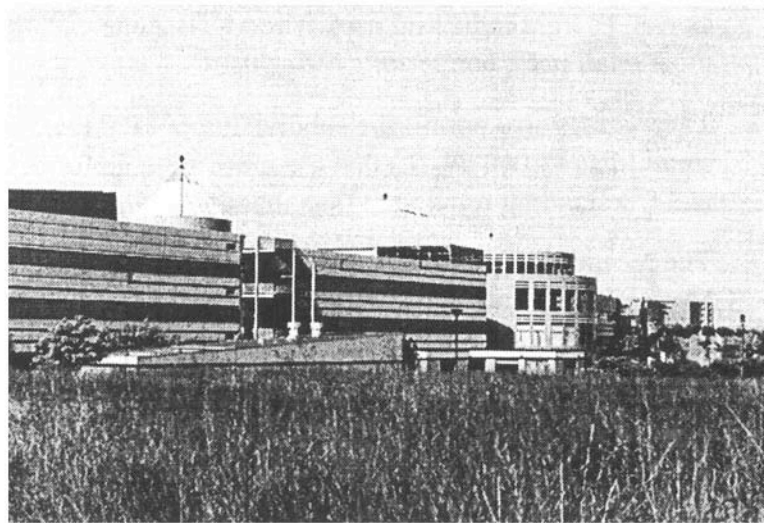
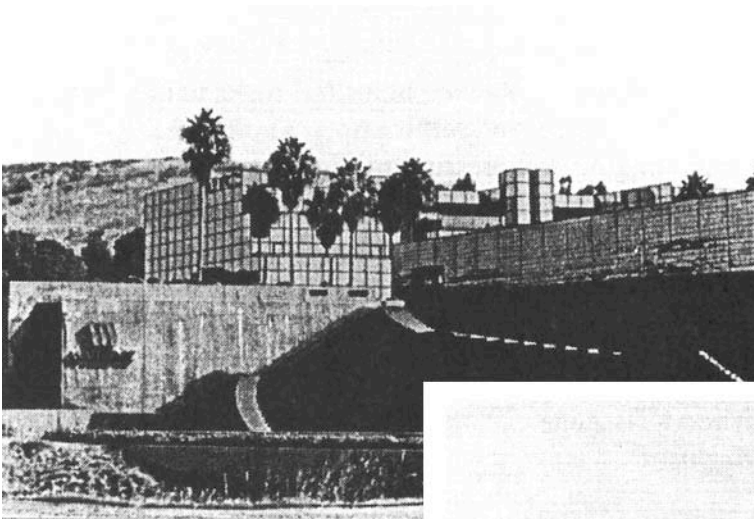

