

CARLSBAD AIRPORT BUSINESS CENTER

SPECIFIC PLAN

SP-200 (B)

(T & G: Carlsbad Oaks East;
Bedford: Carlsbad Oaks West)

Prepared by:

Carlsbad Planning Department
Carlsbad Engineering Department
Rick Engineering Company

September 8, 1986
Amended March 6, 2001
Amended October 15, 2002

SP-200

(specific plan for 650 acres north side of Palomar Airport Rd.
east of El Camino Real)

APPROVED BY:

Planning Commission Resolution No 2609, September 17, 1986
City Council Ordinance No. 9819, November 12, 1986

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SP-200(A)

(amend the sign and parking requirements)

APPROVED BY:

Planning Commission Resolution No. 4889, January 3, 2001
City Council Ordinance No. NS-573, March 6, 2001

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SP-200(B)

(amend text to remove Area B)

APPROVED BY:

Planning Commission Resolution No. 5275, August 21, 2002
City Council Ordinance No. NS-647, October 15, 2002

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SPECIFIC PLAN
CARLSBAD AIRPORT BUSINESS CENTER

I. INTRODUCTION

A. Purpose:

This Specific Plan is intended to be a tool to implement the goals and policies of the General Plan. The Specific Plan is required due to the project's location within the airport influence area. The Specific Plan establishes a set of standards for approval of future discretionary actions for projects located within its boundaries. Approval of the Specific Plan does not guarantee approval of future projects. This Specific Plan shall be known as the Carlsbad Airport Business Center Specific Plan, formerly known as Carlsbad Oaks.

For the purpose of the Specific Plan the southern section, known hereafter as Area A contains 187 acres. A tentative map and a subsequent final map have been approved and recorded. Public improvements, as required by the tentative map, are currently underway.

This first chapter of the Specific Plan will provide general information.

The purpose of this Specific Plan is to provide for the design, development and operation of a light industrial complex within the City of Carlsbad. The land-use plan and development regulations will insure an industrial development that conforms to community goals and values and the protection of adjacent land uses from unfavorable impacts.

This Specific Plan is adopted pursuant to the provisions of California Government Code Sections 65450 et seq. and the Land Use Element of the City of Carlsbad General Plan. The area covered by this plan is included within the Palomar Airport Special Treatment Area specified in the General Plan and, therefore, this plan is also prepared according to the special treatment-area requirements established by the City's General Plan. A specific plan is required for this project because of the particular requirements of the special treatment area. This Specific Plan establishes detailed regulations, conditions and programs for development within the area specified herein.

B. Location:

The Carlsbad Airport Business Center is located north of Palomar Airport Road, one-quarter mile east of El Camino Real. Carlsbad Raceway is located approximately a half-mile east of the project site on the north side of Palomar Airport Road.

The site topography consists of two large plateaus.

C. Background:

A Tentative Subdivision Map (CT 74-21), and subsequent Final Subdivision Map over the 187 acres, has already been approved by the City. Grading has been completed on this area. Improvements for water, sewer, streets and drainage facilities are currently underway.

D. General Plan and Zoning:

The entire property is currently designated as planned industrial.

Planned industrial and open space land use designations surround the property on the south, west and east sides.

In terms of zoning, the 187 acres is zoned PM (Planned Industrial).

E. Legal Description:

Lots 1 through 38, inclusive, of CARLSBAD TRACT NO. 74-21, in the City of Carlsbad, County of San Diego, State of California, according to Map thereof No. 10372, filed in the office of the County Recorder of San Diego County, April 13, 1982.

