

# MIRA MESA

COMMUNITY PLAN

STONE CREEK MASTER PLAN  
COMMUNITY PLAN AMENDMENT

DRAFT: May 2020

## MIRA MESA COMMUNITY PLAN

### AND LOCAL COASTAL PROGRAM LAND USE PLAN

The following amendments have been incorporated into this January 2006 posting of this Plan:

<b>Amendment</b>	<b>Date Approved by Planning Commission</b>	<b>Resolution Number</b>	<b>Date Adopted by City Council</b>	<b>Resolution Number</b>
Mira Mesa Community Plan approved	July 30, 1992	0995 0996	October 6, 1992	R-280829 R-280830 R-282543
Certified by the California Coastal Commission November 18, 1993				
Carroll Canyon Master Plan			December 6, 1994	R-285097
			November 21, 1995	R-286614
Mira Mesa Business Park redesignation			December 3, 1996	R-288145
Reclassification of Capricorn Way from 4- lane collector			September 9, 1997	R-289162
Marriot Residence Inn			February 17, 1998	R-289745
Hilton Garden Inn			April 21, 1998	R-289986
Mira Mesa Market Center			August 4, 1998	R-290613
Redesignation of 3.9-acre site from visitor- commercial to community- commercial			June 19, 2001	R-295032
<u>Stone Creek Master Plan</u>			<u>Xxxx xx, 202048</u>	<u>R-xxxxxx</u>

## ***List of Figures***

Figure 1. Land Use Map.....	5
Figure 2. Vicinity Map .....	14
Figure 3. Plan Boundaries .....	15
Figure 4. MCAS Miramar Site Plan.....	21
Figure 5. Native Plant Communities and Habitat Types.....	27
Figure 6. Designated Open Space System.....	35
Figure 7. Recommended Trail System .....	36
Figure 8. Recommended Wildlife Corridors.....	37
Figure 9. 1990 Average Daily Traffic .....	43
Figure 10. Horizon Year Average Daily Traffic and Recommended Street Classifications ..	44
Figure 11. Existing Transit.....	49
Figure 12. Recommended Transit .....	50
Figure 13. Future Bikeways .....	51
Figure 14. Bicycle Facilities Classifications.....	52
Figure 15. Recommended Park and Recreation Facilities .....	60
Figure 16. Recommended School Facilities.....	69
Figure 17. Recommended Public Facilities.....	71
Figure 18. Recommended Residential Densities.....	78
Figure 19. Industrial Subareas.....	83
Figure 20. Recommended Industrial Land Use.....	87
Figure 21. Recommended Commercial Land Use .....	94
Figure 22. Carroll Canyon Master Plan Area.....	98
<u>Figure 23. Carroll Canyon Master Plan Area Land Use .....</u>	<u>102b</u>
<u>Figure 24. Community Plan Implementation Overlay Zone (CPIOZ)....</u>	<u>102c</u>

## **Sensitive Resources and Open Space System**

Approximately 18 percent of the community is proposed to be preserved as open space—primarily in the five major canyons (Los Peñasquitos, Lopez, Carroll, Rattlesnake and Soledad) that traverse the community. A **Sensitive Resources and Open Space System Element** has been added to the plan to provide specific recommendations for the preservation of the remaining sensitive natural resources within the community. The proposed open space system boundaries and criteria for development adjacent to the open space system, particularly Los Peñasquitos and Lopez Canyons, have also been refined as part of this update.

## **Community Facilities**

The Plan update contains the following proposals for new or expanded public facilities:

### Parks

The development of two new park facilities (Carroll neighborhood park and Canyon Hills resource-based park) and the expansion of Lopez Ridge neighborhood park to include the adjacent former school site.

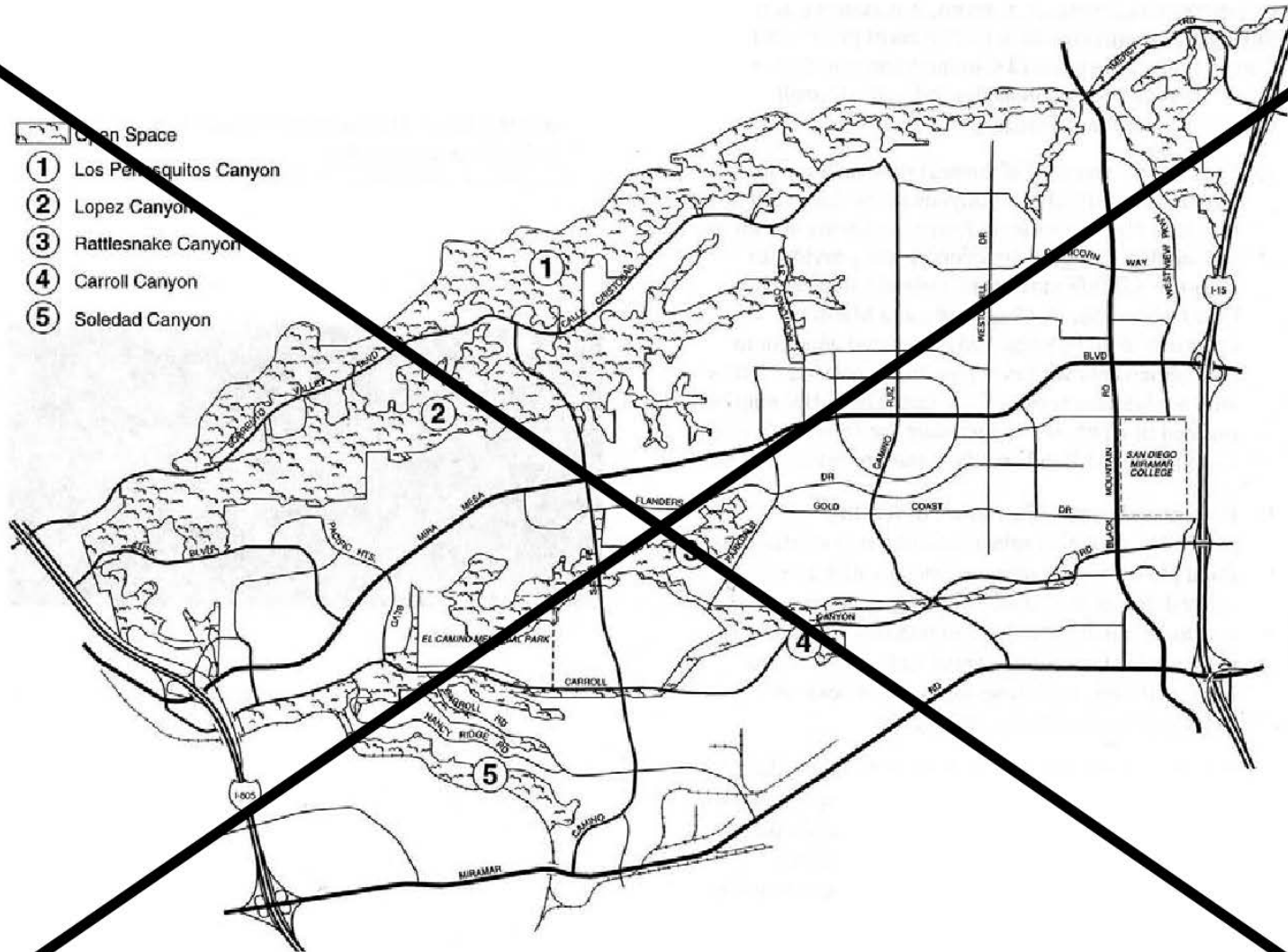
### Libraries and Fire Stations

The expansion and possible relocation of the Mira Mesa Library to a site near the intersection of New Salem and Camino Ruiz and the addition of a fire station near the intersection of Miramar Road and Camino Santa Fe.

## **Transportation Improvements**

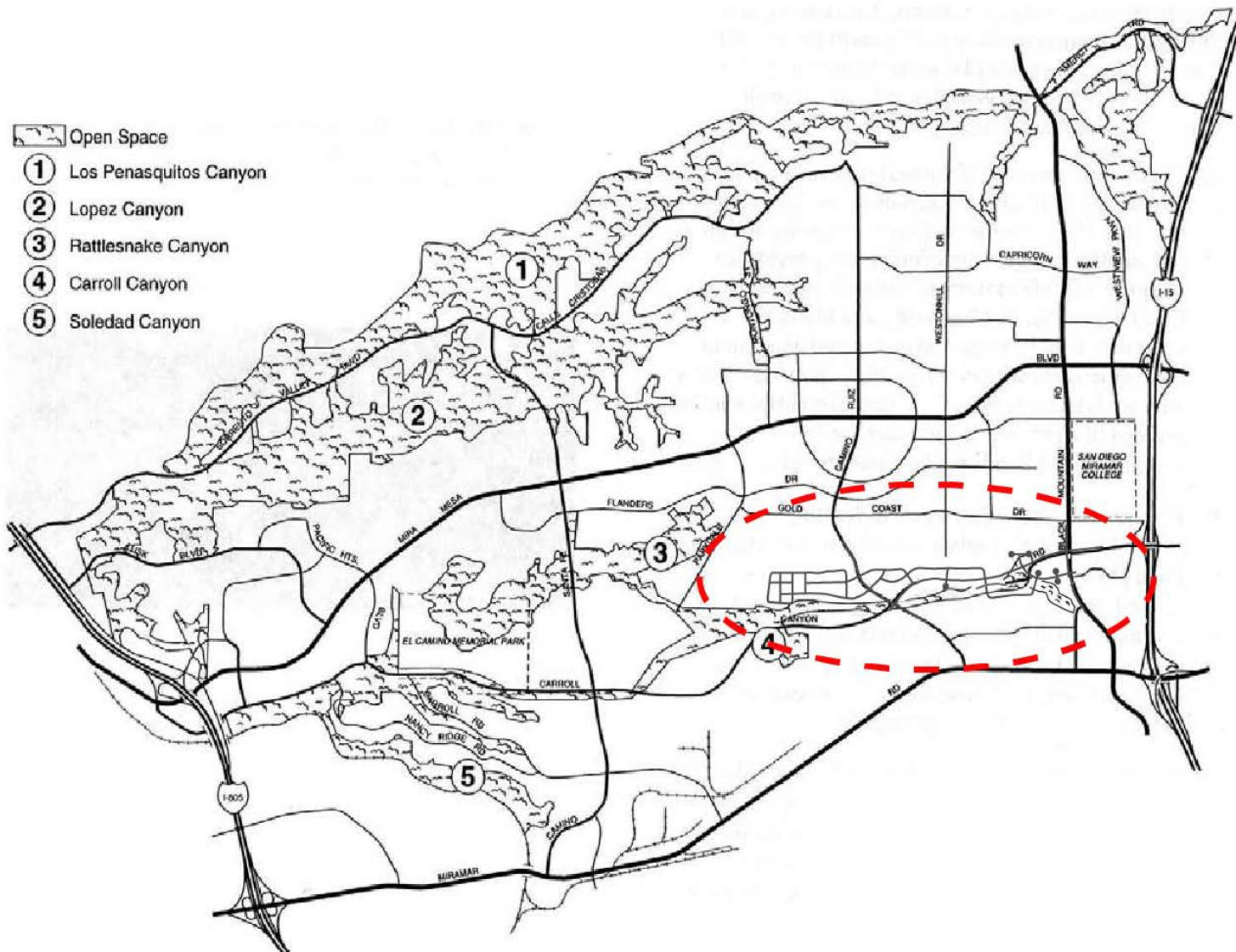
The Plan update deletes the extension of Camino Ruiz across Los Peñasquitos Canyon Preserve in order to maintain the undisturbed nature of the canyon through this area. To accommodate the level of traffic anticipated at buildout of the community, improvements are proposed at five major intersections: Camino Santa Fe and Miramar Road, Black Mountain Road and Mercy Road, Black Mountain Road and Mira Mesa Boulevard, Kearny Villa Road and Miramar Road, and Mira Mesa Boulevard and Scranton Road. In addition to street improvements, bus service improvements are proposed to Sorrento Mesa and the Carroll Canyon area, and a ~~light-rail~~ transit line is proposed through Carroll Canyon. Two pedestrian bridges are proposed over Black Mountain Road.

