MIRA MESA COMMUNITY PLAN AMENDMENT

DRAFT - JUNE 2019

3ROOTS

by Mesa Canyon Community Partners

MIRA MESA COMMUNITY PLAN
AND LOCAL COASTAL PROGRAM LAND USE PLAN

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

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Mira Mesa Community Plan approved	July 30, 1992	0995 0996	October 6, 1992	R-280829 R-280830 R-282543
Certified by the California Coastal Commission November 18, 1993				
Carroll Canyon Master Plan			December 6, 1994	R-285097
			November 21, 1995	R-286614
Mira Mesa Business Park redesignation			December 3, 1996	R-288145
Reclassification of Capricorn Way from 4-lane collector to 2-lane collector			September 9, 1997	R-289162
Marriot Residence Inn			February 17, 1998	R-289745
Hilton Garden Inn			April 21, 1998	R-289986
Mira Mesa Market Center			August 4, 1998	R-290613
Redesignation of 3.9-acre site from visitor-commercial to community-commercial			June 19, 2001	R-295032
Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP	February 17, 2011		April 26, 2011	R-306737
3Roots San Diego rescinded the Carroll Canyon Master Plan to implement a revised mixed-use development by Master Planned Development Permit				

List of Figures

Figure 1. Land Use Map 5
Figure 2. Vicinity Map 15
Figure 3. Plan Boundaries 16
Figure 4. MCAS Miramar Site Plan 23
Figure 5. Native Plant Communities and Habitat Types 29
Figure 6. Designated Open Space System 39
Figure 7. Recommended Trail System 40
Figure 8. Recommended Wildlife Corridors 41
Figure 9. 1990 Average Daily Traffic 49
Figure 10. Horizon Year Average Daily Traffic and Recommended Street Classifications ..50
Figure 11. Existing Transit 55
Figure 12. Recommended Transit 56
Figure 13. Future Bikeways 57
Figure 14. Bicycle Facilities Classifications 58
Figure 15. Recommended Park and Recreation Facilities 68
Figure 16. Recommended School Facilities 78
Figure 17. Recommended Public Facilities 80
Figure 18. Recommended Residential Densities 88
Figure 19. Industrial Subareas 93
Figure 20. Recommended Industrial Land Use 97
Figure 21. Recommended Commercial Land Use 103
Figure 22. Carroll Canyon Master Plan Area XXX
Figure 23. Carroll Canyon Master Plan Area Land Use Map XXX
Figure 24. Community Plan Implementation Overlay Zone XXX

Sensitive Resources and Open Space System

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

Community Facilities

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

Parks

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

Libraries and Fire Stations

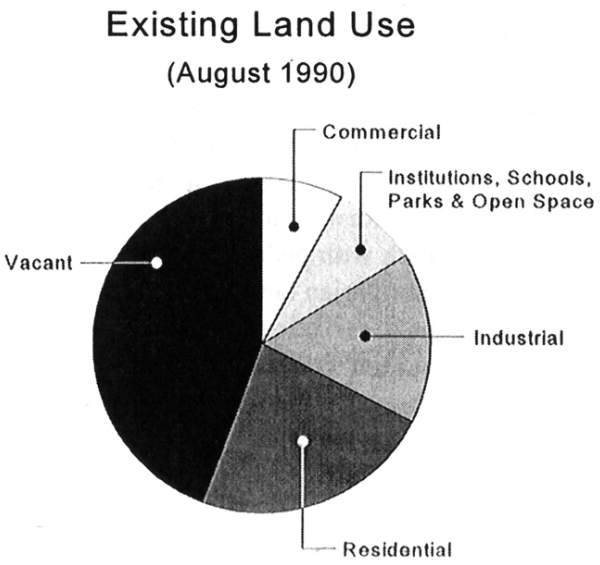
The expansion and possible relocation of the Mira Mesa Library to a site near the intersection of New Salem and Camino Ruiz and the addition of a fire station near the intersection of Miramar Road and Camino Santa Fe.

