

MIRA



MESA

*Community Plan
& Local Coastal Program*



ADOPTED
DECEMBER 5, 2022

Approvals and Adoptions

Description	Date Approved by Planning Commission & Report Number	Date Adopted by City Council & Resolution Number
Adoption of Mira Mesa Community Plan	November 3, 2022 PC-22-050	December 5, 2022 R-314479
California Coastal Commission Conditional Certification	September 12, 2024 No. LCP-6-NOC-23-0015-1	
Amendment to the Mira Mesa Community Plan and Local Coastal Program	December 19, 2024 PC-24-060	February 11, 2025 R-316036
California Coastal Commission Final Certification	May 7, 2025 No. LCP-6-NOC-23-0015-1	

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1: Introduction

- A. Plan Purpose and Organization
- B. Planning Area
- C. Relationship to Other Planning Efforts

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

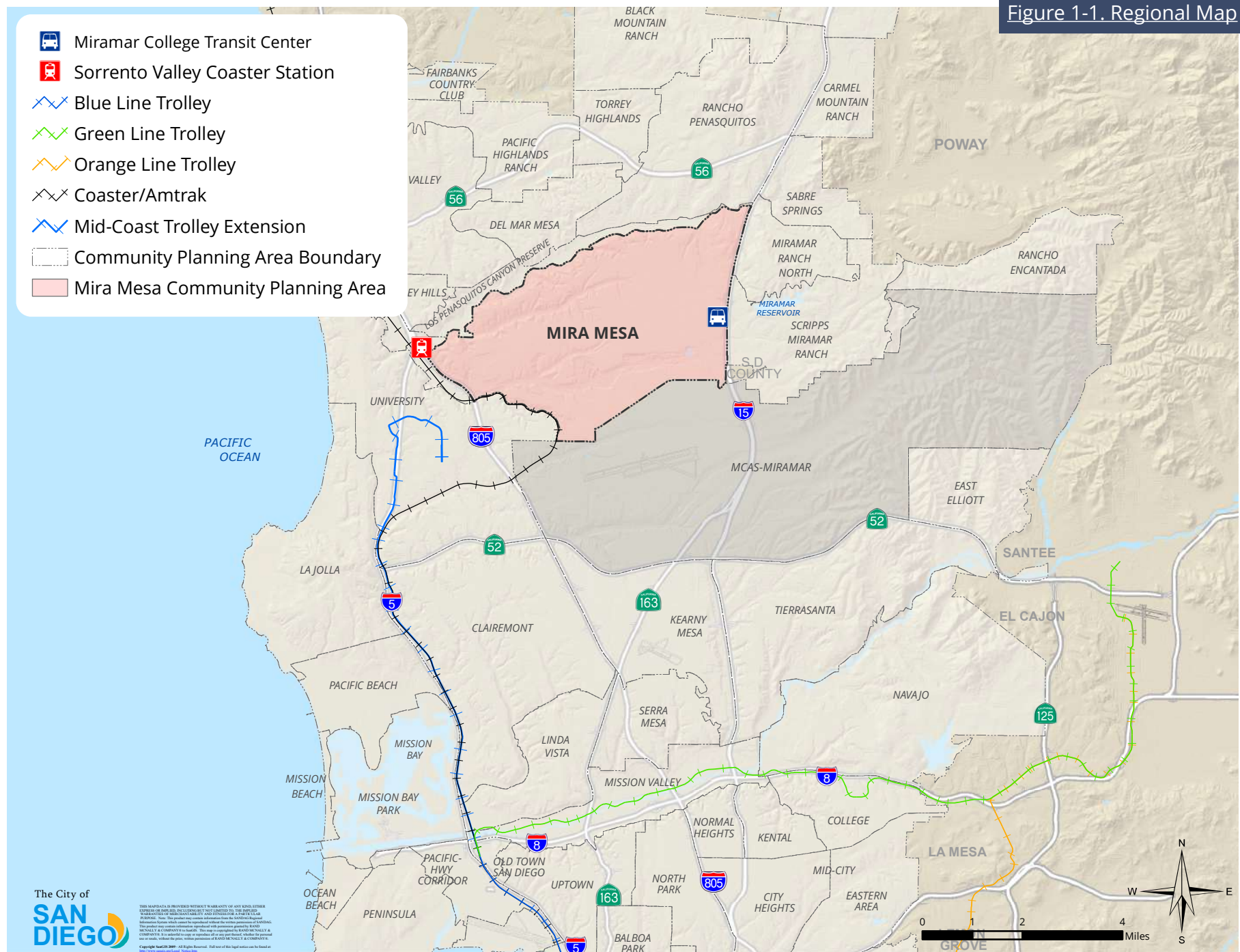
1. Regional Location

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 Air Station (MCAS) Miramar; and on the west by the University and Torrey Pines communities.

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

Figure 1-1. Regional Map



to the south, and Sorrento Valley to the west. Since its first residential construction in 1969, the community has evolved into several subareas with different architectural, landscape, and demographic characteristics. While subarea boundaries are not officially defined, they are recognized in the Community Plan and are based on 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. Subareas within the community include 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, such as the Mira Mesa Town Center, 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 the proposed Stone Creek; The Stone Creek site is currently an active mining operation and mining is expected to continue until the mining resources within the site have been exhausted and the site is reclaimed.
- **Sorrento**, which is also referred to as Sorrento Valley or Sorrento

Mesa, is a nationally-recognized technology and life science employment 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.

With 78,000 residents (2020) and 85,000 jobs (2018), Mira Mesa is one of the largest and most populous of the City's 52 Community Plan Areas. Because of its location, access to nature, and diversity of people, places, and jobs, Mira Mesa has become a desirable place for both living and working.



Lopez Canyon

Because of its location, access to nature, and diversity of people, places, and jobs, Mira Mesa has become a desirable place for both living and working.



3. Overall Vision and Guiding Principles

Mira Mesa 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 community for residents, workers, and visitors of all ages and abilities. The following guiding principles support this overall vision.

Land Use & Economic Prosperity Principles

- 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 a variety of incomes and ages located near transit, jobs, and amenities.
- Land use and infrastructure investments that promote more start-ups, creative businesses, and knowledge-based jobs, while preserving industrial land for manufacturing, logistics, and warehousing.

Mobility Principles

- A transportation network that 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 Principles

- Public plazas, pathways, and walkable streetscape that enhance neighborhood identity.
- Places and experiences that attract and retain employees at Mira Mesa's long-standing employment centers.
- 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 Principles

- Investment in new public facilities to meet community needs.

- Parks, trails, and open spaces are easily accessible to residents throughout the community.
- Restoration of creeks and protection of sensitive habitats, canyons, and open space network.

Climate Action and Sustainability Principles

- A resilient carbon-neutral community powered by 100 percent renewable energy and a zero-emission transportation system.
- A clean, green, circular economy with businesses minimizing 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 address 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



Sorrento Mesa

greenhouse gas emissions reduction goals. Convenient and more direct access to transit, biking, and walking 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 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.

*Los Peñasquitos Canyon*

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 ALUCP 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 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 compliant in maintaining the persistence of vernal pool resources.

8. 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, specifically Section E. Coastal Zone in

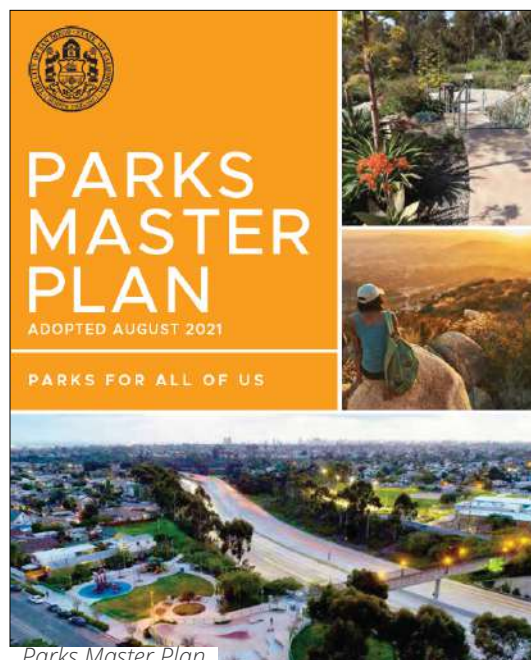
the Parks, Recreation, and Open Space Element, which contains policies to protect and enhance coastal resources and addresses public access and recreation, and view preservation within the Coastal Zone. Additional policies in Chapter 2: Land Use and Economic Prosperity, Chapter 3: Mobility, Chapter 4: Public Services, Facilities, and Safety, and Chapter 7: Urban Design may be applicable to support the goals of the Coastal Act.

9. Parks Master Plan

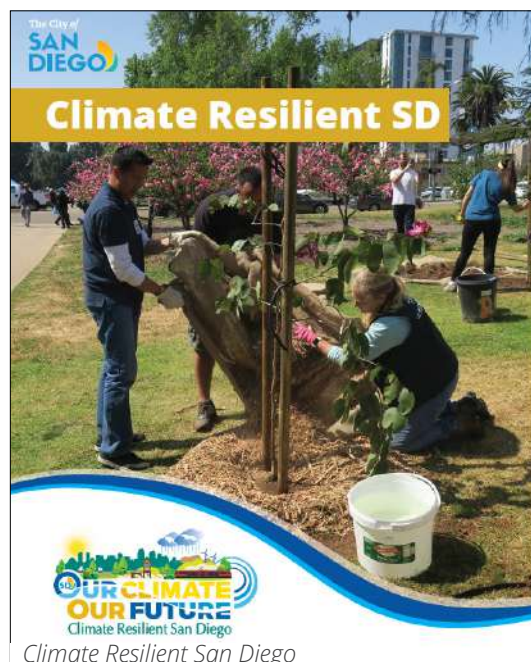
The PMP identifies policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the vision of a world-class Citywide network of recreational experiences to engage, inspire, and connect all San Diegans. A park standard, Recreational-Value Based Park Standard, is also established in the PMP and it evaluates and assigns scores to regional assets during community plan updates.

10. Climate Resilient San Diego

Climate Resilient SD serves as the City's comprehensive plan to prepare for and respond to climate change hazards that



Parks Master Plan



Climate Resilient San Diego

threaten our communities, including wildfires, drought, extreme heat, and flooding. Long range plans 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.

11. Other Plans

The 1992 Mira Mesa Community Plan designated approximately 1,100 acres in Carroll Canyon for future development under a master plan process, including two large mining sites. A goal of this community plan is for ultimate reuse and redevelopment of the reclaimed mining sites to proceed under a master plan process. Since adoption of the former community plan, planned development permits serving as master plans have been approved for the Carroll Canyon Business Park, the Fenton Carroll Canyon Technology Center and 3Roots San Diego (the former Hansen Aggregates mining site). A planned development permit is in process for Stone Creek, the site currently operated by Vulcan Materials Company, which is the only remaining active mining operation. 3Roots San Diego and Stone

Creek are mixed-use master plans on large sites described below.

3Roots San Diego Master Plan

3Roots San Diego was approved by the City Council in October of 2020 as a Master Planned Development Permit. The 3Roots 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 Rd; over 250 acres of parks, open space, and trails, inclusive of a 25-acre community park; a 1.5-acre Mobility Hub; and a total of 1,800 housing units and 160,000 square feet of retail and office uses. The 3Roots project also rescinded the 1994 Carroll Canyon Master Plan (which was a land use plan for the former Hansen Aggregates mining site) because that master plan was superseded by approval of planned development permits for 3Roots San Diego and the Fenton Technology Center.

Stone Creek Master Plan

A Stone Creek Master Plan is being processed as a Master Planned Development Permit as the end

use after completion of reclamation for the 293-acre mining site. The project proposes a mixed-use Transit-Oriented Development with a series of interconnected neighborhoods and parks to be developed in phases. A broad range of uses is proposed including multi-family residential, retail, office, hotel, business park, technology park, light industrial, and parks, open space and trails. The Master Plan includes various public facilities that would be developed as part of the future project.

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;





Mira Mesa Library

however, it plays an important role given its adjacency to the community.

Los Peñasquitos Canyon Preserve Master Plan

The Los Peñasquitos (meaning little cliffs) Canyon and Lopez Canyon encompass some 4,000 acres. The Los Peñasquitos Canyon Preserve 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 Peñasquitos 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 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 Coastal 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.



2: Land Use & Economic Prosperity

- A. Introduction
- B. Vision and Goals
- C. Planned Land Uses
- D. Planning Horizon
- E. Land Use and Economic Prosperity
- F. Additional Land Use Compatibility Considerations

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 decision-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

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 mixed-use 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](#). Areas identified as Prime Industrial Land - Flex support the creation of vibrant, walkable, and connected employment-

oriented mixed-use villages to encourage the expansion of knowledge-based jobs and the innovation economy. The provision of housing in an employment-rich area helps improve the jobs-housing balance and provides opportunities for walking, biking, and taking transit to work - contributing to reductions in automobile dependency, traffic, and household transportation costs.

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 sciences, 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 use strategy promotes adaptability and flexibility to accommodate changing employment trends, innovation, growth, and expansion, as well as the collocation of housing.

Future development is concentrated into vibrant Urban Villages near transit

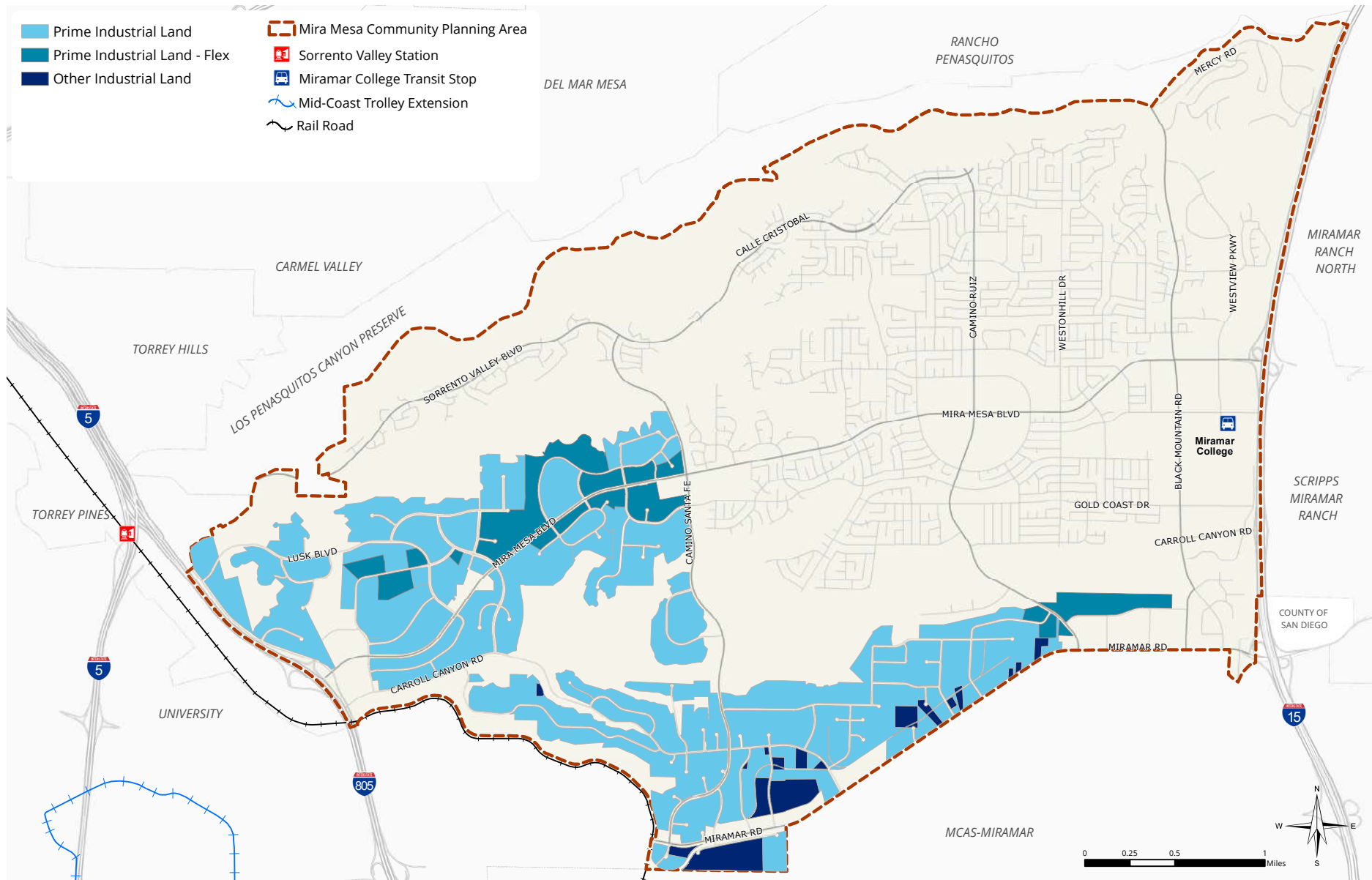


LAND USE & ECONOMIC PROSPERITY GOALS:

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

- Walkable, compact, and connected Urban Villages of different scales and contexts within a 15-minute walk, ride, or roll for people living and working in Mira Mesa;
- Diverse housing types for a variety of income and age groups 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 and activities;
- Land use and infrastructure investments that promote more start-ups, craft businesses, creative industries, and knowledge-based jobs, while preserving industrial land for manufacturing, logistics, and warehousing; and
- Fiscally responsible, resource- efficient, and climate-resilient development patterns.

Figure 2-1. Prime Industrial Lands



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 Blvd, Carroll Canyon Rd, Black Mountain Rd, and Miramar Rd, and are described in further detail in Chapter 8: Urban Villages and CPIOZ.

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 uses within Mira Mesa concentrate future residential and employment growth within one-quarter mile of existing and future transit and support 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 highlights them for their importance in guiding the mix and types of uses and development densities and intensities to achieve the Community Plan's vision.

JOBS-HOUSING BALANCE

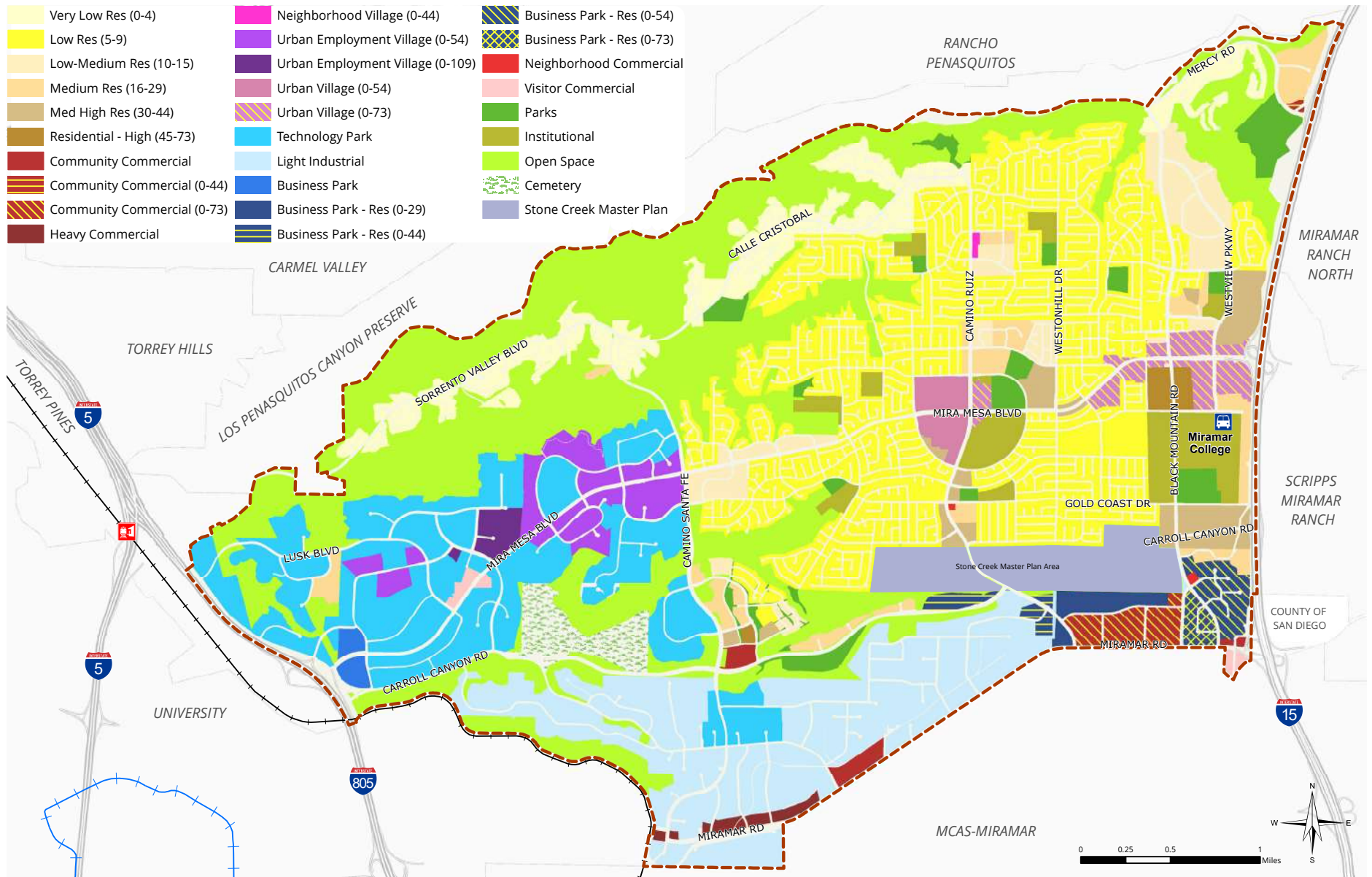
The Community Plan retains key employment lands while creating flexibility in other areas for a compatible live/work/play village. The integration of employment and residential uses in a job-rich community like Mira Mesa can benefit the community and City as a whole. The infusion of mixed-use development 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 multi-modal 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.



Office buildings in Sorrento Mesa

Figure 2-2. Planned Land Uses



Document Path: L:\GIS\PGIS\Community Planning\Mira_Mesa\Plan_Update\MXDs\Draft Plan Maps\Mira_Mesa_Proposed_5_LU.mxd

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.



2. Commercial (Continued)

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. Pedestrian-oriented development is encouraged, with active storefronts in addition 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.



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 in areas designated Prime Industrial Land - Flex. 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 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)



4. Residential (Cont'd)

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)



5. Parks and Institutional

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.



Cemetery

Provides a designation for a cemetery uses, which offer semi-public services to the community.



D. Planning Horizon

The community plan policies provide a land use direction that covers a 30-year planning horizon. [Figure 2-3](#) presents the potential development capacity resulting from the application of the Community Plan land uses. These projections provide a reasonable assessment of Mira Mesa’s development potential. However, designation of site for a certain use does not mean that all of these sites will undergo change within the 30-year horizon of the community plan, or that other sites not included in this acreage will not undergo change.

For the purposes of calculating the future household population, it has been assumed that 2.55 persons reside in each household and vacancy rates of 3.6 percent for single-family homes and 5 percent for multi-family homes. The persons per household and vacancy rates are assumptions derived from the San Diego Association of Government (SANDAG) Series 14 forecast for Mira Mesa Community Plan Area in 2050.



Figure 2-3. Mira Mesa Potential Development

	Existing (2018)	Future Change	Horizon Total
Population	76,300	67,100	143,400
Employment (Jobs)	84,500	32,800	117,300
Residential (Dwelling Units)	26,800	31,900	58,700
Non-Residential (Square Feet)	45,559,800	14,754,400	60,314,200

Data Source – Horizon Total: City of San Diego City Planning Department

E. Land Use and Economic Prosperity

1. Mixed-Use Urban Villages Policies

2.1 Horizontal and Vertical

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

2.2 Locate Homes Near Jobs.

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

2.3 Employment-Residential

Mixed-Use. Provide mixed employment-residential developments within Urban Villages with high employment use to support a stable

employment base in the community.

2.4 Buffer Incompatible Uses.

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

2.5 Buffer Residential Uses.

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

functional separation and screening.

2.6 Live/Work. Allow for live/work building types that incorporate ground-floor shopkeeper units along the primary street frontage in commercial areas.

2.7 Work Space Flexibility. Incorporate flexible spaces that support alternative working options, i.e., telecommuting, co-working, live/work units, and shopkeeper units.



Future development is concentrated into vibrant Urban Villages near transit with walkable, compact land use patterns

2. Housing Policies

2.8 Employee Housing. 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.

2.9 Variety of Housing Types. Encourage the development of a variety of building types, unit types, and densities to support a diversity of housing options.

2.10 Affordability. Encourage a variety of housing types that are affordable to a range of job and household income levels.

2.11 Transit-Oriented Development. Encourage the development of workforce, affordable, senior, and military housing in close proximity to transit stations.

2.12 Live/Work. Incorporate live-work/work-live and shopkeeper units that allow for residential for creative industries, arts, and innovation and allow residents



High density housing in Mira Mesa

to own and operate office, professional, and retail uses.

3. Employment Policies

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

2.14 Supply of Industrial Land. Maintain a sufficient supply of industrial lands for employment uses.

2.15 Preserve Industrial Land. Limit the re-designation of existing industrial sites to other land uses in the Miramar industrial area in order to provide adequate

land to accommodate existing, new, and relocation of industrial operations for the City's economic base.

2.16 Prime Industrial Lands. 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.

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



Drought-tolerant landscaping



Ancillary pathway

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

2.19 Connectivity. Promote connected employment facilities with recreation, active transportation, and other commercial amenities.

2.20 Shared-Parking. Encourage the use of shared parking facilities to benefit employers, employees, and commercial business districts.

4. Sustainability Policies

2.21 Air Quality. Mitigate against air pollution sources in the siting, design, and construction of residential units and other uses with sensitive receptors.

2.22 Freeway Adjacency. Design any residential development built adjacent to a freeway to minimize the exposure to freeway impacts, including siting buildings and balconies perpendicular to the freeway, and using parking structures to shield units from noise.

2.23 Best Practices. Support environmentally sound operations, infrastructure, and facility upgrades that contribute to energy use reduction and regional sustainability goals. -

5. Airport Land Use Compatibility Policies

2.24 Compatibility. Ensure that future development, land uses, building heights and intensities/densities, are consistent with airport policies identified in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code for MCAS Miramar, such as safety zones, noise contours, and airspace protection surfaces.

2.25 Real Estate Disclosure. Residential real estate transactions must disclose that property for sale or lease is located within a designated airport influence area and may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations.

F. Additional Land Use Compatibility Considerations

Airport Influence Area

The Airport Influence Area for Marine Corps Air Station (MCAS) Miramar covers nearly the entire area of the Mira Mesa community. Areas which are compatible for residential development within the Airport Influence Area will nonetheless experience aircraft noise and overflight. 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 Airport Influence Area.

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

El Camino Memorial Park

Development plans for additional cemetery use in disturbed areas of El Camino Memorial Park may be processed as a CUP amendment (without the need for a Community Plan Amendment) provided that the design of the creek and open space systems, proposed recreation trail, the alignment of Carroll Canyon Road, and plans for development that would support a future transit line are consistent with community plan goals and policies. 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.

- Identification and provision of public use easements for recreational trails within the least disturbed area of Rattlesnake Canyon open space corridor to connect employment, residential, and commercial areas.

Local Coastal Program (LCP)

California Coastal Act of 1976 established a coastal zone boundary within which certain planning and development requirements must be met. These requirements have been designed to protect and enhance California's coastal resources. The North City Local Coastal Program Land Use Plan (LCP) was adopted by the City Council in March 1981, revised in May 1985 and revised again in March 1987. The North City LCP provides development criteria for approximately 2,300 acres in western Mira Mesa that are within the watershed of Los Peñasquitos Lagoon. The 1992 Mira Mesa Community Plan implemented the LCP by incorporating its recommendations and development criteria into the policies and proposals of the Plan. Consequently, the Mira Mesa Community Plan Update incorporates the North City LCP by integrating its issues and proposals into the Update's Elements and policies.



3: Mobility

- A. Introduction
- B. Vision and Goals
- C. Complete Streets
- D. Active Transportation
- E. Transit
- F. Streets
- G. Curbside and Parking Management
- H. Intelligent Transportation Systems
- I. Transportation Demand Management

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 decision-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 provide 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, multi-modal transportation system and identifies multi-modal connections that promote sustainable travel via walking, rolling, biking, and riding transit. Incorporating infrastructure like well-connected, separated bicycle facilities, landscape-buffered sidewalks and ancillary pathways, 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 holistic approach to incentivizing more sustainable modes of travel that are equitable and accessible for people of all ages and abilities. This

includes re-purposing 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.



Bus Transit along Mira Mesa Blvd



MOBILITY GOALS:

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

- 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 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, transit, or in a vehicle, every person should be able 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, ability, 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.

To ensure that pedestrian facilities provide adequate safety and accessibility, pedestrian facilities should be built to City standards. In

addition, the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, a nationally-recognized guidebook of best practices, 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.



Walkability and pedestrian-friendly environments are critical to the livability of Mira Mesa.

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** along streets that support heavy pedestrian levels in high-density, mixed-use concentrated urban areas.
- **CORRIDOR SIDEWALKS** along streets that support moderate pedestrian activity levels in moderate density business and shopping uses.
- **CONNECTOR SIDEWALKS** along streets that support low pedestrian levels in institutional, industrial, or business uses.
- **NEIGHBORHOOD SIDEWALKS** along streets that support low to moderate pedestrian levels in low to moderate density residential uses.
- **ANCILLARY PEDESTRIAN FACILITIES** include facilities not associated with streets, such as pedestrian bridges, plazas, paseos, and courtyards.
- **PATHS** are paved and exclusive rights-of-way for pedestrians and/or bicyclists and are not associated with streets, such as paths in parks.
- **TRAILS** are unpaved walkways used for recreational use or open space maintenance.

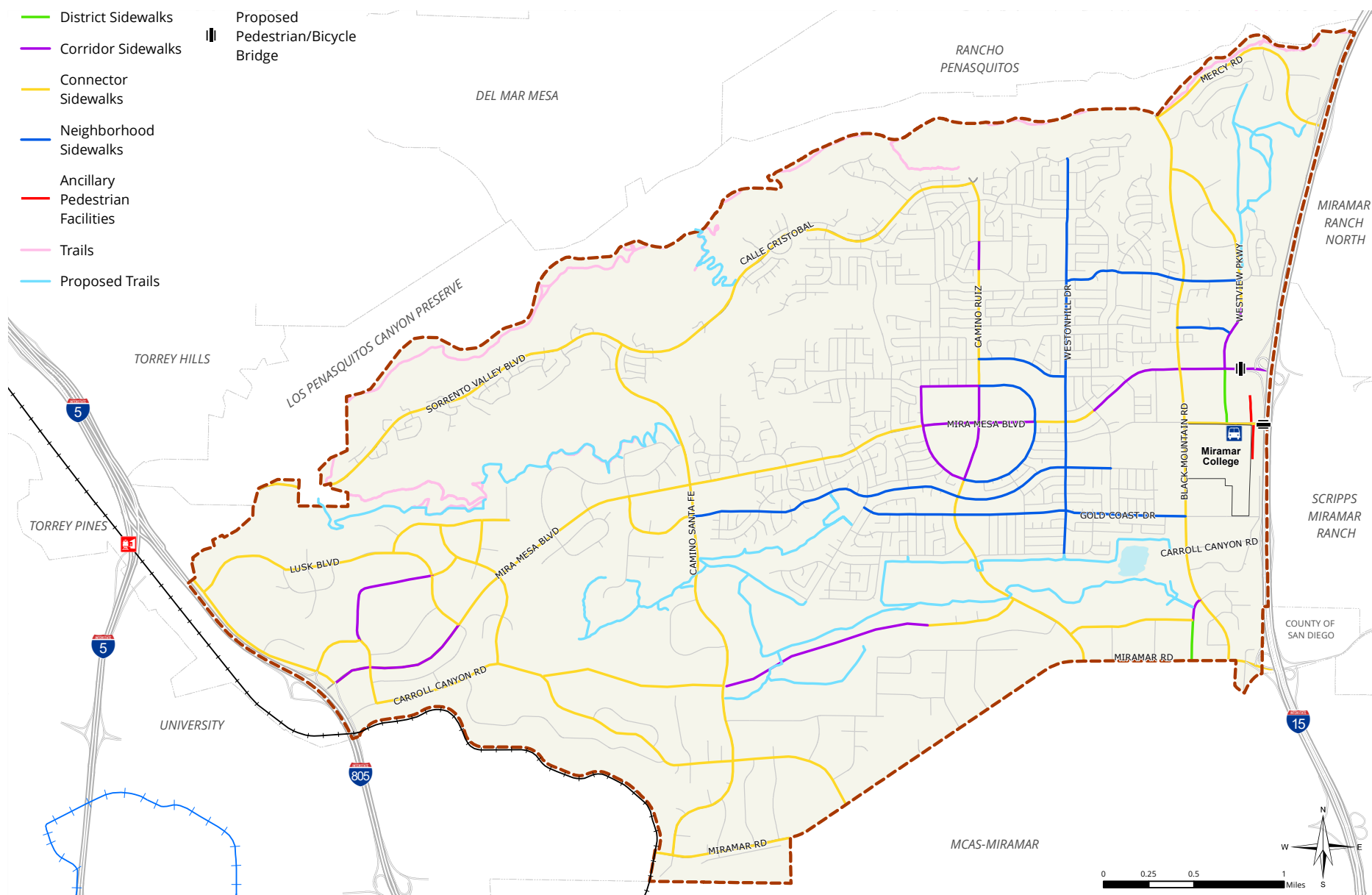


Paths are paved and exclusive rights-of-way for pedestrians and/or bicyclists.



District sidewalks support heavy pedestrian levels and pedestrian-oriented uses.

Figure 3-1. Pedestrian Facility Classifications



Ancillary Pedestrian Facilities (Ancillary Pathways)

While a variety of pedestrian facilities are necessary in establishing an interconnected and cohesive network of pedestrian mobility throughout Mira Mesa, the Community Plan focuses especially on ancillary pedestrian facilities (or ancillary pathways). A network of ancillary pathways 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. Ancillary pathways will be well lit, landscaped, and be exclusively for pedestrian and non-motorized mobility. Working in concert with mixed-use developments, ancillary pathways 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.



Ancillary pathways provide connectivity in between buildings or alongside parks and other public open spaces.

ANCILLARY PATHWAYS

Ancillary pathways are paved spaces dedicated for walking. Ancillary pathways stretch in between buildings or along parks or other public open spaces. 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, arts and culture, shopping, dining, and recreation. In addition, ancillary pathways offer opportunities for urban greening (see Chapter 7: Urban Design) by providing shade trees, landscaping, and other green infrastructure. Overall, ancillary pathways are part of the mobility system’s overall network of pedestrian and bicycle connections.

Pedestrian Bridges

In addition to ancillary pathways, pedestrian bridges will provide safer crossings across some of Mira Mesa's more heavily traveled 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 part of the Community Plan:

- A bridge across Mira Mesa Boulevard, between Westview Pkwy 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 Dr 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 3-2](#) illustrates the existing and planned bicycle network for Mira Mesa.

To ensure that bicycle facilities provide adequate safety and accessibility, they should be built to City standards. In



Pedestrian bridges can provide safer crossings across some of Mira Mesa's more heavily traveled roadways.

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. Active Transportation Policies

3.1 Pedestrian Network. Provide and support a network of safe, comfortable, and accessible pedestrian facilities throughout Mira Mesa. Prioritize enhanced improvements such as high visibility crosswalks, pedestrian countdown signals, leading 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



The Community Plan identifies new and enhanced bicycle connections across Mira Mesa with a key focus on physically-separated facilities.

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 3-2](#), as roadways are resurfaced, improved, or right-of-way becomes available. Prioritize physically separated bicycle facilities where feasible.

BICYCLE FACILITY CLASSIFICATIONS

Refer to the California Highway Design Manual for more information on Bicycle Facility Classifications. For Class IV facilities, refer to the 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 or Separated 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 raised islands, planters, flexible posts, grade separation, or on-street parking.



