The City of SAN DIEGO

Mira Mesa Community Plan Update

Community Discussion Draft

Draft Plan

May 2022

PLAN Mira Mesa

This Community Discussion Draft is a preliminary draft of the update to the Mira Mesa Community Plan. It consists of draft plan elements that have been reviewed, discussed, and developed over the course of multiple meetings with the Mira Mesa Community Planning Group (CPG). The Community Discussion Draft contains the plan vision, draft land use map, goals, and policies along with limited maps and graphics. The purpose of the Community Discussion Draft is to provide the CPG and community stakeholders with a comprehensive understanding of the policies in the new community plan and to provide input on the refinement of plan policies.

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Chapter 1: Introduction

A. Plan Purpose and Organization

1. What is the Mira Mesa Community Plan?

The Mira Mesa Community Plan (Community Plan) establishes the vision and strategy to guide the future growth and development within the community of Mira Mesa in the City of San Diego (City), consistent with the City's General Plan. The Community Plan is organized into eight Elements. Each Community Plan Element contains an introduction section that describes its contents and relationship to the Community Plan as a whole. Many of the Elements are divided into sections that discuss specific topics. Each Element contains one or more goals that express a broad intent and policies that reflect specific direction, practice, guidance, or directives that may need to be developed further and/ or carried out through implementing plans by the City or another governmental agency.

2. How to Use this Document

The Community Plan provides a long-range physical development guide for Mira Mesa. The Community Plan contains specific goals and policies to provide direction on what types of future uses and public improvements should be developed in the Mira Mesa community. A Program Environmental Impact Report (PEIR) has also been prepared to disclose the Community Plan's potential effects on the environment.

When a property owner chooses to develop their property, they should first consult the Community Plan to understand the greater context of Mira Mesa and how the development of a given property can contribute to the future vision. Chapter 8: Urban Villages and Community Plan Implementation Overlay Zone (CPIOZ), provides site-specific policies and supplemental development regulations (SDRs). Each policy should be reviewed against a potential development project for conformance.

When designing new development and/or infrastructure projects or researching what uses are appropriate for a site, this Community Plan, the City's General Plan, the applicable base and overlay zones, and development regulations found in the City's Land Development Code should be consulted to ensure that all relevant policies, regulations, and planned infrastructure improvements are taken into consideration.

B. Planning Area

1. Regional Location

The Mira Mesa Community Plan Area (CPA) is approximately 10,700 acres in area, as shown in Figure 1-1. 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 Interstate 15 (I-15) corridors. It is bounded on the north by 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 Ari Station (MCAS) Miramar; and on the west by the University and Torrey Pines communities.

[Figure 1-1. Regional Map of the Mira Mesa Community Plan Area]

2. Community Context and Character

Before Mira Mesa was annexed to the City in 1958, the community was a predominately rocky, brush-covered mesa with finger canyons leading to Lopez and Peñasquitos Canyons to the north, Rattlesnake and Carroll Canyons to the south, and Sorrento Valley to the west. Since its first residential construction in 1969, the community has evolved into different neighborhoods with unique architectural, landscape, and demographic characteristics. While neighborhood boundaries are not officially defined, they are illustrated in the Community Plan and are based upon factors such as historical documents, County Assessor's parcel maps, property deeds, subdivision maps, police beat maps, the existence of active neighborhood organizations, and residents' perceptions about where they live within the community. The boundaries of the community's four neighborhoods are Mira Mesa, Carroll Canyon, Sorrento, and Miramar, which are described in further detail below:

- Mira Mesa is a mix of single- and multi-family housing with large commercial centers along Mira Mesa Blvd, and associated public and recreational facilities;
- Carroll Canyon contains El Camino Memorial Cemetery, Fenton Technology Park, and two transit-oriented master plan communities - 3Roots and Stone Creek;
- Sorrento, which is also referred to as Sorrento Valley and Sorrento Mesa, is a nationally recognized technology and life science hub with research, office, light manufacturing, and residential areas;
- Miramar is one of the largest industrial and manufacturing areas in the City of San Diego, just north of MCAS-Miramar.

Today, Mira Mesa is one of the largest and most populous of the City's 50 Community Plan Areas with approximately 75,000 residents and 85,000 jobs. Because of its location, size, and diversity of people and places, Mira Mesa has become a desirable location for both living and working. Its proximity to natural assets is arguably its most stunning feature where residents and visitors enjoy direct connections to nearby canyons, valleys, mesas, and creeks. In general, the community's land use patterns are suburban in nature, defined by large superblock developments. Major employment uses are clustered in the west and south and single-family and multi-family homes predominate the east, while Mira Mesa Boulevard, stretching between the I-15 and I-805 freeways, provides primary access in, out, and across the community. Overall, Mira Mesa is assertively multicultural and is represented in the various sights, tastes, and activities of local restaurants, shops, and cultural amenities.

3. Overall Vision and Guiding Principles

Mira Mesa has successfully evolved into a desirable location for both living and working. The community is at a stable juncture to transition, where appropriate, into vibrant, walkable, amenity-rich villages and employment clusters that continue to facilitate an overall clean, safe, and healthy Mira Mesa for residents, workers, and visitors alike of all ages and abilities. The following guiding principles support this vision:

Land Use & Economic Prosperity

- Compact, mixed-use Urban Villages of different scales within a 15-minute walk, ride or roll for people living and working in Mira Mesa.
- Diverse housing types for variety of incomes and ages located near transit, jobs, and amenities.
- Land use and infrastructure investments that promote more start-ups, craft businesses, and knowledge-based jobs, while preserving industrial land for manufacturing, logistics, and warehousing.

Mobility

- A transportation network ensures safe, accessible, and efficient travel with a convenient, frequent, and user-friendly public transit network.
- Comfortable neighborhoods for people walking and biking with safe access to schools, parks, jobs, services and amenities.

Urban Design

- Public plazas, pathways, and walkable streetscape that enhance neighborhood identity.
- Places and experiences that attract and retain employees at the Mira Mesa's long-standing employment centers
- Shaded, comfortable streets and public spaces with trees and amenities for pedestrians, bicyclists, and other users of all ages and abilities.

Public Facilities, Parks, Recreation, and Open Space

- Investment in new public facilities to meet community needs.
- Parks, trails and open spaces are easily accessible to residents through the community.
- Restoration of creeks and protection of sensitive habitats, canyons, and open space network.

Climate Action and Sustainability

- A resilient carbon-neutral community powered by 100 percent renewable energy and a zero-emission transportation system.

- A clean, green, circular economy with businesses operating without the use of fossil fuels, toxic chemicals, and hazardous materials.

C. Relationship to Other Planning Efforts

1. General Plan

The General Plan provides a policy framework for how the City of San Diego will grow and develop. The Mira Mesa Community Plan further expresses General Plan policies in the context of Mira Mesa with policies that complement both citywide goals and addresses community needs. All applicable General Plan policies may be cited in conjunction with the Community Plan policies during design or review of development proposals. The Community Plan is consistent with the General Plan, and the two documents work together to establish the framework for growth and development in Mira Mesa.

2. Climate Action Plan

The Climate Action Plan (CAP) provides strategies for reducing greenhouse gas emissions through local action. The Community Plan was designed to help facilitate implementation of the CAP, addressing community-specific actions that together with citywide policies put the City on a trajectory to meet greenhouse gas emissions reduction goals. Convenient and more direct access for commuters, residents, and visitors will meet the changing transportation needs of the community and support reductions in transportation-related greenhouse gas emissions.

3. San Diego Municipal Code and Land Development Code

The San Diego Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use density and intensity, building massing, landscape, streetscape, and other development characteristics. The Land Development Code in the San Diego Municipal Code contains the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The Land Development Code contains citywide base zones that specify permitted land uses, residential density, floor area, and other development standards, as well as overlay zones.

4. Airport Land Use Compatibility

The Airport Influence Areas (AIAs) for Marine Corps Air Station (MCAS) Miramar serve as the planning boundary for Airport Land Use Compatibility Plan (ALUCP) and are composed of noise contours, safety zones, airspace protection surfaces, and overflight areas. The Airport Land Use Commission for San Diego County adopted the ALUCPs for MCAS Miramar to establish land use compatibility policies and development criteria for development within the AIAs. MCAS Miramar is a master jet station that provides the Marine Corps and other military services with a platform for aviation operations on the west coast. MCAS Miramar is centrally located between inland air-to-ground ranges and littoral air-to-air ranges and maximizes the Marine Corps' ability to train. MCAS Miramar is authorized to operate 24-hours a day, seven days per week. MCAS Miramar provides aviation operation and maintenance facilities, as well as a wide range of support

functions needed for service members and their families. The MCAS Miramar ALUCP is implemented through the city's Airport Land Use Compatibility Overlay Zone. For AIAs within Mira Mesa, MCAS Miramar ALUCP compliance is required. Local agencies use the compatibility criteria: safety, noise, airspace protection, and overflight, during the preparation or amendment of community plans and their corresponding land use plans. Such criteria guide land use designations in community plans, for example land use in the Accident Potential Zones (APZs) is primarily limited to industrial type uses.

5. Environmental Review

The Program Environmental Impact Report (PEIR) provides a programmatic assessment of potential impacts that could occur with the implementation of the Mira Mesa Community Plan, in accordance with the California Environmental Quality Act (CEQA). Projects consistent with the Community Plan, zoning, development regulations, and PEIR may not require further environmental review.

6. Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan (MSCP) was developed to preserve a network of habitat and open space and enhance the region's quality of life. The MSCP covers core biological resource areas identified as the City's Multi-Habitat Planning Areas (MHPA). The MHPA is the area within the City from which the permanent MSCP preserve is assembled and managed for its biological resources. For areas within Mira Mesa designated and protected as part of the citywide MHPA or adjacent to the MHPA, MSCP compliance is required. Furthermore, the Mira Mesa Community Plan supports the MSCP's northern portion through its open space and sensitive resource policies for protection of open space and habitat areas.

7. Vernal Pool Habitat Conservation Plan

The City's Vernal Pool Habitat Conservation Plan (VPHCP) includes an effective framework to protect, enhance, and restore vernal pool resources (i.e., seasonal pools of water that provide habitat for distinctive plants and animals). The VPHCP's conservation areas expand upon the City's existing MHPA preserve area to enable future conservation of additional lands with vernal pool resources. Projects are reviewed for consistency with the conservation goals outlined in the VPHCP and the permitting process for impacts to threatened and endangered species associated with vernal pools. Mira Mesa is predominately developed, but some vernal pools remain on isolated parcels throughout the mesa. Policies related to the protection, preservation, and permanent management of vernal pool resources in community plans and long-term plans are complaint in maintaining the persistence of vernal pool resources.

8. Parks Master Plan

The General Plan identified the need for a new Parks Master Plan (PMP). The PMP identifies policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the vision of a world-class Citywide network of recreational experiences to engage,

inspire, and connect all San Diegans. A new park standard, Recreational-Value Based Park Standard, is also established in the PMP and it evaluates and assigns scores to regional assets during community plan updates.

9. Climate Resilient SD

Climate Resilient SD serves as the City's comprehensive plan to prepare for and respond to climate change hazards that threaten our communities, including wildfires, drought, extreme heat, and flooding. Long range plan such as Community Plans support and integrate climate adaptation, resilience, and hazard mitigation, and ensure minimal disruption to all critical City services in the face of climate change hazards.

10. California Coastal Resources and Local Coastal Program

Portions of the Mira Mesa community are within the Coastal Zone and subject to the California Coastal Act. The Coastal Act requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program (LCP), which includes issue identification, a land use plan, and implementation (zoning) ordinances. The Local Coastal Program for the Coastal Zone areas in Mira Mesa is integrated into this Community Plan. The Land Use and Economic Prosperity Element contains policies to protect and enhance coastal resources and addresses land use, public access and recreation, and view preservation within the Coastal Zone. Additional policies in the Mobility, Urban Design, Conservation, and Recreation Elements support the goals of the Coastal Act.

11. Other Plans

3 Roots Master Plan

A master plan was approved for the H.G. Fenton Materials portion of the Carroll Canyon Master Plan Area by the City Council in 1994 as an amendment to the Mira Mesa Community Plan. The Carroll Canyon Master Plan provided a development strategy and required approval of Planned Development Permits consistent with the master plan's development criteria for redevelopment within the site. Phase 1 of the Carroll Canyon Master Plan, also known as the Fenton Carroll Canyon Technology Center, was approved by the San Diego City Council in December of 2001 and has been constructed. Phase II of the Carroll Canyon Master Plan, also known as 3Roots San Diego, was approved by the City Council in October of 2020 as Master Planned Development Permit. With the approval of Phase II, the Carroll Canyon Master Plan was replaced by the Planned Development Permits approved consistent with the former Carroll Canyon Master Plan and with this Community Plan.

The 3 Roots Master Plan provides a detailed strategy for a 413-acre site and proposes the restoration of open space areas, Carroll Creek, and floodplain features; a multi-modal circulation system to maximize the use of future transit along the new east-west connection provided by Carroll Canyon Road; over 250 acres of parks, open space, and trails, inclusive of a 25-acre community park; and a total of 1,800 housing units and 160,000 square feet of retail/office uses.

Stone Creek Master Plan

The Stone Creek Master Plan area is a 293-acre mixed-use Transit-Oriented Development with multi-family residential, retail, office, business park, light industrial, parks, and trails.

El Camino Memorial Park

Development plans for additional cemetery uses in disturbed areas of El Camino Memorial Park may be processed as a CUP amendment (without the need for a Community Plan Amendments) provided that the design of the creek and open space systems, recreation trails), the alignment of Carroll Canyon Road and plans for development that would support a future transit line. The expansion of cemetery uses within El Camino Memorial Park is subject to:

- Restoration and preservation of the Rattlesnake Canyon floodplain as open space.
- Preservation of non-building area to permit wildlife movement between Rattlesnake Canyon and Carroll Canyon Creek.
- Provide recreational trails within the least disturbed area of Rattlesnake Canyon open space corridor to connect employment, residential, and commercial areas.

MCAS Miramar Master Plan

The Marine Corps Air Station (MCAS) Miramar Airport Master Plan area encompasses 23,065 acres, with over 15,000 service members and their families serving this location. The Master Plan identifies new facility development to support the Marine Corps mission. MCAS Miramar is not a part of the Mira Mesa Community Plan Area, however, it plays an important role given its adjacency to the community

Los Penasquitos Canyon Preserve Master Plan

The Los Penasquitos (meaning little cliffs) Canyon and Lopez Canyon encompasses some 4,000 acres. The Master Plan outlines recreational and educational opportunities and preservation and management of unique natural and cultural resources. The Preserve is jointly owned and administered by the City and County of San Diego. While not a part of the Mira Mesa Community Plan Area, it provides opportunities for passive recreation with trails that connect Mira Mesa to the Los Penasquitos Canyon.

12. Prior Community Plan

Mira Mesa was annexed to the City in 1958 as part of a larger annexation that included Del Mar Heights and Naval Air Station Miramar.

