Lemon Grove DOWNTOWN SPECIFIC PLAN

October 2026



Acknowledgements

MAYOR AND CITY COUNCIL

Mayor Alysson Snow
Mayor Pro Tem Jessyka Heredia
Councilmember Jennifer Mendoza
Councilmember Yadira Altamirano
Councilmember Seth Smith

PLANNING COMMISSION

Chair Jacquelyn Clark
Vice Chair Brianna Bearce
Minola Clark Manson
David Eckler
Jennifer Morrissey

CITY STAFF

Tony Winney, City Manager
Michael Fellow, Community Development Director
Bill Chopyk, Special Projects Administrator
Shanta Wilson, Finance Director
Izzy Murguia, Public Works Director

PREPARED FOR:

City of Lemon Grove
3232 Main Street
Lemon Grove, CA 91945

PREPARED BY:

RICK Planning + Design
5620 Friars Road
San Diego, CA 92110

CONTENTS

1 INTRODUCTION

1.1 Executive Summary 3
1.2 Legal Authority 4
1.3 Specific Plan Area 4
1.4 Purpose of the Specific Plan 4
1.5 The Planning Process 8
1.6 California Environmental Quality Act Compliance 8
1.7 Relationship to the General Plan 9
1.8 Relationship to the Municipal Code 9
1.9 Specific Plan Contents 10
1.10 Severability 10

2 DOWNTOWN LEMON GROVE PROFILE

2.1 Regional Context 13
2.2 Downtown Lemon Grove Profile 13
2.3 Demographic Profile 13
2.4 Economic Considerations 14
2.5 Planning Context 14
2.6 Other Plans and Policies in the DSP Area 15

3 VISION, GOALS, OBJECTIVES & POLICIES

3.1 Overview 21
3.2 The Vision 21
3.3 Goals, Objectives, and Policies 21

4 LAND USE FRAMEWORK

4.1 Overview 31
4.2 Land Use Framework 31
4.3 Definitions 31
4.4 Language 31
4.5 Zoning Districts 32
4.6 Overlays 33
4.7 Open Space and Parks 35
4.8 Allowable Land Use Matrix 37

5 DEVELOPMENT STANDARDS

5.1 Overview 41
5.2 Village Commercial Zoning District 42
5.3 Transit Mixed-Use Zoning District 45
5.4 Innovation Zoning District 48
5.5 Broadway Mixed-Use Zoning District 51
5.6 Neighborhood Commercial Zoning District 54
5.7 Civic Zoning District 57
5.8 Downtown Residential Zoning District 60
5.9 Historic Overlay 63
5.10 Arts And Entertainment Overlay 63
5.11 Street Improvements 64
5.12 Landscaping 65
5.13 Open Space 65
5.14 Sustainability 66
5.15 Environmental Requirements 66
5.16 Off-Street Parking Requirements 67
5.17 Drive-Through Facilities 68

CONTENTS (CONT.)

6 OBJECTIVE DESIGN STANDARDS

6.1 Objective Design Standards Overview 71
6.2 Site Design 71
6.3 Building Design 73
6.4 Façade Articulation 76
6.5 Building Equipment and Service Areas 77
6.6 Fences and Walls 79
6.7 Pedestrian Circulation 80
6.8 Outdoor Space and Amenities 81
6.9 Landscaping 82
6.10 Parking 82
6.11 Bicycle Parking 85
6.12 Lighting 85
6.13 Signage 86
6.14 Public Art 88

7 MOBILITY

7.1 Overview 91
7.2 Functional Roadway Classifications 92
7.3 Bicycle Network 110
7.4 Wayfinding and Gateways 112
7.5 Comprehensive Sign Program 114
7.6 Street Trees and Planting Standards 116
7.7 Traffic Mitigation Improvements 118
7.8 In-Lieu Improvements 118

8 IMPLEMENTATION & ADMINISTRATION

8.1 Overview 121
8.2 Specific Plan Administration 121
8.3 Recommended Programs and Public Improvements 123

9 GLOSSARY

APPENDICES

Appendix A: Downtown Community Benefit Credit Schedule
Appendix B: Sustainability Standards
Appendix C: Architectural Styles
Appendix D: Allowable Land Use Matrix
Appendix E: Plant List

FIGURES

Figure 1-1: Regional Context 5
Figure 1-2: Downtown Specific Plan Area and Context 6
Figure 1-3: Special Treatment Areas and Specific Plan Area 7
Figure 2-1: Existing Land Uses 16
Figure 4-1: Zoning Districts 34
Figure 4-2: Open Space and Parks 36
Figure 5-1: Village Commercial Zoning District Rendering 43
Figure 5-2: Transit Mixed-Use Zoning District Rendering 46
Figure 5-3: Innovation Zoning District Rendering 49
Figure 5-4: Broadway Mixed-Use Zoning District Rendering 52
Figure 5-5: Neighborhood Commercial Zoning District Rendering 55
Figure 5-6: Civic Zoning District Rendering 58
Figure 5-7: Downtown Residential Zoning District Rendering 61
Figure 7-1: Roadway Circulation Plan 93
Figure 7-2: Truck Routes 95
Figure 7-3: Village Promenade Special Treatment Area Cross Section 96
Figure 7-4: East Broadway Special Treatment Area Cross Section 98
Figure 7-5: Mixed-Use Promenade Special Treatment Area Cross Section 100
Figure 7-6: Class I Collector Cross Section 102
Figure 7-7: Class II Collector Parking Cross Section 104
Figure 7-8: Class II Collector Bicycle Cross Section 104
Figure 7-9: Class III Collector Bicycle Cross Section 106
Figure 7-10: Neighborhood Street Cross Section 108
Figure 7-11: Bicycle Network 111
Figure 7-12: Sample Wayfinding Signs 112
Figure 7-13: Sample Gateway Signs 112
Figure 7-14: Wayfinding and Gateways Locations 113

TABLES

Table 2-1: DSP Area and City Racial and Ethnic Makeup Comparison 14
Table 2-2: Relevant State Legislation 17
Table 4-1: Allowable Land Use Matrix 38
Table 5-1: Village Commercial Zoning District Development Standards 44
Table 5-2: Transit Mixed-Use Zoning District Development Standards 47
Table 5-3: Innovation Zoning District Development Standards 50
Table 5-4: Broadway Mixed-Use Zoning District Development Standards 53
Table 5-5: Neighborhood Commercial Zoning District Development Standards 56
Table 5-6: Civic Zoning District Development Standards 59
Table 5-7: Downtown Residential Zoning District Development Standards 62
Table 5-8: Off-Street Parking Requirements 67
Table 7-1: Village Promenade Special Treatment Area Street Design Standards 97
Table 7-2: East Broadway Special Treatment Area Street Design Standards 99
Table 7-3: Mixed-Use Promenade Special Treatment Area Street Design Standards 101
Table 7-4: Class I Collector Street Design Standards 103
Table 7-5: Class II Collector Street Design Standards 105
Table 7-6: Class III Collector Street Design Standards 107
Table 7-7: Neighborhood Street Design Standards 109
Table 7-8: Sign Program Standards 115
Table 7-9: Street Trees 116
Table 7-10: Street Tree and Planting Standards 117
Table 8-1: Eligible Community Benefits 125
Table 8-2: Implementation Matrix 141


FARMALL
MARKET

Chapter 1

INTRODUCTION

IN THIS CHAPTER:

1.1 Executive Summary
1.2 Legal Authority
1.3 Specific Plan Area
1.4 Purpose of the Specific Plan
1.5 The Planning Process
1.6 California Environmental Quality Act Compliance
1.7 Relationship to the General Plan
1.8 Relationship to the Municipal Code
1.9 Specific Plan Contents
1.10 Severability


THE CITY OF
LEMON GROVE
California
INC. 1977

1.1 EXECUTIVE SUMMARY

The Downtown Specific Plan (DSP) establishes a long-term vision and regulatory framework to guide the continued evolution of Downtown Lemon Grove as a vibrant, walkable, mixed-use, and transit-oriented district. The Plan promotes reinvestment, expands housing and economic opportunities, enhances the public realm, and strengthens Downtown as the City's cultural, civic, and economic heart while preserving its unique character.

The 1996 Lemon Grove General Plan identified several Special Treatment Areas (STAs) that warranted focused planning attention due to their unique characteristics and opportunities. The area surrounding the intersection of Broadway and Lemon Grove Avenue was identified as the downtown commercial district and designated as STA I. As a result, in 2005, the City adopted the Downtown Village Specific Plan (DVSP) to guide the development of a vibrant, transit-oriented downtown. In 2015, the City Council expressed interest in exploring additional opportunities to support economic development, cleanliness, and public safety in downtown Lemon Grove, leading to the preparation of the 2018 Draft Downtown Specific Plan (DSP).

This DSP builds upon the planning work completed in 2018 and prior environmental analysis while incorporating targeted updates to improve clarity, usability, and implementation. The DSP also advances objective design standards and ensures consistency with current State legislation, planning practices, and City policies. Together, these updates provide a clear and implementable framework to guide future development, investment, and administration within Downtown Lemon Grove.

The DSP Area encompasses Downtown Lemon Grove, the Civic Center area, surrounding commercial corridors, and neighborhoods near the city's transit stations. The City of Lemon Grove prepared the DSP in close collaboration with residents, local business, developers and landowners to capitalize on opportunities for reinvestment, housing, economic development, mobility improvements, and placemaking while reinforcing Downtown Lemon Grove as a vibrant and connected community destination.

The DSP establishes a framework of zoning districts, development standards, and zoning overlays that guide future growth and development throughout the DSP Area. The DSP promotes a mix of housing, commercial, civic, and recreational uses; enhances public spaces and mobility connections; and supports the preservation of community character and historic resources. In addition, the DSP incorporates Objective Design Standards that establish clear and consistent requirements for site design, building form, pedestrian orientation, and streetscape character while allowing the zoning districts to regulate permitted uses, density, and development intensity.

The DSP supports a compact, mixed-use, and transit-oriented pattern of development centered around the Lemon Grove Depot Trolley Station. Through an integrated framework of land use policies, development standards, objective design standards, mobility improvements, and public realm enhancements, the DSP guides future growth and investment while helping to create a vibrant, connected, and resilient downtown for residents, businesses, and visitors.

1.2 LEGAL AUTHORITY

The Lemon Grove Downtown Specific Plan (hereinafter referred to as "DSP") 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. Within the Specific Plan area, the land use regulations and development standards established by this Specific Plan supersede conflicting provisions of the Municipal Code. Where the Specific Plan does not address a particular regulation or standard, the Municipal Code continues to apply. 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 standards, policies, and requirements of the DSP supersede the provisions of the City's Municipal Code and General Plan within the Specific Plan Area where applicable. In the event of a conflict between this Specific Plan and the City's Municipal Code or General Plan, the provisions of this Specific Plan shall prevail. Where this Specific Plan does not provide direction, the applicable provisions of the Municipal Code and General Plan shall apply.

1.3 SPECIFIC PLAN AREA

The DSP Area is located along the northern edge of the City of Lemon Grove 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 Avenue as shown in ***Figure 1-1*** (Regional Location), ***Figure 1-2*** (Downtown Specific Plan Area and Context), and ***Figure 1-3*** (Special Treatment Areas and Specific Plan Area). The DSP Area covers approximately 219 gross acres and falls within a walkable distance to mass transit (trolley and bus service).

1.4 PURPOSE OF THE SPECIFIC PLAN

The purpose of the DSP is to manage future development of the DSP Area. The DSP 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.

FIGURE 1-1: Regional Context

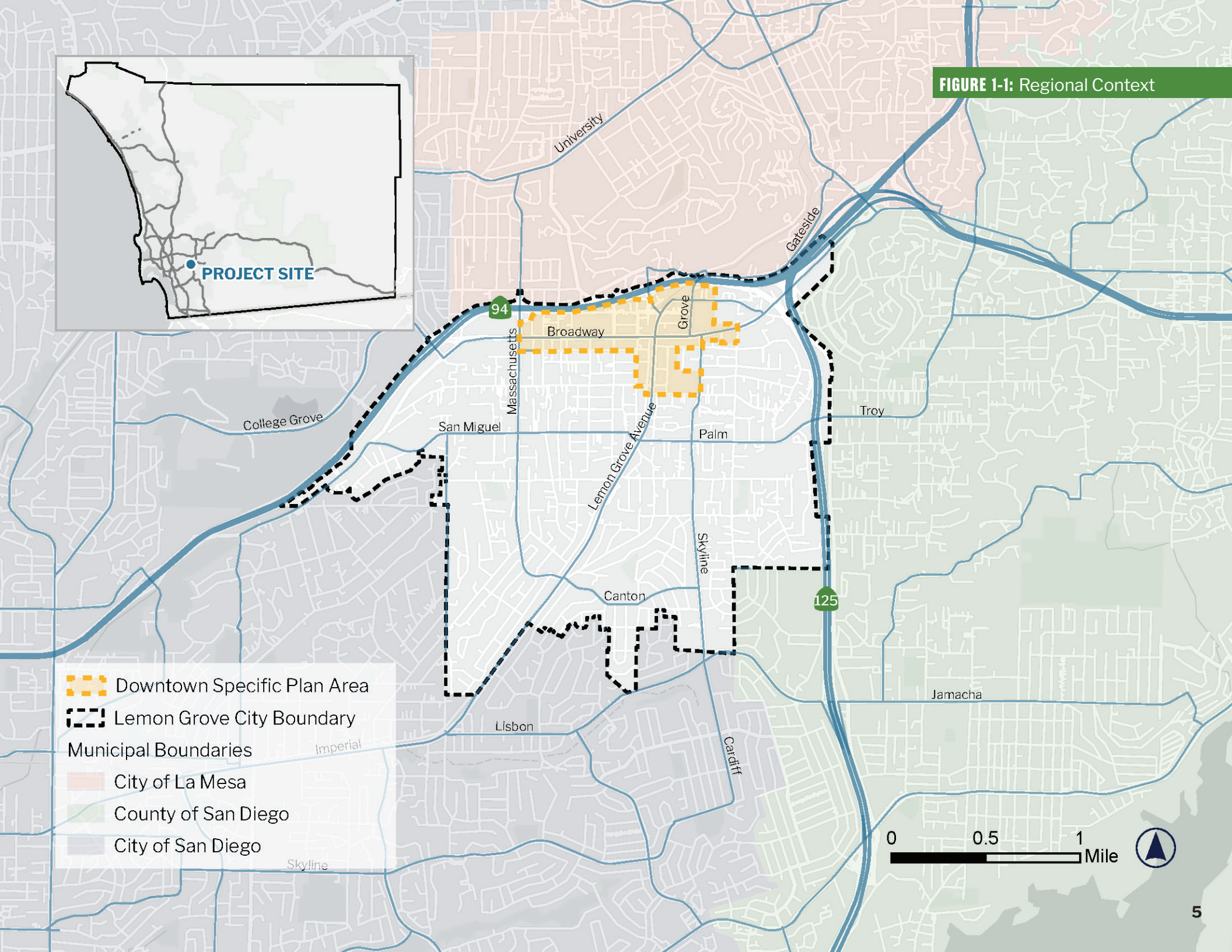


FIGURE 1-2: Downtown Specific Plan Area and Context

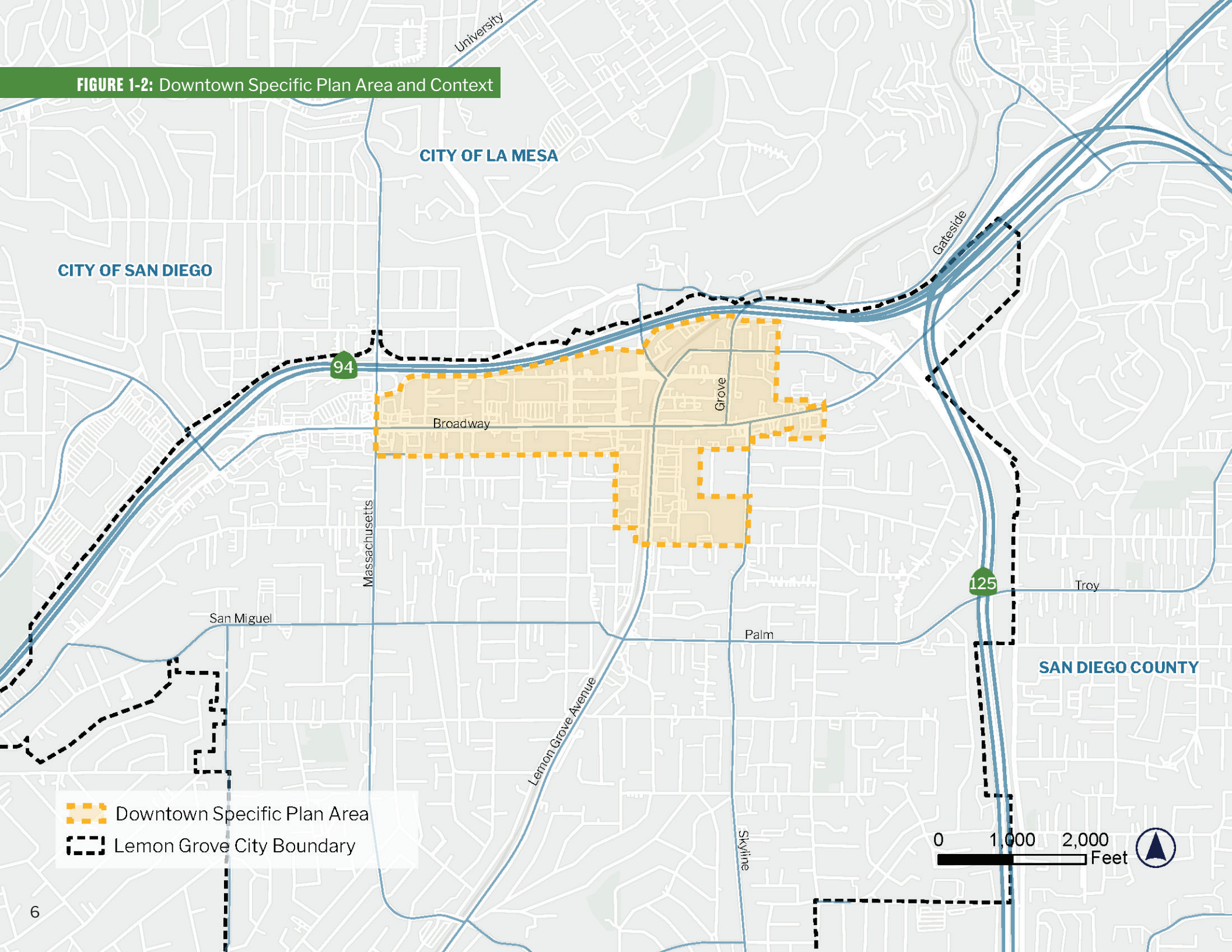
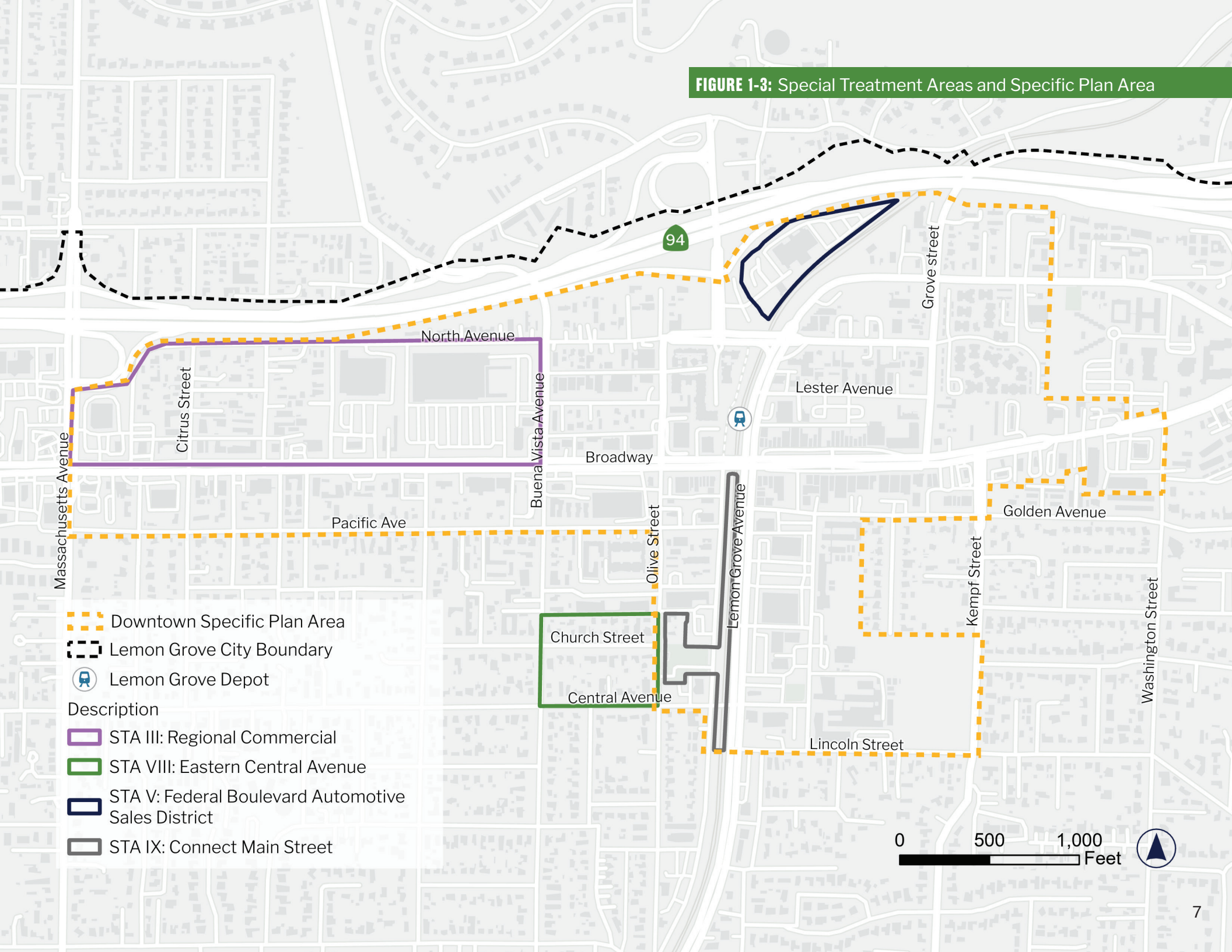


FIGURE 1-3: Special Treatment Areas and Specific Plan Area



1.5 THE PLANNING PROCESS

This DSP was created over several years of planning, technical analysis, and community engagement. The foundation for the current update was established through the preparation of the 2018 Draft DSP, which evaluated land use, mobility, economic development, urban design, housing, and implementation opportunities within an expanded downtown planning area. This included extensive background research, market and infrastructure analysis, environmental review, and community engagement that helped establish a long-term vision and framework for future growth and investment in Downtown Lemon Grove.

The 2018 planning effort was informed by a comprehensive public outreach program that included community workshops, stakeholder meetings, surveys, outreach events, and public hearings. Through these activities, residents, business owners, property owners, developers, and other stakeholders provided input regarding land use, housing, mobility, economic development, urban design, public spaces, and community character. This feedback helped shape many of the core concepts and recommendations that continue to inform the current DSP update.

The current planning effort builds upon the work completed in 2018 while incorporating targeted refinements to improve clarity, usability, and implementation. The update also advances Objective Design Standards and ensures consistency with current State legislation, planning practices, and City policies. A key objective of the update is to evaluate the continued relevance of the 2018 recommendations and identify opportunities to refine the Plan based on current community priorities, market conditions, mobility investments, and changes in the regulatory environment.

Community engagement remains a central component of the update process. Phase 1 outreach conducted in 2026 included a project website, mailed study area flyers, community survey, community workshop, developer and property owner roundtable, pop-up outreach events, local business outreach, community organization presentation, and a joint Planning Commission and City Council workshop. These efforts were designed to validate previously identified issues and opportunities, gather feedback on targeted updates to the Plan, and identify emerging priorities related to housing, economic development, mobility, public spaces, development standards, and implementation strategies.

Input received through the 2026 outreach program has helped inform updates to the land use framework, development standards, objective design standards, mobility recommendations, and implementation strategies contained in this Specific Plan. Together, the planning and engagement efforts conducted in 2018 and 2026 provide the foundation for a clear, implementable, and community-informed framework to guide the future of Downtown Lemon Grove.

1.6 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, tribal communities, MTS and the State Clearinghouse were notified of the availability of the Draft MND.

1.7 RELATIONSHIP TO THE GENERAL PLAN

The DSP is consistent with and implements the goals, policies, and objectives of the City of Lemon Grove General Plan. The General Plan articulates a citywide vision that embraces the City's small-town character and heritage while supporting economic vitality, public health and safety, housing opportunities, and a high quality of life for residents and businesses.

The DSP Area includes several Special Treatment Areas (STAs) identified in the Community Development Element of the General Plan. These areas have significant potential for new development, redevelopment, and targeted public improvements, and therefore warrant more detailed planning guidance. The General Plan envisions a mix of transit-oriented, commercial, residential, civic, and recreational uses within the DSP Area that support a vibrant and connected downtown.

Consistent with California Government Code, the DSP serves as an implementation tool for the General Plan by providing more detailed land use regulations, development standards, objective design standards, mobility improvements, and public realm strategies. The standards and policies contained in the DSP establish a comprehensive framework to guide future growth, development, and investment within Downtown Lemon Grove.

1.8 RELATIONSHIP TO THE MUNICIPAL CODE

The DSP constitutes the primary zoning provisions for the DSP Area. The DSP provides a vision and additional detail and specificity for the DSP Area such as 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 DSP shall prevail. Where direction is not provided in the DSP, the provisions of the City's Municipal Code shall prevail. See Section 1.2 (Legal Authority) for further clarification.



1.9 SPECIFIC PLAN CONTENTS

This Specific Plan contains eight chapters as follows:

1. **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.
2. **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.
3. **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.
4. **Land Use Plan:** Establishes the land use framework, zoning districts, and development vision for Downtown Lemon Grove.
5. **Development Standards:** Establishes zoning district development standards, including density, intensity, building height, setbacks, parking, and open space requirements.
6. **Objective Design Standards:** Establishes area-wide objective standards for site design, building form, pedestrian orientation, landscaping, signage, lighting, parking design, and other development features.
7. **Mobility:** Provides design standards for streetscape improvements within the primary public rights-of-way.
8. **Implementation and Administration:** Provides a summary of recommended public improvements and programs and implementation tools and strategies.

1.10 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.

Chapter 2

DOWNTOWN LEMON GROVE PROFILE

IN THIS CHAPTER:

2.1 Regional Context
2.2 Downtown Lemon Grove Profile
2.3 Demographic Profile
2.4 Economic Considerations
2.5 Planning Context
2.6 Other Plans and Policies in the DSP Area


LEMON GROVE COFFEE
SD DESIGN
OPEN
Lemon Grove
COFFEE
7801

2.1 REGIONAL CONTEXT

Downtown Lemon Grove is centrally located within the San Diego region and is well connected to regional transportation networks. State Route 94 and State Route 125 provide vehicular access to destinations throughout the region, while the San Diego Trolley Orange Line connects Lemon Grove to Downtown San Diego and surrounding communities. The Lemon Grove Trolley Depot serves as an important transit hub and is supported by regional bus service. These transportation assets provide residents, employees, and visitors with convenient access to employment centers, educational institutions, commercial destinations, and recreational opportunities throughout the region.

2.2 DOWNTOWN LEMON GROVE PROFILE

Downtown Lemon Grove serves as the civic, commercial, cultural, and symbolic center of the city. The area includes a mix of civic facilities, retail and commercial uses, residential neighborhoods, parks, historic resources, and public gathering spaces. Key destinations include City Hall, Civic Center Park, the Lemon Grove Library, the Lemon Grove Trolley Depot, and the City's iconic "Big Lemon" monument.

The downtown area reflects Lemon Grove's agricultural history while continuing to evolve as a modern urban center. Historic buildings and landmarks remain throughout the community and provide a connection to the city's early origins. At the same time, newer mixed-use and residential developments have introduced contemporary architecture and expanded opportunities for housing and commercial activity. Downtown Lemon Grove continues to serve as a gathering place for residents, businesses, workers, and visitors.

2.3 DEMOGRAPHIC PROFILE

The City of Lemon Grove encompasses approximately four square miles and is home to a diverse population of approximately 27,686 residents.[1] The Downtown Specific Plan Area (DSP Area) houses roughly 8.6 percent of the City's population, with approximately 2,384 residents. Between 2014 and 2024, the DSP Area experienced a 34.6 percent population increase, representing a significantly faster rate of growth than the City as a whole, which experienced a population increase of approximately seven (7) percent during the same period. Since its incorporation in 1977, the City has grown from its agricultural roots into a well-established urban community supported by a mix of residential neighborhoods, commercial corridors, civic facilities, and regional transportation infrastructure.

The DSP Area contains approximately 1,045 dwelling units, representing 11.12 percent of the 9,391 dwelling units located within the City.[2]

The City's diverse population contributes to the character and identity of Downtown Lemon Grove and supports a variety of local businesses, community institutions, and cultural resources. On average, residents within the DSP Area are slightly younger than residents citywide, with a median age of 34 years compared to 37.1 years for the City as a whole. Just over half of DSP Area residents identify as Hispanic or Latino (53.5 percent), compared with 45.4 percent citywide The racial and ethnic composition of the DSP Area is summarized in ***Table 2-1*** (DSP Area and City Racial and Ethnic Makeup Comparison).

[1] U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, DP05: ACS Demographic and Housing Estimates, City of Lemon Grove, California.

[2] ACS 2024 5-year estimates: B25001

Residents within the DSP Area have, on average, lower incomes than residents citywide, with a median household income of $53,338 compared to $88,009 for the City as a whole.[3] Educational attainment within the DSP Area is also lower than both the City and San Diego County averages, with approximately 10.35 percent of residents aged 25 years and older holding a bachelor's degree or higher.[4] Comparatively, 20.2 percent of the city's residents aged 25 years and older hold a bachelor's degree or higher, and for the San Diego County, increases to 43.2 percent.

TABLE 2-1: DSP Area and City Racial and Ethnic Makeup Comparison

Category	DSP Area	City of Lemon Grove
Race		
White Alone	27.6%	32.7%
Black or African American Alone	16.5%	12.1%
American Indian or Alaska Native	2.4%	2.1%
Asian Alone	2.3%	10.6%
Native Hawaiian and Other Pacific Islander Alone	0.4%	0.5%
Some Other Race Alone	28.0%	17.7%
Population of Two or More Races	22.8%	24.4%
Ethnicity		
Hispanic or Latino	53.5%	45.4%
Not Hispanic or Latino	46.5%	54.6%

Source: U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, B02001: Race, and B03003: Hispanic or Latino Origin, City of Lemon Grove, California.

[3] U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, Table S1901: Income in the Past 12 Months (in 2024 Inflation-Adjusted Dollars), City of Lemon Grove, California.

[4] U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, Table S1501: Educational Attainment, City of Lemon Grove, California.

2.4 ECONOMIC CONSIDERATIONS

Downtown Lemon Grove contains a mix of commercial, office, residential, civic, and recreational uses that contribute to the City's economic vitality. Retail activity is concentrated primarily along Broadway and portions of Lemon Grove Avenue, while civic and community-serving uses provide important destinations for residents and visitors.

Market analyses prepared for the Downtown Specific Plan (DSP) identified residential development as an important catalyst for attracting additional retail, dining, entertainment, office, and employment opportunities. Additional housing, particularly in walkable and transit-accessible locations, can help support local businesses and increase demand for community-serving amenities.

Economic opportunities within Downtown Lemon Grove include attracting additional employment-generating uses, strengthening the city's retail base, improving the jobs-housing balance, and creating a distinct downtown identity that supports long-term investment and economic sustainability. Investments in public spaces, infrastructure, mobility improvements, and placemaking initiatives can further enhance the attractiveness and competitiveness of Downtown Lemon Grove.

2.5 PLANNING CONTEXT

The DSP builds upon previous planning efforts, technical studies, and community discussions regarding the future of Downtown Lemon Grove. Building on the work completed in 2018, the current effort updates and refines the DSP to reflect changes in State law, City priorities, Objective Design Standards requirements, and implementation strategies.

2.6 OTHER PLANS AND POLICIES IN THE DSP AREA

The DSP Area is influenced by a number of local planning efforts and State regulations that affect land use, housing, mobility, parking, and development standards. The following plans and policies provide important context for the preparation and implementation of the DSP.

2.6.1 2021-2029 HOUSING ELEMENT

The Housing Element establishes the City's strategy for accommodating existing and future housing needs across a range of income levels and identifies sites suitable for residential development. Appendix B of the Housing Element identifies 153 sites within the DSP Area that are suitable for residential and mixed-use development, with a combined capacity of approximately 1,079 dwelling units. These opportunity sites play an important role in helping the City meet its Regional Housing Needs Allocation (RHNA) obligations and expand housing choices for current and future residents. The land use designations, development standards, and housing opportunities identified in the Specific Plan are consistent with the Housing Element's goals, policies, and site inventory.

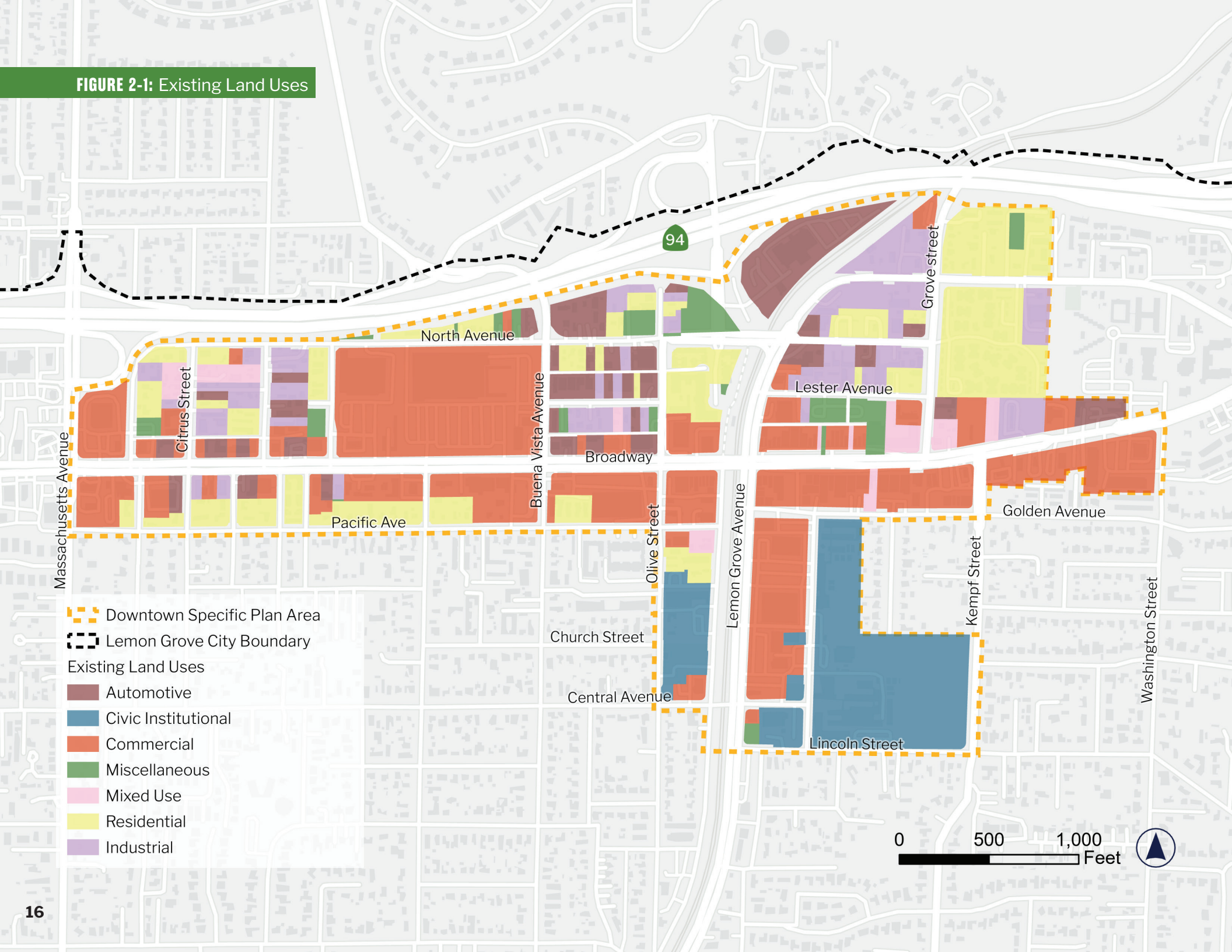
As of 2026, the market has produced approximately 350 dwelling units out of 1,359 dwelling units needed citywide to meet the State's housing mandate. If the market fails to produce the housing units required by 2029, the City will be required to upzone additional parcels to accommodate the remaining unbuilt units which will then be added to the City's next RHNA cycle housing requirements.

2.6.2 2020 CLIMATE ACTION PLAN

The 2020 Climate Action Plan (CAP) establishes a framework for reducing greenhouse gas emissions, increasing sustainability, and improving community resilience to climate change. The CAP includes strategies to reduce vehicle miles traveled, encourage transit use, improve energy efficiency, increase renewable energy use, and enhance the pedestrian environment throughout the city. Many of these strategies align with the goals of the DSP by supporting infill development, transit-oriented development, walkability, bicycle connectivity, and sustainable urban design within the DSP Area.



FIGURE 2-1: Existing Land Uses



2.6.3 STATE LEGISLATION

California adopted a number of laws aimed at increasing housing production, streamlining project approvals, and supporting transit-oriented development. These laws may influence future development with the DSP Area. ***Table 2-2*** (Relevant State Legislation) summarizes key State legislation and its relevance to the DSP Area.

TABLE 2-2: Relevant State Legislation

Policy	Purpose	Relevance to the DSP Area
California Density Bonus Law	Allows qualifying residential and mixed-use developments to receive increased residential density, development incentives, concessions, waivers, and other regulatory relief in exchange for providing affordable housing units.	Supports additional housing opportunities within the DSP Area at a range of affordability levels.
Senate Bill 330 (SB 330) (Housing Crisis Act)	Limits a local agency's ability to reduce residential development capacity and establishes procedural requirements intended to streamline housing approvals.	Preserves residential development capacity and provides greater certainty for future housing projects.
Senate Bill 35 (SB 35)	Establishes a streamlined ministerial approval process for qualifying housing developments in jurisdictions that have not met certain housing production goals.	Facilitates streamlined review of eligible residential and mixed-use projects within the DSP Area.
Assembly Bill 2011 (AB 2011)	Establishes a streamlined approval process for qualifying housing and mixed-use developments on commercially zoned properties, encouraging the redevelopment of underutilized commercial corridors with residential and mixed-use development.	Encourages housing production and redevelopment of underutilized commercial properties within the DSP Area.
Senate Bill 6 (SB 6)	Expands housing opportunities on underutilized commercial properties by allowing residential development on certain retail, office, and commercial sites without requiring rezoning.	Facilitates the adaptive reuse and redevelopment of commercial sites for residential and mixed-use development in the DSP Area.
Senate Bill 79 (SB 79)	Promotes higher-density residential development near major transit facilities, including trolley stations and high-frequency transit corridors.	Encourages increased residential density and transit-oriented development near the Lemon Grove Depot.
Assembly Bill 2097 (AB 2097)	Limits the ability of local agencies to impose minimum automobile parking requirements on most residential, commercial, and mixed-use developments located within one-half mile of a major transit stop.	Supports transit-oriented development and greater flexibility in parking and site design near the Lemon Grove Depot.