Transportation Improvements

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

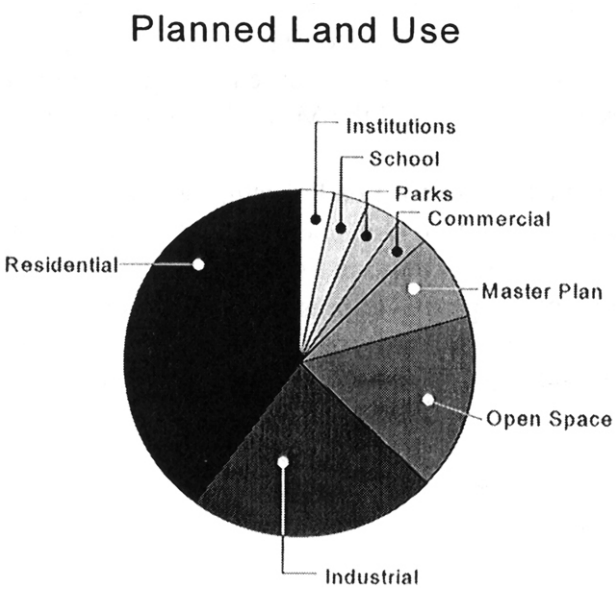
URBAN SETTING

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



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

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



Population Projections

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

INTRODUCTION

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

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

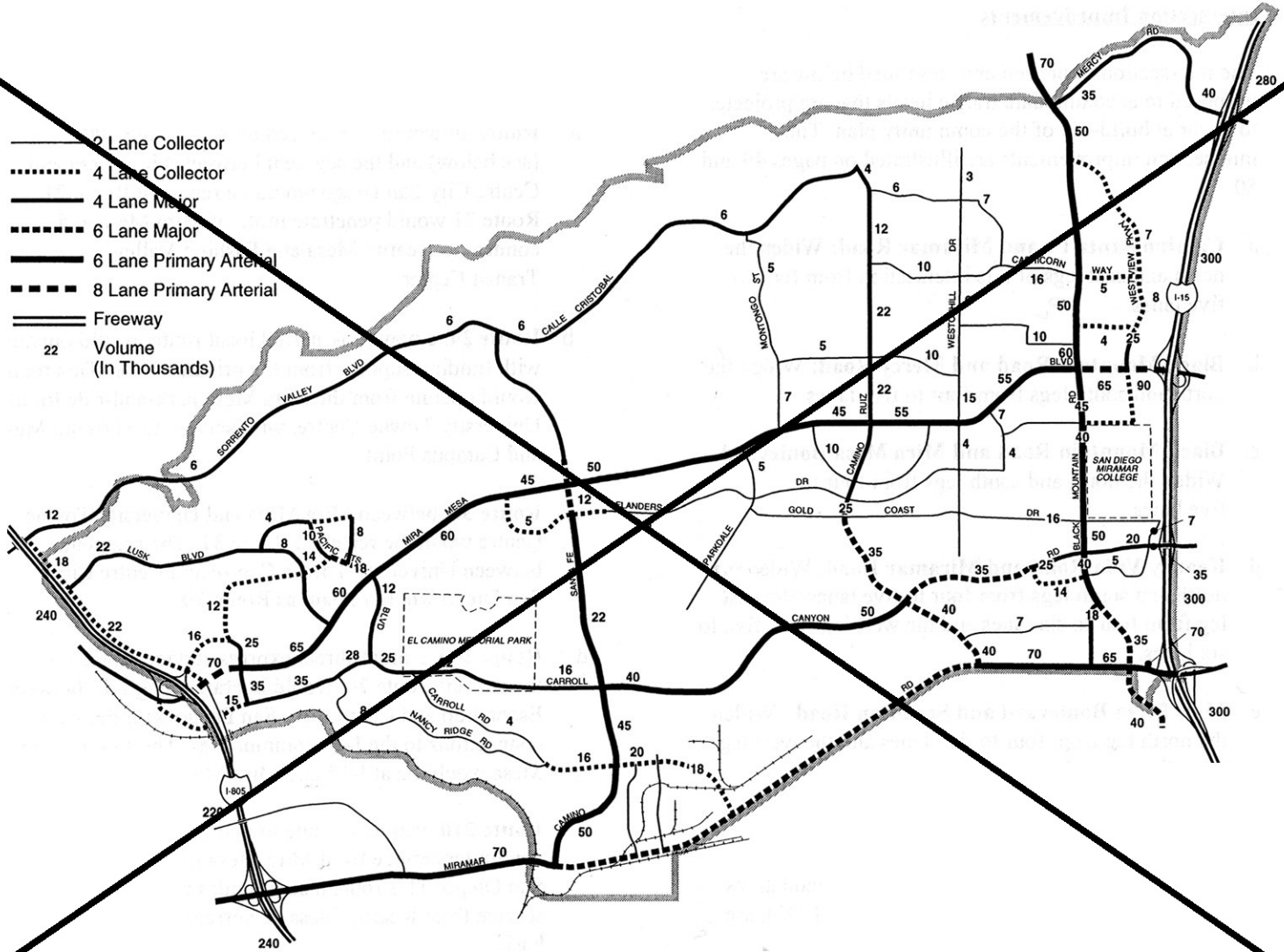
In addition, Los Peñasquitos Canyon Preserve, which is a sensitive resource of regional significance, restricts access to the north of the community. MCAS Miramar has the same effect at the southern boundary of the community.

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

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

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

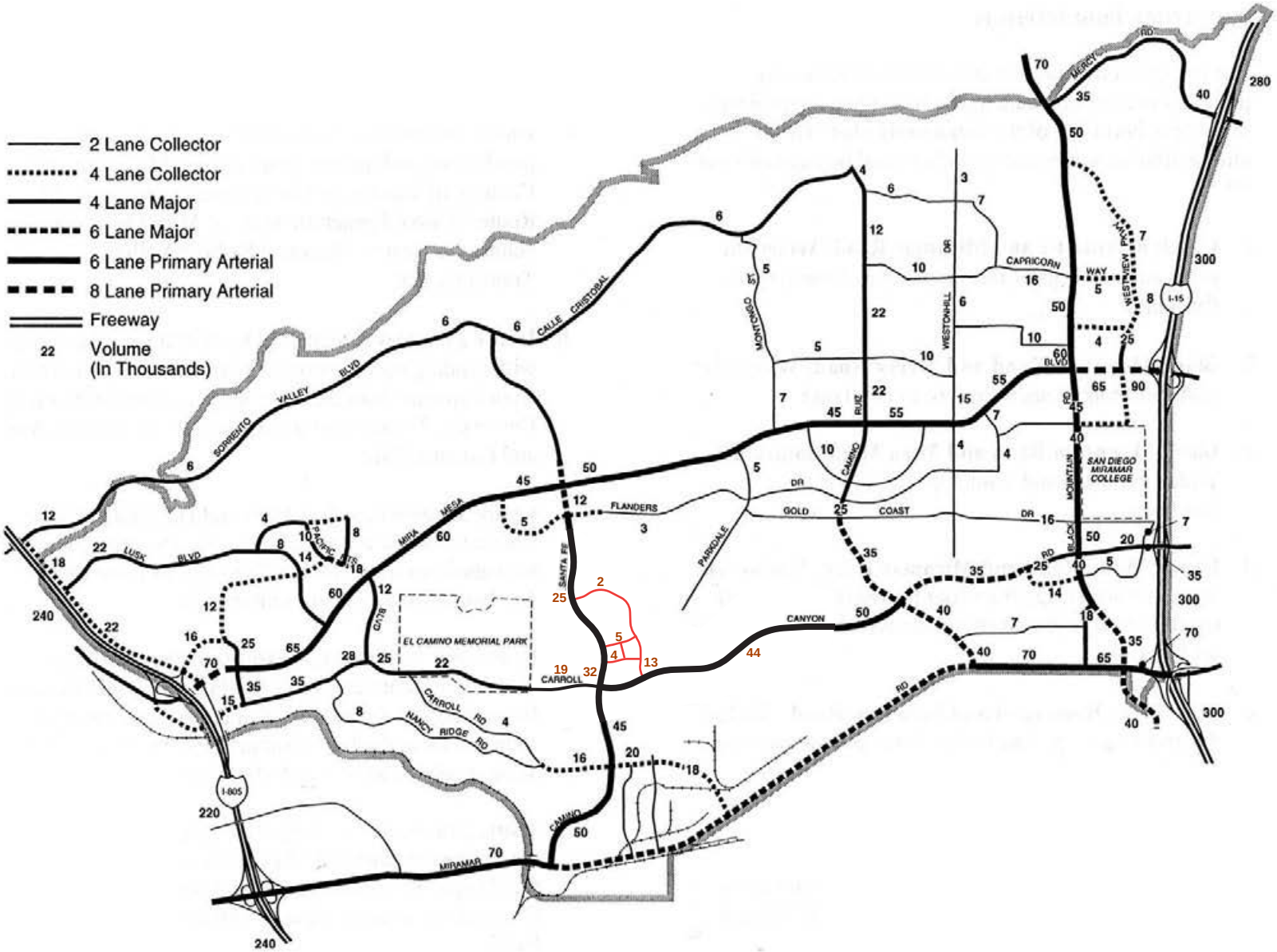
The North County Transit District is currently implementing a plan for a commuter rail line from Oceanside to downtown San Diego. Two stops will provide access to the western portion of Mira Mesa—one in Sorrento Valley and the other in Mira Mesa at the terminus of Camino Santa Fe, just south of Miramar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



