DRAFT

CARLSBAD RESEARCH CENTER

SPECIFIC PLAN
SP-180(H)

City of Carlsbad

Applicant: Carlsbad Research Center
Board of Directors

PREPARED BY:

Planning Systems
1530 Faraday Ave.
Suite 100
Carlsbad, CA 92008

3/12/12

TABLE OF CONTENTS

1. INTRODUCTION I-1
   1.1 Purpose of the Specific Plan. I-1
   1.2 Objectives of the Specific Plan. I-6
   1.3 Project Location. I-6
      1.3.1 Relationship to City Center, Airport, Municipal Golf course, etc. I-7
      1.3.2 Other Business Parks in Carlsbad. I-7
   1.4 Project Relationship to the 1981 Specific Plan and Amendments. I-8
   1.5 Context of the 2011 CRC Specific Plan I-9
   1.6 Legal Authority. I-9

2. SPECIFIC PLAN COMPONENTS. II-1
   2.1 Land Use Plan. II-1
      2.1.1 Area 1 – Research & Development. II-4
      2.1.2 Area 2 – Commercial. II-4
   2.2 Infrastructure II-5
      2.2.1 Circulation Plan. II-5
      2.2.2 Utilities and Services. II-7
   2.3 Existing Lots Within CRC. II-9
   2.4 Common Design Themes. II-9
      2.4.1 Owner's Association. II-9
      2.4.2 Common Areas. II-9
      2.4.3 CC&R's. II-11

3. DESIGN GUIDELINES. III-1
   3.1 Overall Design Concept. III-1
   3.2 Common Area Design. III-2
      3.2.1 Streetscape Design. III-2
         3.2.1.1 Arterial Roadway Design. III-2
         3.2.1.2 Collector Street Design. III-3
         3.2.1.3 Local Street Design. III-3
         3.2.1.4 Sidewalks. III-3
         3.2.1.5 Streetscape Landscaping. III-3
         3.2.1.6 Landscape Maintenance Area. III-4
         3.2.1.7 Parking. III-10
      3.2.2 Entry and Intersection Statements. III-10
      3.2.3 Open Spaces. III-11
   3.3 Individual Lot Site Design. III-11
      3.3.1 Architectural Guidelines. III-12

3.3.1.1 Architectural Goals and Objectives III-12
3.3.2 Landscape Design Guidelines. III-12
3.3.2.1 Landscape Goals and Objectives. III-13
3.3.3 Landscape Maintenance. III-13
3.3.3.1 Private Lot Maintenance. III-13
3.3.3.2 Maintenance of Unimproved Sites. III-13
3.3.3.3 General Maintenance III-13
3.3.4 Storm Water Quality Requirements III-14

4. DEVELOPMENT REGULATIONS. IV-1
4.1 General Provisions. IV-1
4.2 Permitted Uses. IV-1
4.2.1 Area 1. . . . . IV-1
4.2.1.1 Permitted Uses IV-1
4.2.1.2 Accessory Uses. IV-4
4.2.1.3 Conditional Uses. IV-4
4.2.1.4 Prohibited Uses. IV-4
4.2.2 Area 2a. IV-4
4.2.2.1 Permitted Uses. IV-5
4.2.2.2 Conditional Uses. IV-6
4.2.3 Area 2b. IV-8
4.2.3.1 Permitted Uses. IV-8
4.2.4 Restrictions on Non-Residential PUD's. IV-8
4.2.5 Existing Non-Conforming Uses. IV-9
4.2.6 Other Use Restrictions. IV-9
4.3.6.1 Outside Storage. IV-9
4.3.6.2 Noise Generation. IV-9
4.3.6.3 Hazards on Private Property. IV-10
4.2.7 Special Events. IV-11
4.3 Development Standards. IV-11
4.3.1 Building Height. IV-11
4.3.2 Site Planning Design. IV-11
4.3.2.1 Site Coverage. IV-12
4.3.2.2 Setbacks. IV-12
4.3.2.3 Parking. IV-13
4.3.2.4 Storage and Loading Areas. IV-13
4.3.2.5 Refuse Collection Areas. IV-13
4.3.2.6 Screening of Equipment. IV-14
4.3.2.7 Walls and Fences. IV-15
4.3.3 Landscaping IV-16
4.3.3.1 Front Yard Landscaping. IV-16
4.3.3.2 Interior Landscaping IV-17
4.3.3.3 Parking Lot Landscaping. IV-17
4.3.3.4 Slope Banks. IV-18

4.3.3.5 Recycled Water Irrigation. IV-18
4.3.4 Special Planning Criteria – Areas 2a and 2b IV-18
4.3.5 Signage Criteria. IV-18
4.3.5.1 Signage Objectives. IV-19
4.3.6 Lighting Standards. IV-19
4.3.6.1 Building Illumination. IV-20
4.3.6.2 Parking Areas. IV-20
4.3.6.3 Secondary Areas. IV-20

5. DEVELOPMENT REVIEW PROCESS. V-1
5.1 Development Plan Approval Process. V-1
5.1.1 City Approval Process V-1
5.1.1.1 Area 1. . . . . V-1
5.1.1.2 Area 2. . . . . V-2
5.1.2 Owner's Association Approval Process. V-2
5.1.2.1 Conflict Review/Resolution. V-2
5.1.2.2 Land use Change Recordkeeping. V-2
5.2 Specific Plan Amendments. V-2

EXHIBITS

FIGURE 1: Regional Map. I-2
FIGURE 2: Location Map. I-3
FIGURE 3: Aerial Photograph. I-4
FIGURE 4: General Plan & Zoning. II-2
FIGURE 5: Land Use Plan. II-3
FIGURE 6: Circulation Plan. II-6
FIGURE 7: Utilities Master Plan. II-8
FIGURE 8: Parcel Map. II-10
FIGURE 9: Association Maintenance Areas. II-13
FIGURE 10: College Blvd. Cross Section. III-5
FIGURE 11: Faraday Ave. Cross Sections. III-6
FIGURE 12: Collector Street Design. III-7
FIGURE 13: Collector Street Design. III-8
FIGURE 14: Local Street Design. III-9
FIGURE 15: Area 1. . . . . IV-3
FIGURE 16: Areas 2a and 2b. IV-7

1 INTRODUCTION

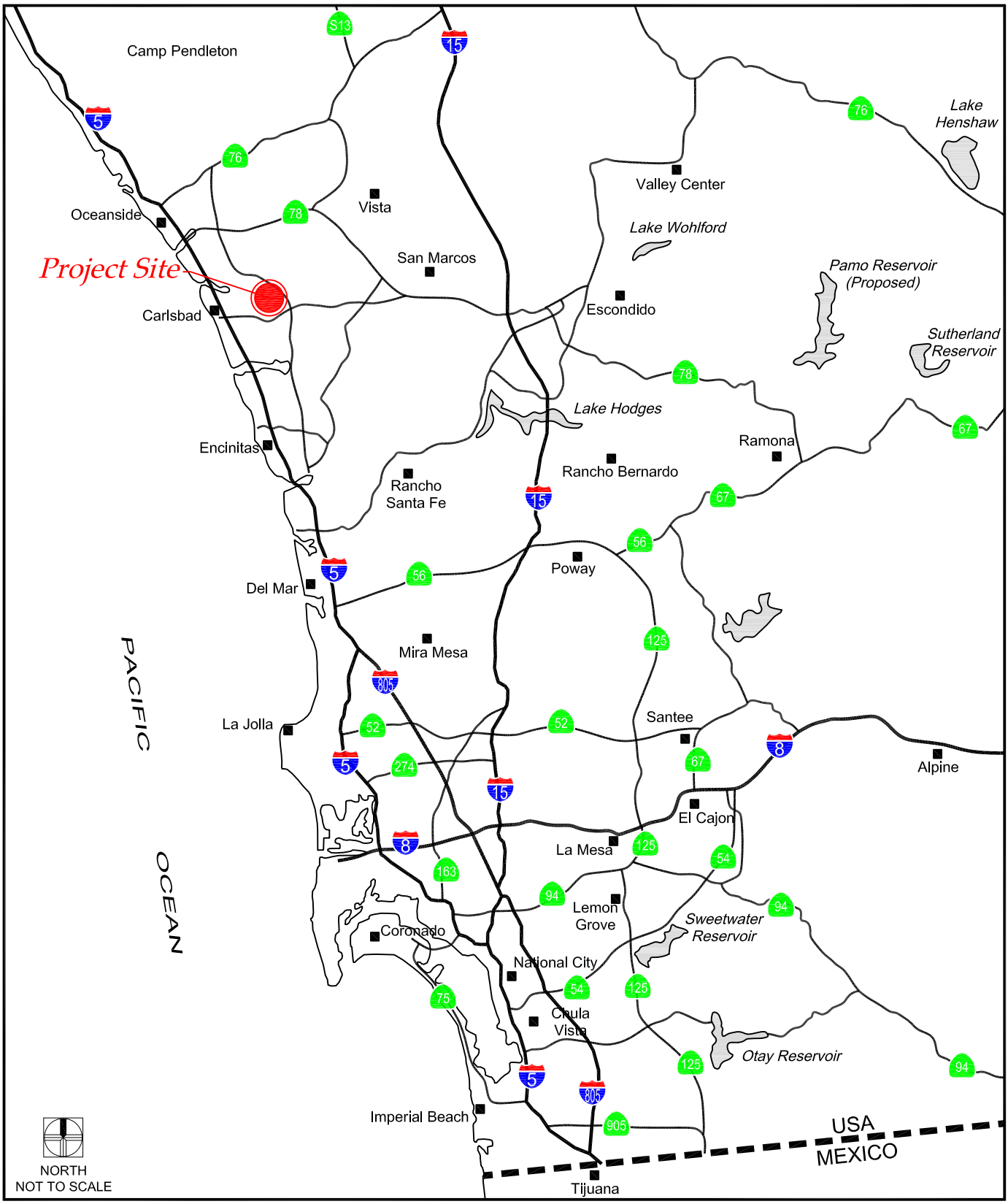
This Carlsbad Research Center ("CRC") Specific Plan (SP-180(H)) is intended to provide an extensive amendment to the existing specific plan for the CRC business park in Carlsbad. Approval of this document will provide updated, clear regulatory direction for the continuing design, development and operation of the CRC. The CRC is an existing comprehensively planned business park containing a mixture of research and development, industrial, office, commercial and open space uses, located in the city of Carlsbad, California (See *Figure 1; Regional Map*). This Specific Plan is an updated and modernized version of the original specific plan, which was approved in 1981, and has since been amended a number of times. For purposes of this document, this specific plan amendment will be referred to simply as the "specific plan".

The geographical area covered by this specific plan is approximately 559 acres in area, located in an urbanized area in the approximate center of the city of Carlsbad, approximately 2 miles inland from the Pacific Ocean. More specifically, the CRC business park is located on the north side of the McClellan-Palomar Airport, west of El Camino Real, and bisected by Faraday Avenue and College Boulevard. Please see *Figure 2; Location Map*. As of 2012 the CRC business park is approximately 95% built-out. Please refer to the recent aerial photograph of the CRC; shown on *Figure 3; Aerial Photograph.*

The original specific plan regulated the initial subdivision, infrastructure construction, and development of the vast majority of the 131 lots (153 including PUD parcels and condominium offices) within the park. This present specific plan will replace all earlier approved versions of the specific plan, and will serve as the ongoing regulatory zoning plan for the CRC. This document serves to provide the regulatory framework for any and all development within the Specific Plan area, including the remaining 5% un-built portion of the park, and any re-development of lots, or changes in use that are proposed in the future.

1.1 Purpose of Specific Plan

The CRC Specific Plan is intended to ensure a continuance of the program of responsible business park development through strict design regulations and development guidelines based on a comprehensive land use planning approach. This document is intended to implement the provisions of the City of Carlsbad General Plan and to supplement the provisions of the Carlsbad Zoning Ordinance.