-  Open Space
- ① Los Perisquitos Canyon
- ② Lopez Canyon
- ③ Rattlesnake Canyon
- ④ Carroll Canyon
- ⑤ Soledad Canyon



**Designated Open Space System**  
**Mira Mesa Community Plan**

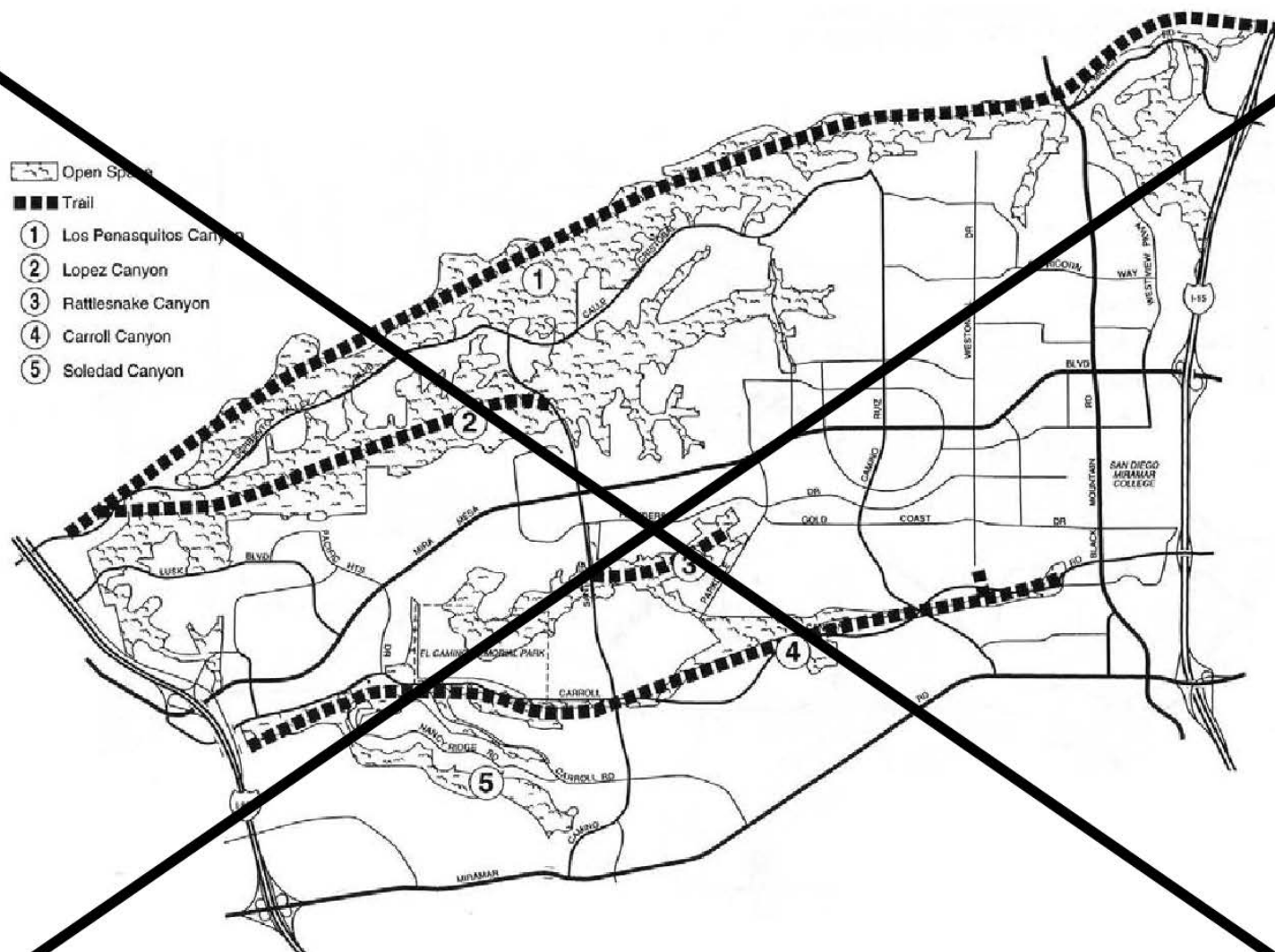
**6**  
**FIGURE**



**Designated Open Space System**  
**Mira Mesa Community Plan**

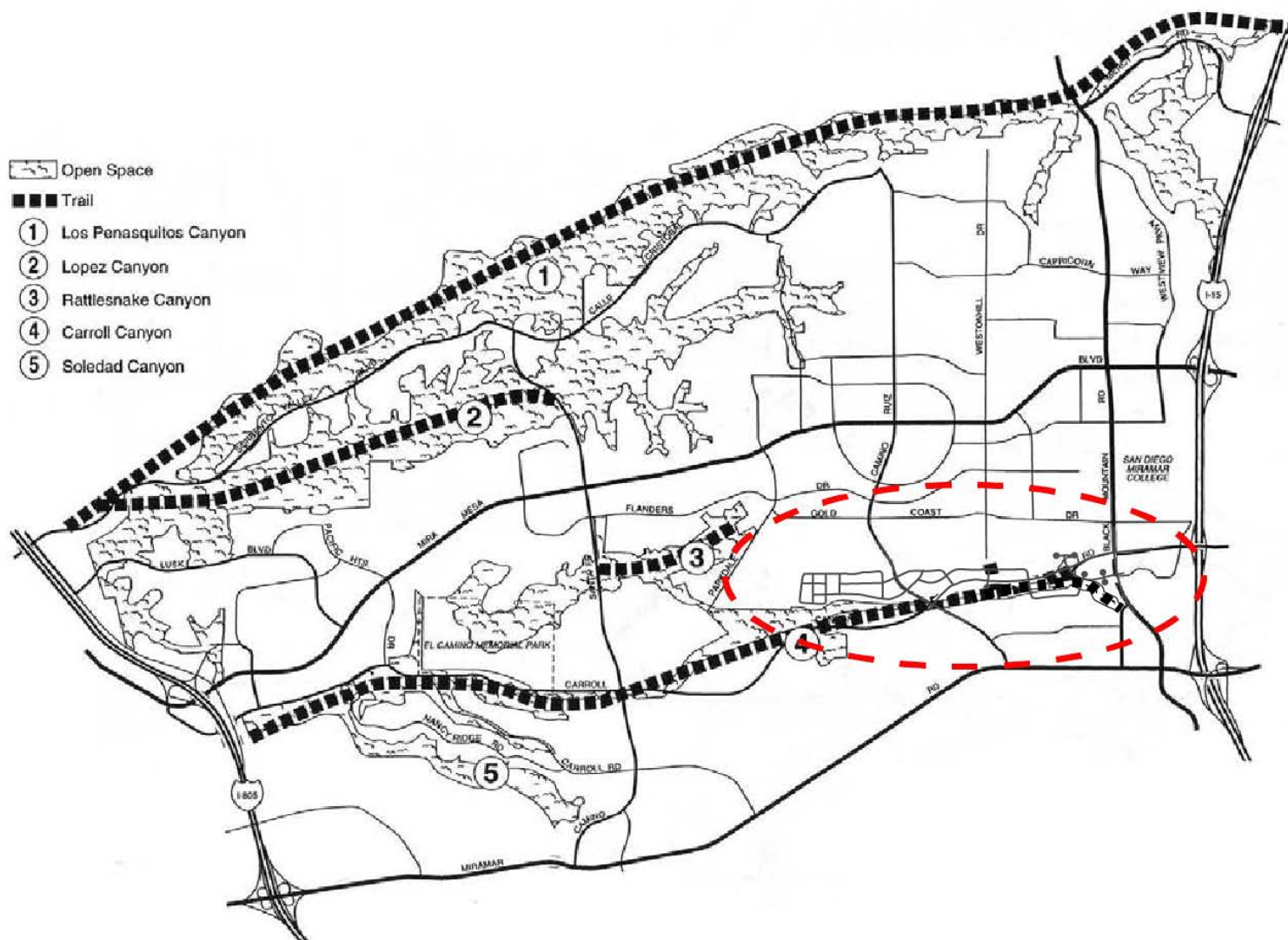
**6**  
**FIGURE**

-  Open Space
-  Trail
- ① Los Penasquitos Canyon
- ② Lopez Canyon
- ③ Rattlesnake Canyon
- ④ Carroll Canyon
- ⑤ Soledad Canyon



**Recommended Trail System**  
Mira Mesa Community Plan

**7**  
FIGURE



**Recommended Trail System**  
Mira Mesa Community Plan

**7**  
FIGURE

## INTRODUCTION

Mira Mesa has experienced traffic congestion on its major streets since construction activity boomed in the early 1970s. As in most recently developed communities, Mira Mesa's strictly segregated land use pattern reinforces our over-reliance on the automobile. Due primarily to noise impacts from MCAS Miramar, industrial/business park uses have been concentrated in the area west of Camino Santa Fe and along Miramar Road and residential uses have been restricted to the east, limiting the opportunity for walking or biking to work.

The shortage of through streets in the community also contributes to traffic congestion. Winding street patterns with cul-de-sacs concentrate traffic on major streets and at key intersections. This often results in longer travel distances—again making walking, biking or transit use less attractive.

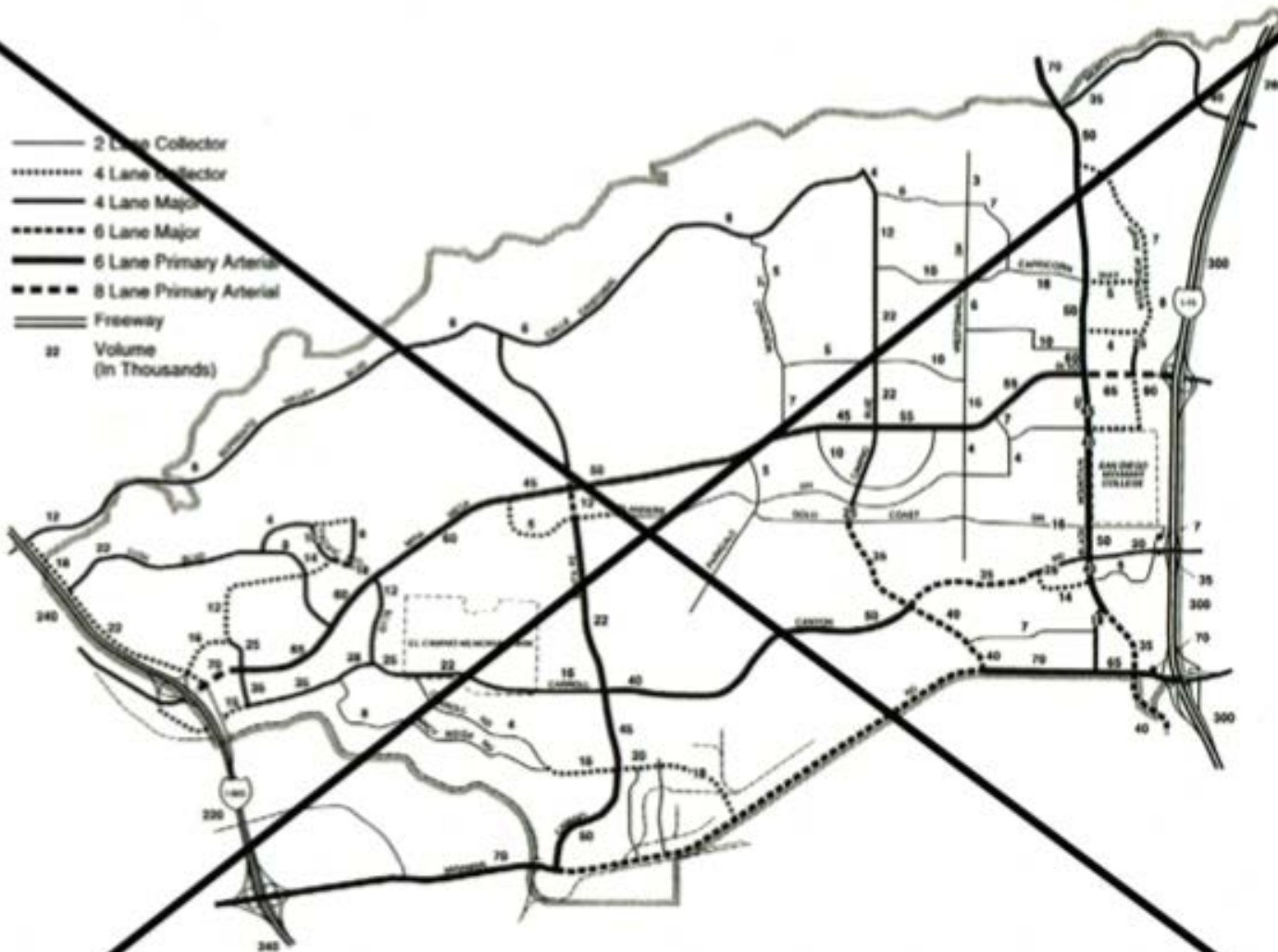
In addition, Los Peñasquitos Canyon Preserve, which is a sensitive resource of regional significance, restricts access to the north of the community. MCAS Miramar has the same effect at the southern boundary of the community.