Horizon Year Average Daily Traffic and Recommended Street Classifications

Mira Mesa Community Plan

FIGURE 10



Horizon Year Average Daily Traffic and Recommended Street Classifications

10 FIGURE

Mira Mesa Community Plan

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

5. **Future Transit Service in Carroll Canyon**

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

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

6. **Pedestrian Facilities**

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

7. **Bikeway System**

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

8. **Trail System**

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

5. **Carroll Canyon (3Roots) and Carroll Center Park Sites**

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

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

An approximately 25-acre community park will be provided as part of the 3Roots San Diego project. As part of this project, this park has been sited to include lighted sports fields to accommodate the need for more organized sports in the community.

6. **Carroll School Site**

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

7. **Westview (Hage) Park**

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

8. **Lopez Ridge Park**

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

9. **Maddox Park**

Lease an additional ten acres from the adjacent Maddox Elementary School site to increase this park to 14 acres as an interim measure until the school district develops this site as an elementary school.

~~10. **Parkdale Park**~~

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

~~11~~10. **Canyon Hills Resource-Based Park**

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

RECOMMENDED COMMUNITY AND NEIGHBORHOOD (POPULATION-BASED) PARK FACILITIES

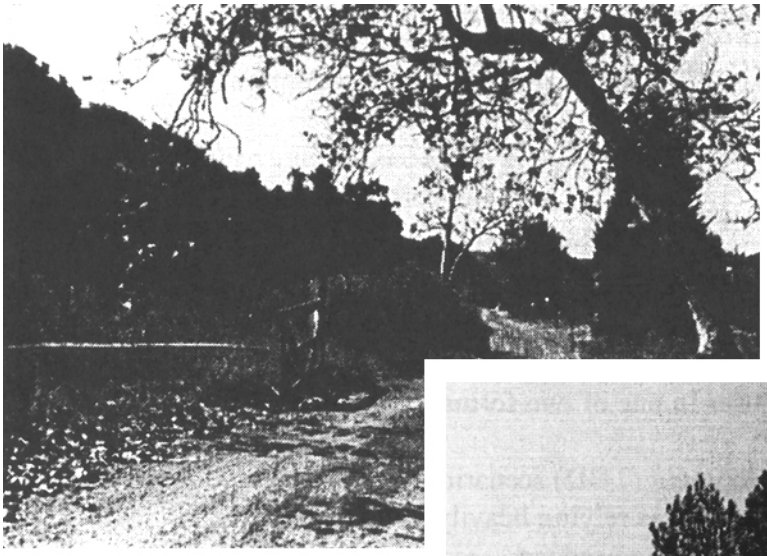
	1992 Park Acreage (City-Owned/Leased)		Recommended Park Acreage (Net Usable)	Scheduled Completion (Fiscal Year)
Community Parks				
Hourglass Field Community Park	0	30	27	1992/1997
Mira Mesa Community Park	17	-	17	Developed
Winterwood Community Park	33	-	21	1994/2002
3Roots Community Park	25	-	25	2025
Neighborhood Parks				
Breen School Site	0	-	10	1994/1998
Camino Ruiz Park	0	-	11	1997
~~Carroll Canyon~~	~~0~~	~~-~~	~~10~~	~~2005~~
Carroll Center	0	-	10	2005
Carroll School Site	0	11	11	1993/2001
Lopez Ridge Park	10	-	10	1990/1995
Maddox Park	4	-	4	Developed
Mesa Verde Park	5	1	6	Developed
Mesa Viking Park	7	5	12	Developed
Mira Mesa High School	0	11	11	Developed
~~Parkdale Park~~	~~0~~	~~-~~	~~5~~	~~2002/2012~~
Sandburg Park	5	-	4	Developed
Walker-Wagenheim School	0	11	11	Developed
Westview (Hage) Park	9	0	7	1992/1995
Total Acreage	~~90~~115	**69**	~~187~~207	

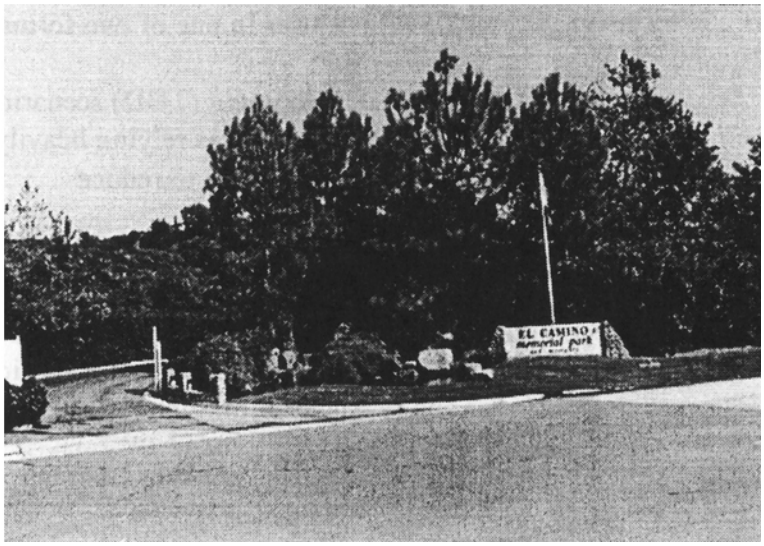
Note: Scheduled completion dates may be revised during updates of the Mira Mesa Public Facilities Financing Plan and Facilities Benefit Assessment.

