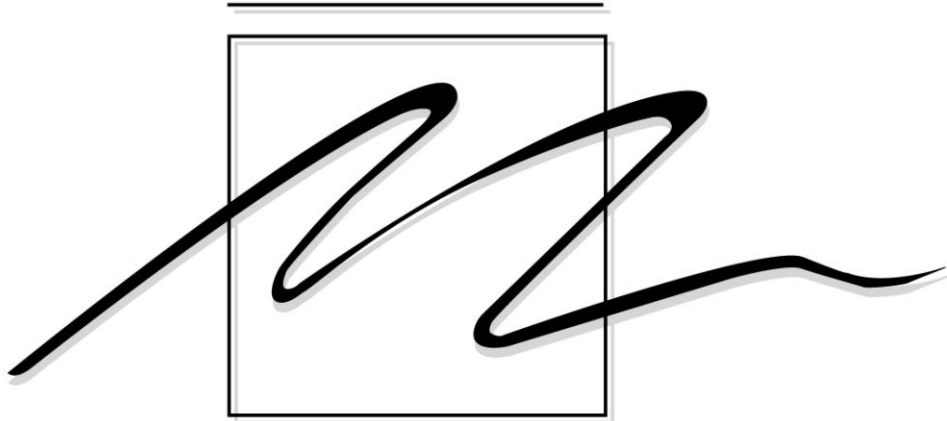


MIRA MESA
COMMUNITY PLAN



MIRA MESA
COMMUNITY PLAN

Prepared by
Latitude 33 Planning and Engineering
for the
City of San Diego
Planning and Development Review Department



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MIRA MESA COMMUNITY PLAN AND LOCAL COASTAL PROGRAM LAND USE PLAN

The following amendments have been incorporated into this April 2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
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 to 2-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
Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP	February 17, 2011		April 26, 2011	R-306737



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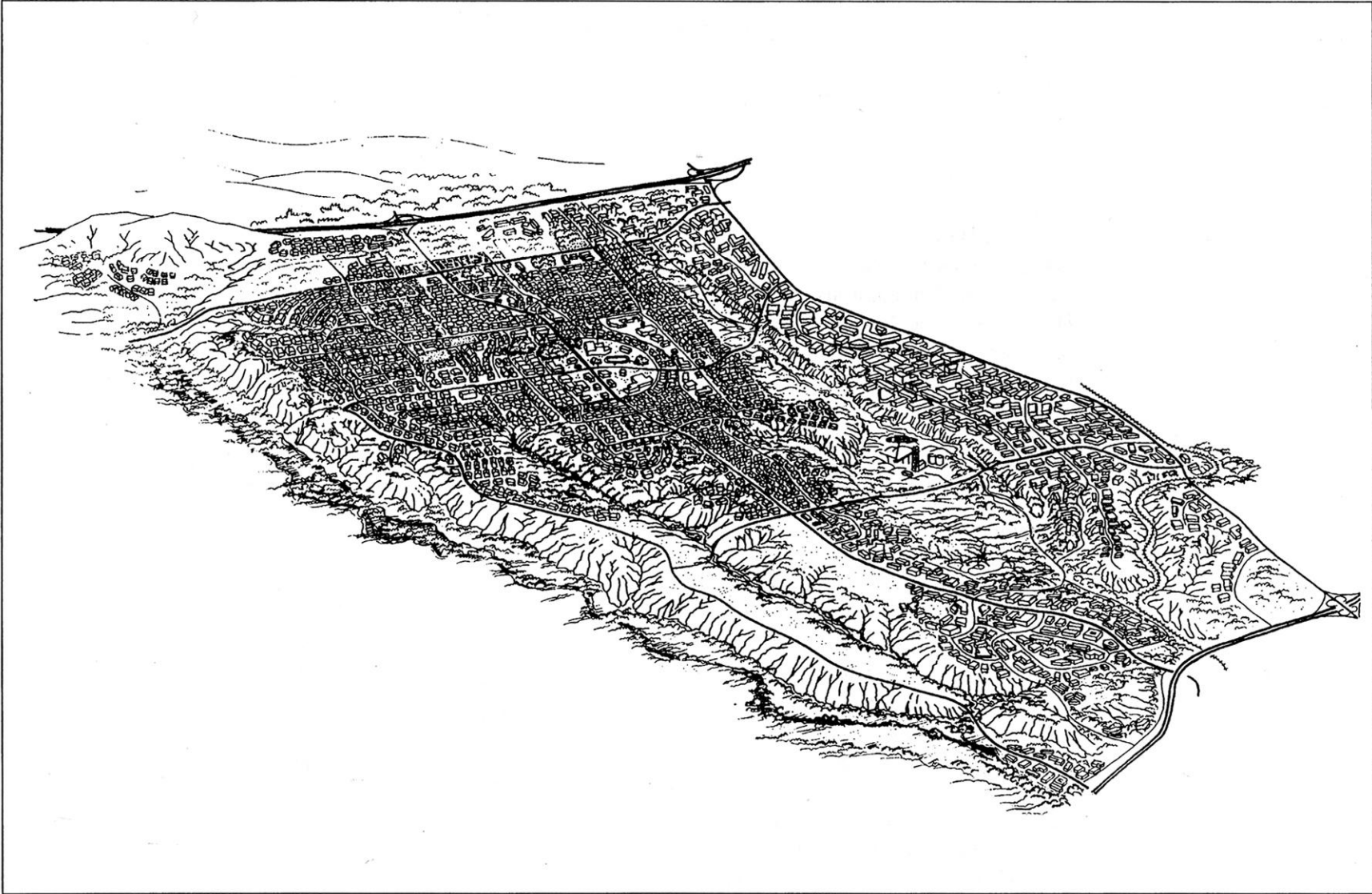
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Aerial view of Mira Mesa looking southeast.

Summary

- **Key Elements of the Plan Update**
- **Community Plan Land Use Map**

SUMMARY

KEY ELEMENTS OF THE PLAN UPDATE

Mira Mesa is home to approximately 62,500 people, residing in 20,400 dwelling units. At buildout, which is estimated to occur after the year 2010, Mira Mesa is expected to house 82,600 people in 28,300 dwelling units—an increase of about 32 percent.

Approximately 60 percent of the community has been built. Only about 12 percent of the undeveloped property in the community does not have development approvals, either in the form of planned development permits or subdivision maps and zoning.

The largest area of undeveloped land is approximately 900 acres surrounding Carroll Canyon, which is now being used for sand and gravel extraction. Upon completion of extraction activities, this area is proposed to be developed with a mix of industrial park, commercial and residential uses. Another 285 undeveloped acres on Lopez Ridge are designated for very low-density residential development (up to four units per gross acre) and open space preservation.

Residential Land Use

Almost 38 percent of the community is planned for residential development at densities ranging from a maximum of four units per gross acre on Lopez Ridge to a maximum of 43 units per acre near Mira Mesa Boulevard and Interstate 15 (I-15). Most of the areas that remain to be developed with residential uses are constrained by steep slopes; therefore, the physical form of new development and how well it fits in sensitive slope areas will continue to be key community issues. The Mira Mesa Community Plan (Plan) update includes criteria to be used in the review of new building proposals to ensure that development is designed to preserve Mira Mesa's unique system of canyons, ridge tops and mesas. The **Residential Land Use Element** also revises the boundary between the open space designation and the residential designation to more accurately reflect the areas that could be developed under current environmental regulations.

Industrial and Commercial Land Use

As one of the major employment centers in the San Diego region, Mira Mesa will provide jobs for approximately 61,000 people at buildout. Approximately 26 percent of the land area in Mira Mesa is planned for industrial and commercial office development, with another four percent planned for retail uses. The **Industrial and Commercial Land Use Elements** of the Plan update maintain the 1981 plan's recommendations to preserve industrially designated sites for large lot, employment-generating uses and restrict retail development to existing commercial centers.

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.

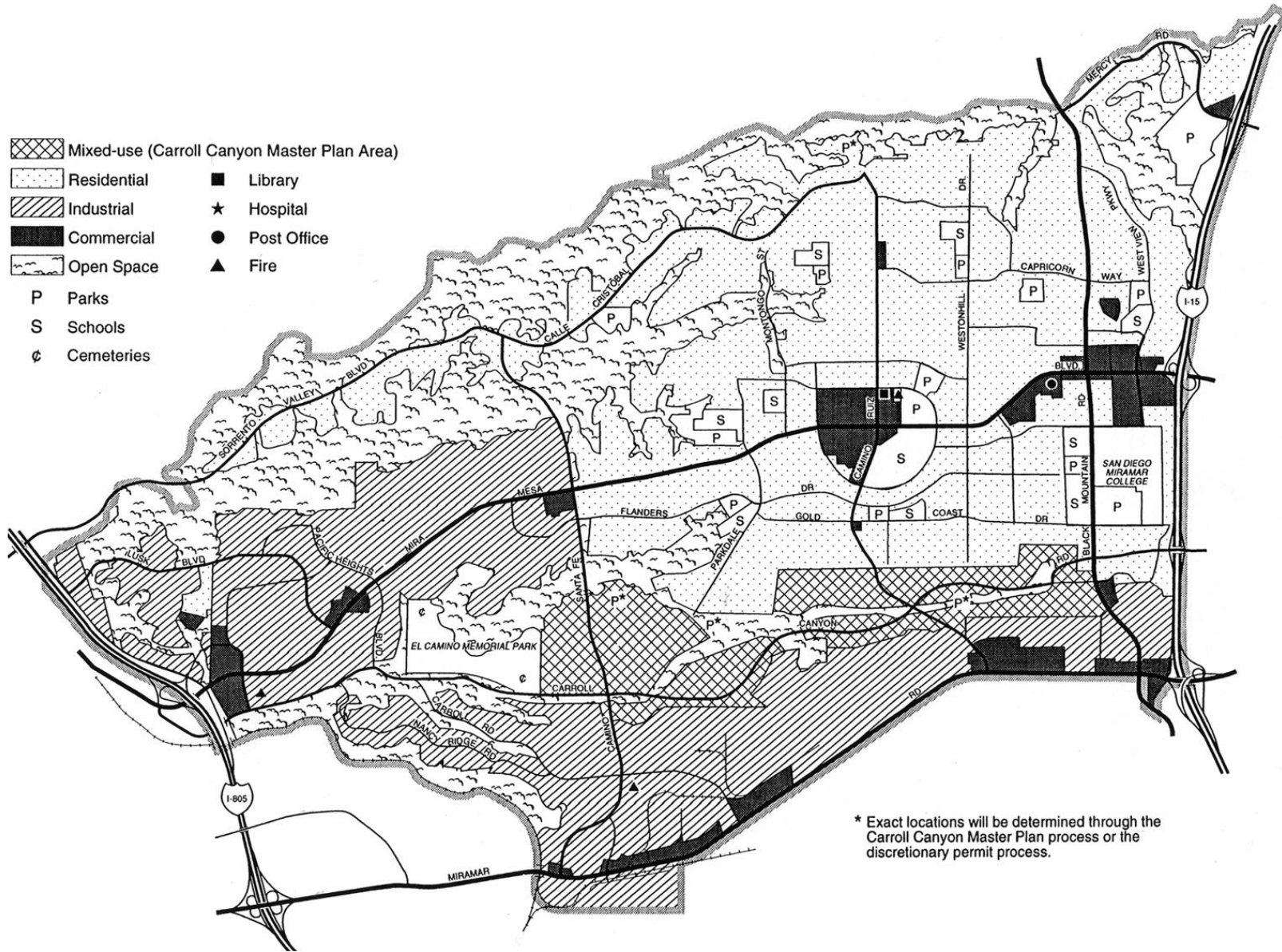
Libraries and Fire Stations

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.

-  Mixed-use (Carroll Canyon Master Plan Area)
-  Residential
-  Industrial
-  Commercial
-  Open Space
-  Library
-  Hospital
-  Post Office
-  Fire
- P Parks
- S Schools
- ☪ Cemeteries



* Exact locations will be determined through the Carroll Canyon Master Plan process or the discretionary permit process.



Land Use Map

Mira Mesa Community Plan

1
FIGURE

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Introduction

- **Purpose of the Plan**
- **Plan Organization**
- **How the Plan Was Developed**

INTRODUCTION

PURPOSE OF THE PLAN

The Mira Mesa Community Plan and Local Coastal Program Land Use Plan is the City's adopted statement of policy for the physical development of Mira Mesa. It establishes the goals and policies that will guide the City as it reviews development proposals and makes land use decisions. The Plan designates appropriate areas for residential uses, commercial services, and industrial and other employment generating uses, as well as areas that should remain free of development due to topographic, vegetation or wildlife characteristics. The Plan also designates appropriate locations for public facilities such as transportation improvements, parks, schools, libraries and fire stations that will be necessary to support the level of development projected by the Plan.

Since the last update of the Plan in 1981, Mira Mesa has experienced rapid residential and industrial development, as have the other communities within the I-15 corridor. This growth has been considered problematic because the provision of public facilities and services has not kept pace with the community's population. Deficiencies in facilities have resulted in peak hour traffic congestion (particularly at community exit points), overcrowded schools, insufficient library space and a shortage of park acreage and facilities.

Some steps have already been taken to remedy these deficiencies. On January 5, 1988, the City Council approved an amendment to the Plan that added approximately 45 acres of designated park land in Mira Mesa. In addition, in February 1987, the City Council initiated a comprehensive update of the 1981 plan to address the remaining facilities needs. This Plan is the product of that comprehensive update.

PLAN ORGANIZATION

The Plan consists of two parts: (1) the text of this document which sets forth goals, policies, proposals and recommended actions, and (2) a land use map at a scale of one inch to 800 feet, which depicts land use designations throughout the community. This land use map is included in the appendices to the Plan. Smaller scale land use maps are provided throughout the text of this document to illustrate Plan proposals.

The Plan text is organized as follows:

The **Introduction** to the Plan describes the purpose of and reasons for the Plan update.

Background information on community history, a description of the environmental and urban framework within which the Plan was prepared, and a summary of other planning programs that have influenced the preparation of this Plan are provided in the **Planning Context** (Section III).

The **Elements of the Community Plan** (Section IV) set out the goals for the future development of the community, the policies that will guide the actions of the City as it works toward achieving these goals, and more specific proposals describing how these policies are to be applied to particular areas in the community. This section also contains a table of recommended actions to implement the policies and proposals of the Plan and a time frame for implementation. Additional background information is provided in the **Appendices** (Section V).

HOW THE PLAN WAS DEVELOPED

The Plan update process began with a Mira Mesa Planning Group workshop to identify and discuss issues affecting Mira Mesa. Following this meeting, a 30-member task force was established to continue work on the Plan update. The task force included representation from the planning group, community residents, business and property owners, the chambers of commerce, the school board and the community college. The task force identified a number of issues that served as a general framework for the development of the goals, policies and proposals of the Plan update. Among these issues were:

- The need for updated dwelling unit and population projections to reflect several amendments made to the **Residential Land Use Element** since 1981.
- Traffic congestion and the impacts of the proposed Camino Ruiz extension through Los Peñasquitos Canyon Preserve.
- The need for preservation of canyon areas.
- The need for better interaction with the school district.
- The lack of park facilities and the need for better phasing of park and other public facilities; and
- The need for design criteria to address community scale and identity.

In June 1991, a draft Plan update was published and distributed to the Mira Mesa Planning Group for review. To solicit input from the entire community, a public workshop was held before the City Planning Commission in September 1991. All property owners in the community received a notice of the workshop, a one-page summary of the Plan and a copy of the proposed land use map. An additional workshop and two noticed public hearings were held before the Commission in 1991-1992. The Mira Mesa Planning Group continued to review and provide input to the Plan through the workshop and public hearing process.

The City Council adopted the Plan in October 1992, subject to certification of the California Coastal Commission. On September 7, 1993, the City Council considered and adopted revisions to the Plan, which were requested by the Coastal Commission. On November 18, 1993, the Coastal Commission certified that the Plan was consistent with the California Coastal Act.

Planning Context

- **The Community Planning Area**
- **Development and Planning History**
- **Environmental Setting**
- **Urban Setting**
- **MCAS Miramar**
- **Local Coastal Program**

PLANNING CONTEXT

THE COMMUNITY PLANNING AREA

The Mira Mesa community is approximately 10,500 acres in area. It is located in the north-central portion of the City of San Diego, 16 miles north of downtown San Diego, between the Interstate 805 (I-805) and I-15 corridors. It is bounded on the north by the Future Urbanizing Area, Los Peñasquitos Canyon and the surrounding communities of Torrey Hills, Carmel Valley and Rancho Peñasquitos; on the east by Miramar Ranch North and Scripps Miramar Ranch; on the south by Marine Corps Air Station (MCAS) Miramar (formerly Naval Air Station Miramar); and on the west by the University and Torrey Pines communities (**Figure 2**).

Interstate 15 provides the eastern boundary of the planning area; MCAS Miramar, the southern boundary; I-805 and the Atchison, Topeka, and Santa Fe Railroad right-of-way, the western boundary; and the Future Urbanizing Area, the northern boundary (**Figure 3**).

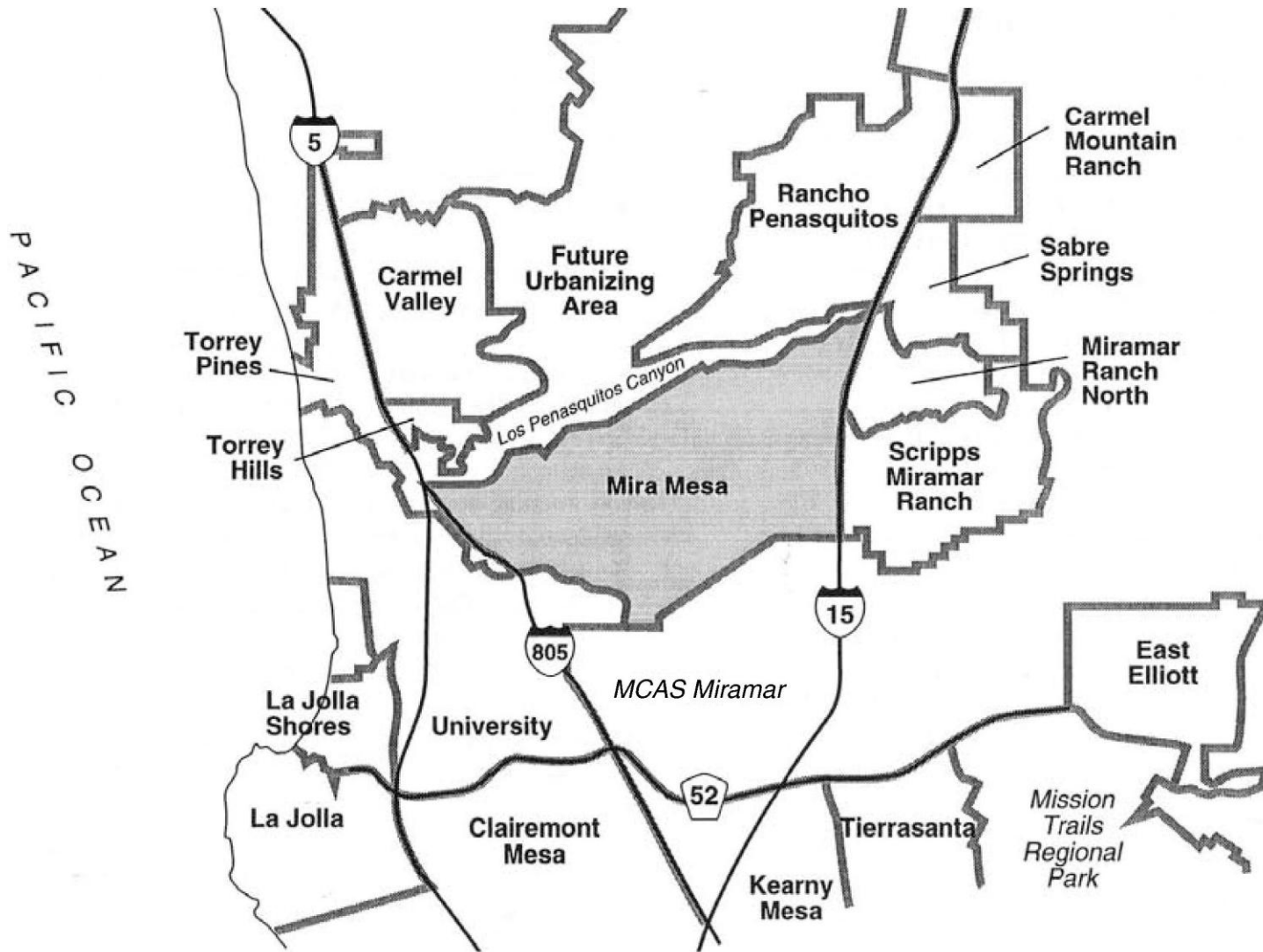
The relationship of this Plan with existing planning programs and development patterns was considered during its preparation. This process included consideration of the draft Rancho Peñasquitos Community Plan, the Scripps Ranch Community Plan, the Torrey Pines Community Plan, the University Community Plan, the draft Los Peñasquitos Canyon Preserve Master Plan, the North City Local Coastal Program Land Use Plan and the MCAS Miramar Airport Land Use Compatibility Plan.

DEVELOPMENT AND PLANNING HISTORY

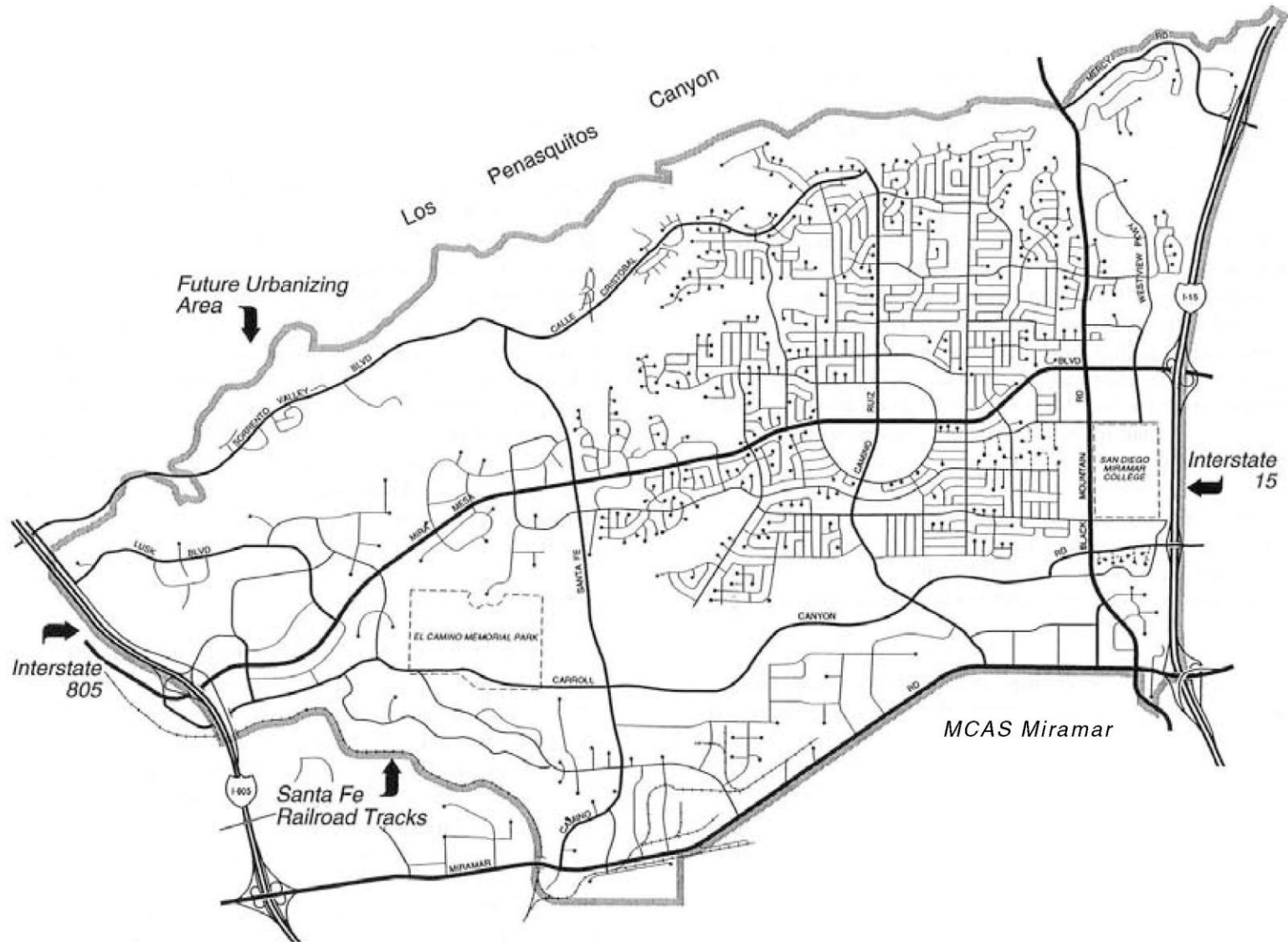
Mira Mesa was annexed to the City in 1958 as part of a larger annexation that included Del Mar Heights and (former NAS) MCAS Miramar. At about the same time, a City water main project to improve service to Clairemont made the urbanization of Mira Mesa possible.

In 1961, property owners installed sewers under 1911 Act assessment proceedings. Developers were required to construct two lanes of Mira Mesa Boulevard from I-15 to more than a mile westerly in order to obtain access to property in the vicinity of Westonhill Drive. The first subdivision map was filed on January 14, 1964. An economic downturn in the early 1960s delayed construction; however, single-family residential, multifamily residential, and commercial zoning along Mira Mesa Boulevard were granted by the Planning Commission and City Council. The City initiated planning studies of the Mira Mesa area in the early 1960s which culminated in adoption of the Mira Mesa Community Plan in January 1966.

Little development occurred in the planning area until mid-1969, when the demand for moderate-priced housing brought several major developers into eastern Mira Mesa. Due to the fragmented ownership pattern in Mira Mesa and the large number of companies involved in development of the community, a highly competitive, accelerated building program began. From early 1971 to the third quarter of 1972, Mira Mesa led construction activity within the City. By January 1978, approximately 10,457 dwelling units were constructed and occupied and the area had attained a population of 34,600 persons.



Vicinity Map **2**
 Mira Mesa Community Plan **FIGURE**



Plan Boundaries
Mira Mesa Community Plan

3
FIGURE

As early as 1972, it was clear that the rapid growth rate in Mira Mesa would tax the capacity of the existing public facilities. In 1973, the City Council initiated a comprehensive update of the Plan to be prepared with the assistance of the recently formed community planning group. The updated Plan, which deleted western Mira Mesa from the planning area and designated it as a "Future Study Area," was adopted in June 1977. A draft plan for the western area was prepared in 1978, but was not adopted.

In 1981, the Plan was again updated to include both the eastern and western areas and to serve as the Local Coastal Program Land Use Plan for the community, in accordance with the California Coastal Act of 1976.

To address the need to ensure the timely provision of public facilities, the City Council adopted the first Public Facilities Financing Plan and Facilities Benefit Assessment for Mira Mesa in 1986. The financing plan identifies public facilities that will be needed to accommodate the projected level of development in Mira Mesa, as well as methods of funding those facilities. The Facilities Benefit Assessment (FBA) assigns the costs of the facilities equitably among the undeveloped parcels of land. The FBA is updated yearly as facilities costs and anticipated development levels change. The Public Facilities Financing Plan was updated in Fiscal Year 1993 to conform with the public facilities proposals in the Plan update.