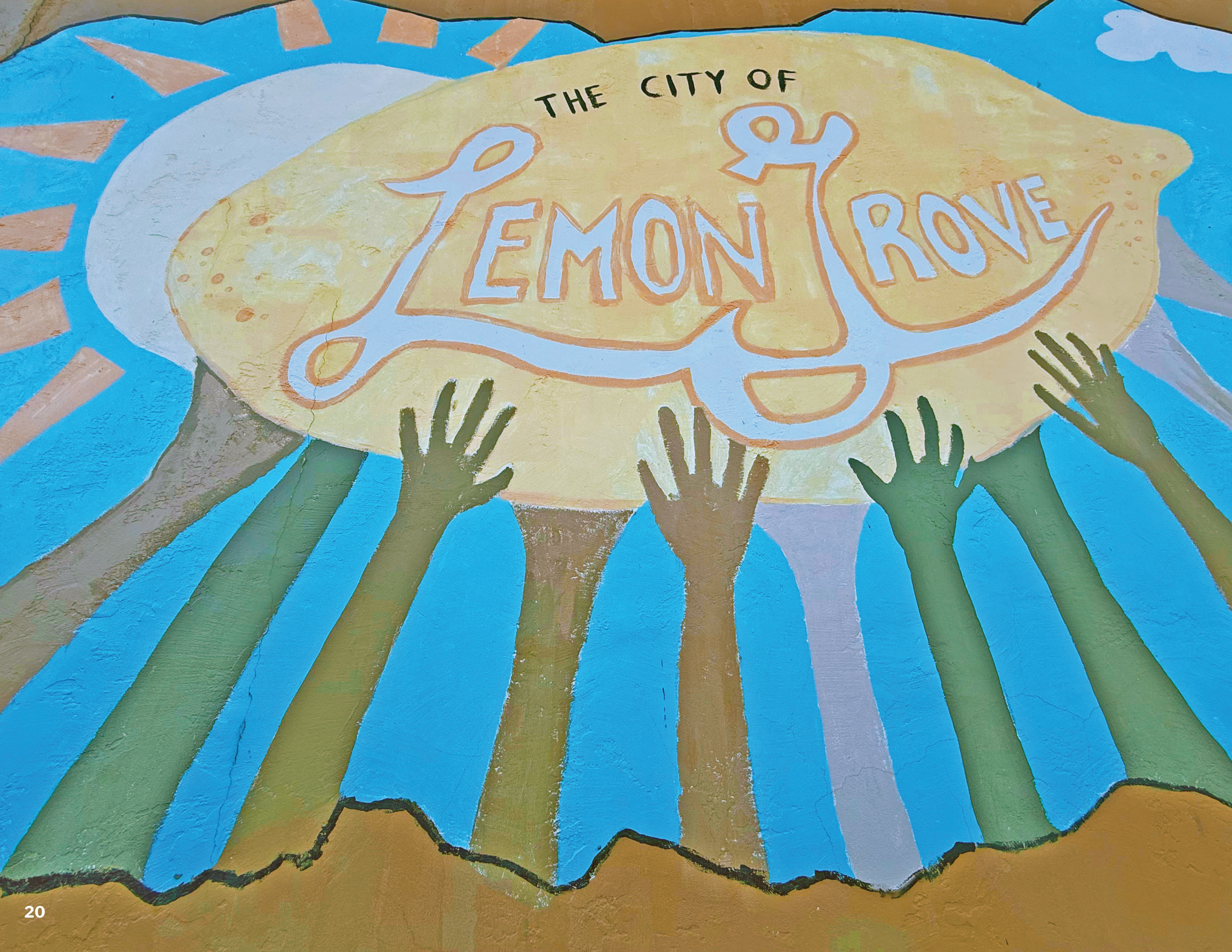
PAGE INTENTIONALLY LEFT BLANK

Chapter 3

VISION, GOALS, OBJECTIVES & POLICIES

IN THIS CHAPTER:

3.1 Overview
3.2 The Vision
3.3 Goals, Objectives, and Policies


THE CITY OF
LEMON GROVE

3.1 OVERVIEW

The DSP vision was developed in close collaboration with the Lemon Grove community. Along with the vision, this chapter identifies the goals, objectives, and policies that will guide future planning, development, and investment within the DSP Area. These elements provide the important policy foundation for the land use framework, development standards, objective design standards, mobility strategies, and implementation actions contained throughout the DSP and support the goals of the City's General Plan.

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 builds upon previous planning efforts. While the DSP provides the framework for achieving that vision; successful implementation will require continued collaboration among the City, residents, businesses, property owners, and other stakeholders.

3.3 GOALS, OBJECTIVES, AND POLICIES

The following goals for the DSP 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 specific plan 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. Establish zoning districts, that work together to establish a positive identity for downtown. Include an arts and entertainment overlay and a historic overlay with their own unique identities and opportunities to live, work, and play in an urban environment.
2. Maintain zoning district regulations that create a mix of opportunities for residential, office, retail, entertainment, tourist, hotel, conference, employment, civic and other desired uses.
3. Implement Objective Design Standards that promote high-quality architecture, pedestrian-oriented development, attractive public spaces, and consistent design throughout the DSP Area.
4. Require context appropriate architectural styles for buildings within the DSP Area.
5. 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.
6. Utilize gateway and wayfinding signs and lighting as a unifying element for the DSP Area through colors and/or symbols.
7. Encourage the use of art to enhance public areas and require art for new development within the arts and entertainment overlay.
8. Require ample plants and large shade trees to reduce heat and create pleasurable urban spaces.
9. Require on-site pocket parks/parkettes or dedication of public open space from 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. Establish a land use pattern that provides a variety of pedestrian-oriented uses within walking distance of the Trolley.
2. 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.
3. Design and operate complete streets that enable safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users.
4. Include complete streets considerations in the design of all circulation improvement projects. These new design considerations include, but are not limited to, the following:

a. Landscaping (trees, medians, key intersections and gateways) that uses drought-resistant plant species, whenever possible, to conserve water, but emphasizes shade and reducing heat;
b. Minimized vehicular driveway ingress and egress points and expanded use of alleyways;
c. Expanded public transit facilities and improvements;
d. Increased safety criteria such as lighting and traffic calming devices;
e. Expanded signage (including commercial signs, street signs, entry signs, directional signs);
f. Expanded street furniture, but limiting sleeping areas;
g. Sidewalk widening; and
h. On and off-street parking management (e.g., metered and paid parking).

5. Support a road diet along Broadway, between Lemon Grove Avenue and Washington Street, to support pedestrian activity along the outdoor retail shopping corridor.
6. Require pedestrian-oriented, ground-floor retail and restaurant uses that reinforce and expand downtown Lemon Grove's unique character catering towards families and professionals.
7. Encourage outdoor dining and beer and wine establishments to create a bustling dining atmosphere that brings the city "alive after 5".
8. Allow and encourage outdoor shopping kiosks, events, performances and live music.
9. Provide 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.
10. Identify performance standards to reduce potential noise, traffic, odor and other environmental impacts.
11. 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.
12. Prioritize land use and public realm improvements that foster a safe, active, and vibrant Downtown during daytime, evening, and weekend hours.
13. Limit uses that do not contribute to the pedestrian environment.
14. Continue to allow dog parks.
15. 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. Confirm/set forth 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.
3. Encourage higher-density residential and mixed-use development within walking distance of transit facilities to support transit ridership, housing production, and a vibrant downtown environment.
4. Allow maker businesses with a retail or public-facing component fronting collector and major streets, such as artisan production, incubators, fabricators, specialty food production, craft manufacturing, and creative studios.
5. Incentivize retail, restaurant, and hotel businesses to locate near the transit station.
6. Encourage the use of transit-oriented development principles for new development.
7. Implement an aggressive City program to encourage Lemon Grove commuters to utilize alternative transportation modes. Publicize transit services including the location of transit centers and park-and-ride lots in the City newsletter and at public facilities and 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. Pursue parking agreements with owners of underutilized commercial parking lots to provide public parking and explore the formation of future parking districts.
2. Provide incentives for developers and business owners that do not designate parking for a specific use.
3. Use signage to direct vehicles to appropriate and convenient parking for their specific destination or activity.
4. 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.
5. Consider metered and paid parking as parking demands increase.
6. Provide options and facilities for alternative transportation modes (e.g., car chargers, ride share, loading areas, bike and scooter share, etc.).

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 citywide 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. Provide adequate park space for new development including land and improvements.
13. Require new development to fund their fair share of street and infrastructure improvements within 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, hotel, residential, dining, entertainment and art uses.
2. Promote retention of existing businesses and recruitment of desirable businesses.
3. Encourage and support local businesses through competitive 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 higher density housing, employment, entertainment, and tourist centers within walking distance of the Main Street Trolley Station.
7. Support the development of live-work units and other flexible building types that support entrepreneurship, small business formation, and adaptive reuse opportunities within downtown.

8. Encourage tenants of a live-work units to maintain an active business license with the City of Lemon Grove.
9. 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.
10. Develop funding or saving mechanisms, where appropriate and feasible, to implement public improvements and business-improvement activities.
11. Continue to prioritize street and park infrastructure improvements in the downtown as a part of a five-year downtown capital improvement program (DCIP).
12. Implement a well-coordinated maintenance program for sidewalks, streets, and landscaping.
13. Support a mix of zoning districts and land uses that contribute to a vibrant, walkable downtown and accommodate a broad range of housing, employment, shopping, recreation, education, and cultural opportunities.
14. Support new land uses consistent with the vision of the downtown that serve as regional destinations to attract tourism.
15. Encourage and support additional and improved connections to State Route 94.
16. Encourage breweries, brewpubs, wineries and distilleries to attract tourism and employment.
17. Develop and implement park programs (activities and amenities) to energize existing and proposed public parks in the downtown.
18. Encourage retail storefronts to be inviting with large windows and appropriate signage along all collector and major streets. Land uses with pedestrian orientation providing services to downtown visitors may be a part.
19. Encourage and support designs and locations for gateways, wayfinding and district identifying signs in the downtown.
20. Allow for and encourage art and unique attractions in the downtown consistent with the vision for the downtown.
21. Require art components and a variety of retailers and supporting art services in the art district.
22. Allow for and encourage temporary uses (e.g., seating, outdoor displays, art, etc.).
23. Establish design guidelines for public infrastructure improvements within the Art and Entertainment and Historic overlays.
24. 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. Create safe pleasant walking and biking corridors with associated amenities and lighting in the downtown.
5. Plan for a roundabout at the intersections of Lemon Grove Way and Grove Street.
6. Support bike and associated motorized and non-motorized ride-share options with consideration to public safety.
7. Where feasible, provide complete streets utilizing existing street right-of-way widths.
8. Support areas for loading and unloading that reduce parking demands.
9. The City shall improve local roads according to this Specific Plan as needed to maintain efficient traffic flow.
10. The City shall periodically review transportation conditions within the DSP Area, including vehicle travel, transit accessibility, bicycle and pedestrian connectivity, and roadway operations, to evaluate the effectiveness of the circulation network and identify needed improvements. Transportation analyses for new development shall be conducted in accordance with applicable State law, CEQA requirements, and City standards.



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 objective design standards subject to review and approval by Community Development 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.

Chapter 4

LAND USE FRAMEWORK

IN THIS CHAPTER:

4.1 Overview
4.2 Land Use Framework
4.3 Definitions
4.4 Language
4.5 Zoning Districts
4.6 Overlays
4.7 Open Space and Parks
4.8 Allowable Land Use Matrix



4.1 OVERVIEW

The land use framework is established through zoning districts and overlays that guide development and reinvestment throughout the DSP area. Each zoning district establishes permitted land uses and development standards, while the overlays provide additional direction for specific areas. Through this framework, Downtown Lemon Grove will continue to build upon its unique small-town character through a network of inviting public spaces, active streets, and community gathering places. Enhanced streetscapes, outdoor amenities, and community events will support a lively pedestrian-oriented environment and reinforce Downtown Lemon Grove as the cultural, civic, and economic heart of the community.

The land use framework supports a balanced mix of housing, shopping, dining, entertainment, employment, civic, and transit-oriented uses. The goal is to ensure that future development will build upon the community's unique small-town character through inviting public spaces, active streets, and vibrant gathering places that encourage people to live, work, shop, dine, and spend time downtown.

The development standards and Objective Design Standards are provided in ***Chapter 5*** and ***Chapter 6***, respectively, and work together with the land use framework in this Chapter to implement the vision, goals, objectives, and policies of the DSP.

4.2 LAND USE FRAMEWORK

The DSP utilizes a combination of zoning districts, development standards, and Objective Design Standards to guide future development within the DSP Area. The zoning districts establish permitted uses and development intensity, while the Objective Design Standards provide consistent requirements for site design, building form, pedestrian orientation, and streetscape character throughout Downtown Lemon Grove. Together, these regulations support a walkable, mixed-use, and transit-oriented downtown environment.

4.3 DEFINITIONS

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

- **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.
- **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 within the DSP Area.

4.4 LANGUAGE

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

4.5 ZONING DISTRICTS

To implement the vision of the DSP, seven Zoning Districts and two overlays have been established. The location of the Zoning Districts is depicted on ***Figure 4-1*** (Zoning Map). Together, the Zoning Districts establish the land use framework for the DSP Area and support the vision, goals, and policies of the DSP. A brief description of each Zoning District is provided below.

4.5.1 NEIGHBORHOOD COMMERCIAL ZONING DISTRICT

The Neighborhood Commercial District accommodates neighborhood-serving retail, restaurant, office, and service uses that support surrounding residential neighborhoods. The district provides a transition between lower-density residential areas and the more intense mixed-use portions of Downtown.

4.5.2 BROADWAY MIXED-USE ZONING DISTRICT

The Broadway Mixed-Use District is intended to support a pedestrian-oriented corridor that accommodates a mix of commercial, office, entertainment, hospitality, and residential uses. Development should strengthen Broadway as an active commercial corridor while supporting enhanced pedestrian amenities, public spaces, and transit accessibility.

4.5.3 VILLAGE COMMERCIAL ZONING DISTRICT

The Village Commercial District serves as Downtown Lemon Grove's traditional commercial core and is intended to reinforce the City's small-town character through a mix of retail, restaurant, office, hotel, and mixed-use development. Ground-floor commercial uses are encouraged along primary pedestrian streets, while residential and office uses may be located above or behind commercial uses. Outdoor dining, public gathering spaces, community events, and pedestrian-oriented amenities are encouraged to support a vibrant downtown environment.

4.5.4 TRANSIT MIXED USE ZONING DISTRICT

The Transit Mixed-Use District is intended to support compact, transit-oriented development surrounding the Lemon Grove Depot Trolley Station. The district accommodates a mix of residential, retail, office, hotel, entertainment, and cultural uses that leverage access to regional transit while creating an active, pedestrian-oriented environment.

4.5.5 CIVIC ZONING DISTRICT

The Civic District accommodates public facilities, governmental services, schools, libraries, parks, recreational facilities, and other civic uses that serve residents and visitors. The district is intended to function as a community gathering area supported by public open spaces, pedestrian connections, and civic amenities.

4.5.6 INNOVATION ZONING DISTRICT

The Innovation District is intended to support employment-generating uses, including research and development, light industrial, manufacturing, professional offices, higher education, medical services, hospitality, and related commercial uses. The district encourages innovation, entrepreneurship, and investment while maintaining strong connections to transit and surrounding commercial areas.

4.5.7 DOWNTOWN RESIDENTIAL ZONING DISTRICT

The Downtown Residential District accommodates a variety of residential housing types, including duplexes, townhomes,

condominiums, apartments, and accessory dwelling units. The district supports increased housing opportunities within Downtown while maintaining compatibility with adjacent neighborhoods.

4.6 OVERLAYS

The overlays provide additional requirements for specific areas within the DSP Area to address unique planning objectives, resources, or site conditions. Properties located within an overlay shall comply with both the underlying zoning district regulations and the applicable overlay requirements.

4.6.1 HISTORIC OVERLAY

The Historic Overlay encompasses areas containing historic buildings, landmarks, and cultural resources that contribute to Downtown Lemon Grove's identity and heritage. The overlay is intended to preserve and enhance these resources while encouraging sensitive reinvestment and redevelopment. New development, building improvements, public art, signage, and site features should complement the historic character of the area and celebrate the City's history and early pioneer heritage. The overlay also establishes procedures for the review of alterations to designated historic resources.

4.6.2 ARTS AND ENTERTAINMENT OVERLAY

The Arts and Entertainment Overlay is intended to support arts, culture, entertainment, and creative placemaking within Downtown Lemon Grove. The overlay encourages the incorporation of public art, artistic displays, murals, creative signage, and other cultural features that contribute to a vibrant public realm and pedestrian environment. Art may be integrated into buildings, streetscapes, open spaces, gateways, wayfinding elements, and other publicly visible locations to help strengthen Downtown's identity and create active gathering places for residents and visitors.



Historic, mission-style building



Businesses along Broadway within the Arts and Entertainment Overlay

FIGURE 4-1: Zoning Districts



4.7 OPEN SPACE AND PARKS

Parks and open spaces are essential components of Downtown Lemon Grove, providing opportunities for recreation, community gathering, and outdoor activity while contributing to the area's character, identity, and walkability. Existing and proposed parks and open spaces within the DSP Area, shown on ***Figure 4-2*** (Open Space and Parks), serve as important community destinations and help establish a connected network of public spaces throughout Downtown.

As Downtown evolves, future development should strengthen connections between parks, open spaces, and surrounding destinations through enhanced pedestrian and bicycle facilities, streetscape improvements, and wayfinding. New development is also encouraged to incorporate publicly accessible plazas, courtyards, paseos, pocket parks, outdoor dining areas, and other gathering spaces that complement the public park system and contribute to an active public realm.

The development standards in ***Chapter 5*** (Development Standards) establish requirements for common and private open space, public parkland dedication or equivalent improvements, and landscape design. Together, these provisions are intended to expand opportunities for recreation, social interaction, and placemaking while enhancing Downtown Lemon Grove's identity and livability.



Treganza Heritage Park



Lemon Grove Promenade

FIGURE 4-2: Open Space and Parks



4.8 ALLOWABLE LAND USE MATRIX

Table 4-1 (Allowable Land Use Matrix) identifies land use groups that are a compilation of land use types having similarities which are compatible with each other and which, when grouped together; enable systematic consideration of location and other regulations. ***Table 4-1*** identifies these land use groups as Permitted by-right (P), Minor Use Permit (M), Conditional Use Permit (C) or Prohibited Use (X) in each of the seven zones in the Downtown Specific Plan. The list of uses in ***Appendix D: Allowable Land Use Matrix***, cross-referenced to ***Table 4-1***, determines whether a specific use is permitted by-right, permitted with a minor use permit, or permitted with a conditional use permit.

Table 4-1 establishes the land use categories that are permitted (P), conditionally permitted with discretionary review by the Planning Commission and public noticing (C), conditionally permitted with discretionary review by the Community Development Manager (Manager). ***Appendix D*** provides a detailed listing of individual land uses organized by category and identifies the applicable permit requirements. 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 are permitted pursuant to Lemon Grove Municipal Code (LGMC) Section 17.24.060, provided the use is consistent with the purpose of the applicable Zoning District, as determined by the Manager. Temporary uses are permitted pursuant to Section 17.28.040.If a particular land use is not identified in ***Table 4-1*** or ***Appendix D***, the Manager shall determine whether the proposed use is substantially similar in character and intensity to a listed use and compatible with the purpose of the applicable Zoning District and issue a zoning determination. Zoning determinations may be appealed to the Planning Commission. If the Manager determines that an unlisted use is substantially similar to a listed use, the proposed use shall be subject to the same permit requirements, development standards, and other applicable provisions as the comparable listed use.

Unless the proposed land use is determined to be substantially similar to a listed use and compatible with the purpose of the applicable Zoning District, it shall be considered prohibited. Prohibited uses are identified with an "X" in ***Table 4-1***. All land use decisions shall be based on conformance with the vision, goals, objectives, policies, and planning areas established by this Specific Plan.



Residential development behind Lemon Grove Depot

TABLE 4-1: Allowable Land Use Matrix

P = Permitted Use Group M = Minor Use Permit Use Group **See Appendix D for individual uses*		C = Conditional Use Permit Use Group X = Use Group or Use Category Prohibited						
USE GROUP NUMBER	**LAND USE GROUPS**	**Broadway Mixed-Use**	**Transit Mixed-Use**	**Village Commercial**	**Neighborhood Commercial**	**Innovation**	**Downtown Residential**	**Civic**
	AREA WIDE USES							
1	Area Wide Permitted Uses	P	P	P	P	P	P	P
	RESIDENTIAL USES							
2	Dwelling - Single Family	X	X	X	X	X	X	X
3	Dwelling - Two Family (Duplex)	X	X	X	X	X	P	X
4	Dwelling - Multiple Family	P	P	P	X	X	P	X
	COMMERCIAL/OFFICE/CULTURAL USES							
5	Community, Cultural & Public Benefit	P	P	P	P	P	X	P
6	Eating Places	P	P	P	P	P	X	X
7	Goods and Services - Shopping	P	P	P	P	P	X	X
8	Goods and Services - Other	P	P	P	P	P	X	X
9	Offices and Studios	P	P	P	P	P	X	X
10	Amusement and Entertainment	P	P	P	P	P	X	X
11	Hotel, Motel and Related Services	M	M	M	M	M	X	X
	INDUSTRIAL/MANUFACTURING USES							
12	Vehicle Repair, Automotive and Allied Uses	M	M	X	X	M	X	X
13	Heavy Equipment and Machinery	X	X	X	X	X	X	X
14	Light Industrial	M	M	M	M	P	X	X
15	Medium Industrial	X	X	X	X	X	X	X
16	Heavy Industrial	X	X	X	X	X	X	X
17	Public Utility Facilities	C	C	C	C	C	X	C

Chapter 5
DEVELOPMENT STANDARDS

IN THIS CHAPTER:

5.1 Overview
5.2 Village Commercial Zoning District
5.3 Transit Mixed-Use Zoning District
5.4 Innovation Zoning District
5.5 Broadway Mixed-Use Zoning District
5.6 Neighborhood Commercial Zoning District
5.7 Civic Zoning District
5.8 Downtown Residential Zoning District
5.9 Historic Overlay
5.10 Arts And Entertainment Overlay
5.11 Street Improvements
5.12 Landscaping
5.13 Open Space
5.14 Sustainability
5.15 Environmental Requirements
5.16 Off-Street Parking Requirements
5.17 Drive-Through Facilities



5.1 OVERVIEW

This chapter sets for the development standards related to the physical form and design of development within each of the seven Zoning Districts. These development standards, together with the objective design standards set forth in ***Chapter 6***, establish the regulations that will govern future development within the Downtown Specific Plan (DSP) Area.

The development standards shall apply to new construction and major additions (greater than 50 percent of gross floor area) only. These standards do not apply to renovations and routine maintenance of existing development. For developments spanning multiple lots, these standards shall apply to all lots, including amenities, open space, landscaping and utilities. New development shall adhere to all other applicable local and state ordinances.

To illustrate how the development standards may be applied, the DSP includes conceptual diagrams as shown in the sections below depicting potential development patterns within these districts. Standards not specifically addressed by the DSP shall be governed by the provisions of the Lemon Grove Municipal Code (Municipal Code).

Density bonuses and other incentives for affordable housing shall be provided in accordance with applicable State law and the Municipal Code. Additional development intensity may be permitted where authorized by State law or local regulations. New development may be required to contribute its fair share toward infrastructure, public facilities, parks, and other improvements in accordance with applicable laws, regulations, and adopted fee programs.

Development standards contained within this chapter may be modified or waived through approval of a Planned Development Permit, provided equivalent benefits are demonstrated in accordance with Section 17.28.030(D) of the Municipal Code.



Businesses within the Village Commercial Zoning District



Residential development in Transit Mixed-Use Zoning District

5.2 VILLAGE COMMERCIAL ZONING DISTRICT

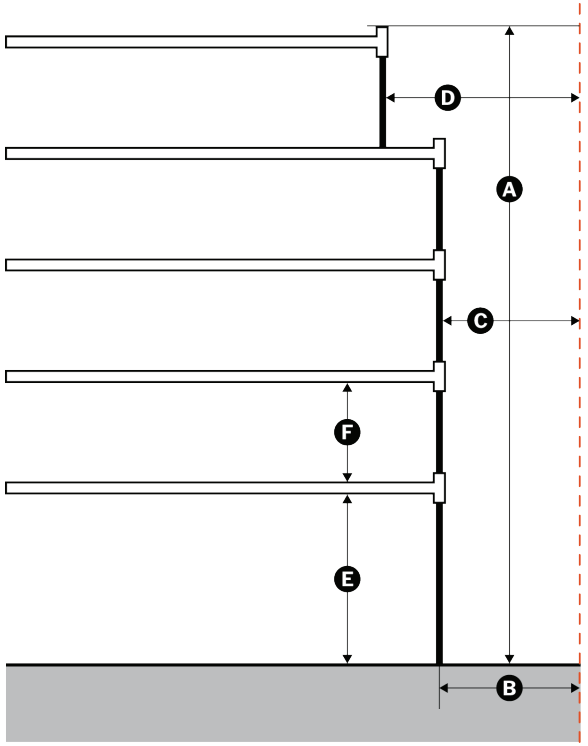
The Village Commercial Zoning District is envisioned as the vibrant heart of Downtown Lemon Grove, with an active, pedestrian-oriented environment where local businesses, public spaces, community events, and everyday activity come together to create a lively and welcoming downtown experience.

Development within the District should reinforce Broadway as a vibrant commercial corridor by emphasizing active ground-floor storefronts, engaging building frontages, and high-quality public spaces that encourage people to walk, linger, and connect. Restaurants, cafés, specialty retail, entertainment venues, and neighborhood-serving businesses are encouraged to create a diverse mix of destinations throughout the day and evening.

Residential, office, and lodging uses are encouraged above or behind ground-floor commercial uses to support downtown activity while maintaining an active street edge. Development should strengthen connections between businesses, civic destinations, parks, parking facilities, and transit, creating a cohesive and accessible downtown experience.

Outdoor dining, plazas, seating areas, public art, landscaping, and flexible gathering spaces are encouraged throughout the district to support community events, outdoor activity, and the unique character of Downtown Lemon Grove. Architecture and site design should reinforce the City's small-town character while accommodating thoughtful reinvestment and new mixed-use development.

Figure 5-1 (Village Commercial Zoning District Rendering) illustrates the intended development pattern for the Village Commercial Zoning District. Additional density may be permitted in accordance with applicable State law and the provisions of this Downtown Specific Plan. ***Table 5-1*** (Village Commercial Zoning District Development Standards) provides the development standards applicable to the Village Commercial Zoning District.



A **Maximum Height:** 55 ft / 75 ft*

B **Maximum Front Setback:** 8 ft

C **Stepbacks (Floors 1-3):** 0 ft

D **Stepbacks (Floor 4+):** 8 ft

E **Ground Floor Minimum Ceiling Height:** 13 ft

F **Above Ground Floor Minimum Ceiling Height:** 10 ft

**See Figure 4-1 for specific height limit locations.*

FIGURE 5-1: Village Commercial Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-1: Village Commercial Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Density		60 dwelling units per acre
Maximum Floor Area Ratio (FAR)[1]		4.0
Minimum Lot Size		6,000 square feet
Minimum Commercial Ground Floor[2]		50 percent to 60 percent of ground floor street frontage
Front Setback		Zero to 8 ft (maximum)
Interior Side Yard Setback		0 ft
Rear Yard Setback		0 ft
Side Yard on Street Side of Corner Lot Setback		5 ft (maximum)
Maximum Building Height		55 ft /75 ft Refer to Figure 4-1 for the locations of specific height limits.
Required Parking[3]		See Section 5.15
Stepbacks[4]	Floors 1 – 3	0 ft
	Floor 4+	8 ft (from the façade below)
Minimum Ceiling Heights	Ground Floor	13 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[5]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Preferred Architectural Styles		American Mercantilea or Craftsman See Appendix C for details

[1] Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E).

[2] The Planning Commission may approve a reduction or waiver of the minimum ground-floor commercial requirement upon making both of the following findings: (1) the required commercial frontage is unlikely to be viable due to demonstrated site-specific conditions, market conditions or project characteristics. Relevant considerations include pedestrian activity, visibility, access, surrounding uses, nearby commercial vacancy and leasing activity, and the size and configuration of the proposed commercial space; and (2) the alternative design maintains an active, pedestrian-oriented ground floor through street-facing entrances, windows, landscaping, usable outdoor spaces or other features appropriate to the proposed use, consistent with Chapter 6. The applicant shall provide a written justification and supporting information proportionate to the requested reduction or waiver. The Planning Commission shall consider whether a partial reduction would address the demonstrated constraints while retaining viable commercial frontage, particularly along Broadway and other priority pedestrian streets.

[3] Parcels located within one-quarter mile (1/4 mile) of the Lemon Grove Depot Trolley Station shall be exempt from the minimum off-street parking requirements of this Specific Plan, consistent with applicable State law.

[4] Stepbacks are measured from all street frontage property lines.

[5] Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

5.3 TRANSIT MIXED-USE ZONING DISTRICT

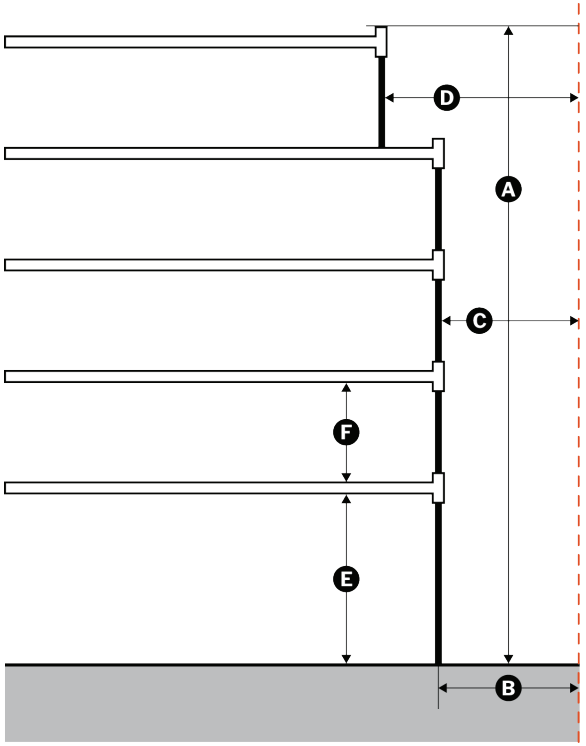
The Transit Mixed-Use Zoning District is intended to create a vibrant transit-oriented neighborhood centered around the Lemon Grove Trolley Station. This District is intended to accommodate a mix of residential, commercial, office, civic, and lodging uses that capitalize on convenient access to regional transit while fostering a walkable, compact, and mixed-use urban environment.

Development within the district should exemplify the principles of transit-oriented development by concentrating a mix of housing, employment, shopping, services, and public spaces within walking distance of transit. The District is intended to accommodate the greatest concentration of new mixed-use and residential development in Downtown Lemon Grove, reinforcing the Trolley Station as the focal point for future growth while supporting local businesses, expanding housing opportunities, and increasing transit ridership.

Ground-floor commercial uses, including neighborhood-serving retail, restaurants, cafés, services, entertainment, and other active uses, are encouraged along key pedestrian streets and public spaces to create an engaging and active street environment. Residential, office, and lodging uses are encouraged above or alongside commercial development, creating a balanced mix of uses that support activity throughout the day and evening.

Development should prioritize safe and convenient pedestrian and bicycle connections between the Trolley Station, Village Commercial District, civic destinations, parks, surrounding neighborhoods, and adjacent development.

Figure 5-2 (Transit Mixed-Use Zoning District Rendering) illustrates the intended development pattern for the Transit Mixed-Use Zoning District. ***Table 5-2*** (Transit Mixed-Use Zoning District Development Standards) provides the development standards applicable to the Transit Mixed-Use Zoning District.



A **Maximum Height:** 55 ft / 75 ft*

B **Maximum Front Setback:** 8 ft

C **Stepbacks (Floors 1-4):** 0 ft

D **Stepbacks (Floor 5+):** 8 ft

E **Ground Floor Minimum Ceiling Height:** 13 ft

F **Above Ground Floor Minimum Ceiling Height:** 10 ft

**See Figure 4-1 for specific height limit locations.*

FIGURE 5-2: Transit Mixed-Use Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-2: Transit Mixed-Use Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Density		60 dwelling units per acre
Maximum Floor Area Ratio (FAR)[1]		4.0
Minimum Lot Size		6,000 square feet
Minimum Commercial Ground Floor[2]		50 percent to 60 percent of ground floor street frontage
Front Setback		Zero to 8 ft (maximum)
Interior Side Yard Setback		0 ft
Rear Yard Setback		0 ft
Side Yard on Street Side of Corner Lot Setback		5 ft (maximum)
Maximum Building Height		55 ft / 75 ft Refer to Figure 4-1 for the locations of specific height limits.
Required Parking[3]		See Section 5.15
Stepbacks[4]	Floors 1 – 4	0 ft
	Floor 5+	8 ft (from the façade below)
Minimum Ceiling Heights	Ground Floor	13 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[5]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Preferred Architectural Styles		Art Deco, Contemporary, or Historic Modern See Appendix C for details

[1] Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E).

[2] The Planning Commission may approve a reduction or waiver of the minimum ground-floor commercial requirement upon making both of the following findings: (1) the required commercial frontage is unlikely to be viable due to demonstrated site-specific conditions, market conditions or project characteristics. Relevant considerations include pedestrian activity, visibility, access, surrounding uses, nearby commercial vacancy and leasing activity, and the size and configuration of the proposed commercial space; and (2) the alternative design maintains an active, pedestrian-oriented ground floor through street-facing entrances, windows, landscaping, usable outdoor spaces or other features appropriate to the proposed use, consistent with Chapter 6. The applicant shall provide a written justification and supporting information proportionate to the requested reduction or waiver. The Planning Commission shall consider whether a partial reduction would address the demonstrated constraints while retaining viable commercial frontage, particularly along Broadway and other priority pedestrian streets.

[3] Parcels located within one-quarter mile (1/4 mile) of the Lemon Grove Depot Trolley Station shall be exempt from the minimum off-street parking requirements of this Specific Plan, consistent with applicable State law.

[4] Stepbacks are measured from all street frontage property lines.

[5] Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

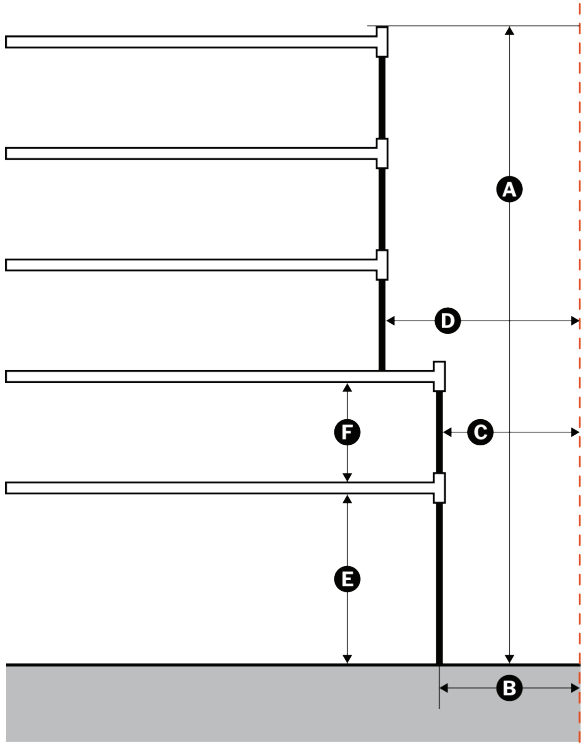
5.4 INNOVATION ZONING DISTRICT

The Innovation Zoning District is intended to serve as Downtown Lemon Grove's primary employment and innovation center, supporting economic growth, entrepreneurship, education, and investment while complementing the surrounding area. The District accommodates a broad mix of employment-generating uses, including offices, research and development, technology, healthcare, education, light industrial, manufacturing, hospitality, and supporting commercial uses in a flexible, mixed-use environment.

The District recognizes the important role that existing light industrial and employment uses play in Lemon Grove's economy and identity. Future development should build upon these strengths by encouraging reinvestment, modernization, and high-quality design while creating opportunities to attract new businesses, support emerging industries, and expand quality employment. This approach will strengthen the District as a dynamic employment center that supports a resilient, innovative, and evolving local economy. Residential development may also be permitted within the district where authorized by applicable State law, subject to the requirements and development standards established by such law.

Development should create an attractive and connected employment district that balances economic productivity with a high-quality public realm. Supporting retail, restaurants, cafés, breweries, and neighborhood-serving services are encouraged along key streets and pedestrian routes to serve employees, residents, and visitors. Landscaping, open spaces, pedestrian amenities, and high-quality architecture should help integrate the district with the surrounding downtown while creating an inviting environment for businesses, employees, and the community. Within this District, the Broadway Commercial Project Specific Plan remains applicable to existing uses and developments to ensure they do not become non-conforming.

Figure 5-3 (Innovation Zoning District Rendering) illustrates the intended development pattern for the Innovation Zoning District. ***Table 5-3*** (Innovation Zoning District Development Standards) provides the development standards applicable to the Innovation Zoning District.



A **Maximum Height:** 45 ft / 75 ft*

B **Maximum Front Setback:** 8 ft

C **Stepbacks (Floors 1-2):** 0 ft

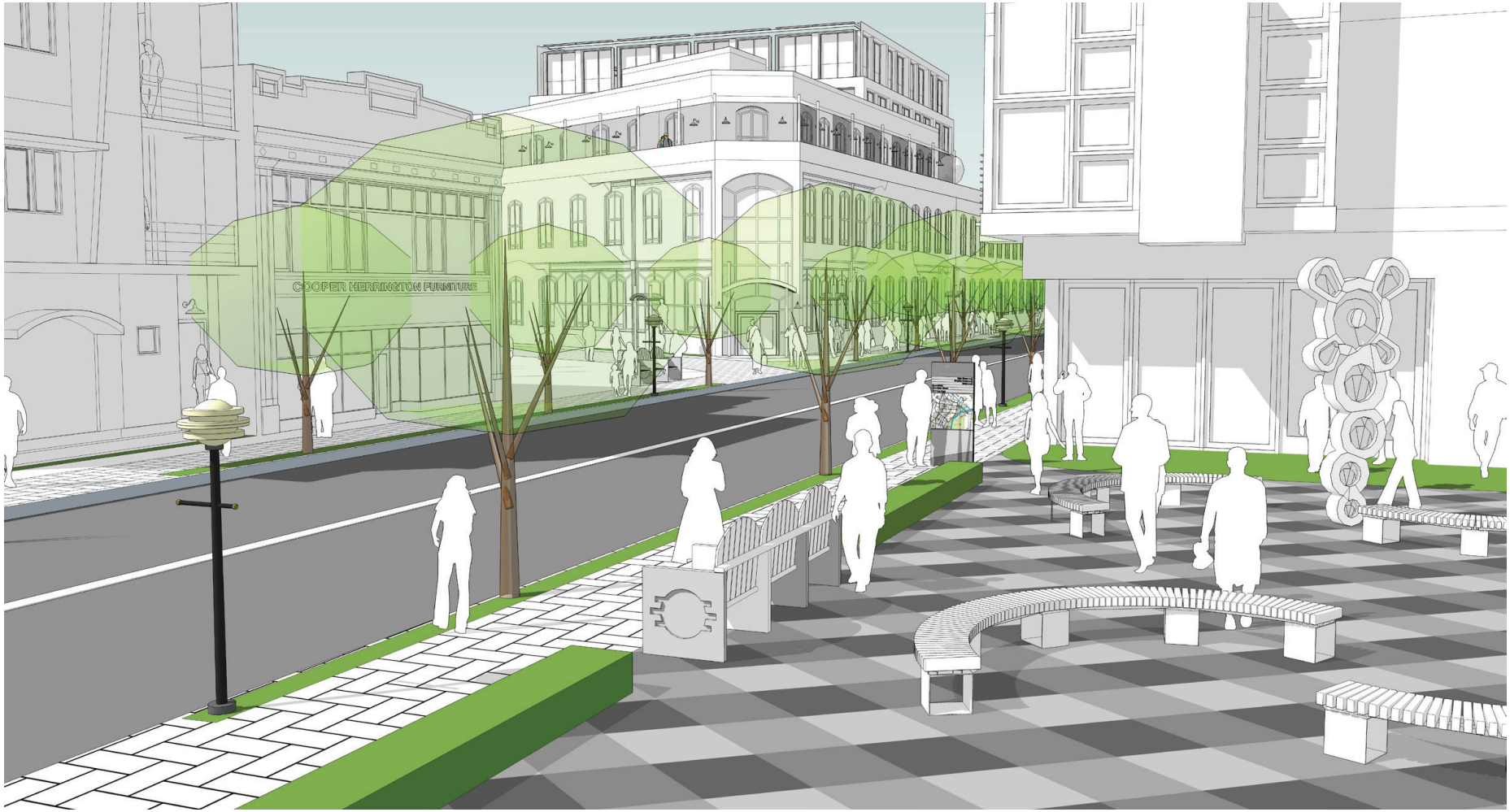
D **Stepbacks (Floor 3+):** 8 ft

E **Ground Floor Minimum Ceiling Height:** 13 ft

F **Above Ground Floor Minimum Ceiling Height:** 10 ft

**See Figure 4-1 for specific height limit locations.*

FIGURE 5-3: Innovation Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-3: Innovation Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Floor Area Ratio (FAR)[1]		4.0
Minimum Lot Size		6,000 square feet
Minimum Commercial Ground Floor[2]		50 percent to 60 percent of ground floor street frontage
Front Setback		Zero to 8 ft (maximum)
Interior Side Yard Setback		0 ft
Rear Yard Setback		0 ft
Side Yard on Street Side of Corner Lot Setback		5 ft (maximum)
Maximum Building Height		45 ft / 75 ft Refer to Figure 4-1 for the locations of specific height limits.
Required Parking[3]		See Section 5.15
Stepbacks[4]	Floors 1 – 2	0 ft
	Floor 3+	8 ft (minimum from the façade below)
Minimum Ceiling Heights	Ground Floor	13 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[5]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Preferred Architectural Styles		Art Deco, Historic Modern, or Contemporary See Appendix C for details

[1] Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E).