- The first community plan was adopted by City Council 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.

- From early 1971 to the third quarter of 1972, Mira Mesa led construction activity within the City. In 1973, the City Council initiated a comprehensive update of the community plan in collaboration with the community planning group, which was adopted in June 1977.
- In 1981, the Mira Mesa Community Plan was updated to include both the eastern and western areas and to serve as the Local Costal Program Land Use Plan for the community, in accordance with California Coastal Act of 1976.
- In 1992, the Mira Mesa Community Plan was updated to identify future parkland and school needs, open space preservation, and housing, population, and traffic projections.
- In 1994, Carroll Canyon Master Plan – an amendment to the Community Plan – was adopted, which emphasized the importance of transit-oriented development within a 573-acre site.

Chapter 2: Land Use and Economic Prosperity

A. Introduction

The Land Use Element guides the future growth and development of Mira Mesa through the distribution of land uses and the application of a range of land use designations. The community's land uses are a function of long-standing development patterns, previous planning efforts, and geographic conditions. As such, the community has an established land use pattern that is expected to remain generally intact, except for the Urban Villages. A key focus of the Community Plan is to further the General Plan's "City of Villages" Strategy by connecting Urban Villages with high-quality transit, bicycle, and pedestrian networks to foster a livable and resilient community.

This chapter is intended to assist planning staff and decisions-makers in the planning, design, and implementation of public and private developments. It is also intended to assist project applicants in the design of private developments with the purpose of ensuring that new development contributes to the community vision for Mira Mesa. Project applications should achieve general consistency with the content provided in this chapter in order to obtain approval.

Because this chapter sets the overall framework of allowable land uses across the community, it works in concert with all other chapters to provide a cohesive vision for Mira Mesa's built- and natural-environments. For specific guidance on Urban Villages, refer to Chapter 8: Urban Villages and CPIOZ, which provides Supplemental Development Regulations (SDRs) for new developments and parks in the Urban Villages.

B. Vision and Goals

Mira Mesa has successfully evolved into a desirable location for both living and working. The Community Plan envisions the ongoing success of Mira Mesa as a clean, safe, and healthy community comprised of thriving employment centers and distinct residential neighborhoods, as well as new Urban Villages.

The Community Plan supports the ongoing success of prime industrial lands in Sorrento Mesa and Miramar as primary centers of jobs, goods, and services, as shown in Figure 2-1. Within these areas, the Community Plan supports the growth of diverse industries and businesses to increase the economic base, generate jobs, and provide a variety of goods and services. Sorrento Mesa is best known for its life science, defense, and communications and information technology uses, while Miramar is known as one of the largest industrial areas in the region for manufacturing, logistics, warehousing, and craft businesses. Across both areas, the land uses strategy promotes adaptability and flexibility to accommodate changing employment trends, innovation, growth, expansion, as well as the co-location with housing.

[Figure 2-1 Employment Areas in Sorrento Mesa and Miramar]

Future development is concentrated into vibrant Urban Villages near transit with walkable, compact land use patterns that include housing, public parks and plazas, jobs, services, and

amenities to reduce environmental impacts, enhance community identity, encourage active transportation, support local businesses, and promote healthy lifestyles. These Urban Villages are located along major transit corridors such as Mira Mesa Boulevard, Carroll Canyon Road, Black Mountain Road, and Miramar Road, and are described in further detail in Chapter 8: Urban Villages and CPIOZ.

To support the community's vision for Mira Mesa, this chapter sets forth the following land use:

- A more walkable, compact, and connected villages of different scales within a 15-minute walk, ride, or roll for people living and working in Mira Mesa
- Diverse housing types for a variety of incomes and ages groups are located near transit, jobs, and amenities
- High-quality transit, bike and pedestrian facilities that provide local and regional connections to people and places
- High-quality public spaces for residents, employees, and visitors
- Transit-rich innovation hubs that attract talent, support base sector employment growth, and a mix of uses
- Industrial land that is preserved for manufacturing, logistics, and warehousing.
- Fiscally responsible, resource efficient, and climate resilient development patterns

C. Planned Land Uses

The Community Plan balances land use needs for residential, commercial and employment areas to support the growth of San Diego's population and economy. Planned land use within Mira Mesa concentrate future residential and employment growth within one-quarter mile of existing and future transit and supports the development of mixed-use urban, community, neighborhood, and employment villages.

Figure 2-2 illustrates planned land uses for Mira Mesa based on the General Plan's land use designations and are highlighted for their importance in guiding the mix and types of uses and intended development density and intensity to achieve the overarching Community Plan vision.

[Figure 2-2. Planned Land Uses]

1. Employment

Technology Park

Technology Park allows high technology uses related to applied sciences, including research and development, corporate headquarters, light manufacturing, and storage and distribution uses. This designation also allows office uses which provide functions directly related to these high

technology uses. Sites with shared amenities, business incubators, and flexible innovation spaces are encouraged.

Light Industrial

Light Industrial allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.

Business Parks

Allows office, research and development, and light manufacturing uses. This designation does not permit storage and distribution uses except as accessory to the primary use. It is appropriate for uses primarily characterized by single- and multi-tenant office development with some light industrial uses.

Business Parks – Residential Permitted

The business park designation provides for employment uses such as business/professional office and research and development, with limited commercial service, flex-space, and retail uses, as well as residential uses. Mixed business park/residential developments can create unique housing opportunities to support office, business, and other employment uses.

2. Commercial

Neighborhood Commercial

Neighborhood Commercial provides local convenience shopping, civic uses, and services serving an approximate three-mile radius.

Commercial Recreation

Provides for private recreational areas or commercial recreation areas that do not meet the definition of population-based or resource-based parks, but that still provide recreational opportunities.

Visitor Commercial

Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur only as part of a mixed-use (commercial/residential) project.

Community Commercial

Community Commercial provides for shopping areas with retail, office, and services for the community at large. Community Commercial includes community-serving uses while also including office, hotel, automobile sales, as well as limited industrial uses of moderate intensity, that serve residents and workers in the community and adjacent communities. Areas designated as Community Commercial may range from pedestrian-friendly commercial streets to shopping centers and corridors.

Community Commercial – Residential Permitted

Community Commercial- Residential Permitted provides for a variety of commercial uses, such as retail, personal services, office, and hotel, that serve residents and workers in the community and adjacent communities. Residential uses are allowed as part of mixed-use development that features ground floor commercial uses. A pedestrian-oriented development is encouraged, with active storefronts in additional to outdoor seating and social gathering spaces.

Heavy Commercial

Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous Community Plan may have allowed for both industrial and commercial uses.

3. Mixed-use

Urban Employment Village

Urban Employment Village allows mixed-use development where employment and commercial uses are balanced with potential residential uses. Employment uses would be the primary use, and residential uses are allowed. Active street frontages and pedestrian-oriented design are encouraged. Developments can create unique housing opportunities that support creative office, business incubators, and high-tech research and development uses.

Urban Village

Serves the region with many types of uses, including housing, in a high-intensity, mixed-use setting. Integration of commercial and residential use is emphasized; larger, civic uses and facilities are a significant component. Uses include housing, business/professional office, commercial service, and retail.

Community Village

Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.

Neighborhood Village

Provides housing in a mixed-use setting and convenience shopping, civic uses as an important component, and services serving an approximate three-mile radius.

4. Residential

Residential Very Low

Residential - Very Low is intended for single-family residential development on large lots with front, rear, and side yards. Parking is typically integrated into the ground-floor of the units in an individually secured garage. (1 – 4 du/ac)

Residential Low

Residential - Low is intended predominantly for single-family residential development on small lots. Single-family homes may be arranged as stand-alone detached units, with front, rear, and side yards. Parking is typically integrated into the ground-floor of the units in a garage. (5 – 9 du/ac)

Residential Low Medium

Residential - Low Medium allows for a mix of single-family, townhome, and multi-family units. This combination of residential types supports a pedestrian scale. Town homes or row homes are typically clustered in groups of 4 to 6 units. Parking is integrated into the ground-floor of the units. (10 – 15 du/ac)

Residential Medium

Residential - Medium is typically townhomes and garden apartments/condominiums, and can occur on small lots. Buildings can be organized around a central courtyard with individual or shared open space. Parking is typically a mix of garages and surface spaces. (16 – 29 du/ac)

Residential Medium High

Residential - Medium-High provides for multi-family housing within a medium-high density range. This category supports compact condominium/apartment buildings. Private and shared open space is a key component of the design, along with community amenities. Clear pedestrian connections should be made throughout the site and to other areas within the community. (30 – 44 du/ac)

Residential High

Residential - High allows condominium/apartment buildings within a high-density range. Development typically consists of a large block of residential units. Pedestrian connections and usable common outdoor space and amenities would allow these areas to contribute to the neighborhood character. (45 – 74 du/ac)

Parks

This designation allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks with facilities to meet the recreational needs of the community and the City.

Institutional

Institutional uses provide either public or private facilities that serve a public benefit that may serve the community or a broader area. Institutional land uses within the community consist mainly of Fire Stations, Branch Libraries, and public, charter, and private schools, and places of worship.

D. Policies

1. Mixed-Use Villages

1.1 Design in either a horizontal or vertical format that is functionally integrated with pedestrian paths and connections between and to adjacent areas.

1.2 Incorporate flexible spaces that support alternative working options, i.e., telecommuting, coworking, live/work units, and shopkeeper units.

1.3 Encourage horizontal and vertical mixed use in Community Commercial, Urban Village, Community Village, Neighborhood Village, and Urban Employment Village to support the economic viability and growth of the community's commercial and employment areas.

1.4 Locate residential uses near job centers and pedestrian, bicycle and transit networks to reduce dependence on the automobile, vehicle miles traveled, and parking demand.

1.5 Design mixed employment-residential developments within villages with high employment use, to maintain an employment base in the community.

1.6 Locate commercial uses to provide additional separation between residential areas and permitted industrial uses.

1.7 Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas in buildings where residential is the primary use.

1.8 Consider air quality and air pollution sources in the siting, design, and construction of residential units and other uses with sensitive receptors.

1.9 Incorporate non-residential components, open areas, landscaping, or other buffers between residential development and commercial, industrial, and utility uses as part of site design to provide functional separation and screening.

2. Housing

1.10 Encourage the development of housing that is affordable to and meets the diverse needs of the employees in Mira Mesa to attract employees, support reduced commute times, increase active transportation, and minimize transportation costs.

1.11 Design with a variety of building formats to support a diversity of housing options.

1.12 Encourage the development of workforce, affordable, senior, and military housing in close proximity to transit stations.

1.13 Incorporate live/work and shopkeeper units that allow for residential that create spaces for arts and innovation and allow residents to own and operate office, professional, and retail uses.

1.14 Encourage workforce housing that is affordable to a range of job and household income levels.

1.15 Design any residential development built within 500 feet of a freeway to minimize the exposure of freeway noise, including siting buildings and balconies perpendicular to the freeway, and using parking structures to shield units from noise.

3. Employment

1.16 Design building types that can accommodate or be adapted to a variety of industrial, technology, and business uses and activities.

1.17 Maintain a sufficient supply of industrial lands for employment uses.

1.18 Employ appropriate buffers, screening, landscaping, and site design measures to protect the security of employment areas and Prime Industrial.

1.19 Utilize Prime Industrial Lands for base sector employment and provide flexibility to serve operational and expansion needs of existing industrial employers within Prime Industrial Lands.

1.20 Limit the redesignation of existing industrial sites to other land uses in the Miramar industrial area in order to provide land to accommodate existing, new, and relocation of industrial operations for the City's economic base.

1.21 Support environmentally sound operations, infrastructure, and facility upgrades that contribute to energy use reduction and regional sustainability goals.

1.22 Access commercial development and retail areas by all modes of travel, with primary entrance doors connected by a primary pedestrian path with limited conflict points with automobiles.

1.23 Promote connected employment facilities that include recreation, active transportation, and offer commercial services in close proximity to amenities.

1.24 Encourage the use of shared parking facilities to benefit employers, employees, and commercial business districts.

4. Airport Land Use Compatibility

1.25 Ensure that future uses, building intensity, residential density, and heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for MCAS Miramar.

1.26 Review development for consistency with adopted airport policies, such as those set forth in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for MCAS Miramar.

Jobs-Housing Balance

The Community Plan retains key employment lands while creating flexibility in other areas for a compatible live/work/play village. The integration of employment and residential uses in a job-rich community like Mira Mesa can benefit the community and City as a whole. The infusion of mixed-use development with housing in walkable villages will benefit the current and future San Diegans who call Mira Mesa home.

The Community Plan's Land Use Plan is taking effect alongside investments in efficient transit routes and multimodal connections to and within the City's job centers. Along with the new land use pattern is a paradigm shift in the way people live and work. Adding housing closer to jobs coupled with mobility improvements has the potential to shift more trips to active transportation and reduce vehicle miles traveled for commutes to work.

The Airport Influence Area for Marine Corps Air Station (MCAS) Miramar includes portions of the Mira Mesa community. The Airport Influence Area serves as the planning boundary for the Airport Land Use Compatibility Plan and is divided into two review areas. Review Area 1 is composed of the airport's noise contours, safety zones, airspace protection surfaces and overflight areas. Review Area 2 is composed 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 and Noise Elements) and implemented by the supplement

development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code.

Chapter 3: Mobility

A. Introduction

The Mobility Element provides the vision, goals, and policies to improve multi-modal mobility across Mira Mesa. It supports the implementation of the General Plan by providing strategies for improvements that promote a safe, accessible, and sustainable transportation system that meets the needs of people of all ages and abilities.

This chapter is intended to assist planning staff and decisions-makers in the planning, design, and implementation of mobility improvements. It is also intended to assist project applicants in the design of projects that require certain mobility improvements, such as the provision of new sidewalks, with the purpose of ensuring that improvements are aligned with the community's vision. Refer to Chapter 8: Urban Villages and CPIOZ, which provides Supplemental Development Regulations (SDRs) for new developments in the Urban Villages.

B. Vision and Goals

The Community Plan envisions expanding personal mobility options for Mira Mesa residents, employees, and visitors alike and promoting a safe and sustainable transportation system that meets the needs of people of all ages and abilities. The Community Plan builds upon the General Plan's goal for a balanced, multimodal transportation system and identifies multimodal connections that promote sustainable travel via walking, rolling, biking, and riding transit. Incorporating infrastructure like well-connected, separated bicycle facilities, landscape-buffered sidewalks and paseos, as well as transit priority lanes and enhancements to first/last mile connections to transit are all part of the overall strategy to make Mira Mesa cleaner, safer, and healthier. When paired with smart land use, these improvements will help transition Mira Mesa into a more active, equitable, and sustainable community.

Existing topography constraints and development patterns limit opportunities for expanding roadways and/or constructing new streets. Given these constraints, it will be necessary to rethink the way in which people move around. The Community Plan pairs land use and mobility strategies to provide a more holistic approach to incentivizing more sustainable modes of travel that are equitable and accessible for people of all ages and abilities. This includes repurposing existing roadway space for transit and improvements to active transportation infrastructure, such as separated bicycle facilities and improved walkways all of which improve roadway efficiency and move more people in the same amount of space.