INDUSTRIAL LAND USE



GOALS

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

INTRODUCTION

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

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

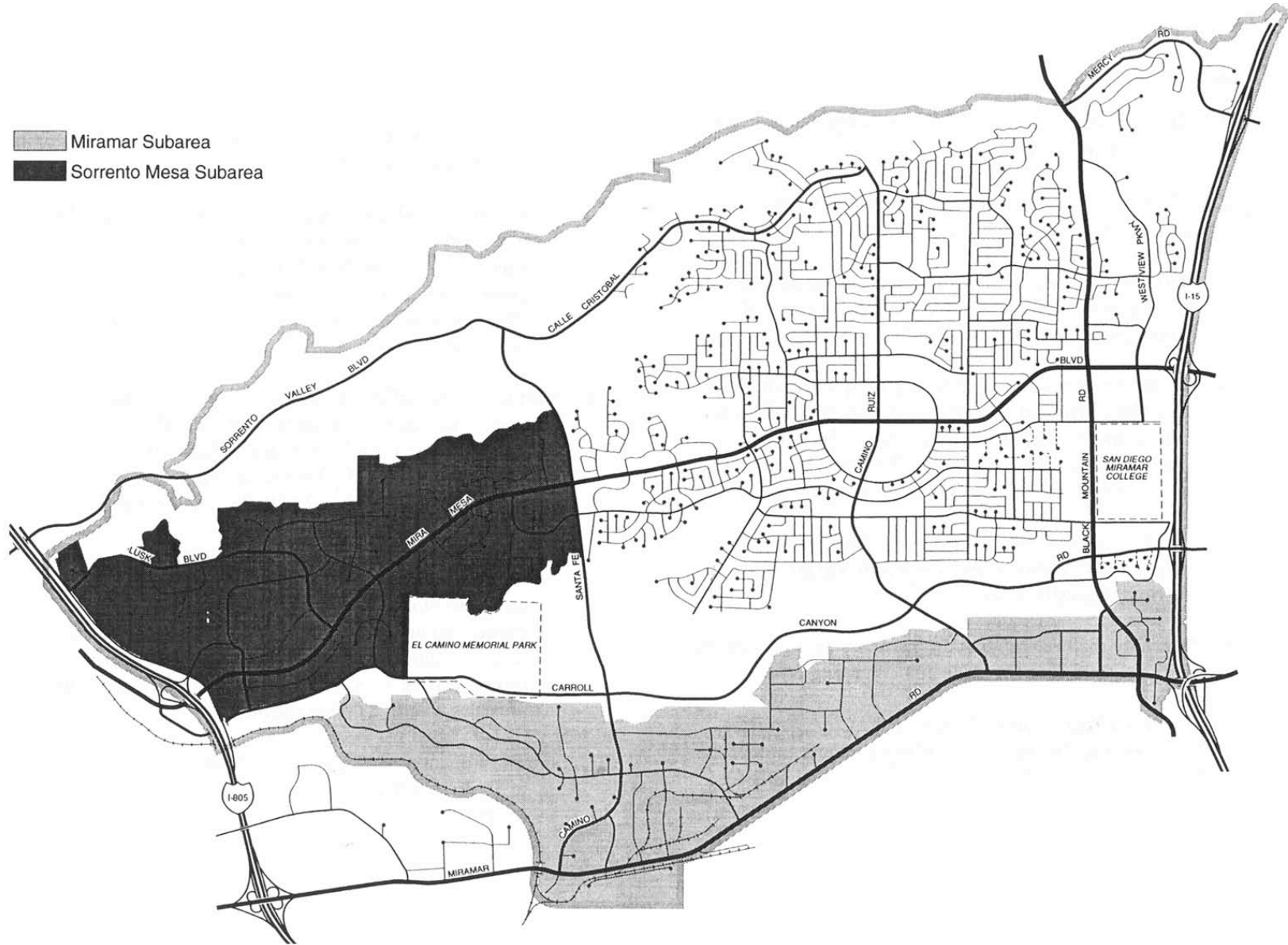
A land use inventory conducted by the Planning Department in 1988 found that development in the Miramar subarea differs from the type of industrial development anticipated when the community was originally planned. This subarea contains some older light industrial uses (warehousing, wholesale distribution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

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

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

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

Miramar Subarea
 Sorrento Mesa Subarea



Industrial Subareas
Mira Mesa Community Plan

19
 FIGURE

POLICIES

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

PROPOSALS

1. Industrial Designations

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

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

The **Light Industrial** designation is intended for manufacturing, storage, warehousing, distribution and similar uses. Specialized commercial uses such as building materials stores, auto centers and discount stores would also be consistent with this designation if located in an existing M-1A zone. The Miramar subarea is designated for Light Industrial use.

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

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

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

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

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

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

2. Subarea Proposals

a. Sorrento Mesa Subarea

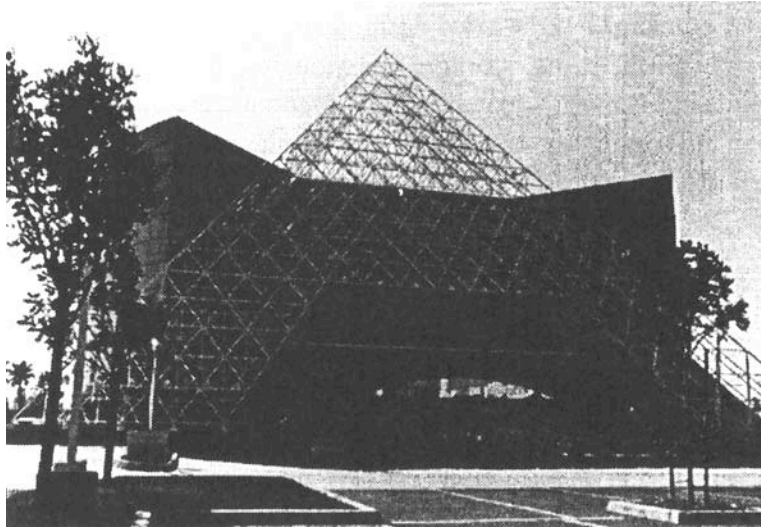
Sorrento Mesa is developing as a series of planned industrial parks with high quality architectural design, extensive landscaping and limited signs. Sorrento Mesa's planned industrial parks are developing as planned industrial development (PID) permits with the exception of the Lusk Industrial Park which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