ENVIRONMENTAL SETTING

Mira Mesa is characterized by steep slopes on the west overlooking Sorrento Valley, trending eastward to a gradually rising series of flat mesas. As is generally true of the San Diego terrain, several steep-sided canyons border and cut through the area. Three of these canyons, Los Peñasquitos, Lopez and Carroll are over 1,000 feet wide from rim to rim. In addition to the major canyons, many tributary cuts and washes extend in a general north-south direction creating small, separate mesas with very limited access. Land elevations above sea level range from 50 feet at a point in the westerly portion of Los Peñasquitos Canyon to 850 feet at Canyon Hills Park in the northeast portion of the planning area. Elevations of the mesas range from 350 feet to 500 feet from west to east.

Vernal Pools

The flat mesa land in Mira Mesa contains unique topography known as mimamounds. These landforms consist of low mounds surrounding shallow depressions that have very slow drainage. During winter and spring rains, water collects in the depressions and forms wetlands known as vernal pools. As the water is gradually absorbed into the ground or evaporates, a variety of miniature annual wildflowers bloom for a short period and then vanish until the next rainy season. One of these plants, the San Diego Mesa Mint (*Pogogyne abramsii*) has been placed on both the state and federal endangered species lists. The vernal pool sites in Mira Mesa are discussed further in the **Sensitive Resources and Open Space System Element**.

Los Peñasquitos Canyon Preserve

One of the most significant landforms in the area is Los Peñasquitos Canyon. Los Peñasquitos Canyon Preserve stretches the length of the community from I-15 to the confluence of Interstate 5 (I-5) and I-805. More than 3,000 acres of publicly-owned property are currently included in its boundary. The preserve is composed of two large coastal canyons, Los Peñasquitos Canyon and Lopez Canyon, which are characterized by perennial streams and steep slopes rising from flat, densely vegetated canyon bottoms. The canyons were created by stream erosion of marine sediments, which in some areas has exposed crystalline bedrock that is 300 million years old. The preserve is a major wildlife habitat and is a prime example of a riparian woodland habitat characterized by large oak trees, sycamore trees, and plants that require year-long moisture. Los Peñasquitos Canyon Preserve is a significant natural resource to the City and the Mira Mesa community.

A draft master plan for Los Peñasquitos Canyon Preserve was prepared by Van Dell and Associates for the City and the County of San Diego in February 1986. The primary objective of the plan is to preserve and enhance the canyon's natural and cultural resources, while allowing for recreational and educational uses by the public as a secondary objective. The plan recommends concentrating human activity around two major access points at each end of the canyon, with the central area reserved for more passive use. The plan also contains recommendations for development of trail systems throughout the preserve and for minimizing visibility of residential development adjacent to the preserve. These recommendations have been incorporated into the **Sensitive Resources and Open Space System, Transportation System, and Residential Land Use Elements** of the Plan.

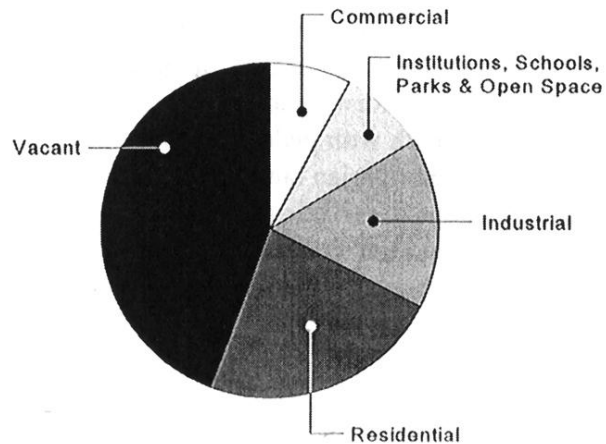
Carroll Canyon

Carroll Canyon also spans the length of the community. Portions of Carroll Canyon, primarily the western end, remain relatively undisturbed. In these areas, mature sycamore trees and other riparian plant species dominate the canyon floor. However, between Camino Santa Fe and Black Mountain Road, sand and gravel mining operations have disturbed the canyon slopes and floodplain. As mining operations near completion, future development will be required to restore the flood channel to accommodate the 100-year flood flows. Restoration projects will include a linear open space park with pedestrian and bicycle paths along a revegetated riparian landscape. The paths will provide connections to mixed-use developments, adjacent active park areas and transit systems.

URBAN SETTING

Approximately 60 percent of the Mira Mesa community has been built. Planned development permits have been approved for most of the remaining undeveloped area north of Mira Mesa Boulevard and many of these sites have been graded. The largest area of undeveloped land is approximately 900 acres surrounding Carroll Canyon, which is now being used for sand and gravel extraction. Upon completion of extraction activities, this area is proposed to be developed with a mix of industrial park, commercial and residential uses. Three neighborhood parks are also proposed to serve this area.

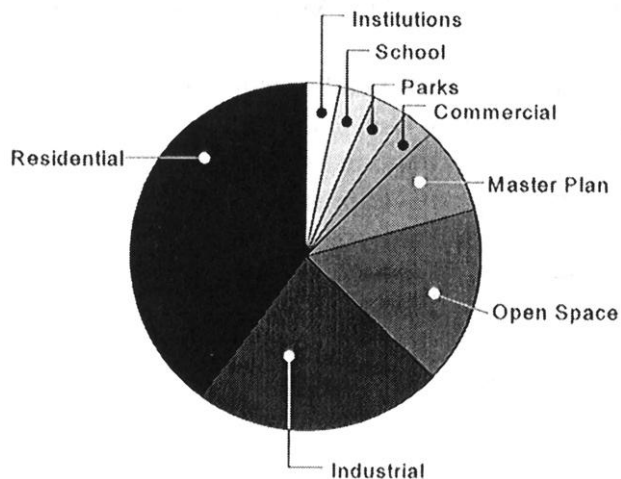
Existing Land Use
(August 1990)



Another 285 undeveloped acres on Lopez Ridge, which do not have approved development plans, are designated for residential development and open space preservation. Much of this land is constrained by steep slopes and will remain undeveloped (this area is discussed in greater detail in the **Sensitive Resources and Open Space System Element** and the **Residential Element**).

The relationship of existing to proposed land use is illustrated in the chart on the right. Almost 38 percent of the community is planned for residential development. Industrial development is planned for approximately 26 percent of the community and approximately 18 percent is proposed to be preserved as open space—primarily in the major canyons that traverse the community. Carroll Canyon, which comprises about nine percent of the community, is to be developed under a future master plan process with a mix of uses. Commercial services and public facilities are planned for the remaining nine percent of the community.

Planned Land Use



Population Projections

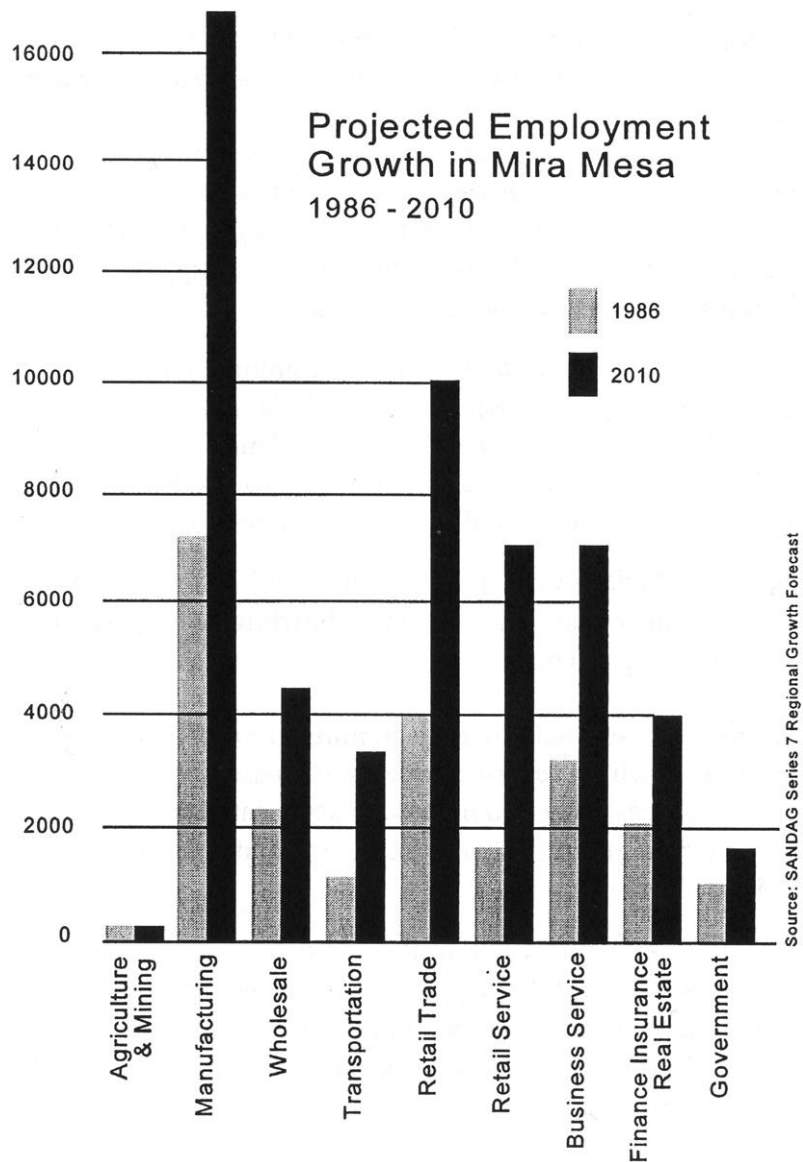
Mira Mesa's population has increased 66 percent since the 1980 Census. The population is projected to increase another 32 percent by the time the community is built out, which is estimated to occur after the year 2010.

	April 1980	December 1990	Buildout*
Population	37,500	62,500	82,600
Dwelling Units	12,150	20,396	28,350

* Buildout and employment estimates are based on the SANDAG Series 7 Regional Growth Forecast.

Employment Projections

Mira Mesa is one of the major employment centers of the region. Approximately 28,000 people were employed in Mira Mesa in 1986. This number is expected to increase to 61,000 by the year 2010. Projected employment growth in Mira Mesa is shown on the chart below.



MCAS MIRAMAR

The MCAS Miramar forms the southerly boundary of Mira Mesa and thus represents a major influence in its planning and development. The MCAS Miramar is nearly 24,000 acres in size, portions of which have been in continuous federal ownership since World War I. The map of the main station area (**Figure 4**) shows that the base is essentially divided into operations and support functions. The support functions include:

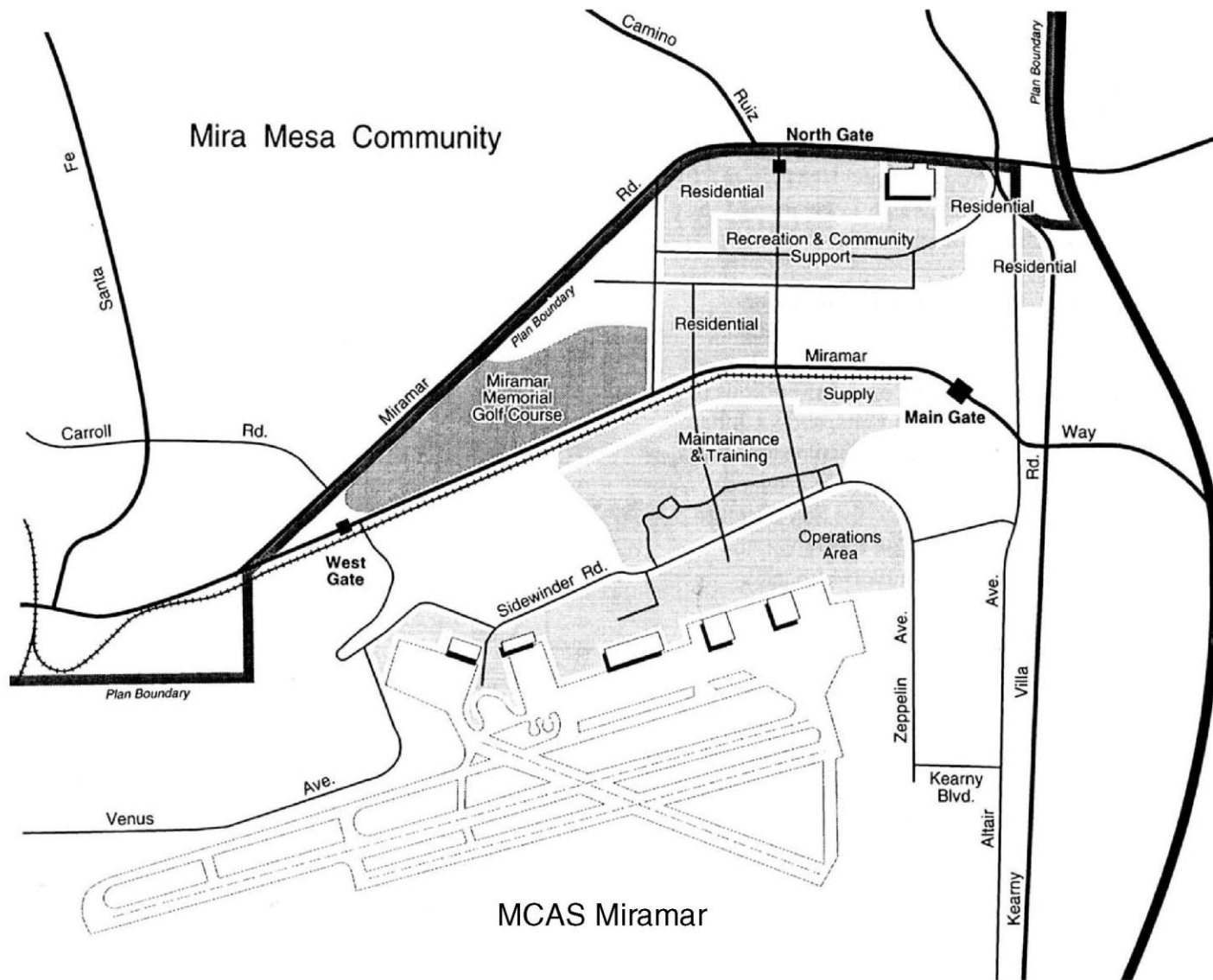
Residential development in the form of group quarters (barracks and dormitories), single-family homes and mobile homes. The total on-base residential population as of January 1, 1990 was 2,873. Of this population, 2,210 reside in group quarters, 111 in single-family units and 78 in mobile homes.

Recreation facilities including playing fields, a recreation center, a theater, a swimming pool, a bowling center and an eighteen-hole golf course.

Commercial uses including the commissary and base exchange which serve base residents, off-base personnel, and military retirees. Other commercial uses located on the base include a credit union, a bank, a cafeteria and commercial recreation facilities.

MCAS Miramar is one of the region's major employers. Included in the on-base employment activities for civilians are sand and gravel excavation activities, federal contract work and an FAA air traffic control facility. Operations and employment at the base contribute more than \$250 million annually to the regional economy. MCAS Miramar flight operations include departures to the west via the Seawolf corridor, departures to the north via the Julian departure corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop, and touch-and-go exercises conducted over a northern loop.

Additional information on how these restrictions affect specific areas in the community is provided in the **Commercial Land Use** and **Industrial Land Use Elements** and in **Appendix D**.



MCAS Miramar Site Plan
Mira Mesa Community Plan

4
FIGURE

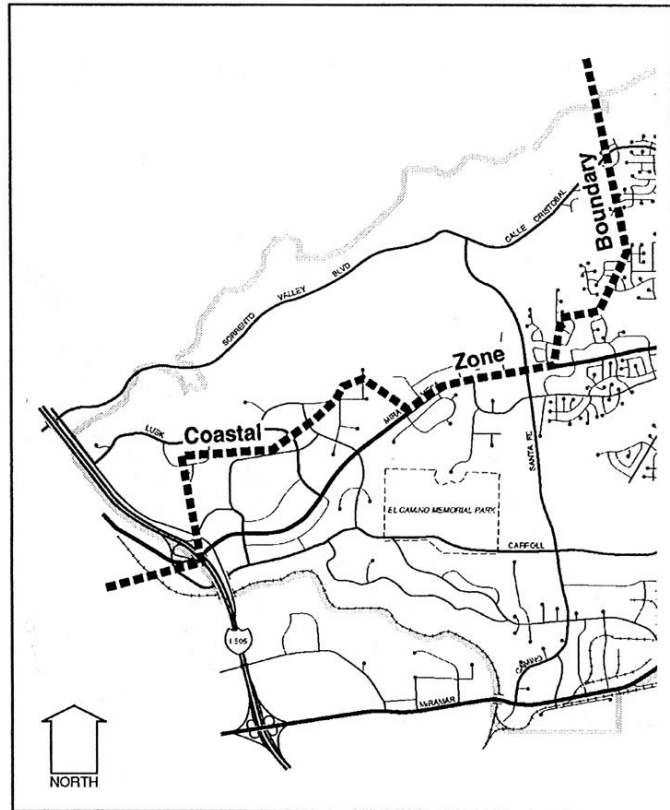


LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 established a coastal zone boundary within which certain planning and development requirements must be met. These requirements have been designed to protect and enhance California's coastal resources. The North City Local Coastal Program Land Use Plan (LCP) was adopted by the City Council in March 1981, revised in May 1985 and revised again in March 1987.

The North City LCP provides development criteria for approximately 2,300 acres in western Mira Mesa that are within the watershed of Los Peñasquitos Lagoon. It also encompasses the Torrey Pines planning area and portions of the Carmel Valley, University, Torrey Hills and La Jolla planning areas, as well as open space and urban reserve areas identified in the Progress Guide and General Plan (General Plan). These areas were grouped because of considerations of drainage into the San Dieguito and Los Peñasquitos Lagoons, impacts on traffic volume and circulation in the area and the cumulative impacts of development.

As part of the Plan update process, the recommendations and development criteria of the LCP were incorporated into the policies and proposals of the Plan. On November 18, 1993, the Coastal Commission certified the Plan and amended the North City LCP to incorporate the update.



Elements of the Community Plan

- **Sensitive Resources and Open Space System**
- **Transportation System**
- **Park and Recreation Facilities**
- **Community Facilities**
- **Residential Land Use**
- **Industrial Land Use**
- **Commercial Land Use**
- **Carroll Canyon Master Plan Area**
- **Development Criteria**

SENSITIVE RESOURCES AND OPEN SPACE SYSTEM



GOALS

A community-wide open space system that:

- Preserves sensitive resources, including plant and animal habitats and wildlife linkages;
- Preserves natural drainage systems;
- Protects the public health and safety by restricting development in areas subject to flooding or high fire risk;
- Provides opportunities for outdoor recreation;
- Guides the form of development by defining boundaries for urban expansion;
- Provides linkages in the regional open space system of interconnected canyons and hillsides.

INTRODUCTION

Because of the largely developed nature of the community, most of the remaining sensitive resources in Mira Mesa lie within the five major canyon systems that form the core of the open space system: Los Peñasquitos, Lopez, Carroll, Rattlesnake and Soledad canyons.

Most of Los Peñasquitos and Lopez canyons are in City ownership, comprising Los Peñasquitos Canyon Preserve. Portions of Soledad Canyon have been acquired by the City. However, most of this canyon is still in private ownership. Carroll Canyon, from I-805 east to Carroll Road, has been placed in non-building area easements through the development review process, preventing development in the most sensitive areas. East of Carroll Road, Carroll Canyon remains in private ownership as it passes through El Camino Memorial Park and the Fenton and Calmat extraction facilities. Rattlesnake Canyon is also in private ownership through El Camino Memorial Park and the Fenton property.

Development of private property that contains sensitive resources is regulated by the Resource Protection Ordinance (RPO). An RPO is designed to protect sensitive native biological species and their habitats, steep hillsides, 100-year floodplains, wetlands, and prehistoric and historic sites. Certain properties in Mira Mesa are exempt from the requirements of RPO. Among these are the sand and gravel operations in Carroll Canyon and undeveloped parcels in the Calle Cristobal Assessment District.

The Hillside Review (HR) Overlay zone also regulates the development of slopes of 25 percent or greater. In addition, state and federal agencies such as the U.S. Fish and Wildlife Service, the Army Corps of Engineers, the U.S. Environmental Protection Agency and the California Department of Fish and Game have jurisdiction over development in floodplains, wetlands and habitats for threatened or endangered species.

Sensitive Biological Resources

Mira Mesa's sensitive biological resources consist of the following native plant communities and habitat types. General locations of these resources are shown on **Figure 5** (an analysis of site-specific sensitive resources is required by the RPO prior to development). All of these resources require special attention due to their uniqueness, rarity, specialized biological function, high degree of diversity or provision of habitat for species that qualify for listing under the Endangered Species Act.

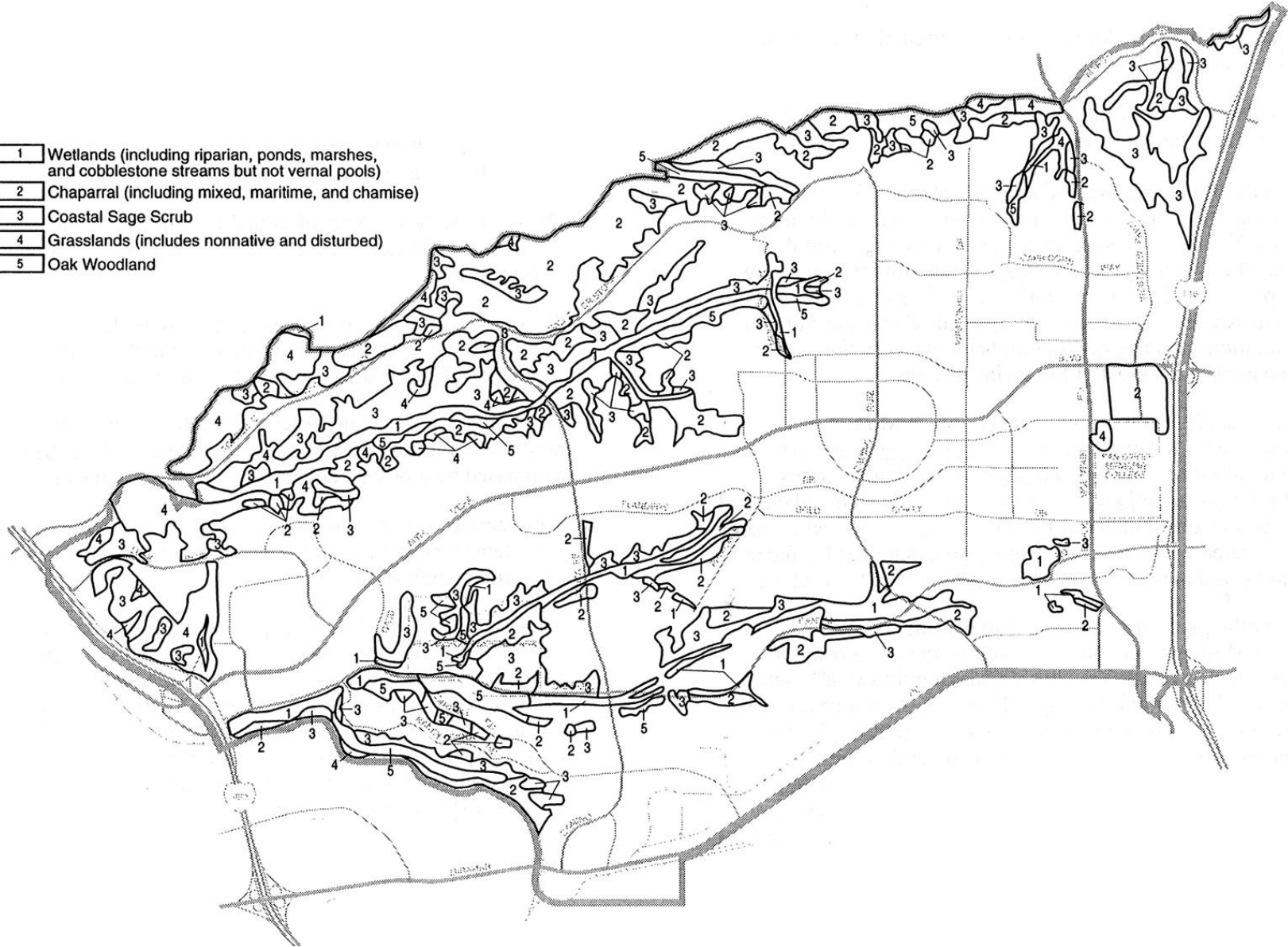
Coastal Sage Scrub

A low growing, open, very fragrant plant community that is home to the California Gnatcatcher—a small bird that is a candidate for federal and state listing as an endangered species—as well as other rare and threatened species.

Maritime Chaparral (also known as Coastal Mixed Chaparral)

Maritime Chaparral is a tall, dark green brushland with thick vegetation including scrub oak. It is valuable as a wildlife food source and cover.

- 1 Wetlands (including riparian, ponds, marshes, and cobblestone streams but not vernal pools)
- 2 Chaparral (including mixed, maritime, and chamise)
- 3 Coastal Sage Scrub
- 4 Grasslands (includes nonnative and disturbed)
- 5 Oak Woodland



Native Plant Communities and Habitat Types
Mira Mesa Community Plan

5
FIGURE



Riparian Woodland

Considered wetlands, these woodlands are critical to wildlife movement and survival. They provide food, water, cover and nesting areas for wildlife. They also control erosion and sedimentation.

Oak Woodland

An uncommon, extremely slow growing plant community.

Grasslands (both native and non-native)

Important foraging areas for birds of prey.

Vernal Pools

A rare and unique wetland habitat that occurs during the spring in the shallow depressions on flat mesa tops. Vernal pools support a highly specialized floral and faunal community that develops when rains collect in the depressions. The impervious soils, or hard pans, that exist in areas where vernal pools occur, produce very poor drainage conditions and this often permits the water in the pools to persist through most of the spring months.

Historically, many of the vernal pools in Mira Mesa contained San Diego mesa mint (*Pogogyne abramsii*), a federally listed endangered plant, and/or button celery (*Eryngium artisulatum* ss. *parishi*), a state listed endangered plant and a candidate for federal listing. Several other plants associated with vernal pools are also candidates for federal listing and may be found within the pools in Mira Mesa.

Over the past ten years, substantial vernal pool acreage in Mira Mesa has been lost to development. As a result, the acreage that remains is considered a highly valuable and extremely sensitive resource. There are several undeveloped areas in the community that have historically supported vernal pool habitat. Unfortunately, several of these areas have received little or no protection from disturbance. Consequently, the pools that remain may have been degraded. Site-specific surveys are required to determine the type of species present in any remaining pools.

The following vernal pools sites have been identified in the community plan update process:

1. The City owns a 19-acre vernal pool preserve on Lopez Ridge, adjacent to Calle Cristobal, and Caltrans owns a six-acre preserve to the north of the City site.
2. Approximately 2.2 acres of vernal pool habitat have been preserved and fenced at the western terminus of New Salem Street.
3. Several vernal pools have been identified on the Winterwood Community Park site (see the **Park and Recreation Facilities Element** for further discussion).
4. A 19-acre site has been preserved and fenced near the southern terminus of Parkdale Avenue. The site has been purchased by a private developer as a mitigation site.

5. An eight-acre site on Arjons Drive near Carroll Canyon has been fenced as mitigation for development of an adjacent industrial subdivision.
6. A five-acre site north of Sandburg Elementary School has historically supported vernal pool habitat, but in recent years the habitat has been severely degraded by human activity. The site has a potential for restoration because it has not been graded and subsurface soil conditions still exist that will support vernal pool habitat if protected from further disturbance (see the **Residential Land Use Element** for further discussion).