PLANNING SYSTEMS

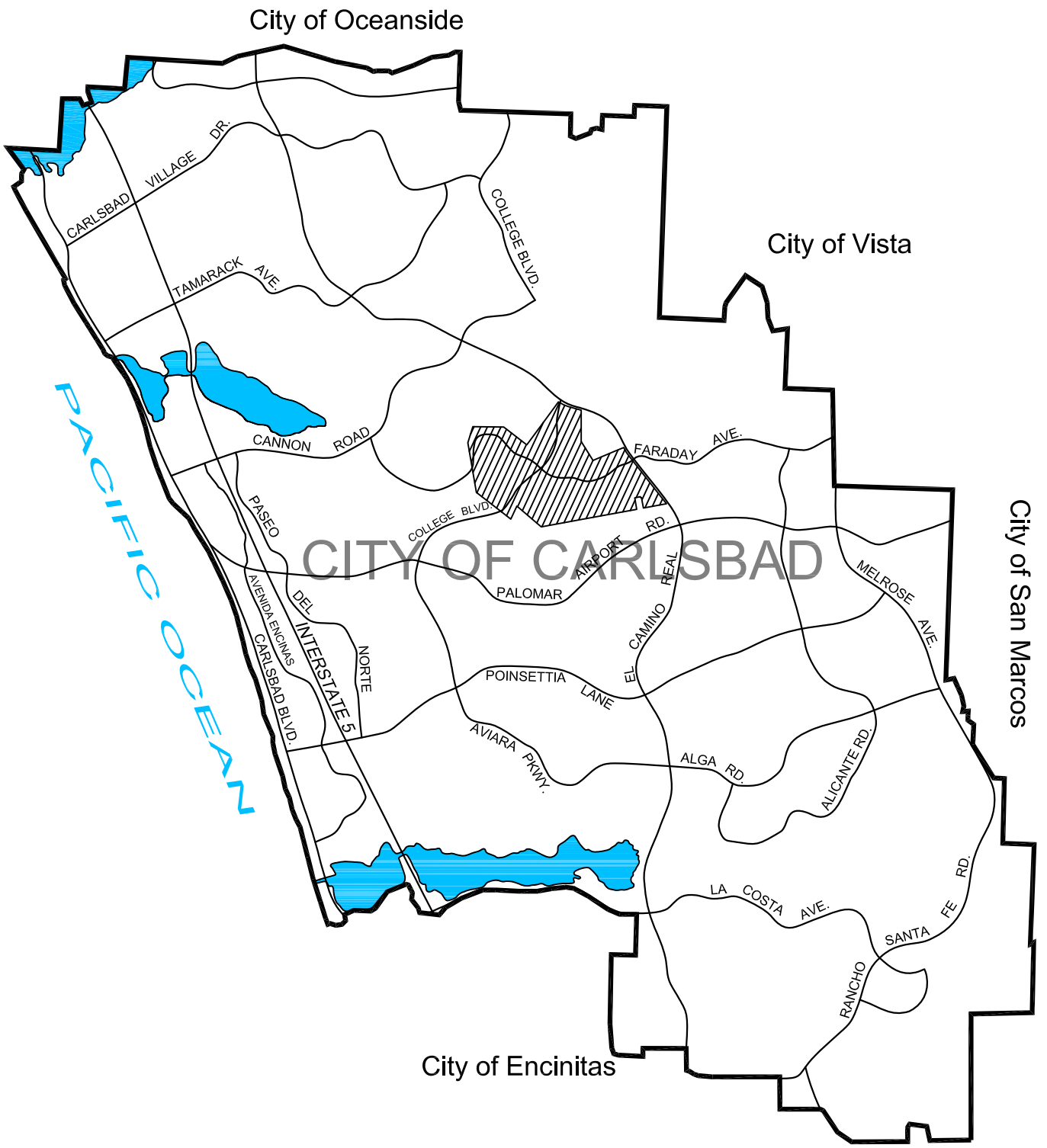
CRC CARLSBAD RESEARCH CENTER

Carlsbad Research Center

Regional Location Map

Specific Plan

FIGURE 1



Legend

Carlsbad Research Center

PLANNING SYSTEMS

CRC CARLSBAD RESEARCH CENTER

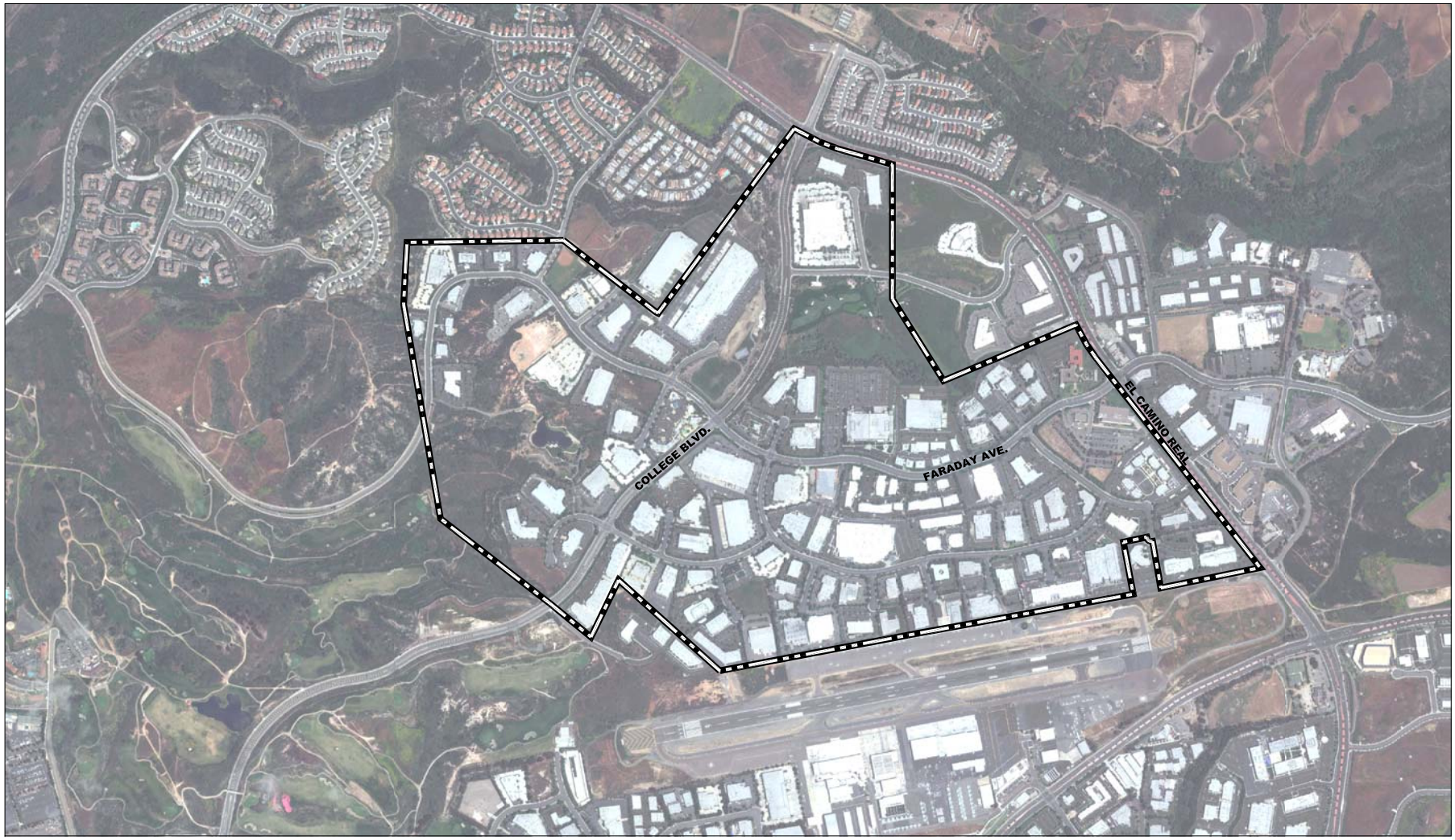
0 1/2 1 2 MILES

Carlsbad Research Center

Specific Plan

City Map

FIGURE 2



CRC
CARLSBAD RESEARCH
CENTER

PLANNING SYSTEMS

0 750 1500 3000 FT

Carlsbad Research Center

Specific Plan

Aerial Map

FIGURE 3

The development type and pattern that has evolved over the last 25 years in the CRC Specific Plan area has included the evolution of the CRC Owner's Association. This Specific Plan recognizes that this entity was established and required by the original Specific Plan document and acknowledges the Owner's Association as an additional development reviewing body within the Specific Plan boundaries. The Specific Plan and the Owner's Association have common interests and priorities to maintain and enhance the well-established development types and patterns in place within the CRC.

The CRC business park contains planned industrial lots of a variety of sizes. The park is a unique resource in which corporate headquarters and major office and research facilities are accommodated in an efficient and aesthetically-pleasing setting. The park's intrinsic location value is its proximity to the southern California Pacific coast, convenient proximity to McClellan-Palomar Airport, proximity to Interstate 5, and relatively short distance to the large urban areas of both San Diego and Los Angeles. In general, the CRC's business-centric attributes create an ideal atmosphere for high-end corporate-oriented uses. The CRC real estate market has reflected this factor for the last 25 years.

The CRC business park features high-end design elements and themes which allow it to stand out from other similar land uses in the coastal southern California area. These elements include high-tech building designs, extensive landscaping along major roadways, widespread parking lot landscaping and efficient and attractive park design. Broad setback requirements, upgraded building materials, and sign controls further serve to create an aesthetically pleasing business park environment. Through implementation of this specific plan, special design standards are applied to areas along arterial roadways, at entryways, and at the commercial center hub of the park.

The office, research & development, and manufacturing business park sites within CRC are also complemented by public uses and commercial support facilities. Public uses, including the public Zone 5 ballfield city park (of which only the first phase that is located within the CRC has been completed), a series of seven passive mini-parks, and a passive man-made lake area are all accessed by an efficient roadway system, with bicycle lanes and pedestrian sidewalks. In addition, individual lot owners are encouraged to provide on-site private recreational facilities for employees. The steeper hillside areas are preserved as natural open space for biological habitat conservation. CRC also features a retail commercial area in which commercial services such as printing, photography and food service support the main park users.

As mentioned, at the time of this specific plan amendment (2012), the CRC is 95% developed. For the most part, the development which has occurred within CRC has set and maintained high standards. Exceptions and conflicts exist however, which are anticipated to be resolved through the policies adopted with this specific plan. It is anticipated that adoption of this specific plan will result in greater consistency in application of the standards. Adoption of the standards articulated in this specific plan will re-emphasize the high and discriminating standards of the park, and thus reduce the potential for incremental erosion of the standards by small "exceptions" or variances, the cumulative effect of which can be a long term reduction in the CRC image.

1.2 Objectives of the Specific Plan

The following listed objectives provide the framework upon which this specific plan is based. These objectives are intended to ensure the functionality, economic viability, environmental sensitivity and positive aesthetic contribution of the specific plan. The project will;

- Continue the program of responsible and aesthetically-pleasing, high-end business park development.
- Continue to provide a location for high-end technological businesses and corporate headquarters and their owners and employees.
- Provide a regulatory document for the regulation of development within the CRC.
- Continue to provide employee amenities and support services and facilities that serve to attract quality businesses and industries who wish to locate within an attractive and upscale working environment.
- Continue to provide aesthetic consistency and high quality of design and materials throughout the specific plan area, which provides a continuity of design and a sense of identity within the specific plan area.
- Continue to provide a cohesive and well-planned area which successfully addresses the needs of the businesses within it and which successfully addresses the needs of the employees of these businesses.
- Actively promote and enhance the existing development types and patterns well established in the business park.
- Discourage uses and improvements inconsistent with the existing character of the business park.
- Communicate and interface with the established CRC Owner's Association to implement common development goals.

1.3 Project Location

The CRC area encompasses approximately 559 acres of primarily developed land, located near the geographic center of the city of Carlsbad. This area is adjacent to the regional McClellan-Palomar Airport. The CRC is surrounded by residential land uses on the north, industrial and business park uses across El Camino Real to the east, the Crossings at Carlsbad public golf course, future Veteran's Memorial Park and related open spaces on the west, and McClellan-Palomar Airport on the south. The CRC is located within the City of Carlsbad Local Facilities Management Plan (LFMP) Zone 5.

Vehicular access within the CRC business park is provided by a hierarchy of circulation roadways. Two arterial roadways bisect the CRC in both north-south and east-west directions

and intersect at the approximate center of the park. These arterials (College Boulevard and Faraday Avenue) connect with the secondary collector roadways, which, in turn, provide internal access to the several local streets (including cul-de-sacs), within the park. The existing business park lots within the CRC all front on streets which make up this hierarchy of roadways.

The CRC project was originally approved by the City of Carlsbad in 1981, and construction in the CRC began soon thereafter. Development of lots within the park has taken place over the years since this time, and continues at present**.** The existing development consists primarily of planned industrial manufacturing facilities and office buildings of varying sizes. The existing development establishes precedent for the look and pattern of use in the CRC. It is the goal of this specific plan to ensure that new development or alteration of existing facilities is constructed in a manner compatible with the existing aesthetic character of the CRC.

1.3.1 Relationship to City Center, Airport, Municipal Golf Course, etc.

Carlsbad Research Center is located generally in the geographic center of the city of Carlsbad, directly north of McClellan-Palomar Airport. The airport is owned by the County of San Diego and an Airport Land Use Compatibility Plan has been prepared and adopted by the San Diego County Regional Airport Authority. The southern property boundary of the Specific Plan abuts the northern boundary of the airport. The proximity of the airport which supports a variety of charter and regional airline services is considered a valuable asset to the businesses in the park and allows convenient access to the park from anywhere in the world through connections with other airports.

The Crossings Golf Course (Carlsbad Municipal Golf Course) is located directly west of the Specific Plan and abuts the CRC property at Faraday Avenue. This area was formerly known as Macario Canyon and contains a large low-lying natural riparian drainage area. Also, CRC abuts the City of Carlsbad Veterans Memorial Park property in this same area. Emerald Lake which was initially designed as a possible reclaimed water facility within CRC is adjacent to the golf course. Much of the upstream drainage from the area surrounding the park is channeled through and around the Emerald Lake facility. This drainage runoff is directed through the Emerald Lake facility and ultimately the water flows downstream through the golf course to Agua Hedionda Lagoon to the northwest of the CRC. Emerald Lake is landscaped and is available to the park owners, tenants and employees as a private common area open space facility.

1.3.2 Other Business Parks in Carlsbad

While the CRC has developed into a prestigious business park containing a high number of major corporate headquarters and Fortune 500 companies, it is by no means the only business park in Carlsbad. The CRC is one of several light industrial business parks located in proximity to the McClellan-Palomar Airport. Other business parks in the area include the Carlsbad Airport Business Center, the Carlsbad Airport Center, the Palomar Airport Business Park, the Bressi Ranch Business Park, the Palomar Forum Business Park, the Raceway Business Park, the Carlsbad Oaks Business Park, and the Carlsbad Oaks North Business Park. All of these parks are located generally in the center of the city, in the general vicinity of the airport.

The business parks in Carlsbad vary from the well established, upscale, large lot with freestanding buildings, which cater primarily to single users or corporate headquarters (such as CRC), to the latest, multi-tenant industrial project of multiple condo buildings catering to smaller users of warehouse/office mix. Together these business parks provide for a significant industrial base of light, pollution-free industries of a magnitude that they provide a reasonable tax base and a balance of opportunities for employment for local residents of the city of Carlsbad and the surrounding north San Diego County area.

1.4 Project Relationship to 1981 Specific Plan and Amendments

The original proposal for a specific plan on the 559 acre CRC property was made by the Koll Company in 1979. The Koll Company had developed a state-of-the-art business park in the City of Irvine, and based on that success, desired to pursue a similar venture in the city of Carlsbad.

The premise of the Irvine and Carlsbad business parks was to create a development concept in which there would be well defined, strict, codified design and development provisions for the property. Unified design themes would be incorporated into the project and the master developer would install common area facilities within the development in advance of individual development in order to establish the "identity" of the park. The creation of a readily-identifiable park included common signing, landscaping and design standards for individual properties. The specific plan would be approved by City Ordinance and would become the effective zoning regulations for the property to ensure continuing design and development standards in perpetuity as the property developed and beyond.

As a result of the fact that Carlsbad, even in the early 1980's, had created a reputation for encouraging comprehensive planning in the form of master plans and specific plans, Koll Company saw an ideal environment to implement an "Irvine-style" development. The CRC was effectively the first non-residential comprehensively planned project within the City. This was during the period that the La Costa Master Plan (residential) was underway, and following that, Calavera Hills, Aviara and others.

One of the concerns that many communities had at the time was the tendency of business parks, even "high end" parks, to begin as desirable and attractive, but as the project became more mature, the park would gradually decline and lose value. In part, this progression was due to the departure of the master developer, who after selling all the property to individual owners no longer sustained any interest in maintaining the high quality and related prestige and value of the park. Under this scenario, individual owners would begin to compromise standards in order to keep their building occupied. As a result, the park, property by property, would lose its comprehensively designed qualities. Thereby, values would decline and over time, the overall quality of the park and park infrastructure would decline. Historically, older business parks became, for the most part, unattractive places in many communities. The City of Carlsbad desired to avoid this situation and thus considered the "in perpetuity" specific plan, a good remedy for the possible decline of business parks which would be proposed for the Carlsbad area.

Since the approval of the original CRC Specific Plan, a number of amendments have been made over the years. This specific plan amendment is intended to confirm the vast majority of the original intent of the plan, and address in detail the land use issues and concerns that have arisen during the intervening period.

I.5 Context of the 2012 CRC Specific Plan

This Specific Plan constitutes the City's base land use document intended to encourage the high quality of structures, landscape, maintenance and overall business park environment that has been developed over time and which presently characterizes the park. In addition, a separate adopted CRC Design Guidelines document provides a more detailed level of development criteria which implements the objectives of this Specific Plan. The Design Guidelines are enforced separately by the CRC Owner's Architectural Review Committee (ARC). This parallel review and enforcement has played an important role in contributing to the high quality level of development presently enjoyed in the park. The Design Guidelines include architectural, landscape and signage design standards and, although not enforced directly by the City of Carlsbad, dictate, through the adopted Declaration of Conditions, Covenants and Restrictions (CC&Rs), separate review and approval by the ARC of proposals for new construction in the CRC. The strict control of design, development, construction and maintenance activities of properties within the CRC is essential in order to continue to achieve the high level of development quality.

All business parks constantly evolve as time passes. It is the intent of this specific plan that changes in use of existing structures and the possible resulting effect on parking, landscaping and relationships to adjacent buildings should be thoroughly reviewed prior to approval. Further, It is the intent of this Specific Plan to avoid non-conforming development and use characteristics within the CRC. In many cases the existing non-conforming park features such as signs, landscaping, parking lots and uses are known, and some enforcement action could be taken. Depending on the site-specific circumstances, these may be minor in nature and can be handled by notifying the property owner of the situation and requiring that no further approvals will be issued for the site until the problem is resolved. For the more egregious problems, remedial action may be necessary. Any remedial actions taken will be processed in accordance with Chapter 21.48 of the Carlsbad Municipal Code.

1.6 Legal Authority

This document serves as a specific plan of development for the CRC business park. It provides text and exhibits which articulate the design, development and operational parameters for the park. The development regulations herein will ensure conformity to community goals and values, and the protection of existing businesses within the park and surrounding area. 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.

This specific plan document also establishes a set of zoning regulations and regulatory procedures that have been formulated for the implementation, development and re-development of the land uses included within the CRC. Accordingly, this plan provides for a process for development review and a provision of design guidelines for architectural and landscape consistency throughout the project. Implementation of this specific plan will provide assurance to the City of Carlsbad and the CRC business owners that ongoing development within the park will be consistent with the intended goals and objectives of the City General Plan, the Local Facilities Management Plan for Zone 5, and this specific plan.

The CRC Specific Plan is intended to be a planning and policy document and is subject to City of Carlsbad City Council approval. Once adopted by City Council legislative action, this plan will

serve both policy and implementation functions for the CRC. This plan articulates the guidelines, standards and procedures necessary to accomplish orderly and aesthetically consistent development and improvements in the park. Any violation of the standards and regulations identified in the specific plan shall be considered a violation of the Carlsbad Municipal Code. Should any conflict arise between these specific plan regulations and other City policies, procedures or ordinances, the provisions of this specific plan shall prevail. Where the specific plan is silent on an issue, the applicable requirements of the Carlsbad Municipal Code shall apply. If any term, provision or condition of this specific plan is found to be invalid or unenforceable, the remainder of this specific plan shall not be affected.

This plan also serves to implement the Commercial-Manufacturing (C-M) zoning classification which exists on the site. The permitted uses, design guidelines and development standards contained in this plan are typically more stringent than those found in the underlying C-M zoning; therefore, where more stringent, the provisions of this plan will take precedence over the C-M zoning regulations. The provisions of the C-M zone shall apply to subjects which are not specifically addressed in this plan.

2 SPECIFIC PLAN COMPONENTS

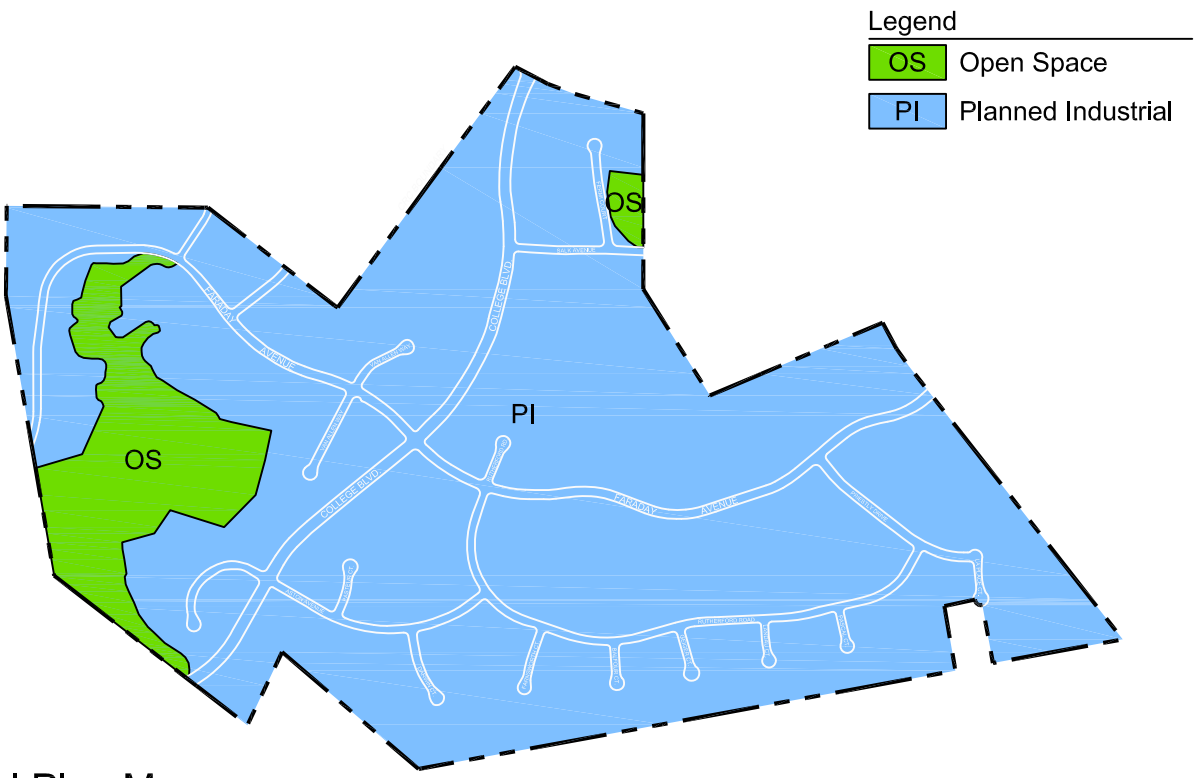
This chapter of the CRC Specific Plan provides a description of the land uses, the circulation, the open spaces and common areas, and the infrastructure and services serving the approximate 559 acre CRC property. The land use plan for CRC provides for three distinct land uses; planned industrial, commercial and open space. The circulation plan provides for a hierarchy of roadways to attract and distribute vehicles throughout the park, to provide for pedestrian and bicycle routes, and for access to public bus transportation. Public and community services and utilities are also provided for the uses and employees of the project.

