



Carlsbad Village

Master Plan *and* Design Manual

Revised June 2013



City of Carlsbad

Carlsbad Village Master Plan and Design Manual

Preface

This document has been prepared to serve a variety of purposes. First, the Village Master Plan and Design Manual is the City of Carlsbad’s Official Statement of design, zoning and land use, and long-range strategy policy for the Village. Second, the Village Master Plan and Design Manual, together with the implementing ordinances and Manual of Policies and Procedures serve as the local Coastal Program/Plan for the Carlsbad Village Area segment of the Carlsbad Coastal Zone pursuant to requirements of the California Coastal Act.

The Village Master Plan and Design Manual sets forth the zoning and allowed land uses for the Village, which is a special review area. It also sets forth the standards and criteria by which development shall proceed in the Village Area. This document shall serve as a Master Plan for the Village Area and implements, and is consistent with, the General Plan. The General Plan references the Village Master Plan for details on development and implementation strategies within the Village Area to meet the goals and objectives of the General Plan for the Village Area.

This document also establishes a “Vision” for the ideal future character and development of the Village Area and sets forth an implementation strategy or “roadmap” for obtaining the goals identified for the area by:

- Providing guidance to property owners, merchants, and others interested in development or property improvements within the Village;
- Providing guidance to city staff members in interpreting planning and zoning requirements for properties within the Village;
- Providing the Planning Commission with principles, standards and design guidelines which may be applied to proposed improvements within the Village; and
- Providing a strategy for continuing to implement various programs/projects to assist in eliminating blight and revitalizing the Village Area.

This document is divided into three (3) general sections. Section 1 contains a brief history of the area, a vision for the Village, goals and objectives and instructions for using the manual. Section 2 consists of Chapters 2 through 8 which make up the designated land uses, development standards and Design Manual for the Village Area. This section also focuses on parking in the Village as well as the vehicle and pedestrian circulation. Section 3 contains the implementation measures for the Village Area; issues such as roles and responsibilities, public improvements and financing measures are addressed.

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Carlsbad, CA 92008

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Effective Date of Regulations

The policies, regulations, guidelines and procedures set forth within this Village Master Plan and Design Manual are effective within the boundaries of the Village Area only. These policies, regulations, guidelines and procedures are not applicable within the remainder of the City limits of the City of Carlsbad.

The Housing and Redevelopment Commission and the City Council originally approved the policies, regulations, guidelines and procedures set forth within this Village Master Plan and Design Manual on December 5, 1995. The policies, regulations, guidelines and procedures were effective after a 30 day notice period which was January 5, 1996, in all areas of the Village Area, except those areas of the Village which were also located in the Coastal Zone.

The California Coastal Commission approved and certified the document as of September 12, 1996. As a result of the Coastal Commission's approval and certification of the Village Master Plan and Design Manual, the policies, regulations, guidelines and procedures set forth within this document became fully effective in all areas of the Village, including those areas located within the Coastal Zone, as of September 12, 1996.

Fully effective date of the Village Master Plan and Design Manual:

For properties within the Village but outside the Coastal Zone: January 12, 1996

For properties within the Village and also within the Coastal Zone: September 15, 1996

Effective Date(s) of Amendments

The Housing and Redevelopment Commission and the City Council approved amendments to the policies, regulations, guidelines and procedures set forth within this Village Master Plan and Design Manual on November 20, 2007. The policies, regulations, guidelines and procedures were effective after a 30 day notice period which was December 20, 2007, in all areas of the Village Area, except those areas of the Village which are located in the Coastal Zone. The California Coastal Commission approved and certified the amended document as of November 5, 2009.

Pages within the document were renumbered as appropriate to accommodate the amendments. The document has been retyped, reformatted and reprinted, as necessary.

Fully effective date(s) of the amended Village Master Plan and Design Manual:

For properties within the Village but outside the Coastal Zone: December 20, 2007

For properties within the village and also within the Coastal Zone: November 5, 2009

On July 21, 2010, the effectiveness date for the Carlsbad Village Redevelopment Plan expired. Although various redevelopment activities continue according to existing contracts, agreements, covenants and restrictions, the Plan itself expired and revisions were required to the Village Master Plan and Design Manual and related policies as a consequence of expiration of the Redevelopment Plan. These revisions were approved by the Housing and Redevelopment Commission and City Council on June 23, 2009. The minor amendments were certified by the California Coastal Commission on November 5, 2009.

This document is divided into three (3) general sections:

Section 1: Introduction and Vision, Goals and Objectives – Chapter 1

Section 2: Land Use Development – Chapters 2-8

Section 3: Implementation Measures – Chapter 9

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SECTION I

INTRODUCTION

AND VISION,

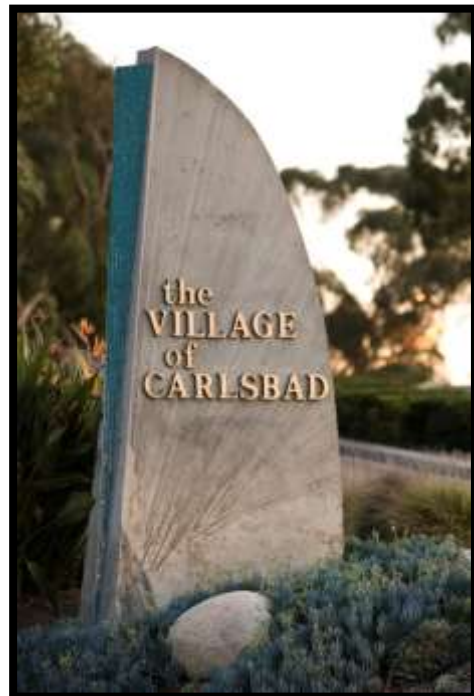
GOALS AND

OBJECTIVES

Chapter

1

INTRODUCTION – VILLAGE MASTER PLAN



INTRODUCTION – VILLAGE MASTER PLAN



CARLSBAD VILLAGE has a colorful history reaching at least back to the 1880's when the rail line linking San Diego and Los Angeles was constructed. In the mid-1880s an underground mineral water stream was tapped by John A. Frazier and the City was later named after the European spa city of Karlsbad, Bohemia in an effort to promote the fledgling city. The Village Area experienced early days of glory and the construction of large hotels and spas, but one hundred years later, by the 1980's, was beset by problems common to many older downtowns. Buildings were in many cases seriously dilapidated, competition from modern shopping centers had sucked away much of the area's commercial vitality and the small lot sizes and patterns made new construction to current city development standards difficult and in some cases impossible.



Carlsbad Village Area
Figure 1

In response to these problems, the Carlsbad Housing and Redevelopment Commission and City Council established the Village Area as a Redevelopment Project Area under California Redevelopment Law in 1981 (*Figure 1*). Using the powers granted by that law, the city proceeded to address blighted conditions within the village. Codes were enforced, some properties were acquired, public parking lots were established, overhead utilities were undergrounded, public improvements were constructed and a host of other actions were taken with highly visible results.

Although the Village Redevelopment Plan expired in July 2010, there remains a need to focus on the revitalization of the Village Area through special review and continuation of the land use and development regulations set forth

within the Village Master Plan and Design Manual. The uniqueness of the Village properties and related goals and objectives warrant continued special treatment of this Area. The Carlsbad Village Master Plan shall continue also to serve as the City's Local Coastal Plan under the California Coastal Act. A separate chapter of the City's Zoning Ordinance was prepared for the Village Area for both Village Review and Coastal Development Permits.

The boundaries of the Village Area are indicated within the above map (*Figure 1*). A legal description of the boundaries is set forth in Appendix A.

History

In 1986, a Carlsbad Redevelopment Area Economic, Circulation and Design Study was undertaken by a private consulting team to assess the progress which had been accomplished since 1981 and to set planning, design and implementation priorities for the immediate future. Those studies and the resulting public improvements served to reinforce the visions of the Village as outlined in the original Village Redevelopment Master Plan and Design Manual, which was updated in 1988.

After ten (10) years of effort in redeveloping the Village Area, the Carlsbad Redevelopment Agency decided it was time again to step back and look at the actions that had been taken to date to eliminate blight and economically enhance the downtown area. In 1992, the Agency initiated a comprehensive review/planning process to refine the vision for the downtown area, establish more appropriate land use requirements, define a supportive development scale and character, and develop a new strategy to further guide and coordinate public and private investment within the Village Redevelopment Area. The primary purpose of the comprehensive review was to establish a “vision” for what the Village would look like when the term of the Redevelopment Plan expires and then develop the “roadmap” for getting to the vision of the future downtown. It was very important for the Redevelopment Agency to take a look at “where it had been” and “where it was going.”

Extensive interviews with Carlsbad residents, business people, property owners, and community leaders were conducted and public workshops were held to assist in defining problems and the future role of the Village within the City of Carlsbad. Technical studies addressing land use, circulation, parking and future economic potentials were completed by the consultant team, led by the Cannon Design Group. To assist in providing further insight into the history and future vision for the Village Area and to provide community feedback, the City Council appointed an eleven member (with 2 alternatives) Master Plan Citizens Advisory Committee. The Committee consisted of: One Planning Commissioner; one Traffic Safety Commissioner; two Housing and Redevelopment Advisory Committee members; one representative of the Village Business Association; one Village business owner; one citizen-at-large; and one representative from each of the four quadrants. There were also two alternatives assigned to the Committee which generally served as full voting members related to the various actions taken by the Committee.

The Master Plan Advisory Committee held extensive public meetings to review and comment on the consultant team’s evaluation of current problems, recommended strategies and proposed land use, parking and design regulations. The Committee provided an excellent representation of interested parties throughout the city and was quite effective in identifying a “vision” for the Village Redevelopment Area and developing appropriate goals and objectives for future activities.

In July of 2010, the Redevelopment Plan for the Village Area expired. An assessment of redevelopment efforts indicates that there has been success from the programs implemented, and there is no longer substantial blight present within the area. However, continued focus and special treatment is warranted to ensure long term success of past and future development programs and/or projects. Based on a desire for a seamless transition of land use regulations and related actions to facilitate continued revitalization of the Village following expiration of the Redevelopment Plan, a decision was made by the Carlsbad Housing and Redevelopment Commission and City Council in June 2009 to continue the use of the Carlsbad Village Master Plan and Design Manual, with some minor modifications, as the official land use regulatory and guiding design document for the Village Area.

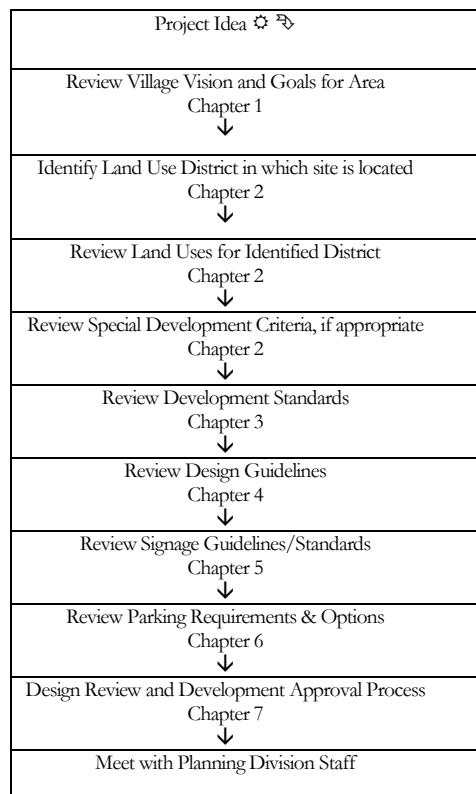
HOW TO USE THE VILLAGE MASTER PLAN AND DESIGN MANUAL

This flow chart is intended to assist persons in understanding the organization of this Village Master Plan and Design Manual.

In developing the Master Plan and Design Manual, the intent was to provide an easy to read document which progresses in a rational approach based on the order in which project applicants will need to resolve questions and issues as related to a proposed project or activity to be developed within the Village Area.

The Master Plan and Design Manual can be used for the purposes of determining the acceptability of a project and the regulations governing development in the Village. It is organized in a manner which allows a project applicant to move from the basic question regarding permitted/desired land uses to the more complex issues related to project design and the process to gain approval of the project by the city.

If at any time, a project applicant is in doubt about a project or is confused by the information provided within this Master Plan and Design Manual, he/she is encouraged to contact the City of Carlsbad's Planning Division directly for clarification purposes. It is also always recommended that a project applicant meet directly with staff of Planning Division before proceeding with the final submittal of a project application.



VILLAGE VISION

The **VISION** for the Village Area of Carlsbad is:

- ✓ The Village has a distinct visual identity that makes it unique and a memorable place with identifiable landmarks.
- ✓ The Village strives for excellence through high quality, well-designed private development and public improvements.
- ✓ The Village accommodates a wide range of land uses and also serves as a vibrant specialty retail center for the entire City of Carlsbad.
- ✓ The Village has a strong civic character and provides a place for people to come to be a part of important community events.
- ✓ The Village is a comfortable and safe place to work, shop, visit and live.
- ✓ The Village demonstrates a welcoming attitude and a spirit of cooperation to new businesses and developers who are interested in becoming a part of the downtown.



Village Goals and Objectives

The goals and objectives outlined within this section have been established to guide and direct development activities to help make the “vision” a reality.

GOAL 1: Establish Carlsbad Village as a quality shopping, working and living environment.

Objectives:

- 1.1 – Remove barriers to desired development from the Village.
- 1.2 – Retain and increase uses serving Carlsbad residents.
- 1.3 – Attract additional tourist-serving uses.
- 1.4 – Encourage uses which are complementary to the new rail station.
- 1.5 – Reinforce pedestrian retail continuity within the Village commercial areas.
- 1.6 – Limit commercial development in and adjacent to residential neighborhoods.
- 1.7 – Improve the condition and appearance of the current Village housing stock.
- 1.8 – Increase the number, quality, diversity and affordability of housing units within the Village.
- 1.9 – Provide a variety of commercial, tourism, and recreation activity, especially close to beach, in conjunction with special entertainment facilities, restaurants and other uses which will foster a village concept and not detrimentally impact residential usage.
- 1.10 – Establish the Village Center area as the San Diego North County’s focus for specialty goods and services.

GOAL 2: Improve the Pedestrian and Vehicular Circulation in the Village Area.

Objectives:

- 2.1 – Minimize pedestrian/vehicular conflicts along major pedestrian walkways.
- 2.2 – Provide a stronger pedestrian linkage between Carlsbad Boulevard and State Street.
- 2.3 – Establish a quality pedestrian environment along North State Street.
- 2.4 – Improve access to North State Street.

GOAL 3: Stimulate Property Improvements and New Development in the Village.

Objectives:

- 3.1 – Establish and modify development standards as necessary and appropriate which recognize the unique small lot conditions within the Village.

- 3.2 – Establish and implement a parking program which allows off-site parking in public lots with payment of a fee.
- 3.3 – Increase the intensity of development within the Village.
- 3.4 – Encourage mixed use development projects in the Village.
- 3.5 – Provide greater certainty as to acceptable land uses and development intensities.
- 3.6 – Simplify the project application and review process.
- 3.7 – Stimulate and attract private investment.

GOAL 4: Improve the Physical Appearance of the Village Area.

- 4.1 – Reinforce the Village character with appropriate site planning, architectural design and signage guidelines and standards.
- 4.2 – Establish commercial buildings whose scale and character are compatible with Village residential neighborhoods.
- 4.3 – Minimize the land area required to accommodate additional parking in the Village, anticipating the need for structured parking.
- 4.4 – Create a sense of design unity and character while encouraging design diversity.
- 4.5 – Require design sensitivity to surrounding development within the area.

GOAL 5: Provide signage which is supportive of commercial vitality and a unique Village image.

- 5.1 – Reinforce the positive image of Carlsbad Village with appropriately designed and scaled signage.
- 5.2 – Use signage to establish a unique visual image for the Village.
- 5.3 – Encourage pedestrian-oriented signs.
- 5.4 – Ensure that signage is compatible with the architecture of each structure and its unique location.
- 5.5 – Encourage signs which reflect the special type or personality of each business.

SECTION II

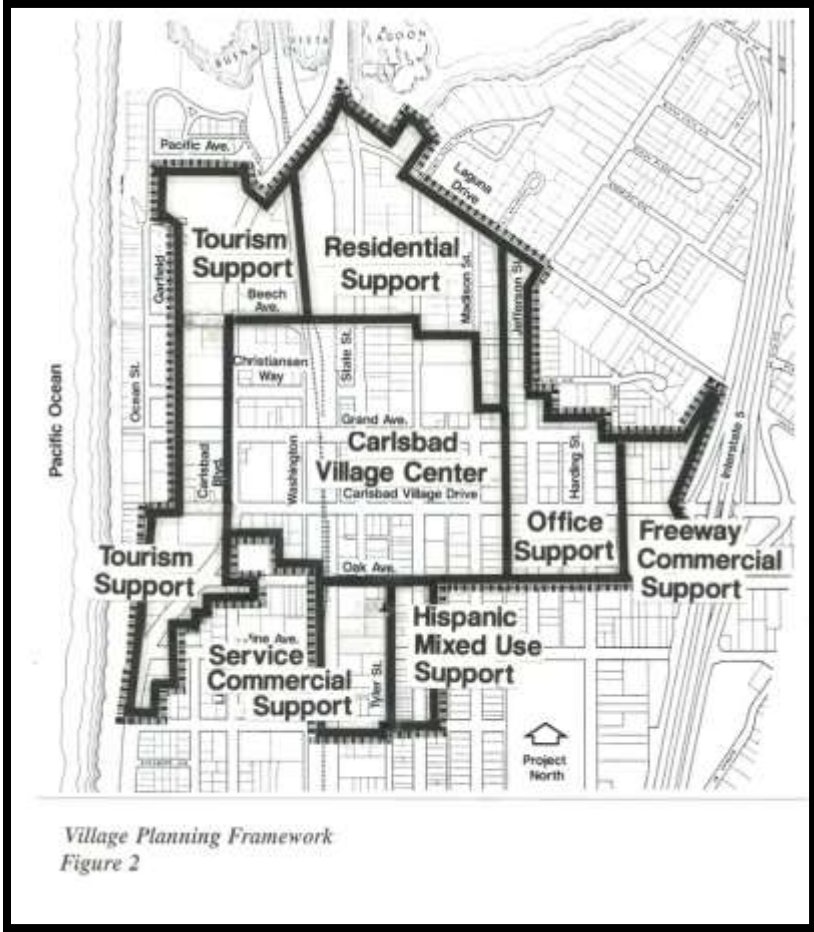
LAND USE

DEVELOPMENT



Organizational Concept

Carlsbad Village shall provide a unique mixed use set of districts combining shopping and living facilities within a compact, pedestrian-oriented environment. The heart of the Village “Carlsbad Village Center,” contains a vital mix of shopping, dining, and visitor services. It is surrounded by seven (7) support areas, each of which emphasizes a specialized land use function while containing a mix of uses appropriate to the urban village environment.



Village Planning Framework
Figure 2

On the pages to follow, a description is provided of each functional component of the Village.

The Functional Components of the Village include:

- Carlsbad Village Center
- Office Support Area
- Residential Support Area
- Hispanic Mixed Use Area
- Freeway Commercial Area
- Service Commercial Area
- Tourism Support

Figure 2 reflects the boundaries of the seven (7) functional components of the Village.

Functional Components

Carlsbad Village Center

Carlsbad Village Center shall provide a lively mix of shops, restaurants, entertainment uses, visitor accommodations, and commercial services contained in an environment which emphasizes pedestrian convenience and a high degree of architectural, landscape and urban design quality. It is the heart of the Village and a major focus of community and regional activity. The City's unique history is celebrated here at its early nucleus and the visual environment is enriched with works of art, flowers and a unique architectural character.

Commercial Support Uses – Convenience service shops and other businesses.

Visitor Accommodations – Hotels, condominiums, bed and breakfast inns and shops to serve travelers along the coast highway.

Public Transit Hub – A commuter rail station and public transit transfer area.

Entertainment Uses – Cinemas and other entertainment uses to attract weekend and nighttime activity to Village.

Retail Shops – A diversity of shops to serve Carlsbad residents, tourists and regional shoppers.

Restaurants – A variety of eating establishments with both indoor and outdoor dining areas.

Village Character – Strong emphasis upon pedestrian amenities, Village scale buildings, unique signs and colorful landscaping.

Carlsbad Village Drive Terminus – Visual improvements and new development north of Carlsbad Village Drive to link the Village more strongly with the city's ocean frontage.

Joint Use Parking – Public parking lots and structures to allow small lot development and support a strong pedestrian environment.

Courtyards – Landscaped areas in the middle of blocks for outdoor dining and entrances to small shops.

Heritage Buildings – Preservation and renovation of structures reflecting Carlsbad's unique history plus a new Carlsbad History Museum.

Public Art – Sculpture, murals, mosaics and special paving.

Office Support Area

A mix of uses extends the Village Center vitality eastward between Carlsbad Village Drive and Grand Avenue with an emphasis upon small office structures designed to reinforce a village scale and character. Individual buildings set back from the street and surrounded by landscaping provide a quality office environment within easy and pleasant walking distance of shops and restaurants.

Alley-Oriented Parking – Parking access from alleys to minimize curb cuts, reduce pedestrian/vehicle conflicts and limit views of parking areas from the street.

Below Grade Parking – Parking located below buildings where feasible to allow more development and landscaped area.

Financial Institutions – Banks and other financial institutions serving downtown businesses and the city as a whole.

Infill Development – Conversion over time of older bank drive up window facilities to more intensive commercial uses.

Landscaped Setbacks – Lawn and ground cover between sidewalks and buildings and between adjacent buildings.

Village Scale Offices – Small office buildings designed to be compatible with adjacent retail and residential buildings.

Residential Support Area

Small homes, condominiums, and apartments are located in close proximity to shops, restaurants and the commuter rail station serving downtown San Diego. The area provides a rich mix of housing types and emphasizes a sense of neighborhood through a close relationship to village residential streets.

North State Street will, over time, redevelop into a mix of supportive uses with a strong emphasis upon new residential development including smaller, affordable units near public transit.

North State Street Mixed Use – Conversion over time of automotive and industrial areas to residential and supportive commercial uses with a strong pedestrian orientation to North State Street.

Residential Neighborhood – Preservation, enhancement and expansion of the existing residential area to create a highly livable neighborhood.

Railroad Right-of-Way Reuse – Removal of blighted uses and conversion to residential, recreation and open space uses.

Enhanced Pedestrian Linkages – New through-block pedestrian paths to allow easier pedestrian access from residences to North State Street.

Housing Diversity – A wide variety of housing types and sizes to encourage use of the commuter rail station. Housing units above commercial uses along North State Street.

Cottage Scale – Houses, townhouses and apartments which are compatible with a village character and the existing small houses in the neighborhood.

Day Care Facilities – Child care centers to serve the Village residents and enhance the use of the commuter rail station.

Neighborhood Amenities – Seating areas, mini-parks, tot lots, and other small scale improvements to enhance the livability and social intercourse of the neighborhood.

Tourism Support Area

Hotels, time share condominiums, restaurants and shops to serve visitors to Carlsbad's ocean front and travelers along the coastal highway serve as lower intensity extensions of the Village Center's uses along Carlsbad Boulevard.

Visitor Accommodations – Hotels, bed and breakfast inns and other facilities serving tourists and travelers along the coastal highway.

Tourist Retail – Shops serving the special needs of traveler.

Restaurants – A diversity of restaurants serving residents and visitors.

Multi-Family Residential – Condominiums and apartments within easy walking distance of the rail station.

Landscaped Setbacks – Lawn areas and informal landscaping to reinforce the existing character of the area.

Army and Navy Academy – Continued presence of the Academy but recognition of the property’s resort development potential if the Academy ever relocates.

Hispanic Mixed Use Area

Tourist and local serving commercial uses are emphasized within a colorful ethnic-oriented environment featuring flowers and a special architectural character celebrating the adjacent Barrio’s Hispanic heritage.

Tourism Uses – Shops and restaurants with a unique Hispanic flavor to enrich visitor’s experience in the Village.

Local Serving Commercial Uses – Shops, offices and commercial services to meet the needs of the local neighborhood and city population.

Residential Preservation – Retention of existing houses along the east side of Roosevelt Street.

Shopkeeper Units – Encouragement of mixed use involving a live/work arrangement. In a shopkeeper unit, the owner of a retail business could live above the shop.

Hispanic Character – Emphasis upon stucco, clay tiles and other elements common to a Hispanic architectural theme.

Building Setbacks - Paved and landscaped setbacks to allow outdoor dining and the display of retail merchandise.

Colorful Landscaping – Plazas, stairs, walls and balconies enhanced by flowering plants.

Outdoor Dining – Street frontage and courtyards.

Freeway Commercial Area

Commercial services and other convenient uses serving Carlsbad residents and travelers along Interstate Highway 5 are conveniently located adjacent to freeway ramps.

Traveler Services – Service stations, motels, restaurants and convenience stores to serve Carlsbad residents and travelers.

Improved Village Character – Future development more oriented to Carlsbad Village Drive with parking located behind buildings.

Service Commercial Area

Commercial services and continued employment opportunities support both the Village Center and adjacent Hispanic mixed-use area while allowing gradual change to include both supportive commercial and residential development.

Light Industrial Uses – Continuation of current and similar uses including the possible relocation of some North State Street automotive businesses.

Landscaping Buffering – Additional landscaping along the Tyler Street frontage to improve the area’s appearance and screen industrial uses from view of Roosevelt Street development.

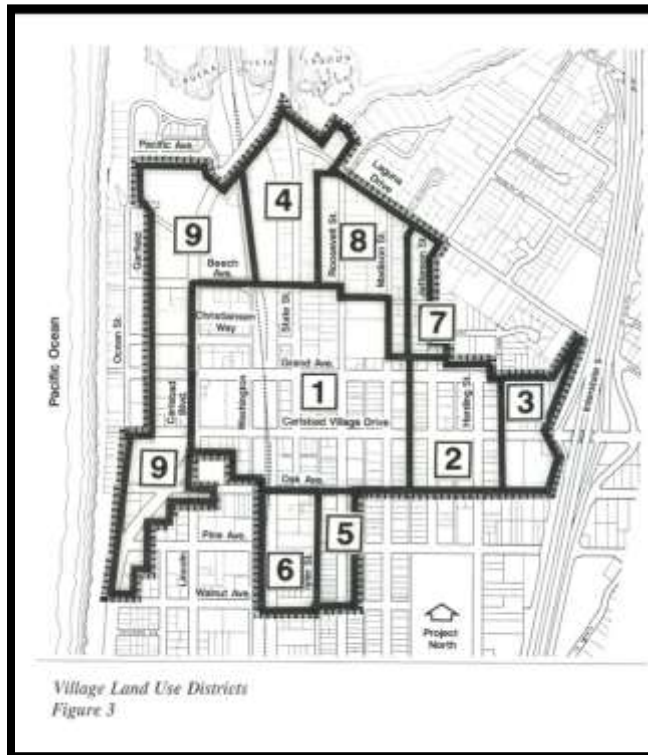


Figure 3 provides a map which reflects the boundaries of the nine (9) land use districts within the Village Area Zone which represent the various land use functional components described in the previous section.

The following pages provide a listing of parcel numbers and street addresses which are included in each identified land use district. A project applicant can locate his/her address or parcel number within the following pages and identify the land use district which applies to any given property. Parcels which straddle district boundaries are noted with an asterisk (*) and are listed in both districts. Each portion of these sites must conform to the standard of their respective land use districts.

Following the assessor parcel information, land use charts are provided which indicate the types of uses which are permitted, provisionally permitted, and not permitted within any given land use district. All properties within the Village are zoned V-R (Village Review). The land use districts then identify the specific land uses permitted or not permitted within each district. A project applicant will first identify the land use district in which his/her property is located and then will move forward to the land use charts which will identify the types of uses permitted on the subject property.

LAND USE DISTRICT I

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
203-054-01	2763 State St	203-173-01	2802 Carlsbad Blvd
-03	2725 State St	-02	Christiansen Way
-04	State St	-03	381 Christiansen Way
-24	2739 State St	-04	390 Grand Ave
*-28	State St (<i>District 4</i>)	-05	Grand Ave
		-06	Grand Ave
		-08	Grand Ave
203-101-11	2730 State Street	-09	2858 Carlsbad Blvd
-12	2747 Roosevelt St	-12	370 Grand Ave
-16	2700 State St	-13	Grand Ave
-34	2727 Roosevelt St		
		203-174-01	2906 Carlsbad Blvd
203-102-16	2737 Madison St	-04	2924 Carlsbad Blvd
		-06	2978 Carlsbad Blvd
203-172-02	351 Beech Ave	-07	300 Carlsbad Village Dr
-03	367 Beech Ave		
-04	385 Beech Ave	203-175-01	3016 Carlsbad Blvd
-05	2733 Washington St	-02	3040 Carlsbad Blvd
-06	2747 Washington St	-03	325 Carlsbad Village Dr
-07	Washington St	-04	355 Carlsbad Village Dr
-08	382 Christiansen Way	-05	363 Carlsbad Village Dr
-10	370 Christiansen Way	-06	377 Carlsbad Village Dr
-12	352 Christiansen Way	-07	395 Carlsbad Village Dr.
-14	2780 Carlsbad Blvd	-08	3031 Washington St
-15	2796 Carlsbad Blvd		
-16	380 Christiansen Way		

LAND USE DISTRICT I (Continued)

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
203-172-20	333 Beech Ave		
-21	327 Beech Ave		
-23	Carlsbad Blvd		
203-181-03	2780 State St	203-292-01	2998 State St
-04	2802 State St	-02	2978 State St
-05	2808 State St	-03	2960 State St
-07	2801 Roosevelt St	-04	2956 State St
-08	2785 Roosevelt St	-05	2946 State St
-09	2777 Roosevelt St	-06	2940 State St
-10	2775 Roosevelt St	-07	2916 State St
-12	2805 Roosevelt St	-08	507 Grand Ave
-13	2832 State St	-09	555 Grand Ave
-16	Roosevelt St	-10	2921 Roosevelt St
-19	2742 State St	-11	2933 Roosevelt St
		-15	Carlsbad Village Dr
203-182-04	2808 Roosevelt St	-16	Roosevelt St
-08	2772 Roosevelt St	-17	560 Carlsbad Village Dr
		-18	570 Carlsbad Village Dr
203-232-03	2935 Carlsbad Blvd	-19	562 Carlsbad Village Dr
-04	2939 Carlsbad Blvd	-21	2965 Roosevelt St
-05	2968 Garfield St		
-08	2975 Carlsbad Blvd	203-293-01	2907 State St
-09	276 Carlsbad Village Dr	-04	2947 State St
-13	Garfield St	-05	2967 State St
-15	201 Grand Ave	-06	2995 State St
		-08	2943 State St

LAND USE DISTRICT I (Continued)

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
203-261-03	354 Oak Ave	-09	State St
-07	390 Oak Ave	-10	2917 State St
203-291-01	570 Grand Ave	203-294-01	2825 State St
-02	558 Grand Ave	-02	2829 State St
-03	510 Grand Ave	-03	2833 State St
		-04	State St
		-05	State St
		-06	2897 State St
203-295-01	2787 State St	203-304-01	645 Grand Ave
		-02	2922 Roosevelt St
203-296-03	3077 State St	-03	Roosevelt St
-04	3087 State St	-04	Roosevelt St
-05	3095 State St	-05	2936 Roosevelt St
-06	3045 State St	-09	2992 Roosevelt St
-07	417 Carlsbad Village Dr	-15	Madison St
-08	457 Carlsbad Village Dr	-16	2945 Madison St
-09	2787 State St	-17	2937 Madison St
-10	State St	-18	Madison St
		-19	699 Grand Ave
203-297-01	539 Carlsbad Village Dr	-20	2970 Roosevelt St
-02	525 Carlsbad Village Dr	-24	2975 Roosevelt St
-03	505 Carlsbad Village Dr	-26	660 Carlsbad Village Dr
-04	3044 State St	-27	2956 Roosevelt St
-05	3060 State St	-28	Madison St
-06	3068 State St	-29	690 Carlsbad Village Dr
-07	3080 State St		
-08	3080 State St	203-305-09	3096 Roosevelt St

LAND USE DISTRICT I (Continued)

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
-09	542 Oak Ave	-10	3095 Madison St
		-11	3081 Madison St
203-301-05	640 Grand Ave	-12	3055 Madison St
		-13	675 Carlsbad Village Dr
203-302-01	710 Grand Ave	-14	Madison St
-02	752 Grand Ave	-15	645 Carlsbad Village Dr
		-16	3060 Roosevelt St
203-303-21	725 Grand Ave		
-24	2958 Madison St		
-26	710 Carlsbad Village Dr		
		203-306-01	561 Carlsbad Village Dr
		-02	563 Carlsbad Village Dr
		-06	3045 Roosevelt St
		-07	Roosevelt St
		-08	3055 Roosevelt St
		-09	3067 Roosevelt St
		-10	3085 Roosevelt St
		-11	3091 Roosevelt St
		-12	3025 Roosevelt St
		203-351-03	3050 Madison St
		-04	3062 Madison St
		-05	3070 Madison St
		-06	3080 Madison St
		-07	740 Oak Ave
		-18	745 Carlsbad Village Dr
		204-010-05	Oak Ave
		-06	Oak Ave

LAND USE DISTRICT 2

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
203-202-07	2892 Jefferson St	203-353-04	3042 Harding St
-13	2879 Hope St	-05	Harding St
-18	800 Grand Ave	-06	3096 Harding St
		-07	Harding St
203-302-03	756 Grand Ave	-09	901 Carlsbad Village Dr
-04	786 Grand Ave		
203-303-16	2971 Jefferson St	203-354-01	802 Carlsbad Village Dr
-17	2959 Jefferson St	-05	2928 Jefferson St
-18	2943 Jefferson St	-07	861 Grand Ave
-27	770 Carlsbad Village Dr	-08	2921 Carlsbad Village Dr
-28	785 Grand Ave	-12	880 Carlsbad Village Dr
		-13	2910 Jefferson St
		-14	2945 Harding St
		-15	840 Carlsbad Village Dr
		-16	Carlsbad Village Dr
203-351-08	3091 Jefferson St		
-11	3071 Jefferson St	203-355-01	921 Grand Ave
-12	Jefferson St	-02	2928 Harding St
-13	3039 Jefferson St	-03	2941 Hope Ave
-14	3037 Jefferson St	-04	2952 Harding St
-15	3021 Jefferson St	-05	920 Carlsbad Village Dr
-16	755 Carlsbad Village Dr		
-17	3081 Jefferson St		
203-353-02	Jefferson St		
-03	Jefferson St		
-04	3048 Jefferson St		
-11	3095 Harding St		

LAND USE DISTRICT 2 (Continued)

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
-12	3075 Harding St		
-13	3055 Harding St		
-14	3043 Harding St		
-15	3035 Harding St		
-18	825 Carlsbad Village Dr		
-19	3090 Jefferson St		

LAND USE DISTRICT 3

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
		203-130-18	
		-20	
		203-320-02	955 Grand Ave
		-03	Grand Ave
		-04	1006 Carlsbad Village Dr
		-12	Carlsbad Village Dr
		-20	945 Grand Ave
		-27	Carlsbad Village Dr
		-28	
		-29	955 Carlsbad Village Dr
		-30	1025 Carlsbad Village Dr
		-31	1089 Carlsbad Village Dr
		-32	1048 Carlsbad Village Dr
		-33	1044 Carlsbad Village Dr
		-35	Carlsbad Village Dr
		-39	1048 Carlsbad Village Dr
		-40	950 Carlsbad Village Dr
		-41	2944 Hope Ave
		-43	Grand Ave
		-44	Grand Ave

LAND USE DISTRICT 4

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
155-200-04	2333 State St	293-101-01	2676 State St
-07	2531 State St	-03	2680 State St
-08	State St	-04	2695 State St
-10	2501 State St	-15	2698 State St
		-19	2656 State St
155-221-11	550 Laguna	-20	2646 State St
-12	570 Laguna	*-22	2631 Roosevelt St (<i>District 8</i>)
		-24	2608 State St
		-25	2586 State St
		-28	2568 State St
203-054-07	2685 State St	*-29	2564 State St (<i>District 8</i>)
-10	2663 State St	-30	539 Laguna Dr
-13	2647 State St	-31	2548 State St
-14	2639 State St	-32	State St
-16	2633 State St	-33	2528 State St
-17	2627 State St		
-18	2615 State St		
-19	2589 State St		
-20	2577 State St		
-21	2551 State St		
-22	2541 State St		
-24	2739 State St		
-25	2677 State St		
-26	2659 State St		
-27	2691 State St		
*-28	State Street (<i>District 1</i>)		

LAND USE DISTRICT 5

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
204-081-01	507 Pine Ave	204-084-09	3190 Roosevelt St
-02	3213 Roosevelt St	-10	3170 Roosevelt St
-03	3235 Roosevelt St	-11	3160 Roosevelt St
-06	3255 Roosevelt St	-12	3150 Roosevelt St
-07	3258 Tyler St	-13	Roosevelt St
-08	Roosevelt St	-14	Roosevelt St
-09	3279 Roosevelt St	-15	Roosevelt St
-10	Roosevelt St	-16	3110 Roosevelt St
-11	3293 Roosevelt St		
-12	3293 Roosevelt St	204-085-01	3115 Roosevelt St
-13	3290 Tyler St	-02	3135 Roosevelt St
-14	3243 Roosevelt St	-03	3155 Roosevelt St
-15	3293 Roosevelt St	-04	3147 Roosevelt St
		-05	3163 Roosevelt St
		-06	3177 Roosevelt St
204-082-01	635 Pine Ave	-07	3176 Tyler St
-02	3222 Roosevelt St	-08	3179 Roosevelt St
-03	3234 Roosevelt St		
-06	3256 Roosevelt St		
-09	3280 Roosevelt St		
-10	3286 Roosevelt St		
-20	3250 Roosevelt St		
-21	3274 Roosevelt St		

LAND USE DISTRICT 6

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS
204-010-03	3135 Tyler St
-04	Tyler St
-07	3135 Tyler St
-08	3195 Tyler St
-09	3215 Tyler St
-10	Tyler St
-11	3235 Tyler St
-12	3265 Tyler St
-16	505 Oak Ave
204-070-01	Tyler St
-02	Tyler St
-03	3281 Tyler St
-04	Tyler St
-05	3261 Tyler St
-06	3259 Tyler St
-07	3253 Tyler St
-08	3305 Tyler St

LAND USE DISTRICT 7

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS
203-110-02	2737 Jefferson St
*-09	2755 Jefferson St (<i>District 8</i>)
-13	752 Arbuckle Place
-14	2753 Jefferson St
-15	750 Arbuckle Place
-25	2785 Jefferson St
-28	2801 Jefferson St
-29	2815 Jefferson St
-32	2865 Jefferson St
-33	2879 Jefferson St
-44	2745 Jefferson St
-45	2725 Jefferson St
-47	2777 Jefferson St
203-202-19	2848 Jefferson St

LAND USE DISTRICT 8

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
203-101-02	2685 Roosevelt St	203-102-05	2740 Roosevelt St
-05	2715 Roosevelt St	-10	2733 Madison St
-14	580 Beech Ave	-11	2725 Madison St
-18	2667 Roosevelt St	-12	2715 Madison St
-21	2653 Roosevelt St	-14	2687 Madison St
*-22	2631 Roosevelt St (<i>District 4</i>)	-15	2690 Roosevelt St
-23	2621 Roosevelt St	-16	2737 Madison St
-26	2571 Roosevelt St	-18	2705 Madison St
-27	2569 Roosevelt St	-19	2718 Roosevelt St
*-29	2564 State St (<i>District 4</i>)	-20	2718 Roosevelt St
-34	2727 Roosevelt St	-24	Roosevelt St
		-25	2650 Roosevelt St
		-26	Roosevelt St
		-27	2669 Madison St
		-28	2620 Roosevelt St
		-29	2645 Madison St
		-30	2635 Madison St
		-31	2615 Madison St
		-32	2605 Madison St
		-33	2578 Roosevelt St
		-34	655 Laguna Dr
		-35	2558 Roosevelt St
		-36	605 Laguna Dr

LAND USE DISTRICT 8 (Continued)

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS
203-110-01	Madison St
-04	2710 Madison St
-05	2712 Madison St
-08	2714 Madison St
*-09	2755 Jefferson St (<i>District 7</i>)
-12	722 Arbuckle Place
-20	725 Arbuckle Place
-21	715 Madison St
-26	2770 Madison St
-27	2790 Madison St
-30	2810 Madison St
-31	2820 Madison St
-34	2840 Madison St
-38	2646 Madison St
-39	2644 Madison St
-40	2642 Madison St
-41	755 Laguna Dr
-42	735 Laguna Dr
-43	Laguna Dr
-46	2738 Madison St

LAND USE DISTRICT 9

(Parcels marked with an asterisk (*) are also partially located within another land use district)

PARCEL NO.	ADDRESS	PARCEL NO.	ADDRESS
203-041-01	2585 Carlsbad Blvd	203-231-01	2855 Carlsbad Blvd
203-051-01	2560 Carlsbad Blvd	203-250-06	201 Oak Ave
-02	2564 Carlsbad Blvd	-15	Carlsbad Blvd
-03	2500 Carlsbad Blvd	-16	3179 Carlsbad Blvd
-04	2550 Carlsbad Blvd	-17	3145 Carlsbad Blvd
		-21	3150 Ocean St
203-052-01	Carlsbad Blvd	-22	3100 Ocean St
-02	Carlsbad Blvd	-26	3136 Carlsbad Blvd
		-29	3056 Carlsbad Blvd
203-053-01	Carlsbad Blvd	203-252-04	Carlsbad Blvd
		-05	Carlsbad Village Dr
203-142-02	2645 Carlsbad Blvd	-06	Carlsbad Blvd
-03	2655 Carlsbad Blvd		
-04	258 Beech Ave		
-06	Cypress Ave		
203-143-01	2715 Carlsbad Blvd	203-251-07	201 Grand Ave
-02	2729 Carlsbad Blvd	203-351-19	2935 Carlsbad Blvd
-06	2747 Carlsbad Blvd	203-352-03	2929 Carlsbad Blvd
-07	2775 Carlsbad Blvd	203-353-06	Garfield St
		203-354-07	2975 Carlsbad Blvd
		203-354-16	2968 Garfield St
		203-355-03	264 Carlsbad Village Dr
		204-010-03	276 Carlsbad Village Dr
		204-124-01	Carlsbad Blvd

Land Use Key

All properties within the Village Area are zoned V-R for Village Review. The Village Area is then divided into nine (9) land use districts which represent the various functional components described in the previous section. The districts are identified below and shown on the map to the right as well as on *Figure 3* (Page 13).