ACTION PLAN

	Timing					
Implementation Measures	**Adopt With Plan**	**Within 10 Years**	**Within 15 Years**	**Responsibility for Implementation**	**Source of Funding**	**See for More Detail**
Acquire and develop Breen, Camino Ruiz, Carroll School and Maddox Park sites.		λ		Park and Recreation Department	FBA, Subdivision Agreement	Proposals 3, 4, 6 and 9
Acquire and develop Carroll Canyon ~~,~~and Carroll Center ~~and Parkdale~~ Park sites.			λ	Park and Recreation Department	~~FBA,~~ Subdivision Agreement	Proposal~~s~~ 5 ~~and 10~~
Develop Hourglass Field Park.			λ	Park and Recreation Department	FBA, Subdivision Agreement	Proposal 1
Develop Winterwood Park.		λ		Park and Recreation Department	FBA	Proposal 2
Develop Hage and Lopez Ridge Parks.		λ		Park and Recreation Department	FBA, Subdivision Agreement	Proposals 7 and 8
Develop Canyon Hills Resource-Based Park.		λ		Park and Recreation Department	Unidentified	Proposal 11

CARROLL CANYON MASTER PLAN AREA





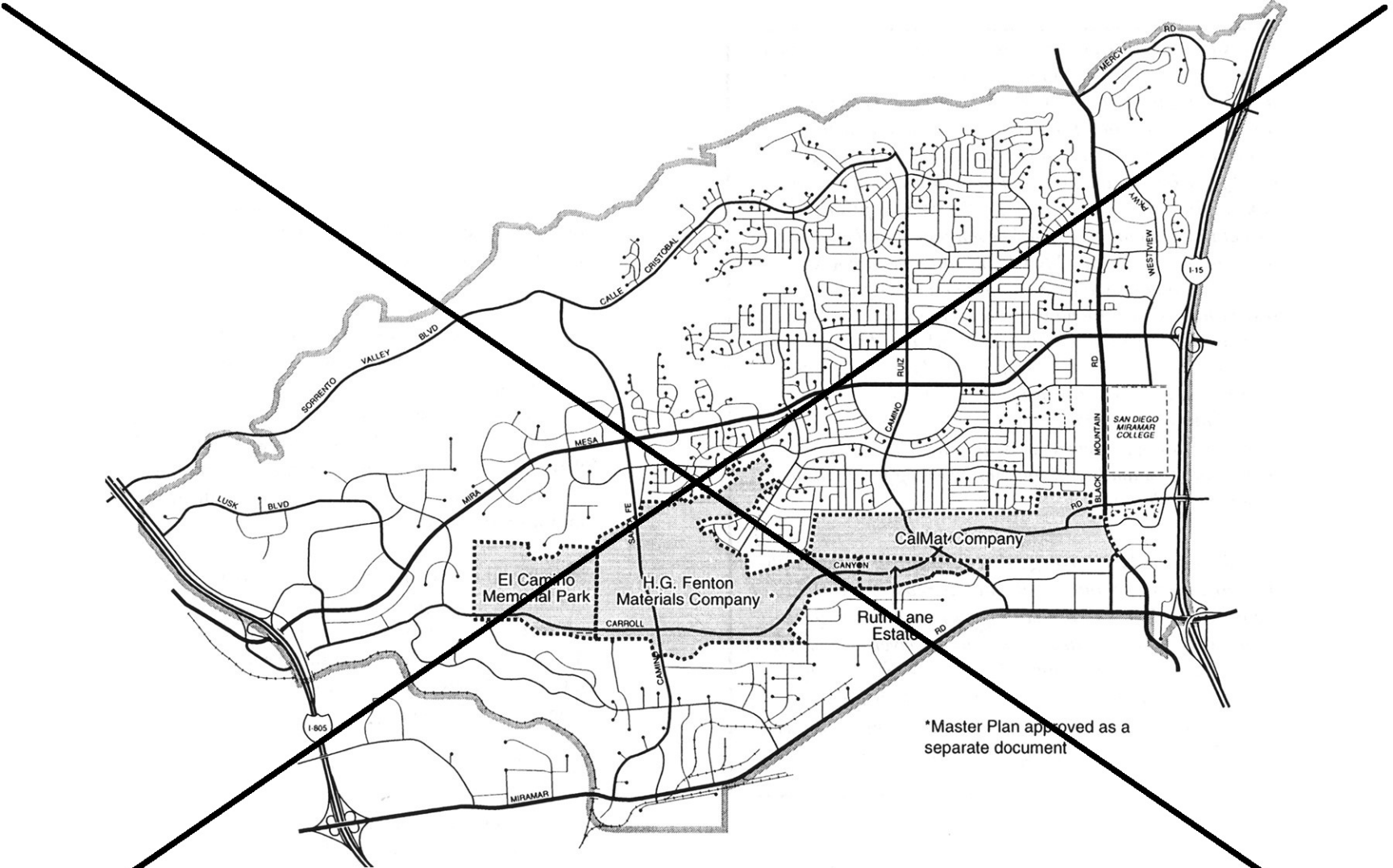
This Plan designates approximately 1,100 acres in Carroll Canyon for future development under a master plan process. The Master Plan Area includes four properties as shown on **Figure 22**:

- Fenton Materials Company operate~~s~~d a mining facility on approximately 500 acres of their 573-acre site in accordance with Conditional Use Permit (CUP) No. 89-0585, which expire~~s~~d in the year 2015. A portion of the site has since redeveloped into the Fenton Technology Park. The remainder of the site is within the 3Roots San Diego project.