[2] The Planning Commission may approve a reduction or waiver of the minimum ground-floor commercial requirement upon making both of the following findings: (1) the required commercial frontage is unlikely to be viable due to demonstrated site-specific conditions, market conditions or project characteristics. Relevant considerations include pedestrian activity, visibility, access, surrounding uses, nearby commercial vacancy and leasing activity, and the size and configuration of the proposed commercial space; and (2) the alternative design maintains an active, pedestrian-oriented ground floor through street-facing entrances, windows, landscaping, usable outdoor spaces or other features appropriate to the proposed use, consistent with Chapter 6.

The applicant shall provide a written justification and supporting information proportionate to the requested reduction or waiver. The Planning Commission shall consider whether a partial reduction would address the demonstrated constraints while retaining viable commercial frontage, particularly along Broadway and other priority pedestrian streets.

[3] Parcels located within one-quarter mile (1/4 mile) of the Lemon Grove Depot Trolley Station shall be exempt from the minimum off-street parking requirements of this Specific Plan, consistent with applicable State law.

[4] Stepbacks are measured from all street frontage property lines.

[5] Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

NOTE: *Residential development may be permitted within the Innovation Zoning District pursuant to applicable State law, notwithstanding the land use restrictions established by this Specific Plan. Such development shall comply with all applicable State law requirements and development standards.*

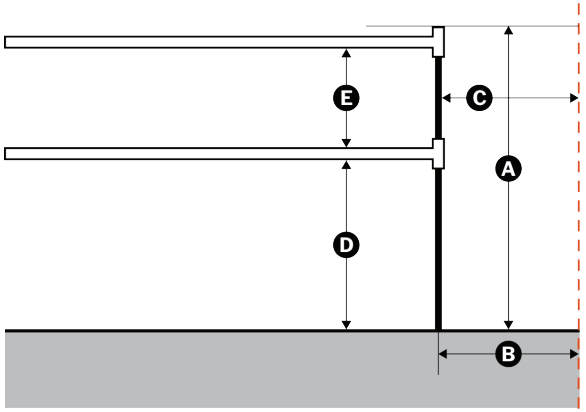
5.5 BROADWAY MIXED-USE ZONING DISTRICT

The Broadway Mixed-Use Zoning District is intended to support the revitalization of the Broadway corridor through a mix of residential, commercial, office, and lodging uses in a walkable, mixed-use environment. Serving as a transition between the Village Commercial District and surrounding neighborhoods, the district accommodates corridor-oriented development that expands opportunities for housing and investment while reinforcing Broadway as an attractive, active, and pedestrian-oriented commercial corridor.

Development within the District should encourage a mix of locally-serving retail, restaurants, cafés, professional offices, services, lodging, and residential uses that contribute to activity throughout the day. Ground-floor commercial uses are encouraged along Broadway to support an engaging pedestrian environment, while residential and office uses located above or alongside commercial development help create a balanced and active mixed-use corridor.

The District recognizes the importance of existing businesses and commercial uses while encouraging their continued evolution through reinvestment, improved site design, and enhanced pedestrian amenities. Development should prioritize building orientation, streetscape improvements, landscaping, outdoor gathering spaces, and safe pedestrian connections that reinforce Broadway as a welcoming gateway and destination within Downtown Lemon Grove. Existing auto-oriented uses may continue to serve the community while incorporating design features that improve the pedestrian experience and contribute to the long-term vision for the corridor.

Figure 5-4 (Broadway Mixed-Use Zoning District Rendering) illustrates the intended development pattern for the Broadway Mixed-Use Zoning District. *Table 5-4* (Broadway Mixed-Use Zoning District Development Standards) provides the development standards applicable to the Broadway Mixed-Use Zoning District.



A **Maximum Height:** 45 ft

B **Maximum Front Setback:** 8 ft

C **Stepbacks:** 0 ft

D **Ground Floor Minimum Ceiling Height:** 13 ft

E **Above Ground Floor Minimum Ceiling Height:** 10 ft

FIGURE 5-4: Broadway Mixed-Use Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-4: Broadway Mixed-Use Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Density		30 dwelling units per acre
Maximum Floor Area Ratio (FAR)[1]		1.6
Minimum Lot Size		6,000 square feet
Minimum Commercial Ground Floor[2]		50 percent to 60 percent of ground floor street frontage
Front Setback		8 ft (maximum)
Interior Side Yard Setback		0 ft
Rear Yard Setback		0 ft
Side Yard on Street Side of Corner Lot Setback		5 ft (maximum)
Maximum Building Height		45 ft
Required Parking		See Section 5.15
Stepbacks[3]		0 ft
Minimum Ceiling Heights	Ground Floor	13 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[4]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Preferred Architectural Styles		Art Deco See Appendix C for details

[1] Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E).

[2] The Planning Commission may approve a reduction or waiver of the minimum ground-floor commercial requirement upon making both of the following findings: (1) the required commercial frontage is unlikely to be viable due to demonstrated site-specific conditions, market conditions or project characteristics. Relevant considerations include pedestrian activity, visibility, access, surrounding uses, nearby commercial vacancy and leasing activity, and the size and configuration of the proposed commercial space; and (2) the alternative design maintains an active, pedestrian-oriented ground floor through street-facing entrances, windows, landscaping, usable outdoor spaces or other features appropriate to the proposed use, consistent with Chapter 6. The applicant shall provide a written justification and supporting information proportionate to the requested reduction or waiver. The Planning Commission shall consider whether a partial reduction would address the demonstrated constraints while retaining viable commercial frontage, particularly along Broadway and other priority pedestrian streets.

[3] Stepbacks are measured from all street frontage property lines.

[4] Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

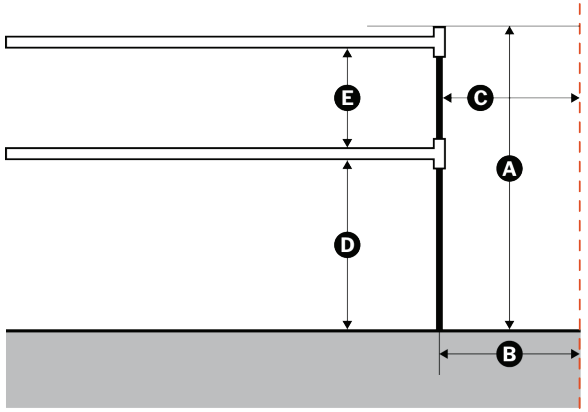
5.6 NEIGHBORHOOD COMMERCIAL ZONING DISTRICT

The Neighborhood Commercial Zoning District is intended to provide convenient goods, services, and other employment opportunities to meet the daily needs of surrounding neighborhoods while complementing the broader mix of uses within Downtown Lemon Grove. The District encourages non-residential-only uses such as neighborhood-serving retail, restaurants, professional offices, personal services, healthcare, financial institutions, and other commercial uses that support residents, employees, and local businesses.

Development within the district should reinforce a safe, walkable, and attractive commercial environment that is well integrated with adjacent neighborhoods. High-quality building design, landscaping, pedestrian amenities, and comfortable connections to surrounding residential areas are encouraged to create welcoming places that support everyday activities and neighborhood gathering. Residential development may also be permitted within the district where authorized by applicable State law, subject to the requirements and development standards established by such law.

The District recognizes the importance of existing neighborhood businesses while encouraging reinvestment and incremental improvements that enhance the appearance, functionality, and long-term vitality of these commercial areas.

Figure 5-5 (Neighborhood Commercial Zoning District Rendering) illustrates the intended development pattern for the Neighborhood Commercial Zoning District. ***Table 5-5*** (Neighborhood Commercial Zoning District Development Standards) provides the development standards applicable to the Neighborhood Commercial Zoning District.



A **Maximum Height:** 45 ft

B **Maximum Front Setback:** 8 ft

C **Stepbacks:** 0 ft

D **Ground Floor Minimum Ceiling Height:** 13 ft

E **Above Ground Floor Minimum Ceiling Height:** 10 ft

FIGURE 5-5: Neighborhood Commercial Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-5: Neighborhood Commercial Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Floor Area Ratio (FAR)[1]		1.6
Minimum Lot Size		6,000 square feet
Minimum Commercial Ground Floor[2]		50 percent to 60 percent of ground floor street frontage
Front Setback		8 ft
Interior Side Yard Setback		0 ft (minimum)
Rear Yard Setback		0 ft
Side Yard on Street Side of Corner Lot Setback		5 ft (maximum)
Maximum Building Height		45 ft
Required Parking[3]		See Section 5.15
Stepbacks[4]		0 ft
Minimum Ceiling Heights	Ground Floor	13 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[5]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Prefferred Architectural Styles		Contemporary See Appendix C for details

[1] Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E).

[2] The Planning Commission may approve a reduction or waiver of the minimum ground-floor commercial requirement upon making both of the following findings: (1) the required commercial frontage is unlikely to be viable due to demonstrated site-specific conditions, market conditions or project characteristics. Relevant considerations include pedestrian activity, visibility, access, surrounding uses, nearby commercial vacancy and leasing activity, and the size and configuration of the proposed commercial space; and (2) the alternative design maintains an active, pedestrian-oriented ground floor through street-facing entrances, windows, landscaping, usable outdoor spaces or other features appropriate to the proposed use, consistent with Chapter 6.

The applicant shall provide a written justification and supporting information proportionate to the requested reduction or waiver. The Planning Commission shall consider whether a partial reduction would address the demonstrated constraints while retaining viable commercial frontage, particularly along Broadway and other priority pedestrian streets.

[3] Parcels located within one-quarter mile (1/4 mile) of the Lemon Grove Depot Trolley Station shall be exempt from the minimum off-street parking requirements of this Specific Plan, consistent with applicable State law.

[4] Setbacks are measured from all street frontage property lines.

[5] Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

NOTE: *Residential development may be permitted within the Neighborhood Commercial Zoning District pursuant to applicable State law, notwithstanding the land use restrictions established by this Specific Plan. Such development shall comply with all applicable State law requirements and development standards.*

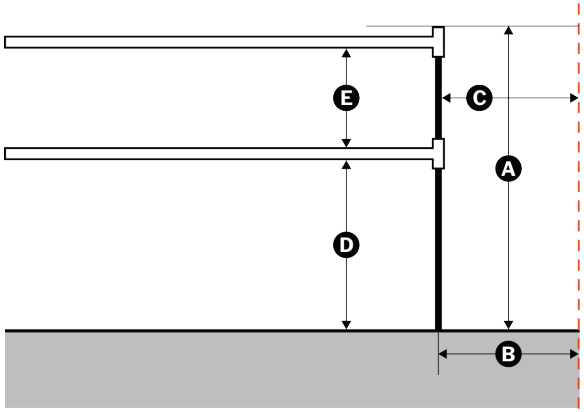
5.7 CIVIC ZONING DISTRICT

The Civic Zoning District serves as the civic heart of Downtown Lemon Grove, accommodating government offices, public facilities, parks, libraries, schools, and other civic and community-serving uses that support residents and visitors.

Development within the district should reinforce its role as a welcoming civic destination through high-quality public spaces, strong pedestrian connections, and buildings that frame parks, plazas, and streets. Civic buildings should incorporate inviting entrances, transparent frontages where appropriate, landscaping, shade trees, public art, and gathering spaces that encourage everyday activity and community interaction.

The District should support civic events, cultural programming, outdoor recreation, and public gatherings while strengthening connections to the Village Commercial District, surrounding neighborhoods, and the broader downtown. Together, these elements create a recognizable civic center where residents come together to access public services, celebrate community events, and enjoy public open spaces.

Figure 5-6 (Civic Zoning District Rendering) illustrates the intended development pattern for the Civic Zoning District. *Table 5-6* (Civic Zoning District Development Standards) provides the development standards applicable to the Civic Zoning District.



A **Maximum Height:** 45 ft

B **Maximum Front Setback:** 8 ft

C **Stepbacks:** 0 ft

D **Ground Floor Minimum Ceiling Height:** 13 ft

E **Above Ground Floor Minimum Ceiling Height:** 10 ft

FIGURE 5-6: Civic Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-6: Civic Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Floor Area Ratio (FAR)[1]		1.6
Minimum Lot Size		6,000 square feet
Front Setback		8 ft (maximum)
Interior Side Yard Setback		0 ft
Rear Yard Setback		0 ft
Side Yard on Street Side of Corner Lot Setback		5 ft (maximum)
Maximum Building Height		45 ft
Required Parking[2]		See Section 5.15
Stepbacks[3]		0 ft
Minimum Ceiling Heights	Ground Floor	13 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[4]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Preferred Architectural Styles		Contemporary, Historic Modern, or Mission Revival See Appendix C for details

1 Additional traffic analysis shall be required for development exceeding 75 percent of build out thresholds by District (Appendix E).

2 Parcels located within one-quarter mile (1/4 mile) of the Lemon Grove Depot Trolley Station shall be exempt from the minimum off-street parking requirements of this Specific Plan, consistent with applicable State law.

3 Stepbacks are measured from all street frontage property lines.

4 Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

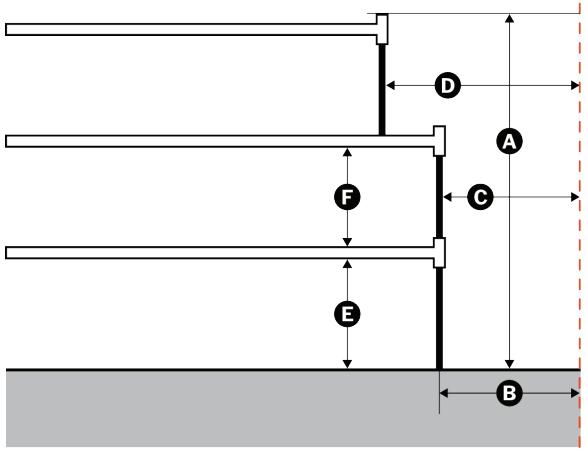
5.8 DOWNTOWN RESIDENTIAL ZONING DISTRICT

The Downtown Residential Zoning District is intended to provide a variety of housing opportunities that support the continued vitality of Downtown Lemon Grove. By accommodating residents within walking distance of shops, restaurants, parks, employment, community services, and transit, the district helps create an active, walkable downtown while expanding housing choices for people at different stages of life.

The district accommodates a range of residential building types, including duplexes, townhomes, condominiums, apartments, and accessory dwelling units. Development should create attractive, well-designed residential neighborhoods that complement adjacent development and contribute to the character of downtown through high-quality architecture, landscaping, open space, and pedestrian connections.

Compatible community-serving uses, such as places of worship, childcare facilities, public facilities, home occupations, and other neighborhood-supporting uses are encouraged where appropriate to enhance neighborhood livability. Development should strengthen connections between residential neighborhoods and the broader downtown, creating complete neighborhoods where residents can easily access the businesses, services, parks, and amenities that make Downtown Lemon Grove a vibrant place to live.

Figure 5-7 (Downtown Residential Zoning District Rendering) illustrates the intended development pattern for the Downtown Residential Zoning District. ***Table 5-7*** (Downtown Residential Zoning District Development Standards) provides the development standards applicable to the Downtown Residential Zoning District.



A **Maximum Height:** 55 ft

B **Maximum Front Setback:** 8 ft

C **Stepbacks (Floors 1-2):** 0 ft

D **Stepbacks (Floor 3):** 10 ft

E **Ground Floor Minimum Ceiling Height:** 10 ft

F **Above Ground Floor Minimum Ceiling Height:** 10 ft

FIGURE 5-7: Downtown Residential Zoning District Rendering



Rendering is for illustrative purposes only and is not intended to represent the type of development that could occur. This figure is not intended to depict specific development.

TABLE 5-7: Downtown Residential Zoning District Development Standards

STANDARD		REQUIREMENT
Maximum Density		40 dwelling units per acre
Minimum Lot Size		10,000 square feet
Front Setback		0 ft
Interior Side Yard Setback		5 ft (minimum)
Rear Yard Setback		5 ft (minimum)
Side Yard on Street Side of Corner Lot Setback		10 ft (minimum)
Maximum Building Height		55 ft
Required Parking[1]		See Section 5.15
Stepbacks[2]		0 ft
Minimum Ceiling Heights	Ground Floor	10 ft
	Above Ground Floor	10 ft
Allowable Maximum Projections into the Front Setback[3]	Cornices and Eaves	4 ft
	Balconies	4 ft (10 ft minimum height clearance)
	Awnings and Canopies	6 ft (8 ft minimum height clearance)
	Bay Windows and Projecting Windows	4 ft
	Projecting Signs	3 ft (8 ft minimum vertical clearance)
Preferred Architectural Styles		Contemporary or Art Deco See Appendix C for details

[1] Parcels located within one-quarter mile (1/4 mile) of the Lemon Grove Depot Trolley Station shall be exempt from the minimum off-street parking requirements of this Specific Plan, consistent with applicable State law.

[2] Setbacks are measured from all street frontage property lines.

[3] Similar architectural features may project up to four (4) feet into a required setback as determined by the Community Development Manager.

5.9 HISTORIC OVERLAY

The Historic Overlay is intended to preserve and enhance historic buildings, landmarks, and cultural resources within Downtown Lemon Grove. New development, renovations, and site improvements within the Overlay area should intentionally reinforce the historic character of the area and celebrate the City's history and early pioneer heritage.

5.9.1 HISTORIC OVERLAY DEVELOPMENT STANDARDS

1. New development shall incorporate architectural elements, building materials, public art, murals, signage, or other design features that reflect or complement the historic character of the surrounding area, including elements associated with Mission Revival and Spanish Colonial Revival architectural styles.
2. Minor alterations to historic properties, including interior alterations and additions and exterior restoration that retains the existing architectural style, roof and siding materials, window treatments, and other exterior architectural features, shall require a Zoning Clearance and review by the Lemon Grove Historical Society. Decisions of the Historical Society may be appealed to the Planning Commission.
3. Major alterations to historic properties, including exterior alterations that are inconsistent with the historic architectural style of the building, or the demolition of a historic structure, shall require a Planned Development Permit and Planning Commission approval with recommendations from the Lemon Grove Historical Society.
4. Historic properties shall include those buildings, structures, sites, and landmarks identified in the General Plan or subsequently designated by the City.

5.10 ARTS AND ENTERTAINMENT OVERLAY

The Arts and Entertainment Overlay is intended to encourage arts-related uses, cultural activities, public art, and creative placemaking within Downtown Lemon Grove.

5.10.1 ARTS AND ENTERTAINMENT OVERLAY DEVELOPMENT STANDARDS

1. New development and substantial building additions or exterior renovations within the Arts and Entertainment Overlay shall provide art features and/or artistic signage and displays along public street frontages or within private areas visible from the public right-of-way.
2. Art visible to the public shall be provided at a rate of:
    a. Ten (10) percent of the area of the largest building face for wall art; or
    b. One (1) percent of the area of the largest building face for sculptural art, calculated based on the largest side of the sculpture inscribed within a rectangle. The area of the rectangle(s) shall be equal to or greater than one (1) percent of the building face.
        i. For purposes of this standard, building face area shall be calculated as the total exterior wall surface area measured from finished grade to the top of the wall, including doors and windows and excluding portions of the façade that are recessed more than eight (8) feet from the primary building face.
        ii. Required art shall be located on the development site and shall be visible from a public street, sidewalk, or other public right-of-way. Art may be located on a building façade or within an outdoor area of the site, including plazas, courtyards, landscaped areas, and building setbacks.

3. Art In-Lieu Option: As an alternative to providing the art required by subsection 2, an applicant may pay an art in-lieu fee in an amount established by the City, subject to approval by the Community Development Manager. The art in-lieu option shall only be permitted when the Community Development Manager determines that providing the required public art is infeasible or impractical. In-lieu fees shall be used to fund public art and related improvements within the Arts and Entertainment Overlay.
4. Theatrical and artistic wall and projecting signage shall be permitted provided:
    a. A minimum vertical clearance of eight (8) feet is maintained for projections; and
    b. Artistic wall signage does not exceed 20 percent of the area of the building face.
5. Sculptures and other artwork that do not constitute signs under Municipal Code Section 18.12.020 are exempt from sign regulations.
6. Art Integration: Public and private art may be incorporated into surface improvements, open spaces, building facades, gateways, wayfinding signs, benches, street amenities, displays, utility boxes, sidewalks, crosswalks, and similar improvements. Art may include functional art, freestanding art, wall art, and surface art.

5.11 STREET IMPROVEMENTS

The following street improvement requirements shall apply to all new development and additions exceeding 50 percent of the existing gross floor area within the Downtown Specific Plan Area.

5.11.1 STREET IMPROVEMENT REQUIREMENTS

1. New development shall construct or fund its fair share of street improvements adjacent to the project frontage in accordance with the Municipal Code and the mobility improvements identified in this Specific Plan.
2. Required street improvements may include, but are not limited to, sidewalks, curb and gutter, pedestrian amenities, street trees, lighting, bicycle facilities, transit amenities, traffic control devices, utility undergrounding, and other improvements identified in the Mobility Chapter.
3. Projects shall fund their proportionate share of intersection improvements associated with intersections located adjacent to or directly serving the project site, as determined by the City Engineer.
4. Where installation of a required improvement is not feasible at the time of development, the City may allow an in-lieu fee, improvement agreement, or other mechanism acceptable to the City to ensure future implementation of the improvement.
5. Development subject to Municipal Code street improvement requirements that is not otherwise addressed by this Specific Plan shall provide improvements in accordance with the Municipal Code.
6. Required improvements shall be designed and constructed in a manner consistent with the streetscape, mobility, and public realm objectives of this Specific Plan.

5.12 LANDSCAPING

Landscaping shall be provided throughout the DSP Area to enhance the pedestrian environment, provide shade and visual relief, support urban greening, and improve the appearance of development. The following landscaping standards shall apply to all development within the DSP Area.

5.12.1 LANDSCAPING REQUIREMENTS

1. A minimum of eight (8) percent of the project site area shall be provided as landscaped area.
2. Landscaping may be provided through a combination of ground-level landscaped areas, courtyards, plazas, planters, and rooftop landscaping.
3. Street trees shall be provided at a minimum ratio of one (1) tree per 25 linear feet of street frontage.
4. Street trees shall be a minimum 24-inch box size with a minimum trunk caliper of two (2) inches at the time of planting.
5. Proposed trees located between emergency access lanes, including public streets and alleys, and building facades shall be subject to Fire Department review and approval.
6. All landscaping shall comply with the City's Water Efficient Landscape Ordinance and applicable provisions of the Municipal Code.
7. New installation of synthetic grass or artificial turf shall be prohibited within the DSP Area.

5.13 OPEN SPACE

Open space is fundamental to creating a welcoming, vibrant, and livable Downtown, providing comfortable places for people to gather, relax, and enjoy outdoor activity year-round. The DSP requires open space in conjunction with new development to meet the needs of residents, businesses, and visitors. The following open space standards shall apply to all development within the DSP Area.

5.13.1 COMMON OPEN SPACE REQUIREMENTS

1. Residential development shall provide a minimum of 100 square feet of common open space per dwelling unit.
2. Non-residential development shall provide common open space equal to a minimum of five percent (5%) of the project floor area.
3. Publicly accessible plazas, courtyards, paseos, outdoor gathering spaces, and similar amenities may satisfy up to 40 percent of the required common open space requirement.
4. Outdoor dining areas, patios, and similar amenities may count toward the common open space requirement.

5.13.2 PRIVATE OPEN SPACE REQUIREMENTS

1. Residential development shall provide a minimum of 50 square feet of private open space per dwelling unit.
2. Required private open space areas shall maintain a minimum dimension of five (5) feet in any direction.

5.13.3 PUBLIC PARKLAND REQUIREMENTS

1. Residential development shall dedicate park land or pay in-lieu park fee in accordance with the City's adopted parkland dedication ordinance, fee program, or other applicable regulations.
2. In-lieu park fees shall be used for the acquisition, expansion, design, construction, or improvement of parks, publicly accessible open spaces, trails, plazas, recreational facilities, or other park-related improvements identified in this DSP or the City's Capital Improvement Program.



3. Projects providing publicly accessible open space or park improvements beyond the minimum requirements established by this DSP may receive credit toward applicable in-lieu park fee requirements, subject to City approval.
4. Compliance with this section shall satisfy the DSP's public parkland dedication requirements.

5.14 SUSTAINABILITY

Development within the Specific Plan Area shall incorporate sustainable site design, building design, and operational practices that reduce greenhouse gas emissions and support long-term resiliency, consistent with the Lemon Grove Climate Action Plan.

5.14.1 SUSTAINABILITY REQUIREMENTS

1. New development and additions exceeding 50 percent of the existing gross floor area shall achieve a minimum of 10 sustainability points in accordance with ***Appendix B: Sustainability Standards***.
2. Sustainability points may be achieved through a combination of site design, energy efficiency, water conservation, renewable energy, transportation demand management, and other measures identified in ***Appendix B***.

5.15 ENVIRONMENTAL REQUIREMENTS

1. Projects containing sensitive land uses located within 500 feet of State Route 94 shall prepare a Health Risk Assessment (HRA) in accordance with the South Coast Air Quality Management District (SCAQMD) or San Diego County Air Pollution Control District (SDAPCD) guidance, as applicable.
2. Any required mitigation measures identified in the approved HRA shall be incorporated into the project design.

5.16 OFF-STREET PARKING REQUIREMENTS

Off-street parking shall be provided in accordance with the standards contained in this chapter. Where parking requirements are modified, reduced, eliminated, or preempted by applicable State law, the provisions of State law shall govern. Parking modifications otherwise permitted by the DSP or the Municipal Code may be approved in accordance with applicable City procedures. Within the Broadway Mixed-Use, Transit Mixed-Use, and Village Commercial zoning districts, a deficiency in the minimum off-street parking required by ***Table 5-8*** shall not constitute a basis for denying a use within Use Groups 6, 7, or 9 when located in a building that has been occupied for at least five years. This allowance applies only where the proposed use does not reduce the number of existing off-street parking spaces.

TABLE 5-8: Off-Street Parking Requirements

LAND USE ACTIVITY	REQUIRED PARKING
Retail, Office, Restaurants	1 space per 500 square feet
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 square feet of floor area where seats are not fixed
Warehousing, Manufacturing, & Industrial	1.0 space per 1,000 square feet
Studios Dwelling Unit	0.5 space per dwelling unit
One Bedroom Dwelling Unit	0.75 spaces per dwelling unit
Two-Bedroom Dwelling Unit	1 space per dwelling unit
Three Bedroom + Dwelling Unit	1.25 spaces per dwelling unit
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 Ordinance Established by City Council.

5.17 DRIVE-THROUGH FACILITIES

Drive-through facilities associated with Eating Places (Land Use Group 6) may be permitted within the Broadway Mixed-Use, Transit Mixed-Use, Village Commercial, Neighborhood Commercial, and Innovation zoning districts, subject to the applicable use classifications and restrictions identified in ***Table 4-1*** (Allowable Land Use Matrix) and ***Appendix D***. Drive-through facilities shall comply with the following standards:

1. Drive-through facilities shall provide a minimum of six (6) vehicle stacking spaces per drive-through lane. Each stacking space shall measure a minimum of 10 feet in width and 20 feet in length.
2. Vehicle stacking spaces shall be accommodated entirely on-site and shall not obstruct public streets, sidewalks, pedestrian pathways, parking spaces, or required vehicular access.
3. Drive-through lanes and vehicle stacking areas shall not be located between a primary building and an adjacent public street.

Chapter 6

OBJECTIVE DESIGN STANDARDS

IN THIS CHAPTER:

6.1 Objective Design Standards Overview
6.2 Site Design
6.3 Building Design
6.4 Façade Articulation
6.5 Building Equipment and Service Areas
6.6 Fences and Walls
6.7 Pedestrian Circulation
6.8 Outdoor Space and Amenities
6.9 Landscaping
6.10 Parking
6.11 Bicycle Parking
6.12 Lighting
6.13 Signage
6.14 Public Art



6.1 OBJECTIVE DESIGN STANDARDS OVERVIEW

The purpose of the Objective Design Standards is to establish clear and measurable architectural and site design requirements in addition to the Development Standards set forth in ***Chapter 5*** (Development Standards) that provide a streamlined review process for qualifying development projects within the Downtown Specific Plan (DSP) Area. These standards are intended to promote high-quality development, enhance the pedestrian environment, and reinforce the desired community-specific character and identity of Downtown Lemon Grove.

The Objective Design Standards apply to multi-family residential and qualifying mixed-use projects located within the DSP Area that are eligible for streamlined or ministerial approval pursuant to applicable State housing laws. Mixed-use projects must dedicate at least two-thirds of the total building square footage to residential uses in order to qualify. These standards establish the minimum required design criteria for eligible projects seeking streamlined or ministerial approval pursuant to applicable State housing laws and regulations referencing objective design standards.

In addition to complying with these standards, all development projects within the DSP Area shall comply with the applicable provisions of this DSP, the Lemon Grove General Plan, and the Lemon Grove Municipal Code. Where this DSP is silent on a particular requirement or provision, the applicable standards of the Lemon Grove Zoning Ordinance (Title 17 of the Municipal Code) shall apply.

Quantitative development standards, including permitted heights, setbacks, stepbacks, density, floor area ratio, open space requirements, and parking requirements, are established in ***Chapter 5***.

6.2 SITE DESIGN

Site design reinforces pedestrian-oriented development, supports compatibility between adjacent uses, and contributes to an active and cohesive public realm throughout Downtown Lemon Grove.

6.2.1 NEIGHBORHOOD COMPATIBILITY AND BUILDING PLACEMENT

1. Projects located adjacent to single-family uses in single-family residential zones shall orient primary building entrances, patios, balconies, and landscaped areas toward public streets or internal courtyards and shall not directly face adjoining single-family residential lots.
2. To create a continuous street frontage, at least 75 percent of the ground-floor street-facing façade in commercial and mixed-use zoning districts shall be located no more than five (5) feet from the front property line.
3. Projects adjacent to single-family residential areas shall provide a solid masonry wall and landscaping along the shared property line within the required setback established in Chapter 5 – Development Standards. Landscaped setback areas shall maintain a minimum width of five (5) feet.
4. Within mixed-use projects, loading and service areas associated with commercial uses shall not be located along a property line shared with an existing residential use. Primary

commercial entrances and outdoor commercial activity areas shall be oriented toward a public street or an internal area of the project.

5. Mixed-use projects shall orient ground-floor commercial and residential uses toward public streets, plazas, paseos, parks, or other publicly accessible open spaces.
6. All building entrances, parking areas, private and public open space, and pedestrian facilities shall include one (1) or more of the following features in a manner that preserves and does not obstruct the view into the area:
    a. Landscaping
    b. Outdoor furniture
    c. Enhanced pavement
    d. Recessed entry
    e. Decorative lighting
    f. Public art
7. Mixed-use projects containing ground-floor commercial or other non-residential use shall provide site amenities on a minimum of 15 percent of the ground plane between the building and the front or street-side property line. The site amenities shall be comprised of any of the following elements:
    a. Landscape materials or raised planters
    b. Walls designed to accommodate pedestrian seating (no higher than 36 inches)
    c. Site furnishings, including fountains, sculptures, and other public art
    d. Tables and chairs associated with ground floor use

6.2.2 TRANSIT CONNECTIONS

1. Projects adjacent to a transit station or transit stop shall provide a continuous, ADA-compliant pedestrian connection from the public sidewalk or transit stop to a primary building entrance without requiring pedestrians to travel through parking lots or drive aisles.
2. Driveways shall be located a minimum of 50 feet from a bus stop, unless otherwise approved by the City or required by existing site constraints.

6.2.3 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

1. Outdoor common areas, paseos, pedestrian walkways, and building entrances shall be visible from adjacent public streets, common open spaces, building entrances, or residential unit windows.
2. Internal courtyards and common outdoor areas shall be visible from a public street, parking area, pedestrian walkway, building entrance, or residential unit window.
3. Exterior stairways shall face an internal common area, parking area, or pedestrian walkway and shall not be separated from these areas by solid walls, fences, or landscaping exceeding three (3) feet in height.
4. Gates and doors providing access from the exterior to common residential areas, including lobbies, corridors, stairways, elevators, parking garages, and shared recreational facilities, shall require a key, code, card, or other access-control device.

6.3 BUILDING DESIGN

Building design shapes the character of Downtown Lemon Grove through building form, massing, architectural features, ground-floor design, and materials and finishes that support a walkable and visually engaging environment.

6.3.1 MASSING

1. Residential and mixed-use projects shall provide building massing breaks at intervals no greater than 30 feet along street-facing façades through varying setbacks, vertical recesses, projections, balconies, recessed entrances, or similar architectural features.
2. Required massing breaks shall have a minimum depth of three (3) feet and extend the full height of the façade.
3. For façades exceeding 30 feet in length, no more than 75 percent of the façade may occur within the same wall plane.
4. Mixed-use buildings shall distinguish ground-floor non-residential uses from upper stories by incorporating at least three (3) of the following architectural features:
    a. Changes in building plane
    b. Horizontal articulation, such as string courses or belt courses
    c. Upper-story stepbacks
    d. Awnings or canopies over ground-floor entrances or storefronts
    e. Changes in exterior materials or colors
5. Ground-floor commercial storefronts shall be organized into storefront bays ranging from 15 to 25 feet in width. Individual commercial tenant spaces may occupy multiple adjoining storefront bays. Each storefront bay shall include a primary customer entrance.
6. Mixed-use buildings shall incorporate storefront, façade, or structural bay divisions at intervals ranging from 25 to 50 feet to establish a pedestrian-scaled rhythm along the street frontage.
7. Blank walls, defined as façade segments without doors, windows, architectural articulation, public art, or landscaping, shall not exceed 30 feet in length along public streets, pedestrian walkways, paseos, plazas, or publicly accessible open spaces.
8. Building façades shall not contain more than 50 feet of continuous, repetitive façade treatment without a change in plane, material, architectural treatment, or building form.

6.3.2 UPPER-STORY MODULATION

1. Required upper-story stepbacks shall comply with Chapter 5 – Development Standards.

6.3.3 GROUND FLOOR RESIDENTIAL FEATURES

1. Ground-floor residential units adjacent to public streets shall be elevated to a minimum of two (2) feet and a maximum of three (3) feet above adjacent sidewalk grade, except where the difference between the finished floor elevation and adjacent sidewalk grade is constrained by existing site topography. Where the existing grade at the building frontage differs from the adjacent sidewalk grade by more than three (3) feet, this requirement shall not apply.
2. A transition area with a minimum depth of three (3) feet shall be provided between ground-floor residential entries and adjacent public sidewalks or streets.
3. Transition areas may include stoops, porches, landscaping, planters, low walls, railings, or similar features.

6.3.4 GROUND FLOOR MIXED-USE FEATURES

1. Ground-floor commercial façades along public streets, plazas, paseos, or publicly accessible open spaces shall incorporate transparent windows, operable storefront systems, recessed entries, outdoor dining areas, or similar pedestrian-oriented features.
2. Ground-floor commercial storefronts shall incorporate at least two (2) of the following:
    a. Recessed entries
    b. Transparent storefront glazing
    c. Display windows
    d. Awnings or canopies
    e. Architectural detailing
3. Security grilles, security bars, roll-down security doors, and opaque window coverings visible from a public street shall be prohibited.
4. Ground-floor height requirements for commercial uses shall comply with Chapter 5 – Development Standards.
5. Awnings and canopies projecting over pedestrian walkways shall maintain a minimum vertical clearance of eight (8) feet above the adjacent walking surface.

6.3.5 LIVE-WORK UNITS

1. Live-work units with frontage along a public street, paseo, plaza, park, or other publicly accessible open space shall provide a primary entrance directly accessible from the public sidewalk or pedestrian circulation system.
2. The work area of a street-facing live-work unit shall provide a minimum transparency of 50 percent between three (3) feet and eight (8) feet above adjacent grade.
3. A minimum of 40 percent, but not more than 50 percent, of the live-work unit shall be dedicated to non-residential use.
4. Street-facing live-work units shall incorporate storefront-style windows, doors, or other architectural features designed to support an active pedestrian environment.
5. Garage doors associated with live-work units shall not occupy more than 40 percent of the ground-floor street-facing façade.
6. Ground-floor live-work units shall provide a transition area with a minimum depth of three (3) feet between residential living areas and adjacent public sidewalks. Transition areas may include stoops, porches, landscaping, planters, low walls, railings, outdoor seating areas, or similar features.
7. Live-work units shall be initially constructed for commercial use. Conversion to live-work use shall maintain the street-facing storefront, including the primary entrance and transparency required by this section.
8. Live-work units located along a public street shall provide direct pedestrian access to the work area from the street-facing façade.
9. Live-work units shall not be permitted on corner lots or on properties with frontage along Broadway within the Village Commercial Zoning District.
10. Live work is only allowed in zones that permit Mixed-Use in combination with Use Group 7 and 9.

6.3.6 MATERIALS

1. Exterior building façades shall be constructed of stucco, fiber cement, masonry, architectural concrete masonry units, precast concrete, stone, wood, simulated wood siding, metal panel systems, or similar durable materials. Plywood and T1-11 siding are prohibited.