District 1:	Carlsbad Village Center
District 2:	Office Support
District 3:	Freeway Commercial Support
District 4:	Residential Support
District 5:	Hispanic Mixed Use Support
District 6:	Service Commercial Support
District 7:	Office Support
District 8:	Residential Support
District 9:	Tourism Support

The charts which follow this page list the various types of land uses and identify whether or not a use is “permitted,” “provisional,” “accessory,” or “not permitted” within the noted land use district.

(●) **Permitted Uses** are those which are permitted because they are considered to be consistent with the vision and goals established for each district within the Village boundaries. Although these land uses may be permitted, satisfactory completion of the Design Review process and compliance with all other requirements of the Village Review permit process is still required for the permitted use.

(⊛) **Provisional Uses** are those which are permitted subject to discretionary approval (by either the City Planner or the appropriate decision making authority). They are approved based upon the findings that the use is consistent with the Village vision and goals under specific conditions imposed by the permit. Uses in this category require special scrutiny concerning location, size, and anticipated impact on adjacent uses. For the purposes of land use policy within the Village, the term “provisional use” replaces the term “conditional use” which is used within the Carlsbad Municipal Code.

(A) **Accessory Uses** are those which are incidental and subordinate to the primary permitted or approved use.

(X) **Not Permitted** means that a land use is not consistent with the permitted or provisional uses of a district or does not achieve the long range goals of the Village Area. Therefore, these uses will be prohibited, without exception, within the specified land use district.

Non-Conforming Uses: A property owner should refer to Page 80 for information on “non-conforming” land uses. In general, if an existing use is noted as “not permitted” in the following land use charts, the use will be allowed to remain until 1) it ceases to exist; 2) the property is abandoned for a period of 6 months or longer; or 3) there is a proposed change in use. Non-conforming uses, however, will not be allowed to expand or intensify.

Enforcement of Permits: The enforcement of all approved permits shall be governed by Chapters 21.35 and 21.58 of the Carlsbad Municipal Code, which includes the process for revocation of permits. Revocation of permit proceedings shall be conducted by the original approving body.

ALLOWABLE LAND USES

On the following pages, land use charts are provided which list the various types of land uses which are permitted, provisional, accessory or not permitted as a result of adoption of this land use plan within the Village Master Plan and Design Manual. The uses are listed alphabetically by category of land use and according to land use district. For example, for information on where a motel could be located within the Village Area, an applicant/developer would find “motel” (use) under the “commercial services” (category) within the land use chart and learn that motels are permitted in Land Use District 9, provisionally in Districts 1 and 3, and not permitted in Districts 2, 4 through 8.

There are eight (8) land use categories listed within the following land use charts. The categories are identified and defined below:

1. **Commercial Services:** These are uses where there is generally an exchange or buying and selling of a service commodity. This relates specifically to services which a person, or persons, may provide to another person, or persons. As examples, these uses include automotive repair services, beauty salons, health clubs, hotels, travel agents and music schools.
2. **Entertainment and Recreation:** These are uses which generally provide an activity which is diverting or engaging, usually an activity which is sought for relaxation and amusement. As examples, these uses include: an art gallery, swim club, cinema, and a park.
3. **Food Services:** These are uses which generally allow for the purchase of food and/or beverage items which have been prepared and served, or made available for purchase, by another person intended to be consumed either on or off the premises. As examples, these uses include fast food restaurants, quick stop food stores, restaurants and sidewalk cafes.
4. **Light Industrial:** These are uses which generally provide for small scale manufacturing of products through the use of specialized tools and machines. In some cases, these are also uses which result in larger scale commercial operations which are primarily designed to provide services to manufacturers in either the transportation of goods or other types of services. As examples, these uses include cabinet shops, research laboratories, machine shops, parcel delivery services, and wholesale businesses.
5. **Offices:** These are uses which generally provide for a place where a particular kind of business is transacted or a service is supplied. As examples, these are places where a professional person such as an attorney, contractor, investment officer, or a doctor conducts business.
6. **Residential:** These are uses which generally provide for a dwelling place. As an example, these are places such as single-family homes or an apartment where a person lives, or persons live, on a permanent or continuous basis.
7. **Retail Businesses:** These are uses which generally provide for the sale of small quantities of commodities or goods directly to the ultimate consumer. As examples, these uses include businesses which sell appliances, crafts, clothing, florists, hardware, pets or pet supplies, videos, and/or musical recordings.
8. **Miscellaneous:** The miscellaneous category has been established to encompass the various land uses which do not clearly fit into one of the above categories.

ALLOWABLE LAND USES

The land uses noted below are listed in alphabetical order by category and according to land use districts. The chart provides information on the type of land uses which are permitted, provisionally permitted or not permitted within a given land use district. Following the land use charts are “Provisional Land Use Standards” which are listed by either category or specific use; these standards are provided for selected provisional land uses to identify special considerations, findings and conditions which will be used to determine whether or not the identified use will be permitted within the subject land use district.

The key for the chart is:

● = Permitted Use ⚙ = Provisional Use A = Accessory Use X = Not Permitted

Footnotes

- (1) Office uses permitted on Roosevelt Street only.**
- (2) The ground floor of all approved mixed use projects shall be devoted to commercial uses. Outside the Coastal Zone, the ground floor commercial space of all approved mixed use projects must be designed and constructed to fully support legitimate and quality commercial uses. Within the Coastal Zone, see General Note below.**
- (3) No drive-thrus.**
- (4) Food service, if provided at all, shall be a clearly incidental use to any stand-alone or sole-use microbrewery or winery.**

*** See specific land use under Provisional Use Standards.**

**** See Self-Improvement Services under Provisional Use Standards.**

***** See Sport Entertainment Uses under Provisional Use Standards.**

General Notes

- ☒ Outdoor seating in ROW is permitted in Districts 1, 2, 5 & 9, only with a provisional use permit approved by the City Planner.**
- ☒ All existing uses which are noted as “not permitted” within a land use district noted on this land use chart shall be allowed to remain pursuant to the non-conforming regulations set forth within this chapter. No expansion or intensification of non-conforming uses will be permitted.**
- ☒ No Adult Entertainment Uses permitted within any land use district within the Village.**
- ☒ For all Village properties which are also located within the Coastal Zone, the primary permitted land uses for all ground floor space shall be those which are visitor-serving commercial. Visitor-serving commercial uses include but are not limited to: hotels, motels, restaurants, recreational or tourist information facilities, souvenir, gift or novelty shops and/or services which will aid in the comfort/enjoyment of a tourist or regional guest’s visit to the area. All other land uses, which are not expressly prohibited as noted herein, shall be provisional or accessory uses; these uses must be approved, or conditionally approved, via the Village Review permit process.**
- ☒ Outside the Coastal Zone, all ground floor commercial space must be designed and constructed to fully support legitimate and quality commercial uses.**

LAND USE BY DISTRICT CHARTS

COMMERCIAL SERVICES

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Aerobics Studio**	⊗	⊗	⊗	⊗	⊗	⊗	X	X	⊗
Auto Painting/Detailing	X	X	⊗	X	X	●	X	X	X
Auto Repair/Services	X	X	⊗	X	X	●	X	X	X
Auto Towing	X	X	⊗	X	X	●	X	X	X
Automatic Teller Machine (ATM)*	⊗	⊗	⊗	⊗	⊗	⊗	X	X	⊗
Barbershops	●	●	●	●	●	⊗	X	X	⊗
Beauty Parlors	●	●	●	●	●	⊗	X	X	⊗
Bed and Breakfast Inns*	⊗	⊗	X	⊗	⊗	⊗	⊗	⊗	⊗
Blueprint/Copy/Duplicating Services*	⊗	●	●	⊗	⊗	⊗	⊗	X	X
Business and Professional Schools**	⊗	⊗	⊗	⊗	⊗	⊗	X	⊗(1)	X
Car Wash	X	A	A	X	X	A	X	X	X
Child Care Center*	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗
Dance Studio/Martial Arts Studio**	⊗	⊗	⊗	⊗	⊗	⊗	X	X	⊗
Drama School**	⊗	⊗	⊗	⊗	⊗	⊗	X	X	X
Dry Cleaners	●	●	●	●	●	⊗	X	X	⊗
Gas Station w/Bays	X	⊗	⊗	X	X	X	X	X	X
Gas Station w/Mini Marts	X	⊗	⊗	X	X	X	X	X	X
Health Clubs/Spas**	⊗	⊗	⊗	⊗	⊗	⊗	X	X	⊗
Hotels*	⊗	⊗	⊗	⊗	X	X	X	X	●
Laundromat*	X	X	●	⊗	⊗	⊗	X	X	A
Libraries*	●	●	●	●	●	⊗	X	X	A
Mortuaries	⊗	⊗	⊗	⊗	⊗	⊗	X	X	A
Motels*	⊗	X	⊗	X	X	X	X	X	●
Music School**	⊗	⊗	⊗	⊗	⊗	⊗	X	X	X

COMMERCIAL SERVICES (CONTINUED)

Commercial Sales (continued)	1	2	3	4	5	6	7	8	9
Nail Salons	●	●	●	●	●	⊗	X	X	⊗
Office Equipment Rental/Sales	⊗	●	●	⊗	⊗	⊗	⊗	X	X
Parking Lot/Structures	●	●	●	●	●	●	●	●	⊗
Private Secondary Schools	X	X	X	X	X	X	X	X	⊗
Professional Care Facility	X	X	X	X	X	X	X	X	⊗
Shoe/Garment Repair	●	●	●	●	●	⊗	X	X	⊗
Time Shares	⊗	⊗	⊗	⊗	X	X	X	X	X
Travel Agent	●	●	●	●	●	⊗	X	X	⊗
Word Processing Services*	⊗	●	●	⊗	⊗	⊗	⊗	X	X

ENTERTAINMENT AND RECREATION

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Art Gallery	●	●	●	●	●	⊗	X	X	●
Bar/Cocktail Lounge*	A	X	A	A	X	X	X	X	A
Bowling Alleys***	⊗	X	⊗	⊗	X	X	X	X	⊗
Cinema (Theater)*	⊗	X	X	⊗	X	X	X	X	⊗
Fortune Teller (as definite in 5.50.010(C) of the CMC)	⊗	X	X	X	X	X	X	X	X
Ice/Roller Skating Rinks***	X	X	⊗	⊗	X	⊗	X	X	⊗
Museums*	●	●	●	●	●	X	X	X	●
Night Club*	⊗	⊗	⊗	X	X	X	X	X	A
Parks	●	●	●	●	●	●	●	●	●
Performing Arts (Cultural Facility)*	⊗	X	⊗	⊗	⊗	X	X	X	⊗
Pinball Machine Arcade*	⊗	X	⊗	X	X	X	X	X	A
Pool Hall/Billiards Parlor*	⊗	⊗	●	⊗	⊗	X	X	X	X
Private Clubs/Lodges	⊗	⊗	⊗	X	X	⊗	X	X	X
Swim Clubs***	X	X	⊗	⊗	X	⊗	X	X	⊗
Tennis Clubs***	X	X	⊗	⊗	X	⊗	X	X	⊗
Video Game Arcade*	⊗	X	⊗	X	X	X	X	X	A

FOOD SERVICES

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Fast Food Restaurant (Large)*	⚙(3)	●	●	X	X	X	X	X	X
Fast Food Restaurant (Small)	●(3)	●	●	X	●	X	X	X	X
Microbrewery (outside the Coastal Zone)(4)	●	●	●	X	X	X	X	X	X
Quick Stop Food Store*	X	X	●	X	X	X	X	X	⚙
Restaurant w/Entertainment*	⚙	⚙	●	⚙	⚙	X	X	X	⚙
Restaurant	●	●	●	●	●	X	X	X	●
Sidewalk Café*	⚙	⚙	X	⚙	⚙	X	X	X	⚙
Winery (outside the Coastal Zone)(4)	●	●	●	X	⚙	⚙	X	X	X

(4) Food service, if provided at all, shall be a clearly incidental use to any stand-alone or sole-use microbrewery or winery.

The key for the chart is:

● = Permitted Use ⚙ = Provisional Use A = Accessory Use X = Not Permitted

LIGHT INDUSTRIAL

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Auction Houses/Stores	X	X	X	X	X	⊗	X	X	X
Boat Building (Limited to those craft which may be transported over a single highway without permit)	X	X	X	X	X	⊗	X	X	X
Cabinet Shops	X	X	X	X	X	●	X	X	X
Ceramic Products Manufacturer	X	X	X	X	X	⊗	X	X	X
Electronics Assembly	X	X	X	X	X	⊗	X	X	X
Research Laboratories	X	X	X	X	X	⊗	X	X	X
Frozen Food Lockers	X	X	X	X	X	⊗	X	X	X
Glass Studios (Edging, beveling and silvering in connection with sale of mirrors and glass for decorating)	⊗	⊗	X	⊗	⊗	⊗	X	X	X
Laundries	X	X	X	X	X	⊗	X	X	X
Machine Shops	X	X	X	X	X	⊗	X	X	X
Manufacturing Plants (Small Scale)	X	X	X	X	X	⊗	X	X	X
Motion Picture Laboratories	X	X	X	X	X	⊗	X	X	X
Musical Instrument Manufacturer	X	X	X	X	X	⊗	X	X	X
Parcel Delivery Service	X	X	X	X	X	●	X	X	X
Plumbing Shop	X	X	X	X	X	●	X	X	X
Plumbing Shop Supply Yards	X	X	X	X	X	●	X	X	X
Public Scales	X	X	X	X	X	⊗	X	X	X
Sheet Metal Shops	X	X	X	X	X	⊗	X	X	X
Stained Glass Studios	⊗	⊗	⊗	⊗	⊗	●	X	X	⊗
Storage Buildings/Warehouses	X	X	X	X	X	●	X	X	X
Testing Laboratories	X	X	X	X	X	⊗	X	X	X
Tire Rebuilding	X	X	X	X	X	⊗	X	X	X
Tire Recapping	X	X	X	X	X	⊗	X	X	X
Tire Retreading	X	X	X	X	X	⊗	X	X	X
Wholesale Businesses	X	X	X	X	X	●	X	X	X

OFFICES

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Accountants	☉	●	●	☉	☉	☉	●	☉(1)	X
Administrative	☉	●	●	☉	☉	☉	●	☉(1)	X
Advertising Agencies	☉	●	●	☉	☉	☉	●	☉(1)	X
Appraisers	☉	●	●	☉	☉	☉	●	☉(1)	X
Architects/Planners	☉	●	●	☉	☉	☉	●	☉(1)	X
Attorneys	☉	●	●	☉	☉	☉	●	☉(1)	X
Consultants	☉	●	●	☉	☉	☉	●	☉(1)	X
Contractors Offices	☉	●	●	☉	☉	☉	●	X	X
Employment Agencies	☉	●	●	☉	☉	☉	●	X	X
Engineers	☉	●	●	☉	☉	☉	●	☉(1)	X
Escrow Offices	☉	●	●	☉	☉	☉	●	☉(1)	X
Financial Institution (Full)*	☉	●	●	X	X	X	X	X	☉
Financial Institution (Limited)*	●	●	●	X	●	X	X	●(1)	X
Government Offices	☉	●	●	☉	☉	☉	●	X	X
Insurance Agencies	☉	●	●	☉	☉	☉	●	●(1)	X
Investment Services	☉	●	●	☉	☉	☉	●	●(1)	X
Labor Union Offices	☉	●	●	☉	☉	☉	●	X	X
Medical Therapy Office*	☉	●	●	●	●	☉	●	●(1)	☉
Medical Treatment Office*	☉	☉	●	☉	☉	☉	●	☉(1)	☉
Medical Treatment Offices (w/incidental pharmacies and medical labs)	☉	☉	●	☉	☉	☉	●	☉(1)	☉
Real Estate Brokers	☉	●	●	☉	☉	☉	●	●(1)	X
Title Companies	☉	●	●	☉	☉	☉	●	●(1)	X

RESIDENTIAL

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Live/Work Studio*	⊗	X	X	⊗	⊗	⊗	X	⊗	X
Managed Living Units*	X	X	X	⊗	⊗	⊗	⊗	⊗	X
Mixed Use (Residential and Commercial Use)	●(2)	●(2)	X	●(2)	⊗(2)	⊗	X	●	●(2)
Multi-Family Dwelling*	⊗	●(1)	⊗	●	⊗	X	⊗	●	X
Second Dwelling Units	X	X	X	⊗	⊗	X	X	⊗	X
Single-Family Dwelling	X	X	X	●	●	⊗	X	●	X

RETAIL BUSINESSES

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Accessories	●	●	●	●	●	⊗	X	X	A
Antiques	●	●	●	●	●	⊗	X	X	⊗
Appliances	●	●	●	X	●	⊗	X	X	X
Arts/Crafts	●	●	●	●	●	⊗	X	X	X
Bakery/Candy/Creamery	●	●	●	●	●	⊗	X	X	⊗
Books	●	●	●	●	●	⊗	X	X	⊗
Clocks	●	●	●	●	●	⊗	X	X	⊗
Clothing/Shoes	●	●	●	●	●	⊗	X	X	⊗
Coffee Houses/Tea Rooms	●	●	●	●	●	⊗	X	X	●
Drug Store	●	●	●	X	●	⊗	X	X	⊗
Dry Goods	●	●	●	X	●	⊗	X	X	⊗
Electronic Equipment	●	●	●	X	●	⊗	X	X	A
Farmer's Market	⊗	X	X	X	X	⊗	X	X	X
Florist	●	●	●	●	●	⊗	X	X	⊗
Furniture/Floor Coverings	●	●	●	X	●	⊗	X	X	X
Gifts	●	●	●	●	●	⊗	X	X	●
Grocery Store/Delicatessen/Meat Market	●	●	●	●	●	⊗	X	X	⊗
Hardware	●	●	●	X	●	⊗	X	X	X
Hobby Items/Toys	●	●	●	●	●	⊗	X	X	⊗
Ice Cream/Frozen Yogurt	●	●	●	●	●	⊗	X	X	●
Interior Decorator w/Goods	●	●	●	●	●	⊗	X	X	X
Jewelry	●	●	●	●	●	⊗	X	X	⊗
Linens	●	●	●	●	●	⊗	X	X	X
Liquor/Tobacco	●	●	●	X	●	⊗	X	X	●

RETAIL BUSINESSES (CONTINUED)

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Luggage	●	●	●	X	●	⊗	X	X	⊗
Music Instruments/Supply	●	●	●	X	●	⊗	X	X	X
Newsstand	●	●	●	●	●	⊗	X	X	●
Office Supply/Stationery/Cards	●	●	●	X	●	⊗	X	X	⊗
Optical Goods/Services	●	●	●	●	●	⊗	X	X	X
Paint/Wallpaper	●	●	●	X	●	⊗	X	X	X
Pets	●	●	●	X	●	⊗	X	X	X
Photo Supply/Stationery/Cards	●	●	●	●	●	⊗	X	X	⊗
Picture Framing/ Art Gallery	●	●	●	●	●	⊗	X	X	⊗
Portrait Studios/Photographers	●	●	●	●	●	⊗	X	X	X
Post Office/Parcel Service	●	●	●	X	●	⊗	X	X	X
Recordings (tapes, CD's, Records)	●	●	●	●	●	⊗	X	X	⊗
Sporting Goods/Bicycles	●	●	●	●	●	⊗	X	X	⊗
Stamps/Coins/Collectibles	●	●	●	●	●	⊗	X	X	⊗
Video Sales Rental	●	●	●	●	●	⊗	X	X	⊗

MISCELLANEOUS

LAND USE DISTRICTS:	1	2	3	4	5	6	7	8	9
Churches (or similar facilities)	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗
Youth Facilities	X	⊗	⊗	⊗	⊗	⊗	⊗	⊗	X
Trailer Park	X	X	X	X	X	X	X	X	⊗

Transportation Corridor

Portions of Land Use Districts 1, 4, and 6 which are located within the Village Area are also located within the Transportation Corridor. The highlighted area on the map indicates the boundaries of the Transportation Corridor.

For those properties which are located both within the Village Area and the Transportation Corridor, the following land uses are the uses which will be permitted:

The following transit-related uses shall be permitted: Field and Seed Crops; Truck Crops; Horticulture Crops; Orchards and Vineyards; Tree Farms; Fallow Lands; Light-Rail Transmission Facilities; Light-Rail Maintenance/Repair Facilities; Light-Rail Stations; Passive Open Space; Bicycle Paths; Pedestrian Trails; Private or Public Parking Lots; and Railroad Tracks.



TRANSPORTATION CORRIDOR
(Area Within Solid Lines)

The primary use of the Transportation Corridor shall be for transportation facilities and improvements that provide rail and transit services and support facilities (as noted above). The permitted, provisional and accessory land uses allowed in Land Use Districts 1, 4 and 6, respectively, as set forth in the land use matrix of this Village Master Plan and Design Manual will also be allowed on the properties located within the corresponding and adjacent portions of the Transportation Corridor and north of Carlsbad Village Drive. All non-transit related development shall comply with all regulations and procedures set forth within this Village Master Plan and Design Manual, including obtaining a Coastal Development Permit. In addition, in order to approve any Coastal Development Permit and/or Village Review Permit related to non-transit related uses/improvements within the Transportation Corridor (north of Carlsbad Village Drive) the appropriate legislative body within the City of Carlsbad must be able to make all of the following findings:

- 1) The North County Transit District Board, or other appropriate transit agency, has declared the site of the proposed development to be surplus or excess right-of-way and not required for the purposes of constructing and/or providing transit facilities, services or amenities and determined that a transit-oriented development is appropriate for said site;
- 2) The development is consistent with the goals and objectives of the Village Master Plan and Design Manual, including the standards and policies related to transit and the use of alternate transit facilities/services and public access;
- 3) The development complies with the land use plan and development standards set forth within the Village Master Plan and Design Manual for the respective land use district; and
- 4) The development shall incorporate and/or demonstrate support, including, but not limited to, parking, to the transit uses desired as priority uses within the transportation corridor.

PROVISIONAL USE STANDARDS CONTENTS

- Amusement Games Arcades
- Automatic Teller Machines (ATMs)
- Bars/Cocktail Lounges
- Bed and Breakfast Inns
- Business/Professional Offices
- Business/Professional Services
- Child Care Centers
- Cinemas
- Cultural Facilities
- Fast Food Restaurants (Large)
- Financial Institutions (Full)
- Hotels
- Laundromats
- Live/Work Studios
- Managed Living Units
- Medical Therapy Offices
- Medical Treatment Offices
- Motels
- Multi-Family Dwellings
- Night Clubs
- Pool Halls/Billiard Parlors
- Professional Care Facilities
- Quick Stop Food Stores
- Restaurants with Entertainment
- Self-Improvement Services
- Sidewalk Cafes
- Sport Entertainment Uses
- Wineries

Amusement Game Arcades

Definition: *A retail use which provides five or more amusement game devices such as video games, pinball machines or other similar mechanical and electronic amusement devices.*

Considerations

1. Arcades can provide entertainment and a social focus for young adults in the community. However, they can also create a foci of behavior which can be disruptive to other commercial activities and to nearby residential development.
2. Since arcade games can be relatively expensive to play over extended time periods, the activity in arcades often involves numbers of youth periodically participating as spectators. This pattern can result in a relatively high number of occupants compared to the number of machines and in a potential loitering problem on adjacent public sidewalks.
3. Younger users may arrive at the arcade on bicycles which often are allowed to litter sidewalks in and adjacent to the business, resulting in obstacles to pedestrian movements.
4. Arcades in primary shopping area generally interrupt retail community.
5. Other on-premise uses and the number of machines are relevant issues. Arcade machines which are subsidiary to other major uses such as a cinema are generally not a major problem since their primary function is to provide entertainment while patrons are engaging in or waiting for other events. In contrast, large numbers of machines which serve as the major draw of the business are likely to have a different user profile.

Location and Development Criteria

1. Arcades should not be placed on sidewalks adjacent to primary pedestrian streets.
2. Arcades should not be located in areas where they would interrupt existing or anticipated retail community.
3. Arcades which are intended as primary destinations should be located near public parking lots.
4. Arcades in Land Use District 3 should generally be limited to tenancies within larger shopping complexes with adequate parking and facilities for bicycle parking.
5. Unless an adequate supply of public bicycle racks are located nearby, arcades should provide on-premise racks or install public racks in a location and manner acceptable to the City.
6. Locations and/or hours of operation should be such as to minimize any conflicts between the use and Village residences.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Arcade will not interrupt retail continuity or pedestrian movement.
2. Adequate parking for vehicles and bicycles exist either on-site or in nearby public resources.
3. Adequate planning has been conducted to minimize loitering activities which could negatively impact adjacent uses.
4. The location and/or hours of operation are such that activity and noise impacts on Village residents are likely to be minimal.

Automatic Teller Machines (ATMs)

Definition: *Machines for the automatic processing of banking transactions including the dispensing of cash without assistance from on-site employees. Machines are generally mounted on building walls and may be installed adjacent to financial institutions or in off-premise locations.*

Considerations

1. ATMs have become an accepted and valued convenience for most bank customers. They allow relatively rapid transactions that save customers time and are often available in locations other than parent financial institutions. They serve to support adjacent commercial uses by providing a ready source of cash for shoppers including tourists.
2. Parking is often an issue. Because most transactions are rapid and generally take less than a minute of actual machine time, users are often tempted to park illegally while using the machines. This can cause circulation difficulties as well as create hazards for both motorists and pedestrians.
3. In some commercial locations, the demand for usage can create queues which conflict with pedestrian movements on the adjacent sidewalk and block display windows or entries to adjacent businesses.
4. Each bank's ATM has a standard design and appearance which can have a visual impact on the general character of a storefront.
5. Security concerns related to ATMs result in a generally high level of illumination at and surrounding the machine location

Location and Development Criteria

1. Machines should be located within 100 feet of at least two short term parking spaces which are available to the user.
2. ATMs should not be located immediately adjacent to primary pedestrian sidewalks. Locations should be on sidewalks or within recesses where adequate use and queuing space exists.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The proposed location of the ATM will not adversely affect pedestrian traffic movements and will not result in negative impacts to adjacent uses.
2. The ATM is not expected to create additional parking and traffic problems in the area.
3. The appearance of the ATM and its related lighting and signage is appropriate to its location and the Village.
4. Adequate lighting and visibility provisions have been made for user safety.

Bars and Cocktail Lounges

Definition: *Any establishment where alcoholic beverages are the primary product sold, and those sales are not incidental to the sale of meals. These establishments may not offer live music, recorded music for dancing, comedy or other entertainment.*

Consideration

1. Bars are often sources of late night noise near premise exits, around parking areas and on vehicular and pedestrian paths leading away from the premises.
2. Front facades are often largely devoid of windows or covered with signs and other obstructions resulting in a gap in otherwise interesting street facades.

Location and Development Criteria

1. Bars/Cocktail Lounges should not be located along frontages where they would disrupt retail continuity unless their frontage is limited to 25 feet or less.
2. Bars/Cocktail Lounges should not be located where they are likely to adversely impact residential uses.
3. Bars/Cocktail Lounges should not be located so as to create a concentration of this use in one area. No bar/cocktail lounge shall be located within 500 feet of any other bar/cocktail lounge.
4. An adequate supply of parking, as set forth within this manual, shall be located conveniently nearby.
5. Facades shall be treated in a manner similar to other storefronts and should be designed with a Village character.
6. An opening shall be provided through which an unobstructed view of the interior of the premises can be obtained from the street upon which business fronts.
7. Surrounding grounds, including parking areas, shall be maintained in a neat and orderly condition at all times.
8. Any structure housing such operation shall meet all applicable building code provisions prior to occupancy.
9. Owner shall not permit open containers of alcoholic liquor to be taken from the premises.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Bar/Cocktail Lounge will not likely have a negative impact on Village residents.
2. Adequate parking is conveniently located near the premises.
3. The exterior design of the facility and signage are appropriate to the Village and compatible with adjacent uses.

Bed and Breakfast Inns

Definition: *Any historical and architecturally significant building which is located in a scenic or other environment with a distinct character which has no less than three and no more than eight attractively decorated lodging rooms, and one common room available for social interaction where short-term lodging and primarily breakfast meals are provided for compensation. Bed and Breakfast Inns do not include rest homes, convalescent homes, hotels, motels, boarding houses or lodging houses.*

Considerations

1. Provisions for on-site parking can become visually unattractive on small sites or on sites where existing residential structures have been converted to Bed and Breakfast uses. Parking which spills out onto residential street can be a particular nuisance to adjacent residents.
2. The noise and activity of late evening arrivals and early morning departures can be disruptive to residents living near the site.

Location and Development Criteria

1. Parking areas should not be located adjacent to existing residences.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Bed and Breakfast Inn can accommodate its parking requirement without disrupting the visual and landscape character of its Village surroundings.
2. The Bed and Breakfast Inn will not result in an unacceptable level of noise which would disrupt adjacent or nearby residents.
3. The proposed site is large enough to accommodate the proposed development while still providing adequate landscaping to be compatible with the surrounding neighborhood.

Business/Professional Offices

Definition: *A commercial facility used for business involving information processing, clerical work, consulting and record keeping rather than the sale or manufacture of goods.*

Considerations

1. Many types of offices can be disruptive to retail continuity when located in commercial shopping areas because of their non-retail nature and generally inward-oriented character.
2. A significant portion of the parking spaces needed to serve office uses are occupied by employees who are on-premises all or most of the work day.
3. Some office uses, such as real estate offices, are more consumer-oriented and can be beneficial to a lively mix of uses if small enough in scale to avoid disrupting retail continuity.
4. Some developers may wish to construct typical speculative office buildings with large floor plates and extensive quantities of window area for maximum tenant subdivision flexibility. Such facilities are likely to be out of scale and character in all areas of the Village.
5. Office uses will generally provide for their parking requirements on-site. Some sites with alley access can accommodate on-site parking without undue visual impact on the Village streetscape. Others may have more difficulty.
6. Office structures adjacent to residential uses can result in a loss of privacy for residents.

Location and Development Criteria

1. Ground floor office uses should not be located along commercial shopping streets where they would disrupt retail continuity. An exception to this criterion would be real estate offices or other “walk-in” uses which are strongly public consumer-oriented with a frontage of 50 feet or less.
2. Office uses are generally appropriate on the upper floors where they do not impact retail continuity.
3. Offices should be allowed on lots which back up to or are adjacent to residential properties only where development plans demonstrate that only minimal impacts will result.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The office development will be compatible in scale and character to the surrounding Village development.
2. The development is not likely to negatively impact existing or planned retail continuity in significant concentrations of commercial shops.
3. Sufficient on-site parking will be available to serve employee parking needs.
4. The office development will not result in an undue reduction of livability for adjacent residents.

Business/Professional Services

Definition: *A retail use which provides clerical, duplicating and other services to businesses and the general public.*

Considerations

1. Some Business/Professional Services uses can be disruptive to retail continuity when located in commercial shopping areas because of their non-retail nature and generally inward-oriented character. Others are more drop-in customer oriented and appropriate to retail areas except where they might occupy critical locations or occupy large street frontages.
2. A significant portion of the parking spaces needed to serve office uses are occupied by employees who are on-premises all or most of the work day.

Location and Development Criteria

1. Ground floor usage in heavily retail-oriented areas should be limited to Business/Professional Service tenants who provide drop-in services to the general public such as quick copying and desktop publishing.
2. Business/Professional Service uses are generally appropriate on upper floors in courtyards or along commercial alleys where they do not impact retail continuity.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Business/Professional Service use is not likely to negatively impact existing or planned retail continuity in significant concentrations of commercial shops.
2. Sufficient on-site parking will be available to serve employee parking needs.
3. Adequate short-term parking exists in reasonable proximity to the use to accommodate drop-in customers.

Child Care Centers

Definition: *A day care facility of any capacity, other than a family day care home as defined in Section 21.04.146 of the Carlsbad Municipal Code, in which less than twenty-four hour per day non-medical care and supervision is provided for children in a group setting including nursery schools but not elementary schools.*

Considerations

1. Child care facilities require outdoor play areas. In some locations, these exterior areas could be subjected to physical or environmental conditions which might be injurious to the health of the children.
2. Drop off and pick up of children can create additional traffic in the immediate vicinity of the center as well as require short-term parking. Impacts on residents and potential traffic conflicts should be considered for specific locations.
3. Children playing in the outdoor areas around the center can produce noise levels which might negatively impact some residential uses.
4. Convenient child care centers could encourage increased utilization of the Village's commuter rail station.

Location and Development Criteria

1. Sites should enjoy ease of vehicular access.
2. Parcels should be sufficiently large to accommodate on-site parking and waiting zones or should be able to accommodate these functions within the public right-of-way without negatively impacting traffic flows or creating nuisances for occupants and/or customers of adjacent businesses or residents.