To support the community's vision, this chapter sets forth the following goals for mobility:

- An accessible, balanced, layered, and multi-modal transportation network that expands personal mobility by providing safe, convenient, comfortable, reliable, efficient, sustainable, and attractive options for modes of travel for all users regardless of age or abilities;

- An inter-connected street network that provides multiple connections to schools, residences, commercial centers, employment hubs, and community amenities and amenities across all modes of travel;
- First- and last-mile connections that close the gap and provide seamless transitions between transit stations and other modes of travel, such as walking and bicycling;
- Mobility hubs that converge various modes of travel at one location with an integrated suite of mobility services, amenities, and technologies to increase transit ridership; and
- Smart infrastructure that facilitates mobility efficiency and options through the deployment of emerging technologies and Intelligent Transportation Systems (ITS).

C. Complete Streets

Complete Streets are streets designed and operated to enable mobility for all users regardless of age or ability. Whether they are on foot, bicycle, on a transit, or in a vehicle, every person has the right to get to their destination in a safe, convenient, and comfortable manner. Taking the land use context into consideration, the Community Plan identifies specific improvements for each mode in a layered transportation system. Although not all modes of travel may be able to be accommodated along every street, certain modes are prioritized along specific corridors that allow for a cohesive transportation system that provides safe, comfortable connections to various destinations within the community and to the region.

D. Active Transportation

1. Pedestrians

Everyone is a pedestrian. Regardless of age, disability, or ultimate choice for mode of travel, all people must walk (or roll) for at least the beginning and end of a trip, whether to a parked car, a transit stop, a building entrance, or even for exercise. Therefore, walkability and pedestrian-friendly environments are critical to the livability of Mira Mesa. The Community Plan focuses pedestrian improvements in concert with land use and mobility strategies to promote more walkable, pedestrian-friendly environments and encourage walking as an attractive, comfortable, and safe means of transportation and recreation.

Pedestrian Facility Classifications

The City's Pedestrian Master Plan classifies pedestrian facilities across seven types, as listed below, based on context, pedestrian needs, and design treatments to best facilitate walking. The classifications for pedestrian facilities across Mira Mesa are shown in Figure 3-1.

District sidewalks support heavy pedestrian levels in higher-density mixed-use areas, such as walkable shopping centers or employment areas.

Corridor sidewalks support moderate density commercial uses with moderate pedestrian

levels.

Connector sidewalks support low pedestrian levels and usually require significant buffering.

Neighborhood sidewalks support low to moderate pedestrian levels in residential areas.

Ancillary pedestrian facilities include pedestrian bridges, plazas, paseos, promenades, courtyards, and other pedestrian pathways.

Paths are paved and exclusive rights-of-way for pedestrians and/or bicyclists and are not associated with streets, such as paths in parks or open space lands.

Trails are unpaved walkways or roads used for recreational use or open space maintenance.

[Figure 3-1. Pedestrian Facility Classifications]

To ensure that pedestrian facilities provide adequate safety and accessibility, pedestrian facilities should be built to City standards. In addition, the NACTO Urban Street Design Guide offers guidance on the implementation of enhanced features to further improve safety, comfort, visibility, and accessibility. Examples of enhanced features include, but are not limited to, Leading Pedestrian Intervals (LPIs), curb extensions, raised crosswalks, and other signal and pavement marking treatments at crossings and intersections. The Community Plan identifies enhanced pedestrian improvements in the locations illustrated in Figure 3-2.

[Figure 3-2. Planned Pedestrian Improvements]

Paseos

While a variety of pedestrian facilities are necessary in establishing an interconnected and cohesive network of pedestrian mobility throughout Mira Misa, the Community Plan focuses especially on the use of ancillary pedestrian facilities, such as paseos. A network of paseos in the Urban Villages, for example, will help break down "superblocks," consisting of large parcels and expansive parking lots, into more comfortable, convenient, and human-scaled blocks with direct connections to shopping, dining, neighborhood services, schools, recreation, and transit. Paseos will be well lit, landscaped, and be exclusive for pedestrian and non-motorized mobility. Working in concert with mixed-use developments, paseos will aid in creating a more cohesive bicycle and pedestrian network by improving connectivity between origins and destinations, shortening travel distances, and linking to major roadways.

What is a "paseo"?

Paseo is derived from the Spanish word "pasear," which means "to walk." Also known as promenades, paseos are pedestrian pathways and spaces dedicated for walking. Paseos stretch in between buildings or along parks or plazas. While their main function is to provide

non-motorized connectivity across destinations, they can also be destinations themselves, with opportunities for sitting, gathering, social interaction, public art, shopping, dining, and recreation. In addition, paseos offer opportunities for urban greening (see Chapter 7: Urban Design) by providing shade trees, landscaping, and other green infrastructure. Overall, paseos are part of the mobility system's overall network of pedestrian and bicycle connections.

Pedestrian Bridges

In addition to paseos, pedestrian bridges will provide safer crossings across some of Mira Mesa's more heavily travelled roadways. Pedestrian bridges are only recommended where there is sufficient pedestrian attraction and demand on both sides of the roadway being crossed. Pedestrian bridges should be integrated with the adjacent land uses, rather than be standalone features. The following pedestrian bridges are considered as part of the Community Plan and are illustrated in Figure 3-2:

- A bridge across Mira Mesa Blvd, between Westview Parkway and I-15 ramps. This connection will provide access between redevelopment areas with many residential and commercial options, while allowing pedestrians to avoid the congested interchange area. Refer to Chapter 8: Urban Villages and CPIOZ for more information.

- A bridge traversing from Hillery Drive east across I-15, providing access to the Miramar College Transit Station area with the Scripps Miramar Ranch community east of I-15. With potential future redevelopment in Scripps Miramar Ranch, this connection could provide an additional east-west connection to link schools, transit centers, and recreational facilities between communities.

2. Bicyclists

The Community Plan envisions a robust network of various types of bicycle facilities to encourage and support safe and comfortable bicycling for people of all ages and abilities. In addition to functioning as a sustainable means of transportation, bicycling is also a form of recreation, with benefits ranging from improving public health to improving the environment. As such, the Community Plan identifies new and enhanced bicycle connections across Mira Mesa with a key focus on physically-separated facilities, such as Cycle Tracks, to improve safety and first- and last-mile connections to improve connectivity to community destinations, such as transit, parks, and schools. Figure 3-3 illustrates the existing and planned bicycle network for Mira Mesa.

[Figure 3-3. Planned Bicycle Network]

Bicycle Facility Classifications

Refer to the California Highway Design Manual for more information on Bicycle Facility

Classifications. For Class IV facilities, refer to California Streets and Highway Code Section 890.4 and the Caltrans Design Information Bulletin Number 89.

Class I – Bicycle Path. Also termed Shared-Use or Multi-Use Paths, Bicycle Paths are off-street, paved rights-of-way that are physically separated from vehicular traffic for the exclusive use of bicyclists, pedestrians, and those using non-motorized modes of travel. Bicycle Paths provide critical connections where roadways are absent or not conducive to bicycle travel.

Class II – Bicycle Lane. Bicycle Lanes are in-street rights-of-way for the exclusive or preferential use of bicycles. They are defined by pavement markings and signage within the roadway. Bicycle Lanes are allocated within a portion of the roadway typically alongside on-street parking or along the curb in between on-street parking and a travel lane.

Class III – Bicycle Route. Bicycle Routes are in-street facilities that provide shared-use between bicycles and motor vehicles within the same travel lane and are designated by shared-lane pavement markings (e.g., "sharrow") and signage.

Class IV – Cycle Track. Also termed Protected Bikeways, Cycle Tracks provide either an in- or off-street right-of-way designated exclusive for bicycle travel that is physically separated from pedestrians and vehicular traffic. Typical separation treatments include, but are not limited to, raised islands, planters, flexible posts, grade separation, or on-street parking.

To ensure that bicycle facilities provide adequate safety and accessibility, they should be built to City standards. In addition, the NACTO Urban Bikeway Design Guide offers guidance on the implementation of enhanced features to further improve safety, comfort, visibility, accessibility, and function based on land use and roadway context as well as bicycle user profile. Examples of enhanced features include, but are not limited to, bicycle signal phasing, curb islands, intersection bicycle boxes, queue boxes, and other signal and pavement marking treatments at turning conflict locations.

3. Policies

3-1. **Pedestrian Network.** Provide and support a network of safe, comfortable, and accessible pedestrian facilities throughout Mira Mesa. Prioritize enhanced improvements as applicable and shown in Figure 3-2, including high visibility crosswalks, pedestrian countdown signals, lead pedestrian intervals (LPI), pedestrian hybrid beacons, pedestrian-scaled lighting, wayfinding, etc.

3-2. **Bicycle Network.** Provide and support a continuous network of safe, comfortable, convenient, accessible, and attractive bicycle facilities throughout Mira Mesa that provide connections to other communities and to the regional bicycle network per the City Bicycle Master Plan and SANDAG Regional Bike Plan, with an emphasis on

interconnectivity between schools, parks, transit stations, mobility hubs, commercial centers, and employment hubs.

3-3. **Bicycle Facility Classifications.** Provide new or improved bicycle facilities according to the classifications shown in Figure 3-3, as roadways are resurfaced, improved, or right-of-way becomes available. Prioritize physically separated bicycle facilities where feasible.

3-4. **Bicycle Separation**. Increase the level of comfort for bicycling along bikeways and at intersections via enhanced features that improve visibility and the physical separation from motor vehicles, such as loop detection, bicycle signals, bicycle boxes, protected intersections, no turn on red restrictions, bicycle rails, slip ramps, lighting, wayfinding, signage, pavement markings, and buffered and separated bicycle facilities.

3-5. **Sidewalk Expansion**. Where feasible and appropriate, expand the pedestrian network by seeking additional right-of-way for wider, non-contiguous sidewalks and pathways and by providing exclusive pedestrian walkways separate from automobile, especially near transit, parks, community centers, and schools.

3-6. **Traffic Calming.** Improve pedestrian and bicycle safety and comfort adjacent to transit stations and schools through the installation and maintenance of enhanced signage, lighting, crosswalks, urban greening, and other appropriate traffic calming measures.

3-7. **Freeway Crossings.** Coordinate SANDAG and Caltrans to evaluate and implement safe and accessible pedestrian and bicycle crossings across the I-15 and I-805 Freeways, specifically:

- New pedestrian and bicycle bridges or tunnels across the I-15 Freeway connecting Mira Mesa to the Scripps Miramar Ranch and Torrey Pines communities.
- Retrofit/reconstruction of freeway on- and off-ramps to improve pedestrian and bicycle connections with enhanced signs, signals, lighting, and pedestrian-activated crossings, and reduced turning radii to minimize conflicts with motor vehicles.

3-8. **Trails and Open Space.** Enhance pedestrian and bicycle access to open space lands, natural recreational areas and parks by improving access, connectivity, and increasing awareness of trails and other pathways associated with Mira Mesa's open space lands as complementary components of the community's circulation network via signage, wayfinding programs, and educational kiosks.

3-9. **Pedestrian Walkshed.** Focus enhanced streetscape and pedestrian improvements within a half-mile walkshed of transit stations and mobility hubs, within a quarter-mile walkshed from mixed-use developments in Urban Villages, and at intersections.

3-10. **Bicycle Amenities.** Facilitate bicycle use as a safe, comfortable, and viable mode of transportation by providing bicycle amenities at transit stations, mobility hubs, mixed-use developments, commercial centers, employment hubs, schools, and parks, such as bicycle parking, bikeshare, bike rentals, bike repair (e.g., Bike Kitchens), signage, and wayfinding.

3-11. **Signage and Wayfinding**. Implement community-wide wayfinding and signage programs that guide pedestrians and bicyclists, as well as motorists, to major activity centers and destinations within the community.

3-12. **Superblocks**. Coordinate with new commercial and residential developments to provide new private street connections, public right-of-way dedications, or an internal network of pedestrian pathways to break up the scale of large development "superblocks" and increase connectivity through developments and in between destinations.

3-13. **ADA Accessibility.** Implement universal-design features that remove accessibility barriers along pedestrian paths of travel in the public right-of-way, such as the undergrounding of public utilities, relocation of transit shelters to widen the pedestrian pathways, and installation of missing sidewalks and ADA-compliant pedestrian ramps.

3-14. **Utility Easements.** Coordinate with San Diego Gas & Electric (SDGE&E) and other stakeholders to identify and utilize utility easements for potential shared-use paths that can become an integral part of the community's walking and biking network and serve as recreational facilities.

3-15. **Public Education.** Promote public education campaigns and alternative transportation programs that encourage physical activity and healthier lifestyles via walking and bicycling for students, children, employees, older adults and those who are disabled.

3-16. **Vision Zero.** Support physical and operational street improvements to support the City's Vision Zero program, such as curb, mid-block crossings, enhanced signage and pavement markings, and other traffic calming techniques, where appropriate, to improve safety and visibility, reduce crossing distances, and reduce speeds and conflicts with motorists.

E. Transit

Transit is the most efficient way of moving the greatest amount of people in a minimal amount of space. For this reason, regional and Citywide planning efforts promote transit as the ideal choice of travel for many trips. Regionally, light rail (San Diego Trolley) and bus transit is planned by SANDAG and operated by the Metropolitan Transit System (MTS), while commuter rail (Coaster) is operated by the North County Transit District (NCTD). Locally, these modes of transit are supported by roadway infrastructure that is maintained and operated by the City. Currently, ten bus lines connect Mira Mesa to surrounding communities, inclusive of two Rapid Bus routes and two limited-service shuttles, in addition to the Sorrento Valley Coaster Station located just

outside of the community's boundaries near the 5- and 805-Freeway junction. Figure 3-4 illustrates the existing transit network across Mira Mesa.

[Figure 3-4. Existing Transit Network]

The Community Plan supports the development of a safe, convenient, comfortable, reliable, and flexible transit system that connects community destinations, such as housing, commercial centers, and employment hubs, as well as surrounding communities. In doing so, transit and land use are inextricably linked, with transit stations and lines integrated into transit-oriented developments that further improve transit accessibility and increase transit ridership. SANDAG's 2050 Regional Transportation Plan identifies planned transit system improvements, such as Bus Rapid Transit (BRT) running along the center median of the proposed Carroll Canyon Road extension through the 3Roots Master Plan area. In addition to regional transit improvements, the Community Plan proposes dedicated travel lanes for transit along select roadways, as well as the development of mobility hubs and possibility of a skyway. Figure 3-5 illustrates proposed transit improvements across Mira Mesa.

