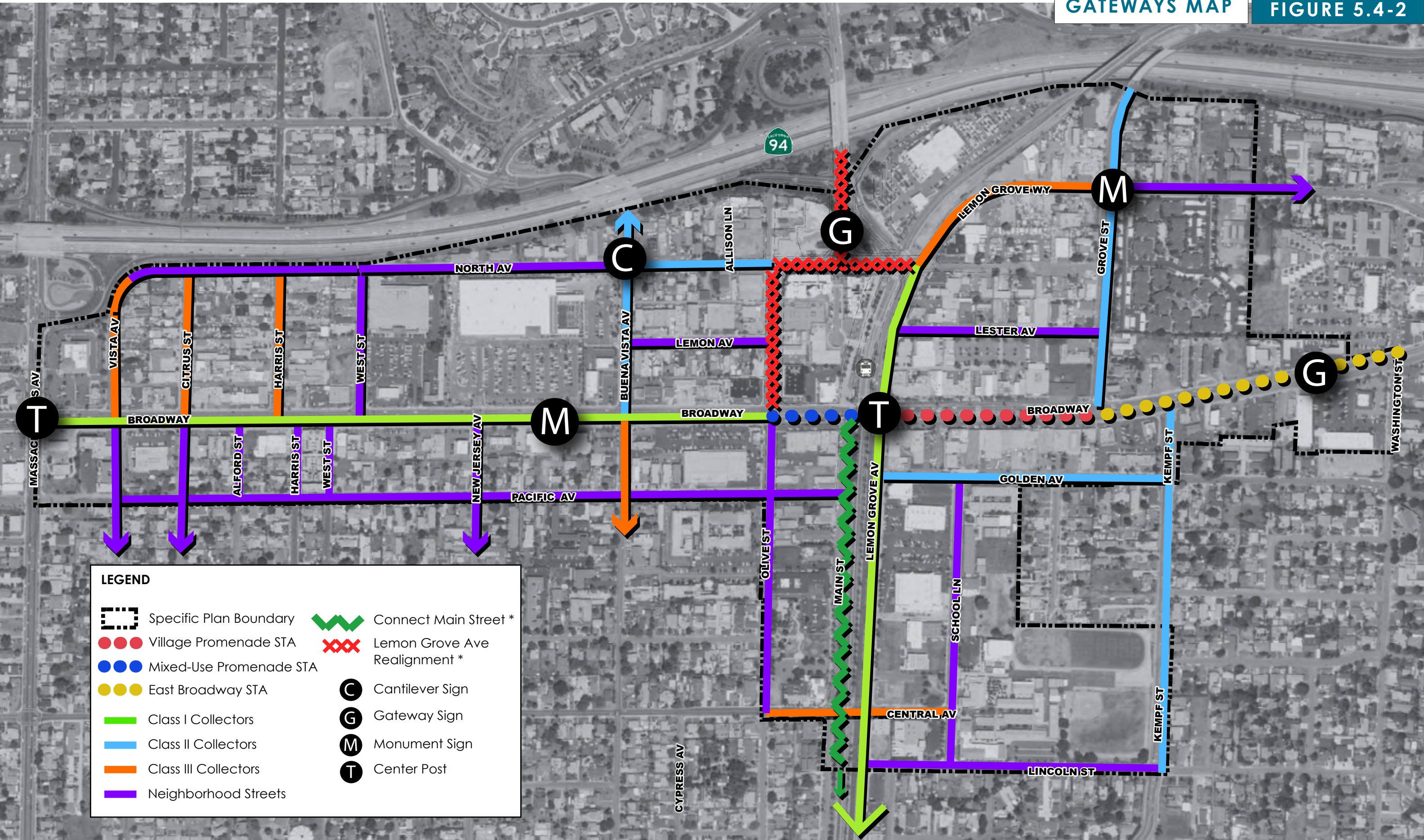
- Specific Plan Boundary
- Class I
- Class II (bike lane)
- Class III (bike route)

## 5.4 WAYFINDING AND GATEWAYS

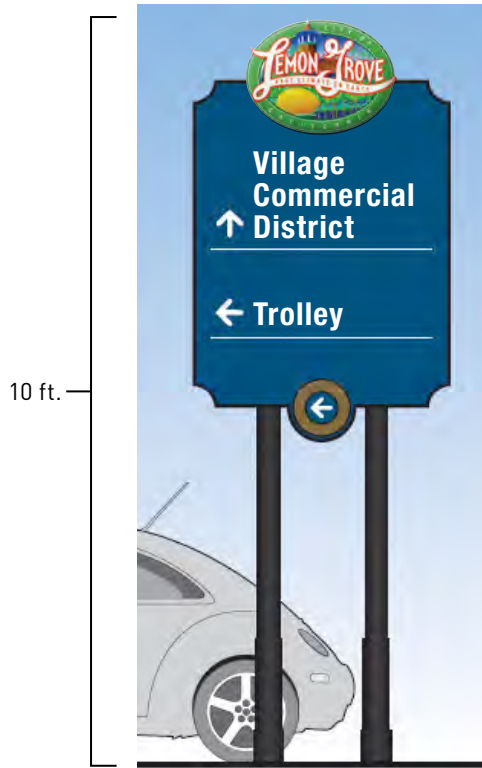
**Wayfinding Map, Figure 5.4-1,** and the **Gateways Map, Figure 5.4-2,** include the potential locations for potential wayfinding and gateway signage. Wayfinding and gateway signage help to visually characterize and promote future development into its given location. These signs will also help to connect the different Zoning Districts within the Specific Plan area. The **Sample Wayfinding Signs, Figure 5.4-3,** and the **Sample Gateway Signs, Figure 5.4-4,** include a list of sample wayfinding and gateway sign types for future improvement costs estimating purposes only. Future wayfinding and gateway sign locations and improvements shall require City Council approval prior to installation.



\*As approved by City of Lemon Grove.



\*As approved by City of Lemon Grove.



Vehicle Sign (V)

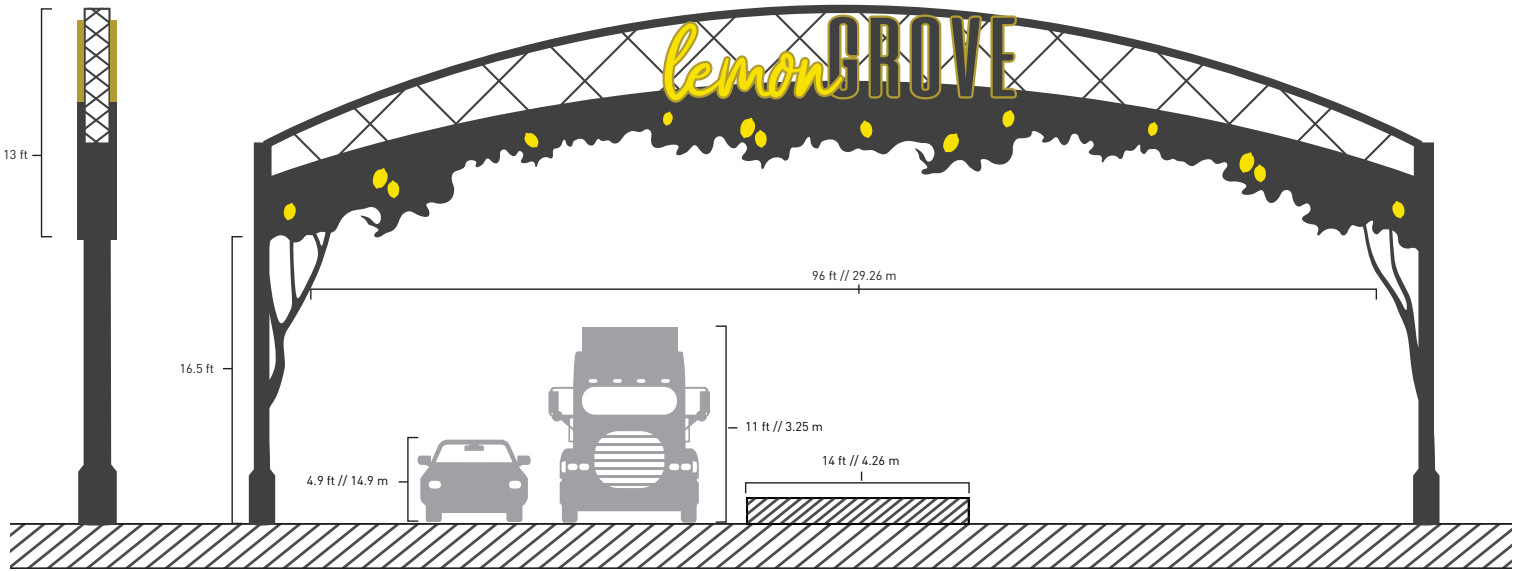


Pedestrian Sign (P)

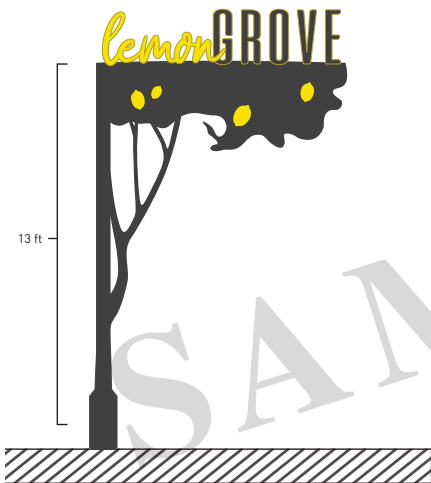


Map (M)

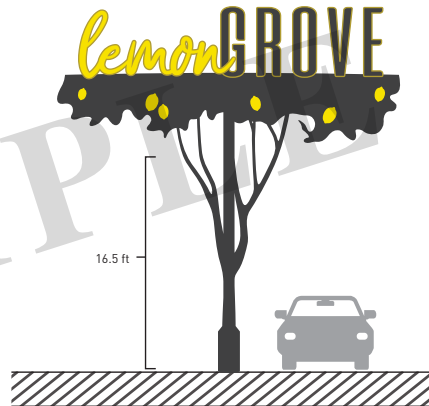
Light Post Sign (L)



Gateway Sign (G)



Cantilever (C)



Center Post (T)

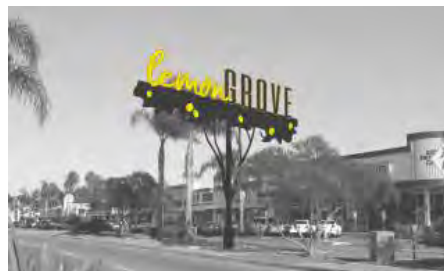


Monument (M)

Color Palette



Materials



The backdrop to the words 'Lemon Grove' would be made from mid-toned bronze-colored material, allowing the bright yellow of the letters to stand out against the blue sky or any other backdrop. An earthier feeling would be given to the tree canopy and trunk elements by being made from a material coated with the darker antique bronze finish. The lemons located in the canopy of the tree would be made from a yellow acrylic allowing light to pass through them during the day; and at night, the lemons would be illuminated from the inside of the sign with hidden lights wrapped around them to make them glow.