- The CalMat Company operate~~s~~d a mining facility on approximately 300 acres in accordance with CUP 315-2 ~~, which expires in the year 2006.~~until mining operations transferred to the Vulcan Materials Company and ownership transferred to the Stone Creek Mira Mesa LLC. The LLC is processing a CUP extension and a master plan for redevelopment of the site as mining operations cease.

- The Ruth Lane Estate ownership of approximately 60 undeveloped acres, which are constrained by steep slopes and the floodplain, has been developed as the Carroll Canyon Business Park; and

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

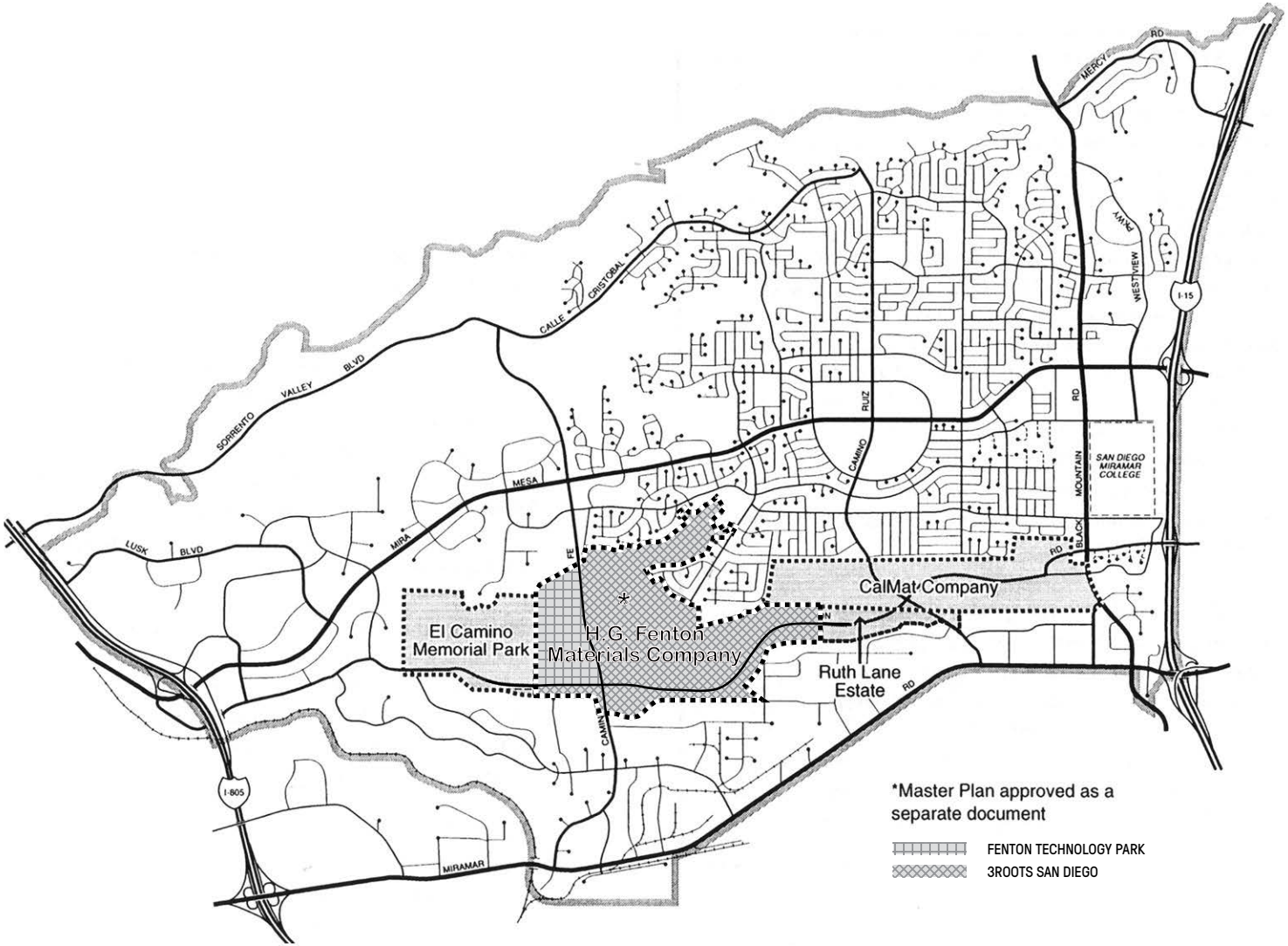


Carroll Canyon Master Plan Area

Mira Mesa Community Plan

22

FIGURE



Carroll Canyon Master Plan Area

Mira Mesa Community Plan

22
FIGURE

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

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

~~For the Fenton and CalMat properties, the master plan process shall be in the form of an amendment to this Plan. More detailed development proposals shall be processed as planned development permits for each phase of development.~~ A master plan was approved for the H.G. Fenton Materials portion of the Carroll Canyon Master Plan Area by the City Council in 1994 as an amendment to the Mira Mesa Community Plan (reference Carroll Canyon Master Plan Resolutions 285096 and 285097). The Carroll Canyon Master Plan provided a development strategy and required approval of Planned Development Permits consistent with the master plan's development criteria for redevelopment within the site. Phase 1 of the Carroll Canyon Master Plan, also known as the Fenton Carroll Canyon Technology Center, was approved by the San Diego City Council in December of 2001 as PDP 98-1199 and has been constructed. Phase II of the Carroll Canyon Master Plan, also known as 3Roots San Diego, was approved by the City Council in _____ of 2019 as Master Planned Development Permit (MPDP) _____. With the approval of Phase II, the Carroll Canyon Master Plan was extinguished and replaced by the Planned Development Permits approved consistent with the former Carroll Canyon Master Plan and with this element.