2. Exterior finish materials on street-facing façades shall have a matte, satin, or other non-reflective finish. Polished, mirrored, or highly reflective finishes shall be prohibited.
3. Split-face concrete masonry units shall be limited to building bases, accent walls, and other architectural accent features and shall not comprise more than 20 percent of any street-facing façade.
4. Materials, colors, and architectural details used on street-facing façades shall continue on all building elevations visible from a public street, paseo, plaza, park, or publicly accessible open space.
5. Material transitions shall occur at inside corners, changes in building plane, or architectural features such as columns, pilasters, cornices, or other façade projections. Material changes shall not occur on a continuous flat wall plane unless incorporated into an architectural feature.
6. Buildings shall incorporate a minimum of two (2) primary exterior materials, excluding glazing, railings, and trim. Each primary material shall cover at least 20 percent of the street-facing façade.
7. Buildings greater than three (3) stories shall introduce a change in material, texture, or color at intervals not exceeding 20 feet along any street-facing façade.
8. For projects containing both affordable and market-rate units, exterior materials, finishes, and architectural detailing shall be consistent throughout the development so that affordable units are not visually distinguishable from market-rate units.



6.3.7 COLORS

1. Buildings shall incorporate a minimum of three (3) exterior colors, including trim.
2. Changes in exterior color shall occur only at material transitions, changes in building plane, or architectural features, such as columns, pilasters, cornices, or trim, and shall not occur randomly across a façade.
3. Accent colors shall be used to highlight architectural features, entries, storefronts, awnings, balconies, and other building elements. Accent colors shall not comprise more than 20 percent of any street-facing façade, excluding doors, window frames, awnings, and architectural trim.
4. Projects containing multiple principal buildings shall vary exterior colors and material palettes between buildings while maintaining a cohesive architectural character throughout the development.

6.4 FAÇADE ARTICULATION

Façade articulation reduces the perceived scale of buildings, enhances pedestrian interest, and contributes to varied and visually engaging streetscapes.

6.4.1 ARTICULATION

1. Residential projects with street-facing façades greater than 50 feet in length shall incorporate at least two (2) of the following:
   a. Changes in material or color.
   b. Cornices, canopies, or awnings.
   c. Window bays or projecting windows.
   d. Balconies.
   e. Recessed entries, porches, or stoops.
   f. Changes in building height of at least four (4) feet.
2. Mixed-use projects shall incorporate at least two (2) façade articulation features along street-facing façades, including:
   a. Changes in material or color.
   b. Horizontal architectural features such as cornices, belt courses, or similar detailing.
   c. Vertical recesses, projections, or façade offsets.

6.4.2 WINDOWS AND TRANSPARENCY

1. Mixed-use projects with non-residential uses (retail, restaurant, office, or other active use) along a public street, plaza, paseo, park, or other publicly accessible open space shall provide transparent windows, doors, or storefront glazing comprising a minimum of 60 percent of the ground-floor façade area measured between three (3) feet and eight (8) feet above adjacent grade.
2. Ground-floor transparency shall consist of clear, non-reflective windows, doors, and storefront glazing that provide views into interior occupied spaces.
3. Ground-floor transparency areas shall not be obstructed by shelving, storage, permanent displays, mechanical equipment, or similar features exceeding four (4) feet in height.
4. Tinted, mirrored, reflective, opaque, or spandrel glass shall not count toward the required transparency.
5. Residential uses located along a public street, paseo, park, or other publicly accessible open space shall provide a minimum transparency of thirty (30) percent along street-facing façades.
6. Residential units shall provide double-glazed windows.

6.4.3 ROOF FORM

1. Rooflines visible from a public street, paseo, plaza, park, or publicly accessible open space shall incorporate a change in height, parapet variation, stepback, or similar architectural feature at intervals no greater than 50 feet.
2. Sloped roofs, where provided, shall utilize a consistent roof form and pitch throughout the building.
3. Decorative roof forms or false roof elements applied solely to a building façade without a corresponding roof structure behind them shall be prohibited.
4. Parapets visible from a public street, paseo, plaza, park, or publicly accessible open space shall incorporate one or more of the following:
    a. Changes in parapet height
    b. Cornices or projecting bands
    c. Reveals, offsets, or changes in material
    d. Decorative caps or similar architectural detailing.
5. Interior-facing parapet walls visible from the public realm shall be finished with materials and colors consistent with the primary building façade.

6.4.4 ACCESSORY STRUCTURES

1. Accessory structures associated with residential developments shall incorporate building materials, roof forms, colors, trim, and architectural detailing substantially consistent with the primary structure.
2. Accessory structures shall not be located between a primary building and an adjacent public street, paseo, plaza, park, or other publicly accessible open space.

6.5 BUILDING EQUIPMENT AND SERVICE AREAS

Building equipment, utilities, and service area functions should be integrated into site and building design to minimize visual impacts on public streets, pedestrian areas, and adjacent properties.

6.5.1 MECHANICAL EQUIPMENT

1. Required screening walls or enclosures shall exceed the height of the equipment being screened by a minimum of one (1) foot.
2. Ground-mounted and rooftop mechanical equipment shall be integrated into the overall building and site design through screening materials, colors, and architectural treatments substantially consistent with the primary structure.
3. Ground-level mechanical equipment shall be screened from view from public streets, parks, plazas, paseos, gathering areas, and primary building entrances.
4. Rooftop mechanical equipment, elevator overruns, vents, ducts, and similar equipment shall be screened from view from adjacent public streets, parks, plazas, paseos, and publicly accessible open spaces using parapets, penthouses, or architectural screening.
5. Rooftop screening shall be integrated into the building architecture and utilize materials, colors, and finishes consistent with the primary building façade.
6. Mechanical equipment shall not be located within required private open space areas, including balconies, patios, porches, and private rooftop decks.

6.5.2 UTILITY CONNECTIONS

1. Utility connections, transformers, meter cabinets, and similar equipment shall be integrated into the site and building design and screened from view from adjacent public streets and publicly accessible areas.
2. Pad-mounted transformers and meter locations shall be identified on project site plans.
3. New utility lines serving development within the Specific Plan Area shall be placed underground unless otherwise approved by the applicable utility provider or public agency.

6.5.3 TRASH AND RECYCLING ENCLOSURES

1. Trash and recycling enclosures shall be located to the rear or interior side of buildings and screened from view from public streets and publicly accessible open spaces.
2. Enclosures shall consist of solid masonry walls and opaque gates with a minimum height of six (6) feet.
3. Trash and recycling enclosures shall include an opaque roof or covering that fully screens refuse and recycling containers from overhead view.
4. Enclosure materials and colors shall be substantially consistent with the primary building design.
5. Gates shall remain closed except during collection and maintenance activities.
6. Trash and recycling enclosures shall not obstruct pedestrian pathways, accessible routes, drive aisles, or building entrances.
7. Trash and recycling enclosures shall be of sufficient size to accommodate all required refuse and recycling containers and shall comply with the applicable refuse collection provider design standards.
8. Trash and recycling enclosures shall be located a minimum of five (5) feet from combustible construction.

6.5.4 OUTDOOR STORAGE FACILITIES

1. Outdoor storage areas shall be located to the rear or interior side of buildings and shall not be visible from public streets, paseos, plazas, parks, or publicly accessible open spaces.
2. Outdoor storage areas shall be enclosed by solid decorative masonry walls and opaque gates with a minimum height of six (6) feet.
3. Screening materials and colors shall be substantially consistent with the primary building design.

6.5.5 LOADING AREAS

1. Loading and service areas shall be located on a building façade other than the primary street-facing façade and/or to the rear or interior side of the site.
2. Loading and service areas shall not be located between a building and a public street, paseo, plaza, park, or other publicly accessible open space.
3. Loading and service areas shall be designed and located so as not to obstruct pedestrian walkways, accessible routes, bicycle facilities, drive aisles, or vehicle circulation areas.
4. Loading and service areas shall be screened from view from public streets and publicly accessible open spaces through walls, landscaping, building placement, or a combination thereof.
5. Loading and service areas shall be located and designed to minimize noise and operational impacts on adjacent residential uses and common open space areas.

6.6 FENCES AND WALLS

Fences and walls contribute to privacy, security, screening, and site definition while maintaining a pedestrian-oriented environment.

6.6.1 FENCES AND WALLS

1. Fences and walls visible from a public street, paseo, plaza, park, or publicly accessible open space shall utilize durable materials and finishes consistent with the primary building architecture, including masonry, decorative iron, welded steel, wood, vinyl, or similar durable materials.
2. Chain-link fencing, barbed wire, razor wire, electrified fencing, security mesh, and similar materials are prohibited.
3. Fences and walls located along a public street frontage or between a building and an adjacent public street shall not exceed 42 inches in height and incorporate a continuous landscaped planting area along the street-facing side with a minimum width of five (5) feet. Landscaping shall include shrubs, ornamental grasses, groundcover, trees, or a combination thereof.
4. Solid walls exceeding 50 feet in length and visible from a public street shall incorporate a minimum five (5)-foot horizontal offset, projection, recess, pilaster, column, material change, or similar architectural feature at intervals not exceeding 50 feet.
5. Solid walls used to screen service areas, storage areas, utilities, or mechanical equipment shall be constructed of masonry or other durable materials consistent with the primary building architecture.
6. Walls visible from both sides shall be finished with the same materials, colors, and level of architectural treatment on each side.
7. Security grilles, roll-down security doors, security bars, chain-link fencing, and similar security features visible from a public street, paseo, plaza, park, or publicly accessible open space shall be prohibited on the exterior of ground-floor commercial storefronts and building frontages.





6.7 PEDESTRIAN CIRCULATION

Pedestrian circulation provides safe, accessible, and direct connections between buildings, public streets, sidewalks, open spaces, transit facilities, and site amenities.

6.7.1 PEDESTRIAN ACCESS AND CIRCULATION

1. Building frontages shall be oriented toward a public street, plaza, paseo, park, or other publicly accessible open space and shall provide a primary pedestrian entrance facing that frontage.
2. Ground-floor residential and non-residential entrances shall be differentiated through at least one of the following:
    a. A change in material
    b. A change in color
    c. A canopy or awning
    d. A recessed entry a minimum of two (2) feet in depth
    e. Landscaping adjacent to the entrance
3. Projects located on a street corner shall provide a primary pedestrian entrance within 30 feet of the intersection of the two street-facing façades, measured from the back of curb.
4. All building entrances, common open spaces, amenities, bicycle parking areas, and vehicle parking areas shall be connected through an internal pedestrian circulation system that provides direct access to the public sidewalk.
5. Pedestrian walkways shall provide a minimum unobstructed width of five (5) feet.
6. Pedestrian walkways located within or adjacent to parking areas shall be separated from vehicle circulation areas by a raised curb, landscaped strip, change in grade, or other physical barrier, except where the walkway crosses a drive aisle.

7. Walkways shall be constructed of firm, stable, and slip-resistant materials, including poured-in-place concrete, permeable paving, or concrete pavers.
8. Where a pedestrian walkway intersects a vehicle accessway, the crossing shall be distinguished through enhanced paving, including patterned or colored pavers, brick, decorative scored concrete, or similar treatment, and shall extend across the full width of the drive aisle.
9. Pedestrian plazas, paseos, and publicly accessible open spaces shall incorporate decorative paving, enhanced paving materials, or changes in paving pattern to distinguish pedestrian areas from vehicle circulation areas.

6.7.2 RESIDENTIAL ACCESS

1. Ground-floor residential units with frontage along a public street shall provide individual entrances directly accessible from the public sidewalk.
2. Ground-floor residential units fronting an alley, paseo, courtyard, plaza, park, or other publicly accessible open space shall provide individual entrances directly accessible from that frontage through a continuous, ADA-compliant pedestrian pathway.
3. Ground-floor residential units with frontage along a private drive or internal parking area shall provide a continuous pedestrian connection from the primary entrance to the nearest public sidewalk, paseo, courtyard, or publicly accessible open space.

6.7.3 ACTIVE FRONTAGES

1. Ground-floor commercial frontages along primary pedestrian streets shall incorporate at least two (2) of the following features:
    a. Customer entrances
    b. Transparent storefront windows
    c. Outdoor dining areas
    d. Display windows
    e. Recessed entries
    f. Operable storefront systems
2. Mixed-use projects with ground-floor commercial uses shall provide direct pedestrian access between building entrances and adjacent public sidewalks.

6.8 OUTDOOR SPACE AND AMENITIES

Outdoor spaces and amenities support recreation, social interaction, and outdoor living through usable and accessible common and private open spaces.

6.8.1 COMMON AND PRIVATE OPEN SPACE

1. Multi-unit residential and mixed-use projects containing three (3) or more dwelling units shall provide a minimum of 75 square feet of common usable open space per dwelling unit accessible to project residents. Each common usable open space area shall contain a contiguous area measuring a minimum of 15 feet by 15 feet.
2. Multi-unit residential and mixed-use projects shall provide a minimum of 50 square feet of unobstructed, private usable open space per dwelling unit in the form of a balcony, patio, porch, rooftop deck, or similar outdoor area directly accessible from the dwelling unit. Private usable open space shall have a minimum dimension of six (6) feet in any direction.
3. Indoor common open space areas may satisfy up to 40 percent of the required common usable open space.

6.8.2 AMENITIES

1. Residential developments providing required common open space pursuant to Section 5.13 (Open Space) and containing 25 or more dwelling units shall incorporate at least one (1) of the following amenities within the required common open space:
   a. Active recreation area with a minimum area of 400 square feet and minimum dimensions of 15 feet by 15 feet.
   b. Plaza, courtyard, shaded seating area, or gathering space with a minimum area of 400 square feet and minimum dimensions of 15 feet by 15 feet.
   c. Community or rooftop garden with a minimum area of 400 square feet.
   d. Playground or tot lot with a minimum area of 600 square feet at least three (3) play elements and one seating area.
   e. Indoor or outdoor resident lounge with a minimum area of 400 square feet and minimum dimensions of 15 feet by 15 feet.

6.9 LANDSCAPING

Landscaping enhances the pedestrian environment, supports urban greening, provides shade and buffering, and improves the visual character of development.

6.9.1 LANDSCAPING

1. Common open space areas, building entrances, paseos, courtyards, and pedestrian walkways shall incorporate landscaped areas, planters, planting beds, or similar landscape features.
2. Projects with ground-floor residential units shall provide a landscaped buffer a minimum of five (5) feet in width between residential units and adjacent public streets, sidewalks, paseos, plazas, parks, or other publicly accessible open spaces. The buffer shall be planted with shrubs maintained at a maximum height of four (4) feet.
3. Landscape buffers adjacent to ground-floor residential units shall include shrubs, ornamental grasses, trees, or similar plant materials capable of providing privacy screening. Landscaping may be combined with walls, fences, trellises, or similar screening elements.
4. Shade trees shall be provided along pedestrian walkways at intervals not exceeding 25 feet.
5. Street trees shall be a minimum 24-inch box size with a minimum trunk caliper of two (2) inches at the time of planting.
6. Street trees shall be located within the designated landscape or flex zone in accordance with the applicable street typology and cross section established in Chapter 7 (Mobility), unless otherwise approved by the City.
7. Landscaping shall incorporate drought-tolerant and climate-appropriate plant materials and shall comply with the City's Water Efficient Landscape Ordinance and applicable provisions of the Municipal Code.
8. Required landscaping may be provided through a combination of ground-level and rooftop landscaped areas.

6.10 PARKING

Parking facilities should be integrated into site and building design in a manner that minimizes visual impacts and supports pedestrian circulation.

6.10.1 SURFACE PARKING LOCATION AND ACCESS

1. Surface parking areas shall be located to the rear or interior side of buildings and shall not be located between a building and an adjacent public street. Where site constraints prevent this configuration, an alternative location may be approved by the City, provided pedestrian access is maintained and parking is screened from the street.
2. Parking structures located along a public street frontage shall incorporate residential, commercial, or other active uses along a minimum of 50 percent of the ground-floor street-facing façade. The remaining frontage may accommodate vehicular access, pedestrian entrances, stairs, elevators, and other required building access or circulation features.
3. Parking areas located along side streets, alleys, or private streets shall not occupy more than 40 percent of the street frontage.
4. Multiple driveways along the same street frontage shall maintain a minimum separation distance of 50 feet measured from the interior edges of each driveway.
5. Clearly defined pedestrian pathways connecting parking areas to building entrances and public sidewalks shall be provided.
6. Vehicular access shall be provided from an alley or side street where feasible to minimize driveways along primary pedestrian frontages. Access locations shall account for traffic safety, pedestrian circulation, and potential impacts on adjacent residential streets. Where alley or side-street access is unavailable or inappropriate, access from the primary street may be approved by the City.
7. Entry driveways connecting public streets to the interior of the site shall use enhanced paving treatment with patterned and/or colored pavers, brick, or decorative colored and scored concrete, a minimum of 12 feet deep, and spanning the width of the driveway.



6.10.2 SURFACE PARKING SCREENING

1. Residential developments with surface parking lots adjacent to a public street, corner side street, paseo, plaza, park, or other publicly accessible open space shall be screened with one or more of the following elements having a minimum height of three (3) feet:
   a. Landscaped berms
   b. Low masonry walls
   c. Decorative fencing
   d. Dense shrubs or hedges
   e. Trellises with climbing vegetation
2. Mixed-use developments with parking located along a public street frontage shall provide liner buildings, active ground-floor uses, or architectural screening along the frontage.
3. Grade-level parking located beneath residential buildings shall be screened from public streets and publicly accessible open spaces. A minimum of 80 percent of the parking area perimeter shall be screened through building walls, landscaping, decorative screening, or a combination thereof. Openings required for ventilation and vehicle access may be excluded from this calculation.
4. Parking areas adjacent to residential uses shall provide screening sufficient to reduce headlight glare through landscaping, walls, fencing, grade separation, or a combination thereof.
5. Screening shall remain continuous except where interrupted by required driveways, pedestrian accessways, or emergency access points.

6.10.3 PARKING LOT LANDSCAPING

1. Parking lots shall incorporate shade trees and landscaping throughout parking areas to reduce heat impacts and soften large, paved areas.
2. Uncovered parking rows containing 15 or more consecutive parking spaces shall provide a landscaped island a minimum of six (6) feet in width after every 10 parking spaces. Each landscaped island shall contain a minimum of one (1) tree.
3. Landscaping within parking areas shall incorporate drought-tolerant and climate-appropriate plant materials.

6.10.4 PARKING STRUCTURES

1. Parking structures shall be integrated into the architectural design of the primary building. Street-facing façades shall incorporate façade articulation at intervals not exceeding 50 feet and include a minimum of two (2) of the following features:
   a. Liner uses or occupiable space
   b. Architectural screening
   c. Façade articulation or modulation
   d. Changes in materials, colors, or textures
   e. Public art or murals
   f. Pedestrian entrances with canopies or awnings
   g. Transparent glazing at occupied spaces, stair towers, or elevator lobbies
2. Any vehicular entry gate serving a parking structure shall be located at a minimum of 18 feet from the back of sidewalk.
3. Portions of a parking structure that are not screened by residential, commercial, or other occupiable uses shall be recessed a minimum of five (5) feet behind the primary street-facing building façade.

4. Façade openings on upper levels of parking structures shall incorporate architectural screening designed to resemble building windows or glazing. Screening shall cover a minimum of 10 percent and a maximum of 30 percent of the opening area while maintaining required ventilation.
5. Gated parking structures shall provide a separate pedestrian access gate or entrance that does not require pedestrians to use the vehicular entry or exit.

6.11 BICYCLE PARKING

Bicycle parking supports multimodal transportation by providing safe, convenient, and accessible facilities integrated into the overall site design.

6.11.1 LONG-TERM BICYCLE PARKING

1. Multi-family residential and residential mixed-use buildings shall provide one long-term bicycle parking space for every four (4) dwelling units.
2. Long-term bicycle parking shall be located within a secured area on the ground floor, within a parking structure, or in another location with direct access to the public sidewalk or internal pedestrian circulation system.
3. Long-term bicycle parking facilities shall not obstruct pedestrian walkways, building entrances, accessible routes, driveways, or vehicle circulation areas.
4. Long-term bicycle parking areas shall be connected to building entrances, common open spaces, and public sidewalks through the internal pedestrian circulation system.
5. Required bicycle parking spaces shall be independently accessible without requiring the movement of another bicycle.
6. Bicycle locker minimum requirements:
   a. Dimensions of 42 inches wide, 75 inches deep, and 54 inches high.
   b. Must withstand a load of 200 pounds per square foot.
   c. Opened doors must withstand 500-pound vertical load.
7. Developments providing 20 or more long-term bicycle parking spaces should provide a bicycle repair station or similar bicycle-supportive amenity in a publicly accessible location.

6.11.2 SHORT-TERM BICYCLE PARKING

1. Short-term bicycle parking facilities shall be located within 50 feet of a primary building entrance in a visible, well-lit, and publicly accessible location.
2. Bicycle parking spaces shall be provided with a securely anchored bicycle rack or similar device capable of supporting the bicycle frame and allowing the frame and at least one wheel to be secured.
3. Bicycle parking facilities shall maintain clear pedestrian circulation and shall not obstruct sidewalks, building entrances, accessible routes, driveways, or vehicle circulation areas.
4. Required bicycle parking spaces shall be independently accessible without requiring the movement of another bicycle.

6.12 LIGHTING

Lighting supports pedestrian safety, visibility and nighttime activity while minimizing glare, light trespass, skyglow and impacts on wildlife. Lighting shall be directed where needed and limited in brightness and duration to its intended purpose.

6.12.1 LIGHTING STANDARDS

1. Exterior lighting shall be provided at pedestrian walkways, paseos, building entrances, parking areas, bicycle parking areas, and common outdoor areas intended for nighttime use.
2. Exterior lighting fixtures shall be fully shielded and directed downward onto the intended surface or activity area. Fixtures shall be installed so that no direct light is emitted above the horizontal plane passing through the light source. Uplighting shall be prohibited.
3. Exterior lighting fixtures of the same functional type within a development shall have matching finishes and colors. This requirement shall not apply to lighting integrated into steps, walls, landscaping, or site furnishings.
4. Pedestrian lighting shall be provided along pedestrian paths within common open space and recreation areas. Freestanding pedestrian light poles shall have a minimum height of three (3) feet and a maximum height of 16 feet, measured from adjacent finished grade to the top of the fixture. Accent lighting, step lighting, bollard lighting, and lighting integrated into benches, walls, landscaping, or other site features may be installed below three (3) feet. All fixtures shall comply with the shielding and light-direction requirements of Standard 2.
5. Exterior lighting shall be equipped with automatic controls, including timers, photocells, motion sensors, or programmable dimmers. Lighting serving outdoor amenities and recreational areas shall be controlled by timers or occupancy sensors. Lighting required for nighttime access, security, or emergency egress may remain operational as required by applicable building and safety codes.
6. Exterior lighting shall use LED technology and have a correlated color temperature not exceeding 3,000 Kelvin.
7. Solar-powered exterior lighting fixtures shall comply with all applicable lighting standards of this section, including fixture shielding, light direction, height, and color temperature requirements. Solar-powered fixtures shall be equipped with battery storage sufficient to maintain the illumination levels required by applicable building and safety codes during nighttime operation.
8. Lighting fixtures within parking structures located within 10 feet of an exterior façade opening shall be recessed above the bottom edge of the opening or equipped with shielding that prevents direct visibility of the light source from adjacent public streets and sidewalks.
9. Exterior lighting shall not produce illumination exceeding 0.5 foot-candles at property lines adjoining residential uses or residential zoning districts, measured horizontally at finished grade. Compliance shall be demonstrated through a photometric lighting plan.

6.13 SIGNAGE

Signage supports business visibility, wayfinding, and the pedestrian experience while contributing to the overall character of Downtown Lemon Grove.

6.13.1 SIGNAGE STANDARDS

1. Wall signs shall be located within the architectural storefront area and shall not obscure windows, doors, transom windows, architectural detailing, or other building features. Window signs permitted by the Municipal Code are allowed.

2. Projecting signs shall maintain a minimum vertical clearance of eight (8) feet above adjacent sidewalks and pedestrian walkways.
3. Hanging signs shall maintain a minimum vertical clearance of eight (8) feet above adjacent sidewalks and pedestrian walkways.
4. Awning and canopy signs shall be limited to the valance or vertical face of the awning or canopy and shall not extend above the roofline of the structure.
5. Wayfinding signs shall be integrated into the overall site design and shall not obstruct pedestrian circulation, accessibility routes, or required sight distance areas.
6. Sidewalk mosaic signs, decorative pavement signs, and similar pedestrian-oriented signs may be incorporated into sidewalks, plazas, paseos, and other publicly accessible open spaces.
7. Freestanding signs shall be located outside of required pedestrian clear zones and shall not obstruct building entrances, sidewalks, bicycle facilities, or visibility at intersections and driveways.
8. Internally illuminated box signs and exposed neon tubing visible from a public street shall be prohibited, except where otherwise permitted by the Municipal Code.
9. Temporary signs, banners, feather flags, and similar promotional signage shall comply with the requirements of the Municipal Code.
10. External sign lighting shall use shielded fixtures directed downward onto the sign face and shall comply with Section 6.12.1. Illuminated signs shall use automatic controls to turn off illumination outside business operating hours, except where illumination is required for nighttime wayfinding or safety.



11. Signage shall comply with Municipal Code Chapter 18.12 and, where applicable, the special sign district provisions of Section 17.20.040.

6.14 PUBLIC ART

Public art contributes to community identity, cultural expression, placemaking, and the pedestrian experience throughout Downtown Lemon Grove.

6.14.1 PUBLIC ART STANDARDS

1. Where public art is provided, it shall be located in a publicly visible location, including building façades, plazas, paseos, parks, publicly accessible open spaces, utility boxes, wayfinding elements, or seating areas.
2. Public art shall be permanently affixed to the building, site, or landscape feature and shall not obstruct required pedestrian walkways, accessible routes, building entrances, or vehicle sight-distance areas.
3. Public art installations shall consist of one (1) or more of the following:
    a. Murals or wall-mounted artwork
    b. Sculptures
    c. Mosaics
    d. Artistic paving or decorative pavement treatments
    e. Functional art incorporated into seating, shade structures, bicycle parking, or similar site furnishings

Chapter 7
MOBILITY

IN THIS CHAPTER:

7.1 Overview
7.2 Functional Roadway Classifications
7.3 Bicycle Network
7.4 Wayfinding and Gateways
7.5 Comprehensive Sign Program
7.6 Street Trees and Planting Standards
7.7 Traffic Mitigation Improvements
7.8 In-Lieu Improvements


Orange Line
To
Downtown
Lemon Grove Depot
Orange Line
To
El Cajon
BICYCLE
PARKING
IN
BIKE RACKS
ONLY

7.1 OVERVIEW

The design of streets and public rights-of-way will serve as a unifying element for development within the Downtown Specific Plan (DSP) Area while creating safe, comfortable, and inviting places for people to drive, walk, bike, gather, and travel. The mobility improvements identified in this chapter are intended to strengthen connections between neighborhoods, businesses, parks and public open spaces, civic destinations, and the Lemon Grove Depot Trolley Station while supporting economic vitality, walkability, and long-term community investment.

This chapter establishes the standards and regulations for the future configuration of streetscapes to support all modes of transportation in a manner that balances mobility, accessibility, and safety while maintaining the efficient movement of pedestrians, bicyclists, transit users, motorists, and freight. A special emphasis is placed on enhancing the pedestrian experience and creating streets that support a vibrant, active downtown environment.

The standards described in this chapter are intended to serve as a conceptual planning tool for the design and cost estimation of future street improvements. Final engineering, design plans, specifications, and construction documents will be prepared following adoption of the DSP.

New streets, street extensions, and improvements to existing streets within the Specific Plan Area shall be designed and constructed in accordance with the standards of this chapter whenever street improvements are required pursuant to Title 12 (Public Street Dedication and Improvements), Title 16 (Subdivision Ordinance) of the Lemon Grove Municipal Code, or the provisions of this Specific Plan.



Pedestrian Improvements along Main Street



Lemon Grove Promenade

7.2 FUNCTIONAL ROADWAY CLASSIFICATIONS

Figure 7-1 (Roadway Circulation Plan) establishes a hierarchy of roadway classifications based on the function and character of each corridor within the DSP Area. The roadway classifications are intended to balance vehicle circulation, pedestrian activity, bicycle mobility, transit access, freight movement, and placemaking objectives.

The roadway classifications include:

- Village Promenade Special Treatment Area
- East Broadway Special Treatment Area
- Mixed-Use Promenade Special Treatment Area
- Class I Collector Street
- Class II Collector Street
- Class III Collector Street
- Neighborhood Street

The Village Promenade, East Broadway, and Mixed-Use Promenade are designated as Special Treatment Areas due to their importance to the downtown core and their enhanced streetscape, mobility, and placemaking functions. The City may consider supporting the formation of a Business Improvement District (BID), Property-Based Improvement District (PBID), Community Facilities District (CFD), or similar financing mechanism to help fund improvements within or adjacent to these corridors.

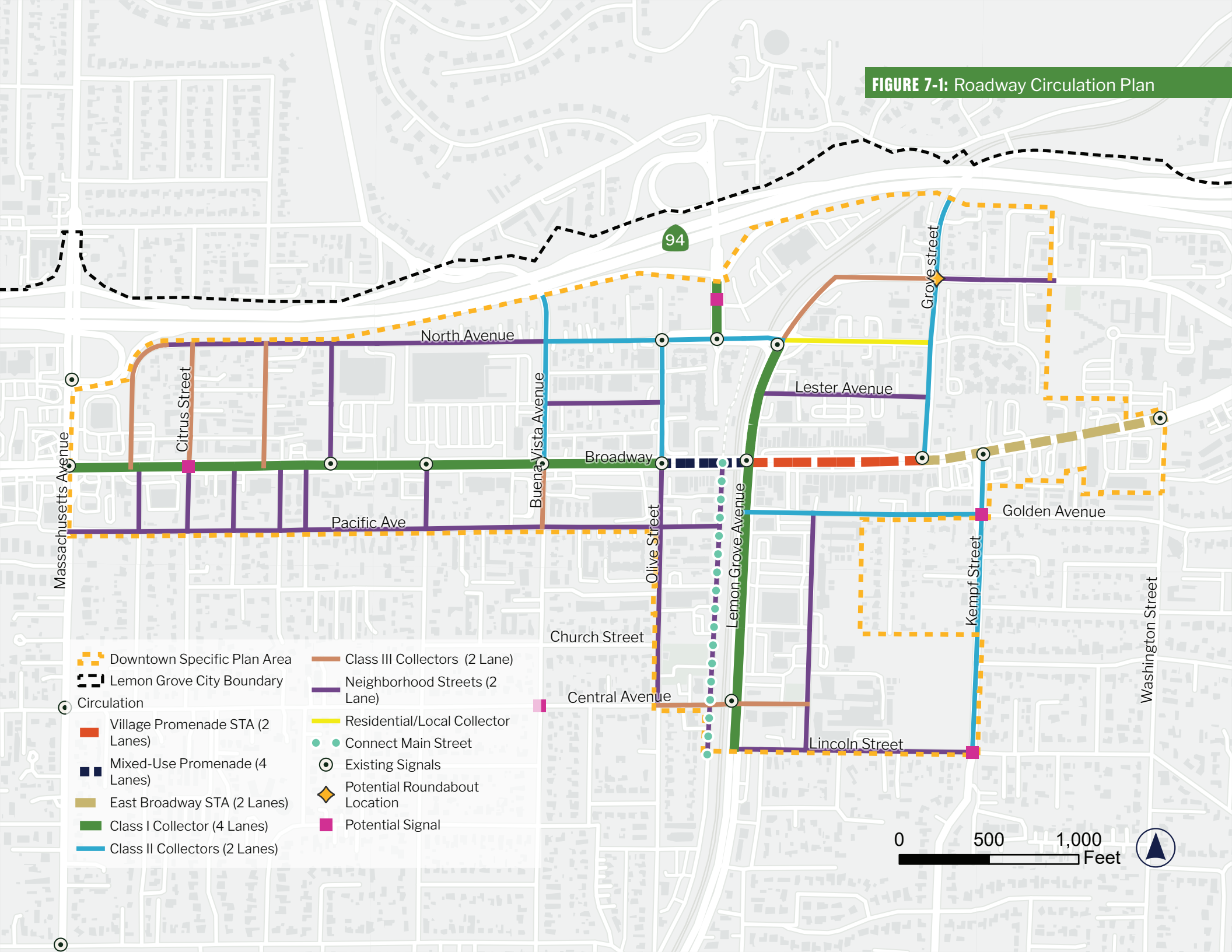


Broadway east of Lemon Grove Avenue



Main Street

FIGURE 7-1: Roadway Circulation Plan





East Broadway, a preferred truck route



Lemon Grove Avenue at Broadway

Figure 7-2 (Truck Route) identifies preferred truck routes intended to reduce truck traffic on the Village Promenade where feasible while maintaining access to businesses and properties throughout the DSP Area.

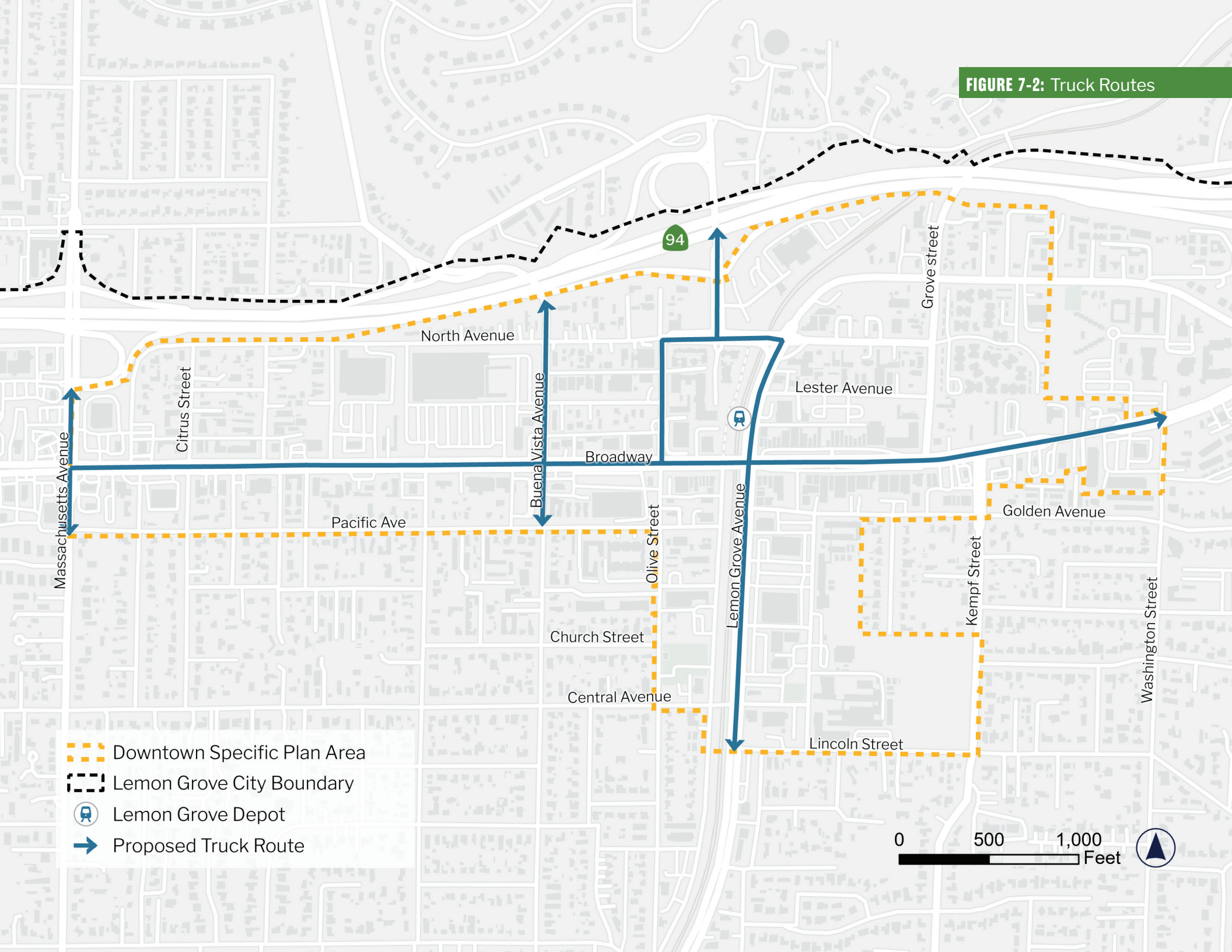
Typical cross-sections and design standards are provided for each roadway classification. These standards may be modified where future traffic engineering studies, intersection analyses, emergency access requirements, or site-specific conditions demonstrate that alternative designs are necessary to safely accommodate all intended users.

Implementation of the roadway classifications may require right-of-way dedication and frontage improvements as part of future development projects. However, the roadway standards are intended to minimize the need for additional land acquisition while supporting enhanced pedestrian and bicycle facilities, safe crossings, emergency access, truck circulation, loading opportunities, and appropriate lane widths.

The location and design of raised medians, turn lanes, and other traffic control features shall be determined through future traffic engineering studies and detailed improvement plans, subject to review by the Development Services Director and approval by the City Engineer.

The City shall evaluate the use of solar-powered street and pedestrian lighting as part of future roadway and streetscape improvement projects, taking into consideration solar exposure, nighttime operating requirements, battery capacity, and maintenance needs.

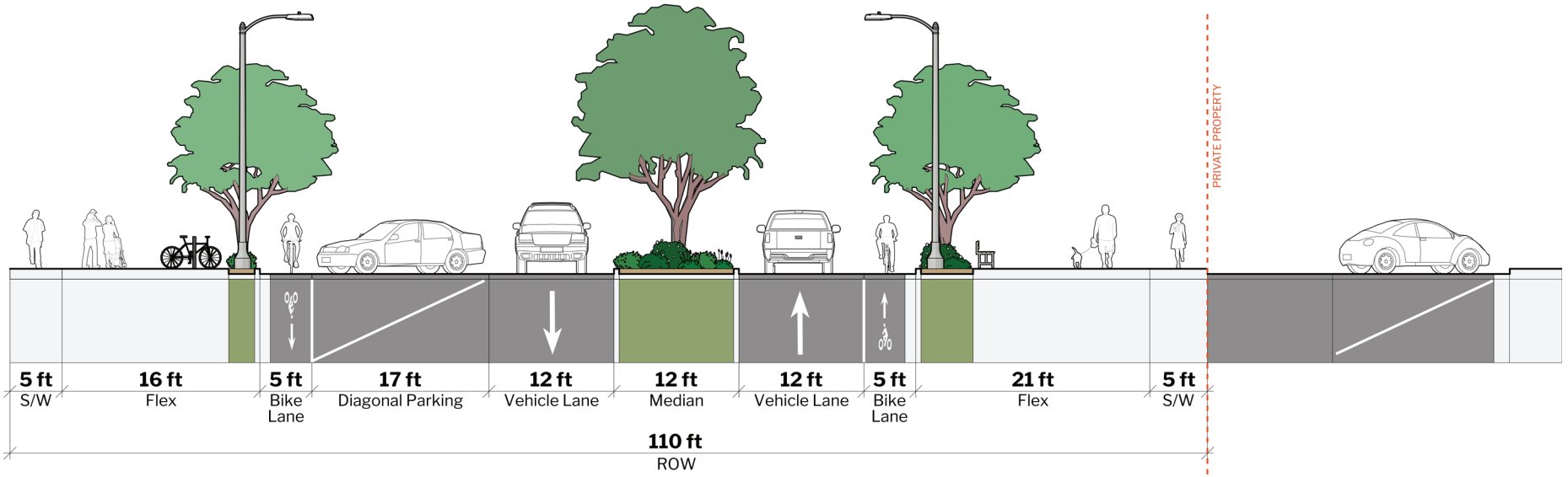
FIGURE 7-2: Truck Routes



7.2.1 VILLAGE PROMENADE SPECIAL TREATMENT AREA

The Village Promenade Special Treatment Area encompasses Broadway between Lemon Grove Avenue and Grove Street and functions as Downtown Lemon Grove's "Main Street." The corridor is intended to support an active, pedestrian-oriented environment with a mix of retail, dining, entertainment, and community-serving uses enhanced by high-quality streetscape improvements and pedestrian amenities. While the corridor continues to serve as a designated truck route, streetscape and mobility improvements shall balance freight movement with pedestrian comfort, safety, and downtown activity. ***Figure 7-3*** (Village Promenade Special Treatment Area Cross Section) illustrates the intended street configuration and streetscape improvements envisioned by the DSP, and ***Table 7-1*** provides the applicable streetscape standards. The cross section establishes the framework for future improvements; however, detailed design and implementation may require additional technical studies and coordination with the City and other applicable agencies to address roadway operations, safety, infrastructure, and right-of-way constraints.