SOURCE:  
CITY OF LEMON GROVE & SAGE PROJECT/MOLLY MANCUSO

### 5.4.1. COMPREHENSIVE SIGN PROGRAM

Gateway and Wayfinding signs are an important element of the urban streetscape. In addition to providing valuable identifying information, these signs also help to anchor a community's identity and create a sense of place as they welcome visitors to the City, promote greater accessibility and public safety. This significance requires that signage be thoughtfully designed and complementary of other streetscape elements. To ensure high quality and cohesive signage throughout the City, a comprehensive sign program shall be adopted by the City Council within six months after the Downtown Village Specific Plan's adoption by the City Council and incorporate the characteristics and materials as described in Table 5.9 into its designs with consideration to the sample wayfinding and gateway signs.

**Table 5.9**  
**SIGN PROGRAM STANDARDS**

#### Gateway Signs

Min. Height	17'
Min. Width	96'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

#### Cantilver Entry Signs

Min. Height	16'
Min. Width	8'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

#### Center Entry Post Signs

Min. Height	16'
Min. Width	12'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

#### Monument Entry Signs

Min. Height	10'
Min. Width	10'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

#### Vehicle Wayfinding Signs

Min. Height	10'
Min. Width	4'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

#### Pedestrian Wayfinding Sign

Min. Height	8'
Min. Width	3'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

**Table 5.9**  
**SIGN PROGRAM STANDARDS**

	Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles
<b>Wayfinding Map Sign</b>	
Min. Height	7'
Min. Width	3.5'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles
<b>Light Post Wayfinding Sign</b>	
Min. Height	12'
Min. Width	3.5'
Sign Post Materials	Steel; Wrought Iron; Cast Iron
Sign Materials	Steel; Wrought Iron; Cast Iron; Aluminum and Aluminum Composite; Wood, Treated Wood and Synthetic Wood Blends; Stone and River Rock; Brick; Concrete; Durable Tiles

## 5.5 STREET TREES AND PLANTING STANDARDS

In order to promote continuity of the major street corridors within the Specific Plan, a list of approved street trees is provided in **Table 5.10**. Larger, and/or alternative species may be considered on a case-by-case basis subject to approval by the Development Services Director and Public Works Director with appropriate mitigation (e.g. Silva Cells). Street tree plantings must meet the standards outlined in **Table 5.11**.

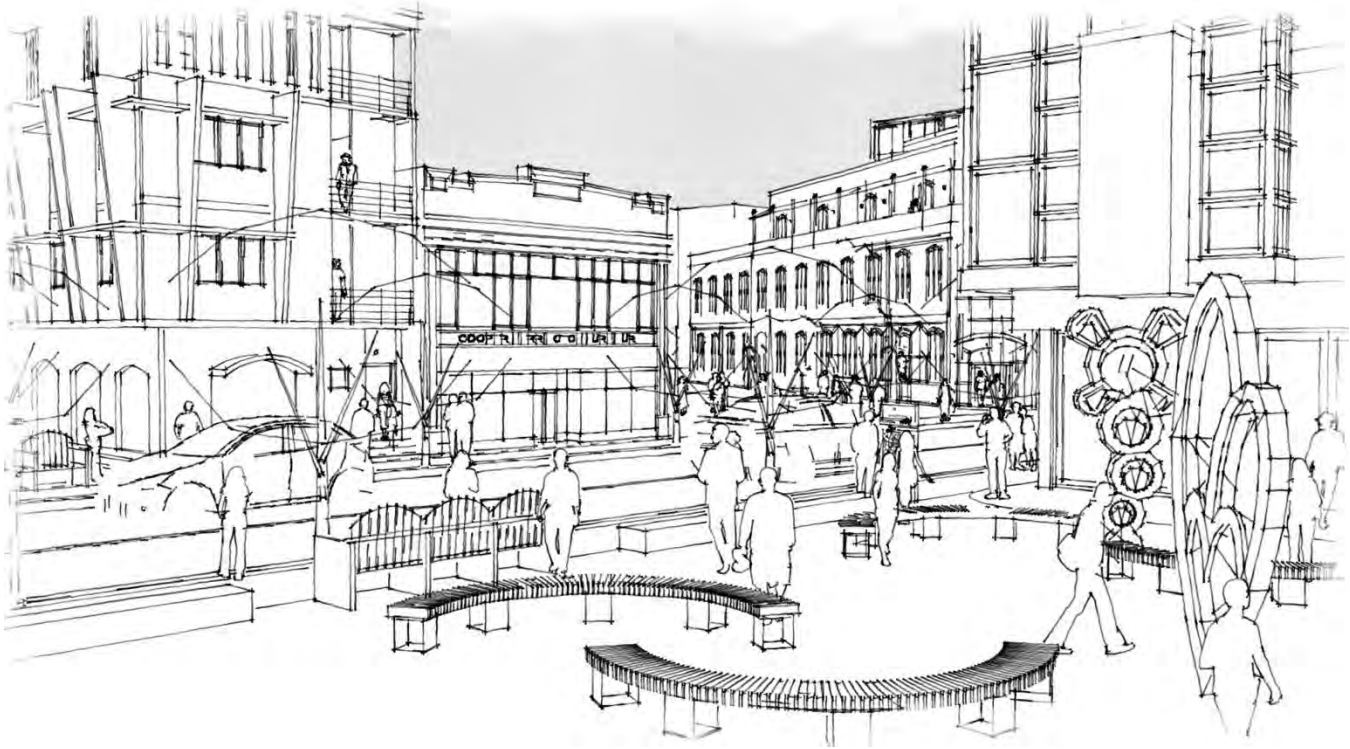
**Table 5.10**  
**STREET TREES**

Street	Approved Tree Type(s)	Approved Tree Type(s) in Medians
Lemon Grove Avenue	Hymenosporum Flavum / Sweetshade; Cassia Leptophylla / Gold Medallion Tree	Plantanus Racemosa / California Sycamore; Tipuana Tipu / Tipu Tree; Calistemon Viminalis / Weeping Bottlebrush Tree
Broadway (East of Lemon Grove Ave.)	Parkinsonia Aculeata / Mexican Palo Verde; Thevetia Thevetioides / Giant Thevetia	Prosopis Chilensis / Chilean Mesquite
Broadway (West of Lemon Grove Ave.)	Tipuana Tipu / Tipu Tree; Cassia Leptophylla / Gold Medallion Tree	Brachychiton Acerifolius / Flame Tree; Calistemon Viminalis / Weeping Bottlebrush Tree
Lemon, & North Avenues	Rhus Lancia / African Sumac; Agonis flexuosa / Peppermint	N/A
Kempf Street	Parkinsonia Aculeata / Mexican Palo Verde; Calistemon Viminalis / Weeping Bottlebrush Tree	Prosopis Chilensis / Chilean Mesquite
Olive Street	Olea Europaea 'Wilsonii' / Fruitless Olive	N/A
Lemon Grove Way	Prosopis Chilensis / Chilean Mesquite; Parkinsonia Aculeata / Mexican Palo Verde	N/A
Grove Street	Callistemon Viminalis / Weeping Bottle Brush	Tipuana Tipu / Tipu Tree
Main Street	Plantanus Racemosa / California Sycamore; Pinus Pinea / Italian Stone Pine; Quercus Suber / Cork Oak	Plantanus Racemosa / California Sycamore; Pinus Pinea / Italian Stone Pine; Quercus Suber / Cork Oak
Alford, Citrus, Harris, New Jersey, & West Streets	Lagerstroemia Indica / Crape Myrtle; Handroanthus impetiginosus / Pink Trumphet Tree; Hymenosporum Flavum / Sweetshade	N/A
Central, Golden, Lester Avenues; School Lane; Lincoln Street	Eriobotrya deflexa / Bronze Loquat; Albizia Julibrissin / Silk Tree	N/A
Pacific Avenue	Lagerstroemia Indica / Crape Myrtle; Olea Europaea 'Wilsonii' / Fruitless Olive	N/A
Lester Avenue	Cassia Leptophylla / Gold Medallion Tree; Ulmus Parvifolia / Chinese Elm	N/A

**Table 5.11**  
**STREET TREE AND PLANTING STANDARDS**

<b>Minimum Size</b>	24" to 36" box (minimum 2" trunk diameter & 10' height at time of planting). Minimum 25' wide diameter canopy and 20' height for street trees after 20 years of planting.
<b>Other Requirements</b>	<ol style="list-style-type: none"> <li>1) Tree planting and irrigation shall be per Chapter 18.44 of the Lemon Grove Municipal Code.</li> <li>2) Landscape palettes shall be complementary of the above tree requirements including hardscape and rockscape.</li> <li>3) Tree grates shall be required per City standard with durable uplighting on each side of the base of the grate.</li> <li>4) Provide covered electrical outlets at tree wells to allow for seasonal ornamental LED "twinkle lighting" with white colored lights.</li> </ol>

## 6.0 IMPLEMENTATION AND ADMINISTRATION



### 6.1 INTRODUCTION

This Chapter provides an overview of the approaches necessary to implement this Specific Plan. Implementation strategies establish a necessary link between the “Vision” for downtown and the resources available to achieve that vision. Implementation requires a coordinated program of public and private action. The City of Lemon Grove’s policy initiatives, regulatory controls, administrative programs, and capital investment in the area lay a foundation for future private sector investment on the part of property owners, business enterprise, and other area stakeholders. This chapter consists of two major sections:

- **SPECIFIC PLAN ADMINISTRATION:** Outlines the administrative procedures that are necessary to implement the Specific Plan.
- **RECOMMENDED PROGRAMS AND PUBLIC IMPROVEMENTS:** Identifies the physical and programmatic improvements that are recommended to carry out the goals of the Specific Plan.