Class I



Class II

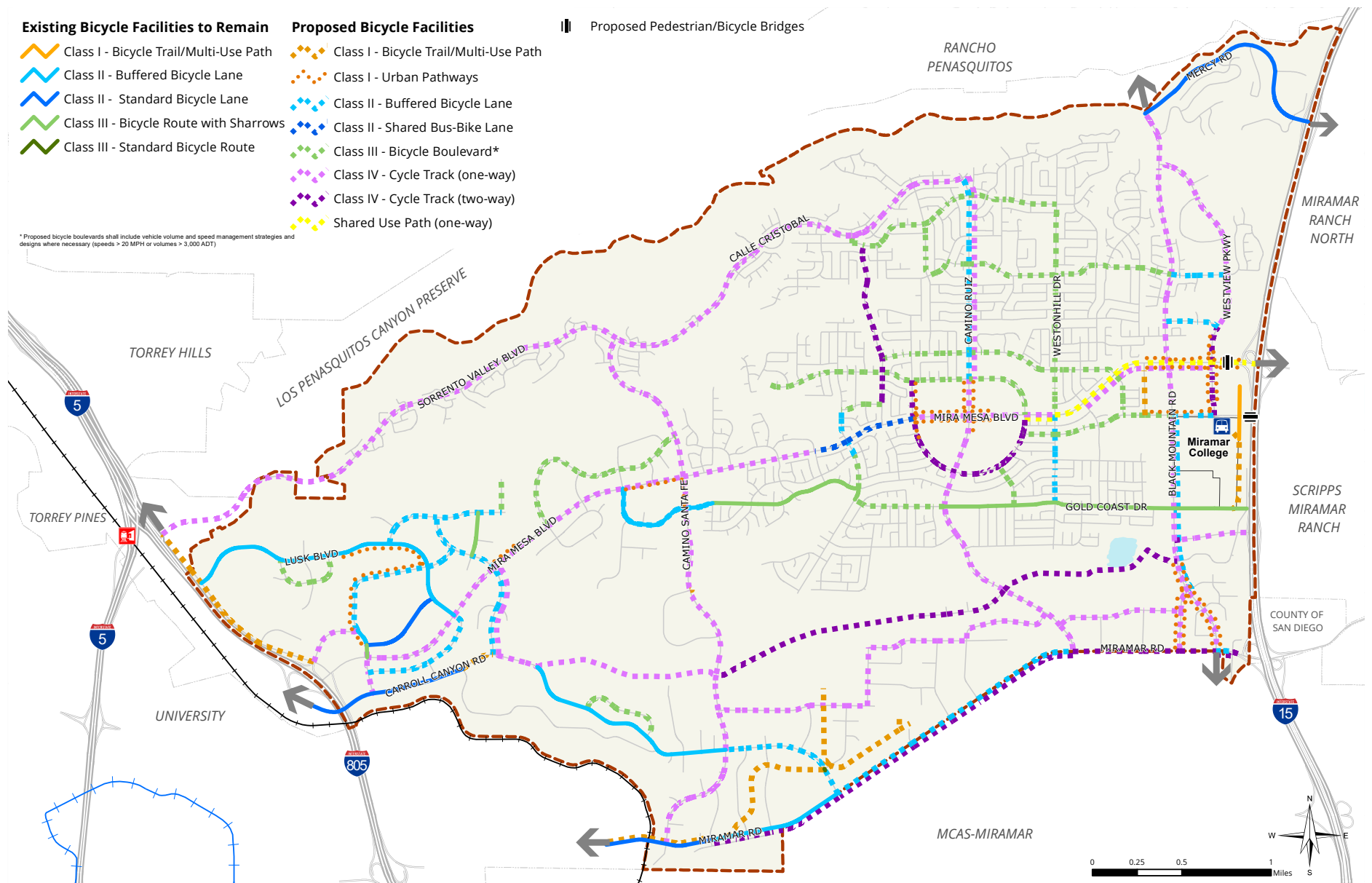


Class III



Class IV

Figure 3-2. Existing and Planned Bicycle Network



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, bike 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.

- a. Construct new pedestrian and bicycle bridges or tunnels across the I-15 connecting Mira Mesa to the Scripps Miramar Ranch.
- b. 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



Increase the level of comfort for bicycling at intersections with enhanced features such as bike boxes (NACTO).

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 all 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, bike-share, bike rentals, bike repair (e.g., Bike Kitchens), signage, and wayfinding.

3.11 Signage and Wayfinding. Implement community-wide wayfinding and signage programs



Black Mountain Rd



Where feasible and appropriate, expand the pedestrian network by seeking additional right-of-way for wider sidewalks.

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 ancillary

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 under-grounding of public

utilities, relocation of transit shelters to widen the ancillary pathways, and installation of missing sidewalks and ADA-compliant pedestrian ramps.

- 3.14 Utility Easements.** Coordinate with San Diego Gas & Electric (SDG&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 everyone.
- 3.16 Vision Zero.** Implement 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



Implement universal-design features that remove accessibility barriers.



Implement physical and operational street improvements that support the City's Vision Zero program, such as mid-block crossings, enhanced signage and pavement markings.

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 I-5- and I-805 junction.

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 Rd extension through the 3Roots Master Plan area. In addition to regional



Transit and land use are inextricably linked, with transit stations and lines integrated into transit-oriented developments

transit improvements, the Community Plan proposes dedicated travel lanes for transit along select roadways, as well as the development of mobility hubs and the possibility of a skyway. [Figure 3-3](#) illustrates existing and proposed transit improvements across Mira Mesa.

Note: There is community-based desire for transit or micro-transit service for the residences along the Sorrento Valley Blvd/ Calle Cristobal corridor. At the time that this Community Plan Update was written, a City-wide Neighborhood Electric Vehicle

(NEV) Plan had not been adopted in order to allow NEV's to operate on or across roadways that exceed 35 mph. Therefore, this Community Plan supports the study of an NEV Plan to serve the outskirts of the community that is underserved by transit to connect them to urban centers.

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



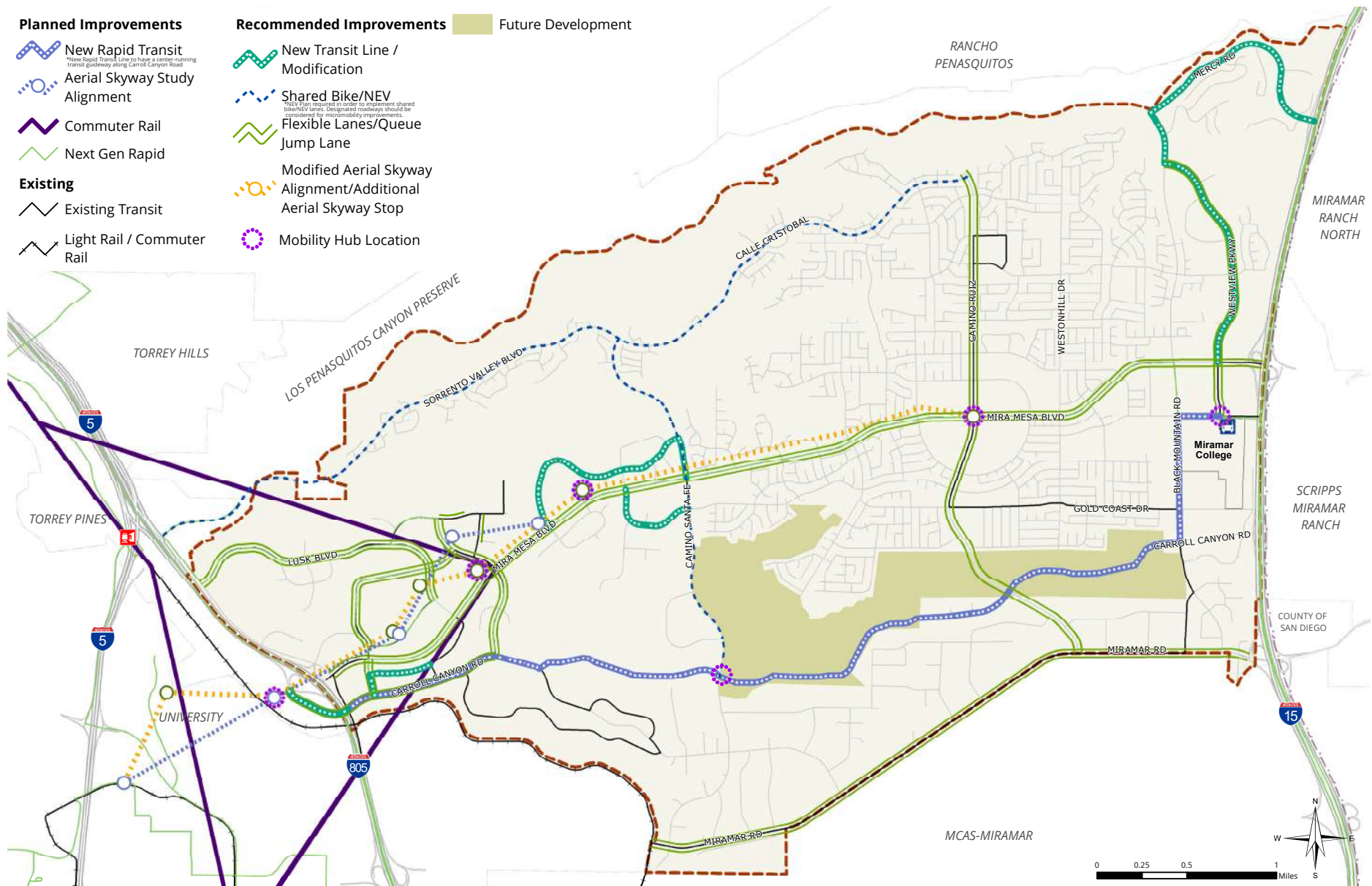
Flexible lanes and SMART corridors can provide dedicated space for transit along existing roadways.

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 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.

maintaining 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 Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors. 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 3-3. Existing and Planned Transit Network



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 ride-share; real-time travel information and directional signage; enhanced walkways, bikeways, and crossings; bicycle parking; micro-mobility stations; and electric vehicle charging stations. As shown in [Figure 3-3](#), the Community Plan identifies six mobility hub locations across Mira Mesa, some of which are integrated into proposed Urban Villages.



Mobility Hub Concept (SANDAG)



Neighborhood Electric Vehicles (SANDAG)

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 characteristics of the canyons and valleys of Mira Mesa limit the feasibility of additional roadways 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 and topographic obstacles within 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 3-3](#).

4. Transit 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 Transit Amenities. Coordinate with SANDAG, MTS, and property owners to provide amenities within public spaces and private



Skyways offer a potential mobility solution that can traverse Mira Mesa's canyons and valleys (SANDAG).

developments that support transit ridership. These could include but are not limited to the following:

- a. Bicycle share station and other micro-mobility options;
- b. Car share, ride-share, and vehicle loading/drop-off and pick-up areas;
- c. Dedicated parking for electric vehicles and bicycles;
- d. Dynamic parking management;
- e. Real-time transit traveler information;
- f. Signage and wayfinding that provides information and direction to guide users between stations, bicycle and pedestrian

facilities, and community destinations; and

- g. Passenger areas with adequate shelter, seating, artwork, lighting, and shade trees, and surveillance, where appropriate.

3.19 Flexible Lanes and SMART Corridors. Reconfigure the streets identified in [Figures 3-5 through 3-12](#) 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.



3.20 Mobility Hubs. Coordinate with SANDAG and MTS to develop mobility hubs at the identified locations illustrated in [Figure 3-3](#). 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-Transit. Evaluate and support the implementation of micro-transit services, such as local or closed-loop circulator, to provide connections between under-served transit areas, mobility hubs, and the Sorrento Valley Coaster Station.

3.23 Neighborhood Electric Vehicle. Support the study of an NEV plan to serve the outskirts of the community and those underserved by transit to

connect them to major activity hubs.

3.24 Skyways. Coordinate with SANDAG and MTS to implement a skyway system or comparable transit option as identified in [Figure 3-3](#) to provide connections between the Sorrento Valley Coaster Station, the Sorrento Valley/Sorrento Mesa employment center, mobility hubs, and new mixed-use developments.

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

3.26 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 3-4](#) illustrates the overall roadway network in Mira Mesa and the planned roadway classifications.

1. Street Reconfigurations

Mira Mesa's canyons and existing development patterns limit opportunities for new or widened public rights-of-way to provide additional capacity for vehicles (Carroll Canyon Rd through the 3Roots Master Plan area is the only new public right-of-way identified in the Community Plan as shown in [Figure 3-4](#)). 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 3-5 through 3-12](#) illustrate planned street reconfigurations along the following roadways:

- Camino Ruiz
- Westview Pkwy
- Mira Mesa Blvd
- Miramar Rd
- Black Mountain Rd
- Camino Santa Fe
- Barnes Canyon Rd
- Carroll Canyon Rd

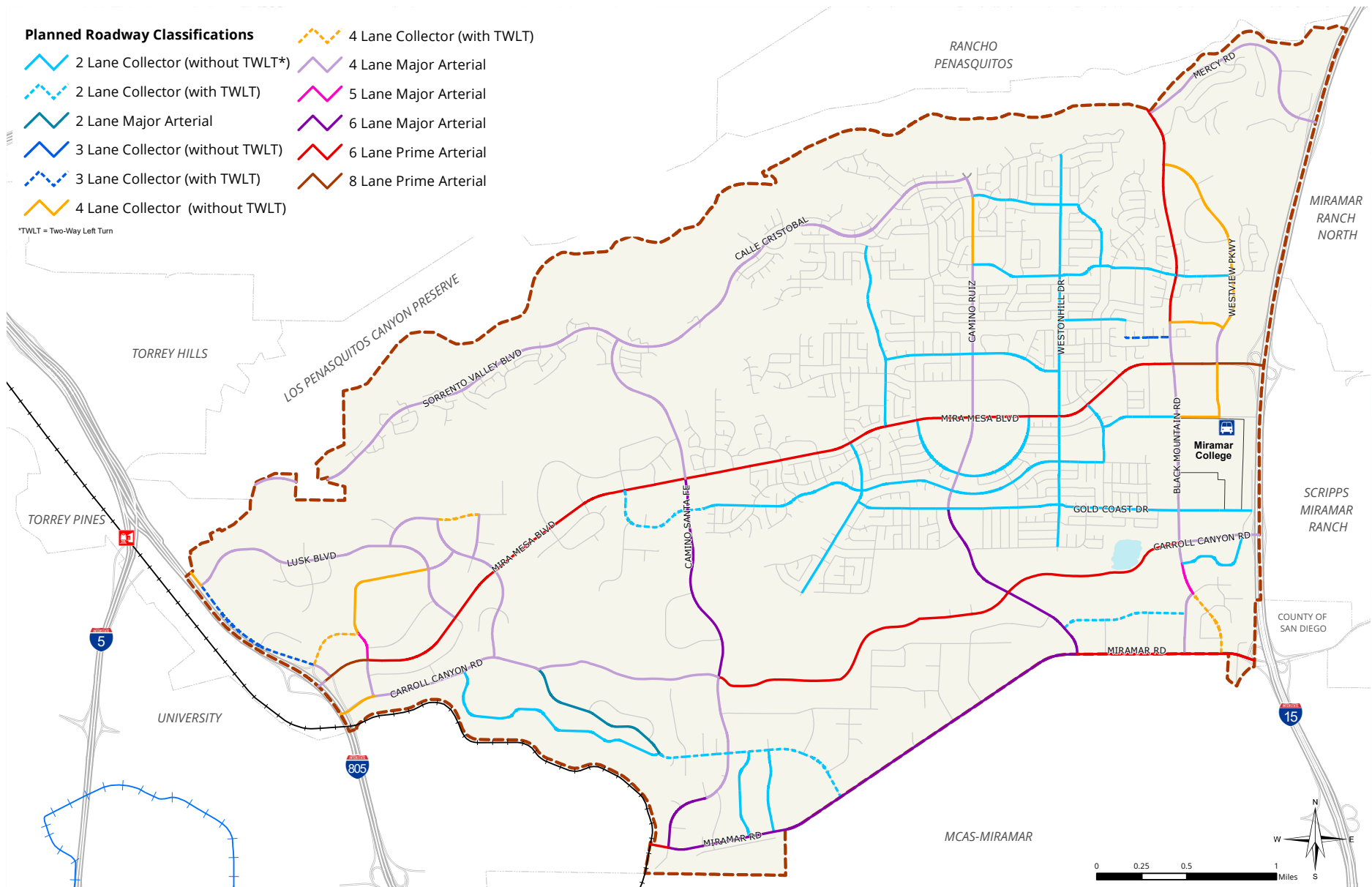


Bus transit along Mira Mesa Blvd



Traffic along Mira Mesa Blvd

Figure 3-4. Planned Street Classifications



Camino Ruiz

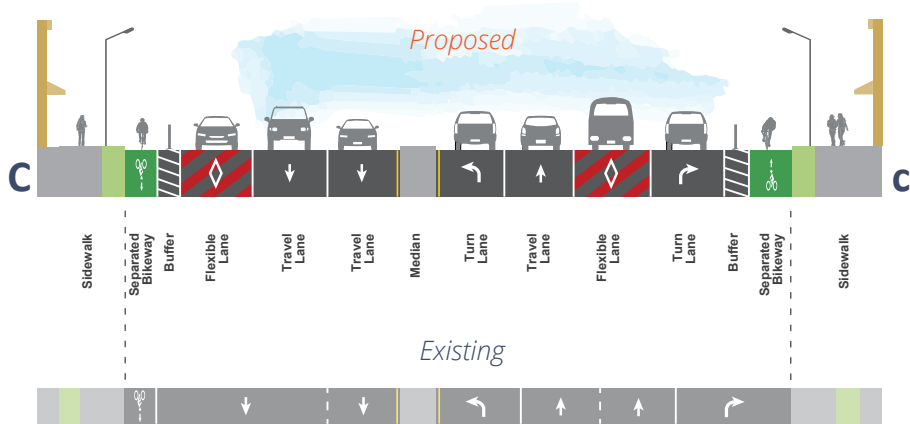
Figure 3-5. Reconfigured Cross-Sections for Camino Ruiz

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

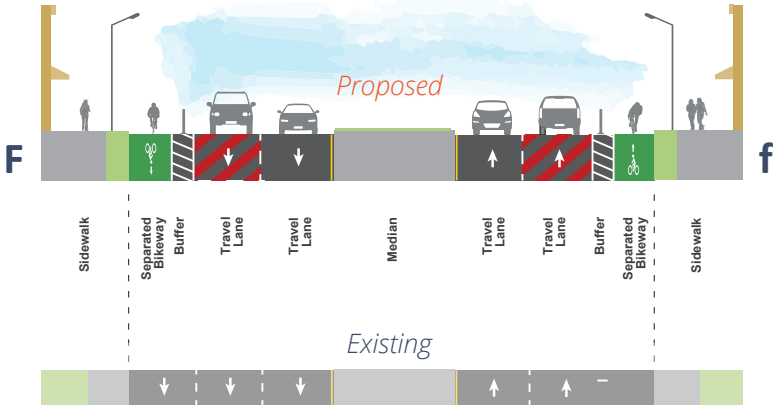
Key Map



New Salem St to Reagan Rd
(South of New Salem St Intersection)



South of Carroll Canyon Rd to Miramar Rd



Westview Pkwy

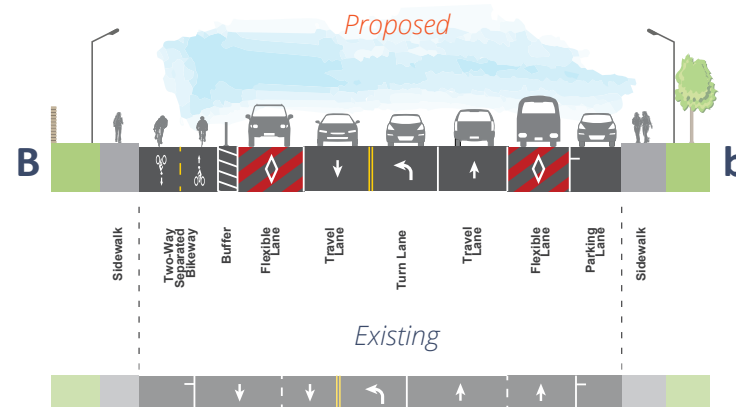
Figure 3-6. Reconfigured Cross-Sections for Westview Pkwy

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

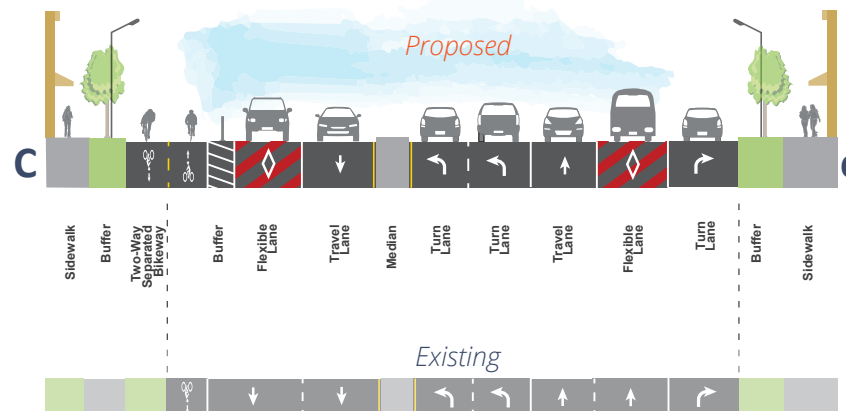
Key Map



Galvin Ave to Mira Mesa Blvd (South of Galvin Ave Intersection)



Mira Mesa Blvd to Hillery Dr (South of Mira Mesa Blvd Intersection)



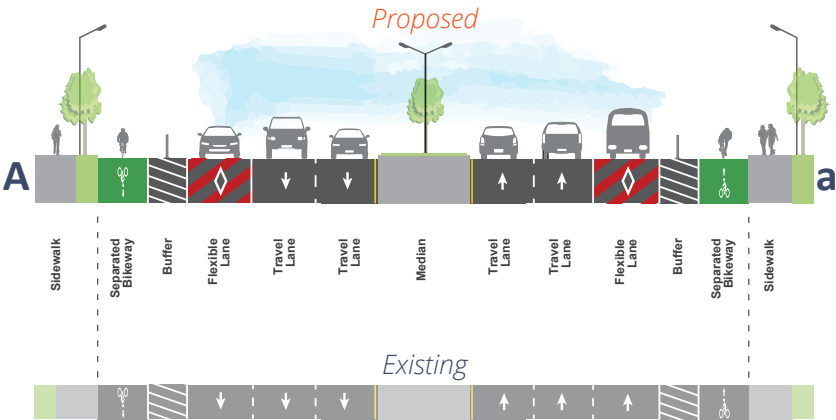
Mira Mesa Blvd

Figure 3-7. Reconfigured Cross-Sections for Mira Mesa Blvd

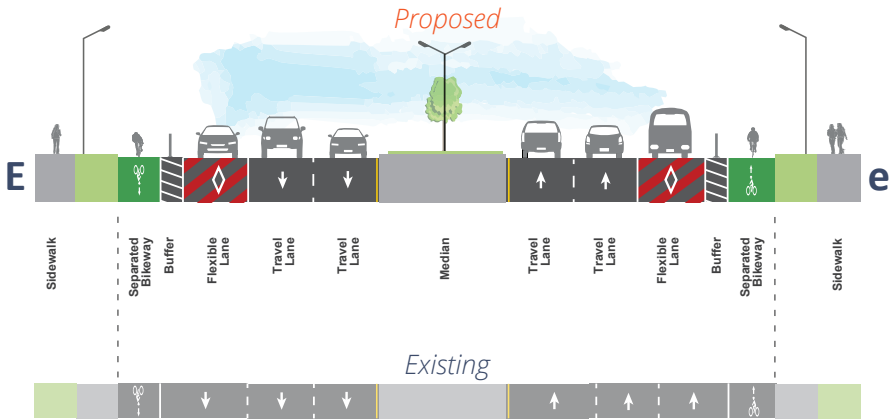
Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.



Scranton Rd to Schilling Ave



Reagan Rd to New Salem St/Marauder Way

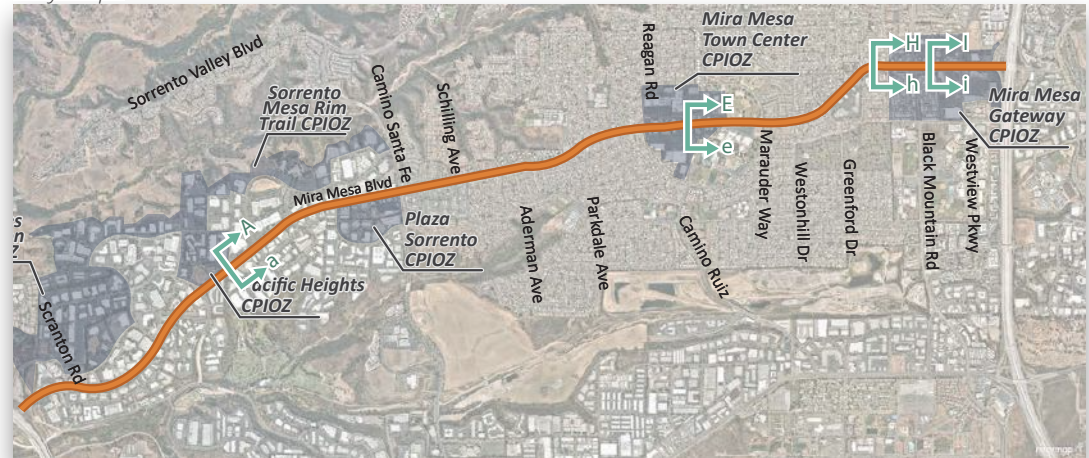


Mira Mesa Blvd

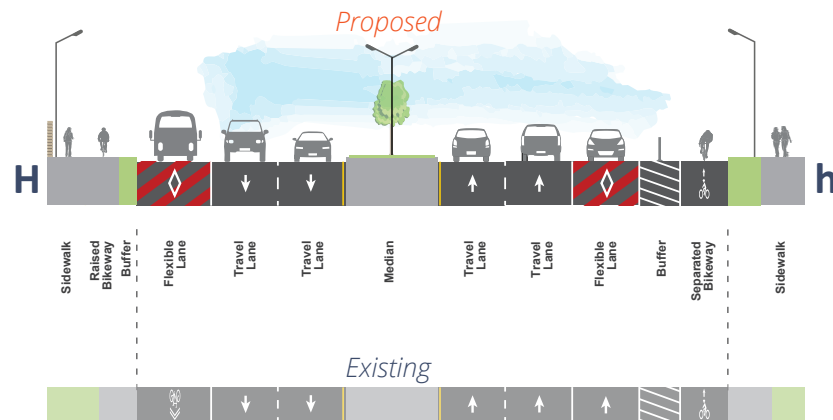
Figure 3-7. Reconfigured Cross-Sections for Mira Mesa Blvd (continued)

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

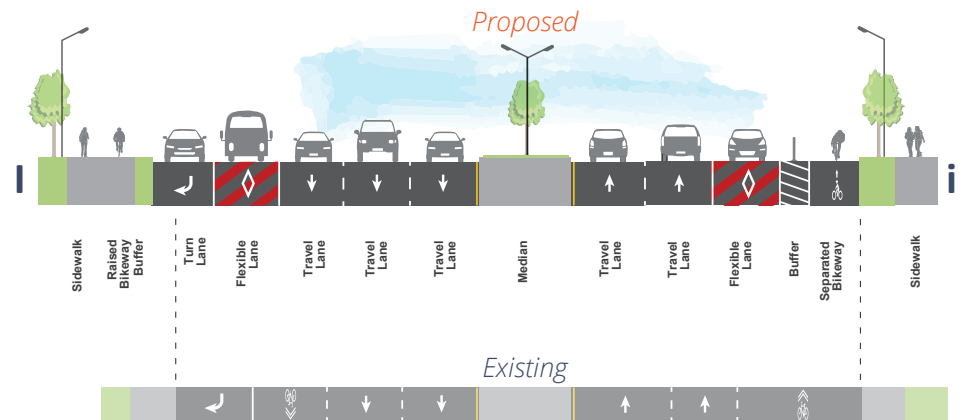
Key Map



Greenford Dr to Black Mountain Rd



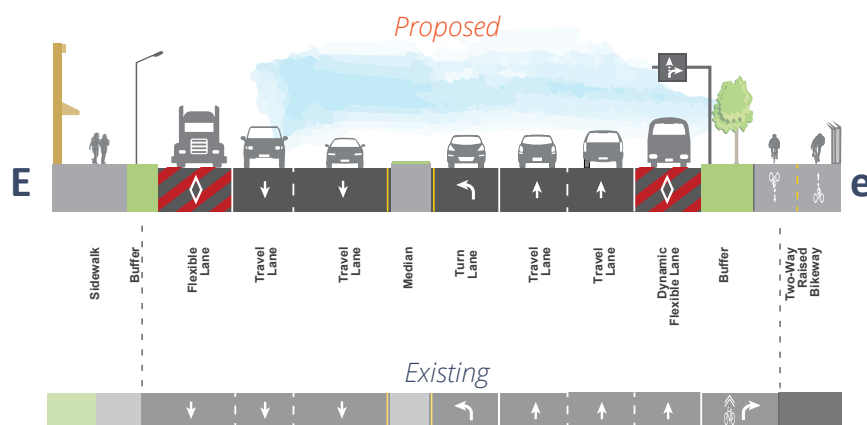
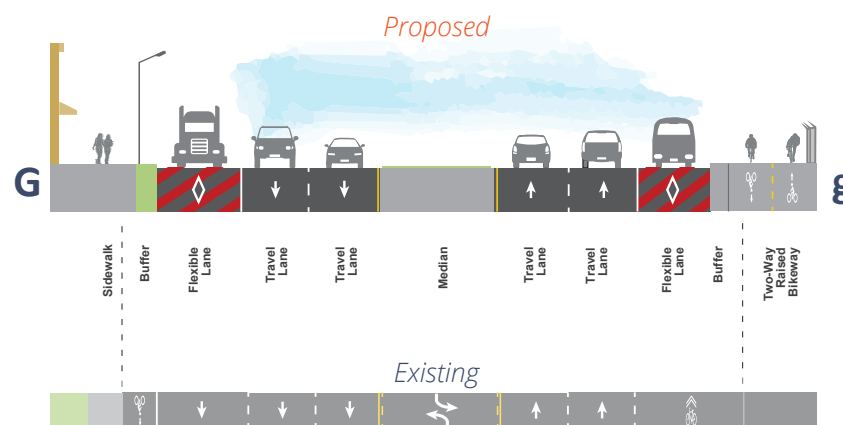
Black Mountain Rd to Westview Pkwy



Miramar Rd**Figure 3-8. Reconfigured Cross-Sections for Miramar Rd**

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

Key Map

**Camino Ruiz to Mitscher Way
(West of Mitscher Way Intersection)****Padgett St to Kearny Villa Rd**

Black Mountain Rd

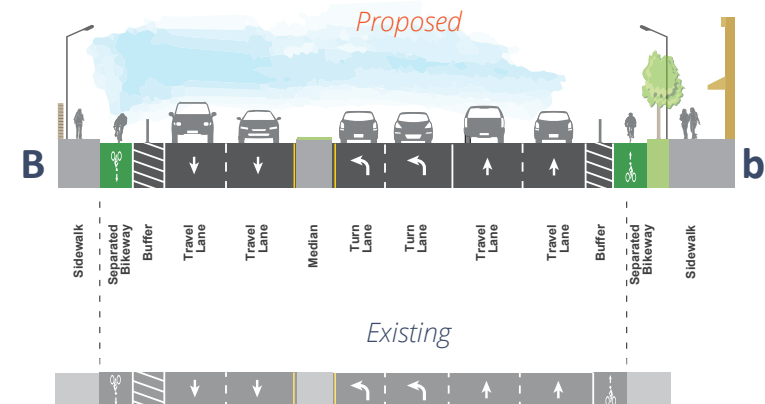
Figure 3-9. Reconfigured Cross-Sections for Black Mountain Rd

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

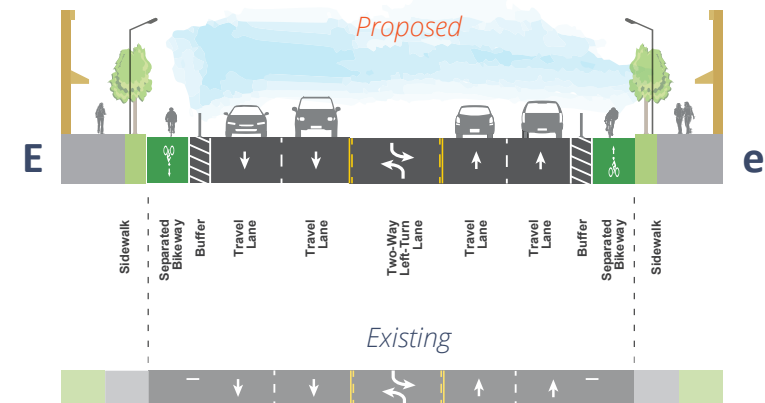
Key Map



Galvin Ave to Mira Mesa Blvd (South of Gemini Ave Intersection)



Activity Rd to Miramar Rd



Camino Santa Fe

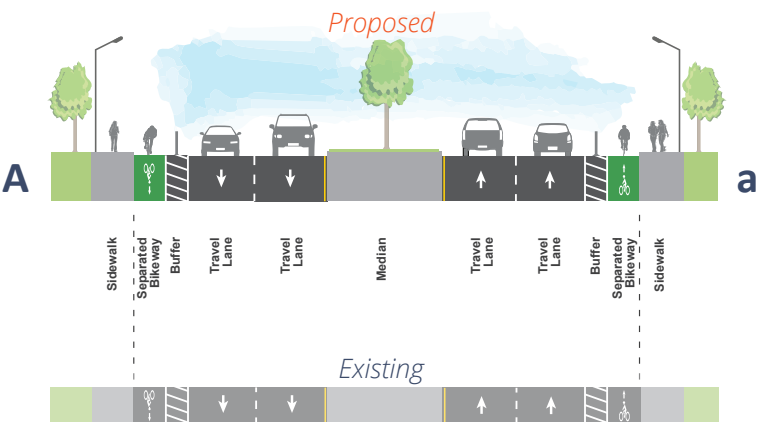
Figure 3-10. Reconfigured Cross-Sections for Camino Santa Fe