Bus service is provided by San Diego Transit Corporation. Four bus routes are now in operation in Mira Mesa (see **Figure 11**). Routes 20 and 210 provide express service via I-15 to downtown. Route 210 also provides connections to Sorrento Mesa in the western part of the community and to Kearny Mesa via I-805. Route 31 provides local service that connects eastern Mira Mesa with University Towne Center, and Route 30 connects eastern Mira Mesa with La Jolla, Pacific Beach and downtown. A park-and-ride facility is located at the northwest corner of I-15 and Mira Mesa Boulevard, which offers commuter parking for Route 20.

Additional transit service is provided by DART (Direct Access to Rapid Transit) under contract to San Diego Transit Corporation. Direct Access to Rapid Transit uses vans to transport members of the community from residential neighborhoods to a transfer point at Black Mountain Road and Mira Mesa Boulevard, where riders can then transfer to Route 20 or Route 30.

The region's transportation agency, Metropolitan Transit Development Board (MTDB)~~SANDAG~~, after studying the feasibility of a light rail is planning for -high frequency transit service (LRT)-line that would provide an east/west service connection in Mira Mesa via Mira Mesa Boulevard and Carroll Canyon Road to, has selected a preferred route alignment that would connect to transit within the I-15 corridor with the Sorrento Valley Coaster station in the vicinity of Mira Mesa Boulevard, run south along Black Mountain Road, turn west along Carroll Canyon Road, turn south along the eastern side of I-805 north of La Jolla Village Drive and terminate in University City in the vicinity of Town Centre Drive and Executive Drive **(Figure 12)**. If adopted, this line would link two other LRT lines which are also in the planning stages along the I-5 and I-15 corridors.

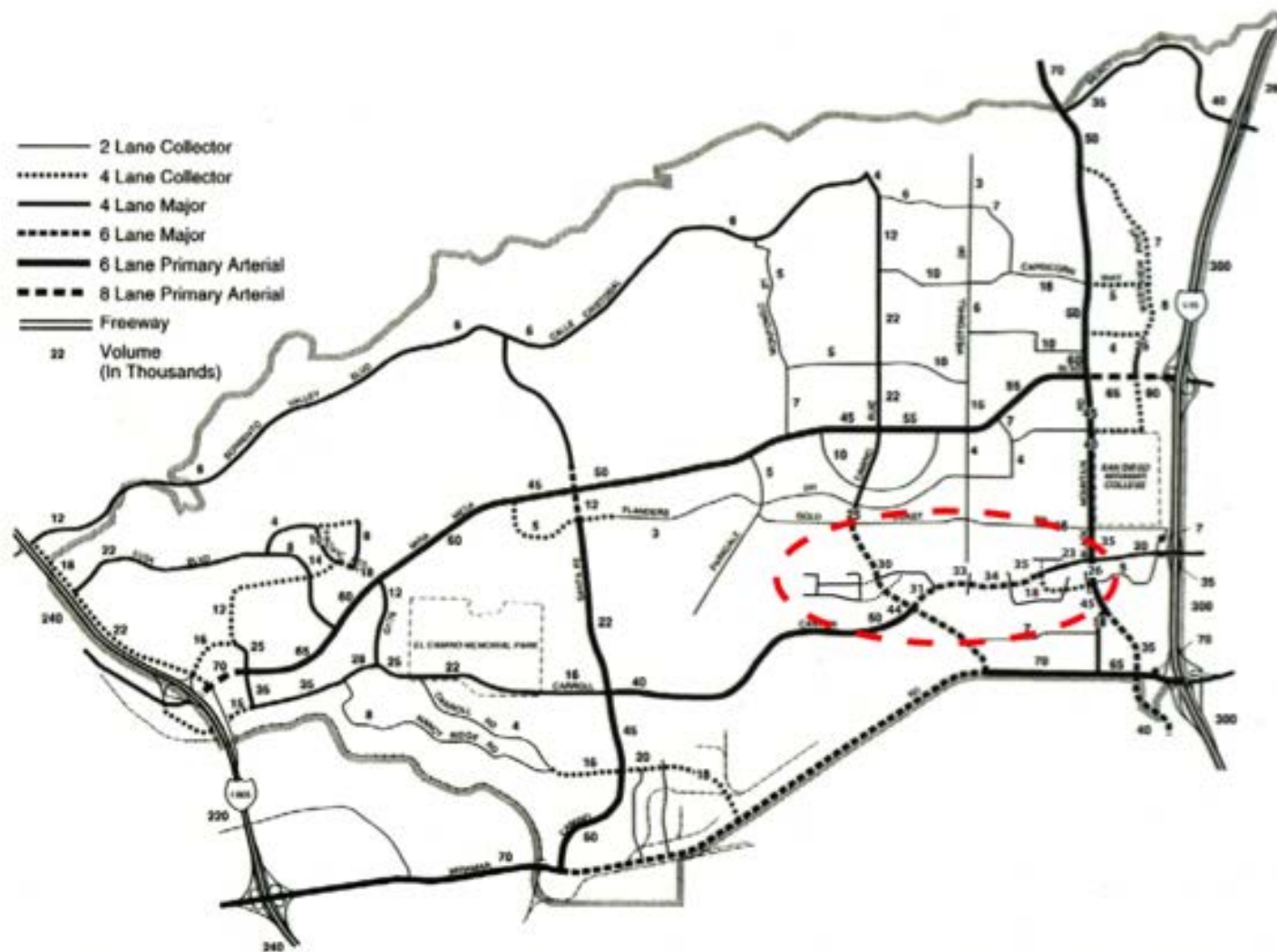
- 2 Lane Collector
- ..... 4 Lane Collector
- 4 Lane Major
- ..... 6 Lane Major
- 6 Lane Primary Arterial
- ..... 8 Lane Primary Arterial
- Freeway
- 20 Volume (in Thousands)



# Horizon Year Average Daily Traffic and Recommended Street Classifications

Mira Mesa Community Plan

10  
FIGURE



## Horizon Year Average Daily Traffic and Recommended Street Classifications

Mira Mesa Community Plan

**10**  
FIGURE

- e. Route 210 would continue to operate peak period commuter service from Mira Mesa to Centre City San Diego. This route also provides reverse commute service from Kearny Mesa to Sorrento Mesa on a limited basis.

## 5. Future Transit Service in Carroll Canyon

A 1991 study by MTDB determined that an east-west LRT line in Mira Mesa is feasible and selected a preferred alignment in the Carroll Canyon Corridor. SANDAG re-evaluated this type of service and is planning for high frequency bus transit service in this corridor instead. Future development in this corridor should be designed to be consistent with provision of a possible future bus LRT-transit line. Future studies by MTDB will address the cost-effectiveness of light rail compared to other modes of transit.

In order to achieve a reduction in auto trips through the encouragement of pedestrian travel and transit use, the land use pattern and circulation system for future development in the Carroll Canyon Master Plan area should be planned according to the Transit-Oriented Development (TOD) Design Guidelines which are part of the City's Land Guidance Program.

## 6. Pedestrian Facilities

In addition to sidewalks constructed in conjunction with City streets and private walkways constructed as part of planned development permits, two pedestrian bridges are proposed to provide access over Black Mountain Road. One of these is proposed near Capricorn Way or Galvin Avenue for access to Hage Elementary School and Park. The other will be located between Gold Coast Drive and Hillery Drive, providing access between Hourglass Field Community Park and Walker Elementary and Wagenheim Junior High Schools.

## 7. Bikeway System

Proposed bikeways are shown on **Figure 13**. Bikeway standards are described on **Figure 14**.

## 8. Trail System

A trail system is proposed in Los Peñasquitos Canyon Preserve as part of the Preserve Master Plan to provide access to equestrians and hikers. This trail system is a concept plan only and will be refined during environmental analysis to avoid sensitive areas of the preserve. Future trails will also be identified as part of the Carroll Canyon master plan process. General locations for these trails are shown on **Figure 7** in the **Sensitive Resources and Open Space System Element**.



## INTRODUCTION

As of October ~~1992~~2006, Mira Mesa had ~~seven~~nine fully developed neighborhood parks or neighborhood park/joint use combinations and ~~one~~two fully developed community parks. ~~Two additional parks, the Carroll school site park and Winterwood McAuliffe Lane (McAuliffe) Community Park are is~~ partially developed. Additionally, joint use of six school sites has been established yielding approximately 20 acres of recreational facilities. Other existing recreational facilities that are privately owned include an ice rink, a bowling alley, a health club and court facilities.

Recreational facilities are used heavily in Mira Mesa. Community groups have expressed the need for additional, permanent playing fields to accommodate the many sports programs in Mira Mesa. The widespread support of, and participation in, Little League baseball, Bobby Sox softball, soccer and football have resulted in a tremendous demand for multipurpose fields to house these activities.

### Citywide Park Standards

The General Plan states that neighborhood parks should serve a population of 3,500 to 5,000 persons and should have a minimum usable area of ten acres. If they are located adjacent to an elementary school, they should have a minimum usable area of five acres.

Community parks should serve a population of between 18,500 and 25,000 residents and have a minimum usable area of 20 acres. If they are located adjacent to a junior high school, they should have a minimum usable area of 13 acres.

Based on the projected buildout population of ~~82,600~~ 103,685 (based on SANDAG's 2050 Regional Growth Forecast for Mira Mesa), Mira Mesa should be served by ~~14~~20 neighborhood parks and ~~three~~approximately four community parks with a minimum usable area totaling ~~166~~276.5 acres. Proposals for acquisition and development of ~~sufficient~~ park acreage to meet the standards for population-based parks are provided on ~~pages 61 and 62~~.

## POLICIES

1. The City shall pursue the development of future school sites for park purposes in accordance with Council Policy 700-35. This policy establishes guidelines whereby the City may seek to develop school sites to guarantee community use of the recreational facilities during non-school hours.
2. The City shall require private mini-parks, play lots or other recreational facilities in higher density areas where public parks are not located within walking distance.
3. In order to expedite the construction of park facilities, the City shall permit private developers to initiate design and construction, subject to review and approval by the City Manager, the Park and Recreation Board and the City Council. Maintenance should be the responsibility of the City after completion unless an alternative maintenance program has been established.

4. The City shall develop each neighborhood park in a unique manner to meet particular neighborhood needs; to take advantage of the site's topography, trees, view and other natural features, and to tie into an open space network and path system where the opportunity exists.