FIGURE 7-3: 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 7-1: Village Promenade Special Treatment Area Street Design Standards

ELEMENT	STANDARD
Travel Lanes	One 12-ft lane in each direction
On-Street Parking	30-degree parking on both sides
Median	12-ft landscaped median, except where omitted to accommodate required turn lanes, signalized intersections, transit facilities, or where otherwise approved by the City Engineer based on existing right-of-way constraints.
Bicycle Facilities	Class II bicycle lanes (5 ft lane) behind diagonal parking
Sidewalk	5-ft minimum clear pedestrian zone
Flex	16 ft (north side) / 6 ft (south side). The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Benches and seating areas ▶ Bicycle parking ▶ Bus shelters ▶ Wayfinding signage ▶ Information and retail kiosks ▶ Outdoor dining ▶ Drinking fountains ▶ Shade structures ▶ Public art ▶ Parklets and paseos
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Enhanced pedestrian crossings ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Removable bollards for temporary street closures and events

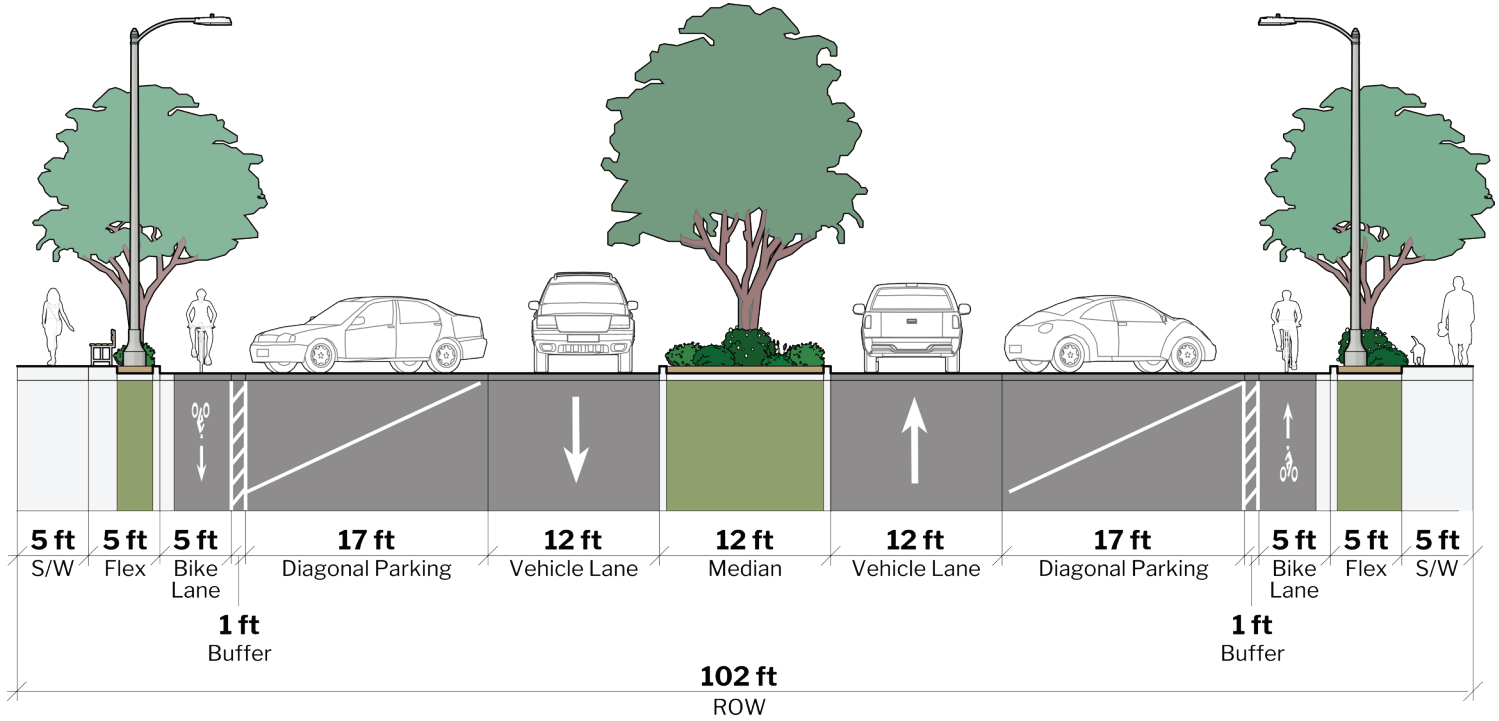


Village Promenade Special Treatment Area

7.2.2 EAST BROADWAY SPECIAL TREATMENT AREA

The East Broadway Special Treatment Area encompasses Broadway between Grove Street and Washington Street and serves as an extension of Downtown Lemon Grove's "Main Street." The corridor is intended to support a pedestrian-oriented environment with a mix of retail, dining, entertainment, and community-serving uses enhanced by high-quality streetscape improvements and pedestrian amenities. While the corridor continues to function as a designated truck route, streetscape and mobility improvements shall balance freight movement with pedestrian comfort, safety, and downtown activity. ***Figure 7-4*** (East Broadway Special Treatment Area Cross Section) illustrates the Special Treatment Area, and ***Table 7-2*** provides the applicable streetscape standards.

FIGURE 7-4: East Broadway Special Treatment Area Cross Section



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

TABLE 7-2: East Broadway Special Treatment Area Street Design Standards

ELEMENT	STANDARD
Travel Lanes	One 12-ft lane in each direction
On-Street Parking	30-degree parking on both sides
Median	12-ft landscaped median, except where omitted to accommodate required turn lanes, signalized intersections, transit facilities, or where otherwise approved by the City Engineer based on existing right-of-way constraints.
Bicycle Facilities	Class II buffered bicycle lanes (5 ft lane + 1 ft buffer) behind diagonal parking
Sidewalk	5-ft minimum clear pedestrian zone
Flex	5 ft. The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Bus shelters ▶ Benches and other street furniture ▶ Wayfinding and gateway signage ▶ Bicycle parking ▶ Information and retail kiosks ▶ Outdoor dining and cafés ▶ Drinking fountains ▶ Shade structures ▶ Public art and artistic streetscape features ▶ Parklets and paseos ▶ Utility infrastructure ▶ Trash and recycling receptacles
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Signalized intersections ▶ Enhanced pedestrian crossings ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Removable bollards for temporary street closures and special events ▶ Emergency vehicle access accommodations ▶ Pavement striping and traffic control devices, as appropriate

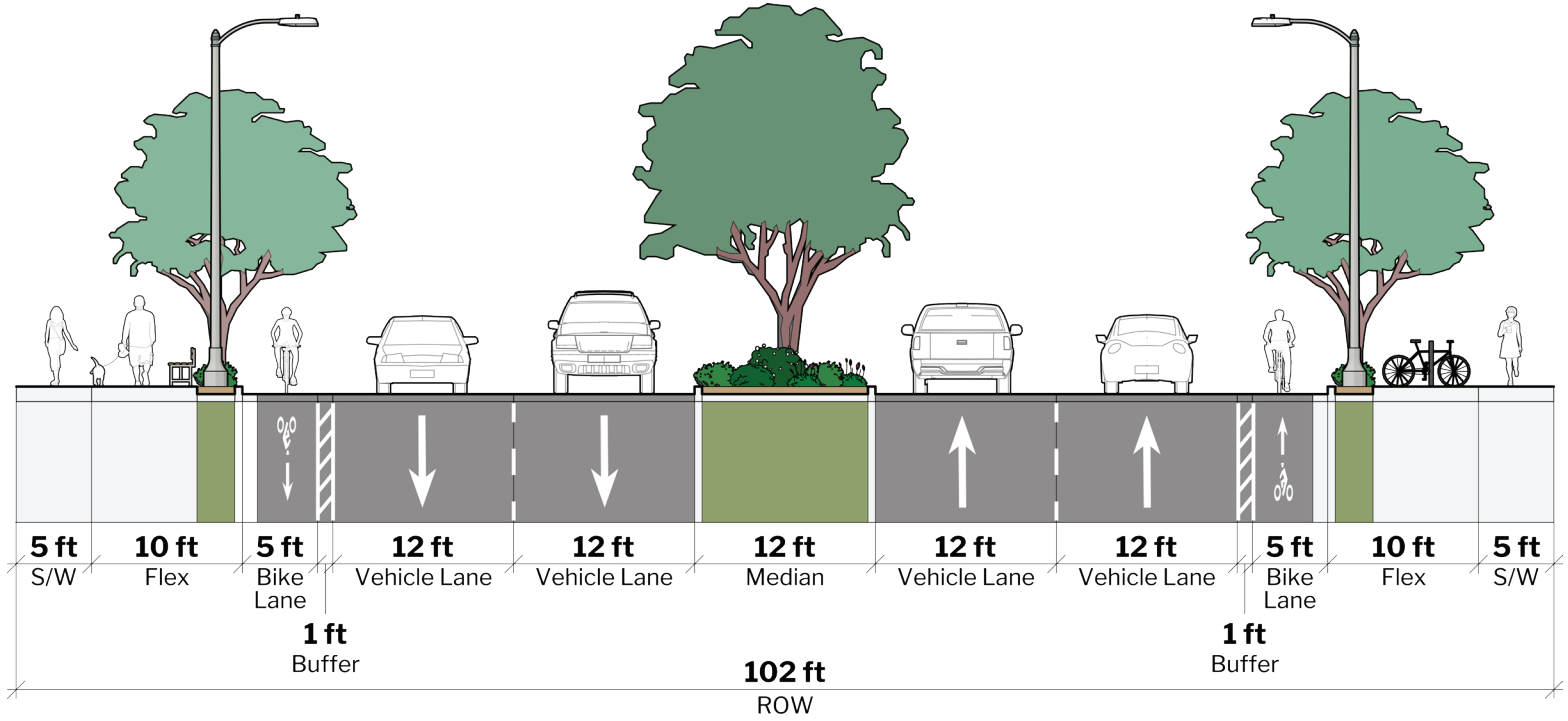


East Broadway Special Treatment Area

7.2.3 MIXED-USE PROMENADE SPECIAL TREATMENT AREA

The Mixed-Use Promenade Special Treatment Area applies to Broadway west of Lemon Grove Avenue and east of Olive Street. This corridor is intended to function as a multimodal street that balances the movement of pedestrians, bicyclists, transit users, freight, and vehicles while supporting adjacent mixed-use development. Building upon the design approach established for the Village Promenade Special Treatment Area, this corridor accommodates greater vehicular capacity while enhancing pedestrian comfort, streetscape character, and connectivity to the Lemon Grove Depot Trolley Station. The streetscape standards for this corridor are illustrated in ***Figure 7-5*** (Mixed-Use Promenade Special Treatment Area Cross Section) and summarized in ***Table 7-3***.

FIGURE 7-5: 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 7-3: Mixed-Use Promenade Special Treatment Area Street Design Standards

ELEMENT	STANDARD
Travel Lanes	Two 12-ft lane in each direction
On-Street Parking	No parking allowed except for ADA persons with disabilities parking spaces
Median	12-ft landscaped median, except where omitted to accommodate required turn lanes, signalized intersections, transit facilities, or where otherwise approved by the City Engineer based on existing right-of-way constraints.
Bicycle Facilities	Class II buffered bicycle lane (5 ft lane + 1 ft buffer)
Sidewalk	5-ft minimum clear pedestrian zone
Flex	10 ft. The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Bus shelters ▶ Benches and other street furniture ▶ Wayfinding and gateway signage ▶ Bicycle parking ▶ Information and retail kiosks ▶ Outdoor dining and cafés ▶ Drinking fountains ▶ Shade structures ▶ Public art and artistic streetscape features ▶ Parklets and paseos ▶ Utility infrastructure ▶ Trash and recycling receptacles ▶ Shared bicycle and skateboarding facilities
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Signalized intersections ▶ Enhanced pedestrian crossings, including mid-block crossings ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Removable bollards for temporary street closures and special events ▶ Emergency vehicle access accommodations ▶ Public art integrated into the public right-of-way, including crosswalks, sidewalks, gateways, wayfinding elements, benches, and other streetscape features



Mixed-Use Promenade Special Treatment Area

7.2.4 CLASS I COLLECTOR

The Class I Collector is intended to function as a multimodal corridor that accommodates higher volumes of vehicular, freight, transit, bicycle, and pedestrian travel while maintaining safe and efficient circulation throughout the Downtown Specific Plan Area. The corridor balances regional mobility with access to adjacent development by providing a landscaped median, dedicated turn lanes where appropriate, and streetscape improvements that enhance the pedestrian environment. Access to adjacent properties should be managed to minimize conflicts and preserve traffic operations. The Class I Collector is illustrated in Figure 7-4 (Class I Collector Cross Section), and the corresponding streetscape standards are provided in Table 7-4.

FIGURE 7-6: Class I Collector Cross Section

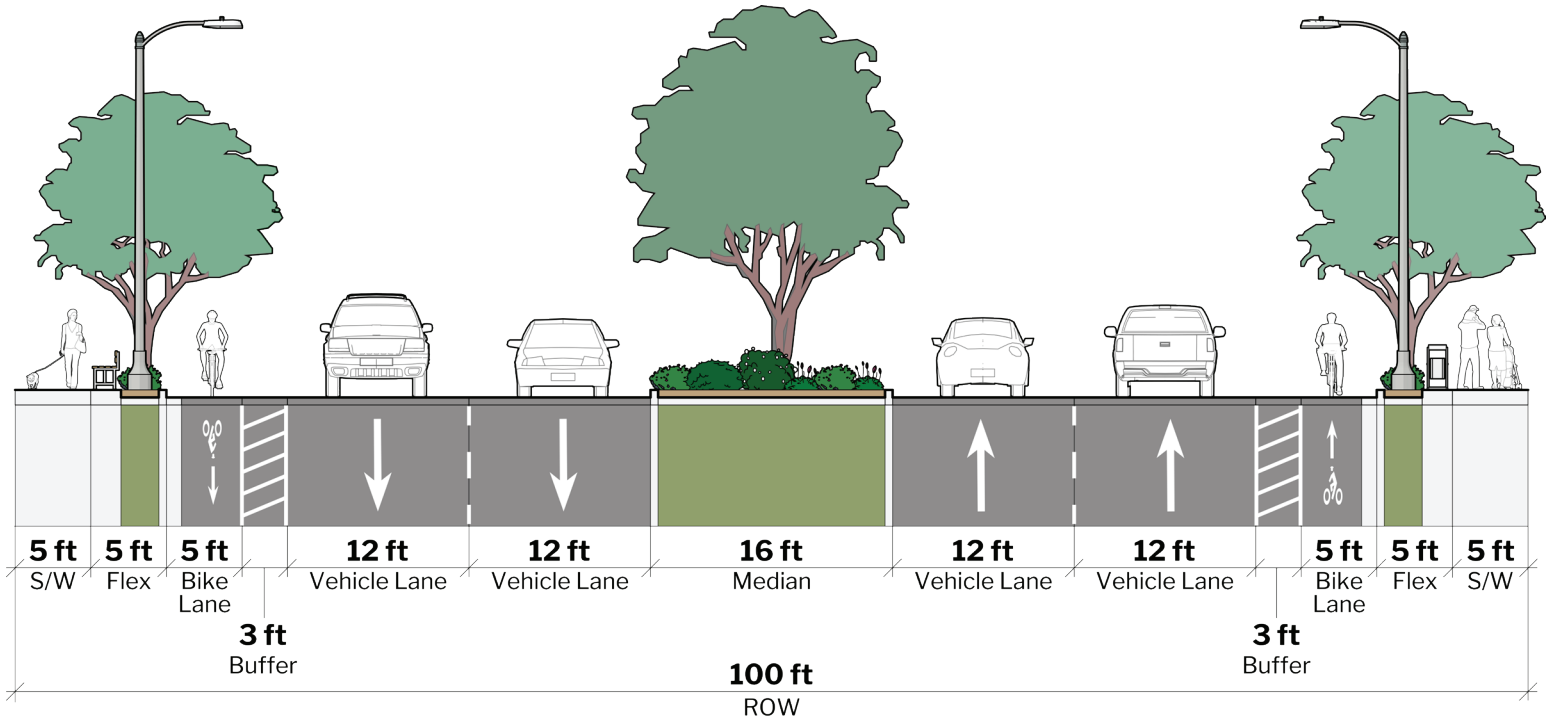


TABLE 7-4: Class I Collector Street Design Standards

ELEMENT	STANDARD
Travel Lanes	Two 12-ft lane in each direction
On-Street Parking	No parking allowed except for ADA persons with disabilities parking spaces
Median	16-ft landscaped median, except where omitted to accommodate required turn lanes, signalized intersections, transit facilities, or where otherwise approved by the City Engineer based on existing right-of-way constraints.
Bicycle Facilities	Class II buffered bicycle lanes (5 ft lane + 3 ft buffer)
Sidewalk	5-ft minimum clear pedestrian zone
Flex	5 ft. The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Bus shelters ▶ Benches and other street furniture ▶ Wayfinding and gateway signage ▶ Bicycle parking ▶ Information and retail kiosks ▶ Outdoor dining and cafés ▶ Drinking fountains ▶ Shade structures ▶ Public art and artistic streetscape features ▶ Parklets and paseos ▶ Utility infrastructure ▶ Trash and recycling receptacles
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Signalized intersections ▶ Enhanced pedestrian crossings, including mid-block crossings ▷ Consider sidewalk bulb-outs where Class I Collector Streets intersect Class II or Class III Collector Streets or Neighborhood Streets, subject to engineering review and available funding. ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Emergency vehicle access accommodations ▶ Public art integrated into the public right-of-way, including crosswalks, sidewalks, gateways, wayfinding elements, benches, and other streetscape features (within the Arts and Entertainment Overlay)



Collector I Street

7.2.5 CLASS II COLLECTOR

The Class II Collector is intended to function as a multimodal corridor that balances local and through traffic while providing safe and convenient access to adjacent neighborhoods, businesses, and civic destinations. The corridor accommodates pedestrians, bicyclists, transit users, freight, and motorists at lower traffic volumes and speeds than the Class I Collector, while maintaining efficient circulation throughout the Downtown Specific Plan Area. Streetscape improvements are intended to enhance the pedestrian environment and support adjacent development through the incorporation of landscaping, street trees, pedestrian amenities, and other public realm enhancements. Two cross-section options are provided to accommodate corridors with either on-street parking or bicycle facilities. The Class II Collector is illustrated in ***Figure 7-7*** (Class II Collector Parking Cross Section) and ***Figure 7-8***(Class II Collector Bicycle Cross Section), and the corresponding streetscape standards are provided in ***Table 7-5***.

Applicability: *The Class II Collector street type applies to Buena Vista Avenue (north of Broadway), North Avenue (between Buena Vista Avenue and Olive Street), Golden Avenue, Grove Street, and Kempf Street.*

FIGURE 7-7: Class II Collector Parking Cross Section

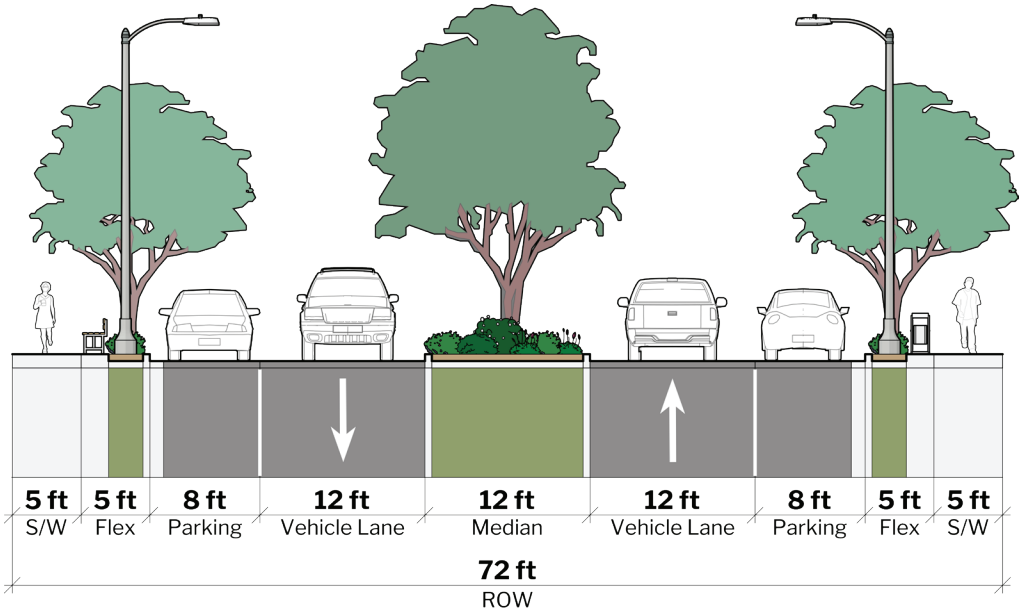


FIGURE 7-8: Class II Collector Bicycle Cross Section

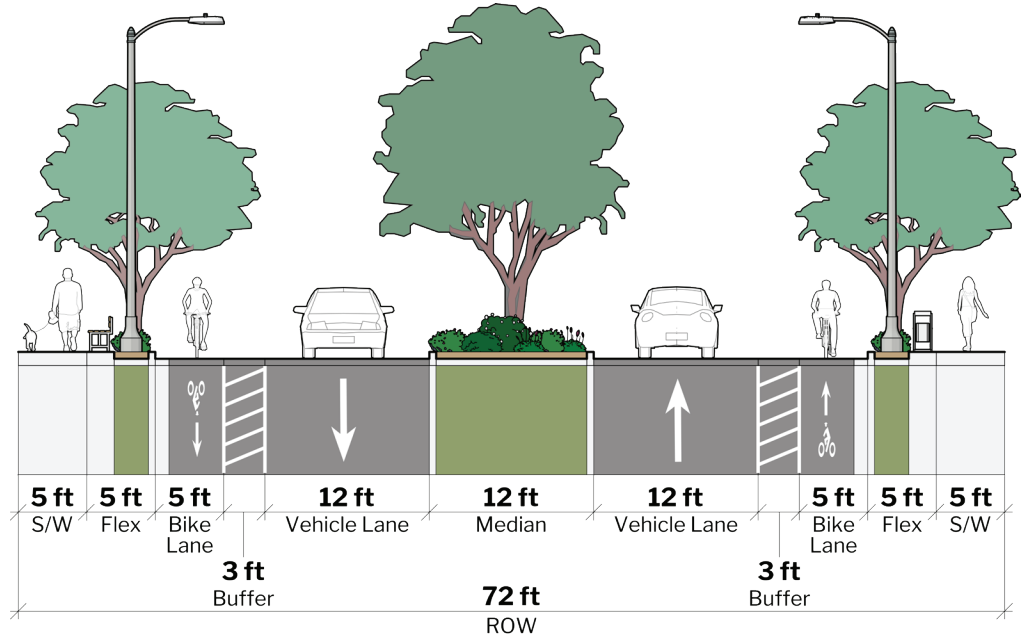


TABLE 7-5: Class II Collector Street Design Standards

ELEMENT	STANDARD
Travel Lanes	One 12-ft lane in each direction
On-Street Parking	Parallel or No Parking. Pedestrian bulb-outs with landscaping, shade trees, and pedestrian amenities shall be provided at intersections and along parking edges, where appropriate.
Median	12-ft landscaped median, except where omitted to accommodate required turn lanes, signalized intersections, transit facilities, or where otherwise approved by the City Engineer based on existing right-of-way constraints.
Bicycle Facilities	Class II buffered bicycle lanes (5 ft lane + 3 ft buffer)
Sidewalk	5-ft minimum clear pedestrian zone
Flex	5 ft. The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Bus shelters ▶ Benches and other street furniture ▶ Wayfinding and gateway signage ▶ Bicycle parking ▶ Utility infrastructure ▶ Trash and recycling receptacles ▶ Drinking fountains
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Signalized intersections and roundabouts ▶ Enhanced pedestrian crossings, including mid-block crossings ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Emergency vehicle access accommodations ▶ Public art integrated into the public right-of-way, including crosswalks, sidewalks, gateways, wayfinding elements, benches, and other streetscape features (within the Arts and Entertainment Overlay)

Corridor-Specific Modifications

- **Buena Vista Avenue:** A 12-foot two-way left-turn lane shall be provided. On-street parking shall not be permitted, and no landscaped median shall be provided.
- **North Avenue:** A 12-foot two-way left-turn lane shall be provided. No landscaped median shall be provided.
- **Golden Avenue:** The street shall include 30-degree diagonal parking along the north side, sidewalks on both sides, and a center left-turn lane. No parking or bicycle lane shall be provided on the south side. A landscaped median may be permitted subject to Fire Marshal approval.
- **Kempf Street:** A 6-foot bicycle lane shall be provided on each side of the street in lieu of the standard bicycle lane configuration.
- **Landscaped Medians:** Where provided, medians shall include rolled curbs and a one-foot-wide landscaped strip using plant materials approved by the Fire Department.
- **Fire Access:** Where emergency access widths are between 18 and 20 feet, additional fire protection measures shall be incorporated into adjacent building design, subject to Fire Department requirements.

7.2.6 CLASS III COLLECTOR

The Class III Collector is intended to function as a multimodal corridor that supports local circulation while providing connections between neighborhoods, commercial areas, and the Class I and Class II Collector network. The corridor accommodates pedestrians, bicyclists, transit users, motorists, and freight while providing direct access to adjacent properties. Streetscape improvements are intended to enhance pedestrian comfort, safety, and the overall character of the public realm through the incorporation of landscaping, street trees, pedestrian amenities, and other streetscape enhancements. The Class III Collector is illustrated in ***Figure 7-9*** (Class III Collector Bicycle Cross Section), and the corresponding streetscape standards are provided in ***Table 7-6***.

FIGURE 7-9: Class III Collector Bicycle Cross Section

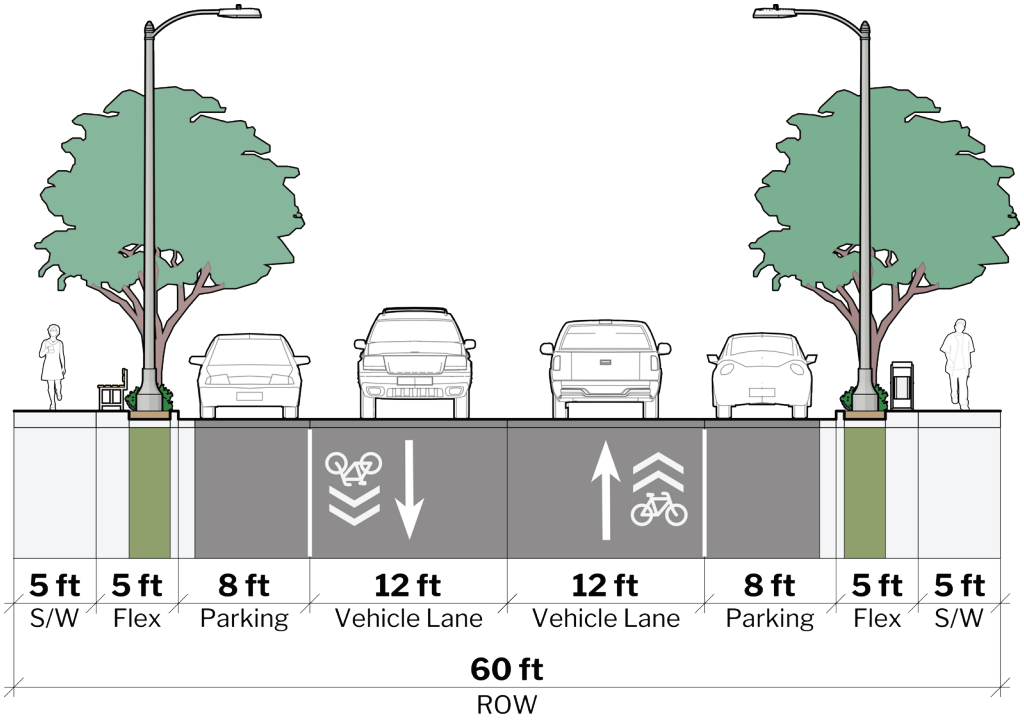


TABLE 7-6: Class III Collector Street Design Standards

ELEMENT	STANDARD
Travel Lanes	One 12-ft lane in each direction
On-Street Parking	Parallel Parking. Pedestrian bulb-outs with landscaping, shade trees, and pedestrian amenities shall be provided at intersections and along parking edges, where appropriate.
Median	N/A
Bicycle Facilities	Class III Bike Route with shared lane markings (sharrows)
Sidewalk	5-ft minimum clear pedestrian zone
Flex	5 ft. The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Bus shelters ▶ Benches and other street furniture ▶ Wayfinding and gateway signage ▶ Bicycle parking ▶ Utility infrastructure ▶ Trash and recycling receptacles ▶ Drinking fountains ▶ Shade structures ▶ Public art and artistic streetscape features ▶ Parklets and paseos
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Signalized intersections and roundabouts ▶ Enhanced pedestrian crossings, including mid-block crossings ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Emergency vehicle access accommodations ▶ Public art integrated into the public right-of-way, including crosswalks, sidewalks, gateways, wayfinding elements, benches, and other streetscape features (within the Arts and Entertainment Overlay)



Collector III Street

7.2.7 NEIGHBORHOOD STREETS

Neighborhood Streets are intended to provide safe, low-speed, multimodal access to adjacent neighborhoods, businesses, and community destinations while supporting access to adjoining properties. Streetscape improvements emphasize pedestrian comfort, neighborhood character, and traffic calming through the incorporation of landscaping, street trees, and pedestrian amenities. Neighborhood Streets are illustrated in ***Figure 7-10***, and the corresponding streetscape standards are provided in ***Table 7-7***.

FIGURE 7-10: Neighborhood Street Cross Section

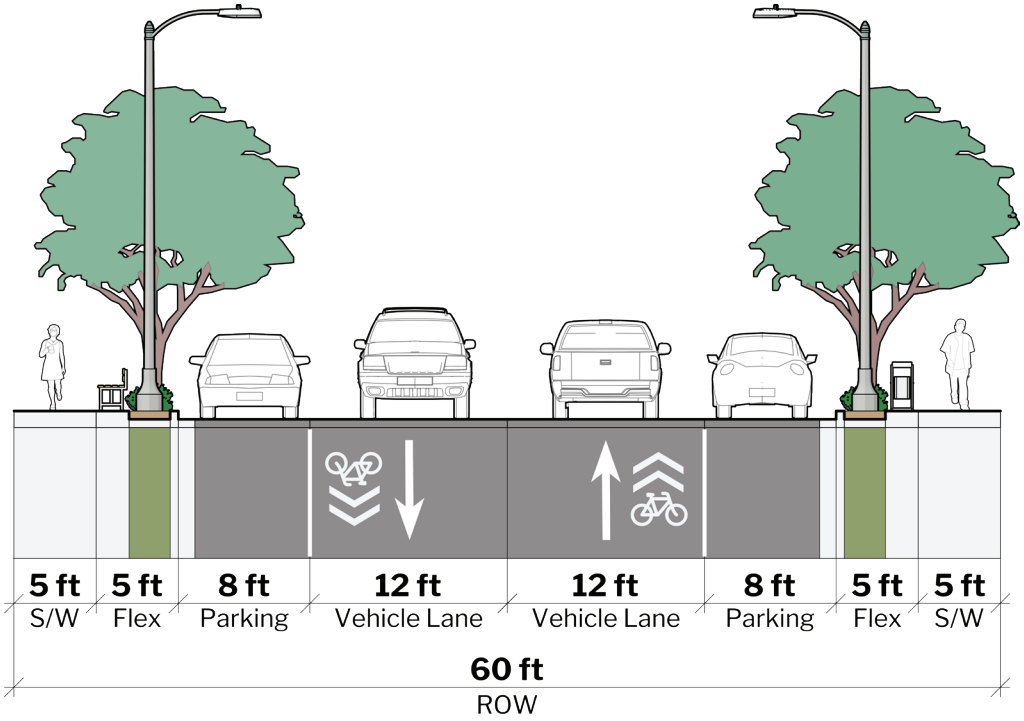


TABLE 7-7: Neighborhood Street Design Standards

ELEMENT	STANDARD
Travel Lanes	One 10-ft lane in each direction
On-Street Parking	Parallel Parking. Pedestrian bulb-outs with landscaping, shade trees, and pedestrian amenities shall be provided at intersections and along parking edges, where appropriate.
Median	N/A
Bicycle Facilities	Class III Bike Route with shared lane markings (sharrows)
Sidewalk	5-ft minimum clear pedestrian zone
Flex	5 ft. The flex zone may accommodate: ▶ Street trees ▶ Pedestrian lighting ▶ Bus shelters ▶ Benches and other street furniture ▶ Wayfinding and gateway signage ▶ Bicycle parking ▶ Utility infrastructure ▶ Trash and recycling receptacles ▶ Drinking fountains ▶ Shade structures ▶ Public art and artistic streetscape features ▶ Parklets and paseos
Street Trees	One per 25 ft of frontage
Street Lighting	One pedestrian-scale fixture per 25 ft of frontage
Other Required Improvements	▶ Signalized intersections and roundabouts ▶ Enhanced pedestrian crossings, including mid-block crossings ▶ Traffic calming features ▶ Decorative pavement treatments ▶ ADA-compliant pedestrian improvements ▶ Emergency vehicle access accommodations ▶ Public art integrated into the public right-of-way, including crosswalks, sidewalks, gateways, wayfinding elements, benches, and other streetscape features (within the Arts and Entertainment Overlay)
Prioritization	If right-of-way is constrained, improvements shall be prioritized in the following order: 1) Vehicle Lane 2) Sidewalks 3) Flex Zones 4) On-Street Parking



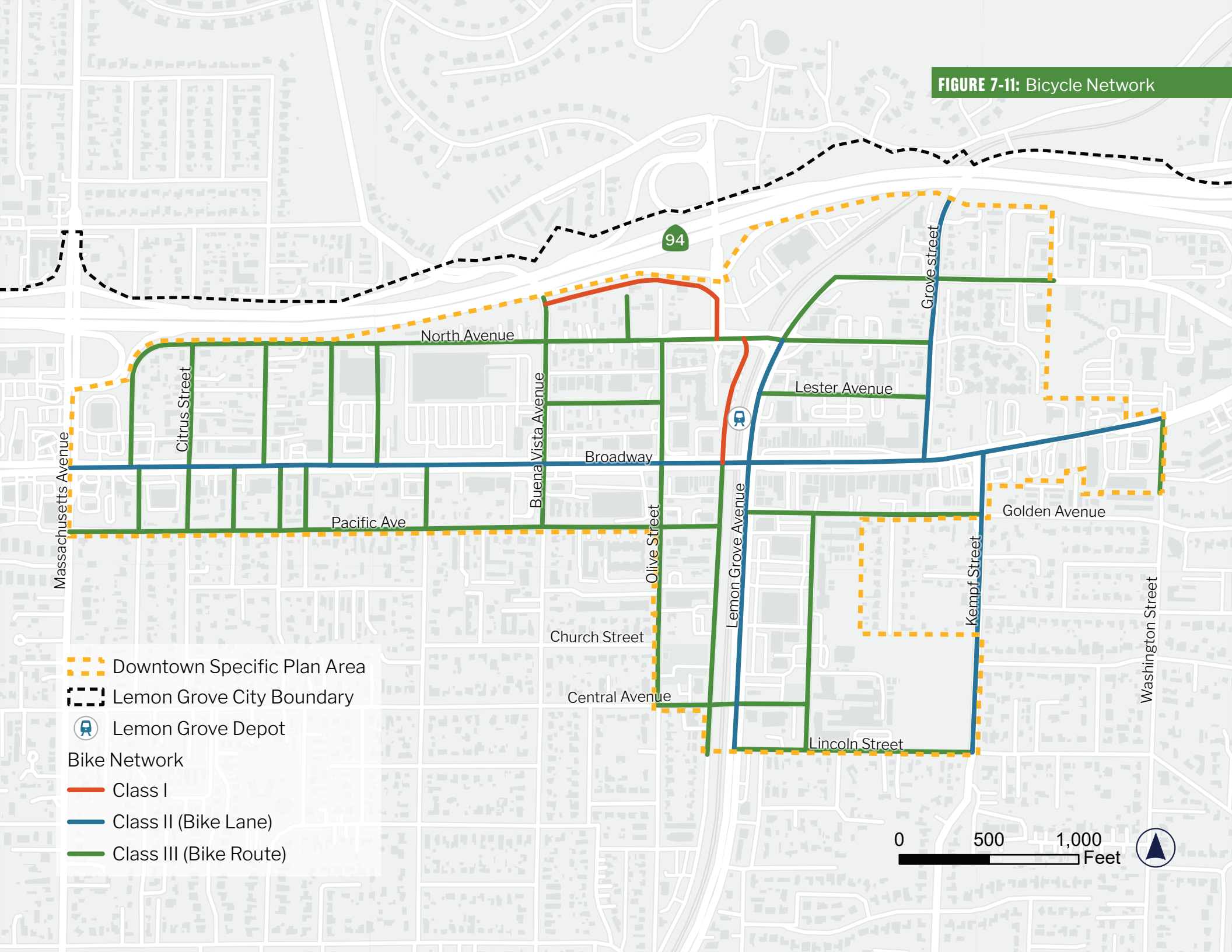
Neighborhood Street



7.3 BICYCLE NETWORK

The Specific Plan supports a connected bicycle network that enhances mobility, promotes active transportation, and improves access throughout Downtown Lemon Grove. ***Figure 7-11*** (Bicycle Network), identifies existing and planned bicycle facilities, network connections, and opportunities to improve local and regional bicycle circulation. Additional requirements related to bicycle facilities, bicycle parking, and supporting amenities are provided in ***Chapter 5*** (Development Standards) and ***Chapter 6*** (Objective Design Standards).