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

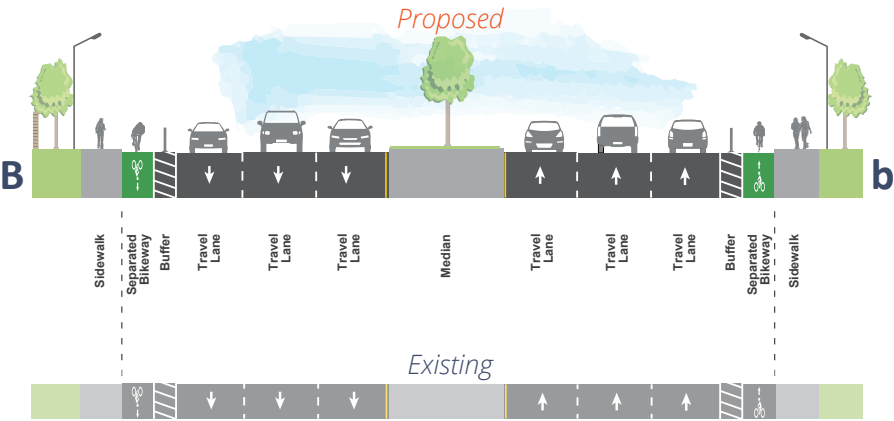
Key Map



Calle Cristobal to Mira Mesa Blvd



Mira Mesa Blvd to Proposed Carroll Canyon Rd

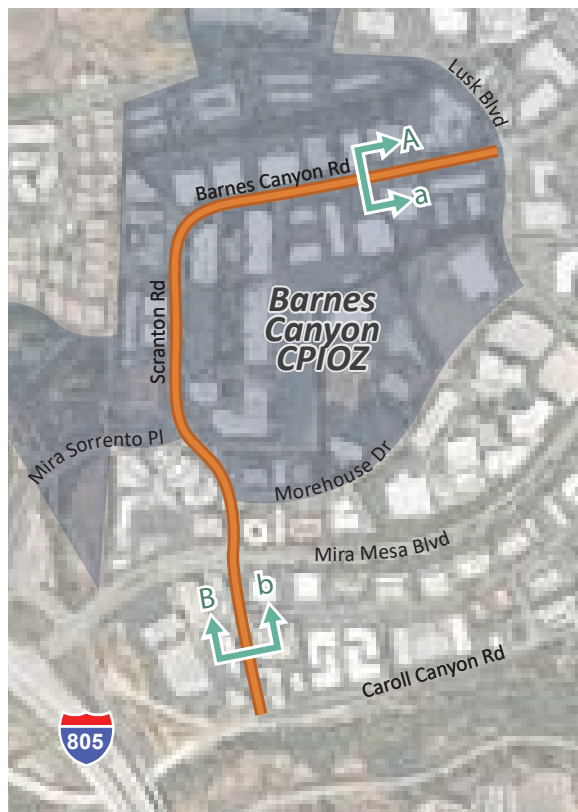


Barnes Canyon Rd

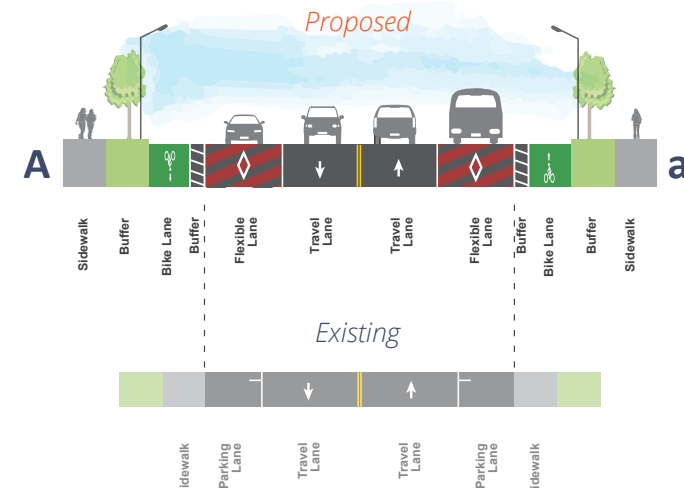
Figure 3-11. Reconfigured Cross-Sections for Barnes Canyon Rd

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

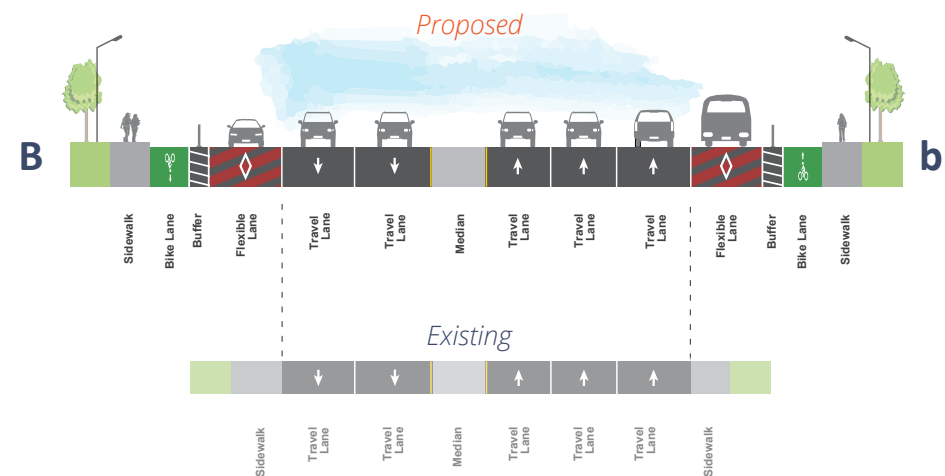
Key Map



Barnes Canyon Road Mira Sorrento Pl to Lusk Blvd



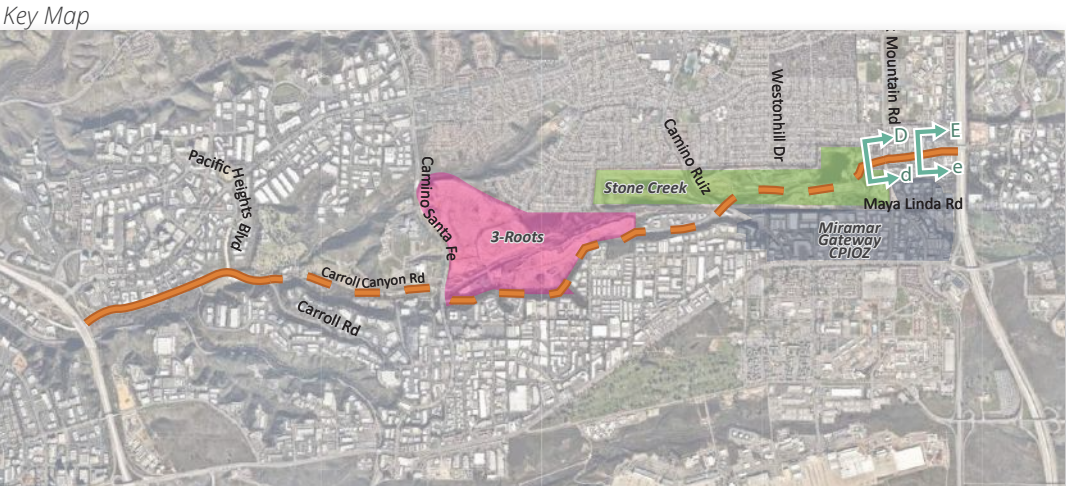
Scranton Rd South of Mira Mesa Blvd



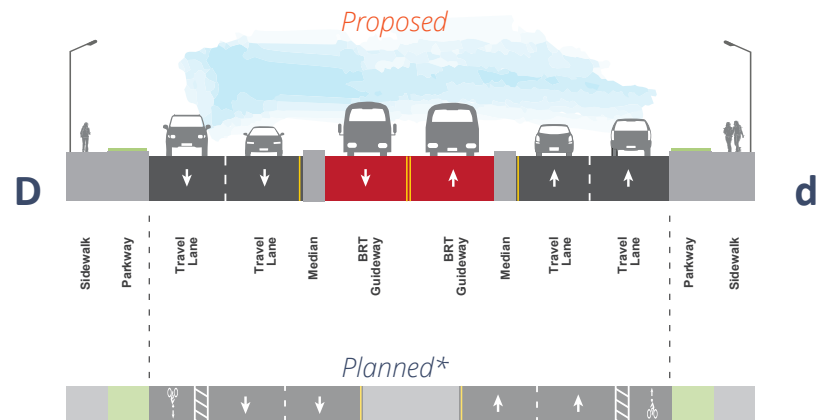
Carroll Canyon Rd

Figure 3-12. Reconfigured Cross-Sections for Carroll Canyon Rd

Note: Cross-section shown is taken at most constrained or complex location within the segment limits. Cross-sections for remainder of segment will vary. Dimensions shown are conceptual and used for feasibility assessment only. Landscaping depicted may require the formation of a Maintenance Assessment District (MAD). Lane colors are for illustrative purposes only and do not necessarily indicate pavement marking color or pattern. For a complete list of studied corridors and cross-sections, refer to the Mobility Technical Report.

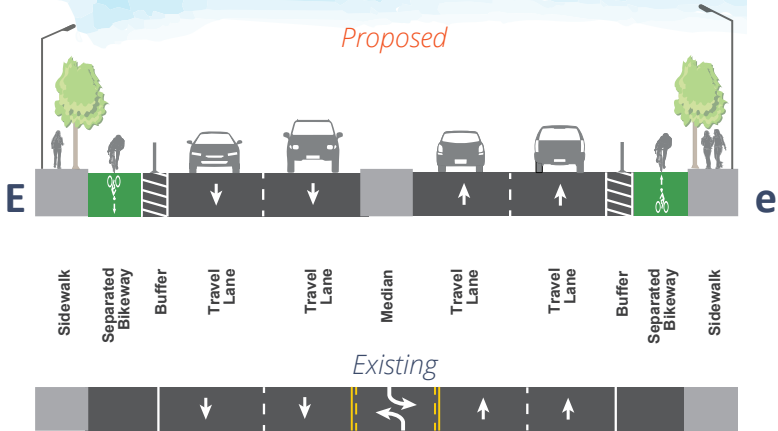


Maya Linda Rd to Black Mountain Rd



* Planned roadway cross-section per Stone Creek Master Plan Area. Note: Class IV Bikeways will be rerouted to Maya Linda Rd where available right-of-way is wider.

Black Mountain Rd to I-15



2. Streets Policies

3.27 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.

3.28 Street Classifications. Construct and improve the street network to the classifications identified in [Figure 3-4](#) as roadways are resurfaced, improved, or right-of-way becomes available.

3.29 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.

3.30 Street Reconfigurations. Reconfigure the streets identified in [Figures 3-5 through 3-12](#) 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.

3.31 Primary Streets. Prioritize vehicular connectivity and operations on primary roadways, such as Miramar Rd, Mira Mesa Blvd, and Carroll Canyon Rd, that connect to the regional freeway network.

3.32 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.

3.33 Intersections. Implement focused intersection improvements (e.g., geometric design, signs, signals, pavement marking enhancements) to improve safety and operations for all modes of travel.

3.34 Carroll Canyon Rd. Coordinate with SANDAG, MTS, and Caltrans, and adjacent property owners

to construct the Carroll Canyon Road extension through the 3Roots and Stone Creek Master Plan areas with an integrated BRT line.

- a. Make enhanced physical and operational improvements to ensure efficient movement for all modes of travel.
- b. Consider the formation of a Maintenance Assessment District (MAD) along Carroll Canyon Rd to fund the landscape maintenance along the right-of-way.

3.35 Miramar Rd. Coordinate with property owners prior to buildout of the 6-lane major classification along Miramar Road. Truck access should be studied prior to implementation of proposed medians in consideration of Prime Industrial uses along the roadway.

3.36 Inter-Agency Coordination. Coordinate with SANDAG, MTS, and Caltrans on ongoing transportation planning and infrastructure implementation efforts.

G. Curbside and Parking Management

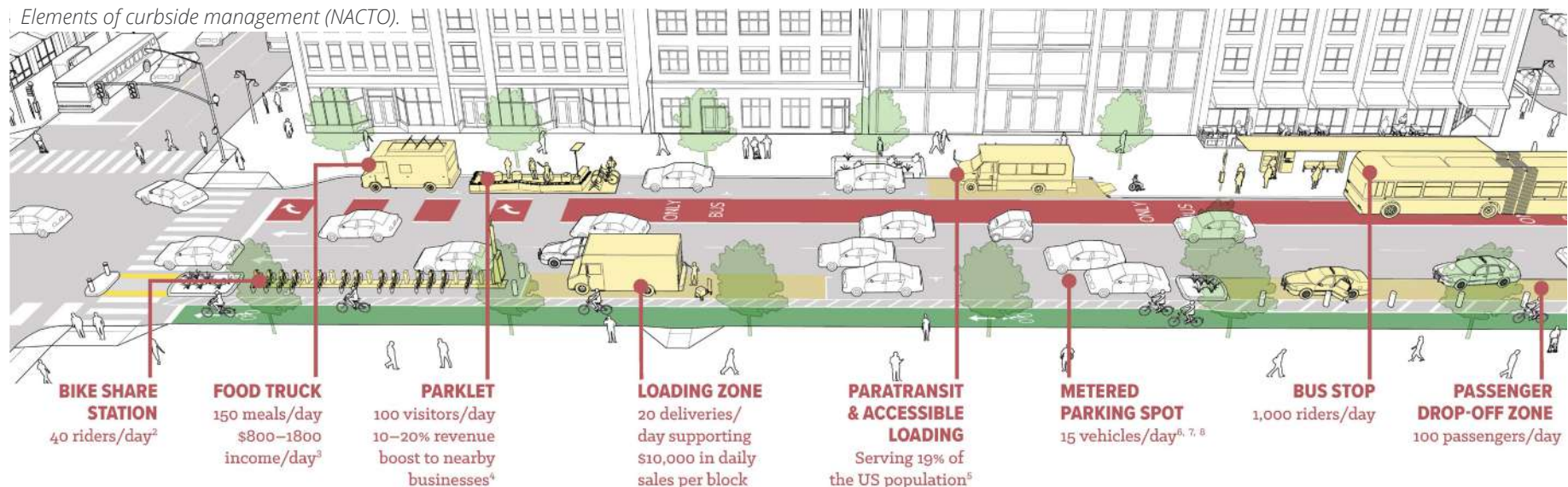
Ride-share services and micro-mobility devices, as well as a growing trend in e-commerce that requires frequent delivery of goods, have all increased the demand for curb space. To safely and efficiently accommodate these growing and competing needs for curb space, the Community Plan proposes broad policies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

1. Curbside and Parking Management Policies

3.37 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 oversized vehicles in high-demand areas such as mixed-use, multi-family residential, commercial, and employment centers. This could include the creation of a community parking district, shared parking solutions,

demand-based pricing, and time limit parking, among others strategies.

3.38 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 Rd, Mira Mesa Blvd, 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.





A current example deployed across Mira Mesa is the use of adaptive signal control technology that 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 City wide 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 with 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.

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.

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

3.41 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.

H. Intelligent Transportation Systems

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.

1. Intelligent Transportation Systems Policies

3.42 Inter-Agency Coordination.

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.

3.43 Implementation. 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

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 SOV trips, and the associated vehicle miles traveled, TDM 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 provides TDM incentives for employees and residents within Mira Mesa.

1. Transportation Demand Management Policies

3.44 Shared- and Micro-Mobility.

Work with public and private entities, such as employers, institutions, and public agencies to encourage the expansion of shared- and micro-mobility programs and stations, such as 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.


3.45 Development Amenities.

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 ride-share, car/vanpool, and shuttle services, as well as flexible scheduling/ telecommuting opportunities for employees.

3.46 Private Parking. 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, and preventing the oversupply of parking and encouraging the use of alternative modes of transportation.



Encourage the expansion of shared-mobility programs to manage transportation demand (SANDAG).



4: Public Services, Facilities, and Safety

- A. Introduction
- B. Vision and Goals
- C. Public Facilities and Services
- D. Safety

A. Introduction

The Public Services, Facilities, 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 decision-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 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 libraries 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.



San Diego Fire Station #44 in Mira Mesa



San Diego Miramar College in Mira Mesa



PUBLIC SERVICES, FACILITIES, AND SAFETY GOALS:

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

- 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; and
- A healthy, safe, and livable community that reduces the risk posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperature.



San Diego Public Library Mira Mesa Branch

C. Public Services and Facilities

Existing and planned public services and facilities are shown in [Figure 4-1](#).

1. Police

The City provides police services 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.

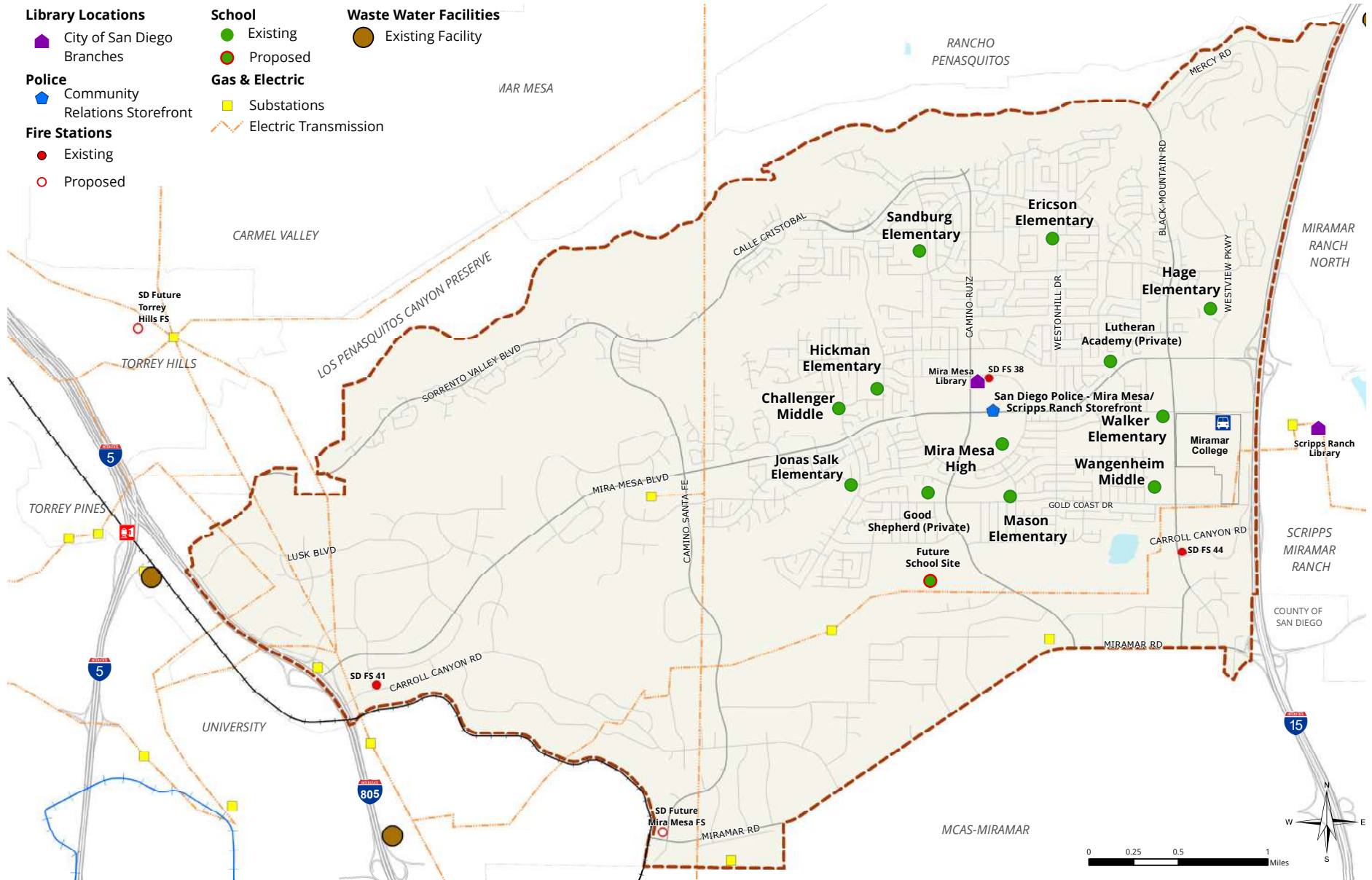
3. Libraries

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 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 Area.

Figure 4-1. Existing and Planned Public Services and Facilities



5. Water, Sewer, & Storm Water Infrastructure

The Public Utilities and Engineering and Capital Projects Departments' Capital Improvement Program Guidelines and Standards provide the framework for the design and construction of new water and sewer facilities and address sewer conveyance and treatment capacity, and 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. Public Services and Facilities Policies

4.1 Community Engagement.

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

4.2 Police.

Support the operation of a police storefront within Mira Mesa.

4.3 Fire stations. Support the construction of a fire station near Camino Santa Fe and Miramar Road or at another location determined by the San Diego Fire and Rescue Department.

4.4 Libraries. Support the library expansion and/or development of a new library to accommodate the growing community population.

4.5 Schools. Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve Mira Mesa students as needed. Work with the school district to transform school facilities in Mira Mesa into neighborhood focal points with a strong image and identity.

- a. Coordinate school facility planning with residential development to assure that permanent core facilities will be available to accommodate the increased student population without overcrowding.

- b. Continue to pursue additional opportunities for potential school sites within the Carroll Canyon area, including but not limited to land designated for non-residential uses.
- c. Support the siting of a school within the Stone Creek Master Plan Area, should SDUSD choose to build one, based on the SDUSD enrollment needs (refer to the Stone Creek Master Plan Area).
- d. Encourage the collaboration of San Diego Unified School District and other educational centers, such as Miramar College, for siting school facilities.



Mira Mesa Police Station



San Diego Fire Station #38 in Mira Mesa



Mira Mesa Community Park

- e. Pursue joint use agreements for community use of school facilities during non-school hours for educational, recreational, and cultural purposes.
- f. Partner with local institutions and businesses to provide career technical education work-based opportunities for students.
- g. New development should be adequately buffered from existing school sites, such as with landscaping, grade separation, or streets. School access to open space canyons should be provided, where feasible.
- h. Design of residential development in the vicinity of elementary schools should incorporate safe and direct multi-modal access for students (Safe Routes to School Programs) and avoid the crossing of major streets wherever possible.
- i. Encourage the construction of multi-story school facilities where aligned with California Department of Education school facility requirements.

- j. Encourage the establishment of public schools in the community's mixed-use villages.

4.6 Under-grounding Utilities.

Work with utility providers to accelerate the under-grounding of overhead communication lines and electrical distribution lines within residential neighborhoods. 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 sources of air pollution that affects Mira Mesa. Air pollution diminishes as the distance from freeways 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 the community's 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. Safety Policies

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

4.8 Caltrans Rights-of-Ways. 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.

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

4.10 Fire Zones. Protect neighborhoods from unreasonable risk of wildfire within very high fire hazard severity zones.

- a. Maintain ongoing brush management within the City-owned open space to minimize the risk of structural damage or loss due to wildfires.

- b. Acquire, modernize, and/or replace firefighting equipment to meet the needs of the community for canyon and open space firefighting capabilities.

- c. Promote wildland fire preparedness education for residential households.

4.11 Fire-Resistant Design.

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.

- a. Locate, design, and construct future development to provide adequate defensibility and minimize the risk of structural loss from wildland fires.
- b. Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge lines, etc.).
- c. Minimize flammable vegetation and implement brush management best practices in accordance with the Land Development Code.



5: Historic Preservation

- A. Introduction
- B. Vision and Goals
- C. Pre-Historic and Historic Context
- D. Resource 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 within a Historic Context Statement, Historical Resource Reconnaissance Survey and a Cultural

Resources and Sensitivity 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 the communities, and

contribute to the City's economic vitality through historic preservation.

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.

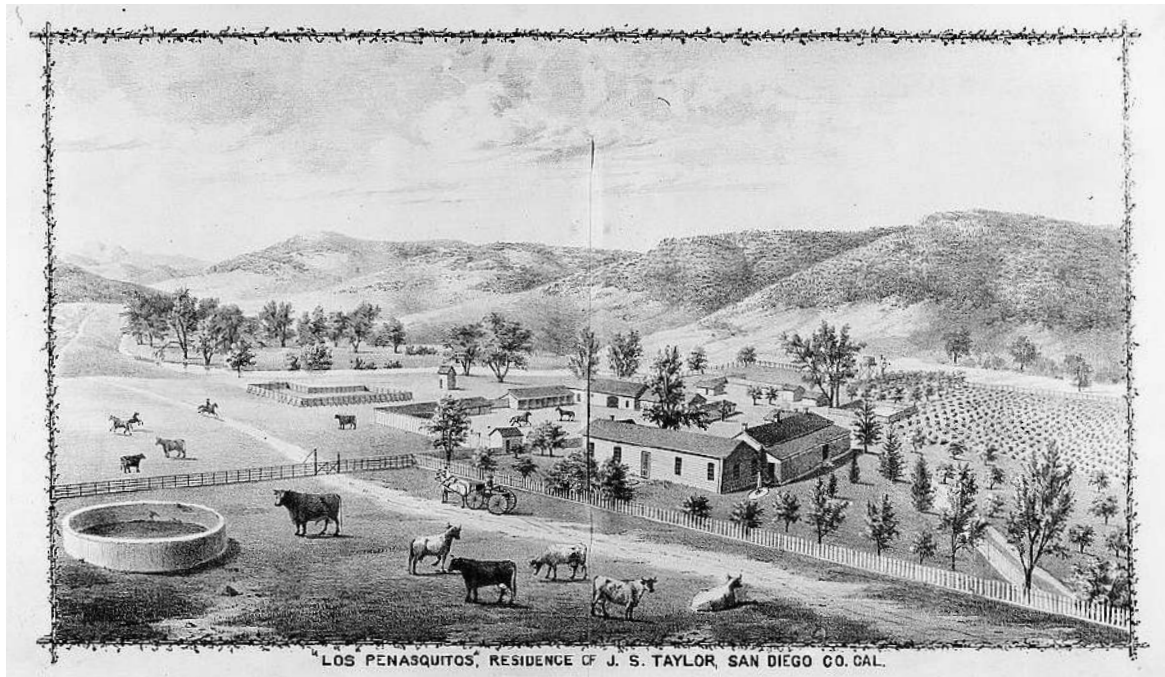
1. Tribal Cultural History

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

HISTORIC PRESERVATION GOALS:

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

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



General View of "Los Peñasquitos" Residence of J.S. Taylor, San Diego, CA, published 1883 (Historic American Buildings Survey, HABS CA-2072, Library of Congress)

northern Baja California, Mexico. 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 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.

Mining operations located in the eastern portion of Carroll Canyon beginning in the 1950's. Quarries operated by the H.G. Fenton Materials Company and the CalMat Company supplied construction materials during San Diego's rapid development period. The CalMat quarry

at Black Mountain Road was acquired by the Vulcan Materials Company in 1999 and continues to supply construction materials such as aggregates and asphalt paving products.

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 (today's MCAS Miramar) 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



Aerial showing Camp Kearney (Miramar) and Hourglass Field, 1956 (militarymuseum.org 2020)

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 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.

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,



Aerial showing Mira Mesa's 1970s development, 1974 (UCSB 2020)

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 1970s 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 II.

In addition to civic and institutional development, recreational and commercial properties were built to facilitate residential and educational 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.

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 and multi-family homes, duplexes, educational facilities, libraries, churches, parks, recreation centers, shopping centers, strip malls, bowling alleys, movie theaters, and ice-skating rinks. This theme also includes industrial and warehouse buildings.

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



Miramar College, 1976 (Miramar College Pinterest 2020)

MIRAMAR COLLEGE 1976

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 homes, 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)

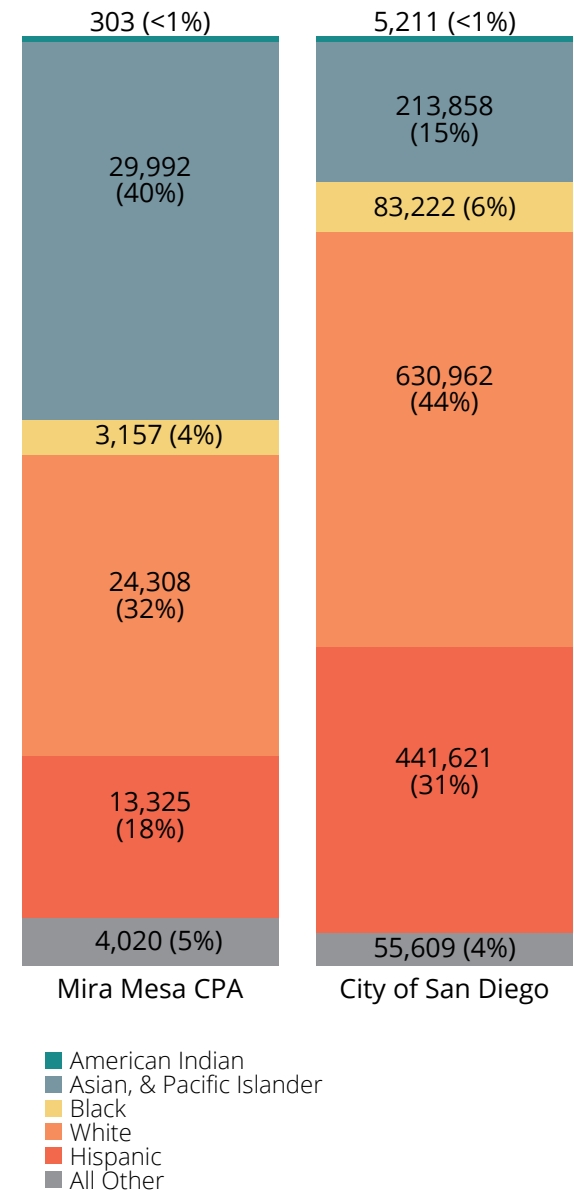
During this period, Mira Mesa became a community with greater ethnic and racial diversity with a notable growth of its Filipino community, present since the 1970s. By the 1990 census, Mira Mesa's total population was approximately 62,500 and White, non-Hispanic was the largest population group at 60 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, as shown in Figure 5-1, Mira Mesa has a higher percentage of Asian-Pacific Islanders as of the 2020 census. 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 and Sensitivity 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

Figure 5-1. Demographic Comparison between CPA and City, 2020 SANDAG Estimates



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 and 5 multicomponent (four resources were unable to be classified due to incomplete site forms). Seven historic addresses have also been documented. 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,

MIRA MESA HOMES

FOURTH UNIT NOW OPEN



Two Bedrooms

\$15,995

Low Down



Three Bedrooms

\$19,950

Low Down



Two Bedrooms

\$18,500

Low Down



Four Bedrooms

\$20,995

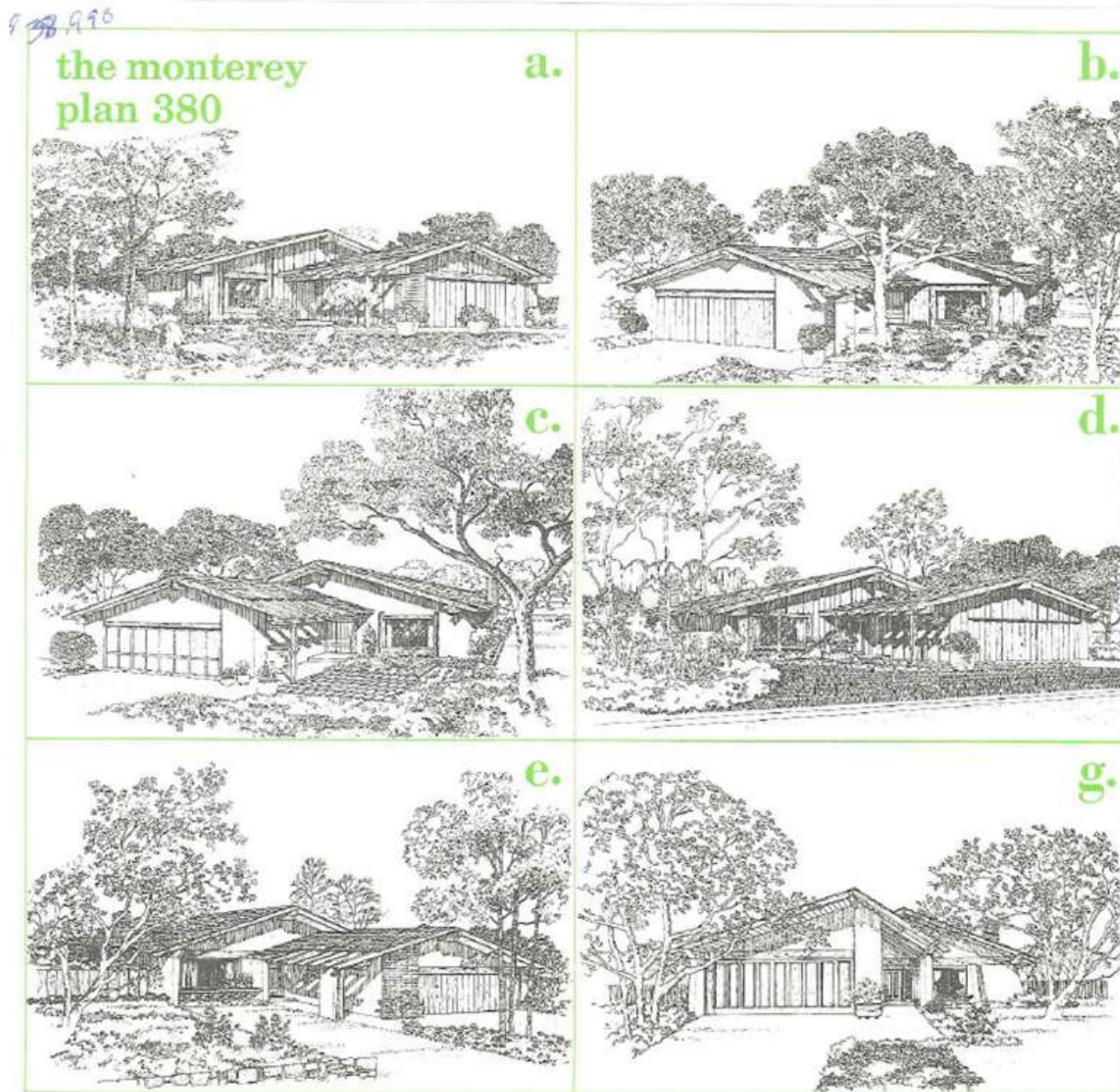
Low Down

Advertisement for Mira Mesa Homes from 1970 (SDU Jan. 4, 1970)

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 this plan's adoption, there were no designated historic resources located within the Community Plan due in part to the community's relatively recent development. However, there are designated historical resources



Elevations and details subject to change without notice.

Larwin Plan Book showing the Monterey plan options (The Larwin Group 1973)

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 Community Plan Area, three of them have been previously evaluated by the National Register of Historic Places (NRHP) for listing, 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.

1. Historic and Resource Preservation Policies

5.1 Native American Consultation.

Conduct project-specific Native American consultation early in the discretionary 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 Cultural Investigations.

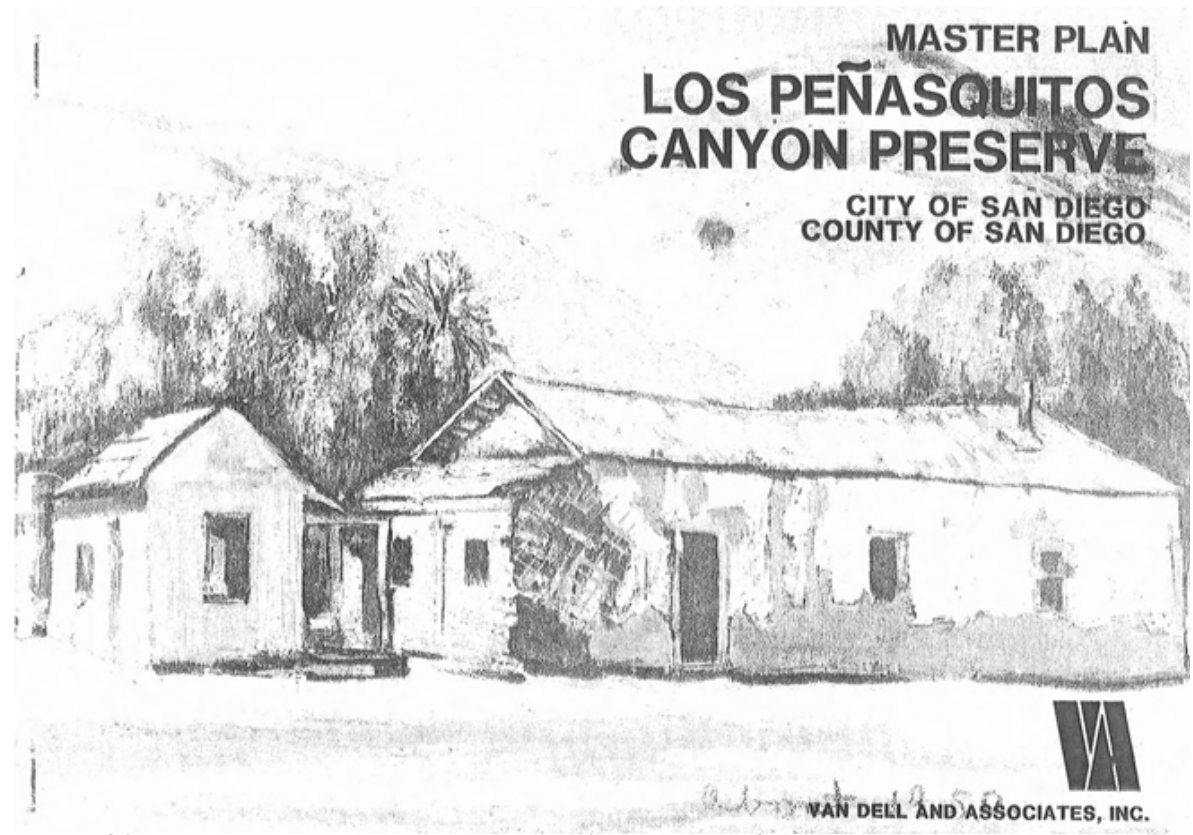
Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant

tribal cultural and archaeological resources.