~~The~~ Development of the Ruth Lane Estate property ~~may be processed~~ was approved ~~as~~with ~~a p~~Planned Industrial ~~d~~Development permit 98-0978. ~~and d~~Development plans for additional cemetery uses in disturbed areas of El Camino Memorial Park may be processed as a CUP amendment (without the need for a Community Plan ~~a~~Amendment~~s~~) provided that the design of the creek and open space systems, the alignment of Carroll Canyon Road and plans for development that would support a future ~~LRT~~ transit line are coordinated with ~~Fenton's and CalMat's plans~~adjacent properties.

The Master Plan Development Criteria

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

1. Expansion of cemetery uses within El Camino Memorial Park shall be subject to:

a. Restoration and preservation of the Rattlesnake Canyon floodplain as open space.

b. Placement of a non-building area easement over a 100-foot-wide corridor of lawn area east of the mortuary building and parking lot to permit wildlife movement between Rattlesnake Canyon and Carroll Canyon Creek.

c. The Rattlesnake Canyon open space corridor should remain free of any recreational use or trails. Improvements for flood control and utility purposes may be permitted.

2. The Fenton, CalMat and Ruth Lane properties should be developed with a mix of uses in one of two forms:

   a. A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use; or

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

> ***Transit-Oriented Development:*** *San Diego, along with a number of other growing metropolitan regions throughout the country, is increasingly faced with a crisis of many dimensions: mounting traffic congestion, diminishing affordable housing, receding open space, threatened wildlife, urban sprawl, air pollution and socially isolated communities. In order to address the various problems associated with urban sprawl development and encourage land conservation, the City's Land Guidance Program began working with a consultant and a committee of design professionals and community members to develop land use policies and design guidelines directed at reducing automobile dependence in support of alternative forms of transportation. The Transit-Oriented Development Design Guidelines were prepared to provide strategies for accommodating projected growth in the City while maintaining its quality of life and allowing for continued economic viability.*
>
> *A TOD is a land use strategy that is designed to lessen the dependence on the automobile and increase the viability of transit ridership. Theoretically, traffic volumes may be higher with a TOD than a conventional development. These additional automobile trips will, however, be offset by increased transit ridership as well as pedestrian and bicycle trips. Therefore, there is an opportunity to increase development intensities to support transit without increasing traffic congestion.*

In either scenario, projects should be designed to provide for several transportation alternatives including walking, bicycling and transit ridership. The selection of either the conventional or the TOD mixed-use development scenario should be based on a

particular site's potential as a transit stop (see **Figure 12**). The TOD design concepts and development intensities should be applied to locations within a reasonable walking distance from a transit stop, while areas farther from transit may be developed utilizing a more conventional design.

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

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

3. An analysis of all public facilities needed to support residential development, particularly schools and parks, must be conducted by the developer if residential uses are proposed. If existing public facilities are not able to support residential development, the needed facilities must be provided on-site in order for residential development to proceed.

4. A detailed phasing program for the development of projects and the provision of public facilities, with timing and financial responsibilities clearly identified, shall be included in the master plan.

5. Right-of-way for the future ~~LRT~~ transit alignment should be dedicated as adjacent properties develop. Due to an anticipated decrease in traffic volumes assumed with SANDAG's transit proposal~~the LRT~~ ~~and~~ linked to TOD design, variations in design standards for Carroll Canyon Road should ~~also~~ be examined with future projects.

6. Carroll Canyon Creek shall be developed as a project amenity and shall be revegetated and enhanced as an east-west open space system from El Camino Memorial Park on the west to Black Mountain Road on the east. The creek should be integrated with surrounding natural or restored open space through the use of native riparian and oak woodland species and pedestrian linkages.

7. Roadways crossing the open space system shall be minimized except where they are necessary to implement a multi-modal transportation system for development around a proposed transit stop.

8. Where Rattlesnake Canyon has been disturbed by mining and related activities or cemetery uses, it shall be restored and enhanced.

9. In order to provide for the alignment of Carroll Canyon Road and a potential ~~LRT~~ transit line, the Carroll Canyon floodplain may be reconfigured provided that it incorporates the

following:

a. Although engineering requirements must be met, the recreation of a contiguous riparian habitat for wildlife (most likely to be species compatible with urban activity) shall be emphasized in the design of the flood channel.

b. A wider channel design that will slow flood flows should be used, rather than accelerating the flow through a steep, narrow channel.

c. The creek channel shall vary in width using 200 feet as a minimum standard. Portions of Carroll Canyon may be less than 200 feet if the Planning Director determines, through the master plan process, that future right-of-way widths required to construct Carroll Canyon Road and the trolley line make the 200-foot minimum infeasible.

c. A 50-foot minimum buffer shall be provided on each side of the creek channel. The buffer may include the bicycle and pedestrian trail on one side of the creek. This will ensure compatibility for both pedestrian activities and wildlife movement.

e. Hindrances to wildlife movement should be avoided. Drop structures, channel banks and bottoms should not be too steep and the use of materials such as concrete and rip-rap should be limited. If possible, the channel should allow for wildlife passage as it crosses Camino Santa Fe.

f. The floodplain shall be revegetated with riparian plant habitat and the hydrological conditions necessary for maintenance of the habitat should be replicated. The riparian habitat should transition to restored or preserved upland habitat such as Oak Woodland, Coastal Sage Scrub, Grasslands and Maritime Chaparral.

g. Urban runoff should be passed through a filtering system before entering the creek channel. Additional filtration should occur within the creek channel to avoid the possibility of sediment and other contaminants entering Los Peñasquitos Lagoon.

h. A detailed plan of the flood channel design including cross sections, surfacing and planting materials shall be provided with the master plan.

10. An open space and wildlife corridor shall be provided connecting Rattlesnake and Carroll Canyons, alongside the Parkdale vernal pool preserve. The corridor may be designed as part of the manufactured slope created from sand and gravel extraction in the area. However, the slope design shall incorporate contour grading techniques to aid wildlife movement and shall be revegetated with native species to provide vegetation cover for wildlife. Although a pedestrian path should be provided to link Carroll Canyon development with the existing community at Parkdale Avenue, the path should be designed to minimize the impact on wildlife movement.