2.1 Land Use Plan

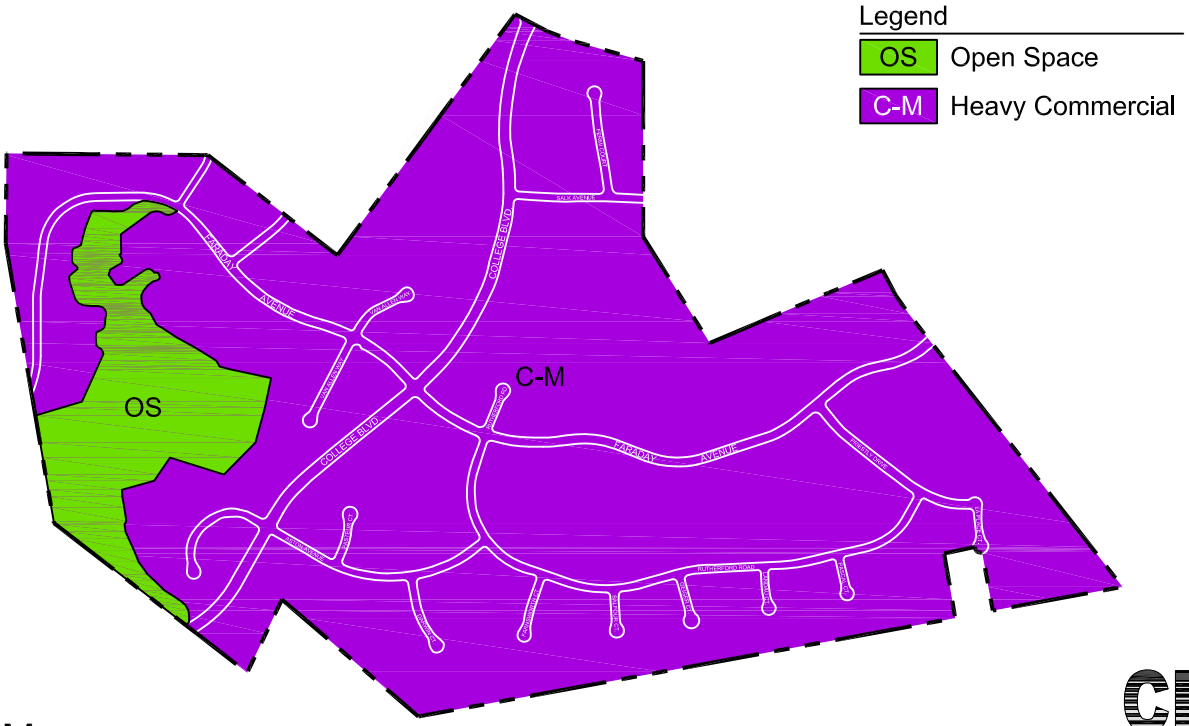
The CRC business park is primarily a light industrial, research and development (R&D) and office-related business park located in a suburban environment with an existing small, central commercial support area at the main intersection of the two internal crossing arterial roadways. The identified City of Carlsbad Land Use designation for the park is primarily Planned Industrial (PI), with the natural slopes in the park identified as Open Space (OS). The zoning for the entire developed property is Commercial-Manufacturing (C-M). Natural lands are zoned Open Space. Please see *Figure 4; General Plan and Zoning Map* for the General Plan land use and zoning configurations on the property.

Zoning for properties consists of a zoning map identifying the zone applicable to a property, and zoning regulations associated with uses and development regulations on the property. It is noted that zoning regulations articulated in this specific plan are generally more stringent than those allowed in the underlying (C-M) Zone. It is the intent of this specific plan that the requirements of this specific plan take precedence over the C-M Zoning regulations identified in the Carlsbad Zoning Code inasmuch as they are specific to the CRC business park, rather than encompassing of all C-M zoned properties within the city.

As indicated, the CRC Specific Plan implements the land use goals, objectives and policies of the City of Carlsbad General Plan and the Carlsbad Zoning Ordinance. The largest land use category in the park is identified in this specific plan as Area 1, the main light industrial category. Please see *Figure 5; Land Use Plan*. Limited commercial support services are allowed within Area 2. Area 2 is divided into two sub-segments (Areas 2a and 2b), to reflect the separate different land uses allowed on the two commercial lot areas.



General Plan Map



Zoning Map

CRC
CARLSBAD RESEARCH CENTER

PLANNING SYSTEMS

0 700 1400 2800 FT

Carlsbad Research Center

General Plan & Zoning Maps

Specific Plan

FIGURE 4

Carlsbad Research Center

Specific Plan

Land Use Plan

FIGURE 5

The following table is a summary of the acreages of the different land uses within the CRC:

Table 1: Specific Plan Land Uses

Area	*Specific Plan Land Use*	*Approximate Acreage*	*% of Overall Area*
Area 1	Planned Industrial – Light Industrial	414	74%
	Planned Industrial – Open Space	116	20%
Area 2a	Commercial - Retail	26	5%
Area 2b	Commercial - Tourist	3	1%
TOTAL		559	100%

2.1.1 Area 1 – Light Industrial (Research & Development)

Area 1, the Light Industrial, light manufacturing and office-based land use is intended to provide for the corporate, general, professional, administrative, manufacturing, fabrication, assembly, warehousing and distribution businesses within the Park. Approximately 414 acres are devoted to this land use. Individual lots within Area 1 are, and will continue to be, developed either as single-tenant, campus-type sites, or as multi-tenant complexes. Specific uses allowed and development standards and regulations on projects within Area 1 are identified in Chapter 4 of this specific plan.

Area 1 also includes open spaces associated with the industrial lots, including natural chaparral-covered hillsides, a large manufactured slope along College Boulevard, and the street frontage landscape buffers in front of the industrial lots. These open spaces encumber approximately 20% (116 acres) of the Area 1 industrial area. Although these open spaces are shown on the specific plan, not all open space is identified as open space in the Carlsbad General Plan.

The Zone 5 public ballfield city park is also provided in Area 1, located on the northeast corner of Faraday Avenue and Camino Hills Drive. This park was not identified in the original CRC Specific Plan, but has since been added to the City of Carlsbad's park inventory. The park is owned and operated by the City of Carlsbad, and is referenced in the City's Park and Recreation Element as "Industrial Park". The existing soccer and baseball field improvements are only the first phase of an ultimate park development which is planned to contain additional soccer and baseball fields, picnic and parking areas, and will extend into property northerly of the CRC boundary for a total park area of 12.9 acres.

2.1.2 Area 2 – Commercial

Area 2, the commercial land use category is located on two of the corners of the central, main arterial intersection at College Boulevard and Faraday Avenue and on the two corners of the intersection of Faraday Avenue and El Camino Real. For land use purposes, these two areas represent two separate types of commercial planning areas, Areas 2a and Area 2b.

Area 2a is characterized by three separate intersection corners within the CRC. On one Area 2a corner, on the southwest corner of College Boulevard and Faraday Avenue, presently sits The Island at Carlsbad, a retail center with restaurants, banks, offices, service businesses and a mini-mart store with gas station. This commercial land use area is intended to meet the

retail, commercial and hospitality service needs of the patrons of the business park. Uses such as the existing restaurants, services business, and business-oriented retailing is allowed and encouraged. The other two intersection corners designated as Area 2a are situated at the northwest and southwest corners of the intersection of Faraday Avenue and El Camino Real. Office buildings presently exist on these two corners, however these lots allow for both office buildings and/or commercial uses.

On the northeast corner of College Boulevard and Faraday Avenue, Area 2b is identified in this specific plan for hotel and related business-traveler uses, and presently is occupied by a Residence Inn by Marriott, which provides these business-traveler uses to the CRC. Areas 2a and Area 2b together devote approximately 29 centrally-located commercial acres on arterial roadways which cater to the CRC business park. Specific uses allowed within Areas 2a and 2b are identified in Chapter 4 of this specific plan.

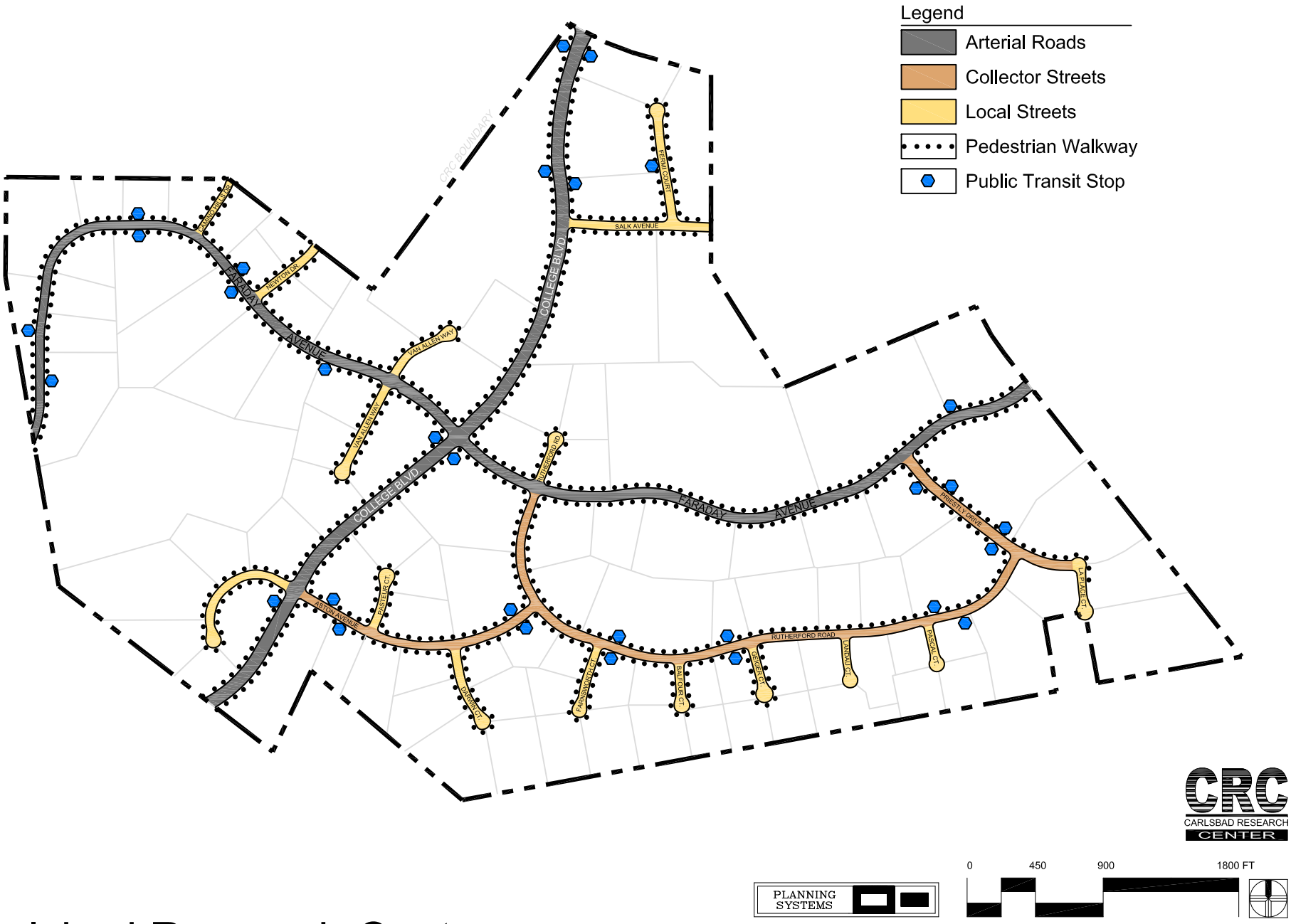
As shown on Figure 5, the arterial street frontages in front of the commercial properties are considered open space, which is maintained by the Owner's Association.

2.2 Infrastructure

Public facilities and physical utility infrastructure is provided to the CRC as discussed in the following sections. All public infrastructure improvements within the CRC Specific Plan comply with City standards, as required or accepted by the City Engineer. In addition, as required by the Carlsbad Growth Management Program, the City has enacted an ongoing monitoring program to evaluate the aspects of improvements, development and demand on public infrastructure and facilities.

2.2.1 Circulation Plan

The CRC is accessed via a number of existing arterial roadways in Carlsbad. These include Cannon Road and Palomar Airport Road to the west and south, El Camino Real to the east, and College Boulevard to the north. The two primary vehicular circulation roadways within the CRC are the north-south arterial College Boulevard, and the east-west arterial Faraday Avenue. These arterials serve the collector and local streets accessing the lots within the CRC. Vehicular circulation within the CRC is provided in sufficient size, quantity and variety to meet the needs of businesses and workers within, and visitors to the park. Please see *Figure 6; Circulation Plan*.



Carlsbad Research Center

Specific Plan

Circulation Plan

FIGURE 6

The vehicular, bicyclist and pedestrian circulation concept of the CRC Specific Plan establishes a pattern of circulation alignment and standards for streets, pedestrian sidewalks, bicycle lanes and transit bus stops. These roadways are designed of sufficient size to accommodate peak hour traffic demands from the project and other anticipated off-site vehicular trips travelling through the park. The roadway hierarchy for the CRC is as follows:

- Arterials – College Boulevard and Faraday Avenue. El Camino Real also borders the eastern edge of the CRC.
- Collectors – Rutherford Drive, Priestly Drive, Salk Avenue and Aston Avenue.
- Local Streets – All remaining public streets within the CRC.

All streets within the CRC contain bicycle lanes. Also, a number of public transit stops on the arterial and collector roadways serve the park. These transit stops provide an efficient distribution of public bus transit access points for park employees. In addition, the majority of the streets within the park have been constructed with pedestrian sidewalks on both sides of the street, for efficient and clear walking access throughout the park.

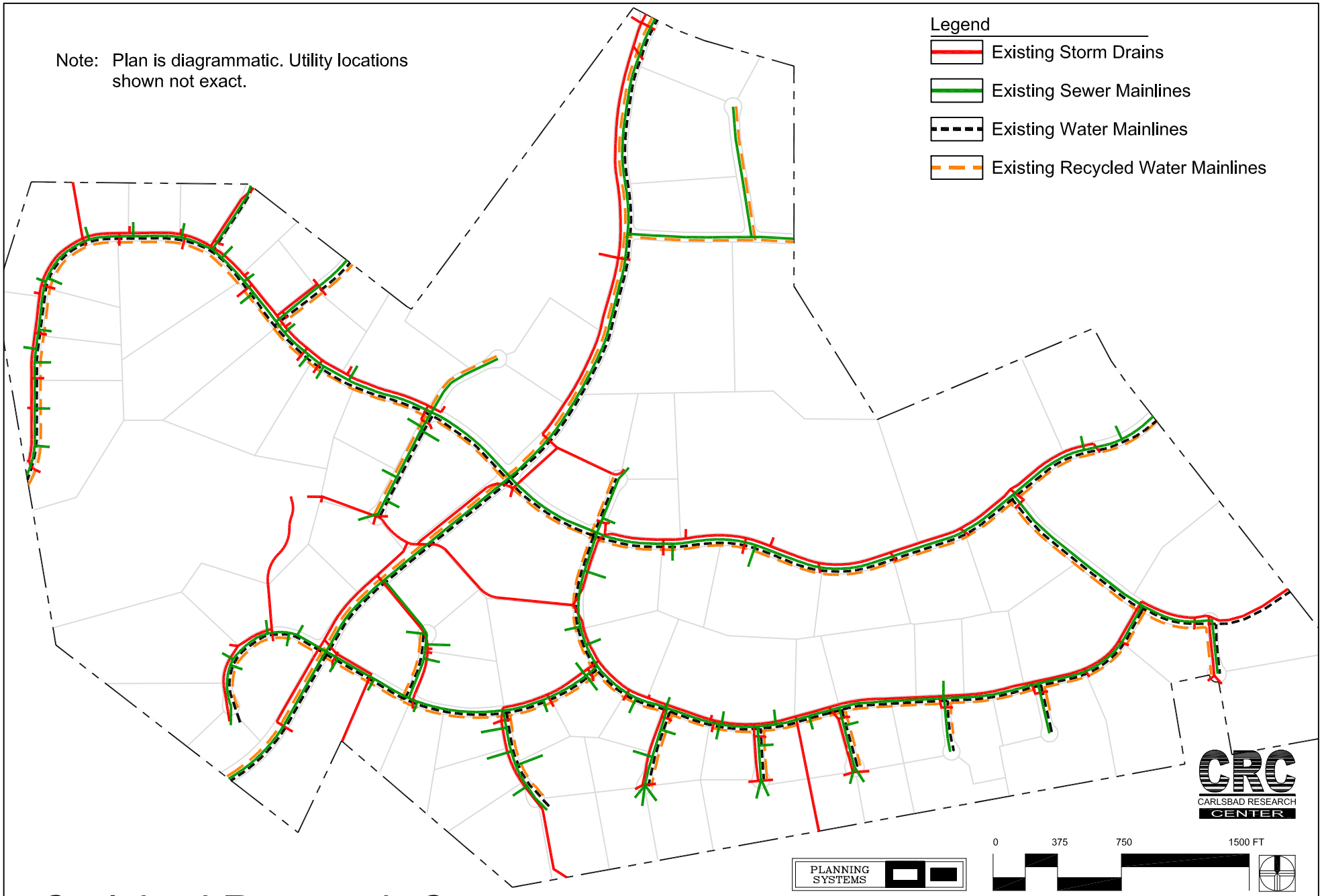
2.2.2 Utilities and Services

Drainage facilities have been constructed to accept and route stormwater in an efficient and safe manner throughout the park. This drainage system is designed to convey 100-year storm occurrences. Desiltation basins exist in a number of locations on the western portion of the site, to assist in cleansing the runoff before it leaves the CRC.