F. General Provisions:

1. The applicant shall comply with all provisions of the Carlsbad Municipal Code, Section 21.90.030 (g) (Growth Management System).
2. Before this project is reviewed by the City Council, the applicant shall execute the agreement to pay the fees for facilities and improvements as required by the Growth Management System and any other agreement required by Municipal Code Section 21.90.030 (g).
3. As a condition of obtaining a planned industrial permit or building permit under Title 21 of the Carlsbad Municipal Code, the subdivider shall enter into a contract with the City whereby the subdivider covenants on behalf of the subdivider and subdivider's successors in interest to the following:
 - a. Not opposing and consenting to the formation of a bridge and major thoroughfare district in the area of this project.
 - b. Payment of the bridge and major thoroughfare fee for the area of the district in which this development is located.
 - c. Payment of the adopted traffic impact fee for the appropriate area of the City in effect at the time the building permits are received.
4. If any condition for construction of any public improvements or facilities, or the payment of any fees in lieu thereof, imposed by this approval or imposed by law on this project are challenged, this approval shall be suspended as provided in Government Code Section 65913.5. If any such

condition is determined to be invalid this approval shall be invalid unless the City Council determines that the project without the condition complies with all requirements of law.

5. Unless noted, approval of this document does not excuse compliance with all other applicable City ordinances in effect at the time building permits are issued.
6. General Notes:
 - a. Except as specified in this plan, the requirements of the PM zone and all other applicable provisions of the zoning, subdivision, grading and building codes (and any amendments thereto) of the City of Carlsbad shall apply.
 - b. Where minor questions arise regarding interpretation of this Specific Plan, the Planning Director shall resolve them in a manner consistent with the Municipal Code, adopted City plans and City policy. Such decisions by the Planning Director may be appealed to the Planning Commission and the City Council.
 - c. The developer or property owners' association shall be responsible for maintaining all fill-and-cut slopes adjacent to public streets and all special landscape areas as outlined in this text.

II. LAND USE, CIRCULATION AND PHASING:

A. General Development Concept:

This Specific Plan is a planned industrial development which will consist of several different uses such as industrial, research and development, office and related commercial uses. The approved subdivision, office and related commercial uses. The approved subdivision map for Area A consists of 38 lot ranging in size from 2.97 acres to 8.63 acres. Access will be provided from El Fuerte Street and Loker Avenue along Palomar Airport Road. The internal circulation consists of a loop street with cul-de-sacs. There will be no vehicular access from either Palomar Airport Road or El Fuerte Street. The driveway locations (Exhibit 2) have been designed to be compatible with the approved grading and improvement plans.

The building sites and parking lots will be extensively landscaped, along with special landscape treatment on designated streets. The establishment of setback requirements and sign controls will help to provide an aesthetically sensitive environment.

Pedestrian and bicycle access will be provided throughout the development. Private recreational facilities will be recommended for the benefit of the employees of the larger individual industrial users.

B. Statistical Summary:

Based upon preliminary site studies, the following breakdown of land use will substantially be made a part of any application:

<u>Uses</u>	<u>AREA A</u>	<u>Acres</u>
Mixed Uses		22
Industrial		151
Streets		<u>14</u>
TOTAL		187

This plan serves to implement the general plan in conjunction with the PM zoning classification on the site. Any details or issues not specifically covered by this Specific Plan shall be subject to the regulations of the Carlsbad Zoning Code.

All development will comply with the development standards of the PM zone, Chapter 21.34 of the Zoning Ordinance. Approval of this plan does not vest any rights for future approvals of any licenses, discretionary acts or other entitlements necessary for future development of this project.

C. Circulation:

Access to the property is currently provided by Palomar Airport Road shown as a 126-foot ROW prime arterial on the Circulation Element. This property, as well as properties in the immediate area, will provide their proportionate share to the improvements of Palomar Airport Road. The approved subdivision map for Area A shows two loop streets from Palomar Airport Road intersecting El Fuerte Road approximately 600 feet north of Palomar Airport Road.

Driveway locations have been determined for Area A as part of this Specific Plan, as shown on Exhibit "2". These driveway locations will be adhered to when future Planned Industrial Permits (PIP) are applied for. Deviations from this plan or from City Standards will necessitate an amendment to this Specific Plan.