[Figure 3-5. Planned Transit Network]

1. Flexible Lanes and SMART Corridors

The Community Plan identifies the reconfiguration of select roadways to reallocate existing roadway space for bicycling and transit use, while maintaining adequate vehicular access. In some locations, flexible lanes are accommodated along existing roadways to provide dedicated travel lanes for any combination of non-single occupancy vehicles, such as bus transit, autonomous/connected vehicles, or other emerging mobility concepts. In other locations, existing roadways are converted into SMART corridors. Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors utilize both flexible lanes and emerging technology, such as transit signals and adaptable turning movement designations, to be able to increase person throughput along roadways. SMART corridors maximize the capacity and efficiency of existing roadways; provide dedicated space for transit and other pooled services; manage travel demand in real-time; and increase the safety for all modes of travel. Alongside other improvements, such as transit priority signals and queue jump lanes which allow buses to advance on a green light before general purpose lanes, flexible lanes and SMART corridors help to improve transit reliability and reduce transit delays. Figure 3-6 illustrates recommended locations for flexible lanes and SMART corridors.

[Figure 3-6. Planned Vehicular Network]

What is a SMART Corridor?

Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors utilize both flexible lanes and emerging technology to be able to increase person throughput along roadways. SMART corridors are implemented along existing roadways that provide access to or between at least two freeways. By reallocating existing roadway space to flexible lanes for

non-single occupancy vehicles, such as transit bus and autonomous/connected vehicles, SMART corridors maximize the efficiency and capacity of existing roadways allowing the movement of more people along the same amount of space. The use of emerging technology, such as signal timing that adapts to changes in congestion and traffic demand in real-time, also enable SMART corridors to reduce congestion.

2. Mobility Hubs

Mobility hubs are locations where multiple modes of travel converge and provide an integrated suite of mobility services, amenities, and supporting technologies for a more seamless commuting experience. Mobility hubs help address the "first- and- last-mile" connection of a trip, by providing a variety of amenities, such as passenger waiting areas; curbside pick-up areas for carpool or rideshare; real-time travel information and directional signage; enhanced walkways, bikeways, and crossings; bicycle parking and bike-share stations; micro-mobility stations; and electric vehicles charging stations. As shown in Figure 3-5, the Community Plan identifies six mobility hub locations across Mira Mesa, some of which are integrated into proposed Urban Villages which prioritize amenity-rich, transit-oriented development near existing employment and commercial centers.

Micro-Mobility

Micro-mobility refers to small, low-speed, human- or- electric-powered mobility devices, such as shared-use bicycles, electric-assist bicycles, scooters, electric scooters (e-scooters), electric skateboards, neighborhood electric vehicles (NEV), and other small, lightweight, wheeled vehicles. While micro-mobility devices are available for individual purchase, they are more commonly rented/shared through on-demand or subscription-based services. Early micro-mobility services operated from specified locations, or docks/stations, where vehicles needed to be picked up and dropped off. Newer services, however, employ a dock-less model in which devices can be left anywhere or within a geo-fenced area.

3. Skyways

The steep terrain characteristic of the canyons and valleys of Mira Mesa limit the feasibility of additional roadway connections in and out of Mira Mesa. Skyways, which are also referred to as aerial cableways, trams, or gondolas, offer a potential solution that can traverse natural obstacles while requiring a limited right-of-way. Future mobility planning should consider the feasibility of providing skyway connections between the Mid-Coast trolley extension in the University City area and the Sorrento Valley/Sorrento Mesa employment areas, as shown in the two potential alignments in Figure 3-5.

4. Policies

3-17. **Transit-Oriented Development.** Promote the integration of land use and transit planning to strategically integrate transit within mixed-use developments and use transit to connect community destinations, such as housing, commercial centers, and employment hubs.

3-18. **Flexible Lanes and SMART Corridors.** Reconfigure the streets identified in Figures 3-8 through 3-13 to accommodate flexible lanes and SMART corridors that maximize roadway capacity and travel efficiency. The lane configuration and type of use is contingent upon needs. Integrate transit priority features, such as queue jumps and transit priority signals, to further improve roadway capacity and efficiency.

3-19. **Transit Amenities.** Coordinate with SANDAG, MTS, and property owners to provide amenities within public spaces and private developments that support transit ridership. These could include but are not limited to the following:

- Bicycle share station and other micro-mobility options;
- Car share, rideshare, and vehicle loading/drop-off and pick-up areas;
- Dedicated parking for electric vehicles and bicycles;
- Dynamic parking management;
- Real-time transit traveler information;
- Signage and wayfinding that provides information and direction to guide users between stations, bicycle and pedestrian facilities, and community destinations; and
- Passenger areas with adequate shelter, seating, artwork, lighting, and shade trees, and surveillance, where appropriate.

3-20. **Mobility Hubs.** Coordinate with SANDAG and MTS to develop mobility hubs at the identified locations illustrated in Figure 3-5. Where feasible, consider the development of mobility hubs at all transit stations and key bus stops to further facilitate transit ridership.

3-21. **First- and Last-Mile Connections.** Provide first- and last-mile connections to and from all transit stations with amenities that support safety, comfort, connectivity, and accessibility for all modes of travel, such as walkways, bikeways, and vehicle drop-off areas.

3-22. **Micro-Mobility.** Evaluate and support the development of micro-mobility services, such as local or closed-loop circulator, to provides connections between underserved transit areas, mobility hubs, and the Sorrento Valley Coaster Station.

3-23. **Skyways.** Coordinate with SANDAG and MTS to implement a skyway system as identified in Figure 3-5 to provide connections between the Sorrento Valley Coaster Station, the Sorrento Valley/Sorrento Mesa employment center, mobility hubs, and new mixed-use developments.

3-24. **Inter-Agency Coordination.** Coordinate with SANDAG and MTS to implement planned transit improvements identified in the 2050 Regional Transportation Plan and other ongoing transit infrastructure and service enhancement within Mira Mesa.

3-25. **Education.** Promote public education campaigns and alternative transportation programs to further encourage transit use among students, employees, older adults and persons with disabilities.

F. Streets

Streets and freeways comprise the primary framework of Mira Mesa's transportation network and play a major role in shaping the form and function of the community. Figure 3-7 illustrates the overall roadway network in Mira Mesa and the planned roadway classifications.

[Figure 3-7. Planned Street Classifications]

Hierarchy of Street Classifications

The hierarchy of street classifications contained in the General Plan and its Community Plans is intended to provide for safe and orderly traffic flow and efficient circulation. While the planned street classification of the roadway network shall maintain such a hierarchy, the organization of right-of-way surface improvements for a classified roadway is contingent upon several factors including, but not limited to, safety and mobility of all users, transit performance, emergency response, freight movement, and travel delay. The configuration of surface improvements including travel lanes is determined at the time of need and is based on the best available data and analysis that addresses the aforementioned factors, to the satisfaction of the City Engineer.

1. Street Reconfigurations

Mira Mesa's canyons and existing development patterns limit opportunities for new or widened public rights-of-ways to provide additional capacity for vehicles (Carroll Canyon Road through the 3Roots Master Plan area is the only new public right-of-way identified in the Community Plan as shown in Figure 3-7). Instead, the Community Plan identifies the provision of new private street connections within "superblocks" (see Chapter 7: Urban Design and Chapter 8: Urban Villages and CPIOZ) and focuses on improvements that maximize the efficiency of movement and capacity across existing roadways while improving safety and connectivity for all modes of travel.

This includes embracing a Complete Streets approach that allows for the multi-modal use of streets by reallocating existing roadway space for other modes, such as bicycling or transit. Figures 3-8 through 3-13 illustrate planned street reconfigurations along the following roadways:

- Camino Ruiz
- Westview Parkway
- Mira Mesa Boulevard
- Miramar Road
- Black Mountain Road
- Camino Santa Fe

[Figures 3-8 through 3-13. Cross Sections of Planned Street Reconfigurations]

2. Policies

3-26. **Complete Streets.** Provide an inter-connected network of complete streets throughout the community that safely accommodates all travel modes and users of all ages and abilities, while providing adequate travel capacity.

3-27. **Street Classifications**. Construct and improve the street network to the classifications identified in Figure 3-7 as roadways are resurfaced, improved, or right-of-way becomes available.

3-28. **Superblocks**. Introduce new private street connections or public right-of-way dedications as part of future redevelopments to break up the scale of large development "superblocks," to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.

3-29. **Street Reconfigurations**. Reconfigure the streets identified in Figures 3-8 through 3-13 to accommodate flexible lanes and SMART corridors that maximize roadway capacity and travel efficiency. The lane configuration and type of use is contingent upon needs.

3-30. **Primary Streets**. Prioritize vehicular connectivity and operations on primary roadways, such as Miramar Road, Mira Mesa Boulevard, and Carroll Canyon Road, that connect to the regional freeway network.

3-31. **Roundabouts.** Where feasible and appropriate, consider the installation of roundabouts at intersections to improve safety for all modes of travel, improve traffic flow, promote traffic calming, reduce turning conflicts, reduce vehicle idling and fuel consumption.

3-32. **Intersections.** Implement focused intersection improvements, such as XXX, to improve safety and operations for all modes of travel.

3-33. Inter-Agency Coordination. Continue with SANDAG, MTS, and Caltrans on ongoing transportation planning and infrastructure implementation efforts.

3-34. Carroll Canyon Road. Coordinate with SANDAG, MTS, and Caltrans, and adjacent property owners to construct the Carroll Canyon Road extension through the 3Roots Master Plan area with an integrated center-median running BRT line. Make enhanced physical and operational improvements to ensure efficient movement for all modes of travel.

G. Curbside and Parking Management

The advent of rideshare services and micro-mobility devices, as well as a growing trend in e-commerce that requires frequent delivery of goods have all increased the demand for curb space along roadways. To safely and efficiently accommodate these growing and competing needs, the Community Plan proposes broad policies that are intended to form the basis for a more detailed curbside management plan and other parking solutions that can be tailored to the meet the specific needs of Mira Mesa.

1. Policies

3-35. Parking Management. Support parking management strategies that maximize the efficiency of the curbside for on-street parking use to increase turnover and parking availability and reduce overnight parking of overside vehicles in high-demand areas such as mixed-use, multi-family residential, commercial, and employment centers.

3-36. Loading and Delivery. Ensure efficient movement and delivery of goods to retail, commercial, and industrial uses while minimizing congestion impacts to roadways, especially along Miramar Road, Mira Mesa Boulevard, and Camino Ruiz, by encouraging curbside loading and delivery during non-peak hours and/or within adequately-sized designated off-street loading and delivery areas.

3-37. On-Street Parking. Where appropriate and feasible, encourage the repurposing of on-street parking for alternative uses (e.g., pedestrian and bicycle facilities, urban greening, placemaking opportunities, corrals for micro-mobility devices).

3-38. Shared-Parking. Encourage shared parking agreements and the use of technology to optimize the efficiency of on- and off-street parking supply to adequately meet parking demands.

3-39. Curb-Cuts and Driveways. Where feasible, encourage shared and consolidated driveways to reduce curb cuts along the roadway and reduce conflicts between motor vehicles and bicyclists and pedestrians.

H. Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) refers to the use of technology to improve transportation safety, capacity, travel times, and service quality across the street and transit network enabling people to make informed decisions when traveling. Available technologies vary widely and continue to evolve. A current example deployed across Mira Mesa is the use of adaptive signal control technology which adjusts the timing of signals to accommodate changing traffic patterns. Other emerging technologies include vehicle sensors, high-speed communication networks, and advanced analytics, especially with the increase in use of both electric and autonomous/connected vehicles.

The City is committed to developing a comprehensive ITS Plan as a necessary step towards effective implementation and operation of the existing and future ITS in the City. The plan will identify the City's existing and future ITS infrastructure operations, and maintenance needs and facilitate the City's future connections to the region's developing ITS network. This will enable the City to coordinate further SANDAG, other local cities, and state agencies to manage the overall performance of both the local and regional transportation systems. The ITS network will help to better manage the region's freeways, roads, transit, incidents and emergency response, special events, commercial vehicle operations, and traveler information.

1. Policies

3-40. Coordinate with SANDAG in developing a Regional Intermodal Transportation Management systems Network that connects the region’s local transportation management centers (TMCs) and enables local agencies to cooperatively manage the overall performance of both the local and regional transportation systems.

3-41. Facilitate the implementation of ITS and emerging technologies to help improve safety, reduce collisions, minimize traffic congestion, maximize parking efficiency, and manage transportation and parking demand, such as traffic signal coordination, pedestrian and bicycle detection, traffic and transit information display, and electric vehicle charging stations.

I. Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to strategies and programs aimed at reducing single-occupant vehicle (SOV) trips by providing incentives and commuter benefit resources, such as travel assistance, transit and parking subsidies, and other services. TDM seeks to promote a more efficient use of the transportation network whereby more people travel in the same amount of space, i.e., reduction in SOV trips on roadways and an increase in transit use. TDM also seeks to spread total travel demand across more hours of the day to take better advantage of the transportation network’s capacity during off-peak times. The Community Plan encourages TDM as part of a comprehensive strategy that offers residents, employees, and visitors multiple options for getting around, with a focus on more sustainable modes of transport, such as walking, biking, and transit. By reducing the total number of auto trips,

especially SOVs, and the associated vehicle miles travelled, TDM strategies help achieve local, regional, and state goals for the reduction in greenhouse gas emissions to promote a cleaner San Diego. The City of San Diego currently partners with SANDAG to implement and encourage participation in a variety of TDM measures. For example, employers are encouraged to participate in SANDAG's iCommute program which provide TDM incentives for employees and residents within Mira Mesa.

1. Policies

3-42. Work with public and private entities, such as employers, institutions, and public agencies to encourage the expansion of bike share, car share, and scooter share program(s), with an initial focus on the Miramar College Transit Center, Sorrento Valley Station, and other mobility hubs within the community.

3-43. Encourage developers, property owners, and employers to provide and encourage the use of TDM amenities in residential, commercial, office, and mixed-use developments, such as rideshare, car/vanpool, and shuttle services, as well as programs and flexible scheduling and telecommuting opportunities for employees.

3-44. Encourage developers and property owners to "unbundle" parking from developments (i.e., separating the cost of buying/leasing a parking space from the cost of buying/leasing a commercial or residential unit), which aids in reducing development costs, preventing the oversupply of parking, in addition to encouraging the use of alternative modes of transportation.

Chapter 4: Public Services, Facilities, and Safety

A. Introduction

The Public Facilities, Services and Safety Element addresses the provision of public services and facilities within the Mira Mesa Community and addresses health and safety issues affecting the community. This chapter is intended to assist planning staff and decisions-makers in the planning, design, and implementation of improvements to public services and facilities. It is also intended to assist project applicants in the design of projects that may encounter safety issues as outlined in this chapter. Refer to Chapter 8: Urban Villages and CPIOZ, which provides Supplemental Development Regulations (SDRs) for new developments in the Urban Villages.

Generally, the City does not have land use jurisdiction over land with institutional uses owned by other government agencies. However, the Community Plan provides guidance for public agencies when considering new and enhanced facilities. When a government agency decides to close or relocate a facility, alternative land uses and proposed non-institutional uses are subject to the City's land use jurisdiction. For reference, two of the City's main funding sources for providing and improving public facilities are Development Impact Fees (DIF) and the General Fund.