Sewage collection service within the CRC specific plan area is provided by the City of Carlsbad. Major sewer trunk lines owned and maintained by the City of Carlsbad, exist within public streets in the CRC. The majority of the sewage is transported through a regional interceptor which flows westerly down Faraday Avenue to the Encina Water Pollution Control Facility.

Water service to the CRC is provided by the City of Carlsbad Municipal Water District ("CMWD"). Water distribution lines exist within the public streets and easements within the lots in the CRC. Also, CMWD has installed recycled water trunk lines within Faraday Avenue to provide for recycled water use in the landscaping within the CRC.

Electricity and natural gas is provided to the CRC by San Diego Gas and Electric Company. Fire protection and police protection is provided by the City of Carlsbad. These utilities are all adequate to serve the project. The major utilities serving the CRC are shown on *Figure 7; Utilities Master Plan*.



Carlsbad Research Center

Specific Plan

Utilities Master Plan

FIGURE 7

2.3 Existing Lots Within CRC

Approximately 131 separate lots presently exist within the CRC. A number of these lots also contain non-residential PUD lots within a few of these master lots. One lot contains an office condominium project. Only six lots remain undeveloped at the time of preparation of this specific plan (2012). Please see *Figure 8; Parcel Map*, for a map of the existing lots within the CRC.

Circumstances exist wherein adjacent [off-site] uses affect or are used in conjunction with uses within CRC. For example, the developer of Lot 90-1 (seen on Figure 8) has constructed an access-way between their CRC development and an off-site building outside of the CRC. Such connections are recognized and allowable as long as they do not contribute to a diminution of the objectives and features of the CRC Specific Plan.

2.4 Common Design Themes

The effort to maintain the physical characteristics of the CRC involves coordinating how development proposals will affect the park. The CRC possesses a variety of elements that create common design themes for the park. Themed design at the major entrance points to the park, consistent and special landscaped streets and intersections, extensively landscaped setbacks, underground utility lines, a consistent architectural image, and other features all serve to enhance the visual image of the project and create an upscale and prestigious sense of identity within the specific plan area.

The extensive landscape program with common landscape theme is central to the concept of the specific plan. This program has been implemented and enforced, and completely integrated into the day to day operations of the business park for the life of the park.

2.4.1 Owner's Association

In accordance with the requirements of the original approved specific plan, and the adopted Conditions, Covenants & Restrictions ("CC&Rs") for the CRC, a CRC Owner's Association has been established for the park. All uses shall conform to the general development concepts for a high-quality business park, with all standards and restrictions established by this plan, with the CC&Rs, and with the CRC Design Guidelines. The City of Carlsbad shall be responsible for enforcement of the Specific Plan. The Owner's Association shall be responsible for enforcing the CC&R's and the CRC Design Guidelines.

2.4.2 Common Areas

Land maintenance responsibilities within the CRC are divided between three entities; (1) the City of Carlsbad, (2) the CRC Owner's Association, and (3) the individual property owners. The City maintains the street improvements within the public rights-of-way and utilities within the right-of-way and public easements. All other common areas are maintained by the CRC Owner's Association. Individual property owners maintain the area and improvements on their private lots, except for the Owner's Association maintenance of front streetscapes, identified in this specific plan. More specifically:

Carlsbad Research Center

Specific Plan

Parcel Map

FIGURE 8

City of Carlsbad Maintenance. All public streets, medians and the adjacent curb, gutter and sidewalks are owned and maintained by the City of Carlsbad in accordance with established policies. Drainage, sewer, water and other public utilities within these rights-of-way are owned and maintained by the City or Municipal Water district. Certain facilities owned by the City of Carlsbad may be maintained by the CRC Owner's Association only under circumstances in which a specific maintenance agreement between the two parties has been executed.

The Zone 5 ballfield city park located on the northeast corner of Faraday Avenue and Camino Hills Drive (earlier referenced in Section 1.1 of this specific plan) is 2.9 acres in size and is also owned and maintained by the City of Carlsbad. Only the first phase of this park (ballfields) has been constructed at this time, and a second phase is not scheduled for construction until after 2021. The ultimate size of the park will be 12.9 acres, most of which (10.0 acres) is located outside of the CRC boundary.

CRC Owner's Association Maintenance. The CRC Owner's Association maintains the landscaped area within the right-of-way, and also the streetside setback along the street frontage of the public roadways within the CRC business park. The Owner's Association also maintains the seven (7) mini parks totaling approximately 14,000 square feet in area, provided to accommodate passive rest and picnic areas for employees of and visitors to the CRC. Additionally, the formal entries and monumentation on major roadways into the CRC, enhanced landscape planting at main intersection corners, numerous drainage facilities, including Emerald Lake, and open spaces are maintained by the Owner's Association. These areas are discussed in greater detail in Chapter 3 of this specific plan. The open space includes a large western section of the CRC including a chaparral-covered hillside area located behind existing structures on the east side of Faraday Avenue. This open space area is maintained by the Association.

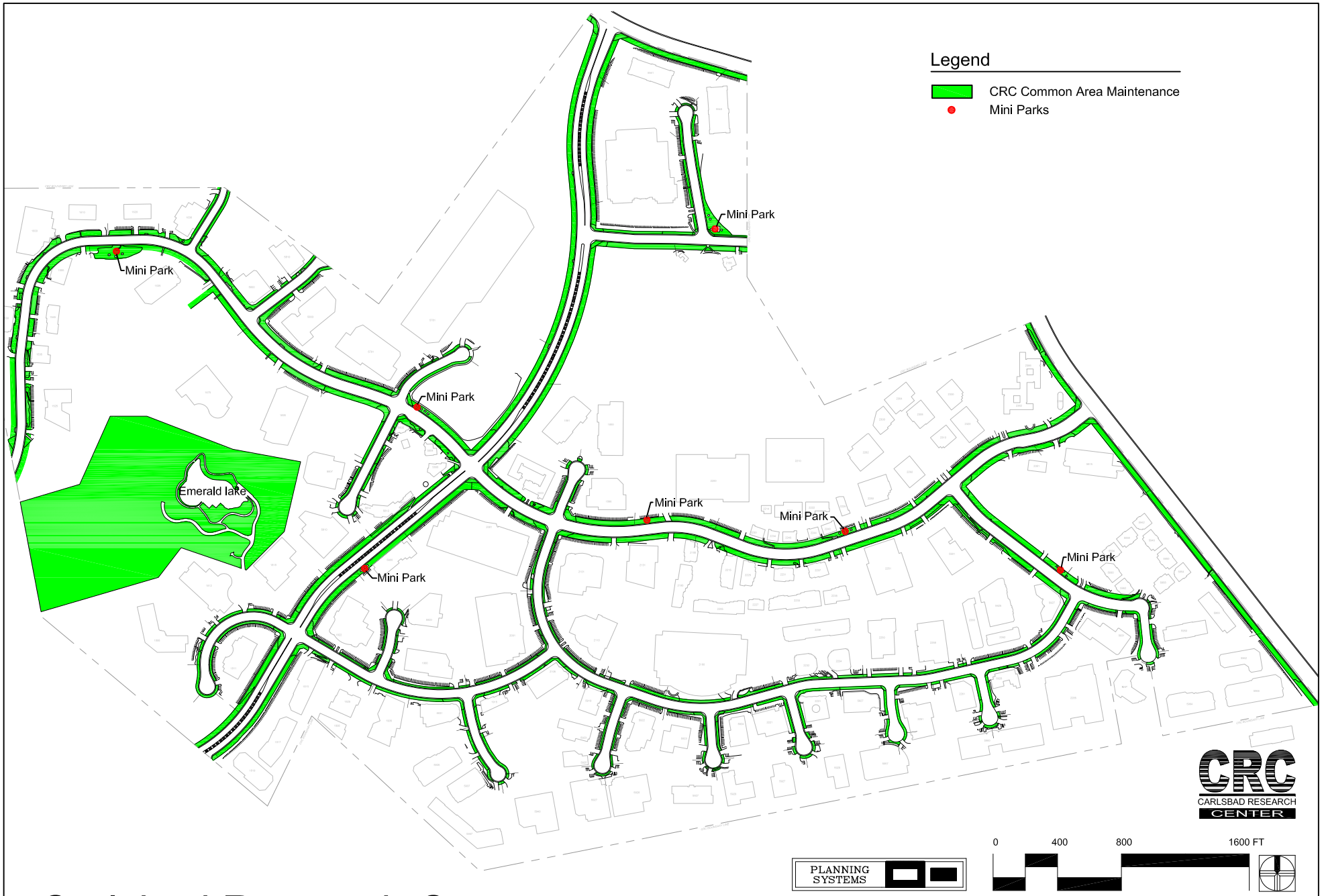
Emerald Lake is also located on the western end of the CRC. This water feature was initially designed as a possible reclaimed water storage facility, but has, to date, not been used for this purpose. Much of the upstream drainage from the area surrounding the park is channeled through the Emerald Lake facility. However, as of 2012, Emerald Lake functions primarily as a passive open space and recreation spot.

The areas, including the various areas identified in this CRC Owner's Association Maintenance section, are all subject to continued maintenance by the CRC Owner's Association and are shown on attached *Figure 9; Association Maintenance Areas*.

2.4.3 CC&Rs

The establishment of an Owner's Association and CC&Rs was a requirement of the original CRC Specific Plan. These CC&Rs state expressly that all properties within the CRC are subject to the provisions of the Specific Plan. These CC&Rs were required by the original Specific Plan. The CC&Rs were subsequently approved by the City. The City-approved document stipulates that the City has the full right, but not the obligation to enforce any breach of the CC&Rs regulations, duties, obligations or requirements. Further, the approved CC&Rs allow that the City has the power, but not the obligation to demand remedy, lien, or foreclose in order to enforce the CC&Rs, if necessary.

The adopted CC&Rs are applicable to the entire park, and have been recorded against the title of all properties within the park. These CC&Rs both articulate use regulations within the CRC, and also guarantee maintenance of these common facilities within the project, as indicated in the original specific plan. All structures, uses and development must conform to all the standards and restrictions established by both this specific plan and the CC&Rs. No development or uses may be allowed unless they are consistent with this Specific Plan, and with the CC&Rs.



Carlsbad Research Center

Specific Plan

Common Area Maintenance Map

FIGURE 9

3 DESIGN GUIDELINES

One of the substantive objectives of site, architecture and landscape planning within the CRC is to create and sustain a high quality, aesthetically-pleasing and functional business park environment. To accomplish this, site planning within the project area must involve consistency of theme, and location of functional spaces according to their various uses for the maximum functionality and attractiveness.

Development within the CRC features extensive landscaping, including special landscaped berms along designated streets, parking lot landscaping, and landscaped building sites. Landscaped setback requirements and strict sign controls further serve to create an aesthetically pleasing and sensitive working environment that is functional, a source of community pride, and catalyst for sound investment. Special design standards have been applied to areas adjacent to residential developments.

Pedestrian and bicycle pathways and a series of mini-parks provide public recreational facilities. In addition, individual research and development users are encouraged to provide private recreational facilities for employees. The steeper canyon areas have been preserved as natural open space and habitat areas.

The separate CRC Design Guidelines and its enforcement by the CRC Owner's Architectural Review Committee (ARC) play an important role in contributing to the CRC's high quality level of development. The strict control of design, development, construction and maintenance activities of properties within the CRC through implementation of this Specific Plan and the Owner's Association enforcement of the Design Guidelines is essential in order to achieve this goal.

3.1 Overall Design Concept

The objective of these Design Guidelines is to continue the development of tasteful, imaginative design of individual buildings while preserving the overall visual integrity of the CRC and compatibility with the streetscape theme which is discussed in greater detail in this chapter. Each property owner is encouraged to explore the creative possibilities of the site and to propose a building program that creates a unique identity for the property while remaining consistent with the tone and flavor of the existing development. Minor landscaping concept changes and plant species may be modified subject to a finding by the City and the CRC owner's Association of general compliance with this Specific Plan. The term minor shall involve no more than modification of 15% of a particular lot's landscape area, or as otherwise determined to be minor by the Carlsbad City Planner.

In order to achieve this design objective, special emphasis is placed upon methods that tend to reduce the large-scale visual impact of buildings in the CRC. All buildings are to be modern and progressive in design and concept. Building design and materials should reflect the technology of today. Further, it is the intent of this Specific Plan that buildings be positioned on sites so as to enhance the architectural quality of the building and to de-emphasize parking and loading areas. Buildings should be oriented to focus on maximizing view opportunities and taking into account the expected pedestrian patterns.

Individual components of a site plan should be an integral part of the entire project. If a particular use is part of a larger complex, it should take its form and design characteristics from the larger complex. The design of each component of an individual site design and onsite architecture should be accomplished in consideration of its compatibility with adjacent developments.

3.2 Common Area Design

It is the intent of the CRC Specific Plan to facilitate features which create a sense of community identity for motorists and pedestrians entering and traveling through the project. These features include bold landscaped entry statements, street tree frontage planting, and consistent signage, walls and landscaping. Common area design is also intended to provide for safe, pleasant traffic circulation, bicycling and walking through the park.

The design of common areas, including streetscapes, entry statements, accented intersection corners and other features, is to enhance these locations to increase their importance as gateways, transition zones, and visual focal points. The street tree planting design intent for the streets within the CRC is to establish a tree vocabulary that unifies the length of the corridor. Such major street tree planting is intended to provide a strong unifying streetscape design element along the arterial corridors serving the project.

3.2.1 Streetscape Design

The streetscape design plan establishes structure, hierarchy, coherence, continuity and visual identity for the CRC. The plant palette and the landscape treatment for each of the streets, entryways and intersections within the project serve to reinforce the consistency of the overall concept. This specific plan identifies landscape species as they exist in 2012, however the specific species may be changed through action by the CRC Board of Directors in consultation with the City of Carlsbad and consistent with the City of Carlsbad Landscape Design Manual, Water Efficient Landscape Ordinance, without an amendment to this specific plan, as long as the overall landscape theme patterns are maintained.

3.2.1.1 Arterial Roadway Design

The two arterial streets within CRC are College Boulevard and Faraday Avenue. College Boulevard is a north-south major arterial with four travel lanes and an 18-foot wide landscaped median within a 102-foot right-of-way. Please see *Figure 10; College Blvd. Cross Section*. Faraday Avenue is an east-west secondary arterial, with four lanes and a two-way left turn lane in the middle. See *Figure 11; Faraday Ave. Cross Sections*. A landscaped building setback from the streets is provided. Street trees within the street

setback are a combination of evergreen and deciduous trees. These arterials are planted with a Tipu tree theme tree, with turf the dominant ground cover on flat areas, and shrub and ground cover occupying manufactured slopes adjacent to the arterials.

3.2.1.2 Collector Street Design

Four streets are designated as collector streets; Rutherford Road, Priestly Drive, Salk Avenue and Aston Avenue. A significant landscaped building setback is also provided for these roadways. Within this setback, Rutherford Road is planted with a regularly spaced single row of Carrotwood trees spaced close enough to create a stable and unified streetscape. Aston Avenue and Priestly Avenue are planted with either a single row or double row of Chinese Elm trees spaced at 60 feet apart to allow both building views and large mature tree size. Salk Avenue is planted with Coral trees, providing stately character and seasonal color. Ground covers for these streets can be either turf or low growing ground covers that provide a well manicured appearance. Please see *Figure 12; Collector Street Design.*

3.2.1.3 Local Street Design

All remaining public streets within the CRC are considered local (industrial) streets. These streets are planted with Coral trees, providing stately character and seasonal color throughout the park. Ground covers for these streets are either turf or low growing ground covers that provide a well manicured appearance. At intersections, the American Sweet Gum tree or Canary Island Pine trees are the dominant tree species planted in the enhanced landscaped intersection corners. Please see *Figure 14; Local Street Design*.