### 6.2 SPECIFIC PLAN ADMINISTRATION

This section describes the procedures required for the timely implementation of development within the Specific Plan area. Upon adoption of this Specific Plan, all land use regulations and development standards of this Specific Plan shall supersede those of the City’s Municipal Code. All provisions of the Municipal Code not addressed by this Specific Plan shall apply, including, but not limited to, use and planned development permits, variance, public notice and hearing, and appeals provisions.

#### CLARIFICATION OF AMBIGUITY

If ambiguity arises concerning the appropriate classification of a use within the meaning and intent of this Specific Plan, or if ambiguity exists with respect to matters of height, yard requirements, area requirements, or land use and zoning boundaries as established herein, the remedies provided in the Municipal Code for interpretations shall govern.

***STATUTORY AUTHORITY IN CASE OF CONFLICTING PROVISIONS***

Nothing in this Specific Plan shall be deemed to affect, annul or abrogate any ordinances pertaining or applicable to the properties and areas affected by this Specific Plan unless superseded with this Specific Plan. If a conflict does arise, the more restrictive requirements shall control.

***FINDINGS REGARDING THE SPECIFIC PLAN***

No division of land, use permit, site plan approval or other entitlement for use, and no public improvement shall be authorized in the Specific Plan area unless the proposed project is found to be in substantial compliance with the vision, goals, objectives, and policies of this Specific Plan.

Approval of final development plans and use permits shall be contingent upon a determination of substantial compliance with the applicable provisions of this Specific Plan, applicable provisions of the Municipal Code, and the City of Lemon Grove's General Plan as a part of Planning Division reviews.

***SITE PLAN APPROVAL***

To ensure compliance with all applicable requirements of this Specific Plan, all development projects (unless specifically exempt) shall be subject to the applicable compliance, review and approval process set forth in the Municipal Code.

***ADMINISTRATIVE MODIFICATIONS***

Minor modifications (less than 20 percent deviation and/or deviation in tree species, building materials or colors) to the development and design standards of this Specific Plan and/or land use deviations substantially in conformance and consistent with permitted uses of the zone the property is located in may be approved, or conditionally approved, by the Development Services Director upon demonstration that the proposed adjustment would enhance the overall appearance and function of the project; would be compatible with, and would not be detrimental to adjacent property or improvements; would provide equivalent benefits in accordance with Section 17.28.030(D) of the Municipal Code if applicable; and would advance the vision, goals, objectives and policies of this Specific Plan.

***PLANNED DEVELOPMENT PERMIT AND VARIANCE MODIFICATIONS***

Modifications, other than administrative modifications, to the development and design standards of this Specific Plan may be approved, or conditionally approved, by the Planning Commission and/or designated commission or committee through the Planned Development Permit process in accordance with Section 17.28.030(D) of the Municipal Code. Variances for all other modifications may be approved by the Planning Commission and/or designated commission or committee in accordance with Section 17.28.060 of the Municipal Code. Planned Development Permit and Variance modifications require an additional finding be made that the modification would advance the vision, goals, objectives and policies of this Specific Plan.

***AMENDMENTS TO THE SPECIFIC PLAN***

Development, land use and design standards of this Specific Plan may be amended through a Zoning Amendment in accordance with Section 17.28.080 of the Municipal Code provided an additional finding be made that the amendment would advance the vision and goals of this Specific Plan. Other amendments to this Specific Plan, or any part thereof, may be amended or replaced in accordance with Section 17.28.090 of the Municipal Code.

### ***SPECIFIC PLAN REVIEW/UPDATE***

This Specific Plan shall be included in the General Plan Annual Progress Report monitoring review to assess the progress of the implementation of this Specific Plan's policies and the implementation program in Chapter 6.

### **6.3 RECOMMENDED PROGRAMS AND PUBLIC IMPROVEMENTS**

To achieve the overall vision and individual goals of this Specific Plan, a variety of publicly initiated programs and physical improvements have been identified. This section describes each recommended program/improvement and identifies a series of funding mechanisms.

The successful economic revitalization of the Specific Plan area is predicated on the following three strategies:

- 1) Strengthen the identity of the area as a unique destination.
- 2) Create unique Planning Areas that provide a balanced mix of office, commercial and retail, and residential uses that support a vibrant downtown.
- 3) Broaden development opportunities and provide a wide variety of incentives (e.g., low fees, by-right zoning and five-story zoning).

The economic revitalization strategy has many interrelated components, described in Section 6.3.1.

#### **6.3.1 ECONOMIC DEVELOPMENT PROGRAMS**

##### ***DEVELOPMENT INCENTIVES AND FEES***

Incentives (e.g., low fees, by-right zoning and five-story zoning) can increase the attractiveness of private investment and stimulate private development within the Specific Plan area. A number of possible incentive and fee measures have been identified as follows:

1. Allow additional density and modifications to development and design standards for lot consolidation and/or the provision of public community benefits.
2. Maintain low City fees for development within the Specific Plan area for Planning, Building, and Engineering divisions.
  - a. Within nine months of Downtown Specific Plan adoption, or as soon as practical, prepare an Engineering Cost Estimate using existing metrics that analyzes all of the costs for design and construction of public improvements, including street, alley, intersection, park, and wayfinding and gateway sign improvements and amenities, within the entire Downtown Specific Plan area (Downtown Specific Plan Public Improvement Costs or DSPPIC). This includes undergrounding of all overhead utilities and the purchase of land and all associated improvements and amenities referenced in Chapter 5, as well as the purchase of land and all associated improvements and amenities for the park and parking overlays referenced in Chapter 4. The DSPPIC shall be increased annually from the date of adoption based on the last annual change of Prices in the San Diego Area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), as reported by the U.S. Bureau of Labor Statistics.
  - b. Within three months of Downtown Specific Plan adoption, the City Engineer and Development Services Director shall develop a map of prospective Community Facility Districts (CFDs). The City shall require new developments to not oppose the formation

- of CFDs for each zoning district or planning area similar to the Main Street Promenade CFD. The City shall initiate the formation of CFDs after agreements not to oppose result in majority holdings required for the formation of CFDs. The CFD shall account for current and future level of maintenance and safety service costs for public works, police and fire departments and facility maintenance of streets and parks and associated infrastructure and amenities of the CFD area. The CFD shall include costs for programming including recurring events. A CFD is an assessment district that provides financing for local public facilities and services, such as street improvements, water infrastructure, wastewater infrastructure, drainage, electricity, schools, parks, and police protection. Two-thirds voter approval is required to establish a CFD. The properties adjacent to the Main Street Promenade are within an existing Property Tax Community Based CFD. If the CFD fails in any specified area, other cost recovery mechanisms shall be considered prior to continued development occurring including a Mello-Roos District and/or development impact fees. The goal is to provide cost recovery for maintenance and service costs through ongoing fees and/or taxes for development since current service levels for maintenance and police personnel are not sufficient and since new facilities are required to support new development.
- c. Within two years of this Downtown Specific Plan's adoption, a parkland fee study shall be conducted based on needs for the entire future population of the City at a rate of 1.5 acres per 1,000 residents based on a year 2050 build out. Thereafter, parkland in-lieu fees may be paid per dwelling unit based on number of bedrooms and in-lieu fees established by City Council. Parkland fees generated from this Downtown Specific Plan shall be prioritized as follows (in order of priority):
    - i. Main Street Promenade (park improvements),
    - ii. Village Promenade,
    - iii. Civic Center Park (park improvements),
    - iv. Pacific Avenue Park,
    - v. Kunkel Park Expansion, and then
    - vi. Connect Main Street
  - d. Future reasonable fee pass-through mechanisms, like Mello Roos fees, may be considered to encourage immediate development with street, sign and park improvements paid for by future residents and employment centers.
  - e. A credit towards parkland fees and street improvements for public park improvements and amenities shall be provided for improvements above and beyond the minimum requirements and standards called for in this Specific Plan. This allows a developer to provide park improvements that will have the most positive impacts towards their project.
3. Prioritize entitlement approvals within the Specific Plan area to expedite development. Approve entitlements administratively to the extent feasible.

### **PROMOTION AND MARKETING**

To differentiate downtown Lemon Grove as a unique destination within the region, promotional and marketing support is needed from the formation and continuance of an organization, such as a Property Based Improvement District (PBID), Business Improvement District (BID) and/or Chamber of

Commerce, dedicated to rebranding and marketing the Specific Plan area. This organization should work with other key groups, such as the East County Chamber of Commerce, local nonprofit groups and Lemon Grove merchants within the Specific Plan area, to coordinate revitalization efforts. A new logo for downtown should be considered as part of this process.

### ***DOWNTOWN COORDINATOR***

A downtown coordinator, possibly paid through BID funds, could be responsible for facilitating downtown development and promotion. This includes working with merchants and other business people to set goals and decide what events, activities, programming and improvements should be pursued downtown. These actions could include organizing promotions and special events to working on attracting new businesses to the area. Once this overall direction has been set, the coordinator would be responsible, with assistance from the merchants and/or volunteers, for overall implementation.

### ***PROPERTY OWNER INCENTIVES FOR ONGOING FAÇADE IMPROVEMENTS***

Improving and upgrading building façades is important to creating the desired atmosphere for downtown Lemon Grove. Providing volunteers, grants or loans to assist property owners to improve the appearance of their buildings can enhance the economic climate for all businesses in the area. Such a façade improvement program might include:

- ***VOLUNTEER ASSISTANCE.*** As a part of city beautification events, paint and clean up businesses in need of repair. Encourage the business and property owners to pay for the cost of materials.
- ***CASH REBATES.*** To encourage revitalization, as funds allow, the City may consider offering cash rebates for a portion of the cost of eligible facade improvements.
- ***LOW INTEREST LOANS.*** In addition to cash rebates, or in lieu thereof, a low interest loan program could be made available to assist property owners with long term financing of eligible façade improvements.
- ***GRANTS.*** In extraordinary circumstances where significant aesthetic improvement would be gained, the City could offer an outright grant for special façade improvements.