11. Proposed open space areas including Rattlesnake Canyon and Carroll Canyon Creek shall be retained as open space through dedication or easement. Responsibility for maintenance

of these areas shall be identified in the master plan.

12. A landscaped buffer, with a minimum width of 50 feet, shall be provided between industrial uses and adjacent residential development immediately west of Camino Ruiz.

13. Landscaped medians and noncontiguous sidewalks should be included in street designs with consideration given to the specific requirements of transit~~ and the future LRT line~~. A street tree program, establishing a landscape theme compatible with the restored riparian areas, shall be provided in the master plan.

14. Because Carroll Canyon development generally will be below the elevation of adjacent neighborhoods, rooftops should be designed to minimize visual impacts when viewed from nearby residential areas and public rights-of-way.

15. A 7.2-acre site east of Black Mountain Road, between Maya Linda and Carroll Center Road, and north of Maya Linda (Lots 3, 4 and 6 of Carroll Canyon Centre) may be developed prior to approval of the master plan for CalMat's Carroll Canyon site. This area shall be developed with retail, office and related uses under a planned commercial development permit. The PCD shall be incorporated into the master plan.

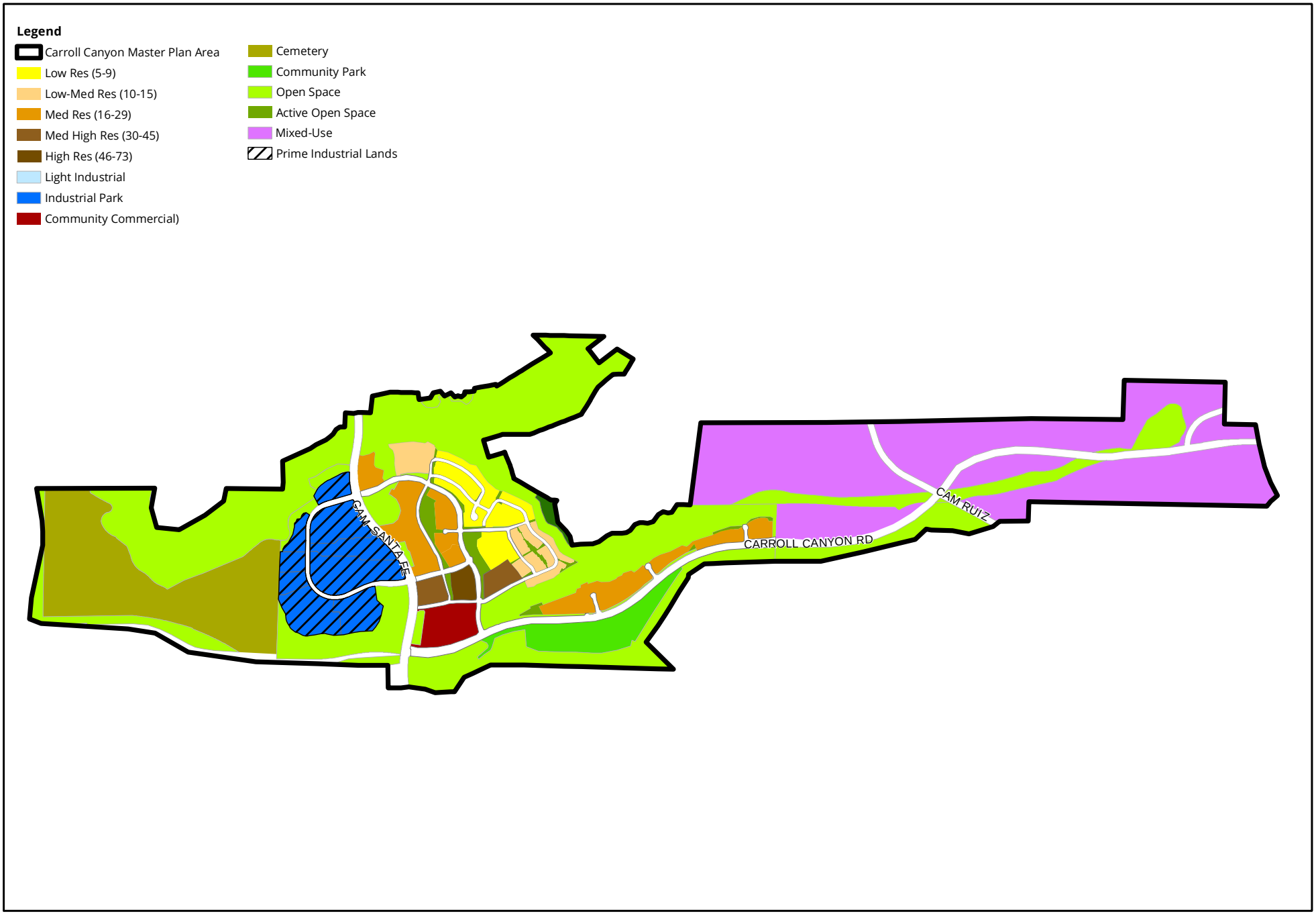
Carroll Canyon Master Plan Area Land Use

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

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

CPIOZ-Type B Supplemental Development Regulation (SDR):
Requirement: Development within the CPIOZ B Area shall be developed through the approval of a Planned Development Permit.