3.2.1.4 Sidewalks

Pedestrian circulation throughout the CRC is facilitated through a streetside sidewalk system along both sides of most public streets within the park. This consistent streetscape contributes strongly to the park-like appearance of the park. The typical sidewalk [including curb] is 5.5 feet in width. Some public streets within the CRC do not presently have sidewalks on both sides, and the CRC should consider installing sidewalks in these locations. In the few locations where sidewalks do not presently exist, the developer may install sidewalks if new construction is proposed on the site. Also, certain sidewalks may qualify for City of Carlsbad Capital Improvement Project (CIP) funding.

The park-wide on-site pedestrian circulation system meets the circulation needs of CRC employees and visitors. This system provides a safe, all-weather, and aesthetically pleasing means of pedestrian movement throughout the business park. Efficient connection to this system should be an integral part of any on-site planning for lots within the CRC. Thus, where logic and usage dictates, adequate connections should be made between on-site and streetside pedestrian circulation.

3.2.1.5 Streetscape Landscaping

The streetscape landscaping along all lot frontages is an important visual feature of the CRC. All improvements within this area are subject to the greatest degree of regulation and review because the streetscape zone functions as the primary image setting area for the CRC.

The streetscape plant palette is defined in the adopted Landscape Design Guidelines for the project. These guidelines are administered by the CRC Owner's Association and have been conceived to define and create a distinctive park-like character for the streetscapes for the project. The plant materials reflect the hierarchy of the street system with tree species diversity and prominent views defining the arterials, and stately trees spaced regularly along the collector and local streets. Shrubs, turf and groundcover areas will also articulate the ground plane. These streetscape elements will collectively yield the coherence, consistency and identity expected of a high-end project of the scale of CRC.

The arterial roadways are considered the "gateway" streets into the project. Thus, these roads shall have a consistent streetscape theme and also increased building visibility. Along College Boulevard, the roadway also contains a tree-lined median. These arterial roadways are identified by a 30-foot wide landscaped building setback, maintained at a meticulous level by the Owner's Association. The setback landscape maintenance area is planted with an average tree density of at least one tree per 40 linear feet. The exact spacing of trees has been determined and adjusted to allow views into and out of the properties, and in recognition of intersection locations and median layouts.

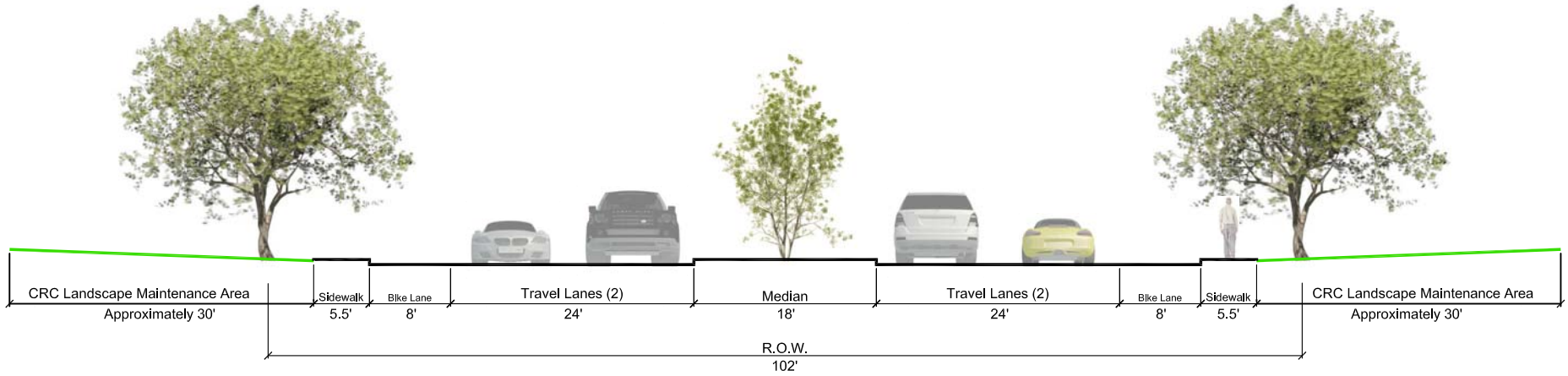
The College Boulevard, Faraday Avenue and El Camino Real streetscapes all have an "urban forest" theme that uses four to five species of trees grouped in small stands that drift along the parkway. In an effort to provide the streetscape an organized character, the Tipu tree is placed in a regularly alternative pattern along the right-of-way edge. Background and accent trees such as the Brisbane box, the Australian willow, and the Bronze loquat meander in a woven fashion to help create park identity, to arrange views, to provide a consistent theme, and to provide shade.

Along the northern reach of College Boulevard the Silk floss tree is added to the plant palette to provide additional color and seasonal interest. On flat areas of Faraday Avenue and College Boulevard, turf is used as the ground cover for its manicured, refined appearance. On slopes, low to medium sized evergreen ground covers are used to achieve a manicured look and to establish a streetscape rhythm.

3.2.1.6 Landscape Maintenance Area

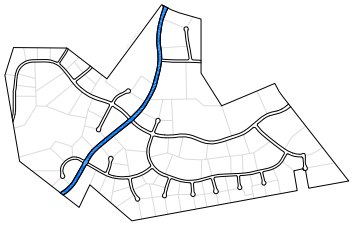
All public streets within the CRC contain a Landscape Maintenance Area ("LMA"). The LMA is defined as that highly visible portion of streetscape between the sidewalk and the private buildings and improvements. For arterial roadways (Faraday Avenue, College Boulevard and El Camino Real) and portions of Priestly Drive, this LMA extends 30-feet into the site, measured from the back of the sidewalk. The LMA dimension for all other streets is 15 feet measured from the back of sidewalk. On these streets, the LMA is planted with a single row of trees, with turf and/or groundcover.

Most of the landscaping within the LMA is considered common maintenance area, and thus is maintained by the Owner's Association. Any site development that alters the existing landscape development within the LMA shall be reconstructed per the requirements of this plan and the Owner's Association.



COLLEGE BLVD.

NOT TO SCALE



CRC
CARLSBAD RESEARCH CENTER

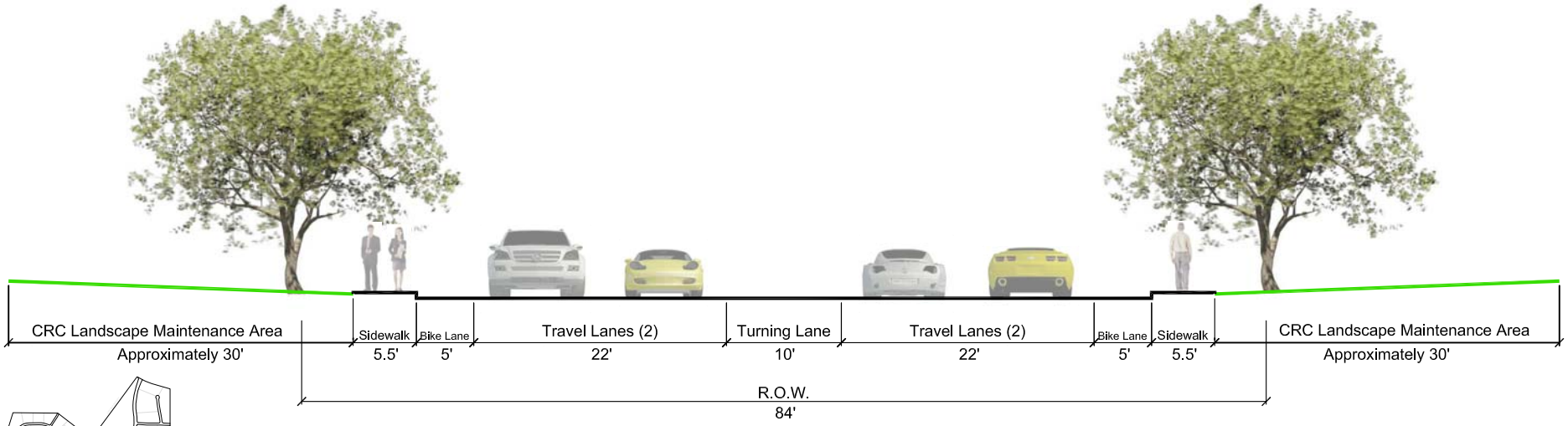
PLANNING SYSTEMS

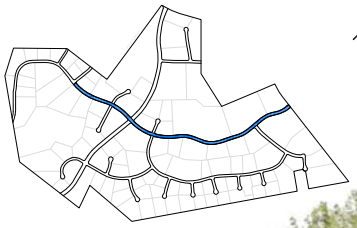
Carlsbad Research Center

Specific Plan

College Blvd. Streetscape Cross Section

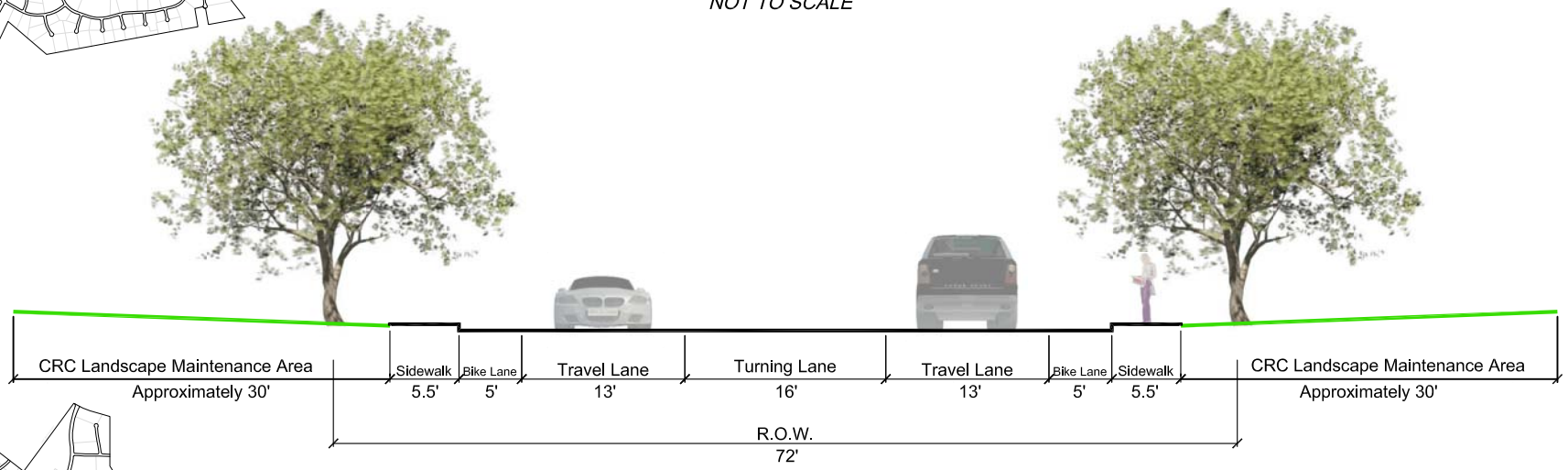
FIGURE 10

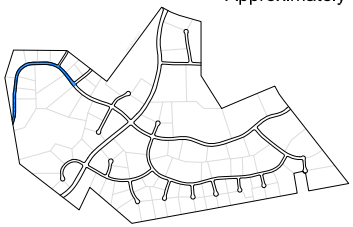




FARADAY AVENUE (East of Newton Drive)

NOT TO SCALE





FARADAY AVENUE (West of Newton Drive)

NOT TO SCALE

CRC CARLSBAD RESEARCH CENTER

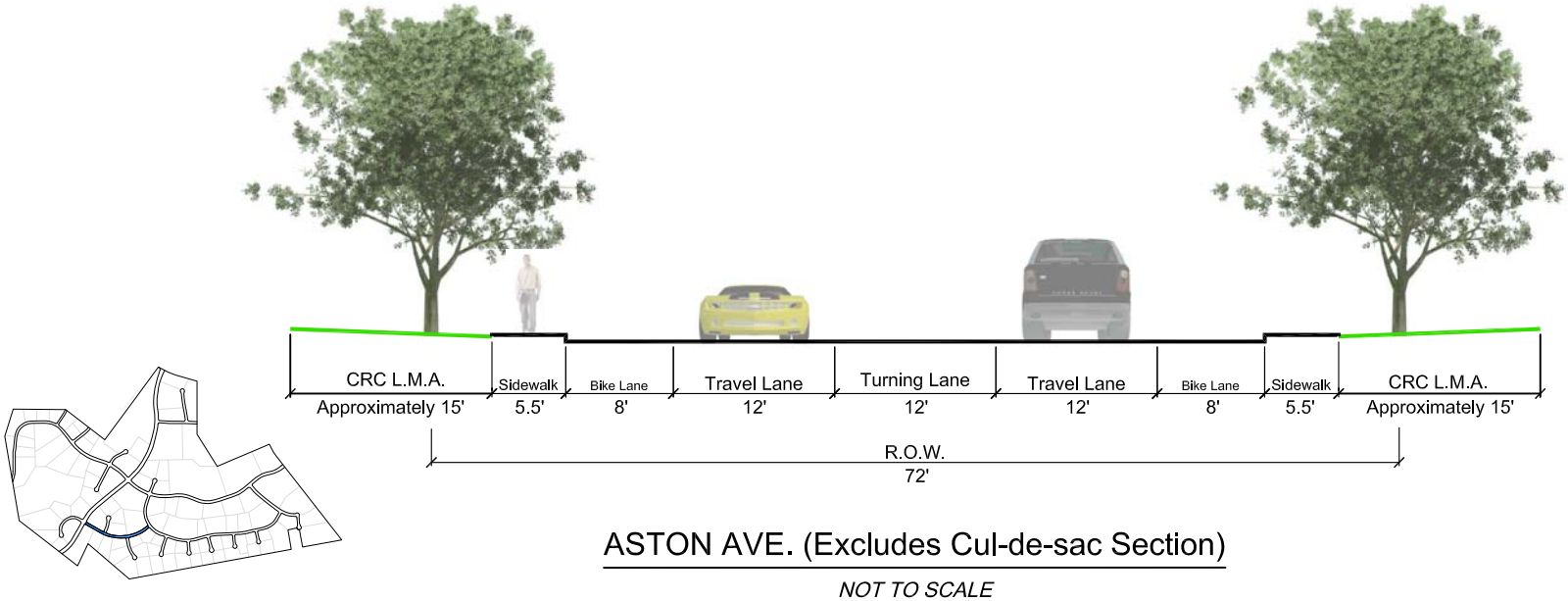
PLANNING SYSTEMS

Carlsbad Research Center

Faraday Ave. Streetscape Cross Sections

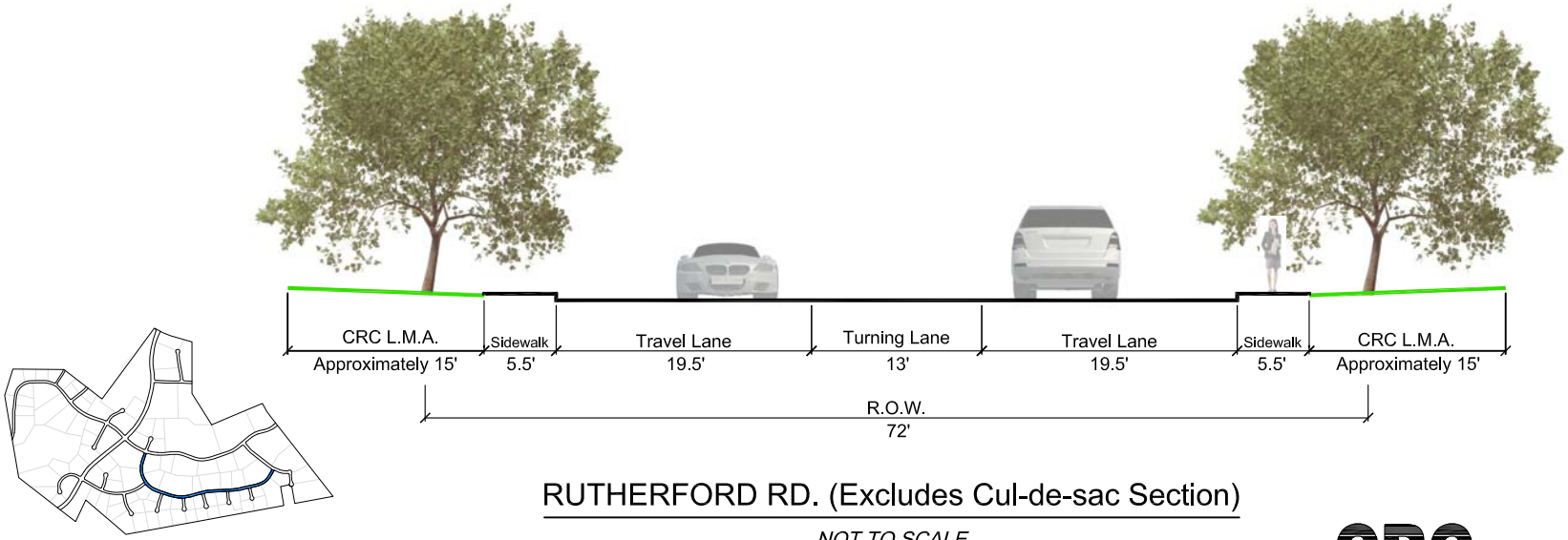
Specific Plan

FIGURE 11



ASTON AVE. (Excludes Cul-de-sac Section)

NOT TO SCALE



RUTHERFORD RD. (Excludes Cul-de-sac Section)