All of the roadways will be public, designed and built by the developer in accordance with City Standards for industrial streets and the developer shall pay the traffic impact fee (TIF) in effect for this area at the time of building permits.

D. Phasing:

The Carlsbad Airport Business Center Specific Plan will be developed in several phases. The phasing schedule will depend largely on market conditions and the timing of the development of adjoining parcels. All public improvements required for CT 74-21 shall be constructed prior to issuance of building permits for any lot within CT 74-21.

The first phase of lot development will occur along Palomar Airport Road. Phase I will consist of the 22 lots created by CT 74-21 located on the northwest corner of El Fuerte and Palomar Airport Road. Excluding streets, this area contains approximately 80 acres.

Phase II of lot development will consist of lots 23 through 38 of CT 74-21 located on the northeast corner of Palomar Airport Road and El Fuerte. Approximately 83 acres of land is included in this phase.

In addition, phasing may be altered by the provisions of the Citywide and Local Facilities Plan required pursuant to Chapter 21.90 of the Carlsbad Municipal Code.

III. PERMITTED USES

A. Performance Standards for Permitted Uses:

Uses in the Carlsbad Airport Business Center will be limited to light- and medium-industrial uses, research and development uses, industrial support and services uses and professional office uses, provided that such uses are

confined within a building or buildings and do not contribute excess noise, dust, smoke, vibration, odor or toxic or noxious matter to the surrounding environment nor contain a high hazard potential. Uses permitted shall comply with the provisions of 21.34.090 of the PM zone (performance standards).

B. Primary Uses:

All uses shall conform to the general development concepts for a high-quality business park, with all standards and restrictions established by this plan and with the CC&Rs. Each use shall be required to obtain Planned Industrial Permit in accordance with Section 21.34.050 of the Municipal Code.

The uses permitted in the Carlsbad Airport Business Center shall be those as listed in 21.34.020 of the PM zone.

C. Auxiliary Uses:

Industrial support uses, business and professional uses and certain retail uses supporting the industrial park may be established within the Carlsbad Airport Business Center subject to the issuance of a Conditional Use Permit pursuant to Chapter 21.42 of the Carlsbad Municipal Code. The uses subject to a Conditional Use Permit shall be those as contained in Section 21.34.030 of the PM zone.

As shown on the land use plan (Exhibit "1"), mixed uses are indicated for Lots 1, 15, 23 and 24, with the intent of locating the CUP uses in this area. In addition, because these lots are located at the primary entrance to the business park, site development plans shall be required for all other uses proposed for these lots.

D. CC&Rs:

Prior to any development within the Carlsbad Airport Business Center, the developer shall prepare covenants, conditions and restrictions (CC&Rs) applicable to the entire Specific Plan area. The CC&Rs shall establish a Business Park Association, which every lot shall be required to join. Maintenance responsibility of all common open space areas shall be indicated in the CC&Rs. These CC&Rs shall be approved by the Planning Director prior to the approval of any building permits for Phase I of Area A. No development shall occur until the CC&Rs are approved.

IV. GENERAL DEVELOPMENT STANDARDS

This section provides standards which will allow unique site planning and building design on individual parcels while maintaining regulations assuring the development of an industrial center of excellent quality. Various setbacks, building separations, building heights and architectural styles will result from the various building types and land uses and prevailing topography. A Planned Industrial Permit shall be required to be submitted for review and approval by the Planning Director for all industrial lots proposed for development within this specific planning area. All projects shall comply with the development standards of 21.34.070 of the PM zone.

A. Parking:

The parking requirement for all uses shall comply with Chapters 21.44 of the Carlsbad Municipal Code.

B. Building Setbacks:

For the purpose of this Specific Plan, setbacks are defined as the minimum distance from the ultimate right-of-way line of the frontage street. Setback areas shall be landscaped and irrigated in accordance with this plan and the PM zone.

1. Front-and Street Side-Yard Setbacks:

Palomar Airport Road: All lots abutting Palomar Airport Road shall maintain a minimum setback of 50 feet.