Eligible improvements might include: storefront renovation, including landscape improvements, exterior paint, new conforming signs, awnings, canopies, exterior wall lighting, windows and street facing storefronts.

All façade improvements, to be eligible for financial assistance, must comply with the requirements and standards contained in this Specific Plan. An applicant could obtain private funding or a low interest loan from the City. The City could reimburse the applicant with a grant/rebate upon satisfactory completion of work based on actual invoices and letter of commitment. A façade easement might be recorded in favor of the City to ensure continued maintenance of the façade, should the owner fail to do so.

Possible sources of funding for the program may include Community Development Block Grant (CDBG) funding and/or PBID or BID funding.

### ***TREE PLANTING***

The City could establish a special tree planting fund supported by community stakeholders and possibly planted by volunteers to help defray some of the costs of installing and maintaining street trees throughout the Specific Plan area. The fund would receive money through community donations.

When existing designated trees over a certain size are removed from private property and cannot be replaced, the project proponent may consider adding or replacing the trees in the public right-of-way or at a nearby private property with the property owner's permission. In lieu of doing any of the above, the project proponent can pay an in-lieu fee based on the number of trees removed and their size. These fees would be used to fund the purchase, installation or on-going maintenance of trees in the Downtown Specific Plan area.

### ***AMORTIZATION ORDINANCE***

Within a year of adoption of this Downtown Specific Plan, adopt an amortization ordinance to provide a five to ten year period for nonconforming businesses to vacate the Downtown Specific Plan area. To support this, the City could provide expedited permit processing and licensing for businesses who relocate to a zoning district which allows for their nonconforming use.

### ***STATE MILLS ACT CONTRACTS***

As a preservation incentive, historic property agreements offer advantages to both the City and the property owner. These agreements, commonly referred to as "Mills Act" contracts, provide for property tax relief for owners of qualified historic properties who agree to comply with certain preservation criteria.

The use of Mills Act contracts (Government Code Sections 50280 through 50289) gives the City the flexibility to deal with historic structures on a case by case basis. The City would have the option to choose which properties are suitable for the incentive by evaluating a range of factors, such as the significance of the building to the community, development pressure on the site, or the need for rehabilitation. The contracts can be used both as a tool to preserve an individual building and as part of the broader Specific Plan implementation strategy.

For owners of historic properties, Mills Act contracts offer several distinct advantages. Participation on the part of the owner is completely voluntary. In addition, a Mills Act contract is one of the few incentives available to residential properties. Another important benefit of this incentive is that, since historic properties continue to be protected by the contract when the property is sold, the reduced property tax valuation is passed on to the new owner.

## **6.3.2 POTENTIAL FUNDING MECHANISMS**

***FINANCING TOOLS*** Pursue Regional, State, Federal, and Private Financing Sources. A key action would be to identify, monitor, and apply for other financing sources that meet the City's goals and objectives for the downtown area. This might include the following federal, state, local and private programs:

### ***PROPERTY BASED IMPROVEMENT DISTRICTS (PBIDs) AND BUSINESS IMPROVEMENT DISTRICT (BIDs).***

A PBID or BID is a public/private partnership created to perform marketing, provide a variety of enhanced services, and complete capital improvements in order to improve and program commercial neighborhoods. The BID allows the governing body to levy an additional tax on property owners or

businesses within a designated area and to utilize the revenues for improvements and programs, subject to a majority vote of the property owners within the proposed district.

Establishing a PBID or BID is usually initiated by a Chamber of Commerce, a business organization or a group of business or property owners in a specific area. PBIDs and BIDs can be funded without assessments with volunteers coordinating all efforts with donations. A PBID or BID can perform a variety of functions including, but not limited to:

- **IMPROVEMENTS AND MAINTENANCE**, such as the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more, including, but not limited to: parking facilities, benches, trash receptacles, street lighting, decorations, parks, and fountains.
- **ACTIVITIES**, including, but not limited to, the following:
  - Promotion of public events which benefit businesses in the area and which take place on or in public places within the area.
  - Activities which benefit businesses located and operating in the area (e.g., hiring a downtown coordinator to manage activities of the program).
- **OPERATIONS** of the BID/PBID are governed by a private non-profit corporation made up of a majority of property owners. Their responsibilities include, but are not limited to, the following:
  - Collection of all funds.
  - District management and marketing through the creation of a District Management Plan.
  - Service delivery.
- **BENEFITS** of the creation and operation of a BID/PBID are described below:
  - Improves and maintains the district area to be attractive to visitors and attract shoppers.
  - Community engagement while providing a range of supplemental services to the district.
  - Increased opportunities for economic development.
    - Depending on the budget, funds can be allocated towards the marketing, promotion, and branding of the district. This can include community events within the district such as a farmer's market.
  - Beautifies an area through streetscape improvements, landscape improvements, storefront improvements, graffiti removal, increased and improved maintenance, wayfinding and gateway signage etc. Some PBIDs/BIDs choose to offer homeless outreach and resources.
  - Decreases and can eliminate crime, theft, illegal dumping and homeless camps.
  - Removes financial burden from the City.
- **OTHER CONSIDERATIONS.** The creation and operation of a BID/PBID requires several financial and legal considerations.

- **FINANCIAL CONSIDERATIONS**

Funds to pay for PBID/BID programs and services are generated from a special assessment paid by the benefited property or business owners. The assessment is billed and collected by the City and then disbursed to the PBID/BID, which in turn delivers the district's services. Every dollar of the funds contributed to the BID or PBID is dedicated to making the specified district a more desirable and profitable place to be.

The assessment fee can be calculated in a variety of ways; one common method is to create a calculation based on lot square footage, building square footage, and location or zone within the district. For example, a commercial property in designated zone X with a 2,000-square-foot building on a 4,000-square-foot lot would be assessed as follows:  $2,000 \times \$0.16 + 4,000 \times \$0.08 = \$640$  per year.

Property owners are enticed with hard evidence that BIDs create financial success. The goal is to attract more customers, which generates increased revenue, which improves tenancy rates and property values.

- **LEGAL GUIDELINES AND CONSIDERATIONS**

- Proposition 218: The Right to Vote on Taxes Act (follow-up to Proposition 13 downfall)
  - Regulates voting requirements.
  - Renters can vote on an assessment if their lease agreements specify that they are responsible for paying the assessment.
  - Local governments would have to reject the proposed assessment/fee if written protests are presented by the majority of the affected property owners.
- According to state law, the maximum term a PBID can be in place is five years. If proven successful, then a 10-year term can be an option presented to voters.
- According to state law, in the petition phase and ballot process, votes must be weighed based on percentage of ownership.
  - A property owner who owns 1% of the total property in the downtown area will pay 1% of the total assessment and will have 1% of the total voting weight.
- A public hearing at least 45 days after the mailing, which often coincides with the last day of voting. Ballots are counted following the public hearing.
- Reference Streets and Highway Code Section 3600-36604, the Property and Business Improvement District Law of 1994.

- **CASE STUDY: THE BYZANTINE LATINO QUARTER BID**

- The Byzantine Latino Quarter BID (BLQ BID) is an assessment district in which property owners are the primary investors in the creation of a safe, welcoming and thriving business environment along Pico Boulevard from the 110 freeway to Western Avenue and small portions of Normandie Avenue and Venice Boulevard in Los Angeles, California. On an annual basis, property owners contribute funds towards street maintenance, beautification projects and marketing efforts to benefit the properties and businesses in this area of Los Angeles.

The BLQ BID is guided by its mission of keeping the business corridor clean and free of trash while creating a safe and attractive environment in which people can work, shop and

conduct business. This BID operates with an annual budget of \$137,000 and is run by a non-profit. The majority of their operating budget is allocated to district maintenance, which mostly consists of pressure washing sidewalks and buildings. The BID supports art in the district and commissions artists to create murals and graffiti art which is popular in this neighborhood. In this BID, churches coordinate homeless outreach and services and the BID pays the bill.

The BLQ BID is located within a disadvantaged community with challenges and conditions akin to Lemon Grove. When the BLQ BID was up for approval in 2013, the property owners voiced their support with a resounding 76% approval vote.

**ENHANCED INFRASTRUCTURE FINANCING DISTRICT (EIFD).** An EIFD is created and used to finance the construction or rehabilitation of public infrastructure and private facilities of communitywide significance, including, but not limited to: brownfield restoration and other environmental mitigation, military base remediation, affordable housing for rent or purchase, transit priority projects, and projects to implement a sustainable communities strategy. These facilities may be funded with the property tax increment of taxing agencies (such as cities, counties, special districts, but not schools) that consent. An EIFD is overseen by a Public Financing Authority (PFA) that is comprised of members of the legislative body(s) of the participating affected taxing entity plus two members of the public. The PFA has the authority to adopt an infrastructure financing plan, issue bonds for which only the district is liable, fund infrastructure projects through tax increment financing pursuant to the infrastructure financing plan, and loan monies to infrastructure financing districts to fund the activities described in the infrastructure financing plan.

**COMMUNITY FACILITY DISTRICTS (CFDs).** A CFD is an assessment district (commonly known as Mello-Roos) with bonding and taxing authority that provides financing for local public facilities and services, such as street improvements, water infrastructure, wastewater infrastructure, drainage, electricity, schools, parks, and police protection. Financing of existing facilities is not permitted. A Community Facilities District (CFD) is initiated by either: (1) a written request signed by two members of the legislative body (local government or school district); (2) a petition signed by 10% of the eligible voters in the area; or (3) a petition signed by the landowners of 10% of the area in the proposed district. Two-thirds voter approval is required to establish a CFD. The properties adjacent to the Main Street Promenade are within a Property Tax Community Based CFD.