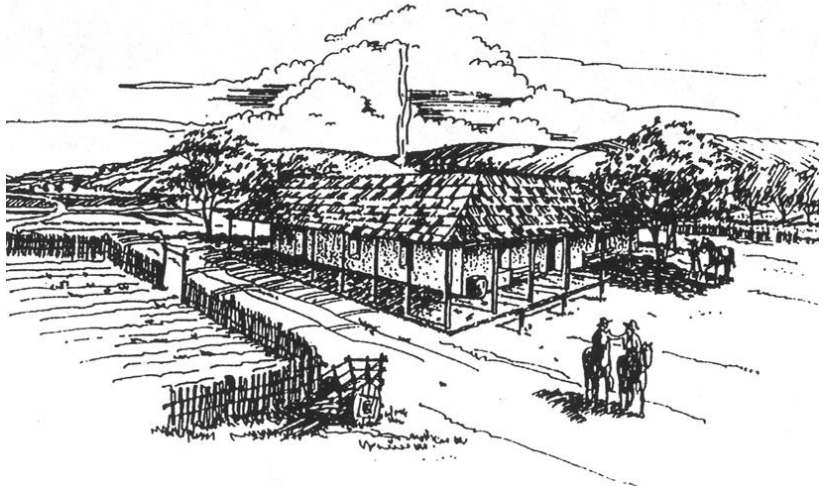
The U.S. Army Corps of Engineers has jurisdiction over vernal pools. Therefore, any proposed impacts to vernal pools are subject to federal jurisdiction and require the property owners to obtain a Section 404 (Clean Water Act) permit from the Corps before development. If endangered species are present, a consultation with the U.S. Fish and Wildlife Service is required prior to the issuance of the permit. A Section 404 permit can only be issued if the Fish and Wildlife Service determines that the project would not impact critical habitat, or that no feasible alternative to the project exists and biological impacts are fully mitigated.

Wildlife Corridors

While not technically a resource, wildlife movement corridors are an important element of viable habitat. When these corridors are severed by development or roads, habitats are fragmented. This isolation affects some species more than others, but can result in declining wildlife populations. It is, therefore, important to identify the location of active or potential corridors and to maintain suitable connections between open space.

Cultural Resources

Archaeological investigations of Mira Mesa began at least as early as the 1920s when Malcolm Rogers of the San Diego Museum of Man recorded a site just north of Carroll Canyon Road. Additional sites in the area were recorded in the 1960s.



Many portions of the area have been investigated in conjunction with the Environmental Impact

Report process. Numerous sites have been discovered in western Mira Mesa that comprise a broad spectrum of cultural activities. San Dieguito, La Jollan and Kumeyaay Indian artifacts have been found.

In addition to prehistoric cultural resources, Mira Mesa also contains, or is in proximity to, sites dating from the Mexican Period (1822-1848) on into the 1900s. The best known historical site is the Ruiz-Alvarado adobe located in Los Peñasquitos Canyon just outside the community boundary. This structure was built by Captain Francisco Maria Ruiz around 1823-1825. He was the recipient of the first private land grant in Alta California, Rancho de Los Peñasquitos. The ranch, comprising approximately 8,486 acres, was granted to him by Luis Antonio Arguello, the first governor of Alta California, in 1823. The old adobe, considered by some to be the oldest standing structure in California, was reduced to rubble during the heavy rains of 1978 due to neglect. The ruins are still highly important as a cultural resource site and efforts have been undertaken to preserve what remains.

POLICIES

1. Open Space Preservation

- a. Sensitive resource areas of community-wide and regional significance shall be preserved as open space.
- b. Discretionary review (a PRO, PCD or PID) shall be required for any proposed development in or adjacent to designated open space to ensure the application of the Policies and Proposals of this Plan:



2. Trails

- a. Public access in areas of environmentally sensitive habitats shall be limited to low-intensity recreational, scientific or educational use. Access shall be controlled or confined to designated trails or paths.
- b. Trails or other recreational activities planned for resource areas shall be designed to avoid damaging impacts to the resources. No access shall be approved that would result in significant disruption of habitat.

3. Wildlife Corridors

Construction or improvements of roadways in sensitive habitat or designated wildlife corridors shall be designed to impact the least amount of sensitive area feasible. Bridges, elevated causeways or other mechanisms determined to be appropriate for the safe passage of wildlife by the Planning Director shall be used in place of culverts and fill in order to maintain wildlife crossings and open space connections. Impacts to wildlife crossings shall also be

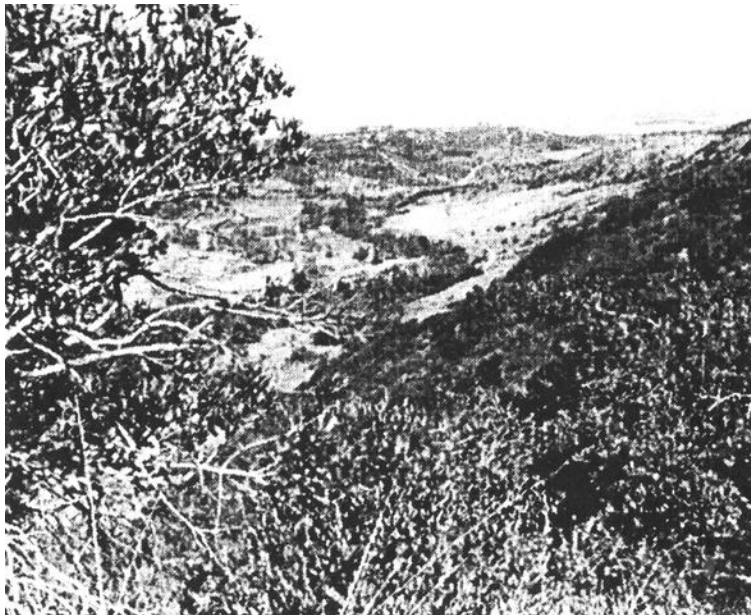


considered in the determination of design speeds for new or realigned roadways. This is especially important for Carroll Canyon Road and Camino Santa Fe—the two remaining major roads to be built in Mira Mesa that will require crossing floodplains and sensitive habitat area—but also for lower classification local roads that will provide interior circulation for development projects.

4. **Resource Management**

- a. No rare, threatened, endangered or candidate species, species of concern or those that qualify for federal or state listing shall be disturbed without all necessary City, state and/or federal permit approvals.
- b. No filling, clearing, grubbing or other disturbance of biologically sensitive habitat shall be permitted without all necessary City, state and federal permit approvals and completion of mitigation requirements.
- c. No encroachment shall be permitted into wetlands, including vernal pools. Encroachment into native grasslands, Coastal Sage Scrub and Maritime Chaparral shall be consistent with the RPO. Purchase, creation or enhancement of replacement habitat area shall be required at ratios determined by the RPO or state and federal agencies, as appropriate. In areas of native vegetation that are connected to an open space system, the City shall require that as much native vegetation as possible is preserved as open space.
- d. Habitat area purchased as an open space preserve, as natural open space or open space mitigation should be located adjacent to existing open space or in areas that will ensure viable open space connections.
- e. Sensitive habitat area that is degraded or disturbed by development activity or other human impacts (such as non-permitted grading, clearing or grubbing activity or four-wheel drive activity) shall be restored or enhanced with the appropriate native plant community. This is critically important when the disturbed area is adjacent to other biologically sensitive habitats. Manufactured slopes and graded areas adjacent to sensitive habitat shall be revegetated with the appropriate native plant community, as much as is feasible considering the City's brush management regulations.
- f. Exotic or invasive plant species shall not be planted within or adjacent to existing sensitive habitats.
- g. For all areas that are to be preserved as habitat area, resource management and monitoring plans shall be developed, consistent with the City of San Diego's Mitigation Monitoring and Reporting Program.
- h. Riparian areas:
 - 1) Riparian areas within Los Peñasquitos Canyon Preserve.
 - a) Riparian areas within Los Peñasquitos Canyon Preserve shall be preserved in their natural state with a buffer of adjoining upland habitat having a minimum width of 100 feet. The buffer shall start at the outside edge of the defined riparian habitat, or at the outside edge of the 100-year Federal Emergency Management Agency (FEMA) floodplain, whichever is wider or outermost.

- b) Applicants for coastal development permits for projects located in the watershed of Los Peñasquitos Lagoon shall, in addition to meeting all other requirements of this local coastal program, enter into an agreement with the City of San Diego and the state Coastal Conservancy as a condition of development approval to pay a Los Peñasquitos watershed restoration and enhancement fee to the Los Peñasquitos Lagoon Fund for restoration of Los Peñasquitos Lagoon and its watershed.
- 2) All other riparian areas should be preserved in their natural state with a buffer of adjoining upland habitat having a minimum width of 100 feet. The buffer shall start at the outside edge of the defined riparian habitat, or at the outside edge of the 100-year FEMA floodplain, whichever is wider or outermost.
- 3) Development adjacent to riparian areas shall be designed to avoid erosion, sedimentation and other potentially damaging impacts (such as pollution from urban runoff) which would degrade the quality of the resources in the area (including wildlife habitat, vegetation, water quality or quantity and visual quality).
- i. Vernal Pools: The remaining vernal pool habitat in the community shall be preserved and shall be protected from vehicular or other human-caused damage, encroachment in their watershed areas and urban runoff.
- j. Oak Woodlands: No loss of natural stands of oaks or oak woodland habitat shall be permitted nor shall grading or other disturbance be permitted within the oak woodland habitat area. Oaks are susceptible to an often fatal fungus resulting from changes in hydrology; therefore, no changes shall be made to the watershed/drainage area of oak woodlands that could affect the surface or subsurface hydrology and no irrigation shall be permitted within 200 feet of the trunk of an oak tree.
- k. Coastal Sage Scrub:
Coastal Sage Scrub shall be protected from grading or impacts from development. Encroachment into this habitat type, or mitigation for any impacts upon it, shall comply with the ROP and the U.S. Fish & Wildlife Service recommendations. If these overlap, the policy that requires the higher degree of protection will take precedence.



1. Maritime Chaparral: Maritime Chaparral shall be protected from impacts due to adjacent development, including grading and brush management, that may cause damage or degradation to the habitat qualities of this resource.
- m. Grasslands: Grasslands that serve as raptor foraging areas or are physically linked to other sensitive habitat shall be preserved in, or restored to, their natural state.

PROPOSALS

1. Open Space Preservation

Preserve the floodplain and adjacent slopes of the five major canyon systems that traverse the community—Los Peñasquitos Canyon, Lopez Canyon, Carroll Canyon, Rattlesnake Canyon and Soledad Canyon, and the remaining vernal pool sites (as shown generally on **Figure 6**)—in a natural state as open space.

2. Open Space Restoration

Restore Carroll Canyon Creek to function as a linear open space park, between El Camino Memorial Park and Black Mountain Road, as sand and gravel extraction in Carroll Canyon is phased out. General restoration requirements are addressed in the **Carroll Canyon Master Plan Element** of this Plan. Specific restoration plans will be required through the master plan development process.

3. Trails

Provide a system of pathways or trails throughout Mira Mesa's open space canyons to increase access to open space and provide alternate means of reaching recreational facilities. General locations of proposed trails in Los Peñasquitos, Lopez, Carroll and Rattlesnake canyons are shown on **Figure 7**. Specific locations will be reviewed by the Resource Management Section of the Planning Department during the project review process. The Plan will defer specific trail locations in Peñasquitos Canyon Preserve to the joint City and County Master Plan for the Preserve.

4. Wildlife Corridors

Preserve and maintain the wildlife connections as shown generally on **Figure 8** in a natural state. Specific linkages necessary for the long-term viability of the resource areas being joined, or for the wildlife using the connections, will be determined through the project review process. The wildlife crossing shown across Camino Santa Fe at Rattlesnake Canyon shall be a bridge, elevated causeway or other method determined to be appropriate for the safe passage of wildlife by the Planning Director.

5. Resource Management: Los Peñasquitos and Lopez Canyons

- a. Protect the Lopez Ridge Vernal Pool area from human impacts while maintaining ecological functioning. This area should be fenced, with no trespassing permitted except to allow for organized ecological tours. Signs should be installed that describe the resource and explain why the area is being protected.

- b. Restore all graded and disturbed areas adjacent to Camino Santa Fe at the Lopez Canyon crossing, to the original plant community of the area as the nearby properties develop.
- c. Monitor wildlife corridors to ensure that they are free of obstructions that could reduce their viability as wildlife crossings. Corrective action should be taken as necessary to ensure that they are operating effectively.

6. Resource Management: Carroll, Rattlesnake and Soledad Canyons

(Resource management proposals for Carroll Canyon between El Camino Memorial Park and Black Mountain Road are addressed in the **Carroll Canyon Master Plan Element**.)

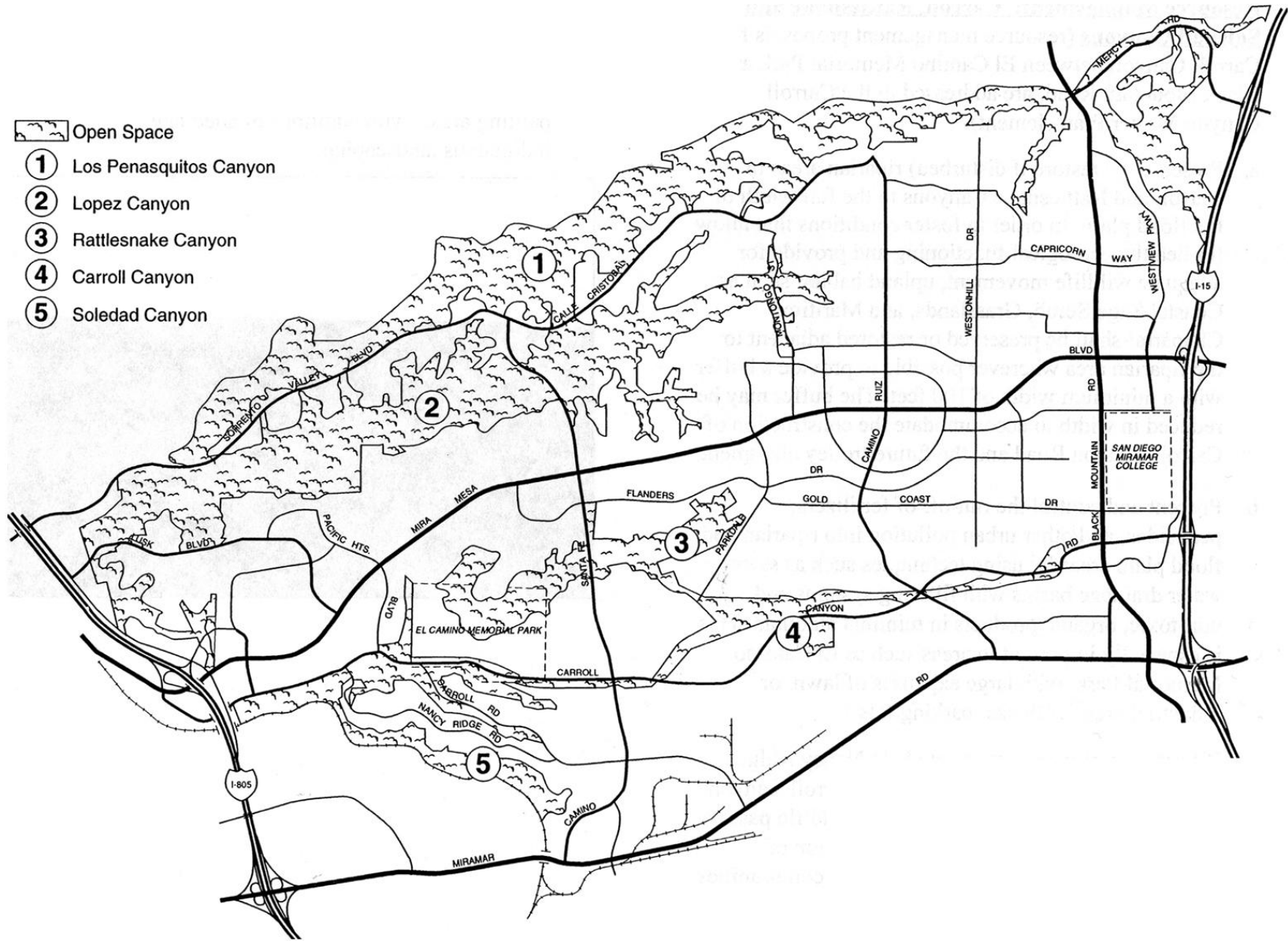
- a. Preserve (or restore if disturbed) riparian areas in Carroll and Rattlesnake Canyons to the full width of the floodplain. In order to foster conditions that allow for healthy ecological functioning and provide for adequate wildlife movement, upland habitat such as Coastal Sage Scrub, Grasslands and Maritime Chaparral shall be preserved or restored adjacent to the riparian area wherever possible to provide a buffer with a minimum width of 100 feet. The buffer may be reduced in width to accommodate the construction of Carroll Canyon Road and the future trolley alignment.
- b. Prevent and control the runoff of fertilizers, pesticides and other urban pollution into riparian and floodplain areas by using techniques such as storm water drainage basins with filtering systems and non-toxic, organic products in minimal amounts. This is especially important in areas such as El Camino Memorial Park, with large expanses of lawn, or industrial areas with vast parking lots.

- c. If further improvements are made to Nancy Ridge Road near the floodplain crossing at Carroll Canyon Road, require a bridge that allows for wildlife passage as well as floodwater flows, and restoration of riparian and other indigenous vegetation communities in areas disturbed by roadwork.



- d. Restore wildlife connections between Soledad Canyon and Rose Canyon wherever possible. In particular, a connection along the railroad tracks needs to be restored, as well as connections through existing industrial parking areas, with additions of adequate indigenous landscaping.

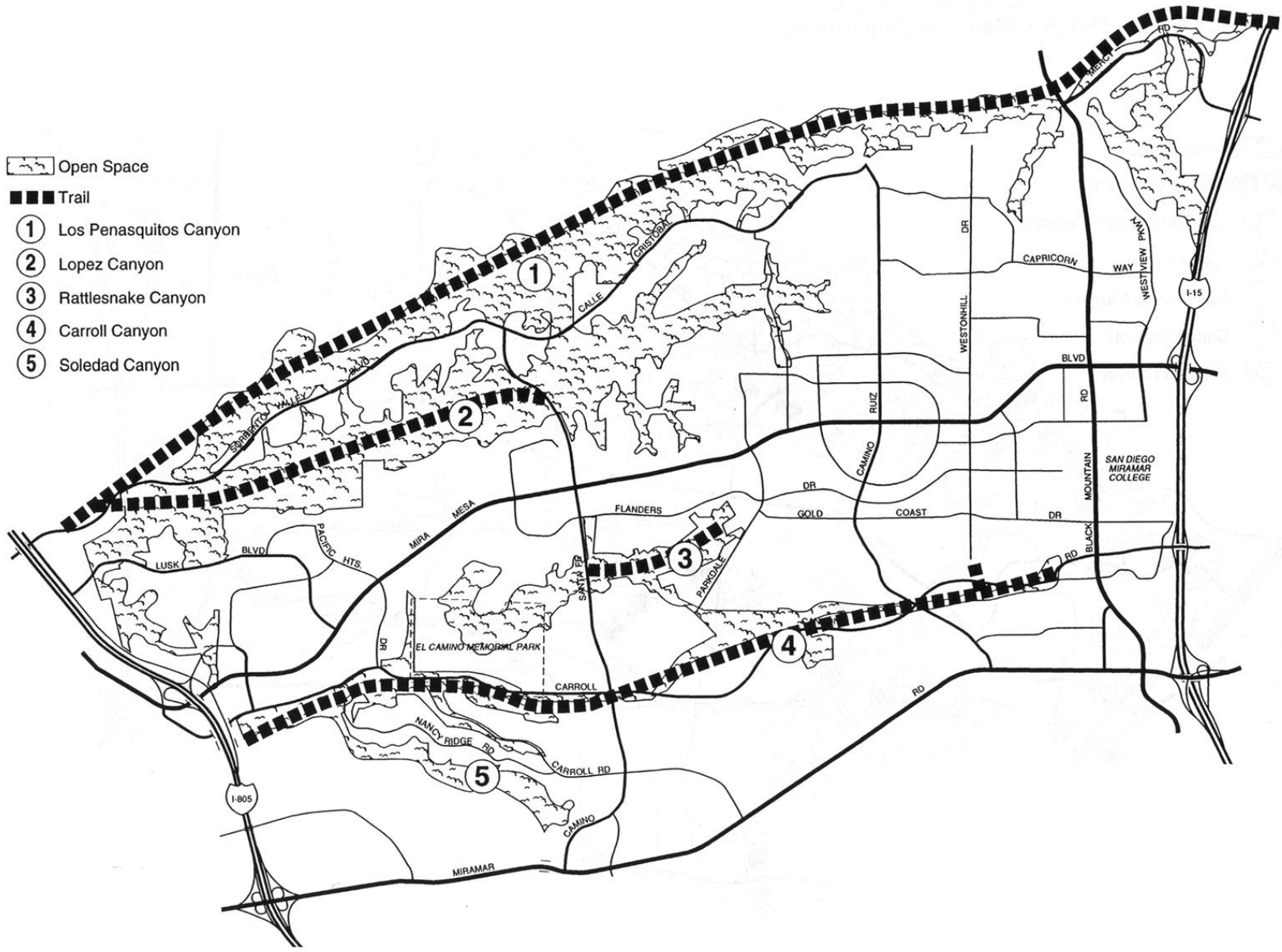
-  Open Space
- ① Los Penasquitos Canyon
- ② Lopez Canyon
- ③ Rattlesnake Canyon
- ④ Carroll Canyon
- ⑤ Soledad Canyon



Designated Open Space System
Mira Mesa Community Plan

6
FIGURE



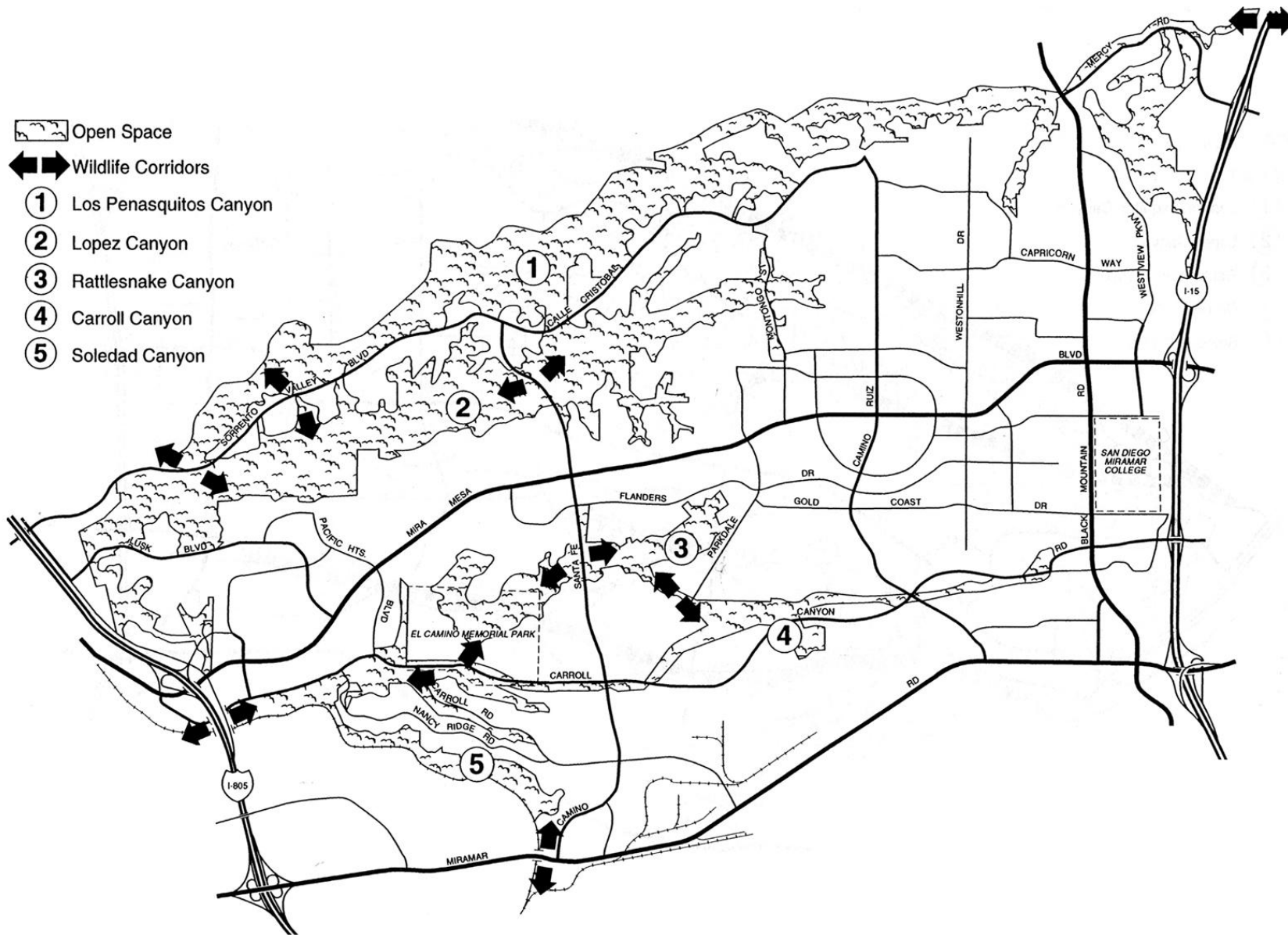


-  Open Space
-  Trail
- ① Los Penasquitos Canyon
- ② Lopez Canyon
- ③ Rattlesnake Canyon
- ④ Carroll Canyon
- ⑤ Soledad Canyon



Recommended Trail System
Mira Mesa Community Plan

7
FIGURE



Recommended Wildlife Corridors
Mira Mesa Community Plan

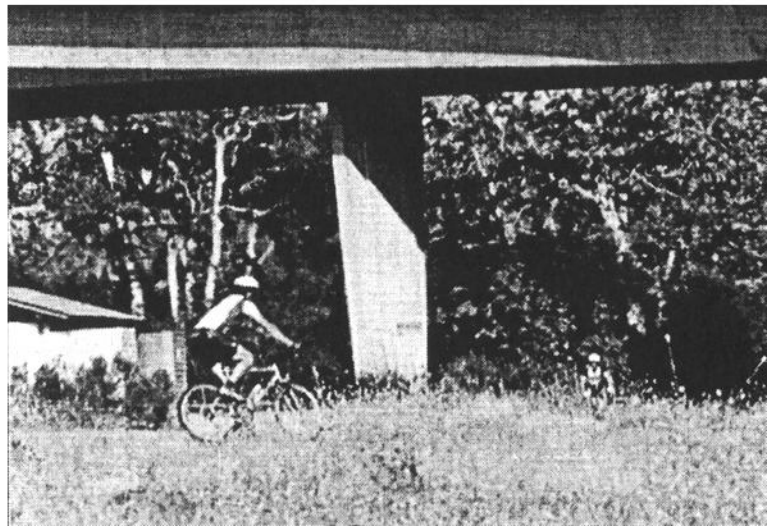
8
FIGURE



ACTION PLAN

Implementation Measures	Timing		Responsibility for Implementation	Source of Funding	See for More Detail	
	Adopt With Plan	Within 10 Years				Within 15 Years
Retain A-1-10 zoning on areas designated for open space preservation.		λ	λ	Planning Department	N/A	Proposal 1
Enforce the HR Overlay Zone and Guidelines, RPO, coastal zone requirements and the design criteria of this Plan during review of discretionary projects.		λ	λ	Planning Department	N/A	Proposals 1-6
Require provision of a trail system and preservation of wildlife corridors in Carroll Canyon during master plan process.		λ	λ	Planning Department	N/A	Proposals 3 & 4
Require monitoring of wildlife corridors as a condition of development approval.		λ		Planning Department	N/A	Proposal 5C

TRANSPORTATION SYSTEM



GOALS

- An efficient and environmentally sensitive transportation system.
- A transportation system that provides convenient linkages to the community's activity centers and to the rest of the metropolitan region.
- A transportation system that maximizes the opportunities for transit use.
- A system of bikeways and pedestrian facilities that will encourage bicycling and walking as means of transportation.