B. Vision and Goals

The Community Plan envisions an adequate network of public facilities, such as parks, public spaces, and schools, as well as public services, such as police and fire-rescue, to sustainably support a growing population and maintain public safety within Mira Mesa. To support the community's vision, this chapter sets forth the following goals for public services, facilities, and safety:

- Provision of public facilities to serve the existing and future residents, and employees.
- Community facilities that are centrally located and easily accessible to all members of the community.
- Community use of school facilities during non-school hours for educational, recreational and cultural purposes.
- Improved energy and water conservation in the operation and design of existing and new public facilities.
- Provision of solar or other renewable energy generation, electric vehicle charging, and storage capabilities for public facilities, when feasible.
- A healthy, safe, and livable community that reduces the risk posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperature.

C. Public Facilities and Services

1. Police

The City provides police through geographic service areas and the police department has defined neighborhood names corresponding to each police beat. Beats 242, 243 and 931 are called the Mira Mesa, Miramar and Sorrento Valley neighborhoods, respectively. The names and boundaries of the police department neighborhoods are subject to change at the discretion of the police department. The front portion of the old community library located near Mira Mesa Community Park has been converted to a Police Storefront. Its existence supports a close relationship between community groups such as Neighborhood Watch and the law enforcement establishment.

2. Fire and Rescue

City of San Diego Fire Stations 38, 41, and 44 provide fire and rescue services. Fire Station 38 serves Central Mira Mesa, Fire Station 41 serves Sorrento Valley, and Fire Station 44 serves Eastern Mira Mesa. These facilities provide sufficient fire and rescue services to serve Mira Mesa, particularly in areas adjacent to open space canyons and hillsides.

3. Libraries

The Mira Mesa branch of the San Diego Public Library is located at 8403 New Salem Street. The 20,000-square-foot Mira Mesa Library opened in 1994 and has one of the largest collections in the City Public Library system.

4. Schools

Schools that serve Mira Mesa are dispersed throughout the community and within easy walking distance of most homes. The San Diego Unified School District (SDUSD) operates seven elementary schools, two middle schools, one high school, and two charter schools. The San Diego Community College District operates the Miramar Community College. A possible future school site has been identified within the Westside Neighborhood of the Stone Creek Master Plan.

5. Water, Sewer, & Storm Water Infrastructure

The Public Utilities Department's Capital Improvement Program Guidelines and Standards provide the framework for the design and construction of new water facilities and address water efficiency, conservation, recycle and reclaimed water, cost-effectiveness, and timely construction.

6. Utilities

The City has a long-term City-wide program for utility providers to underground overhead power and communication lines.

7. Policies

4.1 Support the operation of a police storefront within Mira Mesa.

4.2 Maintain a close relationship between community alert groups, Neighborhood Watch Programs, and the Police Department.

4.3 Build a fire station near Camino Santa Fe and Miramar Road.

4.4 Support the library expansion as necessary to accommodate the growing community population.

4.5 Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future Mira Mesa students as needed.

- Determine the size and locate future schools with walkability in mind.
- Provide safe & direct multi-modal access to community schools.
- Support the siting of a school within the Stone Creek Master Plan, should SDUSD choose to build one, based on the SDUSD enrollment needs (refer to the Stone Creek Master Plan).

4.6 Implement green infrastructure strategies to address storm water runoff.

4.7 Work with utility providers to accelerate the undergrounding of overhead communication lines and electrical distribution lines within residential neighborhoods.

4.8 Work with San Diego Gas & Electric to underground transmission lines where technically and economically feasible.

D. Safety

1. Air Quality

I-805 and I-15 are the primary source of air pollution that affects Mira Mesa. Air pollution diminishes as the distance from freeway increases. For residential and other sensitive-receptor land uses within 500 feet of a freeway, building design features can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with HEPA filters, careful location of HVAC intake vents away from pollution sources, and/or fixed windows facing the freeway.

2. Hazardous Materials

New development could encounter isolated soil and/or water contamination on properties with past uses that include, but are not limited to industrial, manufacturing, or related commercial uses, gas stations, dry cleaners, auto repair facilities, or fuel tanks.

3. Geological & Seismic

Risk associated with potential geologic hazards within the community are primarily due to the presence of steep, non-conforming slopes and its location within a seismically active region.

4. Fire

Canyon adjacent neighborhoods and employment areas are identified as being within a Very High Fire Hazard Severity Zone due to hazard from wildland fires. Residents and employees in these areas should take additional measures to be prepared for threat of wildland fire.

5. Aircraft

New development within the MCAS-Miramar Airport Influence Area must be compatible with the requirements in the City's Airport Land Use Compatibility Overlay Zone. The airport land use compatibility is referenced in Chapter 2: Land Use.

6. Policies

4.9 Incorporate building features into new residential buildings located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.

4.10 Work with Caltrans to plant trees in the landscaped areas in Caltrans right-of-way adjacent to I-805 and I-15 where feasible to assist in air pollution mitigation and noise mitigation.

4.11 Consider the incorporation of passive public space and landscaped areas as part of development projects where active faults preclude the construction of new buildings.

4.12 Protect neighborhoods from unreasonable risk of wildfire within very high fire hazard severity zones.

- Maintain ongoing brush management within the City-owned open space to minimize the risk of structural damage or loss due to wildfires.
- Acquire, modernize and/or replace firefighting equipment to meet the needs of the community for canyon and open space firefighting capabilities.
- Promote wildland fire preparedness education for household.

4.13 Incorporate fire safe design into development within very high fire hazard severity zones to have fire-resistant building and site design, materials, and landscaping as part of the development review process.

- Locate, design and construct future development to provide adequate defensibility and minimize the risk of structural loss from wildland fires

- Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge addles).
- Minimize flammable vegetation and implement brush management best practices in accordance with the Land Development Code.

Chapter 5: Historic Preservation

A. Introduction

Historic Preservation is guided by the General Plan for the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City. This chapter is based upon review of issues and trends facing Mira Mesa and provides corresponding strategies to implement community historic preservation goals. By tracing and preserving its past, the community can gain a clear sense of the process by which it achieved its present form and substance, and develop strategies to appreciate local history and culture, enhance the quality of the built environment, and contribute to economic vitality through historic preservation.

This chapter provides a summary of the prehistory and history of the Mira Mesa community and establishes policies to support the identification and preservation of the historical, archaeological, and tribal cultural resources of the community. More detailed historical narratives are provided by a Historic Context Statement, Historical Resource Reconnaissance Survey and a Cultural Resources Constraints Analysis, which are included as appendices to the PEIR, and were prepared to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical, archaeological, and tribal cultural resources within the Mira Mesa Community Plan area.

B. Vision and Goals

The Community Plan envisions a quality built and natural environment enriched by the identification and preservation of significant historical resources within Mira Mesa. It is also the intent of this chapter to improve the quality of the built environment, encourage the appreciation for the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. To support the community's vision, this chapter sets forth the following goals for historic preservation:

- Identification and preservation of significant historical resources in Mira Mesa.
- Educational opportunities and incentives related to historical resources in Mira Mesa.

C. Pre-Historic and Historic Context

Mira Mesa's formative development history is encapsulated by a series of themes including ranching, military, and a suburban residential and business expansion boom.

1. Tribal Cultural History

Mira Mesa is located within the traditional and unceded territory of the Kumeyaay, also known as Ipai, Tipai, or Diegueño. The Yuman-speaking Kumeyaay bands lived in semi-sedentary, politically autonomous villages or rancherias near river valleys and along the shoreline of coastal estuaries in southern San Diego and southwestern Imperial counties, and northern Baja California. Prior to Spanish Colonization in the 1700s, Native American aboriginal lifeways continued to exist, and archaeological records show that Mira Mesa was heavily used not only

for procurement of natural plant and animal resources, but also for the numerous small canyons and drainages which provided sources of fresh water and provided travel routes between inland and coastal settlements. The Village of Ystagua was located in the area during the prehistoric and ethnohistoric periods (part of the village is a designated historic resource located near the community's western boundary in Sorrento Valley). The village was home of the Captain (Kwaaypaay) band and was an important center for trade and interaction throughout the region. The Kumeyaay are the Most Likely Descendants of all Native American human remains found in the City of San Diego.

2. Early Development Period (1823-1968)

Mira Mesa has an early agriculture and ranching history as part of San Diego's first rancho, Rancho Santa Maria de Los Peñasquitos, awarded as a Mexican land grant in 1823 to Captain Francisco Maria Ruiz, Commandant of the Presidio of San Diego. The Mexican government began issuing private land grants in the early 1820s, creating the rancho system of large agricultural estates. Much of the land came from the missions of the former Spanish colony, which the Mexican government secularized in 1833. The rancho's name translates to "Saint Mary of the Little Cliffs" and encompassed the present-day communities of Mira Mesa, Carmel Valley, and Rancho Peñasquitos. The rancho underwent a building expansion in 1862 and can be viewed as part of the Johnson-Taylor Adobe of Rancho de los Peñasquitos designated historic resource (HRB# 75). The rancho remained a working ranch until 1962 and Mira Mesa remained largely open land during the early 60s until a major developer, Irvin Kahn, planned to make Los Peñasquitos Canyon into a golf course with fairway homes and purchased all 14,000-acres.

Military development occurring adjacent to the community's southern boundary had a significant influence on the development of Mira Mesa as well as surrounding suburban communities. After the conclusion of World War I, San Diego established itself as a major military hub with a strategic location for the Navy and Marine Corps armed forces service branches. Beginning in 1917 as Camp Kearney, the military base at today's Marine Corps Air Station (MCAS) Miramar served varying operational functions for both the Navy and Marine Corps at various times over its history. In 1943, construction of the Camp Kearney's training facilities was nearly complete and a year later work ended on two new concrete runways and taxiways, beginning military aviation use of the base. The Vietnam War solidified the base's importance, particularly in the field of aviation, and by 1968 the Miramar base had become the busiest military airfield in the United States.

3. Development Boom Period (1958-1979)

California experienced a period of population growth following World War II with millions of returning veterans and defense workers looking to settle permanently throughout the state, including San Diego. Government programs were established to assist working class families and veterans to purchase a house and to expand regional highways. Developers started to hire architects not to design a single home, but rather a set of stock plans, resulting in new communities of 300-400 nearly identical homes. San Diego's development rapidly spread outward during this period.

Through a large annexation in November of 1958, Mira Mesa, Del Mar Heights, and Miramar Naval Air Station became incorporated into the City of San Diego. A group of Los Angeles developers had filed a subdivision map named Mira Mesa with lotting identified for 2,800 home sites as well as schools, parks, offices, churches, and a neighborhood shopping center. Development was delayed until the completion of the Second Colorado River Aqueduct to the nearby Miramar Dam and essential public infrastructure assured so that the City Council would approve the Mira Mesa Community Plan in January of 1966. In addition to housing, the plan included locations for a junior college, public schools, a branch civic center, 2 branch libraries, 2 fire stations, and 160-acres of land for commercial development. The lack of housing available in nearby neighborhoods of Clairemont and Kearny Mesa encouraged private sector investment and construction on the first homesites began in 1969. Multiple developers emerged, such as Pardee Construction Company and the Larwin Company, to create a competitive and accelerated building program resulting in a large suburban residential boom. Throughout 1971 and toward the end of 1972, Mira Mesa led construction activity within the City. The population increased from 1,180 in 1970 to 34,600 people by January 1978.

In the 1970s, Mira Mesa, along with other similarly situated suburban communities, was faced with a large residential population without commensurate public and private facilities and services to adequately serve education, recreation, commercial, and religious needs. Lack of schools was a large concern as school age children would travel to Clairemont to attend school. The first school in the community was the (temporary) Mira Mesa Elementary School opened in December 1969 inside two tract houses leased from a developer. There was no secondary school until Mira Mesa High School opened as a junior/senior high school in 1976. Other schools were constructed and opened in the 1970's as a result of voter approval of a school bond in 1974. San Diego Miramar College was founded in 1969 and located in Hourglass Field park, which had previously been an auxiliary U.S. Navy landing field after World War 2.

In addition to civic and institutional development, recreational and commercial properties were built to facilitate residencies and education buildings. In January 1977, both the Mira Mesa Community Park and Mira Mesa Recreation Center opened, located centrally to most residential neighborhoods. The first grocery store, Bradshaw's Market, opened in 1971 and the first gas station, Jack's Arco, opened in 1976.

In 1959, the city approved the first industrial park in Sorrento Mesa. One of the first occupants was Sharp Laboratories in 1962, known for their research, development and production of radioactivity measuring systems. Sorrento Valley (known as Cañada de la Soledad in the 1800s until a later name change to evoke Sorrento, Italy) also became home to San Diego's emerging life science industry.

The significant historical theme identified with this period is the development of residential, civic and institutional, and recreational and commercial, and industrial uses. Numerous property types are associated with this theme and include types commonly associated with early suburban residential communities including single-family, multi-family, duplexes, educational facilities, libraries, churches, parks, recreation centers, shopping centers, strip malls, bowling

alleys, movie theaters, and ice-skating rinks. This theme would also include industrial and warehouse buildings.

4. Community Expansion and Continued Development (1980-1990)

Between 1980 and 1990, Mira Mesa's population increased by 66 percent and the community experienced more diverse and higher density residential development as large single-family tract projects transitioned to development of condominium and apartment projects. In 1980, the conservation of open space became solidified as Los Peñasquitos Canyon Preserve was established as a large regional park. The 1992 Community Plan also focused on open space preservation and natural resource conservation within Mira Mesa's canyon systems and vernal pool complexes. Hourglass Community Park and Field House was dedicated in 1989 as Mira Mesa's second community park through a long-term lease between the City and the San Diego Community College District.

As the eastern portion of Mira Mesa developed with residential, civic, institutional, and recreational uses, the southern and western portions of the community in the Miramar area, Sorrento Mesa and Sorrento Valley most affected by aviation operations at MCAS Miramar developed with light industry, warehousing and later business park uses. In 1985, Qualcomm, a multinational semiconductor and telecommunications equipment company, signed its first five-year lease and Sorrento Mesa continued to transform into a technology, life science, and pharmaceutical business hub.

The 1979 General Plan provided a growth management strategy including provisions that public facilities would generally be provided concurrent with need. Mira Mesa's Facilities Benefit Assessment (FBA) was established in 1986 to collect development impact fees to fund public facilities identified in the community plan, including parks, roads, fire stations, and libraries. The FBA helped to advance the construction of public facilities as the community's population grew.

The significant historical theme identified with this period is development that is higher density, more diversified, and more conscious of its impact on sensitive areas. Property types associated with this theme include single-family, multiple-family buildings, townhomes, stacked flats, duplexes, primary educational facilities, parks, nature preserve structures, low-rise industrial buildings, business parks/complexes, hotel/motels, shopping centers, shopping malls, strip malls, and big-box retail format commercial buildings.