El Fuerte Street: All lots abutting El Fuerte Street shall maintain a minimum setback of 50 feet.

Local Streets: An average setback of 35 feet shall be maintained on all local streets, i.e. Loker Avenue and the other project cul-de-sacs. In no case shall the setback be less than 25 feet.

Setback Landscaping: Setback areas (other than driveways) must be entirely landscaped and irrigated in accordance with the provisions of landscaping standards established by this document.

Improvements Within Setbacks: The following improvements are specifically permitted in the streetside setback.

a. Walks;

b. Driveways which provide access from the street to parking areas, shall not be permitted within 35 feet of the right-of-way of Palomar Airport Road or El Fuerte Street or within 25 feet of the right-of-way line of the interim streets. Any driveways within front-yard setbacks shall be screened from public or private street by a mixture of mounding and planting to the satisfaction of the Planning Director;

c. Landscaping;

d. Planters, architectural fences or walls not to exceed 3 feet in height

e. Monument signs as controlled by this Specific Plan and also subject to sight-corridor restrictions of this plan.

In the case of through lots extending from street to street, both street frontages shall be treated as a street setback.

2. Sideyard Interior Setback:

Sideyard setbacks on interior lots shall be a minimum of 10 feet and shall be entirely landscaped and irrigated.

3. Rear-yard Setback:

A rear-yard setback of 20 feet shall be required with at least 10 feet adjacent to the rear property line landscaped and irrigated.

C. Landscaping:

The following standards shall apply to all landscaping within the development:

1. General Requirements:

a. **General Statement:** Landscaping shall mean an effective combination of street trees, trees, ground cover and shrubbery shall be provided where landscaping is required.

b. **Special Landscaped Streets (Palomar Airport Road and El Fuerte):** Except for approved driveway and sidewalk locations, the entire area between the curb and the building setback line shall be landscaped.

These landscaped areas shall be established and maintained by the developers, business park association or maintenance district. The landscaping shall be consistent with the requirements as outlined in the City of Carlsbad's Landscaped Guidelines Manual and any theme that may exist along these streets at the time of the first development.

c. **Interior Streets:** Except for approved driveway and sidewalk locations, the entire areas from the curb to a point 25 feet beyond the right-of-way line shall be landscaped.

d. **Berms:** The landscaping in all streetside setbacks shall include berms as noted below. The average height of berms shall be 42 inches from special landscape streets and 30 inches for all other streets. The height of the berm shall be measured from the street curb or parking lot curb, whichever is higher. When the parking area is more than 36 inches below street level, the berm may be 18 inches. Berms are not required where the entire area between the street and building is to be landscaped and free of parking.

e. **Intersections:** Landscaping and berms, not including trees, along all streets shall be limited to a height of 2.5 feet within the triangle formed by a line extended between points 45 feet distant from the intersection of the right-of-way lines prolonged. Collector and arterial streets shall conform to AASHTO sight distance requirements.

2. Interior Setback

- a. General Statement: All designated undeveloped areas, such as setbacks and areas not used for parking or storage, shall be landscaped with ground cover, shrub and tree materials.
- b. Undeveloped Areas: For those parts of the property in which immediate development is not proposed, the property shall be kept in a weed-free condition maintained by the developer/ owner/lessee. These areas need not be fully landscaped until such time as the Planned Industrial Permit is implemented.
- c. Screening: Areas used for parking shall be landscaped in such a manners to interrupt or screen said areas from view from access streets and adjacent properties. Plant materials for this purpose shall consist of lineal or grouped masses of shrubs and/or trees.

3. Parking Areas

Trees, equal in number of one-per-five parking stalls, shall be provided in the parking area. The trees may be distributed evenly throughout the area or may be grouped or clustered in order to create a random pattern.

4. Slope Banks

All slope banks shall be stabilized, planted with a combination of trees, shrubs and ground cover and irrigated as required by the City Engineer and Planning Director.