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 Metropolitan Transit Development Board (MTDB), after studying the feasibility of a light rail transit (LRT) line that would provide east/west service in Mira Mesa, has selected a preferred route alignment that would connect to I-15 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.

The North County Transit District is currently implementing a plan for a commuter rail line from Oceanside to downtown San Diego. Two stops will provide access to the western portion of Mira Mesa—one in Sorrento Valley and the other in Mira Mesa at the terminus of Camino Santa Fe, just south of Miramar Road.

POLICIES

1. Transportation facilities shall be regarded as an integral part of the landscape in which they are sited.
2. New development should be based on a pattern of through streets. Multiple, direct routes allow traffic to be dispersed along many parallel routes, so a single street is not overburdened by excessive traffic.
3. New development along transit routes shall be required to provide turnouts for buses and passenger waiting areas in accordance with MTDB and City policies.
4. Private feeder transit service shall be encouraged, particularly for Sorrento Mesa and for future development in Carroll Canyon, to maximize use of the regional public transit system and reduce reliance on public funding.
5. Street widths should be the minimum necessary to provide safe travel.
6. Major streets shall be designed to include noncontiguous sidewalks and adequate space for future landscaped medians, ornamental lighting and transit facilities.
7. Driveways shall not be permitted on six-lane streets when access is available from adjacent streets.
8. Pedestrian overpasses should be provided where significant pedestrian/automobile conflicts are expected to occur.
9. Bicycle parking facilities shall be required at all commercial sites. Bicycle lockers shall be provided at all employment sites. Signs shall be posted to indicate the availability of these facilities (see **Development Criteria Element**).
10. Bikeways, pedestrian paths and pedestrian facilities should be provided with all new development projects and street improvement projects.



PROPOSALS

1. Camino Ruiz

This Plan proposes that Camino Ruiz terminate just north of Calle Cristobal. The 1981 plan proposed that Camino Ruiz bridge Los Peñasquitos Canyon Preserve, continuing north into the Peñasquitos community. To provide access to the bridge, approximately 1,200 feet of Camino Ruiz would be constructed on fill of what is now a finger canyon leading into the preserve.

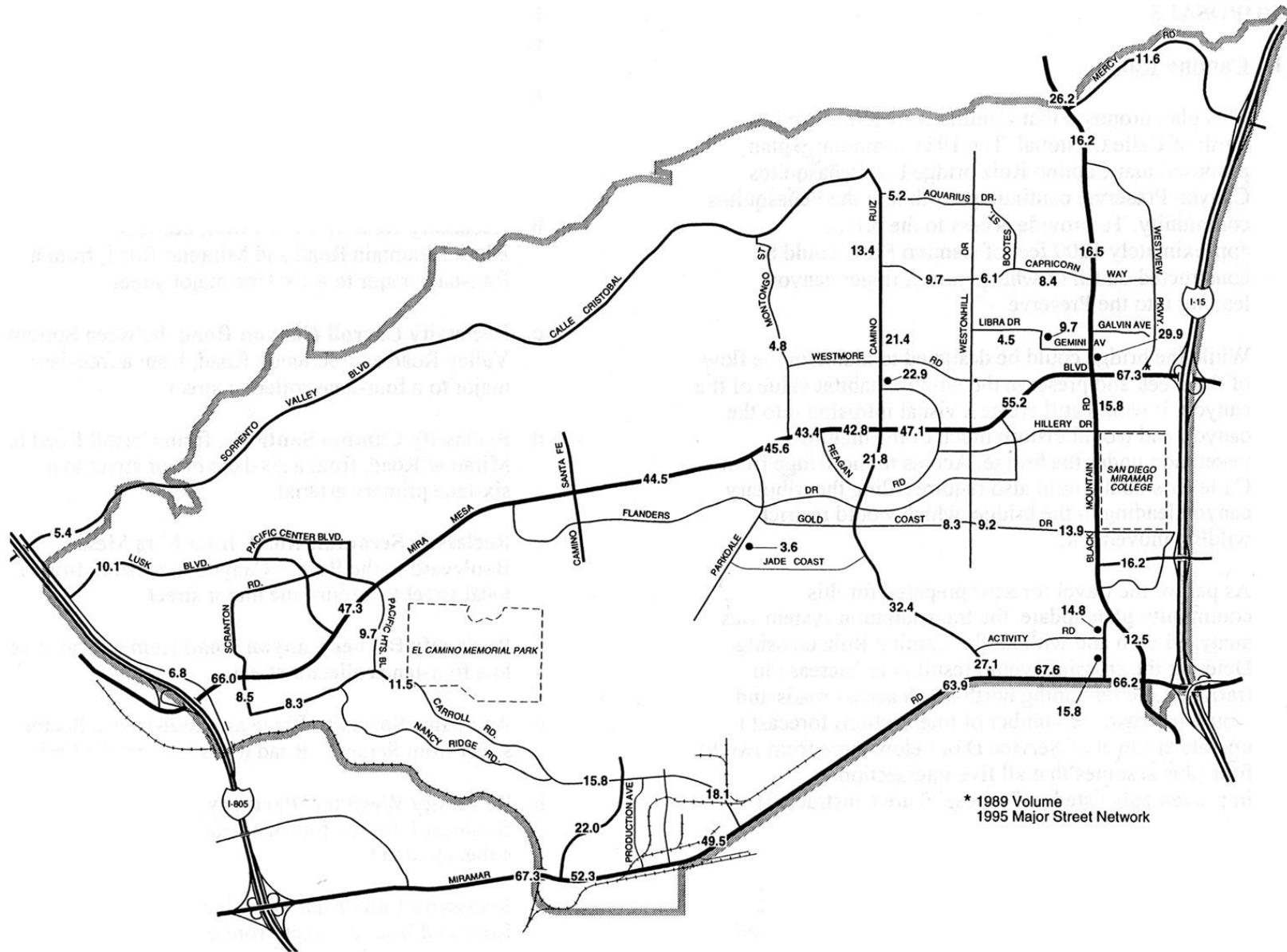
While the bridge could be designed to maintain the flow of the creek and preserve the wildlife habitat value of the canyon, it would still create a visual intrusion into the canyon and would disturb much of the mature vegetation under the bridge. Access to the bridge from Calle Cristobal would also require filling the tributary canyon leading to the bridge, which would restrict wildlife movement.

As part of the travel forecast prepared for this Plan update, the transportation system was analyzed with and without the Camino Ruiz crossing. Deleting the crossing would result in an increase in traffic on the remaining north-south access roads and would increase the number of intersections forecast to operate at Level of Service D or below three from two to four (this assumes that all five intersection improvements listed in Proposal 3 are constructed).

2. Street Classifications

Proposed street classifications and projected traffic levels (in average daily traffic or ADT) are shown on **Figure 10**. The following streets are proposed for reclassification from their classification in the 1981 plan.

- a. Reclassify Black Mountain Road, between Galvin Avenue and Kearny Villa Road, from a four-lane or six-lane major street and four-lane primary arterial to a six-lane primary arterial.
- b. Reclassify Kearny Villa Road, between Black Mountain Road and Miramar Road, from a four-lane major to a six-lane major street.
- c. Reclassify Carroll Canyon Road, between Sorrento Valley Road and Scranton Road, from a four-lane major to a four-lane collector street.
- d. Reclassify Camino Santa Fe, from Carroll Road to Miramar Road, from a six-lane major street to a six-lane primary arterial.
- e. Reclassify Scranton Road, from Mira Mesa Boulevard to the Barnes Canyon extension, from a local street to a four-lane major street.
- f. Reclassify Barnes Canyon Road from a local street to a four-lane collector street.
- g. Add Mira Sorrento Place as a four-lane collector street from Scranton Road to Vista Sorrento Parkway.

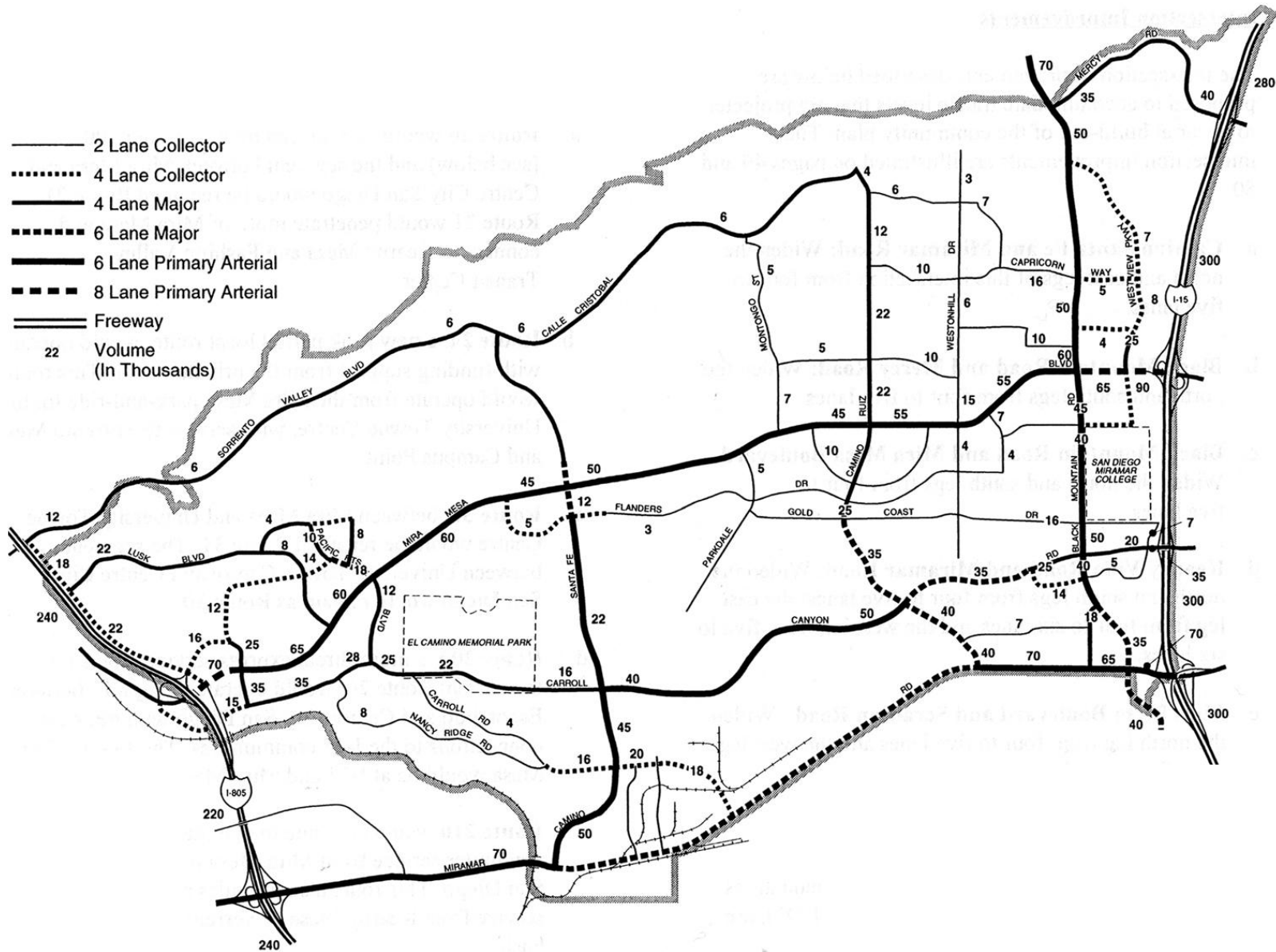


1990 Average Daily Traffic (in thousands)

Mira Mesa Community Plan

9
FIGURE





Horizon Year Average Daily Traffic and Recommended Street Classifications

Mira Mesa Community Plan

10
FIGURE

- h. Reclassify Westview Parkway, south of Mira Mesa Boulevard, from a four-lane major street to a four-lane collector street.
- i. Reclassify Capricorn Way, between Black Mountain Road and Bootes Street, from a four-lane collector street to a two-lane collector street.

3. Intersection Improvements

The intersection improvements described below are proposed to accommodate traffic levels that are projected to occur at buildout of the Plan. The intersection improvements are illustrated on **pages 50 and 51**.

- a. Camino Santa Fe and Miramar Road: Widen the north and east legs of this intersection from four to five lanes.
- b. Black Mountain Road and Mercy Road: Widen the north and south legs from four to five lanes.
- c. Black Mountain Road and Mira Mesa Boulevard: Widen the north and south legs from four to five lanes.
- d. Kearny Villa Road and Miramar Road: Widen the north and south legs from four to five lanes, the east leg from four to six lanes and the west leg from five to six lanes.
- e. Mira Mesa Boulevard and Scranton Road: Widen the north leg from four to five lanes and the west leg from five to six lanes.

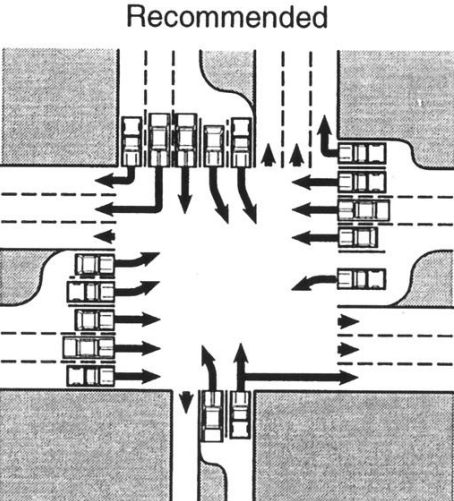
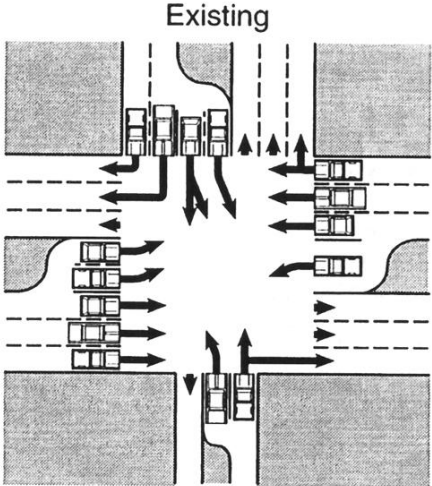
4. Transit Service

Proposed transit routes, including the recommendations from MTDB's I-15 Corridor Bus Study (July 1992), are shown in **Figure 12**. Access to the Mira Mesa park-and-ride lot at I-15 and Mira Mesa Boulevard from the north via Westview Parkway is an important part of future transit expansion in this area.

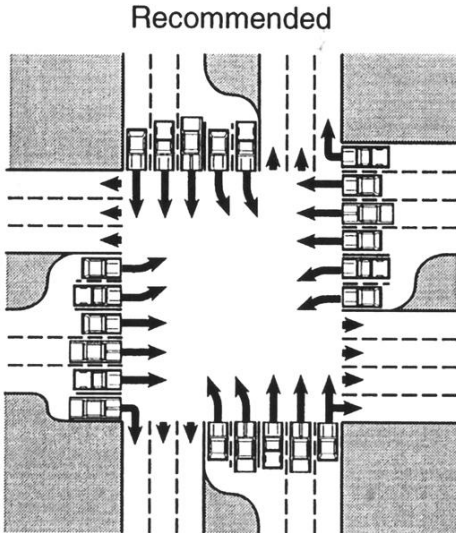
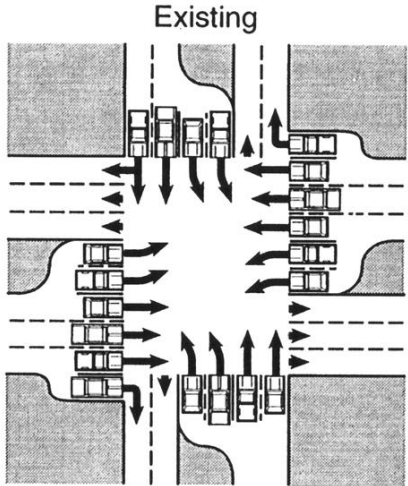
- a. Route 20 would be replaced by new Route 200 (see below) and the segment between Mira Mesa and Centre City San Diego would be renamed Route 21. Route 21 would penetrate more of Mira Mesa and connect to Kearny Mesa and Fashion Valley Transit Center.
- b. Route 24, a new peak period local route, would operate with funding support from the private sector. This route would operate from the Mira Mesa park-and-ride lot to University Towne Centre, with service to Sorrento Mesa and Campus Point.
- c. Route 30, between Mira Mesa and University Towne Centre, would be renamed Route 31. The segment between University Towne Centre and Centre City San Diego would remain as Route 30.
- d. Route 200, a more direct express service replacing the current Route 20, would operate along I-15 between Escondido and Centre City San Diego with transfer connections to the I-15 communities. The stop for Mira Mesa would be at I-15 and Mira Mesa Boulevard.

Intersection Improvements

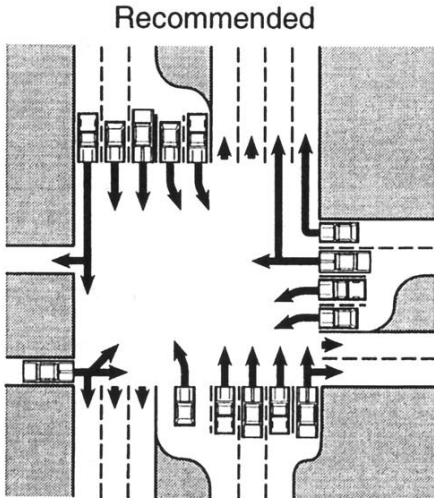
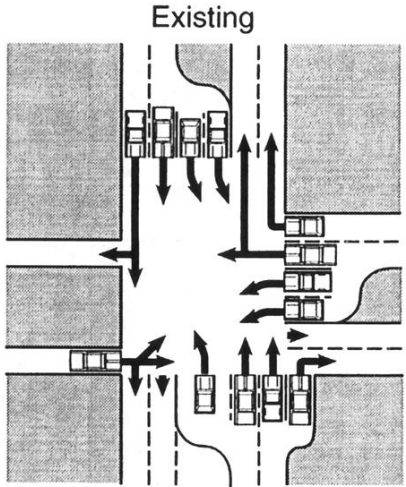
Camino Santa Fe & Miramar Road



Black Mountain Road & Mira Mesa Blvd



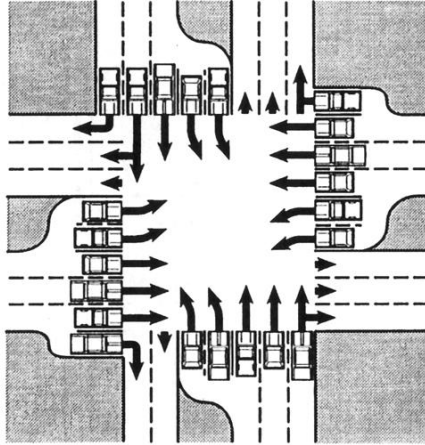
Black Mountain Road & Mercy Road



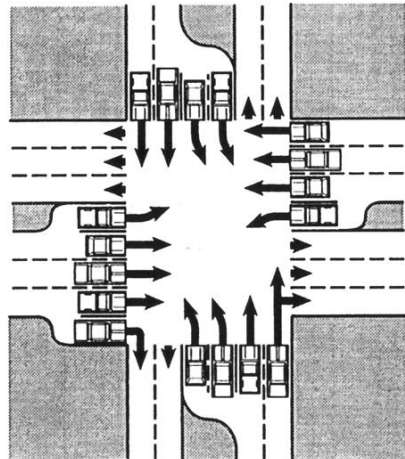
Intersection Improvements

**Kearny Villa Road
& Miramar Blvd**

Existing

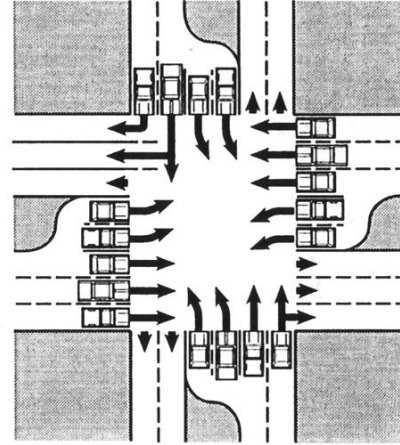


Recommended

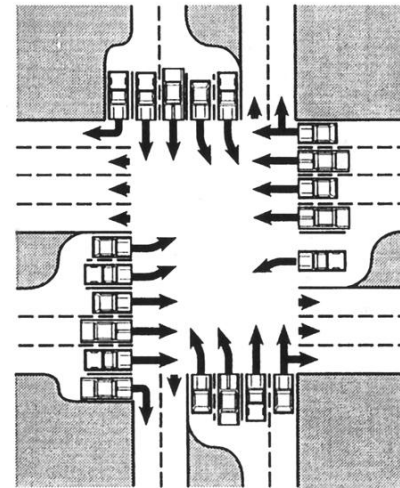


**Mira Mesa Blvd.
& Scranton Road**

Existing



Recommended



- 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. Future development in this corridor should be designed to be consistent with provision of a possible future LRT 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.

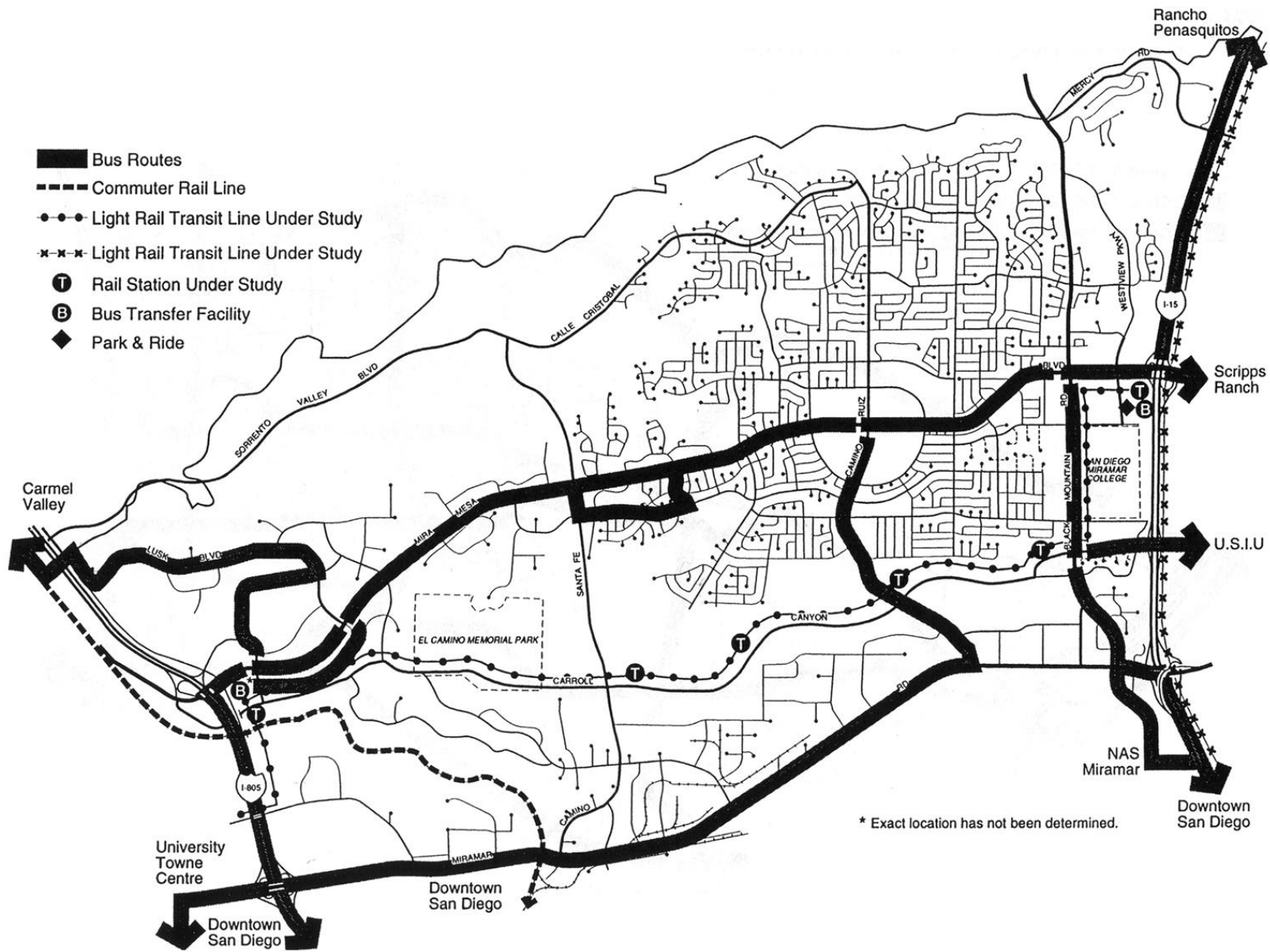
7. Bikeway System

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**.