Findings - *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Child Care Center meets relevant State of California locational criteria.
2. The Center will not cause undue traffic impacts on adjacent uses.
3. Adequate provisions have been made for parking and the drop-off and pick up of children.

Cinemas

Definition: *A commercial enterprise containing fixed seating and dedicated to the showing of motion pictures on one or more screens.*

Considerations

1. Cinemas require substantial parking in reasonably close proximity to the facility. However, peak usage of cinema parking often occurs when other downtown uses are closed or in need of fewer parking spaces to satisfy customer and employee needs.
2. Substantial traffic can be generated by a cinema facility when hit movies are shown or on peak weekend evenings. Patrons arriving for the next feature showing are seeking parking spaces prior to and while other patrons are leaving the facility.
3. The final film of an evening often lets out around midnight or later. Cinema exits and parking lots can become a source of noise which would be unwelcome near residential development.

Location and Development Criteria

1. Lots should provide or be located near parking areas with adequate spaces to meet the cinema's parking peak demand.
2. Sites adjacent to residential development would generally not be acceptable unless noise, traffic and other potential impacts can be adequately mitigated.
3. Locations which have or can accommodate supportive nighttime activities (e.g., restaurants, book stores, etc.) are preferable to isolated sites where movie-goers are less likely to patronize other downtown businesses.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. Adequate and available parking resources exist on-site, in nearby public resources or in nearby private parking lots for which a binding use agreement has been executed to meet the cinema needs.
2. Traffic generated by the facility will not unduly impact residents or other businesses in the Village.
3. The facility is not likely to create noise, security or other adverse impacts on adjacent residential development.
4. The facility's location is supportive of a lively Village environment and has a high potential for stimulating support for other Village uses.

Cultural Facilities

Definition: *A private (outside the Coastal Zone only), public or quasi-public facility devoted to museum displays, interactive displays and education devoted to history or cultural heritage, or live theatrical, music and/or dance performances.*

Considerations

1. Live performance theaters are open to public use for only a very few hours each week and are devoid of apparent activity for the remainder of the time. If located in areas of intense retail activity, they can disrupt retail continuity.
2. If intensively programmed, live performance theaters have the potential of creating increased patronage of nearby restaurants and other nighttime use facilities.
3. Live performance theaters generally are designed as large windowless boxes to accommodate the facility's functional requirements and could be out of scale with nearby commercial and residential developments. Facilities with "fly lofts" to store scenery vertically above the stage can have windowless building components over 60 feet in height.
4. Live performance facilities, like cinemas, require substantial amounts of parking nearby. However, unlike cinemas, there is usually only one performance in an afternoon or evening. Therefore, potential traffic congestion is generally only related to the period immediately following a performance.
5. Like cinemas, live performance theaters often close late in the evening and have the potential of creating undesirable noise impacts if sited near residential development.
6. Museums often require substantial floor area to accommodate exhibits and artifacts. While "storefronts" can contribute to the liveliness of the street environment with visible display items and museum sales shops, the overall facility might occupy space more appropriately devoted to retail activities.

Location and Development Criteria

1. Cultural facilities should be located near parking resources adequate to meet public attendance and employee needs.
2. Locations and frontages should be sensitive to any adjacent retail needs in regard to use compatibility and critical mass of retail uses.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. Adequate parking resources exist on-site or in nearby public resources to accommodate the cultural facility's needs.
2. Traffic generated by the facility will not unduly impact residents or other businesses in the Village.
3. The facility is not likely to create noise, security or other adverse impacts on adjacent residential development.
4. The facility's contribution to Village vitality and community identity outweighs any potential negative impacts on retail intensity and continuity.

Fast Food Restaurants (Large)

Definition: *A retail eating or eating and drinking use designed to attract and accommodate high customer volumes or turnovers and which provides ready-to-eat food for consumption on or off the premises and meets the following criteria:*

- *A gross floor area of 1,000 square feet or more, and more than 50 seats.*
- *A limited menu of ready-to-eat food prepared in advance of customer orders, or food which may be quickly prepared.*
- *Food served in disposable wrappers or containers.*
- *Food is ordered at a customer service counter.*
- *Food is paid for prior to consumption.*

Considerations

1. Although fast food restaurants in some urban locations are pedestrian-oriented, most are auto-oriented, require substantial amounts of parking and generate considerable traffic by virtue of their rapid turn-over and take-out food policies. These characteristics can be detrimental to retail continuity and pedestrian safety.
2. Food for take-out service is generally packaged in throw away containers. These along with straws, napkins and wrappers can create special trash problems at and for some distance from fast food restaurants.
3. Most fast food chains desire to utilize their recognizable corporate building and signage styles. While some have made special efforts in modifying their designs to fit special community circumstances, there may be problems in integrating the facility into the desired Village design character.
4. Fast food restaurants often extensively utilize paper or painted window signs as part of their promotional efforts. These can detract from the quality of the Village visual environment.

Location and Development Criteria

1. Fast food restaurants with on-site parking should not be located in areas where retail or visual continuity are important nor in areas where vehicular traffic related to their use will disrupt significant pedestrian movement patterns.
2. The site should be large enough to accommodate on-site parking away from street frontages.
3. The developer/franchisee should be willing to design specifically and uniquely for the Carlsbad Village visual environment as well as agree to restrictions on temporary advertising signs.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The use is not likely to create pedestrian and traffic hazards.
2. The use is consistent with and supportive of adjacent commercial uses.
3. Parking locations and visual treatments are consistent with Village goals.
4. The design of the facility and signage is compatible with desired Village character.

Financial Institutions (Full)

Definition: Financial uses providing banking services and products to the public and which occupy more than 25 feet of linear frontage or 1000 square feet of gross floor area including banks, savings and loans, and credit unions.

Considerations

1. Large financial institutions can utilize large street frontages which can interrupt retail continuity.
2. Financial institutions often seek locations in downtown areas in order to compete with others with regard to identity and name recognition. This tendency along with their ability to pay relatively high rents frequently resulted in substantial concentrations of these uses with the resultant loss of space for other retail and service uses.
3. Aggressive promotional campaigns for financial products and services often leads to the extensive use of temporary signs placed in window areas facing the street. This can lead to an appearance of visual chaos.
4. Most financial institutions also provide on-site Automatic Teller machines for quick transactions. This can increase traffic congestion and lead to parking problems as outlined in the provisional use standards outlined for ATM's.
5. Some financial institutions wish to incorporate drive-in banking facilities. These take up large areas of land, contribute to air quality problems by virtue of idling engines and can result in traffic circulation problems.

Location and Development Criteria

1. Sites should not contain on-site parking unless such parking can be accessed from streets or alleys without conflict with pedestrians along primary pedestrian paths.
2. Drive-in banking windows should not be allowed.
3. Street frontages should be appropriate to the location relative to retail continuity and should generally not exceed 50 feet.

Findings: In order for this use to receive a Village Review Permit, it should be consistent with the following findings:

1. The scale and character of the development are in keeping with adjacent Village development.
2. The use will not adversely affect retail continuity or pedestrian movements.
3. The use will not unduly affect the orderly flow of vehicular traffic in the area.

Institutional Uses

Definitions:

Institutional Uses are those which are generally characterized as being established by a non-profit organization or corporation of a public character with a public purpose being served (i.e., education, religious services, elderly care, etc.).

Private Secondary School is an educational facility which is established, conducted and primarily supported by a nongovernmental agency and offers general, technical, vocational or college-preparatory courses at a level and to an age group which is intermediate between elementary school and college.

Professional Care Facility is a facility in which food, shelter, and some form of professional service is provided such as nursing, medical, dietary, exercising or other medically recommended programs. Not included in this definition are hospitals and mental hospitals.

Church is generally considered to be a worship facility for a body or organization of religious believers.

Considerations

1. The development of additional Institutional Uses within the Village Area will generally be discouraged because these types of projects most often consume large street frontages which interrupt retail continuity.
2. Institutional Uses generally do not assist in the effort to economically enhance an area or serve to meet the revitalization goals of the Village Area.
3. Since existing Institutional Uses within the Village have been “good neighbors” for a number of years and have developed strong relationships within the community which give additional identity to the Village area, existing Institutional Uses will be allowed to remain with legislative approval of a long term Master Land Use Plan for all related property.
4. Permission may be granted by the City of Carlsbad to allow the expansion or intensification of an existing institutional use only if the expansion or intensification provides public benefits, such as street improvements, and it is determined that the project will have no adverse impacts on the surrounding properties.

Location and Development Criteria:

Although new institutional uses will be discouraged within the Village Area, it is possible that a new institutional use may be proposed for the Village. In this case, the following location and development criteria shall apply:

1. Institutional Use frontages should be limited in areas of intense retail activity unless substantial portions of the frontages are utilized for retail uses which are easily accessible from the sidewalk.
2. Institutional Uses, except for schools, should be located away from residential areas where noise and/or traffic could be a problem.
3. Access to loading or parking facilities should be located away from primary pedestrian areas wherever possible to prevent conflicts and assist with traffic circulation.

For existing Institutional Uses, the location is already fixed. However, if development of a site is proposed, the above criteria shall remain applicable.

***Findings** - For a new institutional use to receive a Village Review Permit, the following findings must be made:*

1. The scale and character of the Institutional Use is appropriate to its location and the desired Village character.
2. The use is consistent with the goals and objectives of the Village.
3. Street frontage uses are appropriate to the site and location and adjacent uses.
4. Loading facilities and access to parking will not adversely affect pedestrian movement and safety.

In addition to the above findings, the following findings must also be made for all existing institutional uses:

5. A Master Land Use Plan has been submitted and approved by the appropriate legislative body.
6. Expansion or intensification of the use will not have an adverse impact on future development within the area or on revitalization activities.

Hotels

Definition – *A building in which there are five or more guest rooms where lodging on a nightly basis, with or without meals, is provided for compensation, and where no provision is made for cooking in any individual room or suite and shall not include buildings where persons are housed under legal restraint.*

Considerations

1. Hotels are generally acceptable in all of the designated land use districts. However, issues of scale and potential conflicts must be addressed in each individual circumstance.
2. Hotel street frontages can negatively impact retail continuity unless uses are placed along those frontages which complement the adjacent retail uses.
3. Visitor loading areas can disrupt traffic flows and remove on-site parking resources for retail uses.
4. Functional areas of hotels (e.g., kitchen and trash areas) can be sources of noise which can affect any adjacent residential uses.

Location and Development Criteria

1. Hotel frontage dimensions should be limited in areas of intense retail activity unless substantial portions of the frontages are utilized for retail uses which are easily accessible from the sidewalk.
2. Hotel service areas should be located away from any adjacent residential uses where noise can be a problem.
3. Access to any loading or parking facilities should be located away from primary pedestrian areas wherever possible.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The scale and character of the hotel is appropriate to its location and the desired Village character.
2. Street frontage uses are appropriate to the site location and adjacent uses.
3. Loading facilities and access to parking will not adversely affect pedestrian movement and safety.

Laundromats

Definition – *A commercial business wherein coin-activated washers, dryers and similar cleaning equipment are self-operated by individuals not permanently living or temporarily residing on the premises.*

Considerations

1. Laundromats provide important services for Village and nearby residents without their own on-premises equipment and for travelers staying in the area at facilities which do not have laundry facilities.
2. Recent development prototypes in many urban areas have included coffee houses, cocktail lounges or other entertainment uses along with the Laundromat functions. These mixes of use must be evaluated with respect to their relative size and ability to attract patronage separately from on-site Laundromat users.
3. Typical Laundromat frontages are often lacking in visual interest and exhibit high levels of fluorescent lighting which could be at odds with adjacent uses.
4. Convenient parking is generally needed.

Location and Development Criteria

1. Laundromats should not be placed in areas where there is a high degree of retail continuity.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The use or combination of uses is compatible with adjacent uses and will not unduly interrupt important areas of retail continuity.
2. The scale and character of the facility is compatible with a Village character.

Live/Work Studios

Definition – *A residential structure, generally in loft-type unit, in which one or more of the residents utilize a portion of the dwelling unit for business purposes involving the creation or assembly of art, craft, graphic design, photography or similar hand-crafted products for display and/or sale. On-site business activities may include in some but not all cases the display and sale of those hand-crafted goods.*

Considerations

1. The issues of Live/Work Studios deal both with the impact of business uses on adjacent residential uses as well as the impact of adjacent non-residential uses on the livability of the residential units in cases where the studios are located in commercial or industrial areas.
2. Some on-site business activities such as the creation of metal or wood sculpture could introduce a noise element into the residential neighborhood.
3. On-premise display and/or sales activities could generate traffic and parking concerns in residential areas.
4. In commercial areas, the residential units could be substandard in terms of access, light, air and open space unless specifically designed to address those issues.
5. In industrial areas, residents could be subjected to adjacent noise or other environmental impacts.

Location and Development Criteria

1. On-site display and sales functions should be limited to sites where vehicular access and parking will not negatively impact other residential units.
2. Live/Work Studios in residential environments should be limited to activities which will not adversely impact adjacent residents.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Live/Work Studio use is compatible with adjacent development.
2. Adequate parking is available for tenants and anticipated visitors.
3. Dwelling units will enjoy a residential environment of comparable quality to other standard units in the Village.

Managed Living Units

Definition – *Managed living units are small, individual dwelling units with limited features. They are developed in a multiple-family dwelling format as part of a managed living unit project. Managed living units are rentals intended for occupancy by 1 or 2 persons only and for tenancies of one month or longer. At a minimum, individual units have partial kitchens and private toilets. Units may share common baths.*

Considerations

1. Managed living units provide housing for one to two people only on a monthly or longer rental basis. They are intentionally limited in size and features so they may serve as a viable affordable housing option for very low and low (together “lower”) income persons and help the City meet Housing Element and state law objectives to provide a variety of housing types for all income levels.
2. Managed Living Units are considered dwelling units. They are subject to the minimum and maximum densities set forth herein and all other limitations applicable to residential use. They are also subject to Growth Management requirements.
3. Convenient proximity to transit and commercial services is important.

Location and Development Criteria

1. Within managed living unit projects, all units shall have a floor area of at least 150 square feet and no more than 350 square feet with a maximum of two persons per unit.
2. For California Building Code compliance, the minimum floor area for a unit occupied by one person shall be 150 square feet. For a unit occupied by two persons, the minimum floor area shall be 220 square feet.
3. Managed living unit projects shall comply with the Americans with Disabilities Act and the California Building Code as applicable.
4. Each unit shall contain a partial kitchen with microwave, refrigerator, sink with garbage disposal, and countertop.
5. Each unit shall contain a private toilet in an enclosed compartment with a door. If private bathing facilities are not provided for each unit, shared shower or bathtub facilities should be provided at a ratio of one for every seven units or fraction thereof. The shared shower or bathtub facility should be on the same floor as the units it is intended to serve and should be accessible from a common area or hallway. Each shared shower or bathtub facility shall be provided with an interior lockable door.
6. Each unit shall have adequate and designated storage, including a clothes closet within the unit.
7. Common trash and recycling facilities convenient for tenants shall be provided.
8. Common laundry facilities shall be provided with a minimum one washer and one dryer for every 25 units or fraction thereof.
9. Interior common areas, useful and convenient for tenants, shall be provided. The amount of interior common areas shall be no less than 20 square feet per unit with at least 200 square feet per project. Common areas exclude hallways and walkways, stairs, entry lobbies, and utility areas for laundry and trash/recycling.
10. Managed living unit projects of at least 16 units shall include a manager’s unit not subject to any floor area limitations. The manager’s unit shall have designated parking, a full bathroom, kitchen with stove, and laundry facilities.

11. One secured and covered bicycle space shall be provided for each of the first 10 units. Thereafter, one secured and covered bicycle space shall be provided for every 10 units or fraction thereof, excluding the manager's unit.
12. A management plan shall be submitted for review by the city planner along with the submittal for the Village Review Permit and must be approved by the city planner prior to occupancy. A management plan typically includes the following items although additional or other items may also be required:
 - a. Management policies and operational procedures;
 - b. A security program for the building and all internal areas, parking areas, and grounds. The security program shall feature a comprehensive video monitoring system and secured entrances and exits;
 - c. Tenant selection procedures to ensure fair and equal access to housing;
 - d. Tenant rights;
 - e. Tenant and guest rules and regulations;
 - f. Rental rate policy regarding rent levels, collection of rent and rent increases;
 - g. Security deposit policy and procedure;
 - h. Maintenance plans, including custodial care, for the building, parking areas, and grounds;
 - i. Emergency procedures.

Findings – *In order for this use to receive a Village Review Permit, it shall be consistent with the following findings.*

1. The project supports the goals and objectives of the Village Master Plan and Design Manual.
2. The project is located such that occupants may conveniently walk to and from commercial services and public transit.
3. The use is not likely to create noise, parking, security, loitering or other adverse health or safety impacts.
4. The use will not result in an undue reduction of livability for any adjacent residents.
5. An adequate management plan will ensure ongoing compatibility of the managed living unit project with its surroundings.
6. To the extent feasible, the project helps the City meet Housing Element and state law objectives to provide a variety of housing for persons of all income levels, with an emphasis on housing for lower income individuals.

Medical Therapy Offices

Definition – *Medical or allied health service offices which generally meet the following criteria:*

- *Fewer than 3 professionals in the office*
- *Treatment sessions lasting 45 minutes or longer*
- *Treatment limited to one individual or one family at a time*
- *Includes these and similar uses:*
 - *Chiropractor*
 - *Family Therapy*
 - *Psychologist*
 - *Psychologist (Individual)*

Considerations

1. Medical therapy offices, if located in ground floor storefront space, could interrupt retail continuity given their generally inward-oriented character.

Location and Development Criteria

1. These uses should be limited to locations on levels above the ground floor in off-street locations where they will not adversely impact retail continuity.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. On-premise activities and related parking requirements are compatible with the land use district and adjacent development.
2. Adverse impacts on retail intensity or retail continuity are not likely.

Medical Treatment Offices

Definition – *Medical or allied health service offices which meet one or more of the following criteria:*

- *Three or more professionals in the office*
- *Treatment periods of less than 45 minutes*
- *Waiting rooms accommodating more than five people*
- *Treatment sessions involving three or more patients at the same time.*
- *Includes these and similar uses:*
 - *Dental Clinic*
 - *Medical Clinic*
 - *Medical Office*
 - *Psychotherapy (Group)*

Considerations

1. This type of medical use has the potential of generating higher parking demands than other commercial uses which could impact the visual quality of the Village for on-site parking and the availability of parking for retail uses within the parking district.
2. Medical offices are generally inward-oriented in character and could negatively impact retail continuity if placed in areas with a high retail potential.

Location and Development Criteria

1. Medical Treatment Offices should be placed on levels above the ground floor or in off-street locations in areas of retail activity.
2. Sites should be large enough to accommodate on-site parking.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The use is compatible with the land use district and adjacent development.
2. The use will not adversely affect retail intensity or retail continuity in the Village.
3. Adequate parking exists to serve the needs of this use.

Motels

Definition— *A group of attached or detached buildings containing individual sleeping or living units where a majority of such units open individually and directly to the outside, and where a garage is attached or a parking space is conveniently located to each unit, all for the temporary use by automobile tourists or transients, and includes motor lodges. An establishment is considered a motel when it is required by the Health and Safety Code of the State of California to obtain the name and address of the guests, the make, year and license number of the vehicle and the state in which it was issued.*

Considerations

1. Motels are traveler-oriented, therefore should be conveniently located on travel corridors and near other visitor-serving facilities.
2. Motels by their nature have a very strong automobile-to-room relationship which could limit building activity which may be oriented towards Village streets.
3. Because many motels survive on drop-in business, their signage is often aggressive in size and appearance.

Location and Development Criteria

1. Parking areas should be located away from street frontages and buffered from public view.

Findings— *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The use is appropriate to the land use district and adjacent development.
2. The site is adequate in size to provide the necessary parking as well as adequate space for landscaping to integrate the project into the Village character.
3. The project enhances the Carlsbad Village image and character.

Multi-Family Dwellings

Definition – *A building or portion thereof, designed for occupancy by three or more families living independently of each other and containing three or more dwelling units.*

Considerations

1. Multi-family housing is appropriate near the Land Use District 1 rail station but could displace important ground floor retail uses in some locations.
2. Multi-family residential uses generally require on-site dedicated parking which could be difficult to provide in retail-oriented districts unless located below grade.
3. In Land Use District 6, large parcels lend themselves to multi-family residential development. However, the impact of adjacent industrial uses on the quality of the residential environment may be of concern.

Location and Development Criteria

1. Residential units and parking should not be placed on ground floor levels where they would displace desired retail uses or otherwise lessen active street frontage.
2. Sites should be large enough to accommodate parking requirements on-site or below grade.
3. Residential units should not be placed in close proximity to uses which would adversely affect the health and welfare of the residents.
4. For locations adjacent to the AT&SF Railroad Right of Way, adequate provisions should be made to buffer residents from train noise.
5. Where feasible and possible, multi-family housing near the rail station should be constructed as part of a mixed use development project.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Multi-Family Residential use is appropriate to the site and adjacent development.
2. The site is of adequate size and shape to accommodate its required on-site parking without adversely affecting the visual environment of the Village.

Night Clubs

Definition – *This use shall also be known as a bar or cocktail lounge with entertainment.*

Any establishment where alcoholic beverages are the primary product sold, and those sales are not incidental to the sale of meals and also offers live music, recorded music for dancing, a dance floor, comedy or other entertainment on a regular basis. This type of establishment typically has a cover charge for entrance.

Considerations

1. Nightclubs, as nighttime activities, have the potential of creating noise problems for nearby residential areas.
2. Nightclubs, because of their floor show and/or dance floor requirements, often require large blocks of floor area which could displace other desired uses.
3. Nightclubs are generally inactive during normal business hours and can create a gap in interesting activity if located along retail frontages.
4. The intensity of use of nightclubs is generally very high since many patrons may be standing or dancing rather than seated at tables. This intensity creates the need for substantial nearby parking.
5. Sidewalk crowds waiting to enter the nightclub and during intermissions or music breaks are not uncommon and can be a hindrance to normal pedestrian movement if located near other nighttime uses such as restaurants.
6. The total number of night clubs within the Village at any given time shall be limited. An overconcentration of night clubs could be detrimental to the Village. Special consideration shall be given to the potential for proliferation of night clubs by assessing the number and type within the Village at any given time and the impact an additional club might have on the environment or atmosphere within the Village.

Location and Development Criteria

1. Nightclubs or parking serving nightclub uses should not generally be located adjacent to residential development.
2. Nightclubs should contain adequate on-site parking or be located near public parking resources with sufficient capacity to serve their parking requirements.
3. The location should be such that conflicts with other nighttime uses are minimized or design steps should be taken to accomplish that goal.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The site is suitable for a nightclub use and will have a minimal impact upon Village traffic, parking, residents and other adjacent uses.

Pool Halls/Billiard Parlors

Definition – *Any place of business where billiards or pool is played, and a fee is charged to those playing for the use of the equipment. The billiard room shall not be connected with any other business, nor shall any other business be permitted to be carried on, except that the billiard room may have therein ordinary merchandise vending machines and no more than four coin-operated games of skill, including pinball machines. A bar or cocktail lounge, having two or less pool or billiard tables, shall not be considered to be a pool hall or billiard parlor.*

Considerations

1. Pool Halls and Billiard Parlors have become a popular form of both participatory and spectator activity in recent years and cater to a wide range of social, economic and age groups. The issues related to this use are primarily related to those of displacement of desired retail activity in important shopping areas and the disruption of retail continuity.

Location and Development Criteria

1. Pool Halls/Billiard Parlors should not be located along prime retail frontages.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Pool Hall/Billiard Parlor use is appropriate to the site and is not likely to adversely affect the Village's retail potential.

Professional Care Facilities

Definition – *A facility in which food, shelter, and some form of professional service is provided such as nursing, medical, dietary, exercising or other medically recommended programs. Not included in this definition are hospitals and mental hospitals.*

Considerations

1. The Village should not generally be thought of as a location for new facilities of this type given the Village’s emphasis upon retail shopping, small scale offices, visitor services and residential development in close proximity to the commuter rail station.

Location and Development Criteria

1. The use should only be considered in Land Use District 9 on the site currently occupied by a similar use (Carlsbad Boulevard and Grand Avenue). Should significant changes to that property or use occur in the future, strong encouragement should be given for conversion of the site to commercial and visitor-serving uses.
2. No new development of this type should be allowed in Land Use District 9 aside from the rebuilding of similar uses currently occupying sites within the district.
3. Historic portions of existing buildings should be retained and enhanced.
4. New development on existing sites should reinforce the visual interest of adjacent streets and contain substantial landscaping.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The use is a rebuilding of existing or similar uses.
2. The development is consistent with the goals of the Village Design Manual with regard to pedestrian movement and visual character.

Quick Stop Food Stores

Definition – *A retail facility selling take-out food, liquor or other convenience goods and containing fewer than 20 seats where the majority of sales are removed and consumed outside the premises.*

Considerations

1. Quick stop food stops are likely to be automobile-oriented with rapid parking space turnover and with little spill-over commercial benefit to other Village uses.
2. These uses are often chain franchise operations with a standard appearance that would not comfortably fit into the desired Village visual character without significant architectural and signage modifications.

Location and Development Criteria

1. Parking lots should not dominate the site development.
2. Parking lots should be buffered from public view by screening and substantial landscaping.
3. The character of structures and signage must be compatible with a Village character.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The use is appropriate to the Village and the site.
2. The project has been designed to be compatible with the Village environment.

Restaurants with Entertainment

Definition of a Restaurant – *An establishment at which the primary business is the preparation, service and retail sale of meals comprising a varied selection of foods and nonalcoholic beverages prepared, served and consumed on the premises. The sale of any alcoholic beverages must be incidental to the primary restaurant business at all times that the business is open. “Incidental alcoholic beverage sales” means that these sales are subordinated to a minor position to the sale of meals. The intent is for any alcoholic beverage to be purchased with a meal. No more than twenty five percent (25%) of the interior area of the restaurant shall be used, designed, arranged or devoted to a use commonly associated with a bar or other establishment primarily engaged in the on-premises sale of alcoholic beverages. The interior area shall include only those portions of the establishment devoted to regular use by the public. These establishments may not offer live music, recorded music for dancing, comedy or other entertainment at any time. No cover charge is permitted at any time for access to the restaurant. These establishments must operate in a manner which is consistent with this definition at all times during posted business hours.*

Definition of Restaurant with Entertainment – *The same as the definition for restaurant noted above, with the exception that these establishments may offer live music, recorded music for dancing, comedy, or other entertainment for their dining guests in addition to food and beverage service.*

Considerations

1. The activity often results in many customers leaving the facility late at night with the potential for noise impacts on nearby residences from patrons and vehicles.
2. Restaurants with entertainment often have use intensity with a significant number of patrons in the premises at one time. Parking conveniently located to the facility is important.

Location and Development Criteria

1. Restaurants with Entertainment should not be located where they are likely to adversely impact residential uses.
2. An adequate supply of parking should be located conveniently nearby.
3. Consideration must be given to ensure that there will not be an overconcentration of restaurants with entertainment at any given time prior to approving a new restaurant with entertainment.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The restaurant with entertainment is not likely to have a negative impact on Village residents.
2. Adequate parking is conveniently located near the premises.

Self-Improvement Services

Definition – *A commercial facility offering group instruction or training and containing large open exercise, work or instructional space with an Occupant Load Factor of 50 square feet or less as defined in the Uniform Building Code. The definition includes health clubs, martial art studios, business and professional schools and aerobic studios but does not include child care centers, private schools or similar private facilities.*

Considerations

1. These facilities often seek storefront locations among retail facilities and can, because of their inward-oriented nature, create gaps in visual storefront interest and retail continuity.
2. The uses are generally group-oriented and require sufficient parking to serve those on-site at the same time.

Location and Development Criteria

1. Self-Improvement Service uses should not be located in storefront locations where retail continuity is important.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. Retail continuity will not be adversely affected by this use.
2. Adequate parking is available nearby.

Sidewalk Cafes

Definition— *An outdoor extension of a restaurant, delicatessen, ice cream parlor or similar food service use with the majority of its seating capacity located indoors and where exterior seating occurs partially or wholly on public property.*

A delicatessen is defined as an establishment at which the primary business provides for ready-to-eat food products (such as cooked meats or prepared salads) and canned or bottled beverages which are purchased on the premises and typically consumed off-site. They may provide made to order sandwiches and/or salads. Serving and eating utensils are typically disposable. Food orders service is not provided to any tables which might be located on the premises. No waiters or waitresses are employed on the premises. A delicatessen is defined as “retail” for land use purposes.

A restaurant is defined under the “restaurant with entertainment” provisional use section of this plan.

Considerations

1. Since all or a portion of Sidewalk Cafes occupy public property, tables, chairs and waste receptacles can interfere with normal pedestrian movements.
2. Tables, chairs, waste receptacles and other items, if located near street curbs, can interfere with car doors and pedestrian access to parking spaces.
3. Too many tables and chairs can block access to the business’s entry.
4. Since tables, chairs, umbrellas, waste receptacles, planters and other items are prominently located within the public right-of-way, they can have a substantial impact on the immediate visual environment.

Location and Development Criteria

1. Sidewalk tables should be limited to eating and drinking establishments.
2. Tables and chairs should not unduly disrupt pedestrian and vehicular movement.
3. Tables should be placed a minimum of two feet from the curb to allow adequate space for the opening of vehicle doors.
4. A clear area of at least five feet in width of linear paved sidewalk, free of all obstructions, must be maintained to allow adequate pedestrian movement on the sidewalk in front of the business.
5. If installed, all fixtures, barriers, railings, landscaping or combination thereof shall be in place when the café is in operation and shall be stationary or permanent, fixed to the sidewalk and contiguous to define the café boundary and may be removed when café is closed.
6. Tables are encouraged to be placed in line with tree wells, street lights and other street furnishing elements in order to maximize a linear unobstructed area.
7. Where tables are placed next to the building facade, a clear area of at least five feet in width should be maintained to building entries.
8. Tables must not block access to fire emergency facilities (e.g., fire hydrants).
9. Tables, chairs and umbrellas should be restricted to the frontage of the business, and should not encroach on the frontage of any adjacent business.
10. All sidewalk obstruction including non-permanent trash receptacles should be removed completely from the sidewalk area daily prior to the close of business.

11. Furniture should be of uniform color and design and of substantial construction to withstand outdoor use. Umbrellas should be made of a wood or metal framework and covered with fabric. No vinyl umbrellas shall be permitted. The City Planner shall develop guidelines for examples of acceptable sidewalk café furniture.
12. Trash receptacles should be provided by the eating or drinking establishment and the area of the sidewalk café should be kept free of litter.
13. A sidewalk table permit must be approved by the City Planner prior to the use of sidewalk tables. A fee to be set by the City Council shall be required for processing the subject permit. This fee must be paid before the permit will be processed.
14. The approved sidewalk table permit shall remain in effect for as long as sidewalk tables are permitted within the Village Area and the permittee remains in compliance with the subject approved permit. No new permit shall be required unless the applicant ceases to use the sidewalk tables for a period of six months or longer; in this case, a new permit with appropriate fee would be required. The approved permit which remains in effect may be amended without additional fees as approved by the City Planner.
15. All the other necessary City and/or Agency permits must also be obtained prior to the use of sidewalk tables. These permits may include a business license and/or a Village Review permit if required for the primary eating/drinking establishment.
16. The State Department of Alcohol Beverage Control (ABC) shall regulate the sale of alcoholic beverages within the Village. The applicant must obtain the appropriate permits and/or approvals from ABC prior to selling or serving alcoholic beverages to customers using the sidewalk tables.
17. The City Planner may approve temporary or permanent enclosures for the sidewalk café area as part of the sidewalk table permit if the City Planner finds that the enclosure will not impede pedestrian traffic and is desired for other safety or aesthetic reasons.
18. Applicant/permittee must sign an Indemnification Statement holding the City of Carlsbad harmless from any legal action resulting from sidewalk café operations and/or any approved enclosures for this sidewalk.
19. The applicant must submit a Certificate of Insurance to the City of Carlsbad in an amount to be established by the Risk Manager of the City of Carlsbad. The City of Carlsbad shall be listed as an “additional insured” on the Certificate. The Certificate must remain in effect for as long as the tables and chairs are placed within the public right-of-way (on the sidewalk).
20. In accordance with Chapters 21.35 and 21.58 of the Carlsbad Municipal Code, the sidewalk café permit may be revoked by the City Planner following due process procedures, if: 1) the conditions of the approved permit are not being met; 2) conditions at or around the sidewalk café change; and/or 3) if operation of the sidewalk café interferes with adequate or safe public use of the sidewalk.

Findings – *In order for the sidewalk table use to receive a Permit, it shall be consistent with the following findings:*

1. The applicant has complied with all of the criteria established relative to Sidewalk Cafes.
2. The use is not likely to result in health or safety problems nor is it likely to adversely impact adjacent uses.

Sports Entertainment Uses

Definition – *A commercial facility characterized by patron participation in sporting activities and relatively large building volume and/or site. The definition includes bowling alleys, ice/roller rinks, swim clubs and tennis clubs, but does not include any use related to gambling or games of chance.*

Considerations

1. These uses generally require relatively large sites to accommodate facilities and parking.
2. The uses generally offer relatively little visual interest or street facades.
3. Some facilities have peak usage of an evening hour which could impact adjacent residential uses.

Location and Development Criteria

1. Uses should not occupy State Street frontage in Land Use District 4.
2. Sites should be large enough for on-site parking which can be adequately screened and landscaped.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The Sports Entertainment use is compatible with adjacent development, consistent with a Village character and provides sufficient land on which to accommodate building, parking and landscaping.

Wineries

Definition: *A business where a wine producer grows grapes in a rural location or buys grapes from a vineyard and then transports them to an urban facility for de-stemming, crushing, fermentation, aging, bottling, retail sales, and tasting by patrons.*

Consideration

1. Wineries could have the potential of creating noise, odor or aesthetic problems for nearby residential uses during the production process.

Location and Development Criteria

1. Wineries shall not be located where they are likely to adversely impact residential uses.
2. Deliveries of grapes should not occur during hours that would negatively impact residents within the vicinity of the winery's location.
3. Facades shall be treated in a similar manner to other storefronts and should be designed with a Village character.
4. Surrounding grounds, including parking areas, shall be maintained in a neat and orderly condition at all times.
5. Any equipment associated with wine production shall be screened from public view and adequately buffered from adjacent residential uses to mitigate noise, odor or aesthetic impacts.
6. Refuse, including grape stems, shall be removed from the winery site within 24 hours of the de-stemming process.
7. Outdoor wine fermentation tanks shall be installed with a filter to reduce the odor emanating from the winery site.

Findings – *In order for this use to receive a Village Review Permit, it should be consistent with the following findings:*

1. The winery will not have a negative impact on Village residents.
2. The exterior design of the facility and signage are appropriate to the Village and compatible with adjacent uses.

Non-Conforming Land Uses in the Village

Land uses which are not consistent with the allowable or provisional uses of a district or which do not follow the long range goals of the Village Area are considered to be non-conforming uses for land use review purposes under this manual. Non-conforming land uses in the Village Area can preclude revitalization or desired development activities in two primary ways. First, they occupy a site that could be used for a higher and better use according to the goals of the underlying district and the Village Area as a whole. Second, some non-conforming uses can actually have adverse impacts that reach beyond the confines of the site and actually preclude the desired development on neighboring properties.

Non-conforming uses in the Village Review Zone are specifically defined as those within a specific land use district which are: 1) not permitted; 2) have not been provisionally approved by the City of Carlsbad; or, 3) prohibited. Although the City of Carlsbad will take no action to initiate immediate, or time-specific, abatement of non-conforming uses within the Village Area, property owners are encouraged to bring their properties into conformance with the regulations of this Manual as soon as possible to assist with the continued revitalization of the area.

All existing non-conforming uses within the Village Area will be allowed to remain until 1) they simply cease to exist for economic or other reasons; 2) the property is abandoned for a period of six months or longer; (which means that a building has not been used); or 3) there is a proposed change in use. If any of these conditions exist, the property owner will be required to bring the property into compliance with current land use policies and building codes regulations.

Expansion or Intensification of Non-Conforming Land uses

Expansion or intensification of non-conforming uses will not be allowed by the city. However, property owners and/or building tenants will be permitted to complete building façade improvements, add perimeter fencing as appropriate and provide additional landscaping for beautification purposes. Any proposed structural alteration, incidental reconstruction, repair, site alteration, or other property improvements shall conform to the current development standards and design guidelines permitted by the Village Master Plan and Design Manual.

Return to Original Use

Often difficult situations are created when a property owner wishes to return to the “**original use**” (from a non-conforming or conforming use) of a building which may have been previously approved but may have become non-conforming per the approved Land Use Plan for the Village Area. In the past, the public policy has not been clear regarding the property owner’s right to return to an “**original use**.” The following is provided in an attempt to clarify the City Council’s position and outline the policy which results from adoption of this Master Plan.

Uses within existing buildings located in the Village Area as of November 1, 1991, per the Carlsbad Village Redevelopment Agency’s Land Use Survey, will be considered to be the “**original use**” of a building for the purposes of this section. No land use which may have existed prior to November 1, 1991, will be considered as the “**original use**” of the property for purposes of determining conformance with the Land Use Plan implemented by this Master Plan. If a property owner does not agree with the “**original use**” identified by the survey, the property owner shall bear the “burden of proof” responsibility for providing documentation to the Carlsbad City Planner that proves an alternate land use, as identified by the property owner, existed as of November 1, 1991.