5. Shifting Demographics (1990-2010)

During this period, Mira Mesa became a community with greater ethnic and racial diversity with a notable growth of its Filipino community, present since the 1970s. By the 1990 census, Mira Mesa's total population was approximately 62,500 and White, non-hispanic was the largest population group at 60 percent, then Asian-Pacific Islander at 27 percent, Hispanic at 9 percent and Black at 4 percent. By 2010, Asian-Pacific Islander had become the largest population group at 50 percent, then White, non-hispanic at 32 percent, Hispanic at 13 percent and Black at 5 percent. In comparison to the rest of the city, Mira Mesa has a higher percentage of Asian-Pacific

Islanders. The community's Asian-Pacific Islander heritage is particularly reflected in the area's commercial properties including grocery stores and restaurants.

D. Resource Preservation

A Cultural Resources Constraints Analysis and a Historic Context Statement and Reconnaissance Survey were prepared in conjunction with the Community Plan. The Cultural Resources Constraints Analysis describes the tribal cultural history (pre-contact/protohistoric and pre-history) in the Mira Mesa area; identifies known significant archaeological resources; guides the identification of possible new resources and includes recommendations for proper treatment. The Historic Context Statement provides information regarding the significant historical themes in the development of Mira Mesa and the property types associated with those themes. The Historic Resource Reconnaissance Survey evaluated the master planned residential communities within the planning area to determine which ones merited further historical evaluation and which ones appear ineligible for historic designation. These documents have been used to inform the policies and recommendations of the Community Plan and the associated environmental analysis.

Cultural resources documented as part of the Cultural Resources Constraints Analysis consist of 159 previously recorded cultural resources. Of these, 110 are located within the Mira Mesa Community Plan Area and the remainder are within the quarter mile radius studied. The 159 cultural resources consist of 121 prehistoric, 29 historic, 5 multicomponent, and 7 historic buildings/structures. Cultural resources range from lithic scatter and isolate, habitation debris, bedrock milling information, adobe buildings/ structures, privies/ dumps/ refuse to railroads, a farm/ ranch, a bridge, and more. Mira Mesa is now highly developed and most of the remaining sensitive sources lie within the five major open space canyon systems: Los Peñasquitos, Lopez, Carroll, Rattlesnake, and Soledad Canyons.

Cultural sensitivity levels and the likelihood of encountering archaeological or tribal cultural resources within Mira Mesa are rated as either low, moderate, or high based on the results of archival research, Native American Heritage Commission Sacred Lands File record search, regional environmental factors, and historic and modern development. The portion of the community west of Camino Santa Fe as well as the five canyons have been identified as having high sensitivity. The center portion of the community between Camino Santa Fe and Camino Ruiz and north of Carroll Canyon has been identified as having moderate sensitivity and the remaining portion as low sensitivity.

At the time of its adoption, there were no designated historic resources located within the community plan area due in part to the community's relatively recent development. However, there are designated historical resources associated with the community's early history located within adjacent areas including the Mohnike Adobe, the Johnson-Taylor Adobe of Rancho de los Peñasquitos and the Village of Ystagua, Area #1.

Additionally, of the 110 previously recorded resources within the Mira Mesa Community Plan Area, three of them have been previously evaluated to the NRHP, California Register of Historic

Resources (CRHR), or City Register and were recommended eligible and significant under CEQA: additional areas within the Ethnographic Village of Ystagua, the Atchison Topeka and Santa Fe Railroad, and the Bovet Adobe site appear eligible for National Register as an individual property through survey evaluation.

The Mira Mesa Historic Context Statement, which identifies the historical themes and property types significant to the development of Mira Mesa, will aid City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community. The Historic Resource Reconnaissance Survey has identified three residential master planned communities that warrant further evaluation to determine whether they are eligible for historic designation. The remaining residential master planned communities were found ineligible for historic designation.

E. Policies

5.1 Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.

5.2 Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.

5.3 Ensure adequate data recovery and mitigation for adverse impact to archaeological and Native American sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.

5.4 Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Mira Mesa, and refer sites to the Historical Resources Board for designation as appropriate.

5.5 Identify and evaluate properties within Mira Mesa for potential historic significance, and preserve those found to be significant under local, state, or federal designation criteria. Consideration should be given to the properties identified in the Study List contained in the Mira Mesa Community Planning Area Historic Context Statement.

5.6 Complete a Reconnaissance Survey of the industrial portions of the community based upon the Mira Mesa Community Planning Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources.

5.7 Complete an intensive-level survey and evaluation for potential historical significance of the Tier 1 Communities identified by the Mira Mesa Community Plan Area Focused Reconnaissance Survey.

5.8 Evaluate the possibility of a focused Historic Context Statement and Reconnaissance Survey regarding the Pan-Asian presence in Mira Mesa once sufficient time has passed to determine whether or not this represents a significant theme in the development of Mira Mesa or the City as a whole, and whether any potential resources may be eligible for designation as individual sites, a Multiple Property Listing, or a Historic District.

5.9 Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the life science industry in San Diego.

5.10 Promote opportunities for education and interpretation of the Mira Mesa's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and art. Encourage the inclusion of both extant and non-extant resources.

Chapter 6: Parks, Recreation, and Open Space

A. Introduction

The Parks, Recreation, and Open Space Element provides the vision, goals, and policies for the provision of parks, recreational facilities, and open space in Mira Mesa. It supports the implementation of the General Plan by providing a strategy to meet the community's park needs. Its goals and policies guide the development of parks and recreational facilities, identify new opportunities and locations, and provide for the expansion of the recreational value of existing parks and facilities.

This chapter is intended to assist planning staff and decision-makers in the planning of new parks and the improvement of existing parks and recreational facilities, whether publicly dedicated or privately owned and maintained. It is also intended to assist project applicants in the design of projects that require the provision of new parks, with the purpose of ensuring that new parks and recreational facilities contribute to the community's vision. Project applicants should achieve general consistency with the content provided in this chapter in order to obtain approval. Refer to Chapter 8: Urban Villages and CPIOZ, which provides Supplemental Development Regulations (SDRs) for new developments in the Urban Villages.

B. Vision and Goals

San Diegans take pride and pleasure in the active lifestyles afforded by the City's vast system of parks, recreation, and open space, which plays an important role in the physical, mental, social, and environmental health and well-being of the residents of Mira Mesa. The Community Plan envisions a well-connected system of parks, recreational facilities, and open space that provide opportunities for passive and active recreation, social interaction and community gathering, the enhancement of the public realm, and the protection of sensitive natural resources. To support the community's vision, this chapter sets forth the following goals for parks, recreation, and open space:

- Increase park space by keeping pace with population growth through the timely acquisition of available land and the development of facilities in collaboration with private development.
- Expand park equity by meeting the needs of a broad range of users of all ages and abilities, such as employees as well as residents, children, persons with disabilities, and the under-served teenage and senior populations.
- Maximize park access by strategically developing new parks and recreational facilities in/near employment areas and Urban Villages that are more widely accessible by transit and bicycle and pedestrian facilities.
- Improve overall park connectivity by linking population-based parks with resource-based parks and open space lands with a system of pedestrian paths, bikeways, and transit.

- Promote sustainability by utilizing "green technology" and other sustainable practices, such as "green streets" that double as pedestrian amenities and stormwater infrastructure.
- Protect and preserve natural areas and sensitive biological resources.

C. Park Development, Preservation, and Access

Mira Mesa's system of parks and recreational facilities is vast, ranging from community and neighborhood parks to mini parks, sports fields, and aquatic centers, some of which are shared with neighboring communities. There are three use categories of parks and recreation for residents and visitors, including:

- Population-based parks (commonly known as Neighborhood, Community and Mini parks), facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. Joint use parks/facilities are intended to provide active and passive recreational opportunities for school children when school is in session and the general public when school is not in session. Each joint use site is governed by a joint use agreement between the City of San Diego and San Diego Unified School District. Other park typologies, such as linear parks, plazas, trailhead pocket parks, trails or privately-owned public open spaces (POPOS), may be appropriate for satisfying some of the community's population-based park needs.
- Resource-based parks are located at, or centered on, notable natural or man-made features (beaches, canyons, river parks, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the Citywide population, as well as visitors.
- Open space lands are City-owned lands located throughout the City, consisting of canyons, mesas, and other landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

1. Planned Parks and Recreational Facilities

As Mira Mesa continues to grow, there will be a greater demand for more parks, recreational facilities, and usable outdoor spaces of various kinds and sizes. The Community Plan provides for the enhancement of existing parks to increase their recreational value, as well as the addition of new parks, either through the acquisition of public parkland, the redevelopment of City-owned sites, or development in concert with new residential developments and improvements to the public realm, such as urban greening. Collectively, these improvements will help support a more inviting pedestrian environment that offers people more places to walk, bike, play, recreate, and interact with each other.

A system of proposed parks is planned within the existing network of parks and recreational facilities, as shown in Figure 6-1. Additional park amenities, such as plazas, linear parks, urban pathways, and other public spaces are planned for the Urban Villages and described in more

detail in Chapter 7: Urban Design and Chapter 8: Urban Villages and CPIOZ. To increase value and use, the community's network of parks and recreational facilities should be well-connected by a variety of pathways (such as sidewalks, trails, and paseos, etc.), bikeways, and transit. In addition, parks should vary in programming and design, from dog off-leash areas to community gardens and exercise stations, for example, to cater to the diverse needs of Mira Mesa's users.

[Figure 6.1 Existing and Planned Parks, Recreation, and Open Space]

[Figure 6.2 Existing and Planned Parks and Recreation Facilities Matrix]

Parks Master Plan Recreation Value-Based Park Standards

In the past, the City relied on a standard of 2.8 acres per 1,000 residents for parks, parks. The Parks Master Plan (adopted in 2021) transitions the City from a land-based standard to a recreational value-based standard. The Recreational Value-Based Park standard determines the value of parks in points based on features related to park size, recreational opportunities, access, amenities, activations, and overall value delivered. As an outcome-based measure, the standard recognizes the value of parks appropriate for diverse communities, from ball fields to pocket parks to trails. Refer to the Parks Master Plan for further information on recreational value scoring. For Mira Mesa, points have been calculated for existing parks, estimated for planned facilities, and then compared to the Citywide standard of 100 points per 1,000 residents.

New Parks at 3Roots and Stone Creek

The two largest master planned areas in Mira Mesa, 3Roots and Stone Creek, are anticipated to provide a variety of new parks, as shown in Figure 6-3 and Figure 6-4. The sports-focused 25-acre community park at 3Roots plans for a new recreation center sited in the middle of a community park, in addition to small, privately-owned and privately-maintained parks that will be open to the public through access easements. At Stone Creek, parks of various sizes and character are also planned, inclusive of a Rim Trail with connections to the northerly, southerly, and easterly upper mesas.

[Figure 6-3. Illustrative plan of 3Roots Master Plan]

[Figure 6.4 Illustrative plan of Stone Creek Master Plan]

New Parks in Urban Villages

As new housing is developed across Mira Mesa's Urban Villages, new parks and park amenities will be required of new developments for public use either on private property or along rights-of-ways. These spaces may remain as privately-owned public open spaces (POPOS) or may be dedicated as public parkland. Refer to Chapter 8: Urban Villages and CPIOZ for more information.

2. Existing and Projected Population–Based Parks and Recreational Facilities

At full community development, the projected population for Mira Mesa is estimated to potentially be 174,000 people. The community should have access to enjoy parks, recreational centers, and aquatic complexes as shown below:

Parks

To meet the guidelines for a minimum of 100 Recreation Value-Base points per 1,000 residents, Mira Mesa's projected 2050 potential population of 174,000 results in a need for 17,400 Recreational Value Points to meet General Plan park standards. For reference, the total recreation value points of planned and existing facilities is 10,866.

Recreation Centers

To meet the guidelines for a minimum of 17,000 square feet per 25,000 residents, Mira Mesa's projected 2050 population results in the need for 118,320 square feet of recreation center building space to meet General Plan standards (1 recreation center per 25,000 residents.) The need is the equivalent of 7 recreation centers sized at 17,000 square feet each. See Figure 6-2 for recommendations.

Aquatic Complexes

An aquatic complex serves a population of 50,000. To meet the aquatic center guidelines, Mira Mesa's projected population results in the need for approximately 3-1/2 aquatic complexes to meet the General Plan standard. See Figure 6-2 for recommendations.

3. Policies

6.1 Pursue future park sites identified in Figure 6-1 and Figure 6-2. Seek other sites through private land acquisitions and on public lands as opportunities arise.

6.2 Pursue lease agreements with private property owners and public agencies (e.g., San Diego Gas & Electric, San Diego Unified School District and Caltrans) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.

6.3 Preserve, expand, and enhance existing recreational centers and aquatics facilities to increase their life span, meet current and future recreation needs, or expand their uses and sustainability.

6.4 Increase park and recreational opportunities by acquiring and repurposing rights-of-way and right-of-way vacations, where appropriate, to provide for park and recreational uses and for open space preservation.

6.5 Consider special activity parks on a case-by-case basis including, but not limited to, trailhead pocket parks, urban watershed parks, skateboard parks, off-leash dog parks, and other unique uses.

6.6 Provide wayfinding and signage that identifies all parks, recreation centers, and aquatic facilities that serve Mira Mesa by providing information on how to access each by walking, bicycling or public transit.

D. Open Space, Trails, and Resource Protection

While most development in Mira Mesa has taken shape on the flat mesa area, the community is part of San Diego's larger system of scenic canyons. Various canyons, such as Los Peñasquitos Canyon and Lopez Canyons for example, define the community's boundaries and extend into and around neighborhoods and employment areas. As shown in Figure 6-5, the majority of the community's open space areas, inclusive of natural canyons and natural slopes, is located in the Multi-Habitat Planning Area (MHPA), the City's planned habitat preserve within the Multiple Species Conservation Program (MSCP) Subarea. Within the MHPA, development is limited to protect and ensure the viability of covered species, as well as to preserve a network of open space and habitat in San Diego.

[Figure 6-5. Existing Open Spaces, Canyons, Vernal Pools, and the MHPA]

In some cases, private homeowner associations are responsible for maintaining portions of Mira Mesa's various open spaces. For example, 3Roots provides partial maintenance of Carroll Creek riparian areas, while other associations maintain private open spaces and trails, such as at Wateridge and the wide multi-use paths in Sorrento Mesa overlooking the southerly edge of Lopez Canyon.

1. Open Space and Resource Protection

Open space lands in Mira Mesa consist of canyons, mesas, and other natural landforms and serve as a reminder of a time when Mira Mesa consisted of grassland and coastal sage scrub on the mesa with riparian vegetation in the low-lying canyons. Several sensitive vegetation types, ranging from southern riparian scrub to Diegan coastal sage scrub and southern mixed chaparral, occur in open space areas of Mira Mesa. Most of this open space is subject to compliance with the MHPA, where preservation balances the protection of natural resources with the allowance of compatible public recreation. Although public access points to open space lands are currently limited, where connections do exist, such as the westerly entrance to the Los Peñasquitos Canyon Preserve, there are opportunities for hiking and biking along a network of existing trails. New opportunities for trails, tailheads, viewpoints, and trailhead pocket parks are described in more detail in the following subsection.