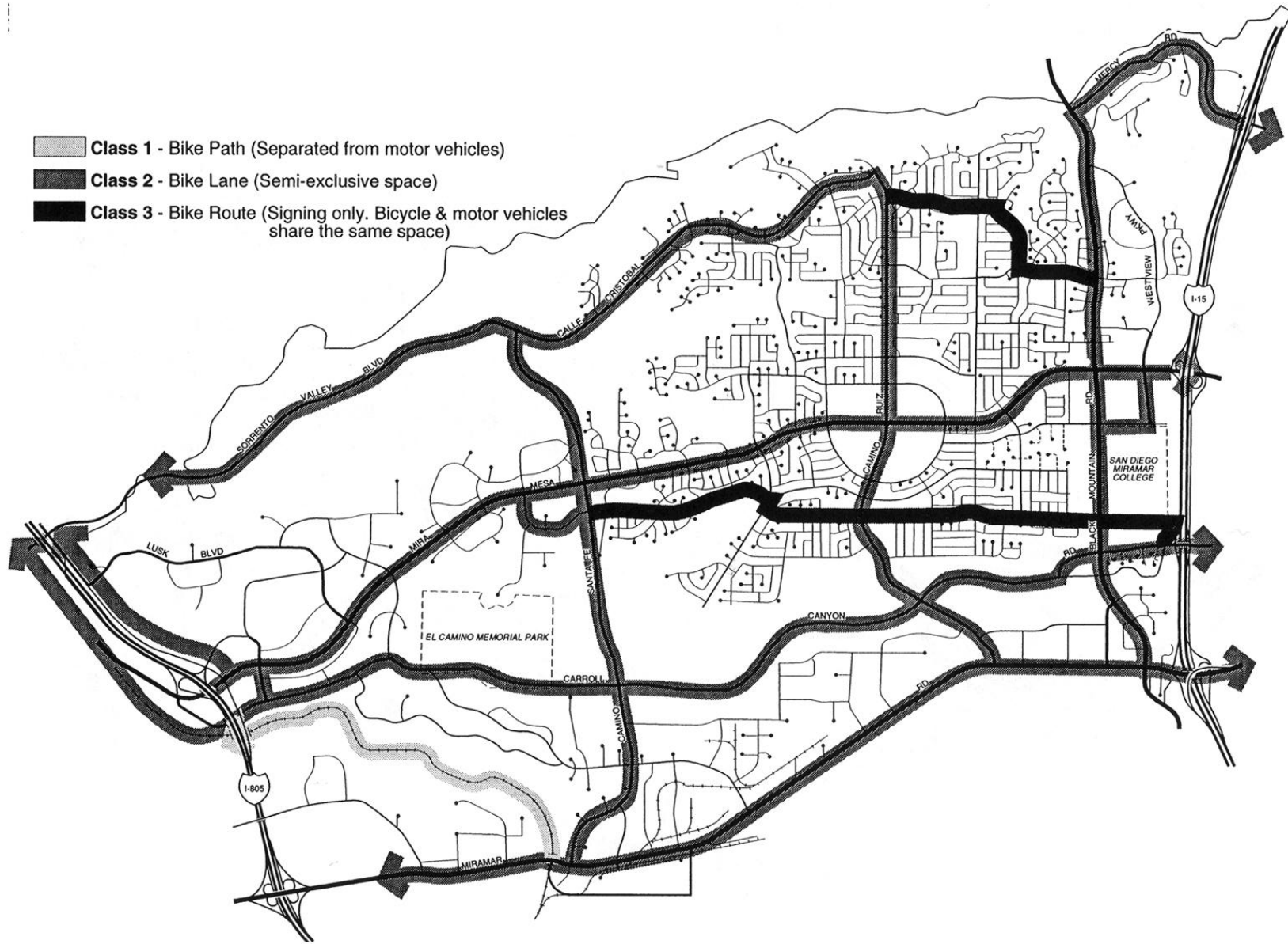




Recommended Transit
Mira Mesa Community Plan

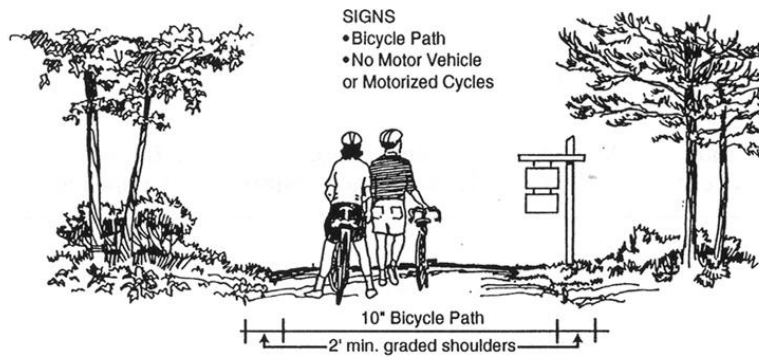
12
FIGURE

-  **Class 1 - Bike Path** (Separated from motor vehicles)
-  **Class 2 - Bike Lane** (Semi-exclusive space)
-  **Class 3 - Bike Route** (Signing only. Bicycle & motor vehicles share the same space)



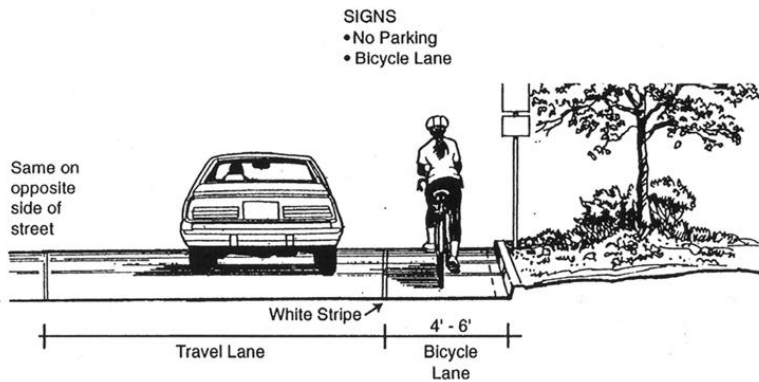
Future Bikeways
Mira Mesa Community Plan

13
 FIGURE



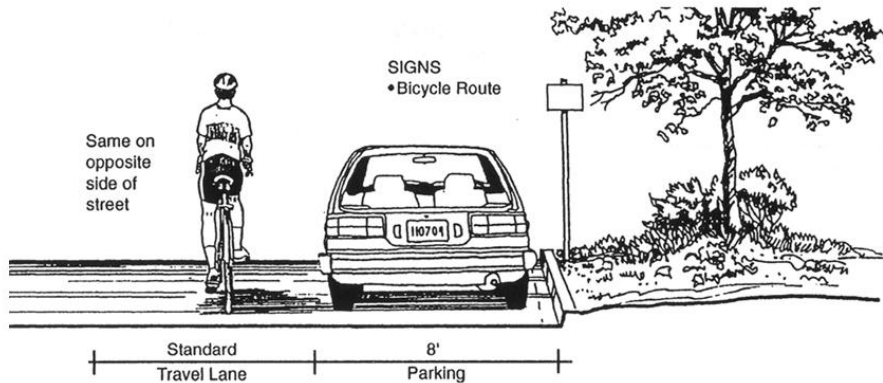
CLASS I
 (Typical location - open space)

Bicycle Path
 A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
 (Typical location - major street)

Bicycle Lane
 A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement marking.



CLASS III
 (Typical location - neighborhood street)

Bicycle Lane
 A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.

Bicycle Facilities Classifications
 Mira Mesa Community Plan



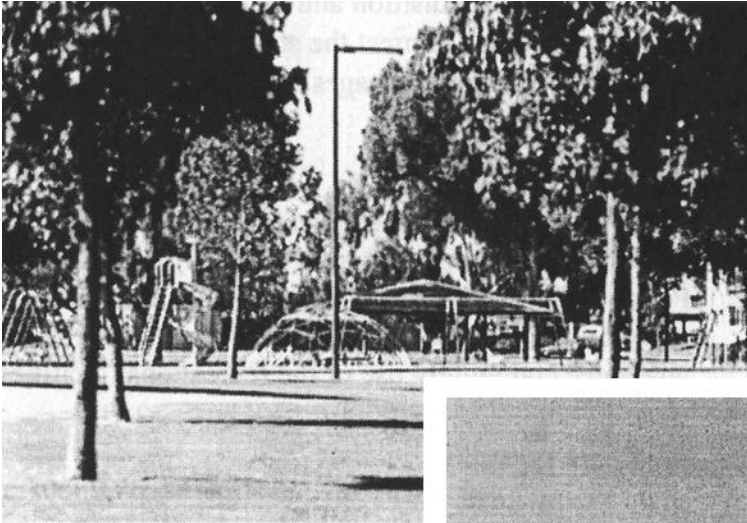
ACTION PLAN

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years	Within 15 Years			
Delete Camino Ruiz from the Plan and General Plan Circulation Element.	λ			Planning Department	General Fund	Proposal 1
Adopt PFFP & FBA* to ensure funding for the street and intersection improvements recommended in this Plan.	λ			Engineering and Development Department	General Fund	Proposals 2, 3 and 6
Require design of a project that will support transit use during the Carroll Canyon master plan process.		λ		Planning Department	Private	Proposal 5
Require provision of bikeways during project review and street improvement process.		λ	λ	Planning, Engineering and Development Departments	FBA, Subdivision Agreement	Proposal 7
Require provision of a trail system during the review process in Carroll Canyon and on Lopez Ridge.		λ	λ	Planning Department	Private	Proposal 8

* Public Facilities Financing Plan and Facilities Benefit Assessment

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PARK AND RECREATION FACILITIES



GOALS

- A balanced system of recreational facilities and services that will enrich the lives of Mira Mesa residents of all age groups.
- Provision of community and neighborhood park facilities in accordance with General Plan standards and concurrent with community growth.
- Preservation of areas notable for scenic, natural or cultural attractions as resource-based parks.
- Neighborhood parks that are located within convenient walking distance for area residents.

INTRODUCTION

As of October 1992, Mira Mesa had seven fully developed neighborhood parks and one fully developed community park. Two additional parks, the Carroll school site park and Winterwood Lane Community Park are partially developed. 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, Mira Mesa should be served by 14 neighborhood parks and three community parks with a minimum usable area totaling 166 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 recreation 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.

2. Winterwood Community Park

Expand the park from ten to 33 gross acres to provide 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.

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.

5. Carroll Canyon and Carroll Center Park Sites

These two neighborhood parks should be tied into the planned Carroll Canyon/Rattlesnake Canyon open space system. Appropriate locations will be determined during the master plan process for future development of the 900 acres that are now in sand and gravel extraction.

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.

6. 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.

7. 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.

8. 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.

9. Maddox Park

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.

10. 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.

11. Canyon Hills Resource-Based Park

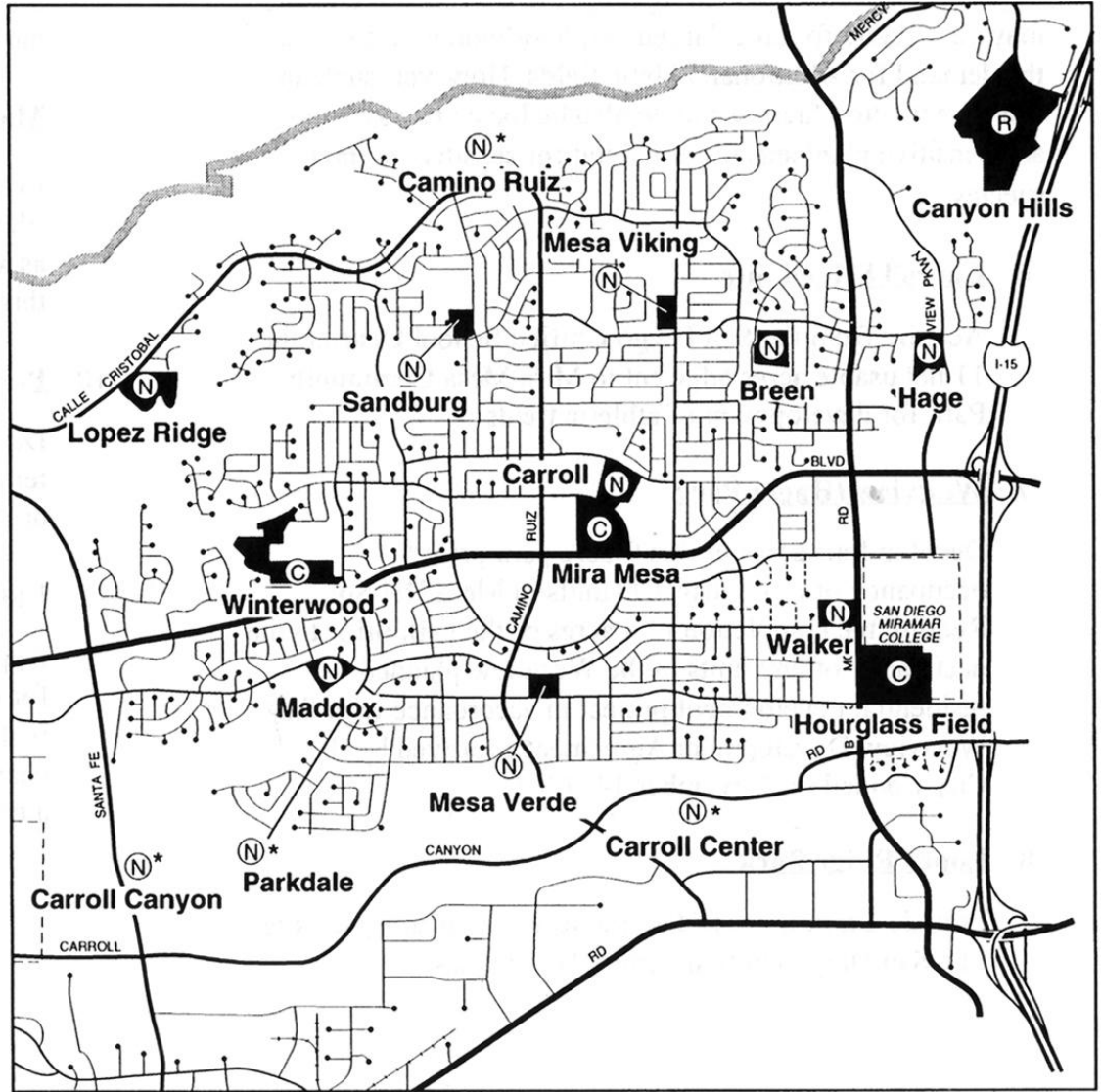
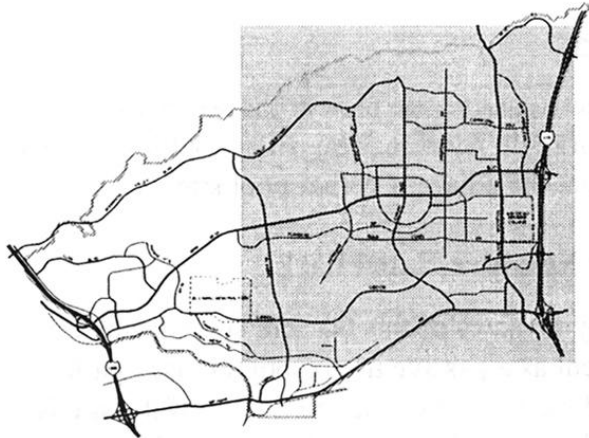
Approximately 15 acres of this 60-acre site are suitable for development as a passive use resource-based park with grass and picnic areas. The remainder of the site is characterized by steep slopes and should remain in a natural state.

RECOMMENDED COMMUNITY AND NEIGHBORHOOD (POPULATION-BASED) PARK FACILITIES

	1992 Park Acreage (City-Owned/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
Neighborhood Parks				
Breen School Site	0	-	10	1994/1998
Camino Ruiz Park	0	-	11	1997
Carroll Canyon	0	-	10	2005
Carroll Center	0	-	10	2005
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
Parkdale Park	0	-	5	2002/2012
Sandburg Park	5	-	4	Developed
Walker-Wagenheim School	0	11	11	Developed
Westview (Hage) Park	9	0	7	1992/1995
Total Acreage	90	69	187	

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

ACTION PLAN

Implementation Measures	Timing		Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years			
Acquire and develop Breen, Camino Ruiz, Carroll School and Maddox Park sites.		λ	Park and Recreation Department	FBA, Subdivision Agreement	Proposals 3, 4, 6 and 9
Acquire and develop Carroll Canyon, Carroll Center and Parkdale Park sites.			Park and Recreation Department	FBA, Subdivision Agreement	Proposals 5 and 10
Develop Hourglass Field Park.			Park and Recreation Department	FBA, Subdivision Agreement	Proposal 1
Develop Winterwood Park.		λ	Park and Recreation Department	FBA	Proposal 2
Develop Hage and Lopez Ridge Parks.		λ	Park and Recreation Department	FBA, Subdivision Agreement	Proposals 7 and 8
Develop Canyon Hills Resource-Based Park.		λ	Park and Recreation Department	Unidentified	Proposal 11

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COMMUNITY FACILITIES



GOALS

- Provision of school facilities, libraries, police and fire protection services and utilities concurrent with need.
- Community facilities that are easily accessible to all members of the community.
- Safe, direct access to community schools.
- Retention of all publicly-owned sites that are designated for community facilities.
- Maximum use of existing facilities for community activities.
- New facilities that are designed to minimize adverse impacts to the community.

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.

Miramar College, one of three community colleges in San Diego, is located adjacent to I-15, east of Black Mountain Road. The college now occupies approximately 30 acres of a 118-acre site. 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 has a floor area of approximately 8,000 square feet and a collection of approximately 45,000 books. 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. Fire Station 38 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.

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

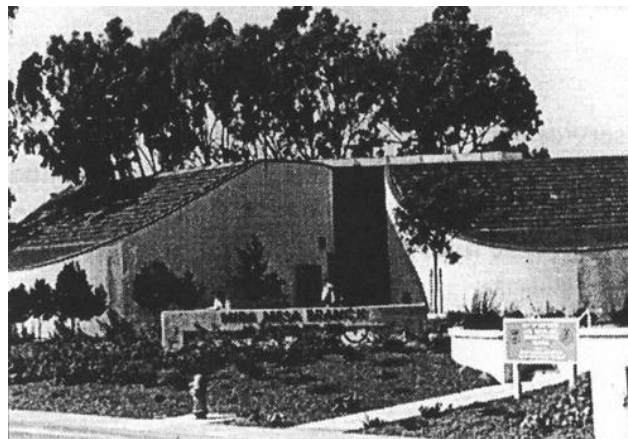
There are no hospitals located within the Mira Mesa community. Major hospitals serving the area are Scripps Hospital, located at Genesee Avenue and I-5, and Sharp Hospital, located east of State Route and south of Aero Drive. A new district hospital is located near Pomerado Road in Poway. This facility 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**.

POLICIES

1. The City shall locate new community-wide facilities near the intersection of Mira Mesa Boulevard and Camino Ruiz, where feasible, to emphasize this area as the community center of Mira Mesa.
2. The City shall ensure that public school or other facility deficiencies are addressed as required in Council Policies 600-10 and 600-22, before rezonings are granted or subdivision maps are approved.
3. The City shall preserve sites for public use until it is determined through the community plan amendment process that the appropriate long-term use of the site is not public in nature. School sites that are declared surplus by the School District shall be given first priority for re-use as neighborhood parks, community centers or other public facilities. If additional public facilities are not needed in the area, the property should be designated for development that will be compatible with the surrounding use.
4. The City shall work with the school district to utilize schools and other community facilities in Mira Mesa to their fullest extent by providing for off-hour activities such as adult education, child care, group meetings, skills training and community recreational activities.
5. The City shall require that subdivisions in the vicinity of elementary schools be designed to incorporate pedestrian access that avoids crossing major streets and eliminates circuitous routes to school.



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 not included in the school district's master plan. Although the school district does not 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 FBA 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.

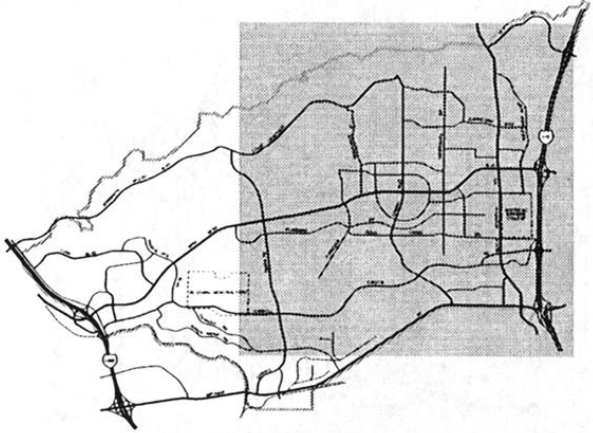
2. Monitor the capacities and enrollment of schools to ensure that any additional facilities can be constructed in time to prevent overcrowding.
3. Expand the Mira Mesa Library from an 8,000-square-foot facility to a 20,000-square-foot facility in order to accommodate the needs of Mira Mesa's increasing population. This expansion may not 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 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.

SCHOOL CAPACITY AND STUDENT ENROLLMENT

School	Grades	Fall 1990 Operating Capacity	October 1990 Enrollment	Projected Fall 1991 Enrollment
Mira Mesa High School	10-12	2,528	2,502	2,500
Wagenheim Junior High	8-9	1,782	1,742	1,662
Challenger Junior High	7	1,008	884	1,049
Ericson Elementary (Multi-track, year-round)	K-6	1,274	1,059	1,037
Hage Elementary	K-6	548	484	553
Hickman Elementary	K-6	920	889	928
Mason Elementary (Multi-track, year-round)	K-6	1,170	1,091	1,145
Sandburg Elementary	K-6	818	793	806
Walker Elementary (Multi-track, year-round)	K-6	1,167	920	934

Source: *San Diego Unified School District Long Range Facilities Master Plan (March 1991)*

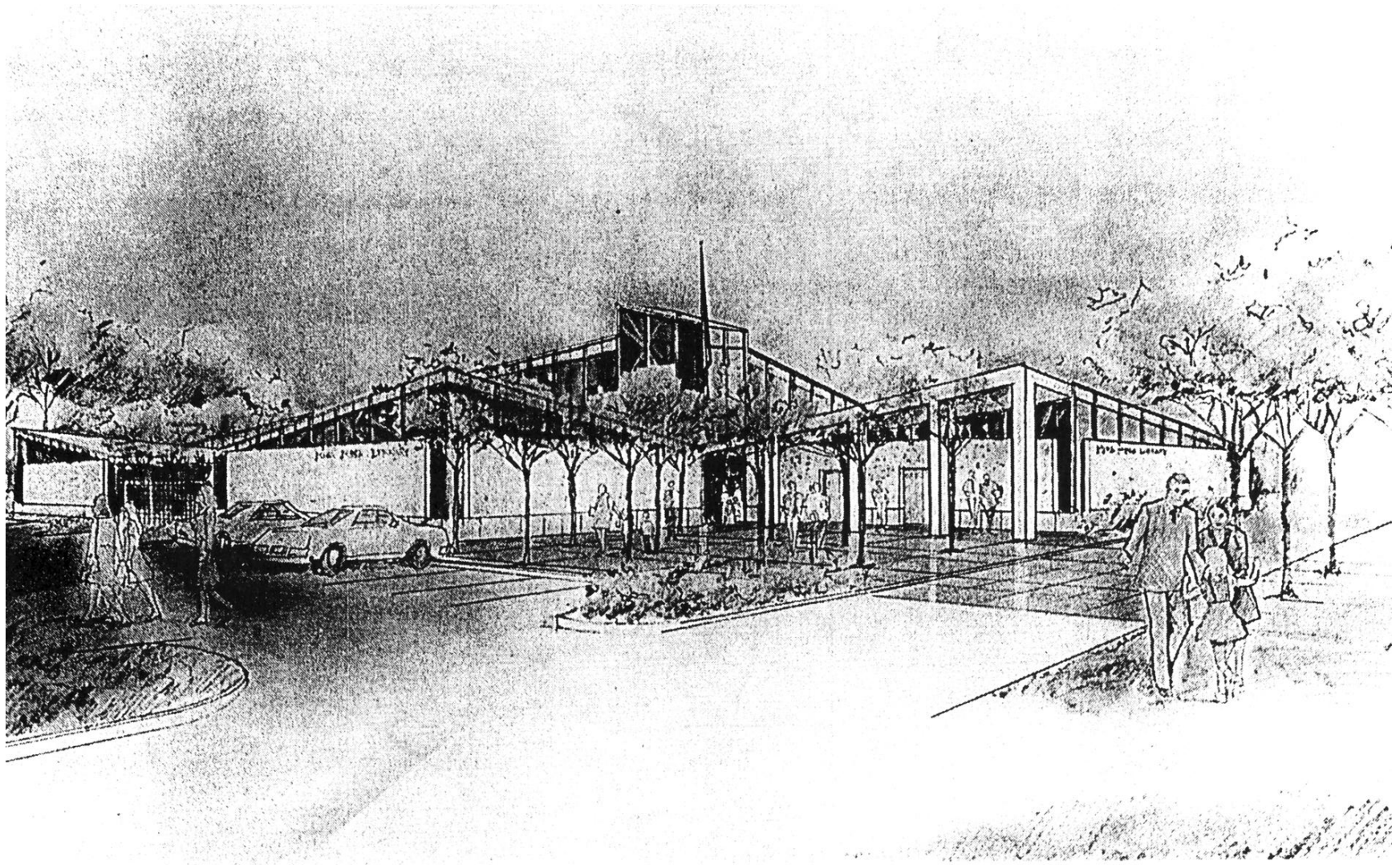
- E** Elementary School
- J** Junior High School
- S** Senior High School
- C** College



Recommended School Facilities
Mira Mesa Community Plan

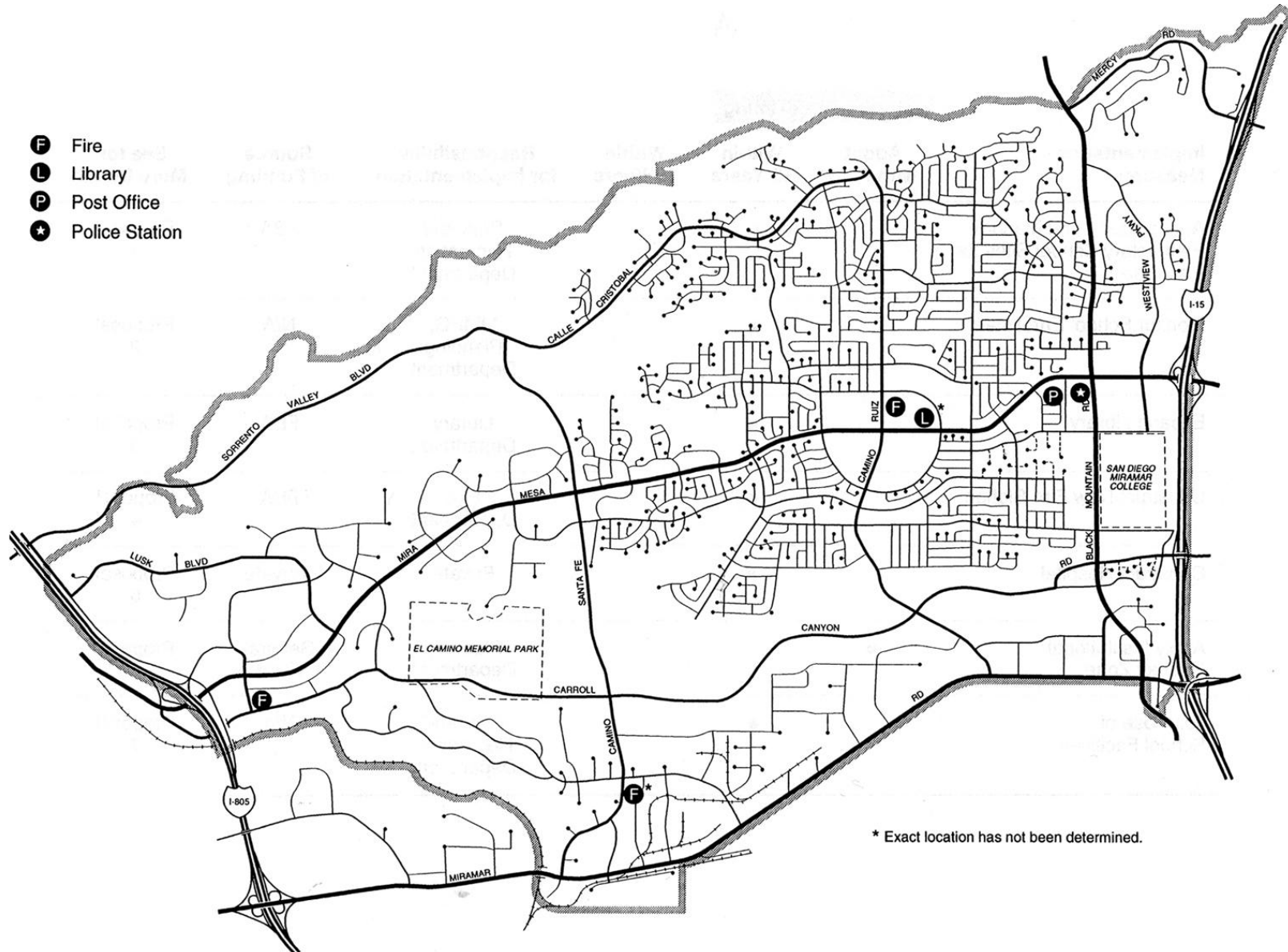
16
FIGURE





Proposed Mira Mesa Branch Library

- F** Fire
- L** Library
- P** Post Office
- ★** Police Station



Recommended Public Facilities
Mira Mesa Community Plan

17
 FIGURE



ACTION PLAN

Implementation Measures	Timing		Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years			
Acquire Breen and Maddox Elementary School sites for park use.		λ	Park and Recreation Department	FBA	Proposal 1
Monitor school enrollment.		λ	MMPG, Planning Department	N/A	Proposal 2
Expand library.		λ	Library Department	FBA	Proposal 3
Construct new fire station.		λ	Fire Department	FBA	Proposal 4
Construct hospital.		λ	Private	Private	Proposal 5
Apply Institutional Overlay Zone.	λ		Planning Department	General Fund	Proposal 6
Joint use of school facilities.		λ	Park and Recreation Department	N/A	Proposal 7

RESIDENTIAL LAND USE



GOALS

- A range of housing opportunities for all economic levels.
- A high quality living environment in Mira Mesa's residential neighborhoods.
- Residential subdivisions that are designed to preserve Mira Mesa's unique system of canyons, ridge tops and mesas.
- Compliance with the *Airport Land Use Compatibility Plan for MCAS Miramar*.