Conforming Original Use

If the “**original use**,” conforms to the Land Use Plan identified within this Master Plan, the use may continue without any further requirement to obtain a Village Review permit regardless of whether or not it meets all current development standards set forth for the area by this Master Plan. Expansion or intensification of the “**original use**,” however, may still generate a need for Village Review and/or Coastal Development permits. The property owner may also be required to obtain appropriate building permit(s) for improvements to the property which are necessary or required to ensure conformance to applicable building codes for the type of use existing within any given building as of November 1, 1991.

Non-Conforming Original Use

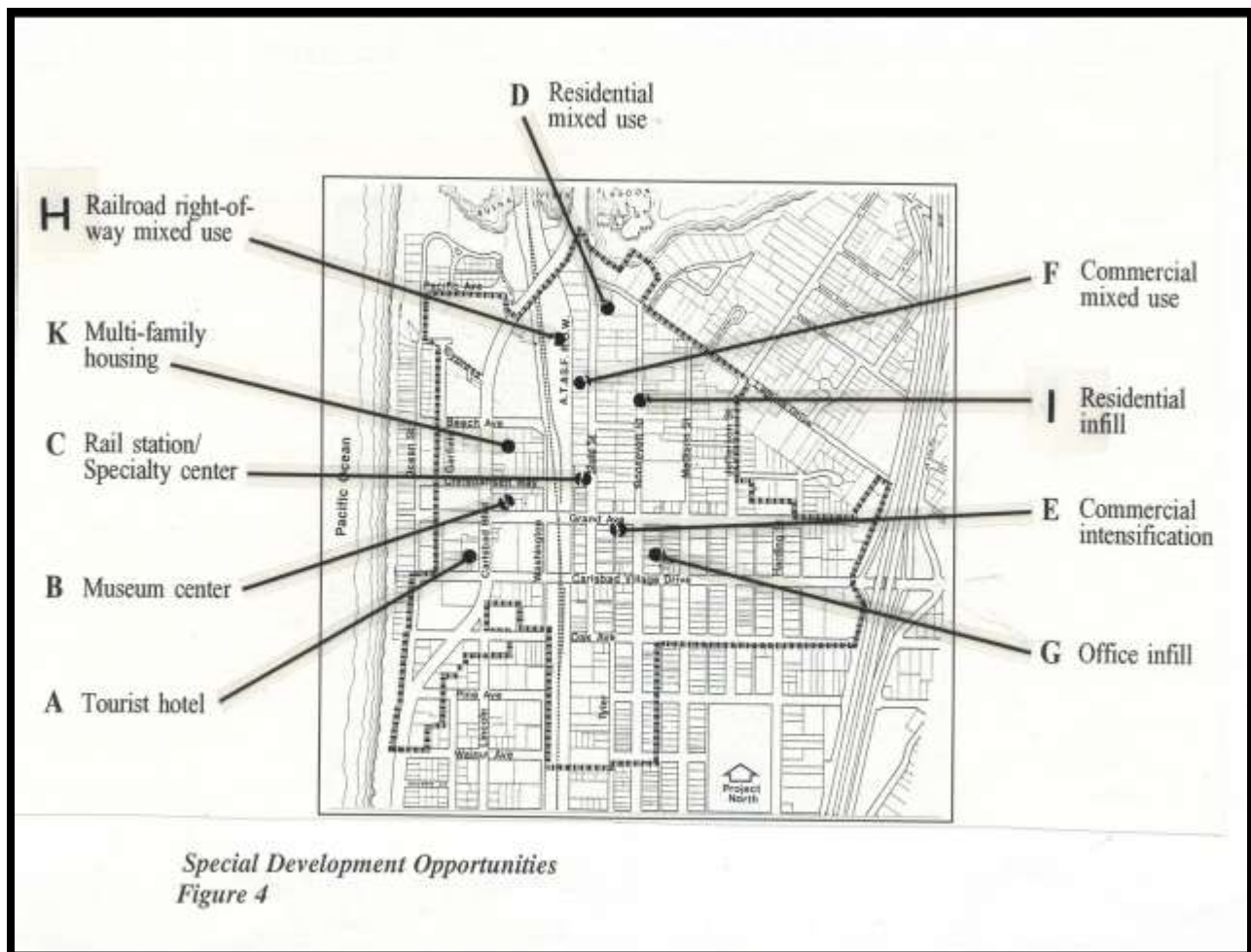
If the “**original use**” does **not** conform to the Land Use Plan identified within this Master Plan, the use may continue until one or more of the previously identified conditions exist, then the property must be brought into conformance with existing regulations. A change to another non-conforming use will **not** be permitted. If a property owner changed from an “**original use**” to another use (conforming or non-conforming) after November 1, 1991, but did not obtain appropriate Village Redevelopment and/or Village Review permits, the property owner will be required to comply with existing regulations and obtain the appropriate Village Review and/or building permits. If the Planning Commission determines that the property owner is unable to meet the existing regulations and has exhausted all avenues to legalize the non-conforming use and obtain the appropriate Village Review and/or building permits to convert an “**original use**” to a new, conforming use, per the Land Use Plan within this Master Plan, the property owner will be allowed, with approval of the Planning Commission via issuance of a minor Village Review permit, to return the use of the property to the “**original use**” regardless of whether or not the “**original use**” itself conforms to the Land Use Plan; this is the only situation whereby a property owner will be able to convert to a non-conforming use. No expansion or intensification of the “**original use**,” however, will be permitted for a non-conforming use. With approval of the subject minor Village Review permit, the Planning Commission will identify an amortization period for the non-conforming use. This means that at the end of the amortization period set forth by the Planning Commission, the “**original use**” (non-conforming) must be brought into conformance with the existing land use plan and development standards applicable to the area.

Special Opportunities

As a part of the planning studies leading to the village Master Plan and Design Manual, a number of specific sites were studied to provide the basis for establishing appropriate development intensities, parking requirements and design guidelines to achieve a Village scale and character. Figure 4 provides a map which identifies the location of the sites studied as special opportunity areas.

Each site identified in Figure 4 represents a special development opportunity which is consistent with the Village's market potential. However, there is no intention to require the development of these specific sites in the manner shown. Rather, the material contained in the following pages should be considered by property owners and potential developers as reflective of the type and scale of development desired in the Village.

On the following pages, a description of the special opportunity project identified for the site shown in Figure 4 is provided for review and consideration. The conceptual project design provides an example of the type of design which has been determined to be desirable for the Village.

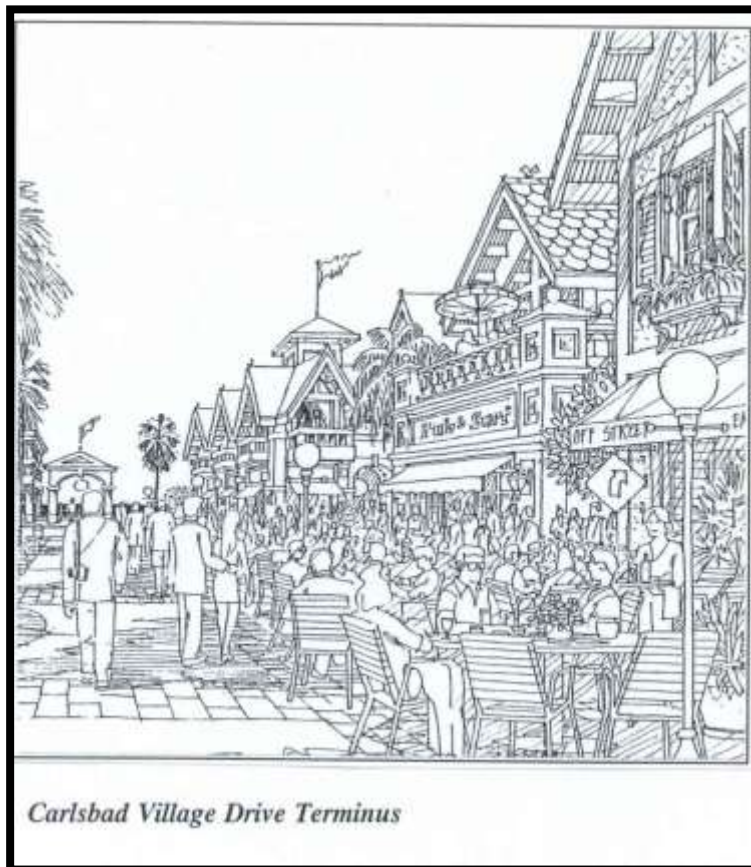


Special Opportunities

Tourist Hotel

A

- *100 ± Room Hotel*
- *Ground Floor Retail and Restaurants*
- *Visual Terminus to Carlsbad Village Drive Entry*
- *Special Carlsbad Village Drive Activity and Pedestrian Edge*
- *Pedestrian Link to the Ocean*
- *Below Grade Parking*



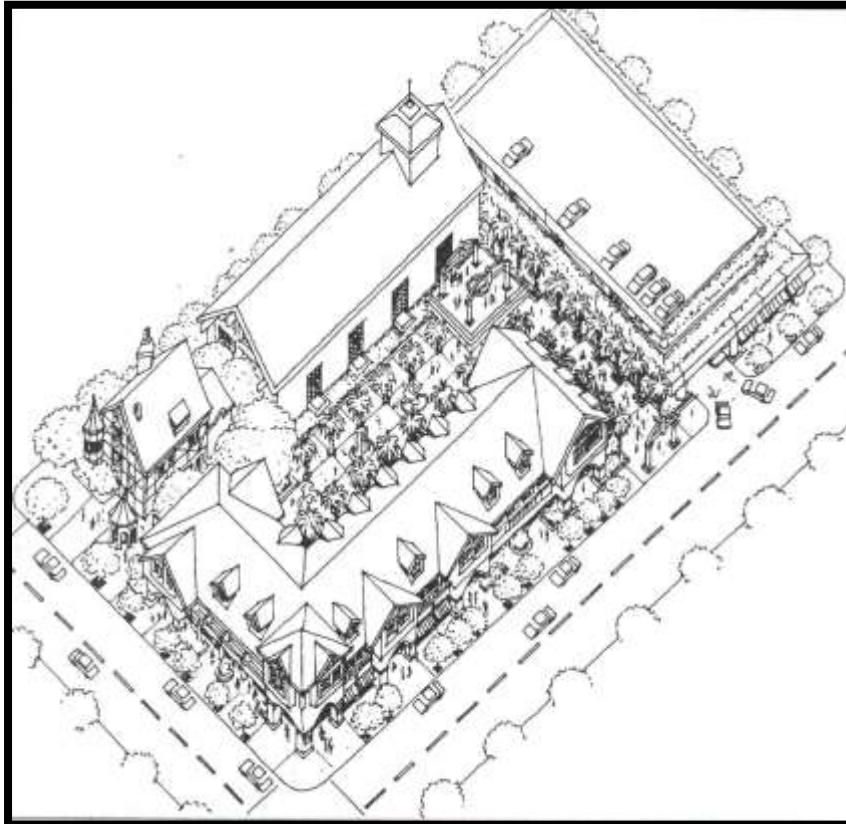
Carlsbad Village Drive Terminus

Special Opportunities

Museum Center

B

- *New Carlsbad History Museum with Grand Avenue Entry*
- *Alt Carlsbad Retention*
- *Bed and Breakfast Inn*
- *Ground Floor Retail and Restaurants*
- *Parking Structure with Ground Floor Retail Uses*
- *Pedestrian Amenities along Grand Avenue*
- *Museum/Inn Garden*

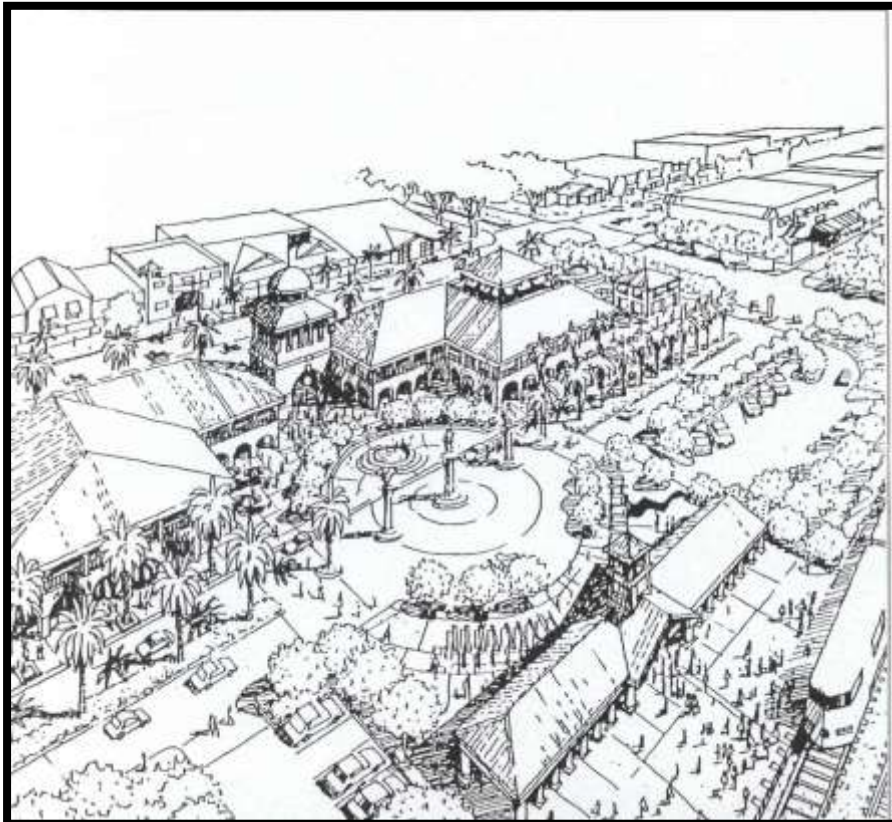


Special Opportunities

Rail Station Specialty Center

C

- *Retail Shops and Restaurants*
- *Professional Offices*
- *Commercial Service Shops*
- *Passageway Between State Street and Rail Station*
- *Fountains and Plazas*
- *Future Expansion along Grand Avenue*

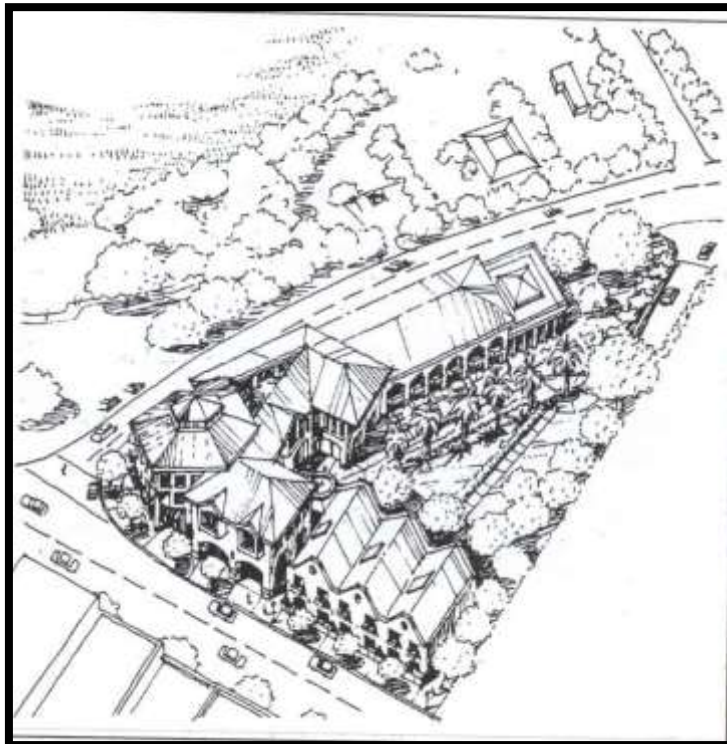


Special Opportunities

Residential Mixed Use

D

- *Multi-Family Residential Units*
- *Ground Floor Retail*
- *Restaurant*
- *Views of Buena Vista Lagoon*
- *Below Grade Parking*

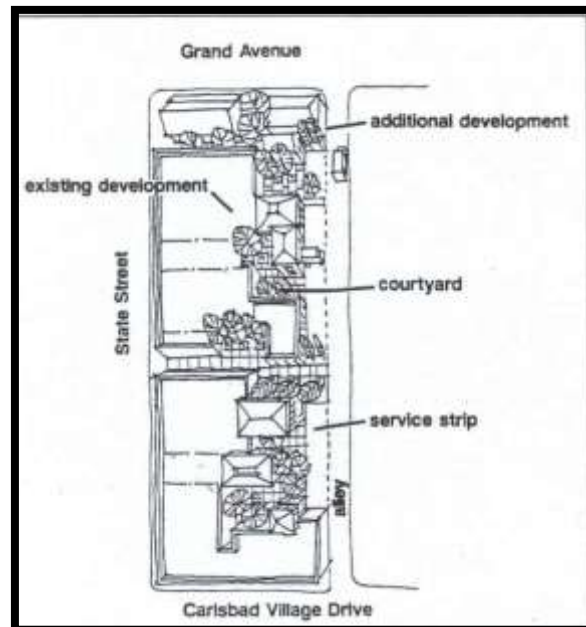


Special Opportunities

Commercial Intensification



- *Development Additions Near Alley*
- *Interior Block Courtyards*
- *Outdoor Dining*
- *Retail and Service Shops*
- *Pedestrian Passageways from State Street*
- *Parking Relocated to Public Lots*
- *Alley Service Access*

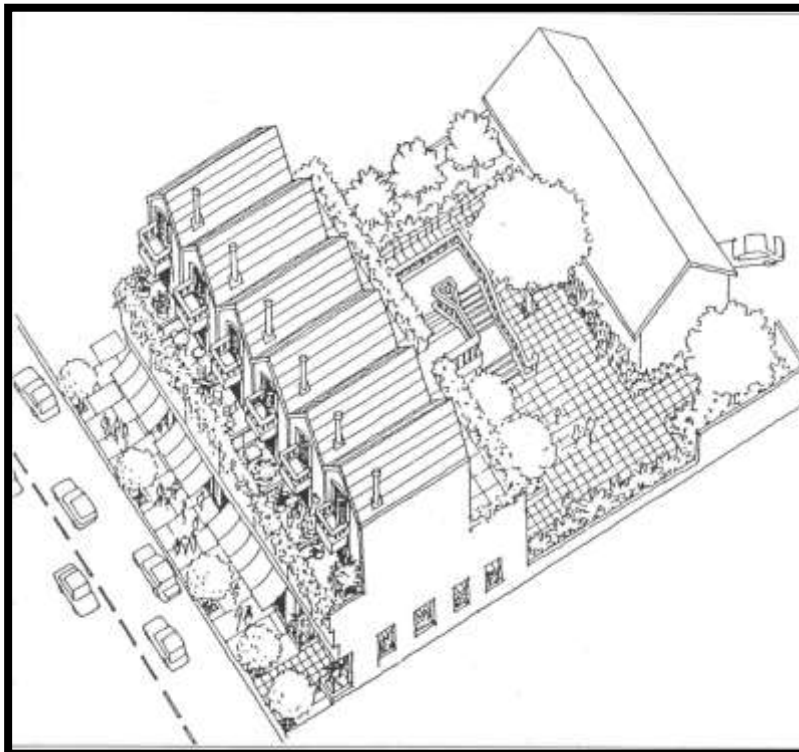


Special Opportunities

Commercial Mixed Use



- *Ground Floor Commercial*
- *Upper Level Residential Units*
- *Residential Courtyards*
- *Easy Access to Commuter Rail Station*
- *North State Street Residential Entry*
- *Garage Parking on Alley*

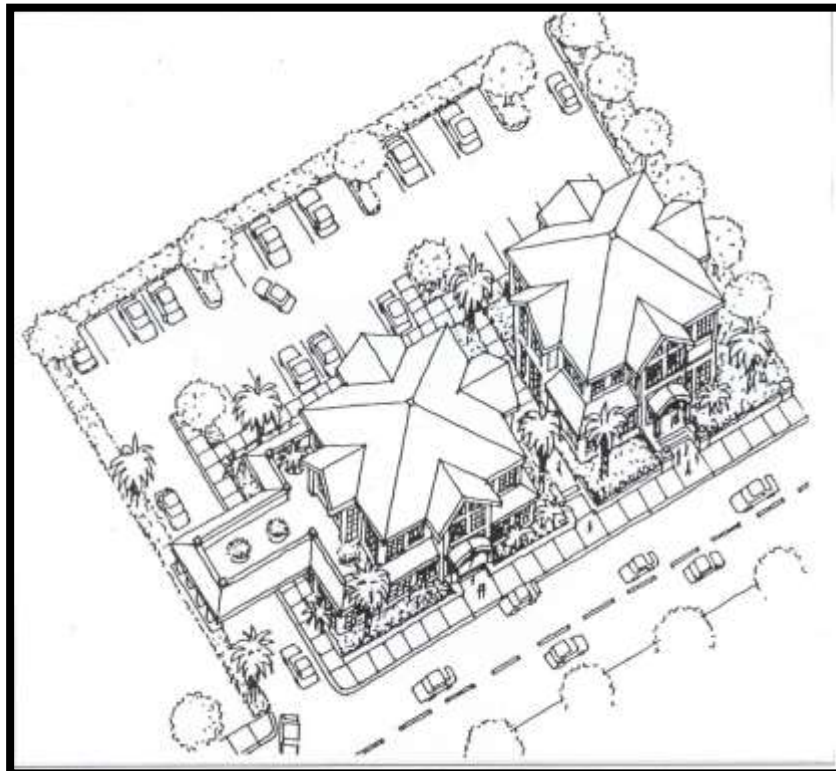


Special Opportunities

Office Infill

G

- *Small Buildings near Street*
- *Parking near Alley*
- *Entry Porches*
- *Pitched Roofs*
- *Partial Parking in Public Lots*
- *Potential Below Grade Parking*

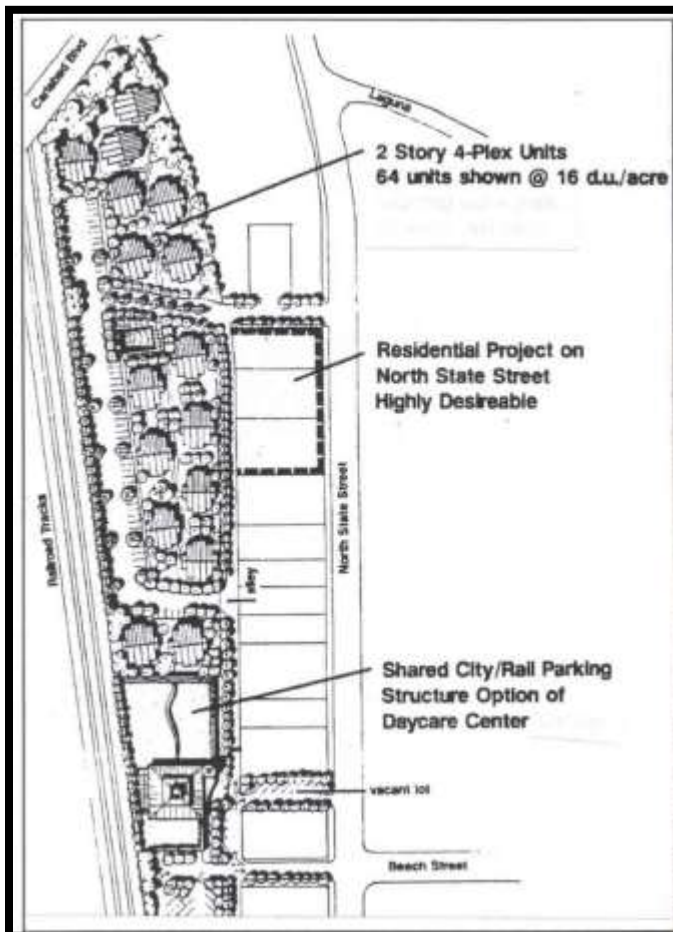


Special Opportunities

Rail Road Right-of-Way Mixed Use



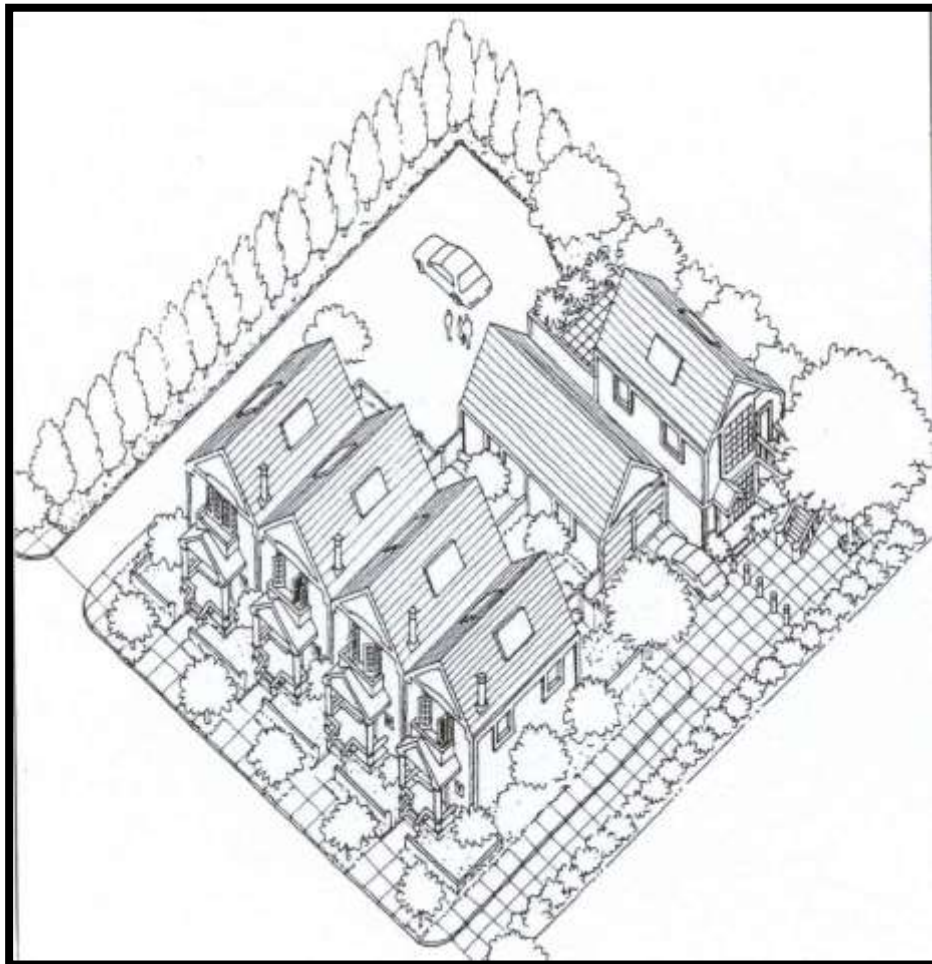
- *Multi-Family Residential Units*
- *Outdoor Recreation Space*
- *Shared Village and Commuter Rail Parking Facilities*
- *Potential Child Care Center*



Special Opportunities

Residential Infill

- *Cottage-type Units*
- *Garage Parking*
- *Garden Units*
- *Porches Facing the Street*



Special Opportunities

Other Opportunities

J

Multi-Family Housing

- *Residential Units*
- *Ground Floor Commercial Potential*
- *Below Structure Parking*
- *Easy Access to Commuter Rail Station*

Carlsbad Village Cinema

- *Single or Multi-screen Cinema*
- *Theater Rehabilitation or New Facility*
- *Strong Support for Village Nighttime Uses*
- *Performing Arts Theater Potential*
- *Joint Utilization of Public Parking*



DEVELOPMENT STANDARDS



DEVELOPMENT STANDARDS

Chapter

3

Regulatory Framework

Village Review Zone (V-R)

All properties within the Carlsbad Village Area are zoned **V-R Village Review Zone** (per Chapter 21.35 of the City of Carlsbad Zoning Ordinance). The boundaries of the Village Area are shown on Figure 5. All development within the Village Area is regulated by the Village Master Plan and Design Manual. This document also implements the General Plan. Fundamental Land Use and development standards for the Village Area are hereby established by this Village Master Plan and Design Manual upon approval of the City Council.

For development standards and other regulations which are *not* specifically identified within this Village Master Plan and Design Manual, the appropriate reference document shall be the current Carlsbad Municipal Code.

Village Area Development

All development within the Village Area is regulated by the Carlsbad Village Area Master Plan and Design Manual, which is the fundamental land use plan for the area.

Uniform Building Code

The Uniform Building Code shall be the appropriate reference document for identifying the appropriate building standards for all buildings to be constructed, renovated or rehabilitated within the Village Area. Applicants should consult with the city's Building Department to identify the sections of the building codes which shall be applicable to any project within the Village Area. See Title 18 of the Carlsbad Municipal code for Building Codes and Regulations.

Local Coastal Plan

Non-exempt development on properties located within the Coastal Zone requires a Coastal Development Permit issued by the Planning Commission or City of Carlsbad (depending on whether the project is located within the Coastal Zone, but not in the Village Area, or within both the Village Area and the Coastal Zone. The boundaries of the coastal zone within the Village Area are shown on Figure 5). The Village Master Plan and Design Manual, together with implementing ordinances and policies, constitute the Local Coastal Program Plan for the Village segment of the Carlsbad Coastal Zone. This document shall establish the standards for all development within the Village Area of the Coastal Zone.

Policies and Procedures Manual

From time to time, the Carlsbad City Council may also establish policies and procedures which must be adhered to for development and/or other activities within the Village Area. When these policies and procedures impact any development and/or activities located on properties within the Coastal Zone, the policies and procedures must be approved by the Coastal Commission or its executive director prior to becoming effective within the Village segment Coastal Zone.

Development Standards

This Development Standards section is divided into two (2) parts. The first part outlines “Universal Standards” which are applicable to all projects within the Village Area, regardless of district location. The second part outlines the “Individual Standards” for each Land Use District; these standards will differ from district to district and will be applied according to the location of the proposed development and/or activity.

Variances

Variances to development standards set forth within the Village Master Plan and Design Manual document shall be processed according to regulations established within Section 21.35.130 of the Carlsbad Municipal Code.

Non-Conforming Uses

The provisions set forth for non-conforming uses within the Village Master Plan and Design Manual document shall supersede regulations set forth within the Carlsbad Municipal Code. See Chapter 2 of this document for information related to regulations for non-conforming uses in the Village Area. Chapter 2 provides regulations regarding 1) the continued operation of a non-conforming use; and 2) the conditions upon which a property owner can return to an “**original use**” of the property, even if it determined to be non-conforming under the Land Use Plan set forth within this Master Plan.



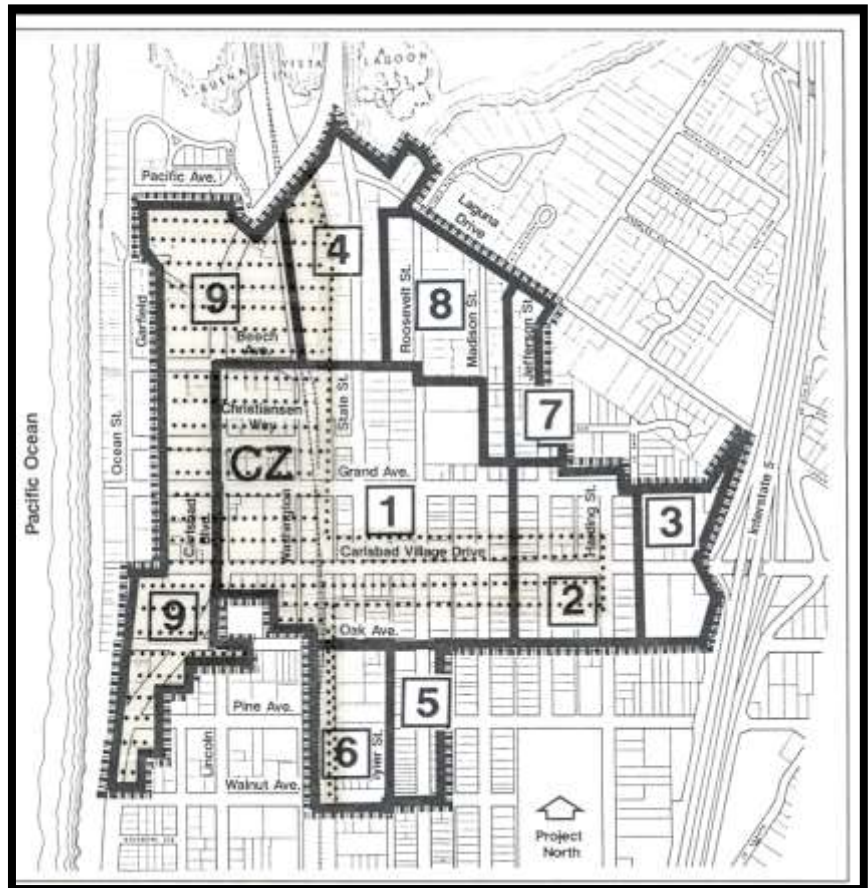
Code Enforcement

For the purposes of code enforcement as related to the regulations set forth by this Village Master Plan and Design Manual, Title 21 of the Carlsbad Municipal Code shall serve as the applicable regulations in terms of procedures and due process.

Figure 5 (part 1): Village Area Boundaries and Coastal Zone Boundaries.

Figure 5 provides two maps which indicate the Coastal Zone boundaries for the Village Area. The shaded area indicates the Coastal Zone. All non-exempt development on properties within the Coastal Zone will require approval of a Coastal Development Permit.

Figure 5 (part 2): Village Area Boundaries, Land Use District Boundaries and Coastal Zone Boundaries (shaded area).



Universal Standards

These standards are applicable to all development in the Village Area.

Development Standard Modifications

Modifications to the development standards may be permitted by the City Council in all land use districts of the Village Area for developments where the applicant can provide acceptable evidence that a requested development standard modification is 1) necessary to provide housing affordable to low and/or moderate income households, and/or 2) necessary in order for the development to qualify for silver level or higher LEED (Leadership in Energy & Environmental Design) Certification, or a comparable green building rating, and to maintain the financial feasibility of the development with such certification. Development standard modifications may also be permitted by the City Council if 1) the applicant can provide acceptable evidence that application of the development standards will preclude the construction of a residential development at densities at or above the minimum set forth for the applicable land use district, or 2) for projects that have a significant public benefit as determined by the City Council or that assist the Council in meeting the goals and objectives set forth within the Village Master Plan and Design Manual.

Through Village Review permit approvals, modifications may include, but are not limited to:

1. Density
2. Parking standards
3. Building setbacks
4. Height
5. Open space

General Plan

All Village development projects must be consistent with all General Plan policies, goals, and action programs.

Residential Density

The properties within the Village Area do not have a residential density assigned to them for Growth Management Program compliance purposes. Therefore, the minimum and maximum densities for development that includes residential within the Village Area are set forth herein. For Land Use Districts 1-4 of the Village Area, the minimum density shall be 28 dwelling units per acre and the maximum density shall be 35 dwelling units per acre. For Land Use Districts 5-9, the minimum density shall be 18 dwelling units per acre and the maximum density shall be 23 dwelling units per acre. For mixed use projects in all land use districts, the minimum density shall be calculated based on fifty percent of the developable area.

A density bonus may be granted in accordance with Chapter 21.86 of the Carlsbad Municipal Code to exceed the maximum densities noted above. A density increase may also be granted, on a case-by-case basis, for the purposes of providing affordable housing for low and/or moderate income households and/or when an applicant can provide acceptable evidence to the City Council that the density increase is necessary in order for the development to qualify for silver level or higher LEED Certification, or a comparable green building rating, and assist in maintaining the financial feasibility of the development and/or when the City Council determines that a project has significant public benefit or assists in meeting the goals and objectives set forth within the Village Master Plan.

To approve a density above the maximums set forth herein, the following findings must be made by the City Council:

1. That the project will provide sufficient additional public facilities for the density in excess of the maximum permitted to ensure that the adequacy of the City's public facilities plans will not be adversely impacted.
2. That there have been sufficient developments approved in the quadrant at densities below their Growth Management Control Points so the approval will not result in exceeding the quadrant limit.
3. That all necessary public facilities will be constructed, or are guaranteed to be constructed, concurrently with the need for them created by this development and in compliance with the adopted city standards.

The minimum residential density for the Village shall be 18 or 28 dwelling units per acre, as noted above. Pursuant to California Government Code Section 65863, the city utilized these minimum densities in the Village for purposes of determining the adequacy of sites to provide for affordable housing in its 2005-2010 Housing Element. As a result, to approve a development that includes residential density below either minimum, the following findings must be made by the City Council:

1. The reduction is consistent with the adopted General Plan, including the Housing Element.
2. The remaining sites identified in the housing element are adequate to accommodate the city's share of the regional housing need pursuant to Government Code Section 65584.

In future Housing Elements, the density may be revised as appropriate and this section of the Village Master Plan and Design Manual shall be revised accordingly.

All housing located in the Village Area requires an allocation of excess units from the Proposition E "Excess Dwelling" Unit Bank. The criteria for withdrawing units from the Excess Dwelling Unit Bank are contained in City Council Policy No. 43.

Lot Consolidation

Because there are generally very small lots within the Village Area, it is often difficult to develop them in a financially feasible manner without lot consolidation. As a general policy, the City encourages lot consolidation within the Village Area and will assist developers, builders, and property owners to identify potential sites for consolidation as needed.

Planned Development

Residential units proposed for separate ownership shall comply with the development standards and design criteria set forth within this Master Plan, and within Carlsbad Municipal Code, Title 20 and the State Subdivision Map Act. A Tentative Tract Map application shall be filed together with the appropriate Village Review Permit. The Planning Commission shall make a recommendation to the City Council, and the Council shall be the final decision-making authority on an application for a Tentative Tract and/or Final Map for a development within the boundaries of the Village Area.