5. Entryways

Special landscape and sign treatment shall be applied at major entryways into the industrial park, such as Palomar Airport Road and El Fuerte, and El Fuerte and Loker Avenue. Distinctive landscape design, consisting of ground cover, hedge rows, and other appropriate landscape materials, combined with contour berming, shall be included.

Entryway signs shall be limited to ground signs which contain the name of the industrial park only and which conform to the sign and graphic standards of this plan. Entryway plans shall be submitted to the Planning Director for approval prior to issuance of sign permits.

6. Landscape and Irrigation

A detailed landscape and irrigation plan shall be submitted to and approved by the Planning Director prior to approval of building permits for each lot.

D. Signs and Graphic Requirements:

All signs within the Carlsbad Airport Business Center Specific Plan shall comply with Chapter 21.41 of the Carlsbad Municipal Code.

E. Architectural Guidelines:

1. All structures proposed on lots abutting Palomar Airport Road and El Fuerte Street shall comply with the following Architectural Guidelines.
 - a. Architectural style shall promote architectural relief through the use of structural offsets, insets, articulated surfaces, roof overhangs and compatible contrasting materials and colors.
 - b. Plain tilt-up and box-like structural forms shall be avoided.
 - c. The design of buildings and surrounding environment shall be architecturally integrated and compatible with each other.

F. Employee Eating Areas:

This project shall be required to comply with subsection 21.34.070 (3), employee eating areas, of the Carlsbad Zoning Ordinance. Those lots on the north side of Area A, which face or have views of the Agua Hedionda Creek area shall attempt to design those lots such that the employee eating areas face or have views to the north, taking advantage of future open space vistas.

G. Site Coverage:

Maximum building coverage, including accessory building structures and excluding open parking areas, shall not exceed 50 percent of the gross lot area.

H. Building Height:

The maximum height of all structures shall be 35 feet. If the PM zone is amended to allow taller buildings, then this Specific Plan shall allow consideration of height in excess of 35 feet.

I. Storage Areas:

1. All outdoor storage areas shall be visually screened from adjacent streets and property. Said screening shall consist of a solid concrete or masonry wall (or other durable material approved by the Planning Director) not less than 6 feet in height. Outdoor storage shall include the parking of all company owned or operated motor vehicles with the exception of regular passenger vehicles (automobiles).
2. No refuse collection areas shall be permitted between streetside and the building line.

J. Metal Structures:

No metal structures with metal siding or sheeting exteriors shall be permitted.

K. Bike Lanes:

Palomar Airport Road, El Fuerte Street and Loker Avenue shall provide bike lanes in accordance with City standards.

L. Telephone and Electrical Services:

All onsite electrical lines (excluding transmission lines) and telephone lines shall be placed underground. Transformer or terminal equipment shall be visually screened from view from streets and adjacent properties.

M. Nuisances:

No portion of the property shall be used in violation of the performance standards of this plan or in such a manner as to create a public or private nuisance.

N. Screening of Equipment

Exterior components of plumbing, processing, heating, cooling and ventilating systems (including but not limited to piping, tanks, stacks, collectors, heating, cooling and ventilating fans, blowers, ductwork, vents, louvers, meters, compressors, motors, incinerators, ovens, etc.) shall not be directly visible to

surrounding areas and shall be screened to the satisfaction of the Planning Director.

O. Performance Standards:

All industrial uses shall comply with the following performance standards:

1. The maximum allowable exterior noise level of any use shall not exceed sixty-five Ldn as measured at the property line. Where a structure is occupied by more than one use, the noise level shall not be in excess of 45 Ldn as measured within the interior space of the neighboring establishment. Noise caused by motor vehicles traveling to and from the site are exempt from this standard.
2. All uses shall be operated so as not to emit matter causing unpleasant odors which are perceptible to the average person while within or beyond the lot containing such uses.
3. All uses shall be so operated as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains and temporary construction is exempted from this standard.
4. All uses shall be operated so as not to produce humidity, heat, glare or high-intensity illumination which is perceptible without instruments by the average person while on or beyond the lot containing the use.
5. All uses shall meet the air-quality standards of the San Diego County Air-Quality Control Board (AQCB). In addition, all uses shall be operated so as not to emit particulate matter or air contaminants which are readily detectable without instruments by the average person while in the lot containing such uses.
6. All manufacturing, assembling, compounding, fabrication, packaging, processing and treating operations shall be conducted entirely within an enclosed building.
7. All outdoor storage, including equipment, shall be completely enclosed by a solidly decorative concrete or masonry wall not less than six feet in height. Any such wall shall be architecturally compatible with the main buildings on the site and shall screen the stored materials from the view of industrially zoned adjoining properties and public streets. If complete visual screening of stored materials is not possible, trees and other plant materials shall be used. Any walls or landscaping used for screening purposes shall be subject to the approval of the Planning Director.

Outdoor storage shall not be allowed adjacent to non-industrially zoned properties.

8. All discharge of industrial waste shall be in conformity with the provisions of Chapter 13.16 of this code, as amended. (Ordinance 9693 § 1 (part), 1983). Prior to issuance of building permits for any lot within this development, an industrial waste permit or specific exemption thereof shall be obtained.

All uses shall conform to the general development concepts for a high-quality business park, with all standards and restrictions established by this plan, the PM zone and with CC&Rs. Each use shall be required to obtain a Planned-Industrial Permit in accordance with Section 21.34.050 of the Municipal Code.

V MITIGATION MEASURES:

The following mitigation measures shall control the overall development of the Carlsbad Airport Business Center. The developer shall be responsible for implementing the mitigation measures which are based on the EIR for the project.

1. Mitigation Measures:

a. Grading/Foundation Design:

- 1) The conclusions and recommendations of the final geotechnical study required by the final geotechnical study required by the Subdivision Map Act shall be incorporated into this project.
- 2) The ultimate engineering design of the project will incorporate the specific recommendations of the geology consultant relative to design criteria and foundation development.
- 3) Clearing of ground cover in advance of actual grading operation will be avoided.
- 4) All graded or fill slopes shall be revegetated immediately after grading.
- 5) A soils engineer shall review the final grading operations on the site.
- 6) Manufactured slopes will be contour graded and kept to a minimum height to contribute to an aesthetic streetscape.

b. Drainage/Erosion Control/Water Quality:

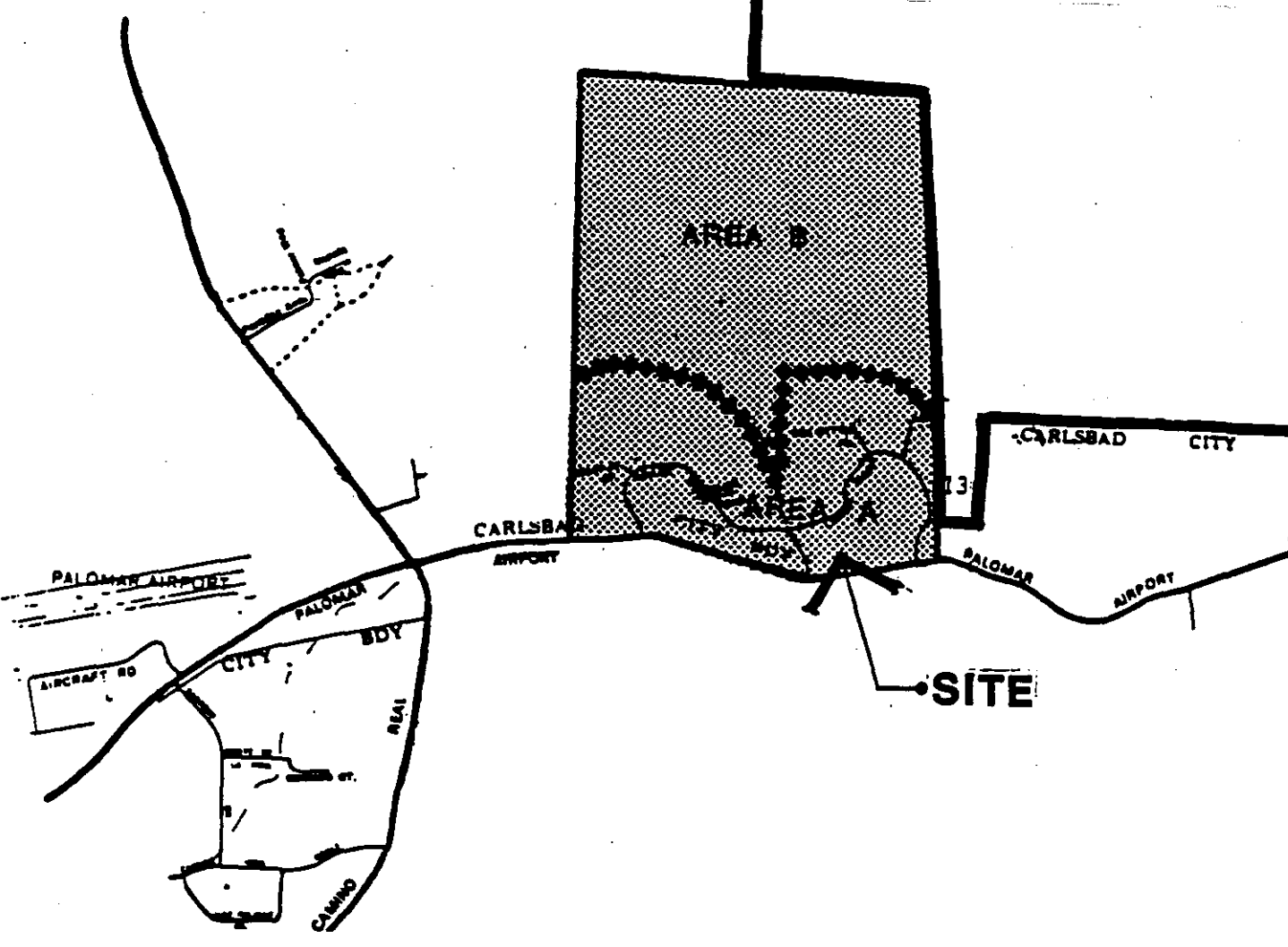
- 1) Drainage and siltation-control facilities shall be constructed by the developer prior to or concurrently with grading operations.
- 2) Ground cover suitable for slope erosion control will be planted and maintained by the developer immediately following grading.

- 3) A regular street-cleaning program will be implemented by the developer or the property owners' association to minimize pollutant runoff from internal private roadways and parking areas related to the project.

c. Circulation:

This development will contribute its share to the construction and improvements of major streets including the extension of El Fuerte Drive and the widening of Palomar Airport Road.

- 1) This project shall be approved under the express condition that the applicant shall pay a public-facilities fee as required by City Council Policy No. 17, dated April 2, 1982, and any amendments made thereafter on file with the City Clerk and incorporated therein by reference and according to the agreement executed by the applicant for payment of said fee.