INTRODUCTION

Most of the early residential development in Mira Mesa took place on the flat mesa areas and consisted of single-family detached dwellings, arranged in modified gridiron-patterned subdivisions. Beginning in the 1980s, residential development expanded to the northern and eastern boundaries of the community near Los Peñasquitos and Lopez Canyons. Development in these areas relied on cutting and filling of tributary finger canyons to enlarge buildable pad areas.

As the community has grown, residents have become keenly aware and protective of Mira Mesa's canyon systems. Since most of the areas that remain to be developed are constrained by substantial canyons and hillsides, the physical form of new development and how well it fits in sensitive slope areas will continue to be key community issues.

POLICIES

1. Determination of Permitted Density

- a. In determining the permitted density and lot size for specific projects, within the density ranges provided under the Proposals below, the City shall take into account the following factors:
 - 1) Compatibility with the policies established in this Plan;
 - 2) Compatibility with the density and pattern of adjacent land uses;
 - 3) Consideration of the topography of the project site and assurance that the site design minimizes impacts on areas with slopes in excess of 25 percent and sensitive biology.
- b. The City shall permit very low-density development in canyon and slope areas that are not to be preserved for open space and shall permit flexibility in street improvements in residential subdivisions in topographically constrained sites.

2. Citywide Development Criteria

The City shall require that discretionary permits conform with the following citywide guidelines and criteria:

- a. The Urban Design Element of the General Plan, which contains guidelines for development of valleys, canyons and hillsides;
- b. The development regulations of the Hillside Review (HR) Overlay Zone (Municipal Code Section 101.0454) and the Hillside Design and Development Guidelines, where applicable.
- c. For property that is in the Coastal Zone (generally the area west of the intersection of Caminito La Bar and Calle Cristobal, north of Mira Mesa Blvd.), the coastal regulations of the HR zone (Subsection J). These regulations limit encroachment into sensitive slope areas.

3. Community-specific Development Criteria

In the review of discretionary permits proposed for property in the Coastal Zone, the HR Overlay Zone, or abutting any of the major canyons that form the framework of the open space system in Mira Mesa (Los Peñasquitos, Lopez, Carroll Canyon or Rattlesnake) the City shall employ the criteria on **pages 115 and 116** of this Plan (**Development Criteria**) in its determination of consistency with this Plan.

4. Compliance with the MCAS Miramar Airport Land Use Compatibility Plan

Future proposals to allow residential development in areas within the Airport Influence Area shall be reviewed for compliance with the Airport Land Use Compatibility Plan for MCAS Miramar. Refer to **Appendix D**.

PROPOSALS

1. Residential Densities

The following density ranges and building types are proposed to meet the goals of this Plan:

Very low-density: 0-4 dwelling units per gross acre

This density range is proposed for Lopez Ridge and the northeastern corner of the community near Canyon Hills Park. This range is generally characterized by clustered detached single-family or attached multifamily units (such as duplexes and townhomes) built on large hillside parcels that contain relatively small areas suitable for buildings. Design flexibility on these hillside parcels is necessary to integrate development with the natural environment, preserve and enhance views, and protect areas of unique topography and vegetation. The R1-10000 Zone or the R1-5000 Zone, if units are clustered to preserve natural open space areas, are proposed to implement this designation. The maximum four units per acre is not likely to be achieved except on lots that have large areas in slopes of less than 25 percent.

Low-density: 4-10 dwelling units per net acre

This range is characterized by single-family residential development on 5,000- to 7,000-square-foot lots, built under standard subdivision regulations. This type of development is appropriate for the flat mesa areas of the community. The R1-5000 Zone is proposed to implement this designation.

Low-medium-density: 10-15 dwelling units per net acre

The low-medium-density range will allow for multifamily development in the form of duplexes, townhouses and low-scale apartments. The relatively large sites proposed for this density will permit the design flexibility needed to ensure compatibility in scale with adjacent detached single-family development. The R-3000 Zone is proposed to implement this designation.

Medium-density: 15-30 dwelling units per net acre

This density can provide a transition in scale between the medium-high-density development near primary arterials and commercial centers and the lower density areas that are dominant in the community. Medium-density areas are located near major streets and neighborhood commercial areas. The R-2500 through the R-1500 Zones are proposed to implement this designation.



Medium-high-density: 30-45 dwelling units per net acre

This is the highest residential density range proposed in Mira Mesa. Areas designated for medium-high density consist of relatively large parcels that offer wide latitude in site design and building type. Medium-high density is proposed for sites that are convenient to freeways, major streets, public transit, commercial services, and recreational uses. The R-1250 or R-1000 Zones are proposed to implement this designation.

Mobile Homes and Modular Housing

The 286-unit mobile home park that is located on the east and west sides of Black Mountain Road, south of Mira Mesa Boulevard, should remain zoned for Mobile Home Park use.

2. Site Specific Proposals

a. Mercy Hospital Site

Mercy Hospital owns a 12-acre site on Mercy Road near I-15. This site is designated for very low-density residential development. The two properties on either side of this site are developed with multifamily units at densities of 12.5 and 18 units per net acre. Both of these projects are also designated for very low-density development, but were approved as part of larger PRDs that clustered the multifamily units on the north side of Mercy Road in exchange for lower densities and preservation of steep slopes on the south side of Mercy Road.

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

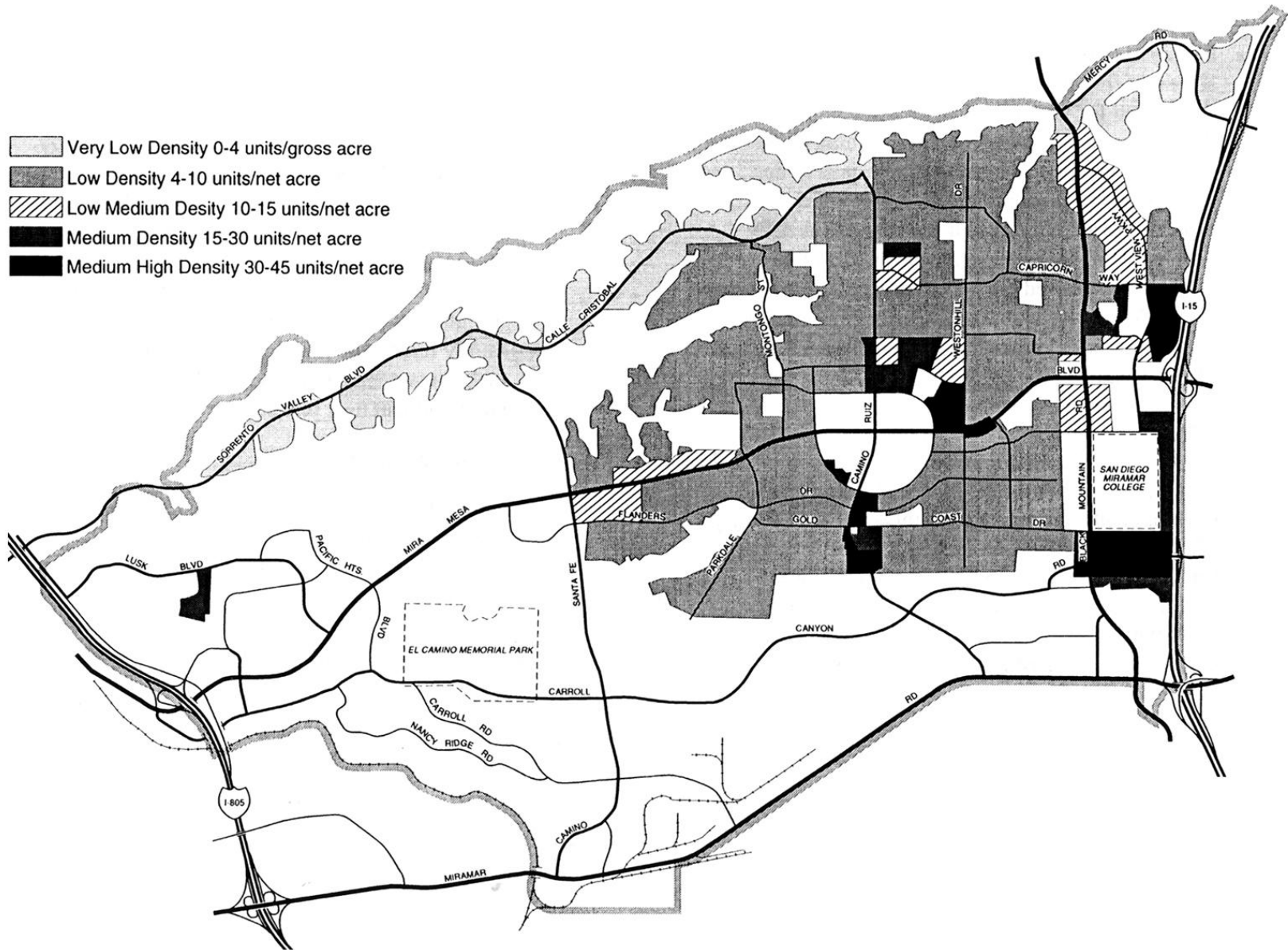
Approximately 66 acres located south of Mira Mesa Boulevard, west of I-15 and east of Black Mountain Road are proposed for a mix of uses, including commercial retail/entertainment/office and residential development. This Plan proposes that this site be designed to integrate the variety of uses. Multifamily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

3. **Buildout Projections**

Based on the density ranges proposed in this Plan, Mira Mesa is projected to have approximately 28,722 dwelling units at buildout, which is estimated to occur after the year 2010.

Housing Type	Number of Units	
	December 1990	Buildout
Single-family (detached)	13,088	14,600
Multifamily (attached)	7,308	14,122
Total	20,396	28,722

-  Very Low Density 0-4 units/gross acre
-  Low Density 4-10 units/net acre
-  Low Medium Density 10-15 units/net acre
-  Medium Density 15-30 units/net acre
-  Medium High Density 30-45 units/net acre



Recommended Residential Densities
Mira Mesa Community Plan

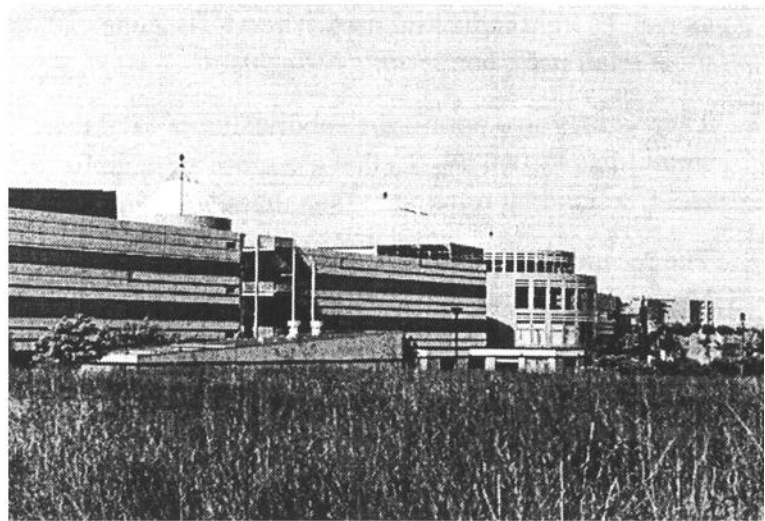
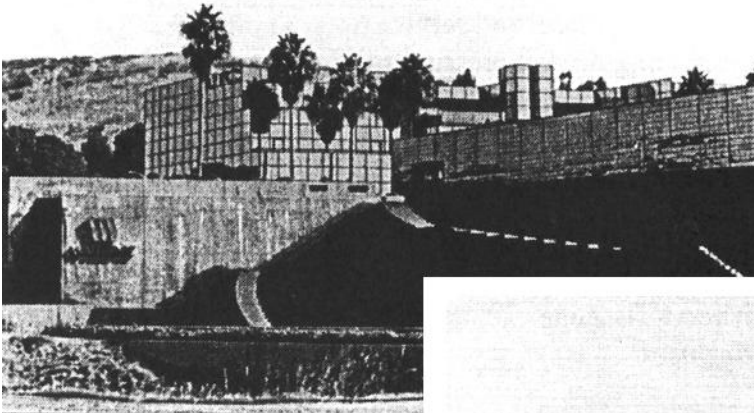
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FIGURE

ACTION PLAN

Timing						
Implementation Measures	Adopt With Plan	Within 10 Years	Within 15 Years	Responsibility for Implementation	Source of Funding	See for More Detail
Require PRDs for new residential development requiring discretionary permits to ensure consistency with citywide guidelines and the development criteria of this Plan.		λ	λ	Planning Department	N/A	Policies 1-4
Retain Mobile Home Park Overlay Zone on existing 286-unit site on Black Mountain Road.		λ	λ	Planning Department, Planning Commission, City Council	N/A	Proposal 1

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INDUSTRIAL LAND USE



GOALS

- Preservation of an adequate supply of industrial land.
- A reduction in traffic conflicts and congestion in industrial areas.
- Improvement in the visual quality of industrial development in the community.
- Compliance with the *Airport Land Use Compatibility Plan for MCAS Miramar*.

INTRODUCTION

Mira Mesa is one of the major employment centers in the region. According to SANDAG's Series 7 Regional Growth Forecast, more than 60,000 jobs will be based in the community by 2010. Almost half of these will be in manufacturing, wholesale trade, transportation and related industries.

The 1981 plan allocated 1,100 acres between Carroll Canyon Road and Miramar Road (the Miramar subarea) and an additional 1,000 acres in western Mira Mesa between Camino Santa Fe and I-805 (the Sorrento Mesa subarea), for industrial use. The 1981 Plan also designated approximately 900 acres in Carroll Canyon for resource extraction that the CalMat Company and Fenton Materials Company are currently mining for sand and gravel. In January 1988, the City Council adopted an amendment to the Plan that redesignated this area to require preparation of a master development plan to permit future redevelopment of these sites when mining has been completed. Development criteria for this area are contained in the **Carroll Canyon Master Plan Element**.

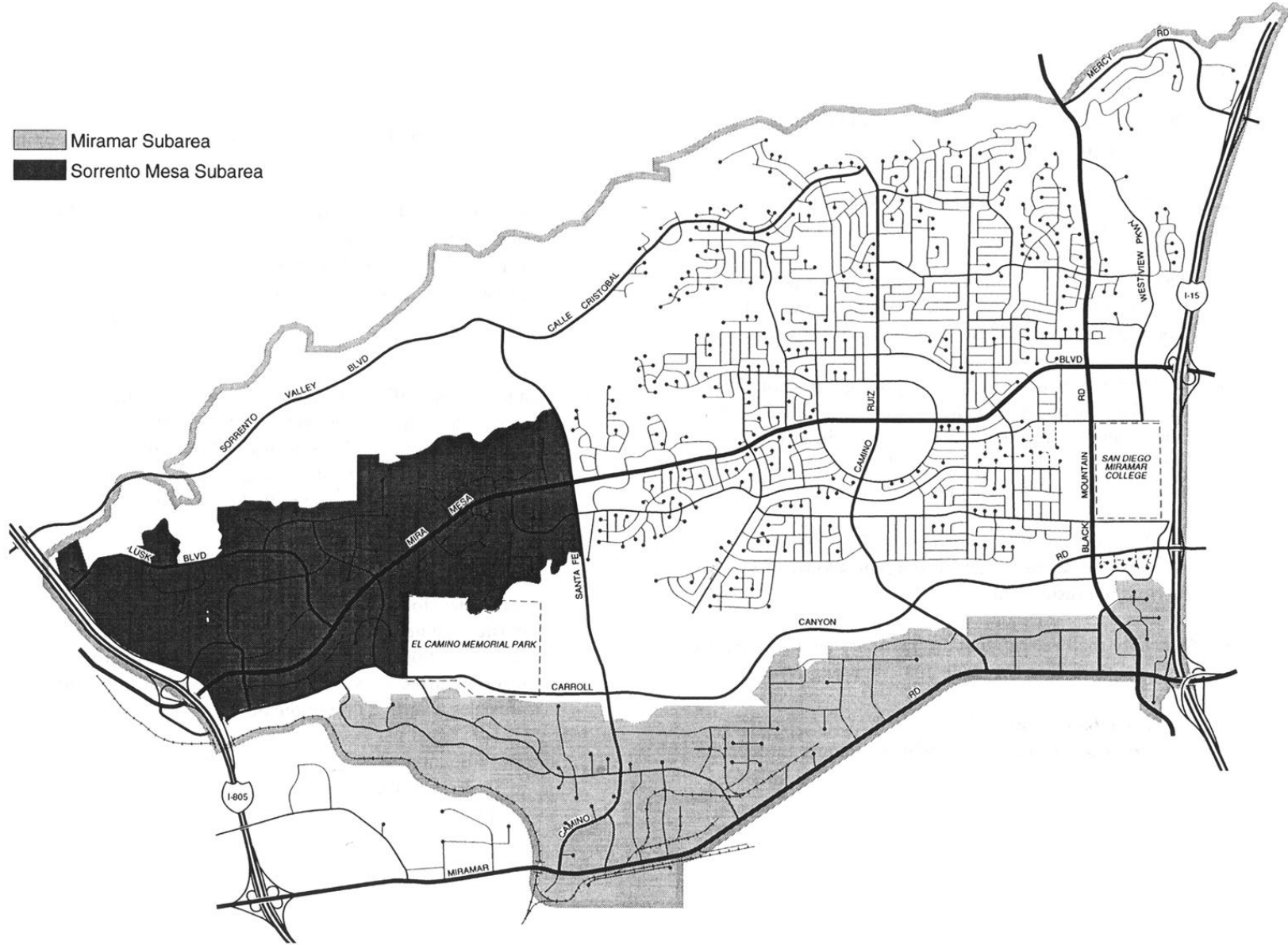
A land use inventory conducted by the Planning Department in 1988 found that development in the Miramar subarea differs from the type of industrial development anticipated when the community was originally planned. This subarea contains some older light industrial uses (warehousing, wholesale distribution and manufacturing) within its interior; however, the perimeter is largely developed with strip commercial and office/business park uses. This has had a tremendous effect on the surrounding street system, particularly on Miramar Road, since retail and office uses generate substantially more traffic than larger industrial uses.

Sorrento Mesa is being developed as a series of comprehensively planned industrial parks with a mix of industrial, office and service uses. Though there is continuing market pressure for development of office uses rather than lower traffic-generating industrial uses, retail uses have been restricted through the planned industrial development (PID) process.

The development of office and retail uses in the industrially designated land in Mira Mesa is due to several factors:

- The City's most widely used industrial zones—M-1B and M-1A—permit a broad range of uses. The M-1A Zone is a general industrial zone that permits retail and office uses, as well as light industrial uses. The M-1B Zone excludes most retail uses, but permits office uses.
- These zones also permit the subdivision of land into small lots (15,000 sq. ft.) that are more suitable for office and freestanding retail uses than manufacturing uses.
- The location of industrially designated areas along Miramar Road and Mira Mesa Boulevard is attractive to office and retail developers. Both roadways are easily accessible from I-805 and I-15 and are heavily used by commuters.

Miramar Subarea
 Sorrento Mesa Subarea



Industrial Subareas
Mira Mesa Community Plan

19
 FIGURE

POLICIES

1. The City shall preserve an adequate supply of industrial land for manufacturing uses.
2. The City shall restrict the development of freestanding commercial uses in industrially designated areas.
3. The City shall ensure that all projects within the Airport Influence Area are reviewed for conformance with the Airport Land Use Compatibility Plan for MCAS Miramar.
4. Where not precluded by the Airport Land Use Compatibility Plan, the City shall encourage developers to incorporate day care centers and recreational facilities into industrial developments. The facilities could be used by employees as well as offered to residents of the community.
5. The City shall require developers of large industrial projects to designate truck access routes to freeways through nonresidential areas.
6. The City shall require that discretionary permits conform with the following citywide guidelines and criteria:
 - a. The Urban Design Element of the General Plan, which contains guidelines for development of valleys, canyons and hillsides.
 - b. The development regulations of the Hillside Review (HR) Overlay Zone (Municipal Code Section 101.0454) and the Hillside Design and Development Guidelines, where applicable.
 - c. For property that is in the Coastal Zone (generally the area west of the intersection of Caminito La Bar and Calle Cristobal, north of Mira Mesa Boulevard), the coastal regulations of the HR Zone (Subsection J). These regulations limit encroachment into sensitive slope areas.
7. Community-specific Development Criteria: In the review of discretionary projects, the City shall employ the Development Criteria on **pages 115 and 116**, where appropriate, as well as the following criteria in its determination of consistency with the Plan:
 - a. Industrial lot sizes should be a minimum of 80,000 square feet. The individual lot size may be less if developed within a comprehensively designed master planned project which exceeds an overall site area of 80,000 square feet and limits the number of project entries, provides shared parking facilities and provides a unified design theme.
 - b. The amount of multi-tenant offices should be limited to 50 percent of the total square footage of the project.

PROPOSALS

1. Industrial Designations

The Plan designates approximately 2,539 acres for industrial development as shown on **Figure 20**. Two 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.

Future proposals to allow industrial development within the Airport Influence Area shall be reviewed to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at MCAS Miramar are reviewed for conformance with the ALUCP for MCAS Miramar. Refer to **Appendix D**.

2. Subarea Proposals

a. Sorrento Mesa Subarea

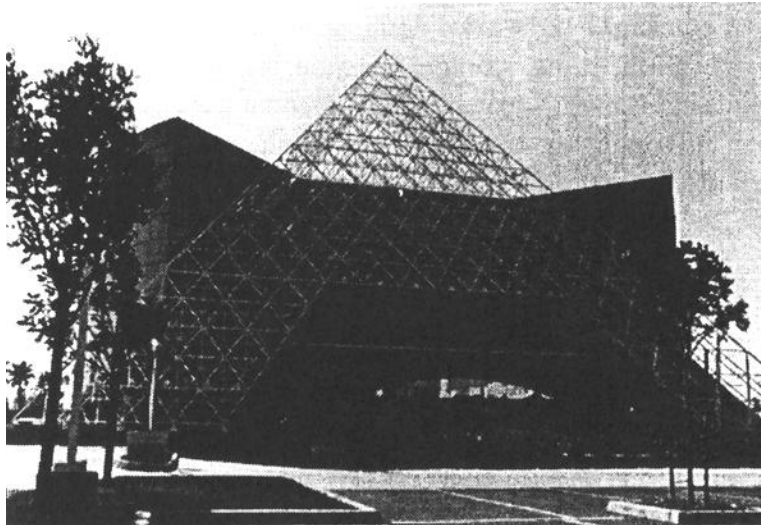
Sorrento Mesa is developing as a series of planned industrial parks with high quality architectural design, extensive landscaping and limited signs. Sorrento Mesa's planned industrial parks are developing as planned industrial development (PID) permits with the exception of the Lusk Industrial Park which was approved as a subdivision map. Support facilities should be incorporated into larger industrial parks to serve area employees, subject to the following criteria:

- 1) Support facilities shall not exceed ten percent of the allowable gross floor area of a planned industrial park;
- 2) Support facilities shall be designed as integral parts of the industrial park and oriented to the interior of the project; and
- 3) Signs shall be directed toward users on the premises. Street-oriented signs shall be for directional purposes only.

These facilities should provide services that employees or visitors to the area would normally have to drive to, such as restaurants, credit unions, copy centers, mail services, savings and loan institutions, childcare centers, athletic clubs and business-serving hotels which do not provide space devoted to restaurants, retail shops and meeting space at the level found in full-service hotels.

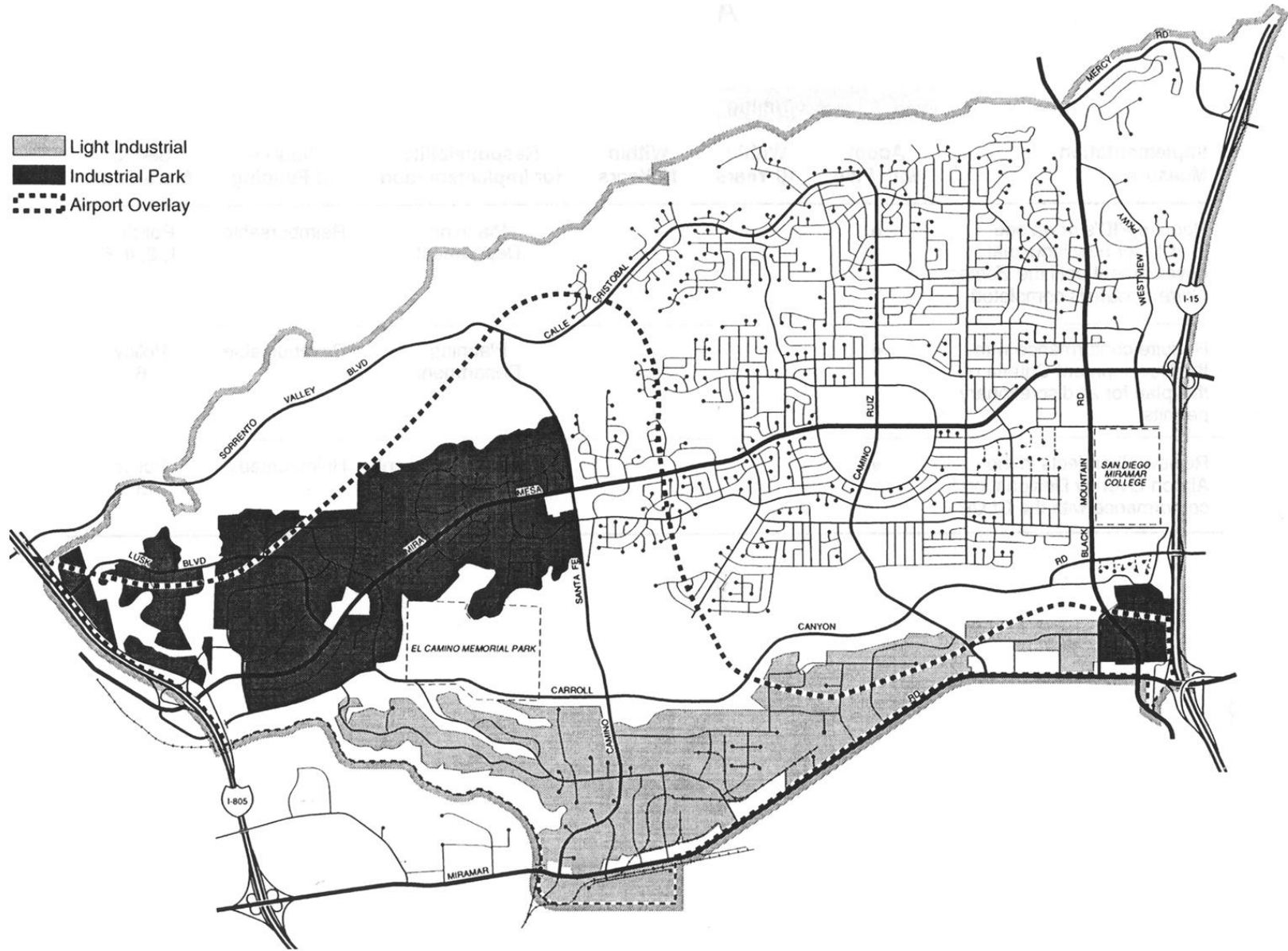
b. Miramar Subarea

The Miramar subarea should continue to develop with a mix of light industrial and specialized commercial uses. Retail uses that generate additional traffic impacts at peak hours should be limited to existing M-1A or commercially zoned areas. Additional M-1A or commercial zoning should



not be approved in this subarea until the development of more restrictive commercial and industrial zones is completed as part of the zoning code update. Support commercial facilities may be considered under the PID process, subject to the same conditions as above.