FIGURE 7-11: Bicycle Network



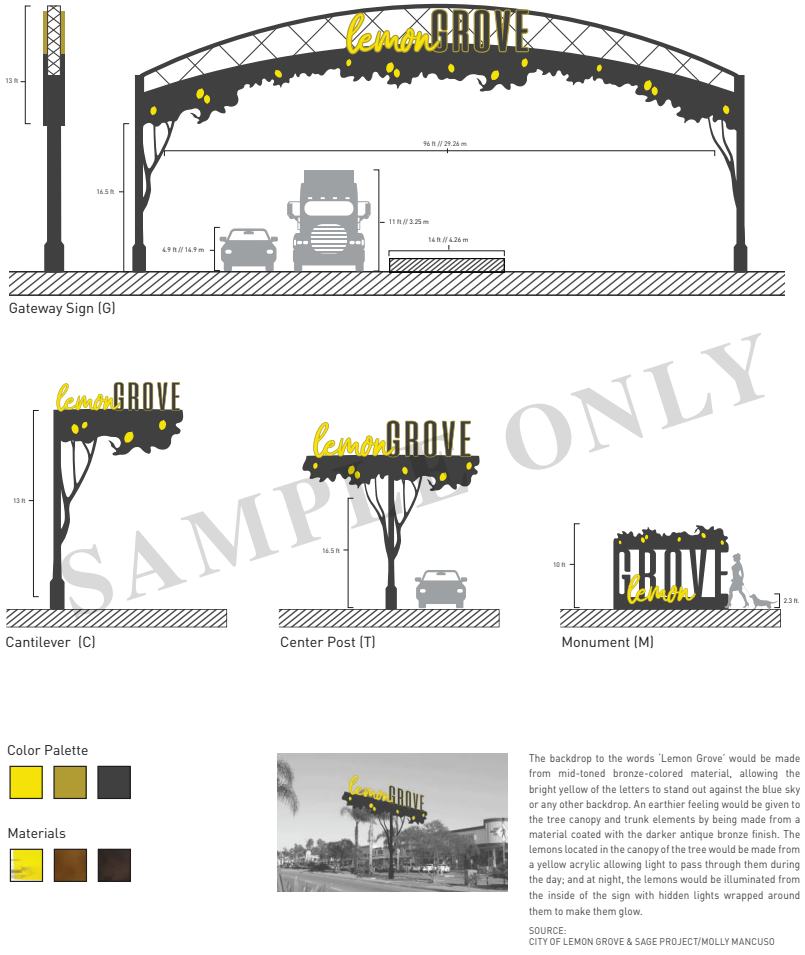
7.4 WAYFINDING AND GATEWAYS

Wayfinding and gateway improvements reinforce the identity of Downtown Lemon Grove, improve navigation, and strengthen connections between key destinations throughout the DSP Area. ***Figure 7-12*** (Sample Wayfinding Signs) and ***Figure 7-13*** (Sample Gateway Signs) illustrate the conceptual design, materials, and character of wayfinding signage and gateway features intended to enhance visibility, support local businesses, and reinforce the identity of the Downtown and its various zoning districts. ***Figure 7-14*** (Wayfinding and Gateway Locations) identifies potential locations for future gateway and wayfinding elements throughout the DSP Area. The overall design of the downtown wayfinding and gateway signage program, including proposed gateway signage locations, shall be reviewed by the Planning Commission before implementation.



SAMPLE ONLY

FIGURE 7-12: Sample Wayfinding Signs



SAMPLE ONLY

FIGURE 7-13: Sample Gateway Signs

FIGURE 7-14: Wayfinding and Gateways Locations





7.5 COMPREHENSIVE SIGN PROGRAM

Gateway and wayfinding signage are important components of the Downtown streetscape, providing orientation while reinforcing community identity and creating a welcoming sense of place. Signage shall be thoughtfully integrated with other streetscape improvements and designed to complement the character of Downtown Lemon Grove. The conceptual sign types illustrated in ***Figure 7-12*** and ***Figure 7-13*** establish the intended design character for future gateway and wayfinding improvements. The design characteristics and materials provided in ***Table 7-8*** establish the design framework for future installations throughout the DSP Area and shall be incorporated into future public improvements and wayfinding projects, as appropriate.

TABLE 7-8: Sign Program Standards

GATEWAY SIGNS	
Min. Height	17 ft
Min. Width	96 ft
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
CANTILEVER ENTRY SIGNS	
Min. Height	16 ft
Min. Width	8 ft
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 ft
Min. Width	12 ft
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 ft
Min. Width	10 ft
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 ft
Min. Width	4 ft
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 ft
Min. Width	3 ft
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
WAYFINDING MAP SIGN	
Min. Height	7 ft
Min. Width	3.5 ft
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
LIGHT POST WAYFINDING SIGN	
Min. Height	12 ft
Min. Width	3.5 ft
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

7.6 STREET TREES AND PLANTING STANDARDS

To promote continuity along major street corridors within the Specific Plan Area, a list of approved street trees is provided in ***Table 7-9*** (Street Trees), while ***Appendix E: Plant List***) provides a comprehensive list of recommended plant species and identifies those that are native. A minimum of 60 percent of all installed plant material shall consist of species native to California and appropriate to the project site's ecological region.. Alternative species may be considered on a case-by-case basis, subject to approval by the Development Services Director and Public Works Director. Larger tree species may require additional soil volume accommodations, such as modular suspended pavement systems (e.g., Silva Cells). Street tree plantings shall comply with the standards outlined in ***Table 7-10*** (Street Tree and Planting Standards).

TABLE 7-9: Street Trees

STREET	APPROVED TREE TYPE(S) (FLEX AND MEDIAN)	APPROVED TREE TYPE(S) IN MEDIANS ONLY
Lemon Grove Avenue	Platanus racemosa / California Sycamore, Prunus ilicifolia/ Hollyleaf Cherry	Platanus racemosa / California Sycamore; Tipuana Tipu / Tipu Tree; Quercus agrifolia, Coast Live Oak
Broadway (East of Lemon Grove Avenue)	Plantanus racemosa / California Sycamore, Prunus ilicifolia/ Hollyleaf Cherry	Cercidium 'Desert Museum' / Desert Museum Palo Verde, Chilopsis linearis / Desert Willow: Quercus agrifolia, Coast Live Oak
Broadway (West of Lemon Grove Avenue)	Platanus racemosa / California Sycamore, Prunus ilicifolia/ Hollyleaf Cherry	Cercidium 'Desert Museum' / Desert Museum Palo Verde, Chilopsis linearis / Desert Willow: Quercus agrifolia, Coast Live Oak
Lemon & North Avenues	Platanus racemosa / California Sycamore, Prunus ilicifolia/ Hollyleaf Cherry, Cercis occidentalis / Western Redbud	N/A
Kempf Street	Cercidium 'Desert Museum' / Desert Museum Palo Verde	Cercidium 'Desert Museum' / Desert Museum Palo Verde, Prosopis glandulosa / Honey Mesquite
Olive Street	Platanus racemosa / California Sycamore, Prunus ilicifolia/ Hollyleaf Cherry, Olea Europaea 'Wilsonii'/ Fruitless Olive	N/A
Lemon Grove Way	Cercidium 'Desert Museum' / Desert Museum Palo Verde, Prosopis glandulosa / Honey Mesquite	N/A
Grove Street	Chilopsis linearis / Desert Willow, Cercis occidentalis / Western Redbud	Platanus racemosa / California Sycamore, Tipuana Tipu / Tipu Tree
Main Street	Platanus racemosa / California sycamore, Cercis occidentalis / Western Redbud, Prunus ilicifolia/ Hollyleaf Cherry	Platanus racemosa / California sycamore; Quercus agrifolia, Coast Live Oak
Alford, Citrus, Harris, New Jersey, & West Streets	Platanus racemosa / California sycamore, Cercis occidentalis / Western Redbud, Prunus ilicifolia/ Hollyleaf Cherry, Cercidium 'Desert Museum' / Desert Museum Palo Verde, Handroanthusimpetiginosus / Pink Trumpet Tree	N/A

TABLE 7-9: Street Trees (Cont.)

STREET	APPROVED TREE TYPE(S) (FLEX AND MEDIAN)	APPROVED TREE TYPE(S) IN MEDIANS ONLY
Central, Golden, Lester Avenues; School Lane	Platanus racemosa / California sycamore, Cercis occidentalis / Western Redbud, Prunus ilicifolia/ Hollyleaf Cherry, Cercidium 'Desert Museum' / Desert Museum Palo Verde, Handroanthusimpetiginosus / Pink Trumpet Tree	N/A
Lincoln Street	Platanus racemosa / California sycamore, Cercis occidentalis / Western Redbud, Prunus ilicifolia/ Hollyleaf Cherry, Cercidium 'Desert Museum' / Desert Museum Palo Verde, Albizia Julibrissin / Silk Tree	N/A
Pacific Avenue	Platanus racemosa / California sycamore, Cercis occidentalis / Western Redbud, Prunus ilicifolia/ Hollyleaf Cherry, Cercidium 'Desert Museum' / Desert Museum Palo Verde, Albizia Julibrissin / Silk Tree	N/A
Lester Avenue	Platanus racemosa / California sycamore, Cercis occidentalis / Western Redbud, Prunus ilicifolia/ Hollyleaf Cherry, Cercidium 'Desert Museum' / Desert Museum Palo Verde, Albizia Julibrissin / Silk Tree	N/A

TABLE 7-10: Street Tree and Planting Standards

MINIMUM SIZE	24" box minimum container size, that meet American National Standards Institute, Standards for Nursery Stock. Trees to be maintained to provided a minimum overhead clearance of 14' above travel lanes and 8' above parking and pedestrian walkways.
OTHER REQUIREMENTS	1) Tree planting and irrigation shall be per Chapter 18.44 of the Lemon Grove Municipal Code. 2) Landscape palettes shall be complementary of the above tree requirements including hardscape and rockscape. 3) Tree grates shall be provided in accordance with City standards. Tree-grate and tree uplighting shall not be provided 4) Provide covered electrical outlets at tree wells to accommodate temporary seasonal decorative lighting. Lighting shall use low-output, warm-white LED lamps with a correlated color temperature not exceeding 3,000 Kelvin and automatic timers.

Notes

- The use of native and climate-adapted plant species is strongly encouraged in all new and landscape redevelopment projects.
- Landscape designs shall prioritize water-efficient, site-appropriate plantings that reduce potable water demand, enhance ecological value, support native pollinator species, and strengthen long-term sustainability goals.
- Planting Restriction: Do not install plant species classified as invasive by the California Invasive Plant Council (Cal-IPC) or identified in the San Diego County, Water Efficient Landscape Design Manual, Invasive Species list.
- Tree and shrub selections to be compliant with applicable CAL FIRE defensible space and wildfire-resiliency requirements.- Special consideration for citrus trees may be approved at the city's discretion, provided that proper access and ongoing maintenance can be accommodated.



7.7 TRAFFIC MITIGATION IMPROVEMENTS

All improvements and construction mitigation described in the mitigation monitoring program for the certified Mitigated Negative Declaration for the DSP shall be included in future street design and construction. Also, all public improvements in Section 8.3.6 of the DSP shall be considered and implemented where feasible as a part of new street design and construction.

7.8 IN-LIEU IMPROVEMENTS

Where construction of the required street frontage or public improvements is not feasible at the time of development, the City may allow equivalent in-lieu improvements in accordance with applicable City procedures. In-lieu improvements shall provide a public benefit comparable to the required improvements and be consistent with the goals and priorities of the DSP.

The value of in-lieu improvements may be determined by the City based on the proportionate share of required public improvements associated with the project. Improvements shall generally be prioritized in the following order:

- Main Street Promenade
- Village Promenade Special Treatment Area
- East Broadway Special Treatment Area
- Kunkel Park Expansion
- Civic Center Park
- Mixed-Use Promenade Special Treatment Area
- Class I Collector Streets
- Class II Collector Streets
- Class III Collector Streets
- Neighborhood Streets

The City may approve alternative improvements or modify these priorities if it determines they provide an equivalent or greater public benefit and further the objectives of the Downtown Specific Plan.

Chapter 8

IMPLEMENTATION & ADMINISTRATION

IN THIS CHAPTER:

8.1 Overview
8.2 Specific Plan Administration
8.3 Recommended Programs and Public Improvements


Lemon Grove
25
26

8.1 OVERVIEW

This Chapter provides details on 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 Downtown Specific Plan (DSP).
- **RECOMMENDED PROGRAMS AND PUBLIC IMPROVEMENTS:** Identifies the physical and programmatic improvements that are recommended to carry out the goals of the DSP.

The implementation actions identified in this chapter are summarized in an implementation matrix at the end of this chapter. This matrix provides a realistic approach for accomplishing implementation programs by identifying partnerships, timelines and potential funding opportunities.

8.2 SPECIFIC PLAN ADMINISTRATION

This section describes the procedures required for the timely implementation of development and supporting infrastructure within the DSP 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.

8.2.1 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.

8.2.2 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.

8.2.3 FINDINGS REGARDING THE DSP

No division of land, use permit, site plan approval or other entitlement for use, and no public improvement shall be authorized in the DSP 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. 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.

8.2.4 MINOR MODIFICATIONS

Minor modifications (less than 10 percent deviation and/or deviation in tree species, building materials or colors) to the development and design standards of this Specific Plan may be approved, or conditionally approved, by the Community Development Manager 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; and would advance the vision, goals, objectives and policies of this Specific Plan. Minor modifications include changes such as minor adjustment to development standards and site design, small shifts in zoning district boundaries, or minor changes to mobility and infrastructure networks or planned facilities.

Non-substantive corrections and administrative updates that do not change the meaning or effect of this Specific Plan may also be approved administratively. Minor modifications shall be processed in accordance with Section 17.28.060 of the Municipal Code.

8.2.4.1 Planned Development Permit and Variance Modifications

Modifications that do not qualify as minor modifications under Section 8.2.4 to the development and design standards of this Specific Plan may be approved, or conditionally approved through the applicable procedure established by the Municipal Code. Deviations requested through a Planned Development Permit shall be reviewed in accordance with Section 17.28.030. Variances shall be reviewed in accordance with Section 17.28.060. 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.

8.2.5 MAJOR AMENDMENTS

Amendments, such as substantially changing land uses, significant increases (greater than 10%) in residential density or non-residential intensity, addition of land uses not contemplated within this Specific Plan, substantial change in development standards that would alter the scale or character of development, expansion of the Specific Plan boundary, or any other change that would alter the fundamental vision and intent of the Specific Plan, its Zoning Districts, or mobility network shall be considered a major amendment. 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.

8.2.6 SPECIFIC PLAN REVIEW/UPDATE

This Specific Plan shall be included in the General Plan Annual Progress Report and specifically the Housing Element Annual Progress Report monitoring review to assess the progress of the implementation of this Specific Plan's policies and the implementation program in ***Chapter 8***.

8.2.7 NONCONFORMING USES, STRUCTURES, AND LOTS

Legally established uses, structures, and lots that do not conform to the requirements of this Specific Plan shall be subject to Municipal Code Section 17.24.090, "Nonconforming uses, structures and lots," except where this Specific Plan expressly establishes different requirements. That section governs continuation, abandonment, reconstruction, alteration, expansion, and other applicable conditions. Nonconforming signs shall be subject to Municipal Code Chapter 18.12, including Section 18.12.130, "Amortization, abatement and removal."

8.3 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 DSP area is predicated on the following three strategies:

1. Strengthen the identity of the area as a unique destination.
2. Create unique Zoning Districts 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., Community Benefits Program and zoning).

8.3.1 DOWNTOWN COMMUNITY BENEFITS PROGRAM

8.3.1.1 Purpose

The Downtown Community Benefits Program is intended to encourage development that advances the vision of the Downtown Specific Plan through the voluntary provision of public amenities, enhanced design features, and community-serving improvements that exceed the minimum requirements of this Specific Plan.

Projects that voluntarily provide qualifying Community Benefits may earn Community Benefit Credits, which may be redeemed for development incentives identified by this Specific Plan. Community Benefits shall exceed the minimum requirements of this Specific Plan, the Lemon Grove Municipal Code, and applicable State law. Improvements required as conditions of approval, mitigation measures, or as a basis for receiving a density bonus, concession, incentive, waiver, parking reduction, or other benefit under State or local law shall not qualify for Community Benefit Credits.

The Community Benefit Credit Schedule and corresponding Development Flexibilities are provided in ***Appendix A***. The schedule assigns credits to eligible Community Benefits and identifies the number of credits required to qualify for each Development Flexibility.

The City may periodically review and update Community Benefit Credit values and associated incentives to ensure the program remains effective and responsive to changing community priorities. Any update shall be authorized by the City Council in accordance with the amendment procedures established by this Specific Plan.



The Downtown Community Benefits Program is intended to:

- Encourage development that advances the vision of the Downtown Specific Plan.
- Improve the quality of the public realm.
- Support housing choice, economic vitality, and sustainability.
- Encourage investment in publicly accessible amenities.
- Provide a clear and objective framework for development incentives.

8.3.1.2 Applicability

The Downtown Community Benefits Program applies to projects requesting development incentives available through this Specific Plan. Participation is voluntary. Projects utilizing the program shall provide Community Benefits that exceed the minimum requirements of this Specific Plan, the Lemon Grove Municipal Code, and applicable State law.

Projects eligible for a density bonus, concessions, incentives, waivers or reductions in development standards, or reduced parking requirements under California Government Code Sections 65915 through 65918 and Lemon Grove Municipal Code Section 17.24.100 shall be reviewed for those benefits independently of this program. Participation in the Community Benefits Program shall not be required as a condition of receiving any benefit to which a project is entitled under State or local density bonus law.

A density bonus project may also participate in the Community Benefits Program; however, only benefits provided in addition to those used to qualify for the density bonus or associated concessions, incentives, waivers, or reductions may earn Community Benefit Credits. Development Flexibilities granted

through this program shall be applied separately from those provided under density bonus law and shall not limit or replace any rights granted by State law.

8.3.1.3 Program Process

The process for participating in the Community Benefits Program is as follows:

1. The applicant identifies the proposed Community Benefits and requested Development Flexibility as part of the applicable development application.
2. The City determines whether each proposed Community Benefit exceeds applicable requirements and is eligible for credits under the Community Benefit Credit Schedule in ***Appendix A: Downtown Community Benefit Credit Schedule***.
3. The City assigns Community Benefit Credits in accordance with ***Appendix A***. Credits from more than one eligible Community Benefit may be combined to reach the applicable credit threshold.
4. The applicant may request a Development Flexibility corresponding to the total number of credits earned, as identified in ***Appendix A***. Credits used for an approved flexibility may not be transferred to another project or property.
5. The City reviews the requested Development Flexibility through the approval process otherwise applicable to the project. Approval shall be subject to the required findings and shall not conflict with the General Plan, this Specific Plan, applicable State law, or applicable health and safety requirements.
6. Approved Community Benefits shall be secured through conditions of approval, a development agreement, a recorded covenant, or another mechanism acceptable to the City. The approval may include requirements governing the timing, continued availability, public accessibility, and maintenance of the Community Benefit.

TABLE 8-1: Eligible Community Benefits

CATEGORY	ELIGIBLE COMMUNITY BENEFITS
Housing	Affordable housing provided in excess of the units used to qualify for a density bonus, concession, incentive, waiver, parking reduction, or other benefit under State or local law
Public Open Space	Public plazas; pocket parks; paseos; publicly accessible open space; park improvements beyond required dedication
Public Realm	Streetscape improvements beyond required frontage improvements; enhanced landscaping; decorative lighting; gateway features; wayfinding; street furnishings
Arts & Culture	Public art beyond minimum requirements; performance spaces; cultural facilities; community gathering spaces
Mobility	Public parking; bicycle facilities; transit amenities; enhanced pedestrian connections; mobility hubs
Economic Development	Historic preservation; adaptive reuse; incubator or maker space; affordable commercial space; small business assistance

8.3.1.4 Eligible Community Benefits

The table below outlines the community benefits that are eligible for this program. Specific eligibility criteria and applicable credit values are established by the Community Benefit Credit Schedule in ***Appendix A***.

8.3.1.5 Program Administration

The City shall assign Community Benefit Credits based on the type and scale of the proposed improvement and the credit values established in ***Appendix A***. Where a project proposes multiple Community Benefits, the associated credits may be combined. A single improvement may not receive credits under more than one category unless the City determines that it provides separate and distinct Community Benefits.

The Development Flexibilities identified in ***Appendix A*** are separate from any density bonus, concession, incentive, waiver, reduction in development standards, or parking ratio available under State Density Bonus Law or Lemon Grove Municipal Code Section 17.24.100. The Community Benefits Program shall be administered in a manner that does not reduce, replace, or condition a project's entitlement to those benefits.

Where an on-site Community Benefit is not feasible or practical, applicants may, subject to City approval, satisfy all or a portion of their Community Benefit Credits through a financial contribution to the Downtown Community Benefits Fund. Monies within the Fund shall be used exclusively to design, construct, enhance, or maintain public improvements that further the vision and implementation of the Downtown Specific Plan. This option shall only be available following City Council authorization and establishment of the Fund, including a method for determining the amount of a financial contribution and the corresponding credits.

Eligible projects may include, but are not limited to:

- Public plazas and gathering spaces
- Parks and open space improvements
- Wayfinding and gateway signage
- Public art and cultural amenities
- Streetscape improvements and pedestrian amenities
- Street tree planting and urban greening
- Decorative and pedestrian-scale lighting
- Bicycle and micromobility facilities

8.3.2 DEVELOPMENT INCENTIVES

Successful implementation of the Downtown Specific Plan will require a combination of predictable regulations, efficient development review, competitive development fees, and strategic public investment. In addition to the Downtown Community Benefits Program, the City shall continue to utilize development incentives and financing mechanisms that encourage high-quality private investment while supporting the public improvements identified in this Specific Plan.

1. Maintain low City fees for development within the DSP area for Planning, Building, and Engineering divisions.
2. Approve entitlements administratively to the extent feasible.
3. Periodically evaluate development fees and financing mechanisms to ensure they continue to support implementation of the Downtown Specific Plan while providing adequate funding for public infrastructure and services.

8.3.3 ECONOMIC DEVELOPMENT AND BUSINESS SUPPORT

The City will continue to work collaboratively with the business community, property owners, community organizations, and regional partners to promote Downtown Lemon Grove as a unique destination and strengthen its role as the commercial and cultural heart of the community. The proposed programs for economic development and business support are as follows:

8.3.3.1 Promotion, Marketing and Business Partnerships

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 DSP 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 DSP area, to coordinate revitalization efforts. Development of a cohesive downtown brand, including marketing materials, wayfinding, digital presence, and special events, should be considered as part of these efforts.

8.3.3.2 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.

8.3.4 PROPERTY IMPROVEMENT AND REVITALIZATION

8.3.4.1 Property Owner Incentives for Ongoing Façade Improvements

Improving and upgrading building façades is important to creating the desired atmosphere for downtown Lemon Grove. Subject to City Council authorization and the allocation of funding, the City may establish programs to assist property owners with façade improvements. 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.

8.3.4.2 Tree Planting

In partnership with the National Arbor Foundation, 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 DSP 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.

8.3.4.3 Adaptive Reuse and Property Reinvestment

Rehabilitation and modernization of existing commercial, industrial, and mixed-use buildings can create opportunities for new businesses and housing while maintaining the economic diversity and unique identity of downtown. The City may encourage adaptive reuse and property reinvestment through a combination of development incentives, technical assistance, flexible application of development standards where appropriate, and other programs that facilitate the rehabilitation and productive reuse of existing buildings. Priority should be given to projects that preserve architecturally or historically significant buildings, activate underutilized properties, support local businesses, or advance the vision and goals of the Downtown Specific Plan.

8.3.5 FUNDING AND FINANCING

Implementation of the DSP will require a combination of local, regional, State, federal, and private funding sources. The City should continue to identify, monitor, and pursue funding opportunities that support the goals, policies, programs, and capital improvements envisioned for Downtown Lemon Grove. Potential funding sources may include the following:

8.3.5.1 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.
- **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 x $0.16 + 4,000 x $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.

8.3.5.2 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 taking 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.

8.3.5.3 Engineering Cost Estimate

After adoption of the Downtown Specific Plan, City staff will explore preparation of an Engineering Cost Estimate using existing metrics that analyze 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 Downtown Specific Plan area (Downtown Specific Plan Public Improvement Costs or DSPPIC). This includes all associated improvements and amenities for the parks referenced in Chapter 5. The DSPPIC could 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.

8.3.5.4 Community Facility Districts (CFDs)

A Community Facility District (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 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 (CFD No. 2013-1). Established in Fiscal Year 2013–14 through a vote of affected property owners, the CFD provides restricted funding for ongoing maintenance and capital improvements to the Promenade. Within one year of the Downtown Specific Plan adoption, the City Engineer and Community Development Manager 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.

If the CFD fails in any specified area, other cost recovery mechanisms can 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.

8.3.5.5 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, statutes, 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.

8.3.5.6 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.

8.3.5.7 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.

Local Early Action Planning (LEAP) Grants

The California Department of Housing and Community Development (HCD) established the LEAP grant program to provide one-time funding to cities and counties for planning documents and process improvements that accelerate housing production and support implementation of the sixth-cycle Regional Housing Needs Allocation. Eligible activities included zoning updates, specific plans, environmental review, permitting improvements, and other actions intended to streamline housing



approvals. The original LEAP program is now closed; however, the City could pursue funding through any future LEAP rounds or similar State housing-planning programs to implement housing-related components of this Specific Plan, subject to the availability of funds and applicable program requirements.

Housing Assistance Program (HAP) Grants

The San Diego Association of Governments (SANDAG) administers the Housing Acceleration Program using State Regional Early Action Planning grant funds. HAP provides competitive grants to local jurisdictions for planning activities and capital projects that accelerate housing production within smart growth or mobility hub planning areas. Subject to the availability of future funding, the City could pursue HAP grants for zoning and permitting improvements, housing-related planning, or infrastructure and other improvements that support housing development within the DSP area

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 DSP 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.

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.

8.3.6 PUBLIC INFRASTRUCTURE IMPROVEMENT PROGRAMS

The City's annual Capital Improvement Program (CIP) should be used to prioritize, budget, and implement the public infrastructure improvements identified in this Specific Plan. 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.

8.3.6.1 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 DSP 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 City's water system and coordinate with Helix Water District to ensure adequate water supplies and infrastructure are available to support future growth, consistent with the most recently adopted Helix Water District Urban Water Management Plan. Incentivize green building practices within the DSP 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.
2. 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.

8.3.6.2 Sewer

Wastewater service and infrastructure is provided and maintained by the Lemon Grove Sanitation District. The City shall continue to coordinate with the District to ensure that wastewater infrastructure is maintained and expanded as necessary to support future growth and redevelopment consistent with the most recently adopted Sewer Master Plan.. Below is a list of recommended actions the City should consider:

1. Implement the identified CIP projects within the Lemon Grove Sewer Master Plan.
2. Periodically evaluate sewer connection fees, equivalent dwelling unit (EDU) fees, and other funding mechanisms to ensure sufficient funding for ongoing system maintenance, rehabilitation, and capacity improvements. Maintain reduced fees for breweries and similar uses.
3. Monitor existing infrastructure to ensure adequate flow capacities to handle increased population.
4. As development occurs within the DSP 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.
5. Focus infill development and/or increase housing density in areas that have an existing adequate capacity to handle an increase in population.

8.3.6.3 Storm Drainage

Stormwater infrastructure within the Downtown Specific Plan area is owned and maintained by the City of Lemon Grove. The City's 2020 Drainage Master Plan provides the framework for maintaining, improving, and expanding the storm drainage system to support future growth while reducing flood risks and protecting water quality. The Drainage Master Plan includes updated hydraulic modeling, identifies existing system deficiencies, and establishes a prioritized Capital Improvement Program (CIP) for future drainage improvements.

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

1. Coordinate implementation of the capital improvement projects identified in the most recently adopted Drainage Master Plan to address existing drainage deficiencies and accommodate future development.
2. Periodically update the Drainage Master Plan to reflect changing development patterns, infrastructure conditions, regulatory requirements, and projected buildout.
3. Continue to implement Best Management Practices (BMPs) consistent with the City's current Municipal Separate Storm Sewer System (MS4) Permit, Jurisdictional Runoff Management Program (JRMP), and applicable stormwater regulations.
4. Encourage the incorporation of Low Impact Development (LID) and sustainable stormwater management 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.

g. Evaluate drainage capacity as development occurs within the Downtown Specific Plan area and require project-specific drainage improvements where necessary to maintain acceptable levels of service.

8.3.6.4 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 DSP 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 DSP 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.

8.3.6.5 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.

8.3.6.6 Parks and Open Space

As redevelopment occurs within the Downtown Specific Plan area, the City shall continue to evaluate park needs and prioritize improvements to ensure adequate facilities are available to serve future residents, employees, and visitors. Below is a list of recommended actions the City should consider:

1. Within two years of this Downtown Specific Plan's adoption, conduct a parkland fee study to evaluate future parks and open space needs and update the parkland in-lieu fees, as appropriate.
2. Continue to collect and administer parkland dedication and in-lieu fees in accordance with the Lemon Grove Municipal Code and applicable State law.
3. Prioritize parkland fees generated within the Downtown Specific Plan area toward implementation of the following priority parks and public open space improvements:
    a. Main Street Promenade (park improvements),
    b. Village Promenade,
    c. Civic Center Park (park improvements),
    d. Kunkel Park Expansion

8.3.7 ADDITIONAL KEY ACTIONS TO IMPLEMENT THE DSP

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 one year 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. Consider preparing a comprehensive plant list that prioritizes suitable native, drought-tolerant, and pollinator-supporting species; expands shade coverage; and maintains a diverse, resilient urban forest. Pursue pollinator conservation partnerships and recognition programs to strengthen eligibility and competitiveness for grants supporting planting and urban forest improvements.
4. Evaluate a potential diversion of truck traffic from the Broadway Promenade through a future citywide mobility evaluation or General Plan update.
5. Coordinate with the School District to evaluate congestion associated with school pickup and drop-off on School Lane and identify potential operational and roadway improvements for consideration during future streetscape design and implementation.
6. Undertake a citywide historic resources evaluation to identify potentially significant buildings, sites and districts. Based on the findings, consider establishing a local historic register and pursuing designation or nomination of eligible resources to applicable local, state or national registers.

TABLE 8-2: Implementation Matrix

PROGRAM	LEAD	PARTNERS	TIMEFRAME	POTENTIAL FUNDING
Downtown Community Benefits Program	Development Services	Developers	Short-Term	Development projects
Community Benefits Fund	Development Services / Finance	Developers	Ongoing	Community Benefits Fund contributions
Maintain Competitive Development Fees	Development Services / Finance	City Council	Ongoing	General Fund
Periodic Development Fee Review	Development Services / Finance	Public Works	Every 3–5 years	General Fund
Priority Entitlement Review	Development Services	All City Departments	Ongoing	General Fund
Downtown Branding & Marketing Program	Economic Development	Chamber, PBID/BID	Short-Term / Ongoing	PBID/BID, General Fund, Grants
Downtown Coordinator Program	Economic Development	Chamber, PBID/BID	Mid-Term	PBID/BID, General Fund
Business Attraction & Retention Program	Economic Development	Property Owners, Chamber	Ongoing	General Fund, Grants
Downtown Events & Programming	Economic Development	PBID/BID, Community Organizations	Ongoing	PBID/BID, Sponsorships, Grants
Façade Improvement Program	Development Services	Property Owners	Ongoing	CDBG, Grants, PBID/BID
Urban Greening & Tree Planting Program	Public Works	Community Groups	Ongoing	Urban Forestry Grants, Community Benefits Fund
Adaptive Reuse Program	Development Services	Property Owners	Ongoing	Historic Preservation Grants, Private Investment
Pursue Grant Funding	City Manager / Finance	All Departments	Ongoing	State & Federal Grants
Explore PBID/BID Formation	Economic Development	Property Owners	Mid-Term	PBID/BID Assessments
Evaluate EIFD Feasibility	City Manager / Finance	County, School Districts	Mid-Term	Tax Increment
Prepare Downtown Engineering Cost Estimate	Public Works	Development Services	Short-Term	General Fund

TABLE 8-2: Implementation Matrix (Cont.)

PROGRAM	LEAD	PARTNERS	TIMEFRAME	POTENTIAL FUNDING
Evaluate Community Facilities District (CFD)	Public Works / Finance	Developers	Mid-Term	CFD / Mello-Roos
Evaluate Landscaping & Lighting District (LLD)	Public Works	Property Owners	Mid-Term	LLD Assessments
Evaluate Community Revitalization Investment Area (CRIA)	City Manager	Finance	Long-Term	Tax Increment
Water Infrastructure Coordination	Public Works	Helix Water District	Ongoing	Water Rates, Development Projects
Water Conservation Program	Public Works	Helix Water District, Developers	Ongoing	Water District Programs, Grants
Wastewater Infrastructure Coordination	Public Works	Lemon Grove Sanitation District	Ongoing	Sewer Enterprise Funds
Sewer Capacity Monitoring	Public Works	Sanitation District, Developers	Ongoing	Sewer Enterprise Funds
Storm Drain Capital Improvements	Public Works	Developers	Ongoing	CIP, Grants
Stormwater BMP & LID Program	Public Works	Developers	Ongoing	CIP, MS4 Funding, Grants
Dry Utility Undergrounding	Public Works	SDG&E, Utilities	Long-Term	Utilities, Rule 20, Development
Energy Efficient Development Practices	Development Services	Developers	Ongoing	Private Investment
Complete Streets Implementation	Public Works	Developers	Ongoing	CIP, ATP, TransNet, Grants
Parks & Open Space Program	Public Works / Community Services	Developers	Ongoing	Quimby Fees, CIP, Grants
Parkland Fee Study	Public Works / Finance	Development Services	Short-Term	General Fund
Priority Park Improvements	Public Works	Developers	Mid- to Long-Term	Park Fees, Community Benefits Fund, Grants

Chapter 9

GLOSSARY


NOW LEASING
No Smoking in the Park
NO SMOKING

TERM	DEFINITION
Accessory use	A use customarily associated with and subordinate to the primary use of a property or building.
Active frontage	A building frontage designed to support pedestrian activity through entrances, windows, storefronts, active ground-floor uses, and outdoor spaces.
Active transportation	Human-powered travel, primarily walking and bicycling, including travel using mobility-assistance devices.
Adaptive reuse	The conversion of an existing building or property to a new use while retaining some or all of its existing structure.
Affordable commercial space	
Affordable housing	Housing affordable to households within specified income categories, based on standards established by federal, State, or local law.
American Community Survey (ACS)	An ongoing U.S. Census Bureau survey that provides demographic, social, economic, and housing data for communities.
Americans with Disabilities Act (ADA)	A federal law establishing accessibility requirements for buildings, facilities, public spaces, transportation, and services.
Amortization ordinance	An ordinance establishing a period after which a legally established nonconforming use must cease or relocate.
Annual Progress Report (APR)	A report submitted annually to the State describing a jurisdiction's progress in implementing its General Plan and Housing Element.
Architectural articulation	Changes in a building façade or form that create visual interest and reduce the building's perceived scale.
Bioretention/biofiltration	The use of landscaped areas, vegetation, and engineered soils to capture, filter, and treat stormwater runoff.
Blank wall	A portion of a building façade without doors, windows, architectural articulation, public art, landscaping, or other visual features.

TERM	DEFINITION
Bond	A debt instrument issued to raise funds for public facilities or improvements and repaid over time from specified revenues or taxes.
Buffered bicycle lane	A bicycle lane separated from an adjoining vehicle travel or parking lane by a striped buffer area.
Building bulk	The overall physical volume and mass of a building, as influenced by its height, floor area, setbacks, lot coverage, and form.
Building elevation	The exterior face of a building or a drawing showing one exterior side of a proposed building.
Building massing	The overall three-dimensional form, volume, and arrangement of a building or group of buildings.
Building modulation	Variations in a building's form or wall plane through changes in depth, height, setbacks, stepbacks, or other architectural features.
Buildout	The amount of development that could occur if land were developed to the capacity allowed by applicable plans and zoning regulations.
Business Improvement District (BID)	A defined area in which businesses fund additional services, improvements, or activities that benefit the district.
Business incubator	A facility or program that supports new and emerging businesses through shared workspace, technical assistance, mentorship, or other resources.
By-right development	Development that must be approved when it complies with all applicable objective zoning and development standards, without discretionary review.
California Environmental Quality Act (CEQA)	A State law requiring public agencies to evaluate and disclose potential environmental effects and identify measures to avoid or reduce significant impacts.
Capital Improvement Program (CIP)	A multiyear plan identifying and prioritizing public infrastructure and facility improvements and their anticipated funding.
Class I bicycle lane	A paved, physically separated right-of-way designated for the exclusive use of bicyclists, pedestrians, and other non-motorized modes of travel.
Class II bicycle lane	A portion of a roadway designated by striping and signage for preferential or exclusive bicycle travel.

TERM	DEFINITION
Class III bicycle route	A roadway shared by bicyclists and motorists and identified by signage and, where appropriate, shared-lane markings.
Climate Action Plan (CAP)	A plan establishing strategies and actions to reduce greenhouse gas emissions and prepare for the effects of climate change.
Collector street	A street that collects traffic from local streets and connects it to larger roadways while providing access to adjoining properties.
Common open space	Indoor or outdoor recreational or gathering space available for the shared use of residents, tenants, or occupants of a development.
Community Benefit	A qualifying public amenity, improvement, or feature voluntarily provided beyond the minimum requirements of the DSP, Municipal Code, and State law.
Community Benefit Credit	A point assigned to an eligible Community Benefit based on its type, scale, and public value and used to determine available Development Flexibilities.
Community Facilities District (CFD)	A special financing district authorized to fund specified public facilities and services through special taxes or bonded indebtedness.
Community Revitalization and Investment Area (CRIA)	An area established under State law to finance infrastructure, economic development, and affordable housing improvements in qualifying disadvantaged communities.
Complete streets	Streets designed and operated to provide safe and comfortable travel for pedestrians, bicyclists, transit users, and motorists of all ages and abilities.
Conditional Use Permit (CUP)	A discretionary permit required for a use that may be allowed subject to review, public notice, findings, and conditions of approval.
Consumer Price Index (CPI)	A measure of changes over time in consumer prices, commonly used to adjust costs, fees, and funding estimates for inflation.
Crime Prevention Through Environmental Design (CPTED)	Design principles intended to discourage crime through visibility, lighting, access control, and clearly defined public and private spaces.
Cross-section	A diagram showing the arrangement and dimensions of a street's components, such as sidewalks, landscaping, bicycle facilities, parking, and travel lanes.

TERM	DEFINITION
Curb extension/bulb-out	An extension of the sidewalk into the parking lane that shortens pedestrian crossings and can improve visibility and reduce vehicle speeds.
Cultural facility	A space dedicated to arts, culture, or heritage activities that provides access or programming for the community, such as a museum, gallery, performance venue, cultural center, or space for arts education.
Defensible space	A physical environment designed to promote visibility, territorial awareness, access control, and a sense of ownership that can discourage criminal activity.
Density	The amount of residential development permitted on a site, typically expressed as dwelling units per acre.
Density Bonus	An increase in otherwise permitted residential density, typically granted in exchange for affordable housing or other qualifying benefits.
Development flexibility	A modification to an applicable development standard that may be granted through the Downtown Community Benefits Program.
Development impact fee	A fee charged to new development to fund public facilities and infrastructure needed to serve that development.
Development incentive	Regulatory, procedural, or financial assistance intended to encourage development, such as priority processing, reduced fees, or flexible standards.
Development intensity	The amount or scale of nonresidential or mixed-use development, often measured using floor area ratio, building size, or similar standards.
Development standards	Regulations governing physical development, such as building height, setbacks, density, parking, landscaping, and open space.
Discretionary review	A review process allowing the approving authority to exercise judgment, make findings, and impose conditions when deciding whether to approve a project.
Drive aisle	A vehicular travel area within a parking lot or structure that provides access to parking spaces, loading areas, or driveways.
Dwelling unit	A building or portion of a building designed for independent living by one household, including provisions for living, sleeping, cooking, and sanitation.