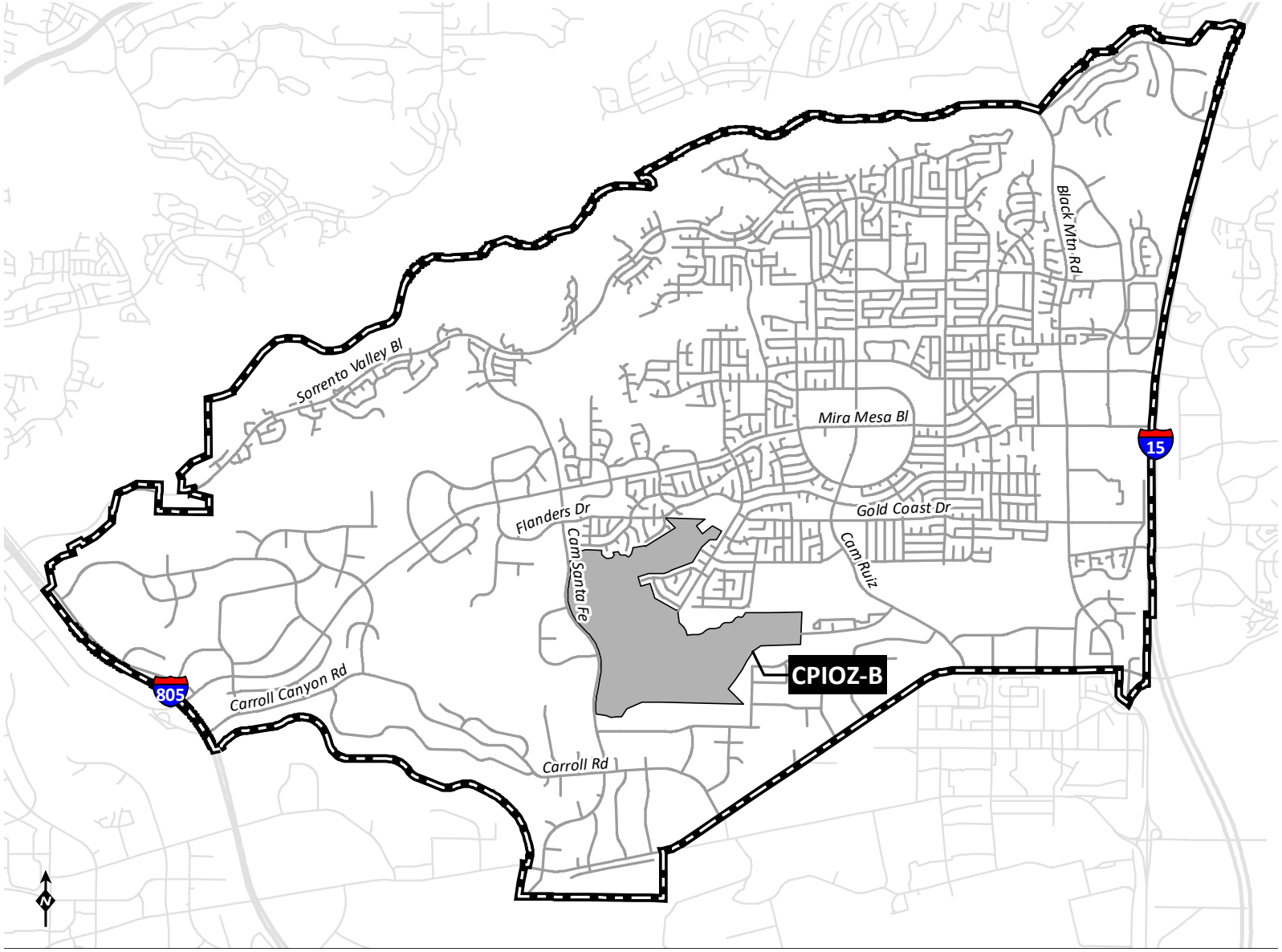
Requirements For Continued Mining Operations



Carroll Canyon Master Plan Area Land Use

Mira Mesa Community Plan

23
FIGURE



Source: Helix 4/19

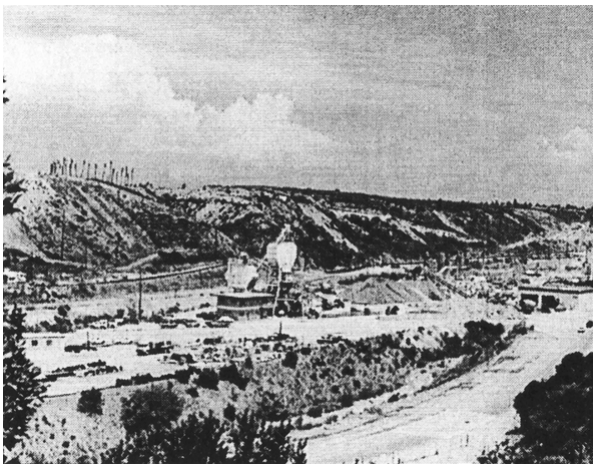
I:\PROJECTS\H\HAW\HAW-34_Cantera\Map\EIR\Fig5.1-2_CPIOZ.indd CAH-02.01 4/23/19 - SAB

Community Plan Implementation Overlay Zone (CPIOZ) - Type B

Mira Mesa Community Plan

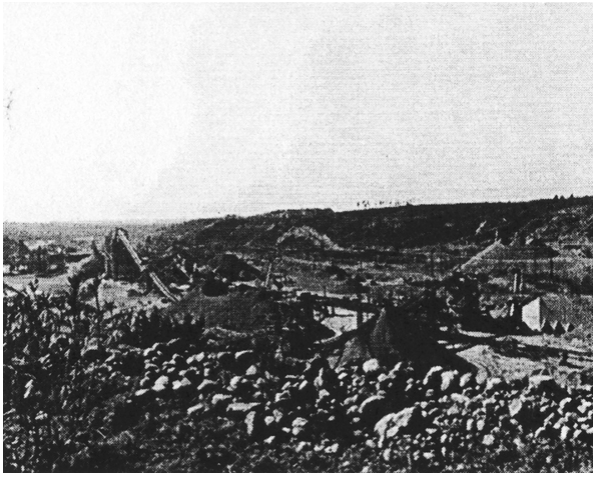
24
FIGURE

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



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

1. Plans should include the planting and seeding of recontoured hillside areas with trees, shrubs and grasses which can be expected to exist on their own once established. Supplementary watering of plant materials and grass areas will be necessary to achieve establishment. The planting pattern and densities should be in keeping with the natural growth on adjacent unmined lands.



2. Variable slope ratios (horizontal and vertical) should be applied over reclaimed surfaces to more closely resemble natural hillsides.

3. Control of erosion of the reclaimed surface from natural runoff of storm waters or other water sources should be instituted.

4. Reclamation plans should include a provision for an open space corridor in Carroll Canyon.

THIS PAGE INTENTIONALLY LEFT BLANK.