-  Light Industrial
-  Industrial Park
-  Airport Overlay



Recommended Industrial Land Use
Mira Mesa Community Plan

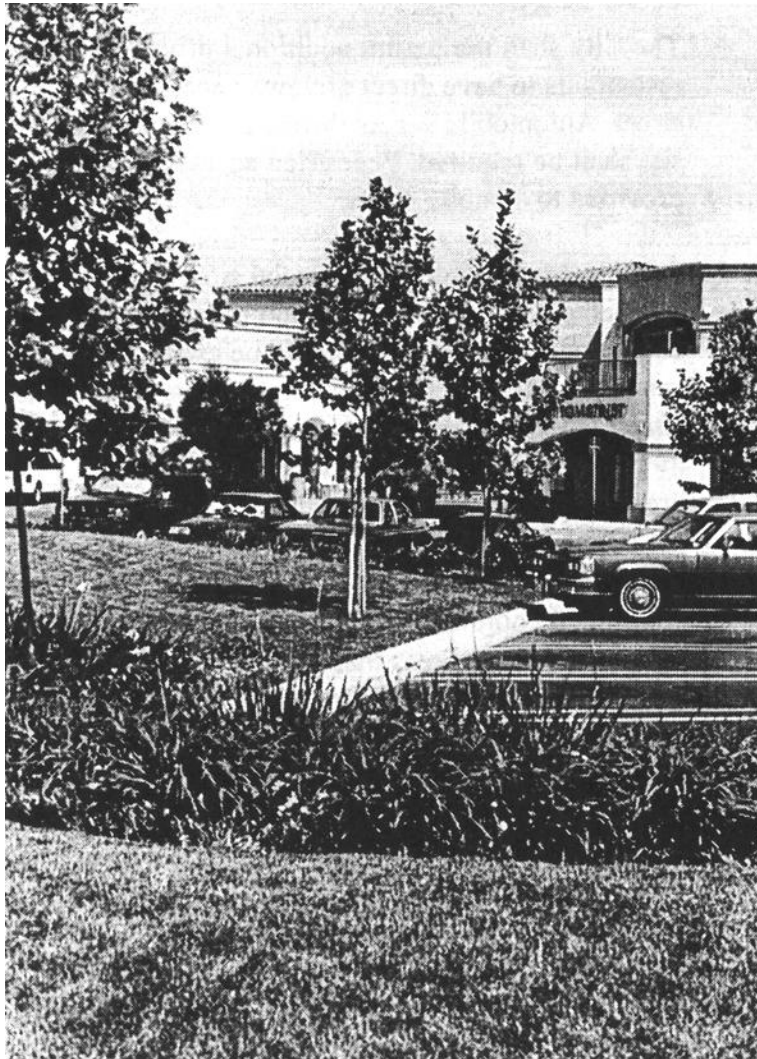
20
FIGURE



ACTION PLAN

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years	Within 15 Years			
Require PIDs or rezone to M-LI for new industrial development until the Zoning Code Update is completed.	λ			Planning Department	Reimbursable	Policies 1, 2, 4 and 6
Require conformance with the Development Criteria of this Plan for all discretionary permits.	λ			Planning Department	Reimbursable	Policy 6
Review all projects in the Airport Influence Area for conformance with the Airport Land Use Compatibility Plan.	λ			Planning Department, Planning Commission, City Council	Reimbursable	Policy 3

COMMERCIAL LAND USE



GOALS

- Conveniently located and well-designed commercial development.
- Commercial areas that also serve as centers for community activity.
- A reduction in automobile trips associated with commercial services.
- Neighborhood commercial services that are easily accessible to pedestrians and bicyclists.

INTRODUCTION

Commercial development in Mira Mesa is generally automobile-oriented, with large parking areas between the stores and the streets. Newer developments have incorporated trees within the parking lots to help break up these normally large barren areas and have increasingly stressed aesthetic considerations in building and site design. This is exemplified in the developments at the intersection of Black Mountain Road and Mira Mesa Boulevard. These areas have been planned with cohesive architecture, building materials, signs and landscaping. Driveways have been consolidated and the parking areas are shared among users. Still, as in most suburban shopping center development, that found in Mira Mesa is not oriented to the pedestrian or bicyclist.

POLICIES

1. Until the zoning code update can provide adequate implementation for commercial land use policies, the City shall require a planned Commercial Development Permit for any new commercial project that requires processing of a rezone, subdivision map or other discretionary permit.
2. For properties along Miramar Road, the City shall limit commercial retail uses that generate additional traffic impacts at peak hours to existing M-1A or commercially zoned areas. Support commercial uses may be included within industrial parks according to the development criteria contained in the **Industrial Land Use Element** (Miramar Subarea Proposal).
3. The City shall ensure that all projects within the Airport Influence Area are reviewed for conformance with the Airport Land Use Compatibility Plan for MCAS Miramar.
4. The City shall not permit additional drive-through restaurants to have direct driveway access to a public street. Automobile access through a larger commercial site shall be required. Pedestrian access should be provided to a public street.
5. As Mira Mesa's older commercial sites begin to redevelop, a more pedestrian and transit-oriented commercial environment should be established. This can be accomplished by placing buildings closer to the street; emphasizing pedestrian paths and activity areas by providing benches, tables and shaded areas; and breaking up large areas of concrete or asphalt with patterned paving.
6. Additional commercial development should be permitted only in areas that are served, or are proposed to be served in the future, by transit. Provision of sheltered passenger waiting areas should be requirements of all new commercial development.
7. In the review of discretionary projects, the City shall employ the criteria in the **Development Criteria Element** of this Plan, as appropriate, in its determination of consistency with the Plan.

PROPOSALS

1. Commercial Designations

Approximately 171 acres in Mira Mesa are designated for commercial development as shown on **Figure 21**. Seven categories of commercial use and one overlay designation are proposed:

The **Neighborhood Commercial** designation is intended to encourage the organized concentration of retail goods and services for the convenience of the immediately adjacent residential neighborhood. Typical uses found in neighborhood shopping centers include grocery stores, pharmacies, restaurants, dry cleaners, service stations, specialty apparel shops, beauty parlors, professional office and financial services.

The **Community Commercial** designation is intended to encourage organized concentration of a wide variety of retail goods and services for the community. In addition to the uses specified in the neighborhood commercial designation, the uses found in community shopping centers include, but are not limited to, general apparel and merchandise sales, movie theaters and furniture sales.

The **Business Commercial** designation is intended to encourage the development of commercial centers to serve the employees of the surrounding industrial parks. Such developments are characterized by a high level of design to complement adjacent industrial and office development. Typical uses are similar to those specified in the neighborhood commercial designation but with an added emphasis on uses that serve the business community. Employment generating uses may be provided if included with a range of retail and service uses.

The **Specialized Commercial** designation is intended to provide for the location of commercial uses that are more suitable for individual auto access than for general shopping area developments. These uses include auto sales and service, car washes, furniture, appliance and building supply stores and rental businesses. Multi-tenant shopping centers that concentrate on specialized uses such as auto sales and service; furniture sales; and other commercial facilities that support and are ancillary to such specialized uses also are intended.

The **Commercial Recreation** designation is intended to accommodate recreation facilities for residents and visitors. At present, this designation is limited to the skating rink near Black Mountain Road and Galvin Avenue. In the future, the Commercial Recreation designation may be proposed for other sites in the community to locate health clubs, golf driving ranges and other related uses. The sites should be chosen to provide easy auto access and not create land use conflicts with residential neighborhoods.

The **Visitor Commercial** designation is intended primarily for hotels and motels. Specialty shops, restaurants, entertainment and other uses catering to visitors may also be provided.

The **Office Commercial** designation provides for professional and financial services in locations served by primary access, yet inappropriate for commercial or high-employment office centers because of the proximity to residential uses. Related uses may include lodges and clubs, medical clinics and convalescent homes.

Future proposals to allow commercial development within the Airport Influence Area shall be reviewed to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at MCAS Miramar are in conformance with the ALUCP for MCAS Miramar. Refer to **Appendix D**.

2. **Site-specific Proposals**

a. Miramar Road

This Plan provides for the continued location of auto-dependent uses along Miramar Road—primarily a mix of light industrial and specialized commercial uses. Support commercial uses that are part of a larger industrial park are encouraged, but should be permitted under a planned industrial permit process only. Retail uses that generate heavy traffic at peak hours should be limited to existing M1-A or commercially zoned areas.

Because Miramar Road is primarily intended as an industrial area, commercial uses must be designed to minimize visual intrusion to avoid creating the appearance of a commercial strip. New development fronting Miramar Road should consolidate

driveways or take access from adjacent side streets to reduce traffic conflicts caused by turning movements. This will also improve the continuity of the sidewalk and front landscape strip, increasing the attractiveness of this area to the pedestrian as well as the motorist.

b. Sorrento Mesa

Commercial services in Sorrento Mesa should continue to consist of hotels, restaurants, and convenience services that cater to employees of the industrial and office parks. Retail services should be permitted only in existing commercial designations or as part of larger industrial parks that are processed as planned industrial developments.



c. Mira Mesa Boulevard and Camino Ruiz

Two shopping centers and an office center provide community serving uses such as department stores, clothing stores, movie theaters, and medical and dental offices at this intersection. Also at this location are community facilities such as the library, senior citizens center, a fire station, community and neighborhood park and Mira Mesa High School. This area should be enhanced as the community's focal point by continuing to locate public facilities here.

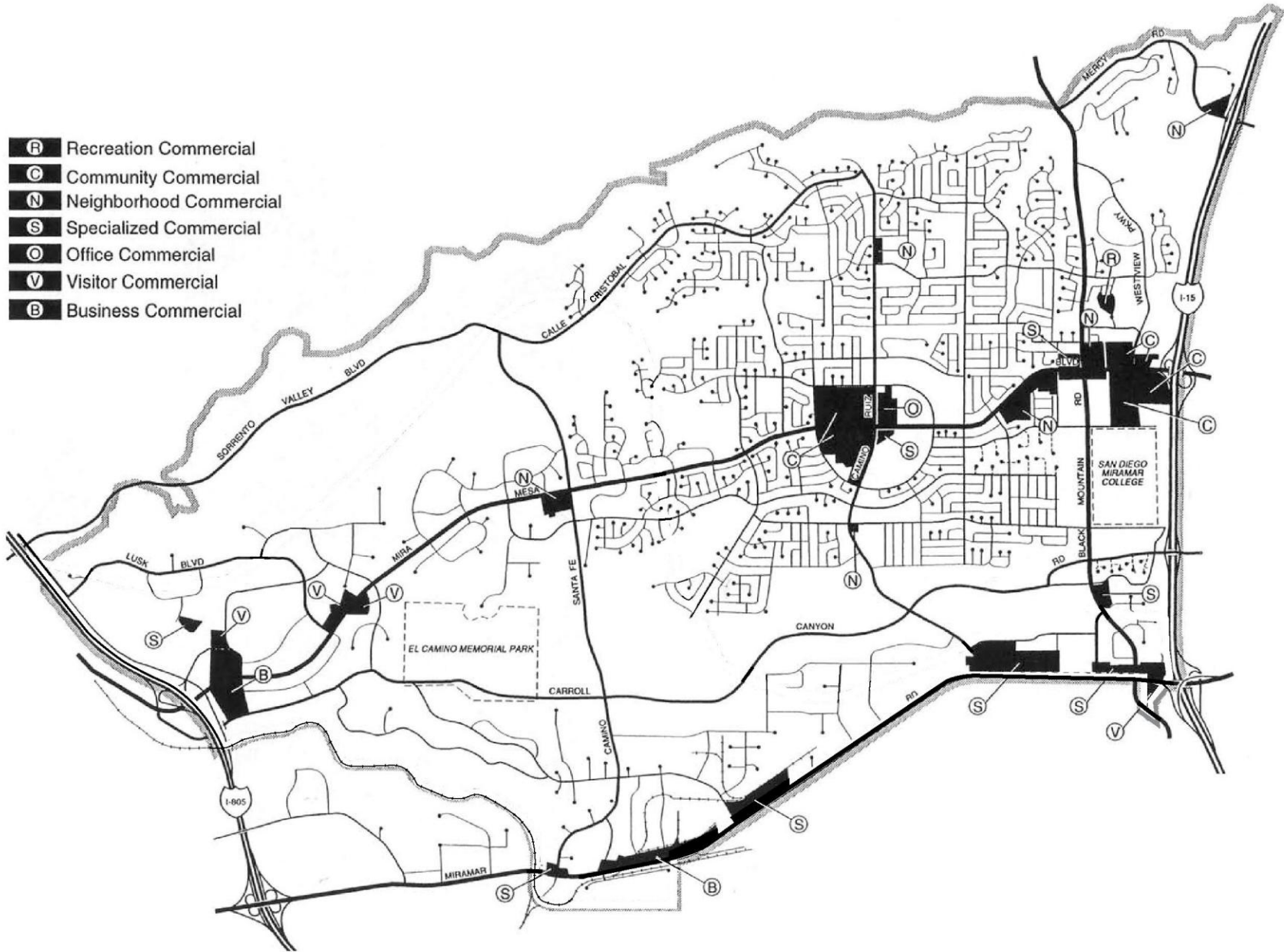


Because of the large areas they serve, auto use will continue to be the predominant mode of travel to these centers; however, as these properties redevelop, an effort should be made to make these centers more accessible to transit users, pedestrians and bicyclists, as described in **Policy 5** above.

d. Mira Mesa Boulevard from Black Mountain Road to I-15

The 65-acre Kaiser property at the southwest corner of Mira Mesa Boulevard and I-15 should be developed as an integrated retail commercial/office/entertainment and medium-density residential project. It is anticipated that commercial, entertainment, office and residential uses will occur in this area. As such, development should occur under the City's planned commercial development (PCD) process for commercial land uses and planned residential development (PRD) process for residential land uses.

- R** Recreation Commercial
- C** Community Commercial
- N** Neighborhood Commercial
- S** Specialized Commercial
- O** Office Commercial
- V** Visitor Commercial
- B** Business Commercial



Recommended Commercial Land Use
Mira Mesa Community Plan

21
FIGURE



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.

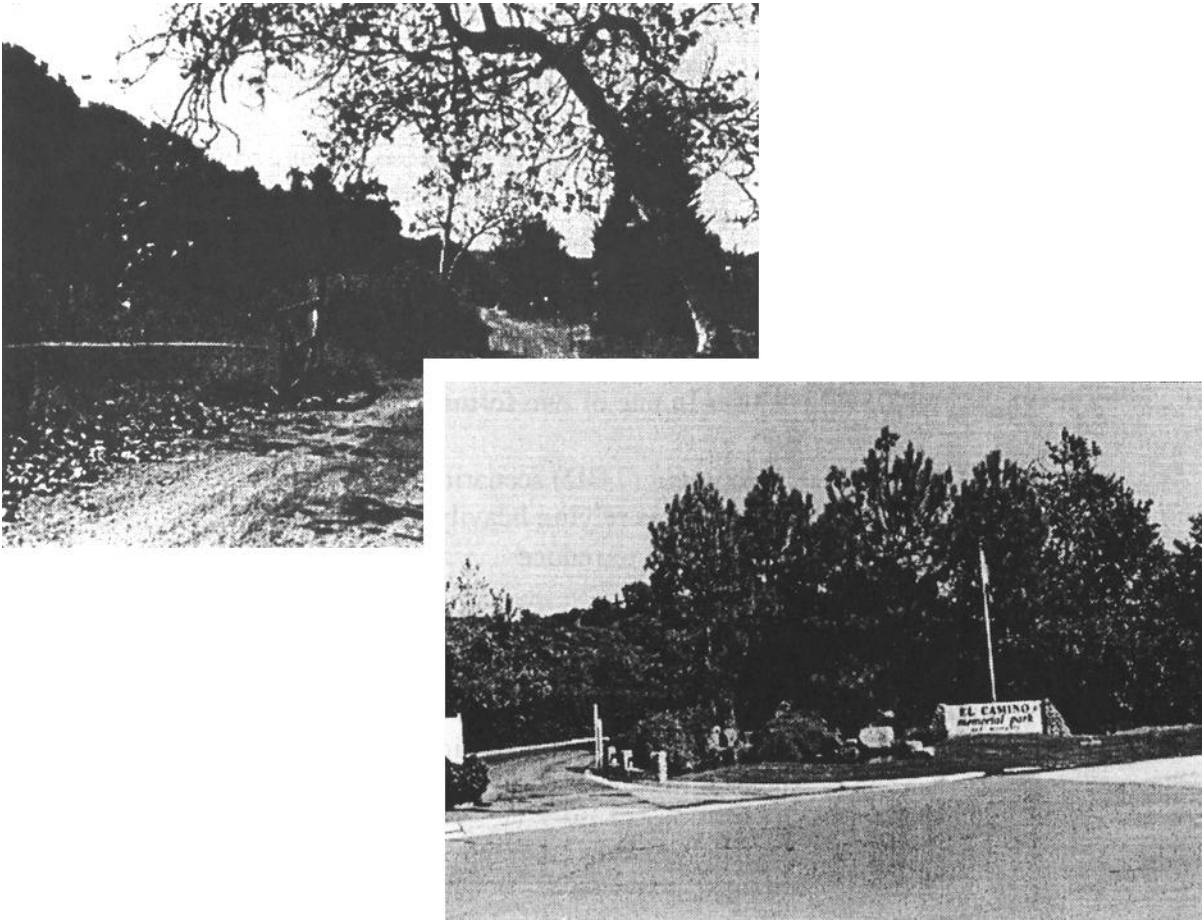
f. Mercy Road and I-15

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.

ACTION PLAN

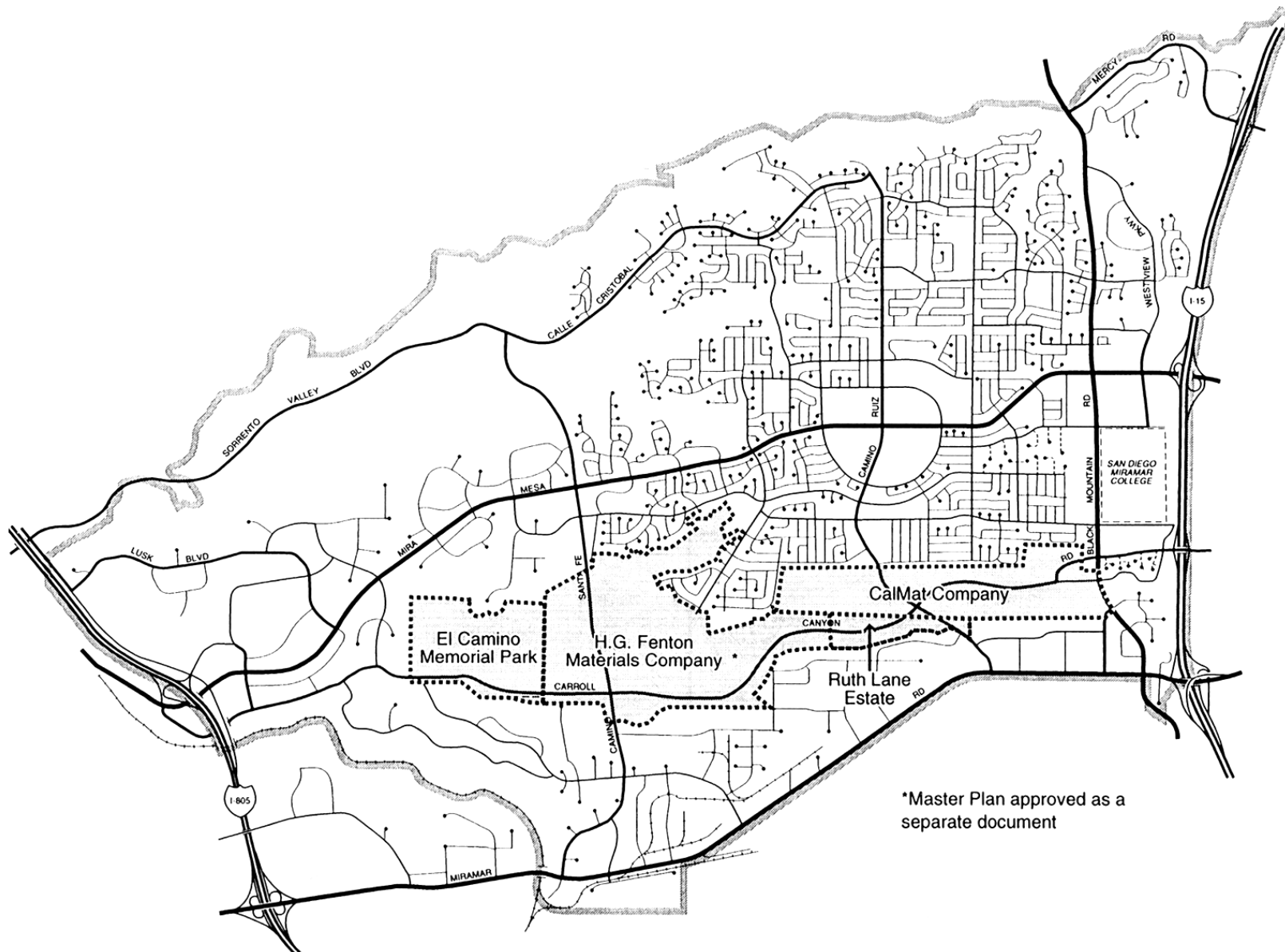
Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years	Within 15 Years			
Require PCDs for new commercial development until the Zoning Code Update is completed.	λ			Planning Department	Reimbursable	Policies 1-4
Review all projects in the Airport Overlay designation for conformance with the CLUP.	λ			Planning Department	Reimbursable	Policy 3

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 operates a mining facility on approximately 500 acres of their 573-acre site in accordance with Conditional Use Permit (CUP) No. 89-0585, which expires in the year 2015.
- The CalMat Company operates a mining facility on approximately 300 acres in accordance with CUP 315-2, which expires in the year 2006.
- The Ruth Lane Estate owns approximately 60 undeveloped acres, which are constrained by steep slopes and the floodplain; and
- El Camino Memorial Park operates a cemetery on a portion of their 200-acre site in accordance with CUP 4120.



*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 site, 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, the future LRT line, the proposed open space system and the design of Carroll Canyon Creek are planned comprehensively.

For the Fenton 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. The Ruth Lane Estate property may be processed as a planned development permit 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 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 line are coordinated with Fenton's and CalMat's plans.

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 area.

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 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 alignment should be dedicated as adjacent properties develop. Due to an anticipated decrease in traffic volumes assumed with the LRT and 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 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.

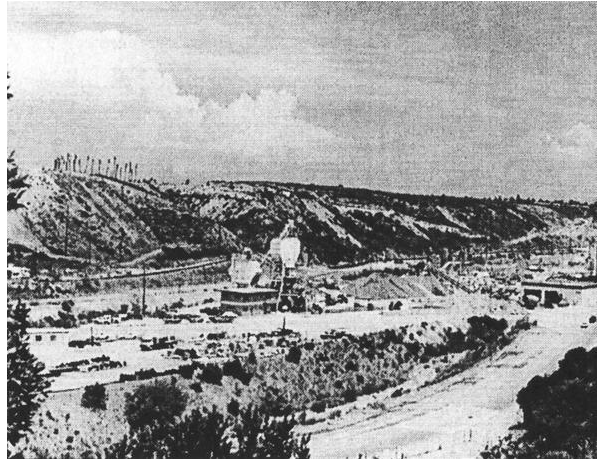
- e. Hindrances to wildlife movement should be avoided. Drop structures, channel banks and bottoms should not be too steep and the use of materials such as concrete and rip-rap should be limited. If possible, the channel should allow for wildlife passage as it crosses Camino Santa Fe.
 - f. The floodplain shall be revegetated with riparian plant habitat and the hydrological conditions necessary for maintenance of the habitat should be replicated. The riparian habitat should transition to restored or preserved upland habitat such as Oak Woodland, Coastal Sage Scrub, Grasslands and Maritime Chaparral.
 - g. Urban runoff should be passed through a filtering system before entering the creek channel. Additional filtration should occur within the creek channel to avoid the possibility of sediment and other contaminants entering Los Peñasquitos Lagoon.
 - h. A detailed plan of the flood channel design including cross sections, surfacing and planting materials shall be provided with the master plan.
10. An open space and wildlife corridor shall be provided connecting Rattlesnake and Carroll Canyons, alongside the Parkdale vernal pool preserve. The corridor may be designed as part of the manufactured slope created from sand and gravel extraction in the area. However, the slope design shall incorporate contour grading techniques to aid wildlife movement and shall be revegetated with native species to provide vegetation cover for wildlife. Although a pedestrian path should be provided to link Carroll Canyon development with the existing community at Parkdale Avenue, the path should be designed to minimize the impact on wildlife movement.
11. Proposed open space areas including Rattlesnake Canyon and Carroll Canyon Creek shall be retained as open space through dedication or easement. Responsibility for maintenance of these areas shall be identified in the master plan.
12. A landscaped buffer, with a minimum width of 50 feet, shall be provided between industrial uses and adjacent residential development immediately west of Camino Ruiz.
13. Landscaped medians and noncontiguous sidewalks should be included in street designs with consideration given to the specific requirements of transit and the future LRT line. A street tree program, establishing a landscape theme compatible with the restored riparian areas, shall be provided in the master plan.
14. Because Carroll Canyon development generally will be below the elevation of adjacent neighborhoods, rooftops should be designed to minimize visual impacts when viewed from nearby residential areas and public rights-of-way.
15. A 7.2-acre site east of Black Mountain Road, between Maya Linda and Carroll Center Road, and north of Maya Linda (Lots 3, 4 and 6 of Carroll Canyon Centre) may be developed prior to approval of the master plan for CalMat's Carroll Canyon site. This area shall be developed with retail, office and related uses under a planned commercial development permit. The PCD shall be incorporated into the master plan.

Requirements For Continued Mining Operations

The Surface Mining and Reclamation Act of 1975 requires that a reclamation plan be approved by the local jurisdiction for all new natural resource mining operations.