TERM	DEFINITION
Electric vehicle charging station	Equipment that supplies electrical power to recharge a plug-in electric vehicle.
Enhanced Infrastructure Financing District (EIFD)	A district that uses a portion of future property-tax revenue growth to fund eligible infrastructure, housing, and community development projects.
Entitlement	A permit, approval, or other authorization required before a property may be developed or used for a particular purpose.
Façade	An exterior face of a building, particularly one facing a street or public space.
Façade easement	A recorded legal agreement protecting or controlling specified features of a building's exterior façade.
Fair-share contribution	A development project's proportionate financial contribution toward public facilities or improvements needed, in part, because of the project.
Family-sized unit	A dwelling unit containing three or more bedrooms and intended to accommodate larger households or families.
Floor area ratio (FAR)	The ratio of a building's total gross floor area to the area of its lot.
Frontage improvement	A public improvement constructed along a development site's street frontage, such as a sidewalk, curb, landscaping, lighting, or bicycle facility.
Functional roadway classification	A system categorizing streets based on their transportation role, surrounding land uses, and intended design character.
General Plan	The City's comprehensive, long-term policy document guiding land use, housing, transportation, conservation, safety, and community development.
Grade-separated crossing	A crossing where transportation routes pass above or below one another, such as a roadway crossing over or under a railway.
Graywater	Untreated wastewater from bathroom sinks, showers, bathtubs, and clothes washers that may be reused for approved nonpotable purposes.
Green roof	A roof covered partly or completely with vegetation and a growing medium to reduce runoff, heat, and building energy use.

TERM	DEFINITION
Greenhouse gas emissions	Emissions of gases that trap heat in the atmosphere and contribute to climate change.
Gross acre	A measure of land area that includes the entire area within a boundary, including streets and other public rights-of-way.
Gross floor area	The total floor area within a building, generally measured to the exterior faces of its exterior walls.
Ground-floor transparency	The percentage of a ground-floor façade composed of clear windows and doors allowing views between the building interior and adjoining public space.
Health Risk Assessment (HRA)	A technical analysis estimating potential health risks associated with exposure to air pollutants or toxic air contaminants.
Historic resource	A building, structure, object, site, district, or other feature recognized as having historical, architectural, archaeological, or cultural significance.
Housing Element	A required General Plan component identifying housing needs, suitable sites, development constraints, and programs for accommodating housing at all income levels.
Housing site inventory	An inventory in the Housing Element identifying properties considered suitable and available to accommodate projected housing needs.
Infill development	Development of vacant or underutilized land within an already developed area where infrastructure and public services are generally available.
In-lieu fee	A fee paid instead of directly providing a required improvement, facility, parking space, parkland dedication, or other obligation.
In-lieu improvement	An alternative public improvement provided instead of constructing a required improvement directly adjacent to a development site.
Integrated Transit Center	A transit facility designed to provide convenient connections between multiple forms of transportation, such as Trolley and bus service, walking, bicycling, ride-share, and passenger pick-up and drop-off.
Jobs-housing balance	The relationship between the jobs available in an area and the amount and affordability of housing available to workers.

TERM	DEFINITION
Landscape buffer	A landscaped area used to provide separation, screening, privacy, or transition between uses or site features.
Landscaping and Lighting District (LLD)	An assessment district formed to finance landscaping, lighting, parks, and related public improvements.
Leadership in Energy and Environmental Design (LEED)	A third-party green-building rating and certification system administered by the U.S. Green Building Council.
Liner building or liner use	An occupiable building or use located along a parking structure or other inactive feature to screen it and create an active frontage.
Live-work unit	A building or unit designed to accommodate both residential living space and a permitted workspace or business activity.
Lot	A legally created parcel or tract of land that may be developed or used as a unit.
Low-impact development (LID)	A site planning and design approach that manages stormwater close to its source through infiltration, filtration, storage, and reuse.
Major addition	An expansion exceeding the threshold established by the DSP, generally more than 50 percent of the existing gross floor area.
Major amendment	A substantial change to the DSP that would alter its fundamental vision, land uses, capacity, standards, boundaries, or mobility network.
Maker space	A shared workspace providing tools, equipment, and facilities for fabrication, design, crafts, technology, or small-scale production.
Median	The area separating opposing directions of roadway travel, which may include landscaping, turn lanes, or pedestrian refuges.
Mello-Roos	A financing mechanism allowing a Community Facilities District to levy special taxes to fund eligible public facilities and services.
Micromobility	Travel using small, low-speed devices such as bicycles, electric bicycles, scooters, and electric scooters.

TERM	DEFINITION
Mills Act contract	A voluntary agreement providing potential property-tax reductions in exchange for the preservation and maintenance of a qualified historic property.
Ministerial approval	Approval based on compliance with objective standards that does not involve discretionary or subjective judgment.
Minor modification	A limited adjustment to a DSP requirement that remains substantially consistent with the Plan's vision, goals, objectives, and policies.
Minor Use Permit (MUP)	A discretionary permit for specified uses reviewed by the Development Services Director, subject to findings, notice, conditions, and appeal procedures.
Mitigated Negative Declaration (MND)	A CEQA document prepared when mitigation or project revisions would reduce potentially significant environmental effects below a significant level.
Mitigation measure	A requirement or action intended to avoid, minimize, rectify, reduce, or compensate for a potentially significant environmental impact.
Mixed-use development	Development combining two or more uses, such as residential, commercial, office, civic, or recreational uses, within the same building or site.
Mobility hub	A location where multiple transportation options and supporting amenities are brought together to facilitate transfers and multimodal travel.
Multimodal	Accommodating multiple forms of transportation, such as walking, bicycling, transit, automobiles, and freight.
Municipal Code	The collection of local laws and regulations adopted by the City, including its zoning regulations.
Natural ventilation	The use of windows, vents, building orientation, and air movement to ventilate and cool indoor spaces without relying entirely on mechanical systems.
Neighborhood street	A lower-volume street primarily intended to provide access to residences and other nearby properties.
Nonconforming use	A lawfully established use that does not comply with current zoning regulations but may continue subject to applicable requirements.

TERM	DEFINITION
Objective Design Standards	Design requirements involving no subjective judgment and uniformly verifiable by reference to an external and uniform benchmark or criterion.
Off-site parking	Required parking provided on a property other than the site occupied by the use it serves.
Off-street parking	Vehicle parking provided outside a public street or public right-of-way.
Operational Waste Reduction	Practices and programs that reduce the amount of waste generated during the ongoing use and operation of a building or property, such as recycling, composting, reuse, and responsible purchasing and disposal.
Opportunity site	A property identified as having potential to accommodate future development or redevelopment.
Parapet	A low wall extending above the edge of a roof, balcony, terrace, or similar building feature.
Parkland dedication	The provision of land, improvements, or an equivalent fee to address park and recreational needs associated with new development.
Parklet	A small public space, commonly installed within an on-street parking area, providing seating, landscaping, dining space, or pedestrian amenities.
Paseo	A pedestrian walkway or passage connecting buildings, streets, courtyards, open spaces, or other destinations.
Passive heating and cooling	Building design techniques using orientation, shading, insulation, ventilation, and thermal properties to maintain comfortable temperatures with less mechanical energy.
Permitted use	A land use allowed without a conditional or discretionary use permit, provided it complies with applicable standards and requirements.
Placemaking	The planning and design of public spaces to create attractive, functional, and welcoming places supporting community activity and identity.
Planned Development Permit	A discretionary permit used to review development involving specified deviations, modifications, or other circumstances identified by the Municipal Code or DSP.

TERM	DEFINITION
Pocket park/parkette	A small park or publicly accessible open space providing recreation, seating, landscaping, or gathering space within a developed area.
Primary building entrance	The principal pedestrian entrance providing access to a building or use.
Private open space	Outdoor space reserved for the exclusive use of an individual dwelling unit, such as a balcony, patio, porch, or private yard.
Property-Based Improvement District (PBID)	A defined area in which property owners fund additional maintenance, improvements, programs, or services through property-based assessments.
Public realm	Publicly accessible community spaces, including streets, sidewalks, parks, plazas, and other gathering spaces.
Public right-of-way	Publicly owned or controlled land reserved for transportation and related improvements, typically including streets, sidewalks, bicycle facilities, and utilities.
Publicly accessible open space	Privately or publicly owned outdoor space designed and maintained for use by the general public.
Recycled water	Wastewater treated to a level suitable for approved nonpotable or potable uses.
Regional Housing Needs Allocation (RHNA)	The number of housing units, by income category, that a jurisdiction must plan to accommodate during a Housing Element planning period.
Renewable energy system	Equipment generating energy from naturally replenished sources, such as solar, wind, or geothermal energy.
Right-of-way dedication	The transfer or reservation of land for a public street, sidewalk, utility, or other public purpose.
Road diet	The reconfiguration of a roadway to reduce or repurpose vehicle lanes for bicycle facilities, wider sidewalks, landscaping, parking, or turn lanes.
Roundabout	A circular intersection where vehicles travel around a central island and entering traffic yields to circulating traffic.
Screening	Buildings, walls, fences, landscaping, or architectural features used to conceal parking, equipment, utilities, storage, or service areas from public view.

TERM	DEFINITION
Sensitive land use	A use occupied by people especially vulnerable to air pollution, such as residences, schools, childcare facilities, hospitals, and senior care facilities.
Setback	The required or permitted distance between a building or structure and a property line, street, or other specified feature.
Shared-lane marking (sharrow)	A pavement marking indicating that bicyclists and motorists share the same travel lane.
Site plan approval	Review of a development's site layout and physical design for compliance with applicable plans, codes, and development standards.
Special assessment	A charge imposed on properties or businesses receiving a particular and measurable benefit from specified improvements or services.
Special Treatment Area (STA)	An area identified by the Lemon Grove General Plan as warranting focused planning because of its distinct characteristics, needs, or opportunities.
Specific Plan	A detailed regulatory and policy document implementing the General Plan within a defined area through land use regulations, standards, infrastructure planning, and implementation measures.
Stepback	The horizontal recession of an upper portion of a building from the façade or building edge below.
Stormwater harvesting	The collection and storage of stormwater runoff for later reuse or controlled release.
Streamlined review	An expedited approval process under which eligible projects are reviewed using specified objective requirements and reduced procedural steps.
Street-facing façade	Any exterior building wall oriented toward or visible from an adjoining public street.
Street frontage	The portion of a property adjoining a public street or alley.
Street tree	A tree planted within or adjacent to the public right-of-way as part of the streetscape.
Streetscape	The physical and visual elements of a street, including sidewalks, landscaping, trees, lighting, furnishings, bicycle facilities, and roadway improvements.

TERM	DEFINITION
Substantial compliance	A determination that a project is generally consistent with the essential requirements, intent, vision, goals, objectives, and policies of the applicable plan.
Sustainable timber	Wood obtained from responsibly managed forests and produced in accordance with recognized environmental standards.
Tax increment financing	A financing method using increases in property-tax revenue generated within a defined area to fund eligible public improvements and community investments.
Temporary use	A land use or activity conducted for a limited period and subject to applicable permit requirements and operating conditions.
Temporary Use Permit (TUP)	A permit authorizing an eligible temporary use for a limited duration, subject to applicable conditions and requirements.
Tobacco Specialty Shop	Means any person or governmental entity that operates a store, stand, booth, concession, or other place at which incidental or accessory sales, rentals, or other give-aways of tobacco products, electronic vapor devices, electronic vapor inhalation substances, and hookahs are made to purchasers for consumption or use and not exceeding sixteen cubic feet of display area for tobacco products.
Through lot	A lot with frontage on two generally parallel streets that do not intersect at the lot.
Traffic calming	Physical or operational measures intended to reduce vehicle speeds and improve safety and comfort for pedestrians and bicyclists.
Traffic mitigation improvement	A transportation improvement required to avoid or reduce an identified traffic or circulation impact.
Transit-oriented development	Compact, walkable development that includes a mix of uses and is located near high-quality public transit.
Truck route	A roadway designated or preferred for regular use by trucks and other freight vehicles.
Universal design	The design of buildings, spaces, and features for use by people of different ages and abilities without specialized adaptation.
Variance	Discretionary authorization to deviate from specified development standards because of special property circumstances, subject to required legal findings.

TERM	DEFINITION
Vehicle miles traveled (VMT)	The total number of miles traveled by vehicles within a defined area or generated by a particular land use or project.
Waste diversion	The prevention, reuse, recycling, or composting of materials that would otherwise be disposed of in a landfill.
Water reuse	The collection, treatment, and reuse of water for an additional beneficial purpose, such as irrigation or toilet flushing.
Wayfinding	Signs, maps, landmarks, and other visual features that help people navigate to destinations and understand their location.
Workforce housing	Housing intended to be affordable to households earning too much for traditional affordable housing but potentially unable to afford local market-rate housing.
Zoning determination	An administrative decision interpreting how zoning regulations apply, including whether an unlisted use is substantially similar to a listed use.
Zoning district	A mapped area in which specified land uses and development standards apply.
Zoning overlay	An additional set of regulations applied to a defined area in addition to the underlying zoning district requirements.

PAGE INTENTIONALLY LEFT BLANK

APPENDICES

CONTENTS

Appendix A: Downtown Community Benefit Credit Schedule
Appendix B: Sustainability Standards
Appendix C: Architectural Styles
Appendix D: Allowable Land Use Matrix
Appendix E: Plant List


LittleFreeLibrary.org
FREE
Please Share

APPENDIX A: DOWNTOWN COMMUNITY BENEFIT CREDIT SCHEDULE

TABLE A-1: Community Benefit Credit Schedule

CATEGORY	COMMUNITY BENEFIT	CREDIT VALUE
Housing	Affordable housing units provided in excess of the units used to qualify for a density bonus, concession, incentive, waiver, parking reduction, or other benefit under State Density Bonus Law or Lemon Grove Municipal Code Section 17.24.100Affordable housing exceeding 15 percent of total dwelling units.	10
	Workforce housing that is not used to qualify for a benefit under State or local density bonus lawWorkforce housing	8
	Family-sized units (3+ bedrooms) beyond required mix	10
	Universal design / accessible housing beyond code	5
Public Open Space	Public plaza	10
	Pocket park	8
	Publicly accessible paseo	5
	Public open space beyond minimum requirements	5
	Improvements to an existing public park beyond applicable dedication or improvement requirementsPark improvements beyond required dedication	1 credit per $25,000 of City-approved improvement value, up to 10 credits5
Public Realm	Streetscape improvements beyond required frontage improvements	8
	Gateway feature	10
	Wayfinding signage	3
	Decorative pedestrian lighting	3
	Enhanced landscaping beyond minimum requirements	2
	Street furnishings beyond minimum requirements (benches, bike racks, trash receptacles, etc.)	1

TABLE A-1: Community Benefit Credit Schedule (Cont.)

CATEGORY	COMMUNITY BENEFIT	CREDIT VALUE
Arts & Culture	Public art installation beyond minimum requirements	5
	Cultural facility	10
	Publicly accessible community gathering space of at least 500 square feet	1 credit per 500 square feet, up to 8 credits
	Public performance space	8
Mobility	Publicly available parking spaces provided beyond applicable requirements and made available to the general public through a recorded agreement or other mechanism approved by the CityPublic parking facility	1 credit per 5 publicly available spaces, up to 10 credits8
	Enhanced pedestrian connection	5
	Transit amenities	3
	Bicycle parking beyond code requirements	1 per 5 spaces
	Bicycle repair station	1
Economic Development	Historic preservation	10
	Adaptive reuse of an existing building	8
	Affordable commercial space	10
	Business incubator or maker space	5
	Small business relocation assistance	3

DEVELOPMENT FLEXIBILITIES

Community Benefit Credits may be accumulated through one or more eligible Community Benefits. Total Community Benefit Credits determine the Development Flexibilities available to a project as identified in Table 2.

Development Flexibilities are discretionary and may only be granted where the City determines that the proposed Community Benefits are proportional to the requested flexibility and the project remains consistent with the General Plan, this Specific Plan, applicable State law, and all required health and safety standards.

TABLE A-2: Development Flexibilities

COMMUNITY BENEFIT CREDITS	DEVELOPMENT FLEXIBILITY
10	One of the following: administrative priority processing, subject to City staffing and applicable processing requirements; or one minor modification to an objective development standard, not exceeding a 10 percent adjustment.
20	One of the following: up to a 10 percent increase in maximum floor area ratio; up to a 10 percent reduction in minimum parking requirements, where consistent with State law; or two Development Flexibilities available at the 10-credit level.
30	One of the following: up to a 10 percent increase in maximum building height; up to a 15 percent increase in maximum floor area ratio; or an approved combination of Development Flexibilities available at the lower credit levels.
40	An approved combination of Development Flexibilities, including up to a 10 percent increase in building height, up to a 15 percent increase in floor area ratio, up to a 20 percent reduction in minimum parking requirements where permitted by State law, and one minor modification to an objective development standard not exceeding a 10 percent adjustment.


4057
Metropolitan Transit System
San Diego Trolley
MTS

APPENDIX B: SUSTAINABILITY STANDARDS

TABLE B-1: Sustainability Standards

CATEGORY	SUSTAINABILITY STANDARD	POINTS
Minimum Sustainable Development Standards (15 points required)[1]	Graywater System/Recycled Water	5 points
	Renewable Energy System	5 points
	Natural Ventilation and Lighting; Passive Heating and Cooling	5 points
	Active Building Design[2]	3 points
	Connectivity[3]	5 points
	Harvesting/Storm Water Storage and Reuse, Stormwater Treatment, and Low Impact Development	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
	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

[1] Points awarded are a maximum and may be less where partial compliance is achieved.

[2] Prioritizes stairs before elevators. Wide stairways that are easily accessible are encouraged.

[3] Encourages publicly accessible pedestrian connectivity on through lots.



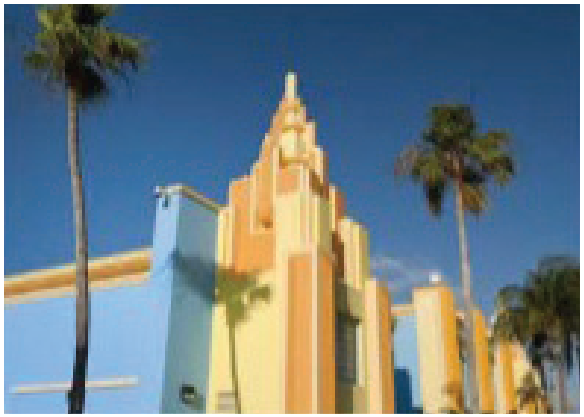
APPENDIX C: ARCHITECTURAL STYLES

INTRODUCTION

As described in detail in Chapter 2, 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.





AMERICAN MERCANTILE

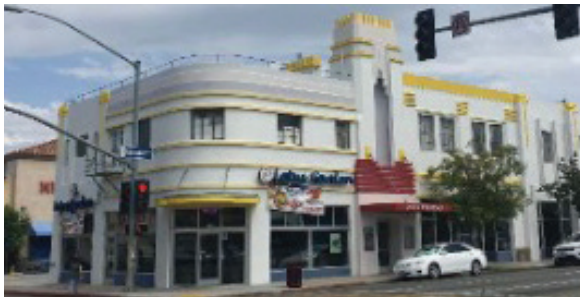
American Mercantile can be considered the quintessential style of the classic American Main Street in the mid-19th and early 20th centuries. A typical mercantile structure is functional, with a ground floor clearly designed for public facing business and upper stories that provide complementary office, 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

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

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

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







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.



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)







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 19th 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

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


3485

APPENDIX D: ALLOWABLE LAND USE MATRIX

TABLE D-1: Lemon Grove Use Group Index - Alphabetical

USES	USE GROUP(S)	NOTATIONS
Acupuncture Clinic	9	
Addressing Service	9	
Adult Day Health Care Center	5	
Adult Entertainment	10	LGMC 18.28
Agricultural Equipment Sales & Service	13	
Air Conditioning & Heating Service	8	
Airfield	1 CUP	
Airport	1 CUP	
Alcohol Distillation for Fuel	16 CUP	
Ambulance Service (Public)	1	
Ambulance Service (Private)	1 MUP	
Amusement Arcade	10	
Amusement Park	7 CUP	
Animal Keeping	1, 2	LGMC 18.16
Answering Service	7	
Antique Dealer (Retail)	7	
Apartment	4	
Apartment Hotel	11	
Appliance Repair and Incidental Sales	8, 14	
Appliance Sales, Retail	7	
Aquarium	5	
Arboretum	1	
Art Gallery	5	
Art Supply Store	7	
Artist's Studio	9	
Arts & Crafts Store	7	
Asphalt Processing and Recycling	16	
Assembly (Manufacturing)	14	
Assembly of Camper Shells, and Small Trailers/Campers	14	
Assembly of Electronic Circuits (no Sales On-Site)	14	
Assembly or Packaging of Articles or Products from the Following Prepared Materials:	14	
Bones	14	
Bristles	14	
Canvas	14	
Cellophane	14	
Cloth	14	
Cork	14	
Feathers	14	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Felt	14	
Fiber	14	
Fur	14	
Glass	14	
Hair	14	
Horns	14	
Leather (No Etching or Other Odorous Uses)	14	
Paint (Excluding any Boiling Process)	14	
Paper	14	
Plastic	14	
Shells	14	
Textiles	14	
Tobacco	14	
Yarn	14	
Assisted Living Facility	5	
Athletic Club	10	
Athletic Court	7 CUP	
Athletic Field, Private	5 MUP	
Athletic Field, Public	1	
ATM (Automated Teller Machine)	7, 9	
Auction Conducted at a Swap Meet	14 CUP	
Auction Services and Yards	14 CUP	
Auditorium	5 CUP	
Auto Assembly, Custom	14	
Auto Auction	14 CUP	
Auto Body Repair	14 CUP	
Auto Body Repair School	14 CUP	
Auto Detailing	12	
Auto Detailing (indoors)	14	
Auto Electronics Installation and Repair	8, 12	
Auto Electronics Sales	8, 12	
Auto Glass Shop	12	
Auto Impound and Storage Yard	14 CUP, 15 CUP	
Auto Muffler Shop	12	
Auto Painting with Accessory Body and Fender Work	12 CUP	
Auto Parts and Accessories Sales	12	
Auto Parts Exchange	12	
Auto Pawn Lot	12	
Auto Radiator Shop	12	
Auto Rental	11, 12	
Auto Repair	12	
Auto Repair, Minor, Accessory to a Department Store	12 CUP	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Auto Repair, Mobile	12	
Auto Sales and Leasing	12	
Auto Sales, Used	12	
Auto Services Office (Insurance, Financing, etc.)	12	
Auto Smog/Emissions Inspection Station	12	
Auto Static Inspection	12	
Auto Storage Garage (Excluding Disabled, Wrecked or Dismantled Vehicles)	12	
Auto Storage Yard (Excluding Disabled, Wrecked or Dismantled Vehicles)	15	
Auto Swap Meet	14 CUP	
Auto Towing Office (Dispatch Only)	12	
Auto Transmission Repair	12	
Auto Upholstery	12	
Awning Shop	8	
Bait Shop (Retail)	7	
Bait Shop	8	
Bakery (Retail)	6	
Bakery (Wholesale)	14	
Banks and Financial Institutions	9	
Banquet Facilities	11	
Bar	10 CUP	LGMC 18.27
Barber Shop	7, 11	
Battery Energy Storage Systems	15 CUP	
Beauty Shop	7, 11	
Bicycle Rental	7	
Bicycle Sales and Repair	7	
Bikeways, Paths, and Trails	1	
Blacksmith	14	
Blast Furnace	16 CUP	
Blood Bank	9	
Blueprinting	8	
Boarding House	11	
Boarding/Lodging House	4 CUP	
Boat Building and Repair	15 CUP, 16 CUP	
Boat Sales, Leasing, Rental	12	
Boat Sales, Leasing, Rental, and Service	16	
Boiler Repair (No Construction)	15	
Boiler Works	15 CUP	
Book Store	7	
Bookbinding	15	
Borrow Pit	15 CUP	
Bottled Gas Sales and Distribution (No Manufacturing or Bulk Storage)	14 CUP	
Bottling Establishment	14 CUP	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Bowling Alley	10	
Boxing Club	10	
Brewpub	10	LGMC 18.27
Brewery	10	LGMC 18.27
Brick, Concrete, and Stone Product Sales	8	
Brickyard	16 CUP	
Broadcasting Studio	8, 9	
Building Materials Retail Sales	8	
Building Materials Showroom	8	
Building Materials Storage Yard and Retail Sales	14	
Building Module Manufacturing for Shipment	16	
Bulk Commodity Handling	16	
Burlesque, Pantomime and Modeling Shows	10 CUP	
Cabarets	10 CUP	
Cabinet or Carpentry Shop	13, 14	
Cafe	6	
Cafeteria	6	
Cake Decorating Supplies Sales	7	
Camera & Photo Supplies	7	
Camper Sales, Leasing, Rental	12	
Cannabis Dispensary	7 CUP, 10 CUP	LGMC 17.32
Cannery (Except Fish Canneries)	14	
Car Wash (Accessory Gas Pumps Permitted)	8 CUP, 9CUP, 12 CUP	Not allowed DSP
Card Room	Prohibited in All Zones	
Caretaker or Watchman's Residence	16	
Carpentry Shop	13, 14	
Carpet Pad Collection, Sorting, and Packaging	14 CUP	
Carpet Sales	8	
Caterer	8	
Cement Storage and Distribution (Bulk)	15	
Cemetery	1 CUP	
Ceramic Product Sales Yard	8	
Ceramic Sales (With Incidental Pouring of Greenware)	7	
Check Cashing Service	9	
Chemical Cleaning & Tank Cleaning	15 CUP	
Chemical Etching of Manufactured Metals	14	
Children's Day Care Center	5 MUP	
Children's Home	5	
Cleaning Supplies, Retail Sales	7	
Clock and Watch Repair	7	
Clothing, Retail Sales	7	
Clothing, Retail Sales, with alteration and production of leather jackets, no more than 8 machines	7	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Club or Lodge, Private	5	
Cocktail Lounge	10 CUP	LGMC 18.27
Coffee Shop	6	
Cold Storage Plant	14	
Communication Equipment Sales and Service	13	
Community Care Facility	5	
Community Center	5	
Community Garden	10	
Compressor Unit Sales & Service	8	
Computer Facility	8, 9	
Computer Maintenance and Installation	14	
Computer Sales	7	
Concrete Batch Plant	15	
Concrete Pipe Storage Yard	15	
Condominium	4	
Construction Contractor Services (No Equipment Yard)	8	
Construction Equipment Rental	13	
Construction Material Wholesale (Incidental Dry Mixing and Packaging of Stucco Permitted)	14 CUP	
Contract Sewing	13	
Contractor's Storage & Equipment Yard	14	
Convalescent Home	5	
Convenience Goods & Services	7	
Convent	1 CUP	
Convention Center	11	
Copy Center	7, 8	
Cosmetic Shop	7	
Costume Rental	7	
Counseling Center (Group)	5	
Counseling (Individual and Family)	9	
Crematory	14 CUP	Not in DSP
Cultural Facility	5	
Curtains, Drapery, and Upholstery Sales	7	
Dairy Products Manufacturing, Processing Packaging	14 CUP	
Dance Hall (No Alcohol)	10	
Dance Hall (Serving Alcohol)	10 CUP	
Dance Studio or School	10	
Data Center	15	
Data Processing Service	9	
Dating Service	9	
Deck Systems Packaging and Services	14	
Dehydration Plant	14 CUP, 16 CUP	
Delicatessen	6, 14	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Delivery Service (Express Agency)	15	
Dental Laboratory	8	
Dentist Office	9	
Department Store	7	
Dialysis Center	5 MUP	
Distillation of Alcohol for Fuel	16 CUP	
Distillation of Coal, Wood or Bones	16 CUP	
Diving (Commercial), Office and Equipment Storage	14	
Diving Equipment Manufacture, Service, and Sales	14	
Doctor's Office	9	
Dog Obedience School	7 MUP	
Dog Pound	15 CUP	
Dormitories	5 CUP	
Doughnut Shop	6	
Drafting Service	8	
Drainage Improvements	1	
Drapery Making	7	
Dress Making Shop, Retail	7	
Drilling (for Gas, Oil, etc.)	16 CUP	
Drive-Thru Tune Up and Lubrication	8 MUP, 12	
Drophammer	16 CUP	
Drug Store	7	
Dry Cleaner (Retail)	7	
Dry Cleaning Plant	14	
Dry Goods Store	7	
Dwelling, Duplex	3	
Dwelling, Multifamily	4	
Dwelling, Single-Family	2	
Dwelling, Two-Family	3	
Dwelling, Two Single-Family	3	
Electric Distribution Substation	17 CUP	I-8-80
Electric Motors, Industrial, Sales and Repair	13	
Electric Transmission Substation (No Storage or Service Garages/Yards)	17 CUP	
Electric Vehicle (EV) Charging Center	8 MUP, 12	
Electrical Appliance Assembly	14	
Electrical Generating Plant	17 CUP	
Electrical Services and Supply	8	
Electronic Equipment and Supplies	7	
Electronic Equipment Assembly	14	
Electronics School	9	
Electroplating	15 CUP	
Emergency Homeless Shelter	3. 4	CA Govt. Code

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Employment Agency	9	
Engraving Shop	8	
Equestrian Trail	1	
Equipment Repair (Industrial, Commercial, Shop)	14	
Equipment Sales & Rental	13	
Equipment Sales and Rental without Outdoor Storage	8 MUP	
Equipment Storage Accessory to an Office	14	
Escort Service (per Ordinance 1388)	9 MUP	
Exterminating Service	8	
Fabrication of Steel Hulls (Within a Building)	14 CUP	
Fairgrounds	7 CUP	
Family Day Care, Large	2	
Family Day Care, Small	2	
Farmers Market, Outdoor (Non-Profit)	5 MUP	
Farmers Market, Outdoor (Private)	14	
Farmers Market, Indoor	7	
Fiberglass Boat Fabrication	14 CUP	
Film Processing (Retail)	8	
Film Processing (Wholesale)	14	
Fire Extinguisher Sales (Retail)	7	
Fire Extinguisher Servicing and Recharging	14	
Fire Station	1	
Fish Hatchery	2	
Fishing Tackle	7	
Florist Shop	7	
Food Products Manufacturing, Processing, Packaging, Canning	14 CUP	
Food Ready to Serve (Within a Building)	7	
Food Specialty Store	7	
Food Store	7	
Formal Wear Rental	7	
Fortune Telling	9	
Foundry	16 CUP	
Frame Shop	7	
Fraternity or Sorority House	5 CUP	
Freeway Right-of-way	1	
Freight Forwarding (Personal Use Only)	7	
Freight Handling	16	
Frozen Food Locker	14	
Funeral Home	8	
Furnace Cleaning	8	
Furniture Repair and Reupholstery	8	
Furniture Sales (Retail)	7	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Garage, Public Parking	7	
Gasoline Service Station	8 CUP	
Gift Shop	7	
Glass and Mirror Cutting	14	
Glass Grinding	15	
Glass Store	8	
Golf Cart Sales and Repair	8	
Golf Course or Driving Range	5, 10 CUP	
Golf Course, Miniture	10	
Golf Course, Public	1	
Golf Course, Private	1 CUP	
Government Office	9	
Graphic Arts Studio	9	
Greenhouse Structure Sales	8	
Grocery Business, Wholesale and Retail	8	
Grocery Store	7	
Gun Shop, Sales Only	7	
Gunsmith, Sales and Repair	7	
Gymnasium, Private	10 MUP	
Gymnasium, Public	10	
Gymnastic and Acrobatic Training	8	
Handyman Service	8	
Hardware Store	7	
Head Start Program	1 CUP	
Health Care Facility, Long Term	5	
Health Club/Health Spa (without massage)	9	
Health Food Store with Nutrition Classes	9 MUP	
Heavy Equipment Sales and Service	13	
Heliport	1 CUP	
Helistop	1 CUP	
Hiking Trail	1	
Hobby Shop	7	
Home for Battered Women	2, 5	
Home Electronics Assembly	14	
Home Electronics Sales and Repair	7, 8, 14	
Home Improvement Store	7	
Home Occupation	2, 3, 4	LGMC 18.20
Home-Sharing	2, 3, 4	LGMC 18.48
Hospital	5 CUP, 8 CUP	
Hotel	11	
Houseware Store with Cooking Classes	9 MUP	
Hydraulic Repair, Commercial	14	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Ice Cream Shop (Incidental Manufacturing Permitted)	6	
Iron Works Showroom and Retail Sales	8	
Janitorial Service	8	
Jewelry Making	8	
Jewelry Repair	7	
Jewelry Store	7	
Kennel	14 CUP	
Kiosk, Drive-Thru	7 CUP	Not in DSP
Laboratory, Medical	8	
Laboratory, Pharmaceutical	8	
Laboratory (Research)	8	
Landscaping	1	LGMC 18.44
Landscaping/Gardening Service	8	
Laundromat	7	
Laundry Agency	7	
Laundry Plant	14	
Lawn Mower Repair (Incidental Sales Permitted)	8	
Leather Cutting Facility	8	
Leather Goods and Luggage Store	7	
Library	5	
Liquefied Petroleum Gas (LPG) Dispensing	12 CUP	
Liquefied Petroleum Gas (LPG) Bulk Storage	16 CUP	
Liquor Store	7 CUP	Not in DSP
Live Entertainment with Amplified Sound past 10 PM	10 MUP	
Locksmith	7, 8	
Low Barrier Navigation Centers	4	CA Govt. Code
Lodge (Fraternal)	5	
Lumber Storage Yard	15	
Lumber Yard, Retail	8	
Lumber Yard, Wholesale	14	
Machine Shop (Forging, Pressing, Etc.)	15	
Machine Shop (No Forging, Pressing, or Drophammer)	14	
Machinery Sales and Service	13	
Mail Order House	14	
Manufacture of:		
Abrasives	16	
Acetylene	16 CUP	
Agricultural Chemicals	16	
Aluminum Products	15 CUP	
Ammonia	16 CUP	
Aniline Dye	16 CUP	
Beverage Concentrates (CH Only, Packaging and Distribution Permitted)	14	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Beverages (Non-Alcoholic)	15 CUP	
Bleaching Agents	16 CUP	
Candles	14	
Candy	14	
Campers and Dune Buggies	15	
Carborundum Products	15 CUP	
Cardboard Containers and Boxes	15	
Casein Products	16 CUP	
Celluloid	16 CUP	
Cement	16 CUP	
Ceramics	14 CUP	
Chalk	16 CUP	
Charcoal	16 CUP	
Clothing	14	
Cosmetics	15	
Cottonseed Oil	15 CUP	
Cutlery	14	
Dental Instruments	14	
Disinfectants	16 CUP	
Drafting Instruments	14	
Electrical Appliance Parts	15	
Electrical Equipment	15	
Electrical Instrument Parts	15	
Electronic Instruments	14	
Farm Implements	15	
Felting	15 CUP	
Floor Coverings	15	
Furniture	14	
Glass	15	
Grain Mill Products	15 CUP	
Graphite	16 CUP	
Gutta Percha	16 CUP	
Gum Chemicals	16	
Hand Tools	14	
Hardware	14	
Ice	15	
Industrial Chemicals	16 CUP	
Ink	15 CUP	
Insulation Material Using Newspaper	14	
Jewelry	14	
Kalsomine	16 CUP	
Kitchen Utensils	14	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Linseed Oil	16 CUP	
Liquor or Spirits	16 CUP	
Machinery	15	
Malt Products	16 CUP	
Margarine	16 CUP	
Matches	16 CUP	
Mattresses	14	
Medical Appliances	14	
Medical Instruments	14	
Mobile Homes	15	
Monuments (Stone)	15	
Musical Instruments	14	
Nets	15	
Oilcloth	15 CUP	
Optical Instruments	14	
Oxygen	16 CUP	
Packaging Material	14, 15	
Paint and Lacquer	16 CUP	
Pharmaceutical Drugs	16 CUP	
Photographic Equipment	14	
Plaster of Paris	16 CUP	
Plastic and Synthetic Resins	16 CUP	
Plastic Products	15	
Potash	16 CUP	
Pottery	15 CUP	
Precision Instruments	14	
Prefabricated Structures	15	
Pumice	16 CUP	
Refrigeration Equipment	14	
Rubber and Metal Stamps	14	
Rubber Footwear	15 CUP	
Rubber Products	16 CUP	
Scientific Instruments	14	
Shellac and Varnish	16 CUP	
Shoes	14	
Size	16 CUP	
Snack Foods (Popcorn, Caramel Candy, etc.)	14	
Snuff	14	
Soap	16 CUP	
Soda and Washing Power	16 CUP	
Soda Ash	16 CUP	
Solar Collectors	14	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Springs (Bending)	14	
Stove Polish	16 CUP	
Synthetic Marble	15	
Textiles	15	
Toiletries	15	
Toys and Novelties	14	
Trailers	15	
Turpentine	16 CUP	
Utility Trailers, Small	14	
Vinegar	16 CUP	
Wastepaper Products	16 CUP	
Watches and Clocks	14	
White Lead	16 CUP	
Wood Chemicals	16	
Yarn & Thread	15	
Yeast	16 CUP	
Zinc Products	16 CUP	
Martial Arts School	10	
Massage Establishment	9 MUP (GC Zone only)	LGMC 8.20
Mattress Repair and Recovering	14	
Mausoleum	1 CUP	
Meat Market	7	
Meat Packing Plant	15 CUP	
Meat Products Mfg., Processing, Packing (No Slaughterhouses)	14 CUP	
Medical and Dental Appliance and Supply Store	7	
Medical Clinic	5, 9	
Medical Equipment - Sales, Rental and Service	22	
Medical Laboratory	5, 8	
Medical Office	5, 9	
Meeting Rooms	5, 11	
Metal Polishing	14	
Metal, Scrap Metal	15, 16	
Metal, Sheet Metal Shop	14	
Military Reserve Training Armory	1 CUP	
Milling (No Surfacing or Resawing)	15	
Milling, Surfacing and Resawing	15 CUP	
Miniature Golf Course	10	
Mining	16 CUP	
Mirror Sales	7	
Mobile Glass Service	8	
Mobile Home	2, 3, 4	CA Govt. Code
Mobile Home Park	2 CUP, 3 CUP, 4 CUP	CA Govt. Code