Some areas of community and neighborhood parks should be left in a natural state, retaining the existing topography and vegetation.

5. The City shall maximize the use of recreational fields for such activities as sports, picnics, model airplane flying and outdoor cultural events and accommodate a variety of community organizations and events at the Mira Mesa community park and recreation center.

## **PROPOSALS**

Proposed park facilities to meet the citywide park standards are shown on **Figure 15** and are described below:

### **1. Hourglass Field Community Park**

Locate the third community park on 30 gross acres within the southwest corner of the Miramar Community College grounds. The park is planned to be a multipurpose sports complex including athletic fields, a recreation center, an Olympic-sized swimming pool and tennis courts. First phase improvements will include the development of a lighted sports field, comfort station, open play areas, picnic facilities and a parking area. Initial development will include approximately 25 acres of the 30-acre site. Phase 2 will provide a field house on the remaining acreage and Phase 3 will provide field house restoration. A joint use agreement between the City of San Diego and Community College District will define times of use and responsibilities for the shared facilities. (Developed)

### **2. ~~Winterwood-McAuliffe~~ Community Neighborhood Park**

~~Expand the park from ten to 33 gross acres to provide~~ Approximately 4.249 acres have been identified for future use for both active and passive recreational ~~uses~~. Several vernal pools are located on the park site, which must be considered during design of the park facilities. Development of a vernal pool interpretive viewing area as well as more typical park uses such as sports fields and a swimming pool should be evaluated during park design.

### **3. Breen School Site**

Acquire and develop the Breen Elementary School site for use as a neighborhood park. (Developed)

### **4. Camino Ruiz Park**

Develop an 11-acre park on the already graded portion of the 40-acre property known as "Horsehead Knoll." This site, which adjoins Los Peñasquitos Canyon Preserve, should be developed for passive recreational uses, such as a picnic area, a children's playground and a nature interpretive area. More active uses, such as ball fields, may be considered if they do not result in noise, lighting and visual impacts to the Preserve. (Developed)

## 5. ~~Carroll Canyon and Carroll Center~~ Stone Creek Park Sites

These two neighborhood parks should be tied into the planned Carroll Canyon/Rattlesnake Canyon open space system.

As part of the Master Plan process for the Stone Creek portion of the Carroll Canyon Master Plan Element, a 43.16-acre neighborhood park (Stone Creek Central Park) is planned east of Camino Ruiz and south of Carroll Canyon Road. An additional 16.58-acre neighborhood park (Westside Gardens) is planned west of Camino Ruiz. These Stone Creek park sites will be located within the Stone Creek Master Plan area. Carroll Canyon Creek is included within Stone Creek Central Park and Westside Gardens as the creek flows through this portion of the community. -Carroll Canyon Creek will be enhanced as it flows through Stone Creek and will be integrated into the public parks. Portions of the Carroll Canyon Creek corridor within Stone Creek may serve as mitigation areas for the Stone Creek project.

The Appropriate locations for the Carroll Canyon Park site will be determined during the Master Plan process for future development of the 900 acres that are now in sand and gravel extraction area the 3Roots portion of the Carroll Canyon Master Plan area.

Because it is located away from residential uses that could be negatively affected by field lighting, the Carroll Canyon site may be suitable for an enlarged neighborhood park to meet the demand for additional athletic fields. However, such an active recreation facility should also be located away from any sensitive plant species or habitat for sensitive animal species.

#### **5. Carroll School Site**

Acquire from the San Diego Unified School District the 11 net usable acres adjacent to Mira Mesa Community Park for development of athletic fields. (Developed)

#### **6. Westview (Hage) Park**

Develop four acres of this nine-acre park prior to occupancy of more than 100 units in Mesa Del Sol. Require the completion of five acres of the park prior to the occupancy of any units in the Westview planned residential development project in accordance with the Westview Development Agreement approved by the City Council on November 14, 1988. (Developed)

#### **7. Lopez Ridge Park**

Provide a minimum of ten usable acres for this park site. The San Diego Unified School District has determined that a previously planned elementary school at this site is not required, consequently the required park size has increased from five to ten acres. (Developed)

#### **8. ~~Maddox Park~~ Jonas Salk (Joint Use at Jonas Salk Elementary School)**

~~Lease an additional ten acres from the adjacent Maddox Elementary School site to increase this park to 14 acres as an interim measure until the school district develops this site as an elementary school. The City has acquired four acres of parkland adjacent to the Jonas Salk Elementary School. An additional 4.1 acres will be shared as a joint-use with the school, bringing the total for the park to 8.1 acres.~~

#### **9. Parkdale Park**

Develop a five-acre passive use park at the southern terminus of Parkdale Avenue. The park should provide a buffer to protect the adjacent vernal pool site.

#### **10. Canyon Hills Resource-Based Park**

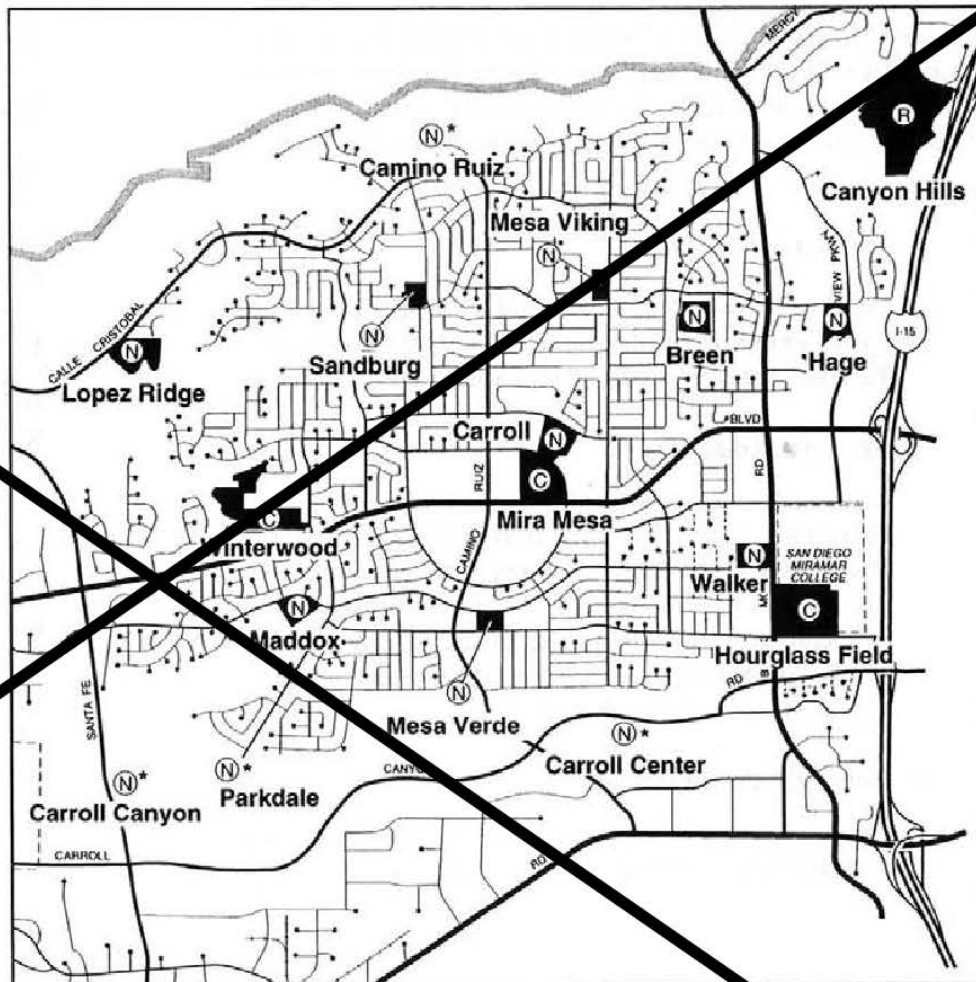
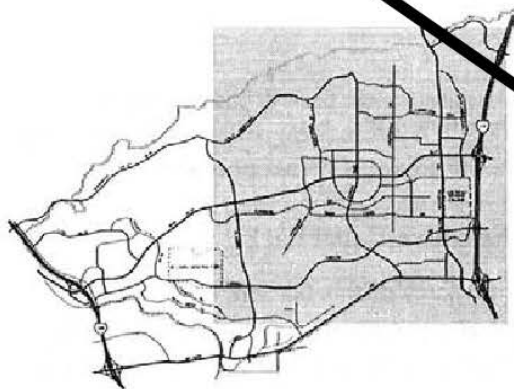
Approximately 15 acres of this 60-acre site are suitable for development as a passive use resource-based park with grass and picnic areas. The remainder of the site is characterized by steep slopes and should remain in a natural state.

## RECOMMENDED COMMUNITY AND NEIGHBORHOOD (POPULATION-BASED) PARK FACILITIES

	1992 Park Acreage (City-Owned or Easement/Leased)		Recommended Park Acreage (Net Usable)	Scheduled Completion (Fiscal Year)
Community Parks				
Hourglass Field Community Park	0	30	27	1992/1997
Mira Mesa Community Park	17	-	17	Developed
Winterwood Community Park	33	-	21	1994/2002
<u>3Roots Community Park</u>	<u>25</u>	<u>-</u>	<u>25</u>	<u>2025</u>
Neighborhood Parks				
Breen School Site	0	-	10	1994/1998
Camino Ruiz Park	0	-	11	1997
<del>Carroll Canyon</del>	<del>0</del>	<del>-</del>	<del>10</del>	<del>2005</del>
<del>Carroll Center</del>	<del>0</del>	<del>-</del>	<del>10</del>	<del>2005</del>
Carroll School Site	0	11	11	1993/2001
Lopez Ridge Park	10	-	10	1990/1995
Maddox Park	4	-	4	Developed
Mesa Verde Park	5	1	6	Developed
Mesa Viking Park	7	5	12	Developed
Mira Mesa High School	0	11	11	Developed
<del>Parkdale Park</del>	<del>0</del>	<del>-</del>	<del>5</del>	<del>2002/2012</del>
Sandburg Park	5	-	4	Developed
<u>Stone Creek Central Park and Rim Trail</u>	<u>50</u>	<u>-</u>	<u>28</u>	<u>2040</u>
<u>Stone Creek Westside Gardens</u>	<u>17</u>	<u>-</u>	<u>6</u>	<u>2030</u>
Walker-Wagenheim School	0	11	11	Developed
Westview (Hage) Park	9	0	7	1992/1995
Total Acreage	<del>90</del> <u>182</u>	<del>69</del>	<del>187</del> <u>221</u>	

Note: Scheduled completion dates may be revised during updates of the Mira Mesa Public Facilities Financing Plan and Facilities Benefit Assessment.

- (N)** Neighborhood Park
- (C)** Community Park
- (R)** Resource Based Park



\* Exact location to be determined through the master plan or discretionary permit process.