Mira Mesa is also host to numerous vernal pools, which are depressions in the soil that fill with water during the winter rainy season. Vernal pool sites remain and may be conserved or planned for conservation under the City's Vernal Pool Habitat Conservation Plan (VPHCP). Within Mira

Mesa, hardpan vernal pools with San Diego fairy shrimp and sensitive plant species remain on isolated parcels throughout the mesa (refer to Figure 2-2 in the VPHCP). Areas identified for vernal pool conservation in the VPHCP are designated as open space. The VPHCP proposes to add additional public and private lands to the City's existing MHPA to meet the goals and objectives for the covered species.

2. Trails and Trailhead Pocket Parks

The Community Plan encourages everyone, especially youth as well as seniors, to engage in their surroundings and provides strategies to increase the appeal of walking and biking are preferred modes of travel. Mira Mesa's network of trails for walking and biking offer connections to its open space lands and other recreational opportunities. The following trail improvements are planned throughout Mira Mesa, as listed below and shown in Figure 6-1.

- New trailhead pocket park and connections to Los Peñasquitos Canyon Preserve at Calle Cristobal, planned in concert with MSCP and MHPA conservation guidelines
- New amenities/facilities at the trailhead pocket park adjacent to the Lopez Canyon Trailhead
- Expansion of the Sorrento Mesa Rim Trail to provide a complete network on the northern ridge overlooking Lopez Canyon
- A potential parklet site with a sweeping canyon-side view of Los Peñasquitos Canyon Preserve on Menkar Road
- Conversion of existing trails to official trails at Canyon Hills
- New trailhead pocket park at the end of Parkdale with connections to 3Roots and Rattlesnake Canyon
- New trailhead pocket park at Miramar Gateway with connections to the Stone Creek Rim Trail

Trails offer a myriad of benefits. They allow people to enjoy scenic views and learn about the region's diverse natural resources, while serving as active links between recreational spaces. Where feasible, interpretive signage and wayfinding elements should be incorporated along trails and at trailhead pocket parks to educate the public on the unique natural history and scenic value of Mira Mesa's open spaces. In general, trails should facilitate safe, comfortable, and accessible pedestrian travel and should incorporate a variety of enhancements, such as stamped pavement or vehicular-rated unit paves in crosswalks, consistently shaded sidewalks, benches for rest, interpretive and wayfinding features, artistic sidewalk etchings, hopscotch, and signage to mark distances and destination.

Note that trails and recreation on lands subject to the MHPA should comply with the MSCP for compatibility. For adjacent areas not deemed sensitive, there are opportunities to improve existing trail systems and pedestrian connections for public use to better promote active and

passive recreation. However, development not in compliance with MHPA policies is not allowed within the MHPA (refer to the Parks Master Plan "Conservation, Sustainability, and Resilience Policies" on pages 111-115 for more information).

Calle Cristobal Trail and Trailhead Pocket Park

- Pocket park improvements on the canyon rim, such as exercise equipment and an accessible loop walk.
- Trail sensitively built to connect to trail in Los Pen

3. Policies

6.7 Promote open space conservation of natural lands, and provide open space linkages where appropriate, trail heads and bike/pedestrian access with appropriate, visible, and clearly-marked entrances.

6.8 Preserve and protect City-owned open space canyons and hillsides by providing kiosks, interpretive signage, and wayfinding elements to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas explain the biologic and scenic value of the open space systems. Note: Features shall be in conformance with existing MSCP and MHPA guidelines.

6.9 Connect adjacent communities to trails and trail-adjacent parks by extending existing trails or providing new ones, such as the planned Rim Trail in Stone Creek, the Rattlesnake Canyon Trail at 3Roots, Sorrento Rim Trail, Lopez Canyon Trailhead, and Pocket Park at Parkdale.

6.10 Retain native vegetation where possible.

6.11 Re-vegetate graded slopes adjacent to natural hillsides and canyons with native, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity.

6.12 Work cooperatively with property owners to preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan.

6.13 Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources.

6.14 Minimize grading and alterations of steep hillsides and other significant natural features within the community and require construction to conform as closely as possible to existing terrains.

6.15 Require new development in Carroll Canyon Area to restore canyon ecosystems and creek habitats.

6.16 Preserve areas mapped as designated open space through easements, open space dedication and/or fee title ownership by the City of San Diego.

6.17 Repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Storm drain outfalls should limit the use of concrete in favor of more natural, vegetated designs.

6.18 Repair flood damaged areas in trails and construct erosion control. Sediment problems in the Los Peñasquitos Lagoon and flooding in Sorrento Valley should be reduced through structural/and or nonstructural practices.

6.19 Prevent development, grading, or alterations of steep slopes or in open space canyons.

6.20 Concentrate development in those areas where the natural landforms are less than 15% slope.

6.21 Preserve the scenic qualities of the surrounding coastal and canyon viewshed areas within public view corridors.

6.22 Ensure "buffer zones" sufficient to protect environmentally sensitive habitat areas for new development are determined through the criteria contained within the Environmentally Sensitive Lands regulations.

6.23 Preserve identified wildlife corridors between canyons by requiring conformance with the MSCP guidelines such as buffers, landscaping, and barriers.

Chapter 7: Urban Design

A. Introduction

The Urban Design Element provides the goals, and policies for the urban design of Mira Mesa, inclusive of the community's built-form and the public realm. Its goals and policies help implement the General Plan, promote economic revitalization, address climate change, and improve the quality of life in San Diego.

This chapter is intended to assist project applicants in the design of projects, as well as planning staff and decision-makers in the review and approval process of a project, with the purpose of ensuring that new development contributes to the community's vision for Mira Mesa. Project applications should achieve general consistency with the content provided in this chapter in order to obtain approval. Refer to Chapter 8: Urban Villages and CPIOZ, which provides Supplemental Development Regulations (SDRs) for new developments in the Urban Villages.

B. What is Urban Design?

Urban design describes the physical features that define the character or image of a street, neighborhood, community, or the City as a whole. Urban design addresses the physical, visual, and sensory relationship between people and the built and natural environments. The built environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework.

The built environment is composed of two distinct, yet inter-related elements: the public realm and the built form. The built form consists of buildings, while the public realm consists of the spaces in between buildings that are publicly accessible, including publicly-owned spaces like public rights-of-ways, streets, sidewalks, parks, and open spaces, and privately-owned but publicly-accessible spaces like plazas, squares, courtyards, paseos, and building frontages.

C. Vision and Goals

Mira Mesa is at a stable juncture to transition, where appropriate, into a community that balances its employment, commercial, and residential uses within vibrant Urban Villages. The Community Plan envisions the infill redevelopment of areas near transit into Urban Villages that are pedestrian-friendly, mixed-use, and amenity-rich. Supported by a well-designed public realm that fosters walkability, connectivity, and sustainability, as well as complementary amenities for living and working, Mira Mesa's Urban Villages will bring new vitality to the overall community. To support the community's vision for Mira Mesa, this chapter sets forth the following goals for urban design:

- Vibrant Urban Villages located near transit that are host to a mix of uses, including employment, commercial, and residential uses.
- An interconnected network of streets and blocks that promote pedestrian-oriented uses and activities as well as connectivity and accessibility for all modes of travel.

- A safe, comfortable, and universally inviting public realm with attractive streetscapes and public spaces, whether privately- or publicly-owned, that act as community hubs of activity, social interaction and gathering, and areas of natural repose.
- Well-behaved buildings that relate sensitively in scale and mass to the context and character of the community and whose frontages contribute to a pedestrian-oriented and active public realm.
- "Green" streets and developments that incorporate sustainable designs and practices that strengthen the urban tree canopy (UTC), maximize shade, reduce the urban heat island effect, reduce air pollution, expand habitat, manage stormwater, and improve the overall quality of the environment.
- A variety of connections, from pathways to paseos and trails, from neighborhoods and employment areas to Mira Mesa's stunning natural features, including canyons, creeks, trails, parks, and other open spaces.

D. Urban Design Framework

As shown in Figure 7-1, the Urban Design Framework illustrates the various defining physical elements of the community and the focal points for the urban design policies provided in this chapter. The defining physical elements of Mira Mesa include:

- Mixed-use Urban Villages located near transit, which correspond to the CPIOZ boundaries set forth in Chapter 8: Urban Villages and CPIOZ
- Parks and open spaces, such as Los Peñasquitos Canyon, and public access points and connections from neighborhoods
- Primary corridors, such as Mira Mesa Boulevard and Miramar Road, which provide primary circulation in, out, and through the community and within the Urban Villages
- Master planned areas, inclusive of 3Roots and Stone Creek, in Carroll Canyon
- Public transit corridors and stations, inclusive of the Coaster commuter rail line and its Sorrento Valley Station, and the Miramar College Transit Station
- Mixed-use activity gateway locations within Urban Villages that are located at significant junctures along primary corridors that warrant special attention in design

[Figure 7-1. Urban Design Framework Map]

E. Urban Design Policies

The following policies apply to either the design of the public realm or to that of buildings for new private development projects within Mira Mesa.

1. Public Realm Policies

7.1 **Connectivity.** Create an interconnected network of sidewalks, pathways, trails, paseos, parks, plazas, and other connections to foster accessibility and connectivity.

7.2 **Street wall.** Create a sense of definition and enclosure along commercial streets and open spaces by incorporating a continuous row of street trees, landscaping, and consistent building setback ("street wall") in the frontage zone.

7.3 **Sidewalk width.** On narrow sidewalks (e.g., less than 5 feet in width), provide a wider building setback to provide an adequate width for the frontage, walkway, and furnishing zones.

7.4 **Building entries.** Demarcate building entries from the public realm through the use of architectural treatments, landscape, and/or pavement design.

7.5 **Lighting.** Provide appropriately scaled street lighting to increase pedestrian and traffic safety. Street lighting placement, distribution, size, style, and illumination should be adapted to street types and use a consistent style along the length of a block or at a district level to create a unifying scheme.

7.6 **Seating.** Provide fixed and/or movable seating in the frontage and/or furnishing zones, such as benches or planter edges, especially in commercial and commercial/residential mixed-use areas and at transit stops.

7.7 **Shade.** Provide shade primarily using broad canopy trees, in addition to other elements such as, umbrellas, awnings, canopies, and/or other structures. See Chapter 6 for more information on urban forestry and urban greening.

7.8 **Visibility and safety.** Increase the visibility of publicly accessible spaces by incorporating Crime Prevention through Environmental Design (CPTED) concepts. Orient windows, building entrances and social spaces to face and further activate publicly accessible spaces, such as plazas, squares, courtyards, parks, and paseos.

7.9 **Public art.** Incorporate public art into street furniture, wayfinding, signage, murals, sculptures, and other art elements to reflect and enhance community character and identity.

7.10 **Lighting.** Provide appropriately scaled street lighting to increase pedestrian and traffic safety. Street lighting placement, distribution, size, style, and illumination should be adapted to street types and use a consistent style along the length of a block or at a district level to create a unifying scheme.

7.11 **Recreation.** Incorporate publicly accessible recreation at parks, plazas, pathways, linear parks, pocket parks, etc. with visual and physical access from one or more public right-of-way frontages.

7.12 **Identity.** Install wayfinding, signage, and other interpretive signage and markers at parks and open spaces to foster a welcoming and inviting environment, as well as to promote the community's culture, character, and identity.

2. Built-Form Policies

7.13 **Superblocks**. Retrofit existing large-scale developments, known as "superblocks" that are predominately auto-oriented, into smaller, more human-scaled blocks that are pedestrian-oriented.

7.14 **Walkability**. Site and orient infill development into a walkable network of pedestrian-oriented paths and spaces, such as sidewalks, plazas, squares, paseos, and parks that connect building entries and destinations.

7.15 **Parking**. Conceal off-street parking from the public right-of-way by locating it underground or to the side or rear of buildings with access to parking areas from the rear or side streets with adequate landscaped buffers. Avoid locating surface parking between the building frontage and the public right-of-way. Consolidate off-street parking so that they can be shared across multiple buildings and uses.

7.16 **Service areas.** Locate service areas, such as loading areas, refuse areas, and mechanical equipment to the rear or side of the building to minimize visual and traffic impacts, such as disruptions to pedestrian and vehicle travel.

7.17 **Building entrances.** Orient building frontages and primary pedestrian entrances to primary streets and publicly-accessible spaces such as plazas, squares, courtyards, parks, and paseos to enhance visibility and activation of publicly-accessible spaces.

7.18 **Street wall.** Maintain a continuous and consistent ground-floor building setback (or "street wall") for building frontages along commercial streets and pedestrian pathways.

7.19 **Building facades.** Design building frontages with articulated façade elements that include and clearly demarcate windows and doors, such as storefronts, porches, patios, stoops, balconies, arcades, colonnades, galleries, awnings, and/or canopies.

7.20 **Blank facades**. Avoid long stretches of uninterrupted blank facades. No more than 25 feet of solid wall should be along a primary pedestrian street. Articulation of building facades at the ground floor may include punched windows, articulated primary entrances, or the use of materials, such as stone, brick, etc.

7.21 **Active ground floors.** Design active ground floor uses with 70-80% transparency in facades, doors, and windows. For example, the use of window boxes can provide a visual connection with the pedestrian where actual windows cannot be used.

7.22 **Massing.** Design building heights, masses, and volumes that complement in scale and proportion to adjacent buildings.

7.23 **Materials and styles.** Utilize quality, lasting, and durable architectural finishes on all publicly visible areas of buildings. Building materials, finishes, colors, and architectural styles should be compatible with the surrounding character of existing buildings and neighborhood.

7.24 **Significant gateway lots.** Elevate the quality of architectural treatments on buildings located on corner lots and gateway locations to enhance the public realm and create a significant visual presence. Taller building at key intersections can provide visual orientation within the community, and particular, along Mira Mesa Boulevard.

7.25 **Sustainability.** Incorporate sustainable design practices in accordance with CALGreen building standards and best practices, such as appropriate site orientation for solar and wind gains, etc.

E. Urban Forestry

The Community Plan provides policies and recommendations that support the City's Climate Action Plan (CAP) in the preservation, improvement, and maintenance of the City's urban forest. Urban forestry is defined as the planting, maintenance, care, and protection of trees in urban settings. In Mira Mesa, the urban forest consists of the variety of trees found throughout the community - along streets, in parks and open spaces, as well on both public and private property. Trees are a part of the City's larger urban ecosystem that work alongside other natural elements, such as natural areas, waterways, and other vegetation, to provide a myriad of benefits to both people and the environment. In Mira Mesa, a healthy and abundant urban forest can:

- Provide shade, comfort, shelter, and relief to people along sidewalks or within open spaces, while supporting a more pedestrian-friendly environment.
- Beautify neighborhoods, contribute to the attractive character and identity of places, and improve the quality of life of residents, businesses, and visitors alike.
- Contribute to the spatial definition of streets and other outdoor spaces by providing a comfortable scale and enclosure of the public realm, while also adding visual interest in texture, color, pattern.
- Improve the environment by helping to improve air quality, sequester carbon dioxide, manage stormwater, conserve energy, reduce the urban heat island effect, and increase spaces of natural habitat for urban wildlife.