**LANDSCAPING AND LIGHTING DISTRICTS (LLD).** Local governmental agencies may form LLDs for the purpose of financing the costs and expenses of landscaping and lighting public areas. LLDs may be used for installation and maintenance of landscaping, statues, fountains, general lighting, traffic lights, recreational and playground courts and equipment, and public restrooms, as well as the acquisition of land for parks and open space and the construction of community centers and municipal auditoriums and halls. Funds are acquired through the levying of an annual assessment on benefiting properties subject to the requirements of Proposition 218 and Proposition 26. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards as maintained through general fund revenues.

**COMMUNITY REVITALIZATION AND INVESTMENT AREAS (CRIAS).** A CRIA is a public agency separate from the city, county, or city and county that created it. They can authorize the revitalization of

disadvantaged communities through planning and financing infrastructure improvements and upgrades; economic development activities; and affordable housing via tax increment financing based, in part, on the former community redevelopment law. CRIA revitalization areas are subject to statutory requirements for eligibility, including measures of: income, unemployment, crime, and deterioration. A Revitalization Plan outlining the goals and objectives, estimated revenues and expenditures, and the programs to be implemented, must be prepared prior to beginning operations. If the majority of property owners in a Revitalization Area object to the Revitalization Plan, it cannot be adopted.

**FUNDING SOURCES.** Pursue Regional, State and Federal Funding Sources. A key action would be to identify, monitor, and apply for other governmental funding sources that meet the City's goals and objectives for the downtown area. This might include the following federal, state and local programs, such as:

**CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (IBANK).** IBANK (established in 1994) provides financing for public infrastructure and economic development projects. This entity has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. In addition, IBANK provides programs such as the Small Business Loan Guarantee Program (SBLGP), which provides repayment guarantees to lenders of loans to small businesses having difficulty finding financing on their own, and the California Lending for Energy and Environmental Needs (CLEEN) Center, which provides low-cost financing to State and local governments for approved energy efficient projects.

**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS.** The federal government provides limited funding for local community development programs under the CDBG program. Funds have historically been made available for housing, business and street improvement and revitalization and also job training and economic development. The emphasis for targeting of CDBG funds is towards benefiting groups and individuals of low and moderate income. Subject to the availability of funds, CDBG could be utilized to develop minor public improvements (i.e., curbs, gutters, sidewalks) to rehabilitate housing, and to make cosmetic improvements to business facades in low-income areas. CDBG funds will not provide a significant basis for implementing the Plan's objectives, but can combine with other measures of the overall program.

The U.S. Department of Housing and Urban Development (HUD) determines the amount of each grant by using a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas.

**FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT OF 2015.** The FAST Act, administered by the Federal Highway Administration (FHWA), authorizes \$305 billion in federal over fiscal years 2016 through 2021 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The funds resulting from this apportionment are available for obligation until September 30, 2021. Any amounts not obligated by a state on or before September 30, 2021, shall lapse.

**ACTIVE TRANSPORTATION PROGRAM (ATP) ADMINISTERED BY THE CALIFORNIA TRANSPORTATION COMMISSION AND CALTRANS.** The ATP is intended to increase the proportion of trips accomplished by biking and walking. Grant funds are to be allocated to eligible projects by the California Transportation Commission with 40% of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10% for small urban and rural regions, and 50% on a statewide basis, with all awards to be made competitively. The Program is intended to fund Infrastructure Projects, Plans, Non-infrastructure Projects, and Infrastructure projects with non-infrastructure components.

**TRANSNET SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM**

The TransNet Extension Ordinance provides funding for two competitive grant programs that support local efforts to increase walking, biking, and transit use throughout the region: the Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). The ATGP also is funded with Transportation Development Act (TDA) funds.

The SGIP provides funding for transportation-related infrastructure improvements and planning efforts that support smart growth development in Smart Growth Opportunity Areas as shown on the [Smart Growth Concept Map](#). The goal is to fund comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. SANDAG makes available the grant applications of projects funded through the SGIP.

The goal of the ATGP is to encourage local jurisdictions to plan and build facilities that promote multiple travel choices and increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places. The grant program also encourages local jurisdictions to provide bike parking, education, encouragement, and awareness programs that support pedestrian and bike infrastructure. SANDAG makes available the grant applications of projects funded through the ATGP.

**WATER QUALITY, SUPPLY, AND INFRASTRUCTURE IMPROVEMENT ACT OF 2014.** The Water Quality, Supply, and Infrastructure Improvement Act of 2014, provides funding to address water quality, supply, and infrastructure improvement issues in California. The bond is comprised of seven categories of funding. Bond money would be available to state agencies for various projects and programs, as well as for loans and grants to local governments, private water companies, mutual water companies (where water users own the company), Indian tribes, and nonprofit organizations.

**CALIFORNIA URBAN RIVERS GRANT PROGRAM ADMINISTERED BY THE CALIFORNIA NATURAL RESOURCES AGENCY.** The Water Quality, Supply, and Infrastructure Improvement Act of 2014 authorized the Legislature to appropriate twenty million dollars to the California Natural Resources Agency for the California Urban Rivers Grant Program. The program is intended to fund “green infrastructure that conserves water, buffers climate change impacts, improves water quality, water supply, public health, reduces greenhouse gas emissions, and energy demand, restores, and protects rivers, creeks and streams including the acquisition of resource lands.” Grant funds are awarded to projects that implement the three objectives of the

California Action Plan which are: 1) more reliable water supplies, 2) the restoration of important species and habitat, and 3) a more resilient and sustainably managed water infrastructure. Projects must be multi-benefit watershed and urban rivers enhancement projects in urban watersheds that increase regional and local water self-sufficiency. There are no minimum or maximum grant amounts for this Program.

***ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) GRANT PROGRAM BY THE CALIFORNIA NATURAL RESOURCES AGENCY.*** The EEM Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities. Grants are offered to local, state, and federal governmental agencies, as well as nonprofit organizations, for projects to mitigate environmental impacts caused by new or modified state transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility and must fit one of the following categories: 1) Urban Forestry projects designed to offset vehicular emissions of carbon dioxide; 2) Resource Lands projects for the acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements; or 3) Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement. Grants for individual projects are generally limited to \$500,000 each, however the Agency may recommend awards up to \$1,000,000 for acquisition projects.

***AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (CALIFORNIA STRATEGIC GROWTH COUNCIL).*** The Strategic Growth Council's Affordable Housing and Sustainable Communities (AHSC) Program provides grants and affordable housing loans for compact transit-oriented development and related infrastructure. AFHSC also benefits programs that reduce greenhouse gas ("GHG") emissions and benefit Disadvantaged Communities and Low-Income Communities by increasing the accessibility of housing, employment centers, and key destinations via low-carbon transportation options (walking, biking, transit) thereby resulting in fewer vehicle miles traveled (VMT) and mode shift. Three project prototypes have been identified to implement this strategy: 1) Transit Oriented Development (TOD) Project Areas; 2) Integrated Connectivity Project (ICP) Project Areas; or 3) Rural Innovation Project Areas (RIPA).

***SANDAG SENIOR MINI-GRANT PROGRAM.*** The Senior Mini-Grant (SMG) program provides financial support to local agencies and nonprofit organizations to offer specialized transportation services for seniors age 60 and older. These grants are intended to fund innovative and flexible programs that support the transportation needs of older adults. Passengers who are not seniors may be transported through the program, but no more than 20 percent of the trips provided may be to riders younger than 60. The program is funded by TransNet, the regional half-cent sales tax for transportation projects. SANDAG allocates funds for the program through a competitive, countywide grant process. A committee composed of non-applicant agency representatives and expert community members reviews, scores, and ranks the applications and a list of projects recommended for funding is presented to the SANDAG Transportation Committee and Board of Directors for final approval.

**NEW MARKET TAX CREDIT PROGRAM.** The New Market Tax Credit Program (NMTC) is jointly administered by the Community Development Financial Institutions (CDFI) Fund and the Internal Revenue Service (IRS). It acts to incentivize community development and economic growth through the use of tax credits that attract private investment to distressed communities. The goal of the program is to spur revitalization efforts of low-income and impoverished communities across the United States. An individual or corporate investor is able to receive a tax credit against their federal income tax in exchange for making equity investments in specialized financial intermediaries called Community Development Entities (CDEs). The CDEs are able to use the capital from these equity investments to make loans and investments to businesses operating in low-income communities on better rates and terms and more flexible features than the market. CDEs must be certified by the CDFI to participate in the program and have a primary mission of serving low-income communities to be eligible.

**SELF-GENERATION INCENTIVE PROGRAM.** The California Public Utilities Commission (CPUC) unveiled a new equity program, Self-Generation Incentive Program (SGIP), that directs 25 percent of funds for distributed energy storage to low income households and environmentally burdened communities throughout the state. Eligible customers also include state and local government agencies, educational institutions, non-profits, and small businesses.

SGIP provides incentives to support existing, new, and emerging distributed energy resources. SGIP provides rebates for qualifying distributed energy systems installed on the customer's side of the utility meter. Qualifying technologies include wind turbines, waste heat to power technologies, pressure reduction turbines, internal combustion engines, microturbines, gas turbines, fuel cells, and advanced energy storage systems.

**METERED PARKING.** As demand for parking in the Specific Plan area increases, the City could explore the implementation of metered parking as a regulatory tool. Funds from meter revenues could be used for parking related facilities and improvements, programs, and enforcement.

### 6.3.3 PUBLIC IMPROVEMENT PROGRAMS

This category of programs includes physical improvements within the public right-of-way (e.g., streets, landscaping, lights, water/sewer). The infrastructure and traffic evaluation prepared as part of this Specific Plan reviewed the impact of future development upon downtown Lemon Grove's water, wastewater/sewer, drainage and circulation systems. These are discussed below.