City of Carlsbad

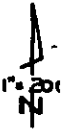
CARLSBAD AIRPORT BUSINESS CENTER

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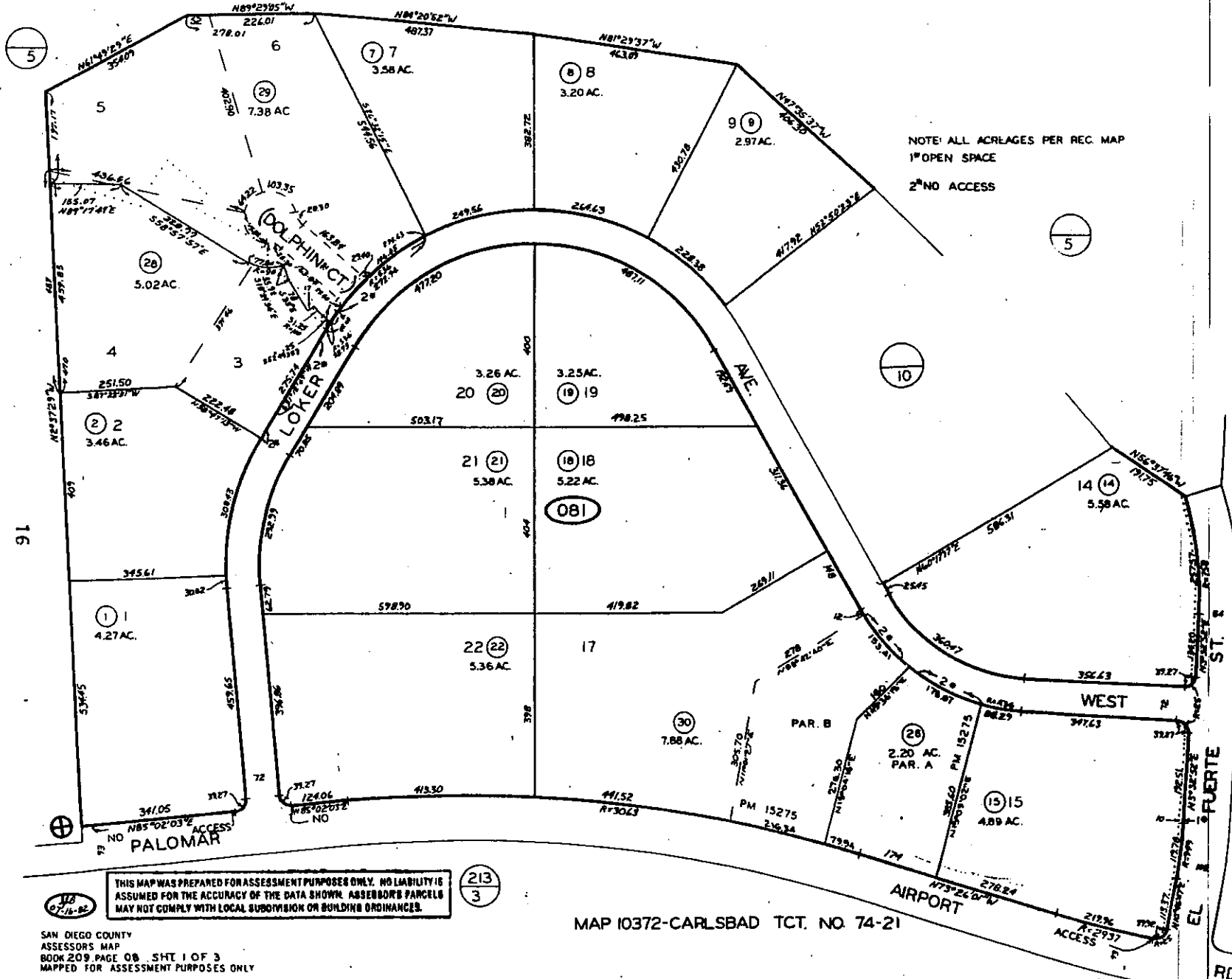
209-08
SHT. 1 OF 3



9-17-92 E

CHANGES

BLK	OLD	NEW	YR	CUT
081		1-22	83	17
	8-6	23/04	87	1421
	29/04	24/04	87	5619
	16-18	2-5	87	2168
	28/04	28/04	87	2222
	16	26/07	89	1415 cc
	23/04	22/07	91	
	17/07	30	91	
	25	16/10	94	21



THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.

SAN DIEGO COUNTY
ASSESSOR'S MAP
BOOK 209, PAGE 08, SHT. 1 OF 3
MAPPED FOR ASSESSMENT PURPOSES ONLY

MAP 10372-CARLSBAD TCT. NO. 74-21

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SHT. 3