5.3 Mitigation. Ensure adequate data recovery and mitigation for adverse impacts 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 Significant Sites. 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



Cover of the Los Peñasquitos Canyon Preserve Master Plan, 1998 (City of San Diego 1998)

of future development within Mira Mesa, and refer sites to the Historical Resources Board for designation as appropriate. Consideration should be given to sites identified by the Cultural Resources Constraints and Sensitivity Analysis as having been previously evaluated as eligible for listing.

5.5 Significant Properties (Historic Period). Identify and evaluate properties within Mira Mesa for potential historic significance, and refer properties found to be potentially eligible to the Historical Resources Board for designation, as appropriate. Consideration should be given to the properties identified in the Study List contained in the Mira Mesa Community Planning Area Historic Context Statement and Survey.

5.6 Reconnaissance Survey. Complete a Reconnaissance Survey of the un-surveyed 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 Tier 1 Communities. 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 Tier 2 & 3 Communities. Due to their low sensitivity, implement an exemption for the residential Tier 2 and 3 Communities identified by the Focused Reconnaissance Survey from the requirement for a site-specific survey for identification of a potential historical building or historical structure under San Diego Municipal Code Section 143.0212.

5.9 Pan-Asian. 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.

5.10 Life Science. 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.

5.11 Education. Promote opportunities for education and interpretation of 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.



6: Parks, Recreation, and Open Space

- A. Introduction
- B. Vision and Goals
- C. Park Development, Preservation, and Access
- D. Open Space, Trails, and Resource Protection
- E. Coastal Zone

A. Introduction

The Parks, Recreation, and Open Space Element provides the vision, goals, and policies for the provision of parks, recreation 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 recreation facilities, identify new opportunities, 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 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. In particular, the Community Plan encourages, via incentives and supplemental development regulations, new opportunities for parks and recreation in new and redeveloped residential projects.



The City's system of parks plays an important role in the physical, mental, social, and environmental health and well-being of the residents of Mira Mesa.



Example of a pocket park



Example of an ancillary pathway

PARKS, RECREATION, AND OPEN SPACE GOALS:

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

- 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; and
- 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 the participating



Mini Parks are small, highly accessible parks near residential areas with features, such as picnic areas, play areas, and multi-purpose turf areas.

agency or school (such as the San Diego Unified School District or Mira mar College). 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 manufactured features (beaches, canyons, river parks, habitat systems, lakes, historic sites, and

cultural facilities) and are intended to serve the City wide population, as well as visitors.

- **Open space lands** are generally 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-friendly environment that offers people more places to walk, bike, play, recreate, and socialize.

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 ancillary pathways, 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.



Linear parks may be appropriate for satisfying some of the community's population-based park needs.

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. 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.

Figure 6-1. Existing and Planned Parks, Recreation, and Open Space

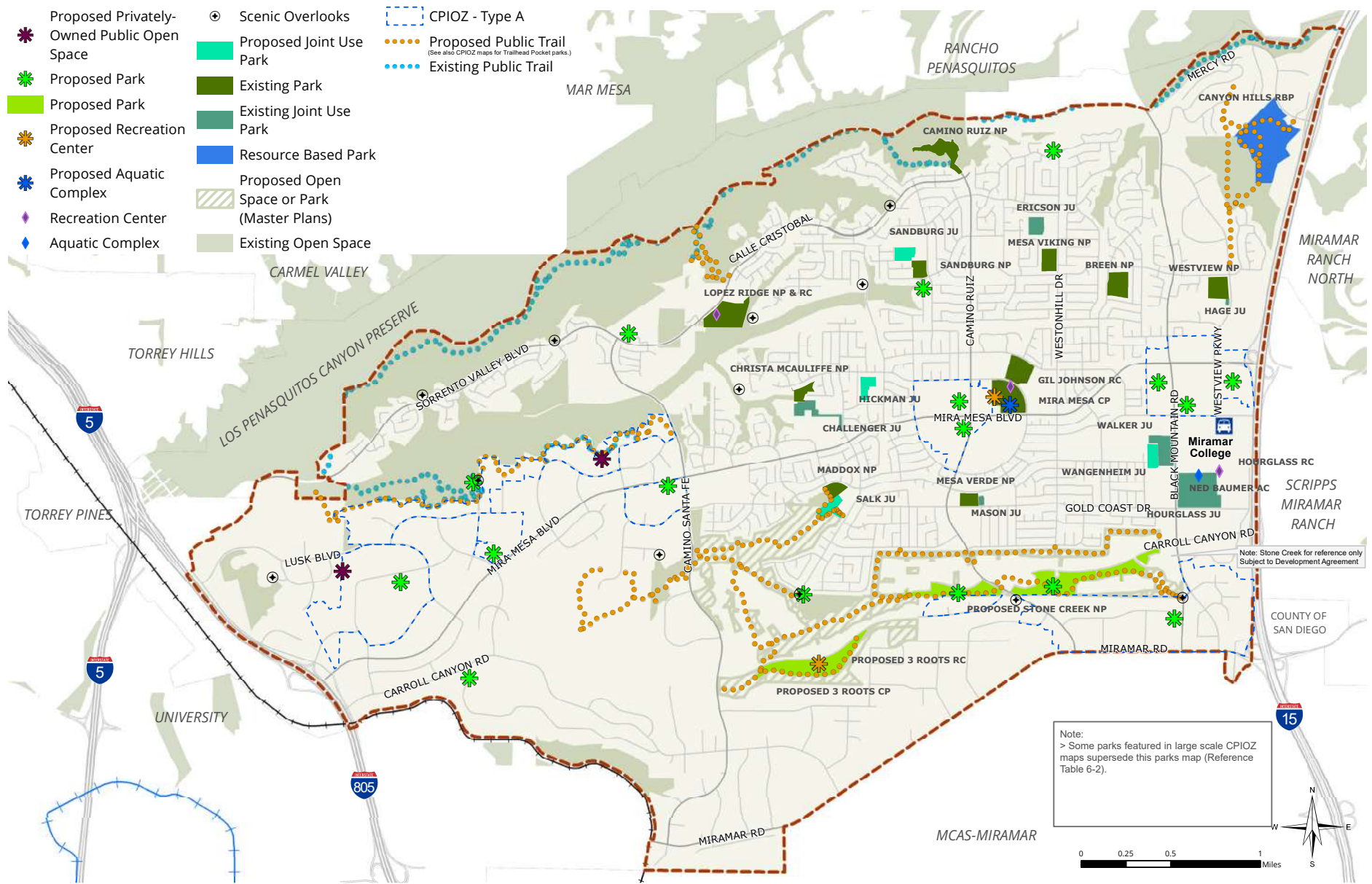


Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
Recreation Centers							
1	Gil Johnson (Mira Mesa Recreation Center)	Volleyball and basketball court, kitchen, rooms for meetings and crafts.	Approved General Development Plan (GDP).			10,810 SF	17,000 SF
2	Mira Mesa Community Park Recreation Center	Location adjacent to existing Gil Johnson rec center and the proposed Mira Mesa Community Park Aquatics Complex.	Approved General Development Plan (GDP). Per Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include expansion by 5,000 square feet.				
3	Hourglass Field House	Hourglass Field House (50,000 SF) located at Miramar Community College. Of the 50,000 SF, only 20,000 SF is assigned to the city. Game room, table tennis, board games, arts & crafts; 3 meeting rooms; gym with 2 full courts; dance classroom with mirrors.	Design and uses are per joint-use agreement. Per Parks & Recreation Unfunded Park Improvements List, design and construction of a shade structure over the play area and installing doors at gymnasium are desired to further community use of the facility.			20,000 SF	
4	Lopez Ridge Recreation Center	Lopez Ridge Recreation Center has meeting rooms available for rent, and there are restrooms.	Small, yet valued recreation building.			2,590 SF	
5	Verne Goodwin Mira Mesa Senior Center	Approximately 3,672 square feet senior center, located at 8460 Mira Mesa Blvd. in Mira Mesa Community Park and is owned by the City of San Diego and operated by Special Use Permit to a non-profit. Programs include recreational, educational, cultural, and social services programs and activities.	Facility repairs and renovations are planned, including a new roof, skylights, heating, ventilating, and air conditioning (HVAC), plumbing, electrical, paint, and plaster.			3,672 SF	
6	Mira Mesa Epicentre Building	A 5,600 square foot building at 8450 Mira Mesa Blvd, in Mira Mesa Community Park, has provided teen-focused services and programming in Mira Mesa.	Currently closed, there are plans for re-investment, including building repairs and renovations.			5,600 SF	
7	Future Recreation Center at 3Roots (Name TBD)	A new Recreation Center (17,000sf) is proposed to be built on land deeded to the City within 3Roots Community park (17,000sf).	Approved General Development Plan (GDP) for 3Roots Community Park shows location set aside for future rec center.				17,000 SF
8a	Future Recreation Center	Approximately 17,000 SF new recreation center.	Location is to be determined, based on available lands and could potentially be located in existing neighborhood park(s), on a park acquisition site, or in a CPIOZ site.				17,000 SF

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
8b	Future Recreation Center	Approximately 17,000 SF new field house or recreation center.	Location is to be determined, based on available lands and could potentially be located in existing neighborhood park(s), on a park acquisition site, or in a CPIOZ site.				17,000 SF
Aquatic Centers							
9	Ned Baumer Aquatic Complex	A joint use facility with the Miramar Community College, consists of 3 pools, and is shared with Scripps Ranch (36%).	Per joint-use agreement.			0.64 acres	
10	Mira Mesa Community Park Aquatic Complex	Per approved General Development Plan (GDP) for Mira Mesa Community Park.	Single pool and aquatic center building.				1.00 acre
11	Future Aquatic Complexes	Locations to be determined for use by the Mira Mesa Community, or in conjunction with adjoining communities, such as University or Clairemont.	Strategies for sites: develop a pool co-located with adjacent communities; co-locate in cooperation with a joint-use agency partner; and build on a potential acquisition site.				1.84 acres
Community Parks (13+ Acres)							
12	3Roots Community Park	Active recreation with (4) ballfields, (3) overlapping soccer fields, (3) restroom buildings/(2) with concessions, (2) playgrounds, off-leash dog areas, hard courts/basketball, (5) picnic structures, (5) shade structures, amphitheater, parking, and maintenance yard. Pad for future rec center.	Approved General Development Plan (GDP).		909.0		25.83 acres
13	Mira Mesa Community Park	North of new Salem (4) soccer/ ballfields, concessions building, play area, multi-purpose turf, picnic facilities, parking lot. South of New Salem: (3) multipurpose/soccer fields, new rec center with restroom / concessions, (2) playgrounds, lighted basketball, skate plaza, picnic facilities, and parking. Future rec center and aquatics complex.	Approved General Development Plan (GDP). Per Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include upgrades to field lighting. The addition of Musco-style sports lighting is proposed for the 4 northerly ballfields, to allow greater use of the facility.	847.0	52.5	29.20 acres	
14	Stone Creek Central Park	Planned park based on Stone Creek Master Plan Area. Facilities and program to be determined through General Development Plan (GDP) public process. Active and passive recreation facilities, potentially including a restroom building.	No General Development Plan (GDP); process would follow initiation of Stone Creek development.		486.0		22.41 acres

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
Neighborhood Parks (3 to 13 Acres)							
15	3Roots Routes District Neighborhood Park	Neighborhood park within the 3Roots neighborhood, a Privately Owned Public Open Space (POPOS). Site-specific arts, "Hammockland," play swings, and terraced seating – along with multipurpose turf field and children's playground.	Illustrative plan with uses is shown in approved - 3Roots San Diego MPDP – dated 7-16-2018; Figure 10-3. Park will be shared with the public per a Recreation Easement. (*By City standards, mini park would be the designation.)		88.9		3.33 acres
16	Breen	Park is named in honor of Ellen R. Breen, "The Dean of Principals". Features include restroom, Plaza of Flags, basketball, par fitness course, play areas, multi-use sport field, DG walking path, gazebos/picnic facilities, and parking lot.	Per Parks & Recreation Unfunded park Improvements List, design and construction of a shade structure over the play area is desired. Consider new trees to shade parking. Potential features could include fitness stations, bocce court(s), and features that provide additional capacity.	308.0	73.5	9.90 acres	
17	Camino Ruiz	Features include restroom & concession building, multi-use sport field, play areas, Pétanque court, walk-in Sun Dial, basketball, gazebos/picnic facilities, canyon-edge walking path with scenic overlooks. Hiking Trail entrance to Los Peñasquitos Ranch House Museum and parking.	Per Parks & Recreation Unfunded park Improvements List, security improvements, a shade structure over the play area, and enhancements to the shade structure are desired. Additional features that could add recreation capacity include fitness stations, small off-leash dog area, added play area, pickleball, and community garden plots.	322.0	77.0	10.27 acres	
18	Lopez Ridge	Lopez Ridge has a large covered patio, SDP&R manager's office, lighted basketball courts, multi-use sport fields, par fitness course, shaded play areas, walking path with scenic canyon overlook, and parking. Trail entrance to Lopez Canyon.	On the edge of Lopez Canyon, this park functions a bit like a small community park in that the park does programming and has a meeting center. Potential added features could include play areas, picnic facilities, gazebo, splash pad, Pétanque/bocce court, and pickleball court.	270.0	87.5	8.38 acres	
19	Christa McAuliffe Neighborhood Park (formerly Winterwood lane park)	Park is adjacent to Challenger Middle School joint-use park (see below). Amenities include play area, picnic facilities, a multi-use turf area for programming/permitting, and paths to the adjacent neighborhood and the joint-use field.	According to Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include security lighting and design/construction of shade structure over the play area. Future additions could include small off-leash dog area, expanded picnic facilities with gazebo, pickleball, and fitness stations.	48.0	56.0	3.05 acres	

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
20	Maddox	Neighborhood park with large shaded play area, picnic facilities, a multi-use turf area for programming and permitting, and an off-leash dog area. Potential future joint-use park at Jonas Salk Elementary.	Approved General Development Plan (GDP) calls for dog park improvements with shade sails, agility equipment, community bulletin board and new shade trees. Potential features to increase park capacity could include play areas, picnic areas/gazebos, a ball court, and interactive play elements.	224.0	59.5	4.50 acres	
21	Mesa Verde	Park is adjacent to Mason Elementary School joint-use park (see below). Amenities include play area, picnic facilities, two basketball courts, and a multi-use turf area for sports and events.	Design and construct a picnic shelter at the picnic area near the playground. Per Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include design/construction of a restroom building, a shade structure at picnic /play area, a shade structure on the play area, and security lighting.	201.0	49.0	4.70 acres	
22	Mesa Viking	Amenities include a central play area, picnic facilities, and a multi-use turf area for sports and events. Park is adjacent to Ericson Elementary School joint-use park (see below).	According to Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include design/construction of shade structure. While keeping some multi-use, passive-use turf, consideration could be the inclusion of additional amenities/features, i-use passive turf, such as half-court basketball or playground area.	256.0	56.0	6.60 acres	
23	Salk	General Development Plan (GDP) shows restroom, play area, shade sails, native garden, parking, multi-purpose turf area and access to adjacent Salk joint-use area.	Approved General Development Plan (GDP), done in concert with Salk joint-use park, calls for elliptical multi-use turf area, 2 play areas with shade sails, human sundial, amphitheater, native garden, butterfly garden and parking lot.	42.0	256.0		4.10 acres
24	Sandburg	Park is adjacent to Sandburg Elementary School. Amenities at Sandburg include two play areas, picnic tables, and sloping multi-use turf areas at its periphery. Due to water conservation measures, the central lawn irrigation was turned off; in future, this 1.3-acre central area could have future recreation facilities to serve the community.	A low water-use design solution that would activate the central area would bring more recreation to the park, and per Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include picnic shelters, shade structure and developments to the unfinished portions of the park. Potentially could have basketball, small hardcourt, and fitness circuit.	140.0	42.0	4.84 acres	

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
25	Stone Creek Westside Gardens	Planned park based on Stone Creek Master Plan Area. Facilities and program to be determined through General Development Plan (GDP) public process. Active and passive recreation facilities.	A future General Development Plan (GDP) public process would follow initiation of Stone Creek development.		325.0		4.78 acres
26	Westview	Neighborhood park adjacent to Hage Elementary with two turf and skinned infield ballfields, large play area with shade sails, gazebo, restroom building, picnic facilities, and parking lot.	Per Parks & Recreation Unfunded Park Improvements List, improvements to further community use of the facility include completion of the undeveloped portion of the site, including a shade cover, nature exploration playground, and other active or passive play features.	252.0	17.5	7.25 acres	
Mini Parks (1 to 3 acres)							
27	3Roots Canopy District Neighborhood Park	Neighborhood park within the 2Roots neighborhood, a Privately Owned Public Open Space (POPOS). Multipurpose turf field, picnic area with shelter, and "Pipedream Park."	Illustrative plan with uses is shown in approved - 3Roots San Diego MPDP – dated 7-16-2018; Figure 10-4. Park (not including private-use aquatics) will be shared with the public per a Recreation Easement.		85.6		1.73 acres
28	Calle Cristobal Natural Park	Passive-use park on City-owned land. Currently designated as MHPA, this section of the parcel is mostly disturbed vegetation, and passive recreation facilities that are compatible with City of San Diego Subarea Plan guidelines.	Passive-use recreation facilities could include a looping 4-ft. wide d.g. path, seating/overlooks, environmental education displays, native plant restoration, butterfly/wildlife garden, and pedestrian/service entrance.		77.5		1.58 acres
Pocket Parks and Trailhead Pocket Parks (<1 acre)							
29	Calle Cristobal Trailhead Pocket Park	Improved picnic facilities, walking path, interpretive and educational signs, lookout points, seating and potentially public art.	Expanded and new facilities that would be associated with the Planned Calle Cristobal Trail could increase use; a future General Development Plan (GDP) could identify new facilities include exercise equipment, seating, stormwater capture/treatment, nature interpretive displays and/or public art.		70.9	0.25 acres	0.12 acres
30	Miramar Gateway Trailhead Pocket Park	Walking path, interpretive and educational signs, seating at small gathering area.	Acreage is approximate. Grading to get up to the Stone Creek Rim Trail could be accomplished in different ways; thus, acreage could be more.		12.3		0.25 acres
31	Parkdale Trailhead Pocket Park	Overlook and trail head marker/information panel.	Being built by 3Roots development, with trail improvements to Rattlesnake Canyon. Public recreation access by a Public Easement.		42.9		0.03 acres

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
32	3Roots North of Creek Pocket Parks	Dispersed multiple pocket parks in 3Root north of the creek.	Built by 3Roots development with trail improvements to Rattlesnake Canyon and creek. Public rec access by a Public Easement.		68.9		2.34 acres
33	3Roots South of Creek Pocket Parks	Dispersed multiple pocket parks in 3Roots south of the creek.	Built by 3Roots development, along with trail improvements to creek and to Carroll Canyon Rd. Public rec access by a Public Easement.		93.5		2.35 acres
34	Sorrento Peñasquitos Overlook Pocket Park	Areas outside of sensitive vegetation zones could be upgraded to allow for more cyclist use and encourage hiking to the viewpoint. Weave in education/interpretive panels in the site work.	Install improvements such as seating, native plantings, and other passive park features. Consider native plant restoration in disturbed landscape areas (outside of built features areas).		15.0		
35	Los Peñasquitos View Linear Park @Menkar	Facilities such as dog walking path, viewpoints, street stormwater vegetated swale, interpretive and educational signs, seating at small gathering areas.	Develop part of the street that has no homes on the north side with views north to Los Peñasquitos Regional Park. A future General Development Plan (GDP) could identify facilities such as exercise equipment, seating, stormwater capture/treatment, nature-based adventure play, and/or nature interpretive displays.		21.9		0.25 acres
36	Zapata Street Pocket Park	Small corner pocket park south of Sandburg Neighborhood Park – on City-owned land with canyon views. Park development would be on a portion of a larger parcel that includes a canyon and MHPA lands.	A future General Development Plan (GDP) could identify potential improvements such as play area, community gardens, off-leash dog area, picnic areas with shade element, picnic facilities, and seating areas. (Site is small, with no restroom or parking).		57.8		0.20 acres
Plazas							
37	3Roots "Routes Collective Plazas"	Plazas within the 3Roots neighborhood; Privately Owned Public Open Space (POPOS); kinetic art, art mural gallery, central water feature, catenary lighting, mobility station, community tables and heritage hub.	Illustrative plan vignette with uses is shown in approved - 3Roots San Diego MPDP – dated 7-16-2018; Figure 10-2. Plaza will be shared with the public per a Public Use Easement per 3Roots permit approvals.		67.9		1.20 acres
Joint Use Parks							
38	Challenger Middle School (M.S.)		Existing joint-use agreement with SDUSD.	165.0		7.09 acres	
39	Ericson Elementary School (E.S.)		Existing joint-use agreement with SDUSD.	140.0		5.44 acres	

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
40	Hage E.S.		Existing joint-use agreement with SDUSD. (SDUSD portion 0.25 acres; Westview park portion 3.15 acres).	0.33		0.25 acres	
41	Hickman E.S.		Future joint-use agreement with SDUSD.		97.3		2.70 acres
42	Hourglass Field Community Park	Hourglass Field Community Park and Field House is a joint-use facility with the City of San Diego Park and Recreation Department and the San Diego Community College District, at Miramar Community College.	Existing joint-use agreement with Miramar Community College.	581.0		31.00 acres	
43	Mason E.S.		Existing joint-use agreement with SDUSD.	42.0		1.12 acres	
44	Salk E.S.		Joint-use agreement with SDUSD. Points included in Salk neighborhood Park.				4.10 acres
45	Sandburg E.S.		Future joint-use agreement with SDUSD.		49.4		3.05 acres
46	Walker E.S.		Existing joint-use agreement with SDUSD.	42.0		1.88 acres	
47	Wangenheim M.S.		Existing joint-use agreement with SDUSD.	217.0		6.60 acres	
Trails Citywide Trails Master Plan will comprehensively plan trail(s) and open space park(s) planning in compliance with MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans before being formally proposed for City evaluation and funding. See Parks Master Plan policies PP10, CSR25 and RP5. See Note #6.							
48	3Roots/ Parkdale Trail	Approximately 1.5-mile trail segment that would connect Maddox Park and Salk Elementary with the canyon and connect to the Parkdale Trailhead Pocket Park – creating a loop path.	Pocket park trail improvements by 3Roots, including signage, trail, railing and connection to Rattlesnake Canyon trail.		7.0		Approx. 1.50 miles
49	Calle Cristobal Trail	Approximately 0.65-mile of existing official trail. Approx. 1.23 miles of trails that are proposed (0.5 mile of existing unofficial trails and 0.47 mile of trails to be constructed).	Coordination to occur between Park and Recreation, who proposes the trail building, and MSCP /MHPA reviewers with appropriate monitoring/ permitting. No major structural facilities are proposed, just trail building, possible puncheon bridge, and sensitive vegetation pruning.		14.0		Approx. 1.23 miles
50	Canyon Hills Regional Park Trail	2.25 miles of trail in this resource-based park.		28.0	7.0		Approx. 2.25 miles

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
51	Carroll Creek Trail	Approximately 1.5-mile trail along restored Carroll Canyon Creek that is part of the 3Roots development. Creek/trail maintenance is private, but trail will be publicly accessible through access agreement.	Only trail improvements per City MHPA trail standards in this sensitive MHPA segment. Trail connects with the community park and to points east at Stone Creek.		21.0		Approx. 1.50 miles
52	Flanders Canyon Loop Trail	Approximately 1.30 miles of proposed trails; some of the trail areas have existing unofficial use.	Public access would need to be granted to cross private properties on both sides of Mesa Rim Rd.		14.0		Approx. 1.30 miles
53	Miramar Gateway Trail (Black Mountain to Rim Trail)	Small but important 0.18-mile trail segment connecting the community to the Rim Trail at Stone Creek with an access path from Black Mountain Rd.	A trailhead pocket park on Black Mountain is identified above.		5.0		Approx. 0.18 miles
54	Rattlesnake Canyon Trail	A 0.82-mile trail segment that connect to the 3Roots/ Parkdale Trail as part of a loop path.	Only trail improvements per City MHPA trail standards in this sensitive MHPA segment.		7.0		Approx. 0.82 miles
55	Sorrento Los Peñasquitos West Goat Trail and Pocket Park	At western entry of Los Peñasquitos Regional park, the trail leaves the regional park and is in Mira Mesa. Provide new trailhead pocket park facilities, such as wayfinding and interpretive sign/kiosk and seating.	West of parking lot entry, develop pocket park facilities, such as nature adventure play, seating, and interpretive elements (both historic and Kumeyaay).	33.3	14.0		0.81 acres
56	Sorrento Rim Trail	Approx. 0.62 mile gap in central portion of Sorrento Rim Trail, up-slope for Barnes Canyon Rd; trail segments may be privately owned and maintained with public access.	Obtain public access easements from property owners. Trail elements could include trailhead kiosk, seating, drinking fountain, and other trail/passive park features like native plant restoration.	35.0	7.0	Approx. 2.5 miles	Approx. 0.62 miles
57	Carroll Canyon Nature Promenade	Triangular City-owned parcels on each side of new roadway alignment. Along planned cycle track, these respites will have a native tree theme.	Considered a respite for active joggers and cyclists, this park has passive park features, but could also a group of exercise/stretching equipment and either public art or local geography interpretive features.		61.3		Approx. 0.75 acres
58	Stone Creek Rim Trail	Trail loop within the Stone Creek neighborhood; Privately Owned Public Open Space (POPOS). Goal is to connect down the slope to Miramar Gateway Trail.	Obtain public access easements from Stone Creek for public use of the loop and access to public. The future Stone Creek Neighborhood Park would have improved access with this trail connection.		28.0		Approx. 4.00 miles
59	Sorrento Peñasquitos Overlook Pocket Park	5892 Sorrento Valley Blvd. Areas outside of sensitive vegetation zones could be upgraded to allow for more park use and encourage hiking on the loop.	Install improvements such as seating, native plantings, and other passive park features. Consider conversion to native plantings.		54.3		0.75 miles

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title	Project Description	Recommendations	Existing Park Value Points	Planned Park Value Points	Existing Size	Planned Size
60	Lopez Canyon Trailhead Pocket Park	Redevelopment or enhancements of the existing trailhead and parking area at the northern terminus of Pacific Mesa Blvd.	Add fitness circuit, picnic facilities, trailhead kiosk, seating, drinking fountain and improve DG paths and planting.	4.38	49.0	0.67 acres	
Portions of Resource-Based Parks – areas that serve the community of Mira Mesa							
61	Canyon Hills Regional Park		Approved General Development Plan (GDP) calls for improvements that serve the community of Mira Mesa, including parking, walking paths and picnic facilities.	7.0			16.2 acres
62	Los Peñasquitos Canyon Preserve			42.0			
Village Area Recreation Facilities Park/recreation features required by CPIOZ Recreation Value points for CPIOZ areas is based on projected potential residential populations. Per CPIOZ Supplemental Development Regulations, all new residential or residential mixed-use development on a premises equal to or greater than 2 acres, or with a gross floor area equal to or greater than 75,000 square feet, shall satisfy Recreation Value Points on-site by providing a publicly-accessible park(s) and amenities.							
63	Mira Mesa Gateway parks	Build-out population 13,600	$13.6 \times 100 = 1360 \times 50\%$		680.0		
64	Mira Mesa Town Center parks	Build-out population 6,200	$6.2 \times 100 = 620 \times 50\%$		310.0		
65	Miramar Gateway parks	Build-out population 15,300	$15.3 \times 100 = 1530 \times 50\%$		765.0		
66	Sorrento Mesa parks	Build-out population 12,600	$12.6 \times 100 = 1260 \times 50\%$		630.0		
Overlooks at Mira Mesa Open Space Parks – areas that serve the community of Mira Mesa (*Denotes a series of sites)							
67*	Overlooks onto open space	Scenic overlooks from public viewpoints, such as street rights-of-way. (Key new locations are shown on parks Map that could have features such as markers, seating, educational signs, or other features.)	Consider system of community wayfinding/markers. Markers could include a system of QR codes that provide geolocation, biology, and/or geographical education points.	189.0	28.0		
Potential Parkland Acquisition Sites (*Denotes a series of sites; see Note #5)							
68*	Various private sites that have been analyzed for park planning.	Sites throughout the community that could offer new lands for future parks, with uses/amenities such as sport fields, playgrounds, picnic facilities, community gardens, off-leash dog areas, trails/walking paths, and other facilities to be determined at such time that park lands are acquired.	Evaluate the 6 sites for possible acquisition. Sites are identified on City Park Planning GIS map and in the Plan Appendix. Estimated Recreation Value points have been approximated.		668.0		17.24 acres

Figure 6-2. Existing and Planned Parks and Recreation Facilities Matrix (Continued)

Site	Project Title
Privately-Owned Parks and Recreation Sites Not mapped, not an all-inclusive list, and not counting toward Recreational Value. HOA parks, tennis, pools, and other PRIVATE facilities NOT accessible to the general public: no points awarded.	
-	3Roots private recreation center/ pool, plazas and parks
-	Allen Jones Park
-	Canyon Colony
-	Creekside Condominiums
-	Hourglass Park Apartments
-	IMT Sorrento Valley
-	Legacy Apartment Homes
-	Mesa View Pool
-	Mesa Village Recreation Center, Pools and multi-use parks
-	Mirabella
-	Stone Creek private rec areas
-	Verne Goodwin Mira Mesa Sr Center
-	Village Green
-	Wateridge HOA Walking Trails
2020 Population Statistics	
Total population:	77,935
Population / 1,000:	77.94
Recreation Value Points Goal, 100 points per thousand:	7,794
Current/existing Recreation Value Points:	4,435
Current Recreation Value Points future opportunities:	(-3,359)
Potential Buildout Population Statistics, Planned Potential Facilities	
Total potential 2050 population:	143,414
Population / 1,000:	143.41
Recreation Value Points Goal at 2050, at 100 points per thousand:	14,341
Plan Build-out Recreation Value Points (existing plus proposed):	11,200
Plan Build-out Recreation Value Points future opportunities:	(-3,141)

Notes:

1. Park sizes that are indicated in acreage are presented for reference only. Per the Parks Master Plan, Recreational Value Points are the measure for park planning. As development pursuant to the Community Plan progresses, existing and planned parks and recreation facilities will be scored.
2. For recreation centers, the size is indicated in square feet. For aquatic complexes, the measure is per each complex or a fraction thereof – consisting of a pool office/changing room building, the pool(s) and associated standard facilities inside the pool safety enclosure.
3. For further explanation of the City of San Diego park standards, including for recreation centers and aquatics complexes, see the Parks Master Plan Chapter 4, pages 57-61.
4. Recreational Value Points in CPIOZ areas are subject to change in accordance with amendments to Supplemental Development Regulations, as projects are processed over time.
5. Potential park land acquisition sites throughout the community that could offer new lands for future parks (Feature #68, above) are illustrated in the Appendix. Further study of these and/or other future sites is required to ascertain suitability and viability.
6. Future passive recreational uses and trails will be reviewed for compliance with the MSCP Subarea Plan and City's Environmentally Sensitive Lands (ESL) regulations, including the Biology Guidelines.
7. The locations of parks and recreational facilities within Stone Creek are for illustrative purposes only. The exact location of these facilities will be determined with adoption of a future master plan.

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. 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 westerly upper mesas.

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.

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

At full community development, the projected population for Mira Mesa is estimated to be 143,414 people. The community should have access to enjoy parks, recreational centers, and aquatic complexes per the following.



New parks and park amenities will be required of new developments in Urban Villages for public use either on private property or along rights-of-ways.

Parks

To meet the guidelines for a minimum of 100 Recreation Value-Base points per 1,000 residents, Mira Mesa's potential buildout population of 143,414 results in a need for 14,341 Recreational Value Points to meet General Plan park standards. For reference, the total recreation value points of existing facilities in 2020 is 4,435.

Recreation Centers

To meet the guidelines for a minimum of 17,000 square feet per 25,000 residents, Mira Mesa's potential buildout population results in the need for 97,240 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 5.7 recreation centers sized at 17,000 square feet each.

Aquatic Complexes

An aquatic complex serves a population of 50,000. To meet the aquatic center guidelines, Mira Mesa's potential buildout population results in the need for approximately 2.86 aquatic complexes to meet the General Plan standard.



Ned Baumer Aquatic Center is a joint-use facility with Miramar Community College.



Hourglass Field Community Park



Westview Park

3. Parks Policies

6.1 Future Park Sites. Pursue future park sites identified in [Figures 6-1 and 6-2](#). Seek other sites through private land acquisitions and on public lands.

6.2 Lease Agreements. Pursue lease agreements with private property owners and public agencies (e.g., San Diego Gas & Electric, San Diego Unified School District, Caltrans, and San Diego Community College District) 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 Land Acquisition. 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.

6.4 Existing Facilities. 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.

6.5 Special Activity Parks. 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, community gardens, and other unique uses.

6.6 Wayfinding and Signage. 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.



Consider special activity parks.



Pursue lease agreements with private property owners to incorporate active or passive recreation on surrounding grounds.

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. 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. 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



Various canyons, such as Lopez Canyons for example, define the community's boundaries and extend into and around neighborhoods and employment areas.

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, as shown in [Figure 6-3](#). 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, trailheads, 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 and support threatened and endangered species. Vernal pool sites remain and may be conserved or planned for conservation under the City's 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 and seniors, to engage in their surroundings and provides strategies to increase

the appeal of walking and biking as preferred modes of travel. Mira Mesa's network of trails for walking and biking offers 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



The Community Plan encourages everyone, especially youth as well as seniors, to engage in their surroundings.

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 Rd
- 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 paved 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" for more information).

3. Open Space Policies

6.7 Open Space Conservation.

Promote open space conservation of natural lands and provide open space linkages



Trailhead at Lopez Canyon

(where appropriate), trailheads and bike/pedestrian access with appropriate, visible, and clearly-marked entrances.

6.8 Education. Enhance 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 and 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 Connections. 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 Native Vegetation. Retain native vegetation where possible, and 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.

6.11 Grading. 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.



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

6.12 Steep Slopes. Prevent development, grading, or alterations of steep slopes or in open space canyons. Instead, concentrate development in those areas where the natural landforms are less than 15 percent slope.

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

6.14 Carroll Canyon Creek. Restore Carroll Canyon Ecosystems and creek habitats.

6.15 Storm Drains. Maintain storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration.

6.16 Sediment and Flooding. Address sediment buildup in the Los Peñasquitos Lagoon and flooding in Sorrento Valley



Repair flood damaged areas in trails and construct erosion control.



Restore canyon ecosystems and creek habitats.

through structural and/or nonstructural practices.

6.17 Viewshed Areas. Preserve the scenic qualities of the surrounding coastal and canyon viewshed areas within scenic overlooks.

6.18 Buffer Zones. Ensure buffer zones sufficient to protect environmentally sensitive habitat areas for new development are determined by Environmentally Sensitive Lands regulations.

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

6.20 Easements and Dedications. Preserve designated open space areas through easements, open space dedication and/or fee title ownership by the City of San Diego.