#### **WATER**

While any future upgrades would have to be coordinated and managed through Helix Water District (HWD), the existing storage capacity, distribution system, and transmission lines within the City present no immediate obstacles to smart growth development within the Specific Plan area. Future development will be reviewed on a case-by-case basis pursuant to Helix District Policies and Procedures Manual. Water supply is subject to water conservation measures as required by state law. Future development may require individual pump systems in order to provide appropriate water pressure for fire suppression systems. City Staff will coordinate with Helix Water District staff to analyze water pressure in the downtown on a project-by-project basis to determine the most cost effective options for the specific service area for both the developers and Helix Water District when applicable. Pump systems represent a considerable cost for new developments. Overall, the system is

well-gridded and meets all applicable standards for potable water supply. Below is a list of recommended actions the City should consider:

1. Monitor the existing system and ensure the City is achieving the requirements identified in the HWD Urban Water Management Plan 2015 (water use target of 114 Gallons Daily Per Capita Water Use in 2020).
2. Incentivize green building practices within the Specific Plan area that reduce demands on potable water, such as:
  - a. Employ catchment/reuse systems to collect rainwater for reuse as a supplemental landscape water supply.
  - b. Encourage greywater plumbing systems in new buildings where practical, in coordination with local health standards.
  - c. Continue to enforce water efficient landscape regulations; BMP's, Biofilters, tree wells, etc.
  - d. Continue to install/update existing low-water-use fixtures and appliances in all new and renovated buildings to ensure the City is using the most efficient systems.
  - e. Continue to enforce the sustainability design requirements as a part of new development.
3. Encourage Helix Water District (HWD) to coordinate with City Staff and developers to analyze water pressure in the downtown on a project-by-project basis to determine the most cost effective options for the specific area when water pressure for fire suppression systems is found to require an individual pump booster system.

## **SEWER**

Wastewater service and infrastructure is provided and maintained by the Lemon Grove Sanitation District. As identified in the Lemon Grove Sewer Master Plan, 2017 prepared by Dexter Wilson, three drainage basins have capacity constraints and will require monitoring in order to assure adequate service is provided for future population growth. Below is a list of recommended actions the City should consider:

1. Implement the identified CIP projects within the Lemon Grove Sewer Master Plan for the pipelines along Broadway (CIP18), Broadway South (CIP8), and Downtown Village Specific Plan (CIP21).
2. Update the sewer connection and recurring equivalent dwelling unit (EDU's) annual fee to fund the maintenance and improvements needed for the City's 2050 build out.
3. Maintain reduced fees for breweries and similar uses.
4. Monitor existing infrastructure to ensure adequate flow capacities to handle increased population.
5. As development occurs within the Specific Plan area, the sewer modeling will need to determine whether additional on-off site improvements are warranted or if the identified CIP improvement will be required to be constructed sooner.
6. Focus infill development and/or increase housing density in areas that have an existing adequate capacity to handle an increase in population.

## **STORM DRAINAGE**

There are no constraints to development due to existing conditions within the downtown stormwater systems, as revitalization or reuse would occur over land that has been previously developed or

disturbed. However, according to the 2017 Downtown Village Specific Plan Expansion Baseline Opportunities and Constraints Analysis, six locations within the Specific Plan area are experiencing drainage deficiencies and should be monitored and/or improved if these deficiencies continue or are exacerbated. The six locations include:

- Lemon Grove Avenue at Broadway to Hilltop Drive: 30 inch (in) CMP at 1,190 feet (ft.).
- Lemon Grove Avenue at Massachusetts Avenue to Beryl St: 72 in RCP at 1,940 ft.
- Broadway and Massachusetts Avenue: 30 in RCP at 100 ft.
- Broadway and Massachusetts Avenue to north of Broadway at Citrus Street: 30 in CMP at 750 ft.
- North of Broadway at Citrus Street to Harris Street: 48/30 in CMP at 430 ft.
- North of Broadway at Harris Street to West Street: 48 in CMP at 300 ft.

Below is a list of recommended actions the City should consider:

1. Update the City's 1997 Master Plan of Drainage.
  - a. Identify if additional storm drain lines have become deficient since the 1997 Master Plan of Drainage.
  - b. Provide strategy and priority in order to address existing and future deficient lines.
  - c. Incorporate the 2050 build out of the City after the General Plan Update is adopted.
2. Implement capital improvements in areas identified as having deficient drainage capacity.
3. Implement Best Management Practices (BMPs) identified in the City's 2015 Jurisdictional Runoff Management Program and the City's 2016 BMP Design Manual; BMP is a term used to describe a type of water pollution control or treatment.
4. Encourage the incorporation of sustainable building practices into new developments, such as:
  - a. Rooftop catchment systems to collect rainwater for reuse as a supplemental landscape water supply.
  - b. Design Green Roofs to be considered on new construction.
  - c. Use permeable paving materials for streets, sidewalks, parking lots, and driveways.
  - d. Implement vegetative swales to detain and infiltrate runoff within existing rights-of-way.
  - e. Divert stormwater from roofs, parking lots, and other hardscapes to vegetated swales or bioretention or biofiltration areas instead of storm drains.
  - f. Evaluate opportunities to incorporate green street concepts into proposed public works projects.

### **DRY UTILITIES**

Utility systems, including electricity, natural gas, and telecommunications, within the City are generally sufficient to support an increase in population and development. Electricity and Natural Gas are provided to the Specific Plan area by the San Diego Gas & Electric Company (SDG&E). Electricity is transmitted by above ground and underground power lines from the Chollas West Substation. Natural gas lines exist along all major street rights-of-way within the Specific Plan area. A number of companies provide wireless or cell phone service for the area as well, and high speed internet access within the City is offered by AT&T, Cox, and EarthLink. Below is a list of recommended actions the City should consider:

1. Underground overhead utility poles.

2. Encourage new development to incorporate sustainable building practices related to energy conservation.
3. Maximize the number and size of north-facing and south-facing windows; use smaller and fewer windows on east and west sides of buildings.
4. Minimize direct sunlight to the inside of structures using overhangs.
5. Provide fully operable windows that can be adjusted throughout the day for maximum ventilation.
6. Design building interiors to take advantage of natural ventilation by orienting rooms so that breezes can blow through them.
7. Properly insulate and seal all new and renovated buildings to contain and extend the climatic influence of heated or cooled air.
8. Use energy efficient heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day.
9. New parking covers should include solar panels.

### **MOBILITY**

The Design Standards for Streets within the Downtown Specific Plan area are presented in Chapter 5.0. Implementation of these standards should be the responsibility of the City with additional funds and/or improvements coming from developers of properties as a condition of project approval. The City may fund the initial installation of some streetscape elements; however, as new development occurs, the City should require reimbursement for certain installed improvements which directly benefit the adjacent property (e.g. sidewalks, curb/gutter, lighting, street trees) and which also contributes to the principles of Complete Streets.

An alternative to the above approach could be the formation of a special assessment district (e.g. BID, PBID or CFD) to help pay for the desired improvements. This approach would require stakeholders within the assessment district to pay their fair share of the improvements. The City could assume a portion of the costs to lessen the burden on property owners, especially the initial cost of establishing the assessment district.

#### **6.3.4 ADDITIONAL KEY ACTIONS TO IMPLEMENT THE SPECIFIC PLAN**

In addition to the recommended actions previously listed in this Chapter, the following actions are key to the implementation of this Specific Plan:

1. To ensure high quality signage throughout the City, a comprehensive sign program will be adopted within six months of the Downtown Specific Plan's adoption by City Council.
2. Consider adopting an Open Space In-lieu Fee to increase open space assets with improvements in the downtown. This would be in lieu of private open space requirements.
3. In order to promote continuity of the major street corridors within the Specific Plan area, the City shall consider the preparation of a comprehensive tree program.
4. Adopt an amortization ordinance providing for the vacation of nonconforming businesses in Downtown Specific Plan area within a year of the Downtown Village Specific Plan's adoption by City Council.

**APPENDIX A – COMMUNITY BENEFITS**

<b>COMMUNITY BENEFITS</b>		
<b>Density Bonuses shall be provided as follows:</b>	1 Public Parking Space within or adjacent to the Specific Plan area (excludes provisions within the Parking Overlay)	1 Additional Dwelling Unit
	Public Park Space, Amenities and Improvements within the Specific Plan area	1 Additional Dwelling Unit per \$10,000 in valuation of improvements
	Public Art features and amenities within the Specific Plan area (excludes requirements within the Arts and Entertainment Overlay)	1 Additional Dwelling Unit per \$10,000 in valuation of improvements
	Public Street Improvements, Wayfinding Signs, and Amenities within the Specific Plan area (excludes requirements for frontage improvements and/or in-lieu fees)	1 Additional Dwelling Unit per \$10,000 in valuation of improvements

## APPENDIX B – OFF-STREET PARKING REQUIREMENTS

The off-street parking provisions listed below shall determine the minimum number of parking spaces to be provided for each use. Parking standard reductions are listed within the development standards tables for each of the seven Zoning Districts.

OFF-STREET PARKING	
LAND USE ACTIVITY	REQUIRED PARKING
Retail, Office, Restaurants	1 space per 500 SF
Visitor Accommodations	1 space per four units
Assembly Spaces (e.g., Theatres, Auditoriums, Conference Rooms, Classrooms, Places of Workshop)	1.0 space per 24 seats or per 250 SF of floor area where seats are not fixed
Warehousing, Manufacturing, & Industrial	1.0 space per 1,000 SF
Studios Dwelling Unit	.5 space per DU
One Bedroom Dwelling Unit	.75 spaces per DU
Two Bedroom Dwelling Unit	1 spaces per DU
Three Bedroom + Dwelling Unit	1.25 spaces per DU
Guest Parking	1 space per 5 dwelling units
Bicycle Parking	In projects with 4 or more required parking spaces, a rack or other secure device for storing and protecting bicycles from theft shall be installed. Such devices shall be provided for at least one bicycle per ten required parking spaces. Such devices shall be located so as not to interfere with pedestrian or vehicular traffic.
Mixed Use Parking Reduction	Weekday operating uses like Corporate and Professional Offices allow for a 40 percent reduction for that use.
Unassigned Parking Reduction	Parking spaces that are unassigned allow for a 20 percent parking reduction (if also available to the public free of cost during all times a 40 percent parking reduction is allowed instead).
Off-site Parking Reduction	Designated off-site parking spaces within 500 feet of the property allow for a 1:1 ratio parking reduction.
In-Lieu Parking Fees	Per Resolution Established by City Council.