All residential units or mixed use projects which are intended to have residential units which are sold for separate ownership will be subject to the following additional requirements:

1. The storage of large recreational vehicles, such as motor homes, travel trailers, or boats will not be allowed within the residential or mixed use project. These vehicles must be stored off-site and off-street at all times. The storage of small recreational vehicles, such as canoes or a jet ski, may be permitted on site if the vehicles are stored within an area which is screened from adjacent residences and public rights-of-way by either a view-obscuring wall or landscaping.
2. Parking garages shall be designed such that they are visually subordinate to the residential structure or mixed used project. Whenever possible, entrances to individual garages or parking stalls shall be located off a rear alley or within an enclosed parking structure.

Rail Corridor Development

All future development adjacent to or near North County Transit District's Right-of-Way shall be planned with consideration given to the safety of the rail corridor. This consideration will be given at the project-specific level and a determination will be made at that time as to whether or not any additional safety measures are required as a result of the proposed development.

Inclusionary Housing Requirements

All residential projects including the conversion of apartments to airspace condominiums are subject to the City's Inclusionary Housing Ordinance, Chapter 21.85 of the Carlsbad Municipal Code. Per City Ordinance, 15% of the total housing units constructed must be affordable to low income households. Projects consisting of six or fewer market rate units may pay an in-lieu fee rather than constructing a unit.

Parking

New development and additions to existing buildings within the Village Area will be required to provide parking per the standards contained within Chapter 6 of this Village Master Plan and Design Manual.

Changes of use within an existing structure or building may require additional parking if the new use creates a parking demand greater than the structure or building's previous use or existing on-site parking spaces.

The Parking In-Lieu Fee Program described in Chapter 6 may be available as an option for property owners/tenants who are unable to meet their on-site parking requirements. Requests for variances from the on-site parking requirements shall be processed as set forth in Chapter 6 of this document.

Building Coverage, Building Height and Building Setbacks

The standards for building coverage, height and setbacks are established individually according to the applicable land use district within the Village Area. See the appropriate development standards section for the applicable land use district to identify the standards which apply to projects within the area.

Where a range is established for the subject standard, the individual project standard may be set anywhere within the range based on findings that the project design or site constraints justify the standard and subject to the findings/criteria outlined below for each type of standard noted.

Building Coverage

In all cases where a range has been established as the appropriate building coverage standard within a given district, the bottom of the range shall be considered the desired standard. However, an increase in the standard to the maximum, or anywhere within the range, may be allowed if the project warrants such an increase due to good project design and/or the provision of other projects features which benefit the Village Area. The benefits realized from the increased standards shall be set forth with the approving resolution for said project.

For approval of a building coverage standard which is above the maximum for the subject land use district, a standards modification or variance must be approved by the authorized approving body/official. Standards modifications shall be granted as set forth within this Village Master Plan and Design Manual. Variances shall be granted according to the regulations set forth in Section 21.35.130 of the Carlsbad Municipal Code.

A variance for a building coverage standard which exceeds the top of the range, or the individual standard set forth, will be granted only if the project meets one or more of the following criteria:

1. The project is a mixed-use project which provides for residential living units located in close proximity (reasonable walking distance) to the Village Commuter Rail Station.
2. The project is a hotel facility whose scale, design and auxiliary facilities are judged to be appropriate to the Village.
3. The project is a residential project providing a quality living environment and where increased density would not negatively impact adjacent residential development.
4. The project provides for exceptional public amenities in terms of site design or facilities.

Building Height

The height standard for a building, or buildings, within the Village Area, is noted as a maximum within the individual land use district development standards. The height of a proposed building may not exceed the standard set forth for the given land use district, but it may be set lower if deemed desirable for the project. As a note, additional building height is permitted for all projects in all land use districts for architectural features which are designed as part of the project. For information on architectural features which are exempt from the height limit calculation, see Section 21.46.20 of the Carlsbad Municipal Code.

To exceed the maximum height standard set forth within the development standards for a given land use district, a variance or standards modification must be granted by the appropriate approving body/official for the project.

A variance or modification for a height standard which exceeds the standard set forth for a given land use may be granted only if the project meets one or more of the following criteria:

1. The increased height will be visually compatible with surrounding buildings.
2. The increased height will not unduly impact nearby residential uses.
3. The taller project will not adversely impact views.

4. The project will maintain a scale and character compatible with the Village and the guidelines contained within this Village Master Plan and Design Manual.
5. The project provides for exceptional design quality and is consistent with the goals and objectives of the Village Area.

Building Setbacks

In all cases where a range has been established as the appropriate setback standard within a given district, the top of the range shall be considered the desired standard. However, a reduction in the standard to the minimum, or anywhere within the range, may be allowed if the project warrants such reduction due to good project design and/or the provision of other projects features which benefit the Village Area. The benefits realized from the reduced standards shall be set forth with the approving resolution for said project.

For approval of a setback standard which is below the minimum for the subject land use district, a variance or standards modification must be approved by the authorized approving body/official. Variances shall be granted according to the regulations set forth in Section 21.35.130 of the Carlsbad Municipal Code. Standards modifications shall be approved as set forth within this Village Master Plan and Design Manual.

Consistency Determination

In the Village, design of buildings is very important and there is an expectation that the design shall be consistently implemented through all project construction. In other words, there is an expectation that upon completion of the new construction the project will be substantially consistent with the design approved by the appropriate decision-making authority. The following criteria is set forth and must be met in order for the City Planner to approve a consistency determination and ensure that the project design is consistently implemented.

The City Planner may, at an administrative level, make a consistency determination if all of the following criteria are met:

1. The modified project design is comparable in character, scale, architectural detail and/or other design features to the original project design, or represents an upgrade in overall design features and/or materials as originally approved. The modifications must not be readily discernible to the decision makers as being substantially different from the project as originally approved. The original architectural detail or the design features may be enhanced as long as the character, scale, or theme of the design remains consistent with the original approval.
2. No project condition, feature, facility or amenity is changed or deleted that had been considered essential to the project's design, quality, safety or function by the City Planner, Planning Commission and/or City Council.
3. The modified project complies with all applicable development standards, or does not exceed the variances in standards as originally approved by the final decision maker.
4. The modified project does not increase the density or intensity of the development. A decrease in the density or intensity of development can be considered an acceptable change for consistency determination purposes, at the discretion of the City Planner.

5. The proposed modification does not involve the addition of a new land use which was not shown on the original permit.
6. The proposed change will not result in any significant environmental impact, and/or require any additional mitigation.
7. The proposed change will not result in any health, safety or welfare impacts.
8. There were not any major issues or controversies associated with the original project which would be exacerbated with the proposed project modification.

Consistency Determination Application Process

To request a consistency determination, the applicant shall submit an application and amended exhibits, graphics, statements or other information as may be required to explain and justify the request to the City Planner. The City Planner will determine the number of copies of the application and exhibits to be submitted for processing.

If the consistency determination can be made by the City Planner, the applicant shall receive a letter approving the design modifications, and providing authorization to proceed.

If the City Planner is unable to make the consistency determination, the applicant shall receive a letter denying the request and providing instructions as to how to proceed with an amendment of a minor or major redevelopment and/or Village Review permit to allow for the design modifications.

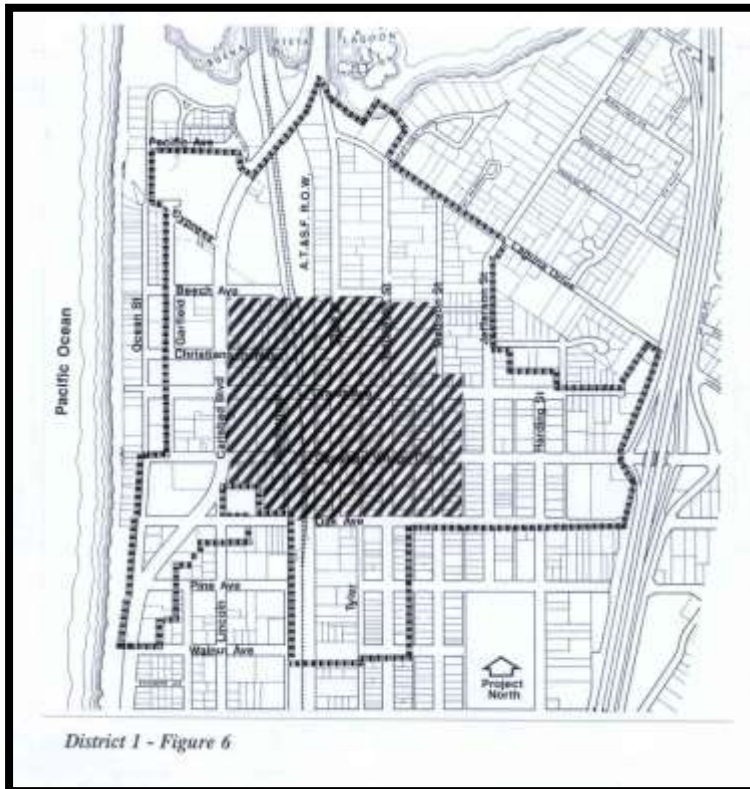
If the original permit was a Major Redevelopment and/or Village Review Permit and the applicant is proposing a design change only and there are no other changes in land use, intensity of development, etc. the applicant shall submit an application for a Major Redevelopment and/or Village Review Permit amendment with the appropriate exhibits. The application and exhibits together with a staff report and recommendation will be forwarded directly to the City Council for a public hearing and final action. A recommendation will not be required from the Planning Commission. All applicable fees shall be paid and the appropriate public hearing notices shall be provided for the permit amendment.

If the original permit was a Major Redevelopment and/or Village Review Permit and the applicant is proposing a design change which results in changes in land use, increased density or increased intensity of development, etc., the applicant shall submit an application for a permit amendment with the appropriate exhibits. The application and exhibits together with a staff report and recommendation will be forwarded to the Planning Commission for a recommendation and then forwarded to the City Council for final action. All appropriate public hearing notices shall be provided for the permit amendment.

If the original permit was a Minor Redevelopment and/or Village Review Permit, design changes as well as other land use, intensity of development shall be submitted to the Planning Commission for consideration. The applicant shall submit an application for a permit amendment with the appropriate exhibits. The application and exhibits together with a staff report and recommendation will be forwarded to the Planning Commission for final action. All applicable fees shall be paid and the appropriate public hearing notices shall be provided for the permit amendment. The Planning Commission decision is appealable to the City Council.

If the subject property is located within the Coastal Zone, the Coastal Commission shall be appropriately notified of all decisions regarding consistency determinations and/or amendments to Minor or Major Redevelopment and/or Village Review Permits.

Land Use District 1 – Carlsbad Village Center



The boundaries for District 1 are shown on the map provided in Figure 6. This district has traditionally been the Central Business District of Carlsbad. Although shopping centers and other development outside of the Village have drawn some uses away from the area, the District 1 Village Center continues to function as a strong retailing and financial services core serving city residents as well as tourists and regional visitors. The intent of land use standards for this district is to reinforce the pedestrian shopping environment, encourage mutually supportive uses and provide a major activity focus for Carlsbad Village and the city as a whole. Retail shopping continuity, local serving commercial shops, stores and restaurants as well as facilities and services for travelers in the coastal zone are emphasized.

Following are the individual development standards which have been set forth for all projects to be developed within District 1 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Building Setbacks:

Front: For non-residential and mixed use development within the Coastal Zone, there shall be no minimum or maximum setback for first at grade floor. A 10 foot average setback shall be required for all floors above the first at grade floor. For residential only projects, there shall be a 10 foot average setback for all floors, including the ground floor.

For non-residential and mixed use development outside the Coastal Zone, there shall be no minimum setback and a maximum setback of 10 feet for the first at grade floor. Setback areas not occupied by a driveway shall be landscaped and/or contain semi-public amenities such as courtyards or outdoor seating areas.

Except where minimum driveway access is necessary to serve the development, the first at grade floor of a building(s) shall occupy a minimum of 70% of the width of the parcel fronting the street.

Side: No minimum or maximum setback requirement.

Rear: No minimum or maximum setback requirement.

Exception: At grade parking lots must be set back a minimum of five feet from any property line for landscaping purposes.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad's Landscape Manual. Open space may be public or private and may be dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios and outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All Projects: 100%

Building Height:

45' maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch. This provision shall not apply outside the Coastal Zone.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for a list of parking requirements by land use.

District 1 is located within Zone 1 of the In-lieu Fee Parking Program, which means that properties east of the AT&SF Railroad right-of-way within the district may be allowed to meet a portion or all on-site parking requirements for non-residential uses by paying a fee.

The In-lieu Fee Parking Program shall only be permitted in the remaining area west of the railroad right-of-way when it can be demonstrated to the satisfaction of the California Coastal Commission that 1) a bona fide fee has been established to implement such a program; 2) specific sites have been identified where parking facilities will be constructed; and 3) detailed criteria and procedures have been established for the annual assessment of parking utilization subject to the completion of a parking study or other technical information.

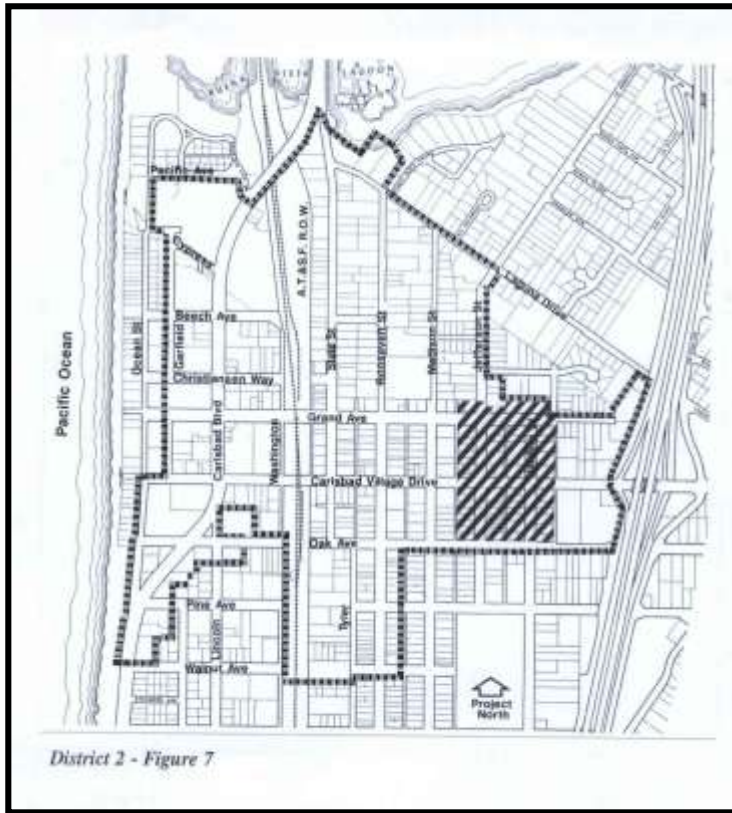
The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 2 – Office Support Area

The boundaries of District 2 are shown on the map provided in Figure 7. District 2 contains a mixture of



commercial uses and is strongly pedestrian-oriented as a continuation of the Village Center (District 1) in terms of building scale and character. Existing residential uses will be phased out of the district over time. Buildings will be set back from the sidewalk in a landscaped lawn setting and any on-site parking will be located adjacent to alleys and away from street frontages.

Following are the individual development standards which have been set forth for all projects to be developed within District 2 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Setbacks:

- Front: For non-residential and mixed-use development there shall be no minimum or maximum setback for first at grade floor. A 10 foot average setback shall be required for all floors above the first at grade floor. For residential only projects, there shall be a 10 foot average setback for all floors, including the ground floor.
- Side: No minimum or maximum.
- Rear: No minimum or maximum.
- Exception: At grade parking lots must be set back a minimum of five feet from any property line for landscaping purposes.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be public or private and may be dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios, and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 100%

Building Height:

45' maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch. This provision shall not apply outside the Coastal Zone.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 2 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties within the District may be allowed to meet a portion or all on-site parking requirements for non-residential uses by paying a fee.

The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

No outdoor storage is permitted within this District. Display of products outdoors must be consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Any lot proposed for non-residential development which adjoins an existing residential lot shall have a solid masonry wall installed along common lot lines. Also any non-residential development constructed on Oak Avenue shall be designed in a manner which respects the area's residential character.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 3 – Freeway Commercial Support Area



The boundaries for District 3 are shown on the map provided in Figure 8. District 3 comprises the easterly entry to Carlsbad Village from Interstate Highway 5. The district is, and will continue to be, the location of traveler services normally associated with urban freeway interchanges. In addition, land uses will include other convenience services to meet the needs of the broader Carlsbad community.

Following are the individual development standards which have been set forth for all projects to be developed within District 3 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Building Setbacks:

- Front: For non-residential and mixed-use development, there shall be no minimum or maximum setback for first at grade floor. A 10 foot average setback shall be required for all floors above the first at grade floor. For residential only projects, there shall be a 10 foot average setback for all floors, including the ground floor.
- Side: No minimum or maximum.
- Rear: No minimum or maximum.
- Exception: At grade parking lots must be set back a minimum of five feet from any property line for landscaping purposes.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be public or private and may be dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios, and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 100%

Building Height:

45' maximum.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 3 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties within the District may be allowed to meet all on-site parking requirements for non-residential uses by paying a fee.

The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

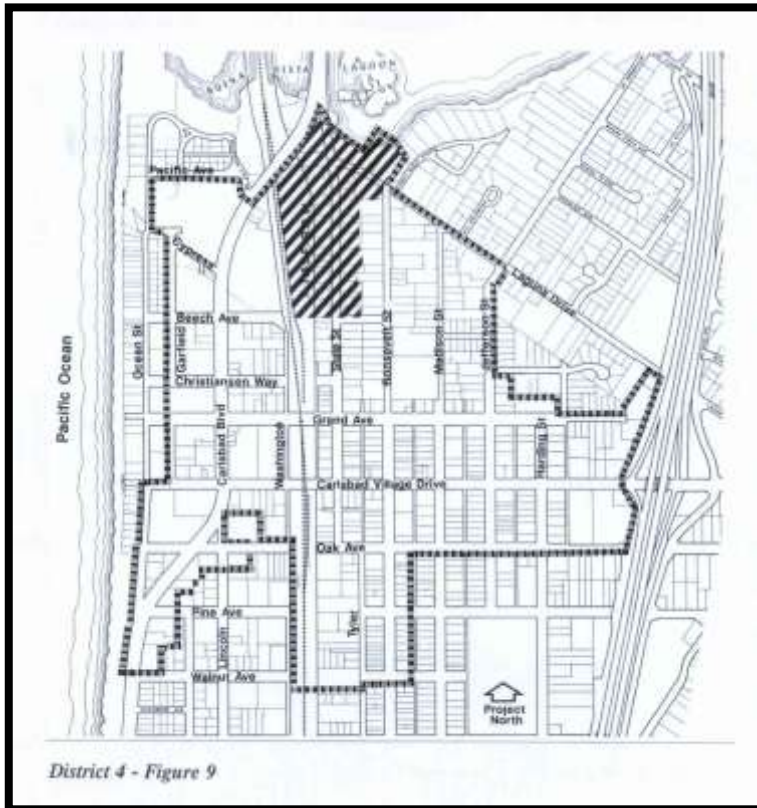
Other Miscellaneous Requirements:

No outdoor storage is permitted within this District. Display of products outdoors must be consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Temporary building structures and storage containers shall be prohibited, unless use in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 4 – Residential Support Area



The boundaries for District 4 are shown on the map provided in Figure 9. District 4 has in the past been a commercial service and light industrial area featuring automotive repair, building services and other uses characterized by low levels of investment in buildings, large exterior service and storage areas and a significant amount of visual deterioration. The intent of current land use policy is to provide for a gradual transition in this district to a mix of higher quality commercial and residential uses which will provide positive support for the District 1 Village Center and reinforce the Village area north of Beech Street as a quality residential neighborhood.

Following are the individual development standards which have been set forth for all projects to be

developed within District 4 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Building Setbacks:

Front: For non-residential and mixed-use development, there shall be no minimum or maximum setback for first at grade floor. A 10 foot average setback shall be required for all floors above the first at grade floor. For residential only projects, there shall be a 10 foot average setback for all floors, including the ground floor.

Side: No minimum or maximum.

Rear: No minimum or maximum.

Exception: At grade parking lots must be set back a minimum of five feet from any property line for landscaping purposes.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be public or private and may be dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios, and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 100%

Building Height:

45' maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch. This provision shall not apply outside the Coastal Zone.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 4 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties within the District may be allowed to meet a portion or all of their on-site parking requirements for non-residential uses by paying a fee.

The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

No outdoor storage is permitted within this District. Display of products outdoors must be consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Any lot proposed for non-residential development which adjoins an existing residential lot shall have a solid masonry wall installed along common lot lines. Also any non-residential development constructed shall be designed in a manner which respects the area's residential character.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 5 – Hispanic Mixed-Use Support Area



District 5 - Figure 10

The boundaries of District 5 are shown in the map provided in Figure 10. District 5 will continue as a mixed-use area related to the District 1 Village Center while also serving the special needs of the adjacent Barrio Neighborhood.

Following are the individual development standards which have been set forth for all projects to be developed within District 5 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Setbacks:

- Front: 5 – 20 feet residential
5 – 10 feet commercial
- Side: 5 – 10 feet
- Rear: 5 – 10 feet

No parking in front or rear setbacks; this area is to be used primarily for landscaping purposes only.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be private or public dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios, and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 60 to 80%

Building Height:

30 feet maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 4:12 roof pitch.

Due to the fact that this District is located in the Old Carlsbad Neighborhood, special scrutiny will be given to any requests for exceptions to the height restrictions. In most cases, additional height will be granted only if there are no objections from the surrounding community, businesses and/or residents.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision-making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall heights shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 5 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties within the District may be allowed to meet all on-site parking requirements for non-residential uses by paying a fee. The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

Access to parking will not be allowed from Roosevelt Street unless no other access is available.

No outdoor storage is permitted within this District. Display of products outdoors must be consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Any lot proposed for non-residential development which adjoins an existing residential lot shall have a solid masonry wall installed along common lot lines. Also any non-residential development constructed in the area shall be designed in a manner which respects the area's transitional or residential character.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 6 – Service Commercial Support Area



The boundaries of District 6 are shown in the map provided in Figure 11. District 6 has traditionally functioned as a light industrial area with an emphasis upon automotive towing, repair and detailing uses. Other building services and light industrial activities have also occupied large parcels in the area. Land uses of this type will be allowed to continue in the area with some limitations to better integrate them into the surrounding Village environment. However, as economics begin to play its role in the area, this area may begin to transition into a more commercial retail and business area much different from the industrial land uses. The land use plan within this document allows for the gradual transition of the area into uses which will be more compatible with the residential character of the

Barrio neighborhood.

Following are the individual development standards which have been set forth for all projects to be developed within District 6 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Setbacks:

Front: 5 – 20 feet

Side: 5 – 10 feet

Rear: 5 – 10 feet

No parking in front setbacks; this area is to be used primarily for landscaping purposes.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be private or public dedicated to landscaped planters, open space pockets and/or connections, roof

gardens/patios, balconies, other patios, and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 50 to 80%

Building Height:

35' maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorated wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 6 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties east of the AT&SF Railroad right-of-way within the district may be allowed to meet a portion or all on-site parking requirements for non-residential uses by paying a fee.

The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Use of railroad right-of-way for structures or parking will only be allowed subject to provisions for future public access along the right-of-way, conditions of approval related to future use or a determination by the city that provisions for future public use are not needed.

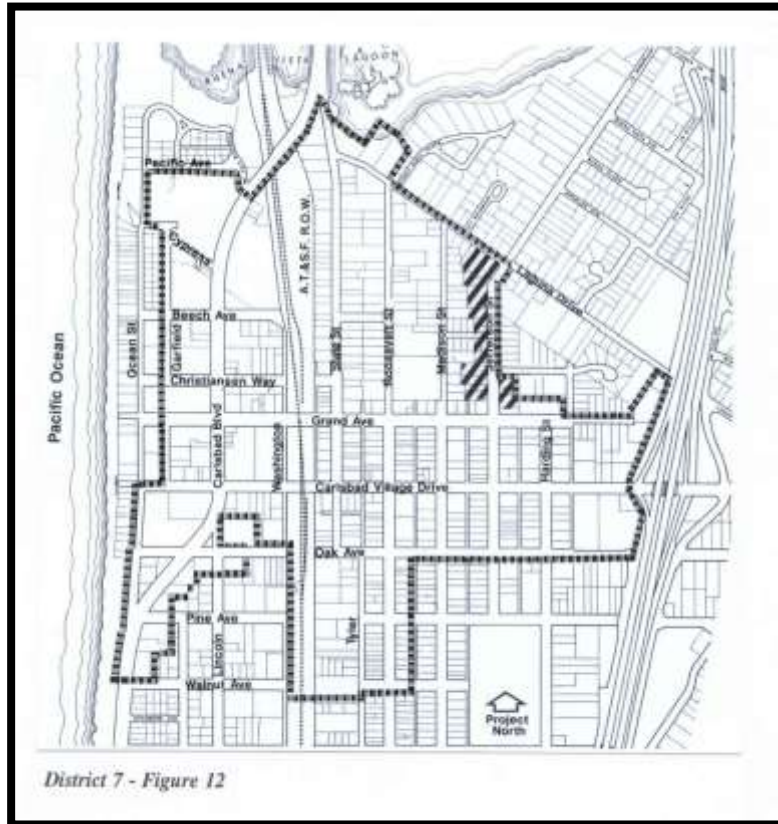
Existing automotive and light industrial uses in District 6 will be allowed to remain. If a land use change is proposed, the new land use must conform with this Village Master Plan and Design Manual.

All city ordinances related to health and safety will be strictly enforced.

Owners of existing uses on Tyler Street will be encouraged to relocate parking areas away from street frontages where possible and to improve the appearance of their properties through landscaping and exterior building improvements.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 7 – Office Support Area



The boundaries of District 7 are shown in the map provided as Figure 12. District 7 accommodates professional and medical offices contained in new structures and converted residences.

Following are the individual development standards which have been set forth for all projects to be developed within District 7 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Setbacks:

- Front: 5 – 20 feet
- Side: 5 – 10 feet
- Rear: 5 – 10 feet

No parking in front or rear setback, this area is for landscaped purposes only.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be private or public and may be dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 60 to 80%

Building Height:

35’ maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 7 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties within the District may be allowed to meet all on-site parking requirements for non-residential uses by paying a fee.

The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

No outdoor storage is permitted within this District. Display of products outdoors must be consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Any lot proposed for non-residential development which adjoins an existing residential lot shall have a solid masonry wall installed along common lot lines. Also any non-residential development constructed shall be designed in a manner which respects the area's residential character.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 8 – Residential Support Area



The boundaries of District 8 are shown in the map provided as Figure 13. District 8 contains predominantly residential uses with some existing professional and medical offices. The area is intended to be a relatively dense urban residential neighborhood with a Village scale and character.

Following are the individual development standards which have been set forth for all projects to be developed within District 8 of the Village Area. Please see the “Universal Standards” section of this Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Setbacks:

Front: 5 – 15 feet

Side: 10% of lot width 5 to 10 feet, street side

Rear: 5 – 10 feet

Open entry porches may extend into the front setback. Parking is not allowed in front yard setback.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be private or public dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, other patios and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

All projects: 60 to 80%

Building Height:

35’ maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may extend no more than six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

District 8 is located within Zone 2 of the In-lieu Fee Parking Program which means that properties within the District may be allowed to meet all on-site parking requirements for non-residential uses by paying a fee.

The details of the In-lieu Fee Parking Program option for meeting on-site parking requirements are outlined in Chapter 6 of this Manual.

Other Miscellaneous Requirements:

No outdoor storage or display is permitted within this District. Display of products outdoors must be consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Any lot proposed for non-residential development which adjoins an existing residential lot shall have a solid masonry wall installed along common lot lines. Also any non-residential development constructed shall be designed in a manner which respects the area's residential character.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

Land Use District 9 – Tourism Support Area



The boundaries of District 9 are shown in the map provided in Figure 14. District 9 will continue to provide a wide mix of uses with an emphasis upon facilities, goods and services to tourists and regional visitors traveling along the coast. High quality hotels, restaurants and retail shops will be emphasized.

Additional institutional uses such as schools, professional care facilities and churches will be discouraged within this area. Those institutional uses which currently exist will be allowed to remain with legislative approval of a Master Plan for the use and related site(s).

Following are the individual development standards which have been set forth for all projects to be developed within District 9 of the Village Area. Please see the “Universal Standards” section of this

Chapter for information on variances and standards modifications, and criteria to be used in setting the standards for individual projects when a range is set forth for the subject standard.

Setbacks:

Front: 5 – 20 feet

Side: 5 – 10 feet

Rear: 5 – 15 feet

No parking will be allowed in the front setback; this area is to primarily be used for landscaping purposes.

Open Space:

A minimum of 20% of property must be maintained as open space. The open space must be devoted to landscaped pedestrian amenities in accordance with the City of Carlsbad’s Landscape Manual. Open space may be public or private and may be dedicated to landscaped planters, open space pockets and/or connections, roof gardens/patios, balconies, patios and/or outdoor eating areas. No parking spaces or aisles are permitted in the open space.

Building Coverage:

Commercial: 80 to 100%

Mixed Use: 60 to 80%

Building Height:

45' maximum.

Roof Pitch:

50% of the total roof structure (per property) must have a 5:12 roof pitch.

Property Line Walls/Fences:

All property line walls/fences (including combination retaining wall and fences) shall be limited to a maximum of six (6) feet unless a taller wall or fence is approved by the appropriate decision making body. To exceed the wall height of six (6) feet, the decision making body must make the following findings:

1. That the purpose for the additional wall height is to enhance adjacent neighbor privacy and/or to provide for noise attenuation;
2. That the additional wall height is requested by the adjacent neighbor and/or determined by the decision making body to be in the best interest of the adjacent neighbor;
3. That the wall or fence is attractively designed and/or decorated.
4. Decorative wall features may not extend six (6) inches above the maximum height of the wall. Wall height shall be measured from the lowest side of the finished grade to the top of the wall.

Parking Requirements:

See Chapter 6 of the Village Master Plan and Design Manual for list of parking requirements by land use.

Properties within this District will not be allowed to meet a portion of their on-site parking requirements by paying an in-lieu fee until the City can demonstrate to the satisfaction of the California Coastal Commission that 1) a bona fide fee has been established to implement such a program; 2) specific sites have been identified where parking facilities will be constructed; and 3) detailed criteria and procedures have been established for the annual assessment of parking utilization subject to the completion of a parking study or other technical information. A local coastal program amendment must be approved by the Coastal Commission before the Parking In-lieu Fee Program may be implemented within this District.

Other Miscellaneous Requirements:

No outdoor storage is permitted within the District. Display of products outdoors will be permitted within this District if it is consistent with standards set forth within this Design Manual or policies established by the City Council.

Existing residential structures converted to commercial purposes must be brought into conformance with Title 18 of the Carlsbad Municipal Code.

Any lot proposed for non-residential development which adjoins an existing residential lot shall have a solid masonry wall installed along common lot lines.

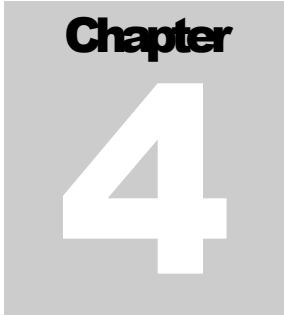
For Army/Navy Academy and Carlsbad-by-the-Sea Retirement Home, a long range master plan must be approved prior to the issuance of any permits for improvements and additions to existing facilities. All future changes must conform to this approved Master Land Use Plan, or as amended by the original approving body.

Temporary building structures and storage containers shall be prohibited, unless used in conjunction with new construction and/or rehabilitation of a building and/or other infrastructure within the Village Area and approved in writing by the City Planner in advance of use. If a temporary structure is permitted, for storage or other purposes, in conjunction with an approved development project, it will be allowed only until the new development receives approval for occupancy.

DESIGN GUIDELINES



DESIGN GUIDELINES



Basic Design Principles

A village scale and character will be emphasized for all future development and property improvements to reinforce Carlsbad Village’s uniqueness, enhance its image as a shopping and entertainment destination and improve its livability as a mixed-use residential environment.

Ten basic design principles will be utilized in the design review process for property improvements and new construction in the Village. The Planning Commission must be satisfied that the applicant has made an honest effort to conform to each of these principles.

1. Development shall have an overall informal character.
2. Architectural design shall emphasize variety and diversity.
3. Development shall be small in scale.
4. Intensity of development shall be encouraged.
5. All development shall have a strong relationship to the street.
6. A strong emphasis shall be placed on the design of ground floor facades.
7. Buildings shall be enriched with architectural features and details.
8. Landscaping shall be an important component of the architectural design.
9. Parking shall be visually subordinated.
10. Signage shall be appropriate to a village character.

Site Planning

Provide a variety of setbacks along any single commercial block front.

Varied setbacks will provide a desired informality and diversity of appearance and will allow for special landscaping. The range of setbacks along a frontage need not be great and need not be applied along any single parcel frontage.

Provide benches and low walls along public pedestrian frontages.

Places for people to rest briefly or wait for friends can both encourage longer shopping trips to the Village and express the feeling that Village merchants care about the comfort and convenience of their customers.

Maintain retail continuity along pedestrian-oriented frontages.

The pedestrian shopping experience should not be interrupted by parking lots, blank walls or non-contributing uses.

Avoid drive-thru service uses.

Drive-thru windows for banks, fast food restaurants and similar uses take up valuable Village land area and create potential pedestrian/vehicular conflicts.

Minimize privacy loss for adjacent residential uses.

Placement of windows and trash areas should be sensitive to any adjacent residential units, outdoor dining areas or pedestrian areas.

Encourage off-street courtyards accessible from major pedestrian walkways.

Courtyards can enrich the Village environment providing more businesses (e.g., art galleries and restaurants) and personal services (e.g., beauty and nail salons) conveniently located near the greatest intensity of pedestrian shopping activity.

Emphasize an abundance of landscaping planted to create an informal character.

Like its architecture, the Village landscaping should be informal in character with a great deal of variety and diversity. Landscaping within each parcel should be personalized to the specifics of the building and site. Colorful flowers in planter boxes and pots, in planting beds, on trellises and on flowering trees will add to the richness of the visual environment and to the unique living and marketing image sought for the Village. All landscaping including required irrigation systems must conform to the City's adopted Landscape Manual.

Treat structures as individual buildings set within a landscaped green space. Exceptions: Buildings fronting on:

- Carlsbad Village Drive
- State Street
- Grand Avenue
- Carlsbad Blvd., between Carlsbad Village Drive and Grand Avenue
- Roosevelt Street (West Side)

Parking and Access

Provide landscaping within surface parking lots.

Trees in addition to perimeter landscaping should be provided within parking lots at a ratio of one for every four parking stalls. Trees may be clustered in concentrated planting areas to break up large parking lot surfaces.

Provide access to parking areas from alleys wherever possible.

Access from adjacent alleys will allow more of the site to be devoted to landscaping and will minimize conflicts between pedestrians and vehicles.

Locate parking at the rear of lots.

Parking areas behind buildings will have the least visual impact and likelihood of affecting retail continuity.

Devote all parking lot areas not specifically required for parking spaces or circulation to landscaping.

Paving within parking areas should be minimized and landscaped areas maximized to provide the visual and environmental quality needed to support the desired Village character.

Avoid parking in front setback areas.

All commercial and residential buildings should have a strong relationship to the street and setback areas should be devoted to landscaping.

Avoid curb cuts along major pedestrian areas.

- *State Street*
- *Grand Avenue (between Roosevelt Street and Carlsbad Boulevard)*
- *Carlsbad Boulevard (between Grand Avenue and Carlsbad Village Drive)*
- *Roosevelt Street (between Beech and Walnut)*

Pedestrian retail continuity relies on a minimum of conflicts between vehicles and pedestrians. Exceptions to the curb cut prohibition may be considered where no other access to parking is possible or where conflicts are likely to be minimal.

Avoid parking in block corner locations.

Corners within the Village are visually important and should be occupied by interesting buildings. However, owing to limited location opportunities, public parking facilities may be exempted so long as substantial setbacks and landscaping are provided.

Provide setbacks and landscaping between any parking lot and adjacent sidewalks, alleys or other paved pedestrian areas.

The visual intrusion of automobile parking within the Village needs to be minimized. Parking lots should be integrated with adjacent buildings by low walls and landscaping to the maximum degree possible.

Avoid buildings which devote significant portions of their ground floor space to parking uses.

The placement of buildings over ground level parking limits the accommodation of supportive ground floor uses and detracts from the appearance of the building.

Place parking for commercial or larger residential projects below grade wherever feasible.

The vertical stacking of uses will allow greater development intensity in the Village and the provision of more surface area for landscaping.

Enhance parking lot surfaces.

The use of modular concrete pavers, and the use of brick or concrete bands to divide parking lot paving into small, interrelated segments should be used wherever possible.

Safe access for parking.

If necessary to maintain safe vehicular access for parking purposes on adjacent properties, shared or joint use driveways will be encouraged. In the absence of an agreement between adjacent owners for shared or joint use driveways, setbacks may be adjusted only to the extent necessary to provide safe vehicular access to existing developments, upon a finding that the setback reduction is the only feasible alternative for safe access.

Building Forms

Provide for variety and diversity.

An informal character and a sense of individuality are desired. Each building should express its uniqueness of structure, location or tenant and should be designed especially for their sites and not mere copies of generic building types which might be found anywhere.

Step taller buildings back at upper levels.

Building structures should not overwhelm adjacent pedestrian areas. Setbacks on taller buildings allow the maintenance of a small scale character near street level. In cases where taller buildings do not negatively affect the visual appearance of a block area, the use of balconies and richer details may be considered in lieu of setbacks.

Break large buildings into smaller units.