6.21 Applicable Regulations. 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.

6.22 Wetlands and Sensitive Resources. Ensure that all new private development adjacent to wetlands, floodplains, vernal pools, and other sensitive resources, is designed to minimize adverse effects to the resources.

6.23 Invasive Species. Ensure exotic or invasive plant species are not planted within or adjacent to existing sensitive habitats and ensure the removal of non-native species to protect biological resources.

6.24 Lighting. Minimize and evaluate the use of night lighting along the canyons and adjacent to sensitive habitat areas consistent with MHPA Adjacency Guidelines, ESL regulations, and Outdoor Lighting regulations. Ensure reduced disturbance to natural landscapes and biological systems.

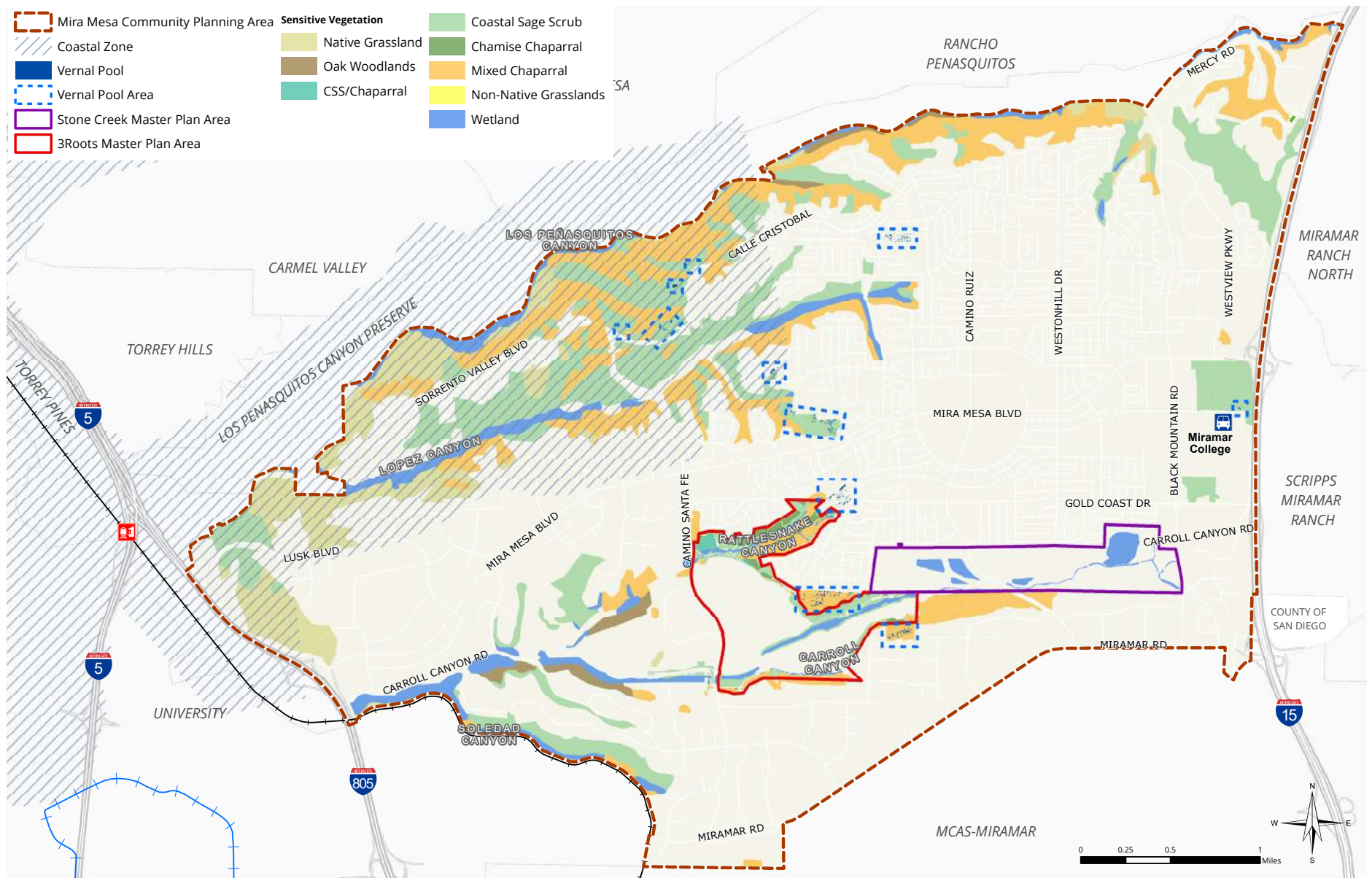
6.25 Slopes and Hazards. Implement remedial measures to protect future development in steep slopes from geologic-seismic hazards by conducting a soils engineering report and engineering geology report. Remedial mitigation measures include but are not limited to: Clustering development and site structures sensitively by following the natural topography and slope of the existing, undeveloped hillsides and providing slope stabilization techniques.

6.26 Floodplains. Preserve the floodplain of the major canyon systems and prevent the runoff of fertilizers, pesticides, and other urban pollution into riparian and floodplain areas through pollution control measures.

6.27 New Construction. Consider new construction within floodplain areas only in accordance with adopted development regulations and proper setbacks and buffer areas from wetland areas as applicable.



Figure 6-3. Coastal Zone and Sensitive Biological Resources



E. Coastal Zone

In Mira Mesa, areas within the Local Coastal Zone fall under the California Coastal Act, which requires protection and enhancement of shoreline access. The California Coastal Commission oversees these areas, reviewing Local Coastal Plans for alignment with the Local Coastal Program. Portions of Mira Mesa within the Coastal Zone boundary (see [Figure 6-4](#)) are governed by the Community Plan and zoning regulations, which together form the Local Coastal Plan for Mira Mesa. As such, the California Coastal Commission has requested that the following policies be added as part of the Mira Mesa Local Coastal Plan.

The Mira Mesa Community Plan Area contains significant coastal resources designated as Environmentally Sensitive Habitat Areas protected by the Coastal Act (See [Figure 6-5](#).) Environmentally Sensitive Habitat Area (ESHA) is defined by the Coastal Act as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and developments. The

Planned Land Uses within the Coastal Zone are shown in [Figure 6-6](#).

1. Land Use and Economic Prosperity Policies

6.28 Lower-Cost Visitor

Accommodation. Lower-cost overnight accommodations, defined as overnight accommodations with an annual average daily room rate equal to or less than 75% of the annual statewide average daily room rate, shall be protected and maintained.

- a. The City shall proactively work with operators of lower-cost overnight accommodations to maintain and renovate existing properties.
- b. Lower-cost overnight accommodations shall not be removed or converted unless replaced at a 1:1 ratio with units comparable in function, amenities, location, and cost to the public.
- c. If replacement of lower- or moderate-cost units on-site is determined to be infeasible

pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

- d. The City shall encourage the addition of overnight accommodations particularly serving the low and moderate cost range in the community. Moderate-cost overnight accommodations are defined as overnight accommodations with an annual average daily room rate between 75% and 125% of the statewide average daily room rate.

6.29 Rehabilitation of Visitor

Accommodations. Encourage the rehabilitation of existing visitor accommodation uses, particularly for low/moderate cost accommodations.

6.30 New Visitor Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges.

- a. Priority shall be given to developments that include no-

cost or lower-cost recreational amenities open to overnight guests and the general public, especially coastal- dependent recreational opportunities.

- b. New high-cost overnight accommodations shall provide at least 25% of the proposed units as lower-cost accommodations on-site. High-cost overnight accommodations are defined as overnight accommodations with an annual average daily room rate equal to or greater than 125% of the annual statewide average daily room rate.
- c. If provision of lower-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.
- d. If provision of lower-cost units off-site in the City's Coastal Zone is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide an equivalent amount of lower-cost units elsewhere within

the San Diego County Coastal Zone.

- e. If it is determined that the project cannot feasibly provide lower-cost units on or offsite, in-lieu fees shall be required.
- f. An in-lieu mitigation fee based on approximate construction costs per room, adjusted for inflation using a building cost index as needed, plus land cost square footage, shall be required. Construction costs shall be based

on approximate hard and soft costs of building at least 25% of the proposed units as lower-cost accommodations on-site or shall be based on a comparable per-room construction cost estimate. Land cost calculations shall be based on the average square footage of commercial land sales in the City over the past five years.

- g. The fee shall be used for construction of new lower-cost hotel rooms or other inherently

View of Los Peñasquitos Canyon



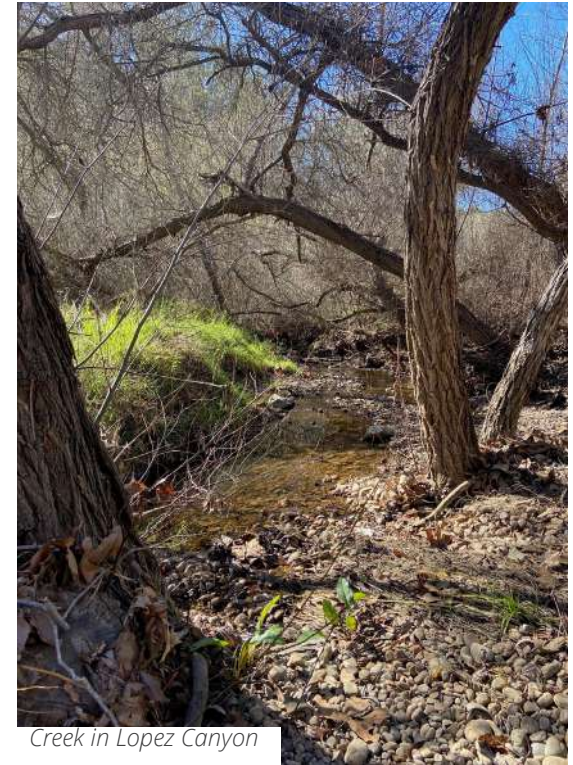
lower-cost accommodations (e.g., motels, hostels, campgrounds, cabins with the coastal zone in the City.

- h. All in-lieu fee payments shall be deposited into an interest-bearing account, to be established and managed by the State Coastal Conservancy, or a similar entity approved by the Executive Director of the California Coastal Commission.
- i. Funds may be used for activities including land acquisition, construction, permitting, or renovation that will result in the provision of additional lower-cost overnight visitor accommodations.
- j. If any portion of the in-lieu fee remains seven years after the date of deposit into the interest-bearing account, the funds may be used to provide lower-cost overnight accommodations outside of the City, within the San Diego County Coastal Zone.

2. Mobility Policies

6.31 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 oversized vehicles in high-demand areas such as mixed-use, multi-family residential, commercial and employment centers. This could include the creation of a community parking district, shared parking solutions, demand-based pricing, and time limit parking, among other strategies.

- a. Evaluate paid and time-limited parking options to avoid unreasonably interfering with the public's ability to access coastal resources and recreational areas prior to implementing in the Coastal Zone.
- b. Establish a minimum time period of four-hours for on-street parking in locations where street parking is used for access to coastal resources and recreational areas, when



Creek in Lopez Canyon

considering time-limited street parking.

- c. Ensure that parking fees are generally comparable to those charged at similar public parking facilities that provide access to the coastal resources in the City, and should only be considered as part of a program that provides access for low-income users.

- d. Direct parking revenue collected in the Coastal Zone shall be directed towards the provision of alternative mobility options within the Coastal Zone.

6.32 On-Street Parking. Where appropriate, encourage the repurposing of on- street parking for alternative uses (e.g., pedestrian and bicycle facilities, urban greening, placemaking, micro-mobility corrals), while maintaining on-street parking areas adjacent to Coastal Zone access areas with trailheads.

6.33 Street Reconfigurations. Reconfigure the streets identified in Figures 3-5 through 3-12 to accommodate flexible lanes and SMART corridors that maximize roadways capacity and travel efficiency. The lane configuration and type of use is contingent upon needs.

6.34 Mobility Improvement Projects. Assess the effects of improvement projects in the Coastal Zone that result in changes to the planned or ultimate roadway classifications of major coastal access roadways

or remove on-street vehicle parking on public access with regards to biking, walking, transit access, and vehicle circulation through a coastal development permit consistent with the Land Development Code.

- a. Assess how travel times resulting from the improvement project will affect the ability of the public to access the coast and other public recreational resources such as trails and parks.
- b. Consider potential impacts to the ability of environmental justice or disadvantaged communities to access the coast and other public recreational resources and options for avoiding such impacts.
- c. Identify and incorporate additional public access benefit enhancements promoting equitable multimodal access where an analysis identifies unavoidable impacts. Public access benefit enhancements may include, but are not limited to, increased transit services, improved pedestrian and cyclist

access, and increased public parking.

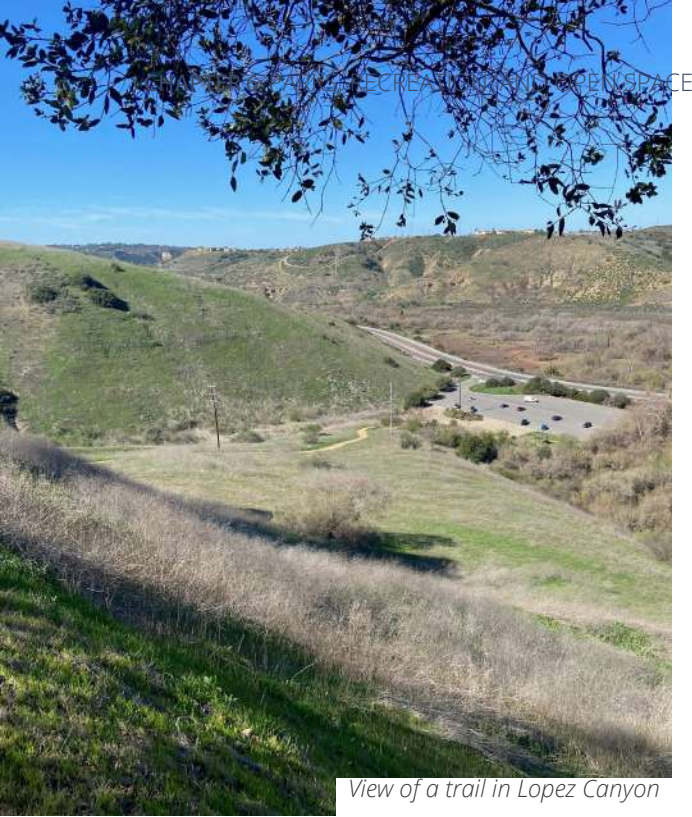
6.35 Public Access. Monitor the effects of a mobility project on public coastal access and other public recreational resources such as trails and parks, where applicable, for bicycle, pedestrian and transit access, and vehicle circulation. Pursue offsetting public access enhancements where impacts to public access are identified.

6.36 Environmentally Sensitive Habitat Areas. Ensure that mobility projects are consistent with habitat protection policies and standards, such as wetland buffers and the protection of environmentally sensitive habitat.

3. Public Services, Facilities, and Safety Policies

6.37 Fire Zones. Protect neighborhoods from unreasonable risk of wildfire within very high fire hazard severity zones.

- a. Maintain ongoing brush management within the City-



View of a trail in Lopez Canyon

owned open space to minimize the risk of structural damage or loss due to wildfires.

- b. Do not allow zone two brush management within Environmentally Sensitive Habitat Area, wetlands, or buffers for wetlands or habitat in the coastal zone.

6.38 Fire-Resistant Design.

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.

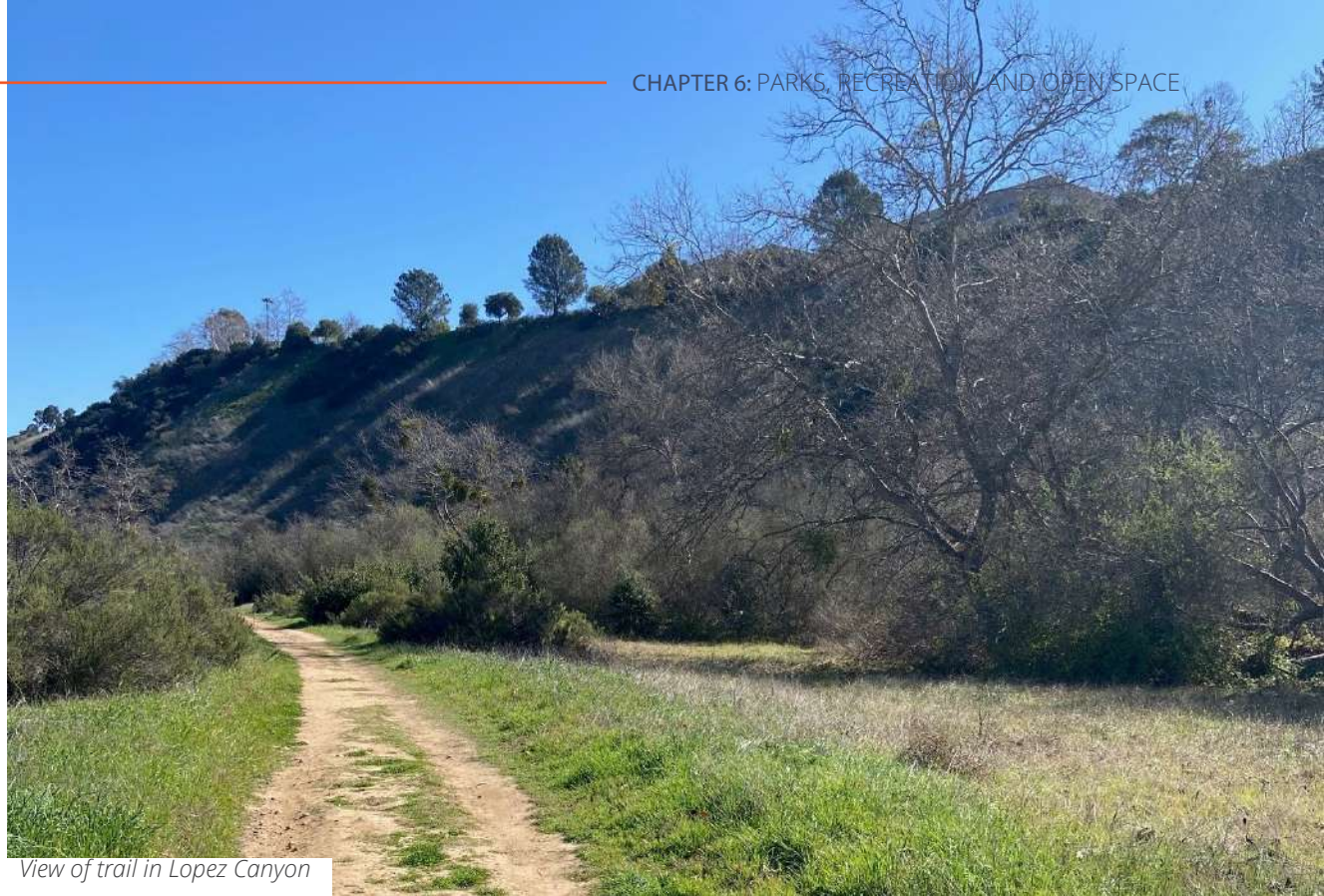
- a. Locate, design, and construct future development to provide adequate defensibility and minimize the risk of structural loss from wildland fires.
- b. Design development on hillsides and canyons to reduce the increased risk of fires from topography features (i.e., steep slopes, ridge lines, etc.).
- c. Minimize flammable vegetation and implement brush management policies consistent with the following:
 - i. Locate structures so that Zone One brush management (minimum width of 35 feet) is entirely within the area designated for development and outside open space and environmentally sensitive lands. Increase the width of Zone One when feasible to reduce the width of Zone Two and impacts to native vegetation.
 - ii. Consider allowing Zone Two brush management (selective clearing to maximum width of 65 feet) in open space when subject to an approved site-specific brush management plan acceptable to the Fire Marshal that avoids significant disruption of habitat values to the maximum extent feasible and where appropriate.
 - iii. Implement measures such as replacing cleared or thinned native vegetation with fire-resistant native vegetation that does not require fuel modification and is compatible with the existing habitat.
 - iv. Maintain at least 50 percent of the existing ground cover of native vegetation when feasible, to avoid significant disruption to habitat.
 - v. Ensure that Zone Two brush management is not allowed within Environmentally Sensitive Habitat Areas, wetlands, or buffers for Environmentally Sensitive Habitat Areas and wetlands in the coastal zone.

4. Historic and Resource Preservation Policies

6.39 Cultural Investigations.

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

- a. Work with development applicants to site and design proposed development to avoid adverse impacts to archaeological, tribal cultural, and paleontological resources to the maximum extent feasible in accordance with the requirements of the San Diego Municipal Code.
- b. Evaluate alternatives that would result in the fewest and least significant impacts to archeological, tribal cultural, paleontological, and coastal resources.
- c. Implement the alternative with the least impacts to archeological tribal cultural, paleontological, and coastal resources to the maximum extent feasible.



View of trail in Lopez Canyon

- d. Provide adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development where development would adversely impact archaeological, tribal cultural, or paleontological resources. Include measures to monitor, conserve in situ, or recover, as appropriate, buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American monitor.
- e. Consult with local Native American tribes to provide interpretive signage regarding tribal history, language, and context when feasible and appropriate on public land.
- f. 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.

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

6.40 Education. Promote opportunities for education and interpretation of 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.

- a. Encourage the inclusion of both extant and non-extant history and historic resources.
- b. Provide educational and interpretive materials in English as well as other languages as appropriate.

6.41 Interpretative Signage. Consult with local Native American tribes to provide interpretive signage regarding tribal history, language, and context, when feasible and appropriate on public land.

5. Parks, Recreation, and Open Space Policies

6.42 Open Space Conservation. Promote open space conservation of natural lands and environmentally sensitive lands.

- a. Preserve environmentally sensitive lands as open space.
- b. Provide open space linkages (where appropriate), and trailheads and bike/pedestrian access with appropriate, visible, and clearly marked entrances.

6.43 Connections. 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.

- a. Design trails or other recreational activities for low intensity recreational, scientific or educational use to avoid damaging impacts to sensitive habitats.
- b. Design designated trails or paths to avoid significant disruption of sensitive habitats.
- c. Limit all new trails (including existing unofficial trails converted to official trails) located adjacent to or within Environmentally Sensitive Habitat Areas or wetlands in the Coastal Zone to pedestrian use only and site trails to minimize impacts to sensitive habitats to the maximum extent feasible. Trails located within habitat buffers shall be sited within the upper half of the buffer.
- d. Ensure trails are limited to the upper half of the buffer closest to development.
- e. Use only non-mechanized equipment when constructing and maintaining all trails within the Coastal Zone where feasible.

- f. Utilize native soil or decomposed granite when constructing and maintaining all trails within the Coastal Zone.
- g. Minimize trail width to reduce impacts to sensitive habitats.
- h. Avoid conversion of existing trails within or adjacent to Environmentally Sensitive Habitat Areas or wetlands in the Coastal Zone to any use other than pedestrian.

6.44 Native Vegetation. Retain native vegetation where possible, and re-vegetate graded slopes and slopes disturbed by human impacts (such as unpermitted trails, clearing, grubbing or four-wheel drive activity) adjacent to natural hillsides and canyons with native, drought tolerant, non-invasive and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity. Utilize

predominately native species for all new landscaping adjacent to the canyons as required by the Steep Hillside Guidelines in the Land Development Manual, with no invasive species.

6.45 Grading. Minimize grading and alterations of steep hillsides and other significant natural features within the community.

- a. Require construction to conform as closely as possible to existing terrains.
- b. Implement the Steep Hillside requirements and Environmentally Sensitive Lands regulations of the Land Development Code and the Mira Mesa Community Specific Requirements in the Land Development Manual's Steep Hillside Guidelines to minimize impacts on the rim of Los Peñasquitos Canyon.

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

View of Los Peñasquitos Creek spilling into Torrey Pines State Beach





View of Sorrento Rlm Trail

- a. Protect and preserve vernal pool habitats from vehicular or other humancaused damage, encroachment into their watershed areas, and urban runoff.
- b. Avoid encroachment into wetlands, including vernal pools, in the Coastal Zone.

6.47 Buffer Zones. Work with development applicants and property owners to ensure that buffer areas are sufficient to

protect Environmentally Sensitive Habitat Area resources.

- a. Maintain a buffer zone generally 100 feet in width, or as designated by the Coastal Commission, and that is consistent with the Environmentally Sensitive Lands regulations in the Land Development Code.
- b. Ensure that development does not include any grading, or alteration, including trimming or clearing of native vegetation, in any habitat buffer area, except for recreational trails, public pathways, fences, and similar improvements necessary to protect sensitive resources, and which are limited to the upper half of the buffer closest to the development.
- c. Ensure that development provides buffer areas that extend from the outer edge of the tree or shrub canopy of Environmentally Sensitive Habitat Areas.
- d. Consider buffer zones less than 100 feet in width, but not less

than 50-feet in width, only if the development demonstrates that a reduced buffer will sufficiently protect the Environmentally Sensitive Habitat Areas through a site-specific study that determines a smaller buffer would provide adequate protection and:

- i. Consults with the California Department of Fish and Wildlife and/or the United States Fish and Wildlife Service to obtain agreement that a reduced buffer is adequate.
- ii. Provides sufficient analysis to demonstrate that the development could not be feasibility constructed without a reduced buffer.
- e. Ensure that any area that may have contained Environmentally Sensitive Habitat Areas is not be deprived of protection as Environmentally Sensitive Habitat Area consistent with the Community Plan policies, on the basis that habitat has been removed or degraded without a permit, or that species that are rare or especially valuable

because of their nature or role in an ecosystem have been eliminated.

6.48 Stormwater Runoff. Encourage private property owners to design or retrofit landscaped or impervious areas to better capture stormwater runoff, and repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.



Creek in Lopez Canyon

6.49 Stormwater Best Management Practices.

Integrate stormwater Best Management Practices (BMPs) on-site to maximize their effectiveness.

- a. Encourage use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from buildings for re- use.
- b. Use downspouts to discharge into areas that can effectively reduce direct flows of rainwater from buildings to the stormwater drainage system.
- c. Minimize on-site impermeable surfaces, such as concrete and asphalt, and encourage use of permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to effectively detain and infiltrate more run-off on-site.

6.50 Low-Impact Development.

Encourage Low-Impact Development (LID) practices such as bioretention, porous paving,

and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces.

- a. Incorporate bioswales or other appropriate LID design practices where sufficient public rights-of-way and other conditions allow throughout the community.
- b. Prioritize efforts to capture stormwater before it enters canyons or natural open spaces.

6.51 Wetlands and Sensitive Resources.

Ensure that all new private development adjacent to wetlands, floodplains, vernal pools, and other sensitive resources, is designed to minimize adverse effects to the resources.

6.52 Limited Uses. Ensure permitted uses in wetlands are limited to those in the Environmentally Sensitive Lands regulations in the Land Development Code.

6.53 Enroachment. Ensure new development does not encroach into adjacent wetlands,



Fountain in the corner of Lusk Blvd and Vista Sorrento Pkwy

floodplains, vernal pools, or other sensitive resources.

6.54 New Development. Work with development applications to ensure new development is designed to avoid, then minimize adverse effects to sensitive resources, avoid encroaching into adjacent wetlands, floodplains, vernal pools and other sensitive resources, and maintain a 100-foot buffer from wetlands and sensitive resources consistent with the Biology Guidelines

and Environmentally Sensitive Lands regulations in the Land Development Code.

6.55 Buffer Zones in Wetlands. Work with development applicants and property owners to ensure that buffer areas are sufficient to protect wetlands by maintaining a buffer zone generally 100 feet in width, or as designated by the Coastal Commission, and are consistent with the Environmentally Sensitive Lands regulations in the

Land Development Code, and shall be subject to the following:

- a. Ensure that development does not include any grading, or alteration, including trimming or clearing of native vegetation, in any biological buffer area, except for recreational trails, public pathways, fences, and similar improvements necessary to protect sensitive resources, and is limited to the upper half of the buffer closest to the development.
- b. Ensure buffer areas extend from the outer edge of the riparian canopy of any wetland area.
- c. Consider buffer zones less than 100 feet in width, but not less than 50-feet in width, if the development demonstrates that a smaller buffer will sufficiently protect the resources of the wetland through a site-specific study that determines a smaller buffer would provide adequate protection.
- i. Consults with, the California Department of Fish and Wildlife and/or the United States Fish

and Wildlife Service to obtain agreement that a reduced buffer is adequate.

- ii. Provides sufficient analysis to demonstrate that the development could not be feasibly constructed without a reduced buffer.
- d. Ensure that any area that may have contained wetlands are not deprived of protection as wetlands, on the basis that the wetlands have been removed, degraded without a permit, or that species that are rare or especially valuable because of their nature or role in an ecosystem have been eliminated.

6.56 Lighting. Minimize and evaluate the use of night lighting along the canyons and adjacent to sensitive habitat areas consistent with Multiple Habitat Planning Area Adjacency Guidelines, Environmentally Sensitive Land regulations, and Outdoor Lighting regulations. Avoid disturbance to natural landscapes and biological systems.

6.57 Slopes and Hazards. Implement remedial measures to protect future development in steep slopes from geologic-seismic hazards by conducting a soils engineering report and engineering geology report. Remedial mitigation measures include but are not limited to:

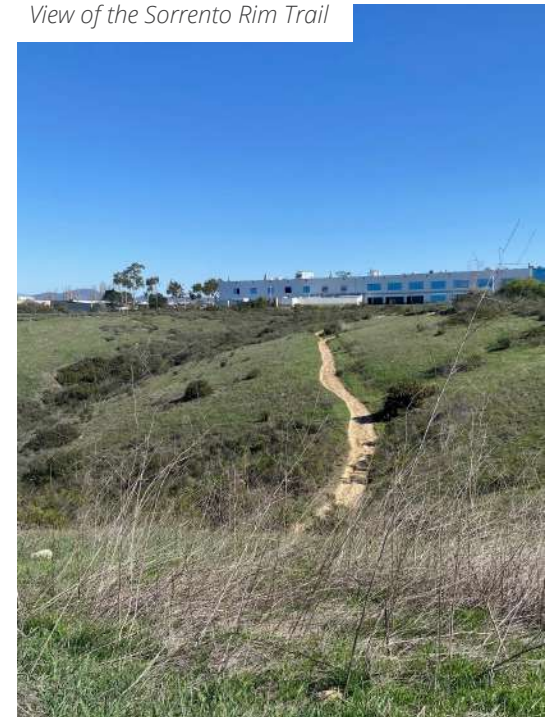
- a. Clustering development and site structures sensitively by following the natural topography and slope of the existing, undeveloped hillsides.
- b. Providing slope stabilization techniques.
- c. Implementing the Mira Mesa community specific Steep Hillside Guidelines in the Land Development Manual.

6.58 New Construction. Allow new construction within floodplain areas only in accordance with adopted development regulations and proper setbacks and buffer areas from wetland areas as applicable, as required by the Environmentally Sensitive Lands regulations.

6.59 Environmentally Sensitive Habitat Area. Implement the applicable Environmentally Sensitive Lands requirements for lands designated or identified by the California Coastal Act as environmentally sensitive habitat areas within the Coastal Zone.

- a. Include a site-specific determination as to whether on-site resources could be environmentally sensitive habitat areas within areas subject to the

View of the Sorrento Rim Trail



Environmentally Sensitive Lands regulations.

- b. Protect environmentally sensitive habitat areas against any significant disruption of habitat.
- c. Ensure only uses dependent on those resources are allowed within those areas.
- d. Design and site development in areas adjacent to Environmentally Sensitive Habitat areas to prevent impacts which would significantly degrade the habitat, and are compatible with the continuance of those habitat areas.

6.60 Bird-Safe Design. Encourage the use of special design and window treatments to improve the degree to which new developments are bird-safe. Green design that facilitates bird safety includes but is not limited to: reduction of reflectivity and transparency in glass, the avoidance of light pollution, reduced disturbance to natural landscapes, and biological systems, and lowered energy use.

6.61 Synthetic Rubber. Do not allow synthetic rubber surfacing products made from waste vehicle tires and/or other types of synthetic rubber, as well as the use of artificial turf in the construction of improvements to playgrounds, schools, and public pathways and trails.

6. Urban Design Policies

6.62 Urban Forestry. Provide an appropriate mix of both native and low or very low water needs tree types to provide a diverse ecosystem more able to adapt to changing environmental pressures. Avoid using species that are on the California Invasive Plant Council Inventory.

The background image shows an outdoor dining area with several palm trees and red and yellow umbrellas. In the background, there is a building with a sign that says "102 HUB" and another sign that says "YES SUSHI". The area is paved with light-colored tiles. A dark blue semi-transparent box is overlaid on the right side of the image, containing the title and a list of sections.

7: Urban Design

- A. Introduction
- B. Vision and Goals
- C. Urban Design Framework
- D. Urban Forestry
- E. Urban Greening
- F. 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 further refine 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 SDRs for new developments in the Urban Villages.

B. Vision and Goals

Mira Mesa is at a stable juncture to transition 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.



The Community Plan encourages a well-designed public realm.

WHAT IS URBAN DESIGN?

Urban design describes the physical features that define the character 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, streets, and manufactured parks and open spaces; and the natural environment includes features such as resource-based parks and open spaces 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, ancillary pathways, and building frontages.



Orient windows, building entrances and social spaces to face and further activate publicly accessible spaces, such as plazas.



Create a sense of definition along commercial streets by incorporating a consistent building setback ("street wall").

URBAN DESIGN GOALS:

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

- 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;
- 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; and
- A variety of pedestrian connections across neighborhoods and employment areas to Mira Mesa's stunning natural features, including canyons, creeks, trails, parks, and other open spaces.

C. 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 areas in Chapter 8;
- **Mixed-use activity gateway locations** within Urban Villages that are located at significant junctures along primary corridors that warrant special attention in design;
- **Primary corridors**, such as Mira Mesa Blvd and Miramar Rd, which provide primary circulation in, out, and through the community and within the Urban Villages;
- **Master planned areas**, inclusive of 3Roots and Stone Creek. The Stone Creek site is currently an active mining operation and mining is expected to continue until the mining resources on the site have been exhausted and the site is reclaimed;
- **Public transit corridors and stations**, inclusive of the Coaster commuter rail line and its Sorrento Valley Station, and the Miramar College Transit Station; and
- **Parks and open spaces**, such as the various canyons, creeks, and parks that set the edges of and interstitial spaces within the community.