## APPENDIX C – SUSTAINABILITY STANDARDS

SUSTAINABILITY STANDARDS		
<b>Minimum Sustainable Development Standards (10 points required<sup>1</sup>)</b>	Graywater System/Recycled Water	5 points
	Renewable Energy System	5 points
	Natural Ventilation and Lighting; Passive Heating and Cooling	5 points
	Active Building Design <sup>2</sup>	3 points
	Connectivity <sup>3</sup>	5 points
	Harvesting/Storm Water Storage and Reuse, Stormwater Treatment, and Low Impact Development	3 points
	Green Roofs	3 points
	Tree Preservation	1 point per tree
	Excess Trees	1 point per 40% of excess tree requirements
	Excess Landscape Area	1 point per 20% of excess landscape area
	Excess Usable Open Space	1 point per 20% of excess usable open space area
	Electric Vehicle Charging Station/Parking	1 point per space
	Car/Ride Share Parking	1 point per space
	Bike, Skateboard and/or Scooter Storage and/or Repair Facility	1 points each (2 points max.)
	LEED Certification	10 points
	Recycled & Regional Materials	3 points
	Sustainable Timber	2 points
	Construction Waste Reduction	1 point for 100% waste diversion
	Operational Waste Reduction	2 points
	Designated Loading Area for Vehicles	1 point per space

<sup>1</sup> Points awarded are a maximum and may be less where partial compliance is achieved.

<sup>2</sup> Prioritizes stairs before elevators. Wide stairways that are easily accessible are encouraged.

<sup>3</sup> Encourages publically accessible pedestrian connectivity on through lots.

## ARCHITECTURAL STYLES



### A.1 INTRODUCTION

As described in detail in Chapter 2, Existing Conditions, the character of the built environment in Downtown Lemon Grove is unsettled. Lemon Grove has a mix of eclectic and varied architectural styles. Buildings in the Study area include the Mission Revivals and Mercantile buildings that Lemon Grove residents, also known as Grovers, often associate with the City's identity. The Downtown Specific Plan (DSP) seeks to enhance emerging and underemphasized aspects of the City's architectural character across planning districts. To achieve this, the DSP requires that buildings within several Zoning Districts incorporate design elements from particular architectural styles. The permitted architectural style(s) for a given Zoning District are in the Design Standards for each District. Architectural style requirements complement the design standards tables in Chapter 4 but do not supersede those regulations.

The following appendix catalogs the architectural styles identified in the Design Standards tables and defines characteristic features.

## A.2 *American Mercantile*

American Mercantile can be considered the quintessential style of the classic American Main Street in the mid-19th and early 20th centuries. A typical mercantile structure is functional, with a ground floor clearly designed for public facing business and upper stories that provide complementary office, residential or multipurpose spaces. Though the building face often reflects these separate interior uses, the overall composition is unified through consistent architectural detailing.

- Mass
  - Rectangular or Boxy
  - Two-Part Block
  - Voluminous
- Exterior Finishes
  - Brick, Masonry
  - Wood or Metal Ground Floor Facade
- Roof
  - Flat often with Parapet
  - Cornice
    - Occasionally bracketed
- Appurtenances
  - Awning
  - Canopy
- Fenestration
  - Expansive Window Planes
  - Recessed Entry
  - Prominent Lintels
  - Window and Door Transoms
  - Windows on Bulkheads
  - Sills and Sashes
- Details
  - Horizontal Delineation of Uses
    - Secondary Cornice
  - Prominent Façade Columns
  - Secondary Access for Upstairs
  - String Courses
  - Patterned Brick and Masonry



### A.3 Art Deco/Moderne

Born in Paris in the 1920s, Art Deco blended lavish detailing and modern material to create a distinctive fashion that informed architectural design and popular arts through the Great Depression. Examples of the Art Deco's clean, definitive lines and repetitive geometries can be found in every corner of the globe, including the Empire State and Chrysler Buildings. Over the course of the Great Depression Art Deco design progressed into the Streamline Moderne/Art Moderne style which emphasized the sleek, machine inspired lines. Several Art Deco and Streamline Moderne structures can be found in Lemon Grove and Surrounding communities.

- Mass
  - Rectangular or Boxy
  - Angular, Stepped and Setback Forms
  - Vertically Oriented
  - Symmetry & Repetitious Geometry
  - Streamlined
- Exterior Finishes
  - Smooth Wall Surfaces
    - Concrete, Metal, Plaster, Stone, Stucco
  - Saturated Colors
- Roof
  - Flat often with parapet
- Appurtenances
  - Vertical Elements & Projections
    - Pilasters
    - Columns
    - Spires
    - Towers
- Fenestration
  - Metal Casements
  - Recessed
  - Decorative Transoms
  - Linear Orientation and Grouping of Windows
- Details
  - Low Relief Decorations
  - Radiating Patterns
  - Ornate Detailing
  - Decorative Arts & Sculpture Figures



#### A.4 Contemporary

Contemporary architecture is always evolving as it is literally the architecture of the present. While previous architectural styles had common genre defining characteristics as products of wider social or intellectual movements, contemporary buildings may vary widely in appearance and purpose. Instead the unifying theme of contemporary structures is innovation. As a result, contemporary buildings often use high tech materials and novel methods to create thoughtful and engaging structures.

- Mass
  - Expressive
  - Sculptural
  - Articulated, Not Strictly Cubic
- Exterior Finishes
  - State of the Art Materials
  - Sustainable Materials
  - Living Materials
- Fenestration
  - Extensive Glazing
- Details
  - Innovative
  - Context Sensitive
  - Natural Lighting
  - Passive Heating and Cooling
  - Novel Appearance



### A.5 Craftsman/Federation

The American Craftsman architectural style was a component of the Arts & Crafts movement that began in Europe at the end of the 19th century. American Craftsman and the other Arts & Craft styles arose in opposition to the rapidly industrializing world and the vulgar, ornate designs that flourished in it and the preceding Victorian era. Instead the American Craftsman movement championed simple forms, natural materials, and quality workmanship. The quintessential California Bungalow is a perfect example the American Craftsman style and philosophy.

- Mass
  - Rectangular or Square
  - Horizontal Planes
  - Low-pitched Roof
  - Raised Foundation
- Exterior Finishes
  - Clapboard siding
  - Shake siding
  - Stucco
  - Shingle
  - Earth Tones
- Roof
  - Gables
  - Low Pitched
  - Deep Eaves
  - Exposed Rafter Tails and Knee Braces
- Appurtenances
  - One Story Porch
  - Wing Walls
  - Courtyards
- Fenestration
  - Partially Glazed Doors
  - Horizontally Grouped Windows
  - Often Fixed or Double-Hung Windows
  - Dormer Windows
- Details
  - Wooden Doors
  - Square Pillars and Posts
  - Conspicuous Lintels and Sills
  - Balustrades
  - Gable Vents



### A.6 *Historic Modern*

Historic Modern simply describes a structure that incorporates contemporary architecture into another historical architectural style. This may occur in a new build when a recognized historical architectural style is integrated into a contemporary design either as distinct part or a blended composite. Similarly, a Historic Modern structure can also be the product of a contemporary alteration or addition to an existing historically styled structure. It should be noted that modifications to structures identified in this appendix as historical are subject to the requirements outlined in the Zoning District Design Standards tables.



### A.7 *Mission Revival/Spanish Colonial*

Mission Revival began in the late 19th century when California architects began taking design cues from the Spanish missions found across the state. As they were with the original Missions, the architectural elements of Mission Revival buildings are environmentally suited for Southern California. The covered walkways, tile roofs, shaded structural walls and courtyards typical of Mission Revival all aid in temperature regulation during hot and arid summer months. The Mission Style enjoyed great popularity and was easily adapted to large civic buildings and churches like Santa Fe Depot in Downtown San Diego but was eventually subsumed by the more ornate Spanish Revival style found in Balboa Park. Either Spanish Colonial or Mission Revival can be used when called for in the design standards table.

- Mass
  - Rectangular or Square
  - Expansive Planes
- Exterior Finishes
  - Smooth stucco or plaster siding
  - Light Colors
- Roof
  - Clay Tile Roofing
  - Flat or Low-Pitched Roofs
  - Projecting eaves with exposed rafters or brackets
- Appurtenances
  - Entry Porch
  - Arcades and Balconies
  - Courtyards
  - Bell Towers
- Fenestration
  - Recessed Windows and Doors
  - Quatrefoil Windows
  - Wood Frames and Casing
  - Casement or Double-Hung Sash
  - Wide or Paired Doors
- Details
  - Undulating Parapet
  - Sparse Ornamentation (*Mission Revival*)
  - Arched Openings
  - Square Columns
  - Corner Coping
  - Rich Ornamentation (*Spanish Colonial*)



### A.8 Queen Anne/Victorian

Queen Anne architecture, often generally described as Victorian, was one of many eclectic architectural styles that enjoyed wide spread popularity during the late 19<sup>th</sup> century. The heyday for these styles coincided with the reign of the British Monarch, Queen Victoria, hence the name. In the United States, the Queen Anne style incorporated elements from a variety renaissance era architectural styles and actually bears little resemblance to the structures built during the reign of Queen Anne. Though the characteristics that follow describe the American Queen Anne style specifically, Victorian architecture in the Downtown Village Specific Plan may include: Stick Style, Shingle Style, or Folk Victorian.