Separations between structures or recessed façade areas should be used to break large building masses into units similar in size to adjacent and nearby smaller lot development.

Maintain a relatively consistent building height along block faces.

Village-scale streetscapes generally maintain an appearance of one and two story buildings which unifies the commercial areas and integrates the appearance of adjacent commercial and residential areas.

Utilize simple building forms.

Simple building forms related to classic residential building shapes can establish a sense of timelessness and comfortably relate buildings to one another. Trendy and “look at me” design solutions are strongly discouraged.

Roof Forms

Emphasize the use of gable roofs with slopes of 7 in 12 or greater.

Roof forms should be prominent, simply treated and used to integrate commercial and residential structures into a unified visual environment. Gable ends or elements which face the streets are encouraged.

Outside the Coastal Zone in Land Use Districts 1-4 only, low-pitch or flat roofs may be used if integral to the architectural design of the building.

Encourage the use of dormers in gable roofs.

Dormers can add scale and interest to larger roof forms as well as provide additional occupied space within the roof form.

Emphasize wood and composition shingle roofs.

Roofs within the Village need some sense of material and color continuity because of their visual prominence and the desire to integrate commercial and residential developments into a visually unified mixed-use neighborhood. Textured roofs of similar materials and a medium to dark color range should be used to accomplish this goal.

Exceptions:

- *Clay tile roofs are acceptable in Land Use District 5 and north along Roosevelt Street to Carlsbad Village Drive in order to promote a Hispanic character.*
- *Metal roofs are acceptable in Land Use District 6.*

Avoid flat roofs with limited exceptions.

Flat roofs should be limited to minor areas which cannot be easily seen. However, outside the Coastal Zone in Land Use Districts 1-4 only, low-pitch or flat roofs may be used if integral to the architectural design of the building.

Screen mechanical equipment from public view.

Roof mounted mechanical equipment should be integrated into the roof form or screened from view with elements appropriate to the building's form and appearance. Ground mounted equipment should be screened with walls and landscaping.

Avoid mansard roof forms.

Façade elements made to appear as roofs are not appropriate to the desired Village character.

Building Facades

Emphasize an informal architectural character.

Building facades should be visually friendly and larger buildings should be non-symmetrical in composition.

Design visual interest into all sides of buildings.

Front and side facades facing streets or public access ways should receive special design attention. Other facades which are visible should also be visually pleasant.

Utilize small individual windows except on commercial storefronts.

Smaller punched window openings are appropriate to the Village character and will assist in emphasizing the larger commercial storefront windows. Proportions of windows should generally be vertical. Strip ribbon windows as found on commercial office buildings are not appropriate.

Provide façade projections and recesses.

Façade projections such as bay windows, planter boxes and roof overhangs as well as entry way recesses are elements which add richness to Village facades through the creation of shadows and the contrast between sunny and shady surfaces. Roof overhangs should be large enough to be a strong element of the design and supporting brackets, extended roof rafters or beams, and rich architectural detail are strongly encouraged.

Give special design attention to upper levels of commercial structures.

Special window trim, awnings, flower boxes and other details should be used to increase the visual attractiveness of upper levels and relate the businesses or residences more strongly to the street and public walkways.

Provide special treatment to entries for upper level uses.

Recesses, paneled doors, side lights, awnings, carriage lights, planters, special signing and similar features should be used to make entries to upper level businesses or residences distinctive.

Utilize applied surface ornamentation and other detail elements for visual interest and scale.

Tile, wood and metal ornament should be considered where appropriate to add richness and small scale detail to building facades. Examples include street numbers, accent spots or bands and art elements. Special treatment of gable ends such as shingles should be considered. Interesting projecting sign, planter box and flag display brackets may also be appropriate.

Respect the materials and character of adjacent development.

Building materials and colors of new construction should be sensitive to adjacent buildings and should promote a sense of visual continuity along the street rather than seeking to be focal points.

Emphasize the use of the following wall materials:

- *Wood siding*

- *Wood shingles*
- *Wood board and batten siding*
- *Stucco*

Exception:

Metal siding is acceptable in the District 6 for automotive and light industrial uses.

Avoid the use of the following materials:

- *Simulated materials such as imitation brick or stone, marble, wood, etc.*
- *Indoor/outdoor carpeting.*
- *Any material that would constitute a fire and/or public hazard.*
- *Distressed wood of any type (i.e., pecky cedar).*

Avoid tinted or reflective window glass.

Clear window glass allows views into storefronts and other spaces as well as allows those inside to be connected with the environment and activity outside. Tinted and reflective glass establish an appearance of isolation and should not be used in the Village. Where glare and heat gain are problems, other means of shielding openings such as awnings should be utilized.

Utilize wood, dark anodized aluminum or vinyl coated metal door and window frames.

Shiny, mill finished aluminum materials typical of storefronts of the 1950's and 60's are inappropriate to the Village.

Avoid metal awnings and canopies.

Fabric awnings should be used to add color and interest to the Village. They should be constructed of fire treated or non-flammable materials.

Encourage architectural facades emphasizing a Hispanic character in Land Use District 5.

Stucco walls, clay tile roofs, glazed tile trim and tile paving are encouraged. Planters and pot brackets should be generously used to provide for an abundance of flowering plants.

Utilize light and neutral base colors.

Generally muted color schemes will promote visual unity and allow awnings, window displays, signs and flower landscaping to be given proper emphasis. White, dark and brighter trim colors are all generally acceptable.

Limit the materials and color palette on any single building.

Variety and diversity are encouraged in the Village but too much on any single building can be visually disruptive. The utilization of more than three surface materials or colors should only rarely be considered.

Commercial Storefronts

Provide significant storefront glazing.

A minimum of 60% of ground floor storefronts should be devoted to display windows and entries.

Avoid large blank walls.

Blank walls are disruptive to retail continuity. Where areas of blank walls adjacent to pedestrian areas are unavoidable, they should be treated with lattice work and landscaping or other elements such as art work to soften their impact.

Encourage large window openings for restaurants.

Sliding or fold back windows which provide large openings can do much to add interest to adjacent pedestrian areas while creating an outdoor dining feeling while seated inside.

Encourage the use of fabric awnings over storefront windows and entries.

Awnings add color, pedestrian weather protection and special signing opportunities and should be provided wherever possible to establish a sense of continuity along the street frontage. Back lit awnings where the awning is treated as a large sign should not be used.

Emphasize display windows with special lighting.

Special display lighting should be provided and the use of small pin lights should be strongly considered to frame display windows and provide a nighttime sparkle. Use of pin lights should also be considered to highlight interesting façade profiles or special elements such as balconies, cornices and similar features.

Encourage the use of Dutch doors.

Wood Dutch doors where the upper panels may be separately opened in good weather serve to create a friendly shopping environment and strong connection between the shops and passing pedestrians.

Utilize small paned windows.

Divided pane windows used in storefront display windows, entry doors and transoms lend a traditional feel to shops and reinforce a village character. Not all windows need to be treated in this way but enough along the block front should be to become a noticeable feature of the Village's storefronts.

Develop a total design concept.

Façade designs should unify all design elements including upper level treatments and building signage.

Provide frequent entries.

Long storefronts should have multiple entries to preserve the small scale and character of the Village.

Limit the extent of entry openings.

Entry openings should be limited to about 30% of the storefront width or about eight feet whichever is larger to preserve display windows. Exceptions may be made for uses which open up all or most of the façade (e.g., bookstalls, produce markets).

Avoid exterior pull down shutters and sliding or fixed security grilles over windows along street frontages.

The presence of such security devices is inappropriate to the image and character of the Village.

Emphasize storefront entries.

Entries should be recessed and designed to uniquely express the special quality of the store, merchandise or owner. Planters, small display windows, special lighting fixtures, textured paving, creative signing and similar features should be used.

Integrate fences and walls into the building design.

Fences and walls, such as those surrounding trash areas and mechanical equipment, should appear to be a part of the building and not merely tacked on utilitarian elements.

Residential

Encourage front entry gardens.

Even small setbacks can be enhanced with shrubs and flowers to both bring visual pleasure to the occupants and contribute to the overall visual quality of the neighborhood.

Locate residential units near front property lines and orient entries to the street.

Residential units and entries oriented to the street can increase the sense of neighborhood and provide more private outdoor space at the rear of parcels.

Provide front entry porches.

Covered entry areas from small porches over entry doors to larger porches stretching across the width of the façade are one of the features which distinguish older, traditional residential areas in our cities. Porches provide a welcome sense of entry and given depth and richness to street front facades.

Provide windows looking out to the street.

Windows related to the street can increase the feeling of neighborhood and enhance a sense of security. Unfriendly blank facades and high walls should be avoided.

Utilize simple color schemes.

A neutral base color with white or a light color trim accented with the limited use of brighter colors would be appropriate to the scale and character of the neighborhood. The trim color should be used to link porches, windows, gable trim and other building details into a unified composition. In some cases, brighter base colors may be acceptable but only on very small residences or in limited areas.

Provide decorative details to enrich facades including the following:

- *Decorative balustrades and column capitals or brackets on entry porches.*
- *Decorative trim and brackets at gable ends and other roof overhangs.*
- *Decorative infill materials such as shingles at gable ends.*
- *Bay windows.*
- *Divided window panes.*
- *Projecting decorative window trim.*
- *Below window planter boxes.*
- *Attached lattice work to accommodate flowering plants and vines.*

Elements of this type will add shade and shadow to facades to increase their interest while also providing the means to establish a subtle but rich uniqueness for each residence.

Emphasize “Cottage” form, scale and character.

The use of gable roofs, varied roof heights, dormers to provide additional usable space in attic areas, interesting details and an informal composition even on larger sites, will enhance the area’s Village character and provide a visual relationship between residential and adjacent commercial buildings.

Emphasize an abundance of landscaping.

Informal landscaping with trees, shrubs, ground cover, overhead trellises and especially flowering plants will enhance the overall character of the neighborhood, provide additional privacy between residences and allow each family to project their unique identity. Large areas of paving especially when visible from adjacent sidewalks are discouraged and front or side yard paved areas for vehicle parking are not appropriate.

Limit access drives to garages or surface parking areas.

The minimization of paving along street frontages will allow the development of a richer landscaped environment. Driveways should be limited to a maximum of 10 feet in width except along alleys where 20 feet is acceptable.

Encourage detached garages which are subordinate to visual importance to the house itself.

Garages and their entries should not be allowed to dominate the architectural character of a home or residential complex. They should be placed toward the rear of a parcel wherever possible.

Provide quality designed fences and walls.

Open picket fences are encouraged along street frontages and perpendicular to streets in front yard areas. Other fences and walls should provide a positive visual appearance and depth of surface treatment provided by vertical posts, board and battens, lattice work or similar constructions. Chain link fences and solid concrete block walls are strongly discouraged.

Visually separate multi-family developments into smaller components.

Multi-family complexes should be divided into elements which are compatible with nearby single family units by offsets in the building façade and other building elements. An overall appearance of vertical elements is desired over a horizontal character, and multiple entries oriented to the street are encouraged.

Interim Conditions

In District 4 along North State Street and District 6 along Tyler Street, existing automotive and industrial uses will remain for some time before being replaced by new construction conforming to the requirements of this Village Design Manual. Property owners are encouraged to improve the appearance of their properties during that interim period to reduce negative visual impacts which might discourage nearby property investments to improve the Village.

Property owners and tenants may seek assistance from the City Planner in planning and carrying out physical building improvements, perimeter fence changes and general landscape beautification.

Add fabric awnings and planter boxes at windows and near entries.

The shadow lines and color from these elements will soften the appearance of the utilitarian buildings while adding emphasis to main office entries.

Add lattice work and landscaping to blank walls.

Large blank walls which can be seen from the street should have simple lattice work attached to the wall to support flowering vines growing out of planters placed at their base.

Paint faded building facades.

New paint in muted colors will give the buildings a fresh look while blending into the surrounding environment more successfully.

Plant fast growing and flowering vines along fences and walls.

Vines supplemented by trees and other landscaping will soften the appearance of the fencing and screen views to functional on-site work and storage areas.

Separate parking areas from sidewalks with low walls and landscaping.

This separation will assist in creating a positive edge to the street and sidewalk.

Upgrade exterior lighting fixtures.

Older industrial-type fixtures should be replaced with newer ones which are attractive in appearance and allow direct light for security purposes without glare.

Minimize the visual impact of trash collection areas.

Any trash areas and dumpsters which can be seen from the street should be relocated and screened.

Reduce the amount of paving adjacent to near the front property line.

The use of landscaping or if paving is absolutely necessary, modular concrete pavers will soften the appearance of building fronts and eliminate the sense of broad expanse of paving across streets, sidewalks and building parcels. Parking or lots in front of buildings should be relocated or eliminated.

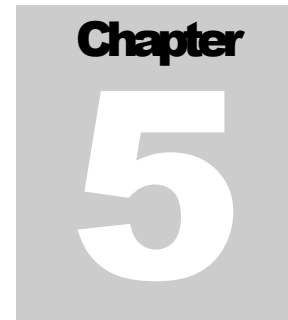
Improve business signage.

The proliferation of secondary signs should be reduced and remaining signs reorganized or replaced to reduce overall visual clutter. Interior illuminated signs should be replaced with exterior illuminated ones appropriate to the desired Village character.

SIGNAGE



SIGNAGE



Applicability

- The standards set forth in this section of the Village Plan and Design Manual apply to all properties within the Village Area. All new signs, replacement signs or modifications to existing signs must conform to these standards.
- Every applicant shall apply for and obtain a sign permit according to the procedures set forth in Chapter 7 of this Village Master Plan and Design Manual before any sign may be modified.
- The standards contained in this section take precedence over the requirements of Chapter 21.41 (Signs) of the Carlsbad Municipal Code for all matters directly addressed by this section. For all other matters and all other types of signs which are not specifically excluded from the Village Area, Chapter 21.41 of the Carlsbad Municipal Code shall be referenced for regulation purposes.
- Many non-conforming signs exist within the Village Area and those signs can have an adverse impact on revitalization efforts within the area. Therefore, every effort will be made to encourage voluntary compliance with the standards set forth within this Master Plan.
- Mandatory conformance with the standards set forth herein for signs within the Village Area shall be required whenever 1) a business ceases to exist for any reason; 2) the property/business is abandoned for a period of six (6) months or longer; or 3) there is a change in use or business.

Regulations

The following signs shall be **permitted** within the Village Area:

- Wall signs
- Projecting signs
- Fabric awning signs
- Banner signs
- Neon signs
- Marquee signs
- Hanging signs
- Window signs
- Plaque signs
- Restaurant menu signs
- Address signs
- Tenant directory signs
- Monument or ground signs (limited)
- Pole signs (limited) (outside Coastal Zone only)
- Freestanding sidewalk signs (public property)
- Freestanding sign (private property)

The following signs shall be **prohibited** within the Village Area.

- Interior illuminated boxed display signs (which are designed to be mounted on the exterior of a building).
- Changeable letter signs, except for marquee signs for cinemas or performing arts theatres.
- Off-premises signage (including billboard signs and signs which are not located directly in front of a related business).
- Roof signs (which are signs located on the top of any building that extend above the peak of the roofline).

Regulations

Each building/project in the Village Area is allowed a total of 1.0 square foot of signage for each lineal foot of building frontage.

All buildings will be allowed window signs, restaurant menu signs and address signs which meet the standards set forth herein. These types of signs will not be calculated in the total amount of signage permitted for each building. These signs may be provided in addition to the signs which are included within the 1.0 square foot/lineal foot of street frontage calculation.

All signs shall be designed and installed in a manner which does not obscure or interfere with any official notice or public safety sign or device. Signs shall not simulate in color or design a traffic sign or signal, or make use of words, symbols or characters in such a manner as to confuse pedestrian or vehicular traffic. In addition, all signs shall be located in a manner which does not cause an obstruction for pedestrians and/or cause sight distance problems for vehicles.

For the purposes of calculating the amount of signage permitted for a building, “building frontage” shall mean the total width of the elevation of a building structure which fronts on one or more public streets or in which the main entrance exists; an alley shall not be a public street within this definition for sign calculations.

Sign Guidelines

Wall Signs

Wall signs are generally the most used type of business identification signing. Located on the face of buildings they are usually larger than other types of signage. The location of signs with respect to the character and detail of a building are extremely important.

Allowable Areas



Wall signs should not exceed 1.0 square feet of sign area for each lineal front foot of building elevation.

Use wall signs primarily to identify specific buildings or major tenants.

- Wall signs are intended to be used primarily for identification of a specific building or major tenant. However, service and product information may be permitted if it can be provided on the sign and/or within the maximum sign area permitted.
- The date of building construction is also permitted but should be smaller in size than the main wall sign.

Limit wall signs to the following types:

- Individual solid metal letters.
- Individual internally illuminated letter. *(Matte translucent Plexiglas faces and opaque dark metal sides).*
- Plaque signs mounted to the wall surface.
- Exposed neon directly attached to the building face.
- Individual letters painted directly onto the building face. *(Not appropriate on frontages facing a public street.)*

Place wall signs within a clear signable area.

- An architecturally continuous wall surface uninterrupted by doors, windows or architectural detail.
- Area does not exceed 15% of the building façade.

Limit the size of signs within the signable area.

- Maximum area: 40%
- Maximum length: 2/3
- Maximum height: 2/3
- The letter height should generally be 18 inches or less.
- Maximum projection: 12 inches from wall face.



Discourage signs on walls not directly fronting on a public street.

- Commercial signs seeking distant visibility from major streets are not appropriate to the desired Village character.
- Signs at business entries serving the public and facing alleys or parking lots are appropriate but should be limited in size to 10 square feet.

Projecting Signs

Projecting signs featuring simple information or uniquely designed ones with colors and icons can do a great deal to enhance the visual appearance of the Village and set it apart from other commercial areas in the city and region. They are strongly encouraged and should be carefully designed to reflect the character of each building and business as well as fit comfortably with other adjacent or nearby signage.

These signs are affixed to the face of a building structure and project perpendicular to the structure.



Allowable Area

Six (6) square feet each, excluding supporting brackets.

Relate the location of signs to the building on which they are attached.

- Projecting signs should not generally be mounted above the second floor window still in multi-storied buildings. In some cases, a higher mounting height is appropriate but the sign top, bottom and mounting should bear some relationship to the second floor windows.
- Projecting signs should be oriented to pedestrians passing on the sidewalk in front of the building.

Relate the design of projecting sign to the individual business and building.

- Square or rectangular shapes with painted or applied letters and shapes are generally appropriate for any business.
- Painted or applied logos or other shapes (e.g., a hanger for dry cleaners) can add special interest to otherwise flat surfaced projecting signs.
- Projecting signs with irregular outlines and/or internal cutouts should be considered.
- Two or three dimensional icon signs related to specific businesses can add interest and a touch of humor to the shopping and business environment. The following are examples:
 - Unicycle for a bicycle shop.
 - Tooth for a dentist.
 - Eyeglass for an optometry shop.
 - Wok for a Chinese restaurant.
 - Boot for a shoe repair business.
 - Film projector for a video store.

Provide well designed mountain brackets.

Simple round pipe brackets with plugged ends or added decorative end elements are generally appropriate for any signs. However, metal brackets of a more decorative and complex shape are encouraged where appropriate to the character of the sign and the buildings. In addition to adding to the uniqueness and visual character of the sign, they cast interesting shadows on wall surfaces and convey an impression of special concern for the appearance of the business.

Limit sign projections and mounting heights from the face of the buildings.

- Projections of 36 inches are appropriate at a sidewalk.
- Projects of 24 inches are appropriate at alleys and other locations.
- Provide a minimum clearance of 12 inches between the building face and sign.
- Vertical clearance of eight feet should be provided along pedestrian areas.
- Vertical clearance of 14 feet is needed at alleys, parking lots or other areas subject to vehicular traffic.



Maintain a unity to the general size of projecting signs.

Projecting signs, excluding supporting brackets, should fit within an imaginary rectangle with a maximum area of six square feet. Exceptions to this limitation may be considered for special signs utilizing shapes, symbols or icons uniquely suited to the business.

Awning Signs

Awning signs add color to the Village shopping environment and are often more visible from passing automobiles and by pedestrians from the opposite side of the street, especially in circumstances where street trees partially obstruct wall signs. In addition, they offer the potential for unique design applications to enrich the shopping environment in the Village.

Awning signs are those signs which are printed on, painted on or attached to an awning or canopy above a business door or window. Also, in some cases, as determined by the City Planner pursuant to applicable sign regulations, an awning sign may be defined as an awning without any business information printed on, painted on or attached to it, if the awning serves as an attention-getting device on its own due to coloring, design, lighting or other architectural features.

Allowable Area

- *Awning valences: 0.5 square feet for every lineal foot of valence length.*
- *Awning faces: 10% of awning face area.*
- *Awning sides: 40% of awning side area.*
- *For any awning which serves as a sign in itself, the entire awning will represent the sign for calculation purposes. In this case, the awning size may not exceed one square foot in size for each lineal foot of street frontage.*

Limit the size of lettering on awnings.

- Awning valences (i.e., vertical faces) should not exceed 12 inches in height.
- Letter height on valences should not exceed eight inches.
- Letters applied to the sloping awning face should be appropriate in the context of other building signs but should not generally exceed 18 inches in height.



Keep logo and graphics on awning faces and sides modest in size.

- Logos or symbols depicting the unique nature of a business are permitted.

Minimize signing on upper level awnings.

- Awning signs at windows above the ground floor are permitted.
- Upper level awning signs are limited to the name of the business generic description of products or services (e.g., tailor).
- Awning valence and letter heights should be smaller than those on ground floor awnings.

Awning materials/color/lighting.

- All awnings or canopies shall be made of a single solid color fabric. No vinyl or metal awnings will be permitted. Also, no stripes or other patterns will be permitted on the fabric of the awning.
- No back lit awnings or canopies shall be permitted where the awning is treated as a large sign. Exterior lighting of awnings/canopies is permitted.
 - Awnings or canopies design shall compliment the design of the related building and shall not be permitted if they primarily serve as an attention-getting device.
 - All awning or canopies shall be consistent with the general design theme for the related building and shall be architecturally integrated with that building in both color and style.

Banner Signs

Banner signs can add liveliness to the shopping environment with their color and motion. They are generally of four types:

- *Advertising of the business name.*
- *Advertising for the brand names (e.g., Sony) or generic products (e.g., records, antiques) sold within the shop.*
- *Information on current special events (e.g., an art gallery exhibition of California Plein Air Paintings).*
- *Color fabric banners with or without design but with no advertising text.*



Allowable Area

0.5 square feet of banner area per foot of building frontage.

Use banner signs sparingly.

- Banner signs are allowed as a type of projecting sign at the discretion of the City Planner.
- Applications for banner signs must be accompanied by a Replacement Plan consistent with the fabric manufacturer's and sign installation company's recommendations.
- Banners are treated as signable area for the purposes of calculating the allowable size copy to be applied.
- Limitations of sign copy including logos and other symbols within the banner area should comply with the wall sign guidelines.

Relate banner signs to the building face to which they are attached.

- Banners should be mounted perpendicular to the face of the façade.
- Banners should be hung from projecting metal brackets of a size and design appropriate to the banner and the architectural character of the building.
- Banner size, proportions and number should be appropriate to the building façade to which they are attached.

Limit banner projections from the face of buildings.

- Projections of 36 inches are appropriate at a sidewalk.
- Projections of 24 inches are appropriate at alleys and other locations.
- Vertical clearance of 10 feet should be provided along pedestrian areas.
- Vertical clearance of 14 feet is needed at alleys, parking lots, or other areas subject to vehicular traffic.

Neon Signs

The use of neon signs fell out of favor and for a while they were felt to be too gaudy to be acceptable. However, in recent years, neon has come back into favor as communities have recognized its ties to the downtown's historic past and the liveliness which neon can add to the commercial environment.

Allowable Area

The maximum allowable sign area shall be based upon the sign size limits set forth within this Village Master Plan and Design Manual for the particular type of sign to be used with the neon (i.e., wall or projecting sign).

Use neon signs sparingly.

- Neon signs are allowed at the discretion of the City Planner.
- Neon signs should be limited to retail and restaurant uses only.
- Neon signs are allowed at the discretion of the City Planner for the following applications:
 - Wall signs
 - Projecting signs (on flat panels)
 - Window signs
 - Marquee signs



Neon used as window signs should minimize the appearance of support materials.

- Signs should be suspended from above.
- Signs should be set back a minimum of three inches from the storefront glazing.
- All ballasts, supporting mechanisms and other non-illuminated elements of the sign should be concealed from public view.
- Neon window signs may be mounted on a transparent panel.

Marquee Signs

Marquee signs are generally not in keeping with a Village scale and character. However, certain types of uses have traditionally relied on marquee signs and marquees are an integral part of those facilities. It is important, however, to keep the marquees small and in scale with the overall character of the Village.

Allowable Area

The size of the approved Marquee Sign shall serve as the maximum signable area.

Limit marquee signs to special uses.

- Marquee signs are allowed at the discretion of the City Planner.
- Marquee signs should generally be used only for cinemas and performing arts facilities.

Provide a minimum clearance of 10 feet above sidewalks and 14 feet above a vehicular right-of-way parking lot.

Limit the amount of sign copy.

- Sign copy should include only the facility's name and changeable copy related to current and future attractions.
- The changeable copy portions of the sign should not exceed 80% of the total sign area.
- The facility name portion of the sign should not exceed 40% of the total sign area.



Hanging Signs

Hanging Signs are similar to Projecting Signs except that they are suspended below a marquee or under an awning. As with Projecting Signs, they can be simple (e.g., store name on a single color background) or fanciful with irregular outlines and multiple colors. In general, Hanging Signs will be smaller than Projecting Signs by virtue of their normally lower mounting height.

Allowable Area

Four square feet, excluding support brackets.

Use hanging signs only at ground floor locations.

Exceptions:

- Upper floor covered entry porches and balconies.
- Upper level private balconies.



Treat hanging signs similar to but smaller than projecting signs.

- Hanging signs, excluding supporting rods, chains or similar hangers, should fit within an imaginary rectangle with a maximum area of four square feet.
- Larger signs may be considered for special hanging signs utilizing shapes, symbols or icons uniquely suited to the business.
- A variety of shapes and styles are acceptable.
- Vertical clearances for pedestrian and vehicular traffic should be maintained.

Window Signs

Window signs offer a variety of information to passing pedestrians. This type of signage generally contains only text but in special circumstances can express a special business personality through graphic logos or images combined with color.

Allowable Area

Ten percent of aggregate ground floor window area.

Window signs are not included in the total calculation for the maximum amount of signage permitted on a building. This type of signage is allowed in addition to the maximum amount of signage permitted herein as long as it is consistent with the standards set forth within this section.

Limit the type and amount of information placed on business windows.

- Window sign copy should include only business name, address, hours of business, emergency telephone numbers, business tenant logos, generic products and brand names offered by the business.
- Window sign area should not exceed 25% of any single window area.
- Sign copy should not exceed eight inches in height.
- Sign copy under two inches in height should be counted in calculating percent of window coverage but need not be included in the maximum sign area allowance.
- Window sign copy should be applied directly to glazed area.



Use temporary window signs with care.

- Temporary window signs are subject to approval by the City Planner.
- Temporary signs include:
 - Coming events posters.
 - Video sales/rental advertisements.
 - Special sales and promotion information.
- Temporary signs should not exceed a total of 25% of any single glazed area or be placed on an entry door to a business tenant space.

Use special window graphics to express the unique personality of a business.

- Special window graphics are permitted at the discretion of the City Planner based upon the following criteria:
 - Signs effectively express the type of business located on the premise.
 - Signs relate positively to the character, scale and color of the building structure, awnings and other signage.
 - Signs contribute a special liveliness and interest to the Village without conflict with other adjacent businesses.
- Business tenant logos and special graphics are counted in the calculation for maximum window coverage and total sign area.
- Exposed neon is permitted at the discretion of the City Planner.

Plaque Signs

Plaque signs are small versions of wall signs which are attached to surfaces adjacent to shop front entries. Generally they include the business name and often contain major products or services offered and hours of operation. They may include designs or other decoration and may be irregular in outline shape.

Allowable Area

Two square feet.

Place plaque signs only on wall surfaces adjacent to tenant entries.

Design plaque signs to fit within an imaginary rectangle with a maximum area of two square feet.

Limit plaque sign projections from wall surfaces to a maximum of two inches.



Address Signs

Easy to see and read address signs can assist shoppers in locating businesses prior to parking. Likewise, legible residential addresses will help visitors locate the proper home.

Allowable Area

The maximum allowable sign area shall be at the discretion of the City Planner. Signs will not be included in maximum signage calculation.

Provide address signs on all commercial and residential buildings.

- Address signs should be prominently displayed facing the public street.
- Signs should include the street address number and may also include the street name.
- Signs may be placed on awnings, doors, windows, transoms or on wall surfaces adjacent to business or residential entries.
- Size, location, type style and the design of address signs should be appropriate to the character of the building.



Restaurant Menu Signs

Small commercial areas like the Village can flourish as restaurant centers. If a sufficient number of restaurants exist with a wide enough variety of food styles or ethnic identity, people will go to the Village with the idea that they will decide which restaurant to patronize after they get there. Prominently displayed menus with prices and other important information (e.g., credit cards accepted) can help to reinforce this pattern. While restaurant menus are often placed inside of a window adjacent to the entry, special menu display boxes offer the opportunity to create a more inviting atmosphere.

Allowable Area

Six square feet (including menus sign case).

Provide menu signs for all restaurants with sit-down dining.

- Restaurant menu signs are not included in the calculation of maximum sign area.
- Restaurant menu signs should incorporate an actual menu or reasonable facsimile thereof containing food served, prices for each item and other relevant information pertaining to service and pricing.
- Signs should be prominently located near the restaurant entry or near the public sidewalk where entries are more than 10 feet from the sidewalk.
- Restaurant menu signs should be appropriate in size, location and design to the character and architectural detail of the building as well as to the character of the restaurant.



Tenant Directory Signs

Some buildings may have multiple tenants who do not have direct frontage on a public street. Buildings with upper floors and those with businesses located in off-street courtyards are two examples. Tenant directory signs which are intended to be read from passing automobiles are not appropriate in the Village context. However, pedestrian-oriented signs can be useful in locating a desired destination business.

Allowable Area

Fifteen square feet.

Use Tenant Directory Signs only where they are really needed.

- Tenant directory signs are allowed at the discretion of the City Planner.
- Signs may be used for the following:
 - Buildings with business tenants located in courtyards separated from sidewalks adjacent to public streets.
 - Buildings with business tenants located above the ground floor level.



Minimize the size of Tenant Directory Signs.

- Signs should be mounted flat against a solid wall or incorporated into a freestanding kiosk or sign located wholly on the property on which the tenants are located.
- Sign copy may include the following:
 - Building or project name.
 - Project logo.
 - Address.
 - Business tenant names.
 - Suite numbers or letters.
- Building name, project name or project logo should not exceed four inches.
- All other sign copy should not exceed two inches in height.

Provide signs with a strong visual quality.

- Interesting frames and sign types are encouraged.

- Changeable sign panels may be used so long as the changeable part consists of the entire name of a business and other related information such as suite number. Individual letter changeable signs should not be used.

Minimize visual conflicts.

- Signs shall not be placed in such a way as to interfere with pedestrian or vehicular sight lines as specified by the city.
- Sign shall not be placed in such a way as to obstruct access to a public street, driveway, fire escape, handicapped access or obstructs free passage over any public right-of-way.

Monument or Ground Signs

Monument or Ground Signs are used where building complexes are separated from adjacent streets by substantial setbacks. They are generally of four types:

- **Identification Sign** – *The identification of the project name and occasionally major tenants.*
- **Identification Yard Sign** – *Identification of business in a residential structure converted to commercial purposes and other uses setback from the sidewalk.*
- **Vehicular Direction Sign** – *Display of information relative to service entries and to parking lot entries and exits.*
- **Service Station Price Sign** – *Display of information relative to prices for gasoline or other services at a service station.*



Monument or Ground Signs should be used on a very limited basis. They are to be used only for properties which have constraints due to substantial setbacks from adjacent streets. No more than one (1) monument sign shall be permitted per property. One (1) additional ground sign may be permitted, at the discretion of the City Planner, for pedestrian or vehicular directional purposes only.

Allowable Area

- *Identification Sign: 24 square feet.*
- *Identification Yard Sign: Six square feet.*
- *Vehicular Direction Sign: Four square feet.*
- *Service Station Sign: See standards noted herein.*



A monument or ground sign does not overhang public property. It is a sign which is supported by one or more columns, uprights, or braces in or upon the ground. The supports are all located outside of a building.

Identification Signs- Vehicle-Oriented.

Ground signs should be used primarily to identify uses which may be in the rear of a property, such as a parking lot, or to identify other facilities or major tenants which may be located behind the building which fronts on the street. The signs may also be used for uses which have substantial front yard setbacks and have a need to direct traffic to the building location. These types of signs should be used for buildings where other allowed types of signage would not provide adequate identification. It is anticipated that this type of signage would only rarely be appropriate.

- The maximum allowable sign area includes any surrounding frame materials.
- The maximum sign height should not exceed 60 inches including any sign base.
- Letter heights should not exceed 12 inches which provides for adequate letter recognition from a distance of 400 feet.
- Sign text should be limited to the building or project name and the business address. Signage for the identification of multiple tenants would not generally be appropriate.
- All signs should be exterior illuminated by fixtures designed to complement the appearance of the sign.
- Sign materials shall be consistent with the structure and use.



Identification yard signs.

- Identification signs will be allowed at the discretion of the City Planner for residential structures converted to commercial use and for uses setback from the sidewalk at least 15 feet.
- Signs may be ground mounted on double supports.
- Sign, excluding supports, may not exceed six square feet.
- Signs should not exceed six feet in height, including supports.
- Letter height should not exceed four inches.
- Exterior illuminated fixtures must be designed to complement the appearance of the sign.

Vehicular directional signs.

- Vehicular directional signs will be allowed at the discretion of the City Planner following consultation with the city's traffic engineer.
- Signs should not exceed 30 inches in height, and the signable area should be limited to a total area, excluding supports, of four square feet.
- Only letter type and directional arrow information should be provided on the sign. Other information, such as a business name, should occur only in cases where driver confusion would result without such information.
- Vehicular directional signs should be limited to a single letter and arrow color on a single background color. Generally, letter colors should be light and background colors dark unless specific on-site conditions would compromise and readability of the information.



Service Station Price Sign

- The sign shall display only the minimum information required by Chapter 8.49 of the Carlsbad Municipal Code and by Article 12 of Chapter 14 of Division 5 of the State Business and Professional Code commencing with Section 13530.
- The sign may be double faced and monument in style or attached to an existing pole sign located on the site; no new sign poles permitted.
- The sign shall be placed ten (10) feet from the face of the curb of the street. For corner lots, no sign over 30” in height shall be permitted in the triangular area created by the intersection of the two property lines along the street and two points twenty-five (25) feet behind each back of the curb return.
- Monument signs shall be located so as not to impede vehicular site distance to the satisfaction of the traffic engineer.
- See Sign Ordinance, Chapter 21.44.074(b) of the Carlsbad Municipal Code, Zoning Ordinance for additional standards related to these signs.
- On an existing pole sign, the sign area, excluding the supports, may not exceed 12 square feet. For a monument sign (price only), the sign area, excluding the supports, shall not exceed 16 square feet. If a combination identification and price sign is used for a single service station and no other freestanding sign is located on the property, the maximum sign area for the combined sign, excluding supports, shall not exceed 48 square feet with a maximum height of six feet.
- Service station price signs shall be permitted to use changeable letters and numbers for the purposes of advertising service station gas prices. The size of the letters and numbers, color and font shall be consistent with the balance of the sign design.



Pole Signs

Pole signs shall be defined as a sign that is free standing, greater than five feet in height, and wholly supported by one or more vertical supports in the ground. The sign may or may not be an integral part of one or more buildings.

New pole signs shall be prohibited except for:

- A. Situations where the sign applicant makes a strong showing that a proposed pole sign is the only effective option for adequately identifying the premises;
- B. Gas/service stations located immediately adjacent to Interstate 5; such land uses shall be permitted to install one pole sign which shall be subject to the standards set forth herein.



The following standards shall apply to gas/service stations located immediately adjacent to Interstate 5 only:

1. Maximum number of signs: One per site.
2. Maximum sign area: One square foot per one lineal foot of building frontage, or 50 square feet whichever is less.
3. Maximum sign/letter height: Thirty-five feet above average grade; 36 inch letters.

The following standards shall apply to all other business types or commercial developments within the Village Area:

1. Maximum number of signs: One per individual business or commercial development site.
2. An individual business with a pole sign will not be permitted to also have a free-standing, portable sign either on private or public property, or a monument sign.
3. The pole sign shall be located entirely on private property. It may not overhang the public right-of-way at any point.
4. The base of the pole sign must be located at least 10 feet from the face of the curb and must be located within a landscape area or planter (on private property) for pedestrian safety reasons.
5. The pole sign may not exceed the height of the roofline of the business or adjacent buildings and in no circumstance be taller than 10 feet in height from ground to top of sign.
6. The maximum sign area for the pole sign shall be no greater than one square foot per one lineal foot of building frontage, or 30 square feet in size, whichever is less. The maximum allowable sign area includes any surrounding frame materials, but excludes all pole or base.
7. Letter heights shall not exceed 12 inches.
8. Sign materials shall be consistent with the structure and use of the advertising business or commercial center. The sign shall be exteriorly illuminated by fixtures designed to complement the appearance of the sign. The sign may not be an internally illuminated can sign.
9. Existing, non-conforming pole signs with approved sign permits may continue to exist subject to the regulations for non-conforming signs and set forth within this document and subject to the requirement that there shall be no more than one pole sign per center or individual business building. New pole signs or existing pole signs without approved permits shall be required to comply with the regulations set forth herein.