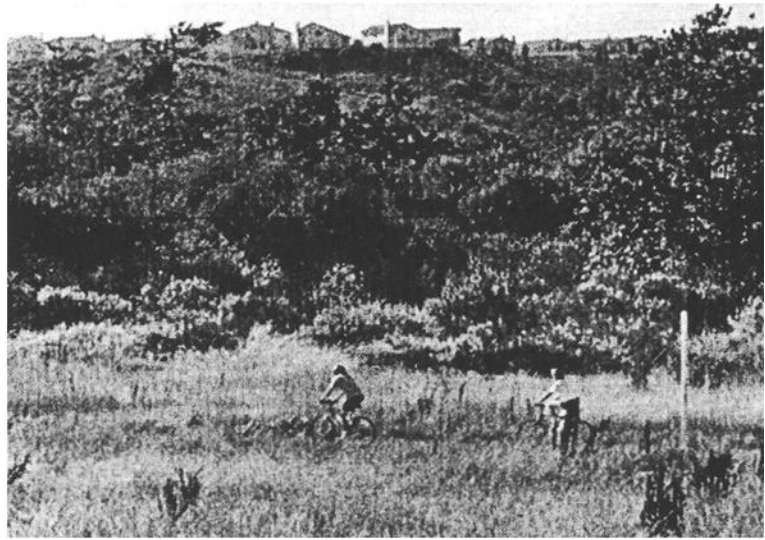
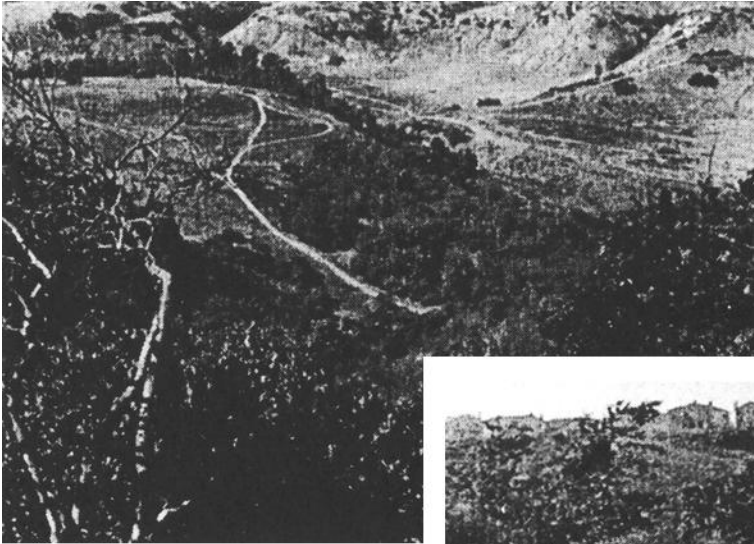
Extensions to existing conditional use permits may be considered if they are necessary to fully extract the aggregate resources in Carroll Canyon. Conditional use permit amendments shall be reviewed for conformance with the following guidelines:

1. Plans should include the planting and seeding of recontoured hillside areas with trees, shrubs and grasses which can be expected to exist on their own once established. Supplementary watering of plant materials and grass areas will be necessary to achieve establishment. The planting pattern and densities should be in keeping with the natural growth on adjacent unmined lands.
2. Variable slope ratios (horizontal and vertical) should be applied over reclaimed surfaces to more closely resemble natural hillsides.
3. Control of erosion of the reclaimed surface from natural runoff of storm waters or other water sources should be instituted.
4. Reclamation plans should include a provision for an open space corridor in Carroll Canyon.



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DEVELOPMENT CRITERIA



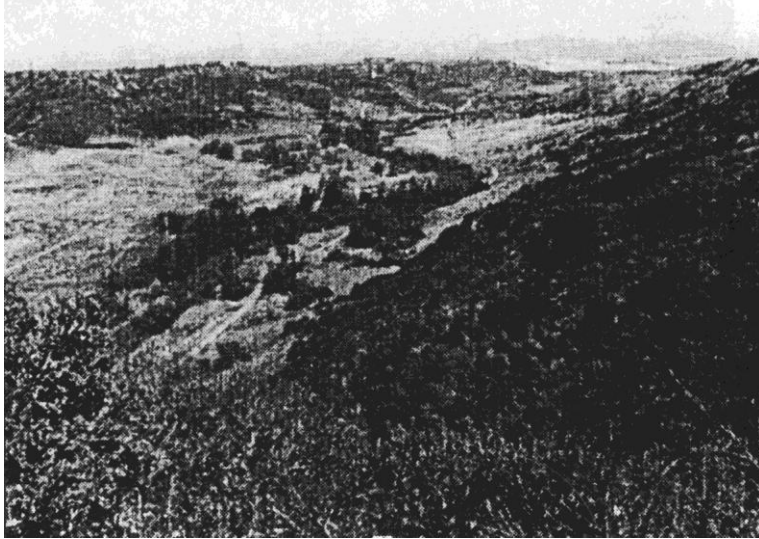
DEVELOPMENT CRITERIA FOR THE COASTAL ZONE, THE HR OVERLAY ZONE OR PROPERTY ABUTTING OPEN SPACE

In the review of discretionary permits proposed for property in the Coastal Zone*, the HR Overlay Zone, or abutting any of the major canyons that form the framework for the open space system in Mira Mesa (Los Peñasquitos, Lopez, Carroll Canyon or Rattlesnake), the City shall employ the following criteria in its determination of consistency with this Plan.

1. Grading over the rim of Los Peñasquitos Canyon shall not be permitted.
2. Where fill or cut slopes are permitted, the slopes shall be recontoured using variable horizontal and vertical slope ratios to resemble natural contours.

* These criteria are provided to satisfy the requirements of the California Coastal Act of 1976.

3. Variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to standard slab foundations shall be used to minimize the amount of grading.



4. Roadways shall follow natural contours to minimize the amount of grading.

5. Clustered units, single-story structures or single-story elements, roofs sloped toward the canyon or setbacks from the canyon rim shall be used to ensure that visibility of new development from Los Peñasquitos Canyon Preserve is minimized. Development shall not be visible from the northern trail in Los Peñasquitos Canyon or the location of the planned trail in Lopez Canyon at the point that is located nearest to the proposed development. Lines-of-sight from the trails to the proposed development shall be submitted by the applicant.

6. Roof tops and building walls shall be an earthen color that will blend with the natural landscape.
7. Fences adjacent to Los Peñasquitos Canyon Preserve shall be constructed of wrought or cast iron or vinyl-coated chain link with a wooden frame.
8. Landscaping adjacent to Los Peñasquitos, Lopez, Carroll or Rattlesnake canyons shall be predominantly native species.
9. Wherever possible, public access to the rim and view of Los Peñasquitos Canyon Preserve should be provided in the form of paths, scenic overlooks and streets.
10. For areas within the Coastal Zone, development shall comply with the Coastal Zone Regulations of the HR (Hillside Review) Overlay Zone in effect on May 14, 1993 (see **Appendix E**).
11. For areas within the Coastal Zone, development shall comply with the Erosion Control Measures for North City Areas Draining into Los Peñasquitos or San Dieguito Lagoons, as required by Section 62.0419 of the Municipal Code and City Clerk Document No. 00-17068 in effect on May 14, 1992 (**Appendix F**).

DEVELOPMENT CRITERIA FOR COMMERCIAL AND INDUSTRIAL DEVELOPMENT

In the review of discretionary permits proposed for property in the commercially or industrially designated areas, the City shall employ the following criteria in its determination of consistency with this Plan:

1. A minimum 30-foot landscaped setback shall be required for all development with frontage on Mira Mesa Boulevard.
2. A minimum 15-foot landscaped setback shall be required for all development with frontage on Miramar Road.
3. All new commercial development shall provide bicycle parking facilities.
4. All new industrial development shall provide bicycle lockers and shower facilities for employees, and where feasible, bikeways that provide a linkage to the City bikeway system.
5. Signs shall be posted indicating the availability of bicycle parking facilities as shown in the example to the right.
6. All outdoor storage areas, refuse collection areas, and loading areas should be located in interior side or rear yards only and should be screened with a similar material and color as the primary building.



Bicycle parking facilities include both bicycle racks and bicycle lockers. Bicycle racks should be designed to allow the user to lock the wheels and the frame of the bicycle without the use of chains or cables. Chains and cables are easily cut by thieves using bolt cutters. It is recommended that bicyclists use U-shaped high security locks (e.g. Kryptonite, Citadel, Gorilla brands) to lock bicycles. Bicycle lockers should be provided for employees arriving by bicycle at major activity centers. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.

Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not immediately visible to arriving cyclists. Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.

7. Roof-mounted equipment should be avoided. If roof mounted equipment must be provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.
8. The rear elevations of buildings should be as well detailed and visually interesting as the front elevations if they will be visible from a public street or from any of the five major canyon systems that form the core of the open space system for the community (see **Figure 6**).
9. No single treatment of a building wall or fence bordering the pedestrian network should exceed 50 linear feet without some form of architectural variation. For example, the building or fence should protrude, recess, or change in color, height or texture every 50 feet. Similarly, the basic landscape theme should introduce a new element (such as a new plant form or material) every 100 feet. This is not intended to discourage a uniform street tree theme, but to add interest to the streetscape and enhance the pedestrian experience.
10. All buildings should have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the street level.
11. Multi-building developments should provide a coordinated sign program that limits signs to two or three colors. Pole signs should not be permitted in the industrial zones except on Miramar Road, where development is more commercial in nature. Pole signs for commercial development on Miramar Road should not exceed the height of the building, except for freeway-oriented signs (as defined by the citywide sign ordinance). Monument and wall signs should be used instead of pole signs in industrial areas. A landscaped area should be provided at the base of all pole and monument signs. The size of the landscaped area should be greater than the area of the sign face.



Appendices

- A. Legislative Framework**
- B. Relationship to the General Plan**
- C. Plan Update and Amendment Process**
- D. Airport Influence Area**
- E. Coastal Zone Regulations**
- F. Erosion Control Measures for Los Peñasquitos Lagoon**

APPENDIX A

LEGISLATIVE FRAMEWORK

The Mira Mesa Community Plan was developed within the context of a legislative framework existing on federal, state and local levels. Among the more important levels of influence are:

- Section 65450 of the Government Code of the State of California (State Planning and Zoning Act) which gives authority for the preparation of the community plan and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.
- Government Code Chapter 4.3 requires that local governments and agencies provide incentives to developers to include affordable units in housing projects. The City has adopted an ordinance which establishes an Affordable Housing Density Bonus that provides for an increase in density in a given zone to be granted for projects in which a portion of the total housing units are for low- or moderate-income persons.
- The California Environmental Quality Act of 1970 (CEQA), as amended, requires that environmental documents be prepared for all community plans. Separate, detailed environmental impact reports are also required for all projects which may adversely affect the environment, including actions related to implementing this Plan.
- The Regional Air Quality Strategy (RAQS) was developed in 1977 to achieve a level of air quality in the San Diego Air Basin that would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation pertinent to this planning effort is to include air quality considerations in all land use and transportation plans.
- The California Coastal Act of 1976 mandates that all designated coastal areas develop a Local Coastal Plan which is consistent with statewide goals and objectives. The North City Local Coastal Program Land Use Plan, with revisions, was adopted by the City Council in March of 1987. The plan provides specific guidelines for the development of that area of the community which lies within the coastal zone boundary. These guidelines have been incorporated into this Plan update.
- The Progress Guide and General Plan of the City of San Diego establishes citywide goals, guidelines, standards and recommendations which serve as the basis for the goals, objectives and recommendations of this Plan.
- The citywide zoning and subdivision ordinances regulate the development and subdivision of land in the City.
- In addition to legislation and ordinances, the City Council has adopted a number of policies to serve as guidelines in the decision making process. Many of the policies relate directly to planning issues and are used in implementing Plan recommendations.

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APPENDIX B

RELATIONSHIP TO THE GENERAL PLAN

The Mira Mesa Community Plan is a component of the Progress Guide and General Plan. Public Resources Code Section 21083.3 requires that a community plan include or reference the seven mandatory elements of a general plan:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

The City of San Diego's community plans comprise the Land Use Element of the General Plan. The remaining six mandatory elements, as well as the following optional elements are addressed on a citywide basis in the Progress Guide and General Plan:

- Commercial
- Industrial
- Public Facilities
- Recreation
- Redevelopment
- Cultural Resources Management
- Urban Design

The policies established in these elements of the General Plan are included in the Mira Mesa Community Plan by reference. The Plan contains specific proposals intended to implement the policies and standards of the General Plan.

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APPENDIX C
PLAN UPDATE AND AMENDMENT PROCESS

While the Mira Mesa Community Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. Some rezonings are recommended to carry out the proposals of the Plan and public hearings for these will be held in conjunction with hearings for this Plan. Should the land use recommendations in the Plan necessitate future rezonings, subsequent public hearings would be held so that future development is consistent with Plan proposals.

This Plan is not a static document. While it is intended to provide long-range guidance for the orderly growth of the community, in order to respond to unanticipated changes in environmental, social or economic conditions, the Plan must be continually monitored and updated as necessary to remain relevant to community and City needs.

Once the Plan is adopted, two additional steps will follow: implementation and review. Implementation refers to the process of putting Plan policies and recommendations into effect. Review is the process of monitoring the community and recommending changes to the Plan as conditions in the community change. Guidelines for implementation are provided in the Plan, but the process must be based on a cooperative effort of private citizens, City officials and other agencies. The Mira Mesa Planning Group, as well as other private citizen organizations, will provide the continuity needed for an effective implementation program.

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APPENDIX D
Airport Influence Area

The Airport Influence Area for MCAS Miramar affects the Mira Mesa Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar. Airport Influence Area Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Airport Influence Area Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

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APPENDIX E

COASTAL ZONE REGULATIONS

Reprinted from *The San Diego Municipal Code* Section 101.0454 Subsection J

Within the Coastal Zone, the following regulations shall be supplementary to, and in the event of conflict shall supersede, the regulations set forth or referenced in preceding paragraphs of this section.

1. Application of the Hillside Review Overlay Zone (see also Subsection B.1.). Where any portion of a parcel is located within the Hillside Review Overlay Zone, the regulations of the Hillside Review Overlay Zone shall be applicable to the entire parcel.
2. Development Regulations (see also Subsection D.1.), Where a conditional use permit or planned development permit is sought in conjunction with a development in the Hillside Review Overlay Zone, the application requirements, special regulations and findings of the Hillside Review Overlay Zone shall be incorporated into the review process and approval requirements of the conditional use permit or planned development permit.
3. Hillside Review Permit (see also Subsections E.1. and E.2.). Every application for a hillside review permit shall be accompanied by the following information.
 - a. A slope analysis, based upon a topographic map with contour intervals not exceeding five (5) feet.

The slope analysis shall show the following slope categories for the entire property in acres:

- 1) Less than twenty-five percent (25%) slope.
 - 2) Twenty-five percent (25%) to thirty-five percent (35%) slope.
 - 3) Greater than thirty-five percent (35%) slope.
- b. A geological reconnaissance report where development is proposed to be located in a “moderate” (C), “high” (D), or “variable” (BC or AC) Risk Zone as identified on the geo-technical land-use capability maps referenced by the Seismic Safety Element of the General Plan, and on file in the office of the City Engineer. The geological reconnaissance report shall be prepared in accordance with the City Engineering and Development Department's “Guidelines for Geo-technical Reports,” and shall address potential geologic hazards. The report shall be considered and made available for public review as part of the standard environmental review process.

Where unstable conditions are indicated but, in the opinion of the City Engineer, are not sufficiently defined in the geological reconnaissance report, a preliminary

engineering geology report shall also be required. The preliminary engineering geology report shall include the results of subsurface investigations sufficient to identify the nature and magnitude of such unstable conditions; and shall identify alternative mitigation measures that may be needed.

In reviewing the potential of any development to create or increase geologic instability, official governmental soils maps, determinations of highly erodible soils, mapped active landslide areas and similar documentation of geological instability shall be presumed to constitute rebuttable evidence and the applicant shall have an affirmative obligation to bring them to the attention of the City. Any decision by the City to override such evidence shall be based upon substantial evidence presented by a geo-technical expert licensed to practice in California. All liability for the accuracy of the geo-technical information presented on behalf of the applicant shall be assumed by the applicant, who shall also be required in writing as a condition precedent to issuance of the Coastal Development Permit to address and fully mitigate or otherwise correct any geologic instability, erosion, or sedimentation caused by the permitted development on other private or public properties and off-site coastal natural resources. Failure by an applicant to provide geo-technical or other engineering responses to such identified geological instabilities shall constitute grounds for denial of the development.

- c. A map or overlay showing the following information on the site:
 - 1) Significant geologic features, landmarks or known archaeological and paleontological sites.
 - 2) Watercourses and natural drainage paths.
 - 3) Mature trees, groves and other significant natural vegetation.
 - 4) Areas of twenty-five percent (25%) or greater slope where the natural vegetation has been disturbed by previous grading activities.
 - 5) Existing vistas from public roadways and other public vantage points.
- d. A preliminary grading plan for building sites and on-site access roads.
- e. A preliminary site and landscaping plan showing the proposed location of all of the following:
 - 1) Buildings, recreational areas and all other accessory structures.
 - 2) Planting materials including trees, shrubs and ground covers.
 - 3) Native vegetation restoration areas.

- 4) All paved and/or impervious surfaces including driveways, parking areas and patios.
 - 5) Acreage figures for each of the above categories.
 - f. A drainage plan showing proposed runoff control measures.
 - g. A preliminary elevation plan (including sections) showing basic foundations and roof types.
 - h. A statement describing the visual impact of the proposed development on the scale and character of the surrounding area.
4. Special Regulations.
- a. Where a development, including any land division, is proposed on slopes of twenty-five percent (25%) grade and over which possess environmentally sensitive habitats, or significant scenic amenities, or potential hazards to development, as identified on Map Drawing No. C-720 (on file in the office of the City Clerk as Document No, 00-17065), the following regulations shall apply:
 - 1) Slopes of twenty-five percent (25%) grade and over shall be preserved in their natural state, provided a minimal encroachment into such slopes (areas disturbed by grading or development) may be permitted as set forth in the following table:

25% SLOPE ENCROACHMENT ALLOWANCE
Percentage of Parcel Maximum Encroachment

Slopes of 25% Grade Allowance as Percentage And Over	Area in Slopes of 25% Grade and Over
75% or less	10%
80%	12%
85%	14%
90%	16%
95%	18%
100%	20%

For the purposes of this ordinance encroachment shall be defined as any area of twenty-five percent (25%) or greater slope in which the natural landform is altered by grading, is rendered incapable supporting vegetation due to the displacement required for the building, accessory structures, or paving, or is cleared of vegetation, other than allowed below.

The following uses and/or development features shall be exempt from the encroachment limitations set forth above:

a) Major public roads and collector streets identified in the Circulation Element of an adopted community plan of The City of San Diego Progress Guide and General Plan.

b) Public utility systems.

c) In the North City Local Coastal Program Land Use Plan areas only:

Local public streets or private roads and driveways which are necessary for access to the more developable portions of a site on slopes of less than twenty-five percent (25%) grade, provided no less environmentally damaging alternative exists. The determination of whether or not a proposed road or driveway qualifies for an exemption, in whole or in part, shall be made by the Planning Director based upon an analysis of the project site.

d) All vegetated areas located between thirty (30) and one hundred (100) feet of existing or proposed structures, which are selectively pruned, thinned or trimmed by hand to comply with existing City fire codes provided that such slopes retain their native root stock, and that no alteration or reconfiguration of the natural landform is required. Selective clearing under this exemption shall not allow the wholesale clearing or cutting of existing vegetation down to a uniform height.

Exemptions from the encroachment limitations set forth above shall not be allowed for any designated areas located within thirty (30) feet of existing or proposed structures, which are cleared or cut down to comply with existing City fire codes.

e) Natural slopes or previously graded slopes located directly underneath pole supported or cantilevered buildings, provided such areas are open to light and air and allow a minimum clearance of four (4) feet between the building sub-floor and the ground.

2) On existing legal parcels, a deviation in the encroachment allowance percentage may be granted by the Planning Director if necessary to maintain a minimum development right (total disturbed area) equal to twenty percent (20%) of the entire parcel.

3) All encroachment allowances, including permissible deviations, shall be subject to a determination by the Planning Director that such encroachment supports the findings of fact set forth in Subsection E.5. of this section.

b. Where a development or land division is proposed on slopes of twenty-five percent (25%) grade and over which have not been identified as possessing environmentally sensitive habitats, or significant scenic amenities, or potential hazards to development,

as identified on Map Drawing No. C-720 (on file in the office of the City Clerk as Document No. 00-17065), such slopes may be developed provided the following regulations are met.

- 1) The proposed development shall minimize the alteration of natural landforms and create only new slopes that are topographically compatible with natural landforms of the surrounding area.
- 2) The proposed development shall restore and enhance any previously manufactured slopes on the site to make them compatible with surrounding natural landforms and native vegetation.
- 3) The proposed development shall include a native vegetation restoration and enhancement program for those disturbed portions of the site in twenty-five percent (25%) or greater slopes that will provide as follows:
 - a) For every area or quantity of native vegetation located on slopes of twenty-five percent (25%) grade and over, in excess of the encroachment allowance provided in Table I (Subsection J.4.a.), that is disturbed by the development, an area equal to one hundred twenty percent (120%) of the disturbed area shall be restored in native vegetation.
 - b) The native vegetation restoration and enhancement area shall be located on the site of the permitted development. However, if the size, topography, or biological characteristics of the site are determined by the Planning Director to be unsuitable for restoration or enhancement, such native vegetation shall be provided at one or more off-site locations within the Coastal Zone, which may include publicly owned rights-of-way.
 - c) All native vegetation restoration and enhancement proposals shall be prepared by a biologist, registered landscape architect, or other qualified professional in consultation with the California Department of Fish and Game and United States Fish and Wildlife Service.
- c. Encroachment allowances for the development of slopes of twenty-five percent (25%) grade and above occurring in either slope category described in Subsections a. or b. above, shall not be transferable between categories.

Any adjustment or modification of the adopted Coastal Zone Sensitive Slopes classifications, as identified on Map Drawing No. C-720, which results in a change from the sensitive to nonsensitive category on a portion of a property or a property in its entirety shall require a Local Coastal Program amendment.

- d. All slopes of twenty-five percent (25%) grade and over which remain undisturbed or which are restored or enhanced as a result of a development approval shall be conserved as a condition of permit approval through a deed restriction, open space

easement or other suitable device that will preclude any future development or grading of such slopes.

- e. All development on slopes of twenty-five percent (25%) grade and over located in the La Jolla or La Jolla Shores Community Plan areas, shall, in addition to meeting all other requirements of this section, be found consistent with the Hillside Development Guidelines set forth in the La Jolla - La Jolla Shores Local Coastal Program Land Use Plan.
- f. In accordance with the development boundaries established by previous Coastal Commission Development approvals obtained prior to May 14, 1985, in lieu of other provisions of this ordinance, development, grading, or filling shall be allowed on slopes of twenty-five percent (25%) or greater on the north and south sides of Lopez Canyon provided that such development, grading, or filling shall not be visible from a point located along the streambed of Lopez Canyon that is nearest to the proposed development, grading or filling. All other developments within the Hillside Review Zone on the north and south sides of Lopez Canyon shall comply with the provisions of this ordinance.

(Amended 10-16-89 by 0-17371 NS.)

APPENDIX F
CITY CLERK DOCUMENT NO. 00-17068

EROSION CONTROL MEASURES FOR NORTH CITY AREAS DRAINING INTO LOS PEÑASQUITOS OR SAN DIEGUITO LAGOONS.

Land development for properties within the Coastal Zone which drain into Los Peñasquitos Lagoon or San Dieguito Lagoon shall comply with the following erosion control measures:

- A. A grading plan that incorporates runoff and erosion control procedures to be utilized during all phases of project development shall be prepared and submitted concurrently with subdivision improvement plans or planned unit development plans where such development is proposed to occur on lands that will be graded or filled. Such a plan shall be prepared by a registered civil engineer and shall be designed to assure that there will be no increase in the peak runoff rate from the fully developed site over the greatest discharge that would occur from the existing undeveloped site as a result of the intensity of rainfall expected during a six-hour period once every ten years (the six-hour, ten-year design storm). Runoff control shall be accomplished by establishing on-site or at suitable nearby locations, catchment basins, detention basins and siltation traps along with energy dissipating measures at the terminus of storm drains, or other similar means of equal or greater effectiveness.
1. Sediment basins (debris basins, desilting basins or silt traps) shall be installed in conjunction with the initial grading operations and maintained through the development process as necessary to remove sediment from runoff waters draining from the land undergoing development. Areas disturbed but not completed prior to November 15 including graded pads and stockpiles, shall be suitably prepared to prevent excessive soil loss during the late fall and winter seasons. All graded slopes shall be stabilized prior to November 15, by means of native vegetation, if feasible, or by other suitable means. The use of vegetation as a means to control site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscaped architect or other qualified professional. Erosion control utilizing vegetation may include but is not limited to, seeding, mulching, fertilization, and irrigation within sufficient time prior to November 15, to provide landscape coverage that is adequate to achieve the provisions of this policy. Temporary erosion control measures shall include the use of berms, interceptor ditches, sandbagging, hay bales, filtered inlets, debris basins, silt traps, or other similar means of equal or greater effectiveness. From November 15 to March 31, grading may be permitted provided the applicant conforms to the requirements of subsection C and submits monthly documentation within two weeks following the end of the preceding month to the City Engineer of the condition of the erosion control procedures for graded pads, slopes and stockpiles whenever precipitation during the month exceeds two (2) inches.

2. From November 15 to March 31, grading may occur in phased increments as determined by the City Engineer provided all of the following requirements have been met:
 1. The increments shall be limited to those areas that have been prepared to control the effects of soil erosion. Control measures, such as sedimentation basins, detention basins and other facilities, shall be scheduled and placed in a sequence that shall minimize and control the off-site transportation of sediments. Such erosion control measures shall be installed for such increments prior to commencing any grading that would be performed during the period between November 15 and March 31.
 2. Detention basins and other control measures employed shall be designed to assure that there will be no increase in the peak runoff rate from the fully developed site over the greatest discharge that would occur from the existing undeveloped site as a result of the intensity of rainfall expected during a six-hour period once every ten years (the "six-hour, ten-year" design storm).
 3. The applicant shall post a bond for such areas to be graded, which shall remain in force and effect for one year, after acceptance by the City. The bond shall be sufficient to cover the costs of any remedial grading and replanting of vegetation, including any restoration of lagoon, wetland, or other environmentally sensitive habitat areas adversely affected by the failure of the erosion control measures required pursuant to subsection C.2. above, as determined by the City Engineer. The bond will inure to the benefit of the City in case of noncompliance as determined by the City Engineer.
 4. The applicant agrees to provide daily documentation to the City Engineer of the condition of the erosion control procedures for any 24-hour period in which precipitation exceeds 0.25 inches. Such documentation shall be provided within five working days of said 24-hour period. Failure to provide such documentation of the occurrence of any significant discharge of sediments or silts in violation of this policy shall constitute automatic grounds for suspension of the applicant's grading permit(s) during the period of November 15 to March 31.

EROSION CONTROL MONITORING PROGRAM FOR NORTH CITY AREAS DRAINING INTO LOS PEÑASQUITOS OR SAN DIEGUITO LAGOONS

1. Overall field review of grading operations will be performed by the City Resident Engineer on each grading project in the Coastal Zone.
2. Field review of erosion control devices, sedimentation basins, detention basins and landscaping will be made by the City Engineer prior to the advent of the rainy season, and throughout the rainy season as necessary to monitor grading operations phased between November 15 and March 31. The City Engineer shall prepare a periodical report documenting the compliance of all individual projects with the

grading and erosion control requirements. The report will be completed as of November 15 of each year,

3. The City Engineer will periodically review and prepare a report on the effectiveness of the runoff and erosion control measures established for the North City areas within the Coastal Zone that drain into Los Peñasquitos or San Dieguito Lagoons. The initial report shall be completed within two years following the adoption of the erosion control measures and thereafter six months prior to any scheduled review by the California Coastal Commission of the Local Coastal Program for the City of San Diego. A copy of the report shall be submitted to the Executive Director of the Coastal Commission.