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

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

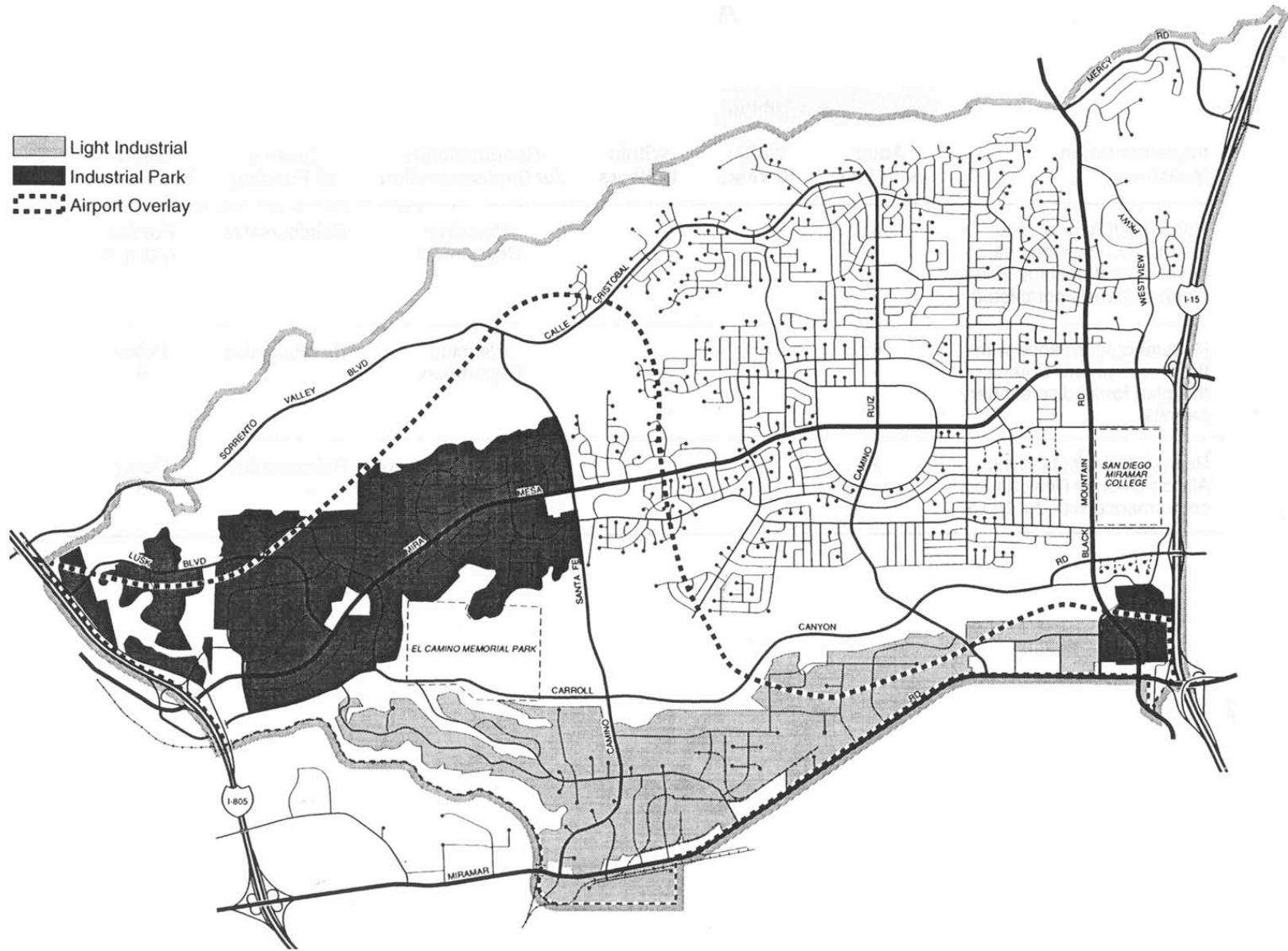
b. Miramar Subarea

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



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

-  Light Industrial
-  Industrial Park
-  Airport Overlay



Recommended Industrial Land Use
Mira Mesa Community Plan

20
 FIGURE

ACTION PLAN

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