Sidewalk or Freestanding Signs

These signs are designed to stand on their own either on public or private property. Freestanding signs will be allowed on public sidewalks within the Village Area only 1) for as long as the City Council allows them to remain; an annual review of the regulations and their applicability will be conducted by the City Council; and 2) for as long as the subject sign meets the standards outlined herein; and 3) if the appropriate permit is obtained from the City Planner.

The sidewalk or a-frame sign may be an h-frame, a vertical cut-out or a standard a-frame sign with a sturdy, secure outdoor base, or a similar vertical, freestanding sign with an outdoor base (see examples). The cut-outs may be any shape (incl. square or rectangular).

Each business within the Village Area shall be permitted to have one (1) sidewalk or freestanding sign, except where a business is located within a business arcade or courtyard area. A business arcade or courtyard area will be allowed only one (1) “tenant directory” sidewalk sign which lists all of the businesses within the arcade or courtyard. Each single business within an arcade or courtyard is not allowed to have an individual sidewalk sign.

Allowable Area

Maximum size: Three feet wide by five feet high. A maximum of two (2) faces per sign. Sign faces shall be back to back.

Changeable text areas should occupy no more than 50% of the sign face.

The sidewalk/free standing sign shall not count as part of the total signage permitted for a given building or business. This type of signage is allowed in addition to the maximum amount of signage permitted herein as long as it is consistent with the standards set forth within this section.

Standards

1. No paper or non-rigid changeable areas are acceptable.
2. The sign shall be made of durable material such as medium density overlay plywood or similar wood-like material which can withstand the weather. No glass, breakable materials or illumination shall be allowed. Every sign and all parts, portions, and materials shall be manufactured, assembled and erected in compliance with all applicable state, federal and city regulations and the Uniform Building Code.
3. The sign shall be produced in a manner which is professional in quality such as that demonstrated by an experienced business sign maker.
4. The sign shall be displayed during business hours only. Signs shall not remain on the sidewalk during non-business hours.
5. The sign must be self-supporting, stable and weighted or constructed to withstand overturning by wind or contact. The sign shall not be permanently affixed to any object, structure or the ground including utility poles, light poles, trees, or any merchandise or products displayed outside permanent buildings.



6. Every sign and all parts, portions and materials shall be kept in good repair. The signs shall be stable. The display surface shall be kept clean, neatly painted, and free from rust and corrosion. Any cracked, broken surfaces, missing sign copy or other unmaintained or damaged portion of a sign shall be repaired or replaced or removed within thirty (3) days following notification by the city.
7. Every sign shall have a smooth surface, free of protruding tacks, nails and/or wires.

The following standards apply specifically to signs placed within the public right-of-way:

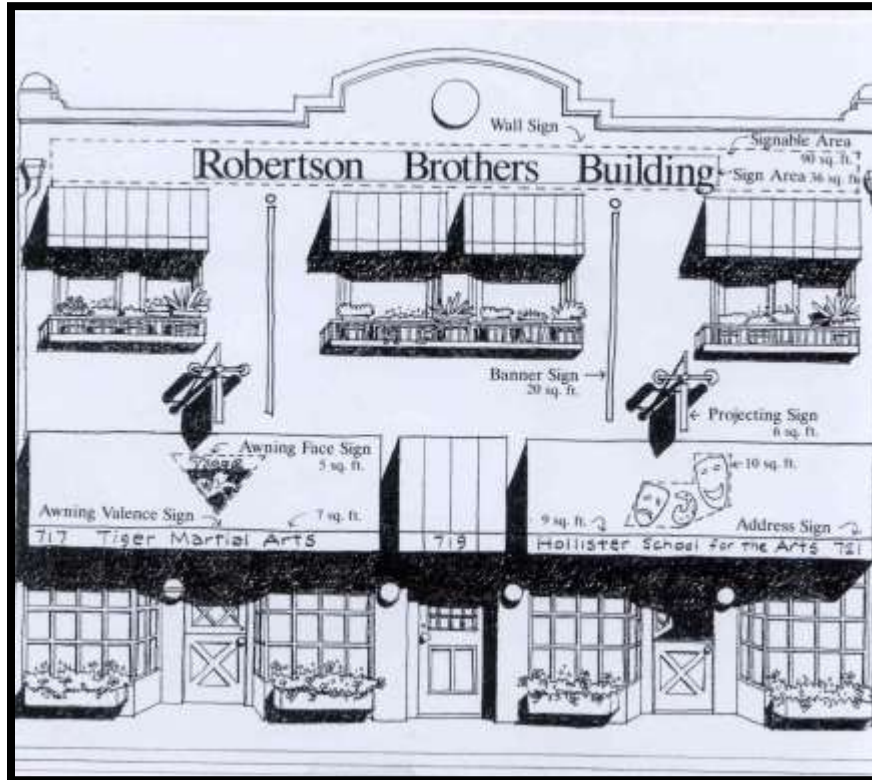
1. No sign shall be placed in such a way as to interfere with pedestrian or vehicular sight lines or corner clear zone requirements as specified by the city.
2. No sign shall be placed in such a way as to obstruct access to a public sidewalk, public street, driveway, parking space, fire door, fire escape, handicapped access or in such a way that it obstructs free passage over any public right-of-way.
3. A clear area of at least five feet in width should be maintained for pedestrian use over the entire length of the sidewalk in front of the business.
4. Signs shall not obscure or interfere with the effectiveness of any official notice or public safety device. Signs shall not simulate in color or design a traffic sign or signal, or make use of words, symbols or characters in such a manner as may confuse pedestrian or vehicular traffic.
5. Signs shall be located directly in front of the building/business to which they relate.
6. Applicant for a sidewalk sign permit must sign an indemnification statement holding the City of Carlsbad harmless from any legal action resulting from placement of the sign on the public sidewalk.
7. Insurance shall be required naming the City of Carlsbad as additionally insured. The amount of the insurance required shall be established by the Risk Manager for the city. A certificate of insurance must be submitted to the city and remain in effect for as long as the sidewalk sign remains in the public right-of-way.
8. All existing building signage for a business must conform to the sign standards set forth within this document before a permit will be approved for the sidewalk sign.



Sign Demonstration

Figure 15 provides an illustration that shows one example of signage alternatives applied to a commercial façade.

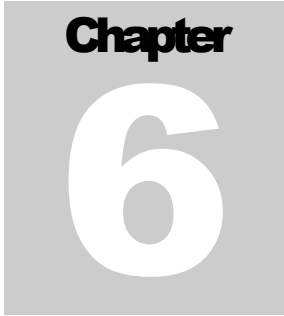
Utilization of all of the signage would probably be inappropriate and exceed the sign area permitted. However, figure 15 provides examples of the types of sign and locations permitted for placement. Sign types and sizes should be chosen to enhance the image of the business, the scale of the façade and the character of the Village.



PARKING PROGRAM



PARKING PROGRAM



Village Parking Plan

PARKING within the Village Area has long been considered a constraint in the revitalization of Carlsbad Village because of the difficulties in accommodating parking requirements on the small parcels throughout the area. This condition substantially inhibits creative and desirable building use changes, expansion of successful businesses and the redevelopment of properties to more appropriate uses or rebuilding. Given the relatively high land costs, small properties have just not been able to generate enough revenue producing space and still accommodate the required parking. In general, the basic parking requirements are reasonable based on parking demand for various land uses. However, the Redevelopment Agency initially determined, and the City Council reaffirmed the determinations, that options need to be available to developers/property owners for meeting the on-site parking requirements in the Village.

The primary purpose of this parking plan is to use parking policies and standards as tools to achieve Village revitalization. The objectives of the parking plan are as follows:

1. To establish parking requirements and options to providing parking that are an incentive for new investment in the Village.
2. Increase the utility of existing parking resources and the overall supply of parking as needed to accommodate relocated and newly-recruited businesses and new customers.
3. Control the design and configuration of parking facilities to promote a storefront shopping environment.

Unless otherwise specified within the Village Master Plan and Design Manual, the parking standard set forth within this chapter shall apply to all properties within the Village Area for the applicable land use. Chapter 21.44 (parking) of the Carlsbad Municipal Code shall be referenced for regulation purposes only on matters which are not specifically addressed within this chapter of the Village Master Plan and Design Manual.

Minimum Parking Requirements

The parking standards for on-site parking for the properties located within the Village Area are set forth in the charts which follow this page. The requirements set forth within the following charts reflect the shared trip and high turnover characteristics of parking in a neighborhood-oriented commercial district, such as the Village Review Area. The applicant may satisfy the parking obligation by providing the parking on-site or by receiving approval to implement one or more of the options noted in the “Parking Options” section of this chapter, provided, however, that the in-lieu fee option shall only be permitted for those properties located east of the AT&SF Railroad right-of-way.

Outside the Coastal Zone, parking requirement calculations resulting in a fraction shall be rounded up to the next whole number if the fraction is higher than .5 or rounded down if the fraction is .5 or below.

Converting Use

Space may be converted from one approved use to another approved use without additional parking provided both uses have the same parking requirements according to the parking requirements set forth within this chapter of the Village Master Plan and Design Manual. If the new use has a higher parking requirement than the existing use, additional parking must be provided. A credit for parking for any existing commercial use will be considered by a case-by-case basis.

Outside the Coastal Zone only, when non-residential space is converted from one approved use to another approved use with a higher parking requirement, then additional parking shall be provided as follows: 1) the additional on-site parking (or some portion thereof) shall be provided to the extent feasible given the existing building and site configuration; or 2) if no additional parking can feasibly be accommodated on-site, as determined by the appropriate decision-making authority, then the existing available parking shall satisfy the total parking requirement for the new use.

The applicant for a change in use must refer to Chapter 7 of this Village Master Plan and Design Manual to determine if a Village Review Permit is required for the subject use conversions. The project may either be exempt from a Village Review Permit or require an Administrative Village Review Permit.

Village Parking Requirement Tables

Retail Business	One space per 300 square feet of net floor space.
Commercial (General) – Includes ATMs, copying/duplicating services, word processing services, dry cleaners, Laundromat, beauty and barber shops, cosmetic services, nail salons, shoe/garment repair, travel agent, etc.	One space per 300 square feet of net floor space.
Automotive services – Includes painting/detailing, service/repair, towing, gas/service station with bays, gas/service stations with mini-mart, car wash, etc.	Four spaces per work bay through three bays and two spaces per bay in excess of three. Work bays do not count as parking spaces. If no work bays, one space per 300 square feet of net floor space, excluding gas pumps.
Child care center	One space per employee plus a minimum of one space per 10 children.
Professional care facility	.45 parking spaces per every bed.
Self-improvement services – Includes aerobics/exercise studio, business and professional schools, dance and music studio/school, health spa, and martial arts studio.	One space per 200 square feet of net floor space.
Fast food restaurant (large and small) with seating inside or outside.	One space per 200 square feet of net floor space.
Quick stop food – Includes coffee house, tea rooms, convenience store, self-service restaurant, take-out food establishment.	One space per 200 square feet of net floor space.
Sidewalk Café (<i>on public property</i>)	No additional parking requirement.

Restaurant (<i>with or without entertainment</i>)	<p>Within the Coastal Zone: One space per 100 square feet of net floor space for facilities less than 4000 square feet. For facilities larger than 4000 square feet, forty spaces plus one space per 50 square feet of net floor space in excess of 4000 square feet.</p> <p>Outside the Coastal Zone: One space per 125 square feet of net floor space.</p>
Outdoor Café (<i>on private property</i>)	No additional parking required if outdoor seating is equal to or less than amount of indoor seating; one space per 100 square feet of net floor space for outdoor seating area which exceeds amount of indoor seating.
Microbrewery (<i>inside the Coastal Zone</i>)	If incidental to a restaurant use, one space per 300 square feet of net floor space. If sole use, one space per 50 square feet of net floor space.
Microbrewery (<i>outside the Coastal Zone</i>)	If incidental to a restaurant use, one space per 300 square feet of net floor space. If sole use, one space per 125 square feet of net floor space for the tasting room and one space per 300 square feet of net floor space for all other uses (e.g., production, storage, and retail sales)
Winery (<i>outside the Coastal Zone</i>)	If incidental to a restaurant use, one space per 300 square feet of net floor space. If sole use, one space per 125 square feet of net floor space for the tasting room and one space per 300 square feet of net floor space for all other uses (e.g., production, storage, and retail sales)
Amusement games arcade – Includes video games, pinball machines, other mechanical and electronic amusement devices.	One space per 100 square feet of net floor space.
Bar/cocktail lounge	One space per 50 square feet of net floor space.
Cinema	One space per each five seats.
Cultural facilities	Museums: One space per 500 square feet of net floor space. Performing arts: One space per five seats or one space per 100 square feet of assembly area, whichever is greater.
Night club	One space per 50 square feet of net floor space.
Pool hall/billiard parlor	One space per table.
Sports entertainment uses	Bowling alley: One space per 6 lanes; Ice/roller rink: One space per 200 square feet of net floor space; Swim clubs: One space per 35 square feet of pool area; Tennis clubs: Three spaces per court.
Professional Office: Includes business and medical offices.	<p>Within the Coastal Zone: One space per 300 square feet of net floor space.</p> <p>Outside the Coastal Zone: One space per 350 square feet of net floor space.</p>
Financial Institutions: Including banks, savings and loans, and credit unions.	One space per 250 square feet of net floor space.

Bed and Breakfast Inns	Two spaces (including one covered) for owner's unit plus one space per guest room.
Hotel/motel	1.2 spaces per room.
Single-family dwellings	Two car garage.
Multi-family dwellings	<p>Within the Coastal Zone:</p> <p>Condominiums: Two standard spaces per unit with one being covered (exception 1.5 spaces per unit for studios with one being covered). Guest parking: .5 spaces per unit up to 10 and .3 spaces per unit in excess of 10.</p> <p>Apartments: 1.5 spaces per unit for studio and one bedroom; two spaces per unit for two bedrooms or more. Guest parking: .5 spaces for each unit up to 10 and .25 spaces per unit in excess of 10.</p> <p>Outside the Coastal Zone (no distinction between condominiums and apartments): One space per unit for studio and one bedroom; two spaces per unit for two bedrooms or more. For condominiums, at least one space must be covered.</p>
Managed living unit project	One parking space shall be provided for each unit, one space for the manager's unit, and one space for each full-time employee at maximum shift. A reduction of up to 1/2 parking space per unit may be realized through the Village Review Permit process upon successful demonstration by the applicant that such reduction is warranted and maintains adequate parking.

Application of Parking Requirements

The parking requirements set forth on the previous pages shall apply to all projects within the Village Area. When the parking requirement is not specified herein, it shall be determined as provided in Chapter 21.44 based upon requirements for the most comparable use specified herein or in Chapter 21.44 of the Carlsbad Municipal Code.

Mixed parking ratios may be used for calculating the on-site parking requirements for a project within the Village Area if, and when, there are clearly identifiable service or business areas within a building which justify the mixed parking ratio. No Administrative or regular Village Review Permit may be granted, however, unless the decision maker finds that use of the mixed parking ratio will not have an adverse parking impact on surrounding land uses.

A maximum of forty percent (40%) of the total number of parking spaces provided on-site may be constructed to meet the requirements of a small or compact vehicle, as defined in the Carlsbad Municipal Code.

Outside the Coastal Zone, tandem parking will be allowed for multi-family projects or residential uses in mixed use projects that are 8 or fewer units due to existing narrow lot configurations.

Parking space credit for square footage of any existing commercial (or non-residential) building on site towards the new commercial development parking requirement in all Land Use Districts of the Village Area will be considered on a case-by-case basis as a possible standards modification. The applicable commercial parking space credit may be based on the commercial use of the building at the time of Village Review Permit application. Residential development must provide its parking on site. No parking credit will be given for existing residential units on a site.

Parking based on square footage will be calculated according to net square footage of floor space rather than gross square footage. Net square footage means that area which remains after square footage of spaces that do not generate parking demand are removed from the calculation of total square footage of floor space of a building. Spaces which do not generate parking demand include, but are not limited to, restrooms, stairwells, elevators, walkways, and similar space.

All development will be allowed to use creative parking alternatives such as parking lifts and/or elevators on a case-by-case basis, with facility recommendation of approval by the city's Fire Chief and Transportation Director, and final approval by the decision-making authority.

Parking Options

Providing required parking on-site is not the only option available for meeting the parking requirements set forth in this chapter of the Village Master Plan and Design Manual. The following options are also available:

1. **Lease arrangements for providing joint or shared parking in existing or new parking lots for one or more developments may be permitted on a case by case basis.**

Chapter 21.44 of the Carlsbad Municipal Code outlines the conditions under which a joint/shared parking arrangement may be permitted by the city for two or more development projects, or businesses, within the Village Area. In the Village Area, however, shared parking arrangements may be permitted with distances of 300 feet between the parking and the subject developments/businesses requiring the parking. This is an exception to the regulations outlined in Chapter 21.44 of the Municipal Code for projects located within the Village Area only.

The City Planner must evaluate the feasibility of a joint/shared parking arrangement between private parties and then make a recommendation to the Planning Commission for consideration of approval. If the Planning Commission does not have final approving authority, the Commission must then make a recommendation to the City Council as to whether or not the parking arrangement should ultimately be approved to assist in the subject development.

Banks are an example of a type of business that has an on-site parking lot which may be underutilized during the evenings and weekends. A restaurant which is open only evenings and weekends may be able to receive approval for a joint shared parking arrangement with the bank.

2. **Provision of parking for a specific development or business on another private lot within at least 300 feet of the subject development or business.**

Under this option, a developer or business owner may purchase additional property, or enter into a long-term lease for additional property, within 300 feet of the property for the subject new development or business and meet the required on-site parking on this separate property. This option may be used by several businesses or developers to meet individual parking requirements. One or more developers/business owners could arrange to provide parking for their individual developments or businesses in a central location within 300 feet of each development or business. All of the developers/business would be responsible for on-going maintenance of the joint/shared parking lot.

The City Planner must evaluate the feasibility of this type of a joint/shared parking arrangement between private parties and then make a recommendation to the Planning Commission for consideration of approval. If the Planning Commission does not have final approving authority, the Commission must then make a recommendation to the City Council as to whether or not the parking arrangement should ultimately be approved to assist in the subject development.

This option would be similar to a parking district which assesses property owners for the provision of parking for customers or patrons to the area.

3. **In-Lieu Fee** may be paid toward maintenance of existing, or development of future, public parking facilities for properties in areas of the Village Area which are located east of the AT&SF railroad right-of-way. An in-lieu fee parking program shall only be permitted in the remaining Village Review west of the railroad right-of-way when it can be demonstrated that 1) a bona fide fee has been established to implement such a program; 2) specific sites have been identified where parking facilities will be constructed; and 3) detailed criteria and procedures have been established for the annual assessment of parking utilization subject to the completion of a parking study or other technical information. The broader program must be first reviewed and approved by the Coastal Commission as a separate LCP Amendment for all areas of the Village west of the AT&SF railroad right-of-way.

Parking In-Lieu Fee Program

The In-lieu Fee Program pools fees for all districts within the Village to support the development and maintenance of public parking. Fees are based upon a determination of the estimated cost of providing an above ground structured parking space, including land, construction, soft costs and maintenance. The In-lieu Fee payment will always be made for a whole parking space.

Fees collected will be deposited into an earmarked, interest-bearing fund to be used for construction of new, or maintenance of existing, public parking facilities within the Village Area. The funds are pooled because all of the land use districts within the Village share a common trade area and all are part of a coordinated revitalization strategy. A public parking facility which may have direct benefit for one district will have indirect benefits for other districts and for the Village as a whole.

Two aspects of the In-lieu Fee Program are essential to understand:

1. The funds are put toward development, or maintenance, of shared Village public parking facilities. They do not result in a reserved parking space or spaces for those who pay the fees. Reserved parking conflicts with the objective of maximizing the utility of all parking resources.
2. In-lieu fees alone are not likely to equal the entire cost of new parking facilities on a per space basis. They will need to be matched or leveraged with other funding sources. Because they are intended to function as an incentive, in-lieu fees are not expected to cover the cost of remedying existing parking deficits. In-lieu fees will also reflect the fact that public parking will be shared resulting in better utilization and relatively lower costs in comparison to the cost of exclusive on-site private parking.

For the purposes of determining participation in the Village Parking In-lieu Fee Program, the Village is hereby divided into two (2) parking zones as shown on Figure 16. Developers/property owners will be eligible to participate in the program according to the parking zone in which they are located and if the following findings can be made.

No Village Review Permit will be issued with approval to participate in the in-lieu fee program, unless the appropriate decision-maker finds that:

1. The project is consistent with the goals and objectives of the Village Master Plan and Design Manual; and
2. The use is consistent with the land use district in which the property is located; and
3. Adequate public parking is available within the Village to accommodate the project's parking demand; and
4. The In-lieu Fee Program has not been suspended or terminated by the City Council.

Parking Zones

Figure 16 identifies the zones for the In-lieu Fee Parking Program and the Coastal Zone boundary. The participation restrictions outlined below correspond to the appropriate zone number.

ZONE NO. 1

Within the Coastal Zone, developers/property owners within this parking zone may be allowed to make an in-lieu fee payment for up to 100% of the on-site parking requirement for the proposed new development, conversion and/or intensification of use if the property is located within 600 feet of an existing public parking facility. (See Figure 17 for existing public parking facility locations.)

If the property is not located within 600 feet of an existing public parking facility but a new facility is proposed to be constructed within a period not to exceed three (3) years, a developer/property owner will be eligible to make an in-lieu fee payment for up to 100% of the on-site parking requirement.

If the property is not, and will not soon be, located within 600 feet of an existing or proposed public parking facility, a developer/property owner will be eligible to make an in-lieu fee payment for a maximum of 50% of the on-site parking requirement.

Outside the Coastal Zone but within this parking zone, developers/property owners may be allowed to make an in-lieu fee payment for up to 100% of the on-site parking requirement for proposed new development, conversion and/or intensification of use. The appropriate decision-making authority shall determine the amount of parking that may be satisfied by in-lieu fee payment.

ZONE NO. 2

Within the Coastal Zone, developers/property owners within this parking zone may be allowed to make an in-lieu fee payment for up to 50% of the on-site parking requirement for the proposed new development, conversion and/or intensification of use if the property is located within 600 feet of an existing public parking facility. (See Figure 17 for existing public parking facility locations.)

If the property is not located within 600 feet of an existing public parking facility but a new facility is proposed to be constructed and available for use within a period not to exceed three (3) years, a developer/property owner will be eligible to make an in-lieu fee payment for up to 50% of the on-site parking requirement.

If the property is not, and will not soon be, located within 600 feet of an existing or proposed public parking facility, a developer/property owner will be eligible to make an in-lieu fee payment for a maximum of 25% of the on-site parking requirement.

Outside the Coastal Zone but within this parking zone, developers/property owners may be allowed to make an in-lieu fee payment for up to 100% of the on-site parking requirement for proposed new development, conversion and/or intensification of use. The appropriate decision-making authority shall determine the amount of parking that may be satisfied by in-lieu fee payment.

Public Parking Resource Management

In order to manage the existing public parking resources for the In-lieu Fee Program and ensure timely construction of new public parking facilities, the City shall conduct a Village Parking Utilization Survey. The City may conduct the survey at any time when deemed appropriate and/or necessary to ensure the timely construction of new public parking facilities and continuation of the In-lieu Fee Program; this may be on an annual basis or several times a year. Upon reviewing the survey results, if the department finds that there are insufficient public parking resources to accommodate additional requests from developers/property owners to make an in-lieu fee payment for on-site parking in either zone, the department shall recommend to the City Council that this policy be temporarily suspended until additional parking capacity has been provided or is sufficiently committed to ensure the timely development of additional public parking facilities.

By annually reviewing the status of the In-lieu Fee Program and plans for expanding and/or constructing new public parking facilities as appropriate, the City Council will ensure that implementation of this parking program/option will not have a significant adverse impact on public parking resources within the Village Area.

As necessary and on a case-by-case basis, the City Council shall determine the appropriate public parking utilization ratio to be considered in determining whether or not there are adequate public parking resources available to continue to allow participation in the program.

Setting the Parking In-Lieu Fee

The methodology for determining the In-lieu Fee Parking Fee and the respective amount of the fee shall be fixed by a schedule adopted, from time to time, by resolution of the City Council.

The fee shall be set at a given percentage of the total cost of providing a single above ground structured public parking space; the percentage shall be set by the City Council as part of the “method” for determining the fee. This percentage shall recognize the fact that the in-lieu fees will need to be matched or leveraged in order to produce public parking for the Village and that public parking will be jointly used by developers paying the in-lieu fee. The fee is not expected to cover the entire cost of providing a single space of public parking. The fees will be pooled and matched/leveraged to produce additional parking facilities.

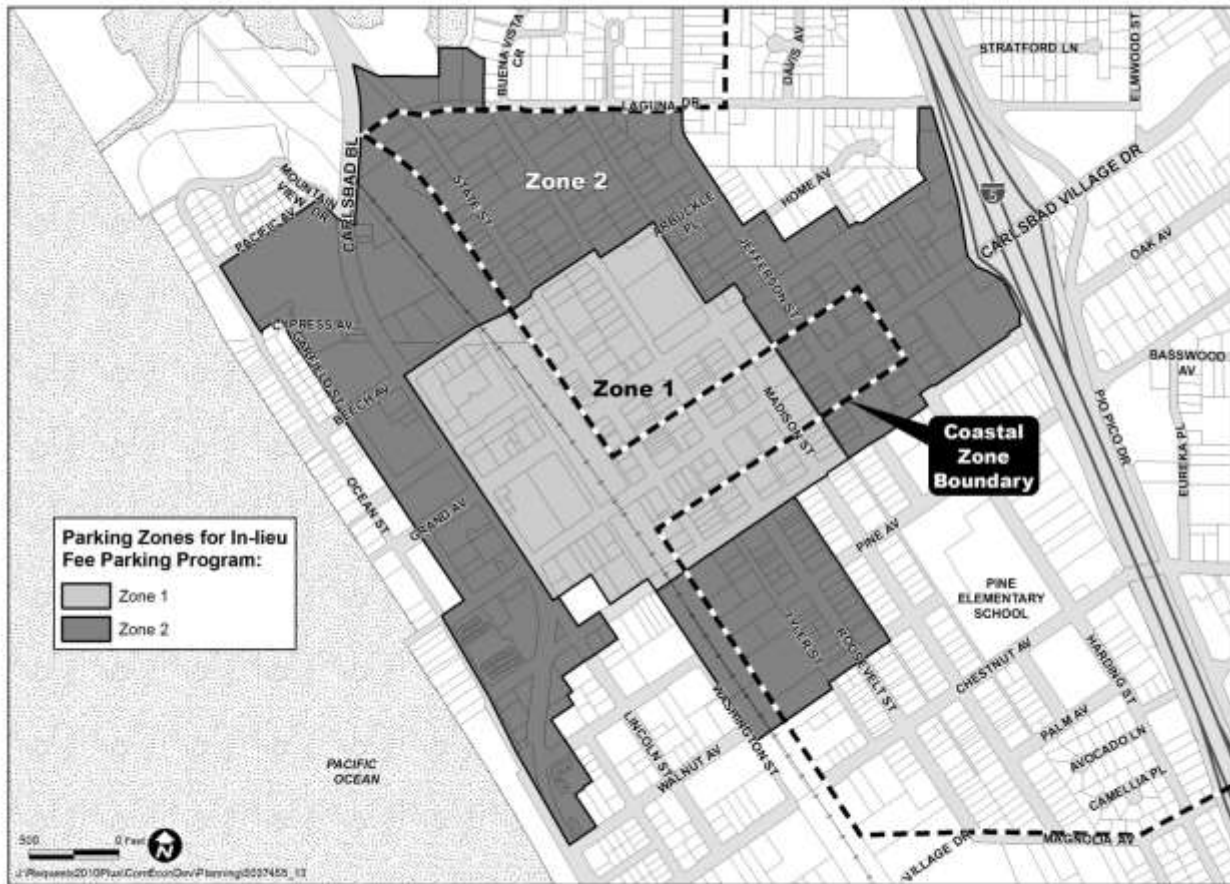
Parking Zones for In-lieu Fee Program

Figure 16 provides a map which sets forth the boundaries for the two (2) zones for the In-lieu Fee Parking Program. The participation restrictions outlined in the previous pages correspond to the zone number indicated on the following map shown in Figure 16. Figure 17 provides a map of the various public parking lots which are located within the Village Area. As outlined in the previous pages on the In-lieu Fee Program, the location of the public parking lots is used to determine the percentage (in the Coastal Zone only) of the on-site parking requirement which can be satisfied through payment of a parking in-lieu fee.

Carlsbad Village Parking Zones

Parking Zones for In-lieu Fee Parking Program – FIGURE 16

NOTE: *Until future approval is granted by the California Coastal Commission, the Parking In-lieu Fee Program shall be applicable only to properties located east of the railroad tracks and within the Village Area.*



Public Parking Resources

Public Parking Lots in the Village Area – FIGURE 17

- A 55 Spaces
- B 55 Spaces
- C 50 Spaces
- D 78 Spaces
- E 39 Spaces
- F 43 Spaces
- G 26 Spaces
- H 30 Spaces
- I 12 Spaces
- J 469 Spaces
(NCTD Property)



Parking Management Plan

A common problem within downtown areas is that of merchant and employee utilization of prime customer parking. In the Village Area, two (2) programs for parking management purposes will be implemented.

First, in the core downtown area (see Figure 18 for the boundaries), all on-street parking will be limited to three (3) hours maximum (no less), unless a street or portion of the street has already been posted as a “no parking area” such as Carlsbad Village Drive or has a more restrictive time constraint. If not already posted, the City Council will work with the city’s Traffic Commission and city Traffic Engineer to approve the three (3) hour parking restriction and the appropriate signs in accordance with the policy of so restricting traffic in the areas indicated on Figure 18. The city’s Police Department will be responsible for enforcement of the three (3) hour parking restriction.

All public parking lots within the core downtown area shall remain with unlimited parking – no time restrictions, unless a determination is made by the City Council that a public parking lot requires time limits for parking management purposes. The lots will be available for merchants/employees in the Village who need all day parking and/or customers who will be in the area for longer than three (3) hours.

Second, in all areas of the Village, merchants and their employees will be encouraged to use non-prime parking in an effort to make the prime parking available to customers of all businesses in a given area. If efforts to gain voluntary compliance are unsuccessful, a Parking Management Plan may be established which may be much more aggressive and tailored to specific downtown problems. The compliance measures for the plan could range from employee parking stickers to license plate checks and fines.

Parking Improvements

Parking improvements within the Village Area shall reflect the following policies:

1. Improvements should enhance both real and perceived supply of parking.
2. Shared lot arrangements should be established or facilitated wherever possible. Most areas within the Village do not have a supply problem as much as a utility and distribution problem.
3. To minimize visual impacts and disruption of commercial frontages, new lots should be constructed off the main thoroughfares. They should be distributed throughout the Village, rather than concentrated in a single location. They should incorporate attractive design features and landscaping that complements the image of the Village.
4. Parking structures should be used when parking opportunities are constrained by land availability or negative impacts on adjacent commercial or residential fabric. If located on a thoroughfare, they should always include first floor commercial uses.



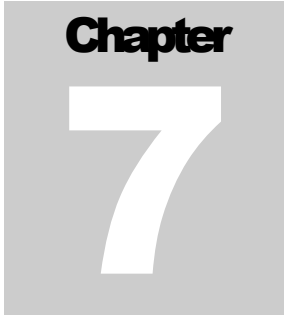
The map provided in Figure 18 indicates the boundaries of the area for three (3) hour parking restrictions with the Village Area. As shown on the map, the three (3) hour parking restrictions shall be limited to the core downtown area.

All on-street parking within area identified in Figure 18 will be restricted to three (3) hour parking, with approval of the appropriate ordinance by the City Council as recommended by the Traffic Commission. The three (3) hour parking restriction will not apply to public parking lots within the boundaries of the time-restricted parking area, unless the City Council determines that short term parking is required within an off-street public parking lot for parking management purposes, and/or to parking meters.

DESIGN REVIEW AND DEVELOPMENT APPROVAL PROCESS



DESIGN REVIEW AND DEVELOPMENT APPROVAL PROCESS



Village Review Permits

Administrative Responsibilities

The City Planner shall have the responsibility for the administration of the Village Review Permit process. The City Planner’s duties include, but are not limited to, the following:

1. Reviewing applications and making a determination of completeness for processing purposes;
2. Making project exempt determinations as related to permit requirements or identifying the type of Review/Coastal Development Permit required, if project is not exempt;
3. Maintaining records of project exempt determinations as related to requirements for Village Review or Coastal Development Permits;
4. Approval or denial of administrative permits and administrative variances;
5. Referral of non-administrative permits to the Planning Commission and City Council, as appropriate; and
6. Physical preparation and delivery of the approving documents and permits related to the subject project.

Staff of the Planning Division, acting under the supervision of the City Planner, shall be responsible for coordinating all activities leading to the approval, conditional approval, or denial of review permits. Such activities may include, but are not limited to, document processing, report writing, scheduling or Planning Commission and City Council public meetings and hearings, and preparation of recommendations, meeting minutes and resolutions.

General Policy

Due to the complexity of overlapping areas of authority, the permit process for the Village Area has been designed to address 1) the goals and objectives for the Village Area as a whole; and 2) the goals and objectives of the Coastal Commission for the segment of the Village Area which lies within the Coastal Zone boundaries.

The permit structure which is summarized on the following page combines the permit requirements for the Village Area and the Coastal Zone.

Unless a project is exempt from the permit requirements noted herein and set forth in Chapter 21.35 of the Carlsbad Municipal Code, a review permit is required. If the property for the subject project is also located

in the Coastal Zone, a Coastal Development Permit is required in addition to the Village Review Permit, unless the project is exempt as noted herein and set forth in Chapter 21.81 of the Carlsbad Municipal Code.

For all projects approved prior to July 21, 2009, in the Village Area, the discretionary land use permit shall be known as and continued to be referred to as a “Village Redevelopment Permit.” All new permits issued shall be known as “Village Review Permits.” The processing of amendments to previously approved Village Redevelopment Permits shall be the same as the process set forth herein for Village Review Permits.

Exempt Projects

Projects in the Village Area which are exempt from Coastal Development Permits, per the Coastal Commission Act, are also exempt from Village Review Permit requirements.

Administrative Projects

Projects which are eligible for an Administrative Village Review Permit are also eligible for an Administrative Coastal Development Permit.

Minor or Major Village Development Projects

For projects within the Coastal Zone, a Coastal Development Permit will be processed concurrently with the Minor or Major Village Review Permit. As a note, non-administrative variances and standards modifications can only be approved by the Planning Commission or City Council. A Minor or Major Village Review Permit, therefore, will be required for any project application which includes a request for non-administrative variance or standards modifications, even if that project would have otherwise been exempt from the permit requirements or eligible for an Administrative Permit.

The various types of permits required within the Village Area are further defined within Chapters 21.35 and 21.81 of the Carlsbad Municipal Code.

Variances

Variances for projects will be processed concurrently with any other administrative or discretionary permits which may be required. However, they will be processed as a separate action item. Chapter 21.35 of the Carlsbad Municipal Code defines the types of variances which can be granted administratively by the City Planner and those which must receive approval from the Planning Commission or City Council.

PERMIT TYPES

Exempt	Administrative Review Permit	Minor Review Permit	Major Review Permit
<ol style="list-style-type: none"> 1. Interior or exterior improvements to existing structures which do not result in the intensity of use of a structure¹; and/or 2. Additions to existing structures which result in a cumulative increase of less than 10% of the internal floor area; and/or 3. Demolition of structure outside the village segment of the Carlsbad Coastal Zone, provided that said demolition has no potential to create an adverse impact on coastal resources or public access to the coast; and/or 4. Changes in permitted land uses which do not require site changes, result in increased ADT, result in increased parking requirements, or result in compatibility issues or problems; and/or 5. Landscaping on the lot unless it will result in erosion or damage to sensitive habitat; and/or 6. Repair or maintenance activities²; and/or 7. Activities of public utilities; and 8. Project does not require variance of any type. 	<ol style="list-style-type: none"> 1. New construction of building(s) or addition(s) to the building footprint which has a building permit valuation which is less than \$60,000; and/or 2. Interior or exterior improvements to existing structures which result in an intensity of use; and/or 3. Provisional land uses, where a minor or major review permit is not required. 4. Changes in permitted land uses which result in site changes, increased ADT, increased parking requirements, or result in compatibility issues/problems; and/or 5. Demolition of structure within the village segment of the Carlsbad Coastal Zone provided that said demolition has no potential to create an adverse impact on coastal resources or public access to the coast, and does not include any overnight accommodations; and/or 6. Signs for existing businesses or facilities; and/or 7. Repair or maintenance activities which are not exempt; and 8. Project requires an administrative variance. 	<ol style="list-style-type: none"> 1. New construction of building(s) or addition(s) to the building footprint which have a building permit valuation which is equal to or greater than \$60,000 but less than \$150,000. 2. Non-administrative variances for projects within this category and those which would otherwise be exempt or be eligible for an administrative permit as indicated within this chart. 	<ol style="list-style-type: none"> 1. New construction of building(s) or addition(s) to the building footprint which have a building permit valuation which is equal to or greater than \$150,000. 2. Non-administrative variances for projects within this category.

¹See Section 21.81.030 of the Carlsbad Municipal Code for exceptions to when a project is exempt from permit requirements for Village Review and/or Coastal Development permit purposes.

²See Section 21.81.035 of the Carlsbad Municipal Code for exceptions to when a project is exempt from permit requirements for Village Review or Coastal Development permit purposes.