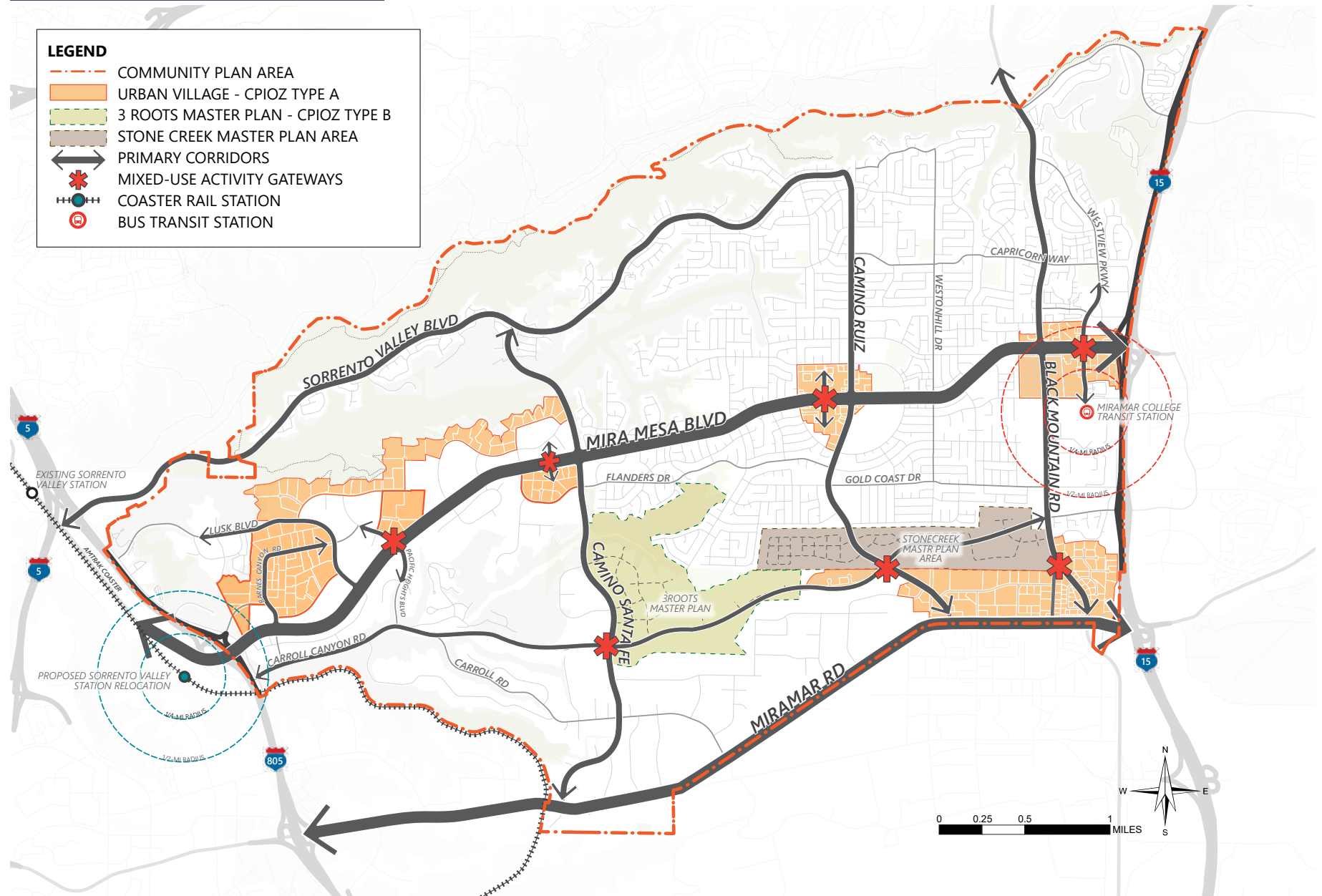


Create an interconnected network of pathways, parks, plazas, and other connections to foster accessibility and connectivity.



Elevate the design of buildings located on corner lots and gateway locations to enhance the public realm and create a significant visual presence.

Figure 7-1. Urban Design Framework



D. 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 in 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, and shelter, 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 urban forest consists of the variety of trees found throughout the community, including those on public and private property.

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, and 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 plan is shown in [Figure 7-2](#), and its street tree palette is provided in [Figure 7-3](#), 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 Blvd 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., overhead electric line, utilities, or limited parkway width).
- **Special/accent species** are planned in commercial districts at gateway locations and significant corridor entries into employment areas.

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.

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 viewed from above. Mira Mesa's existing tree canopy currently measures at 15 percent coverage, while the Climate Action Plan Goal sets a 35 percent coverage goal by the year 2035.

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 Master Plan Areas
- Promote "Free Tree SD," a City-program that allows residents to request a new street tree for their neighborhood.



Trees are a part of the City's larger urban ecosystem that work alongside other natural elements, such as waterways and other vegetation.

Figure 7-2. Urban Forestry Plan

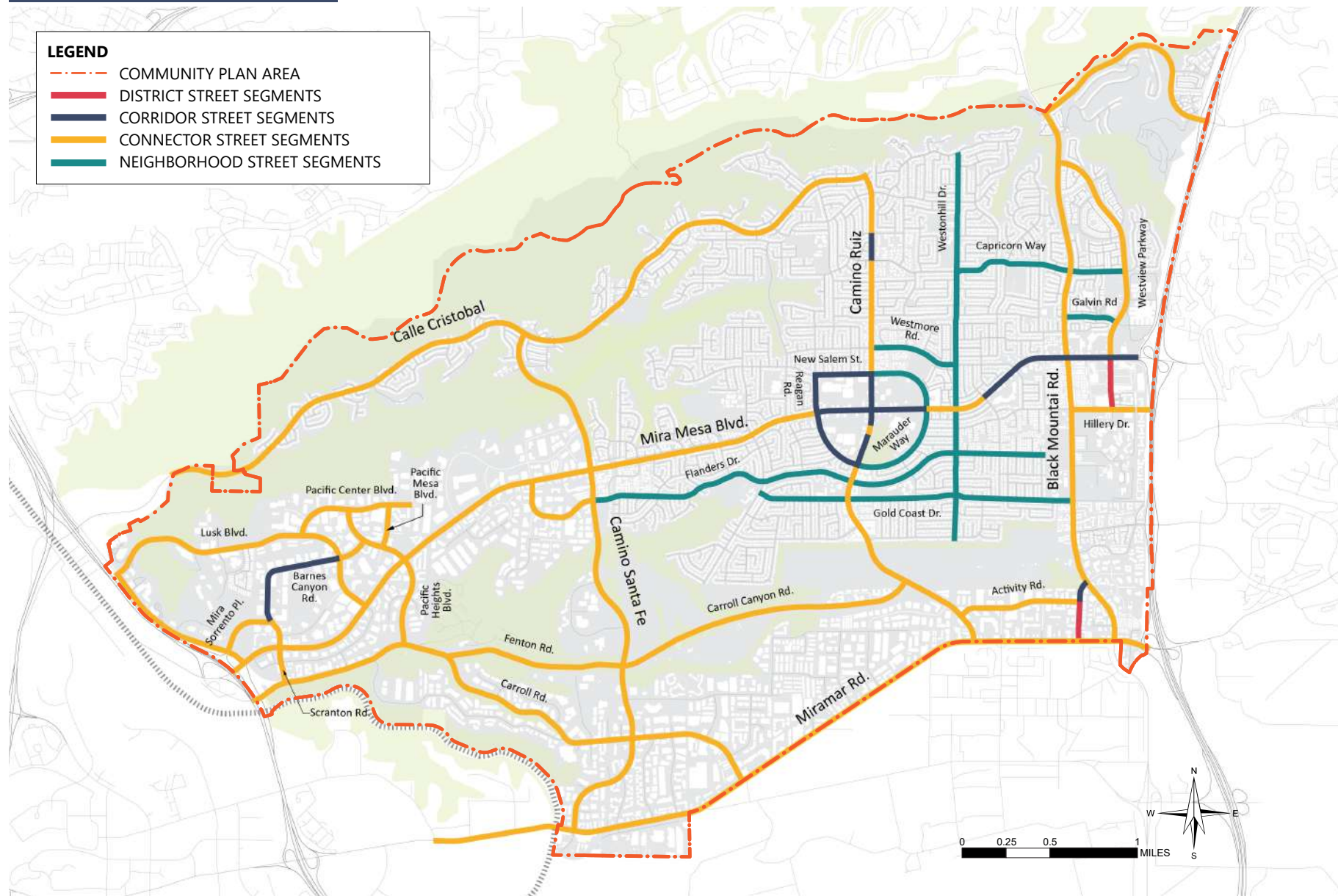


Figure 7-3. Urban Forestry Tree Palette (Matrix)

Street	Botanical Name	Common Name (Image ID)	Mature Size (H X W)	Spacing	Water Use	Characteristics
District Street Segments						
Black Mountain Rd (From Activity Rd to Miramar Rd)						
Primary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
	Koelreuteria bipinnata	Chinese Flame Tree (F)	30' X 20'	25'	Medium	Flowering Foliage Color
Westview Pkwy (From Mira Mesa Blvd to Hillery Dr)						
Primary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Secondary	Arbutus marina	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Corridor Street Segments						
Black Mountain Rd (From Kearny Villa Rd to Activity Rd)						
Primary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
	Lagerstroemia fauriei 'Tuscarora'	Crape Myrtle (X)	25' X 25'	25'	Medium	Flowering
Secondary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Special (Slopes)	Eucalyptus leucosylon	White Ironbark (E)	90' X 60'	30'	Low	Evergreen
Westview Pkwy (From Mira Lee Way to Mira Mesa Blvd)						
Primary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Mira Mesa Blvd (From Greenford Dr to I-15)						
Primary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Special (Median)	Pinus canariensis	Canary Island Pine (G)	80' X 30'	30'	Medium	Evergreen
Mira Mesa Blvd (From Reagan Rd to Marauder Way)						
Primary	Tipuana tipu	Tipu Tree (C)	50' X 55'	30'	Medium	Flowering
Secondary	Rhus lancea	African Sumac (T)	30' X 30'	30'	Low	Evergreen
	Arbutus marina	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Special (Median)	Pinus canariensis	Canary Island Pine (G)	80' X 35'	30'	Medium	Evergreen
Camino Ruiz (From Zapata Ave to Capricorn Way)						
Primary	Koelreuteria bipinnata	Chinese Flame Tree (F)	30' X 20'	25'	Medium	Flowering Foliage Color
Secondary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
	Rhus lancea	African Sumac (T)	30' X 30'	30'	Low	Evergreen

Figure 7-3. Urban Forestry Tree Palette (Matrix Continued)

Street	Botanical Name	Common Name (Image ID)	Mature Size (H X W)	Spacing	Water Use	Characteristics
Camino Ruiz (From New Salem St to Maurader Way)						
Primary	<i>Pinus canariensis</i>	Canary Island Pine (G)	80' X 35'	30'	Medium	Evergreen
Secondary	<i>Lagerstroemia fauriei</i> 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
	<i>Rhus lancea</i>	African Sumac (T)	30' X 30'	30'	Low	Evergreen
Carroll Canyon Rd (From Camino Santa Fe to East End of 3Roots Development)						
Primary	<i>Ulmus parvifolia</i> 'Drake'	Chinese Elm (J)	50' X 40'	30'	Medium	Evergreen
Secondary	<i>Geijera parviflora</i>	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
New Salem St (From Reagan Rd to Camino Ruiz)						
Primary	<i>Tipuana tipu</i>	Tipu Tree (C)	50' X 55'	30'	Medium	Flowering
Secondary	<i>Lophostemon confertus</i>	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
	<i>Tabebuia impetiginosus</i>	Pink Trumpet Tree (U)	25' X 25'	25'	Medium	Flowering
Reagan Rd (From New Salem St to Camino Ruiz)						
Primary	<i>Rhus lancea</i>	African Sumac (T)	30' X 30'	30'	Low	Evergreen
Secondary	<i>Arbutus marina</i>	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Scranton Rd / Barnes Canyon Rd (From Mira Sorrento Place to Pacific Heights Blvd)						
Primary	<i>Metrosderos excelsa</i>	New Zealand Christmas Tree (P)	35' X 35'	30'	Medium	Flowering
Feature Tree at CPOIZ	<i>Pinus torreyana</i> or <i>Pinus canariensis</i>	Torrey Pine (A)	65' X 50'	30'	Medium	Evergreen
Secondary	<i>Lagerstroemia fauriei</i> 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
CONNECTOR STREET SEGMENTS						
Westview Pkwy (From Black Mountain Rd to Mira Lee Way)						
Primary	<i>Platanus racemosa</i>	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	<i>Geijera parviflora</i>	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Black Mountain Rd (From Mercy Rd to Carroll Centre Rd)						
Primary	<i>Platanus racemosa</i>	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	<i>Ulmus parvifolia</i> 'Drake'	Chinese Elm (J)	50' X 40'	30'	Medium	Evergreen
Kearny Villa Rd						
Primary	<i>Eucalyptus leucoxylon</i>	White Ironbark (E)	90' X 60'	30'	Low	Evergreen
Secondary	<i>Pinus eldarica</i>	Afghan Pine (H)	65' X 25'	25'	Low	Evergreen
Hillery Dr (From Black Mountain Rd to I-15)						
Primary	<i>Podocarpus macrophyllus</i>	Yew Pine (R)	40' X 20'	30'	Low	Evergreen
Secondary	<i>Pistacia chinensis</i>	Chinese Pistache (Q)	65' X 40'	30'	Medium	Evergreen

Figure 7-3. Urban Forestry Tree Palette (Matrix Continued)

Street	Botanical Name	Common Name (Image ID)	Mature Size (H X W)	Spacing	Water Use	Characteristics
Mercy Rd (From Black Mountain Rd to I-15)						
Primary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
Secondary	Ulmus parvifolia 'Drake'	Chinese Elm (J)	50' X 40'	30'	Medium	Evergreen
Special (Median)	Pinus canariensis	Canary Island Pine (G)	80' X 35'	30'	Medium	Evergreen
Miramar Rd (From Eastgate Mall to I-15)						
Primary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
Secondary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
Mira Mesa Blvd (From Marauder Way to Greenford Dr)						
Primary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
Secondary	Tabebuia impetiginosus	Pink Trumpet Tree (U)	25' X 25'	25'	Medium	Flowering
Special (Median)	Pinus canariensis	Canary Island Pine (G)	80' X 35'	30'	Medium	Evergreen
Camino Ruiz (From I-5 to Reagan Rd)						
Primary	Quercus ilex	Holly Oak (S)	65' X 65'	30'	Low	Evergreen
Secondary	Lagerstroemia fauriei 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
Camino Ruiz (From Calle Cristobal to Zapata Dr)						
Primary	Jacaranda mimosifolia	Jacaranda (N)	50' X 60'	30'	Medium	Flowering
Secondary	Lagerstroemia fauriei 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
Camino Ruiz (From Capricorn Way to New Salem St)						
Primary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
Secondary	Rhus lancea	African Sumac (T)	30' X 30'	30'	Low	Evergreen
Activity Rd (From Black Mountain Rd to Camino Ruiz)						
Primary	Cupaniopsis anacardioides	Carrotwood (D)	40' X 30'	30'	Medium	Evergreen
Secondary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
Carroll Canyon Rd (From Camino Ruiz to East End of 3Roots Development)						
Primary	Arbutus marina	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Secondary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
Fenton Rd (From Carroll Canyon Rd to Camino Santa Fe)						
Primary	Platanus racemosa	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	Arbutus marina	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Carroll Canyon Rd (From I-805 to Fenton Rd)						
Primary	Eucalyptus leucoxylon	White Ironbark (E)	90' X 60'	30'	Low	Evergreen
Secondary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen

Figure 7-3. Urban Forestry Tree Palette (Matrix Continued)

Street	Botanical Name	Common Name (Image ID)	Mature Size (H X W)	Spacing	Water Use	Characteristics
Camino Santa Fe (From Sorrento Valley Blvd to Miramar Rd)						
Primary	<i>Pinus eldarica</i>	Afghan Pine (H)	65' X 25'	25'	Low	Evergreen
Secondary	<i>Geijera parviflora</i>	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Calle Cristobal (From Camino Santa Fe to Camino Ruiz)						
Primary	<i>Quercus ilex</i>	Holly Oak (S)	65' X 65'	30'	Low	Evergreen
Secondary	<i>Pistacia chinensis</i>	Chinese Pistache (Q)	65' X 40'	30'	Medium	Evergreen
Sorrento Valley Blvd (From Vista Sorrento Pkwy to Camino Santa Fe)						
Primary	<i>Pinus torreyana</i> or <i>Pinus canariensis</i>	Torrey Pine (A)	65' XX 50'	30'	Medium	Evergreen
Secondary	<i>Pistacia chinensis</i>	Chinese Pistache (Q)	65' X 40'	30'	Medium	Evergreen
Carroll Rd (From Fenton Rd to Miramar Rd)						
Primary	<i>Platanus racemosa</i>	California Sycamore (I)	40' X 30'	30'	Medium	Native
Secondary	<i>Arbutus marina</i>	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Flanders Dr (From Mira Mesa Blvd to Camino Santa Fe)						
Primary	<i>Ulmus parvifolia</i> 'Drake'	Chinese Elm (J)	50' X 40'	30'	Medium	Evergreen
Secondary	<i>Geijera parviflora</i>	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Pacific Heights Blvd (From Pacific Center Blvd to Carroll Canyon Rd)						
Primary	<i>Tipuana tipu</i>	Tipu Tree (C)	50' X 55'	30'	Medium	Flowering
Secondary	<i>Arbutus marina</i>	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Lusk Blvd (From Vista Sorrento Pkwy to Mira Mesa Blvd)						
Primary	<i>Ulmus parvifolia</i> 'Drake'	Chinese Elm (J)	50' X 40'	30'	Medium	Evergreen
Secondary	<i>Lagerstroemia fauriei</i> 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
Special (Median)	<i>Cupaniopsis anacardioides</i>	Carrotwood (D)	40' X 30'	30'	Medium	Evergreen
Pacific Center Blvd (From Lusk Blvd to Pacific Center Court)						
Primary	<i>Tipuana tipu</i>	Tipu Tree (C)	50' X 55'	30'	Medium	Flowering
Secondary	<i>Lagerstroemia fauriei</i> 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
Special (Median)	<i>Cupaniopsis anacardioides</i>	Carrotwood (D)	40' X 30'	30'	Medium	Evergreen
Pacific Mesa Blvd (From Pacific Center Blvd to Pacific Heights Blvd)						
Primary	<i>Quercus agrifolia</i>	Coast Live Oak (B)	65' X 65'	30'	Low	Evergreen
Secondary	<i>Cercidium</i> x 'Desert Museum'	Desert Museum Palo Verde (L)	20' X 20'	25'	Low	Flowering

Figure 7-3. Urban Forestry Tree Palette (Matrix Continued)

Street	Botanical Name	Common Name (Image ID)	Mature Size (H X W)	Spacing	Water Use	Characteristics
Scranton Rd (From Mira Sorrento Place to Carroll Canyon Rd)						
Primary	Arbutus marina	Strawberry Tree (K)	30' X 25'	25'	Low	Flowering
Secondary	Tabebuia impetiginosus	Pink Trumpet Tree (U)	25' X 25'	25'	Medium	Flowering
Mira Sorrento Place (From Vista Sorrento Pkwy to Scranton Rd)						
Primary	Quercus agrifolia	Coast Live Oak (B)	65' X 65'	30'	Low	Evergreen
Secondary	Tabebuia impetiginosus	Pink Trumpet Tree (U)	25' X 25'	25'	Medium	Flowering
Vista Sorrento Pkwy (From Sorrento Valley Blvd to Mira Mesa Blvd)						
Primary	Pistacia chinensis	Chinese Pistache (Q)	65' X 40'	30'	Medium	Evergreen
Secondary	Tipuana tipu	Tipu Tree (C)	50' X 55'	30'	Medium	Flowering
Neighborhood Street Segments						
Capricorn Way (From Westhill Dr to Westview Pkwy)						
Primary	Lagerstroemia fauriei 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
Galvin Ave (From Black Mountain Rd to Westview Pkwy)						
Primary	Lagerstroemia fauriei 'Natchez'	Crape Myrtle (W)	25' X 25'	25'	Medium	Flowering
Westhill Dr (From Menkar Rd to Jade Coast Dr)						
Primary	Bauhinia blakeana	Hong Kong Orchid Tree (V)	20' X 20'	25'	Medium	Flowering
Westmore Rd (From Camino Ruiz to Westhill Dr)						
Primary	Tabebuia impetiginosus	Pink Trumpet Tree (U)	25' X 25'	25'	Medium	Flowering
New Salem St (From Camino Ruiz to Mira Mesa Blvd)						
Primary	Lophostemon confertus	Brisbane Box (O)	40' X 20'	25'	Medium	Evergreen
Secondary	Handroanthus impetiginosus	Pink Trumpet Tree (U)	25' X 25'	25'	Medium	Flowering
Maurader Way (From Camino Ruiz to Mira Mesa Blvd)						
Primary	Bauhinia blakeana	Hong Kong Orchid Tree (V)	20' X 20'	25'	Medium	Flowering
Flanders Dr (From Camino Santa Fe to Greenford Dr)						
Primary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Secondary	Bauhinia blakeana	Hong Kong Orchid Tree (V)	20' X 20'	25'	Medium	Flowering
Flanders Dr (From Camino Santa Fe to Greenford Dr)						
Primary	Geijera parviflora	Australian Willow (M)	30' X 20'	25'	Low	Evergreen
Secondary	Bauhinia blakeana	Hong Kong Orchid Tree	20' X 20'	25'	Medium	Flowering

Figure 7-3. Urban Forestry Tree Palette (Image ID)

Trees for Parkways 10 ft. wide or larger



Pinus torreyana
Torrey Pine



Quercus agrifolia
Coast Live Oak



Tipuana tipu
Tipu

Trees for Parkways 6 ft. to 10 ft. wide:



Cupaniopsis anacardioides
Carrotwood



Eucalyptus leuylon
White Ironbark



Koereuteria bipinnata
Chinese Flame Tree



Pinus canariensis
Canary Island Pine



Pinus elderica
Afghan Pine



Platanus racemosa
California Sycamore



Ulmas parvifolia 'Drake'
Chinese Elm

Figure 7-3. Urban Forestry Tree Palette (Image ID Continued)

Trees for Parkways between 4 ft. to 6 ft. wide:



Arbutus marina
Strawberry Tree



Cercidium x 'Desert Museum'
Desert Museum Palo Verde



Geijera parviflora
Australian Willow



Jacaranda mimosifolia
Jacaranda



Lophostemon confertus
Brisbane Box



Metrosideros excelsa
New Zealand Christmas Tree



Pistacia chinensis
Chinese Pistache



Podocarpus macrophyllus
Yew Pine



Quercus ilex
Holly Oak



Rhus lancea
African Sumac

Trees for Parkways between 2 ft. to 4 ft. wide:



Tabebuia impetiginosus
Pink Trumpet Tree



Bauhinia blakeana
Hong Kong Orchid



Lagerstroemia faurieri 'Natchez'
Crape Myrtle



Lagerstroemia faurieri 'Tuscarora'
Crape Myrtle

E. 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 ancillary 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.



Green streets incorporate vegetation, trees, soil, and engineered systems to manage stormwater runoff.



Stormwater management improves water quality, replenishes groundwater, minimizes flooding, and reduces the burden on local sewer systems

F. Urban Design

The following policies apply to either the design of the public realm or to that of buildings for developments.

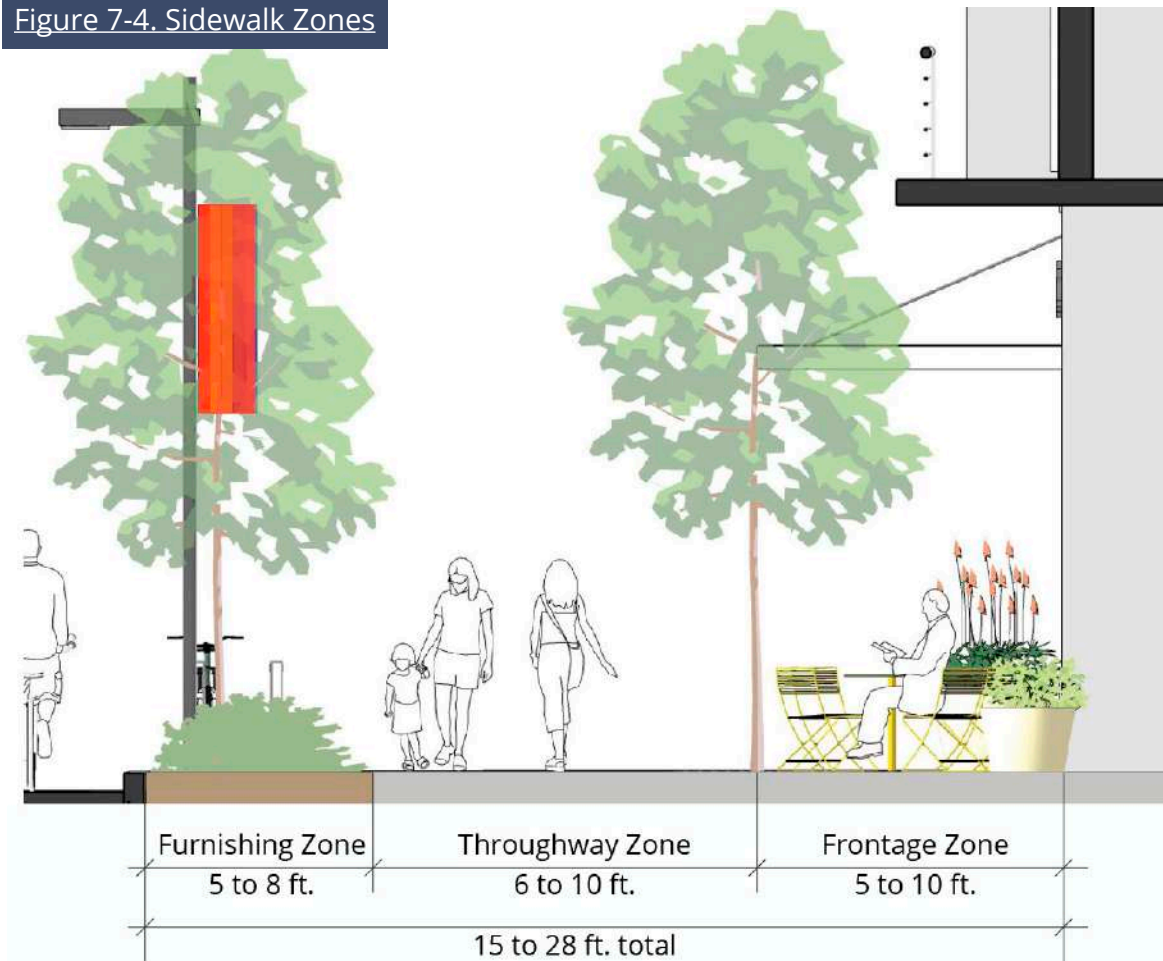
1. Public Realm Policies

7.1 Sidewalk zones. Provide adequate sidewalk width within the Frontage, Throughway, and Furnishing zones as shown in [Figure 7-4](#) to create a pedestrian-friendly environment.

SIDEWALK ZONES

- The **Frontage Zone** is the area between the Throughway Zone and the building facade that is available for outdoor dining, street furniture, a second row of trees, and/or landscaping that invite pedestrians to slow down, “window shop,” and enter/exit buildings. Architectural elements, such as awnings, stairs, planters, and signage, can occupy this zone.
- The **Throughway Zone** is the area dedicated for pedestrian travel that is continuous, unobstructed, and accessible. Wider Throughway Zones are necessary in areas with high pedestrian volumes.
- The **Furnishing Zone** is the area between the curb and the Throughway Zone available for street trees, lighting, benches, bicycle racks, and landscaping. This zone provides a buffer between the Throughway Zone and traffic along the roadway.

Figure 7-4. Sidewalk Zones





Mira Mesa Town Center



Site and orient infill development into a walkable network of pedestrian-oriented paths and spaces

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

7.3 Street wall. Create a sense of definition and enclosure along commercial streets and

public spaces by incorporating a consistent building setback (“street wall”) within the Frontage Zone.

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.

7.7 Shade. Provide shade primarily using broad canopy trees, in addition to other elements such as umbrellas, awnings, canopies, and/or other structures.

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 ancillary pathways.

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 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.

7.11 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.

7.12 Arts and Culture. Incorporate publicly accessible space for cultural use to enhance activation and connection.

2. Built-Form Policies

7.13 Superblocks. Retrofit existing large-scale developments, known as “superblocks” that are predominately auto-oriented,



Create a sense of definition and enclosure by incorporating a consistent building setback (“street wall”) within the Frontage Zone.



Mira Mesa Town Center



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, ancillary pathways, and parks that connect building entries and destinations.

7.15 Parking. Conceal off-street parking from the public right-of-way by locating it below grade 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



Mira Mesa Gateway



Retrofit existing "superblocks" that are predominately auto-oriented, into smaller, more human-scaled blocks that are pedestrian-oriented.

so that it 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 ancillary pathways 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 ancillary 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. Articulation of building facades may include punched windows, enhanced primary entrances, or the use of multiple facade finishes.

7.21 Active ground floors. Design active ground floor uses with transparency in facades, doors, and windows.

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

7.23 Materials and styles. Utilize durable architectural treatments 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 buildings at key intersections can provide visual orientation within the community, and in particular, along Mira Mesa Blvd.

7.25 Sustainability. Incorporate sustainable design practice, such as appropriate site orientation for solar and wind gains, etc.



An aerial photograph of a city area with a semi-transparent map overlay. The map shows various urban features, including residential neighborhoods, commercial areas, and industrial zones. A central area is highlighted with a yellow outline, representing the Urban Villages. A larger area, encompassing the yellow-outlined area and surrounding regions, is highlighted with a light blue outline, representing the Community Plan Implementation Overlay Zone (CPIOZ).

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

A. Urban Villages

B. 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 implements 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 8-2](#). 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.

- Sorrento Mesa Rim
- Mira Mesa Town Center
- Mira Mesa Gateway
- Plaza Sorrento
- Barnes Canyon

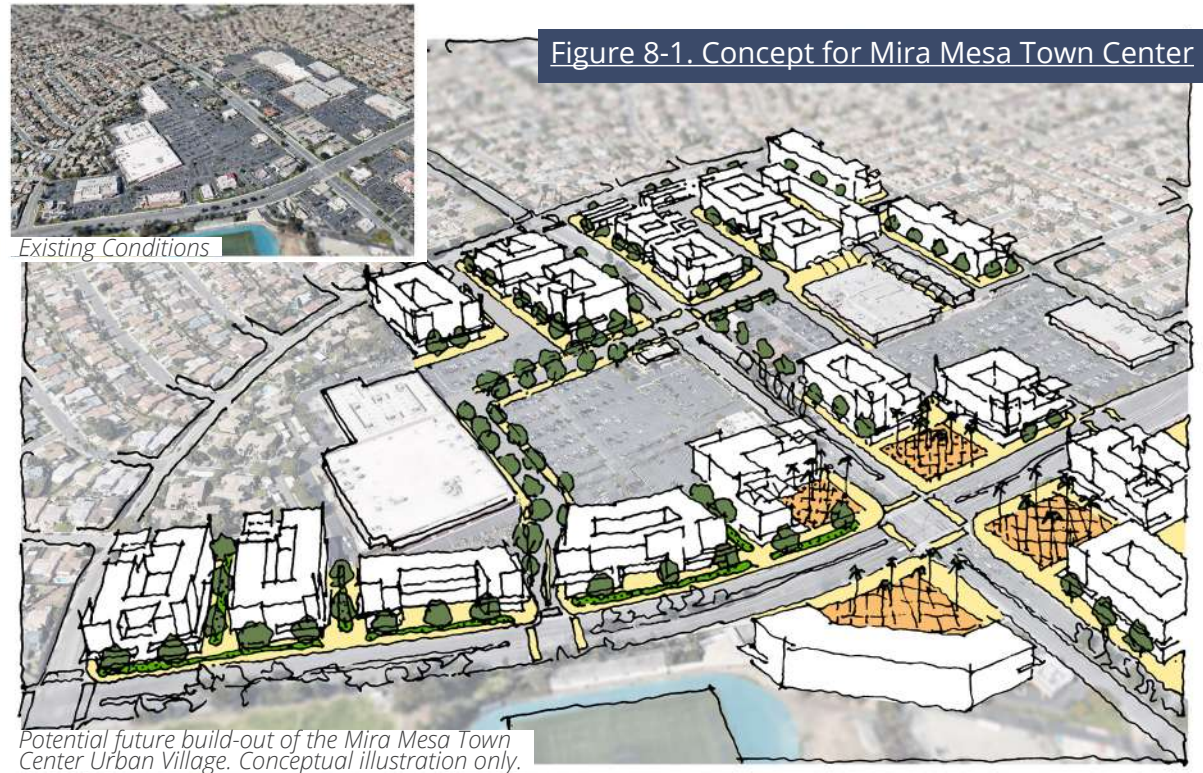


Figure 8-1. Concept for Mira Mesa Town Center

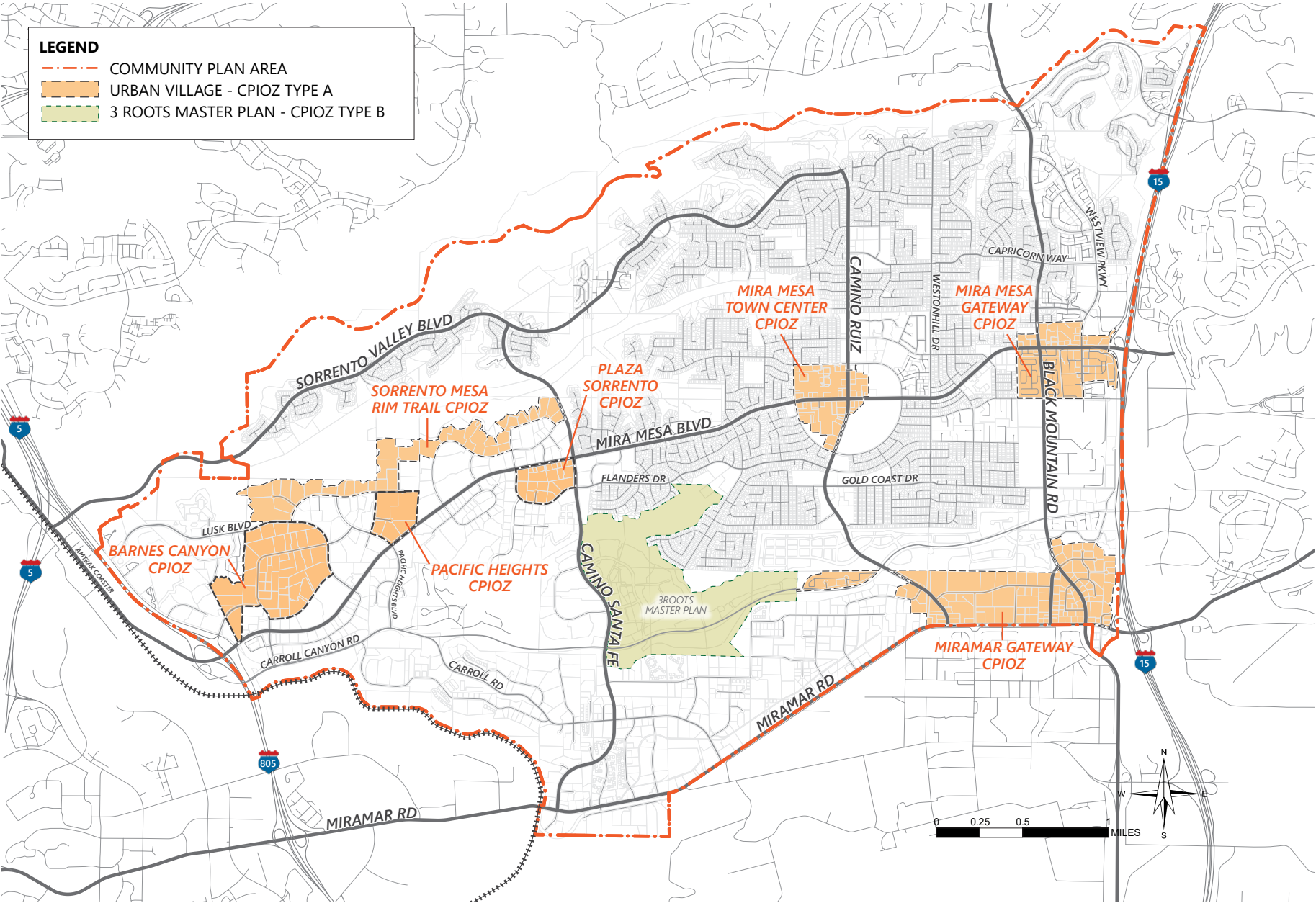
- Pacific Heights
- Miramar Gateway

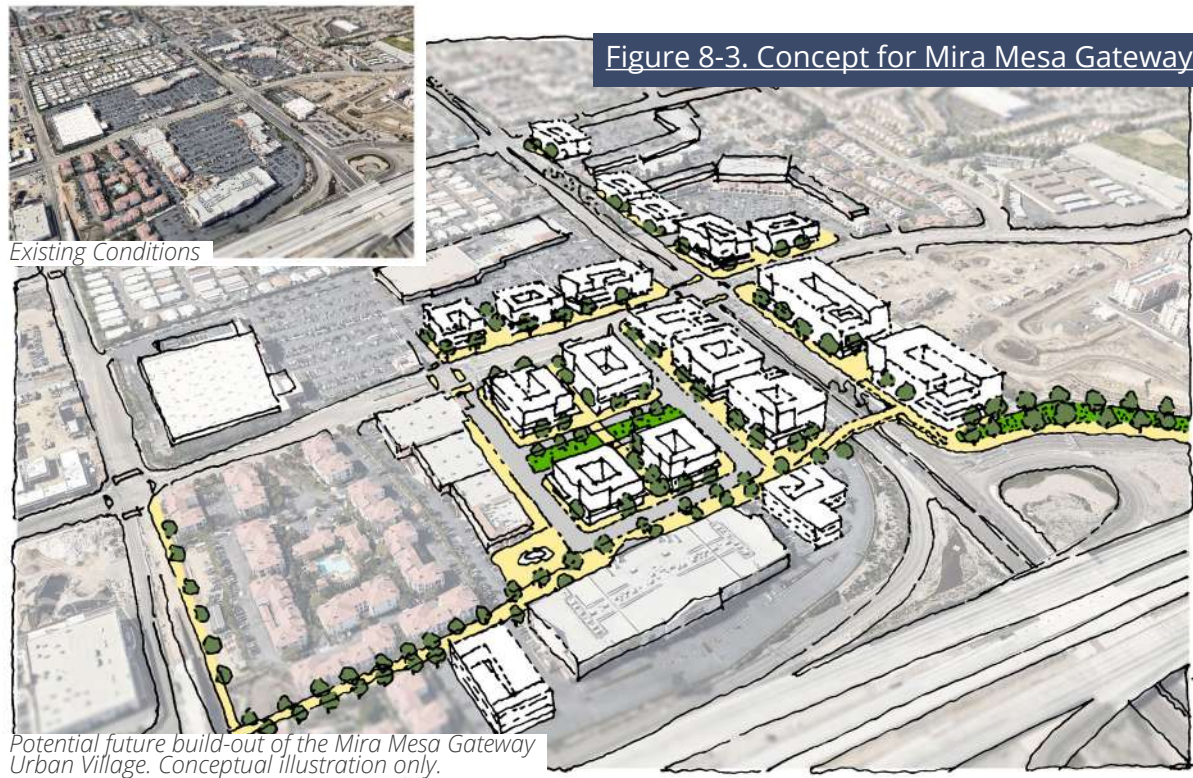
The Urban Villages are currently characterized by either employment or commercial uses. Sorrento Mesa and Miramar Gateway, for example, are major employment areas in the technology, life science, and manufacturing/industrial sectors. The commercial developments at Mira Mesa Town Center and Mira Mesa 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.