The community's urban forest is shown in Figure 7-3, and its street tree palette is provided in Figure 7-2, which identifies recommended tree species for select corridors across Mira Mesa. The palette is based on guidance from the City of San Diego Street Tree Selection Guide to complement the existing tree canopy in Mira Mesa while enhancing the unique identity of key corridors and Urban Villages. For example, the stately, tall Canary Island pines*, Pinus canariensis*,

in the medians on Mira Mesa Boulevard establish a sense of place unique to Mira Mesa. The palette identifies primary, secondary, and accent species:

- Primary species are larger trees that should be used along identified corridors wherever possible.
- Secondary species are smaller complimentary species that can be used in the event that there is a conflict that would prevent the use of the primary species (i.e., over-head electric line, utilities, or limited parkway width).
- Accent species are planned in commercial districts at gateway locations and significant corridor entries into employment areas. Gateway locations are identified in Figure 7-1 at intersections with enhanced pedestrian crossings.

All other areas of the community should utilize the City of San Diego Street Tree Selection Guide to provide tree species based on available planting areas that provide an adequate shade canopy to meet the goals of the CAP.

[Figure 7-2. Recommended Street Tree Palette]

[Figure 7-3. Urban Forestry Plan]

Mira Mesa's Urban Tree Canopy (UTC)

The Urban Tree Canopy (UTC) refers to the layer of tree leaves, branches, and stems that provide tree coverage of the ground when view from above.

- Mira Mesa's existing tree canopy: 15%
- Climate Action Plan Goal by 2035: 35%

Opportunities to achieve the CAP goal:

- Add street trees in roadway medians and parkways
- Add trees in parks and open spaces and at institutional facilities
- Add trees within new developments, such as 3Roots and Stone Creek
- Promote "Free Tree SD," a City-program that allows residents to request a new street tree for their neighborhood.

F. Urban Greening

Urban Greening refers to the integration of stormwater management and the planting of trees and other vegetation along mobility corridors with the purpose of creating a greener, more environmentally-sustainable and livable community. Although sustainability is woven into every aspect of the Community Plan to support the CAP's various sustainability goals, urban greening allows for double the benefits when considering the community's mobility network as an

additional opportunity to expand open space. The various corridors that move and connect people around the community, from roadways to bikeways and pedestrian pathways, are all opportunities for “green streets.”

Whereas traditional streets direct stormwater into storm sewer systems (such as gutters and drains) that discharge directly into rivers and oceans, green streets incorporate vegetation, trees, soil, and engineered systems (such as permeable pavement, bioswales, etc.) to slow, filter, and cleanse stormwater runoff from impervious surfaces (such as concrete and asphalt). The primary result is a more environmentally-sustainable method of managing stormwater that improves water quality, replenishes groundwater, minimizes the risk of flooding during major storm events, and reduces the burden on local sewer systems. Moreover, and similar to the benefits afforded by an abundant urban forest, green street improvements also help to beautify the neighborhood, calm traffic, and promote walkability and bikeability, as well.

[Figure 7-4. Sidewalk Zones Diagram with Green Street Amenities]

Chapter 8: Urban Villages and Community Plan Implementation Overlay Zone (CPIOZ)

A. Urban Villages

1. Introduction

The General Plan calls for a "City of Villages" strategy that focuses growth into mixed-use activity centers that are pedestrian-friendly, centers of community life, and linked to the regional transit system. It supports "village-like" development with medium-high to very-high residential densities along major commercial transit corridors and nodes. The Community Plan follows through on this strategy by focusing growth into pedestrian-oriented, residential and commercial mixed-use areas that are served by transit – referred to here as Urban Villages, which are listed below and shown in Figure 8-1. These areas have been the focus of recent new development, revitalization, and activity in the community and are expected to continue seeing growth, redevelopment, and improvements in the coming years.

- Mira Mesa Town Center
- Mira Mesa Gateway
- Plaza Sorrento
- Plaza Ruiz
- Barnes Canyon Road in Sorrento Mesa
- Pacific Heights Boulevard in Sorrento Mesa
- Sorrento Mesa Rim
- Miramar Gateway

[Figure 8-1. Urban Villages and CPIOZ Areas Map]

The Urban Villages are currently characterized by either employment or commercial uses. Sorrento Mesa and Miramar Gateway, for example, are major employment areas in the technology, life science, and manufacturing/industrial sectors. The commercial developments at Mira Mesa Town Center and Mira Mesa Gateway, on the other hand, provide retail amenities, goods, and services to residents, employees, and visitors. The majority of these areas are defined by auto-oriented development patterns, such as single-use "superblocks" that can impede walkability and connectivity and exacerbate traffic.

The Community Plan proposes retrofitting these areas into more human-scaled and pedestrian-oriented developments with new amenities for a growing Mira Mesa community. Developed alongside commercial centers and offices, new mixed-use developments will allow Mira Mesa employees and residents to live near their jobs and be within walking distance of desired amenities, such as dining, shopping, entertainment, services, and public space, in addition to housing. The Urban Villages will be characterized by a network of interconnected streets, private street connections, and multi-use pedestrian and bicycle pathways that break up superblocks to foster walkability, social activity, and "eyes on the street." Urban villages will also include a

variety of public spaces, such as parks, plazas, and pathways that can act as focal points for community gatherings, activities, or events, such as farmers markets and festivals. To leverage their adjacency and relationship to nearby natural open spaces and recreational amenities, Urban Villages will also provide new and accessible connections to creeks, canyons, and trails, and integrate them into developments.

2. Policies

The following policies are specific to the needs in the Urban Villages. In addition to what is provided in this chapter, refer to the additional design guidance provided in Chapter 7: Urban Design, as well as the following section of this chapter, Community Plan Implementation Overlay Zone (CPIOZ), which provides Supplemental Development Regulations (SDRs) for new developments and parks in the Urban Villages.

8.1 **Compact mix of uses.** Provide a mix of residential, commercial, and employment uses within mixed-use developments to enable vibrancy and activity on site and minimize the distance between jobs and homes.

8.2 **Residential diversity**. Provide a range of residential building typologies, unit types, and densities to diversify housing choices.

8.3 **Infill development with existing retail**. Retain or incorporate commercial anchors leases while redeveloping vacant/aging/under-utilized/surplus commercial uses into new residential and retail uses and public spaces to enable an active mix of uses.

8.4 **Employment centers**. Improve employment centers by developing vacant/aging/under-utilized/surplus commercial land, such as surface parking lots, into new residential and retail mix-used and public spaces.

8.5 **Employment amenities**. Enhance office and industrial centers with housing, restaurants, cafes, retail, open space, and recreational uses that are walkable, bikeable, and transit-accessible to enable employers to attract and retain skilled employees.

8.6 **Superblocks**. Redevelop superblocks, into smaller, more human-scaled blocks that are pedestrian-oriented through an inter-connected network of streets and blocks to promote walkability, reduce automobile dependence, and reduce a development's carbon footprint.

8.7 **New streets.** Provide a variety of street typologies that serve a diversity of mobility needs. Align new streets with existing intersections and curb-cuts/driveways along major corridors to minimize interruptions in the street wall and conflicts with pedestrian circulation.

8.8 **Public spaces.** Provide a variety of public spaces of different sizes and types within villages that are publicly accessible and located adjacent to pedestrian-oriented active uses, such as dining, shopping, and entertainment.

8.9 **Connections to creeks, canyons, and trails.** Provide new and improved connections to existing creeks, canyons, and trails where feasible to improve accessibility to the wide range of open space and recreational areas. For example, new mixed-use developments should orient views to adjacent canyons and creeks and/or provide publicly-accessible pathways to nearby creek trailheads.

B. Community Plan Implementation Overlay Zone (CPIOZ)

1. Introduction

The Community Plan Implementation Overlay Zone (CPIOZ) Type A and Type B are applied within the boundaries of the Mira Mesa Community Plan per Chapter 13, Article 2, Division 14 of the City of San Diego Municipal Code to provide Supplemental Development Regulations (SDRs) that are tailored to implement the vision and policies of this Community Plan.

The development regulations outlined in the applicable underlying base zone cover items such as allowed use, maximum building heights, and setbacks, for example. The SDRs outlined in the following sections provide supplementary and complimentary development regulations specific to the conditions unique in the Urban Villages.

Where there is a conflict between the CPIOZ SDRs in this chapter and the development regulations of the applicable underlying base zone, the CPIOZ SDRs applies.

As stated in the Municipal Code:

- Any development within the boundaries of CPIOZ Type A where the proposed development complies with the SDR can be processed ministerially.
- Any development within the boundaries of CPIOZ Type A that does not comply with the SDR in this chapter requires a Process Three Site Development Permit.
- Any development within the boundaries of CPIOZ Type B requires a Process Three Site Development Permit or an amendment to the Planned Development Permit.
- Interior building improvements that do not involve a change of use or provide additional floor area or improvements that do not require a construction permit are not subject to CPIOZ, and exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental, and is consistent with the intent of CPIOZ.

Note that the 3 Roots Master Plan areas lie within the CPIOZ – Type B boundary. Please refer to the respective Master Plan and Planned Development Permits for more information.

2. Supplemental Development Regulations (SDRs)

The following SDRs apply to all Urban Villages and CPIOZ areas as shown in Figure 8-1.

SDR-1. Urban Village Parks

Although all parks shall be publicly-accessible, some may be privately-owned and maintained. To address the need for more parks, any new residential development on a project site greater than 2 acres, or with a gross floor area greater than 75,000 square feet, shall satisfy Recreation Value Points on-site by providing a publicly-accessible park in the general vicinity of each Urban Village as shown in Figures 8-2 through 8-8 and include the following:

1. Building frontages on two or three sides of the park with a minimum enclosure ratio of building height to park width of 1:2, as shown in Figure 8-9,
2. A minimum area equal to 10 percent of the development area, and
3. Visibility from a public right-of-way.
4. If satisfying population-based park requirements, comply with Council Policy 600-33.

[Figure 8-9. Example cross section of minimum enclosure ratio]

SDR-2. Urban Pathways

Urban pathways are enhanced sidewalks in lieu of standard sidewalks. To address the need for enhanced pedestrian connections along major corridors, development fronting the proposed urban pathways in each Urban Village as shown in Figures 8-2 through 8-8 shall provide urban pathways, as shown in Figure 8-10, that include the following:

1. A total minimum width of 18 feet from the face of curb inward,
2. A furnishing zone with a minimum width of 8 feet from the face of curb inward that incorporates tree wells and planting areas no smaller than 80 square feet, and
3. A pedestrian throughway zone with a minimum width of 10 feet.
4. In the absence of a liner park, development shall observe a minimum front setback of 10 feet to provide a row of street trees within the frontage zone to complement the row of street trees within the furnishing zone.

[Figure 8-10. Example cross section of urban pathway]

SDR-3. Pedestrian Pathways

Where streets may be infeasible, pedestrian-only pathways provide additional connections to facilitate accessibility. To address the need for more pedestrian connections, development fronting or containing the proposed pedestrian pathways in each Urban Village as shown in Figures 8-2 through 8-8 shall provide sidewalks per the following:

1. Built to City standards pe the Street Design Manual,
2. At minimum width of 8-feet, and
3. With connections to public rights-of-ways, trails, existing sidewalks, and/or building entrances.

SDR-4. Private Street Connections

To address the need for multi-modal connectivity and accessibility within existing "superblocks," development fronting or containing the proposed private street connections as shown in Figures 8-2 through 8-8 shall provide private street connections per the following:

1. Built to City standards per the Street Design Manual.
2. Aligned with existing intersections or curb-cuts/driveways.
3. Prior to the construction of the roadway extension, no new development, inclusive of structures, shall be constructed or permitted within the area identified for the roadway extension, except for landscaping, parking facilities, or driveways.

SDR-5. Linear Parks

Per the Parks Master Plan, linear parks are passive or active recreation areas arranged parallel to the public right-of-way. To address the need for more parks, development fronting the proposed linear parks as shown in Figures 8-2 through 8-8 shall provide linear parks that include the following:

1. An average width of 30-feet front setback measured from the curb to the building,
2. Publicly accessibility, and
3. Elements for passive or active recreation, such as plaza area, seating, shade, on-leash dog areas, play equipment, exercise stations, public art, and landscaping.

SDR-6. Trails and Trail Amenities

Per the Parks Master Plan, trails connect people with open space and active public spaces. To address the need to better connect neighborhoods to nearby open spaces and recreation, development fronting or containing the proposed trail amenities such as: directional, regulatory and educational signage; seating and/or picnic areas; native planting; or passive recreational features as shown in Figures 8-7 and 8-8 shall provide the following trails and/or trail amenities:

1. For the Rim Trail in Sorrento Mesa, as shown in Figure 8-7:
    a. Provide a minimum 12-feet wide pedestrian sidewalk, built to City standards per the Street Design Manual, that connects the public right-of-way to the trail,
    b. Reconstruct the trail at a minimum of 15-feet wide to be located outside of the MHPA,
    c. Improve the existing Trailhead Pocket Park with a new trailhead and park amenities, as described in Figure 6-2.
2. For the Trail at Stone Creek in Miramar Gateway, as shown in Figure 8-8:
    a. Provide a minimum 12-feet wide pedestrian sidewalk, built to City standards per the Street Design Manual, and trailhead, that connects the public right-of-way to the trail.
3. For the creek along Candida Street in Miramar Gateway, as shown in Figure 8-8:
    a. Provide a minimum 8-feet wide trail along the creek.

SDR-7. Pedestrian Bridge at Mira Mesa Gateway

To address the need for pedestrian safety, development fronting or containing the proposed bridge alignment as shown in Figure 8-3 shall provide a grade-separated pedestrian crossing over Mira Mesa Boulevard connecting the Mira Mesa Boulevard/I-15 Park & Ride Lot to the property south of Mira Mesa Boulevard.

SDR-8. Widening of Barnes Canyon Road

To accommodate additional capacity for transit, development shall provide 10 feet of public right-of-way from curb to the property line on Barnes Canyon Road and Scranton Road as shown on Figure 8-5.

SDR-9. Commercial Uses in Mira Mesa Town Center

New commercial uses with a drive-in/drive-through shall only be allowed where access is taken from an internal street or drive aisle.

SDR-10. Industrial Uses in Miramar Gateway

Distribution and storage uses as defined in the land development code shall be allowed if there are no incompatible land uses or sensitive receptors - as defined by the City's General Plan- within 1,000 feet from the property line as determined by a health impact assessment.