Authority for Approval

Exempt Projects – The City Planner shall be responsible for determining whether or not a project is exempt from the permit requirements and maintaining the record of exemption.

Administrative Review Permits – The City Planner shall have the authority to approve, approve with conditions, or deny an Administrative Permit for an eligible administrative project. No action is needed by the Planning Commission or City Council, unless appealed to the Planning Commission or City Council.

Minor Review Administrative Permits – The Planning Commission shall have the authority to approve, approve with conditions, or deny minor review permits. The Planning Commission shall also act upon appeals from decisions made by the City Planner.

Major Review Permits – The City Council shall have the authority to approve, approve with conditions, or deny Major Review Permits and/or Tentative and Final Maps, if applicable following receipt of a recommendation from the Planning Commission. The City Council shall also act upon appeals from decisions made by the Planning Commission.

Permit Extensions – A request for an extension of a previously approved Redevelopment and/or Village Review Permit shall be approved, approved with conditions, or denied by an original decision-maker with the final permit authority. A recommendation from a lower recommending decision authority shall not be required in advance of this action by the final permit authority. The request for the permit extension may be forwarded direction to the appropriate decision-maker for action.

Consolidation of Permits

Whenever several different types of permits or approvals are required for a project, the decision-making body on all of the permits shall be the body with the highest level authority on any of the individual permits. This means that the City Planner or the Planning Commission or the City Council will be the decision-making body on all actions, including the highest and lowest level permits.

Appeal Process

Exempt Projects – For projects within the Coastal Zone, the Executive Director of the Coastal Commission, or the Coastal Commission, shall have the authority to resolve disputes regarding determinations of exemptions. For projects located within the Village Area but not in the Coastal Zone, the determination of exemption made by the City Planner shall be final.

Administrative Review Permits – An appeal of a decision made by the City Planner on administrative permits may be made to the Planning Commission. All appeals must be made in writing within ten (10) calendar days of the decision made by the City Planner. The decision of the Planning Commission on appeals is final.

Minor Review Permits – An appeal of a decision made by the Planning Commission on minor review permits may be made to the City Council. All appeals must be made in writing within ten (10) calendar days of the decision made by the Planning Commission. The decision of the Carlsbad City Council on appeals is final.

Major Review Permits – There is no appeal from a decision made by the City Council on Major Review Permits and/or a Tentative or Final Map, if applicable.

Coastal Development Permits – If a project is located within the Coastal Zone of the Village Area and the local action is appealable to the Coastal Commission, an appeal must be submitted directly to the Coastal Commission. Any person who wishes to appeal a local action which is appealable to the Coastal Commission should contact the Planning Division or the local Coastal Commission office for more information.

Coastal Development Permits

Unless found to be exempt, all development within the Coastal Zone segment of the Village Area shall be subject to prior issuance of a Coastal Development permit. This permit may be administratively approved by the City Planner or subject to discretionary approval by the Planning Commission or City Council according to their permit types set forth herein. The permit summary chart on page 185 outlines the types of permits to be issued for Village Review projects. These permit types apply to Coastal Development projects as well. For example, if a village review project is located in the Coastal Zone and is eligible for an Administrative Review Permit, then an Administrative Coastal Development Permit will also be processed for the project.

The administrative responsibilities identified for the City Planner as well as staff of the Planning Division shall also apply to the processing of Coastal Development Permits in the Village Area.

The appeal process is also the same for Coastal Development permits, with the exception that some permits issued within the Coastal Zone are appealable to the Coastal Commission.

Processing Permits

The chart which follows this page is provided to assist the applicant in understanding the steps which will generally be taken by staff and the appropriate approving bodies to process and application for a village review permit.

It should be noted that approval of a Village Review or Coastal Development permit is the first step for completing a project within the Village Area. Other permits, such as building permits or business licenses, may also be required prior to initiation of a project or a business. If a Village Review or Coastal Development Permit is required, the applicant will **not** be able to obtain approval of any other required permits until the Village Review and/or Coastal Development Permit has been approved by the appropriate body.

DEVELOPMENT APPROVAL REQUIREMENTS

Exempt	Administrative Coastal and Village Review Permits	Minor Coastal and Village Review Permits	Major Coastal and Village Review Permits
<p>Staff completes exempt documentation.</p> <p>Copy of exempt documentation is provided to applicant and placed in the appropriate file.</p> <p>Applicant applies for other permits or licenses, including appropriate building permits and business license.</p> <p>Process Ends.</p>	<p>Applicant meets with Planning Division staff for conceptual review.</p> <p>Applicant submits permit application and appropriate exhibits to Community Development Department.</p> <p>Application is reviewed for completeness and identification of issues.</p> <p>If application is complete, processing begins. Application is then reviewed by all appropriate departments and comments are provided to the City Planner. If not complete, application is returned to applicant for resubmission at later date.</p> <p>CEQA review is performed by Planning Department (<i>once application is complete</i>). Thirty (30) day review period is provided for comments on environmental documentation, if applicable.</p> <p>Based upon comments from reviewing departments, a preliminary decision is made by the City Planner to approve, approve with conditions or deny the requested project permit.</p> <p>Appropriate persons are notified of pending decision and invited to provide comments on the decision, either verbally or in writing to the City Planner during a ten (10) day public review. (<i>Note: If the project is located within the appealable area of the Coastal Zone, an administrative public hearing will be held and properly noticed prior to the rendering of a final decision.</i>)</p> <p>If project is denied, applicant may appeal to Planning Commission; no further notice to interested</p>	<p>Applicant meets with Planning Division staff for conceptual review.</p> <p>Applicant submits permit application and exhibits to Community Development Department.</p> <p>Application is reviewed for completeness and identification of issues.</p> <p>If application is complete, processing begins. Application is then reviewed by all appropriate departments and comments are provided to the City Planner. If not complete, application is returned to applicant for resubmission.</p> <p>CEQA review is performed by Planning Department (<i>once application is complete</i>). Thirty (30) day review period is provided for comments on environmental documentation, if applicable.</p> <p>Based upon comments, staff prepares a report with recommendation for Planning Commission action.</p> <p>Staff sets agenda for Planning Commission public hearing. Appropriate notification is provided for the public hearing on the permit. Planning Commission holds a public hearing, considers comments and then approves, approves with conditions or denies the permit.</p> <p>If project is denied, applicant may appeal to the Planning Commission; no further notice to interested parties is provided unless project is appealed by applicant.</p>	<p>Applicant meets with Planning Division staff for conceptual review.</p> <p>Applicant submits permit application and exhibits to Community Development Department.</p> <p>Application is reviewed for completeness and identification of issues.</p> <p>If application is complete, processing begins. Application is then reviewed by all appropriate departments and comments are provided to the City Planner. If not complete, application is returned to applicant for resubmission.</p> <p>CEQA review is performed by Planning Department (<i>once application is complete</i>). Thirty (30) day review period is provided for comments on environmental documentation, if applicable.</p> <p>Based upon comments, staff prepares a report with recommendations for Planning Commission's recommended action to the City Council.</p> <p>Staff sets agenda for Planning Commission public hearing. Appropriate notification is provided for the public hearing on the permit. Planning Commission holds a public hearing, considers comments and then takes action to approve a recommendation for the City Council to approve or deny the permit.</p>

	<p>parties is provided unless project is appealed by applicant.</p> <p>If project is approved by the City Planner, appropriate persons will be notified of the final decision and given ten (10) calendar days to appeal the decision to the Planning Commission. Following expiration of the ten (10) day appeal period and if no appeal is filed, applicant applies for other appropriate permits and licenses. <i>(Note: If the project is located within the appealable area of the Coastal Zone, an additional ten (10) day appeal period is provided to interested parties).</i></p> <p>Once all applicable appeal periods have expired and no appeals have been filed, or the appeals have been resolved, the applicant may apply for other permits or licenses.</p> <p>Process Ends.</p>	<p>If project is approved by the Planning Commission, the decision is appealable to the City Council for ten (10) calendar days. Following expiration of the ten (10) day appeal period and if no appeal is filed, applicant applies for other appropriate permits and licenses. <i>(Note: If the project is located within the appealable area of the Coastal Zone, an additional ten (10) day appeal period is provided to interested parties).</i></p> <p>Once all applicable appeal periods have expired and no appeals have been filed, or the appeals have been resolved, the applicant may apply for other permits or licenses.</p> <p>Process Ends.</p>	<p>If the Planning Commission takes action to recommend approval of the permit, staff forwards the appropriate report to the City Council for consideration following a public hearing. The Council's action on the permit is final. <i>(Note: If the project is located within the appealable area of the Coastal Zone, a ten (10) day appeal period is provided to interested parties).</i></p> <p>Once all applicable appeal periods have expired and no appeals have been filed, or the appeals have been resolved, the applicant may apply for other permits or licenses.</p> <p>Process Ends.</p>
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CIRCULATION



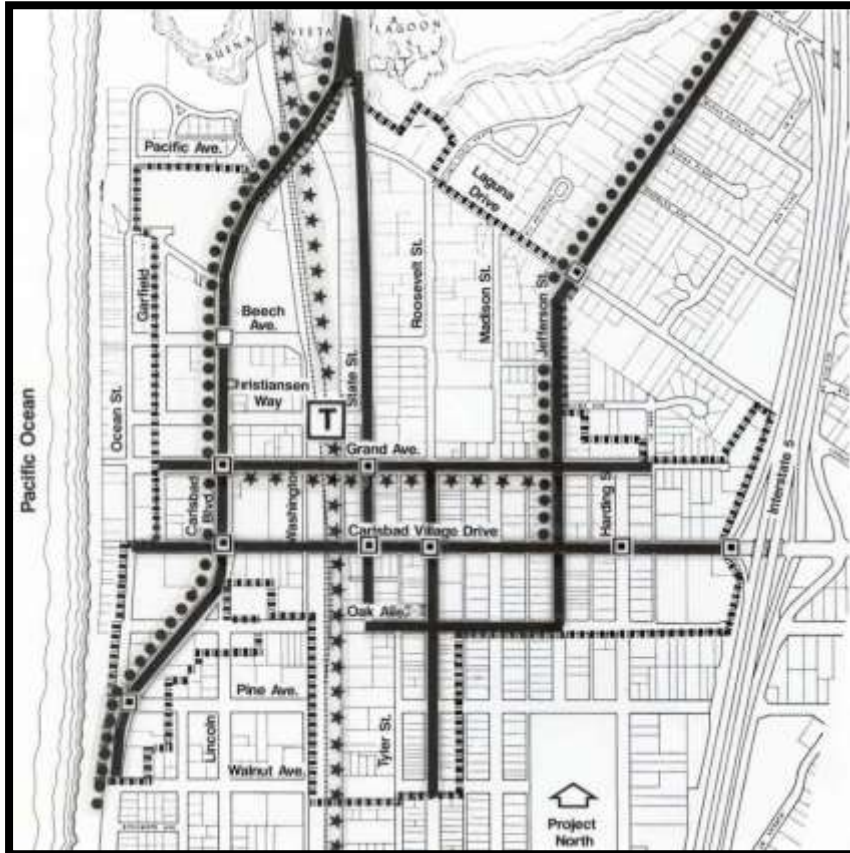


Figure 19 summarizes the circulation plan for the Village Area. The map provided in Figure 19 identifies the location of primary streets in the Village, bicycle routes and the transit center.

Vehicular Circulation

The existing village street network is adequate to accommodate foreseeable future development without major changes. Carlsbad Village Drive and Carlsbad Boulevard are significant roadways in the Village and carry the majority of traffic to and through the area. Grand Avenue, Jefferson Street, Roosevelt Street, State Street and a short segment of Oak Avenue are significant feeder streets to the Village. Other streets are largely local serving.

Bicycle Circulation

Routes are as designated on the map in Figure 19 and are provided for in the City of Carlsbad General Plan. The potential may exist in the future for a bicycle path along the railroad right-of-way which would add to the bicycle circulation element of this plan.

Transit Center

A commuter rail station and major bus transfer node are located north of Grand Avenue between State Street and Washington Street.

Pedestrian Framework

Major, minor and future presentation routes are identified on the map of the Village provided within Figure 20.

Walking within the Village will be encouraged and enhanced by sidewalks with substantial pedestrian amenities and by buildings and uses which enhance the pleasure of walking.

Future Pedestrian Walks will have:

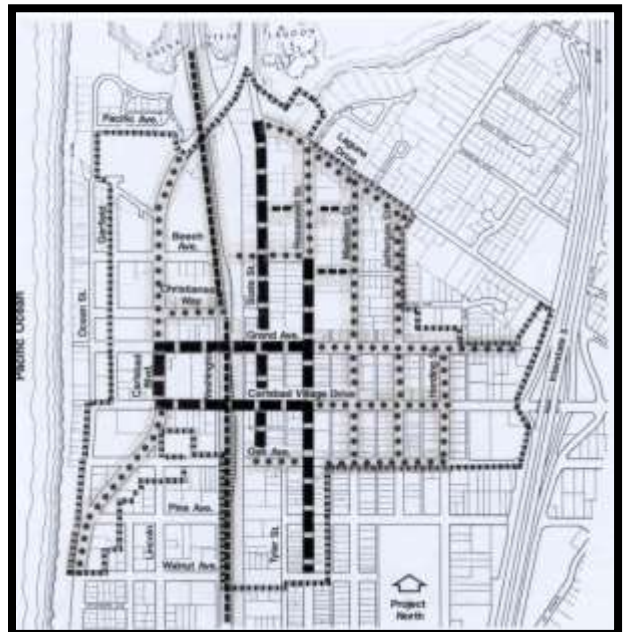
- Informal landscaping;
- Special lighting for visual interest and safety;
- Other uses (e.g., residences) which enhance the interest and safety of the walkways;
- Seating, mini-parks and children's play areas.

Major Pedestrian Streets

- A high degree of retail continuity to add interest to the walking experience and provide a strong focus of retail activity;
- Few curb cuts to minimize pedestrian conflicts with vehicles;
- Enhanced sidewalk paving and landscaping;
- A concentration of public and private pedestrian amenities including benches, flowers and special lighting;
- Special storefront designs and signs.

Minor Pedestrian Streets will have:

- Continuous sidewalks;
- Street trees;
- Pedestrian-scale lighting;
- Informal private landscaping;
- Landscaped setbacks.



SECTION III

IMPLEMENTATION

MEASURES



IMPLEMENTATION STRATEGY



IMPLEMENTATION STRATEGY

Chapter

9

Village Implementation Measures

Purpose, Authority and Entitlements

This Village Master Plan and Design Manual shall serve as a Master Plan for the area known as the Village, the boundaries of which have been described herein and within Appendix A. The land use and development regulations set forth within the Master Plan and Design Manual constitute the applicable zoning regulations for the Village Area and are adopted by ordinance form in order to supersede the otherwise applicable zoning regulations set forth in the Carlsbad Municipal Code.

This Master Plan establishes land use, zoning and development standards applicable to the Village Area with consideration given to individual land use districts within the area, defining the permissible type and intensity of development. Although this Master Plan sets standards for development and land use, it does not provide a guarantee of approval for future discretionary development projects within its boundaries.

General Plan Consistency

The Village Master Plan and Design Manual is adopted by ordinance by the Carlsbad City Council, which has found it to be consistent with the Carlsbad General Plan. The Village Master Plan and Design Manual systematically implements the broad-based General Plan policies and the individual development proposals for the Village Area.

Development Consistency

All development proposed for the Village Area shall be consistent with the policies and regulations of this Village Master Plan and Design Manual. The zoning set forth for all properties in the Village is to be known as Village Review, or V-R, and the land use districts shall set forth the permitted, provisional, accessory and prohibited land uses for said properties. Conformance to these policies and standards will ensure the systematic implementation of the General Plan.

Severability

In the event that any regulation, condition, program, or portion of this Village Master Plan and Design Manual is held invalid or unconstitutional by a California Court or Federal Court of competent jurisdiction, such provisions and the invalidity of such provisions shall not affect the validity of the remaining provisions.

Village Master Plan and Design Manual Enforcement

The Village Master Plan and Design Manual zoning promotes orderly development and the zoning for the Village Area. Consistent with the City of Carlsbad Municipal Code, any violation of the standards and regulations identified in the Village Master Plan and Design Manual adopted by the City Council shall be considered a violation of the Zoning Ordinance. Where the Village Master Plan and Design Manual is silent on an issue, the requirements of the Carlsbad Municipal Code shall apply.

Public Facilities

To ensure that all development within the Village Area is adequately served, developers shall be required to provide for their share of the construction or funding of all necessary public facilities pursuant to the approved Zone 1 Local Facilities Management Plan.

Circulation Improvements

Generally, it has been determined that the circulation system within the Village Area is adequate to support existing and future development. However, a number of areas within the Village still need sidewalks and other street improvements. As funds become available and as private properties are developed, the developers and city will continue efforts to provide sidewalks and appropriate street improvements throughout the Village to improve/enhance vehicular and pedestrian circulation.

Public Improvements

With completion of the six (6) phases of the Streetscape Project, much of the public improvement program within the Village has been accomplished. However, the city will continue efforts to complete public improvements as appropriate over the next ten (10) or more years.

Transportation

The city will continue to support projects which will enhance public transportation opportunities for persons living, working, shopping or visiting within the Village Area.

The Commuter Rail and Bus Transfer Station within the Village Area will provide opportunities for persons who live in or around the Village to access job sites in downtown San Diego or in other cities north/south of Carlsbad. The city will pursue transit-oriented developments which will also enhance transportation center within the Village.

As feasible and possible, the city will also encourage North County Transit District to improve bus transportation services both in and around the Village Area.

To encourage the greater use of bicycles and mopeds, the city will pursue funding to install bike racks in the various public parking lots within the Village and at various locations on the public sidewalks throughout the Village. Private developers of new projects within the Village will also be encouraged to add bicycle racks on private property to develop this “bicycle friendly” environment. Additionally, the Planning Division staff will work with the city’s Transportation Department to ensure that there are adequate and safe bicycle lanes within the Village to enhance circulation opportunities and reduce conflicts with vehicles and/or pedestrians.

The city shall actively encourage convenient alternatives to automobile use throughout the Village Area by implementing the following measures:

1. The city shall encourage transit operators to provide low-cost transit service to beaches and visitor-serving areas, and to provide transit service within walking distance of higher density residential areas within the city.
2. The city shall support higher density and mixed-use development within walking distance of the transit station.

3. In order to minimize energy consumption and vehicle miles traveled and provide substitute means of serving development with public transportation, Coastal Development Permit approvals for new development within the Coastal Zone shall require developers to provide incentives for alternate transit use such as providing employee transit passes or subsidies, ridesharing programs, preferred parking for carpooling and on-site shower facilities.

Cultural Facilities

The development of cultural facilities in the Village will add greatly to the attractiveness of the Village as a destination for tourists and Carlsbad residents. Housing & Neighborhood Services and other city staff will work with the Carlsbad Arts Commission and the city's Arts Manager and other parties to identify possible sites for additional cultural facilities within the Village and/or for increasing cultural activity opportunities.

Strong support has been expressed for reopening the Carlsbad Theatre as a first run cinema and perhaps other community uses, such as dramatic presentations, dance/music recitals and more. Since the theatre is currently privately owned, the city has limited authority to implement this program. However, the city will continue to encourage the renovation of the theatre by other private or public entities and to attempt to facilitate city approvals to reopen the building according to applicable development standards/building codes. If it is not possible to renovate and reopen the Carlsbad Theatre, the city will pursue other opportunities which may be presented by other private or public parties for providing new cultural arts facilities, including a theatre, within the Village.

The Housing & Neighborhood Services Department will work with and support the city's Cultural Arts Office efforts to sponsor a series of on-going, small-scale arts activities within the Village to attract local residents to the area in greater numbers.

Live/work accommodations for local artists will be encouraged by the city. The Village Land Use Plan has been revised to allow these types of uses in several of the land use districts within the area. The city will explore and consider the feasibility of developing artist housing under its affordable housing program. Although the city does not develop housing on its own, a private developer (for profit or non-profit) may be willing to work with the city to develop affordable housing and work space opportunities in the Village. If the agency is able to identify a private developer who is willing to own and operate artist housing which provides work space, the agency will work with the developer to facilitate completion of the project. In providing these live/work opportunities for artists, the city will encourage the adaptive reuse of existing commercial buildings in the Village which may also have local historical significance, as appropriate.

The Housing & Neighborhood Services Department will also continue to work with the city's Cultural Arts Office to create opportunities for short-term work, exhibit and public spaces for artists in the Village.

To assist in financing public art, the city requires that 1% of the total construction cost of any publicly-funded project built within the Village be made available for a public art element within the given project or at a later date at an alternate location within the Village. The public art element will be approved by the process set forth by the Carlsbad City Council.

Historic Preservation

The Housing & Neighborhood Services Department shall work with the Historic Preservation Commission and/or Historical Society to facilitate the development of walking tour of historic sites in the downtown area. The department will work with the commission/society to identify sources of funding which may be available for financing the costs of “identifier” or “historical landmark” signs as part of this program. The city will also consider incorporating a signage program related to cultural resources as part of the walking tour/signage program.

Every effort will be made by the city to work with private property owners to preserve buildings and/or other historical landmarks within the Village Area as part of the downtown revitalization program. The city will encourage and facilitate the development of a proposed museum in the Village which will provide for the preservation of local historical artifacts.

The city will research and consider the feasibility of creating a historic district within the Village Area to assist in the effort to preserve the history of Carlsbad and, more specifically, the Village. At a minimum, the city will prepare a “key” or “overlay map” which clearly identifies the historic buildings and other structures within the Village to increase the awareness of the historical significance of the area and various buildings and to coordinate efforts to redevelop sites or construct new projects in a “history sensitive” manner.

The city will also encourage the preservation of Hispanic culture and history within the Barrio Carlsbad Community of the Village Area. A Hispanic Culture Development Theme has been established for the area on Roosevelt Street between Carlsbad Village Drive and Walnut Avenue. Efforts will be made by the city to encourage land uses within the area which respect and enhance the Hispanic culture and history within the area.

Economic Restructuring

One purpose of the Village Master Plan and Design Manual is to restructure the mix of uses in the Village over the long term to be more mutually supportive and to increase the area’s economic vitality. The materials in this section of the Implementation Measures deals not with controls and programs but rather general strategies for change of a period of years.

A “Business Retention and Recruitment Program” will continue to be implemented in the Village Area. The program includes:

1. An identification of special problems faced by small downtown businesses for discussion and possible resolution by the city and/or the various community groups invested in the Village Area;
2. Identification of new businesses desired within the Village;
3. Preparation of Village promotional materials;
4. Establishment of outreach efforts to attract specific businesses to occupy available spaces in the downtown. As appropriate and consistent with applicable policies, the city may provide financial assistance and/or incentive funding to desirable businesses and/or redevelopment projects to be constructed within the area.

The city will research and pursue, if appropriate, establishment of a **Business Improvement District (BID)** to fund special projects within the Village Area. The funds provided through the BID could be used for:

1. Promotion and marketing of the Village;
2. Increased security and parking enforcement;
3. Maintenance and enhancement of landscaping;
4. Additional lighting and parking;
5. Small business counseling services as well as other projects/activities which may address the problems of small downtown businesses.

In addition to the above programs, with assistance from the Village Business Association, the city will pursue development of a “Business Directory and Community Building Identification Program.” This program may include, but is not limited to:

- A kiosk or business directory sign program which would be accessed by the customer to identify the location of businesses and/or community buildings within the Village Area. These kiosks could be placed at various locations, such as public parking lots, throughout the Village for directional purposes. This program could be similar to the business directory provided within a shopping mall or it could simply provide an opportunity for businesses to display information related to their business.
- A “Business Directory” which could be published for distribution to visitors and/or local residents for business identification and directional purposes.
- A Street Signage Program which would enhance existing signage to identify key landmarks within the Village and/or various community facilities.

Building Improvements

An improvement of the overall Village environmental and visual image is an important part of the comprehensive Master Plan for revitalization of the downtown Village Area.

The city will develop, implement and fund a “Building Façade Improvement and Signage Design Assistance Program” to provide an incentive for businesses/property owners to complete some façade improvements for area beautification purposes. Also, funding for design assistance for new signage will hopefully encourage businesses to revise and update outdated signage and to comply with the new sign standards for the Village Area.

Roles and Responsibilities

The Planning Division, with direction, support and guidance from the City Council and/or the Planning Commission, will have the overall responsibility for initiating and coordinating implementation activities. Funds invested in the downtown area will be for the purpose of carrying out the city’s responsibilities for planning and land use regulations, and for stimulating greater private investment which will provide benefits to the city as a whole. The city will also be responsible for the design, award of construction contracts and supervision of construction of any public improvements planned for the Village. The Planning Division will serve as the direct contact for other public agencies which may seek to complete improvements and/or projects within the boundaries of the Village Area.

The Primary role of the city shall be to serve as a catalyst to get activities started. This action must be matched by private commitments to warrant the continued allocation of public staff resources and funding.

The *Carlsbad Village Association* or other business organization will be responsible for organizing its membership in support of downtown revitalization and promotional efforts for the downtown area. Such activities will include advertising and special events as well as the dissemination of important information and the representation of downtown business interests before the city boards and commissions.

The *Village Property Owners and Business Owners* shall be responsible for funding their fair share of physical improvements and/or projects which affect the value of their downtown properties. In addition, they will be asked to carry out improvements to their property to enhance the downtown shopping environment and improve the area’s competitiveness relative to other regional shopping areas.

The *Village Residents* will be responsible for supporting the implementation of downtown improvements and/or projects which have benefit to the area as a whole. The residents should also communicate with the community leaders to ensure that problems within the area are being adequately addressed and to aid in the effort to create a Village that is “a comfortable place to be” and offers a variety of opportunities.

Conclusion

To be successful, this entire Village Master Plan and Design Manual builds upon the governmental leaders’ commitment to the downtown, the momentum for improvement established by the businesses, residents and property owners and the spirit of cooperation among all the various parties acting within the Village Area. Implementation of the Village Master Plan and Design Manual will be a shared private/public partnership with many contributing to its success and all benefiting from the revitalization efforts.

Appendix A – Legal Description For Village Area Boundaries

All those portions of the City of Carlsbad, County of San Diego, State of California described as follows:

BEGINNING at the most Westerly corner of Lot 58 of Granville Park No. 2, according to Map thereof No. 2037 filed in the Office of the County Recorder of San Diego County, June 18, 1927; thence along the Northwesterly, Northerly and Northeasterly line of said Map 2037 in the most Easterly corner of Lot 133 of said Map 2037; thence leaving the boundary of said Lot 133, Easterly to the most Westerly corner of Lot 174 of said Map 2037; thence continuing Easterly along the Southerly line of said Lot 174, 20.00 feet more or less, to the Easterly line of the State Highway (Carlsbad Boulevard) as granted to the State of California in deed recorded in Book 316, Page 309, of Official Records to the most Northwesterly corner of land described in deed McMahan Furniture Co., a California corporation, recorded January 3, 1975, as File NO. 75-001664, being also a point of intersection between the Easterly line of said State Highway and the Southwesterly line of State Street, 60.00 feet wide, as shown on the records of the County Assessor of said San Diego County; thence Northeasterly, radially from said Southwesterly line of State Street to a point on the Northeasterly line of said State Street, being also a point in the boundary of land described in Parcel 7 in deed to the State of California recorded August 19, 1974, as file No. 74-223647; thence Southeasterly along the Northeasterly line of said State Street to a point in the Northeasterly line of Lot 19 of Seaside Lands, according to Map thereof No. 1722, filed in the Office of the County Recorder of San Diego County, July 28, 1921, thence Easterly along said Northerly line to the Northeast corner of said Lot 19, being also a point in the Easterly line of land described in deed R.R. Robinson, et ux, recorded July 6, 1972, as File No. 174347; thence along the Westerly boundary of said Robinson's land North 0° 03' 00" East to the Northwest corner thereof; thence South 89° 50' 00" East along the Northerly line of said Robinson's land and its Easterly prolongation to the most Westerly corner of Lot 1 of Buena Vista Gardens, according to Map thereof No. 2492, filed in the Office of the County Recorder of San Diego County, August 4, 1948, thence along the boundary of said Lot 1, South 56° 57' 40" East, 89.97 feet and South 77° 39' 00" East to a line drawn parallel with and 90.00 feet Westerly of the West line of a 40.00 easement for private road as shown on said map 2492; thence Southerly along said parallel and its Southerly prolongation to a point on the Southerly line of Laguna Drive as shown on Map of Seaside Lands No. 1722, being also a point in the Northerly line of Lot 20 of said Seaside Lands; thence South 89° 50' 00" East along the Southerly line of said Laguna Drive to a point on the Northeasterly line of Fourth Street (Jefferson Street) as shown on Map of Carlsbad Lands, Map 1661; filed in the Office of the County Recorder of San Diego County March 1, 1915; thence Southerly and Southeasterly along said Northeasterly line to the most Westerly corner of Lot 1 of Schell and Sites Addition to Carlsbad, according to Map thereof No. 2145, filed in the Office of the County Recorder of San Diego County, February 20, 1929; thence continuing Southeasterly along said Easterly line of Fourth Street to the most Westerly corner of Lot 14 of said Map 2145; thence Northeasterly to the most Northerly corner of said Lot 14; thence Southeasterly to the most Westerly corner of Lot 20 of said Map 2145; thence Southeasterly to the most Easterly corner of said Lot 26; thence Northeasterly to the most Southerly corner of Lot 27 of said Map 2145; thence Northeasterly to the most Easterly corner of Lot 31 of said Map 2145; thence Northwesterly to the Northeast corner of said Lot 31, being also an angle point in the Westerly boundary of land described in deed to W. Joseph Parisi, et ux, recorded November 10, 1969, as File No. 205432; thence Northerly along said Westerly boundary and the Northerly prolongation, 330 feet to the Northerly line of Tract 117 of said Carlsbad lands, according to Map thereof No. 1661; thence Easterly along said Northerly line to an intersection with the Southwesterly line of California State Highway XI-SD-2B; thence Southeasterly along said Southwesterly line of the State Highway to the most Easterly corner of Parcel 1 of Marcel Map 1311 filed in the Office of the County Recorder of San Diego County, February 16, 1973, being a portion of said Tract 117; thence along the Southeasterly boundary of said Parcel South 48° 22' 27" East 26.59 feet to an angle point in said Southeasterly boundary of said Parcel 1; thence continuing Southeasterly along said Southwesterly line of the State Highway to the Northeast corner of land described

in deed to the State of California recorded February 16, 1968, as file No. 27350; thence along the Northwesterly line of said State of California Land, Southwesterly to an intersection with the East line of land described in deed to Vera Aguilar Soto, an unmarried woman, recorded June 3, 1968, as File No. 92031; thence Northwesterly along said East line 10.00 feet to a point in the Northerly line of that portion of Oak Avenue as vacated and closed to public use; thence Southwesterly along said Northerly line to a point in the Westerly line of land described in Parcel II of Judgment of Final Distribution on Waiver of Accounting in the Estate of Darrell Alexander Welch, also known as Darrell A. Welch, deceased, Superior Case No. PN 1232, a copy of which was recorded May 5, 1975, as File No. 75-106699; thence Southwesterly in a straight line to the most Northerly corner of Lot 17 in Block 58 of Town of Carlsbad, according to Map thereof No. 775, filed in the Office of the County Recorder of San Diego County, February 15, 1895; thence along the Northwesterly line of said Lot 17 and its Southwesterly prolongation, to the most Westerly corner of Lot 17 in Block 40 of said Map 775; thence Southeasterly along the Southwesterly line of said Lot 17 Block 40, and its Southeasterly prolongation to the most Westerly corner of Lot 17 in Block 42 of said Map 775; thence Southwesterly along the Southwesterly prolongation of the Northwesterly line of said Lot 17, Block 42 to a point of intersection with the Northeasterly line of Lot 8 of Industrial Tract, according to Map thereof No. 1743, filed in the Office of the County Recorder of San Diego County, January 3, 1923, thence along said Northeasterly line, Southeasterly to the most Easterly corner of said Lot 8; thence Southwesterly prolongation to its intersection with the Southwesterly line of the Atcheson Topeka and Santa Fe Railway Right of Way, thence Northwesterly along said Southwesterly line to an intersection with the Northeasterly prolongation of the Southeast line of Block 16 of Town of Carlsbad, according to Map thereof No. 535, filed in the Office of the County Recorder of San Diego County, May 2, 1880, thence Southwesterly along said Southeast line and its Northeasterly prolongation to the most Southerly corner of the Northeast half of the Southeast half of said Block 16; thence Northwesterly along the Southwesterly line of said Northeast half of the Southeast half to the most Westerly corner of said Northeast half of the Southeast half of said Block 16; thence Southwesterly along the Northwesterly line of the Southeast half of said Block 16 to the Northwest corner of the Southeast half of said Block 16; thence Southeasterly along the Southwest line or said Southeast half of Block 16 to the most Southerly corner of said Southeast half; thence Northeasterly along the Southeast line of said Southeast half of Block 16 for an intersection with the Northwesterly prolongation of the Northeasterly line of the Westerly 150.00 feet of Block 17 of said Map 535; thence Southeasterly along said Northwesterly prolongation and said Northeasterly line to the most Easterly corner of the Northwesterly 100.00 feet of said Westerly 150.00 feet of Block 17; thence Southwesterly along the Southeasterly line of said Northwesterly 100.00 feet and its Southwesterly prolongation to a point in the Southwesterly line of North east 150.00 of Block 18 said point being the most Southerly corner of land described in deed to John W. Rodgers, et al, recorded July 24, 1975, as File No. 75-193415; thence Southeasterly along the Southeasterly prolongation of the Southwesterly line of Rodger's land to an angle point in the Northerly Boundary of Tract 100 of Carlsbad Lands, Map 1661 being also a point on the Northwesterly boundary of land described in Parcel 1 in deed to Thelma B. Williams, et al, recorded March 9, 1964, as File No. 43082; thence along the boundary of said Parcel 1 of said Williams deed Southwesterly 31.50 feet to the most Westerly corner thereof and Southeasterly 64.00 feet to the most Easterly corner of Parcel 2 of said Williams deed; thence leaving the boundary of said Parcel 1 and along the boundary of said Parcel 2, Southwesterly 148.50 feet to an angle point in the Southerly boundary of Tract 100 of said Map 1661; thence Southeasterly along said Southerly boundary of said Tract 100 to its most Southerly corner, thence Southeasterly in a straight line to the most Northerly corner of Block 20 in said Map 535; thence South 34°33'00" East along the Northeasterly line and the Southeasterly prolongation of the Northeasterly line of said Block 20, 140.00 feet to the most Northeasterly corner of land described in deed to Ciebis Properties, a partnership recorded September 12, 1977, as File No. 77-371495; thence along the boundary of said Ciebis; land as follows: Southeasterly 53.00 feet, more or less, to the most Easterly corner thereof; thence South 55°27'00" West 60.00 feet; thence South 34°33'00" East, 7.00 feet; thence South 55°27'00" West 60.00 feet to the most Northerly corner of land described in deed to Ciebis Properties, a partnership,

recorded September 12, 1977, as File No. 77-371497; thence leaving the Ciebis land first above described and along the boundary of the Ciebis' land last described above, as follows: Southeasterly along the Northeasterly line thereof, 210.00 feet to the most Easterly corner thereof; thence South 55°27'00" West, 128.59 feet to the beginning of a tangent 10.00 foot radius curve, concave Northerly, thence Southwesterly Westerly and Northwesterly along said curve through a central angle of 90° an arc distance of 15.71 feet; thence leaving the boundary of said Ciebis' land Northwesterly in a straight line to the most Southerly corner of land described in deed to the State of California recorded August 25, 1967, as File No. 128584; thence along the Westerly boundary of said State of California land North 30°39'55" West, 301.73 feet to the Northwesterly corner thereof; thence leaving the boundary of said State of California land Northerly in a straight line to the most Southerly corner of Tract 94 of Carlsbad Lands, Map 1661; thence Northeasterly along the Southerly line of said Tract 94 to the most Easterly corner of said Tract 94, being also the most Easterly corner of Block 13 of the Town of Carlsbad, Map 535; thence Northwesterly along the Northeasterly line of said Block 13 to the most Northerly corner of said Block 13; thence Northwesterly in a straight line to the most Easterly corner of Block 8 of said Town of Carlsbad, according to said Map 535; thence Northwesterly along the Northeasterly line of said Block 8 to the most Northerly corner thereof; thence continuing Northwesterly in a straight line to the most Easterly corner of Block 7 of said Map 535; thence Northwesterly along the Northeasterly line of said Block 7 to the most Northerly corner thereof; thence continuing Northwesterly in a straight line to the most Easterly corner of Lot 86 of said Granville Park No. 2, according to said Map No. 2037; thence continuing Northwesterly along the Northeasterly lines of Lots 86, 87, 88, 89, 90, 91, 92, 93 and 94; thence continuing Northwesterly in a straight line across Lots 95, 96 and 97 to a point on the Westerly prolongation of the Northerly line of Cypress Avenue as shown on said Map No. 2037; thence along said line of Cypress Avenue as shown on said Map No. 2037; thence along said Westerly prolongation to the Southerly line of Del Mar Avenue as shown on said Map No. 2037; thence Westerly along said Southerly line to a point in the Southwesterly line of said Lot 74 being the Southwesterly terminus of a line in the Northwesterly boundary of said Lot 74 with a distance of 70.21 feet; thence leaving the boundary of said Lot 74, continuing Northwesterly in a straight line to the most Southerly corner of Lot 69 of said Map 2037; thence continuing Northwesterly along the Southwesterly lines of Lots 69, 68, 67, 66, that portion of La Cresta Avenue adjoining Lots 66 and 61, Lot 61, 60, 59 and 58 to the Point of the Beginning.