NOT TO SCALE

CRC CARLSBAD RESEARCH CENTER

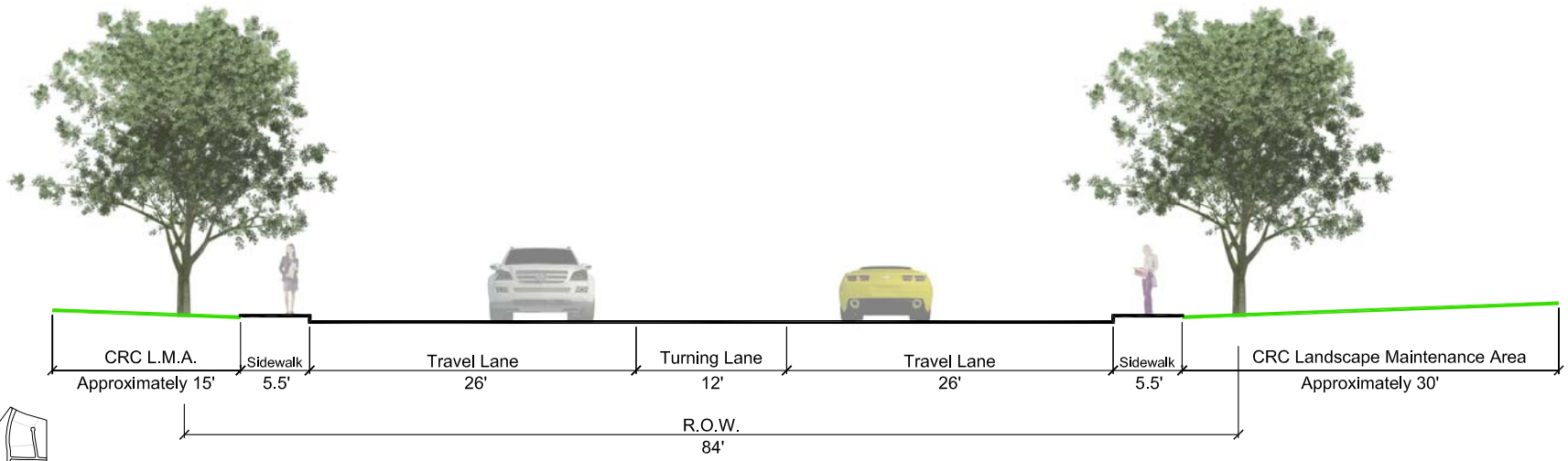
PLANNING SYSTEMS

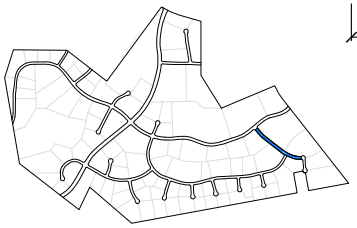
Carlsbad Research Center

Typical Collector Streetscape Cross Sections

Specific Plan

FIGURE 12





PRIESTLY DR.

LOOKING NORTH

NOT TO SCALE

CRC CARLSBAD RESEARCH CENTER

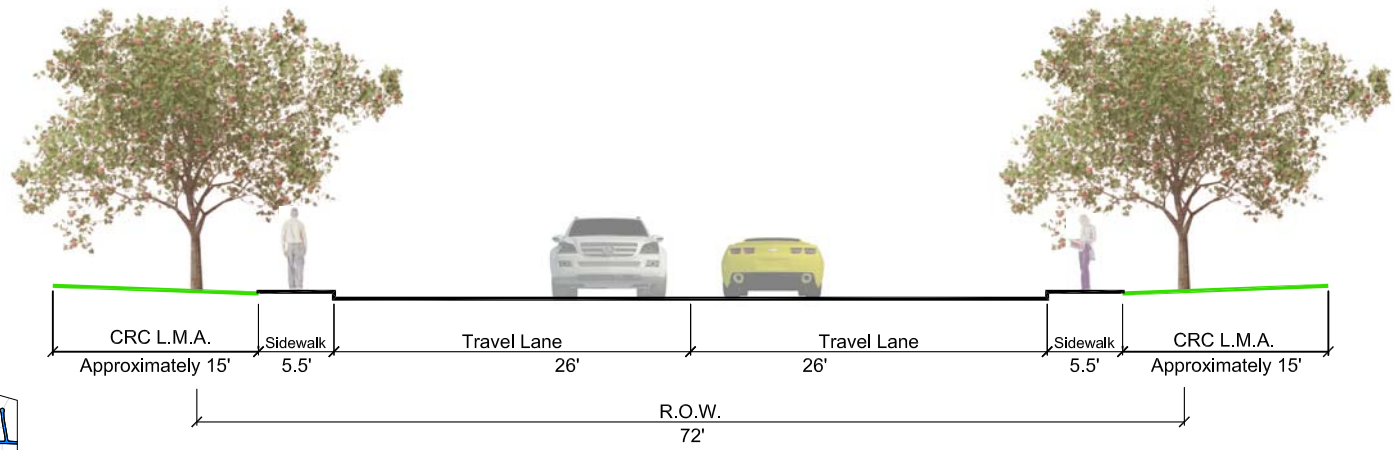
PLANNING SYSTEMS

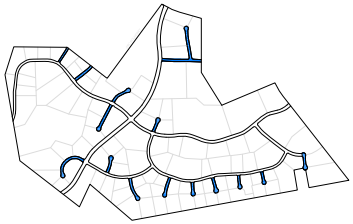
Carlsbad Research Center

Specific Plan

Typical Collector Streetscape Cross Section

FIGURE 13





LOCAL [INDUSTRIAL] STREET (TYPICAL)

NOT TO SCALE

CRC CARLSBAD RESEARCH CENTER

PLANNING SYSTEMS

Carlsbad Research Center

Specific Plan

Typical Local Streetscape Cross Section

FIGURE 14

Night lighting will play an important role in defining the street corridors at night, while addressing functional needs for vehicular and pedestrian safety and security. Lighting along the corridor will generally be of three types:

1. Overhead street lighting. Lighting that is primarily intended to illuminate the vehicular travel lanes of a street for safety purposes.

2. Pedestrian sidewalk lighting. Lighting for pedestrian areas which is of a lower height thus provides better light quality and distribution for pedestrians.

3. Special feature and amenity lighting. This includes special lighting for entry features, and other amenities.

4. For new construction, Dark Sky lighting principles (lighting design and materials which concentrate lighting on light-essential areas) shall be employed in outdoor areas. Dark Sky design shall include eliminating non-essential lighting, the use of timers, limiting luminaires, and other similar design and material factors.

3.2.1.7 Parking

In an effort to maintain an aesthetically-pleasing view for motorists traveling through the park, this specific plan requires all proposed developments to provide sufficient on-site parking to accommodate the proposed uses. Required parking shall be pursuant to Carlsbad Zoning Ordinance Section 21.44.

3.2.2 Entry and Intersection Statements

The CRC is accessed via four primary entries. The primary entry to the CRC occurs from the eastern edge of the park, at the intersection of Faraday Avenue and El Camino Real. The other three entries are from the north, south and west, respectively as follows; College Boulevard at El Camino Real, College Boulevard South (along the southern CRC boundary line) and Faraday Avenue West (along the western CRC boundary line).

All entries share a common, formal landscape entry theme which will include CRC entry monumentation signs, majestic palm tree "gateway" framing, and formal plantings which include selected flowering shrubs, ground cover and perennial color. All entry landscape elements are also utilized at the central, most prominent internal intersection of the CRC (Faraday Avenue and College Boulevard).

Other arterial intersections and all prominent secondary street intersections within the CRC are landscaped with formal treatments that include Canary Island pines, understory flowering trees, selected flowering shrubs and ground covers and perennial color. Other intersections as secondary streets utilize American sweet gum trees (substitute species suggested for new plantings), understory flowering trees, selected flowering shrubs and ground covers and perennial color.

All entry and intersection landscape is to be provided a comprehensive, high level of maintenance. Likewise, all entry and intersection plantings utilize the amount of irrigation water necessary to sustain vigorous growth. Uniform plant material selections are repeated in a hierarchic manner throughout the park to provide an attractive, unified, cohesive design statement.

3.2.3 Open Spaces

The CRC Owner's Association also maintains open spaces, including Emerald Lake and several acres of ornamental and natural, chaparral-covered hillside within the business park. Emerald Lake is a body of water which is surrounded by turf-areas and a large, hardscape area located on the western side of the park, owned, managed and maintained by the Owner's Association. Emerald Lake functions as both a passive recreation area and also as a storage reservoir for recycled water. Emerald Lake is surrounded by research and development buildings, and open spaces. Both upstream and downstream from Emerald Lake, desiltation basins serve to manage, contain and cleanse upstream runoff before it leaves the CRC site. The runoff eventually drains downstream through The Crossings public golf course to Agua Hedionda Lagoon. Emerald Lake is available to the park owners and tenants as a private common area open space facility.

All new development of lots containing native habitat as defined in Chapter 21.210.020 of the Carlsbad Municipal Code shall comply with the requirements of the City of Carlsbad Habitat Management Plan and the Habitat Preservation Ordinance, Chapter 21.210.

3.3 Individual Lot Site Design

The design of individual lots within the CRC is an integral part of the overall consistency of theme in the park. The intent of this section is to provide the maximum opportunity for creative site planning and building on individual parcels, while ensuring that the development is established and maintained in a manner consistent with a high-quality industrial park development. The curvilinear nature of the public street pattern within the CRC, the differences in pad elevations, and range of lot sizes and shapes, all contribute to a pleasing variety of setbacks, separations between buildings, building heights, and assortment [within an allowed range] of architectural styles. As a counterpoint to this variety, strong visual continuity will be provided by common landscape treatment along all of the public streets.

Adequate on-site parking shall be provided for the proposed uses. Convenient and logical entrance drive locations must be readily observable to visitors. Site design shall provide minimum conflict between service vehicles, private automobiles, and pedestrians within the site.

Signage will be regulated in order to achieve aesthetic continuity, and to avoid clutter and visual confusion. Signage is generally intended for directional and location purposes. Building identification and directional signs will be allowed within guidelines.

3.3.1 Architectural Guidelines

Architecture will be evaluated by the City based on its consistency with this Specific Plan and also separately by the Owner's Association Architectural Review Committee (ARC) for consistency with the adopted CRC Design Guidelines.

3.3.1.1 Architectural Goals and Objectives

The goals and objectives of the architecture of the park is as indicated below. These goals and objectives are also achieved and implemented through the Design Guidelines document. The Design Guidelines document is enforced by the Owner's Association through the ARC architectural review and approval process.

1. Large, single freestanding buildings with individual public street frontage and which face the public street are encouraged. Public entrances to the buildings should face the street.

2. Buildings should be designed to be compatible with the CRC's physical and manmade characteristics, including surrounding or nearby development.

3. The amount of parking between buildings and the street should be limited.

4. Conflict between different modes of movement should be minimized. Separations between onsite pedestrian, bicycle and automobile movement paths should be provided, wherever possible, by design elements such as changes in grade, materials, landscaping, screens or structures.

5. Buildings should be designed with a horizontal appearance, to minimize the verticality of the structure.

6. Buildings should display a variety of textures in an integrated manner, providing interest through architectural projections, texturing offsetting, and the use of ceramic tile or glass.

3.3.2 Landscape Design Guidelines

Landscaping of new projects or significant revisions to existing projects will be evaluated based on its consistency with this specific plan and with the adopted CRC Design Guidelines. The landscape requirements of the City of Carlsbad Landscape Design Manual and Water Efficient Landscape Ordinance Manual must be met except as modified in a more restrictive manner by this Specific Plan. The high quality environment of the CRC is established, in large part, by the landscape treatment.

The landscape treatment is intended to give consistent structure and identity to the overall project. Landscaping of on-site areas (within the lots) will be the responsibility of individual parcel owners, and will be reviewed and approved by the City and the ARC as part of the development plan approval and building permit process.

3.3.2.1 Landscape Goals and Objectives

The goals and objectives of the landscape design of the park is as indicated below. These goals and objectives are achieved and implemented through the Design Guidelines document. The Design Guidelines Document is enforced by the Owner's Association through the ARC landscape review and approval.

1. The overall intent of the on-site landscape is to establish a sense of cohesiveness and harmony of uses as well as create a park-like identity that will soften the building elements and any large areas of paving.

2. The quantity and actual placement of trees, shrubs, groundcover and turf shall be adequate to screen, shade and soften buildings and their associated parking and loading areas from adjacent public streets and from adjacent lots.

While submittal and approval of a Landscape Plan by the CRC Owner's Association ARC and subsequently by the Carlsbad Planning Division are required prior to installation of any new landscaping on a lot within the park, replacement or rehabilitation of dead or unhealthy landscaping and where the applicant is installing or modifying 2,500 square feet or less of landscaping shall not dictate review and approval by these entities.

3.3.3 Landscape Maintenance

The Owners Association shall maintain all enhanced entry statements, public street frontages, enhanced corner planting areas, mini-parks, fill and cut slopes adjacent to public streets, and other areas shown on the Common Areas Maintenance Map.

3.3.3.1 Private Lot Maintenance

Trees, shrubs and other types of ground cover installed by the lot owner or previous lot owners shall be maintained in a condition that meets standards acceptable to the City and to the CRC Owner's Association. All street trees installed by the Owner’s association and all turf occurring within the LMA shall be maintained by the Owner’s association unless other arrangements are made for specific areas.

3.3.3.2 Maintenance of Unimproved Sites

Sites that are not improved or built upon shall be maintained in a clean and neat appearance by the property owner. Weeds, brush, and trash will be removed twice a year; once in the spring and once in the fall. The CRC Owner’s Association and its representatives have the right to perform the necessary maintenance and charge the individual tenant or property owner as required.

3.3.3.3 General Maintenance

In the event of a breach of these landscape policies, the City of Carlsbad may independently perform maintenance and/or enforce those portions of the specific plan as they determine to be necessary. If the City elects to seek enforcement, the City shall give written notice to the tenant or property owner, and may assess the individual tenant or property owner for the costs of work conducted.

3.3.4 Storm Water Quality Requirements

All new development and re-development projects must conform to the storm water quality requirements per the City of Carlsbad Standard Urban Storm Water Mitigation Plan (SUSMP).

4 DEVELOPMENT REGULATIONS

4.1 General Provisions

This chapter provides standards which are intended to restrict uses to those allowed herein, and to allow unique and efficient site planning and building design on individual parcels, while maintaining regulations assuring the level of quality consistent with the objectives of the CRC. These standards are more restrictive than the C-M Zone (CMC Chapter 21.30) however they are consistent with the original approved specific plan, and will serve to ensure that only uses that are clean and compatible industries are allowed within the CRC. As such, the list of permitted uses in Section 4.2 below supersedes the use list identified in the C-M Zone.

4.2 Permitted Uses

The following are the list of permitted uses within the industrial (Area 1), commercial – retail (Area 2a), and commercial – tourist (Area 2b) planning areas within the CRC.

4.2.1 Area 1

Use restrictions in Area 1 (Research and Development) are as follows.

4.2.1.1 Permitted Uses

1. Uses engaged primarily in research activities, including research facilities, developmental laboratories, and compatible light manufacturing such as, but not limited to, the following:
   a. Biochemical;
   b. Chemical;
   c. Electronics;
   d. Film and photography;
   e. Medical and dental;
   f. Metallurgy;
   g. Pharmaceutical;
   h. X-ray.

2. Manufacture, research assembly, testing and repair of components, devices, equipment and systems, and parts and components.
   a. Coils, tubes, semi-conductors;
   b. Communication, navigation, guidance, and control equipments;
   c. Data processing equipment, including computer software;

d. Glass edging and silvering equipment;
e. Graphics and art equipment;
f. Metering equipment;
g. Radio and television equipment;
h. Photographic equipment;
i. Radar, infrared, and ultraviolet equipment;
j. Optical devices and equipment;
k. Filling and labeling machinery.

3. Light manufacturing, processing, and/or assembly of the following or similar products:
   a. Food products;
   b. Apparel and finish products from textile products;
   c. Lumber and wood products;
   d. Furniture and fixture products;
   e. Chemical and allied products;
   f. Plastic and rubber products;
   g. Stone, clay, and glass products;
   h. Fabricated metal products;
   i. Professional, scientific, controlling, photographic, and optical products or equipment.

4. Service industries or those industries providing a service as opposed to the manufacture of a specific product, such as the repair and maintenance of appliances or component parts, tooling, printers, testing shops, small machine shops, shops engaged in the repair, maintenance, and servicing of such items, excluding automobile and truck repair, and excluding equipments rental yards.

5. Industries engaged in the distribution and/or storage or warehousing of products similar to those listed in other permitted uses in this group.

6. Construction industries such as general contractors, electrical contractors, plumbing contractors, etc., and their accessory and incidental office uses.

7. Blueprinting, photostatting, photoengraving, printing, publishing, and bookbinding.

8. Administrative and professional offices, limited to:
   a. Offices which are associated with any permitted industrial use;
   b. Offices which do not generally attract nor are primarily dependent upon business customers visiting the office;
   c. Permitted offices include, but are not limited to, corporate offices, regional offices, general offices, and professional offices as accountants, attorneys, engineers, architects, and planners.

9. Employee recreation, cafeteria, cafe, restaurant, or auditorium accessory with and incidental to a permitted use (intended primarily for the express use of those persons employed at the business or use where such incidental use is applied).