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Mobile Home Sales	12	
Monastery	1 CUP	
Moped Sales and Service	7	
Mortuary (w/in DSP only permitted in Broadway Mixed-Use and Innovation zones)	8	
Motel	11	
Motor Freight Terminal	15 CUP	
Motor Oil Storage and Distribution	15 CUP	
Motorcycle Sales, Leasing, Rental, Repair	12	
Movie Distribution	14	
Movie Theater (Indoor only)	10	
Movie Theater (Drive-In)	10 CUP	
Movie Theater (Outdoor)	10 MUP	
Museum	5	
Music Studio	9	
Musical Instrument Sales, Supply, and Repair	7	
Musical Instrument Manufacturing	14	
Nature Study Area	1	
Net Repair and Storage	16	
Newsstand	7	
Nightclub	10 CUP	
Nursery Garden Supplies, Retail	7, 8	
Nursing Home	5	
Off-Road Vehicle Races	Prohibited in all Zones	
Office Equipment Repair	8	
Office Supply and Equipment Sales	7	
Offices and Office Buildings (Excludes On-Site Sale of Merchandise)	14	
Offices, general	9	
Open Space	1	
Open Space Recreation	1	
Optician and Optical Laboratories	8	
Optometrist	9	
Organic Chemical Research	16 CUP	
Orphanage	5	
Outboard Motor Sales, Service and Repair	8	
Outdoor Advertising Display (Per LGMC Chapt. 18.12)	1	LGMC 18.12
Outdoor Advertising Structure (Per LGMC Chapt. 18.12)	1	LGMC 18.12
Outdoor Arena	7 CUP, 10 CUP	
Packaging (see “Assembly and Packaging”)	14	
Paint Mixing	15 CUP	
Painting of Small Parts and Metal Coating (Indoor, no Plating)	14	
Painting Service	8	
Palm Reading and Card Reading	9	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Paper Processing	15 CUP	
Paper (Used), Collection, Sorting and Packaging	14 CUP	
Parking Garage	7	
Parking Lot	7	
Parking Structure	7	
Park (Private)	1	
Park (Public)	1	
Pawn Shop	8 MUP	
Permanent Supportive Housing (CA Govt. Code)	4	LGMC 17.28.100
Pet Grooming	7	
Pet Shop	7	
Pet Supplies	7	
Petroleum Chemical Wholesale	16 CUP	
Petroleum Recycling	15 CUP, 16 CUP	
Petroleum Storage (LPG Only)	15 CUP, 16 CUP	
Pharmaceutical and Cosmetic Drug Processing	15, CUP 16 CUP	
Pharmaceutical Drugs Packaging	14	
Pharmacy	9	
Philanthropic Institution	5	
Photo Sales and Service	7	
Photofinishing	7, 8	
Photography Studio	9	
Physical Therapist (Licensed)	5	
Picnic Area	1	
Picture Framing	7, 8	
Planetarium	5	
Planing Mill	15 CUP	
Plaster Cast Figurines, Sale and Outdoor Display	7	
Plastic Fabricating and Extrusion	14	
Playground	1	
Playground (Public)	5	
Plumbing Service	8	
Plumbing Supply Store (Retail)	7	
Pneumatic and Hydraulic Control Systems Repair	14	
Police Station	1, 5	
Political Campaign Headquarters	9	
Pool Hall/Billiard Hall	10	
Post Office	1 CUP	
Poster Store	7	
Pottery and Ceramic Product Sales Yard	8	
Pottery Sales, Retail (Within a Building)	7	
Poultry Killing, Dressing, Processing	15 CUP	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Precious Gems or Metals Buying	8	
Pressure Control Station (No Storage or Service)	17 CUP	
Printing and Engraving Shop	8	
Private Club (Service Oriented)	5	
Produce Distribution	14	
Psychiatric Care Facility or Clinic	5	
Public Building	5	
Public Recreation and Educational Facilities	1	
Public Transit Facility	13	
Public Utility Building	17 CUP	
Public Utility Storage Yard	17 CUP	
Public Utility Transmission and Distribution Lines	1	
Public Works Yard	1	
Punch Press	15	
Purified Water Distribution	9 MUP	
Quarantine Station	14 CUP	
Quarry	16 CUP	
Railroad Right-of-way	1	
Reading and Educational Advancement Clinic	9	
Real Estate Office	9	
Real Estate Training Center	9 MUP	
Record and Music Sales	7	
Recording Studio	7	
Recreation Facility	5	
Recreational Vehicle Campground	7 CUP, 10 CUP	
Recycling Center for Aluminum Cans and Newspaper (Sorting and Packing)	15	
Recycling Collection Center	8 CUP	
Recycling of Cardboard	15	
Recycling of Industrial Metals (i.e. Titanium, Nickel Alloys)	15	
Refrigeration Equipment Retail Sales and Service	8	
Refrigeration Equipment Wholesale Sales and Service	14	
Refuse Disposal Truck and Container Facility (No Storage or Movement of Material)	13, 14	
Rehabilitation Center and Temporary Residence for Chronic Drug Users	5	
Religious Information Center	1 CUP	
Religious Place of Worship (Church, Mosque, Synagogue, other)	1 CUP	
Religious Services	1 CUP	
Repair of Shop Equipment, (Machines, Lathes, Grinders, etc.)	14	
Reservoir	1	
Rest Home	5	
Restaurant, Dine-in	6, 6 MUP	
Restaurant, Drive-thru	6 CUP	
Restaurant, Take-out	6	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Restorative Measures	1	
Retail Sale of Items Produced on Site	14	
Retention Basin	1	
Rideshare Stand	7	
Riding Stable/Academy	1 CUP	
Rodeo Ground	7 CUP, 10 CUP	
Rolling Mill	15 CUP, 16 CUP	
Rubber Recycling / Manufacturing of Tires and Inner Tubes	16	
RV Sales and Service	12	
Sanitarium	5	
Sanitary Landfill	1 CUP	
Sash or Door Factory	15	
Saw Sharpening, Filing and Repair	8	
Scales, Public	13 CUP, 15 CUP, 16 CUP	
Schools and Colleges	1 CUP	
Schools, Colleges and Studios:	9	
Art		
Barber		
Beauty		
Business		
Clerical		
Cooking		
Correspondence		
Dancing		
Drafting		
Drama		
Driving (Excluding Truck)		
Floral Design		
Language		
Modeling		
Music		
Trade		
Scientific Research (Indoor)	8	
Scrap Metal Processing	16	
Scrap Metal Yards	16	
Scrap or Used Metal Sales	16	
Sculpture Studio	22	
Second Hand Dealer	8 MUP	Per State Law
Second Hand Metals and Pipe (No Salvage)	15	
Second Hand Store	8	
Secondary Processing	15	
Security Service	9	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Self-Storage Warehouse	14	
Senior Citizen Housing	4	
Sewage Treatment & Disposal Facility (Public)	1 CUP	
Sheet Metal Shop	14	
Shelter, Civil Defense or Storm	1	
Shipping Containers Incidental to Reverse Vending Machines with a Licensed Recycling Facility	8	
Shoe Repair	7	
Shoe Shine Shop	11	
Shoe Store	7	
Shooting Range	14 CUP	
Sign Shop	8 MUP	
Sign Shop - Fabricating, Manufacturing, Staging, Painting, Silk-screening and Storage	14	
Silk-screen Shop	14	
Silversmith	19	
Skateboard Park	5 CUP, 7 CUP, 10 CUP	
Skating Rink	10	
Skilled Nursing Facility	5	
Skydiving Simulator	10 MUP	
Smoking Lounge	10 CUP	(TMU Zone Only)
Soft Drink Manufacturing and Canning	14 CUP	
Spa and Accessories Retail Sales	7	
Sporting Goods Store	7	
Sports Arena	10 CUP	
Stadium	7 CUP, 10 CUP	
Stage Shows	10 CUP	
Stationery Store	7	
Steel Fabrication	15	
Steel Fabrication (within a Building)	14 CUP	
Steel Mill	16 CUP	
Steel Works	Prohibited in All Zones	
Stockpiling of Fill or Excavated Soil	15 CUP	
Storage (Materials in Transit)	16	
Storage Facility	17 CUP	
Storage of Fuel and Oil	16	
Storage of Motor Vehicles, Indoor	12, 14	
Storage of Motor Vehicles, Outdoor	12 MUP, 14 CUP, 15	
Storage Yard	15	
Supermarket	7	
Swap Meet	14 CUP	
Swap Meet/Indoor Bazaar (New Merchandise Only)	7 CUP, 10 CUP	
Swimming Pool	5, 10	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Tailor Shop	7	
Tank Cleaning and Chemical Cleaning	15 CUP, 16 CUP	
Tanning Salon	8, 10	
Tattoo Parlor (in DSP area only permitted in the transit mixed use zone)	8 MUP	
Taxi Stand	7	
Tennis Court	10	
Textile Mill	15	
Theater	10 MUP	
Thrift Store (excludes second hand dealers)	7	
Tinsmith Shop	14	
Tire Rebuilding or Recapping	14	
Tire Shop	8 MUP, 12	
Tobacco Specialty Shop (not permitted in Downtown Specific Plan Area)	7 CUP	
Toiletries (Packaging)	14	
Toiletries (Processing)	15	
Tool and Die Plant	14	
Townhomes	4	
Toy Store	7	
Tractor Sales Lot	13	
Trailer Camping and Recreation	7 CUP, 10 CUP	
Trailer Sales, Leasing, Rental, Repair	12	
Transmitting Tower	17 CUP	
Transportation Terminals	1 CUP	
Travel Agency	9, 11	
Trophy Shop	7	
Truck Repair Shop	13	
Truck Sales, Leasing, Rental, Repair	12	
Truck Scales	15 CUP	
Truck Service Station	15	
Truck Terminal	15	
Truck Wash Facility	15	
Trucking Service Dispatch Office and Temporary Parking (Not a Terminal, Transfer of Cargo Prohibited)	13	
Upholstery Shop (Non-Automotive)	8	
Used Book Store	7	
Used Car Reconditioning	12	
Used Merchandise Sales	8	
Used Tire Sales	14	
Utility Easement	1	
Van and Storage	14	
Van Conversion Service	12	
Variety Store	7	
Vending Machine Sales and Service	8	

TABLE D-1: Lemon Grove Use Group Index (Cont.)

USES	USE GROUP(S)	NOTATIONS
Veterinary Clinic (No Boarding)	9 MUP	
Veterinary Hospital	5 CUP, 14 CUP	
Video Sales and Rental	7	
Wallpaper Hanging Service	8	
Walking Path	1	
Warehouse	14, 15, 16	
Waste Oil Buying and Selling (No Processing)	15 CUP	
Watch and Clock Sales and Repair	7	
Watchman's Residence	14, 15, 16	
Waterfront Related Industries	16	
Water Pumping/Storage Facility	17 CUP	
Water Purification Service	23 CUP	
Water Treatment Plant	1 CUP	
Wedding Chapel	5 MUP	
Weight Loss Clinic	8	
Welding Shop	14	
Welding Supply and Dispensing of Flammable Gas	13	
Wholesale Bakery	14	
Wholesale Business	14	
Wholesale Distribution/Storage (Incidental Retail Permitted)	14	
Wig Shop	7	
Window Cleaning Service	8	
Wire and Cable Factories	15	
Wireless Communications Facilities (Per LGMC 17.24.060 & 17.24.080)	17 CUP	LGMC 17.24
Wood Pole Storage	15	
Wood Preserving	15	
Wood Sawing	14	
Wood Truss Fabrication and Sales	14	
Yoga and Tai-Chi Classes	10	

TABLE D-2: Use Group 1 Area Wide Permitted Uses

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Ambulance Service (Public) Animal Keeping (Per LGMC 18.16) Arboretum Athletic Field, Public Bikeways, Paths, and Trails Community Garden (Per LGMC 17.24.080(F)(5) Drainage Improvements Equestrian Trail Fire Station Freeway Right-of-Way Golf Course (Public) Hiking Trail Landscaping (Per LGMC 18.44) Nature Study Area Open Space Open Space Recreation Outdoor Advertising Display (Per LGMC 18.12) Outdoor Advertising Structure (Per LGMC 18.12) Park (Private) Park (Public) Picnic Areas Playground Police Station Public Recreation and Educational Facilities Public Utility Transmission and Distribution Lines Public Works Yard Railroad Rights-of-Way Reservoir Retention Basin Restorative Measures Shelter, Civil Defense or Storm (Public) Utility Easement Walking Path	Ambulance Service (Private)	Cemetery Convent Golf Course (Private) Head Start Program Heliport Helistop Mausoleum Military Reserve Training Armory Monastery Post Office Religious Information Center Religious Place of Worship Church, Mosque, Synagogue, or Other Religious Center Religious Services Riding Stable/Academy Sanitary Landfill (Public) Schools and Colleges (Public) Sewage Treatment & Disposal Facility (Public) Transportation Terminals Water Treatment Plant Airfield Airport

TABLE D-3: Use Group 2 Dwelling - Single Family

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Accessory Uses (Per LGMC 17.24) Animal Keeping (Per LGMC 18.16) Bee Keeping (Per LGMC 18.16.060 B.) Dwelling, Single Family Home for Battered Women Home Occupation (Per LGMC 18.20) Home-Sharing (Per LGMC 18.48) Mobile Home (Per California Government Code) Fish Hatchery Large Family Day Care (Per LGMC 17.24.060(D)(3)(a)) Residential Care Facility (six or fewer) Small Family Day Care (Per 17.24.060(D)(3)(a)) State Authorized, Certified, or Licensed Family Care, Foster or Group Home Serving Six or Fewer	Residential Care Facility, Large	Mobile Home Park (Per California Government Code)

TABLE D-4: Use Group 3 Dwelling - Two Family (Duplex)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Accessory Uses (Per LGMC 17.24) Dwelling, Duplex Dwelling, Two Single-Family Emergency Homeless Shelter (Per California Government Code) Home Occupation (Per LGMC 18.20) Home-Sharing (Per LGMC 18.48) Mobile Home (Per California Government Code)	Residential Care Facility, Large	Mobile Home Park (Per California Government Code)

TABLE D-5: Use Group 4 Dwelling - Multiple Family

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Accessory Uses (Per LGMC 17.24) Apartment Condoblicum Dwelling, Multifamily Emergency Homeless Shelter (Per California Government Code) Home Occupation (Per LGMC 18.20) Home-Sharing (Per LGMC 18.48) Low Barrier Navigation Centers (Per California Government Code) Mobile Home (Per California Government Code) Senior Citizen Housing Townhomes Permanent Supportive Housing (Per LGMC 17.28.100 & California Government Code)		Boarding / Lodging House Mobile Home Park (Per California Government Code)

TABLE D-6: Use Group 5 Community, Cultural & Public Benefit

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Adult Day Health Care Center Aquarium Art Gallery Assisted Living Facility Children's Home Club or Lodge, Private Community Care Facility Community Center Convalescent Home Counseling Center (Group) Cultural Facility Golf Course or Driving Range Government Office Gymnasium, Public Health Care Facility, Long Term Home for Battered Women Library Lodge, Fraternal Medical Clinic Medical Laboratory Medical Office Meeting Rooms Museum Nursing Home Orphanage Park (Private) Philanthropic Institution Physical Therapist (Licensed) Planetarium Playground (Public) Police Station Private Club (Service-Oriented) Psychiatric Care Facility or Clinic Public Building Recreation Facility Rehabilitation Center and Temporary Residence for Chronic Drug Users Rest Home Sanitarium Skilled Nursing Facility Swimming Pool	Athletic Field, Private Children's Day Care Center Dialysis Center Farmers Market, Outdoor (Non-Profit) Fraternity or Sorority House Wedding Chapel	Auditorium Dormitories Hospital Skateboard Park Veterinary Hospital

TABLE D-7: Use Group 6 Eating Places

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Bakery (Retail) Cafe Cafeteria Coffee Shop Delicatessen Doughnut Shop Ice Cream Shop (Incidental Manufacturing Permitted) Restaurant, Dine-in (Incidental Indoor Acoustical Performances Permitted) (Incidental Indoor or Outdoor Amplified Performances stopping before 10pm in DSP) (Incidental Alcohol Sales, See LGMC 18.27.030) (Accessory Outdoor Dining on Private Property, See LGMC 17.24.060(E)(4)) (Accessory Outdoor Dining on Public Property See LGMC 17.24.060 (E)(5)) Restaurant, Take-out	Restaurant, Dine In (Incidental Indoor or Outdoor Amplified Performances stopping after 10pm in DSP) (Incidental Indoor or Outdoor amplified Performances or Entertainment outside DSP) (Incidental Stage and/or Dance Floor city wide)	Restaurant, Drive-thru or Drive-In Pickup (Only permitted in the Broadway Mixed Use and Innovation Zone west of Buena Vista avenue in DSP area)

TABLE D-8: Use Group 7 Goods And Services – Shopping

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Answering Service Antique Dealer (Retail) Appliance Sales, Retail w/ Accessory Repair Art Supply Store Arts & Crafts Store ATM (Automated Teller Machine) Auto Electronics Sales (no installation permitted) Auto Parts and Accessories Sales Auto Repair, Minor, Accessory to Department Store Bait Shop (Retail) Barber Shop Beauty Shop Bicycle Rental Bicycle Sales and Repair Book Store Cake Decorating Supplies Sales Camera and Photo Supplies Ceramics Sales (With Incidental Pouring of Greenware) Cleaning Supplies Retail Sales Clock and Watch Repair Clothing, Retail Sales Clothing, Retail Sales, with alteration and production of leather jackets, no more than 8 machines Computer Sales Convenience Goods and Services Copy Center Cosmetic Shop Costume Rental Curtains, Drapery, and Upholstery Sales Department Store Drapery Making Dress Making Shop (Retail) Dry Goods Store Drug Store Dry Cleaner (Retail) Electronic Equipment and Supplies Farmers Market-Indoor Fire Extinguisher Sales (Retail) Fishing Tackle Shop Florist Shop Food Ready to Serve (Within a Building) Food Specialty Store Food Store	Dog Obedience School	Kiosk, Drive-Thru Liquor Store (not permitted in Downtown Specific Plan Area) Tobacco Specialty Shop (not permitted in Downtown Specific Plan Area) Swap Meet/Indoor Bazaar (New Merchandise Only) Amusement Park Athletic Court Cannabis Dispensaries (Per LGMC 17.32) Fairgrounds Golf Course or Driving Range Outdoor Arena Park (Private) Recreational Vehicle Campground Rodeo Ground Skateboard Park Stadium Trailer Camping and Recreation

TABLE D-8: Use Group 7 Goods And Services – Shopping (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Formal Wear Rental Frame Shop Freight Forwarding (Personal Use Only) Furniture Sales (Retail) Gift Shop Grocery Store Gun Shop, Sales Only Hardware Store Hobby Shop Home Electronics Sales and Repair Home Improvement Store Jewelry Repair Jewelry Store Laundromat Laundry Agency Leather Goods and Luggage Store Locksmith Meat Market Medical and Dental Appliance and Supply Store Mirror Sales Moped Sales and Service Musical Instrument Sales, Supply and Repair Newsstand Nursery Garden Supplies (Retail) Office Supplies and Equipment Sales Parking Garage Parking Lot Parking Structure Pet Grooming Pet Shop Pet Supplies Photofinishing Photo Sales and Service Picture Framing Plumbing Supply Store (Retail) Poster Store Pottery Sales, Retail (Within a Building) Record and Music Sales Rideshare Stand Shoe Repair		

TABLE D-8: Use Group 7 Goods And Services – Shopping (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Shoe Store Spa and Accessories Retail Sales Sporting Goods Store Stationery Store Supermarket Tailor Shop Taxi Stand Thrift Store (excludes second hand dealers) Toy Store Trophy Shop Used Book Store Variety Store Video Sales and Rentals Watch and Clock Sales and Repair Wig Shop Wireless Communication (Sales/Service)		

TABLE D-9: Use Group 8 Goods and Services – Other

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Addressing Service Air Conditioning and Heating Service Appliance Repair and Incidental Sales Audio and Video Equipment Rental (indoor storage only) Auto Electronics Installation and Repair Auto Electronics Sales Bait Shop Blueprinting Brick, Concrete, or Stone Product Sales Broadcasting Studio Building Materials Retail Sales Building Materials Showroom Carpet Sales Caterer Ceramic Product Sales Yard Compressor Unit Sales and Service Computer Facility Construction Contractor Services (No Equipment Yard) Copy Center Dental Laboratory Drafting Service Electrical Services and Supply Engraving Shop Exterminating Service Farmers Market, Indoor Film Processing (Retail) Fishing Tackle Shop Funeral Home (w/in DSP only permitted in Broadway Mixed-Use and Innovation zones) Furnace Cleaning Furniture Repair and Reupholstery Glass Store Golf Cart Sales and Repair Greenhouse Structure Sales Grocery Business, Wholesale and Retail Gunsmith, Sales and Repair Gymnastic and Acrobatic Training Handyman Service Home Electronics Sales and Repair Iron Works Show Room and Retail Sales	Dialysis Center Drive-Thru Tune Up and Lubrication Electric Vehicle (EV) Charging Center Equipment Sales and Rental without Outdoor Storage Pawn Shop (Maximum one permitted in DSP) Second Hand Dealer (Per state law) Sign Shop Tattoo Parlor (in DSP area only permitted in the transit mixed use zone) Tire Shop	Auto Towing Office (Dispatch Only) Incidental to a Service Station Car Wash (Not permitted in the DSP area) Gasoline Service Station Recycling Collection Center

TABLE D-9: Use Group 8 Goods and Services – Other (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Janitorial Service Jewelry Making Laboratory, Medical Laboratory, Pharmaceutical Laboratory (Research) Landscaping/Gardening Service Lawn Mower Repair (Incidental Sales Permitted) Leather Cutting Facility Locksmith Lumber Yard (Retail) Mobile Glass Service Mortuary (w/in DSP only permitted in Broadway Mixed-Use and Innovation zones) Nursery Garden Supplies (Retail) Office Equipment Repair Optician and Optical Laboratories Outboard Motor Sales, Service & Repair Party rental (indoor storage only) Painting Service Pet Grooming Photofinishing Picture Framing Plaster Cast Figurines Sale and Outdoor Display Plumbing Service Pottery and Ceramic Product Sales Yard Precious Gems or Metals Buying Printing and Engraving Shop Refrigeration Equipment Retail Sales and Service Saw Sharpening, Filing and Repair Scientific Research (Indoor) Second Hand Store (no second hand dealing per state law) Shipping Containers Incidental to Reverse Vending Machines with a Licensed Recycling Facility Silversmith Tanning Salon Upholstery Shop (NonAutomotive) Used Merchandise Sales Vending Machine Sales and Service Wallpaper Hanging Service Weight Loss Clinic Window Cleaning Service		

TABLE D-10: Use Group 9 Offices and Studios

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Acupuncture Clinic Addressing Service Artist's Studio ATM (Automated Teller Machine) Auto Services Office (Information, Insurance, Financing, etc.) Banks and Financial Institutions Blood Bank Broadcasting Studio Check Cashing Service Computer Facility Counseling (Individual / Family) Data Processing Service Dating Service Dental Office Doctor's Office Employment Agency Fortune Telling Government Offices Graphic Arts Studio Health Club / Spa (No Massage) Medical Clinic Medical Office Optometrist Palm Reading and Card Reading Pharmacy Photography Studio Physical Therapist (Licensed) Political Campaign Headquarters Reading and Educational Advancement Clinic Real Estate Office	Escort Service Health Food Store with Nutrition Classes Houseware Store with Cooking Classes Purified Water Distribution Real Estate Training Center Massage Establishment (Only permitted in GC zone per LGMC 8.20.070B) Veterinary Clinic (No Boarding)	Auto Towing Office (Dispatch Only) Incidental to a Service Station Car Wash (Not permitted in the DSP area) Gasoline Service Station Recycling Collection Center

TABLE D-10: Use Group 9 Offices and Studios (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Schools, Studios, and Colleges: Art Barber Beauty Business Clerical Cooking Correspondence Dancing Drafting Drama Driving (Excluding Truck) Electronics Floral Design Language Modeling Music Trade Security Service Travel Agency		

TABLE D-11: Use Group 10 Amusement and Entertainment

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Amusement Arcade Athletic Club Bowling Alley Boxing Club Brewpub (LGMC 18.27) Brewery (LGMC 18.27) Community Garden Dance Hall (No Alcohol) Dance School Acoustical Music Amplified Music until 10 PM Comedy Dance Karaoke until 10 PM Live Performances by Entertainers Open Mic until 10 PM Other Performance Martial Arts School Miniature Golf Course Movie Theater (Indoor only) Pool Hall/Billiard Hall Sports Simulators (Batting Cages, Golf, etc.) Skating Rink Swimming Pool Tanning Salon Winery (LGMC 18.27) Yoga and Tai-Chi Classes	Amplified Music past 10 PM Karaoke Driving Range Gymnasium, Private Live Entertainment with Amplified Sound past 10 PM Movie Theater (Outdoor) Stage Shows Skydiving simulator Tennis Center Theater	Adult Entertainment (per LGMC 18.28 only permitted in GC zone) Bar Burlesque, Pantomime, and Modeling Shows Cabarets Cannabis Dispensaries (Per LGMC 17.32) Cocktail Lounge Dance Hall (Serving Alcohol) Fairgrounds Golf Course Movie Theater (Drive-in) Nightclub Outdoor Arena Recreational Vehicle Campground Rodeo Ground Skateboard Park Trailer Camping and Recreation Smoking Lounge (Only permitted in the TMU Zone of DSP) Sports Arena Stadium Swap Meet/Indoor Bazaar (New Merchandise Only)

TABLE D-12: Use Group 11 Hotel, Motel, and Related Uses

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Apartment Hotel Auto Rental Banquet Facilities Barber Shop Beauty Shop Bicycle Rental Boarding House Convention Center Hotel Meeting Rooms Motel Shoe Shine Shop Travel Agency		

TABLE D-13: Use Group 12 Vehicle Repair, Automotive and Allied Uses

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Auto Detailing Auto Electronics Installation and Repair Auto Electronics Sales Auto Glass Shop Auto Muffler Shop Auto Parts and Accessories Sales Auto Parts Exchange Auto Pawn Lot Auto Radiator Shop Auto Rental Auto Repair Auto Repair, Mobile (only permitted in conjunction with a primary use) Auto Sales and Leasing Auto Sales, Used Auto Services Office (Insurance, Financing, etc.) Auto Smog/Emissions Inspection Station Auto Static Inspection Auto Storage Garage (Excluding Disabled, Wrecked, or Dismantled Vehicles) Auto Towing Office (Dispatch Only) Auto Transmission Repair Auto Upholstery Boat Sales, Leasing, Rental Camper Sales, Leasing, Rental Drive-Thru Tune-up and Lubrication Electric Vehicle (EV) Charging Center Mobile Home Sales Motorcycle Sales, Leasing, Rental, Repair RV Sales and Service Tire Shop Trailer Sales, Leasing, Rental, Repair Truck Sales, Leasing, Rental, Repair Used Car Reconditioning Van Conversion Service Storage of Motor Vehicles, Indoor	Storage of Motor Vehicles, Outdoor	Auto Painting with Accessory Body and Fender Work Auto Repair, Minor, Accessory to a Department Store Car Wash (Not permitted in the DSP area) Liquefied Petroleum Gas Dispensing

TABLE D-14: Use Group 13 Heavy Equipment and Machinery

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Agricultural Equipment Sales and Service Cabinet or Carpentry Shop (Excluding Planing Mills) Communication Equipment Sales and Service Construction Equipment Rental Contract Sewing Electric Motors, Industrial, Sales and Repair Equipment Sales and Rental Heavy Equipment Sales and Service Machinery Sales and Service Public Transit Facility Refuse Disposal Truck and Container Facility (No Storage or Movement of Material) Tractor Sales Lot Truck Repair Shop Trucking Service Dispatch Office and Temporary Parking (Not a Terminal, Transfer of Cargo Prohibited) Welding Supply and Dispensing of Flammable Gas		Public Scales

TABLE D-15: Use Group 14 Light Industrial

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Appliance Repair and Incidental Sales Assembly (Manufacturing) Assembly of Camper Shells and small Trailer/ Campers Assembly of Electronic Circuits (No Sales On-Site) Assembly or Packaging of Articles or Products from the Following Prepared Materials: Bones Bristles Canvas Cellophane Cloth Cork Feathers Felt Fiber Fur Glass Hair Horns Leather (No Etching or Other Odorous Uses) Paint (Excluding any Boiling Process) Paper Plastic Shells Textiles Tobacco Yarn Auto Assembly, Custom Auto Detailing (indoors) Bakery (Wholesale) Bottled Gas Sales and Distribution (No Manufacturing or Bulk Storage) Blacksmith Building Materials Storage Yard and Retail Sales Cabinet and Carpentry Shops Caretaker or Watchman's Residence Chemical Etching of Manufactured Metals Cold Storage Plant Computer Maintenance and Installation Contractor's Storage and Equipment Yard	Electronics School	Auction Conducted at a Swap Meet Auction Services and Yards Auto Auction Auto Body Repair Auto Body Repair School Auto Impound and Storage Yard Auto Swap Meet Carpet Pad Collection, Sorting, and Packaging Construction Material Wholesale (Incidental Dry Mixing and Packaging of Stucco Permitted) Crematory (Not permitted in Downtown Specific Plan area). Fabrication of Steel Hulls (Within a Building) Fiberglass Boat Fabrication Manufacture of Ceramics Paper (Used), Collection, Sorting and Packaging (ML Zone Only) Pawnbroker (Loans on Automobiles) Quarantine Station Shooting Range Steel Fabrication (Within a Building) Storage of Motor Vehicles, Outdoor Swap Meet Veterinary Hospital Bottling Establishment Cannery (Except Fish Canneries) Dairy Products Mfg., Processing, Packaging Dehydration Plant Food Products Manufacturing, Processing, Packaging, Canning Kennel Meat Products Manufacturing, Processing, Packing (No Slaughterhouses) Soft Drink Manufacturing and Canning

TABLE D-15: Use Group 14 Light Industrial (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Deck Systems Packaging and Services Delicatessen Diving (Commercial) - Office and Equipment Storage Diving Equipment Manufacture, Service, and Sales Dry Cleaning Plant Electrical Appliance Assembly Electronic Equipment Assembly Equipment Repair (Industrial, Commercial, Shop) Equipment Storage Accessory to an Office Farmers Market, Outdoor (Private) Film Processing, Wholesale Fire Extinguisher Servicing and Recharging Frozen Food Locker Glass and Mirror Cutting Home Electronics Assembly Home Electronics Sales and Repair Hydraulic Repair, Commercial Laundry Plant Lumber Yard, Wholesale Machine Shop (No Forging, Pressing or Drophammer) Mail Order House Manufacture of: Beverage Concentrates (CH Only, Packaging and Distribution Permitted) Candles Candy Clothing Cutlery Dental Instruments Drafting Instruments Electronic Instruments Furniture Hand Tools Hardware Insulation Material Using Newspaper Jewelry Kitchen Utensils Mattresses Medical Appliances Medical Instruments Musical Instruments Optical Instruments		

TABLE D-15: Use Group 14 Light Industrial (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Packaging Material Photographic Equipment Precision Instruments Refrigeration Equipment Rubber and Metal Stamps Scientific Instruments Shoes Snack Foods (Popcorn, Carmel Candy, etc.) Snuff Springs (Bending) Solar Collectors Toys and Novelties Utility Trailers, Small Watches and Clocks Mattress Repair and Recovering Medical Equipment Sales, Rental, and Service Metal Polishing Movie Distribution Offices or Office Building (Excludes On-Site Sale of Merchandise) Packaging (See "Assembly and Packaging") Painting of Small Parts and Metal Coating (Indoor, No Plating) Pharmaceutical Drugs Packaging Plastic Fabricating and Extrusion Pneumatic and Hydraulic Control Systems Repair Produce Distribution Recording Studio Refuse Disposal Truck and Container Facility (No Storage or Movement of Material) Refrigeration Equipment Wholesale Sales/Service Repair of Shop Equipment (Milling Machines, Lathes, Grinders, etc.) Retail Sales of Items Produced on Site Sculpture Studio Sheet Metal Shop Sign Shop - Fabricating, Manufacturing, Staging, Painting, Silk-screening, and Storage Silkscreen Shop		

TABLE D-15: Use Group 14 Light Industrial (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Storage of Motor Vehicles, Indoor Tinsmith Shop Tire Rebuilding or Recapping Toiletries (Packaging) Tool and Die Plant Used Tire Sales Van and Storage Warehouse Watchman's Residence Welding Shop Wholesale Bakery Wholesale Business Wholesale Distribution/Storage (Incidental Retail Permitted) Wood Sawing Wood Truss Fabrication and Sales		

TABLE D-16: Use Group 15 Medium Industrial

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Auto Storage Yard (Excluding Disabled, Wrecked, or Dismantled Vehicles Boiler Repair (no construction) Bookbinding Cement Storage and Distribution Concrete Batch Plant Concrete Pipe Storage Yard Data Center Delivery Service (Express Agency) Glass Grinding Lumber Storage Yard Machine Shop (Forging, Pressing, etc.) Manufacture of: Campers and Dune Buggies Cardboard Containers and Boxes Cosmetics Electrical Appliance Parts Electrical Equipment Electrical Instruments Parts Farm Implements Floor Coverings Glass Ice Machinery Mobile Homes Monuments (stone) Nets Packaging Material Plastic Products Prefabricated Structures Synthetic Marble Textiles Toiletries Trailers Yarn and Thread Milling (No Surfacing or Resawing) Punch Press Recycling Center for Aluminum Cans and Newspaper (Sorting and Packing)	Electronics School	Auto Impound and Storage Yard Battery Energy Storage Systems Borrow Pit Boat Building and Repair Boiler Works Dog Pound Electroplating Manufacture of: Aluminum Products Beverages (Non-Alcoholic) Carborundum Products Cottonseed Oil Felting Grain Mill Products Ink Oilcloth Pottery Rubber Footwear Meat Packing Plant Milling, Surfacing and Resawing Motor Oil Storage and Distribution Paint Mixing Paper Processing Petroleum Recycling Petroleum Storage (LPG Only) Pharmaceutical and Cosmetic Drug Processing Planing Mill Poultry Killing, Dressing, Processing Rolling Mill Stockpiling of Fill or Excavated Soil Tank Cleaning & Chemical Cleaning Waste Oil Buying and Selling (No Processing) Water Purification Service Motor Freight Terminal Truck Scales Truck Wash Facility

TABLE D-16: Use Group 15 Medium Industrial (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Recycling of Cardboard Recycling of Industrial Metals (Titanium, Nickel Alloys, etc.) Sash or Door Factory Second Hand Metals and Pipe (No Salvage) Secondary Processing Self-Storage Warehouse Sales of Items Produced On Site Scrap or Used Metal Sales Steel Fabrication Storage of Motor Vehicles Outdoors Storage Yard Textile Mill Toiletries (Processing) Truck Service Station Truck Terminals Warehouse Watchman's Residence Wire and Cable Factories Wood Pole Storage Wood Preserving		

TABLE D-17: Use Group 16 Heavy Manufacturing

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
Asphalt Processing and Recycling Manufacturing of : Abrasives Agricultural Chemicals Gum Chemicals Wood Chemicals Rubber Recycling/Manufacture of Tires, Inner Tubes Scrap Metal Processing Scrap Metal Yards Scrap or Used Metal Sales Boat Sales, Leasing, Rental, and Service Building Module Manufacturing for Shipment Bulk Commodity Handling Caretaker or Watchman's Residence Freight Handling Net Repair and Storage Storage (Materials in Transit) Storage of Fuel and Oil Warehouse Watchman's Residence Waterfront Related Industries	Electronics School	Blast Furnace Boat Building and Repair Brickyard Drilling (for Gas, Oil, etc.) Dehydration Plant Distillation of Alcohol for Fuel Distillation of Coal, Wood or Bones Drophammer Foundry Liquefied Petroleum Gas (LPG) Bulk Storage Manufacturing or Processing of: Acetylene Ammonia Aniline Dye Bleaching Products Casein Products Celluloid Cement Chalk Charcoal Disinfectants Graphite Gutta Percha Industrial Chemicals Kalsomine Linseed Oil Liquor or Spirits Malt Products Margarine Matches Oxygen Paint and Lacquer Pharmaceutical Drugs Plaster of Paris Plastics and Synthetic Resins Potash Pumice Rubber Products Size Shellac and Varnish Soap

TABLE D-17: Use Group 16 Heavy Manufacturing (Cont.)

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
		Soda and Washing Powder Soda Ash Stove Polish Turpentine Vinegar Wastepaper Products White Lead Yeast Zinc Products Mining Organic Chemical Research Petroleum Chemical Sales Petroleum Chemical Wholesale Petroleum Storage (LPG Only) Pharmaceutical and Cosmetic Drug Processing Rolling Mills Quarry Retail Sale of Items Made On Site Rubber Recycling/Manufacturing of Tires and Inner Tubes Scales, Public Steel Mill Tank Cleaning and Chemical Cleaning

TABLE D-18: Use Group 17 Public Utility Facilities

TYPICAL PERMITTED USES	MINOR USE PERMIT REQUIRED	CONDITIONAL USE PERMIT REQUIRED
		Electric Distribution Substation Electrical Generating Plant Electric Transmission Substation (No Storage or Service Garages/Yards) Pressure Control Station (No Storage or Service) Public Utility Building Public Utility Storage Yard Transmitting Tower Water Pumping/Storage Facility Storage Facility Wireless Communications Facilities (Per LGMC 17.24.060 & 17.24.080)


PET
PPLIES

APPENDIX E: PLANT LIST

TABLE E-1: Plant List

PLANT TYPE	BOTANICAL NAME	COMMON NAME	HEIGHT X WIDTH	WATER USE	NATIVE
Trees	Platanus Racemosa	California Sycamore	80 ' X 50'	M	Yes
	Cercis Occidentalis	Western Redbud	30' X 20'	L	Yes
	Cercidium 'Desert Museum'	Desert Museum Palo Verde	40' X 25'	VL	No
	Olea Europaea 'Wilsonii'	Fruitless Olive	30' X 30'	L	No
	Prosopis Glandulosa	Honey Mesquite	40' X 35'	L	Yes
	Quercus Agrifolia	Coast Live Oak	70' X 70'	VL	Yes
	Chilopsis Linearis	Desert Willow	30' X 20'	L	Yes
	Tipuana Tipu	Tipu Tree	60' X 50'	L	No
	Handroanthus Impetiginosus	Pink Trumpet Tree	30' X 25'	M	No
	Albizia Julibrissin	Silk Tree	30' X 20'	L	No
	Prunus Ilicifolia	Hollyleaf Cherry	30' X 25'	VL	Yes
	Lyonothamnus Floribundus Ssp. Aspleniifolius	Santa Cruz Island Ironwood	40' X 20'	L	Yes
Shrubs	Frangula Californica	California Coffeeberry	6'-12' X 6"-12'	L	Yes
	Encelia Californica	California Brittlebush	3'-4' X 3'-5'	VL	Yes
	Eriogonum Fasciculatum	California Buckwheat	2'-4' X 3'-5'	VL	Yes
	Salvia Apiana	White Sage	3'-5' X 3'-5'	VL	Yes
	Epilobium Canum	California Fuschia	3"-18" X 24"-36"	VL	Yes
	Solidago Velutina Ssp. Californica	California Goldenrod	2'-5' X 2'-5'	L	Yes
	Ribes Aureum	Golden Currant	3'-6' X 3'-6'	VL	Yes
	Ribes Sanguineum Var. Glutinosum	Red-Flowering Currant	6'-13' X 7'	L	Yes

TABLE E-1: Plant List (Cont.)

PLANT TYPE	BOTANICAL NAME	COMMON NAME	HEIGHT X WIDTH	WATER USE	NATIVE
Grasses	Festuca Rubra 'Molate'	Red Fescue	1'-2' X Spreading	M	Yes
	Juncus Patens	Common Rush	1'-3' X 3'	M	Yes
	Muhlenbergia Rigens	Deergrass	4' X 4'	L	Yes
	Sisyrinchium Bellum	Blue-Eyed Grass	1'-2' X 3'	L	Yes
	Leymus Condensatus	Giant Wildrye	2'-3' X 4'-6'	L	Yes
	Bouteloua Gracilis	Blue Grama	2' X 2'	L	Yes
	Carex Praegracilis	California Field Sedge	2' X Spreading	M	Yes
	Carex Spissa	San Diego Sedge	2'-4' X 2'-4'	M	Yes
Groundcover	Fragaria Chiloensis	Beach Strawberry	1"-4" X 24-36"	L	Yes
	Baccharis Pilularis 'Pigeon Point'	Dwarf Coyote Bush	2'-10' X 12'	L	Yes
	Iva Hayesiana	San Diego Marsh-Elder	2'-4' X 6'-9'	VL	Yes
	Achillea Millefolium	Yarrow	2' X 2'	L	Yes
	Erigeron Glacus	Seaside Daisy	1' X 2'	L	Yes
	Salvia Spathacea	Hummingbird Sage	2' X 3'	L	Yes

Notes

1. Tree list: All tree species heights and canopy widths are based on information published in SelecTree: A Tree Selection Guide, Urban Forest Ecosystems Institute, California Polytechnic State University (Cal Poly), San Luis Obispo.
2. Water use: plant water-use ratings categorized as Very Low (VL), Low (L), Moderate (M), or High (H) in accordance with the California Center for Urban Horticulture. Water Use Classification of Landscape Species (WUCOLS), Version IV/V Database, University of California, Davis. Available at: https://wucols.ucdavis.edu/.
3. Native plants / pollinator support: The use of native and climate-adapted plant species is strongly encouraged in all new landscape and landscape redevelopment projects. Landscape designs should prioritize water-efficient, site-appropriate plantings that reduce potable water demand, enhance ecological function, support native pollinator populations and habitats, and promote long-term landscape resilience and sustainability.