Figure 8-2. Urban Villages and CPIOZ Areas





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. 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.

Example illustrative concepts for the future potential build-out of each of the Urban Villages are shown in [Figure 8-1](#) and [Figures 8-3 through 8-7](#).



2. Urban Villages 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 B. of this chapter, Community Plan Implementation Overlay Zone, which provides Supplemental Development Regulations 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 uses and public spaces to enable an active mix of uses.

Figure 8-4. Concept for Plaza Sorrento

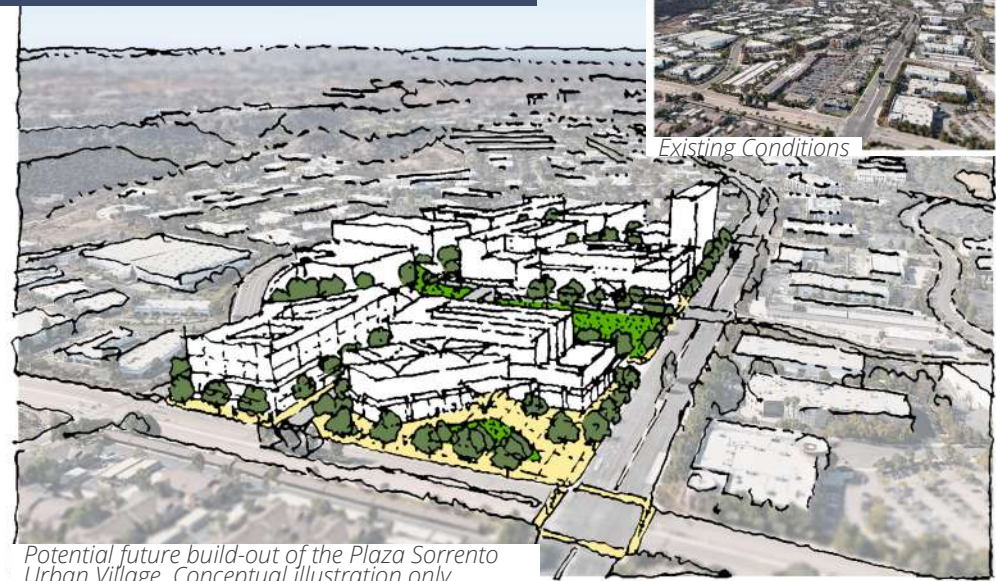
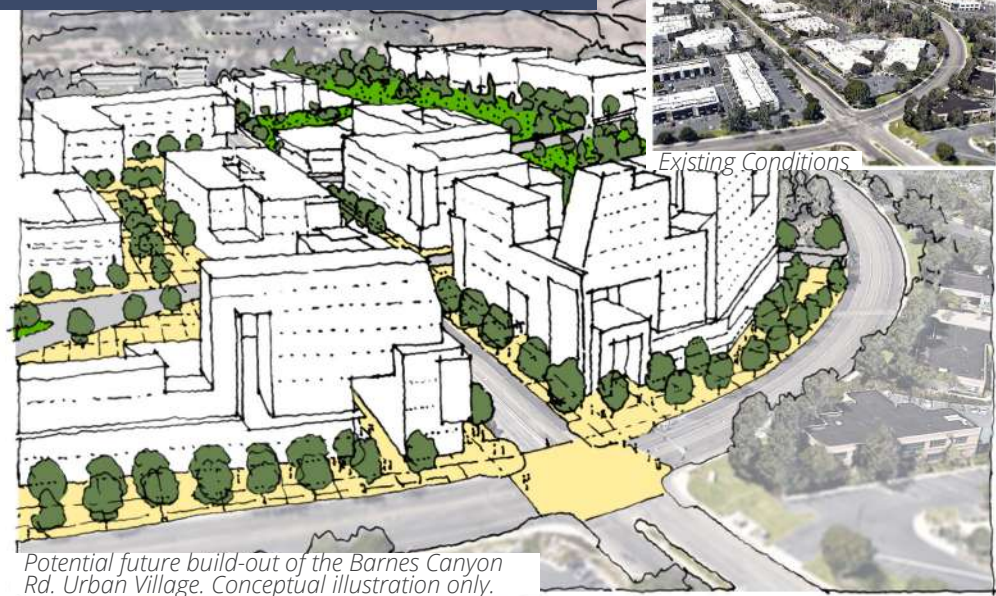


Figure 8-5. Concept for Barnes Canyon Rd.





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.



Figure 8-6. Concept for Pacific Heights Blvd.



Potential future build-out of the Pacific Heights Blvd. Urban Village. Conceptual illustration only.

8.4 **Employment centers.**

Encourage new residential and retail mix-used and public spaces within employment centers.

8.5 **Employment amenities.**

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

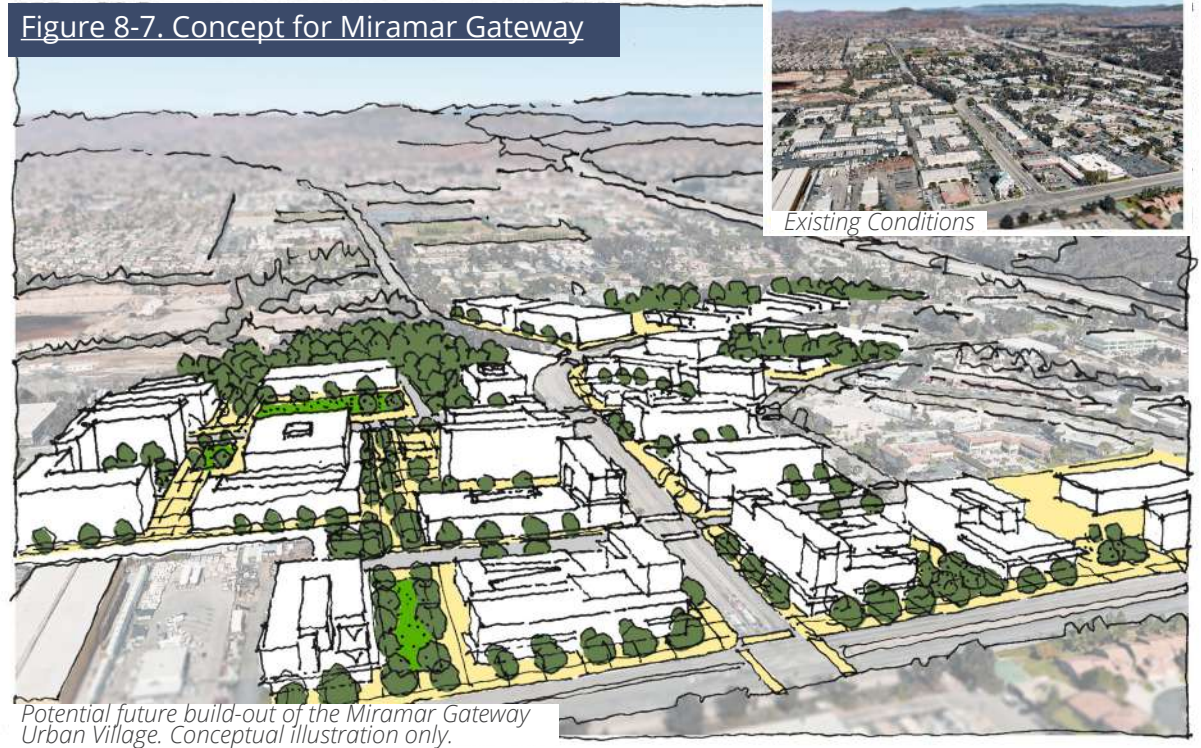
8.6 Superblocks. Redevelop superblocks, into smaller, more human-scaled blocks that are pedestrian-oriented through an inter-connected network of streets and blocks to promote walkability, and reduce automobile dependence, and vehicle miles traveled

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 canyon or creek trailheads.

Figure 8-7. Concept for Miramar Gateway



Potential future build-out of the Miramar Gateway Urban Village. Conceptual illustration only.



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.

B. Community Plan Implementation Overlay Zone (CPIOZ)

1. Introduction

The CPIOZ Type A and Type B are applied within the boundaries of this 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 and maximum building heights, for example. The SDRs outlined in this chapter provide supplementary and complementary 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 and all applicable regulations in the Land Development Code 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 Two Neighborhood Development Permit.
- Any development within the boundaries of CPIOZ Type B requires a Process Three Site Development Permit or an amendment to a 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.
- Exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental, and is consistent with the intent of CPIOZ.

The 3Roots Master Plan areas lies within the CPIOZ – Type B boundary. 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](#).

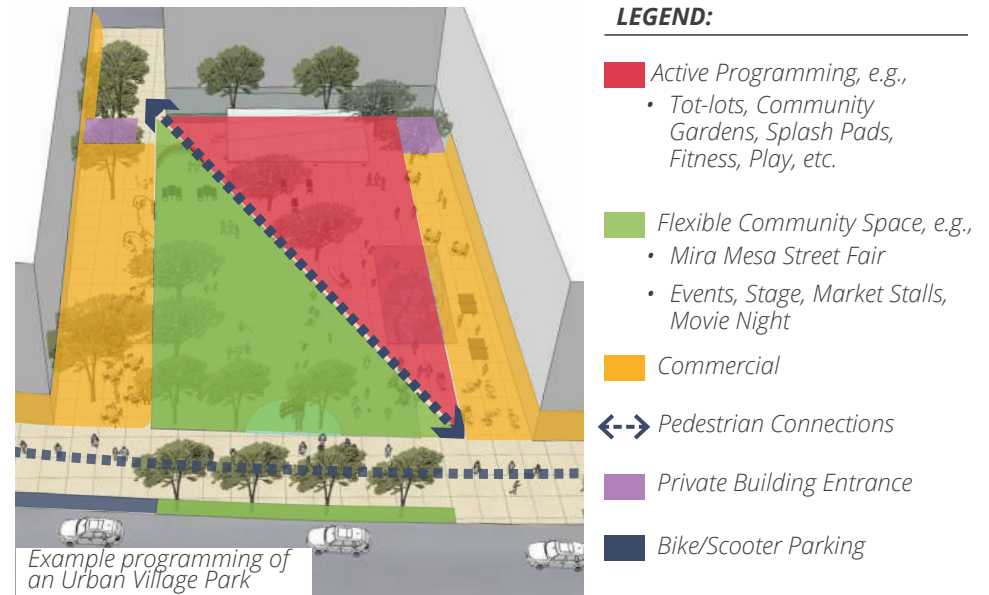
CP 600-33 Note: Developments have the ability to obtain Recreation Value Points for the construction of on-site parks and amenities by following the guidelines established in City Council Policy 600-33 prior to receiving a certificate of occupancy for the final phase of the development to assure the public has adequate advance notification and opportunity to participate in the design of the parks. Development that designs and constructs on-site park amenities that satisfy the development's park standard identified in the Parks Master Plan and seeks to be eligible for any exemption of the City-wide DIF shall meet the requirements of Municipal Code §142.0640.

SDR.1. Urban Village Parks

All new residential or residential mixed-use development on a premises equal to or greater than 2 acres, or with a gross floor area equal to or greater than 75,000 square feet, shall satisfy Recreation Value Points on-site by providing a publicly-accessible park(s) and amenities within each Urban Village as shown in Figures 8-9 through 8-14 that complies with all of the following:

1. A recreational easement shall be provided for the park(s) that allows for public access and use, at minimum, during the daytime.
2. The location of the park(s) shall be designed to connect to the pedestrian circulation system for the development.
3. A minimum of 20 percent of a park(s) perimeter shall front a public right-of-way or privately maintained street open to the public and shall not be obstructed by a structure.
4. Wayfinding signage shall be installed to direct the public to the park(s) at the entrance of the development and/or along ancillary pathways and private streets.
5. Signage shall be provided at the entrance of the park(s) to advise the public of the hours of public access.

Development that is subject to both the Urban Village Park requirements in SDR.1 and the Linear Parks requirement in SDR.4 may use the recreational amenities provided in the linear park and apply their associated Recreation Value Points toward the required Recreation Value Points for the Urban Village Park.



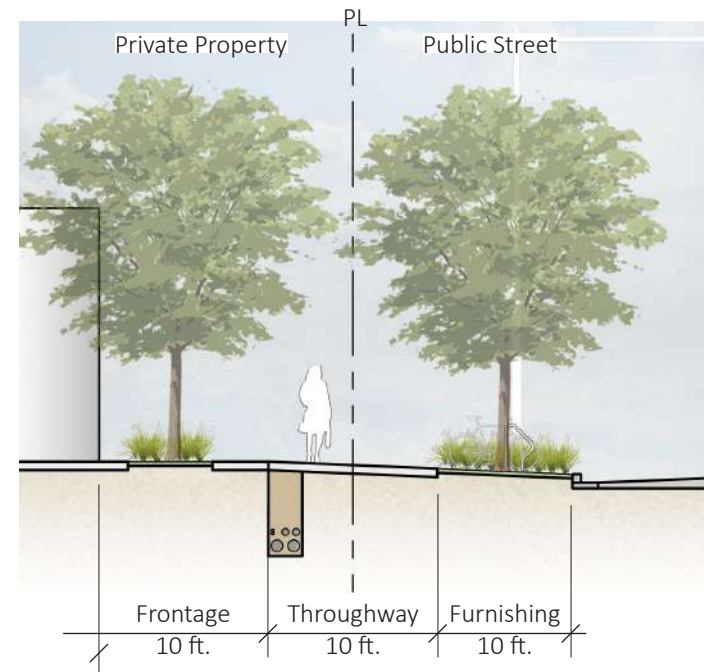
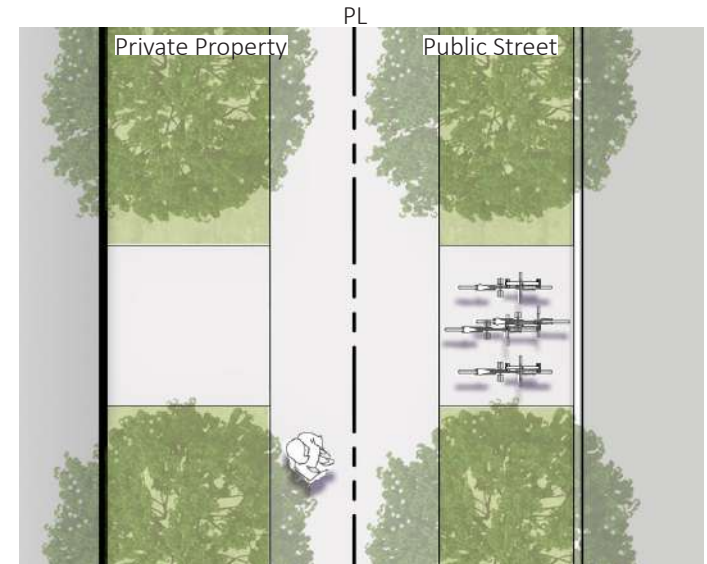
SDR.2. Urban Pathways

Development fronting the proposed urban pathways in each Urban Village as shown in Figures 8-8 through 8-14 shall provide urban pathways that include the following:

1. A total minimum width of 18 feet from the face of curb toward the property line,
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,
3. A pedestrian throughway zone with a minimum width of 10 feet, and
4. Development shall observe a minimum setback of 10 feet and provide a row of street trees within the frontage zone to complement the row of street trees within the furnishing zone.



Example view of an Urban Pathway



Example cross-section and plan of an Urban Pathway

SDR.3. Ancillary Pathways

Development fronting or containing the proposed ancillary pathways in each Urban Village as shown in Figures 8-8 through 8-14 shall provide sidewalks per the following:

1. Built to City standards per the Street Design Manual, except at minimum width of 8 feet.
2. Provide connections to the public rights-of-way, and
3. Accessible to the public.



Example view of a Ancillary Pathway



Example programming for an Ancillary Pathway

LEGEND:

- Active Programming, e.g.,
 - Cafe Tables
 - Game Tables
 - Public Art
 - Fitness Equipment
 - Informal Seating
- Passive Open Space, e.g.,
 - Landscape Planting
- Private Building Entrance
- Commercial

SDR.4. Linear Parks

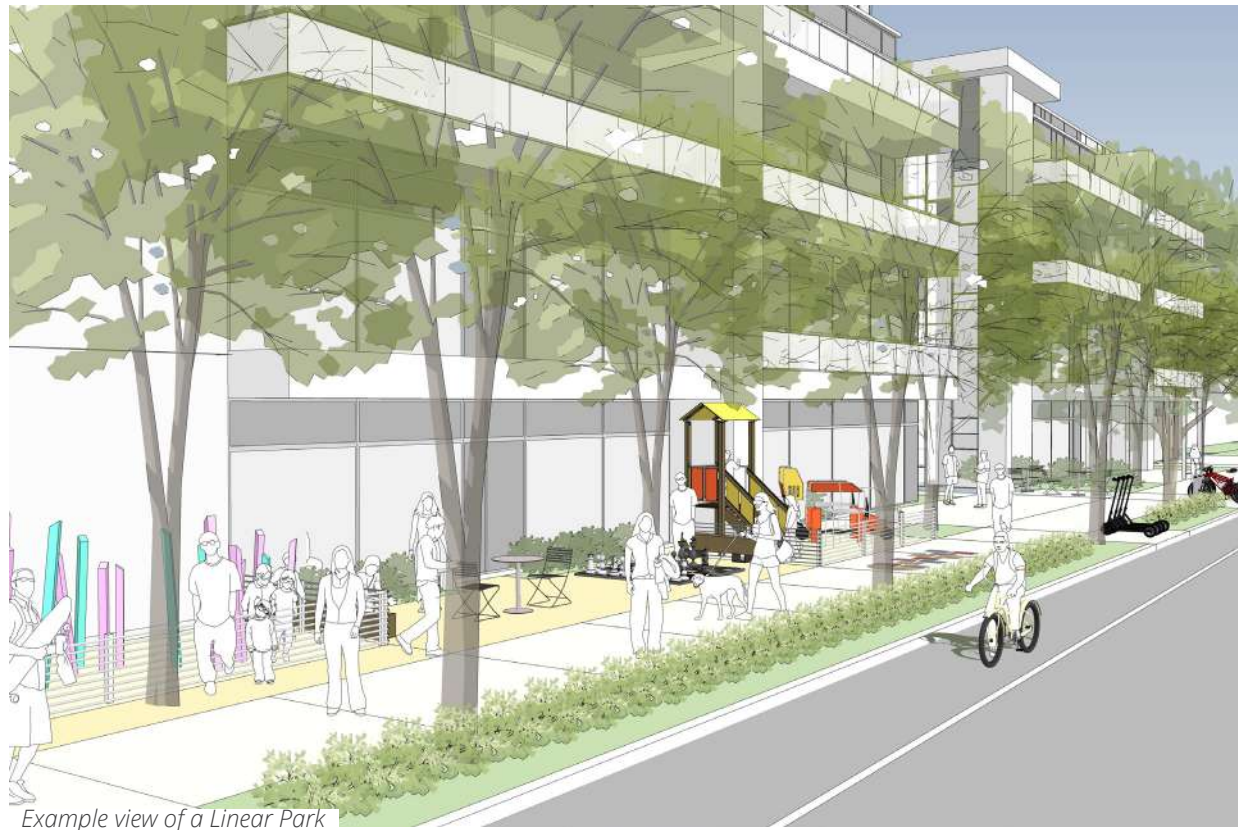
Development fronting the linear parks as shown in Figures 8-9 and 8-10 shall provide linear parks that include the following:

1. An average width of 30-feet measured from the face of curb,
2. Publicly accessible, 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.



LEGEND:

- Active Programming, e.g.,
 - Fitness
 - Multi-age Play
 - Outdoor Dining
 - Public Art
 - Game Tables
- Streetscapes/Stormwater
- Bike/Scooter Parking
- Commercial



SDR.5. Trails and Trail Amenities

Development fronting the proposed trail amenities as shown in [Figure 8-8](#) and [Figure 8-14](#) shall provide the following trails and/or trail amenities:

1. For the Rim Trail in Sorrento Mesa, as shown in [Figure 8-8](#):
 - a. Provide a minimum 8-foot wide ancillary pedestrian facility, 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-foot wide for segments located outside of the MHPA, and
 - 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 8-14](#):
 - a. Provide a minimum 8-foot wide ancillary pedestrian facilities, 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 8-14](#):
 - a. Provide a minimum 10-foot wide trail adjacent to the creek.



Example of trail amenities, e.g., lighting



Example of trail amenities, e.g., bike racks

SDR.6. Private Street Connections

Development shall provide a new private street connection(s) as shown in Figures 8-9 through 8-13 per the following:

1. A homeowners association or property owner shall provide an agreement to maintain the private streets.
2. The entrance to the private streets shall advise the public of the non-dedicated status of the streets.
3. The private street shall be designed consistent with urban parkway configurations for a non-contiguous sidewalk with street trees and pedestrian scale lightings consistent with the Street Design Manual.
4. Private streets shall be designed and constructed to the same structural, geometric, lighting, and drainage standards as dedicated local commercial street to the satisfaction of the City Engineer.
5. Private streets shall be aligned with existing signalized intersections.
6. General utility easements shall be provided over the width of the private street right-of-way.
7. The private street name sign shall be in accordance with the City of San Diego Standard Drawings.
8. Prior to the construction of the private streets, no new development, inclusive of structures, shall be constructed or permitted within the area identified for the private streets, except for landscaping, parking facilities, or driveways.
9. In phased developments, locations for future private roadway connections shall be identified, and within the areas identified for future roadway extensions, no new structures shall be constructed or permitted, unless a satisfactory alternative location for the roadway extension has been identified.



Example view of an existing drive aisle



Example view of a new private street connection aligned with existing drive aisle

SDR.7. Pedestrian Bridge at Mira Mesa Gateway

Development fronting or containing the proposed pedestrian bridge alignment crossing Mira Mesa Boulevard as shown in [Figure 8-10](#) shall do the following:

1. The proposed pedestrian bridge shall be identified on the pedestrian circulation and public access plan for the development, and
2. A pedestrian path system shall be designed to connect to the proposed pedestrian bridge at grade or on an upper level of a building, and
3. A dedication or irrevocable offer of dedication shall be provided for an easement for the area needed for the proposed pedestrian bridge support column to the satisfaction of the City Engineer, and
4. A dedication or irrevocable offer of dedication shall be provided for a pedestrian right-of-way easement for the area needed for the proposed pedestrian bridge ramp to the satisfaction of the City Engineer.
5. Prior to the construction of the proposed pedestrian bridge, no new development, inclusive of structures, shall be constructed or permitted within the area identified for the pedestrian bridge support column and ramp, except for landscaping.

SDR.8. Widening of Barnes Canyon Rd

To accommodate additional capacity for transit and bicycle facilities, developments fronting both sides of Barnes Canyon Road/Scranton Road shall provide 10 feet of public right-of-way from existing curb to building face along the length of Barnes Canyon Road/Scranton Road as shown on [Figure 8-12](#).

SDR.9. Uses in Mira Mesa Town Center

1. Retail sales and commercial services uses with a drive-in or drive-through component shall be allowed as a by-right use if access to the drive-through queue is taken from a private street or internal drive aisle.
2. New building supplies and equipment uses shall be permitted.

SDR.10. Uses in Miramar Gateway

Distribution and storage uses shall be permitted. Truck parking and loading areas shall be screened with landscaping, wrapped buildings, or an architectural screen so they are not visible from the public right-of-way.

SDR.11. Uses in Mira Mesa Gateway

Sites zoned RMX shall maintain a minimum of 10 percent of the gross floor area for commercial uses. The calculation of gross floor area shall include all buildings within the premises, including any existing buildings that will remain.



Existing aerial view of Mira Mesa Town Center

SDR.12. Structure Heights in Mira Mesa Town Center

All new residential or residential mixed-use development are allowed maximum structure heights of 100 feet.

SDR.13. Development on a Premises with a Utilized Development Permit

Any proposed development on a premises with a utilized development permit will be reviewed to determine conformance with the development permit. Chapter 12 of the Land Development Code allows for certain permit amendments if new development does not conform to the development permit and allows the utilization of current zoning regulations without needing to amend the permit under certain circumstances.

1. For any proposed expansion, enlargement, or new construction on a premises where the CPIOZ supplemental development regulations conflict with a utilized development permit, the permit shall apply subject to the following criteria without the need to amend the utilized development permit and may be approved or denied as a Process One decision:
 - a. Complete building permit applications shall be submitted within ten (10) years after the adoption date of this Community Plan; and
 - b. The total of all approved building permit applications submitted within ten (10) years after the adoption date of this Community Plan for any proposed expansion, enlargement, or new construction shall not exceed 25 percent of the gross floor area of the premises allowed by the utilized development permit.
2. Any proposed expansion, enlargement, or new construction on a premises with a commercial base zone that meets the criteria in SDR 13.1 shall not be subject to the base zone lot coverage and front and side setback requirements.