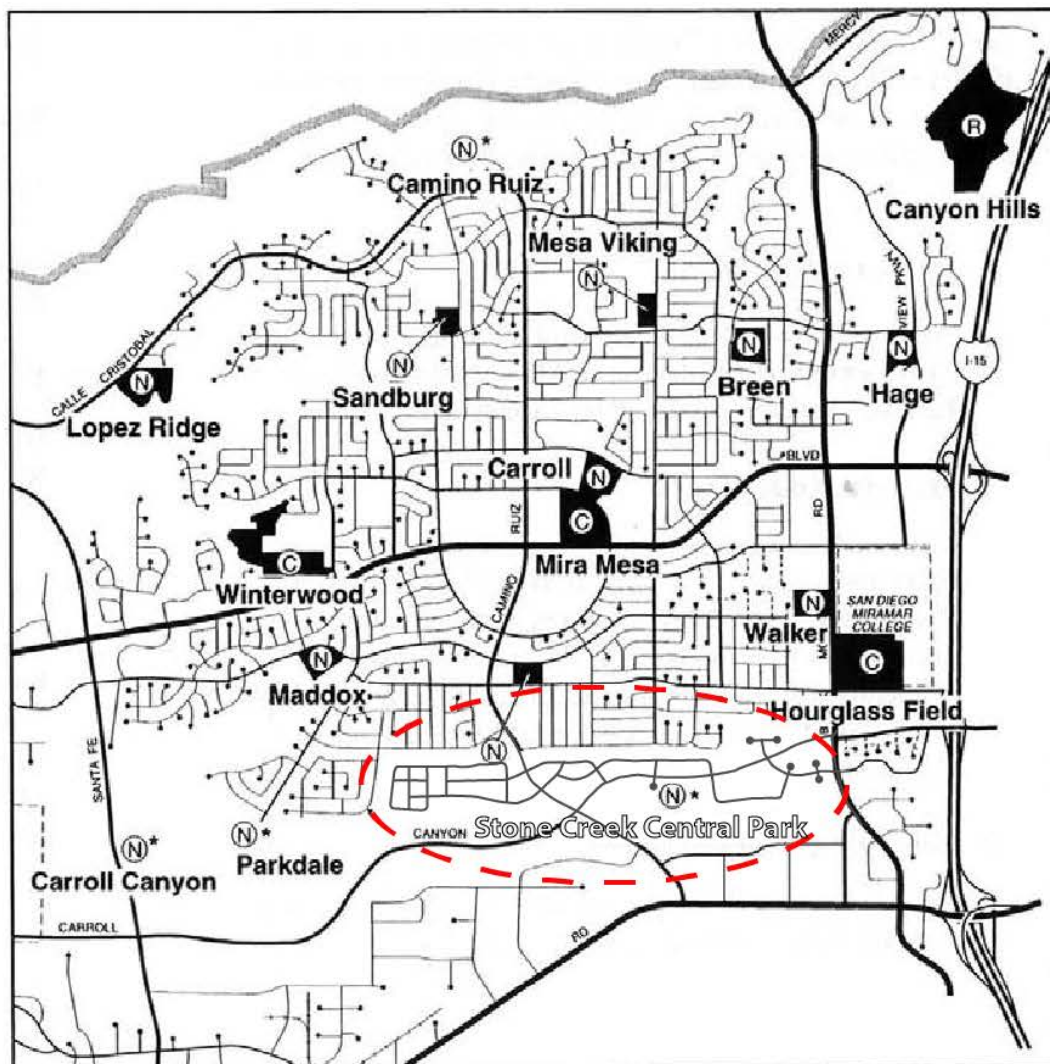
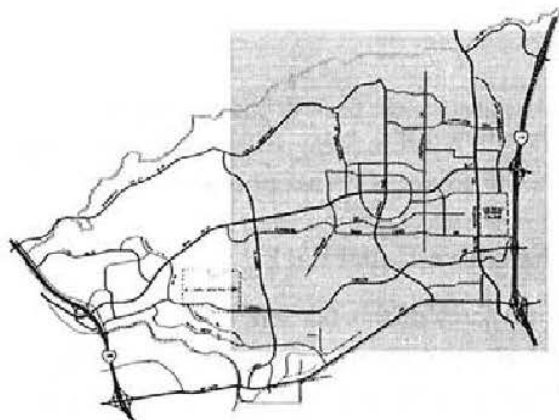


## Recommended Park and Recreation Facilities

Mira Mesa Community Plan

**15**  
FIGURE

- (N)** Neighborhood Park
- (C)** Community Park
- (R)** Resource Based Park



\* Exact location to be determined through the master plan or discretionary permit process.



## Recommended Park and Recreation Facilities

### Mira Mesa Community Plan

**15**  
FIGURE

## Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt with Plan	Within 10 Years	Within 15 Years			
<del>Acquire Lease and develop Breen, Camino Ruiz, Carroll School, and Maddox Park School Sites</del>		●		Park and Recreation Department	<del>FBADIF, Subdivision Agreement</del>	<del>Proposals 3, 4, 6 and 9</del>
Acquire and Develop Carroll Canyon, <del>Carroll Center</del> Stone Creek and Parkdale Park Sites			●	Park and Recreation Department	FBADIF, Subdivision Agreement	Proposals 5 and 10
<del>Develop Hourglass Field Park</del>			●	<del>Park and Recreation Department</del>	<del>FBA, Subdivision Agreement</del>	<del>Proposal 1</del>
Develop Winterwood Park <del>McAuliffe Community Park</del>		●		Park and Recreation Department	FBADIF	Proposal 2
<del>Develop Hage and Lopez Ridge Parks</del>		●		<del>Park and Recreation Department</del>	<del>FBA, Subdivision Agreement</del>	<del>Proposals 7 and 8</del>
Develop Canyon Hills Resource-Based Park		●		Park and Recreation Department	Unidentified	Proposal 11

## INTRODUCTION

From the beginning of construction activity in 1969 to the present, the provision of community facilities in Mira Mesa has lagged behind development. Many of these facilities needs were identified, however, timing and funding were not assured during the development approval process. As a part of this Plan update, needed facilities and financing methods will be identified in the Public Facilities Financing Plan and Facilities Benefit Assessment (FBA). The number and size of required facilities have been determined by General Plan standards based on a projected buildout population of 82,600 persons.

### Public Schools

As of December 1990, there were six elementary schools, two junior high schools and one senior high school in Mira Mesa. School capacity and enrollment for the 1990-91 school year are shown on **page 72**. Three elementary schools are on multi-track, year-round sessions. Two of these—Ericson and Walker—will return to single-track in the 1991-92 school year, leaving only Mason on multi-track. Challenger Jr. High will convert from grade 7 only to grades 7 and 8 next year and Wagenheim Jr. High will convert from grades 8 and 9 to grades 7, 8 and 9.

San Diego Miramar College, one of three community colleges in San Diego, is located on approximately 120 acres adjacent to I-15, east of Black Mountain Road. The college now occupies approximately 30 acres of a 118-acre site. The southwest corner of the college property is occupied by a shared use community park and sports facility known as the Hourglass Field Athletic Complex. San Diego Miramar College has continued to expand and improve its facilities and grow its enrollment since the time the land was transferred from the U.S. Navy to San Diego Unified School District (which operated the City's junior colleges at the time) in 1965. Based on the San Diego Miramar College Educational Master Plan – Fall 2014 – Spring 2020, enrollment at the college is anticipated to be 25,000 students by fiscal year 2024 – 2025. Recently completed additions at the campus include a 26,000-square foot instructional center which will house computer and business courses and a new library. Plans are underway for expanded admissions, counseling, cafeteria and bookstore areas and a new childcare center. More than 6,000 students registered for the fall 1990 semester and it is anticipated that enrollment will eventually exceed 15,000 students.

### Private Schools

There are nine private preschools in Mira Mesa. The need for day care facilities and preschools is expected to continue increasing due to the growing number of young families in the community.

### Libraries

The Mira Mesa branch library was completed and opened in 1977. The library is located on the north side of Mira Mesa Boulevard, east of Camino Ruiz, adjacent to the community park. When the library first opened, it had a floor area of approximately 8,000 square feet and a collection of approximately 45,000 books. The library has been expanded to 20,000 square feet. The building also contains a meeting room for library sponsored activities. The library is located on the north side of Mira Mesa Boulevard, east of Camino Ruiz, adjacent to the community park. The Library department is currently working to expand the library to 20,000 square feet.

Although several sites are being considered, this will most likely result in moving the library to the northeast corner of New Salem and Camino Ruiz.

## **Fire Protection**

Mira Mesa is served by Fire Station 38, located on New Salem Street east of Camino Ruiz; ~~and Fire Station 41 near Carroll Canyon Road and Scranton Road; and Fire Station 44, located on Black Mountain Road at Maya Linda Road.~~ Fire Station 38 provides fire protection for the eastern portion of the community and is equipped with an engine, a brush engine, and a paramedic unit and medic rescue rig ~~is staffed with a four-person company and provides fire protection for the eastern portion of the community.~~ Fire Station 41 serves the industrial development in western Mira Mesa and is equipped with an engine, paramedic unit and medic rescue rig, and an urban search and rescue rig. Station 44 is equipped with a battalion chief's vehicle, an engine, an aerial truck, and two HAZMAT units. The Fire Department has identified the need for an additional station in the vicinity of Camino Santa Fe and Miramar Road, between Stations 41 and 44.

## **Police**

Police service in Mira Mesa is provided by officers who are assigned to the northeastern area command located at 13396 Salmon River Road in Rancho Peñasquitos. A community relations storefront is located at 9225 Mira Mesa Boulevard. Minimum staffing requirements have a single patrol car assigned to Beat 212, which encompasses Mira Mesa. Backup coverage is provided by extra patrol units, when available, from Beat 213 (Rancho Peñasquitos) and Beat 211 (Scripps Ranch).

## **Water**

Two major water lines run in an east-west direction through the Mira Mesa community under Mira Mesa Boulevard and Miramar roads; they provide water from the Miramar Filtration Plant.

## **Sewer**

Sewer service is provided by a major line running in a north-south direction approximately parallel to Camino Ruiz and another line running east-west through Carroll Canyon. Branches to these lines are constructed as needed to serve new subdivisions.

## **Postal Service**

Mira Mesa is served by a post office located on the southeast corner of Mira Mesa Boulevard and Marbury Avenue.

## **Hospitals**

There are no hospitals located within the Mira Mesa community. Major hospitals serving the area are Scripps Hospital, located at Genesee Avenue and I-5, and Sharp Hospital, located east of State Route and south of Aero Drive. A new district hospital is located near Pomerado Road in Poway. This facility offers some service to the Mira Mesa community. Kaiser Permanente owns a 65-acre site at the southwest corner of I-15 and Mira Mesa Boulevard, which is designated for future hospital and supportive uses.

## **Cemeteries**

El Camino Memorial Park and Mortuary is located on approximately 194 acres in the western portion of Carroll Canyon. The cemetery has been operating under a CUP (No. 4120) since 1968, This Plan proposes that the cemetery be required to process a master plan which should provide a contemporary approach to grading and gravesite development as well as a comprehensive open space plan. The cemetery property is discussed further in the **Carroll Canyon Master Plan Element**.

## PROPOSALS

1. Delete three elementary schools (Carroll, Breen and Lopez Ridge) from the Plan to maintain consistency between the Plan and the San Diego Unified School District's Long Range Facilities Master Plan and designate these sites for park use (see **Park and Recreation Element** for additional discussion).

The Carroll and Breen elementary school sites have been declared surplus by the school district.

In addition, a site on Lopez Ridge and another adjacent to Maddox Park, which were designated for development of elementary schools in the 1981 plan, are n o t included in the school district's master plan. Although the school district does n o t plan to build these elementary schools, there is a need to retain these sites in public ownership for future educational or recreational use.

Lopez Ridge has been acquired by the City for park development, while Breen and Carroll are proposed to be acquired for park development using F-B-A funds. The Maddox site should remain designated for school use; however, the City should lease the site for an interim expansion of Maddox Neighborhood Park.

2. Monitor the capacities and enrollment of schools to ensure that any additional facilities can be constructed in time to prevent overcrowding.
3. Expand the Mira Mesa Library from an 8,000-square-foot facility to a 20,000-square-foot facility in order to accommodate the needs of Mira Mesa's increasing population. This expansion may n o t be possible at the library's present location due to site constraints. If an alternative library site is chosen, it should be located within the community center area. The library building should exemplify high quality architectural design while incorporating flexibility for future expansion. Space for community art exhibits, meetings and lectures should be included to enhance the use of the facility as a community center.
4. Construct additional public safety related facilities and services, as needed (e.g., police, fire, and emergency response) to assure levels of service standards are attained for existing development as development occurs. New facilities should have good vehicular access and be carefully reviewed for environmental, land use, and aesthetic impacts. Construct an additional fire station (Fire Station 44) to serve the Carroll Canyon and Miramar industrial areas. This facility is proposed to be located in the vicinity of Miramar Road and Carroll Road.
5. Apply the Institutional Overlay Zone (IOZ) to all community facility sites owned by public agencies.