CRC
CARLSBAD RESEARCH
CENTER

PLANNING SYSTEMS

0 600 1200 2400 FT

Carlsbad Research Center

Specific Plan

Area 1 - Industrial Land Use

FIGURE 15

10. Medical or veterinary services and medical clinical trial offices are allowed only upon a finding that they qualify as "research" facilities;

11. Occupational, vocational or specialty training facilities including schools related to allowed uses in this Specific Plan.

12. CRC Lots 97-100, located within the northwestern section of the business park abutting the residential area to the north of CRC, shall be limited to office or similar allowed uses and shall preclude heavy manufacturing and labor-intensive light manufacturing with shifts after 10 p.m. and before 6 a.m.

4.2.1.2 Accessory Uses

Area 1 Accessory Uses. Accessory uses and structures are allowed when related and incidental to a permitted use. Also, solar facilities, wind generating devices, and electric auto charging stations are allowed as accessory uses in Area 1, subject to review and approval by both the CRC ARC and the City of Carlsbad.

4.2.1.3 Conditional Uses

1. Delicatessens subject to issuance of a minor conditional use permit (CUP) in accordance with Chapter 21.42 of the Carlsbad Municipal Code.
2. Wireless communication facilities subject to issuance of a CUP in accordance with chapter 21.42 of the Carlsbad Municipal Code.
3. Public parks subject to issuance of a CUP in accordance with chapter 21.42 of the Carlsbad Municipal Code.
4. Ancillary recreational facilities are allowed by issuance of a minor CUP on any adjacent undeveloped lot, provided that lot is owned or controlled by the same property owner as the developed lot for which the recreational facilities are intended to serve and provided that the facilities are designed and operated only to serve the occupants of that developed lot.
5. Retail sales of goods or services directly associated with the manufacturing or processing of products as a primary permitted use on site are allowed by issuance of a minor CUP subject to the following restrictions:

    a. Up to 2,000 square feet or 10% of tenant space gross floor area, whichever is less, may be dedicated to retail sales.

    b. Additional parking shall be provided for retail area at retail parking rate.

4.2.1.4 Prohibited Uses

1. Prohibited offices include non-corporate type uses, including but are not limited to, banks and financial institutions, medical and dental offices, employment agencies, real estate agencies [unless they directly serve the CRC], and travel agencies catering directly to the public;
2. Places of worship;
3. Furniture stores and similar uses which cater directly to the public;
4. Schools (other than occupational, vocational or specialty training facilities referenced above);
5. Retail uses (except as indicated above).

4.2.2 Area 2a

Area 2a is designated for community, regional service, industrial support uses, and business and professional office uses. The Area 2a section on Faraday Avenue and College Boulevard is presently developed as The Island at Carlsbad Retail center. Any future re-development of this site will reflect its commercial land use designation. The Area 2a section(s) at the Faraday Avenue and El Camino Real intersection have been constructed as office buildings and may be developed as either office or commercial uses.

Commercial areas in the Carlsbad Research Center are intended to service the needs of the employees and businesses located in this business park. The commercial uses are not intended and will not be designed to draw traffic from outside of the business park.

4.2.2.1 Permitted Uses

Permitted uses in Area 2a are as listed below. This list is intended to be "exclusive", and thus uses not listed are not allowed.

1. Retail commercial businesses intended to be primarily oriented to needs of park employees, including;

- Administrative, Business and Professional Offices
- Barber Shop
- Beauty Salon
- Blueprint, Copying and/or Printing Service
- Convenience Retail Store
- Counseling offices
- Financial Service Businesses and Accountants
- Florist
- Food Service (restaurant, sandwiches, coffee shop, juice bar, etc.)(No drive-thru facilities)
- Full Service Bank and Credit Union
- Laundry/Dry cleaning Service

- Management Consultants
- Office and Industrial Support Service (janitorial, staffing, maintenance, etc.)
- Office Products and Supplies
- Personal Service Businesses
- Private Postal Service
- Real Estate and Related Services
- Title and Trust Companies
- Travel Agency
- Wireless Communications Store

2. Restaurants, delicatessens and food-serving establishments;
3. Medical offices;
4. Similar uses as determined by the City Planner that falls within the intent and purpose of this Specific Plan and is substantially similar to the specified Permitted Uses.

4.2.2.2 Conditional Uses

The following uses may be allowed subject only to issuance of a Minor CUP in accordance with the findings referenced in Carlsbad Municipal Code Chapter 21.42; including but not limited to;

1. Athletic clubs
2. Daycare centers
3. Gas stations
4. Hotels and motels
5. Wireless communication facilities
6. Any use similar to the above if the City Planner determines that such similar use falls within the intent and purpose of this Specific Plan and is substantially similar to the specified Conditional Uses.

Commercial Land Use - Corner of College Blvd. & Faraday Ave.

Commercial Land Use - Corner of El Camino Real & Faraday Ave.

CRC
CARLSBAD RESEARCH
CENTER

PLANNING SYSTEMS

0 150 300 600 FT

Carlsbad Research Center

Specific Plan

Area 2 - Commercial Land Use

FIGURE 16

4.2.3 Area 2b

4.2.3.1 Permitted Uses

Area 2b is designated for commercial – tourist uses. As such, the following uses are allowed on Area 2b subject to issuance of a Major CUP:

1. Hotels and motels;
2. Uses that are specifically accessory to hotel or motel uses, such as conference facilities, restaurants, spa, cafe, etc.

4.2.4 Restrictions on Non-Residential PUDs

Non-residential PUDs (subdivisions allowing for separate ownership of individual buildings on a single commonly-owned lot) shall be allowed within the CRC pursuant to Chapter 21.47 of the CMC only if the minimum building size in the proposed PUD is 25,000 square feet in floor area. Applications for PUDs must be considered in the context of the broader goals of the CRC and should not be a dominant land use configuration.
It is not the intent of this specific plan to encourage PUDs. The PUD concept is contrary to the substantive model of CRC development, which is individual access to a public street from each building. As such, PUDs move away from the free-standing building with independent public street frontage concept upon which the CRC was founded. As such, PUDs should be allowed only under very limited circumstances, and only when a finding is made that the PUD-designed development will result in a "campus-type" development, which will maintain the appearance of free-standing building(s) with individual public street frontage. Approved PUDs must be found to be compatible with the surrounding neighboring projects.

One building within the CRC presently has been approved for office condominiums, with internal office airspace subdivision within the building. As such, the internal makeup of the building is divided up amongst a number of individual office airspace ownerships. Recognizing that this ownership has not been disruptive to the existing park, the land use type is inconsistent with the established development and ownership pattern which has evolved over the last 25 years. Proliferation of this land use type offers a potential for future regulatory conflicts.

Notwithstanding the fact that this office condominium project exists, it is the intent of this specific plan to disallow any additional condominium subdivisions within the CRC. Thus, any further airspace condominium subdivision of buildings within the CRC is prohibited. This prohibition of additional multi-tenant condo buildings within the CRC furthers the legitimate governmental interest of protecting the unique resource that the CRC has become. More specifically, this prohibition will serve to further;

- Ensure consistency with the existing makeup of the CRC, which is characterized primarily by well-planned campus-like corporate headquarters and major office, manufacturing and research facilities; (use patterns and tenant types for small air space office condos yield a contrasting and many times incompatible environment compared to large corporate headquarters types of users). This creates an inherent potential conflict and thereby regulatory challenges.

- Avoid excessive workload of City and government personnel on regulation and enforcement of multiple use and design restrictions, and to ensure consistency in application of the standards;
- Protect the aesthetic environment from visual clutter associated with the proliferation of signs and attention-getting devices desired by the multiple business owners;
- Ensure consistency of design and character of the CRC;
- Continue to attract high value businesses and industries in the CRC and avoid introduction of conflicting use patterns to the already established land use pattern;
- Maintain high design and use standards, protect the investments in property and to minimize adverse affects on established ownerships in the CRC;
- Ensure consistency, efficiency and aesthetics of pedestrian, traffic/vehicular and loading access locations to corporate buildings;
- Discourage uses inconsistent with the existing character of the CRC, which is characterized mainly by well-established, large lot, corporate headquarters.

4.2.5 Existing Non-Conforming Uses

Existing legally non-conforming uses shall be encouraged to comply with existing policies and regulations as identified in this specific plan.

4.2.6 Other Use Restrictions

This CRC Specific Plan contains a number of restrictions on uses that are specifically applicable to developments and businesses within the CRC:

4.2.7.1 Outside Storage

Outside storage within parking lots or other visible on-site area is prohibited in the CRC. Such prohibited outdoor storage shall include materials, supplies, pallets, or equipment, including the parking of all company-owned or operated motor vehicles with the exception of regular passenger vehicles (automobiles). Storage outside of the main structure is allowed only when fully screened consistent with C-M Zoning standards and Section 4.3.2.4 of this specific plan.

Where legally and physically possible, all exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

On-site underground utilities shall be designed and installed to minimize the disruption of off-site utilities, paving, and landscape during construction and maintenance, and shall be of such a design so as not to place excessive burdens upon off-site utility systems during use.

4.2.6.2 Noise Generation

Excessive noise generation shall be prohibited in the CRC. All mechanical and electrical equipment shall be located and operated in a manner that does not disturb adjacent uses and activities. No loudspeakers, bells, buzzers or other noise attention or attracting devices exceeding 60 decibels at any one time beyond the boundaries of the property line within which the noise is created, is allowed,

CRC Lots 97-100, located within the northwestern section of the business park abutting the residential area to the north of CRC, shall be limited to office or similar allowed uses and shall preclude heavy manufacturing and labor-intensive light manufacturing with shifts after 10 p.m. and before 6 a.m.

4.2.6.3 Hazards on Private Property

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

1. No operation or activity shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases or other forms of air pollution which can cause damage to human health, vegetation or other forms of property, or which can cause excessive soiling on any other parcel.

2. No operation or activity shall cause any source of electrical or electronic disturbance that adversely affects persons or the operation of any equipment on any parcel that is not in conformance with the regulations of the Federal Communications Commission.

3. Unless intended as part of a master lighting plan, no operation, activity or lighting fixture shall create illumination which exceeds five (5) foot candles on any adjacent property, whether the illumination is direct or indirect light from the source.

4. No operation shall discharge at any point into any public or private street or drive, public sewer, storm drain, or into the ground, any materials which can contaminate any water supply or otherwise cause the emission of dangerous or offensive elements.

5. All open areas shall be landscaped, surfaced or treated and maintained permanently in a dust-free condition.

6. No operation or activity shall be permitted which emits odorous gases or odorous matter in such quantities as to be dangerous, injurious, noxious or otherwise objectionable to a level that is detectible with or without the aid of instruments at or beyond the property within which the odor is created.

7. No operation or activity shall be permitted to cause an earth-borne oscillation that is continuous and occurring more frequently than 100-times per minute beyond the property within which the vibration was originally created.

8. Excessive air pollution shall be prohibited in the CRC. Buildings or lots may not produce excessive vibrations, heat, glare, or electrical disturbances beyond the boundaries of the specific site. Air pollution detectable by the human senses without the aid of instruments, shall be prohibited beyond the boundaries of the site. Emissions which endanger human health can cause damage to animals, vegetation, or property, or which can cause spilling at any point beyond the boundaries of the site shall be prohibited.

9. Placards or other appropriate signage shall be maintained in all uses indicating the storage location of hazardous materials.

4.2.7 Special Events

Special events, such as promotional activities or special sales affairs, may be allowed on private properties in the CRC. Such events may involve the temporary erecting of a sales tent, or accumulation of products outdoors, or the organization of a sporting event, etc. These types of events are a departure from the original intent of the CRC park operations. Special events may be allowed within CRC in conjunction with approval of a permit issued by the City of Carlsbad pursuant to Community Development Policy 8 or CMC Chapter 8.17, as appropriate. Such special events shall not be approved if they become a frequent occurrence, or otherwise prove to be a disruption to neighboring properties.

4.3 Development Standards

The development standards articulated in this section are intended to promote well designed and compatible development within the CRC. All development or re-development proposed within the CRC shall comply with the following requirements.

4.3.1 Building Height

Building heights in the CRC shall be subject to the height limits as expressed in the C-M Zone, Section 21.30.030.

In addition, the air above the CRC is overflown by aircraft using McClellan-Palomar Airport, and is considered "protected airspace" per the McClellan-Palomar Airport Land Use Compatibility Plan (3/4/10). Building heights are subject to notification and review by the Federal Aviation Administration and must be found consistent with this Plan.

Also, increases in building height as allowed in this section, could result in additional floor area. Additional floor area could result in the need for more parking spaces than can be accommodated with a surface parking lot layout. As such, the inclusion of a parking structure could allow the site plan to accommodate the necessary additional parking spaces. Parking structures are not considered a preferred design option in the CRC, however they

may be allowed only if designed in a low-key, compatible way, as required per section 4.3.2.3 of this specific plan.

4.3.2 Site Planning Design

Site planning of lots within the CRC shall comply with the following design criteria, which implement the goals and objectives of this Specific Plan. Additional more detailed design criteria is located within the CRC Design Guidelines document, which is enforced by the CRC Owner's Association. Design criteria in the CRC Design Guidelines may be more restrictive.

4.3.2.1 Site Coverage

The maximum building coverage of all buildings including accessory buildings, but not including parking structures or surface parking, shall not exceed 50% of the gross lot area. However, in order to prevent excessive coverage of the buildable portion of such lots, maximum lot coverage, including all buildings, accessory buildings and parking structures, shall be limited to 75% of the buildable area or 50% of the gross lot area, whichever is less. The buildable area of the lot is defined as the gross lot area minus those slope areas, natural open space areas, and canyon areas included in the common space maintenance easements. A minimum of at least 15% of the area within the property lines of a development site shall be devoted to landscaping.

4.3.2.2 Setbacks

All setbacks shall be measured from the property line. For the purpose of this specific plan, a streetside property line is that line shared with the right-of-way of the public street.

Streetside Setback. No structure shall be located within 30 feet of any streetside property line adjacent to an arterial or collector street, or within 20 feet of any streetside property line adjacent to a local or cul-de-sac street. The following improvements are specifically permitted in the streetside setback:

a. Walks;
b. Paving and associated curbing, except that vehicle parking area shall not be permitted within 30 feet of the streetside property line of arterial or collector streets or within 10 feet of the streetside property line of local or cul-de-sac streets.
c. Landscaping;
d. Planters, architectural fences, or walls not to exceed 42 inches in height.
e. Unsupported roofs or sun screens attached to main buildings may project up to six feet into the setback area.

In the case of through lots extending from street to street, both street frontages shall be treated as a streetside setback. The setback area shall be landscaped in a manner both compatible with and complementary to the landscape easements, as well as the on-site architecture and landscape design concepts.

Interior Setback. A ten foot minimum planting strip is to be provided continuously along and adjacent to all interior property lines. All site drainage shall be directed away from the ten foot zone. A maximum slope of 2:1 is allowed within the ten foot planting zone. A one foot minimum flat transition shall be provided at the top and bottom of all slopes within this zone. Where two properties adjoin, there shall be a twenty foot zone created by the two ten foot required landscape planting strips on each side of a property line. Walls or fences separating adjoining parcels may be permitted when located at the property line. Chain link or similar metal fencing is prohibited.

4.3.2.3 Parking

All buildings in CRC shall contain adequate on-site parking to accommodate the needs of the proposed uses on that lot. It is the intent of this specific plan that on-street parking not be included in the parking count for any particular lot or use. Parking counts shall be per the requirements of CMC Chapter 21.44 except as may be modified by the CRC Design Guidelines. It is acknowledged that under certain circumstances, the CRC parking requirements identified in the CRC Design Guidelines document may be more stringent than CMC Chapter 21.44. Additionally, the Carlsbad City Planner may permit a waiver or modification of parking standards where it is demonstrated by a parking study or other satisfactory evidence that adequate parking will be provided and the modification will not adversely affect the neighborhood, as allowed pursuant to Chapter 21.44.040 of the Carlsbad Municipal Code.

Parking structures may be developed in conjunction with an approved building subject to the requirement that such structure be generally and adequately screened from the street and be architecturally compatible with the occupied buildings on the site.

4.3.2.4 Storage and Loading Areas

The following criteria shall apply to all storage, service, maintenance and loading areas:

1. Any equipment storage not contained within the main structure shall be fully visually screened from adjacent streets and property. Said screening shall consist of a wall constructed in an architectural style similar to adjacent structures and of compatible materials as approved by the City Planner and the CRC ARC, not less than a height sufficient to fully conceal the stored materials.

2. No storage shall be permitted between streetside and the building line or be visible from the street.

3. No storage areas may extend into a required setback area.

4. No storage areas may eliminate any required parking space(s) or access aisles.

5. Streetside loading shall be allowed provided the loading dock is set back a minimum of 70 feet from the street right-of-way line. Said loading area must be screened from adjacent streets and property.

4.3.2.5 Refuse Collection Areas

Outdoor refuse collection areas shall comply with the following criteria:

1. All outdoor refuse collection areas shall be completely enclosed and screened from access streets and adjacent property by a wall constructed an architectural style similar to adjacent structures and of compatible materials, as approved by the City Planner, not less than six feet in height. All such areas shall have concrete floors, and shall be of sufficient size to contain all refuse generated by the business. These areas shall be no less than six by eight feet in size.

2. No refuse collection areas shall be permitted between the streetside and the building line.

3. Refuse collection areas should be effectively designed to contain all refuse generated on-site and deposited between collections. Deposited refuse should not be visible from outside the refuse enclosure.

4. Refuse collection areas should be properly situated upon the lot in order to provide clear and convenient access to refuse collection vehicles and thereby minimize wear and tear to on-site and off-site improvements.