Figure 8-8. Sorrento Mesa Rim Trail CPIOZ

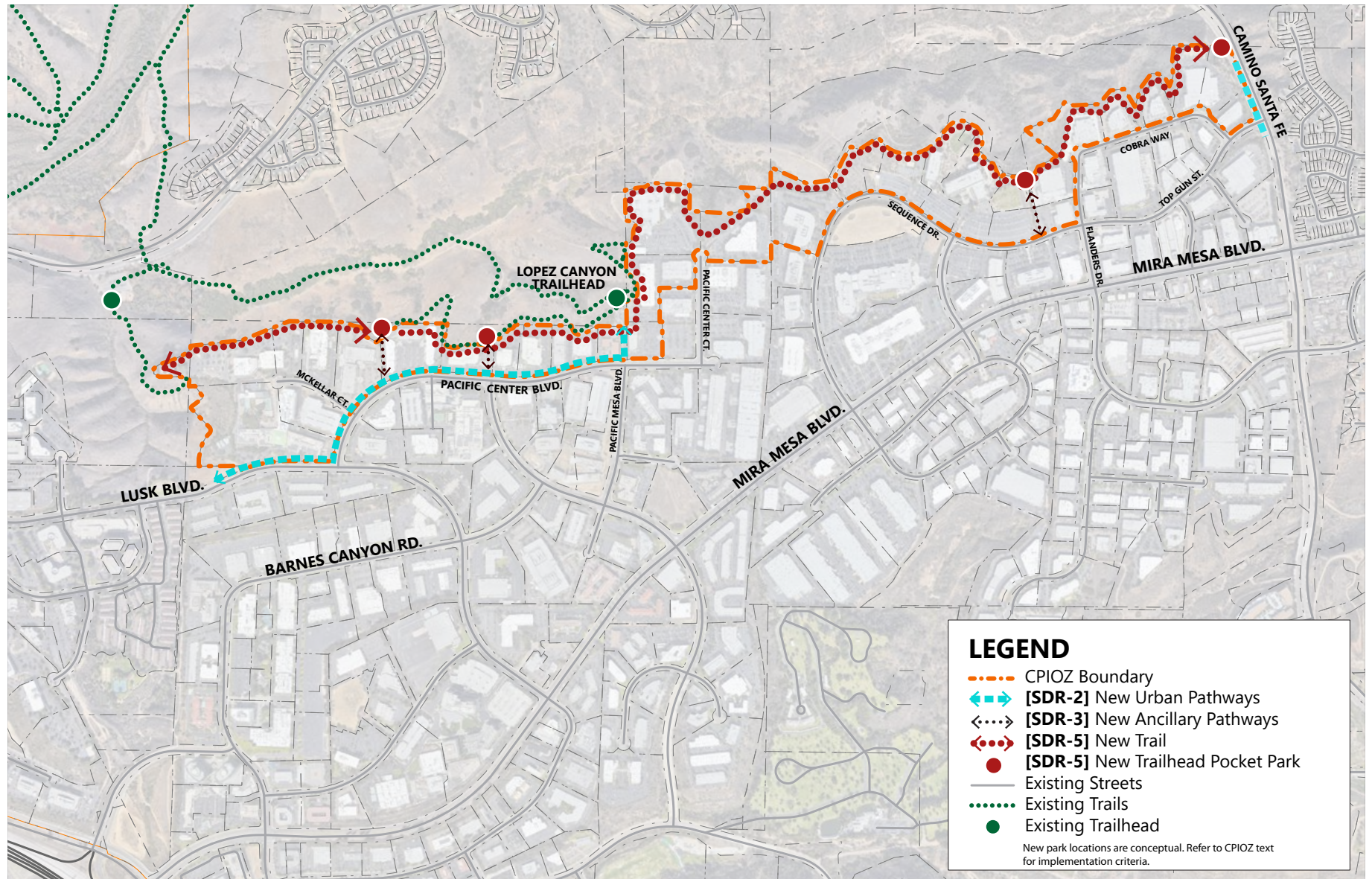


Figure 8-9. Mira Mesa Town Center CPIOZ



Figure 8-10. Mira Mesa Gateway CPIOZ

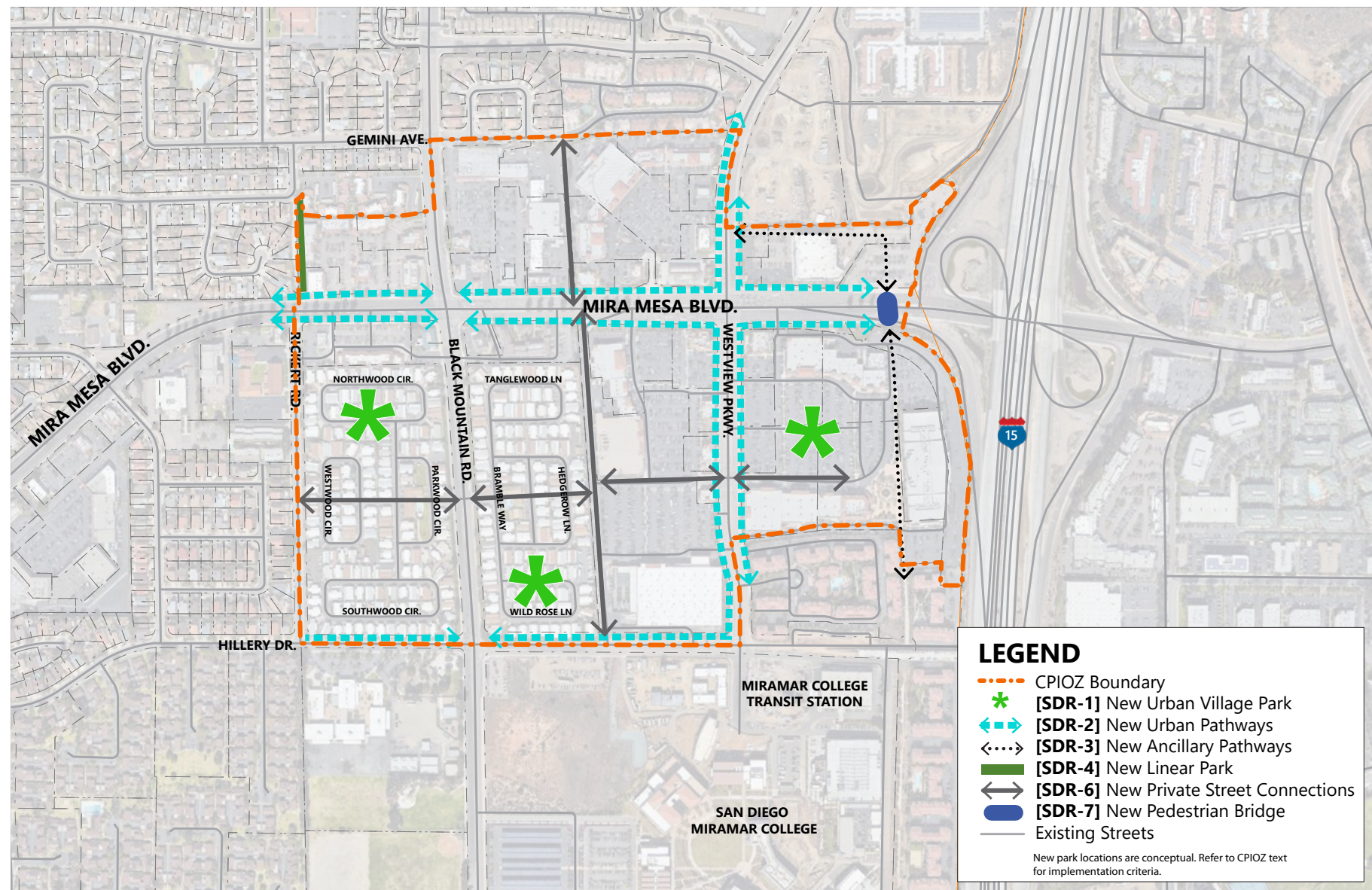


Figure 8-11. Plaza Sorrento CPIOZ

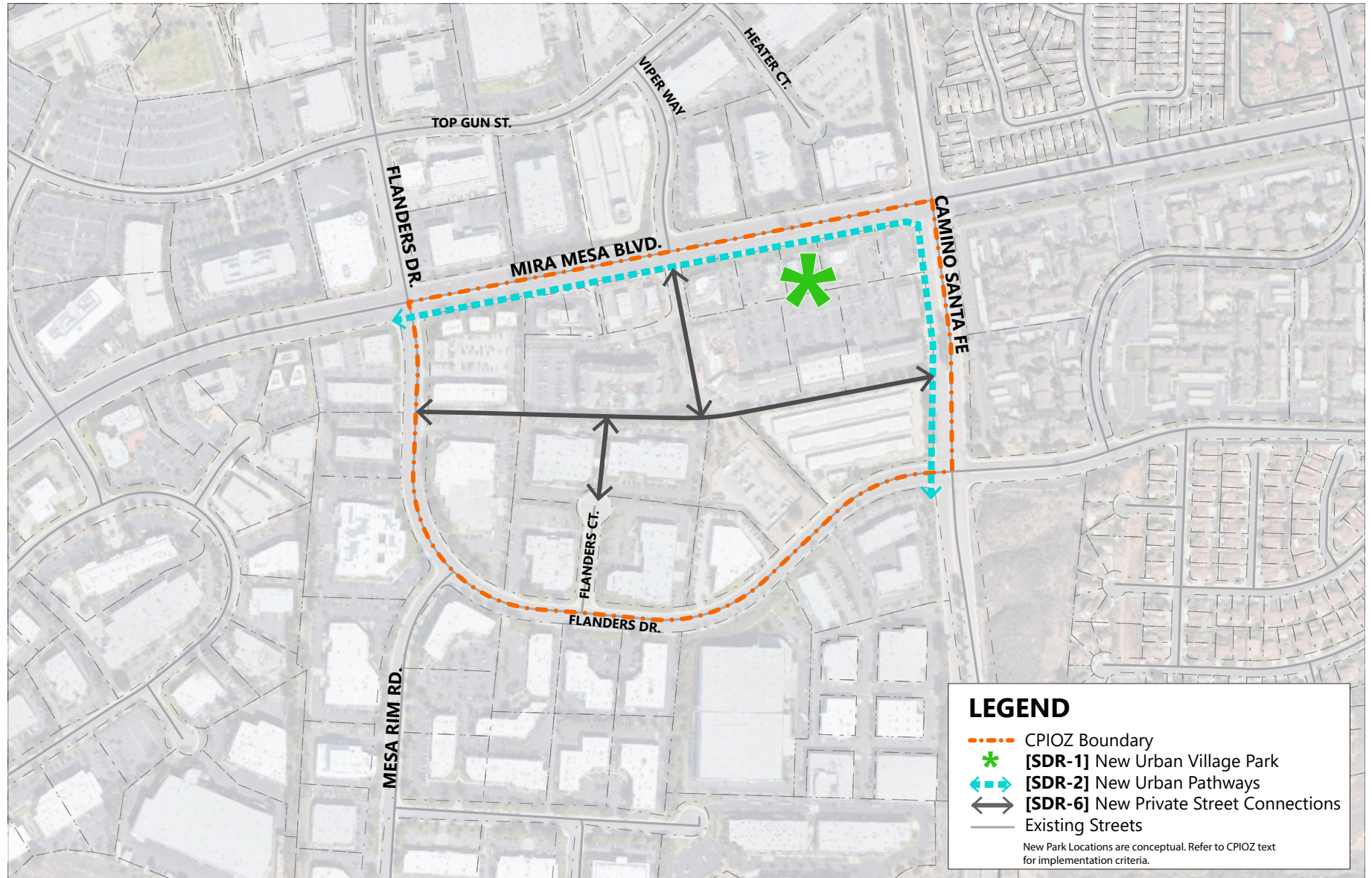


Figure 8-12. Barnes Canyon Rd CPIOZ

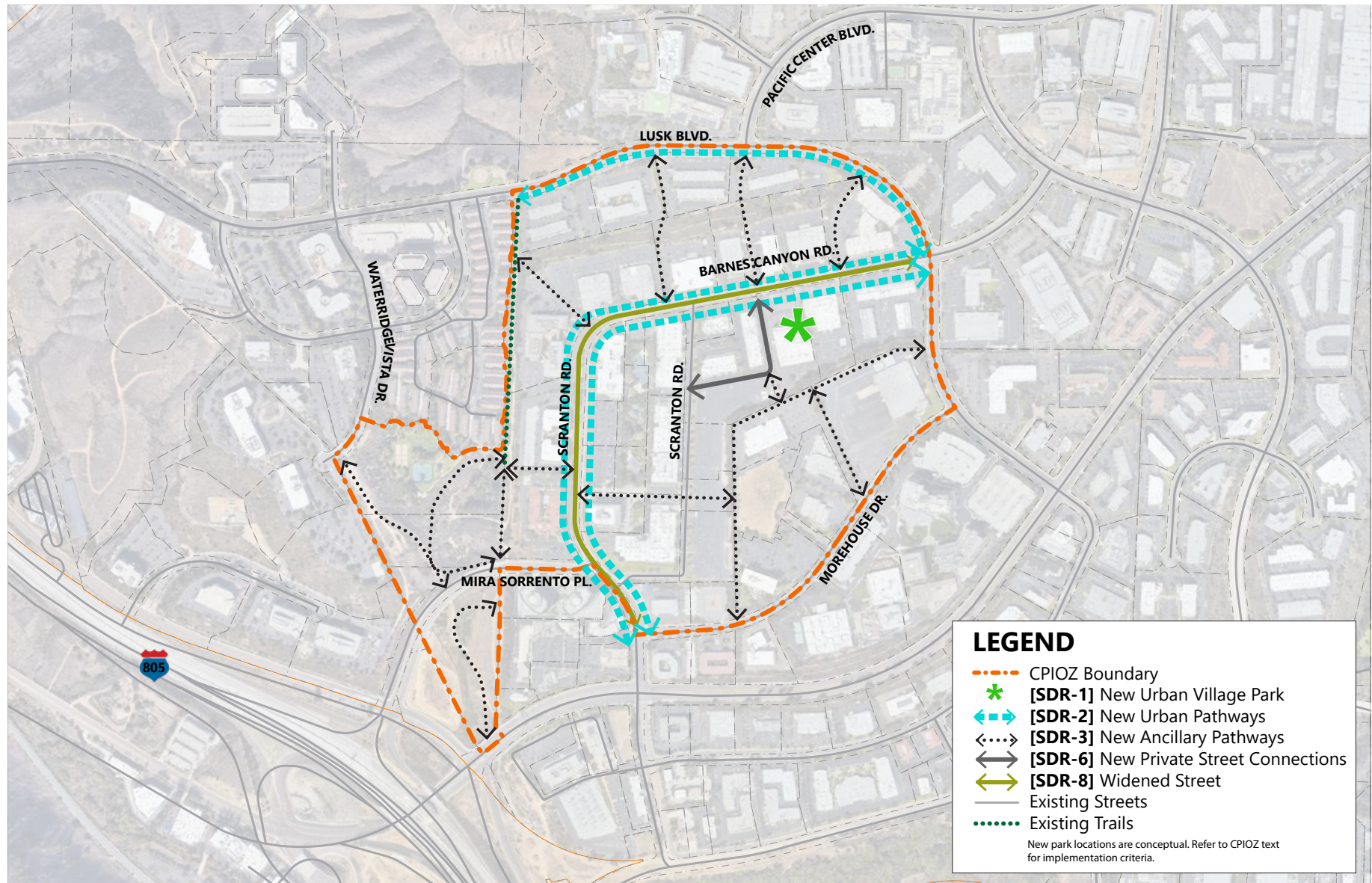
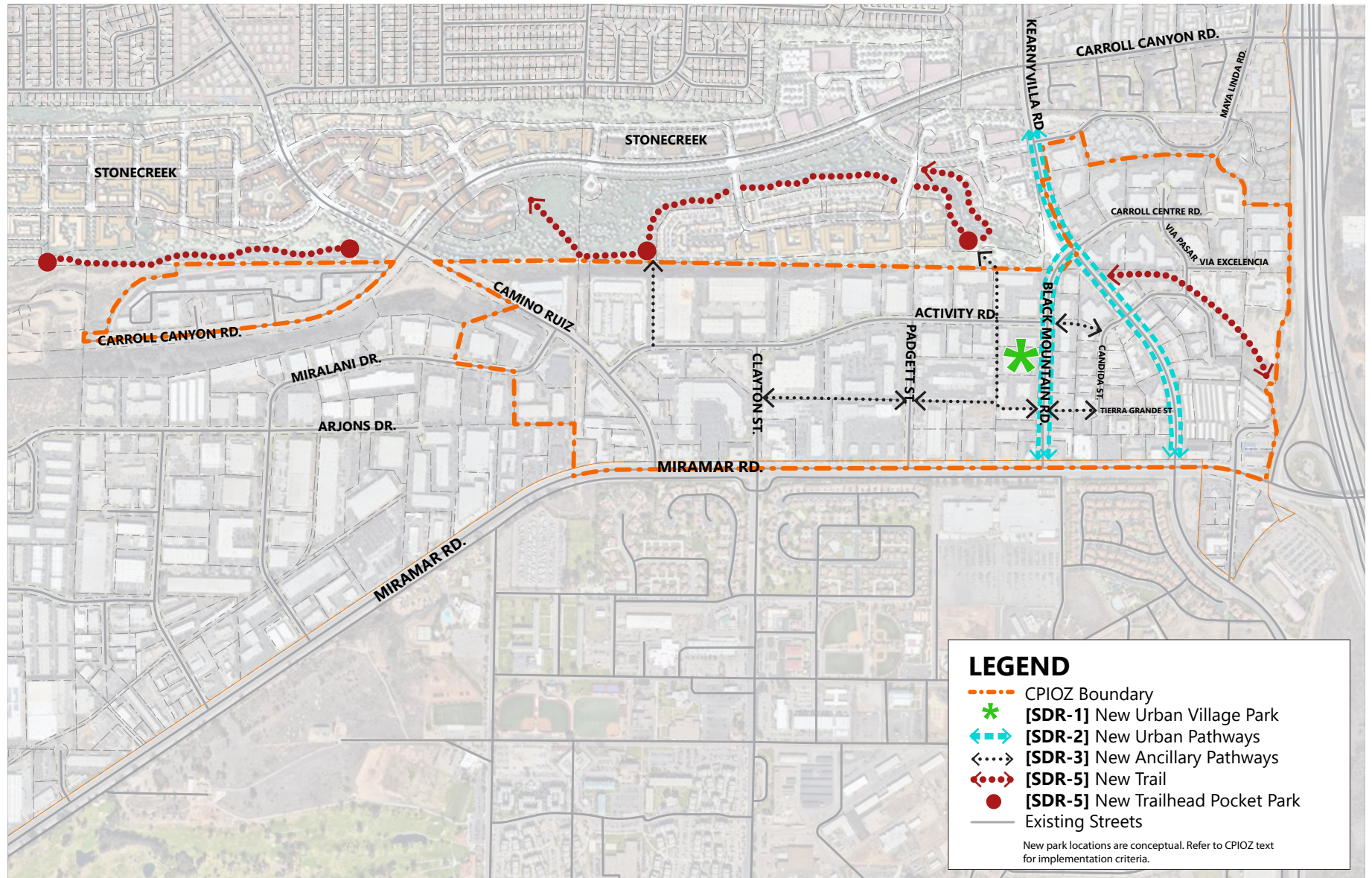


Figure 8-13. Pacific Heights Blvd CPIOZ



Figure 8-14. Miramar Gateway CPIOZ





Appendix

A. Planned Public Facilities

A. Planned Public Facilities

Community plans work together with the General Plan to provide policies and recommendations for community facilities and infrastructure in the City's community planning areas. Policies in both the General Plan and Community Plan address public safety and health and the facilities needed for the Community Plan's projected population. To serve Mira Mesa's existing needs and accommodate growth, public facilities and services need to be prioritized, financed, and developed within the community. This appendix has been prepared for the Mira Mesa Community Plan and Mobility Technical Report available at this link: <https://www.sandiego.gov/planning/community-plans/updates/mira-mesa>. The Mobility Technical Report prepared for the Mira Mesa Community Plan Update provides concepts and additional explanation of the planned network and related projects.

The table below summarizes the planned projects that are needed to implement the goals of the Mira Mesa Community Plan and support the community as growth occurs. The list has been compiled from the Mobility, Parks, Recreation, and Open Space, and Public Services, Facilities, and Safety sections of the Community Plan. Projects may be those that serve the needs of the community while others may be shared or citywide facilities benefitting the public and include but are not limited to mobility, parks and recreation, and fire-rescue. To remain responsive to community and City needs, and in line with best practices related to sustainability, public services, and healthy communities, the projects in this appendix may be prioritized, updated, and revised when necessary.

Projects and public improvements described in the Community Plan include new and upgraded facilities and therefore vary in their scope and cost. The projects also vary in regards to implementation, with some to be scheduled as street maintenance or as development occurs and/or through the collection of appropriate fees, and others to be implemented incrementally through programs, such as the City's Capital Improvement Program (CIP) or upon capital funding from city, state, regional, and federal agencies. Still, some projects will require cooperation and collaboration of City departments in conjunction with private sector developers and partnerships with public agencies.

It should be noted that additional projects may be proposed for Mira Mesa and implemented as part of development projects, capital improvements, or as part of Citywide efforts and as required by state and federal mandates. Additional projects not individually listed in this appendix can also include projects related to climate resiliency planning, storm water improvements, freeway access improvements, and active transportation facilities, including but not limited to those required by the City of San Diego Street Design Manual (e.g., curb ramps, sidewalks with landscaped parkways, pavement markings, crossings) and

those required for compliance with Americans with Disabilities Act (ADA) accessibility guidelines (e.g., audible pedestrian signals). The City of San Diego Street Design Manual establishes guidelines to carry out the City's street design functions and provides an explanation of roadway designs and applicable components. The Street Design Manual can be accessed at this link: <https://www.sandiego.gov/planning/programs/transportation/library/stdesign>. Also, at project-level implementation of proposed facilities and infrastructure would have to be designed to meet City standards and to the satisfaction of the City of San Diego City Engineer. Additionally, dedication of additional right-of-way for noncontiguous sidewalks and wider parkway area in accordance with the City's Street Design Manual would occur at the project-level.

Name or Category ¹	Description
S-1: Future School Site	Future school site within the Westside Neighborhood of the Stone Creek Master Plan Area.
F-1: SD Future Mira Mesa Fire Station	Fire Station near Camino Santa Fe and Miramar Road.
P-1: Gil Johnson (Mira Mesa Recreation Center)	Development of amenities such as Volleyball and basketball court, kitchen, rooms for meetings and crafts per General Development Plan (GDP).
P-2: Future Recreation Center at 3Roots (Name TBD)	Recreation Center (17,000sf) on land deeded to the City within 3Roots Community Park General Development Plan (GDP).
P-3: Future Recreation Center	Recreation Center (approx. 17,000 sf), location tbd.
P-4: Future Recreation Center	Field house or recreation center (approx. 17,000 sf), location tbd. (Assumes continued Hourglass Park joint-use agreement with Miramar College).
P-5: Mira Mesa Community Park Aquatic Complex	Per approved General Development Plan (GDP) for Mira Mesa Community Park.
P-6: Future Aquatic Complexes	(2) Aquatic complexes – one at Mira Mesa Rec Center per approved GDP, and another at a location tbd. (Assumes continued Ned Baumer Aquatic Center joint-use agreement with Miramar College).

P-7: 3Roots Community Park	Sports-park Community Park per approved General Development Plan (GDP); built by developer and deeded to City.
P-8: Mira Mesa Community Park	Additions and renovations per General Development Plan (GDP).
P-9: Stone Creek Central Park	Planned park with active and passive recreation facilities in conjunction with Stone Creek development with GDP process.
P-10: 3Roots Routes District Neighborhood Park	Privately-owned public park with public access agreement with City.
P-11: Breen	Shade structure over the play area, new trees to shade parking, and fitness stations, bocce court(s), and others.
P-12: Camino Ruiz	Expansion of security improvements, a shade structure over the play area, and enhancements to the shade structure, and other recreational features.
P-13: Lopez Ridge	Play areas, picnic facilities, gazebo, splash pad, Pétanque/bocce court, and pickleball court.
P-14: Christa McAuliffe Neighborhood Park (formerly Winterwood lane park)	Security lighting, shade structure over the play area, and small off-leash dog area, expanded picnic facilities with gazebo, pickleball, and fitness stations.
P-15: Maddox	Dog park improvements with shade sails, agility equipment, community bulletin board and new shade trees per approved GDP.
P-16: Mesa Verde	Picnic shelter at the picnic area near the playground, a restroom building, a shade structure at picnic /play area, a shade structure on the play area, and security lighting.
P-17: Mesa Viking	Design/ construction of shade structure, keep some multi-use, passive use turf, consideration could be the inclusion of additional amenities/ features, i-use passive turf, such as half-court basketball or playground area.

P-18: Salk	Restroom, play area, shade sails, native garden, parking, multi-purpose turf area and access to adjacent Salk joint-use area per approved GDP.
P-19: Sandburg	Low water-use design solution, picnic shelters, shade structure and developments to the unfinished portions of the park, and basketball, small hardcourt, and fitness circuit.
P-20: Stone Creek Westside Gardens	Planned Park with active and passive recreation facilities in conjunction with Stone Creek development in a GDG process.
P-21: Westview	Completion of the undeveloped portion of the site, including a shade cover, nature exploration playground, and other active or passive play features.
P-22: 3Roots Canopy District Neighborhood Park	Privately-owned public park with public access agreement with City.
P-23: Calle Cristobal Natural Park	Passive-use Park on City-owned land.
P-24: Calle Cristobal Trailhead Pocket Park	Trail and staging area park.
P-25: Miramar Gateway Trailhead Pocket Park	Trail and staging area park.
P-26: Parkdale Trailhead Pocket Park	Privately-owned overlook and trailhead marker with public access agreement.
P-27: 3Roots North of Creek Pocket Parks	Privately-owned public park with public access agreement.
P-28: 3Roots South of Creek Pocket Parks	Privately-owned public park with public access agreement.

P-29: Sorrento Peñasquitos Overlook Pocket Park	Passive use park with scenic overlook features.
P-30: Los Peñasquitos View Linear Park @Menkar	Linear park on public right-of-way.
P-31: Zapata Street Pocket Park	Public Park on city-owned land with canyon views.
P-32: 3Roots "Routes Collective Plazas"	Public plazas on private property with public access agreement.
P-33: Hickman E.S.	Future joint-use agreement with SDUSD.
P-34: Salk E.S.	Joint-use agreement with SDUSD. Points included in Salk neighborhood Park.
P-35: Sandburg E.S.	Future joint-use agreement with SDUSD.
P-36: 3Roots/ Parkdale Trail	Approximately 1.5-mile trail/ trail loop.
P-37: Calle Cristobal Trail	Approximately 1.23 miles of trails.
P-38: Canyon Hills Regional Park Trail	2.25 miles of trail.
P-39: Carroll Creek Trail	Privately maintained 1.5-mile trail along restored Carroll Canyon Creek.

P-40: Flanders Canyon Loop Trail	Approximately 1.30-mile trail.
P-41: Miramar Gateway Trail (Black Mountain to Rim Trail)	0.18-mile trail segment connecting the community to the Rim Trail at Stone Creek with public access agreement.
P-42: Rattlesnake Canyon Trail	A 0.82-mile trail/ trail loop.
P-43: Sorrento Los Peñasquitos West Goat Trail and Pocket Park	Trail and Trailhead Pocket Park features.
P-44: Sorrento Rim Trail	Privately-owned public trail with public access agreement.
P-45: Carroll Canyon Nature Promenade	(2) public right-of-way areas with “respite” features similar to Trailhead Pocket Park features.
P-46: Stone Creek Rim Trail	Trail loop on private property with public access agreement.
P-47: Sorrento Peñasquitos Overlook Pocket Park	Passive Park with Trailhead Pocket Park features.
P-48: Lopez Canyon Trailhead Pocket Park	Enhancement of trailhead and parking area for Trailhead Pocket Park features.
P-49: Canyon Hills Regional Park	Parking, walking paths and picnic facilities per approved GDP.
P-50: Mira Mesa Gateway parks	Publicly accessible parks and recreation amenities, typically privately owned and maintained with public access agreements.

P-51: Mira Mesa Town Center parks	Publicly accessible parks and recreation amenities, typically privately owned and maintained with public access agreements.
P-52: Miramar Gateway parks	Publicly accessible parks and recreation amenities, typically privately owned and maintained with public access agreements.
P-53: Sorrento Mesa parks	Publicly accessible parks and recreation amenities built within development projects, typically privately owned and maintained with public access agreements.
P-54: Overlooks onto open space	Scenic overlooks from public viewpoints, some are suitable to have Trailhead Pocket Park features.
P-55: Potential Park Site	Potential Park Acquisition, Design & Construction at 7636-46 Acama Street.
P-56: Potential Park Site	Potential Park Acquisition, Design & Construction at 7011 Westleigh Place.
P-57: Potential Park Site	Potential Park Acquisition, Design & Construction at 9600 Kearny Mesa Road.
P-58: Potential Park Site	Potential Park Acquisition, Design & Construction at 11469 Black Mountain Road.
P-59: Potential Park Site	Potential Park Acquisition, Design & Construction at 82612 Gold Coast Drive.
P-60: Potential Park Site	Potential Park Acquisition, Design & Construction at 9800 Summers Ridge Road.
P-61: Potential Park Site	Potential Park Acquisition, Design & Construction at 6650 Lusk Boulevard.

P-62: Mira Mesa Town Center CPIOZ Linear Park	Linear Parks built within/alongside development projects; publicly accessible parks and recreation amenities, typically privately owned and maintained with public access agreements.
P-63: Mira Mesa Gateway CPIOZ Linear Park	Linear Parks built within/alongside development projects; publicly accessible parks and recreation amenities, typically privately owned and maintained with public access agreements.
M-1: Bicycle Network Improvements ²	<p>Class I Bicycle Trials/ Multi Use-Paths</p> <ul style="list-style-type: none"> • Along the old train tracks North of Miramar Road • S Campus Drive, from Gold Coast to the Miramar College Transit Station near S Camino Ruiz • Rickert Road, from Hillery Drive to Mira Mesa Boulevard • Vista Sorrento Parkway, from Sorrento Valley Boulevard and Mira Sorrento Place • Miramar Road, from Miramar Place to Commerce Avenue • Mira Mesa Boulevard, Shared Use Path (one-way) from New Salem Street to I-15 <p>Class II Bike Lanes</p> <ul style="list-style-type: none"> • Galvin Avenue, from Black Mountain Road to Westview Parkway • Carroll Road, from Camino Santa Fe to Miramar Road • Flanders Drive, from Mira Mesa Boulevard to Keoki Street • Pacific Center Boulevard, from Pacific Center Court to Lusk Boulevard • Barnes Canyon Road / Scranton Road, from Pacific Heights Boulevard and Mira Sorrento Place • Oberlin Drive, from Scranton Road to Mira Mesa Boulevard • Westons Hill Drive, from Gold Coast Drive to Mira Mesa Boulevard • Parkdale Avenue, from Dancy Road to Alcamo Road • Capricorn Way, from Black Mountain Road to Westview Parkway • Miramar Road, from Carroll Road to Camino Ruiz • Mira Mesa Boulevard, shared bus/bike lane from Dabney Drive to Raegan Road • Camino Ruiz, along SB Camino Ruiz between Calle Cristobal and New Salem Street • Pacific Heights Boulevard, from Pacific Center Boulevard to Carroll Canyon Road • Black Mountain Road, from Kearny Villa Road to Hillery Drive • Carroll Canyon Road, from I-15 to Scripps Ranch Boulevard

	<p>Class III Bike Routes</p> <ul style="list-style-type: none"> • Westonhill Drive, from Mira Mesa Boulevard to Aquarius Drive • Parkdale Avenue, from Flanders Drive to Dancy Road • Capricorn Way, from Zapata Drive to Black Mountain Road • Carroll Park Drive, from Carroll Park Drive Loop, starting and ending at Carroll Road • Wateridge Circle, between Lusk Boulevard East of Telesis Court and Lusk Boulevard West of Telesis Court • Zapata Drive, from Avenida Del Gato to Capricorn Way • Santa Arminta Avenue / Aquarius Drive, from Calle Cristobal to Westonhill Drive • San Ramon Drive, from Marauder Way to Gold Coast Drive • Marbury Road, from Hillery Drive to Mira Mesa Boulevard • Sequence Drive, from Mira Mesa Boulevard to Camino Santa Fe • Westmore Road, from Montongo Steet to Mira Mesa Boulevard • Pacific Center Court, from Pacific Center Boulevard to the end of the cul de sac • Flanders Drive, from Parkdale Avenue to Black Mountain Water • Alcamo Road, from Parkdale Avenue to Montongo Street • Avenida Del Gato, from Santa Arminta Avenue to Zapata Avenue • New Salem Street, from the end of the street to Mira Mesa Boulevard • Hillery Drive, from Marauder Way to Black Mountain Road • Miramar Road, from I-15 SB Ramps to I-15 NB Ramps <p>Class IV Cycle Tracks (One-way)</p> <ul style="list-style-type: none"> • Camino Santa Fe, from Sorrento Valley Boulevard to Miramar Road • Miralani Drive, from Arjons Drive to Camino Ruiz • Kearny Villa Road, from Black Mountain Road to Miramar Road • Activity Road, from Camino Ruiz to Black Mountain Road • Calle Cristobal, from Camino Santa Fe and Camino Ruiz • Trade Street, from Camino Santa Fe to Trade Place • Maya Lina Road, from Carroll Canyon Road to Gold Coast Drive
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	<ul style="list-style-type: none"> • Scranton Road, from Mira Mesa Boulevard and Carroll Canyon Road • Arjons Drive, from Trade Place to Miralani Drive • Trade Place, from Trade Place to Arjons Drive • Sorrento Valley Boulevard, from Vista Sorrento Parkway and Camino Santa Fe • Mira Sorrento Place, from Vista Sorrento Parkway and Scranton Road • Westview Parkway, from Galvin Avenue to Black Mountain Road • Hillery Drive, from Black Mountain Road to Westview Parkway • Mira Mesa Boulevard, from Scranton Road to Dabney Drive • Mira Mesa Boulevard, from Reagan Road and Westhill Drive • Mira Mesa Boulevard, Greenford Drive to Westview Parkway • Camino Ruiz, along NB Camino Ruiz between Calle Cristobal and Miramar Road • Pacific Heights Boulevard, from Carroll Canyon Road and Mira Mesa Boulevard (NB) • Black Mountain Road, from Miramar Road to Mercy Road • Carroll Canyon Road, from Nancy Ridge Drive to Camino Santa Fe • Carroll Canyon Road, from Black Mountain Road to the I-15 <p>Class IV Cycle Tracks (Two-way)</p> <ul style="list-style-type: none"> • Along Reagan Road looping down to Marauder Way and stopping at Mira Mesa Boulevard • Montongo Street, from Alcamo Road to Acama Street • Westview Parkway, from Hillery Drive to Galvin Avenue • Miramar Road, from Commerce Ave to I-15 SB Ramps • Carroll Canyon Road, from Camino Santa Fe to Black Mountain Road
M-2: Pedestrian Improvements	<p>Enhanced features to further improve safety, comfort, visibility, and accessibility for pedestrians include, but are not limited to, curb extensions, signal phasing and pavement marking treatments, upgraded traffic signals, and lane modifications at crossings and intersections. Pedestrian Improvements at the following segments:</p> <ul style="list-style-type: none"> • Gold Coast Drive • Hillery Drive

	<ul style="list-style-type: none"> • New Salem Street • Capricorn Way • Flanders Drive • Westmore Road • Aquarius Drive • Santa Arminta Avenue • Parkdale Avenue • San Ramon Drive • Mira Mesa Boulevard & Westmore Road/Marbury Avenue • Mira Mesa Boulevard & Reagan Road • Camino Ruiz & Teresa Drive/Capricorn Way • Black Mountain Road & Gemini Avenue • Black Mountain Road & Gemini Avenue • Camino Ruiz & Capricorn Way • Mira Mesa Boulevard & Westmore Road/Marbury Avenue <p>Lead pedestrian intervals (LPI) provide pedestrians a head start when entering an intersection and reinforce their right-of-way over turning vehicles. It is assumed that pedestrian countdown signal upgrades would occur in conjunction with LPI implementation. Facilities may include, but are not limited to, the following locations:</p> <ul style="list-style-type: none"> • Mira Mesa Boulevard & Black Mountain Road • Black Mountain Road & Gemini Avenue • Activity Road & Black Mountain Road • Carroll Canyon Road & Black Mountain Road / Kearny Villa Road • Mira Mesa Boulevard & Camino Ruiz • Camino Ruiz & Capricorn Way • Mira Mesa Boulevard & Mira Mesa Mall Driveway • Mira Mesa Boulevard & Greenford Drive • Mira Mesa Boulevard & I-15 SB Ramp • Lusk Boulevard & Mira Mesa Boulevard • Barnes Canyon Road & Lusk Boulevard
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	<ul style="list-style-type: none"> • Mira Mesa Boulevard & New Salem Street • Mira Mesa Boulevard & Reagan Road • Mira Sorrento Place & Scranton Road • Mira Mesa Boulevard & Sequence Drive / Huennekens Street • Mira Mesa Boulevard & Westmore Road/Marbury Ave • Mira Mesa Boulevard & Westview Parkway • Westview Parkway & Mira Lee Way • Westview Parkway & Galvin Avenue • Carroll Canyon Road & Camino Santa Fe • Reagan Road / Marauder Way & Camino Ruiz • Target / Hobby Lobby Driveway & Camino Ruiz • New Salem Street & Camino Ruiz • H Mart Driveway & Camino Ruiz • Black Mountain Road & Gold Coast Drive • Black Mountain Road & Hillery Drive • Black Mountain Road & Miramar College Driveway • Vista Sorrento Parkway & Mira Mesa Boulevard • Black Mountain Road & Miramar College • Westview Parkway & H Mart Driveway <p>Protected intersections for at-grade physical separations to promote yielding to pedestrians, offer comfort for pedestrians and bicyclists traversing through the intersection, and slow down vehicle travel speeds include, but are not limited to, the following locations:</p> <ul style="list-style-type: none"> • Black Mountain Road & Activity Road • Black Mountain Road & Kearny Villa Road/Carroll Centre Road • Black Mountain Road & Maya Linda Road • Black Mountain Road & Carroll Canyon Road • Camino Ruiz & Carroll Canyon Road • Camino Santa Fe & Calle Cristobal/Sorrento Valley Boulevard • Camino Santa Fe & Mira Mesa Boulevard
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	<ul style="list-style-type: none"> • Camino Santa Fe & Carroll Canyon Road • Mira Mesa Boulevard & Pacific Heights Boulevard <p>Pedestrian bridges provide safer crossings across heavily traveled roadways, along the following locations:</p> <ul style="list-style-type: none"> • I-15 near Hillery Drive DAR Bridge, connecting the Mira Mesa and Scripps Miramar Ranch communities • Mira Mesa Boulevard & Westview Parkway, on the east side of the intersection
M-3: Transit Improvements	<p>Measures to give transit priority at intersections (e.g., flex lanes or transit signal priority,) along the following roadway segments:</p> <ul style="list-style-type: none"> • Pacific Mesa Boulevard, on East side between Pacific Heights Boulevard and Pacific Center Boulevard • Pacific Center Boulevard, on North side between Lusk and Pacific Heights Boulevard • Westview Parkway, between Black Mountain Road and Hillery Drive • Camino Ruiz, between Calle Cristobal and Miramar Road • Mira Mesa Boulevard, between I-5 Interchange and I-15 Interchange • Carroll Canyon Road, between Mira Mesa Boulevard and Pacific Heights Boulevard • Pacific Heights Boulevard, from Pacific Center Boulevard to Carroll Canyon Road • Barnes Canyon Road / Scranton Road, from Pacific Heights Boulevard to Carroll Canyon Road • Lusk Boulevard, from Vista Sorrento Parkway to Morehouse Drive • Miramar Road, from Western Community Boundary to Eastern Community Boundary • Sorrento Valley Boulevard & Vista Sorrento Parkway • Lusk Boulevard & Vista Sorrento Parkway • Mira Mesa Boulevard & Scranton Road • Mira Mesa Boulevard & Lusk Boulevard • Barnes Canyon Road & Lusk Boulevard • Pacific Heights Boulevard & Pacific Mesa Boulevard

	<ul style="list-style-type: none"> • Carroll Canyon Road & Youngstown Way • Pacific Heights Boulevard & Carroll Canyon Road • Camino Santa Fe & Carroll Canyon Road • Camino Santa Fe & Mira Mesa Boulevard • Mira Mesa Boulevard & Camino Ruiz • Camino Ruiz & Gold Coast Drive • Camino Ruiz & Carroll Canyon Road • Camino Ruiz & Miramar Road • Miramar Road & Black Mountain Road • Gold Coast Drive & Black Mountain Drive • Mira Mesa Boulevard & Black Mountain Road • Mira Mesa Boulevard & Westview Parkway <p>Mobility hubs converge various modes of travel at one location with an integrated suite of mobility services, amenities, and technologies to increase transit ridership. Mobility hubs identification along the following roadway segments:</p> <ul style="list-style-type: none"> • Sorrento Valley Road & Carroll Canyon Road, at proposed Sorrento Valley Station relocation • Westview Parkway & Hillery Drive, at the Miramar College Transit Station • Mira Mesa Boulevard & Camino Ruiz, in the center of the Mira Mesa Town Center CPIOZ area • Mira Mesa Boulevard & Pacific Heights Boulevard, near intersection • Mira Mesa Boulevard & Genetic Center Drive, from near intersection • Camino Santa Fe & Carroll Canyon Road, near intersection <p>Skyways offer a potential solution that can traverse natural and topographic obstacles within a limited right-of-way. Modified aerial skyway alignment and suggested stops along the following roadway segments:</p> <ul style="list-style-type: none"> • UCSD Health La Jolla Station to Mira Mesa Town Center CPIOZ area (alignment) • along Lusk Boulevard • along Morehouse Drive
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	<ul style="list-style-type: none"> • Sorrento Valley Road & Carroll Canyon Road, at proposed Sorrento Valley Station relocation • Mira Mesa Boulevard & Camino Ruiz, in the center of the Mira Mesa Town Center CIPOZ area • Mira Mesa Boulevard & Pacific Heights Boulevard, near intersection • Mira Mesa Boulevard & Genetic Center Drive, near intersection <p>Micro-mobility modifications to include shared bike/ NEV lanes at the following segments:</p> <ul style="list-style-type: none"> • Camino Santa Fe, from Calle Cristobal to Carroll Canyon Road • Calle Cristobal, from Camino Santa Fe to Camino Ruiz • Sorrento Valley Boulevard, from the entrance to Los Peñasquitos Canyon Preserve to Camino Santa Fe
M-4: Roadway Improvements	<p>Intersection modifications to include geometry modification, signal modification, and/or new traffic control at the following locations:</p> <ul style="list-style-type: none"> • Black Mountain Road & Activity Road • Black Mountain Road & Carroll Canyon Road • Camino Santa Fe & Miratech Drive • Black Mountain Road & Miramar Road • Black Mountain Road & Gold Coast Drive • Miramar Road & Kearny Mesa Road <p>New Roadway Segments:</p> <ul style="list-style-type: none"> • Carroll Canyon Road – Western Fenton Boundary to Carroll Road • Carroll Canyon Road – Camino Santa Fe to Western Fenton boundary • Carroll Canyon Road – Camino Ruiz to Black Mountain Road • Carroll Canyon Road – Scranton Road to El Camino Memorial Park Western Entrance • Maya Linda Road – Carroll Canyon Road to Black Mountain Road

Notes:

1. "S" refers to planned schools; "F" refers to existing and planned police and fire facilities. Mira Mesa is served by the Mira Mesa Branch Library. No future library facilities are included at the time of the Community Plan preparation. If added over time, "L" would refer to projects involving planned library facilities; "P" refers to existing and planned park and recreational facilities; and "M" refers to planned mobility facilities.
2. Class I Multi-Use Paths are designed for the exclusive use of bicycles and pedestrians and completely separated from the right-of-way; Class II Bike Lanes are striped and buffered lanes in the right-of-way designated for the exclusive or semi-exclusive use of bicycles; Class III Bike Routes provide shared use of traffic lanes with cyclists and motor vehicles, sometimes identified as sharrows; and Class IV Cycle Tracks are lanes designated exclusively for one-way or two-way bicycle travel that are physically protected from vehicular traffic.
3. Construction of planned public facilities within the Stone Creek Master Plan Area is not expected to occur until after mining operations end and sufficient reclamation is completed.