6. Continue to seek cooperative agreements with the San Diego Unified School District to provide joint use of school facilities and to ensure safe, convenient access to park and school facilities.

This Plan proposes that the Mercy Hospital site be developed at 12.5 to 18 units per acre in a manner that is compatible with the existing multifamily development. In exchange for this increased density, Mercy Hospital shall dedicate to Los Peñasquitos Canyon Preserve approximately 64 acres of a 74-acre site that is located on Mercy Road, east of I-15 in the Miramar Ranch North community. An amendment to the Plan will not be required if development of the multifamily units is tied to the Preserve dedication through the subdivision map process.

b. Sandburg Vernal Pool Site

A five-acre site, which is located adjacent to Sandburg Elementary School, is designated for very low-density residential development. This site has historically supported vernal pool habitat. Although the vernal pools have been disturbed, the extent of degradation has not been determined. It may be possible for the vernal pool habitat to re-establish if protected from human activity. Therefore, future projects should cluster development in order to minimize further impacts to the vernal pools.

c. Interstate 15/Mira Mesa Boulevard

Approximately 66 acres located south of Mira Mesa Boulevard, west of I-15 and east of Black Mountain Road are proposed for a mix of uses, including commercial retail/entertainment/office and residential development. This Plan proposes that this site be designed to integrate the variety of uses. Multifamily residential units should be linked through pedestrian connections to the adjacent retail and entertainment uses planned for this site.

d. Carroll Canyon Master Plan Area – Stone Creek

The neighborhoods of Stone Creek are located within the Carroll Canyon Master Plan Area (see Carroll Canyon Master Plan Element). The neighborhoods of Stone Creek may develop with up to 4,445 multifamily residential units, in accordance with the Stone Creek Master Plan.

### **3. Buildout Projections**

Based on SANDAG's 2050 Regional Growth Forecast, ~~on the density ranges proposed in this Plan~~, Mira Mesa is projected to have approximately ~~28,722~~ 34,060 dwelling units at buildout, which is estimated to occur after the year ~~2010~~ 2030.

<b>Housing Type</b>	<b>Number of Units December 1990</b>	<b>Buildout <u>(2030)</u><sup>1</sup></b>
Single-family (detached)	13,088	<del>14,600</del> <u>16,457</u>
Multifamily (attached)	7,308	<del>14,122</del> <u>17,603</u>
<b>Total</b>	<b>20,396</b>	<b><del>28,722</del> <u>34,060</u></b>

<sup>1</sup> Based on SANDAG 2050 Regional Growth Forecast.

# PROPOSALS

## 1. Industrial Designations

The Plan designates approximately 2,539 acres for industrial development as shown **Figure 20**. Three categories of industrial use and one overlay designation are proposed for Mira Mesa:

The **Industrial Park** designation is intended to accommodate a mixture of research and development, office and manufacturing uses. Freestanding commercial and automotive services are not consistent with the industrial park designation. Sorrento Mesa and a small area near I-15 and Miramar Road are designated for Industrial Park use.

The **Light Industrial** designation is intended for manufacturing, storage, warehousing, distribution and similar uses. Specialized commercial uses such as building materials stores, auto centers and discount stores would also be consistent with this designation if located in an existing M-1A zone. The Miramar subarea is designated for Light Industrial use. Other Light Industrial areas include the Eastside Neighborhood of Stone Creek, located within the Carroll Canyon Master Plan Area of Mira Mesa.

The **High Technology** designation is intended to accommodate high technology related to applied sciences, including: light manufacturing, research and development, corporate headquarters, and storage and distribution uses. This designation also allows office uses which provide administrative, sales, and service functions directly related to these high technology uses. The High Technology designation applies to the Creekside Neighborhood in Stone Creek.

The **Airport Overlay** designation is intended to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at NAS Miramar are reviewed for conformance with the CLUP for NAS Miramar. The noise contours and accident potential zones and the uses and intensities that are compatible in these areas are shown in **Appendix D**.

In general, development in Accident Potential Zone (APZ) 1 is limited to a lot coverage of less than 25 percent. Building square footage is limited by a formula that is intended to restrict the number of people exposed to accident potential at any one time to 50 persons per acre.

For example, for a one-acre site the following building intensities would be compatible in APZ 1:

<b>Building Type</b>	<b>Building Size</b>	<b>Floor Area Ratio</b>
Warehouse Building	50,000 sq. ft. per acre	1.15
Manufacturing Building.	20,000 sq. ft. per acre	.46
Office Building	10,000 sq. ft. per acre	.23

Property in APZ 2 is limited to a lot coverage of less than 40 percent. No further intensity restrictions are applied.

The CLUP also restricts office and hotel development in areas that are subject to noise levels in excess of 70 decibels CNEL (Community Noise Equivalent Level) and requires interior noise attenuation for all indoor uses that are subject to noise levels in excess of 65 decibels CNEL. (Hotel development in APZ 1 is prohibited.)

c. Stone Creek Master Plan Subarea

Stone Creek is a mixed-use, Transit Oriented Development (TOD) located within the Carroll Canyon Master Plan area of Mira Mesa. High technology uses are planned for the Creekside Neighborhood located in the southern portion of Stone Creek. High technology uses should be integrated into the mixed use Creekside Neighborhood and provide a buffer to the light industrial uses located south of Stone Creek within the Miramar Subarea. Commercial uses should occur on portions of the ground level of high technology buildings to provide support services for the employees and residents that will locate in the Creekside Neighborhood. Development of this area will be in accordance with the Stone Creek Master Plan and Master Planned Development Permit.

Because this site is located proximate to a planned bus transfer facility currently under study by MTDB, future development should emphasize a pedestrian-friendly environment and reinforce the use of public transportation. The mix of land uses should occur at an intensity which can support existing or planned transit opportunities. Site planning and design should focus on mobility options, such as pedestrian, bicycle and vehicular travel. Access should occur in a manner which integrates these mobility options and provides logical connection to the variety of uses which can occur in these areas of the community through the use of enhanced plazas and pedestrian promenades.

e. Mira Mesa Boulevard and Camino Santa Fe

Approximately ten acres at the southwest corner of this intersection are designated for neighborhood/commercial uses. This site is intended to serve the residential development east of Camino Santa Fe, as well as the industrial development to the west. The property is being developed under the planned commercial development process and will include a grocery store, restaurants and a service station. Commercial uses should not be expanded west of this ten-acre site.

f. Mercy Road and I-15

A neighborhood commercial site of approximately three acres is proposed at the northwest corner of I-15 and Mercy Road. This area should be developed under the planned commercial development process to provide for freeway-oriented needs such as a service station, as well as provide for convenience shopping for the adjacent residential neighborhood.

g. Stone Creek

Three commercial areas are planned for Stone Creek, located within the Carroll Canyon Master Plan Area of Mira Mesa. Commercial areas within Stone Creek should be located to include easy access by pedestrians and bicyclists, reducing use of the automobile to access daily needs. Development of commercial uses within Stone Creek will occur in accordance with the Stone Creek Master Plan.

The Village Center is planned as a mixed-use core within Stone Creek, providing a variety of residential, commercial retail, commercial office, and hotel uses within easy walking distance for other neighborhoods within Stone Creek. Commercial uses within the Village Center should be well-integrated. Open piazzas should provide connection of spaces and uses and also allow for cafes to spill into the public realm. Piazzas can also provide space for push cart and other activities, creating the atmosphere of a lively public marketplace.

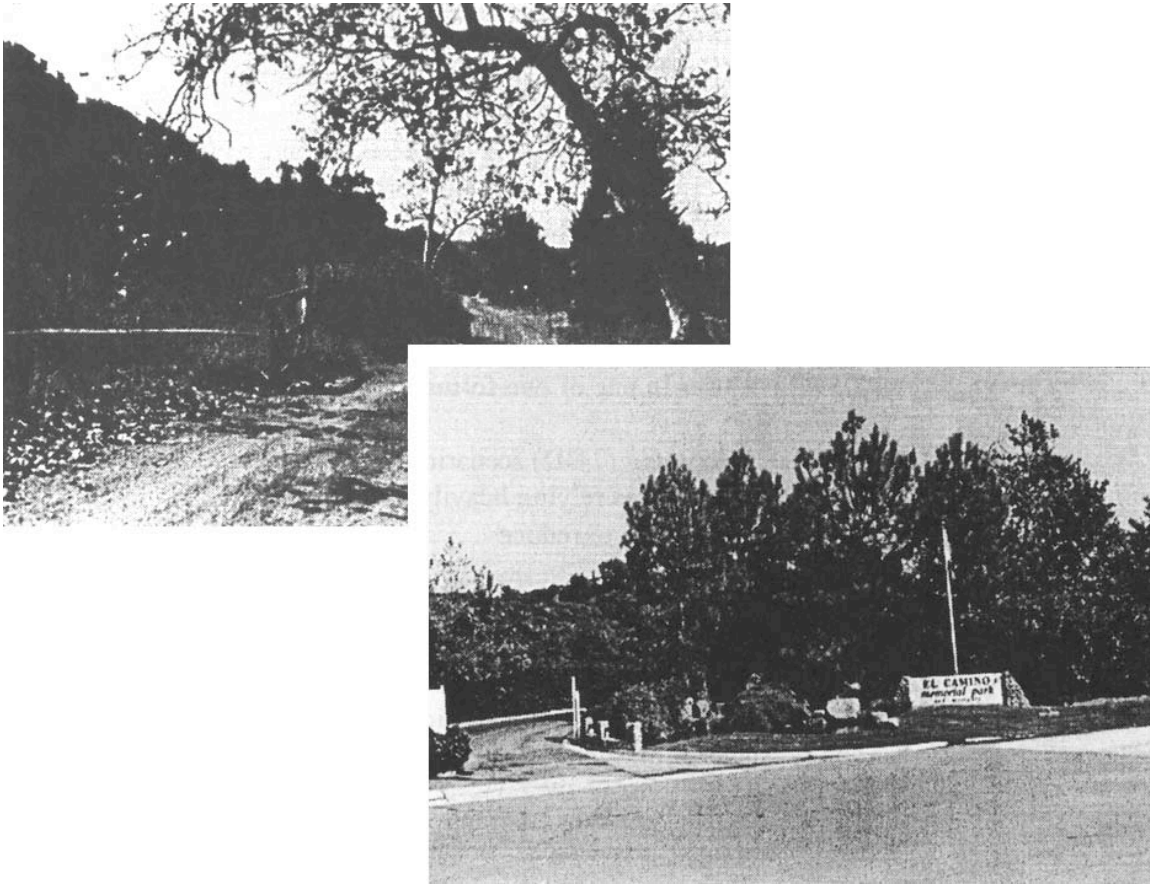
Within the Westside Neighborhood of Stone Creek, a smaller commercial area should occur to provide smaller scale commercial uses serving the residential development planned for the Westside Neighborhood.

Commercial uses should also occur on portions of the ground floor of high technology buildings planned within the Creekside Neighborhood of Stone Creek. Similar to the commercial uses planned for the Westside Neighborhood, the commercial uses within the Creekside Neighborhood should be at a scale and type to serve residential and employment development within the Creekside Neighborhood.