- Mass
  - Asymmetrical
  - Vertical
  - Multifaceted
- Exterior Finishes
  - Bold Colors
  - Masonry
  - Brick
  - Shingles/Clapboard
  - Slate
  - Stucco
- Roof
  - Steep Pitch Roofs
  - Cross Gables
- Appurtenances
  - Expansive Entry Porches
  - Second Story Porches
  - Turrets/Towers
- Fenestration
  - Bay and Oriel Windows
  - Tall and Narrow Frame
  - Multipane
- Details
  - Rich Ornamentation
  - Spindlework
  - Balustrades
  - Spires
  - Patterned Exterior Finishes
  - Occasional use of Stained Glass

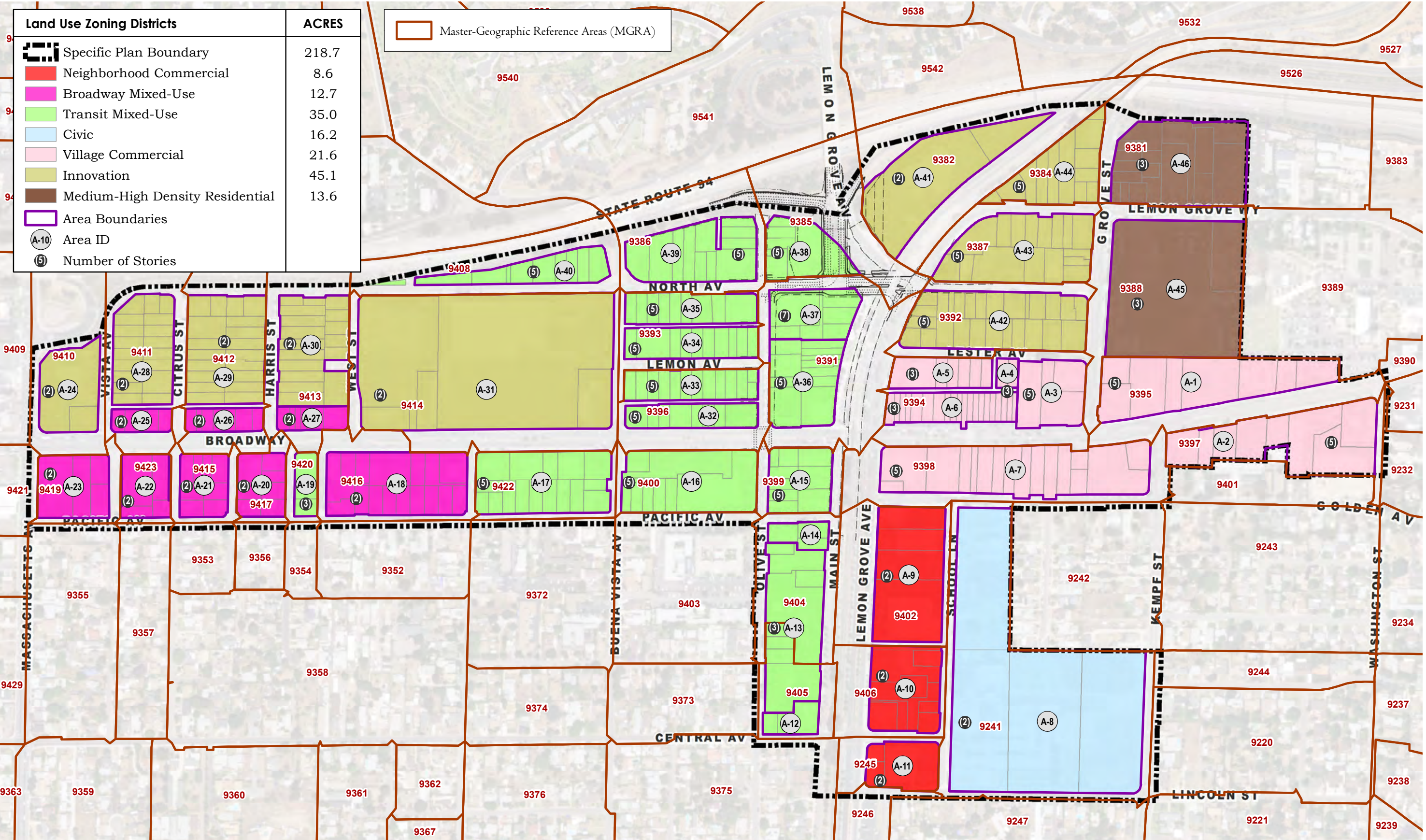


### A.9 Tudor Revival

After this quintessentially English architecture enjoyed a resurgence in the United Kingdom, Tudor Revival architecture became a popular home building style United States during the years before and after the Great Depression. Aspects of this eclectic architectural style originated during the reign of the House of Tudor in England and the style is often associated nostalgically with English villages like Stratford-upon-Avon, the birthplace of Shakespeare. All the same, Tudor Revival homes are found in almost any American community. Lemon Grove itself is home to several Tudor Revival structures including the home of the Lemon Grove Historical Society, the H. Lee House, which was built in 1928.

- Mass
  - Asymmetrical
    - Often L-Shaped
  - Typically One or Two Story
  - Emphasized Roofline
- Exterior Finishes
  - Natural Materials
  - Half-timbering
  - Brick
  - Stucco
- Roof
  - Shingles
  - Steep Pitch Roofs
  - Cross Gables
  - Overhanging Gables
  - Prominent Chimneys
  - Small Dormers
- Appurtenances
  - Entry Porch
- Fenestration
  - Grouped Windows
  - Often Doublehung
  - Tall and Narrow Frame
  - Multipane
- Details
  - Detailed Bargeboards
  - Patterned Masonry
  - Arches
  - Board and Batten Doors

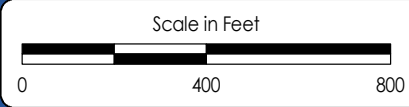




Land Use Zoning Districts	ACRES
Specific Plan Boundary	218.7
Neighborhood Commercial	8.6
Broadway Mixed-Use	12.7
Transit Mixed-Use	35.0
Civic	16.2
Village Commercial	21.6
Innovation	45.1
Medium-High Density Residential	13.6
Area Boundaries	
(A-10) Area ID	
(5) Number of Stories	

Master-Geographic Reference Areas (MGRA)

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Date of Exhibit: 7/7/2017  
ESRI World Imagery Basemap

Yield Map with Master-Geographic Reference Areas (MGRA)

Lemon Grove Specific Plan Area - Land Use Intensity/Density

Land Use Area	Zoning District	Stories	Acres	Lot Coverage	Commercial S.F.	Office S.F.	Business S.F.	Residential S.F.	Residential Dwelling Units
A-1	Village Comm'l	5	5.0	174,240	174,240	174,240	-	522,720	200
A-2	Village Comm'l	5	4.9	170,755	170,755	170,755	-	512,265	196
A-3	Village Comm'l	5	2.0	87,120	87,120	87,120	-	261,360	80
A-4	Village Comm'l	3	0.3	10,454	10,454	-	-	20,908	9
A-5	Village Comm'l	3	1.4	60,984	60,984	-	-	121,968	42
A-6	Village Comm'l	3	1.8	62,726	62,726	-	-	125,452	54
A-7	Village Comm'l	5	6.0	209,088	209,088	209,088	-	627,264	240
A-8	Civic	2	16.2	282,269	-	564,538	-	-	-
A-9	Neigh. Comm'l	2	4.2	73,181	146,362	-	-	-	-
A-10	Neigh. Comm'l	2	2.8	48,787	97,574	-	-	-	-
A-11	Neigh. Comm'l	2	1.6	27,878	55,756	-	-	-	-
A-12	Transit MU	3	0.7	18,295	18,295	-	-	36,590	21
A-13	Transit MU	3	4.2	109,771	109,771	-	-	219,542	126
A-14	Transit MU	3	0.7	18,295	18,295	-	-	36,590	21
A-15	Transit MU	5	1.9	49,658	49,658	49,658	-	148,974	76
A-16	Transit MU	5	3.9	101,930	101,930	101,930	-	305,790	156
A-17	Transit MU	5	3.9	101,930	101,930	101,930	-	305,790	156
A-18	Broadway MU	2	4.1	125,017	125,017	-	-	125,017	123
A-19	Transit MU	3	0.7	18,295	18,295	-	-	36,590	21
A-20	Broadway MU	2	1.4	42,689	42,689	-	-	42,689	42
A-21	Broadway MU	2	1.4	42,689	42,689	-	-	42,689	42
A-22	Broadway MU	2	1.4	42,689	42,689	-	-	42,689	42
A-23	Broadway MU	2	2.1	64,033	64,033	-	-	64,033	63
A-24	Innovation	2	2.3	40,075	-	-	80,150	-	-
A-25	Broadway MU	2	0.6	18,295	18,295	-	-	18,295	18
A-26	Broadway MU	2	0.8	24,394	24,394	-	-	24,394	24
A-27	Broadway MU	2	0.8	24,394	24,394	-	-	24,394	24
A-28	Innovation	2	3.0	52,272	-	-	104,544	-	-
A-29	Innovation	2	3.9	67,954	-	-	135,908	-	-
A-30	Innovation	2	3.5	60,984	-	-	121,968	-	-
A-31	Innovation	2	15.9	277,042	-	-	554,084	-	-
A-32	Transit MU	5	1.5	39,204	39,204	39,204	-	117,612	60
A-33	Transit MU	5	1.9	49,658	49,658	49,658	-	148,974	76
A-34	Transit MU	5	1.9	49,658	49,658	49,658	-	148,974	76
A-35	Transit MU	5	1.9	49,658	49,658	49,658	-	148,974	76
A-36	Transit MU	5	2.8	73,181	73,181	73,181	-	219,543	220
A-37	Transit MU	7	2.0	52,272	52,272	-	-	261,360	
A-38	Transit MU	5	2.0	52,272	52,272	52,272	-	156,816	80
A-39	Transit MU	5	3.3	86,249	86,249	86,249	-	258,747	132
A-40	Transit MU	5	1.9	49,658	49,658	49,658	-	148,974	76
A-41	Innovation	2	4.6	80,150	-	-	160,300	-	-
A-42	Innovation	5	4.7	81,893	-	-	327,572	-	-
A-43	Innovation	5	4.4	76,666	-	-	306,664	-	-
A-44	Innovation	5	2.7	47,045	-	-	188,180	-	-
A-45	Med-High Res.	3	8.4	146,362	-	-	-	-	75
A-46	Med-High Res.	3	5.1	88,862	-	-	-	-	
		<b>Totals:</b>	<b>152.5</b>	<b>3,530,971</b>	<b>2,379,243</b>	<b>1,908,797</b>	<b>1,979,370</b>	<b>5,275,977</b>	<b>2,647</b>