5. If provided, recycling bins shall be installed in conjunction with the refuse collection bins.

4.3.2.6 Screening of Equipment

Exterior mechanical, electrical and related equipment shall comply with the following criteria. Consistency with these requirements shall be determined by the City of Carlsbad and separately by the CRC ARC.

1. Exterior components of roof-mounted equipment, including plumbing, processing, heating, cooling, and ventilating systems (including but not limited to piping, tanks, stacks, collectors, heating, cooling, and ventilating equipment fans, blowers, ductwork, vents, louvers, meters, compressors, motors, incinerators, ovens, etc.) shall not be directly visible from a height of five feet above any ground or ground-floor elevation at a distance closer than 500 feet from the closest building wall on any lot.

2. All onsite electrical lines (excluding transmission lines) and telephone lines shall be placed underground. On-ground electrical transformer or terminal equipment shall be visually screened from view from streets and adjacent properties. Visual screening may be provided through construction of an enclosure. If an enclosure is necessary, transformer enclosures should be designed of durable materials, finishes, and colors which are compatible, unified and harmonious with the overall architectural theme.

3. It is recommended, in the case of roof-mounted mechanical equipment, that building parapets be of such a height that separate roof-mounted screening devices will not be required. If building parapets do not provide the required screening, mechanical equipment shall be screened by an unobtrusive screening device that will appear as an integrated and compatible part of the overall architectural design.

4. Any devices employed to screen exterior components of plumbing, processing, heating, cooling, and ventilating systems from direct view shall appear to be an integrated part of the architectural design and, as such, shall be constructed of complementary and durable materials and finished in a texture and color scheme complementary to the overall architectural design. Equipment enclosures should be designed of durable materials, finishes, and colors which are unified and harmonious with the overall design theme of the project, constructed in an architectural style similar to adjacent structures and of compatible materials. No fabric or metal mesh materials may be used for any screening within the park.

5. Any exterior components of plumbing, processing, heating, cooling, and ventilating systems and their screening devices which will be visible from upper floors of adjacent buildings shall be kept to a visible minimum, and shall be installed in a neat and compact fashion, and be painted such a color as to allow their blending with their visual background.

6. No exterior components of plumbing, processing, heating, cooling, and ventilating systems shall be mounted on any building wall unless they are integrated into an architectural design feature.

7. In visually prominent areas, ancillary electrical equipment normally mounted on the exterior of a building shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be mounted in a location where it is substantially screened from public view. In no case, shall exterior electrical equipment be mounted on the streetside or primary exposure side of any building.

8. Exterior mounted electrical equipment and conduits shall be kept to a visible minimum. Where visible, such exterior mounted equipment shall be installed in a neat and orderly fashion, and shall be painted to blend with its mounting background.

4.3.2.7 Walls and Fences

Walls and fences shall comply with the following criteria:

1. No fence or wall exceeding three and one-half (3½) feet in height shall be constructed closer than thirty (30) feet from the curb line of a fronting street.

2. No exterior fence or wall, including retaining walls, shall exceed a height of eight (8) feet, unless otherwise approved in writing by the City of Carlsbad and the ARC.

3. Walls and fences between buildings and fronting streets are discouraged, but when necessary shall require written approval by the CRC ARC before installation may occur.

4. All fences and walls shall be designed as an integrated part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary and compatible with the overall architectural design scheme.

5. Chain link or similar metal fencing materials are prohibited.

4.3.3 Landscaping

A minimum of 15% of each building site shall be fully landscaped and shall comply with the following criteria:

1. All landscaped areas shall be provided with automatic, recycled water approved irrigation systems and shall be maintained in a neat and orderly fashion.

2. Landscaping shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris.

3. Landscape dominated by xeriscape, cactus, succulents or rocks is prohibited.

4. Consistent with City of Carlsbad Landscape Manual and Water Efficient Landscape Ordinance.

4.3.3.1 Front Yard Landscaping

The front yard (the yard between the building and the street) landscaping is defined as that portion of the site adjacent to the street, including the right-of-way and the streetside setback area. The streetside setback area includes the area identified as the LMA (discussed earlier in this Specific Plan), which starts at the back of public sidewalk, with a depth into the front of the lot of approximately 30-feet on arterials (plus parts of Priestly Avenue), and a depth of approximately 15 feet on all remaining streets, as indicated in Section 3.2.1.6 of this specific plan. The property developer will provide the original landscaping of the front yard in conjunction with the landscape contracting for the balance of the property. From that point on, the LMA will be maintained by the Owner's Association, to ensure high-quality consistency of maintenance of this important landscape theme area. LMA's of vacant lots have been fully installed. Any damage due to construction on the lot shall be repaired by the lot owner at the lot owner's expense.

1. General Statement. Landscaping in the LMA and street side setback areas shall consist of an effective combination of street trees, trees, groundcover, and shrubbery. A meandering "urban forest" street tree concept shall identify arterials with the exception of Priestly Drive, which supports a double row of street trees. A single row of uniformly spaced trees is planted on all remaining streets.

2. Arterial Roadways. On all arterial roadways (El Camino Real, College Boulevard, and Faraday Avenue), the entire area between the curb and the building setback line shall be landscaped, except for any approved driveway within this area.

3. Other streets. The entire area between the back of sidewalk and a point 15 feet back into the front of the lot shall be landscaped except for any approved driveway within this area.

4. Berms. Landscaped berms not exceeding 42 inches in height are encouraged in order to shield parked vehicles in locations where the parking would be otherwise visible from the street.

5. Intersections. Landscaping and berms, except trees, along all streets and boundaries shall be limited to a height of not more than 2 ½ feet within the sight-distance triangle bounded by a line drawn between points 35 feet in each direction from the intersection of the right-of-way lines prolonged.

4.3.3.2 Interior Landscaping

The interior zone encompasses all site features from the streetside setback line to the interior side and rear property lines of each parcel. This zone is subject to the design of the owner and thus is meant to have a greater degree of flexibility than the streetscape zone. Concern in this area is focused on landscaping, parking areas, rear and side property lines, and accent planting around buildings.

All unpaved areas not utilized for parking and storage, or designated undeveloped areas, shall be landscaped utilizing groundcover and/or shrub and tree materials.

Undeveloped or unpaved areas proposed for future expansion shall be maintained by developer/owner/lessee in a weed-free condition, and need not be formally landscaped but must be hydroseeded with a cover crop which is established by irrigation.

4.3.3.3 Parking Lot Landscaping

Trees, equal in number to one per each four parking stalls, shall be provided in the area. The trees may be distributed evenly throughout the area or may be grouped or clustered in order to create a random pattern. Additional parking lot requirements are as follows:

1. Tree wells and planter area dimensions within paved areas shall be consistent with the Carlsbad Landscape Manual. The planters shall provide a minimum clear plant space as required by the Carlsbad Landscape Manual.

2. Curbs shall typically be used around tree wells and planting areas. Wheel stops may be used in specified locations to provide low impact development (LID) design. Such LID design allows for the parking lot hardscape to drain into the planting areas (bio-swales).

3. Parking lots are to be planted with a low overhead canopy of trees while the periphery of the lot is to be planted with evergreens in mass planting.

4. The use of a single tree species throughout parking areas is encouraged.

5. Areas used for parking shall be landscaped in such a manner as to screen said areas from view from access streets and adjacent properties. Plant materials used for this purpose shall consist of linear or grouped masses of shrubs and/or trees.

4.3.3.4 Slope Banks

All manufactured slope banks of any height or gradient shall be stabilized, planted and irrigated. This shall include LMA areas and privately-owned areas.

4.3.3.5 Recycled Water Irrigation

The developers of all lots within the CRC shall install a dual water system so that all landscaped areas could be maintained with reclaimed water.

4.3.4 Special Planning Criteria – Areas 2a and 2b

Any future re-development of the retail commercial area (Area 2a) and the tourist commercial area (Area 2b) shall comply with the following criteria:

1. A site development plan (SDP) shall be processed and approved pursuant to Chapter 21.06 of the CMC prior to any new development, re-development or reduced development of the property, as applicable, subject to certain exceptions allowed in CMC Chapter 21.06.

2. In the event that a property is redeveloped, such redeveloped property shall meet all applicable development standards of this Specific Plan.

3. Approved sign programs exist for the existing development on Areas 2a and 2b. Any proposed re-development or expansion of these areas will necessitate the processing and approval of an amendment to the applicable sign program, consistent with the requirements of this Specific Plan.

4. The proposed development or re-development must be found to be compatible with the surrounding industrial and research and development buildings.

4.3.5 Signage Criteria

Signage and graphics are an important unifying design element of the urban environment. The purpose of signage within the CRC is to provide adequate identification of individual developments, buildings and business establishments while maintaining the quality of the area's appearance through appropriate design, location and maintenance.

Signage for lots within the CRC shall comply with the specific design criteria articulated in Chapter 21.41 of the Carlsbad Municipal Code. Additional more detailed signage criteria, intended to implement the goals and objectives of this Specific Plan and the Signage Objectives indicated below, is located within the CRC Design Guidelines document, which is enforced by the CRC Owner's Association. Design criteria in the CRC Design Guidelines may be more restrictive.

4.3.5.1 Signage Objectives

Signage in the CRC Design Guidelines is intended to provide facility identification and not advertisement for individual occupants, tenants or owners. The objective of the signage guidelines is to ensure that the exterior signs for each facility are compatible with the overall aesthetic integrity of the CRC. Signing guidelines for Area 1 are different than for Areas 2a and 2b.

Signs within Area 1 are not intended to advertise uses or tenants. This does not preclude some recognition and accommodation of corporate identities through signing. With regard to Area 2a commercial uses, some degree of promoting uses in Area 2a to increase visibility is a necessity for the success of the uses. Nonetheless the signage standards in the CRC Design Guidelines are stricter than those typically allowed in the other planned industrial areas of the city. The primary purpose of signing visible from the street system for service/retail uses in CRC is to identify the "place", not the individual services. On-site signing internal to the project shall be oriented to assisting the patron in finding uses within the development.

The overall objectives for signage within the park are:

1. To insure that the exterior signs for each facility contribute to the aesthetic integrity of the CRC.

2. To provide location and direction assistance to those using the various CRC facilities and activities.

3. To promote continuity of sign format and design, and support the comprehensively planned theme of the Center.

4. To prohibit the proliferation of signs which serve to erode the image of the park as a comprehensively designed business environment.

5. To support and promote the land use concept of the park as primarily a premier office and research and development complex with signage appropriate to that end.

4.3.6 Lighting Standards

Lighting within the CRC shall be used to contribute to the safe, secure and efficient use of each development site. Exterior building lighting is intended to compliment and accent the architecture and site design. It is the intention of this specific plan to require uniform parking lot lighting fixtures and consistent illumination levels throughout CRC. The lighting design should control illumination levels and prevent casting of glare on adjacent properties and streets. These standards are intended to promote conformance with energy saving design criteria. A lighting plan shall be required to be submitted and approved by the City of Carlsbad prior to issuance of a building permit for any building within the CRC.

4.3.6.1 Building Illumination

1. All lighting potentially visible from an adjacent street except lighting less than forty-two inches (42") high, shall be indirect or shall incorporate full cut off shield type fixtures.

2. Parking areas, access drives, and internal vehicular circulation area lighting fixtures shall be a zero cutoff. Parking lot illumination level shall achieve a uniformity ratio of 3 to 1 (average to minimum) with a maintained average of 1 foot candle and a minimum of .3 foot candle.

3. Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover should occur outside the service area. The light source should not be visible from the street.

4. Building illumination and architectural lighting shall be indirect in character. (No light source visible.) Indirect wall lighting or "wall washing" overhead down lighting, or interior illumination which spills outside may be allowed on new development only if consistent with Dark Skies concepts. No direct up-lighting is allowed on new development. Architectural lighting should articulate and animate the particular building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

4.3.6.2 Parking Areas

Lighting within parking areas should be illuminated by post-mounted luminaries with mounting heights of 10 to 12 feet, unless restricted by the height requirements of the Palomar Airport Land Use Compatibility Plan or FAA obstruction standards.

4.3.6.3 Secondary Areas

Pedestrian walk lighting is divided into two types of areas.

Primary areas. Outdoor pedestrian use areas such as courtyard, entry way, etc. Pedestrian area lighting should achieve a uniformity ratio of 3.5 to 1 average, or an average illumination of .60 foot candles and a minimum of .18 foot candles.

Secondary areas. Walk lighting where point to point lighting is acceptable with no specific illumination levels required. The main emphasis in these areas should be to clearly identify the pedestrian walkway and direction of travel.

5 DEVELOPMENT REVIEW PROCESS

This specific plan represents the framework of development planning for the ongoing development and re-development of the CRC. Its implementation requires the review and approval of both the representatives of the CRC Owner's Association, and the City of Carlsbad. This section sets forth the procedures for achieving City and Owner's Association approval of building permits for a lot or lots in the park.

The CRC development review process provides the owners, occupants and tenants of the CRC with a mechanism to assure that future development is compatible with the look and function of the CRC, and that renovation of existing facilities does not detract from the overall visual impression of CRC. The ARC, and ultimately the CRC Owner's Association Board of Directors, shall review plans for new construction and renovation of existing facilities to ensure that the proposed building and landscape designs comply with this specific plan, complement the existing development in the area, and meet the CRC Design Guidelines.

5.1 Development Plan Approval Process

Any application for development, including building permits or grading permits within the CRC shall require review and approval by both the City of Carlsbad (initiated through the Carlsbad Planning Division) and by the CRC Owner's Association (initiated through the ARC).

5.1.1 City Approval Process

The Community and Economic Development Director or their designee shall enforce the provisions of this specific plan and all applicable codes of the City of Carlsbad, including but not limited to building, mechanical, fire and electrical codes, and codes related to drainage, wastewater, public utilities, subdivisions, and grading. In addition, the Community and Economic Development Director or their designee shall have the responsibility to ensure that the applicable codes of all governmental agencies and jurisdictions are being met prior to the issuance of any permit or approval requested pursuant to this plan.

5.1.1.1 Area 1

All development within Area 1 of the CRC shall be subject to the issuance of a building permit from the City of Carlsbad. Such building permit shall be issued only upon determination that such plan design is in conformance with this specific plan, and also that the project's physical design, siting, interior vehicular access and pedestrian access is functional and complies with all other applicable City ordinances and policies. It is

recommended that review and approval by the CRC Owner's Association be achieved prior to submittal to the City of Carlsbad for building permits.

5.1.1.2 Area 2

Proposed development and/or re-development within Areas 2a and 2b shall require the processing and approval of a Major Site Development Plan (SDP), consistent with CMC Chapter 21.06, from the City of Carlsbad, prior to issuance of building permits.

5.1.2 Owner's Association Approval Process

All development proposed within the CRC shall also be reviewed and approved by the CRC ARC. Pursuant to requirements of this specific plan and the CC&Rs, the CRC Board of Directors appoints CRC ARC representatives who review all applications and plans for development. The CRC ARC review process includes an assessment of compliance with the regulations stipulated in this specific plan, the requirements of the CC&Rs, and the adopted CRC Design Guidelines. The primary objective of the CRC ARC is to perpetuate the CRC as a high value, premier business park.

5.2 Specific Plan Amendments

The procedures to amend this specific plan shall be by ordinance or resolution as specified by State of California Govt Code 65456. Any amendment to the specific plan shall occur in accordance with the process described in this section. These amendments, should they occur, are divided into two categories.

1. Minor Specific Plan Amendment. Upon completion of consultation with the CRC Board of Directors, the City Planner has the authority to approve minor modifications to the specific plan. A specific plan amendment request shall be determined to be minor if the amendment does not substantially change the boundaries of the CRC or involve an addition of a new use or group of uses not shown in this specific plan or the rearrangement of uses within the specific plan. Such minor amendments must fall into the following categories, and may only be approved when they are determined to be consistent with the Objectives stated in Chapter I of this specific plan;

    a. Minor modifications to development standards and site planning design criteria;
    b. Changes to wording of the specific plan intended to clarify or simplify regulations or requirements.

2. Major Specific Plan Amendment. All specific plan amendments which do not meet the criteria of a Minor Specific Plan Amendment shall be determined to be major. Major specific plan amendments shall be approved through a public hearing before the Planning Commission and City Council pursuant to the Carlsbad Zoning Ordinance. The applicant shall be required to submit a completed application with graphics, statements, or other information as may be required to support the proposed amendment. Such major amendment must be found to meet the goals and objectives of the Carlsbad General Plan and the Objectives stated in Chapter I of this specific plan. Also, the applicant must

demonstrate (through the provision of additional studies or analyses if necessary) that any impacts to the specific plan resulting from the amendment can be satisfactorily addressed.

A log of specific plan amendments shall be kept in Table 3 below.

Table 3: Specific Plan Amendment Log

Amendment No.	Ord.	Date	Amendment Description
SP-180	9561	11/18/80	Original SP approval
SP-180(A)	9594	8/04/81	Adopt revised SP 180
SP-180(A)	9646	10/19/82	Specific Plan revision to SP 180(A)
SP-180(B)	9645	10/19/82	Revise height limit – CM Zone
SP-180(C)	Withdrawn	N/A	PUD
SP-180(D)	Withdrawn	N/A	Price Club
SP-180(E)	NS-570	3/6/01	Parking/Signs/Graphics
SP-180(F)	NS-585	6/12/01	Zone 5 Park Interim Ballfield
SP-180(G)	NS-754	5/17/05	Invitrogen recreation facilities