---

## CARROLL CANYON MASTER PLAN AREA

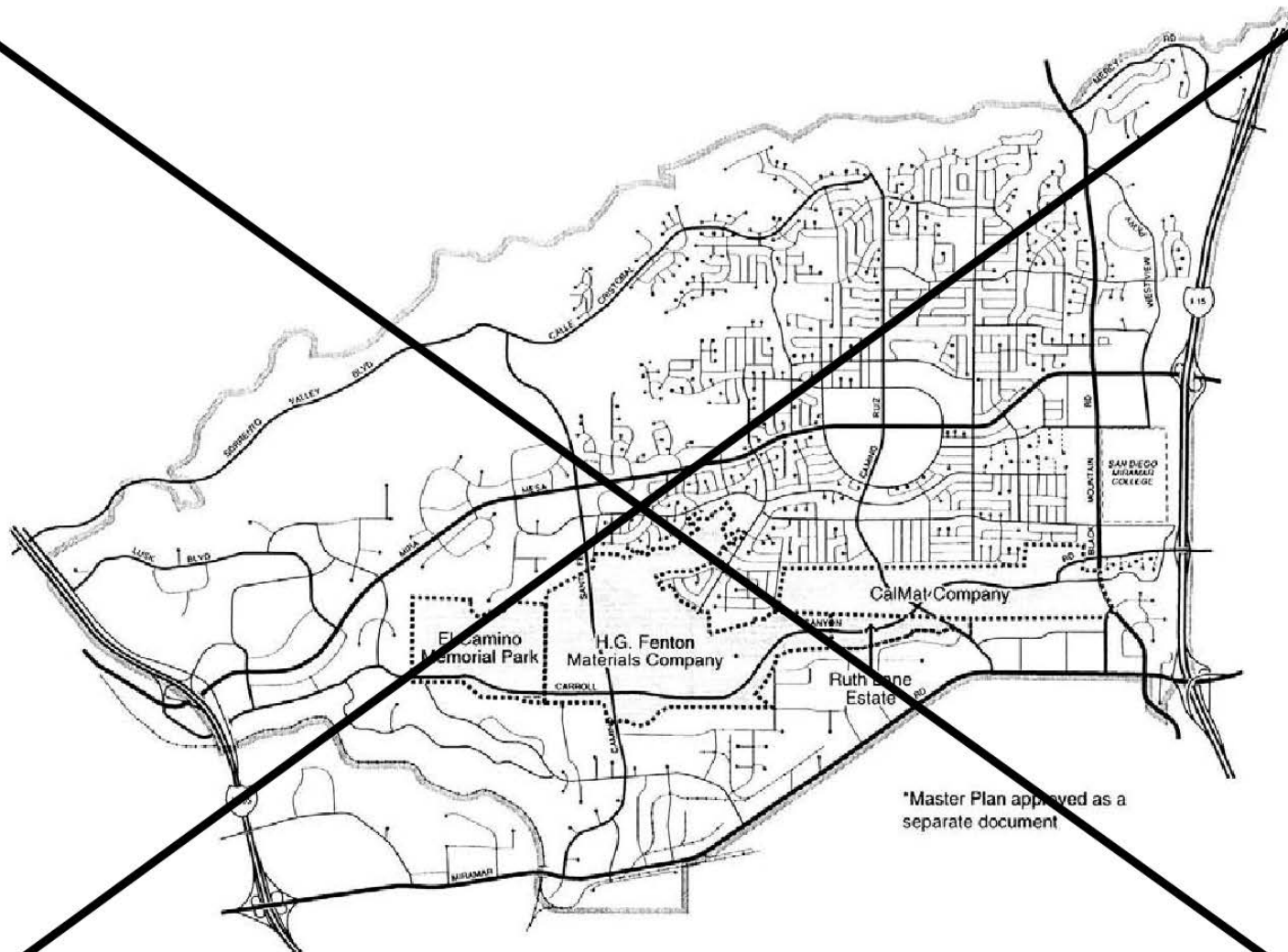
---



This Plan designates approximately 1,100 acres in Carroll Canyon for future development under a master plan process. The Master Plan Area includes four properties as shown on **Figure 22**:

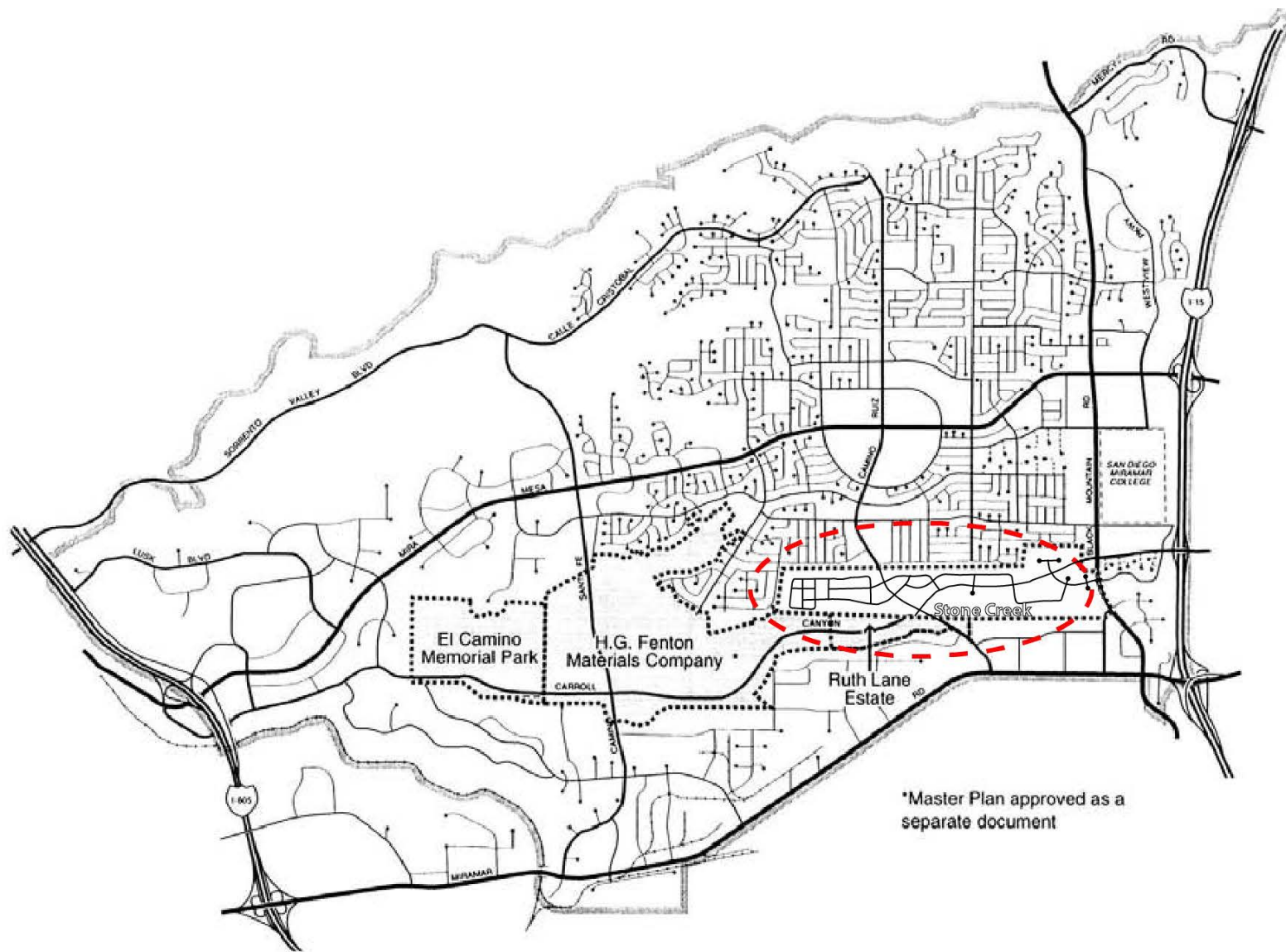
- Fenton Materials Company operated a mining facility on approximately 500 acres of their 573-acre site in accordance with Conditional Use Permit (CUP) No. 89-0585, which expired in the year 2015. A portion of the site has since redeveloped into the Fenton Technology Park. The remainder of the site is within the 3Roots San Diego project.
- The CalMat operated a mining facility on approximately 300 acres in accordance with CUP 315-2, ~~which expires in the year 2006~~ until mining operations transferred to the Vulcan Materials Company and ownership transferred to Stone Creek Mira Mesa, LLC. The LLC is processing a CUP extension and a Master Plan for redevelopment of the site as mining operations cease.
- The Ruth Lane Estate ownership of approximately 60 undeveloped acres, which are constrained by steep slopes and the floodplain, has been developed as the Carroll Canyon Business Park; and

- El Camino Memorial Park operates a cemetery on a portion of their 200-acre site in accordance with CUP 4120.



**Carroll Canyon Master Plan Area**  
**Mira Mesa Community Plan**

**22**  
**FIGURE**



\*Master Plan approved as a separate document



**Carroll Canyon Master Plan Area**  
Mira Mesa Community Plan

**22**  
FIGURE

As indicated above, approximately 800 acres of the Carroll Canyon Master Plan area are currently being used for aggregate, sand and gravel extraction and processing, and concrete and asphalt production. Although mining operations are expected to continue over a period of 20-30 years, some portions of these properties might become available for redevelopment before completion of mining activity and dismantling of the mining facilities.

Therefore, a master plan process will be required to establish the ultimate reclamation and redevelopment of the mined sites, including restoration plans for Carroll Canyon Creek, suitable land uses, development intensity, development standards and a phasing and implementation program. Redevelopment plans for the mined sites will need to be coordinated with development plans for the Ruth Lane property and plans for further development within the cemetery property to ensure that the alignment of Carroll Canyon Road, SANDAG's plans for the future transit line, the proposed open space system and the design of Carroll Canyon Creek are planned comprehensively.

For the Fenton (H.G. Fenton Materials) and CalMat properties, the master plan process shall be in the form of an amendment to this Plan. More detailed development proposals shall be processed as planned development permits for each phase of development. A Master Plan was approved for the H.G. Fenton Materials portion of the Carroll Canyon Master Plan Area by the City Council in 1994 as an amendment to the Mira Mesa Community Plan (reference Carroll Canyon Master Plan Resolutions 285096 and 285097). The Carroll Canyon Master Plan provided a development strategy and required approval of Planned Development Permits consistent with the Master Plan's development criteria for redevelopment within the site. Phase I of the Carroll Canyon Master Plan, also known as the Fenton Carroll Canyon Technology Center, was approved by the San Diego City Council in December of 2001 as PDP 98-1199 and has been constructed. Phase II of the Carroll Canyon Master Plan, also known as 3Roots San Diego, was approved by the City Council in of 2019 as Master Planned Development Permit (MPDP). With the approval of Phase II, the Carroll Canyon Master Plan was extinguished and replaced by the Planned Development Permits approved consistent with the former Carroll Canyon Master Plan and with this element. The Stone Creek Master Plan was approved in XXXX for CalMat Properties (Vulcan) and covers the Stone Creek Mira Mesa LLC property. The Development of the Ruth Lane Estate property may be processed as with a Planned Industrial Development permit 98-0978. and Development plans for additional cemetery uses in disturbed areas of El Camino Memorial Park may be processed as a CUP amendment (without the need for a Community Plan Amendments) provided that the design of the creek and open space systems, the alignment of Carroll Canyon Road and plans for development that would support a future LRT-transit line are coordinated with Fenton's and CalMat's plans adjacent properties.

### **The Master Plan Development Criteria**

The following criteria shall be used in the preparation and evaluation of development proposals in the Carroll Canyon Master Plan aArea.

1. Expansion of cemetery uses within El Camino Memorial Park shall be subject to:
  - a. Restoration and preservation of the Rattlesnake Canyon floodplain as open space.
  - b. Placement of a non-building area easement over a 100-foot-wide corridor of lawn area east of the mortuary building and parking lot to permit wildlife movement between Rattlesnake Canyon and Carroll Canyon Creek.
  - c. The Rattlesnake Canyon open space corridor should remain free of any recreational use or trails. Improvements for flood control and utility purposes may be permitted.
2. The Fenton, CalMat and Ruth Lane properties should be developed with a mix of uses in one of two forms:
  - a. A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use; or

- b. A more conventional development scenario with the predominant use being industrial/business parks. Commercial uses that provide convenience services to employees and residents within the community service area should also be provided.

---

***Transit-Oriented Development:*** *San Diego, along with a number of other growing metropolitan regions throughout the country, is increasingly faced with a crisis of many dimensions: mounting traffic congestion, diminishing affordable housing, receding open space, threatened wildlife, urban sprawl, air pollution and socially isolated communities. In order to address the various problems associated with urban sprawl development and encourage land conservation, the City's Land Guidance Program began working with a consultant and a committee of design professionals and community members to develop land use policies and design guidelines directed at reducing automobile dependence in support of alternative forms of transportation. The Transit-Oriented Development Design Guidelines were prepared to provide strategies for accommodating projected growth in the City while maintaining its quality of life and allowing for continued economic viability.*

*A TOD is a land use strategy that is designed to lessen the dependence on the automobile and increase the viability of transit ridership. Theoretically, traffic volumes may be higher with a TOD than a conventional development. These additional automobile trips will, however, be offset by increased transit ridership as well as pedestrian and bicycle trips. Therefore, there is an opportunity to increase development intensities to support transit without increasing traffic congestion.*

---

In either scenario, projects should be designed to provide for several transportation alternatives including walking, bicycling and transit ridership. The selection of either the conventional or the TOD mixed-use development scenario should be based on a particular site's potential as a transit stop (see **Figure 12**). The TOD design concepts and development intensities should be applied to locations within a reasonable walking distance from a transit stop, while areas farther from transit may be developed utilizing a more conventional design.

Under the TOD scenario, the intensity of land uses should be greatest where they occur near an ~~LRT~~ transit station or transit center. Intensities should decrease as the distance from transit stations increases. Additionally, the intensity of use may be greater than that allowed with conventional development due to a realized reduction in traffic associated with an increase in transportation options.

Residential development should be provided to encourage housing opportunities near employment centers. Accordingly, higher density residential development should be permitted to support the intensity of uses envisioned in the TOD and to create a viable neighborhood within Carroll Canyon.

3. An analysis of all public facilities needed to support residential development, particularly schools and parks, must be conducted by the developer if residential uses are proposed. If existing public facilities are not able to support residential development, the needed facilities must be provided on-site in order for residential development to proceed.
4. A detailed phasing program for the development of projects and the provision of public facilities, with timing and financial responsibilities clearly identified, shall be included in the master plan.
5. Right-of-way for the future ~~LRT~~ transit alignment should be dedicated as adjacent properties develop. Due to an anticipated decrease in traffic volumes assumed with SANDAG's transit proposal ~~the LRT and linked to~~ TOD design, variations in design standards for Carroll Canyon Road should ~~also~~ be examined with future projects.
6. Carroll Canyon Creek shall be developed as a project amenity and shall be revegetated and enhanced as an east-west open space system from El Camino Memorial Park on the west to Black Mountain Road on the east. The creek should be integrated with surrounding natural or restored open space through the use of native riparian and oak woodland species and pedestrian linkages.
7. Roadways crossing the open space system shall be minimized except where they are necessary to implement a multi-modal transportation system for development around a proposed transit stop.
8. Where Rattlesnake Canyon has been disturbed by mining and related activities or cemetery uses, it shall be restored and enhanced.
9. In order to provide for the alignment of Carroll Canyon Road and a potential ~~LRT~~ transit line, the Carroll Canyon floodplain may be reconfigured provided that it incorporates the following:
  - a. Although engineering requirements must be met, the recreation of a contiguous riparian habitat for wildlife (most likely to be species compatible with urban activity) shall be emphasized in the design of the flood channel.
  - b. A wider channel design that will slow flood flows should be used, rather than accelerating the flow through a steep, narrow channel.
  - c. The creek channel shall vary in width using 200 feet as a minimum standard. Portions of Carroll Canyon may be less than 200 feet if the Planning Director determines, through the master plan process, that future right-of-way widths required to construct Carroll Canyon Road and the trolley line make the 200-foot minimum infeasible.
  - d. A 50-foot minimum buffer shall be provided on each side of the creek channel. The buffer may include the bicycle and pedestrian trail on one side of the creek. This will ensure compatibility for both pedestrian activities and wildlife movement.

## **Carroll Canyon Master Plan Area Land Use**

The community plan's land use goals and policies are reflected in the Land Use Map (Figure 1). The Land Use Map designates the Carroll Canyon Master Plan Area as either Mixed-Use, Open Space, or Cemeteries reflecting existing ownerships and planned land uses. More precise land uses, as well as land use refinements, are expected to occur through the adoption of Master Plans, Rezones, and Planned Development Permits (PDPs) consistent with this element. These land uses are shown in Figure 23 and their descriptions are within respective elements of this plan, as well as the General Plan. The "Active Open Space" land use is specific to 3Roots San Diego and ~~described here as~~ is intended for neighborhood gathering spaces, trails and recreation amenities.

### Community Plan Implementation Overlay Zone (CPIOZ):

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Carroll Canyon Master Plan Area shown on Figure 24 per Chapter 13, Article 2, Division 14 of the Municipal Code, to provide supplemental development regulations that are tailored to implement the Community Plan.

### CPIOZ-Type A Supplemental Development Regulations (SDR):

Requirement: Development within CPIOZ A shall be in accordance with the Stone Creek Master Plan.

### CPIOZ-Type B Supplemental Development Regulation (SDR):


Requirement: Development within the CPIOZ B Area shall be developed through the approval of a Planned Development Permit.

**Legend**

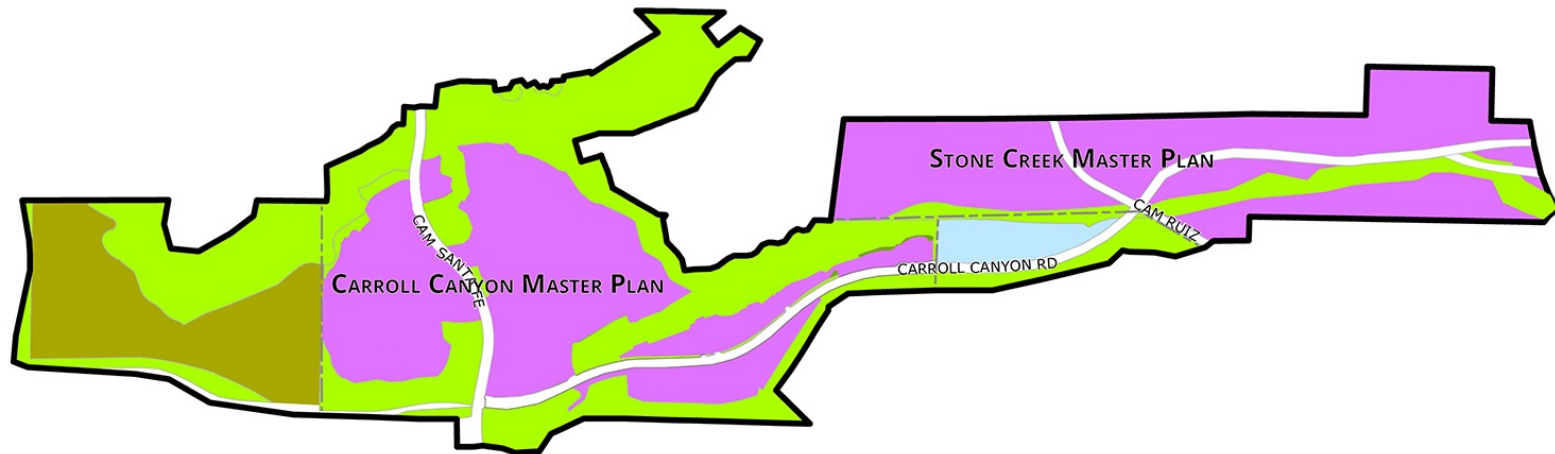
 Carroll Canyon Master Plan Area

 Cemetery

 Open Space

 Mixed-Use - Master Plan\*

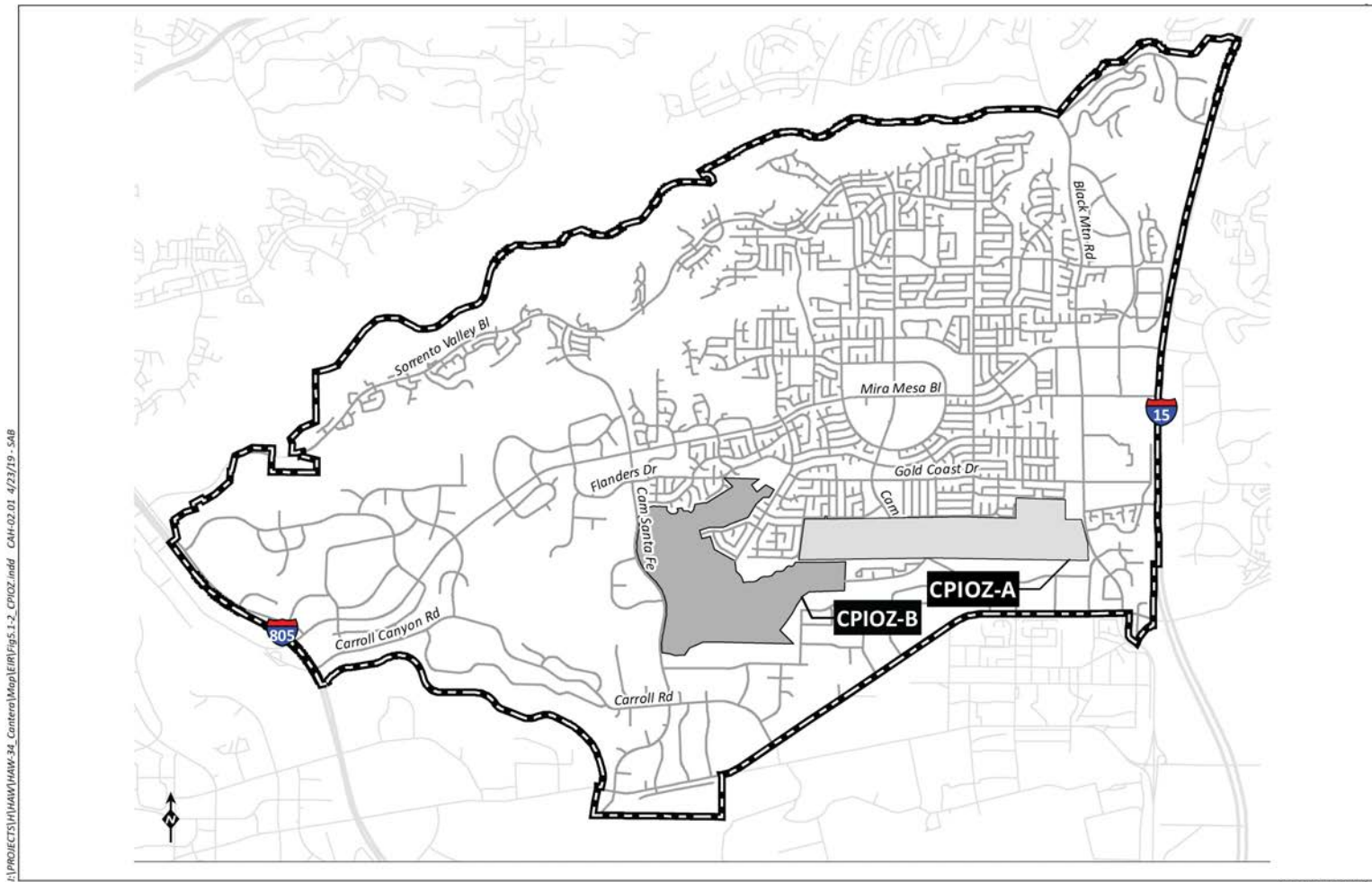
\*Refer to approved Master Plan for detailed land use



## Carroll Canyon Master Plan Area Land Use

Mira Mesa Community Plan

**23**  
FIGURE



Source: Helix 4/19



## Community Plan Implementation Overlay Zone (CPIOZ)

Mira Mesa Community Plan

**24**  
FIGURE